CITY OF ONTARIO

Regular City Council/Housing Authority Meeting
JUNE 16, 2026

City Hall
303 East B Street, Ontario, CA 91764

MAYOR PAUL S. LEON • MAYOR PRO TEM ALAN D. WAPNER
COUNCIL MEMBERS JIM W. BOWMAN, DEBRA PORADA AND DAISY MACIAS

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

WELCOME TO A MEETING OF THE ONTARIO CITY COUNCIL

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

Anyone wishing to speak in person during public comment or on a particular item will be required to fill out a blue slip. Blue slips must be turned in prior to public comment beginning or before an agenda item is taken up. The Clerk will not accept blue slips after that time.

To submit written public comments by email, please send your name, the agenda item you are commenting on, and your comments to publiccomments@ontarioca.gov. The public comment submission window opens at the time the agenda is published and remains open until 4:00 p.m. on the day of the meeting. All comments received during this timeframe will be forwarded to the City Council for consideration before action is taken on the matter and will be entered into the record.

Speakers will be alerted when they have 1 minute remaining and when their time is up. Speakers are then to return to their seats and no further comments will be permitted.

In accordance with State Law, remarks during public comment are to be limited to subjects within Council's jurisdiction. Remarks on other agenda items will be limited to those items.

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

ACCOMMODATIONS

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

ORDER OF BUSINESS

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

CALL TO ORDER *(OPEN SESSION)*

ROLL CALL

Wapner, Bowman, Porada, Macias, Mayor/Chairman Leon

INFORMATION RELATIVE TO POSSIBLE CONFLICT OF INTEREST

Agenda item contractors, subcontractors and agents may require member abstentions due to conflict of interests and financial interests. Council Member abstentions shall be stated under this item for recordation on the appropriate item.

CLOSED SESSION PUBLIC COMMENT

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

CLOSED SESSION

GC 54956.9(d)(1), CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION
City of Ontario, et al. v. Inland Empire Utilities Agency, Los Angeles Superior Court Case No. 24STCP02321

ATTACHMENT: 20260616 Closed Session

PLEDGE OF ALLEGIANCE

Council Member Porada

INVOCATION

Pastor Richard Hernandez, The Church of God

REPORT ON CLOSED SESSION

City Attorney

PUBLIC COMMENTS 6:30 P.M.

The Public Comment portion of the Council/Housing Authority meeting is limited to 30 minutes. An opportunity for further Public Comment may be given at the end of the meeting. Under provisions of the Brown Act, Council is prohibited from taking action on oral requests. As previously noted -- if you wish to address the Council, fill out one of the blue slips at the rear of the chambers and give it to the City Clerk.

To submit written public comments by email, please send your name, the agenda item you are commenting on, and your comments to publiccomments@ontarioca.gov. The public comment submission window opens at the time the agenda is published and remains open until 4:00 p.m. on the day of the meeting. All comments received during this timeframe will be forwarded to the City Council for consideration before action is taken on the matter and will be entered into the record.

AGENDA REVIEW/ANNOUNCEMENTS

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

CONSENT CALENDAR

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

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1. APPROVAL OF MINUTES

Minutes for the cancelled regular meetings of the City Council and Housing Authority of May

19, 2026, and approving same as on file in the Records Management Department.

ATTACHMENT: 20260519 C Minutes (Not Official Until Approved).docx

2. BILLS & PAYROLL

Bills May 15, 2026 through May 28, 2026, and Payroll May 3, 2026 through May 16, 2026.

3. AN ORDINANCE APPROVING A DEVELOPMENT AGREEMENT (FILE NO. PDA25-004) BETWEEN THE CITY OF ONTARIO, SLV LC CENTER LLC, HCW LC CENTER LLC, STRACK FARMS LAND LLC, RHV EDISON AVE LLC, MV EDISON AVE LLC, AND EPC HOLDINGS 938 LLC

That the City Council adopt an Ordinance Approving a Development Agreement (File No. PDA25-004) between the City of Ontario, SLV LC Center LLC, HCW LC Center LLC, Strack Farms Land LLC, RHV Edison Ave LLC, MV Edison Ave LLC, and EPC Holdings 938 LLC

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVE FILE NO. PDA25-004, A DEVELOPMENT AGREEMENT BETWEEN THE CITY OF ONTARIO AND SLV LC CENTER LLC, HCW LC CENTER LLC, STRACK FARMS LAND LLC, RHV EDISON AVE LLC, MV EDISON AVE LLC, AND EPC HOLDINGS 938, LLC TO ESTABLISH THE TERMS AND CONDITIONS ASSOCIATED WITH TENTATIVE PARCEL MAP NO. 20779 (FILE NO. PMTT25-007), LOCATED ON THE NORTHWEST CORNER OF HAMNER AVENUE AND LADYBUG PASEO WITHIN PLANNING AREA 10A OF THE RICH-HAVEN SPECIFIC PLAN. (APN: 0218-211-40).

ATTACHMENT: File No. PDA25-004_Risewell Homes_01_EXH A&B.pdf
ATTACHMENT: File No. PDA25-004 Risewell Homes 02 ORD_RM
ATTACHMENT: File No. PDA25-004_Risewell Homes_03_DEV_AGR.doc

4. AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, LEVYING SPECIAL TAXES WITHIN CITY OF ONTARIO COMMUNITY FACILITIES DISTRICT NO. 77 (THE RESORT AT ONTARIO RANCH FACILITIES)

That the City Council adopt an Ordinance authorizing the levy of special taxes within City of Ontario Community Facilities District No. 77 (The Resort at Ontario Ranch Facilities).

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, LEVYING A SPECIAL TAX WITHIN CITY OF ONTARIO COMMUNITY FACILITIES DISTRICT NO. 77 (THE RESORT AT ONTARIO RANCH FACILITIES).

ATTACHMENT: CFD_77_The_Resort_at_Ontario_Ranch_05_Ordinance_Levy_Tax__1_RM.docx

5. RESOLUTIONS TO CALL AND GIVE NOTICE, CONSOLIDATE AND ADOPT REGULATIONS FOR CANDIDATE STATEMENTS FOR THE GENERAL MUNICIPAL ELECTION OF NOVEMBER 3, 2026

That the City Council adopt the following Resolutions:

A. A Resolution to call and set the date for the General Municipal Election as November 3, 2026;
B. A Resolution to request the San Bernardino County Registrar of Voters to consolidate the election with the General Election; and
C. A Resolution establishing regulations pertaining to Candidate Statements

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, CALLING FOR THE HOLDING OF A GENERAL MUNICIPAL ELECTION TO BE HELD ON TUESDAY, NOVEMBER 3, 2026, FOR THE ELECTION OF CERTAIN OFFICERS AS REQUIRED BY THE PROVISIONS OF THE LAWS OF THE STATE OF CALIFORNIA RELATING TO GENERAL LAW CITIES.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, REQUESTING THE BOARD OF SUPERVISORS OF THE COUNTY OF SAN BERNARDINO TO CONSOLIDATE A GENERAL MUNICIPAL ELECTION TO BE HELD ON TUESDAY, NOVEMBER 3, 2026 WITH THE STATEWIDE GENERAL ELECTION, PURSUANT TO §10403 OF THE ELECTIONS CODE.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, ADOPTING REGULATIONS FOR CANDIDATES FOR ELECTIVE OFFICE PERTAINING TO CANDIDATES STATEMENTS SUBMITTED TO THE VOTERS AT AN ELECTION TO BE HELD ON TUESDAY, NOVEMBER 3, 2026.

ATTACHMENT: Resolution Calling for Holding a General Municipal Election_01_RM
ATTACHMENT: Resolution Request to Consolidate a General Municipal Election 02_RM
ATTACHMENT: Resolution Regulations for Candidate Statements 03_RM

6. ANNUAL LEVY OF ASSESSMENTS WITHIN ONTARIO PARKWAY MAINTENANCE ASSESSMENT DISTRICT NOS. 1, 2, 3, AND 4 FOR FISCAL YEAR 2026-27

That the City Council adopt:

A. A Resolution ordering the preparation of the Assessment Engineer's Reports for proceedings for the annual assessment levy within Ontario Parkway Maintenance Assessment District (OPMAD) Nos. 1, 2, 3, and 4;
B. A Resolution approving the Assessment Engineer's Reports for the annual levy of assessments within OPMAD Nos. 1, 2, 3, and 4; and
C. A Resolution for OPMAD Nos. 1, 2, and 3, and a separate Resolution for OPMAD No. 4, declaring the City's intention to provide for an annual levy and collection of assessments for Fiscal Year 2026-27 and set the date of July 21, 2026, for a Public Hearing on each district in accordance with the Landscaping and Lighting Act of 1972.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, ORDERING THE PREPARATION OF THE ASSESSMENT ENGINEER'S REPORTS PURSUANT TO THE PROVISIONS OF DIVISION 15, PART 2, OF THE STREETS AND HIGHWAYS CODE OF THE STATE OF CALIFORNIA, FOR PROCEEDINGS FOR THE ANNUAL ASSESSMENT LEVY WITHIN ONTARIO PARKWAY MAINTENANCE ASSESSMENT DISTRICTS NO. 1, 2, 3 AND 4 FOR FISCAL YEAR 2026-27.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING THE ASSESSMENT ENGINEER'S REPORTS FOR THE ANNUAL LEVY OF ASSESSMENTS WITHIN

ONTARIO PARKWAY MAINTENANCE ASSESSMENT DISTRICTS NO. 1, 2, 3, AND 4 FOR FISCAL YEAR 2026-27.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, DECLARING ITS INTENTION TO PROVIDE FOR AN ANNUAL LEVY AND COLLECTION OF ASSESSMENTS FOR FISCAL YEAR 2026-27 IN ONTARIO PARKWAY MAINTENANCE ASSESSMENT DISTRICTS NO. 1, 2, AND 3, PURSUANT TO THE PROVISIONS OF DIVISION 15, PART 2, OF THE STREETS AND HIGHWAYS CODE OF THE STATE OF CALIFORNIA, AND SETTING A TIME AND PLACE FOR A PUBLIC HEARING THEREON.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, DECLARING ITS INTENTION TO PROVIDE FOR AN ANNUAL LEVY AND COLLECTION OF ASSESSMENTS FOR FISCAL YEAR 2026-27 IN ONTARIO PARKWAY MAINTENANCE ASSESSMENT DISTRICT NO. 4, PURSUANT TO THE PROVISIONS OF DIVISION 15, PART 2, OF THE STREETS AND HIGHWAYS CODE OF THE STATE OF CALIFORNIA, AND SETTING A TIME AND PLACE FOR A PUBLIC HEARING THEREON.

ATTACHMENT: OPMAD Levy Table 01 Exhibit A
ATTACHMENT: OPMAD Levy 02 Vicinity Maps.pdf
ATTACHMENT: OPMAD Levy 03 Boundary and Inventory Maps.pdf
ATTACHMENT: OPMAD Levy 04 RESO Ordering Engineer Report RM
ATTACHMENT: OPMAD Levy 05 RESO Approving Engineer Report RM
ATTACHMENT: OPMAD Levy 06 RESO Intention to Levy 1 2 and 3 RM
ATTACHMENT: OPMAD Levy 07 RESO Intention to Levy 4 RM

7. ANNUAL LEVY OF ASSESSMENTS WITHIN STREET LIGHTING MAINTENANCE DISTRICT NOS. 1 AND 2 FOR FISCAL YEAR 2026-27

That the City Council consider and adopt:

A. A Resolution ordering the preparation of the Assessment Engineer's Reports for proceedings for the annual assessment levy within Street Lighting Maintenance District (SLMD) Nos. 1 and 2;
B. A Resolution approving the Assessment Engineer's Reports for the annual levy of assessments within SLMD Nos. 1 and 2; and
C. A Resolution for each district declaring the City's intention to provide for an annual levy and collection of assessments for Fiscal Year 2026-27 and set the date of July 21, 2026, for a Public Hearing on each district in accordance with the Landscaping and Lighting Act of 1972.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, ORDERING THE PREPARATION OF THE ASSESSMENT ENGINEER'S REPORTS PURSUANT TO THE PROVISIONS OF DIVISION 15, PART 2, OF THE STREETS AND HIGHWAYS CODE OF THE STATE OF CALIFORNIA, FOR PROCEEDINGS FOR THE ANNUAL ASSESSMENT LEVY WITHIN ONTARIO STREET LIGHTING MAINTENANCE DISTRICTS NO. 1 AND NO. 2 FOR FISCAL YEAR 2026-27.

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

ASSESSMENT ENGINEER'S REPORTS FOR THE ANNUAL LEVY OF ASSESSMENTS WITHIN ONTARIO STREET LIGHTING MAINTENANCE DISTRICTS NO. 1 AND NO. 2 FOR FISCAL YEAR 2026-27.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, DECLARING ITS INTENTION TO PROVIDE FOR AN ANNUAL LEVY AND COLLECTION OF ASSESSMENTS FOR FISCAL YEAR 2026-27 IN ONTARIO STREET LIGHTING MAINTENANCE DISTRICT NO. 1 PURSUANT TO THE PROVISIONS OF DIVISION 15, PART 2, OF THE STREETS AND HIGHWAYS CODE OF THE STATE OF CALIFORNIA, AND SETTING A TIME AND PLACE FOR A PUBLIC HEARING THEREON.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, DECLARING ITS INTENTION TO PROVIDE FOR AN ANNUAL LEVY AND COLLECTION OF ASSESSMENTS FOR FISCAL YEAR 2026-27 IN ONTARIO STREET LIGHTING MAINTENANCE DISTRICT NO. 2, PURSUANT TO THE PROVISIONS OF DIVISION 15, PART 2, OF THE STREETS AND HIGHWAYS CODE OF THE STATE OF CALIFORNIA, AND SETTING A TIME AND PLACE FOR A PUBLIC HEARING THEREON.

ATTACHMENT: SLMD Levy Table 01 Exhibit A
ATTACHMENT: SLMD Levy 02 Vicinity Maps.pdf
ATTACHMENT: SLMD Levy 03 Boundary and Inventory Maps.pdf
ATTACHMENT: SLMD Levy 04 RESO Ordering Engineer Report RM
ATTACHMENT: SLMD Levy 05 RESO Approving Engineer Report RM
ATTACHMENT: SLMD Levy 06 RESO Intention to Levy 1 RM
ATTACHMENT: SLMD Levy 07 RESO Intention to Levy 2 RM

8. INFORMATION TECHNOLOGY SERVICE REVENUE CONTRACT WITH THE COUNTY OF SAN BERNARDINO FOR THE PUBLIC SAFETY COMMUNICATIONS SYSTEM ACCESS AND MAINTENANCE SERVICES

That the City Council authorize the City Manager, or his designee, to execute a five-year Information Technology Service Revenue Contract with the County of San Bernardino for the Public Safety Communications System Access and Maintenance Services for an estimated annual amount of $1,930,277 for an estimated total contract amount of $9,651,385.

ATTACHMENT: New Proposed Rates_55. City of Ontario-LTR-PSC Rate Change 2026-27 S.pdf
ATTACHMENT: Draft_County_Radio_Services_Agreement_Approved_BBK_-__BBK_04.30.26__44969437.1
ATTACHMENT: County Radio Projections_2026.pdf

9. A SOLE SOURCE PURCHASE WITH MOTOROLA SOLUTIONS, INC. FOR MOTOROLA RADIO EQUIPMENT FOR THE FIRE ADMINISTRATION BUILDING PROJECT

That the City Council authorize the City Manager, or designee, to approve the purchase of Command Central AXS dispatch Dispatch Consoles, APX Consolettes with MCD5000 Desksets, and Site site networking equipment for the Fire Administration Building project from Motorola Solutions, Inc. (Motorola), of Chicago, Illinois, for a not-to-exceed total amount of not-to-

exceed $913,607.

ATTACHMENT: Ontario FD Radio Console Quote.pdf

10. AN AMENDMENT TO THE DESIGN SERVICES AGREEMENT WITH HMC ARCHITECTS AND AN AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT WITH TILDEN-COIL CONSTRUCTORS, INC. FOR THE FIRE STATION 11/PUBLIC SAFETY CENTER AND ANIMAL RESOURCE CENTER PROJECTS

That the City Council take the following actions:

A. Authorize the City Manager, or his designee, to execute Amendment No. 5 to the Design Services Agreement with HMC Architects, of Ontario, California, to provide architectural and engineering services for the D&C23-005 Fire Station 11/Public Safety Center project in the amount of $9,872,775 for a total not-to-exceed contract amount of $19,818,902; and
B. Authorize the City Manager, or his designee, to execute Amendment No. 8 to the Professional Services Agreement with Tilden-Coil Constructors, Inc., of Riverside, California, to provide construction management multi-prime services for the D&C23-005 Fire Station 11/Public Safety Center project and the Animal Resource Center project in the amount of $10,959,376 for a total not-to-exceed contract amount of $84,588,394; and
C. Authorize the City Manager, or his designee, to execute all documents required for the completion of the projects, which may include, but are not limited to, agreements, assessments, easements, reduction of retention accounts, contract amendments within the authorization limits, and filing a notice of completion at the conclusion of all construction-related activities.

ATTACHMENT: Amendment No. 5 - HMC.pdf
ATTACHMENT: Amendment No. 8 - Tilden Coil.pdf

11. AN AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT WITH TRANSTECH ENGINEERS, INC. FOR THE SPORTS EMPIRE AND FIRE ADMINISTRATION BUILDING PROJECTS

That the City Council take the following actions:

A. Authorize the City Manager, or his designee, to execute Amendment No. 8 to the Professional Services Agreement with Transtech Engineers, Inc., of Chino, California, to provide plan check, building official, and building inspection services for the Sports Empire project in the amount of $485,000 for a total not-to-exceed contract amount of $7,316,900; and
B. Authorize the City Manager, or his designee, to execute Amendment No. 13 to the Professional Services Agreement with Transtech Engineers, Inc., of Chino, California, to provide construction management services for the Fire Administration Building project in the amount of $388,300 for a total not-to-exceed contract amount of $6,714,839; and
C. Authorize the City Manager, or his designee, to execute all documents required for the completion of the projects which may include, but not limited to, agreements,

assessments, easements, reduction of retention accounts, contract amendments within the authorization limits, and filing a notice of completion at the conclusion of all construction-related activities.

ATTACHMENT: Amendment 8 - Transtech.pdf
ATTACHMENT: Amendment No. 13 - Transtech.pdf

12. A PROFESSIONAL SERVICES AGREEMENT WITH WEST YOST & ASSOCIATES, INC., FOR THE LEAD AND COPPER RULE IMPROVEMENTS

That the City Council authorize the City Manager, or designee, to execute a three-year Professional Services Agreement with West Yost & Associates, Inc., of Davis, California, for the Lead and Copper Rule Improvement Services for a total not-to-exceed amount of $250,000 and a term from July 1, 2026 to June 30, 2029, with the option to extend the Agreement for up to two additional one-year terms.

ATTACHMENT: 20260616 PSA with West Yost and Associates 01 AGMT.pdf

13. AN AMENDMENT TO THE MAINTENANCE SERVICES AGREEMENT WITH WESTERN ALLIED CORPORATION FOR HVAC MAINTENANCE AND REPAIR SERVICES AT VARIOUS CITY FACILITIES

That the City Council authorize the City Manager, or designee, to execute Amendment No. 5 to the Maintenance Services Agreement with Western Allied Corporation of Santa Fe Springs, California, for HVAC (Heating, Ventilation, and Air Conditioning) maintenance and repair services at various City facilities in the amount of $765,000, for a total-not-to-exceed contract amount of $4,153,000, and extend the agreement for an additional one-year term.

ATTACHMENT: Western Allied Amendment No. 5 final.pdf

14. AN AGREEMENT WITH CAL BUILDING SYSTEMS INC FOR FIRE SPRINKLER AND KITCHEN SUPPRESSION SYSTEM SERVICES AT VARIOUS CITY LOCATIONS

That the City Council authorize the City Manager, or his designee, to Piggyback the Agreement between the City of Santa Ana of Santa Ana, California, and Cal Building System, Inc., of Yorba Linda, California for fire sprinkler and kitchen suppression system services at various City facilities for a total not-to-exceed amount of $252,600 through Fiscal Year 2027-28, with the option to extend the agreement for up to two additional one-year terms, consistent with the terms and conditions of the City of Santa Ana's Agreement Contract No. A-2025-140-04.

ATTACHMENT: CAL BUILDING SYSTEMS INC.pdf

15. AN AMENDMENT TO THE DESIGN SERVICES AGREEMENT WITH GHD INC., FOR 1348 PRESSURE ZONE WATER TRANSMISSION MAIN IMPROVEMENT PROJECT

That the City Council authorize the City Manager, or designee, to execute Amendment No. 1 to the Design Services Agreement with GHD Inc., (GHD) of Irvine, California, to provide on-call design services for the 1348 Pressure Zone Water Transmission Main Improvement Project in the amount of $1,393,699 for a new total revised not-to-exceed amount of $1,993,669, and a term of June 4, 2024 to May 30, 2029.

ATTACHMENT: Exhibit A.pdf

ATTACHMENT: 20260616 Amendment No. 1 to GHD 01 AGMT.pdf

16. AN AMENDMENT TO THE MAINTENANCE SERVICES AGREEMENT WITH HPS WEST, INC., DBA HYDROPRO SOLUTIONS FOR ADVANCED METERING INFRASTRUCTURE TECHNOLOGY PHASE 2 PROJECT

That the City Council approve and authorize the City Manager, or designee, to execute Amendment No. 1 to the Maintenance Services Agreement with HPS West, Inc., dba HydroPro Solutions of Ontario, California, to provide installation and maintenance services for the Advanced Metering Infrastructure (AMI) Technology Phase 2 Project in the amount of $700,266 for a new total revised not-to-exceed amount of $1,146,404, and a term of August 19, 2025 to June 30, 2030.

ATTACHMENT: Exhibit A.pdf
ATTACHMENT: 02 Hydropro MSA Amendment No. 1.pdf

17. AN AMENDMENT NO. 2 TO THE MAINTENANCE AND SERVICES AGREEMENT WITH CNC TECHNOLOGIES, LLC FOR CNC LIVE AND DOWNLINK YEARLY SUBSCRIPTION, SERVICE AND SUPPORT

That the City Council authorize the City Manager, or his designee, to execute Amendment No. 2 to the Maintenance Services Agreement with CNC Technologies, LLC, of Oak Park, California, for the annual CNC Live and Downlink subscription, service, and support program; extend the agreement for an additional one-year term; and increase the contract amount by $82,150, for a revised total not-to-exceed amount of $195,025.

ATTACHMENT: Amendment to Non-Construction Contract_CNC Technologies_4.1.2026REV.doc
ATTACHMENT: Attachment A_OPD002242-105 Rev A- 04-16-2026 SS and T and CNC Live Service Extension 2026 - 2028 Alt.pdf

18. AN UPDATED LOAN AGREEMENT BETWEEN THE CITY OF ONTARIO AND CONFIRE JOINT POWERS AUTHORITY FOR INITIAL CAPITAL FUNDING TO ESTABLISH AMBULANCE SERVICING

That the City Council authorize the City Manager or his designee to execute all documents related to the Loan Agreement between the City of Ontario and CONFIRE Joint Powers Authority in the amount of $20,000,000.

ATTACHMENT: Ontario - CONFIRE Revised Loan Agreement_06.16.2026.docx

19. A RESOLUTION APPROVING AN UPDATE TO THE CITY'S 529 COLLEGE SAVINGS PLAN

That the City Council adopt a Resolution designating a plan sponsor and a plan administrator for the City's voluntary 529 college savings plan administered by American Funds.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, DESIGNATING A PLAN SPONSOR AND PLAN ADMINISTRATOR FOR THE CITY'S VOLUNTARY 529 COLLEGE SAVINGS PLAN.

ATTACHMENT: 529 College Savings Plan RESO RM.docx

PUBLIC HEARINGS

Pursuant to Government Code Section 65009, if you challenge the City's zoning, planning or any other decision in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City Council at, or prior to the public hearing. Affidavits of posting compliance, for all items below, are on file with the Records Management Department.

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20. A PUBLIC HEARING TO CONSIDER CITY COUNCIL CERTIFICATION OF A SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT, INCLUDING ADOPTION OF A MITIGATION MONITORING AND REPORTING PROGRAM AND A STATEMENT OF OVERRIDING CONSIDERATIONS; APPROVAL OF THE ONTARIO PLAN 2050 POLICY PLAN (GENERAL PLAN) AMENDMENT; AND APPROVAL OF A ZONING MAP AMENDMENT

That the City Council conduct a public hearing and take the following actions:

A. Consider and adopt a Resolution certifying the Ontario Policy Plan Amendment Supplemental Environmental Impact Report (SEIR), including adoption of a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program; and
B. Consider and adopt a Resolution approving The Ontario Plan 2050 Policy Plan Amendment (General Plan), File No. PGPA25-002; and
C. Introduce and waive further reading of an Ordinance approving a Zoning Map Amendment, File No. PZC25-002, to implement the Policy Plan Amendment.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, CERTIFYING THE POLICY PLAN AMENDMENT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (SEIR) (STATE CLEARINGHOUSE NO. 2025110102), ADOPTING ENVIRONMENTAL FINDINGS AND A STATEMENT OF OVERRIDING CONSIDERATIONS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AND APPROVING A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE ONTARIO PLAN 2050 POLICY PLAN AMENDMENT, THE EUCALYPTUS BUSINESS PARK SPECIFIC PLAN, AND CITYWIDE ZONING MAP AMENDMENT FILE NOS. PGPA25-002 AND PZC25-002 AND — APNS: 0113-282-15, 0216-174-01, 0216-174-02, 0216-174-06, 0216-174-07, 0216-174-08, 0216-174-16, 0216-174-17, 0216-211-01, 0216-211-04, 0216-211-20, 0216-211-24, 0216-211-26, 0216-214-01, 0216-214-02, 0216-214-03, 0216-214-04, 0216-214-05, 0216-214-06, 0216-214-07 0216-311-03, 0216-311-04, 0216-311-05, 0216-311-08, 0216-311-09, 0216-312-02, 0216-312-03 0216-312-04, 0216-312-05, 0216-312-06, 0216-312-07, 0216-312-08, 0216-312-09, 0216-312-10, 0216-313-01, 0216-313-02, 0216-313-03, 0216-313-04, 0216-313-05, 0216-313-06, 0216-313-07, 0216-313-08, 0216-313-09, 0216-314-01, 0216-314-02, 0216-314-03, 0216-314-04, 0216-314-05, 0216-314-07, 0216-314-08, 0216-314-09, 0216-321-01, 0216-321-02, 0216-321-03, 0216-321-06, 0216-321-07, 0216-322-01, 0216-322-02, 0216-322-10, 0216-323-01, 0216-323-02, 0216-323-08, 0216-323-09, 0218-102-10, 0218-102-11, 0218-111-06, 0218-111-08, 0218-111-09, 0218-111-11, 0218-111-12, 0218-111-49, 0218-111-50, 0218-121-01, 0218-121-02, 0218-121-03, 0218-121-04, 0218-121-05, 0218-121-06, 0218-121-07, 0218-121-08, 0218-122-01, 0218-122-02, 0218-122-03, 0218-122-04, 0218-122-06, 0218-122-08, 0218-122-09,

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A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PGPA25-002, A CITYWIDE AMENDMENT TO THE ONTARIO PLAN 2050 POLICY PLAN (GENERAL PLAN), AND MAKING FINDINGS IN SUPPORT THEREOF — APNS: 0113-282-15, 0216-174-01, 0216-174-02, 0216-174-06, 0216-174-07, 0216-174-08, 0216-174-16, 0216-174-17, 0216-211-01, 0216-211-04, 0216-211-20, 0216-211-24, 0216-211-26, 0216-214-01, 0216-214-02, 0216-214-03, 0216-214-04, 0216-214-05, 0216-214-06, 0216-214-07, 0216-311-03, 0216-311-04, 0216-311-05, 0216-311-08, 0216-311-09, 0216-312-02, 0216-312-03, 0216-312-04, 0216-312-05, 0216-312-06, 0216-312-07, 0216-312-08, 216-312-09, 0216-312-10, 0216-313-01, 0216-313-02, 0216-313-03, 0216-313-04, 0216-313-05, 0216-313-06, 0216-313-07, 0216-313-08, 0216-313-09, 0216-314-01, 0216-314-02, 0216-314-03, 0216-314-04, 0216-314-05, 0216-314-07, 0216-314-08, 0216-314-09, 0216-321-01, 0216-321-02, 0216-321-03, 0216-321-06, 0216-321-07, 0216-322-01, 0216-322-02, 0216-322-10, 0216-323-01, 0216-323-02, 0216-323-08, 0216-323-09, 0218-102-10, 0218-102-11, 0218-111-06, 0218-111-08, 0218-111-09, 0218-111-11, 0218-111-12, 0218-111-49, 0218-111-50, 0218-121-01, 0218-121-02, 0218-121-03, 0218-121-04, 0218-121-05, 0218-121-06, 0218-121-07, 0218-121-08, 0218-122-01, 0218-122-02, 0218-122-03, 0218-122-04, 0218-122-06, 0218-122-08, 0218-122-09, 0218-131-35, 0218-161-13, 0218-161-14, 0218-181-01, 0218-181-02, 0218-181-11, 0218-181-12, 0218-181-15, 0218-181-16, 0218-181-21, 0218-181-23, 0218-181-24, 0218-181-25, 0218-181-26, 0218-191-19, 0218-191-24, 0218-241-43, 0218-241-45, 0218-402-32, 1049-101-01, 1049-101-02, 1049-101-04, 1049-101-05, 1049-101-06, 1049-101-07, 1049-101-08, 1049-101-09, 1049-101-10, 1049-101-11, 1049-101-12, 1049-101-13, 1049-101-14, 1049-101-15, 1049-101-16, 1049-101-17, 1049-101-18, 1049-101-29, 1049-101-30, 1049-101-31, 1049-101-32, 1049-101-33, 1049-101-34, 1049-101-35, 1049-101-36, 1049-101-37, 1049-101-38, 1049-101-39, 1049-131-40, 1049-131-01, 1049-131-02, 1049-131-03, 1049-131-04, 1049-131-05, 1049-131-06, 1049-131-08, 1049-131-09, 1049-131-18, 1049-131-19, 1049-161-24, 1049-161-25, 1049-171-05, 1049-171-06, 1049-171-07, 1052-151-02, 1052-151-05, 1052-151-09, 1052-151-10, 1052-151-11, 1052-161-03, 1052-471-02, 1052-481-02, 1052-491-03, 1052-491-05, 1052-491-06, 1053-091-01,

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AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PZC25-002, A CITYWIDE ZONING MAP AMENDMENT TO IMPLEMENT THE ONTARIO PLAN 2050 POLICY PLAN AMENDMENT, AND MAKING FINDINGS IN SUPPORT THEREOF — APNS: 0110-072-25, 0110-081-06, 0110-081-07, 0113-282-15, 0216-174-16, 0216-174-17, 0216-214-05, 0216-214-06, 0216-214-07, 0216-311-08, 0216-311-09, 0216-312-08, 0216-312-09, 0216-312-10, 0216-313-01, 0216-313-03, 0216-313-04, 0216-313-05, 0216-313-06, 0216-313-07, 0216-313-09, 0216-314-01, 0216-314-03, 0216-314-04, 0216-314-05, 0216-314-07, 0216-314-08, 0216-314-09, 0216-321-01, 0216-321-02, 0216-321-03, 0216-321-06, 0216-321-07, 0216-322-01, 0216-322-02, 0216-322-10, 0218-102-10, 0218-102-11, 0218-111-06, 0218-111-08, 0218-111-09, 0218-111-10, 0218-111-11, 0218-111-50, 0218-111-67, 0218-111-68, 0218-111-69, 0218-121-01, 0218-121-02, 0218-121-03, 0218-121-04, 0218-121-05, 0218-121-06, 0218-122-01, 0218-122-02, 0218-122-03, 0218-122-04, 0218-122-06, 0218-122-08, 0218-122-09, 0218-122-10, 0218-181-11, 0218-181-16, 1049-101-01, 1049-101-02, 1049-101-04, 1049-101-05, 1049-101-06, 1049-101-07, 1049-101-08, 1049-101-09, 1049-101-10, 1049-101-11, 1049-101-12, 1049-101-13, 1049-101-14, 1049-101-15, 1049-101-16, 1049-101-17, 1049-101-18, 1049-101-29, 1049-101-30, 1049-101-31, 1049-101-32, 1049-101-33, 1049-101-34, 1049-101-35, 1049-101-36, 1049-101-37, 1049-101-38, 1049-101-39, 1049-101-40, 1049-131-01, 1049-131-02, 1049-131-03, 1049-131-04, 1049-131-05, 1049-131-06, 1049-131-08, 1049-131-09, 1049-131-18, 1049-131-19, 1049-131-20, 1049-131-21, 1049-131-22, 1049-161-01, 1049-161-24, 1049-161-25, 1049-171-05, 1049-171-06, 1049-171-07, 1052-151-05, 1052-151-09, 1052-151-10, 1052-151-11, 1052-161-03, 1053-111-01, 1053-111-03, 1053-111-04, 1053-171-01, 1053-171-04, 1053-171-06, 1053-171-07, 1053-181-01, 1053-181-02, 1053-191-01, 1053-191-02, 1053-201-01, 1053-281-08, 1053-301-01, 1053-301-02, 1053-311-01, 1053-311-02, 1053-321-01, 1053-321-02, 1053-321-03, 1053-331-02, 1053-331-04, 1053-341-01, 1053-341-02, 1053-351-02, 1053-361-02, 1053-371-01, 1053-391-01, 1053-411-01, 1053-421-01, 1053-421-02, 1053-511-01, 1053-511-05, 1053-511-06, 1053-511-07, 1053-511-08, 1053-521-01, 1053-521-02, 1053-531-01, 1053-531-04, 1053-541-01, 1053-551-01, 1053-571-01, 1053-571-02, 1053-581-03, 1053-581-04, 1053-591-01, 1053-591-02, 1053-601-01, 1053-601-02, 1053-601-03, 1053-601-04.

ATTACHMENT: 20260616 File Nos. PGPA25-002 & PZC25-002 PPA^01 PC Back-up.pdf
ATTACHMENT: 20260616 File Nos. PGPA25-002 and PZC25-002 PPA_02 SEIR RESO_RM
ATTACHMENT: 20260616 File Nos. PGPA25-002 & PZC25-002 PPA 03 SEIR RESO Attachment A_SEIR.pdf
ATTACHMENT: 20260616 File Nos. PGPA25-002 & PZC25-002 PPA 04 SEIR RESO Attachment B_FSEIR.pdf

ATTACHMENT: 20260616 File Nos. PGPA25-002 & PZC25-002 PPA 05 SEIR RESO Attachment C_SOC.pdf
ATTACHMENT: 20260616 File Nos. PGPA25-002 & PZC25-002 PPA 06 SEIR RESO Attachment D_FOF.pdf
ATTACHMENT: 20260616 File Nos. PGPA25-002 & PZC25-002 PPA 07 SEIR RESO Attachment E_MMRP.pdf
ATTACHMENT: 20260616 File Nos. PGPA25-002 and PZC25-002 PPA 08 GPA RESO_RM.docx
ATTACHMENT: 20260616 File Nos. PGPA25-002 & PZC25-002 PPA 09 GPA PPA Attachment A.pdf
ATTACHMENT: 20260616 File Nos PGPA25-002 and PZC25-002 PPA 10_ZC_ORD_RM
ATTACHMENT: 20260616 File Nos. PGPA25-002 & PZC25-002 PPA 11 ZC Attachment A.pdf

21. A PUBLIC HEARING TO CONSIDER THE APPROVAL OF THE EUCALYPTUS BUSINESS PARK SPECIFIC PLAN, FILE NO. PSP24-003

That the City Council introduce and waive further reading of an Ordinance approving the Eucalyptus Business Park Specific Plan (File No. PSP24-003), appended to the attached Ordinance as "Attachment A", pursuant to the facts and reasons contained in the staff report and subject to the conditions of approval appended to the attached Ordinance as "Attachment B".

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PSP24-003, THE EUCALYPTUS BUSINESS PARK SPECIFIC PLAN, TO ESTABLISH THE LAND USE DISTRICTS, DEVELOPMENT STANDARDS, DESIGN GUIDELINES, AND INFRASTRUCTURE IMPROVEMENTS FOR THE POTENTIAL DEVELOPMENT OF 2,939,000 SQUARE FEET OF BUSINESS PARK DEVELOPMENT, 10,000 SQUARE FEET OF COMMERCIAL DEVELOPMENT AND APPROXIMATELY 37 ACRES OF OPEN SPACE/PARKLAND ON APPROXIMATELY 189 ACRES OF LAND, AND MAKING FINDINGS IN SUPPORT THEREOF—APNS: 1053-531-01, 1053-531-02, 1053-531-03, 1053-531-04, 1053-541-01, 1053-541-02, 1053-551-01, 1053-371-01, 1053-371-02, 1053-581-03, 1053-581-04, 0216-321-01, 0216-321-02, 0216-321-06, 0216-321-07, 0216-322-01, 0216-322-02 AND 0216-322-10.

ATTACHMENT: 20260616 File No. PSP24-003 01 PC Back-up.pdf
ATTACHMENT: 20260616 File No. PSP24-003 02_SP Ordinance_RM
ATTACHMENT: 20260616 File No. PSP24-003 03 SP.pdf
ATTACHMENT: 20260616 File No. PSP24-003 04 COA.docx

22. A PUBLIC HEARING TO CONSIDER AN AMENDMENT TO THE MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN (FILE NO. PSPA25-005) TO ESTABLISH A MIXED-USE OVERLAY DISTRICT (PLANNING AREA 3A) ON 25.38 ACRES OF LAND

That the City Council consider and adopt:

A. A Resolution approving an Addendum to the Meredith International Centre Specific Plan Environmental Impact Report (State Clearinghouse No. 2014051020).

B. A Resolution approving a Specific Plan Amendment (File No. PSPA25-005) for the Meredith International Centre Specific Plan, appended to the attached Resolution as "Attachment A", pursuant to the facts and reasons contained in the staff report and subject to the conditions of approval appended to the attached Resolution as "Attachment B".

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING AN ADDENDUM TO THE MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT ENVIRONMENTAL IMPACT REPORT (SCH # 2014051020), PURSUANT TO THE REQUIREMENTS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AS AMENDED, FOR FILE NO PSPA25-005 —APNS: 0110-321-74, 0110-321-75, 0110-321-76, 0110-321-29, AND 0110-321-77.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PSPA25-005, AN AMENDMENT TO THE MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN TO ESTABLISH A MIXED-USE OVERLAY DISTRICT (PLANNING AREA 3A) ON 25.38 ACRES OF LAND WITHIN THE PLANNING AREA 3 (URBAN COMMERCIAL) LAND USE DISTRICT, LOCATED AT THE SOUTHWEST CORNER OF ARCHIBALD AVENUE AND INLAND EMPIRE BOULEVARD, AND MAKING FINDINGS IN SUPPORT THEREOF APNS: 0110-321-74, 0110-321-75, 0110-321-76, 0110-321-29, AND 0110-321-77.

ATTACHMENT: 20260616 File No. PSPA25-005 - CC 01 PC Backup.pdf
ATTACHMENT: 20260616 File No. PSPA25-005 - CC 02 RESO Addendum_RM
ATTACHMENT: 20260616 File No. PSPA25-005 - CC 03_Meredith SPA_Final Addendum.pdf
ATTACHMENT: 20260616 File No. PSPA25-005 - CC 04 RESO PSPA_RM
ATTACHMENT: 20260616 File No. PSPA25-005 - CC 05_Attachment A_MICSP Redlines.pdf
ATTACHMENT: 20260616 File No. PSPA25-005 - CC 06_Attachment B_COA_PSPA.pdf

ADMINISTRATIVE REPORTS/DISCUSSION/ACTION

23. TECHNOLOGICAL DISRUPTION POLICY

That the City Council adopt a policy addressing technological disruption at Council meetings, in compliance with Senate Bill 707.

ATTACHMENT: Policy re Disruption of Remote Access to Meetings

STAFF MATTERS

City Manager Ochoa

COUNCIL MATTERS

Mayor Leon
Mayor pro Tem Wapner
Council Member Bowman

Council Member Porada
Council Member Macias

ADJOURNMENT

CITY OF ONTARIO
CLOSED SESSION REPORT
City Council // Housing Authority // Other // *(GC 54957.1)*
June 16, 2026

ROLL CALL: Wapner _, Bowman _, Porada _, Macias _, Mayor / Chairman Leon _.

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

In attendance: Wapner _, Bowman _, Porada _, Macias _, Mayor / Chairman Leon _.

- GC 54956.9(d)(1), CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION City of Ontario, et al. v. Inland Empire Utilities Agency, Los Angeles Superior Court Case No. 24STCP02321

No Reportable Action	Continue	Approved
/ /	/ /	/ /

Disposition: _____

Reported by:

_____
City Attorney / City Manager / Executive Director

ONTARIO CITY COUNCIL/
ONTARIO HOUSING AUTHORITY
MINUTES
MAY 19, 2026
(Not Official Until Approved)

JOINT MEETINGS

The Regular Joint Meetings of the Ontario City Council and the Ontario Housing Authority scheduled for May 19, 2026, were cancelled due to lack of quorum.

Respectfully submitted,

_____
CLAUDIA Y. ISBELL, MMC,
ASSISTANT CITY CLERK/SECRETARY

APPROVED:

_____
PAUL S. LEON, MAYOR/CHAIRMAN

CITY OF ONTARIO *Agenda Report* **June 16, 2026**	**SECTION:** **CONSENT CALENDAR**
Department: Financial Services Prepared By: Pablo De Lara Staff Member Presenting: Armen Harkalyan, Executive Director of Finance Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 3

SUBJECT: **AN ORDINANCE APPROVING A DEVELOPMENT AGREEMENT (FILE NO. PDA25-004) BETWEEN THE CITY OF ONTARIO, SLV LC CENTER LLC, HCW LC CENTER LLC, STRACK FARMS LAND LLC, RHV EDISON AVE LLC, MV EDISON AVE LLC, AND EPC HOLDINGS 938 LLC**

RECOMMENDATION: That the City Council adopt an Ordinance Approving a Development Agreement (File No. PDA25-004) between the City of Ontario, SLV LC Center LLC, HCW LC Center LLC, Strack Farms Land LLC, RHV Edison Ave LLC, MV Edison Ave LLC, and EPC Holdings 938 LLC

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Invest in the Growth and Evolution of the City's Economy
Operate in a Businesslike Manner
Focus Resources in Ontario's Commercial and Residential Neighborhoods
Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)
Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in Ontario Ranch

FISCAL IMPACT: There is no direct fiscal impact associated with this action. The Development Agreement will provide funding from the formation of a Community Facilities District (CFD) for City services and facilities required to support this Ontario Ranch project. In addition, the City will receive development impact, compliance processing, licensing, and permitting fees.

BACKGROUND & ANALYSIS: The Ontario Ranch financial commitments required for construction of properties within a Specific Plan are substantial. Therefore, to adequately forecast these costs and gain assurance that the project may proceed under the existing policies, rules, and regulations, SLV LC Center LLC, HCW LC Center LLC, Strack Farms Land LLC, RHV Edison Ave LLC, MV Edison Ave LLC, and EPC Holdings 938 LLC (collectively the "Applicant" or "Owner"), has requested that the City enter into negotiations to create a Development Agreement (Agreement).

The Agreement proposes to include 15.91 acres of land within Planning Area 10A of the Rich-Haven

Specific Plan, as shown on the attached Exhibit A. The Agreement grants the Applicant a vested right to develop Tentative Tract Map 20779 (the “Map”), provided that the Owner complies with the terms and conditions of the Specific Plan and related Environmental Impact Report (EIR).

The Map (see attached Exhibit B) located on the northwest corner of Hamner Avenue and Ladybug Paseo and proposes to subdivide 15.91 acres of land into 99 numbered lots and 16 lettered lots to facilitate the construction of 86 single-family dwelling units and 139 multiple-family dwelling units for condominium purposes.

The term of the Agreement is for ten years, with a five-year option to renew. The main points of the Agreement address funding for all new City expenses created by the project, which includes Development Impact Fees (DIF) for construction of public improvements (i.e. streets and bridges, sewer, water, storm drain and fiber), and the creation of a Community Facilities District (CFD) for the services and maintenance of public facilities.

In considering the Agreement at their meeting on April 28, 2026, the Planning Commission found the Agreement to be consistent with State law, The Ontario Plan, and the City's Development Agreement policies. As a result, the Planning Commission approved and adopted Resolution No. PC26-019, recommending City Council approval of the Agreement.

On June 2, 2026, the City Council held a public hearing to introduce and waive further reading of an Ordinance approving the Development Agreement (File No. PDA25-004).

ENVIRONMENTAL REVIEW: The environmental impacts of this Project were previously reviewed in conjunction with the Rich-Haven Specific Plan Amendment (File No. PSPA22-001), for which an Environmental Impact Report (State Clearinghouse No. 2022100425) was adopted by the City Council on June 20, 2023. This Application introduces no new significant environmental impacts. All previously adopted mitigation measures are a condition of Project approval and are incorporated herein by this reference.

Exhibit A: RICH-HAVEN SPECIFIC PLAN LAND USE MAP

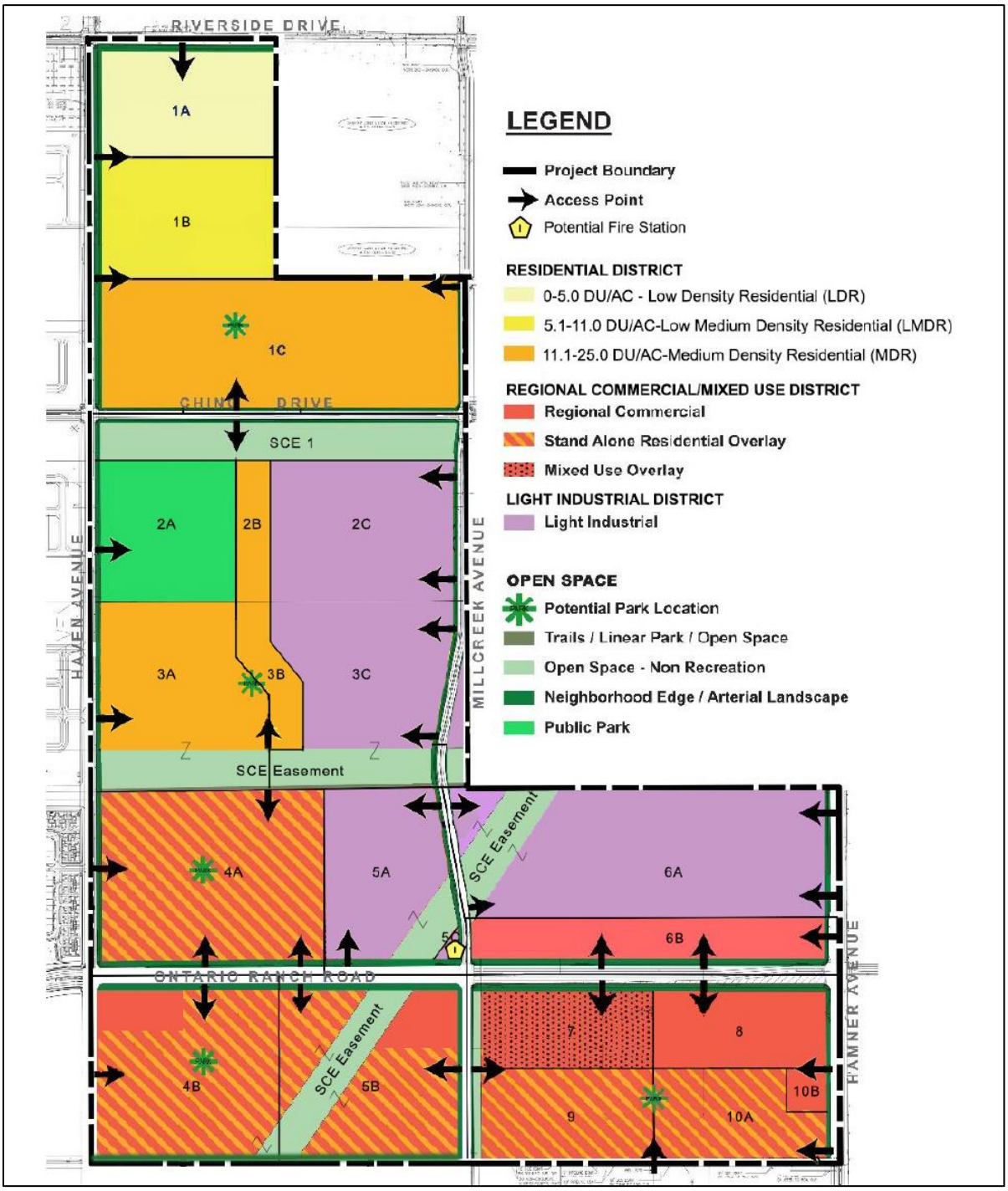
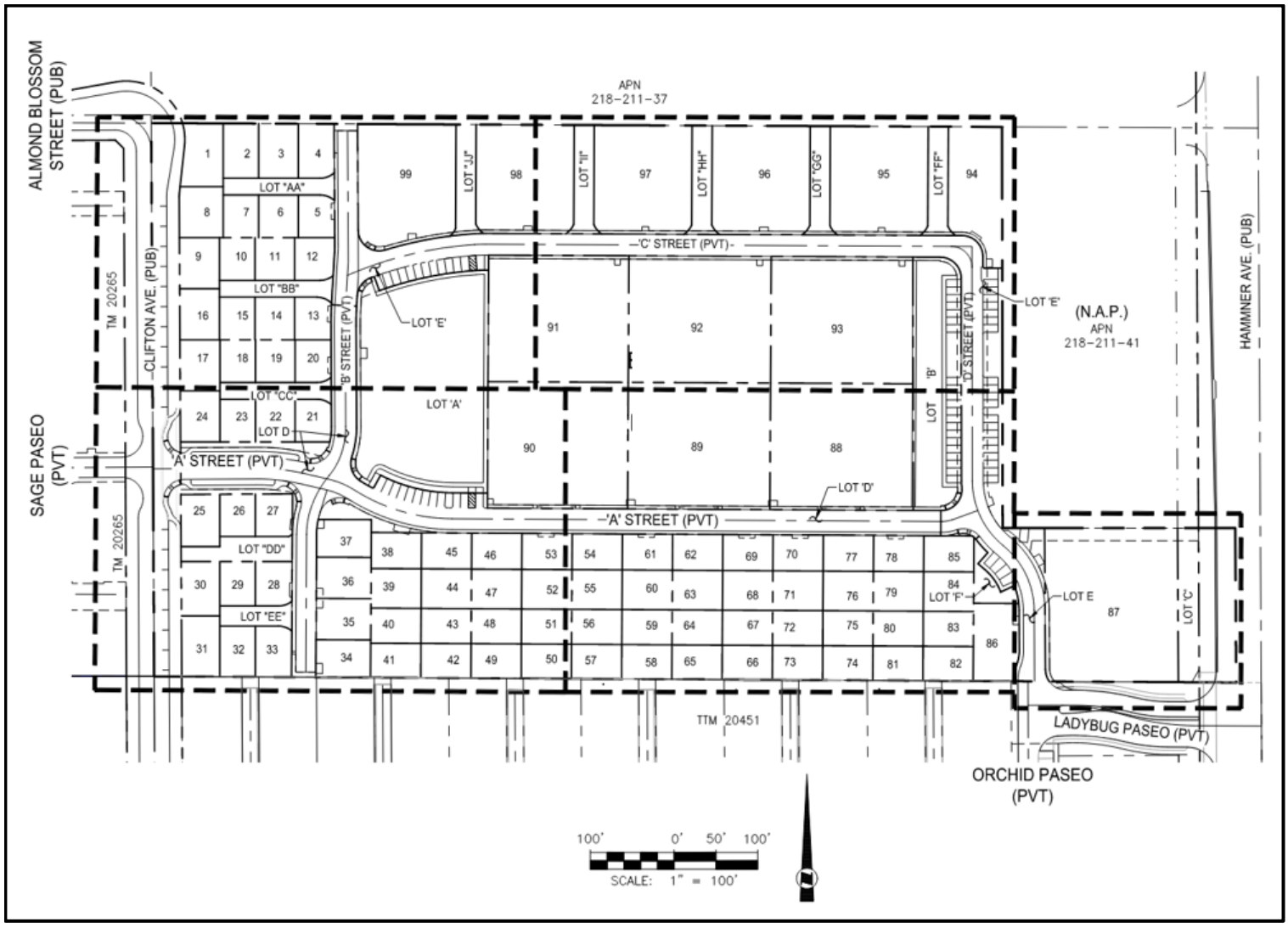


Exhibit B: TENTATIVE PARCEL MAP NO. 20779



ORDINANCE NO._____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVE FILE NO. PDA25-004, A DEVELOPMENT AGREEMENT BETWEEN THE CITY OF ONTARIO AND SLV LC CENTER LLC, HCW LC CENTER LLC, STRACK FARMS LAND LLC, RHV EDISON AVE LLC, MV EDISON AVE LLC, AND EPC HOLDINGS 938, LLC TO ESTABLISH THE TERMS AND CONDITIONS ASSOCIATED WITH TENTATIVE PARCEL MAP NO. 20779 (FILE NO. PMTT25-007), LOCATED ON THE NORTHWEST CORNER OF HAMNER AVENUE AND LADYBUG PASEO WITHIN PLANNING AREA 10A OF THE RICH-HAVEN SPECIFIC PLAN. (APN: 0218-211-40).

WHEREAS, Risewell Homes ("Applicant") has filed an Application for the approval of a Development Agreement, File No. PDA25-004, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 15.91 acres of land, located on the northwest corner of Hamner Avenue and Ladybug Paseo within Planning Area 10A of the Rich-Haven Specific Plan; and

WHEREAS, the Applicant submitted Tentative Parcel Map No. 20779 (File No. PMTT25-007), subdividing 15.91 acres of land to facilitate the construction of 86 single-family dwelling units and 139 multiple-family dwelling units and for condominium purposes; and

WHEREAS, the environmental impacts of this Project were previously reviewed in conjunction with the Rich-Haven Specific Plan Amendment (File No. PSPA22-001), for which an Environmental Impact Report (State Clearinghouse No. 2022100425) was adopted by the City Council on June 20, 2023. This Application introduces no new significant environmental impacts; and

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

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the City Council the responsibility and authority to review and make recommendations to the City Council on the subject Application; and

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

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and is subject to, and must be consistent with, the policies and criteria set forth in the Ontario International Airport Land Use Compatibility Plan (hereinafter referred to as "ALUCP"), which applies only to jurisdictions within San Bernardino County, and addresses the noise, safety, airspace protection, and overflight impacts of current and future airport activity; and

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

WHEREAS, on April 28, 2026, the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date; and

WHEREAS, on June 2, 2026, the City Council of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date; and

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

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

SECTION 1: ***Environmental Determination and Findings.*** As the recommending body for the Project, the City Council has reviewed and considered the information contained in the previous Certified EIR and supporting documentation. Based upon the facts and information contained in the previous Certified EIR and supporting documentation, the City Council finds as follows:

(1) The environmental impacts of this Project were previously reviewed in conjunction with the Rich-Haven Specific Plan Amendment (File No. PSPA22-001), for which an Environmental Impact Report (State Clearinghouse No. 2022100425) was adopted by the City Council on June 20, 2023; and

(2) The previous Certified EIR contains a complete and accurate reporting of the environmental impacts associated with the Project; and

(3) The previous Certified EIR was completed in compliance with CEQA and the Guidelines promulgated thereunder; and

(4) The previous Certified EIR reflects the independent judgment of the City Council; and

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

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

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

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

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

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

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

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

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

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

SECTION 4: ***Airport Land Use Compatibility Plan ("ALUCP") Compliance.*** The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan.

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

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

(1) The Development Agreement applies to approximately 15.91 acres of land located on the northwest corner of Hamner Avenue and Ladybug Paseo within Planning Area 10A of the Rich-Haven Specific Plan; and

(2) The Development Agreement establishes parameters for the development of land within the Rich-Haven Specific Plan. The Development Agreement also grants the Applicant, the right to develop, the ability to quantify the fees; and establish the terms and conditions that apply to those projects. These terms and conditions are consistent with The Ontario Plan Policy Plan (General Plan), design guidelines and development standards for the Rich-Haven Specific Plan; and

(3) The Development Agreement grants the Applicant a vested right to develop Tentative Pacel Map 20779 (File No. PMTT25-007) as long as the Applicant complies with the terms and conditions of the Rich-Haven Specific Plan and EIR. Tentative Tract Map 20779 located on the northwest corner of Hamner Avenue and Ladybug Paseo proposes to subdivide 15.91 acres of land into 99 numbered lots and 16 lettered lots to facilitate the construction of 86 single-family dwelling units and 139 multiple-family dwelling units for condominium purposes; and

(4) The Development Agreement has been prepared in conformance with the goals and policies of The Ontario Plan Policy Plan (General Plan); and

(5) The Development Agreement does not conflict with the Land Use Policies of The Ontario Plan Policy Plan (General Plan) and will provide for development, within the district, in a manner consistent with the Policy Plan and with related development; and

(6) This Development Agreement will promote the goals and objectives of the Land Use Element of the Policy Plan; and

(7) This Development Agreement will not be materially injurious or detrimental to the adjacent properties and will not have a significant impact on the environment or the surrounding properties for which an Addendum to Environmental Impact Report (State Clearinghouse No. 2022100425) was adopted by the City Council on June 20, 2023; and

(8) This Application introduces no new significant environmental impacts. All previously adopted mitigation measures are a condition of project approval and are incorporated herein by this reference.

SECTION 6. Based upon the findings and conclusions set forth in Sections 1 through 5, above, the City Council hereby APPROVES the Development Agreement (File No. PDA24-004), attached hereto as "Attachment A," and incorporated herein by this reference.

SECTION 7. The City Council acknowledges that refinement and further development of the Ontario Ranch development area may demonstrate that changes are appropriate with respect to the details and performance of the parties under the Development Agreement. The City Council desires to retain a certain degree of flexibility with respect to the details of the Ontario Ranch developments, and with respect to those items covered in general terms under the Development Agreement. If and when the City Manager (or designee) and the Developer mutually find that changes, adjustments, or clarifications are appropriate to further the intended purposes of the Development Agreement, and such are not materially inconsistent with the Development Agreement, they may, unless otherwise required by law, effectuate such changes, adjustments, or clarifications by written amendment to this Agreement, or through one or more memoranda which are mutually approved by the City Manager on behalf of the City and by the Developer, and, after execution, shall be attached to the Development Agreement and become a part thereof. Unless otherwise required by law, no such changes, adjustments, or clarifications shall require prior notice or hearing before the City Council. The City Manager, with the approval of the City Attorney, shall have the authority but not the obligation to execute amendments, memoranda or other documents, and may take any action necessary to implement the Development Agreement.

SECTION 8. The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void, or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action, or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 9. The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

SECTION 10. If any section, sentence, clause or phrase of this Ordinance or the application thereof to any entity, person or circumstance is held for any reason to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect other provisions or applications of this Ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are severable. The People of the City of Ontario hereby declare that they would have adopted this Ordinance and each section, sentence, clause or phrase thereof, irrespective of the fact that any one or more section, subsections, sentences, clauses or phrases be declared invalid or unconstitutional.

SECTION 11. This Ordinance shall become effective 30 days following its adoption.

SECTION 12. The Mayor shall sign this Ordinance and the City Clerk shall certify as to the adoption and shall cause a summary thereof to be published at least once, in a newspaper of general circulation in the City of Ontario, California within 15 days following the adoption. The City Clerk shall post a certified copy of this ordinance, including the vote for and against the same, in the Office of the City Clerk, in accordance with Government Code Section 36933.

PASSED, APPROVED, AND ADOPTED this 16th day of June 2026.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

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

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Ordinance No. 3334 was duly introduced at a regular meeting of the City Council of the City of Ontario held June 2, 2026 and adopted at the regular meeting held June 16, 2026 by the following roll call vote, to wit:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

I hereby certify that the foregoing is the original of Ordinance No. 3334 duly passed and adopted by the Ontario City Council at their regular meeting held June 16, 2026 and that Summaries of the Ordinance were published on June 9, 2026 and June 23, 2026, in the Inland Valley Daily Bulletin newspaper.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

ATTACHMENT A:

FILE NO. PDA25-004
DEVELOPMENT AGREEMENT

By and Between

City of Ontario
a California municipal corporation
and
SLV LC Center LLC
a Florida limited liability company
and
HCW LC Center LLC
a Florida limited liability company
and
Strack Farms Land LLC
a Delaware limited liability company
and
RHV Edison Ave LLC
a Florida limited liability company
and
MV Edison Ave LLC
a Florida limited liability company
and
EPC Holdings 938 LLC
a Washington limited liability company

(Development Agreement to follow this page)

RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:

CITY OF ONTARIO
CITY CLERK / RECORDS MANAGEMENT
303 EAST "B" STREET
ONTARIO, CA 91764-4196

Exempt from Fees Per Gov. Code § 6103

Space above this line for Recorder's Use Only

FILE NO. PDA25-004
DEVELOPMENT AGREEMENT

By and Between

City of Ontario
a California municipal corporation
and
SLV LC Center LLC
a Florida limited liability company
and
HCW LC Center LLC
a Florida limited liability company
and
Strack Farms Land LLC
a Delaware limited liability company
and
RHV Edison Ave LLC
a Florida limited liability company
and
MV Edison Ave LLC
a Florida limited liability company
and
EPC Holdings 938 LLC
a Washington limited liability company

_____, 2026

San Bernardino County, California

DEVELOPMENT AGREEMENT PDA25-004

This Development Agreement (hereinafter "Agreement") is entered into effective as of the ____ day of _____, 2026 by and among the City of Ontario, a California municipal corporation (hereinafter "CITY"), and SLV LC Center LLC, HCW LC Center LLC, Strack Farms Land LLC, RHV Edison Ave LLC, MV Edison Ave LLC, and EPC Holdings 938 LLC (hereinafter "OWNER"):

RECITALS

WHEREAS, CITY is authorized to enter into binding development agreements with persons having legal or equitable interests in real property for the development of such property, pursuant to Section 65864, et seq. of the Government Code; and

WHEREAS, OWNER has requested CITY to enter into a development agreement and proceedings have been taken in accordance with the rules and regulations of CITY; and

WHEREAS, by electing to enter into this Agreement, CITY shall bind future City Councils of CITY by the obligations specified herein and limit the future exercise of certain governmental and proprietary powers of CITY; and

WHEREAS, the terms and conditions of this Agreement have undergone extensive review by CITY and the City Council and have been found to be fair, just and reasonable; and

WHEREAS, the best interests of the citizens of the CITY and the public health, safety and welfare will be served by entering into this Agreement; and

WHEREAS, all of the procedures of the California Environmental Quality Act have been met with respect to the Project and the Agreement in that the Rich Haven Specific Plan (State Clearinghouse No. 2022100425 (the "FEIR"). The City Council found and determined that the FEIR was prepared in accordance with the requirements of the California Environmental Quality Act and adequately describes the impacts of the project described in the FEIR, which included consideration of this Agreement; and

WHEREAS, this Agreement and the Project are consistent with the CITY's Comprehensive General Plan and the Rich Haven Specific Plan; and

WHEREAS, all actions taken and approvals given by CITY have been duly taken or approved in accordance with all applicable legal requirements for notice, public hearings, findings, votes, and other procedural matters; and

WHEREAS, development of the Property in accordance with this Agreement will provide substantial benefits to CITY and will further important policies and goals of CITY; and

WHEREAS, this Agreement will eliminate uncertainty in planning and provide for the orderly development of the Property, ensure progressive installation of necessary improvements, provide for public services appropriate to the development of the Project, and generally serve the purposes for which development agreements under Sections 65864 et seq. of the Government Code are intended; and

WHEREAS, OWNER has incurred and will in the future incur substantial costs in excess of the generally applicable requirements in order to assure vesting of legal rights to develop the Property in accordance with this Agreement; and

WHEREAS, the Property is located in an area of the City of Ontario that has been known as the "New Model Colony" area and the New Model Colony area has now been renamed as "Ontario Ranch." and

WHEREAS, the property developer/owners are made aware of the South Archibald Trichloroethylene (TCE) Plume Disclosure Letter (Exhibit "G"). Property owner may wish to provide the attached Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000004658.

COVENANTS

NOW, THEREFORE, in consideration of the above recitals and of the mutual covenants hereinafter contained and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties agree as follows:

1. DEFINITIONS AND EXHIBITS.

1.1 Definitions. The following terms when used in this Agreement shall be defined as follows:

1.1.1 "Agreement" means this Development Agreement.

1.1.2 "CITY" means the City of Ontario, California, a California municipal corporation.

1.1.3 "Construction Agreement" means that certain Agreement for the Financing and Construction of Phases I and II Infrastructure Improvements to Serve an Easterly Portion of the New Model Colony, entered into between the CITY and NMC Builders as of the 4th day of October, 2005, and all amendments thereto and "Construction Agreement Amendment" means that First Amended and Restated Agreement for the Financing and Construction of Limited Infrastructure Improvements to Serve and Easterly Portion of the New Model Colony entered into between the CITY and NMC Builders as of the 21st day of August 2012.

1.1.4 “Development” means the improvement of the Property for the purposes of completing the structures, improvements and facilities comprising the Project including, but not limited to: grading; the construction of public infrastructure and public facilities related to the Project whether located within or outside the Property; the construction of buildings and structures; and the installation of landscaping. “Development” does not include the maintenance, repair, reconstruction or redevelopment of any building, structure, improvement or facility after the construction and completion thereof.

1.1.5 “Development Approvals” means all permits and other entitlements for use subject to approval or issuance by CITY in connection with development of the Property including, but not limited to:

(a) specific plans and specific plan amendments;

(b) tentative and final subdivision and parcel maps;

(c) development plan review;

(d) conditional use permits (including model home use permits), public use permits and plot plans;

(e) zoning;

(f) grading and building permits.

1.1.6 “Development Exaction” means any requirement of CITY in connection with or pursuant to any Land Use Regulation or Development Approval for the dedication of land, the construction of improvements or public facilities, or the payment of fees in order to lessen, offset, mitigate or compensate for the impacts of development on the environment or other public interests.

1.1.7 “Development Impact Fee” means a monetary exaction, other than a tax or special assessment, whether characterized as a fee or a tax and whether established for a broad class of projects by legislation of general applicability or imposed on a specific project on an ad hoc basis, that is charged by a local agency to the applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project, and, for purposes of this Agreement only, includes fees collected under development agreements adopted pursuant to Article 2.5 of the Government Code (commencing with Section 65864) of Chapter 4, For purposes of this Agreement only, "Development Impact Fee" shall not include processing fees and charges imposed by CITY to cover the estimated actual costs to CITY of processing applications for Development Approvals or for monitoring compliance with any Development Approvals granted or issued, including, without limitation, fees for zoning variances; zoning changes; use permits; building inspections; building permits; filing and processing applications and petitions filed with the local agency formation commission or conducting preliminary proceedings or proceedings under the Cortese-Knox-Hertzberg Local Government

Reorganization Act of 2000, Division 3 (commencing with Section 56000) of Title 5 of the Government Code; the processing of maps under the provisions of the Subdivision Map Act, Division 2 (commencing with Section 66410) of Title 7 of the Government Code; or planning services under the authority of Chapter 3 (commencing with Section 65100) of Division 1 of Title 7 of the Government Code, fees and charges as described in Sections 51287, 56383, 57004, 65104, 65456, 65863.7, 65909.5, 66013, 66014, and 66451.2 of the Government Code, Sections 17951, 19132.3, and 19852 of the Health and Safety Code, Section 41901 of the Public Resources Code, and Section 21671.5 of the Public Utilities Code, as such codes may be amended or superceded, including by amendment or replacement.

1.1.8 "Development Plan" means the Existing Development Approvals and the Existing Land Use Regulations applicable to development of the Property.

1.1.9 "Effective Date" means the date that the ordinance approving this Agreement goes into effect.

1.1.10 "Existing Development Approvals" means all Development Approvals approved or issued prior to the Effective Date. Existing Development Approvals includes the Approvals incorporated herein as Exhibit "C" and all other Approvals which are a matter of public record on the Effective Date.

1.1.11 "Existing Land Use Regulations" means all Land Use Regulations in effect on the Effective Date. Existing Land Use Regulations includes the Regulations incorporated herein as Exhibit "D" and all other Land Use Regulations that are in effect and a matter of public record on the Effective Date.

1.1.12 "General Plan" means the General Plan adopted on August 16, 2022.

1.1.13 "Improvement" or "Improvements" means those public improvements required to support the development of the Project as described in the Tract Map conditions for Tract No. 20779 as further described in Exhibit "F" (the "Infrastructure Improvements Exhibit").

1.1.14 "Land Use Regulations" means all ordinances, resolutions, codes, rules, regulations and official policies of CITY governing the development and use of land, including, without limitation, the permitted use of land, the density or intensity of use, subdivision requirements, timing and phasing of development, the maximum height and size of buildings, the provisions for reservation or dedication of land for public purposes, and the design, improvement and construction standards and specifications applicable to the development of the Property. "Land Use Regulations" does not include any CITY ordinance, resolution, code, rule, regulation or official policy, governing:

(a) the conduct of businesses, professions, and occupations;

(b) taxes and assessments;

(c) the control and abatement of nuisances;

(d) the granting of encroachment permits and the conveyance of similar rights and interests that provide for the use of or the entry upon public property;

(e) the exercise of the power of eminent domain.

1.1.15 "Mortgagee" means a mortgagee of a mortgage, a beneficiary under a deed of trust or any other security-device lender, and their successors and assigns.

1.1.16 "Model Units" means a maximum of 22 (XX) model units, private common recreation facilities and sales facilities constructed by OWNER prior to the construction of any Production units and not offered for sale and occupancy for a period of time after the issuance of permits for Production Units.

1.1.17 "Net MDD" means net maximum daily water demand.

1.1.18 "NMC Builders" means the consortium of investors and developers responsible for the construction of infrastructure within the New Model Colony incorporated as NMC Builders, LLC.

1.1.19 "OWNER" means the persons and entities listed as owner on page 1 of this Agreement and their permitted successors in interest to all or any part of the Property.

1.1.20 "Phase 2 Water EDUs" means the number of equivalent dwelling units or non-residential square footage assigned to OWERN upon payment to CITY of the Phase 2 Water Participation Fee for the Project and evidenced by the issuance by CITY of a Certificate of Phase 2 Net MDD Availability in the form attached as Exhibit "G".
1.1.21 "Phase 2 Water Improvements" means the future water infrastructure Improvements required for the issuance by CITY of the "Water Availability Equivalents" (WAE) for the Project.

1.1.21 "Phase 2 Water Participation Fee" means the fee paid to City upon City approval of the first Development Entitlement for the Project, to fund the Property's respective share of the projected costs of the design and construction of the Phase 2 Water Improvements by City. The Phase 2 Water Participation Fee shall be the calculated amount of the Regional Water DIF for the Project based upon the number of units, and land use category for residential units or the number of square feet, and land use category for non-residential square footage of the Project.

1.1.22 "Production Unit(s)" means all units constructed for sale and occupancy by OWNER and excludes the specified number of Model Units constructed by OWNER for promotion of sales.

1.1.23 "Project" means the development of the Property contemplated by the Development Plan, as such Plan may be further defined, enhanced or modified pursuant to the provisions of this Agreement.

1.1.24 “Property” means the real property described on Exhibit “A” and shown on Exhibit “B” to this Agreement.

1.1.25 “Reservations of Authority” means the rights and authority excepted from the assurances and rights provided to OWNER under this Agreement and reserved to CITY under Section 3.6 of this Agreement.

1.1.26 “Specific Plan” means that certain specific plan adopted by the City Council, and entitled, “Rich Haven Specific Plan.”

1.1.27 "Storm Water Treatment Capacity Availability” means a designated portion of the total Storm Water Treatment Capacity Availability made available through the completion of construction of a Phase of regional storm water treatment facilities by the NMC Builders LLC as described in the Construction Agreement Amendment. The amount, in acres, of Storm Water Treatment Capacity Availability required for the issuance of a grading permit shall be based upon the factors and assumptions listed in the Construction Agreement Amendment.

1.1.28 “Subsequent Development Approvals” means all Development Approvals required subsequent to the Effective Date in connection with development of the Property.

1.1.29 “Subsequent Land Use Regulations” means any Land Use Regulations adopted and effective after the Effective Date of this Agreement.

1.1.30 “Water Availability Equivalent (WAE)” means a designated portion of the total Net MDD made available through the construction of each Phase described in the Water Phasing Plan of the Construction Agreement. The number of Water Availability Equivalents (of portions thereof) required for the issuance of each building permit shall be based upon water demand factors and assumptions listed in the Construction Agreement and Construction Agreement Amendment as “Water Availability Equivalents by Land Use” for each land use category.

1.1.31 “Amendment to the Construction Agreement” means the amendment to the Construction Agreement modifying the boundaries of the property in Exhibit A of such Construction Agreement to include the Property covered by this Agreement and to provide for the additional funds required for CITY’s future construction of the “Phase 2 Water Improvements” described in a modification to Exhibit C-3 of the Construction Agreement.

1.2 Exhibits. The following documents are attached to, and by this reference made a part of, this Agreement:

Exhibit “A” — Legal Description of the Property.

Exhibit “B” — Map showing Property and its location.

Exhibit “C” — Existing Development Approvals.

Exhibit “D” — Existing Land Use Regulations.

Exhibit “E” — Description of Required Infrastructure Improvements

Exhibit “F” — Depiction of Required Infrastructure Improvements

Exhibit “G” - Form of Certificate of Net MDD to be issued by CITY

Exhibit “H” – Form of Certificate of DIF Credit to be issued by CITY

Exhibit “I-1” – Ontario Ranch Water Supply Phasing Plan

Exhibit “I-2” - Water Demand Equivalents by Land Use

Exhibit “J” - Form of Plume Disclosure Letter

2. GENERAL PROVISIONS.

2.1 Binding Effect of Agreement. The Property is hereby made subject to this Agreement. Development of the Property is hereby authorized and shall be carried out only in accordance with the terms of this Agreement.

2.2 Ownership of Property. OWNER represents and covenants that it is the owner of the fee simple title to the Property or a portion thereof, or has the right to acquire fee simple title to the Property or a portion thereof from the current owner(s) thereof. To the extent OWNER does not own fee simple title to the Property, OWNER shall obtain written consent from the current fee owner of the Property agreeing to the terms of this Agreement and the recordation thereof.

2.3 Term. The term of this Agreement shall commence on the Effective Date and shall continue for an initial term of ten (10) years thereafter unless this term is modified or extended pursuant to the provisions of this Agreement. The term of this Agreement may be extended for an additional five (5) years following expiration of the initial ten (10) year term, provided the following have occurred:

(a) OWNER provides at least 180 days written notice to CITY prior to expiration of the initial term; and

(b) In non-mixed use and residential use only projects, the OWNER shall have obtained, as applicable, building permits for at least seventy percent (70%) of the actual number of residential units permitted under this Agreement; and

(c) OWNER is not then in uncured default of this Agreement.

2.4 Assignment.

2.4.1 Right to Assign. OWNER shall have the right to sell, transfer or assign the Property in whole or in part (provided that no such partial transfer shall violate the Subdivision Map Act, Government Code Section 66410, et seq.), to any

person, partnership, limited liability company, joint venture, firm or corporation at any time during the term of this Agreement; provided, however, that any such sale, transfer or assignment shall include the assignment and assumption of the rights, duties and obligations arising under or from this Agreement and be made in strict compliance with the following:

(a) No sale, transfer or assignment of any right or interest under this Agreement shall be made unless made together with the sale, transfer or assignment of all or a part of the Property. OWNER may be required to provide disclosure that the Property is within the South Archibald Trichloroethylene (TCE) Plume. OWNER may wish to provide the attached Disclosure Letter (Exhibit G) as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq.(b)

(b) Concurrent with any such sale, transfer or assignment, or within fifteen (15) business days thereafter, OWNER shall notify CITY's City Manager, in writing, of such sale, transfer or assignment and shall provide CITY with: (1) an executed agreement, in a form reasonably acceptable to CITY, by the purchaser, transferee or assignee and providing therein that the purchaser, transferee or assignee expressly and unconditionally assumes all the duties and obligations of OWNER under this Agreement with respect to the portion of the Property so sold, transferred or assigned; and (2) the payment of the applicable processing charge to cover the CITY's review and consideration of such sale, transfer or assignment.

(c) Any sale, transfer or assignment not made in strict compliance with the foregoing conditions shall constitute a default by OWNER under this Agreement. Notwithstanding the failure of any purchaser, transferee or assignee to execute the agreement required by Paragraph (b) of this Subsection 2.4.1, the burdens of this Agreement shall be binding upon such purchaser, transferee or assignee, but the benefits of this Agreement shall not inure to such purchaser, transferee or assignee until and unless such agreement is executed. The City Manager shall have the authority to review, consider and either approve, conditionally approve, or deny any proposed sale, transfer or assignment that is not made in compliance with this section 2.4.

2.4.2 Release of Transferring Owner. Notwithstanding any sale, transfer or assignment, a transferring OWNER shall continue to be obligated under this Agreement unless such transferring owner is given a release in writing by CITY, which release shall be provided by CITY upon the full satisfaction by such transferring owner of the following conditions:

(a) OWNER no longer has a legal or equitable interest in all or any part of the portion of the Property sold, transferred or assigned.

(b) OWNER is not then in default under this Agreement.

(c) OWNER has provided CITY with the notice and executed agreement required under Paragraph (b) of Subsection 2.4.1 above.

(d) The purchaser, transferee or assignee provides CITY with security equivalent to any security previously provided by OWNER to secure performance of its obligations hereunder.

2.4.3 Effect of Assignment and Release of Obligations. In the event of a sale, transfer or assignment pursuant to the provisions of Section 2.4.2 above:

(a) The assignee shall be liable for the performance of all obligations of OWNER with respect to transferred property, but shall have no obligations with respect to the portions of the Property, if any, not transferred (the "Retained Property").

(b) The owner of the Retained Property shall be liable for the performance of all obligations of OWNER with respect to Retained Property, but shall have no further obligations with respect to the transferred property.

(c) The assignee's exercise, use and enjoyment of the Property or portion thereof shall be subject to the terms of this Agreement to the same extent as if the assignee were the OWNER.

2.4.4 Subsequent Assignment. Any subsequent sale, transfer or assignment after an initial sale, transfer or assignment shall be made only in accordance with and subject to the terms and conditions of this Section 2.4.

2.4.5 Termination of Agreement with Respect to Individual Lots Upon Sale to Public and Completion of Construction. The provisions of Subsection 2.4.1 shall not apply to the sale or lease (for a period longer than one year) of any lot which has been finally subdivided and is individually (and not in "bulk") sold or leased to a member of the public or other ultimate user. Notwithstanding any other provisions of this Agreement, this Agreement shall terminate with respect to any lot and such lot shall be released and no longer be subject to this Agreement without the execution or recordation of any further document upon satisfaction of both of the following conditions:

(a) The lot has been finally subdivided and individually (and not in "bulk") sold or leased (for a period longer than one year) to a member of the public or other ultimate user; and,

(b) A certificate of occupancy has been issued for a building on the lot, and the fees set forth under Section 4 of this Agreement have been paid.

2.4.6 Partial Assignment and Assumption. CITY and OWNER agree OWNER may partially assign its obligations and rights under this Agreement, and all amendments hereto, to a purchaser, transferee or assignee of a lot, which has been subdivided subject to provisions of a partial assignment and assumption agreement in a form approved by CITY. Any such complete and executed partial assignment and assumption of this Agreement shall be submitted to CITY for approval pursuant to Section 2.4.1 of this Agreement. CITY shall review, and if the above conditions, including but not limited to, those conditions in Section 2.4.2, are satisfied, CITY may approve the partial assignment and release and notify the purchaser, transferee or

assignee in writing thereof. No such release approved pursuant to this Subsection 2.4.6 shall cause, or otherwise affect, a release of OWNER from the duties and obligations under this Agreement that are retained by OWNER and excluded from the transfer or assignment.

2.5 Amendment or Cancellation of Agreement. This Agreement may be amended or cancelled in whole or in part only in the manner provided for in Government Code Section 65868.1. Any amendment of this Agreement, which amendment has been requested by OWNER, shall be considered by the CITY only upon the payment of the applicable processing charge. This provision shall not limit any remedy of CITY or OWNER as provided by this Agreement. Either Party or successor in interest, may propose an amendment to or cancellation, in whole or in part, of this Agreement. Any amendment or cancellation shall be by mutual consent of the parties or their successors in interest except as provided otherwise in this Agreement or in Government Code Section 65865.1. For purposes of this section, the term "successor in interest" shall mean any person having a legal or equitable interest in the whole of the Property, or any portion thereof as to which such person wishes to amend or cancel this Agreement. The procedure for proposing and adopting an amendment to, or cancellation of, in whole or in part, this Agreement shall be the same as the procedure for adopting and entering into this Agreement in the first instance. Notwithstanding the foregoing sentence, if the CITY initiates the proposed amendment to, or cancellation of, in whole or in part, this Agreement, CITY shall first give notice to the OWNER of its intention to initiate such proceedings at least sixty (60) days in advance of the giving the public notice of intention to consider the amendment or cancellation.

2.5.1 Amendment to Reflect Consistency With Future Amendments to the Construction Agreement. To the extent any future amendment to the Construction Agreement provides for modifications to rights or obligations that differ from or alter the same or similar rights or obligations contained in this Development Agreement, OWNER reserves the right to request an amendment to the Development Agreement to reflect any or all of such modifications.

2.5.2 Minor Modification. Upon the written application of OWNER, minor modifications and changes to the Development Plan including modifications to building design or footprint (not affecting minimum setbacks), parking layout and design, and landscape area design may be approved by the Director of the Planning Department without the need to amend this Development Agreement. Other changes in the Development Plan shall be processed pursuant to the City Zoning Ordinance. It is also contemplated by CITY and OWNER that OWNER may, from time to time, seek amendments to one or more of the Development Approvals. Any such amendments are contemplated by CITY and OWNER as being within the scope of this Agreement as long as they are consistent with the Land Use Regulations and shall, upon approval by CITY, continue to constitute the Development Approvals as referenced herein. The parties agree that any such modifications or amendments shall not constitute an amendment to this Agreement nor require an amendment to this Agreement.

2.6 Termination. This Agreement shall be deemed terminated and of no further effect upon the occurrence of any of the following events:

(a) Expiration of the stated term of this Agreement as set forth in Section 2.3.

(b) Entry of a final judgment setting aside, voiding or annulling the adoption of the ordinance approving this Agreement.

(c) The adoption of a referendum measure overriding or repealing the ordinance approving this Agreement.

(d) Completion of the Project in accordance with the terms of this Agreement including issuance of all required occupancy permits and acceptance by CITY or applicable public agency of all required dedications.

Termination of this Agreement shall not constitute termination of any other land use entitlements approved for the Property. Upon the termination of this Agreement, no party shall have any further right or obligation hereunder except with respect to any obligation to have been performed prior to such termination or with respect to any default in the performance of the provisions of this Agreement which has occurred prior to such termination or with respect to any obligations which are specifically set forth as surviving this Agreement. Upon such termination, any public facilities and services mitigation fees paid pursuant to Section 4.2 of this Agreement by OWNER to CITY for residential units on which construction has not yet begun shall be refunded to OWNER by CITY.

2.7 Notices.

(a) As used in this Agreement, "notice" includes, but is not limited to, the communication of notice, request, demand, approval, statement, report, acceptance, consent, waiver, appointment or other communication required or permitted hereunder.

(b) All notices shall be in writing and shall be considered given either: (i) when delivered in person, including, without limitation, by courier, to the recipient named below; or (ii) on the date of delivery shown on the return receipt, after deposit in the United States mail in a sealed envelope as either registered or certified mail with return receipt requested, and postage and postal charges prepaid, and addressed to the recipient named below. All notices shall be addressed as follows:

If to CITY:
Scott Ochoa, City Manager
City of Ontario
303 East "B" Street
Ontario, CA 91764

If to OWNER:
Richland
Attn: Craig Cristina, Vice President
3161 Michelson Drive, Suite 425
Irvine, CA 92612

with a copy to:
Ruben Duran, City Attorney
Best Best & Krieger, LLP
2855 E Guasti Road
Ontario, CA 91761

with a copy to:
Richland
Attn: Legal Department
3161 Michelson Drive, Suite 425
Irvine, CA 92612

(c) Either party may, by notice given at any time, require subsequent notices to be given to another person or entity, whether a party or an officer or representative of a party, or to a different address, or both. Notices given before actual receipt of notice of change shall not be invalidated by the change.

3. DEVELOPMENT OF THE PROPERTY.

3.1 Rights to Develop. Subject to the terms of this Agreement including the Reservations of Authority, OWNER shall have a vested right to develop the Property in accordance with, and to the extent of, the Development Plan. The Project shall remain subject to all Subsequent Development Approvals required to complete the Project as contemplated by the Development Plan. Except as otherwise provided in this Agreement, the permitted uses of the Property, the density and intensity of use, the maximum height and size of proposed buildings, and provisions for reservation and dedication of land for public purposes shall be those set forth in the Development Plan.

3.2 Effect of Agreement on Land Use Regulations. Except as otherwise provided under the terms of this Agreement including the Reservations of Authority, the rules, regulations and official policies governing permitted uses of the Property, the density and intensity of use of the Property, the maximum height and size of proposed buildings, and the design, improvement and construction standards and specifications applicable to development of the Property shall be the Existing Land Use Regulations. In connection with any Subsequent Development Approval, CITY shall exercise discretion in accordance with the same manner as it exercises its discretion under its police powers, including the Reservations of Authority set forth herein; provided however, that such discretion shall not prevent development of the Property for the uses and to the density or intensity of development set forth in this Agreement.

3.3 Timing of Development. The parties acknowledge that OWNER cannot at this time predict when or the rate at which phases of the Property will be developed. Such decisions depend upon numerous factors which are not within the control of OWNER, such as market orientation and demand, interest rates, absorption, completion and other similar factors. Since the California Supreme Court held in Pardee Construction Co. v. City of Camarillo (1984) 37 Ca1. 3d 465, that the failure of the

parties therein to provide for the timing of development resulted in a later adopted initiative restricting the timing of development to prevail over such parties' agreement, it is the parties' intent to cure that deficiency by acknowledging and providing that OWNER shall have the right to develop the Property in such order and at such rate and at such times as OWNER deems appropriate within the exercise of its subjective business judgment.

3.4 Requirement for Public Infrastructure Improvements. Development of the Property is contingent in part on the phasing of area-wide infrastructure improvements over which the OWNER has control. The issuance of building permits by CITY for Model Units and Production Units is, in general, contingent on OWNER's completion of needed infrastructure improvements and the availability of improvements and services to serve the Property.

3.4.1 Attached hereto as Exhibit "F" is a description of the infrastructure improvements needed for the development of the Property ("the Infrastructure Improvement Exhibit").

3.4.2 Subject to the prior submittal by OWNER and approval by CITY of a plan to provide sufficient public infrastructure for the construction of a maximum number of Twenty-two (22) Model Units, private common recreation facilities and sales facilities. CITY may issue a maximum of Twenty-two (22) building permits for Model Units, private common recreation facilities and sales facilities. The plan to be submitted by OWNER for CITY approval shall describe the utilities and other infrastructure necessary to provide sufficient fire protection and other public health and safety requirements for the Model Units and other facilities.

3.5 Changes and Amendments. The parties acknowledge that refinement and further development of the Project will require Subsequent Development Approvals and may demonstrate that changes are appropriate and mutually desirable in the Existing Development Approvals. In the event OWNER finds that a change in the Existing Development Approvals is necessary or appropriate, OWNER shall apply for a Subsequent Development Approval to effectuate such change and CITY shall process and act on such application in accordance with the Existing Land Use Regulations, except as otherwise provided by this Agreement including the Reservations of Authority. If approved, any such change in the Existing Development Approvals shall be incorporated herein as an addendum to Exhibit "C", and may be further changed from time to time as provided in this Section. Unless otherwise required by law, as determined in CITY's reasonable discretion, a change to the Existing Development Approvals shall be deemed "minor" and not require an amendment to this Agreement provided such change does not:

(a) Alter the permitted uses of the Property as a whole; or,

(b) Increase the density or intensity of use of the Property as a whole; or,

(c) Increase the maximum height and size of permitted buildings; or,

(d) Delete a requirement for the reservation or dedication of land for public purposes within the Property as a whole; or,

(e) Constitute a project requiring a subsequent or supplemental environmental impact report pursuant to Section 21166 of the Public Resources Code.

3.6 Reservations of Authority.

3.6.1 Limitations, Reservations and Exceptions. Notwithstanding any other provision of this Agreement, the CITY shall not be prevented from applying new rules, regulations and policies upon the OWNER, nor shall a development agreement prevent the CITY from denying or conditionally approving any subsequent development project application on the basis of such new rules, regulations and policies where the new rules, regulations and policies consist of the following:

(a) Processing fees by CITY to cover costs of processing applications for development approvals or for monitoring compliance with any development approvals;

(b) Procedural regulations relating to hearing bodies, petitions, applications, notices, findings, records and any other matter of procedure;

(c) Regulations, policies and rules governing engineering and construction standards and specifications applicable to public and private improvements, including all uniform codes adopted by the CITY and any local amendments to those codes adopted by the CITY; provided however that, OWNER shall have a vested right to develop the Property in accordance with, and to the extent of, the standards and specifications that are expressly identified in the Specific Plan;

(d) Regulations that may conflict with this Agreement and the Development Plan but that are reasonably necessary to protect the residents of the project and/or of the immediate community from a condition perilous to their health or safety;

(e) Regulations that do not conflict with those rules, regulations and policies set forth in this Agreement or the Development Plan;

(f) Regulations that may conflict but to which the OWNER consents.

3.6.2 Subsequent Development Approvals. This Agreement shall not prevent CITY, in acting on Subsequent Development Approvals, from applying

Subsequent Land Use Regulations that do not conflict with the Development Plan, nor shall this Agreement prevent CITY from denying or conditionally approving any Subsequent Development Approval on the basis of the Existing Land Use Regulations or any Subsequent Land Use Regulation not in conflict with the Development Plan.

3.6.3 Modification or Suspension by State or Federal Law. In the event that State or Federal laws or regulations, enacted after the Effective Date of this Agreement, prevent or preclude compliance with one or more of the provisions of this Agreement, such provisions of this Agreement shall be modified or suspended as may be necessary to comply with such State or Federal laws or regulations, provided, however, that this Agreement shall remain in full force and effect to the extent it is not inconsistent with such laws or regulations and to the extent such laws or regulations do not render such remaining provisions impractical to enforce. In the event OWNER alleges that such State or Federal laws or regulations preclude or prevent compliance with one or more provisions of this Agreement, and the CITY does not agree, the OWNER may, at its sole cost and expense, seek declaratory relief (or other similar non-monetary remedies); provided however, that nothing contained in this Section 3.6.3 shall impose on CITY any monetary liability for contesting such declaratory relief (or other similar non-monetary relief).

3.6.4 Intent. The parties acknowledge and agree that CITY is restricted in its authority to limit its police power by contract and that the foregoing limitations, reservations and exceptions are intended to reserve to CITY all of its police power which cannot be so limited. This Agreement shall be construed, contrary to its stated terms if necessary, to reserve to CITY all such power and authority which cannot be restricted by contract.

3.7 Public Works; Utilities. If OWNER is required by this Agreement to construct any public works facilities which will be dedicated to CITY or any other public agency upon completion, and if required by applicable laws to do so, OWNER shall perform such work in the same manner and subject to the same requirements as would be applicable to CITY or such other public agency should it have undertaken such construction. As a condition of development approval, OWNER shall connect the Project to all utilities necessary to provide adequate water, recycled water, sewer, gas, electric, and other utility service to the Project. As a further condition of development approval, OWNER shall contract with the CITY for CITY-owned or operated utilities for this purpose, for such price and on such terms as may be available to similarly situated customers in the CITY.

(INSERT SPECIFIC INFRASTRUCUTRE IMPROVEMENTS)

3.7.1 OWNER agrees that development of the Project shall require the construction of Storm Drain facilities from the Property to the connection with the County Line Channel as described in Exhibit F. OWNER shall be responsible for

the construction of the necessary extension of master planned Storm Drain facilities.

3.7.2 OWNER agrees that development of the Project shall require the construction of street improvements as described in Exhibit E and depicted in Exhibit F.

3.7.3 OWNER agrees that development of the Property shall require the extension of permanent water and recycled water utility infrastructure as described in Exhibit E and depicted in Exhibit F consisting generally of the construction of the extension of permanent water and recycled water utility improvements to serve the Property. OWNER agrees that no building permits shall be issued by CITY for Production Units prior to completion of the water and recycled water Improvements as described in Exhibit E and depicted in Exhibit F. OWNER agrees that recycled water shall be available and utilized by OWNER for all construction-related water uses including prior to, and during, any grading of the Property.

3.7.4 OWNER agrees that NMC Builders shall be responsible for funding a portion of the design and construction of an additional extension of recycled water infrastructure in Riverside and Haven Avenues to be constructed by CITY. These recycled water Improvements shall also serve the Project. OWNER shall deposit, or shall have deposited, with NMC Builders an amount equal to the OWNER's capital contribution for the design and construction of the NMC Builders portion of the recycled water improvements in Riverside and Haven Avenues known as the "Phase 2 Recycled Water Improvements" within thirty (30) days after CITY requests such funds from NMC Builders. If OWNER has not deposited such amount, with NMC Builders within thirty (30) days after CITY requests such funds from NMC Builders, then CITY shall be entitled to withhold issuance of any further permits (whether discretionary or ministerial) for the Project unless and until OWNER deposits the amount of OWNER's capital contribution with NMC Builders for the design and construction of the NMC Builders portion of the Phase 2 Recycled Water System Improvements.

3.7.5 OWNER agrees that development of the Property shall require the extension of permanent sewer improvements, at OWNER's sole cost and expense, as described in the attached Exhibit E and depicted in Exhibit F consisting generally of the construction of the extension of sewer infrastructure to serve the Property.

3.7.6 OWNER agrees that development of the Property shall require the extension of permanent master planned fiber optic communications infrastructure, at OWNER's sole cost and expense, as described in the attached Exhibit F consisting generally of the construction of the extension of fiber optic communications infrastructure to serve the Property.

3.8 Acquisition of Offsite Provision of Real Property Interests. In any instance where OWNER is required by any Development Approval or Land Use Regulation and the Construction Agreement to construct any public improvement on land not owned by OWNER ("Offsite Improvements"), the CITY and OWNER shall cooperate in acquiring the necessary legal interest ("Offsite Property") in accordance with the procedures set forth in Section 2.4 of the Construction Agreement. This section 3.8 is not intended by the parties to impose upon the OWNER an enforceable duty to acquire land or construct any public improvements on land not owned by OWNER, except to the extent that the OWNER elects to proceed with the development of the Project, and then only in accordance with valid conditions imposed by the CITY upon the development of the Project under the Subdivision Map Act or other legal authority.

3.8.1 CITY Acquisition of Non-Construction Agreement Offsite Property. In the event OWNER is required to construct any public improvements on land not owned by OWNER, but such requirement is not based upon the Construction Agreement, Sections 3.8.1 and 3.8.2 shall control the acquisition of the necessary property interest(s) ("Non-Construction Agreement Offsite Property"). If the OWNER is unable to acquire such Non-Construction Agreement Offsite Property, and following the written request from the OWNER to CITY, CITY agrees to use reasonable and diligent good faith efforts to acquire the Non-Construction Agreement Offsite Property from the owner or owners of record by negotiation to the extent permitted by law and consistent with this Agreement. If CITY is unable to acquire the Non-Construction Agreement Offsite Property by negotiation within thirty (30) days after OWNER'S written request, CITY shall, initiate proceedings utilizing its power of eminent domain to acquire that Non-Construction Agreement Subject Property at a public hearing noticed and conducted in accordance with California Code of Civil Procedure Section 1245.235 for the purpose of considering the adoption of a resolution of necessity concerning the Non-Construction Agreement Offsite Property, subject to the conditions set forth in this Section 3.8. The CITY and OWNER acknowledge that the timelines set forth in this Section 3.8.1 represent the maximum time periods which CITY and OWNER reasonably believe will be necessary to complete the acquisition of any Non-Construction Agreement Offsite Property. CITY agrees to use reasonable good faith efforts to complete the actions described within lesser time periods, to the extent that it is reasonably able to do so, consistent with the legal constraints imposed upon CITY.

3.8.2 Owner's Option to Terminate Proceedings. CITY shall provide written notice to OWNER no later than fifteen (15) days prior to making an offer to the owner of the Non-Construction Agreement Offsite Property. At any time within that fifteen (15) day period, OWNER may, at its option, notify CITY that it wants CITY to cease all acquisition proceedings with respect to that Non-Construction Agreement Offsite Property, whereupon CITY shall cease such proceedings. CITY shall provide written notice to OWNER no later than fifteen (15) days prior to the date of the hearing on CITY'S intent to consider the adoption of a resolution of necessity as to any Non-Construction Agreement Offsite Property. At any time within that fifteen (15) day period, OWNER may, at its option, notify

CITY that it wants CITY to cease condemnation proceedings, whereupon CITY shall cease such proceedings. If OWNER does not notify CITY to cease condemnation proceedings within said fifteen (15) day period, then the CITY may proceed to consider and act upon the Non-Construction Agreement Offsite Property resolution of necessity. If CITY adopts such resolution of necessity, then CITY shall diligently institute condemnation proceedings and file a complaint in condemnation and seek an order of immediate possession with respect to the Non-Construction Agreement Offsite Property.

3.9 Regulation by Other Public Agencies. It is acknowledged by the parties that other public agencies not within the control of CITY possess authority to regulate aspects of the development of the Property separately from or jointly with CITY and this Agreement does not limit the authority of such other public agencies. CITY agrees to cooperate fully, at no cost to CITY, with OWNER in obtaining any required permits or compliance with the regulations of other public agencies provided such cooperation is not in conflict with any laws, regulations or policies of the CITY.

3.10 Tentative Tract Maps; Extension. With respect to applications by OWNER for tentative subdivision maps for portions of the Property, CITY agrees that OWNER may file and process tentative maps in accordance with Chapter 4.5 (commencing with Section 66498.1) of Division 2 of Title 7 of the California Government Code and the applicable provisions of CITY's subdivision ordinance, as the same may be amended from time to time. In accordance with the provisions of Section 66452.6 of the Government Code, each tentative subdivision map or tentative parcel map, heretofore or hereafter approved in connection with development of the Property, shall be deemed to have been granted an extension of time to and until the date that is five (5) years following the Effective Date of this Agreement.; The CITY's City Council may, in its discretion, extend any such map for an additional period of up to five (5) years beyond its original term, so long as the subdivider files a written request for an extension with the City prior to the expiration of the initial five (5) year term.

4. PUBLIC BENEFITS.

4.1 Intent. The parties acknowledge and agree that development of the Property will result in substantial public needs that will not be fully met by the Development Plan and further acknowledge and agree that this Agreement confers substantial private benefits on OWNER that should be balanced by commensurate public benefits. Accordingly, the parties intend to provide consideration to the public to balance the private benefits conferred on OWNER by providing more fully for the satisfaction of the public needs resulting from the Project.

4.2 Development Impact Fees.

4.2.1 Amount of Development Impact Fee. Development Impact Fees (DIF) shall be paid by OWNER. The Development Impact Fee amounts to be paid by OWNER shall be the amounts that are in effect at the time such amounts are due. Nothing contained in this Agreement shall affect the ability of the CITY to

impose new Development Impact Fees or amend the amounts of existing Development Impact Fees. Additionally, nothing contained in this Agreement shall affect the ability of other public agencies that are not controlled by CITY to impose and amend, from time to time, Development Impact Fees established or imposed by such other public agencies, even though such Development Impact Fees may be collected by CITY.

4.2.2 Time of Payment. The Development Impact Fees required pursuant to Subsection 4.2.1 shall be paid to CITY prior to the issuance of building permit for each applicable residential or other unit, except for the Open Space and Habitat Acquisition Development Impact fee, which shall be paid by OWNER to CITY prior to the issuance of a grading permit. Deferral of the payment of Development Impact Fees may be granted pursuant to a separate agreement approved by City pursuant to City policy. Any existing Development Impact Fee (DIF) credits held by the Owner or any affiliated entity shall be applied toward the payment of DIFs as required under Subsection 4.2.1.

4.2.3 Parkland and Quimby Act Fees. Pursuant to the General Plan (OntarioPlan) Goal PR1, Policy PR1-5 (achievement of a park standard of 5 acres of parkland per 1,000 residents) OWNER shall provide improved parks, developed in accordance with the City's park standards in an amount equal to two (2) acres per 1,000 of projected population without credit, reimbursement, offset or consideration from City. Such areas shall either be dedicated to the City or transferred to a homeowners' association. If approved by the City Manager, OWNER may satisfy this requirement through the development of non-public recreation facilities such as private recreational clubhouses or pool facilities. Credit for such private recreational facilities areas shall be limited to a maximum of 50% of the foregoing park development requirement. If OWNER's Project does not provide dedicated and developed park acreage equal to two (2) acres per 1,000 projected population, OWNER shall pay a fee in-lieu equal to the per acre estimated costs of acquisition and development of parkland in the City's Development Impact Fee for the calculated park acreage deficiency. Such in-lieu fee shall be due and payable prior to the issuance of the first building permit for Production Units issued to OWNER. Any park dedication and/or improvements in excess of such two (2) acres per thousand standard, provided such park has been developed in accordance with the City's park standards and is open to the public generally, shall entitle OWNER to a credit toward its obligations under the Quimby Act (Gov. Code, § 64477) and the City's implementing ordinance and/or resolution (collectively "**Quimby Act Obligations**"), and to the extent OWNER's Quimby Act Obligations are satisfied, OWNER shall be entitled to have the City acquire such developed and publicly available parks as Non-Program Interests in accordance with Section 4.3.3 below. **(Other provisions will be added that are Project-specific, if applicable).**

4.3 Responsibility for Construction of Public Improvements.

4.3.1 Timely Construction of Public Infrastructure. The phasing of the areawide infrastructure construction within the New Model Colony will be as approved by the CITY. OWNER shall be responsible for the timely construction and completion of all public infrastructure required for the Project as shown on the attached Exhibit "F" and any and all tentative tract map conditions. Unless otherwise specified in the Subdivision Agreement/Tract Map conditions, all other required Improvements for each Tract Map, shall be completed and operational prior to, and as a condition precedent to, OWNER requesting and CITY's granting of the first building permit for production units for each such Tract Map. All Infrastructure and Improvements shall be completed as required by the Subdivision Agreement/Tract Map conditions for Tract No. 20779.

4.3.2 Construction of DIF Program Infrastructure (Construction Agreement). To the extent OWNER is required to construct and completes construction of public improvements that are included in CITY's Development Impact Fee Program and the Construction Agreement between CITY and NMC Builders LLC, CITY agrees that CITY shall issue DIF Credit in accordance with the provisions of the Construction Agreement and any amendments thereto. Use of DIF Credit issued to OWNER as a member of NMC Builders LLC to offset OWNER's DIF payment obligations shall also be subject to the provisions of the Construction Agreement and any amendments thereto.

4.3.3 Construction of DIF Program Infrastructure (Non-Construction Agreement). To the extent OWNER is required to construct and completes construction of public improvements that are included in CITY's Development Impact Fee Program and such public improvements are not included the Construction Agreement between CITY and NMC Builders LLC, CITY agrees that CITY shall issue DIF Credit and DIF Reimbursement in accordance with the provisions of a separate Fee Credit Agreement between CITY and OWNER. Limitation on the use of DIF Credit issued to OWNER to offset OWNER's DIF payment obligations shall also be subject to the provisions of a separate Fee Credit Agreement. OWNER may also be eligible to receive reimbursement from DIF collected by CITY and paid by other development that benefits from OWNER's construction of DIF Program Infrastructure. Any such DIF Reimbursement shall be subject to a Fee Credit Agreement between CITY and OWNER. CITY and OWNER agree that the Fee Credit Agreement between CITY and OWNER shall comply with CITY's adopted policies applicable to such agreements.

4.3.4 Availability and use of Recycled Water. OWNER agrees that recycled water shall be available and utilized by OWNER for all construction-related water uses including prior to, and during, any grading of the Property.

4.4 Affordable Housing Requirement.

4.4.1 Affordable Housing- Number of Units. OWNER shall provide a minimum number of affordable housing units, equivalent to 10% of the OWNER's total

approved residential units within the Project, that are affordable to very low, low and moderate income households. Such requirement for affordable housing shall be met through one, or a combination of one or more, of the options provided in the following SectionsF 4.3.2.1 through 4.3.2.1. For the purposes of this Section, any term not defined in this Agreement shall be as defined by California Community Redevelopment Law (California Health and Safety Code Section 33000 et seq.).

4.4.2 Affordability Spread. Of the total number of residential dwelling units specified in Section 4.4.1, to be constructed or rehabilitated pursuant to Sections 4.4.2.1 or 4.4.2.2 respectively, thirty percent (30%) shall be available to very low income, thirty percent (30%) shall be available to low income and forty percent (40%) shall be available to moderate income households. "**Households**" shall be as defined by California Health and Safety Code Section 50053.

4.4.2.1 New Construction. If OWNER elects to fully or partially satisfy the affordable housing requirement by the construction of new residential units, it shall construct and restrict the affordability of residential dwelling units within its Project or, at OWNER's option and with the approval of the City, within another project elsewhere within the City. The affordable units constructed shall be intermingled with other units as part of the Project, and shall be built to the same construction, design and aesthetic standards, as well as number of rooms, as other units constructed as part of that OWNER's Project. In addition, the percentage ratio of affordable units offered for sale versus those offered for rent shall equal the percentage ratio of other units offered for sale versus for rent within OWNER's Project. Such construction shall be completed no later than the date that is five (5) years following the issuance of the first building permit for OWNER's Project; provided however that to the extent OWNER has not constructed the required percentage of units, based on the number of building permits for non-restricted units, OWNER shall, prior to the issuance of such building permits, provide security (in the form and substance approved by the City Manager and City Attorney) to City in order to ensure the faithful completion of such required percentage of construction of affordable units. If OWNER elects the option of constructing new affordable units, a detailed Affordable Housing Agreement specifying terms for the allowable monthly housing costs or rents (as applicable) and maintenance and occupancy standards shall be prepared, executed and recorded against such units as a condition to the issuance of a building permit. The Affordable Housing Agreement shall hold a recorded priority position senior to any other non-statutory lien or encumbrance affecting the unit.

4.4.2.2 Rehabilitation. If OWNER elects to fully or partially satisfy the affordable housing requirement by the substantial rehabilitation of existing residential units in the City, it shall substantially rehabilitate and restrict the affordability of, the number of residential units specified in Section 4.4.1, provided that such units shall be provided elsewhere within the City. The

rehabilitation work shall be substantial and of high quality and shall also address any deferred property maintenance issues on the property. "**Substantial rehabilitation**" shall mean rehabilitated multi-family rented dwelling units with three or more units and the value of the rehabilitation constitutes 25 percent of the after rehabilitation value of the dwelling, inclusive of land value pursuant to Health and Safety Code Section 33413(b)(2)(A)(iii-iv) as such section exists as of the Effective Date of this Agreement. If OWNER chooses the option of rehabilitation of existing housing units within the City, a detailed Affordable Housing Agreement specifying the terms for the allowable month housing costs or rents (as applicable) and maintenance and occupancy standards shall be prepared, executed and recorded against such units as a condition to the issuance of a building permit. Such rehabilitation shall be completed no later than the date that is five (5) years following the issuance of the first building permit for OWNER's Project; provided however that to the extent OWNER has not rehabilitated the required percentage of units, based on the number of building permits, OWNER shall, prior to the issuance of such building permits, provide security (in the form and substance approved by the City Manager and City Attorney) to the City in order to ensure the faithful completion of such required percentage of rehabilitation.

4.4.2.3 In-Lieu Fee. If OWNER has not fully complied with the requirements of Section 4.4.1 by providing the minimum number of affordable units through the construction of new affordable units or by the substantial rehabilitation of existing units, shall pay an "**Affordability In-Lieu Fee**". If OWNER has not provided any affordable residential units by construction or rehabilitation, the Affordability In-Lieu fee shall be equal to Three Dollars and Forty-Six Cents ($3.46) per square foot of residential development within OWNER's Project or, if pre-paid as set forth below, Three Dollars and Four Cents ($3.04) per square foot of residential development within OWNER's Project. If OWNER has partially complied with the requirements of Section 4.4.1 by construction or rehabilitation of less than the minimum number of units, then the Affordability In-lieu Fee shall be recalculated and reduced in consideration of the number and type of affordable units provided. The Affordability In-Lieu Fee shall be paid by OWNER to City no later than prior to the issuance of each building permit within OWNER's Project based on the square footage of the residential unit for which such building permit is sought; provided however that OWNER may, at OWNER's election, pre-pay such Affordability In-Lieu Fee by paying such Affordability In-Lieu Fee within thirty (30) days following the earliest discretionary approval by the City for OWNER's Project, including, but not limited to, any general plan amendment, specific plan adoption, development agreement, tentative map approval, variance, conditional use permit, or resolution of intention to form any public financing mechanism. Three Dollars and Forty-Six Cents ($3.46) Three Dollars and Four Cents ($3.04) per square foot amounts shall automatically be increased annually, commencing on July 1, 2025, and automatically each July 1 thereafter.

Such adjustment shall be based on the percentage increase (but no decrease) in the Consumer Price Index (Riverside - San Bernardino - Ontario, CA), (December 2017=100) over the preceding year. The pre-paid Affordability In-Lieu Fee shall be calculated based on the maximum floor area ratio (FAR) permitted within the General Plan and any applicable FAR contained within the applicable specific plan, whichever is greater, and the Maximum Development Density. For purposes of this Agreement, "**Maximum Development Density**" shall be determined by multiplying the OWNER's Project's density for residential development potential as set forth in the General Plan or the applicable Specific Plan, whichever is less, by the net acreage of land within OWNER's Project. All "Affordability In-Lieu Fees" collected by the City shall be used to promote the construction of affordable housing within the City.

4.4.2.4 Affordability Covenants. Prior to the issuance of the first building permit for any affordable unit, the City and OWNER shall enter into an Affordable Housing Agreement Affordability shall be assured for a period of forty-five (45) years for for-sale units and fifty-five (55) years for rentals. For rental units, base rents shall be established by the City and rental adjustments required by the City shall be performed on an annual basis. In addition, the Affordable Housing Agreement shall impose maximum occupancy limits of 2 occupants per bedroom plus 1 additional occupant per dwelling unit, and a requirement for the owner or tenant to properly maintain each dwelling unit.

4.4.2.5 Transfer of Affordable Project. No transfer of title to any affordable housing project shall occur without the prior written consent of the City. In the event OWNER transfers title to any affordable housing project required to be constructed pursuant to this Agreement to a non-profit entity, or other entity, that receives an exemption from ad valorem real property taxes, the City shall be required to assure payment of an annual in lieu fee to the City on July 1 of each year equal to one-tenth of one percent (0.1%) of the assessed value of such project. The City may permit OWNER to satisfy this obligation by recorded covenants against the property and enforceable against said entity by the City. Any such covenants shall be approved by the Planning Director and the City Attorney.

4.5 Schools Obligations.

4.5.1 Written Evidence of Compliance with Schools Obligations. OWNER shall, either through joint or individual agreements between OWNER and the applicable school district(s), shall satisfy its new school obligations. The new school obligations for the Mountain View School District in the Ontario Ranch area have been projected to include the acquisition or dedication of school sites for, and construction of, up to eight (8) schools. Of these eight (8) schools, six (6) are to be elementary (K-5) grade schools and two (2) are to be middle grade schools. The new school obligations for the Chaffey Joint Union High School

District in the Ontario Ranch area have been projected to include the dedication of a school site for, and construction of, an additional high school. The new school obligations for the applicable school district shall be met by a combination of the following: (1) designating and dedicating school site(s) within the Property as set forth in the General Plan, and/or (2) paying school impact fees, (3) entering into a joint mitigation agreement or individual mitigation agreements, or (4) any combination of the foregoing. Written evidence of approval by the applicable school district that OWNER has met their school obligations may be required by the City as the condition to the issuance by the City of any entitlements for OWNER's Project. In the event OWNER is unable to provide such written evidence from the applicable school district(s), the City shall have the right to decline to honor any DIF Credit, Certificates of MDD Availability, Certificates of Storm Water Treatment Capacity Availability, or any combination thereof, presented by such OWNER, without liability to the City. To the extent that a joint mitigation agreement is approved by the applicable school district(s), and OWNER is a participant in good standing in such mitigation agreement, OWNER shall be deemed to have mitigated its new school obligations under this Section 4.4.1.

4.6 Net MDD/Water Availability Equivalents.

4.6.1 Effectiveness of Agreement. Notwithstanding anything else set forth in this Agreement, CITY and OWNER each acknowledge, confirm, and agree, that (i) the City approval of this Agreement and (ii) the effectiveness of this Agreement, in each case, is conditioned upon OWNER's admission to NMC Builders as a "Member" thereof pursuant to the terms and conditions of the operating agreement of NMC Builders. OWNER and CITY agree that OWNER shall become a Member of NMC Builders within 30 days of the effective date of this Agreement.

4.6.1 Assigned Net MDD/Water Availability Equivalents. The City has agreed with NMC Builders LLC to reserve exclusively for Members of NMC Builders, including OWNER, Net MDD made available through the construction of water system improvements funded by NMC Builders LLC. NMC Builders has assigned to OWNER its allocable share of the Net MDD issued by City. The provisions of the Construction Agreement Amendment requires that the City shall not approval a final tract map or issue building permits or certificates of occupancy for the area of development within the New Model Colony served by the water system improvements funded by NMC Builders LLC, except to the bearer of an Assignment of Net MDD Water Availability.

4.6.2 Requirement of NMC Builders, LLC Membership as a Phase 2 Water Member. OWNER and CITY agree that OWNER's' payment to CITY required by Section 4.6.3 below represents OWNER's contribution to the funding required for the future construction of the Phase 2 Water Improvements and the availability of additional Net MDD Water Availability required for the development of the Property described in Exhibit A of this Agreement.

4.6.3 CITY issuance of Water Availability Equivalents. Within 30 days after the effectiveness of this Development Agreement OWNER shall pay or have paid to City the applicable Phase 2 Water Participation Fee. The Phase 2 Water Participation Fee shall be the calculated based on the amount of the Regional Water DIF for the applicable land use category and the square footage of the applicable buildings. The calculated amount of the Phase 2 Water Participation Fee shall be paid to City within 30 days after the effective date of this Agreement or, at OWNER's option, the Phase 2 Water Participation Fee may be paid to City in two (2) installments. The first installment shall be fifty percent (50%) of the total Phase 2 Water Participation Fee and such first installment shall be due and payable to City within 30 days after the effective date of this Development Agreement. The second installment shall be the remaining amount of the Phase 2 Water Participation Fee and such second installment shall be due and payable to City within one (1) year after the payment of the first installment, or prior to, and as a condition precedent to, the recording of any final Parcel Map for the Project, whichever occurs first. Upon OWNER's complete payment to CITY of the Phase 2 Water Participation Fee CITY shall issue a Certificate of Water Availability Equivalents in the form attached hereto as Exhibit G. Such Water Availability Equivalents Certificate shall be issued by CITY within thirty (30) days of the receipt of such required payment. CITY and OWNER agree that the amount of Water Availability Equivalents issued to OWNER shall be based on the maximum projected need for Water Availability Equivalents required for the Property based upon water demand factors and assumptions listed in Exhibit C-2R of the Phase 2 Water Amendment to the Construction Agreement "Water Demand Equivalents by Land Use" for each land use category. Additionally, within five (5) business days of CITY's receipt of OWNER's payment as required under this Section 4.6.2, CITY shall issue a certificate of DIF Credit against OWNER's DIF obligations in the Regional Water DIF Category.

4.6.2 Use of Assigned Net MDD Water Availability. OWNER shall provide evidence of sufficient Net MDD Water Availability Equivalents (or portions thereof) prior to and as a condition precedent to, the City's approval of any and all tract maps for the Property. The amount of Net MDD Water Availability Equivalents required for City's approval of a tract map shall be based upon water demand factors and assumptions listed in Exhibit C-2R of the Construction Agreement Amendment as "Water Demand Equivalents by Land Use" for each land use category.

4.6.3 Requirement for other Water System Improvements. A Certificate of Net MDD Availability is evidence only of available water capacity and does not satisfy any other conditions applicable to an OWNER's Project, including those relating to design and construction of master-planned potable water and recycled water transmission and distribution system for the respective pressure zone and other public infrastructure requirements.

4.7 Storm Water Capacity Availability.

4.7.1 Requirement for Storm Water Treatment Capacity Availability. OWNER shall provide evidence of sufficient Storm Water Treatment Capacity Availability as reserved in a Certificate of Storm Water Treatment Capacity Availability the same manner and subject to the same limitations as provided for the assignment of Certificates of Net MDD Availability in Section 4.6 of this Agreement.

4.7.2 Use of Storm Water Treatment Capacity Availability. The amount of Storm Water Treatment Capacity Availability required for the issuance of a grading permit to OWNER shall be based upon the Net Residential Acreage of the area to be graded regardless of the corresponding use.

4.7.3 Requirement for other Storm Water Improvements. The Certificate of Storm Water Treatment Capacity Availability is evidence only of available storm water treatment capacity and does not satisfy any other conditions applicable to a particular development project, including those relating to on-site water treatment, water quality, connection to the storm water collection system, or other public infrastructure requirements.

4.8 Maintenance of Open Space. OWNER shall provide for the ongoing maintenance of all park, common areas and open space areas within the Project as more particularly set forth in the Specific Plan, through a homeowners' association as approved by the CITY. Covenants, conditions and restrictions establishing any homeowners' association shall be approved by the Planning Director and City Attorney.

4.9 Compliance with Public Benefits Requirements.

4.9.1 Failure to Provide Public Benefits. In the event OWNER fails or refuses to comply with any condition referenced in Section 4.1 through 4.9, or challenges (whether administratively or through legal proceedings) the imposition of such conditions, OWNER shall be deemed in default of this Agreement pursuant to Section 8.4 hereof, thereby entitling the City to any and all remedies available to it, including, without limitation, the right of the City to withhold OWNER's Project-related building permits, certificates of occupancy, or discretionary approvals, without liability.

5. FINANCING OF PUBLIC IMPROVEMENTS.

5.1 Financing Mechanism(s). In accordance with the Memorandum of Agreement between the CITY and NMC Builders, CITY will cooperate with OWNER in the formation of a CFD, or CFDs, to include all of the Project, to provide a financing mechanism to reimburse the OWNER for funds paid to NMC Builders LLC for OWNER's share of the costs of public infrastructure pursuant to the Construction Agreement and to acquire other public facilities constructed by OWNER subject to the provisions of the Memorandum of Agreement between CITY and NMC Builders LLC. Notwithstanding such reimbursements and acquisitions, OWNER shall remain entitled to DIF Credits as provided for in Article 3 of the Construction Agreement and/or as provided for in a separate Fee Credit Agreement between CITY and OWNER. OWNER

agrees that, prior to the recordation of any Tract Map for the Property, the Property shall be included in a CFD to finance City services through annual special taxes that will initially be $1,426.38 per Single Family Detached Dwelling Unit, $1,236.46 per Multiple-Family Dwelling Unit, $1,036.38 per Gated Apartment Community Dwelling Unit, and $.26 per square foot for Non-Residential buildings. These amounts shall be subject to an automatic increase at a rate not to exceed four (4%) percent per year, unless otherwise modified by the CITY. CITY shall be the sole and exclusive lead agency in the formation of any CFD, assessment district or other public financing mechanism within the Property; provided however, that the proceeds of any such CFD, assessment district, or financing mechanism may be used, subject to restrictions that may be imposed by applicable law, for the purposes of acquiring, constructing or maintaining public facilities to be owned or operated by other public agencies, including, without limitation those facilities owned or operated by a school district. In addition to the rights of the CITY pursuant to section 5.2 hereof, CITY shall have the right, but not the obligation, to condition the formation of any CFD, assessment district or other public financing mechanism within the Property on the OWNER mitigating all Project-related impacts to the applicable school district(s) as required by such school district(s). Written evidence by such school district(s) may be required by the CITY as the condition to the formation of any CFD, assessment district or other public financing mechanism within the Property, or any steps preliminary thereto, including, without limitation, the adoption of any resolution of intention to form such CFD, assessment district or other public financing mechanism within the Property. It is not the intent of the parties hereto, by this provision, to prohibit or otherwise limit the City's ability to take any and all necessary steps requisite to the formation of the CFD to finance City services through annual special taxes as set forth in this Section 5.1. Formation of any CFD, assessment district or other public financing mechanism within the Property, shall be subject to CITY's ability to make all findings required by applicable law and complying with all applicable legal procedures and requirements including, without limitation, CITY's public financing district policies as such policies may be amended from time to time. Notwithstanding the foregoing, it is acknowledged and agreed by the parties that nothing contained in this Agreement shall be construed as requiring CITY or the City Council to form any such district or to issue and sell bonds.

6. REVIEW FOR COMPLIANCE.

6.1 Periodic and Special Reviews.

6.1.1 Time for and Initiation of Periodic Review. The CITY shall review this Agreement every twelve (12) months from the Effective Date in order to ascertain the good faith compliance by the OWNER with the terms of this Agreement. The OWNER shall submit an Annual Monitoring Report to CITY, in a form acceptable to the City Manager, along with any applicable processing charge within ten (10) days after each anniversary date of the Effective Date of this Agreement. Within fifteen (15) days after the receipt of the Annual Monitoring Report, CITY shall review the Annual Monitoring Report. Prior to the expiration of the fifteen (15) day review period, CITY shall either issue a notice of continuing compliance or a

notice of non-compliance and a notice of CITY's intent to conduct a Special Review pursuant to Sections 6.1.2 through 6.1.6. Issuance of a notice of continuing compliance may be issued by the City Manager or his designee.

6.1.2 Initiation of Special Review. A special review may be called either by agreement between the parties or by initiation in one or more of the following ways:

(1) Recommendation of the Planning staff;

(2) Affirmative vote of at least four (4) members of the Planning Commission; or

(3) Affirmative vote of at least three (3) members of the City Council.

6.1.3 Notice of Special Review. The City Manager shall begin the special review proceeding by giving notice that the CITY intends to undertake a special review of this Agreement to the OWNER. Such notice shall be given at least ten (10) days in advance of the time at which the matter will be considered by the Planning Commission.

6.1.4 Public Hearing. The Planning Commission shall conduct a hearing at which the OWNER must demonstrate good faith compliance with the terms of this Agreement. The burden of proof on this issue is upon the OWNER.

6.1.5 Findings Upon Public Hearing. The Planning Commission shall determine upon the basis of substantial evidence whether or not the OWNER has, for the period under review, complied in good faith with the terms and conditions of this Agreement.

6.1.6 Procedure Upon Findings.

(a) If the Planning Commission finds and determines on the basis of substantial evidence that the OWNER has complied in good faith with the terms and conditions of this Agreement during the period under review, the review for that period is concluded.

(b) If the Planning Commission finds and determines on the basis of substantial evidence that the OWNER has not complied in good faith with the terms and conditions of this Agreement during the period under review, the Planning Commission may recommend to the City Council to modify or terminate this Agreement.

(c) The OWNER may appeal a determination pursuant to paragraph (b) to the City Council in accordance with the CITY's rule for consideration of appeals in zoning matters generally.

6.2 Proceedings Upon Modification or Termination. If, upon a finding under Section 6.1.6(b), the CITY determines to proceed with modification or termination of this Agreement, the CITY shall give notice to the property OWNER of its intention so to do. The notice shall contain:

(a) The time and place of the hearing;

(b) A statement as to whether or not the CITY proposes to terminate or to modify this Agreement; and

(c) Other information that the CITY considers necessary to inform the OWNER of the nature of the proceeding.

6.3 Hearing on Modification or Termination. At the time and place set for the hearing on modification or termination, the OWNER shall be given an opportunity to be heard. The OWNER shall be required to demonstrate good faith compliance with the terms and conditions of this Agreement. The burden of proof on this issue shall be on the OWNER. If the City Council finds, based upon substantial evidence in the administrative record, that the OWNER has not complied in good faith with the terms and conditions of the agreement, the City Council may terminate or modify this Agreement and impose those conditions to the action it takes as it considers necessary to protect the interests of the CITY. The decision of the City Council shall be final, subject only to judicial review pursuant to Section 1094.5 of the Code of Civil Procedure.

6.4 Certificate of Agreement Compliance. If, at the conclusion of a Periodic or Special Review, OWNER is found to be in compliance with this Agreement, CITY shall, upon written request by OWNER, issue a Certificate of Agreement Compliance ("Certificate") to OWNER stating that after the most recent Periodic or Special Review and based upon the information known or made known to the Planning Director and City Council that (1) this Agreement remains in effect and (2) OWNER is not in default. The Certificate shall be in recordable form, shall contain information necessary to communicate constructive record notice of the finding of compliance, shall state whether the Certificate is issued after a Periodic or Special Review and shall state the anticipated date of commencement of the next Periodic Review. OWNER may record the Certificate with the County Recorder. Whether or not the Certificate is relied upon by assignees or other transferees or OWNER, CITY shall not be bound by a Certificate if a default existed at the time of the Periodic or Special Review, but was concealed from or otherwise not known to the Planning Director or City Council.

7. [RESERVED]

8. DEFAULT AND REMEDIES.

8.1 Remedies in General. It is acknowledged by the parties that CITY would not have entered into this Agreement if it were to be liable in damages under this Agreement, or with respect to this Agreement or the application thereof.

In general, each of the parties hereto may pursue any remedy at law or equity available for the breach of any provision of this Agreement, except that CITY shall not be liable in damages to OWNER, or to any successor in interest of OWNER, or to any other person, and OWNER covenants not to sue for damages or claim any damages:

(a) For any breach of this Agreement or for any cause of action which arises out of this Agreement; or

(b) For the taking, impairment or restriction of any right or interest conveyed or provided under or pursuant to this Agreement; or

(c) Arising out of or connected with any dispute, controversy or issue regarding the application or interpretation or effect of the provisions of this Agreement.

8.2 Specific Performance. The parties acknowledge that money damages and remedies at law generally are inadequate and specific performance and other non-monetary relief are particularly appropriate remedies for the enforcement of this Agreement and should be available to all parties for the following reasons:

(a) Money damages are unavailable against CITY as provided in Section 8.1 above.

(b) Due to the size, nature and scope of the project, it may not be practical or possible to restore the Property to its natural condition once implementation of this Agreement has begun. After such implementation, OWNER may be foreclosed from other choices it may have had to utilize the Property or portions thereof. OWNER has invested significant time and resources and performed extensive planning and processing of the Project in agreeing to the terms of this Agreement and will be investing even more significant time and resources in implementing the Project in reliance upon the terms of this Agreement, and it is not possible to determine the sum of money which would adequately compensate OWNER for such efforts.

8.3 Release. Except for nondamage remedies, including the remedy of specific performance and judicial review as provided for in Section 6.5, OWNER, for itself, its successors and assignees, hereby releases the CITY, its officers, agents and employees from any and all claims, demands, actions, or suits of any kind or nature arising out of any liability, known or unknown, present or future, including, but not limited to, any claim or liability, based or asserted, pursuant to Article I, Section 19 of the California Constitution, the Fifth Amendment of the United States Constitution, or any other law or ordinance which seeks to impose any other liability or damage, whatsoever, upon the CITY because it entered into this Agreement or because of the terms of this Agreement.

8.4 Termination or Modification of Agreement for Default of OWNER. Subject to the provisions contained in Subsection 6.3 herein, CITY may terminate or modify this Agreement for any failure of OWNER to perform any material duty or obligation of OWNER under this Agreement, or to comply in good faith with the terms of this Agreement (hereinafter referred to as “default”); provided, however, CITY may terminate

or modify this Agreement pursuant to this Section only after providing written notice to OWNER of default setting forth the nature of the default and the actions, if any, required by OWNER to cure such default and, where the default can be cured, OWNER has failed to take such actions and cure such default within 60 days after the effective date of such notice or, in the event that such default cannot be cured within such 60 day period but can be cured within a longer time, has failed to commence the actions necessary to cure such default within such 60 day period and to diligently proceed to complete such actions and cure such default.

8.5 Termination of Agreement for Default of CITY. OWNER may terminate this Agreement only in the event of a default by CITY in the performance of a material term of this Agreement and only after providing written notice to CITY of default setting forth the nature of the default and the actions, if any, required by CITY to cure such default and, where the default can be cured, CITY has failed to take such actions and cure such default within 60 days after the effective date of such notice or, in the event that such default cannot be cured within such 60 day period but can be cured within a longer time, has failed to commence the actions necessary to cure such default within such 60 day period and to diligently proceed to complete such actions and cure such default.

9. THIRD PARTY LITIGATION.

9.1 General Plan Litigation. CITY has determined that this Agreement is consistent with its Comprehensive General Plan, as such General Plan exists as of the Effective Date ("General Plan"), and that the General Plan meets all requirements of law. OWNER has reviewed the General Plan and concurs with CITY's determination. CITY shall have no liability in damages under this Agreement for any failure of CITY to perform under this Agreement or the inability of OWNER to develop the Property as contemplated by the Development Plan of this Agreement as the result of a judicial determination that on the Effective Date, or at any time thereafter, the General Plan, or portions thereof, are invalid or inadequate or not in compliance with law.

9.2 Third Party Litigation Concerning Agreement. OWNER shall defend, at its expense, including attorneys' fees, indemnify, and hold harmless CITY, its agents, officers and employees from any claim, action or proceeding against CITY, its agents, officers, or employees to attack, set aside, void, or annul the approval of this Agreement or the approval of any permit granted pursuant to this Agreement. CITY shall promptly notify OWNER of any such claim, action or proceeding, and CITY shall cooperate in the defense. If CITY fails to promptly notify OWNER of any such claim, action or proceeding, or if CITY fails to cooperate in the defense, OWNER shall not thereafter be responsible to defend, indemnify, or hold harmless CITY. CITY may in its discretion participate in the defense of any such claim, action or proceeding.

9.3 Indemnity. In addition to the provisions of 9.2 above, OWNER shall indemnify and hold CITY, its officers, agents, employees and independent contractors free and harmless from any liability whatsoever, based or asserted upon any act or omission of OWNER, its officers, agents, employees, subcontractors and independent contractors, for property damage, bodily injury, or death (OWNER's employees

included) or any other element of damage of any kind or nature, relating to or in any way connected with or arising from the activities contemplated hereunder, including, but not limited to, the study, design, engineering, construction, completion, failure and conveyance of the public improvements, save and except claims for damages arising through the sole active negligence or sole willful misconduct of CITY. OWNER shall defend, at its expense, including attorneys' fees, CITY, its officers, agents, employees and independent contractors in any legal action based upon such alleged acts or omissions. CITY may in its discretion participate in the defense of any such legal action.

9.4 Environment Assurances. OWNER shall indemnify and hold CITY, its officers, agents, and employees free and harmless from any liability, based or asserted, upon any act or omission of OWNER, its officers, agents, employees, subcontractors, predecessors in interest, successors, assigns and independent contractors for any violation of any federal, state or local law, ordinance or regulation relating to industrial hygiene or to environmental conditions on, under or about the Property, including, but not limited to, soil and groundwater conditions, and OWNER shall defend, at its expense, including attorneys' fees, CITY, its officers, agents and employees in any action based or asserted upon any such alleged act or omission. CITY may in its discretion participate in the defense of any such action.

9.5 Reservation of Rights. With respect to Sections 9.2, 9.3 and 9.4 herein, CITY reserves the right to either (1) approve the attorney(s) which OWNER selects, hires or otherwise engages to defend CITY hereunder, which approval shall not be unreasonably withheld, or (2) conduct its own defense, provided, however, that OWNER shall reimburse CITY forthwith for any and all reasonable expenses incurred for such defense, including attorneys' fees, upon billing and accounting therefor.

9.6 Survival. The provisions of this Sections 9.1 through 9.6, inclusive, shall survive the termination of this Agreement.

10. MORTGAGEE PROTECTION.

The parties hereto agree that this Agreement shall not prevent or limit OWNER, in any manner, at OWNER's sole discretion, from encumbering the Property or any portion thereof or any improvement thereon by any mortgage, deed of trust or other security device securing financing with respect to the Property. CITY acknowledges that the lenders providing such financing may require certain Agreement interpretations and modifications and agrees upon request, from time to time, to meet with OWNER and representatives of such lenders to negotiate in good faith any such request for interpretation or modification. CITY will not unreasonably withhold its consent to any such requested interpretation or modification provided such interpretation or modification is consistent with the intent and purposes of this Agreement. Any Mortgagee of the Property shall be entitled to the following rights and privileges:

(a) Neither entering into this Agreement nor a breach of this Agreement shall defeat, render invalid, diminish or impair the lien of any mortgage on the Property made in good faith and for value, unless otherwise required by law.

(b) The Mortgagee of any mortgage or deed of trust encumbering the Property, or any part thereof, which Mortgagee, has submitted a request in writing to the CITY in the manner specified herein for giving notices, shall be entitled to receive written notification from CITY of any default by OWNER in the performance of OWNER's obligations under this Agreement.

(c) If CITY timely receives a request from a Mortgagee requesting a copy of any notice of default given to OWNER under the terms of this Agreement, CITY shall provide a copy of that notice to the Mortgagee within ten (10) days of sending the notice of default to OWNER. The Mortgagee shall have the right, but not the obligation, to cure the default during the remaining cure period allowed such party under this Agreement.

(d) Any Mortgagee who comes into possession of the Property, or any part thereof, pursuant to foreclosure of the mortgage or deed of trust, or deed in lieu of such foreclosure, shall take the Property, or part thereof, subject to the terms of this Agreement. Notwithstanding any other provision of this Agreement to the contrary, no Mortgagee shall have an obligation or duty under this Agreement to perform any of OWNER's obligations or other affirmative covenants of OWNER hereunder, or to guarantee such performance; provided, however, that to the extent that any covenant to be performed by OWNER is a condition precedent to the performance of a covenant by CITY, the performance thereof shall continue to be a condition precedent to CITY's performance hereunder, and further provided that any sale, transfer or assignment by any Mortgagee in possession shall be subject to the provisions of Section 2.4 of this Agreement.

11. MISCELLANEOUS PROVISIONS.

11.1 Recordation of Agreement. This Agreement and any amendment or cancellation thereof shall be recorded with the San Bernardino County Recorder by the City Clerk within the ten (10) days after the CITY executes this Agreement, as required by Section 65868.5 of the Government Code. If the parties to this Agreement or their successors in interest amend or cancel this Agreement as provided for herein and in Government Code Section 65868, or if the CITY terminates or modifies the agreement as provided for herein and in Government Code Section 65865.1 for failure of the applicant to comply in good faith with the terms or conditions of this Agreement, the City Clerk shall have notice of such action recorded with the San Bernardino County Recorder.

11.2 Entire Agreement. This Agreement sets forth and contains the entire understanding and agreement of the parties, and there are no oral or written representations, understandings or ancillary covenants, undertakings or agreements which are not contained or expressly referred to herein. No testimony or evidence of any such representations, understandings or covenants shall be admissible in any proceeding of any kind or nature to interpret or determine the terms or conditions of this Agreement.

11.3 Severability. If any term, provision, covenant or condition of this Agreement shall be determined invalid, void or unenforceable, the remainder of this Agreement shall not be affected thereby to the extent such remaining provisions are not rendered impractical to perform taking into consideration the purposes of this Agreement. Notwithstanding the foregoing, the provision of the Public Benefits set forth in Section 4 of this Agreement, including the payment of the fees set forth therein, are essential elements of this Agreement and CITY would not have entered into this Agreement but for such provisions, and therefore in the event such provisions are determined to be invalid, void or unenforceable, this entire Agreement shall be null and void and of no force and effect whatsoever.

11.4 Interpretation and Governing Law. This Agreement and any dispute arising hereunder shall be governed and interpreted in accordance with the laws of the State of California. This Agreement shall be construed as a whole according to its fair language and common meaning to achieve the objectives and purposes of the parties hereto, and the rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not be employed in interpreting this Agreement, all parties having been represented by counsel in the negotiation and preparation hereof.

11.5 Section Headings. All section headings and subheadings are inserted for convenience only and shall not affect any construction or interpretation of this Agreement.

11.6 Singular and Plural. As used herein, the singular of any word includes the plural.

11.7 Joint and Several Obligations. Subject to section 2.4, if at any time during the term of this Agreement the Property is owned, in whole or in part, by more than one owner, all obligations of such owners under this Agreement shall be joint and several, and the default of any such owner shall be the default of all such owners. Notwithstanding the foregoing, no owner of a single lot which has been finally subdivided and sold to such owner as a member of the general public or otherwise as an ultimate user shall have any obligation under this Agreement except as provided under Section 4 hereof.

11.8 Time of Essence. Time is of the essence in the performance of the provisions of this Agreement as to which time is an element.

11.9 Waiver. Failure by a party to insist upon the strict performance of any of the provisions of this Agreement by the other party, or the failure by a party to exercise its rights upon the default of the other party, shall not constitute a waiver of such party's right to insist and demand strict compliance by the other party with the terms of this Agreement thereafter.

11.10 No Third Party Beneficiaries. This Agreement is made and entered into for the sole protection and benefit of the parties and their successors and assigns. No other person shall have any right of action based upon any provision of this Agreement.

11.11 Force Majeure. Neither party shall be deemed to be in default where failure or delay in performance of any of its obligations under this Agreement is caused by floods, earthquakes, other Acts of God, fires, wars, riots or similar hostilities, strikes and other labor difficulties beyond the party's control, (including the party's employment force), government regulations, court actions (such as restraining orders or injunctions), or other causes beyond the party's control. If any such events shall occur, the term of this Agreement and the time for performance by either party of any of its obligations hereunder may be extended by the written agreement of the parties for the period of time that such events prevented such performance, provided that the term of this Agreement shall not be extended under any circumstances for more than five (5) years.

11.12 Mutual Covenants. The covenants contained herein are mutual covenants and also constitute conditions to the concurrent or subsequent performance by the party benefited thereby of the covenants to be performed hereunder by such benefited party.

11.13 Successors in Interest. The burdens of this Agreement shall be binding upon, and the benefits of this Agreement shall inure to, all successors in interest to the parties to this Agreement. All provisions of this Agreement shall be enforceable as equitable servitudes and constitute covenants running with the land. Each covenant to do or refrain from doing some act hereunder with regard to development of the Property: (a) is for the benefit of and is a burden upon every portion of the Property; (b) runs with the Property and each portion thereof; and, (c) is binding upon each party and each successor in interest during ownership of the Property or any portion thereof.

11.14 Counterparts. This Agreement may be executed by the parties in counterparts, which counterparts shall be construed together and have the same effect as if all of the parties had executed the same instrument.

11.15 Jurisdiction and Venue. Any action at law or in equity arising under this Agreement or brought by a party hereto for the purpose of enforcing, construing or determining the validity of any provision of this Agreement shall be filed and tried in the Superior Court of the County of San Bernardino, State of California, and the parties hereto waive all provisions of law providing for the filing, removal or change of venue to any other court.

11.16 Project as a Private Undertaking. It is specifically understood and agreed by and between the parties hereto that the development of the Project is a private development, that neither party is acting as the agent of the other in any respect hereunder, and that each party is an independent contracting entity with respect to the terms, covenants and conditions contained in this Agreement. No partnership, joint venture or other association of any kind is formed by this Agreement. The only relationship between CITY and OWNER is that of a government entity regulating the development of private property and the owner of such property.

11.17 Further Actions and Instruments. Each of the parties shall cooperate with and provide reasonable assistance to the other to the extent contemplated hereunder in the performance of all obligations under this Agreement and the satisfaction of the

conditions of this Agreement. Upon the request of either party at any time, the other party shall promptly execute, with acknowledgment or affidavit if reasonably required, and file or record such required instruments and writings and take any actions as may be reasonably necessary under the terms of this Agreement to carry out the intent and to fulfill the provisions of this Agreement or to evidence or consummate the transactions contemplated by this Agreement. The City Manager may delegate his powers and duties under this Agreement to an Assistant City Manager or other management level employee of the CITY.

11.18 Eminent Domain. No provision of this Agreement shall be construed to limit or restrict the exercise by CITY of its power of eminent domain.

11.19 Agent for Service of Process. In the event OWNER is not a resident of the State of California or it is an association, partnership or joint venture without a member, partner or joint venturer resident of the State of California, or it is a foreign corporation, then in any such event, OWNER shall file with the Planning Director, upon its execution of this Agreement, a designation of a natural person residing in the State of California, giving his or her name, residence and business addresses, as its agent for the purpose of service of process in any court action arising out of or based upon this Agreement, and the delivery to such agent of a copy of any process in any such action shall constitute valid service upon OWNER. If for any reason service of such process upon such agent is not feasible, then in such event OWNER may be personally served with such process out of this County and such service shall constitute valid service upon OWNER. OWNER is amenable to the process so served, submits to the jurisdiction of the Court so obtained and waives any and all objections and protests thereto. OWNER for itself, assigns and successors hereby waives the provisions of the Hague Convention (Convention on the Service Abroad of Judicial and Extra Judicial Documents in Civil or Commercial Matters, 20 U.S.T. 361, T.I.A.S. No. 6638).

11.20 Estoppel Certificate. Within thirty (30) business days following a written request by any of the parties, the other party shall execute and deliver to the requesting party a statement certifying that (i) either this Agreement is unmodified and in full force and effect or there have been specified (date and nature) modifications to the Agreement, but it remains in full force and effect as modified; and (ii) either there are no known current uncured defaults under this Agreement or that the responding party alleges that specified (date and nature) defaults exist. The statement shall also provide any other reasonable information requested. The failure to timely deliver this statement shall constitute a conclusive presumption that this Agreement is in full force and effect without modification except as may be represented by the requesting party and that there are no uncured defaults in the performance of the requesting party, except as may be represented by the requesting party. OWNER shall pay to CITY all costs incurred by CITY in connection with the issuance of estoppel certificates under this Section 11.20 prior to CITY's issuance of such certificates.

11.21 Authority to Execute. The person or persons executing this Agreement on behalf of OWNER warrants and represents that he or she/they have the authority to execute this Agreement on behalf of his or her/their corporation, partnership or business

entity and warrants and represents that he or she/they has/have the authority to bind OWNER to the performance of its obligations hereunder.

11.22 Prevailing Wage. OWNER, for itself, its successors, and assigns, agrees, covenants, and warrants that the development of the Property, if any, shall comply with all applicable federal and state labor laws (including, without limitation, the requirement under California law to pay prevailing wages and hire apprentices), and all obligations as set forth herein.

11.22.1 CITY makes no representations concerning prevailing wages in compliance with California Labor Code Section 1770 et seq.

11.22.2 OWNER acknowledges and agrees that it shall be independently responsible for reviewing the applicable laws and regulations with respect to the payment of prevailing wages and complying therewith. OWNER shall bear all risks of payment or non-payment of prevailing wages under California law and/or the implementation of Labor Code Section 1781, as the same may be amended from time to time, and/or any other similar law.

11.22.3 The foregoing indemnity shall survive termination of this Agreement and shall continue after completion of the construction and development of the Property by OWNER, its successors or assigns. OWNER shall be solely responsible for determining and effectuating compliance with such laws.

11.22.4 OWNER, ON BEHALF OF ITSELF, ITS SUCCESSORS, AND ASSIGNS, WAIVES AND RELEASES CITY FROM ANY RIGHT OF ACTION THAT MAY BE AVAILABLE TO OWNER PURSUANT TO LABOR CODE SECTION 1781 OR THE DAVIS BACON ACT. RELATIVE TO THE WAIVER AND RELEASE CONTAINED IN THIS SECTION 11.22, OWNER ACKNOWLEDGES THE PROTECTIONS OF CIVIL CODE SECTION 1542, WHICH READS AS FOLLOWS: A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS THAT THE CREDITOR OR RELEASING PARTY DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE, WHICH IF KNOWN BY HIM OR HER MUST HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR OR RELEASED PARTY.

INITIALS. BY INITIALING BELOW, OWNER KNOWINGLY AND VOLUNTARILY WAIVES THE PROVISIONS OF SECTION 1542 SOLELY WITH THE MATTERS WHICH ARE THE SUBJECT OF THE FOREGOING WAIVERS AND RELEASES:

_____
(Owner's Initials)

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the day and year set forth below.

[SIGNATURES CONTAINED ON FOLLOWING PAGE]

SIGNATURE PAGE
TO DEVELOPMENT AGREEMENT FILE NO. PDA25-004

"OWNER"

SLV LC Center LLC
a Florida limited liability company
HCW LC Center LLC
a Florida limited liability company

Strack Farms Land LLC
a Delaware limited liability company

RHV Edison Ave LLC
a Florida limited liability company

MV Edison Ave LLC
a Florida limited liability company

EPC Holdings 938 LLC
a Washington limited liability company

By: _____
John Troutman
Vice President

Date: _____

"CITY"
CITY OF ONTARIO

By:_____
Scott Ochoa
City Manager

Date: _____

ATTEST:

_____
City Clerk, Ontario

APPROVED AS TO FORM:
BEST BEST KRIEGER, LLP

_____
City Attorney

ACKNOWLEDGEMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
COUNTY OF_____)

On _____, 20_____, before me,_____,
Date *Insert Name and Title of the Officer*

personally appeared _____
Name(s) of Signer(s)
_____, who proved to me on the basis of satisfactory evidence to be the person whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity, and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature_____
Signature of Notary Public

Place Notary Seal Above

ACKNOWLEDGEMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
COUNTY OF_____)

On _____, 20_____, before
me_____,
Date *Insert Name and Title of the Officer*

personally appeared
_____
Name(s) of Signer(s)
_____
_____, who proved to me on the basis of satisfactory evidence to be the person whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity, and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature_____
Signature of Notary Public

Place Notary Seal Above

EXHIBIT "A"
TO DEVELOPMENT AGREEMENT

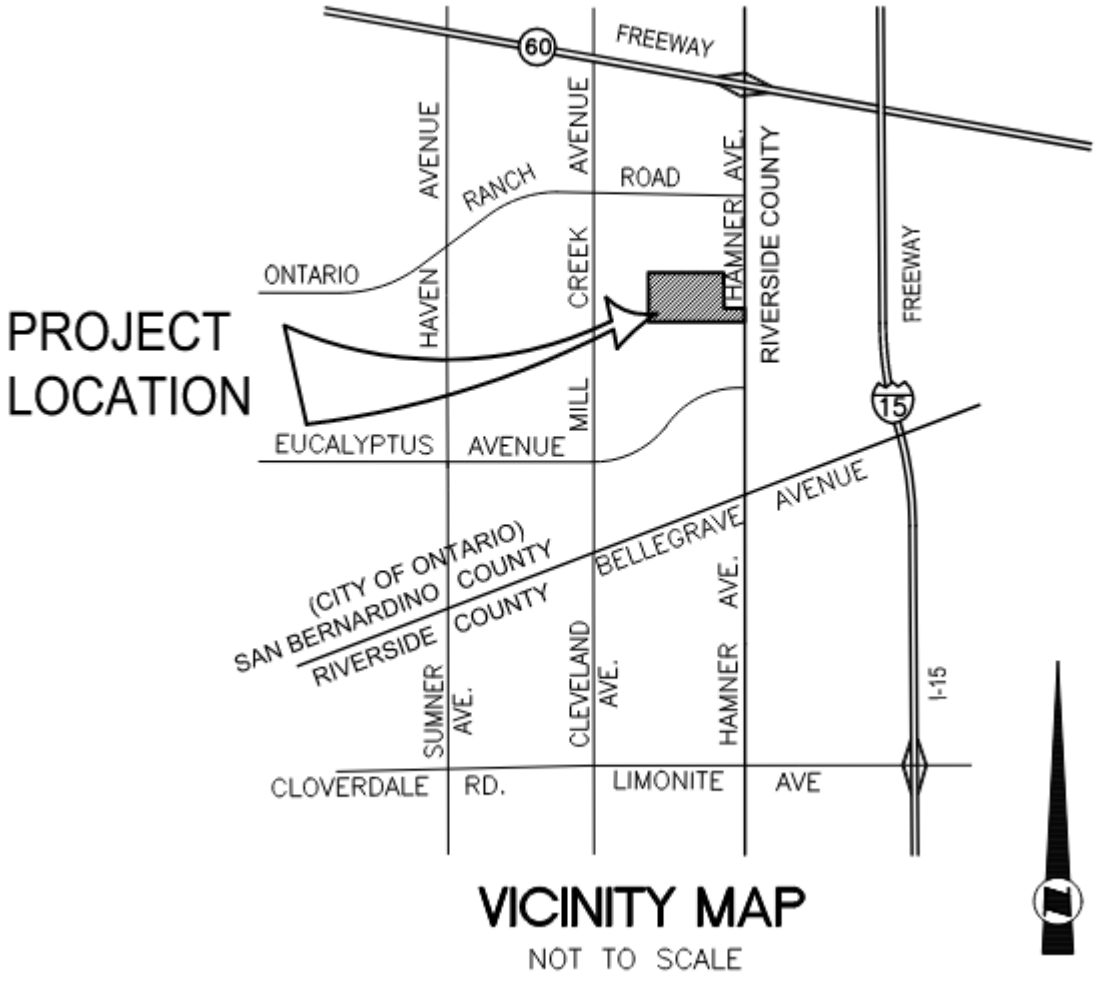
Legal Description of Property

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF ONTARIO, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
PARCEL 1:
PARCEL A OF LOT LINE ADJUSTMENTS NO. LLA 22-024 RECORDED MAY 10, 2023 AS INSTRUMENT NO. 2023-0113164 OF OFFICIAL RECORDS AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:
THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF ONTARIO COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, BEING A PORTION OF THE EAST HALF OF THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 2 SOUTH, RANGE 7 WEST, SAN BERNARDINO BASE AND MERIDIAN, MORE PARTICULARLY Y DESCRIBED BELOW:
COMMENCING AT THE NORTHEAST CORNER OF SECTION 13 AS SHOWN ON RECORD OF SURVEY RECORDED IN BOOK 139, PAGES 66 THROUGH 70, RECORDS OF SURVEY OF SAID COUNTY, SAID CORNER ALSO BEING THE INTERSECTION OF THE CENTERLINES OF SCHAFFER AVENUE AND HAMNER AVENUE; THENCE SOUTH 00°19’17" EAST ALONG THE CENTERLINE OF HAMNER AVENUE, 30 FOOT HALF WIDTH, A DISTANCE OF 1,987.75 FEET;THENCE SOUTH 89°40'43" WEST TO A POINT IN THE WESTERLY RIGHT-OF-WAY OF SAID HAMNER AVENUE, A DISTANCE OF 30.00 FEET; THENCE SOUTH 00°19’17" EAST ALONG SAID WESTERLY RIGHT-OF-WAY, A DISTANCE OF 478.19 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 89°58'36" WEST, A DISTANCE OF 277.94 FEET;
THENCE NORTH 00°05'44" WEST, A DISTANCE OF 479.31 FEET TO A POINT IN THE NORTH LINE OF THE SOUTH HALF OF THE SOUTH HALF OF THE EAST HALF OF THE NORTHEAST QUARTER OF SAID SECTION 13;
THENCE NORTH 89°44'35" WEST, A DISTANCE OF 1,016.39 FEET TO THE NORTHWEST CORNER OF THE SOUTH HALF OF THE SOUTH HALF OF THE EAST HALF OF THE NORTHEAST QUARTER OF SAID SECTION 13;
THENCE SOUTH 00°18'27" EAST, ALONG THE WEST LINE OF THE SOUTH HALF OF THE SOUTH HALF OF THE EAST HALF OF THE NORTHEAST QUARTER OF SAID SECTION 13, A DISTANCE OF 661.14 FEET TO A POINT IN THE CENTERLINE OF EDISON AVENUE;
THENCE SOUTH 89°40'34" EAST, ALONG SAID CENTERLINE, A DISTANCE OF 1,292.62 FEET TO A POINT IN THE WESTERLY RIGHT-OF-WAY OF SAID HAMNER AVENUE; THENCE NORTH 00°19'17" WEST, ALONG SAID

WESTERLY RIGHT OF WAY, A DISTANCE OF 184.45 FEET TO THE POINT OF BEGINNING. ALSO EXCEPTING THEREFROM ALL RIGHTS TO MINERALS, OIL AND HYDROCARBONS, OR GAS LYING BELOW A DEPTH OF 500 FEET, PROVIDED FURTHER THAT GRANTOR SHALL HAVE NO RIGHTS OF SURFACE ENTRY OR INGRESS OR EGRESS FROM PROPERTY DESCRIBED HEREIN, AS RESERVED IN DEED RECORDED JUNE 14, 1956, IN BOOK 3962, PAGE 569, OFFICIAL RECORDS.
APN: 0218-211-40-0-000

EXHIBIT "B"
TO DEVELOPMENT AGREEMENT

Map showing Property and its location



VICINITY MAP

NOT TO SCALE

EXHIBIT "C"
TO DEVELOPMENT AGREEMENT

Existing Development Approvals

On October 23, 2007 the Planning Commission:

a) Issued Resolution No. PC07-125 recommending City Council certification of the Rich-Haven Specific Plan EIR (SCH#2006051081).
b) Issued Resolution No. PC07-127 recommending to City Council approval of the Rich-Haven Specific Plan (File No. PSP05-004).

On December 4, 2007, the City Council:

a) Issued Resolution No. 2007-145 certifying the Rich-Haven Specific Plan EIR (SCH#2006051081).
b) Adopted Ordinance No. 2884 approving the Rich-Haven Specific Plan.

On February 23, 2016, the Planning Commission:

a) Issued Resolution No. PC16-003 recommending City Council adoption of an Addendum to the Rich-Haven Specific Plan EIR (SCH#2006051081) and The Ontario Plan EIR (SCH#2008101140).
b) Issued Resolution PC16-004 recommending approval of the Rich-Haven Specific Plan Amendment (File No. PSPA16-001).

On March 15, 2016, the City Council:

a) Issued Resolution No. 2016-024 for the adoption of an Addendum (File No. PSPA16-001) to the Rich-Haven Specific Plan EIR.
b) Issued Resolution No. 2016-025 approving an Amendment (File No. PSPA16-001) to the Rich-Haven Specific Plan EIR (SCH#2006051081) and The Ontario Plan EIR (SCH#2008101140).

On January 23, 2018, the Planning Commission:

a) Issued Resolution No. PC18-014 recommending City Council adoption of an Addendum to The Ontario Plan EIR (SCH#2008101140).
b) Issued Resolution No. PC18-015 recommending City Council adoption of the Rich-Haven Specific Plan Amendment (File No. PSPA16-005).

On February 20, 2018, the City Council:

a) Issued Resolution No. 2018-017 for the adoption of an Addendum (File No. PSPA16-005) to The Ontario Plan EIR (SCH#2008101140).
b) Issued Resolution No. 2018-018 approving an Amendment (File No. PSPA16-005) to the Rich-Haven Specific Plan.

On May 23, 2023, the Planning Commission:

a) Issued Resolution No. PC23-042 recommending City Council adoption of an Environmental Impact Report (State Clearinghouse No. 2022100425) in conjunction with File No. PSPA22-001 for the Rich Haven Specific Plan Amendment.
b) Issued Resolution No. PC23-043 recommending City Council adoption of the Rich-Haven Specific Plan Amendment (File No. PSPA22-001).

On June 20,2023, the City Council:

a) Issued Resolution No. 2023-060 approving an Environmental Impact Report (State Clearinghouse No. 2022100425) in conjunction with File No. PSPA22-001 for the Rich Haven Specific Plan Amendment.
b) Issued Resolution No. 2023-061 approving the Rich-Haven Specific Plan Amendment (File No. PSPA22-001).

EXHIBIT "D"
TO DEVELOPMENT AGREEMENT

Existing Land Use Regulations

These documents are listed for reference only:

1. The Rich-Haven Specific Plan (File No. PSP05-004) Environmental Impact Report, Resolution No. 2007-145.

2. The Rich-Haven Specific Plan (File No. PSP05-004), Ordinance No. 2884.

3. Addendum to the Rich-Haven Specific Plan (File No. PSPA16-001) Environmental Impact Report, Resolution No. 2016-024.

4. Amendment to the Rich-Haven Specific Plan (File No. PSPA16-001), Resolution No. 2016-025.

5. Addendum to the Rich-Haven Specific Plan (File No. PSPA16-005) Environmental Impact Report, Resolution No. 2018-017.

6. Amendment to the Rich-Haven Specific Plan (File No. PSPA16-005), Resolution No. 2018-018.

7. The Rich-Haven Specific Plan Amendment (File No. PSP22-001) Environmental Impact Report (State Clearinghouse No. 2022100425), Resolution No. 2023-060.

8. Amendment to the Rich-Haven Specific Plan (File No. PSPA22-001), Resolution No. 2023-061.

9. City of Ontario Municipal Code
    a. Six – Sanitation & Health
    b. Seven – Public Works
    c. Eight – Building Regulations
    d. Nine – Development Code
    e. Ten – Parks & Recreation

EXHIBIT "E"
TO DEVELOPMENT AGREEMENT

Description of Required Infrastructure Improvements

OWNER shall design, construct, and complete the following Street (ST), Sewer (SW), Storm Drain (SD), Potable Water (PW), Recycled Water (RW), and Fiber Optic (FO) improvements, prior to OWNER's request for building permits for Production Units.

STREETS (ST)

a. Last lane improvements on Hamner Avenue along the project frontage
b. Last lane improvements on Hamner Avenue along the N.A.P. (218-211-41) parcel.
c. East side of Clifton Avenue improvements, including chockers, ADA curb ramps, and sidewalk.

FIBER OPTICS (FO)

a. FO improvements on 'D' Street from Ladybug Paseo to 'A' Street
b. FO improvements on A' Street from 'B' Street to 'D' Street
c. FO improvements on 'B' Street from the northern to southern project boundaries
d. FO improvements on 'C' Street from 'B' Street to 'D' Street
e. FO improvements on Ladybug Paseo from Orchid Paseo to Hamner Avenue
f. FO improvements on Hamner Avenue along the project frontage

SEWER (SW)

a. SW improvements on 'A' Street from Clifton Avenue to 'D' Street
b. SW improvements on 'B' Street from the northern to southern project boundaries
c. SW improvements on 'C' Street from 'B' Street to 'D' Street
d. SW improvements on Orchid Paseo extending north in 'D' Street to south of 'A' Street
e. Proposed SW required to support project in Clifton Avenue, to Eucalyptus Avenue, to Mill Creek Avenue, to point of accepted SW in Bellegrave Avenue

f. Proposed SW required to support project in Orchid Paseo continuing downstream within TM-20451, to Clifton Avenue, to Eucalyptus Avenue, to Mill Creek Avenue, to point of accepted SW in Bellegrave Avenue

POTABLE WATER (PW)

a. PW improvements on ‘D’ Street from Ladybug Paseo to ‘C’ Street
b. PW improvements on ‘A’ Street from ‘D’ Street to Clifton Avenue
c. PW improvements on ‘B’ Street from the northern to southern project boundaries
d. PW improvements on ‘C’ Street from ‘B’ Street to ‘D’ Street
e. Proposed PW is required to support project in Clifton Avenue connecting to Almond Blossom Street, to Mill Creek Avenue, to the point of accepted PW in Ontario Ranch Road.
f. Proposed PW is required to support project in Ladybug Paseo to the point of Accepted PW in Hamner Avenue

RECYCLED WATER (RW)

a. Proposed RW is required to support project in Ladybug Paseo to the point of Accepted RW in Hamner Avenue

STORM DRAIN (SD)

a. SD improvements on ‘A’ Street from ‘B’ Street to ‘D’ Street
b. SD improvements on ‘C’ Street from ‘B’ Street to ‘D’ Street
c. SD improvements on ‘D’ Street from ‘C’ Street to Ladybug Paseo
d. SD improvements within PUE from ‘D’ Street to Hamner Avenue

EXHIBIT "F"
TO DEVELOPMENT AGREEMENT

Depiction of Required Infrastructure Improvements

(SEE ATTACHED EXHBITS)

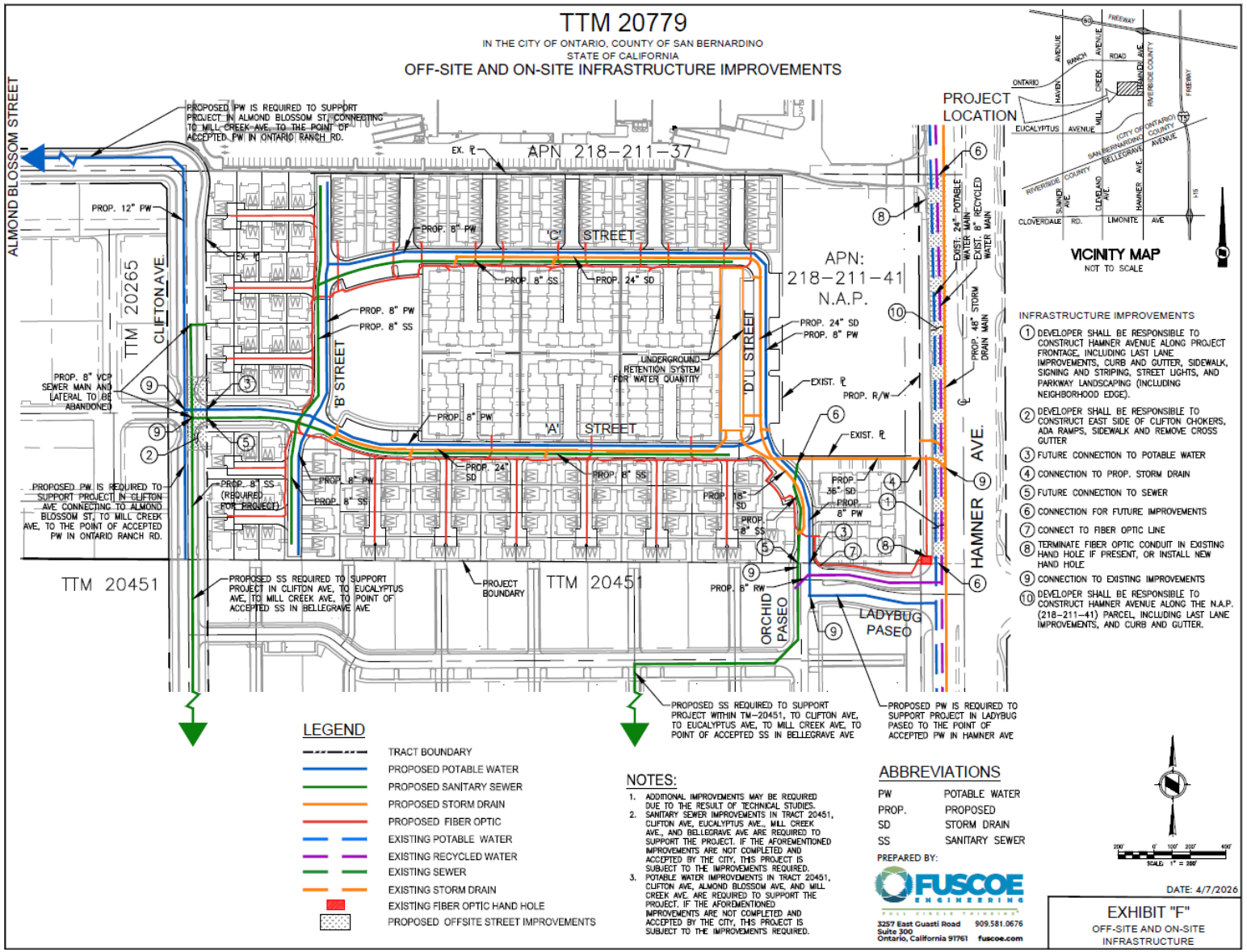

TTM 20779
IN THE CITY OF ONTARIO, COUNTY OF SAN BERNARDINO
STATE OF CALIFORNIA
OFF-SITE AND ON-SITE INFRASTRUCTURE IMPROVEMENTS
ALMOND BLOSSOM STREET
PROPOSED PW IS REQUIRED TO SUPPORT PROJECT IN ALMOND BLOSSOM ST, CONNECTING TO MILL CREEK AVE, TO THE POINT OF ACCEPTED PW IN ONTARIO RANCH RD.
EX. ℄
APN 218-211-37
PROP. 12" PW
TTM 20265
CLIFTON AVE.
PROP. 8" PW
PROP. 8" SS
PROP. 24" SD
'C' STREET
'B' STREET
'A' STREET
'D' STREET
UNDERGROUND RETENTION SYSTEM FOR WATER QUANTITY
APN: 218-211-41 N.A.P.
EXIST. 24" POTABLE WATER MAIN
EXIST. 8" RECYCLED WATER MAIN
PROP. 48" STORM DRAIN MAIN
PROP. R/W
EXIST. ℄
HAMNER AVE.
PROP. 8" VCP SEWER MAIN AND LATERAL TO BE ABANDONED
PROPOSED PW IS REQUIRED TO SUPPORT PROJECT IN CLIFTON AVE CONNECTING TO ALMOND BLOSSOM ST, TO MILL CREEK AVE, TO THE POINT OF ACCEPTED PW IN ONTARIO RANCH RD.
PROP. 8" SS (REQUIRED FOR PROJECT)
PROP. 24" SD
PROP. 18" SD
PROP. 36" SD
PROP. 8" RW
TTM 20451
PROPOSED SS REQUIRED TO SUPPORT PROJECT IN CLIFTON AVE, TO EUCALYPTUS AVE, TO MILL CREEK AVE, TO POINT OF ACCEPTED SS IN BELLEGRAVE AVE
PROJECT BOUNDARY
ORCHID PASEO
LADYBUG PASEO
PROPOSED SS REQUIRED TO SUPPORT PROJECT WITHIN TM-20451, TO CLIFTON AVE, TO EUCALYPTUS AVE, TO MILL CREEK AVE, TO POINT OF ACCEPTED SS IN BELLEGRAVE AVE
PROPOSED PW IS REQUIRED TO SUPPORT PROJECT IN LADYBUG PASEO TO THE POINT OF ACCEPTED PW IN HAMNER AVE
PROJECT LOCATION
VICINITY MAP
NOT TO SCALE
INFRASTRUCTURE IMPROVEMENTS
1 DEVELOPER SHALL BE RESPONSIBLE TO CONSTRUCT HAMNER AVENUE ALONG PROJECT FRONTAGE, INCLUDING LAST LANE IMPROVEMENTS, CURB AND GUTTER, SIDEWALK, SIGNING AND STRIPING, STREET LIGHTS, AND PARKWAY LANDSCAPING (INCLUDING NEIGHBORHOOD EDGE).
2 DEVELOPER SHALL BE RESPONSIBLE TO CONSTRUCT EAST SIDE OF CLIFTON CHOKERS, ADA RAMPS, SIDEWALK AND REMOVE CROSS GUTTER
3 FUTURE CONNECTION TO POTABLE WATER
4 CONNECTION TO PROP. STORM DRAIN
5 FUTURE CONNECTION TO SEWER
6 CONNECTION FOR FUTURE IMPROVEMENTS
7 CONNECT TO FIBER OPTIC LINE
8 TERMINATE FIBER OPTIC CONDUIT IN EXISTING HAND HOLE IF PRESENT, OR INSTALL NEW HAND HOLE
9 CONNECTION TO EXISTING IMPROVEMENTS
10 DEVELOPER SHALL BE RESPONSIBLE TO CONSTRUCT HAMNER AVENUE ALONG THE N.A.P. (218-211-41) PARCEL, INCLUDING LAST LANE IMPROVEMENTS, AND CURB AND GUTTER.
LEGEND
TRACT BOUNDARY
PROPOSED POTABLE WATER
PROPOSED SANITARY SEWER
PROPOSED STORM DRAIN
PROPOSED FIBER OPTIC
EXISTING POTABLE WATER
EXISTING RECYCLED WATER
EXISTING SEWER
EXISTING STORM DRAIN
EXISTING FIBER OPTIC HAND HOLE
PROPOSED OFFSITE STREET IMPROVEMENTS
NOTES:
1. ADDITIONAL IMPROVEMENTS MAY BE REQUIRED DUE TO THE RESULT OF TECHNICAL STUDIES.
2. SANITARY SEWER IMPROVEMENTS IN TRACT 20451, CLIFTON AVE, EUCALYPTUS AVE., MILL CREEK AVE., AND BELLEGRAVE AVE ARE REQUIRED TO SUPPORT THE PROJECT. IF THE AFOREMENTIONED IMPROVEMENTS ARE NOT COMPLETED AND ACCEPTED BY THE CITY, THIS PROJECT IS SUBJECT TO THE IMPROVEMENTS REQUIRED.
3. POTABLE WATER IMPROVEMENTS IN TRACT 20451, CLIFTON AVE, ALMOND BLOSSOM AVE, AND MILL CREEK AVE. ARE REQUIRED TO SUPPORT THE PROJECT. IF THE AFOREMENTIONED IMPROVEMENTS ARE NOT COMPLETED AND ACCEPTED BY THE CITY, THIS PROJECT IS SUBJECT TO THE IMPROVEMENTS REQUIRED.
ABBREVIATIONS
PW POTABLE WATER
PROP. PROPOSED
SD STORM DRAIN
SS SANITARY SEWER
PREPARED BY:
FUSCOE ENGINEERING
3257 East Guasti Road Suite 300 Ontario, California 91761
909.581.0676
fuscoe.com
DATE: 4/7/2026
EXHIBIT "F"
OFF-SITE AND ON-SITE INFRASTRUCTURE

EXHIBIT "G"
TO DEVELOPMENT AGREEMENT

FORM OF CERTIFICATE OF NET MDD AVAILABILITY

Pursuant to Section ___ of this Agreement between the City of Ontario, a California municipal corporation, and _____, a _____ company, hereinafter called "OWNER", the terms and definitions of which are hereby incorporated herein by this reference and hereinafter called "Agreement", the City of Ontario hereby certifies based on CITY receipt of payment of OWNER's share of the funding for the Phase 2 Water Improvements, that OWNER is entitled to the following Net MDD Water Availability.

Amount of Net MDD _____ gpm

_____
Scott Ochoa, City Manager

Dated:_____

EXHIBIT "H"
TO DEVELOPMENT AGREEMENT

FORM OF CERTIFICATE OF REGIONAL DIF CREDIT

Pursuant to Section 4.5.2 of this Agreement by and between the City of Ontario and _____, dated _____, 202_, the terms and definitions of which are hereby incorporated herein by this reference and hereinafter called the "Development Agreement', the City of Ontario hereby certifies that OWNER is entitled to the following amount and nature of DIF Credits in the Regional Water DIF Infrastructure Category:

Amount of Credit: $_____

_____
Scott Ochoa, City Manager

Dated:_____

Exhibit "I-1"

ONTARIO RANCH
WATER SUPPLY PHASING PLAN

Phase 2	Water Availability Equivalency	Estimated Net MDD Available[1]
Phase 2 A		
Supply & Storage		
1. 1 - Additional Ground Water Well and Collection lines - Design and Construction	8,250 gpm[2]	**7,750 gpm**[2]
Pipelines (Transmission & Distribution)[2]		
2. 925 Zone Transmission lines – Design and Construction		
3. Temporary Pressure Reducing Station[3] – Design and Construction		
Phase 2B		
Supply & Storage		
4. 1 – Additional Ground Water Well and Collection lines – Design and Construction	10,500 gpm[2]	**9,860 gpm[2]**
5. 1 – 6 million gallon Reservoir – 925 Zone – Design and Construction		

(1) Upon Completion of the construction of all of the improvements described for each Phase a Certificate of Net MDD Availability shall be issued to Developer for the corresponding amount of Net MDD. Net MDD means the maximum daily demand on the potable water supply, net of the water requirements for public schools and parks. The Water Availability Equivalency includes the estimated requirements for public schools and parks. The amount of Net MDD specified is the cumulative amount for which building permits may be issued upon funding of the corresponding and all preceding Phases of improvements.

(2) The ability of a particular development to utilize Net MDD assigned to it by the Developer will require the completion of design and construction of Master-planned potable and recycled water transmission and distribution pipelines for the respective pressure zone. Other factors may include its location, the particular land use and Water Availability Equivalents assigned to it as specified in Exhibit C-2.

(3) Pressure reducing stations are a component of the pipeline transmission and distribution system.

EXHIBIT "I-2"

Available Water Supply - See Exhibit C-1R for Net MDD Available

Table A - Water Demand Equivalents By Land Use

The Ontario Plan	Potable Water			Recycled Water	
Land Use	Water Demand Factor (ADD)		Water Demand Equivalents (WDE)[2]	Recycled Water Demand Factor[1] (ADD)	Recycled Water Demand Of Total Water Demand
	(gpd/du)	(gpd/ac)	(gpm/unit)	(gpd/ac)	(%)
Detached Dwellings (less than 5 units per acre)	544		0.57	900	28%
Detached or Attached Dwellings (between 5 and 11 units per acre)	464		0.48	1,000	21%
Attached Dwellings (between 11 and 25 units per acre)	323		0.34	1,500	18%
High Density Dwellings (25+ units per acre)	152		0.16	1,500	27%
Commercial Lodging	150		0.16	1,700	50%
Retail/Services Uses		2,200	2.29	2,300	51%
Office Uses		3,400	3.54	2,300	40%
Business Park Uses		2,200	2.29	2,200	50%
Industrial Uses		2,000	2.08	2,200	52%
Institutional Use		2,200	2.29	1,600	42%
Parks		1,000	1.04	1,400	58%
Schools		3,500	3.65	1,600	31%

[1]Recycled Water Demands include irrigation for right-of-way (medians and parkways), neighborhood edge, pocket parks, and common areas.

[2] The WDE is based on the Maximum Day Demand (MDD) with a peaking factor of 1.5 in the NMC for all land use categories.

Table B - Example Water Supply Calculation

Land Use	Acres[1] (gross)	Residential Units	WDE Factor (gpm)	Potable MDD (gpm)	Recycled Water ADD (gpm)
Development					
Detached Dwellings (less than 5 units per acre)	1,284	5,061	0.57	2,868	803
Detached or Attached Dwellings (between 5 and 11 units per acre)	369	2,530	0.48	1,223	256
Attached Dwellings (between 11 and 25 units per acre)	194	3,410	0.34	1,147	202
Retail/Services Uses (per acre)[2]	104		2.29	239	166
TOTAL	**1,950**	**11,001**		**5,477**	**1,428**

Three (3) Wells Are required to Support this example, assuming each well produces 2,000 gpm and connection to the Recycled Water System maximizing Recycled Water Use.

[1] Residential Acres are estimated based on the weighted average derived from the average number of units per land use category.

[2] Commercial acreage is calculated from a total square footage of 1,361,000 SF with an average Floor to Area Ratio (FAR) of 0.30 for commercial services in The Ontario Plan.

Exhibit "J"

Form of Plume Disclosure Letter

CITY OF ONTARIO

ONTARIO MUNICIPAL UTILITIES COMPANY

PAUL S. LEON
MAYOR

DEBRA DORST-PORADA
MAYOR PRO TEM

ALAN D. WAPNER
JIM W. BOWMAN
RUBEN VALENCIA
COUNCIL MEMBERS

AL C. BOLING
CITY MANAGER

SHEILA MAUTZ
CITY CLERK

JAMES R. MILHISER
TREASURER

SCOTT BURTON
UTILITIES GENERAL MANAGER

March 2017

DISCLOSURE NOTICE
SOUTH ARCHIBALD TRICHLOROETHYLENE PLUME

Dear Property Owner/Developer/Applicant:

The City of Ontario ("City") has approved or will be approving development in the Ontario Ranch area in the next few years, subject to the appropriate and required statutory process. This letter is intended to serve as notice to all potential property owners of the existence of a groundwater plume, known as the South Archibald Trichloroethylene (TCE) Plume which may exist in, under or near owner's property.

The groundwater plume is in an area in the central Chino Basin south of the Pomona Freeway, west of Turner Avenue, east of Grove Avenue, and north of Kimball Avenue. The plume primarily consists of TCE, a discontinued industrial solvent, and is subject to a clean-up under the oversight and direction of the Santa Ana Regional Water Quality Control Board ("Regional Board").

The Regional Board's approved clean-up procedure involves the removal and treatment of groundwater containing TCE via groundwater wells to reduce the plume concentrations and control its migration. In addition, the City is providing potable water supplies for domestic purposes to residences with private domestic wells affected by the plume. Finally, the Regional Board will continue to monitor all impacted areas and private domestic wells to ensure that residents' health and the environment are properly safeguarded. These remedial actions are documented in a Remedial Action Plan approved by the Regional Board in September 2016.

Further and current information may be found on the Regional Board's Geotracker website at https://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658.

Property owners may wish to include this letter as a part of a Real Estate Transfer Disclosure under California Civil Code Section 1102 et seq.

1425 SOUTH BON VIEW - ONTARIO, CALIFORNIA 91761-4406 - (909) 395-2605 - FAX (909) 395-2601

CITY OF ONTARIO *Agenda Report* **June 16, 2026**	**SECTION:** **CONSENT CALENDAR**
Department: Financial Services Prepared By: Cruz Torres Staff Member Presenting: Armen Harkalyan, Executive Director of Finance Reviewed By: Matthew Hernandez, Claudia Hernandez Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 4

SUBJECT: **AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, LEVYING SPECIAL TAXES WITHIN CITY OF ONTARIO COMMUNITY FACILITIES DISTRICT NO. 77 (THE RESORT AT ONTARIO RANCH FACILITIES)**

RECOMMENDATION: That the City Council adopt an Ordinance authorizing the levy of special taxes within City of Ontario Community Facilities District No. 77 (The Resort at Ontario Ranch Facilities).

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

FISCAL IMPACT: Mello-Roos financing in The Resort at Ontario Ranch Facilities residential development is projected to generate approximately $11.5 million in bond proceeds to be used to fund a portion of the public infrastructure improvements needed to serve the project. Mello-Roos bonds are not a direct obligation of the City and are paid from special taxes levied on each taxable parcel in the district; therefore, there is no fiscal impact on the General Fund from the issuance of Mello-Roos bonds. City Council approval will be required to process annual special tax levies in future years.

BACKGROUND & ANALYSIS: The Mello-Roos Community Facilities Act of 1982 (the Act) provides local government, with the consent from a majority of the property owners, the authority to establish community facilities districts for the purpose of levying special taxes to finance various public infrastructure facilities and to fund municipal services.

At a public hearing conducted by the City Council on June 2, 2026, the City Council adopted a Resolution of Formation of Community Facilities District No. 77 (The Resort at Ontario Ranch Facilities); authorized the levy of a special tax; established an appropriations limit of the Community Facilities District; and called a special election for the Community Facilities District. On that date, an election was held in which the qualified electors of the Community Facilities District approved said

proposition by more than the two-thirds vote required by the Act. Adoption of the proposed Ordinance to authorize the levy of special taxes within the Community Facilities District will conclude the formation process for the City of Ontario Community Facilities District No. 77 (The Resort at Ontario Ranch Facilities).

The Resort at Ontario Ranch is a residential development project on approximately 18.19 gross acres, located south of Eucalyptus Avenue, north of Parkview Street, east of Haven Avenue, and west of Cleveland Avenue. At build-out, the project is expected to include a total of 331 residential units consisting of 116, 3-story attached homes, 100, 2-story detached homes, and 115, 3-story detached homes.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, LEVYING A SPECIAL TAX WITHIN CITY OF ONTARIO COMMUNITY FACILITIES DISTRICT NO. 77 (THE RESORT AT ONTARIO RANCH FACILITIES).

WHEREAS, on April 7, 2026, the City Council (the "City Council") of the City of Ontario (the "City"), pursuant to the Mello-Roos Community Facilities Act of 1982 (the "Act"), adopted a resolution entitled "A Resolution of the City Council of the City of Ontario, California, of Intention to Establish a Community Facilities District Proposed to be Named City of Ontario Community Facilities District No. 77 (The Resort at Ontario Ranch Facilities) and to Authorize the Levy of a Special Tax Therein," stating its intention to establish City of Ontario Community Facilities District No. 77 (The Resort at Ontario Ranch Facilities) (the "Community Facilities District") and to authorize the Community Facilities District to levy a special tax (the "Special Tax") within the Community Facilities District for the purpose of financing certain public facilities (the "Facilities") and services (the "Services"); and

WHEREAS, on June 2, 2026, the City Council held a noticed public hearing on the establishment of the Community Facilities District, as required by the Act; and

WHEREAS, subsequent to the close of said hearing, the City Council adopted resolutions entitled "A Resolution of the City Council of the City of Ontario, California, of Formation of City of Ontario Community Facilities District No. 77 (The Resort at Ontario Ranch Facilities), Proposing that the Community Facilities District be Authorized to Levy a Special Tax and Proposing that an Appropriations Limit of the Community Facilities District be Established" (the "Resolution of Formation"), "A Resolution of the City Council of the City of Ontario, California, Deeming it Necessary for City of Ontario Community Facilities District No. 77 (The Resort at Ontario Ranch Facilities) to Incur Bonded Indebtedness" and "A Resolution of the City Council of the City of Ontario, California, Calling Special Election for City of Ontario Community Facilities District No. 77 (The Resort at Ontario Ranch Facilities)," which resolutions established the Community Facilities District, proposed that the Community Facilities District be authorized to levy the Special Tax within the Community Facilities District, proposed that an appropriations limit of the Community Facilities District be established and called a special election to submit to the qualified electors of the Community Facilities District the combined ballot proposition to authorize the Community Facilities District to incur bonded indebtedness, to authorize the Community Facilities District to levy the Special Tax and to establish the appropriations limit of the Community Facilities District; and

WHEREAS, on June 2, 2026, an election was held in which the qualified electors of the Community Facilities District approved said proposition by more than the two-thirds vote required by the Act; and

WHEREAS, the City Council is the legislative body of the Community Facilities District;

THE CITY COUNCIL OF THE CITY OF ONTARIO DOES ORDAIN AS FOLLOWS:

SECTION 1. The City Council hereby authorizes and levies the Special Tax within the Community Facilities District pursuant to Sections 53328 and 53340 of the Act, at the rate and in accordance with the method of apportionment set forth in Exhibit B to the Resolution of Formation (the "Rate and Method"). The Special Tax is hereby levied commencing in fiscal year 2026-27 and in each fiscal year thereafter until the last fiscal year in which the Special Tax is authorized to be levied pursuant to the Rate and Method.

SECTION 2. The City Council may, pursuant to subdivision (b) of Section 53340 of the Act, provide, by resolution, for the levy of the Special Tax in the current tax year or in future tax years at the same rate or at a lower rate than the rate provided by this Ordinance. In no event shall the Special Tax be levied on any parcel within the Community Facilities District in excess of the maximum tax specified therefor in the Rate and Method.

SECTION 3. The Special Tax shall be levied on all of the parcels in the Community Facilities District, unless exempted by law or by the Rate and Method.

SECTION 4. The proceeds of the Special Tax shall only be used to pay, in whole or in part, the cost of providing the Facilities and Services and incidental expenses pursuant to the Act.

SECTION 5. The Special Tax shall be collected in the same manner as ordinary *ad valorem* property taxes are collected and shall be subject to the same penalties and the same procedure, sale and lien priority in the case of delinquency as is provided for *ad valorem* taxes or in such other manner as the City Council shall determine, including direct billing of the affected property owners.

SECTION 6. If for any reason any portion of this Ordinance is found to be invalid, or if the Special Tax is found inapplicable to any particular parcel within the Community Facilities District by a court of competent jurisdiction, the balance of this Ordinance and the application of the Special Tax to the remaining parcels within the Community Facilities District shall not be affected.

SECTION 7. The Mayor shall sign this Ordinance and the City Clerk shall certify as to the adoption and shall cause a summary thereof to be published at least once, in a newspaper of general circulation in the City of Ontario, California within fifteen (15) days of the adoption. The City Clerk shall post a certified copy of this Ordinance, including the vote for and against the same, in the Office of the City Clerk, in accordance with Government Code Section 36933.

PASSED, APPROVED, AND ADOPTED this 16th day of June 2026.

_____

PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

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

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Ordinance No. 3335 was duly introduced at a regular meeting of the City Council of the City of Ontario held June 2, 2026 and adopted at the regular meeting held June 16, 2026 by the following roll call vote, to wit:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

I hereby certify that the foregoing is the original of Ordinance No. 3335 duly passed and adopted by the Ontario City Council at their regular meeting held June 16, 2026, and that Summaries of the Ordinance were published on June 9, 2026 and June 23, 2026, in the Inland Valley Daily Bulletin newspaper.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

CITY OF ONTARIO *Agenda Report* **June 16, 2026**	**SECTION:** **CONSENT CALENDAR**
Department: Records Management Prepared By: Claudia Y Isbell Staff Member Presenting: Claudia Y. Isbell, Assistant City Clerk Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 5

SUBJECT: **RESOLUTIONS TO CALL AND GIVE NOTICE, CONSOLIDATE AND ADOPT REGULATIONS FOR CANDIDATE STATEMENTS FOR THE GENERAL MUNICIPAL ELECTION OF NOVEMBER 3, 2026**

RECOMMENDATION: That the City Council adopt the following Resolutions:

A. A Resolution to call and set the date for the General Municipal Election as November 3, 2026;
B. A Resolution to request the San Bernardino County Registrar of Voters to consolidate the election with the General Election; and
C. A Resolution establishing regulations pertaining to Candidate Statements

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

FISCAL IMPACT: The cost of the election services to be provided by the County of San Bernardino is anticipated to be around $250,000. Appropriations are included in the Fiscal Year 2026-2027 adopted budget. Increases to appropriations for election costs will be added at a future quarterly budget update, as necessary.

BACKGROUND & ANALYSIS: California Government Code provides that general law cities conduct elections every two years for the purpose of electing their public officials. On July 21, 1987, the City Council adopted Ordinance No. 2392 providing for consolidation of general municipal elections with the state's General Elections. On November 3, 2026, the community will be asked to elect one Member of the City Council representing District 2, one Member of the City Council representing District 3, and one Mayor at large.

The proposed Resolutions are required by the California Elections Code and cover the options available for the translation, printing, and payment for candidate statements. In past elections, candidates have had the option of submitting a candidate statement for inclusion in the voter information pamphlet. State law also requires that a Spanish language translation of each candidate statement be included in the voter information pamphlet. Additionally, Election Code Section 13307(a)(1) allows the governmental body of a local agency to determine either a 200 or

400 word limitation for candidate statements. Consistent with past City Council elections, Staff is recommending a 400 word count limitation for candidate statements. The cost of translation and printing of candidate statements has historically been the responsibility of the candidates. These costs vary each election based on a number of factors including; actual printing costs, the number of candidate statements submitted, and the number of registered voters. The final cost for translating, printing and publishing a 400 word candidate statement for this year's election is currently under purview of the County. An estimate for this cost will be collected from the candidates and subsequently reconciled after the County confirms final costs.

Staff recommends that the City Council adopt the proposed Resolutions necessary for the General Municipal Election on November 3, 2026.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, CALLING FOR THE HOLDING OF A GENERAL MUNICIPAL ELECTION TO BE HELD ON TUESDAY, NOVEMBER 3, 2026, FOR THE ELECTION OF CERTAIN OFFICERS AS REQUIRED BY THE PROVISIONS OF THE LAWS OF THE STATE OF CALIFORNIA RELATING TO GENERAL LAW CITIES.

WHEREAS, under the provisions of the laws relating to general law cities in the State of California, a General Municipal election shall be held on November 3, 2026, for the election of Municipal Officers.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. That pursuant to the requirements of the laws of the State of California relating to General Law Cities, there is called and ordered to be held in the City of Ontario, California, on Tuesday, November 3, 2026, a General Municipal Election for the purpose of electing one (1) Member of the City Council representing District 2 for the full term of four years; one (1) Member of the City Council representing District 3 for the full term of four years; and one (1) Mayor for the full term of four years.

SECTION 2. That the ballots to be used at the election shall be in form and content as required by law.

SECTION 3. That the City Clerk is authorized, instructed and directed to coordinate with the County of San Bernardino Registrar of Voters to procure and furnish any and all official ballots, notices, printed matter and all supplies, equipment and paraphernalia that may be necessary in order to properly and lawfully conduct the election.

SECTION 4. That the vote center locations and hours of operations, ballot drop box locations and hours of operations, vote-by-mail procedures and timing, the election officers, and all other persons and procedures for the General Municipal Election shall be the same as those utilized by the County of San Bernardino and in compliance with the Elections Code of the State of California.

SECTION 5. That all particulars not recited in this Resolution, the election shall be held and conducted as provided by law for holding municipal elections.

SECTION 6. That notice of the time and place of holding the election is given and the City Clerk is authorized instructed and directed to give further or additional notice of the election, in time, form and manner as required by law.

SECTION 7. That in the event of a tie vote (if any two or more persons receive an equal and the highest number of votes for an office) as certified by the San Bernardino County Registrar of Voters, in accordance with Election Code §15651 (a) shall set a date and time and place and summons the candidates who have received the tie votes to appear and will determine the tie by lot.

SECTION 8. The City Council authorizes the San Bernardino Registrar of Voters to canvass and certify the results of the election to be presented to the Ontario City Council for ratification.

SECTION 9. The City Council authorizes the City Clerk or her designee to administer said election and all reasonable and actual election expenses shall be paid by the City upon presentation of a properly submitted bill.

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

PASSED, APPROVED, AND ADOPTED this 16th day of June 2026.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

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

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. 2026- __ was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held June 16, 2026, by the following roll call vote, to wit:

AYES: MAYOR/COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

The foregoing is the original of Resolution No. 2026-_____ duly passed and adopted by the Ontario City Council at their regular meeting held June 16, 2026.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, REQUESTING THE BOARD OF SUPERVISORS OF THE COUNTY OF SAN BERNARDINO TO CONSOLIDATE A GENERAL MUNICIPAL ELECTION TO BE HELD ON TUESDAY, NOVEMBER 3, 2026 WITH THE STATEWIDE GENERAL ELECTION, PURSUANT TO §10403 OF THE ELECTIONS CODE.

WHEREAS, the City Council of the City of Ontario has called a General Municipal Election to be held on November 3, 2026, for the purpose of the election of one (1) Member of the City Council representing District 2, one (1) Member of the City Council representing District 3, and one (1) Mayor; and

WHEREAS, it is desirable that the General Municipal Election be consolidated with the Statewide General Election to be held on the same date and that within the City the precincts, polling places and election officers of the two elections be the same and that the county election department of the County of San Bernardino canvass the returns of the General Municipal Election and that the election be held in all respects as if there were only one election.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, DOES HEREBY RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. That pursuant to the requirements of §10403 of the Elections Code, the Board of Supervisors of the County of San Bernardino is here by requested to consent an agree to the consolidation of a General Municipal Election with the Statewide General Election to be held on Tuesday, November 3, 2026 for the purpose of the election of one (1) Member of the City Council representing District 2, one (1) Member of the City Council representing District 3, and one (1) Mayor for a term of office which ends November, 2030.

SECTION 2. That the county election department is authorized to canvass the returns of the General Municipal Election. The election shall be held in all respects as if there were only one election, and shall be in the form and content as required by law. Pursuant to §10418 of the Elections Code, the election will be held and conducted in accordance with the provisions of law regulating the statewide election.

SECTION 3. That the Board of Supervisors is requested to issue instructions to the county election department to take any and all steps necessary for the holding of the consolidated election.

SECTION 4. That the City of Ontario recognizes that additional costs will be incurred by the County by reason of this consolidate and agrees to reimburse the County for any costs.

SECTION 5. That the City Clerk is hereby directed to file a certified copy of this resolution with the Board of Supervisors and the county election department of the County of San Bernardino.

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

PASSED, APPROVED, AND ADOPTED this 16th day of June 2026.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

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

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. _____ was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held June 16, 2026 by the following roll call vote, to wit:

AYES: MAYOR/COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

The foregoing is the original of Resolution No. _____ duly passed and adopted by the Ontario City Council at their regular meeting held June 16, 2026.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, ADOPTING REGULATIONS FOR CANDIDATES FOR ELECTIVE OFFICE PERTAINING TO CANDIDATE'S STATEMENTS SUBMITTED TO THE VOTERS AT AN ELECTION TO BE HELD ON TUESDAY, NOVEMBER 3, 2026.

WHEREAS, §13307 of the Elections Code of the State of California provides that the governing body of any local agency adopt regulations pertaining to materials prepared by any candidate for a municipal election, including costs of the candidate's statement.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, DOES HEREBY RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. General Provisions. That pursuant to §13307 and 13308 of the Elections Code of the State of California, each candidate for elective office to be voted for at an Election to be held in the City of Ontario on November 3, 2026 may prepare a candidate's statement on an appropriate form provided by the City Clerk's office. The statement may include the name, age and occupation of the candidate and a brief description of no more than 400 words of the candidate's education and qualifications expressed by the candidate himself or herself. The statement shall not include party affiliation of the candidate, nor membership or activity in partisan political organizations. In addition, the statement shall be limited to a recitation of the candidate's own personal background and qualifications and shall not in any way make reference to other candidates for that office or to another candidate's qualifications, character, or activities. The statement shall be filed electronically in typewritten form to the office of the City Clerk at the time the candidate's nomination papers are filed. The statement may be withdrawn, but not changed, during the period for filing nomination papers and until 5:00 p.m. of the next working day after the close of the nomination period.

SECTION 2. Foreign Language Policy.

A. Pursuant to the Federal Voting Rights Act, candidate's statements will be translated into the languages required by the County of San Bernardino. The county is required to translate candidate's statements into the following language: Spanish.

B. The County will mail separate voter information guides and candidate's statements in Spanish to only those voters who are on the county voter file as having requested a voter information guide in Spanish. The county will also make the voter information guides and candidate's statements in Spanish available at all polling places on the County's website and in the Election Official's office.

SECTION 3. Payment.

A. Translation. The candidate shall be required to pay for the cost of translating the candidate's statement into any required foreign language as specified in (A) or (B) of Section 2 above pursuant to Federal and/or State law.

B. Printing.

1. The candidate shall be required to pay for the cost of printing the candidate's statement in English in the main voter pamphlet.

2. The candidate shall be required to pay for the cost of printing the candidate's statement in a foreign language required in (A) of Section 2 above in the main voter pamphlet.

SECTION 4. Miscellaneous.

A. All translations shall be provided by professionally certified translators.

B. The City Clerk's office shall not allow bold type, underlining, capitalizations, indentations, bullets, or leading hyphens.

C. The City Clerk's office shall comply with all recommendations and standards set forth by the California Secretary of State regarding occupational designations and other matters relating to elections.

SECTION 5. Additional Materials. No candidate will be permitted to include additional materials in the voter information guide.

SECTION 6. The City Clerk's office shall provide each candidate or the candidate's representative a copy of this Resolution at the time nomination petitions are issued.

SECTION 7. That all previous resolutions establishing council policy on payment for candidate's statements are repealed.

SECTION 8. That this Resolution shall apply only to the election to be held on November 3, 2026 and shall then be repealed.

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

PASSED, APPROVED, AND ADOPTED this 16th day of June 2026.

_____

PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

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

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. _____ was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held June 16, 2026 by the following roll call vote, to wit:

AYES: MAYOR/COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

The foregoing is the original of Resolution No. _____ duly passed and adopted by the Ontario City Council at their regular meeting held June 16, 2026.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

CITY OF ONTARIO *Agenda Report* **June 16, 2026**	**SECTION:** **CONSENT CALENDAR**
Department: Financial Services Prepared By: Cruz Torres Staff Member Presenting: Armen Harkalyan, Executive Director of Finance Reviewed By: Matthew Hernandez, Claudia Hernandez Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 6

SUBJECT: ANNUAL LEVY OF ASSESSMENTS WITHIN ONTARIO PARKWAY MAINTENANCE ASSESSMENT DISTRICT NOS. 1, 2, 3, AND 4 FOR FISCAL YEAR 2026-27

RECOMMENDATION: That the City Council adopt:

A. A Resolution ordering the preparation of the Assessment Engineer's Reports for proceedings for the annual assessment levy within Ontario Parkway Maintenance Assessment District (OPMAD) Nos. 1, 2, 3, and 4;
B. A Resolution approving the Assessment Engineer's Reports for the annual levy of assessments within OPMAD Nos. 1, 2, 3, and 4; and
C. A Resolution for OPMAD Nos. 1, 2, and 3, and a separate Resolution for OPMAD No. 4, declaring the City's intention to provide for an annual levy and collection of assessments for Fiscal Year 2026-27 and set the date of July 21, 2026, for a Public Hearing on each district in accordance with the Landscaping and Lighting Act of 1972.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Operate in a Businesslike Manner
Focus Resources in Ontario's Commercial and Residential Neighborhoods

FISCAL IMPACT: As proposed, the assessment revenue will generate approximately $690,838 from OPMAD Nos. 1, 2, 3, and 4 for Fiscal Year 2026-27. For OPMAD Nos. 1, 2, 3 (Zone 2000-1) the total estimated cost of $665,062 for administrative, operation and maintenance will exceed the assessment revenues of $264,555 (maximum assessment) by $400,507. If approved, appropriations in the General fund will be included in future Annual Budgets to City Council for approval as needed for the City Contribution to Parkway Maintenance. The assessment revenues for OPMAD No. 3 (Zone 2000-2) and OPMAD No. 4 are sufficient to pay all expenses within the district.

BACKGROUND & ANALYSIS: The first of these districts was formed in 1976 pursuant to the Landscaping and Lighting Act of 1972 (the 1972 Act). Additional territories are annexed to the districts from time to time as development proceeds. The districts were formed to help minimize

the continually increasing cost of maintaining and operating the landscaping along public streets where the property owners do not have direct access to the landscaping. An assessment is levied annually on benefiting properties for the cost of operation and maintenance of certain parkway landscaping facilities within the districts. The City's Public Works Agency establishes the annual operation, and maintenance costs and administers the maintenance of the landscaping. Annually, an Engineer's Report for each district must be prepared which apportions these costs to each parcel within the districts. The locations of the districts are shown on the maps included in the Engineer's Reports.

OPMAD Nos. 1, 2, and 3 are comprised of single-family residential developments. Due to varying characteristics, the districts are organized into benefit zones and/or maintenance areas. Each zone/maintenance area is assessed for only the operation and maintenance of the facilities from which it receives special direct benefit. The total assessment for each maintenance area is then apportioned to its constituent parcels. The assessment revenue from OPMAD Nos. 1, 2, and 3 will generate a combined amount of $289,488. In addition, a transfer-out will be included from OPMAD No. 3 (Zone 2000-2) reserve fund in the amount of $18,046 to cover expenses within the district. The assessed tax rates for Fiscal Year 2025-26, and the proposed and maximum tax rates for Fiscal Year 2026-27, are shown in Exhibit A.

OPMAD No. 4 is comprised of single-family residential tracts and the Ontario Mills development area. The district is organized into 6 maintenance areas. Each maintenance area is assessed for only the operation and maintenance of the facilities from which it receives direct special benefit. The total assessment for each maintenance area is then apportioned to its constituent parcels. The assessments for OPMAD No. 4 will generate a total of $401,350. The assessed tax rates for Fiscal Year 2025-26, and the maximum and proposed tax rates for Fiscal Year 2026-27, are shown in Exhibit A.

Pursuant to the 1972 Act, Engineer's Reports have been prepared for each district and are on file with the Records Management Department. Each report includes plans and specifications for the improvements and maintenance, an estimate of costs, a diagram of the area proposed to be assessed (boundary and inventory maps), and an assessment of the costs to the various parcels within each district.

A public hearing is required for each district prior to adoption of the proposed assessments. A combined public hearing will be held on July 21, 2026. Following consideration of all public comments and written protests at a noticed public hearing and review of the Engineer's Reports, the City Council may order amendments to the Reports or confirm the Reports as submitted. At the conclusion of the public hearing, the City Council will consider adoption of Resolutions confirming the assessments and ordering the levy of the assessments for Fiscal Year 2026-27. Notice of the public hearing for the levy of assessments will be published in the local newspaper, in accordance with the applicable statutes.

Exhibit A

Ontario Parkway Maintenance Assessment Districts 1, 2 & 3

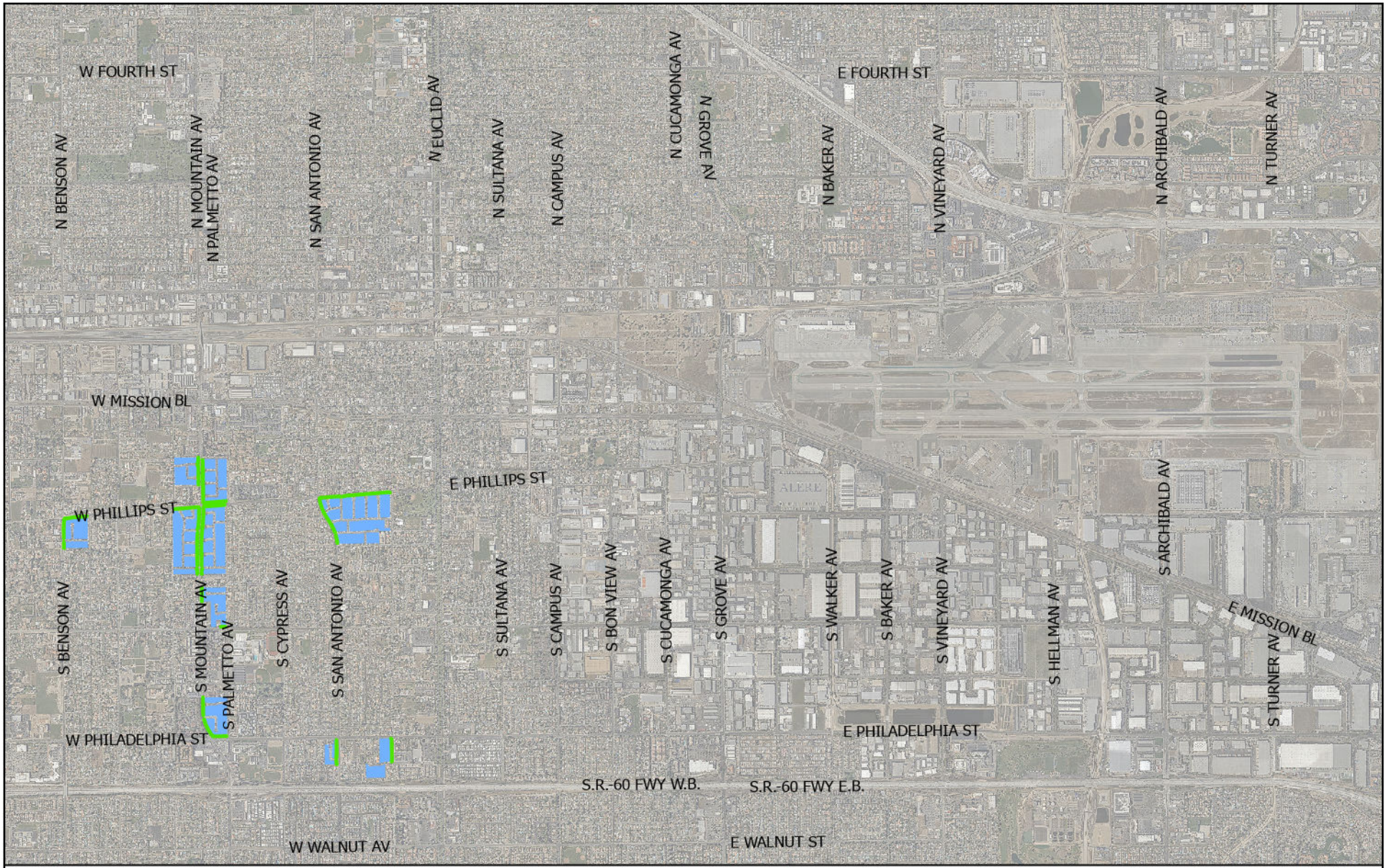
Proposed Levy Rates FY 2026-27

	Prior Year 2025-26	Maximum 2026-27	Proposed 2026-27
OPMAD No. 1	$ 66.32 per Lot	$ 66.32 per Lot	$ 66.32 per Lot
OPMAD No. 2	$ 34.04 per Lot	$ 34.04 per Lot	$ 34.04 per Lot
OPMAD No. 3, Zone 2000-1	$ 41.29 per Lot	$ 41.29 per Lot	$ 41.29 per Lot
OPMAD No. 3, Zone 2000-2	$ 213.72 per Lot	$ 312.85 per Lot	$ 220.65 per Lot

Ontario Parkway Maintenance Assessment District 4

Proposed Levy Rates FY 2026-27

	Prior Year 2025-26	Maximum 2026-27	Proposed 2026-27
MA#99-1	$ 63.81 per Lot	$ 76.12 per Lot	$ 65.88 per Lot
MA#99-2	$ 415.76 per Lot	$ 480.18 per Lot	$ 429.23 per Lot
MA#99-3	$ 1,291.87 per Acre	$ 1,724.18 per Acre	$ 1,333.72 per Acre
MA#00-1	$ 303.69 per Lot	$ 472.91 per Lot	$ 313.53 per Lot
MA#04-1	$ 1,221.60 per Lot	$ 3,012.37 per Lot	$ 1,261.18 per Lot
MA#05-1	$ 1,678.31 per Lot	$ 3,733.99 per Lot	$ 1,732.69 per Lot



Ontario Parkway Maintenance District No. 1 Vicinity Map

Legend

- Areas Maintained
- MA - # Boundary and Maintenance Area #

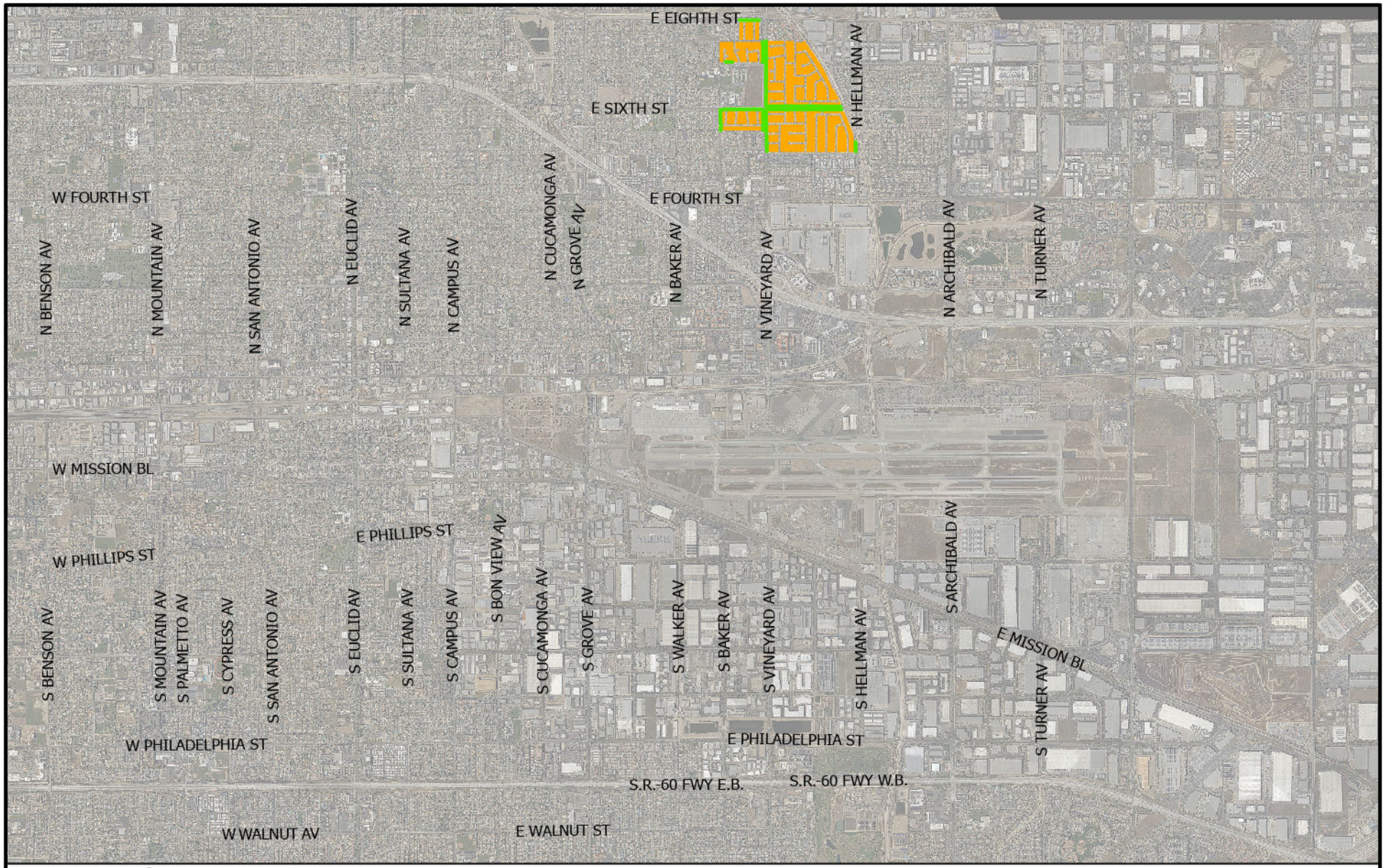
N
W E
S

0 0.38 0.75 Miles

Note: Reference is hereby made to the Maps of the Assessor of the County of San Bernardino, California.

Date: 4/15/2026

CITY OF ONTARIO



Ontario Parkway Maintenance District No. 2 Vicinity Map

Legend

- Areas Maintained
- MA - # Boundary and Maintenance Area #

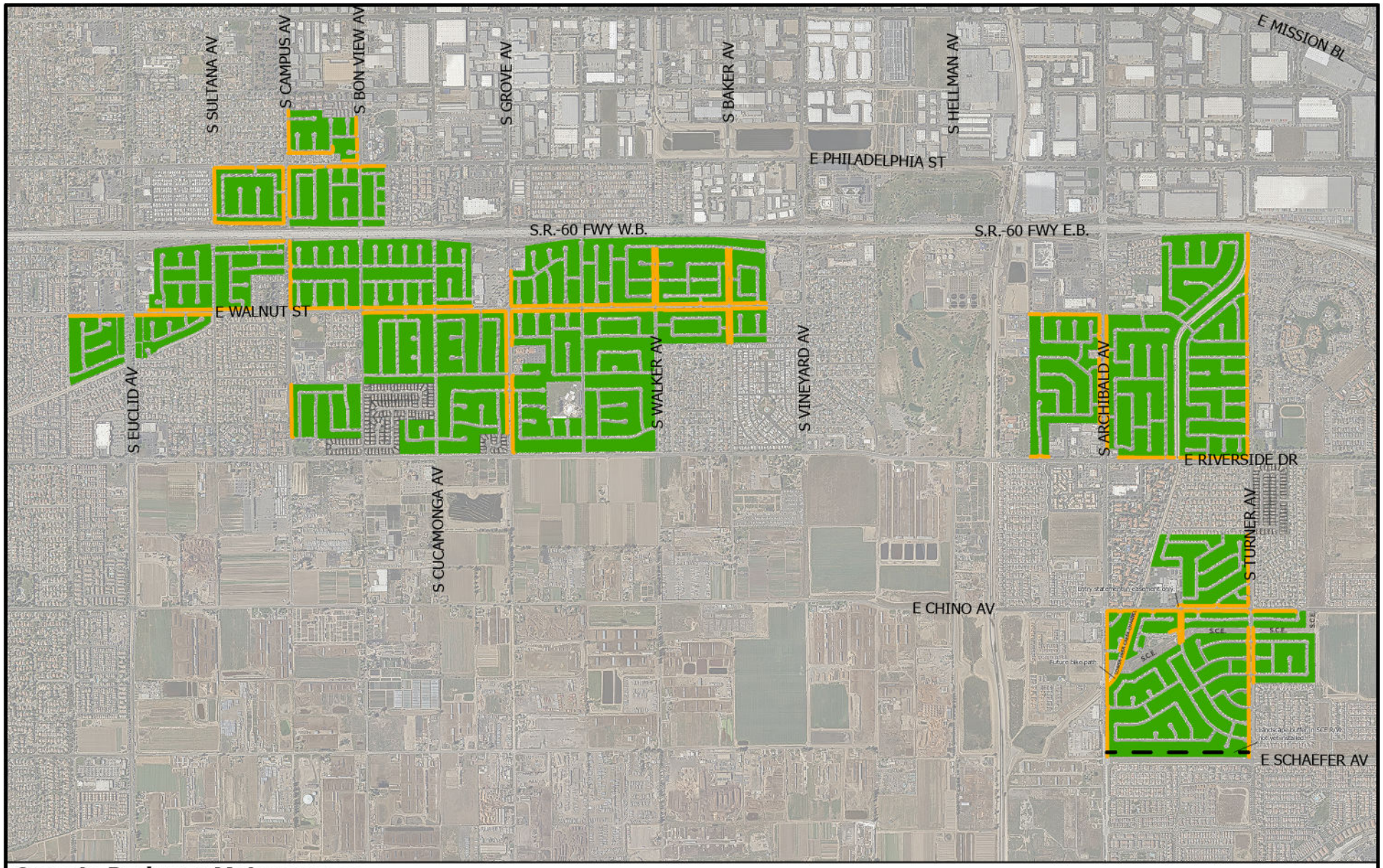
N W E S

0 0.47 0.95 Miles

Note: Reference is hereby made to the Maps of the Assessor of the County of San Bernardino, California.

Date: 4/15/2026

CITY OF ONTARIO



Ontario Parkway Maintenance District No. 3 Vicinity Map

Legend

- Areas Maintained
- MA - # Boundary and Maintenance Area #

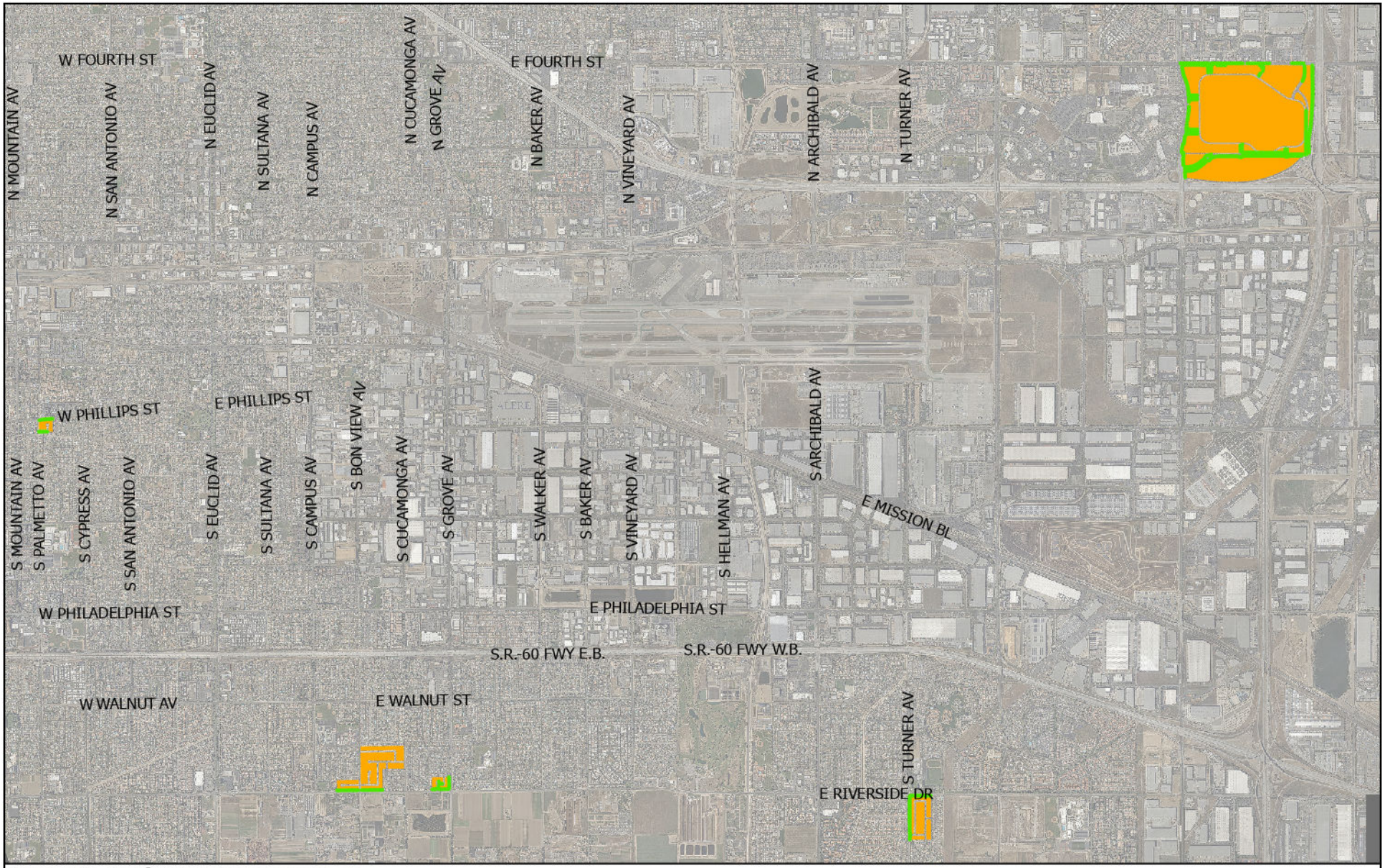
N W E S

0 0.28 0.55 Miles

Note: Reference is hereby made to the Maps of the Assessor of the County of San Bernardino, California.

Date: 4/15/2026

CITY OF ONTARIO



Ontario Parkway Maintenance District No. 4 Vicinity Map

Legend

- Areas Maintained
- MA - # Boundary and Maintenance Area #

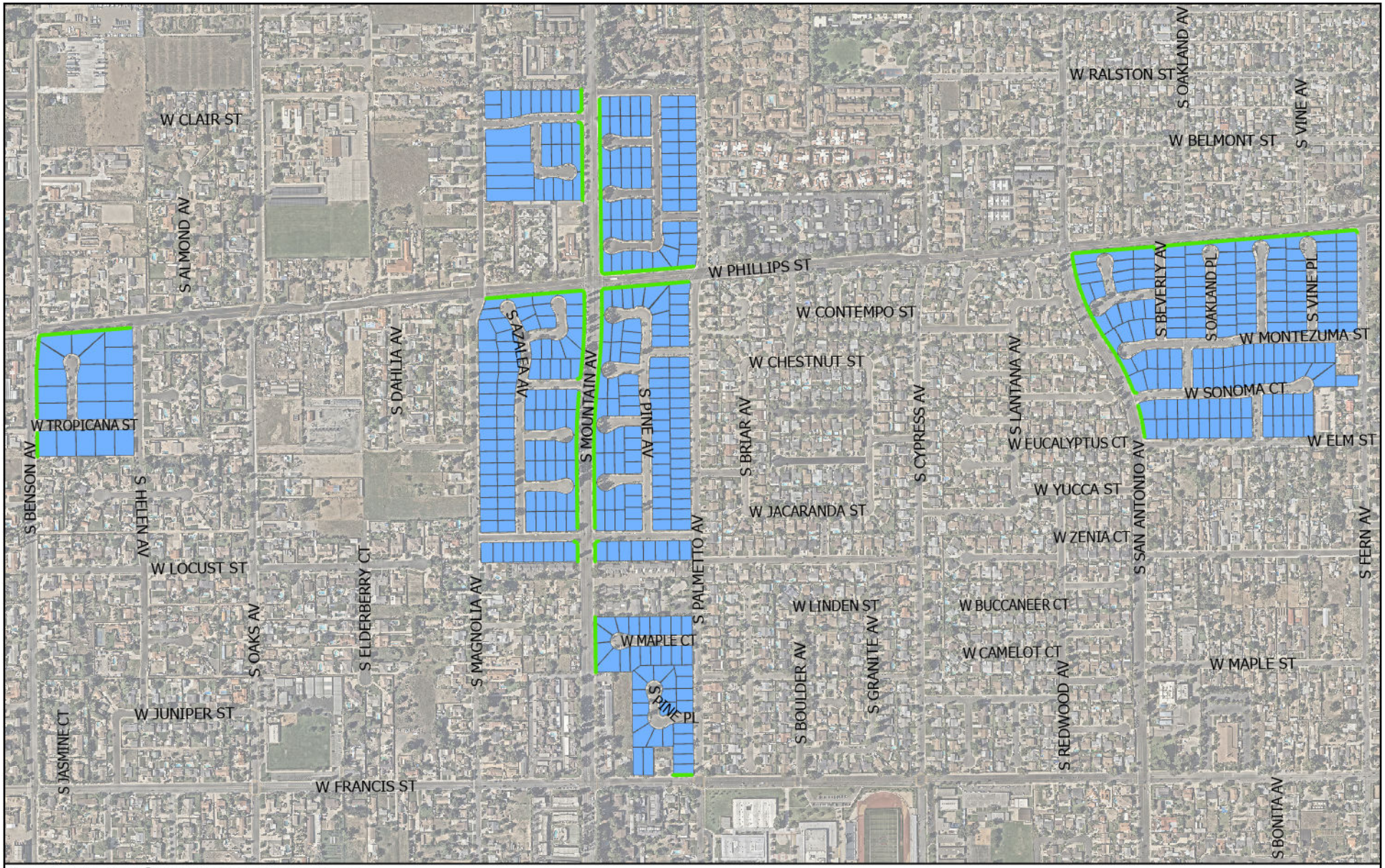
N
W E
S

0 0.42 0.85 Miles

Note: Reference is hereby made to the Maps of the Assessor of the County of San Bernardino, California.

Date: 4/15/2026

CITY OF ONTARIO



Ontario Parkway Maintenance District No. 1 Boundary and Inventory Map

CITY OF ONTARIO

Legend Map 1 of 2

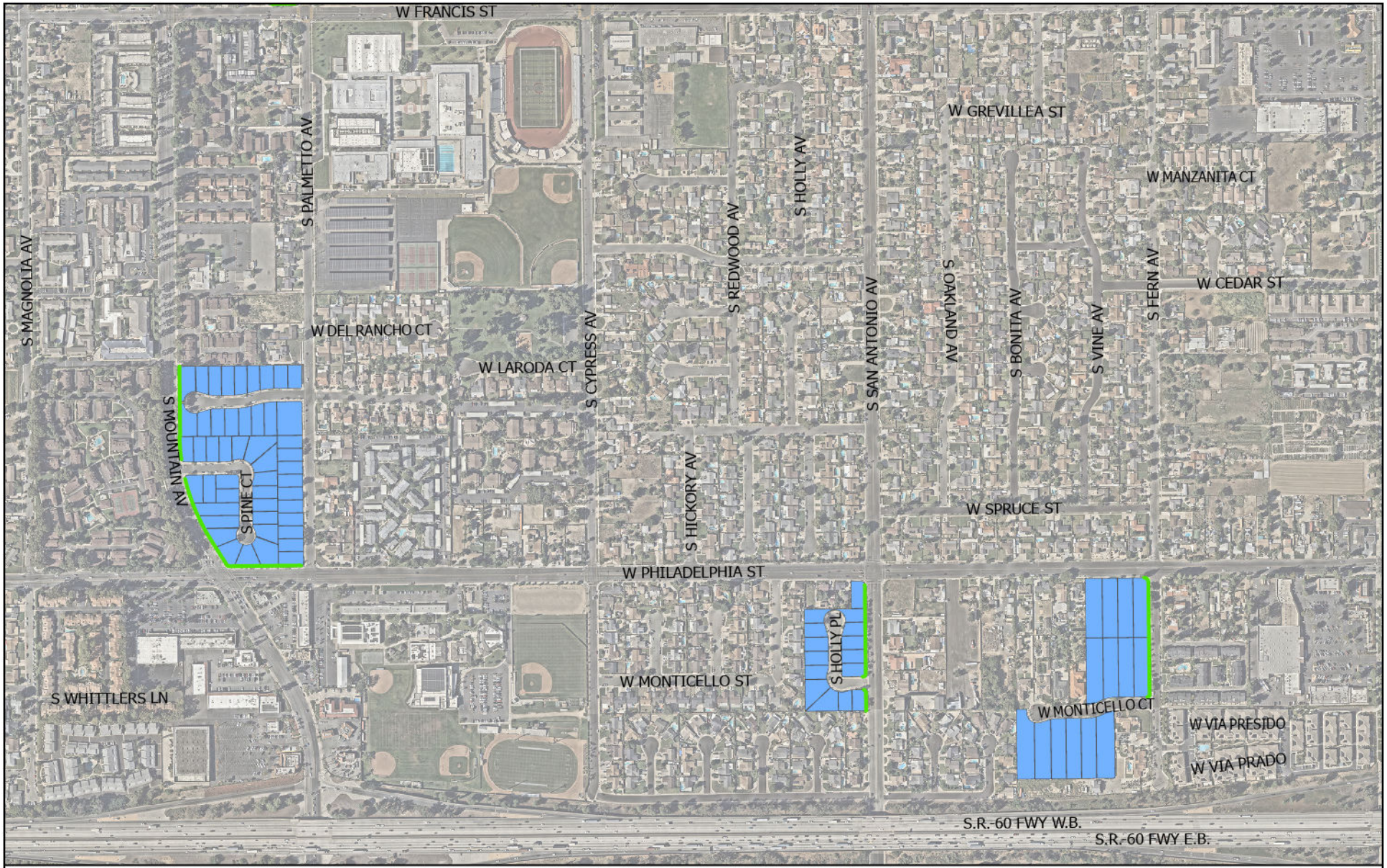
- Areas Maintained
- MA - # Boundary and Maintenance Area #

N W E S

0 487.5 975 Feet

Note: Reference is hereby made to the Maps of the Assessor of the County of San Bernardino, California.

Date: 5/20/2026



Ontario Parkway Maintenance District No. 1 Boundary and Inventory Map

CITY OF ONTARIO

Legend Map 2 of 2

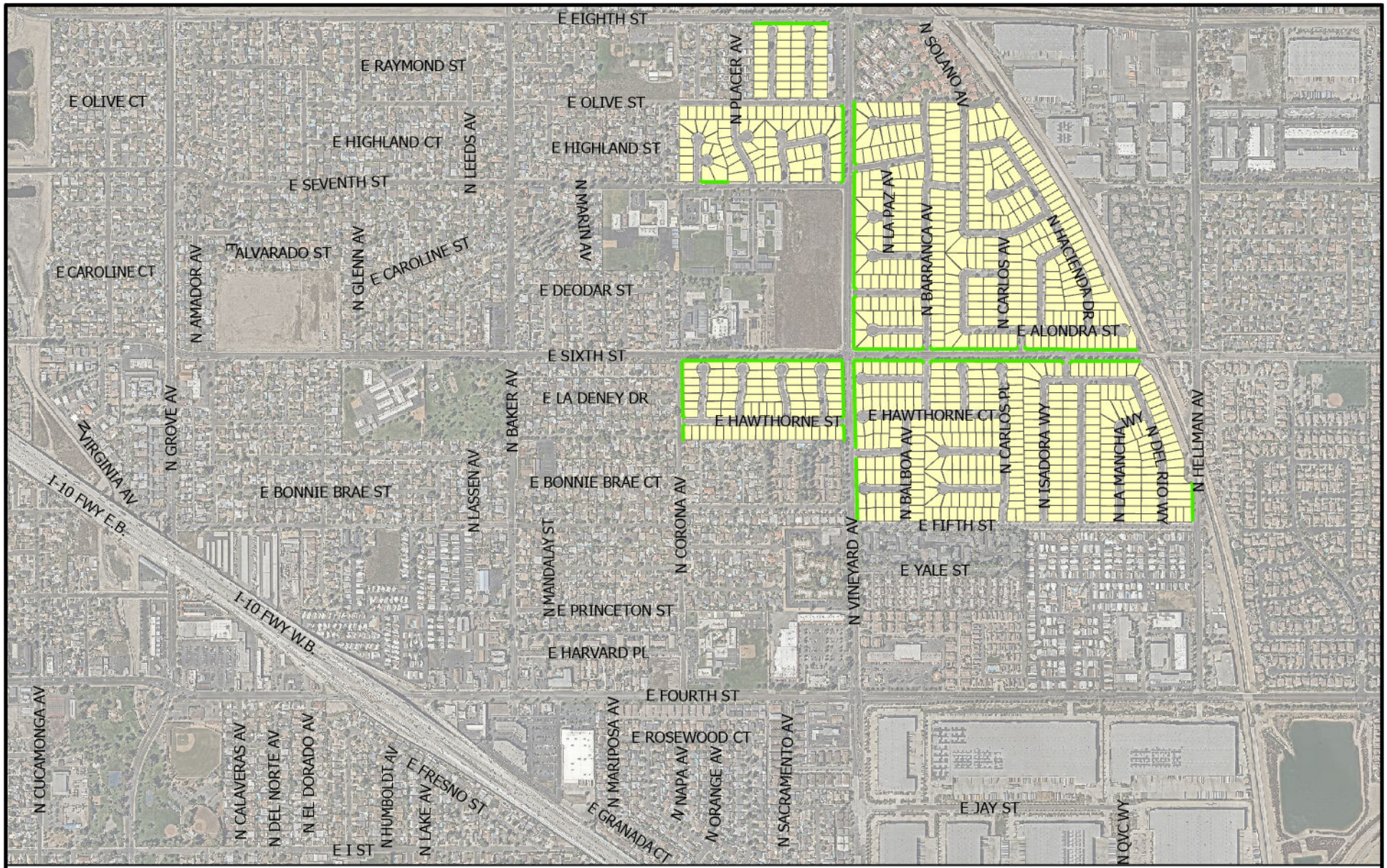
- Areas Maintained
- MA - # Boundary and Maintenance Area #

N W E S

0 405 810 Feet

Note: Reference is hereby made to the Maps of the Assessor of the County of San Bernardino, California.

Date: 5/20/2026



Ontario Parkway Maintenance District No. 2 Boundary and Inventory Map

CITY OF ONTARIO

Legend Map 1 of 1

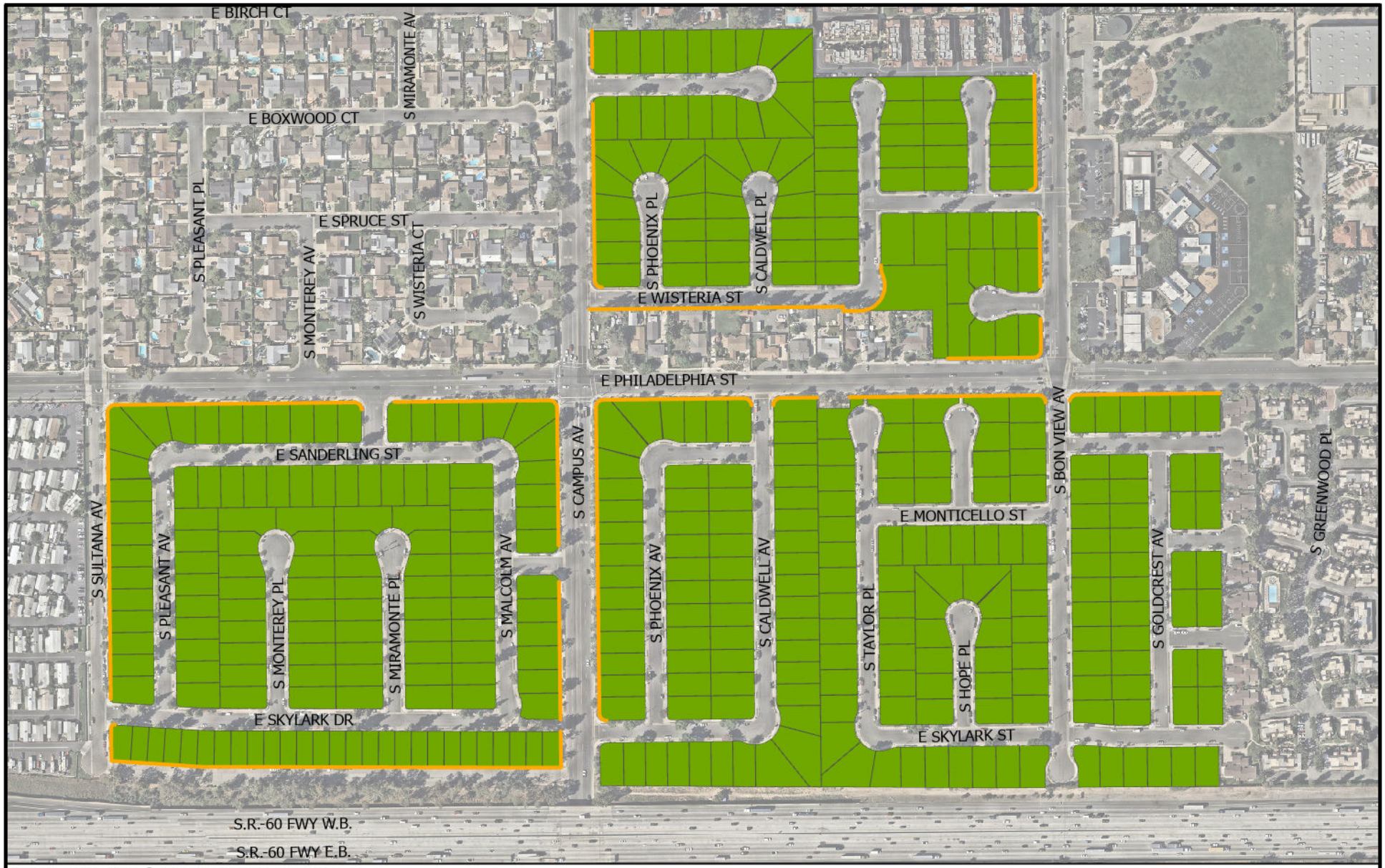
- Areas Maintained
- MA - # Boundary and Maintenance Area #

N W E S

0 0.1 0.2 Miles

Note: Reference is hereby made to the Maps of the Assessor of the County of San Bernardino, California.

Date: 5/20/2026



Ontario Parkway Maintenance District No. 3 Boundary and Inventory Map

CITY OF ONTARIO

Legend Map 1 of 5

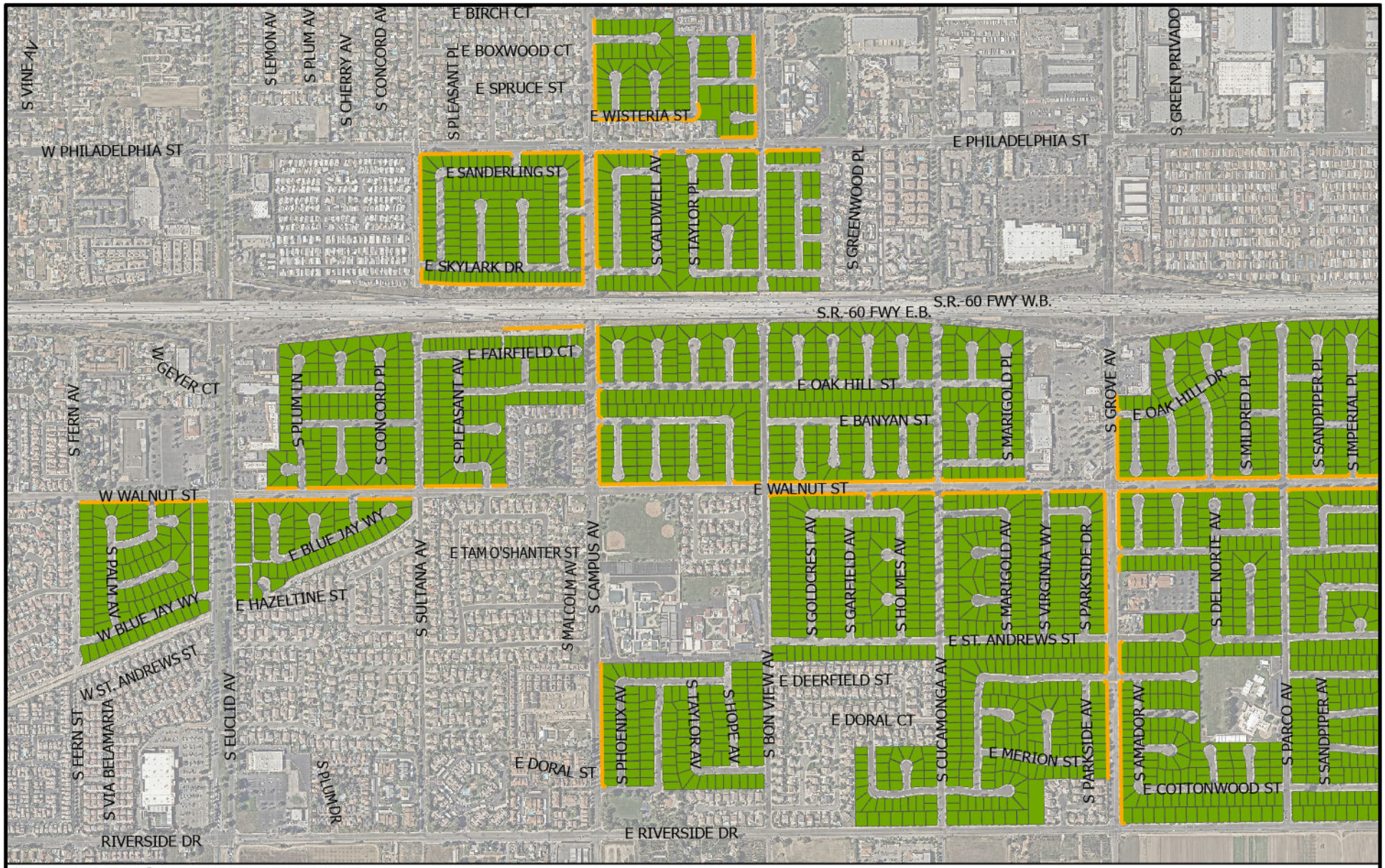
- Areas Maintained
- MA - # Boundary and Maintenance Area #

N W E S

0 235 470 Feet

Note: Reference is hereby made to the Maps of the Assessor of the County of San Bernardino, California.

Date: 5/20/2026



Ontario Parkway Maintenance District No. 3 Boundary and Inventory Map

CITY OF ONTARIO

Legend Map 2 of 5

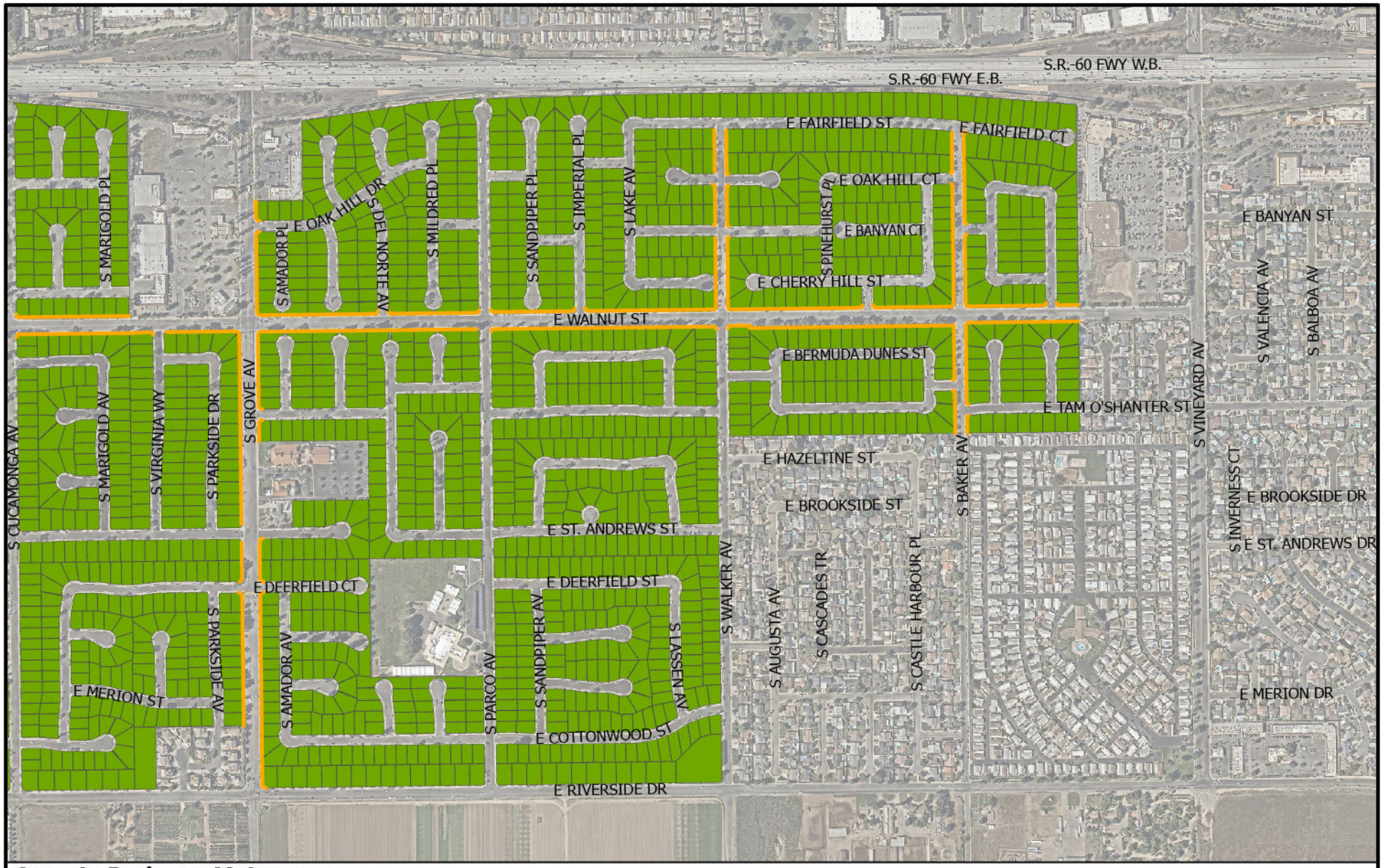
- Areas Maintained
- MA - # Boundary and Maintenance Area #

N W E S

0 0.1 0.2 Miles

Note: Reference is hereby made to the Maps of the Assessor of the County of San Bernardino, California.

Date: 5/20/2026



Ontario Parkway Maintenance District No. 3 Boundary and Inventory Map

CITY OF ONTARIO

Legend Map 3 of 5

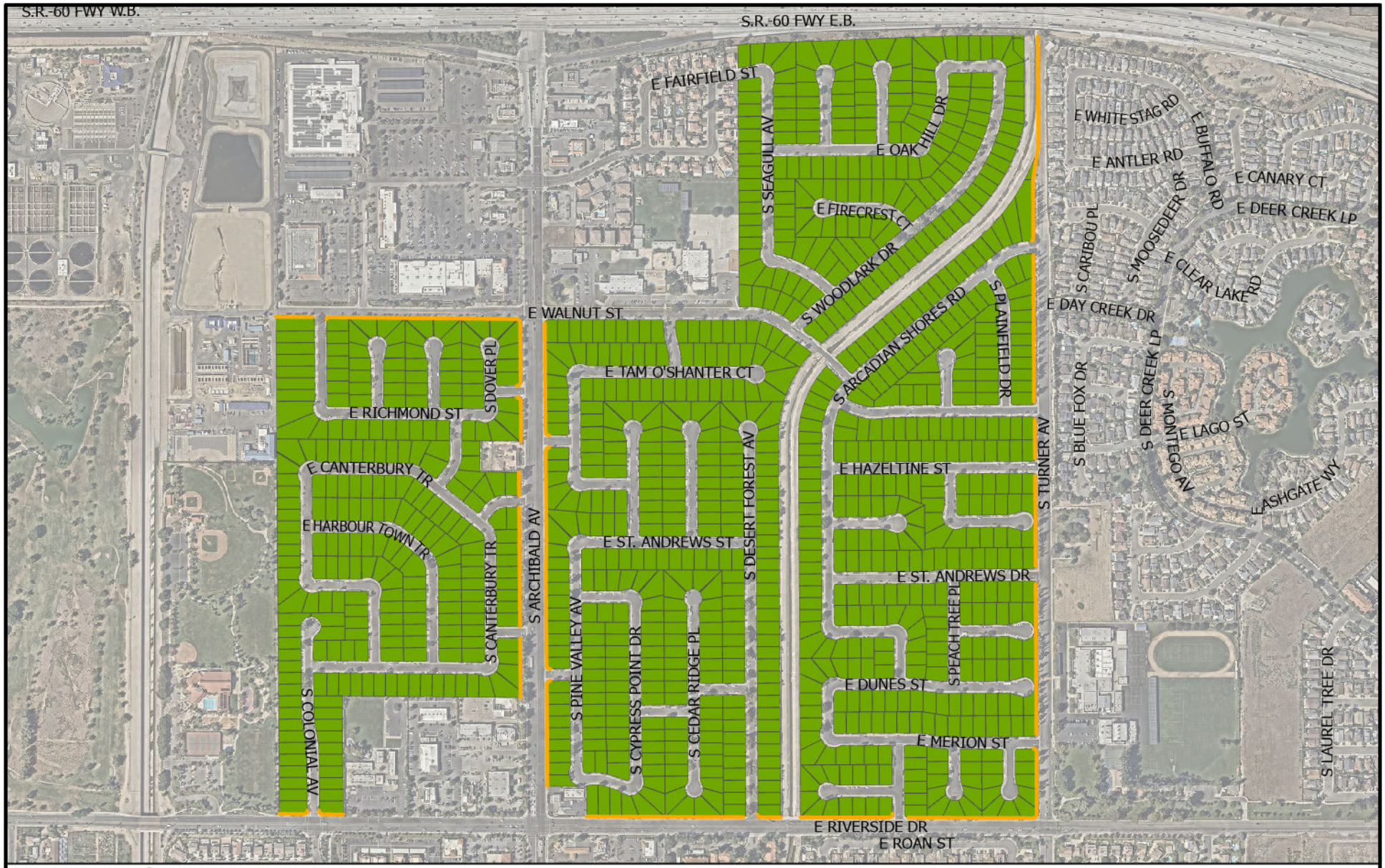
- Areas Maintained
- MA - # Boundary and Maintenance Area #

N W E S

0 475 950 Feet

Note: Reference is hereby made to the Maps of the Assessor of the County of San Bernardino, California.

Date: 5/20/2026



Ontario Parkway Maintenance District No. 3 Boundary and Inventory Map

CITY OF ONTARIO

Legend Map 4 of 5

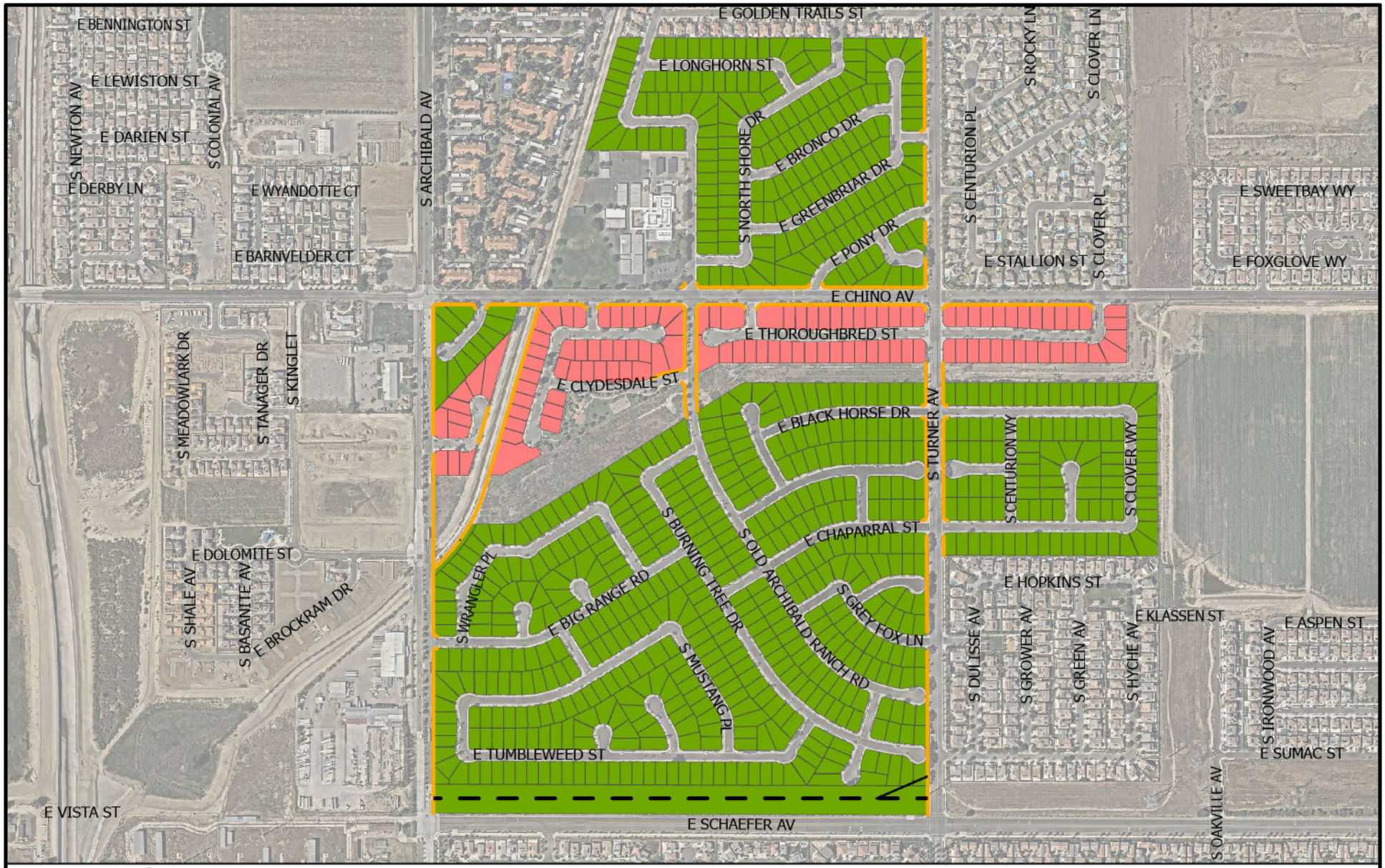
- Areas Maintained
- MA - # Boundary and Maintenance Area #

N W E S

0 445 890 Feet

Note: Reference is hereby made to the Maps of the Assessor of the County of San Bernardino, California.

Date: 5/20/2026



Ontario Parkway Maintenance District No. 3 Boundary and Inventory Map

CITY OF ONTARIO

Legend

Map 5 of 5

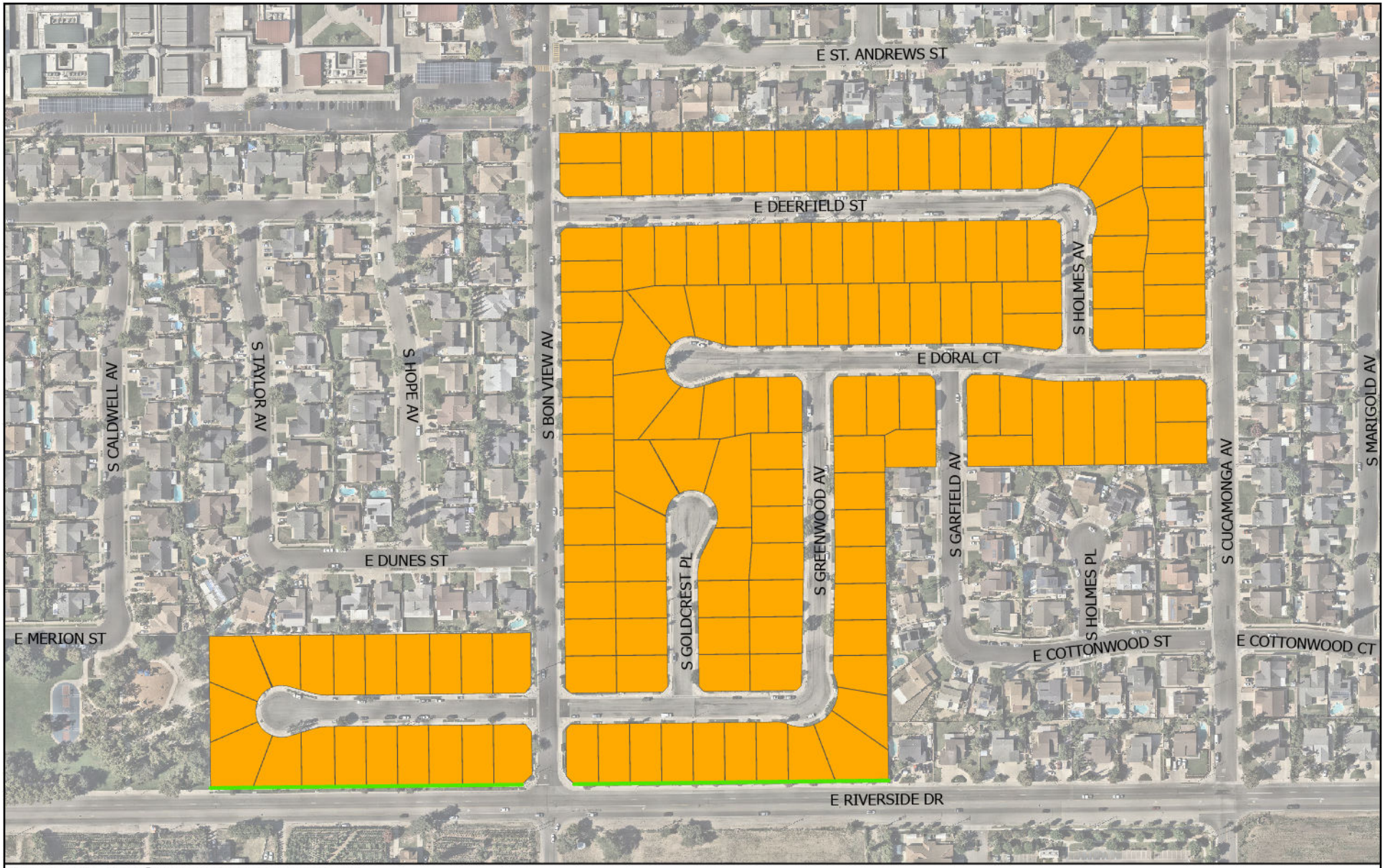
- Areas Maintained
- Boundary of Zone 2000-2
- MA - # Boundary and Maintenance Area #

N W E S

0 445 890 Feet

Note: Reference is hereby made to the Maps of the Assessor of the County of San Bernardino, California.

Date: 5/20/2026



Ontario Parkway Maintenance District No. 4 Boundary and Inventory Map

CITY OF ONTARIO

Legend Map 1 of 5

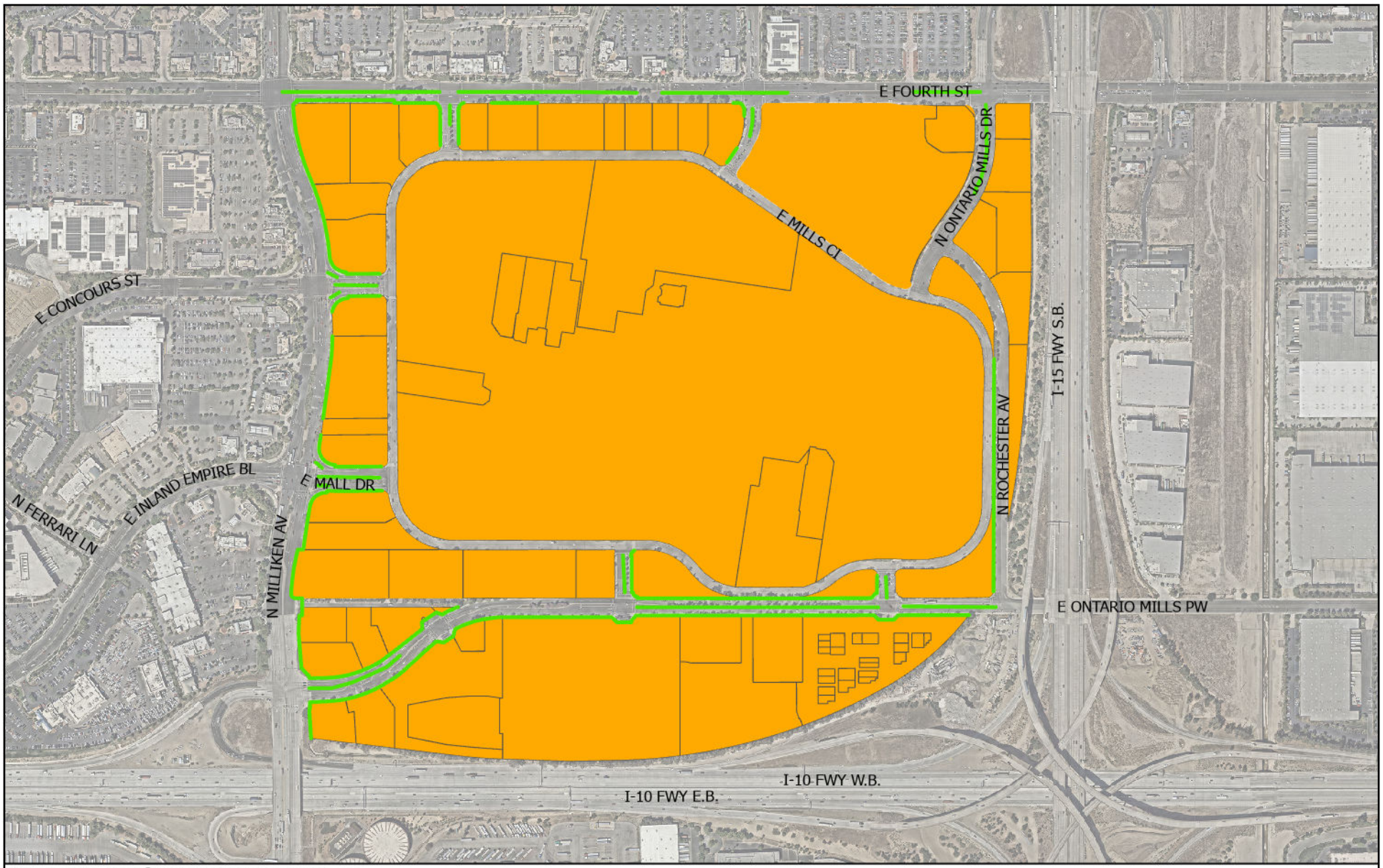
- Areas Maintained
- MA - # Boundary and Maintenance Area #

N W E S

0 165 330 Feet

Note: Reference is hereby made to the Maps of the Assessor of the County of San Bernardino, California.

Date: 5/20/2026



Ontario Parkway Maintenance District No. 4 Boundary and Inventory Map

CITY OF ONTARIO

Legend Map 2 of 5

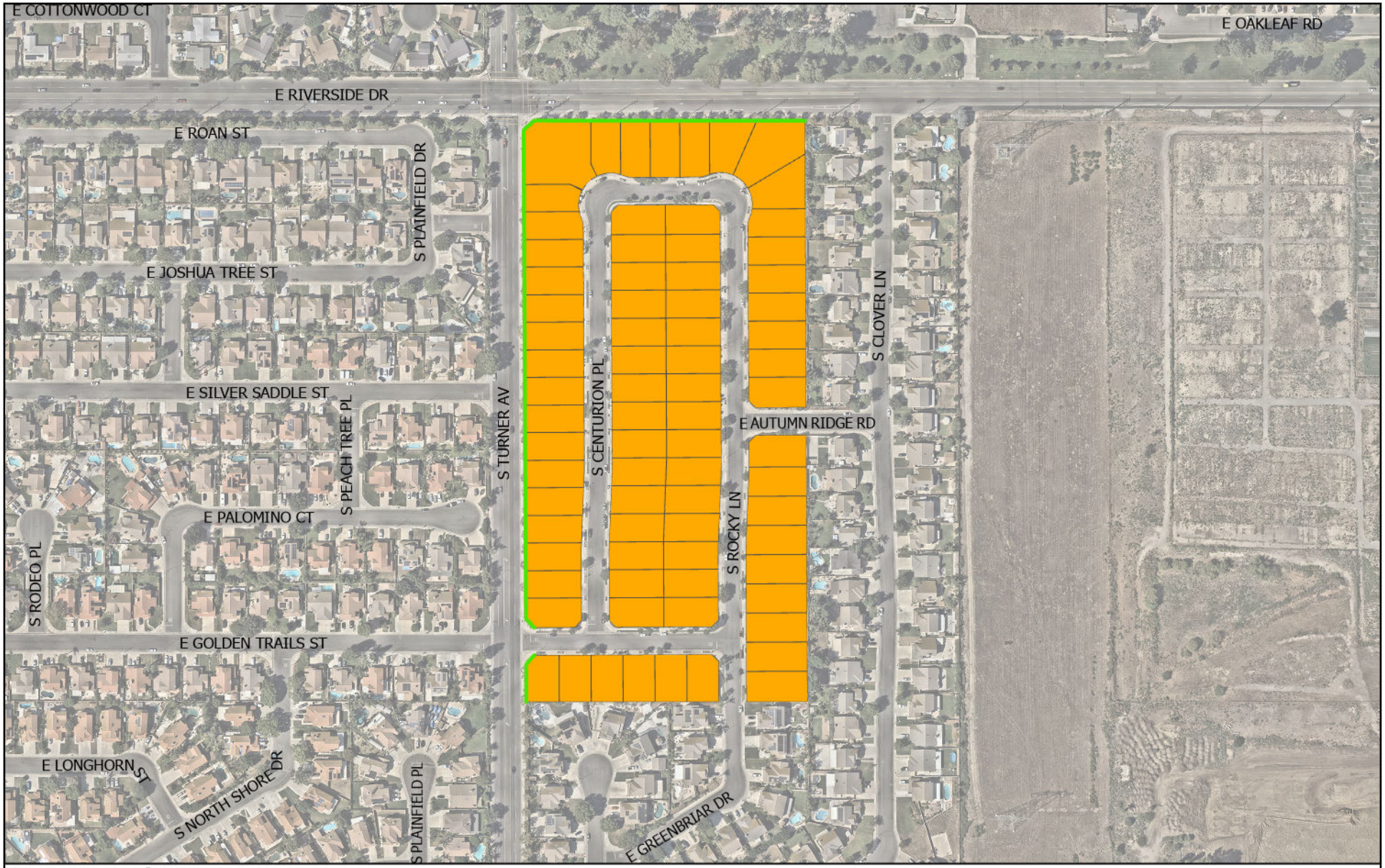
- Areas Maintained
- MA - # Boundary and Maintenance Area #

N W E S

0 445 890 Feet

Note: Reference is hereby made to the Maps of the Assessor of the County of San Bernardino, California.

Date: 5/20/2026



Ontario Parkway Maintenance District No. 4 Boundary and Inventory Map

CITY OF ONTARIO

Legend Map 3 of 5

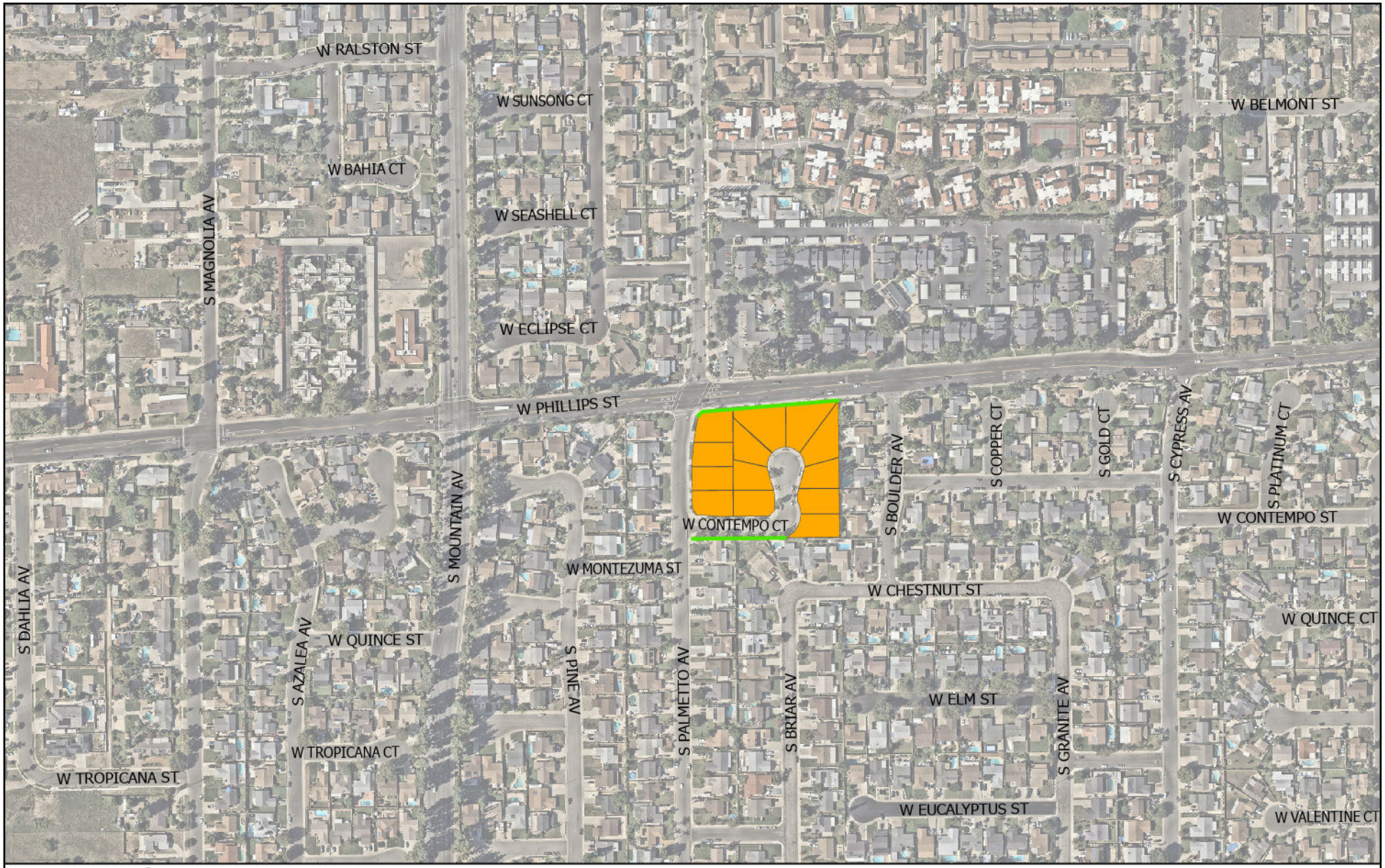
- Areas Maintained
- MA - # Boundary and Maintenance Area #

N W E S

0 187.5 375 Feet

Note: Reference is hereby made to the Maps of the Assessor of the County of San Bernardino, California.

Date: 5/20/2026



Ontario Parkway Maintenance District No. 4 Boundary and Inventory Map

CITY OF ONTARIO

Legend Map 4 of 5

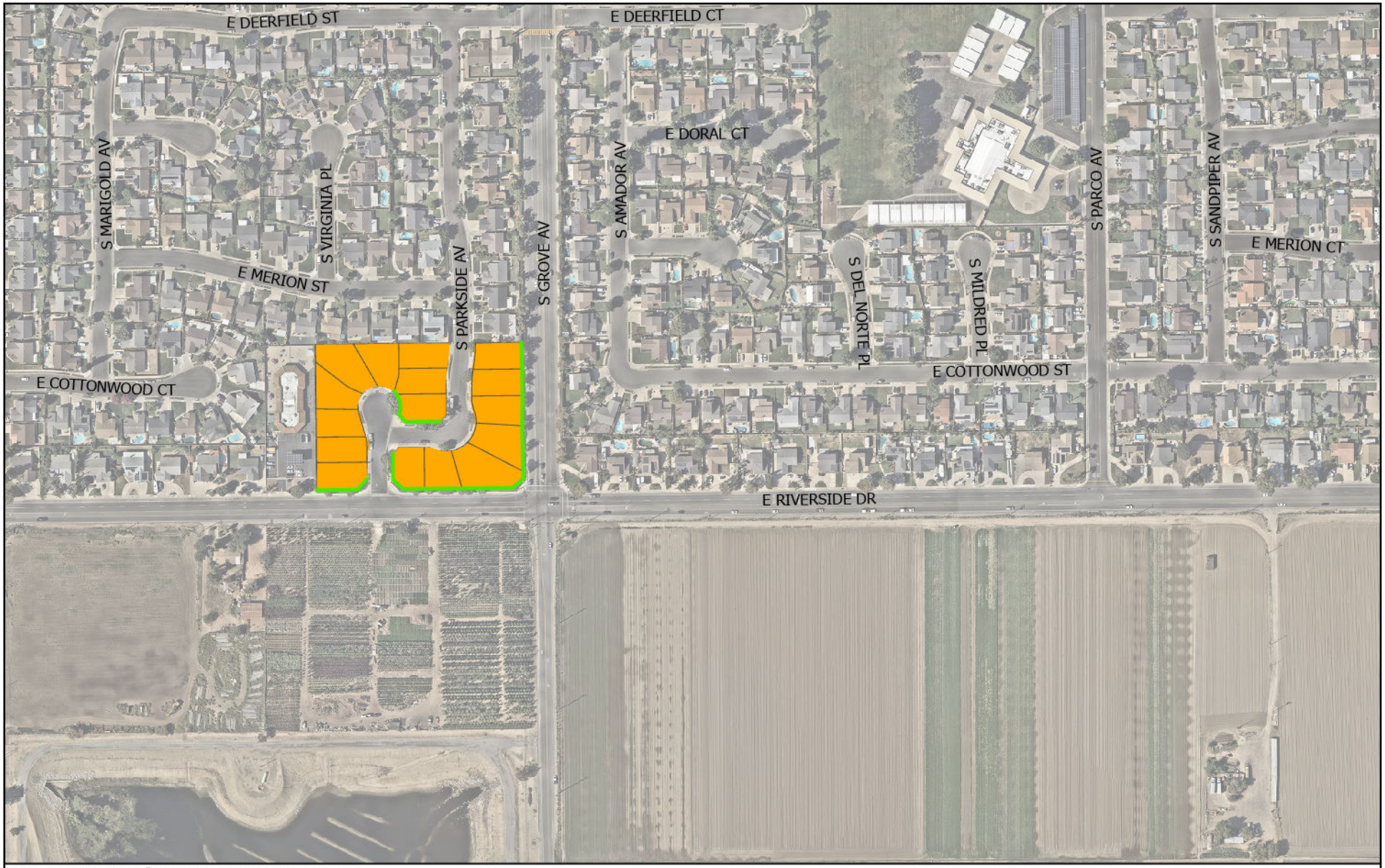
- Areas Maintained
- MA - # Boundary and Maintenance Area #

N W E S

0 235 470 Feet

Note: Reference is hereby made to the Maps of the Assessor of the County of San Bernardino, California.

Date: 5/20/2026



Ontario Parkway Maintenance District No. 4 Boundary and Inventory Map

CITY OF ONTARIO

Legend Map 5 of 5

- Areas Maintained
- MA - # Boundary and Maintenance Area #

N W E S

0 205 410 Feet

Note: Reference is hereby made to the Maps of the Assessor of the County of San Bernardino, California.

Date: 5/20/2026

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, ORDERING THE PREPARATION OF THE ASSESSMENT ENGINEER'S REPORTS PURSUANT TO THE PROVISIONS OF DIVISION 15, PART 2, OF THE STREETS AND HIGHWAYS CODE OF THE STATE OF CALIFORNIA, FOR PROCEEDINGS FOR THE ANNUAL ASSESSMENT LEVY WITHIN ONTARIO PARKWAY MAINTENANCE ASSESSMENT DISTRICTS NO. 1, 2, 3 AND 4 FOR FISCAL YEAR 2026-27.

WHEREAS, the City Council of the City of Ontario, California, previously formed maintenance districts pursuant to the terms and provisions of the "Landscaping and Lighting Act of 1972," being Division 15, Part 2, of the Streets and Highways Code of the State of California (the "1972 Act"), known and designated as

CITY OF ONTARIO
PARKWAY MAINTENANCE ASSESSMENT DISTRICTS NO. 1, 2, 3 AND 4

(the "Districts"); and

WHEREAS, at this time the City Council desires to initiate proceedings to provide for the annual levy of assessments for the ensuing fiscal year to provide for the annual costs for maintenance of improvements within the Districts; and

WHEREAS, the proceedings for the annual levy of assessments shall relate to the fiscal year commencing July 1, 2026, and ending June 30, 2027; and

WHEREAS, there has been submitted to this City Council for its consideration at this time, maps showing the boundaries of the area affected by the levy of the assessment for the above-referenced fiscal year, and inventory maps showing and describing in general the works of improvement proposed to be maintained in said Districts, said description being sufficient to identify the works of improvement and the areas proposed to be assessed for said maintenance thereof.

NOW, THEREFORE, IT IS HEREBY RESOLVED as follows:

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

SECTION 2. That the maps entitled

CITY OF ONTARIO
PARKWAY MAINTENANCE ASSESSMENT DISTRICTS NO. 1, 2, 3 AND 4
BOUNDARY AND INVENTORY MAPS

attached hereto, as submitted to this City Council, showing the boundaries of the proposed areas to be assessed and showing the works of improvement to be maintained, are hereby approved, and a copy thereof shall be on file in the Records Management Department and open to public inspection. The parcels and properties within said area are those proposed to be assessed to pay the costs and expenses for said maintenance work.

SECTION 3. That the proposed maintenance work within the area proposed to be assessed shall be for certain landscaping and appurtenant improvements, as said maintenance work is set forth in the Engineer's Reports to be presented to this City Council for consideration.

SECTION 4. That the Assessment Engineer, Willdan Financial Services, is hereby ordered to prepare and file with this City Council the Assessment Engineer's Reports relating to said annual assessment and levy in accordance with the provisions of 1972 Act, Article XIII D of the Constitution of the State of California ("Article XIIID"), and the Proposition 218 Omnibus Implementation Act (Government Code Section 53750 and following) (the "Implementation Act") (the 1972 Act, Article XIII D and the Implementation Act are referred to collectively as the "Assessment Law").

SECTION 5. That upon completion, said Assessment Engineer's Reports shall be filed with the City Clerk, who shall then submit the same to this City Council for its consideration pursuant to the Assessment Law.

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

PASSED, APPROVED, AND ADOPTED this 16th day of June 2026.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

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

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. 2026- was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held June 16, 2026 by the following roll call vote, to wit:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

The foregoing is the original of Resolution No. 2026- duly passed and adopted by the Ontario City Council at their regular meeting held June 16, 2026.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING THE ASSESSMENT ENGINEER'S REPORTS FOR THE ANNUAL LEVY OF ASSESSMENTS WITHIN ONTARIO PARKWAY MAINTENANCE ASSESSMENT DISTRICTS NO. 1, 2, 3 AND 4 FOR FISCAL YEAR 2026-27.

WHEREAS, the City Council of the City of Ontario, California, pursuant to the provisions of Division 15, Part 2, of the Streets and Highways Code of the State of California (the "1972 Act"), Article XIII D of the Constitution of the State of California ("Article XIII D"), and the Proposition 218 Omnibus Implementation Act (Government Code Section 53750 and following) (the "Implementation Act") (the 1972 Act, Article XIII D and the Implementation Act are referred to collectively as the "Assessment Law"), did, by previous Resolution, order the preparation of the Assessment Engineer's Reports for the annual levy of assessments for Fiscal Year 2026-27 in the maintenance assessment districts known and designated as

CITY OF ONTARIO
PARKWAY MAINTENANCE ASSESSMENT DISTRICTS NO. 1, 2, 3 AND 4
(the "Districts"); and

WHEREAS, there has now been presented to this City Council the Assessment Engineer's Reports as required by the Assessment Law and as previously directed by Resolution; and

WHEREAS, this City Council has now examined and reviewed the Assessment Engineer's Reports as presented, and is satisfied with each and all of the items and documents as set forth therein, and is satisfied that the assessments on a preliminary basis, have been spread in accordance with the special benefits received from the improvements to be maintained, as set forth in said Assessment Engineer's Reports.

NOW, THEREFORE, IT IS HEREBY RESOLVED as follows:

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

SECTION 2. That the Assessment Engineer's Reports as presented, consisting of the following:

A. Plans and specifications describing the general nature, location, and extent of the improvements to be maintained and the extent of such maintenance;

B. An estimate of the cost of the maintenance of the improvements for the Districts for Fiscal Year 2026-27;

C. A diagram for each District, showing the area and properties proposed to be assessed; and

D. An annual assessment for Fiscal Year 2026-27 of the estimated costs of the maintenance of those improvements to be maintained during such Fiscal Year, assessing the net amount upon all assessable lots and/or parcels within the Districts in proportion to the special benefits received;

are hereby approved on a preliminary basis and are ordered to be filed in the Records Management Department as a permanent record and to remain open to public inspection.

SECTION 3. That the City Clerk shall certify to the passage and adoption of this Resolution, and the minutes of this meeting shall so reflect the presentation of the Assessment Engineer's Reports.

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

PASSED, APPROVED, AND ADOPTED this 16th day of June 2026.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

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

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. 2026- was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held June 16, 2026 by the following roll call vote, to wit:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

The foregoing is the original of Resolution No. 2026- duly passed and adopted by the Ontario City Council at their regular meeting held June 16, 2026.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, DECLARING ITS INTENTION TO PROVIDE FOR AN ANNUAL LEVY AND COLLECTION OF ASSESSMENTS FOR FISCAL YEAR 2026-27 IN ONTARIO PARKWAY MAINTENANCE ASSESSMENT DISTRICTS NO. 1, 2 AND 3, PURSUANT TO THE PROVISIONS OF DIVISION 15, PART 2, OF THE STREETS AND HIGHWAYS CODE OF THE STATE OF CALIFORNIA, AND SETTING A TIME AND PLACE FOR A PUBLIC HEARING THEREON.

WHEREAS, the City Council of the City of Ontario, California, has previously formed landscaping maintenance assessment districts pursuant to the terms and provisions of the "Landscaping and Lighting Act of 1972," being Division 15, Part 2, of the Streets and Highways Code of the State of California, in what is known and designated as

CITY OF ONTARIO
PARKWAY MAINTENANCE ASSESSMENT DISTRICTS NO. 1, 2 AND 3

(hereinafter referred to as the Districts); and

WHEREAS, at this time, this City Council desires to conduct proceedings to provide for the annual levy of assessments for the ensuing fiscal year, to provide for the costs and expenses necessary for continued maintenance of improvements within said Districts; and

WHEREAS, at this time, there has been presented and approved by this City Council, the Engineer's Reports as required by law, and this City Council desires to conduct the proceedings for said annual levy.

NOW, THEREFORE, IT IS HEREBY RESOLVED as follows:

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

SECTION 2. That the public interest and convenience requires, and it is the intention of this City Council, to undertake proceedings for the annual levy and collection of special assessments for Fiscal Year 2026-27 for the continued maintenance of certain improvements, all to service and benefit said Districts as said area is shown and delineated on the maps as previously approved by this City Council and on file with the City Clerk in the Records Management Department, open to public inspection, and herein so referenced and made a part hereof, and proposed changes thereto are set forth in the Engineer’s Reports, incorporated herein as a part hereof.

REPORT

SECTION 3. That the Engineer's Reports regarding the annual levy for said Districts, which Reports are for maintenance for said fiscal year, are hereby approved and are directed to be filed with the City Clerk in the Records Management Department.

ASSESSMENT

SECTION 4. That the public interest and convenience requires, and it is the intention of this City Council to order the annual assessment levy for the Districts for Fiscal Year 2026-27 as set forth and described in said Engineer's Reports, and further it is determined to be in the best public interest and convenience to levy and collect annual assessments to pay the costs and expenses of said maintenance and improvement as estimated in said Reports. The assessments for Districts No. 1, 2, and 3 (Zone 2000-1) is not proposed to increase from the previous year. The assessment for District No. 3 (Zone 2000-2) is proposed to adjust by 3.24% but do not exceed the maximum annual assessments as previously authorized to be levied and, therefore, the proposed levy of assessments for Fiscal Year 2026-27 are not deemed to be "increased" over the maximum annual assessments.

DESCRIPTION OF MAINTENANCE

SECTION 5. The assessments levied and collected shall be for the maintenance of certain parkway landscaping and appurtenant improvements, as set forth in the Engineer's Reports, referenced and so incorporated herein.

BOUNDARIES OF DISTRICTS

SECTION 6. Said contemplated maintenance work is in the opinion of this City Council, of direct benefit to the properties within the boundaries of the Districts, and this City Council makes the costs and expenses of said maintenance chargeable upon the Districts benefited by said improvement and maintenance, and the Districts shall be assessed to pay the costs and expenses thereof. Said Districts shall include each and every parcel of land within the boundaries of said Districts, as said Districts are shown on the maps as approved by this City Council and on file in the Records Management Department.

PUBLIC PROPERTY

SECTION 7. Any lots or parcels of land known as public property, as the same are defined in Section 22663 of Division 15, Part 2, of the Streets and Highways Code of the State of California, which are included within the boundaries of the Districts, shall be omitted and exempt from any assessment to be made under these proceedings to cover any of the costs and expenses of said improvement and maintenance work.

PUBLIC HEARING

SECTION 8. NOTICE IS HEREBY GIVEN THAT A PUBLIC HEARING WILL BE HELD THE 21st DAY OF JULY, 2026, AT 6:30 P.M., AT THE REGULAR MEETING OF THE CITY COUNCIL, IN THE COUNCIL CHAMBERS, LOCATED AT CITY HALL, 303 EAST B STREET, ONTARIO, CA, WHICH IS THE TIME AND PLACE FIXED BY THIS CITY COUNCIL FOR THE HEARING OF PROTESTS OR OBJECTIONS IN REFERENCE TO THE ANNUAL LEVY OF ASSESSMENTS, TO THE EXTENT OF THE MAINTENANCE, BY PROPERTY OWNERS AFFECTED HEREBY AND ANY OTHER MATTERS CONTAINED IN THIS RESOLUTION; PROVIDED, THAT, IN THE EVENT THE JULY 21, 2026 CITY COUNCIL MEETING IS HELD VIA TELECONFERENCE AND/OR VIDEO CONFERENCE ONLY, THE MEANS BY WHICH THE PUBLIC MAY OBSERVE SUCH PUBLIC HEARING AND OFFER PUBLIC COMMENT SHALL BE PRESCRIBED IN THE NOTICE AND AGENDA FOR SUCH CITY COUNCIL MEETING. ANY PERSONS WHO WISH TO OBJECT TO THE PROCEEDINGS FOR THE ANNUAL LEVY SHOULD FILE A WRITTEN PROTEST WITH THE CITY CLERK PRIOR TO THE TIME SET AND SCHEDULED FOR SAID PUBLIC HEARING.

NOTICE

SECTION 9. That the City Clerk is hereby authorized and directed to publish, pursuant to Government Code Section 6061, a copy of this Resolution in a newspaper of general circulation within said City, said publication shall be made one time and not less than ten (10) days before the date set for the Public Hearing.

SECTION 10. That this Resolution shall take effect immediately upon its adoption.

SECTION 11. For any and all information relating to the proceedings, protest procedure, any documentation and/or information of a procedural or technical nature, your attention is directed to the below listed person at the local agency or department so designated:

Claudia Hernandez
City of Ontario
303 East “B” Street
Ontario, California 91764
(909) 395-2261

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

PASSED, APPROVED, AND ADOPTED this 16th day of June, 2026.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

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

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. 2026- was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held June 16, 2026 by the following roll call vote, to wit:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

The foregoing is the original of Resolution No. 2026- duly passed and adopted by the Ontario City Council at their regular meeting held June 16, 2026.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, DECLARING ITS INTENTION TO PROVIDE FOR AN ANNUAL LEVY AND COLLECTION OF ASSESSMENTS FOR FISCAL YEAR 2026-27 IN ONTARIO PARKWAY MAINTENANCE ASSESSMENT DISTRICT NO. 4, PURSUANT TO THE PROVISIONS OF DIVISION 15, PART 2, OF THE STREETS AND HIGHWAYS CODE OF THE STATE OF CALIFORNIA, AND SETTING A TIME AND PLACE FOR A PUBLIC HEARING THEREON.

WHEREAS, the City Council of the City of Ontario, California, has previously formed a landscaping maintenance assessment district, and authorized the levy of assessments therein pursuant to the terms and provisions of the "Landscaping and Lighting Act of 1972," being Division 15, Part 2, of the Streets and Highways Code of the State of California (the "1972 Act"), Article XIII D of the Constitution of the State of California ("Article XIIID"), and the Proposition 218 Omnibus Implementation Act (Government Code Section 53750 and following) (the "Implementation Act") (the 1972 Act, Article XIII D and the Implementation Act are referred to collectively as the "Assessment Law") in what is known and designated as

CITY OF ONTARIO
PARKWAY MAINTENANCE ASSESSMENT DISTRICT NO. 4

(the "District"); and

WHEREAS, the City Council previously undertook proceedings as required by the Assessment Law to consider the approval of the levy of (a) maximum annual assessments to finance the estimated costs of the maintenance of all of the improvements to ultimately be maintained upon the completion and acceptance thereof for maintenance, assessing the net amount upon all assessable lots and/or parcels within the District in proportion to the special benefits received; together with a formula pursuant to which such maximum assessment may be adjusted annually for inflation, and (b) an initial annual assessment of the estimated costs of the maintenance of those improvements to be maintained during the Fiscal Year, assessing the net amount upon all assessable lots and/or parcels within the District in proportion to the special benefits received; and

WHEREAS, upon the conclusion of the public hearing related to the proposed levy of the maximum annual assessments referred to in the preceding recital, the assessment ballots submitted in favor of the maximum annual assessments and the assessment ballots received in opposition to the levy of the maximum annual assessments were tabulated with assessment ballots weighted according to the proportional financial obligation of the affected properties; and

WHEREAS, as a result of the tabulation of the assessment ballots submitted, it was determined that the assessment ballots submitted, and not withdrawn, in favor of the proposed maximum annual assessment exceeded the assessment ballots submitted, and not withdrawn, in opposition to the levy of the maximum annual assessment; and

WHEREAS, this City Council has initiated proceedings to provide for the annual levy of assessments for referenced Fiscal Year 2026-27, to finance the costs and expenses necessary for continual maintenance of improvements within said District; and

WHEREAS, at this time, there has been presented and approved by this City Council, the Assessment Engineer's Report as required by the Assessment Law, and this City Council desires to conduct the proceedings to authorize said annual levy; and

WHEREAS, the proposed annual assessments of 3.24% for Fiscal Year 2026-27 as set forth in the Assessment Engineer's Report do not exceed the maximum annual assessments as previously authorized to be levied and, therefore, the proposed levy of assessments for Fiscal Year 2026-27 are not deemed to be "increased" over the maximum annual assessments.

NOW, THEREFORE, IT IS HEREBY RESOLVED as follows:

RECITALS

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

IMPROVEMENTS AND MAINTENANCE

SECTION 2. That the public interest and convenience requires, and it is the intention of this City Council, to undertake proceedings for the annual levy and collection of special assessments for Fiscal Year 2026-27 for the continued maintenance of the improvements described below, all to service and specially benefit the properties within said District as shown and delineated on a map as previously approved by this City Council and on file with the City Clerk in the Records Management Department, open to public inspection, and herein so referenced and made a part hereof.

The improvements to be maintained include the landscaping, planting, shrubbery, trees, irrigation systems, hardscapes, fixtures, sidewalks within designated medians, parkways, other public rights-of-way and dedicated easements specially benefiting the properties within the District.

The maintenance of such landscaping shall include the furnishing of services and materials for the ordinary and usual maintenance and servicing of the improvements, including:

(a) Repair, removal, or replacement of all or any part of any improvement;

(b) Providing for the life, growth, health, and beauty of the improvements, including cultivation, irrigation, trimming, spraying, fertilizing, and/or treating for disease and injury; and

(c) The removal of trimmings, rubbish, and debris.

The annual assessment for Fiscal Year 2026-27 shall be levied only for those improvements completed or projected to be completed and accepted by this City Council for maintenance prior to or during said Fiscal Year.

ASSESSMENT ENGINEER'S REPORT

SECTION 3. That the Assessment Engineer's Report regarding the annual levy for said District, which Report is for maintenance for Fiscal Year 2026-27, is hereby approved and is directed to be filed with the City Clerk in the Records Management Department. Reference is made to such Report for a full and detailed description of the improvements to be maintained, the boundaries of the District and any zones therein, and the proposed assessments upon assessable lots and parcels of land within the District.

ASSESSMENT

SECTION 4. That the public interest and convenience requires, and it is the intention of this City Council to order the annual assessment levy for the District for Fiscal Year 2026-27 as set forth and described in said Assessment Engineer's Report, and further it is determined to be in the best public interest and convenience to levy and collect annual assessments to pay the costs and expenses of said maintenance and improvement as estimated in the Assessment Engineer's Report.

BOUNDARIES OF DISTRICT

SECTION 5. Said contemplated maintenance work is in the opinion of this City Council, of direct benefit to the properties within the boundaries of the District, and this City Council makes the costs and expenses of said maintenance chargeable upon the District, which is benefited by said improvement and maintenance, and the District shall be assessed to pay the costs and expenses thereof. Said District shall include each and every parcel of land within the boundaries of said District, as said District is shown on a map as approved by this City Council and on file in the Records Management Department, and so designated by the name of the District.

PUBLIC HEARING

SECTION 6. NOTICE IS HEREBY GIVEN THAT A PUBLIC HEARING WILL BE HELD THE 21st DAY OF JULY, 2026, AT 6:30 P.M., AT THE REGULAR MEETING OF THE CITY COUNCIL, IN THE COUNCIL CHAMBERS, LOCATED AT CITY HALL, 303 EAST B STREET, ONTARIO, CA, WHICH IS THE TIME AND PLACE FIXED BY THIS CITY COUNCIL FOR THE HEARING OF PROTESTS OR OBJECTIONS IN REFERENCE TO THE ANNUAL LEVY OF ASSESSMENTS, TO THE EXTENT OF THE MAINTENANCE, BY ANY INTERESTED PERSON AND ANY OTHER MATTERS CONTAINED IN THIS RESOLUTION; PROVIDED, THAT, IN THE EVENT THE JULY 21, 2026 CITY COUNCIL MEETING IS HELD VIA TELECONFERENCE AND/OR VIDEO CONFERENCE ONLY, THE MEANS BY WHICH THE PUBLIC MAY OBSERVE SUCH PUBLIC HEARING AND OFFER PUBLIC COMMENT SHALL BE PRESCRIBED IN THE NOTICE AND AGENDA FOR SUCH CITY COUNCIL MEETING. ANY PERSONS WHO WISH TO OBJECT TO THE PROCEEDINGS FOR THE ANNUAL LEVY SHOULD FILE A WRITTEN PROTEST WITH THE CITY CLERK PRIOR TO THE TIME SET AND SCHEDULED FOR SAID PUBLIC HEARING.

NOTICE

SECTION 7. That the City Clerk is hereby authorized and directed to publish, pursuant to Government Code Section 6061, a copy of this Resolution in a newspaper of general circulation within said City, said publication shall be made one time and not less than ten (10) days before the date set for the Public Hearing.

EFFECTIVE DATE OF RESOLUTION

SECTION 8. That this Resolution shall take effect immediately upon its adoption.

PROCEEDING INQUIRIES

SECTION 9. For any and all information relating to the proceedings, protest procedure, any documentation and/or information of a procedural or technical nature, your attention is directed to the below listed person at the local agency or department so designated:

Claudia Hernandez
City of Ontario
303 East “B” Street
Ontario, California 91764
(909) 395-2261

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

PASSED, APPROVED, AND ADOPTED this 16th day of June, 2026.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

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

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. 2026- was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held June 16, 2026 by the following roll call vote, to wit:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

The foregoing is the original of Resolution No. 2026- duly passed and adopted by the Ontario City Council at their regular meeting held June 16, 2026.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

CITY OF ONTARIO *Agenda Report* **June 16, 2026**	**SECTION:** **CONSENT CALENDAR**
Department: Financial Services Prepared By: Cruz Torres Staff Member Presenting: Armen Harkalyan, Executive Director of Finance Reviewed By: Matthew Hernandez, Claudia Hernandez Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 7

SUBJECT: ANNUAL LEVY OF ASSESSMENTS WITHIN STREET LIGHTING MAINTENANCE DISTRICT NOS. 1 AND 2 FOR FISCAL YEAR 2026-27

RECOMMENDATION: That the City Council consider and adopt:

A. A Resolution ordering the preparation of the Assessment Engineer's Reports for proceedings for the annual assessment levy within Street Lighting Maintenance District (SLMD) Nos. 1 and 2;
B. A Resolution approving the Assessment Engineer's Reports for the annual levy of assessments within SLMD Nos. 1 and 2; and
C. A Resolution for each district declaring the City's intention to provide for an annual levy and collection of assessments for Fiscal Year 2026-27 and set the date of July 21, 2026, for a Public Hearing on each district in accordance with the Landscaping and Lighting Act of 1972.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Operate in a Businesslike Manner
Focus Resources in Ontario's Commercial and Residential Neighborhoods

FISCAL IMPACT: As proposed, special assessment revenue will be generated in the amount of $380,046 from SLMD No. 1 and $108,174 from SLMD No. 2 during Fiscal Year 2026-27. A portion of the facilities within SLMD No. 1 provide a general benefit to the public at large and cannot be funded with the assessment. The amount of the general benefit is $40,538. If approved, appropriations in the General Fund will be included in future Annual Budgets to City Council for approval as needed for the City Contribution to Streetlight Maintenance.

BACKGROUND & ANALYSIS: Street Lighting Maintenance District No. 1 was formed in 1984, and Street Lighting Maintenance District No. 2 was formed in 1999, pursuant to the Landscaping and Lighting Act of 1972 (the 1972 Act), to help minimize the continually increasing cost for maintaining and operating the City's street lighting system. A special assessment is levied annually on benefiting properties for the cost of maintenance and operation of certain street lighting facilities

within the districts. The locations of the districts are shown on the maps included in the Engineer's Reports.

The City's Public Works Agency establishes the annual maintenance costs and maintains the street lighting system. An Engineer's Report for each district must be prepared annually, apportioning the costs to each parcel within the districts. The districts are comprised of commercial, industrial and some multi-family residential properties. Due to varying characteristics, the districts are organized into benefit zones and/or maintenance areas. Each zone/maintenance area is assessed for only the operation and maintenance of the facilities from which it receives direct special benefit. The total assessment for each zone/maintenance area is then apportioned to its constituent parcels. Therefore, the assessments are unique and specific to each individual parcel of property.

In 2021, the City conducted a study of the current status of the improvements maintained in Street Lighting Maintenance Districts No. 1 and 2 to determine the funding that will be required for upcoming upgrades and normal replacement cycles. The capital replacement cost for Fiscal Year 2026-27 is $127,003 and was apportioned as follows: $106,950 for SLMD No. 1 (Zone 2000-1); $6,684 for SLMD No. 1 (Zone 2000-2); and $13,369 for SLMD No. 2.

The total assessment during Fiscal Year 2025-26 was $ 368,131 in SLMD No. 1, and $104,777 in SLMD No. 2. The proposed Fiscal Year 2026-27 assessment for the two street light maintenance districts is based on estimated costs for the operation, maintenance, and servicing of the facilities included in the Fiscal Year 2026-27 Proposed Budget. The proposed total assessments for Fiscal Year 2026-27 are $380,046 in SLMD No. 1, and $108,174 in SLMD No. 2. A portion of the facilities within SLMD No. 1 provide a general benefit to the public at large and cannot be funded with the assessment. The amount of this general benefit is $40,538 for Fiscal Year 2026-27. The general benefit will rely on a General Fund subsidy, and it will be included in the City's budget for Fiscal Year 2026-27. The assessed tax rates for Fiscal Year 2025-26, and the proposed and maximum tax rates for Fiscal Year 2026-27, are shown in Exhibit A.

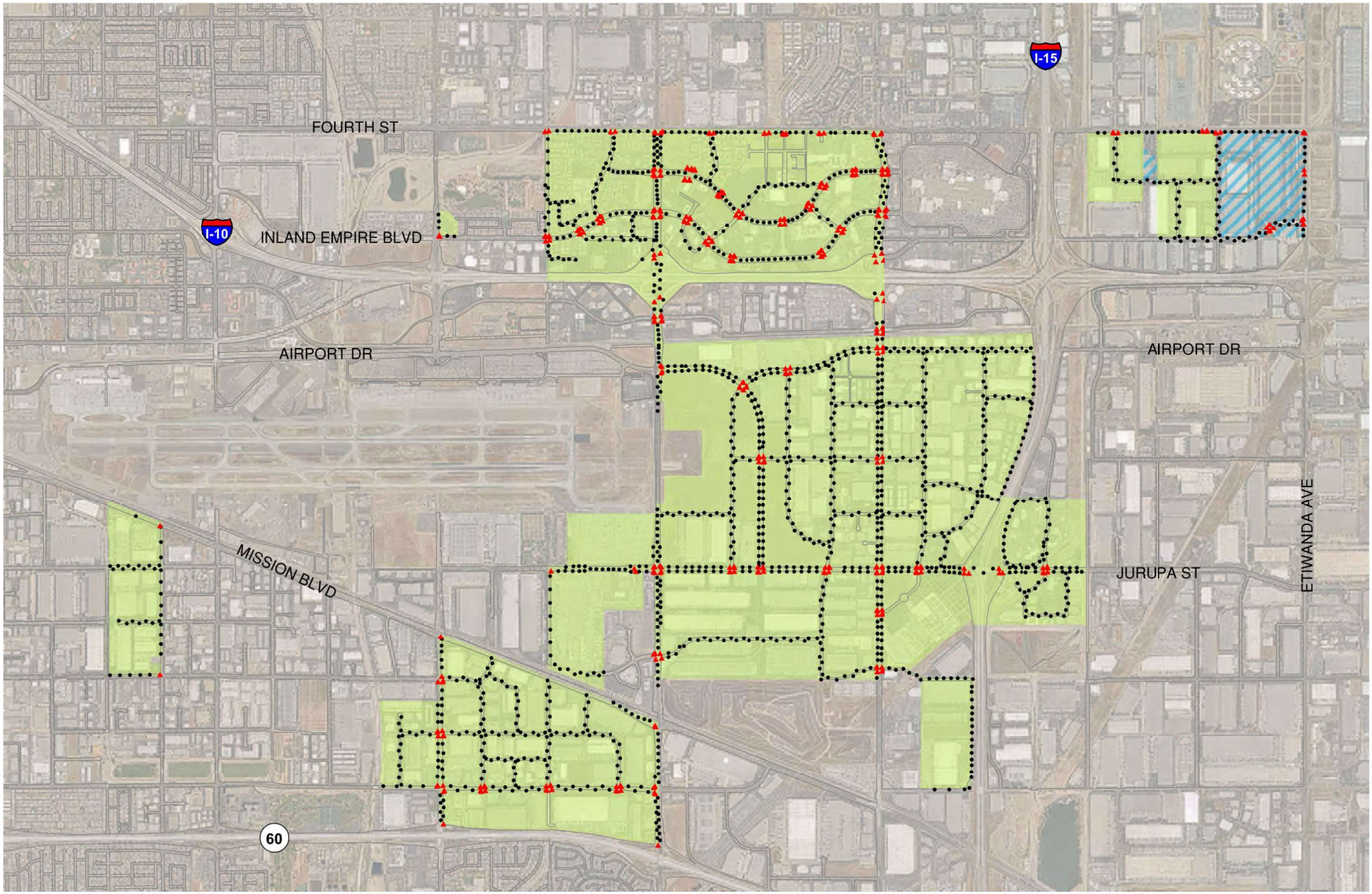
Pursuant to the 1972 Act, Engineer's Reports have been prepared for each district and are on file with the Records Management Department. Each report includes plans and specifications for the improvements being operated and maintained, an estimate of costs, a diagram of the area proposed to be assessed (boundary and inventory maps), and an assessment of the costs to the various parcels within the districts.

A public hearing is required for each district prior to adoption of the proposed assessments. A combined public hearing will be held on July 21, 2026. Following consideration of all public comments and written protests at a noticed public hearing and review of the Engineer's Reports, the City Council may order amendments to the Reports or confirm the Reports as submitted. At the conclusion of the public hearing the City Council will consider adoption of Resolutions confirming the assessments and ordering the levy of the assessments for Fiscal Year 2026-27. Notice of the public hearing for the levy of assessments will be published in the local newspaper, in accordance with the applicable statutes.

EXHIBIT A

Street Light Maintenance Districts Proposed Levy Rates FY 2026-27

		Prior Year 2025-26	Maximum 2026-27	Proposed 2026-27
SLMD No. 1, Zone 2000-1	per AU	$ 122.67	$ 202.23	$ 126.64
SLMD No. 1, Zone 2000-2	per AU	$ 71.35	$ 165.74	$ 73.66
SLMD No. 2, MA# 99-1		$ 4,883.00	$ 14,423.00	$ 5,698.00
SLMD No. 2, MA# 99-2		$ 2,347.00	$ 7,171.00	$ 2,322.00
SLMD No. 2, MA# 99-3		$ 3,912.00	$ 11,952.00	$ 3,870.00
SLMD No. 2, MA# 99-4		$ 1,565.00	$ 4,787.00	$ 1,548.00
SLMD No. 2, MA# 99-5		$ 2,723.00	$ 4,487.00	$ 2,856.00
SLMD No. 2, MA# 99-6		$ 14,201.00	$ 41,883.00	$ 14,941.00
SLMD No. 2, MA# 99-7		$ 1,062.00	$ 1,295.00	$ 1,050.00
SLMD No. 2, MA# 99-8		$ 3,912.00	$ 9,562.00	$ 3,870.00
SLMD No. 2, MA# 00-1		$ 3,912.00	$ 4,400.00	$ 3,870.00
SLMD No. 2, MA# 00-2		$ 1,565.00	$ 2,935.00	$ 1,548.00
SLMD No. 2, MA# 00-3		$ 8,607.00	$ 16,134.00	$ 8,512.00
SLMD No. 2, MA# 00-4		$ 56,088.00	$ 92,384.00	$ 58,090.00



Street Light Maintenance District No.1
Vicinity Map

CITY OF ONTARIO

Legend

- Safety Light (348)
- Conventional (1,518)
- Zone 2000-1
- Zone 2000-2

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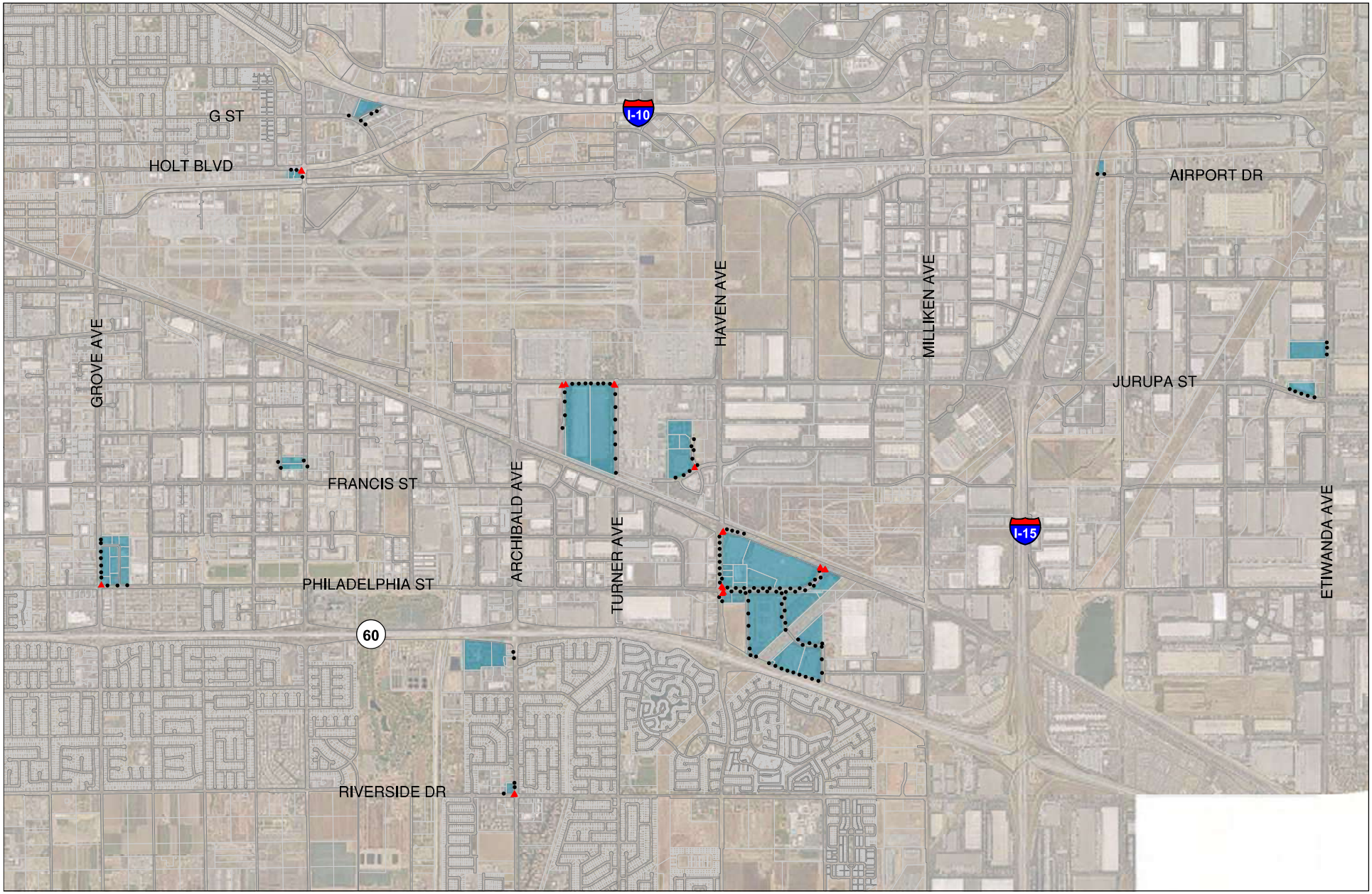
Note: Reference is hereby made to the Maps of The Assessor of the County of San Berndardino, California, for a detailed description of the lines and dimensions of the parcels shown hereon.

Date: 3/12/2026



Street Light Maintenance District No. 2 Vicinity Map

CITY OF ONTARIO

Legend

- Safety Light (20)
- Conventional (144)
- Maintenance District 2

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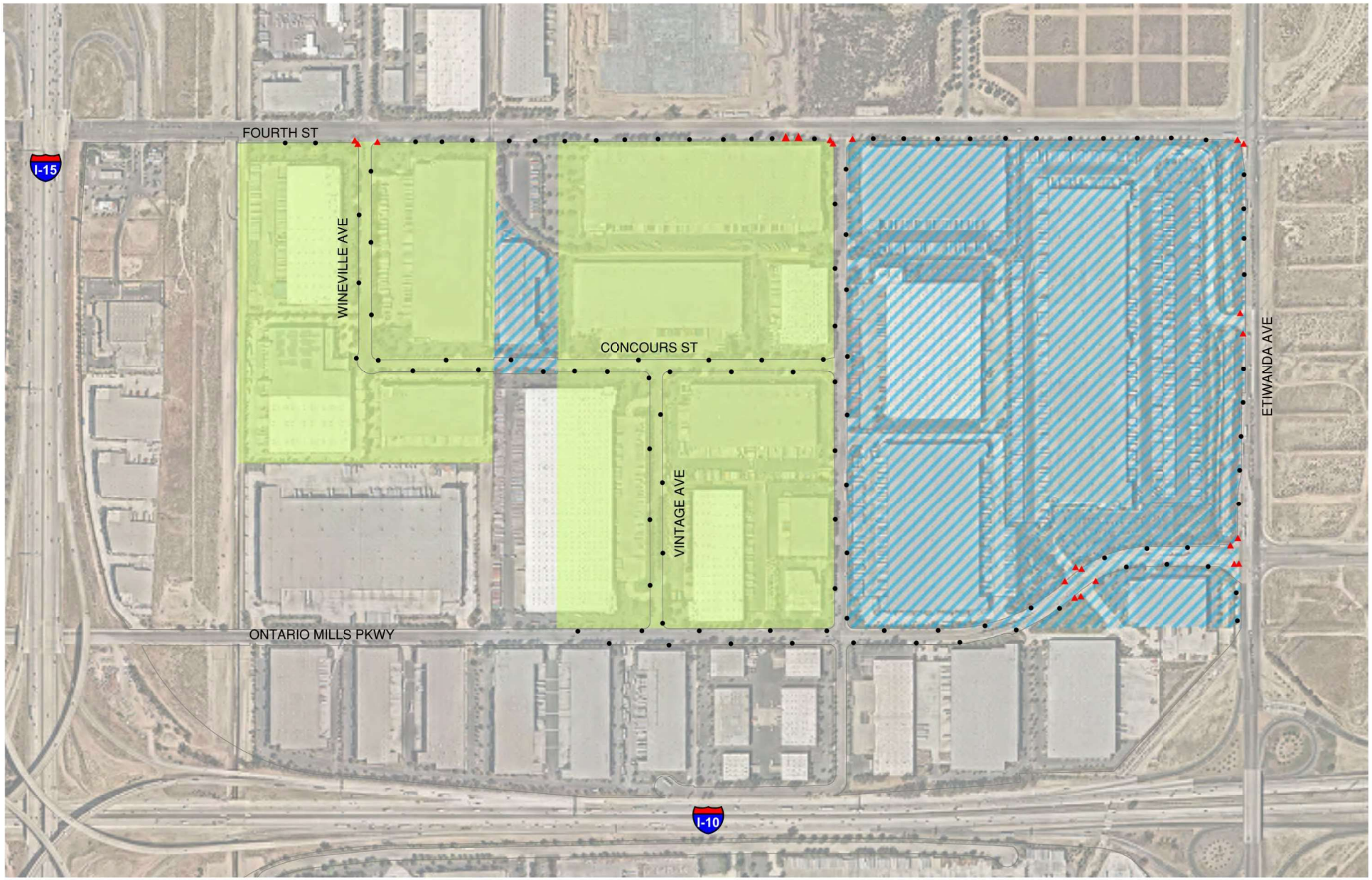
Note: Reference is hereby made to the Maps of The Assessor of the County of San Berndardino, California, for a detailed description of the lines and dimensions of the parcels shown hereon.

Date: 3/12/2026



Street Light Maintenance District No.1 Boundary and Inventory Map

CITY OF ONTARIO

Legend

- Safety Light
- Conventional
- Zone 2000-1
- Zone 2000-2

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Note: Reference is hereby made to the Maps of The Assessor of the County of San Berndardino, California, for a detailed description of the lines and dimensions of the parcels shown hereon.

Date: 3/12/2026



Street Light Maintenance District No.1 Boundary and Inventory Map

Legend

- Safety Light
- Conventional
- Zone 2000-1

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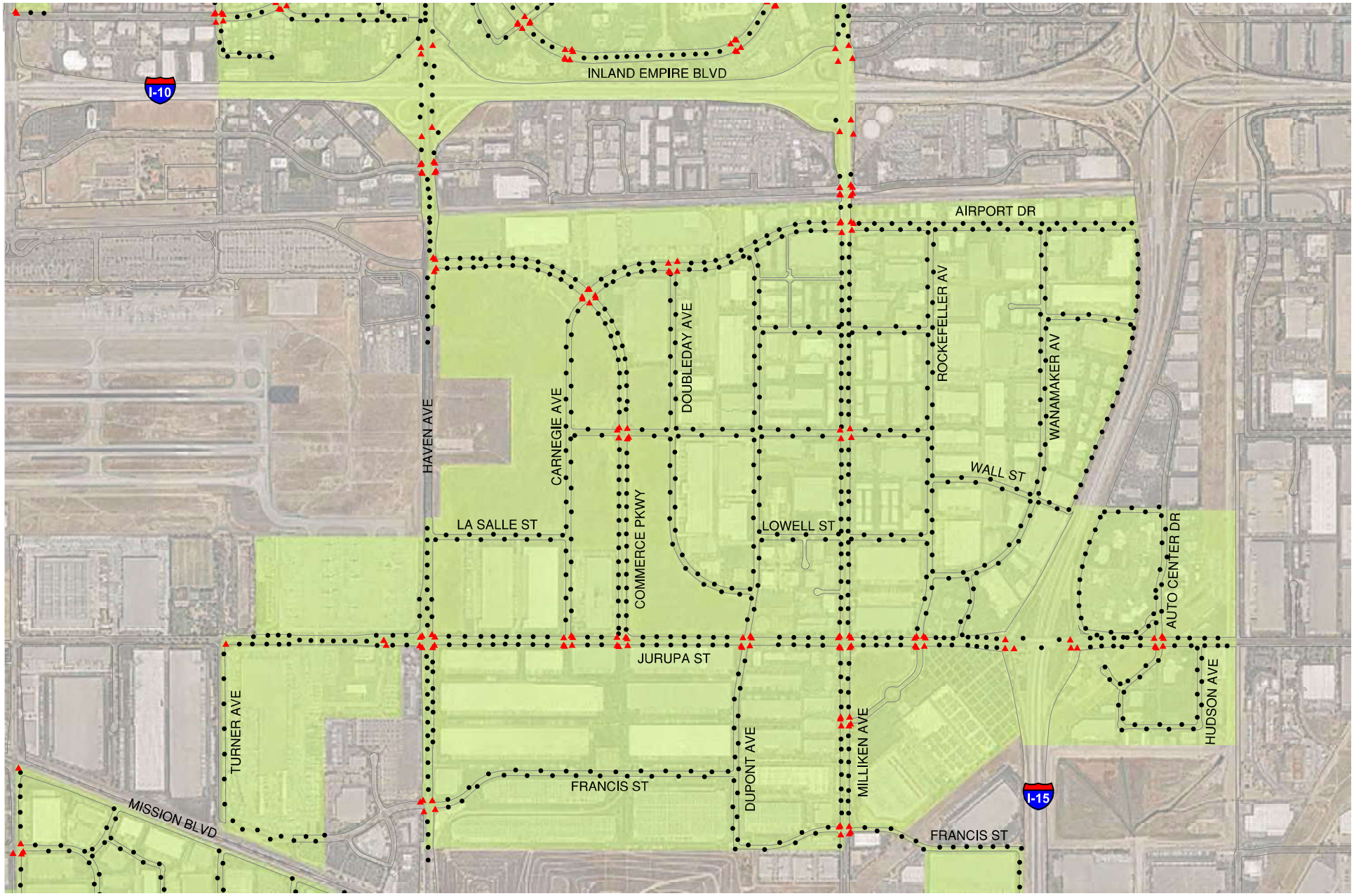
Note: Reference is hereby made to the Maps of The Assessor of the County of San Berndardino, California, for a detailed description of the lines and dimensions of the parcels shown hereon.

Date: 3/12/2026



Street Light Maintenance District No.1
Boundary and Inventory Map

CITY OF ONTARIO

Legend

- Safety Light
- Conventional
- Zone 2000-1

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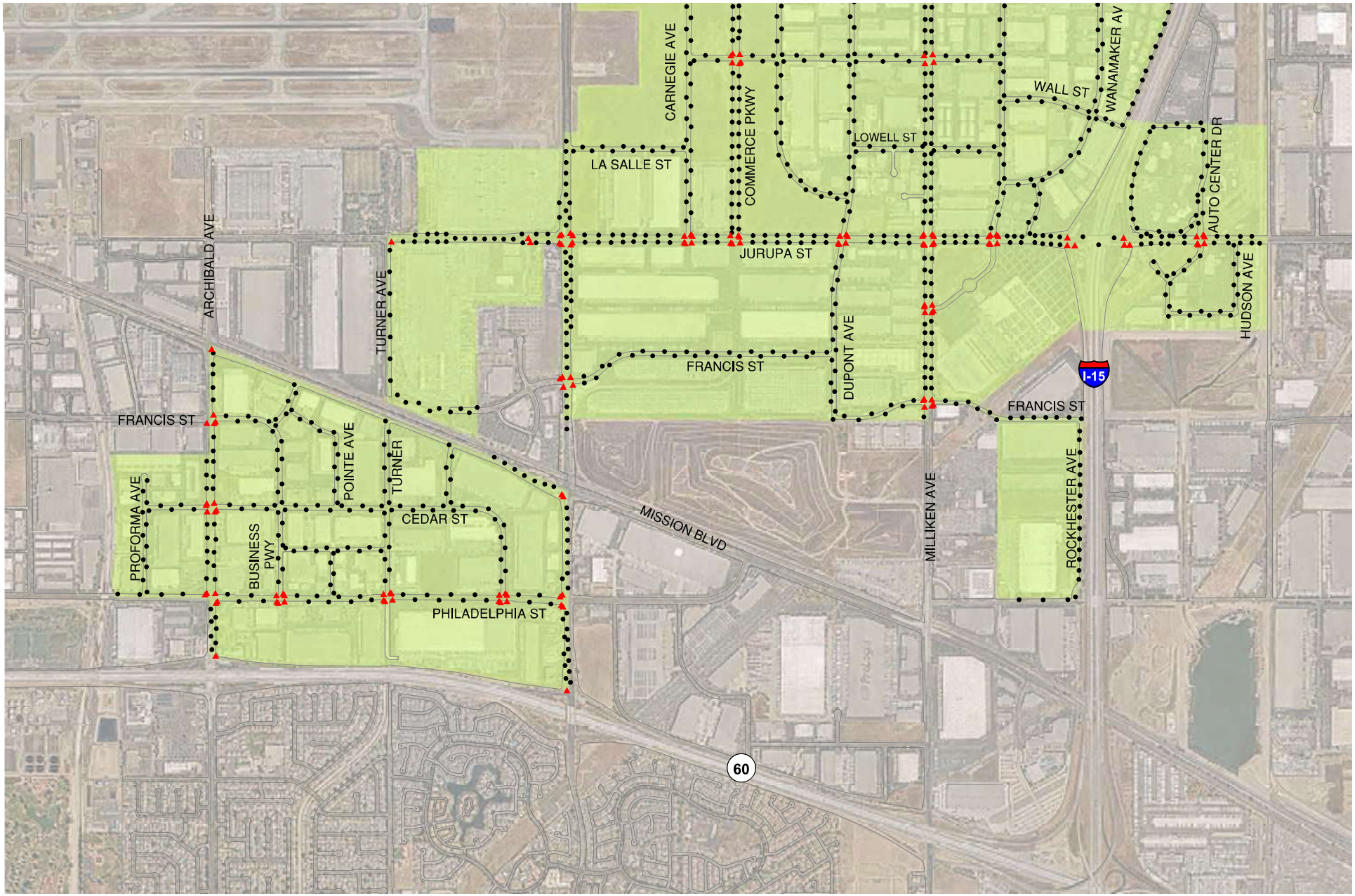
Note: Reference is hereby made to the Maps of The Assessor of the County of San Berndardino, California, for a detailed description of the lines and dimensions of the parcels shown hereon.

Date: 3/12/2026



Street Light Maintenance District No.1 Boundary and Inventory Map

CITY OF ONTARIO

Legend

- Safety Light
- Conventional
- Zone 2000-1

N
W E
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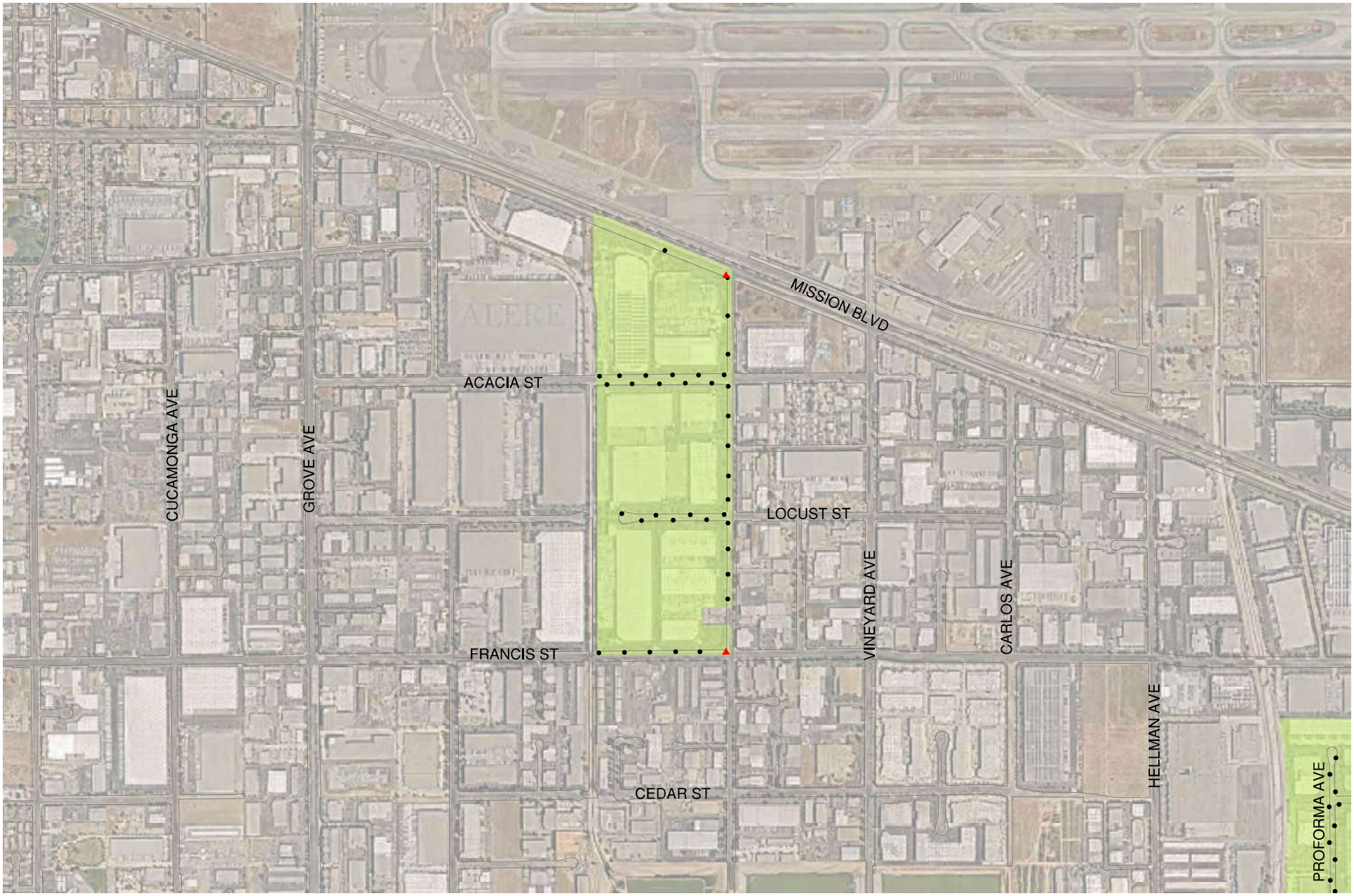
Note: Reference is hereby made to the Maps of The Assessor of the County of San Berndardino, California, for a detailed description of the lines and dimensions of the parcels shown hereon.

Date: 3/12/2026



Street Light Maintenance District No.1
Boundary and Inventory Map

CITY OF ONTARIO

Legend

- Safety Light
- Conventional
- Zone 2000-1

N
W E
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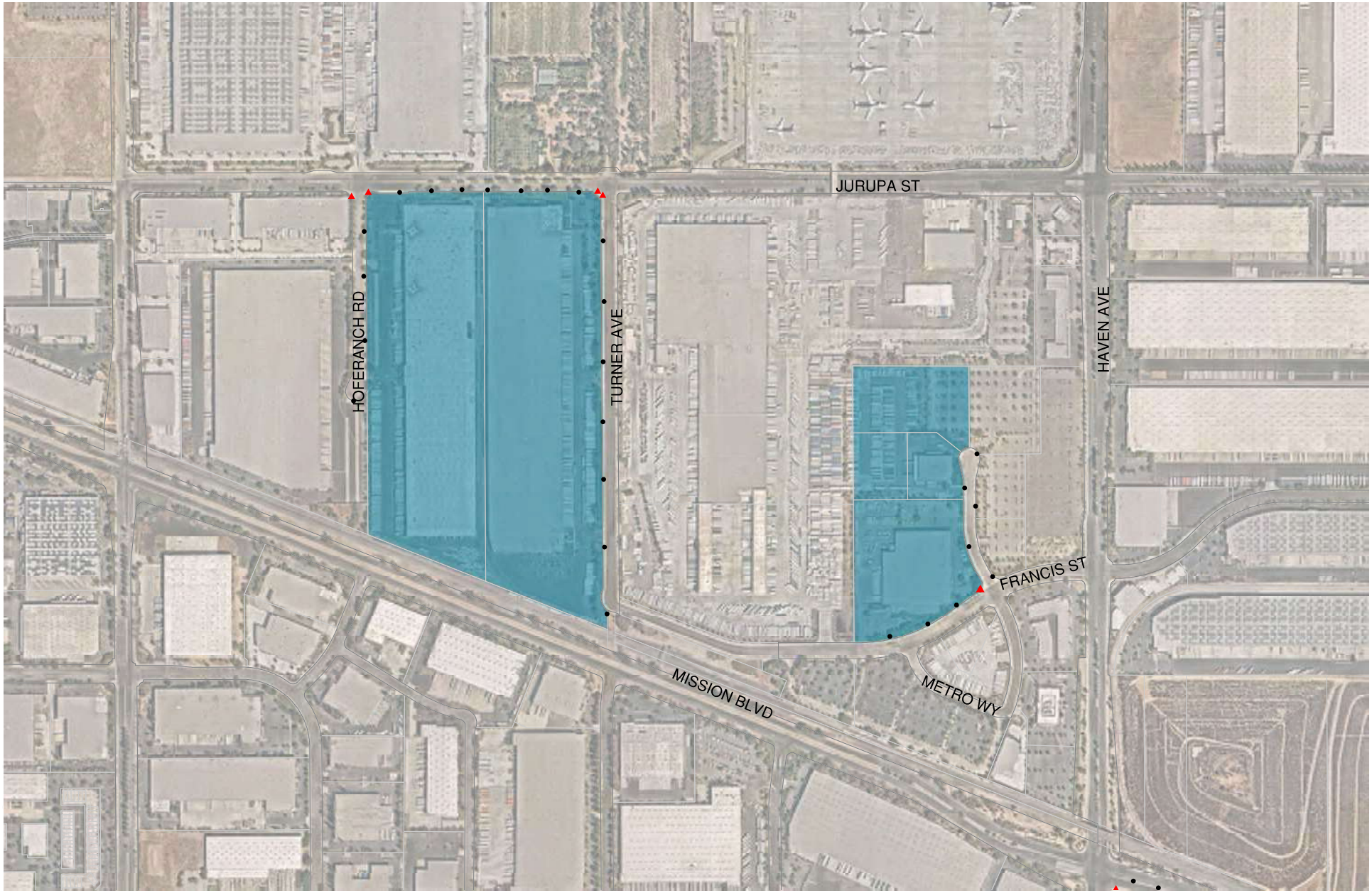
Note: Reference is hereby made to the Maps of The Assessor of the County of San Berndardino, California, for a detailed description of the lines and dimensions of the parcels shown hereon.

Date: 3/12/2026



Street Light Maintenance District No.2 Boundary and Inventory Map

Legend

- Safety Light
- Conventional
- Maintenance District 2

N
W E
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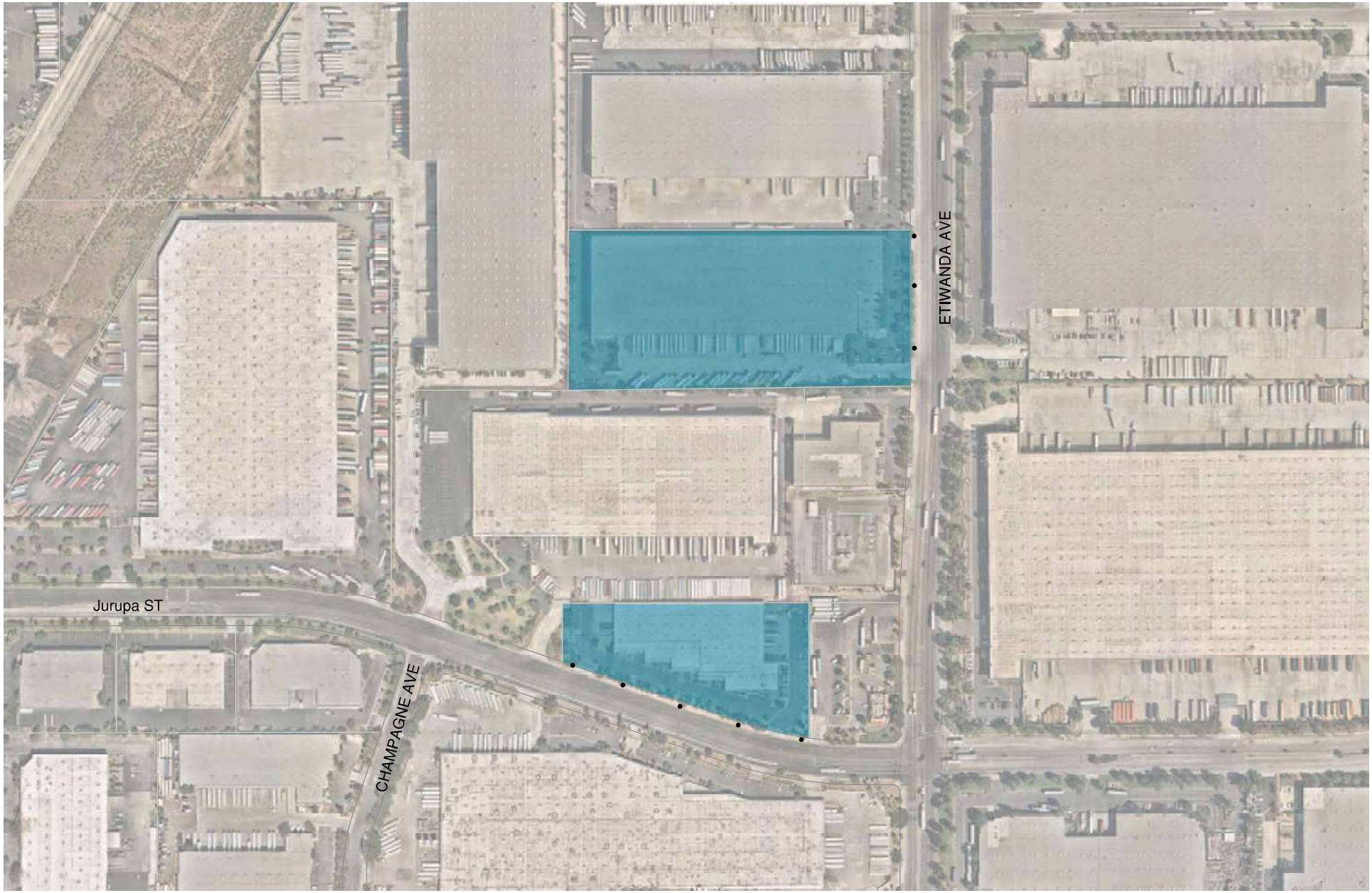
Note: Reference is hereby made to the Maps of The Assessor of the County of San Berndardino, California, for a detailed description of the lines and dimensions of the parcels shown hereon.

Date: 3/12/2026



Street Light Maintenance District No.2
Boundary and Inventory Map

Legend

- Conventional
- Maintenance District 2

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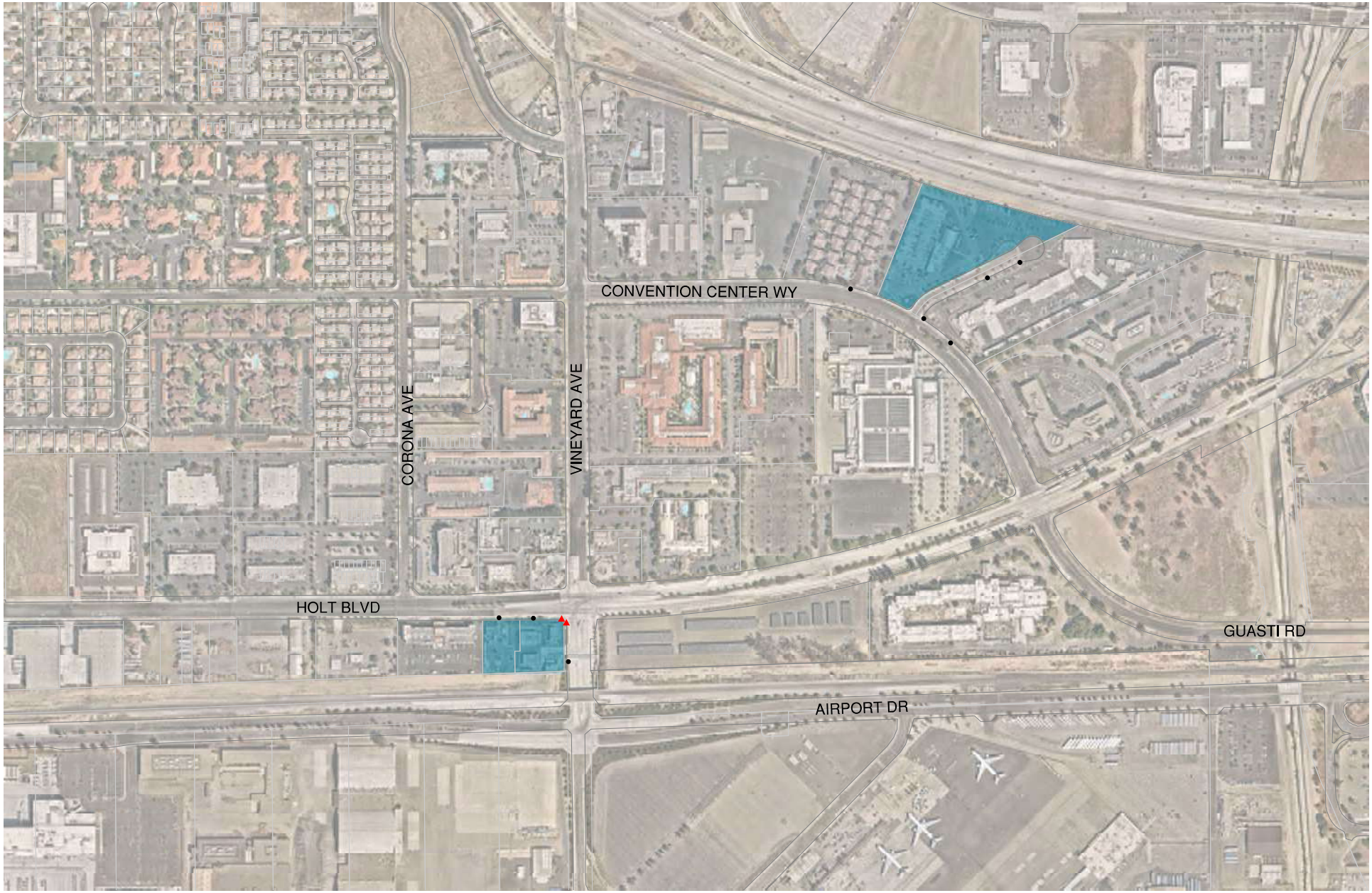
Note: Reference is hereby made to the Maps of The Assessor of the County of San Berndardino, California, for a detailed description of the lines and dimensions of the parcels shown hereon.

Date: 3/12/2026



Street Light Maintenance District No.2 Boundary and Inventory Map

CITY OF ONTARIO

Legend

- Safety Light
- Conventional
- Maintenance District 2

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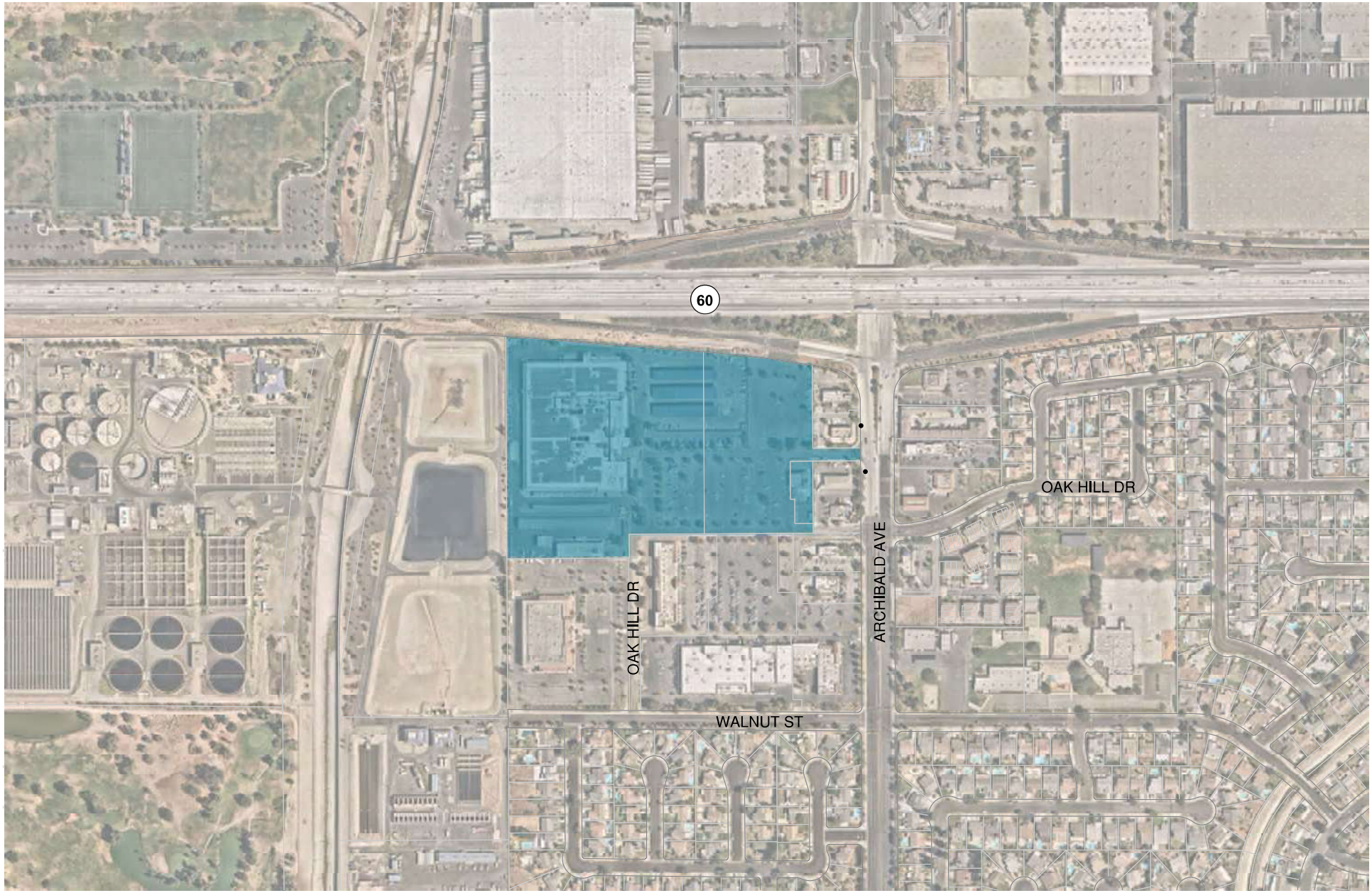
Date: 3/12/2026



Street Light Maintenance District No.2
Boundary and Inventory Map

CITY OF ONTARIO

Legend

- Conventional
- Maintenance District 2

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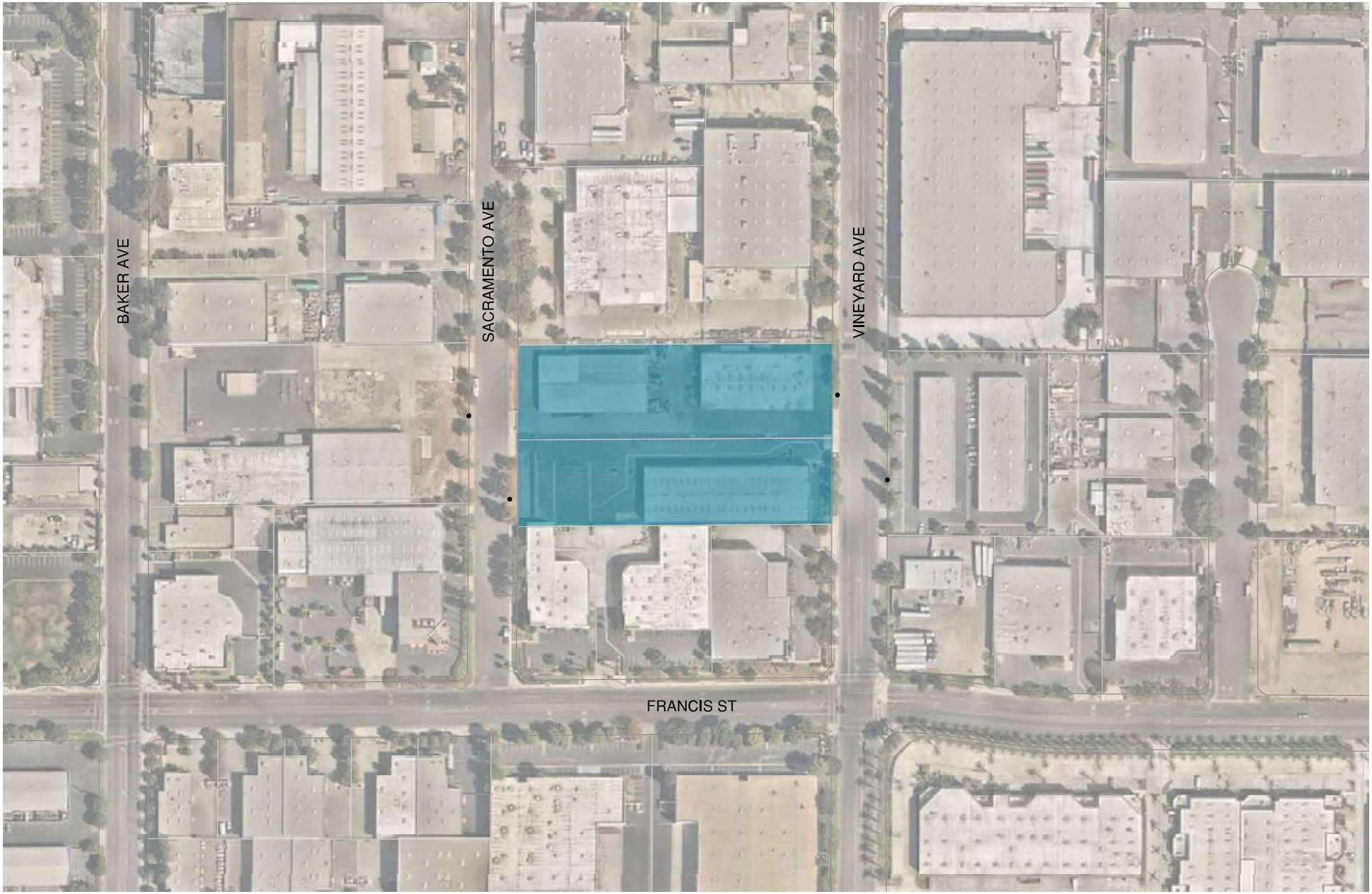

Street Light Maintenance District No.2
Boundary and Inventory Map

Legend

- Conventional
- Maintenance District 2

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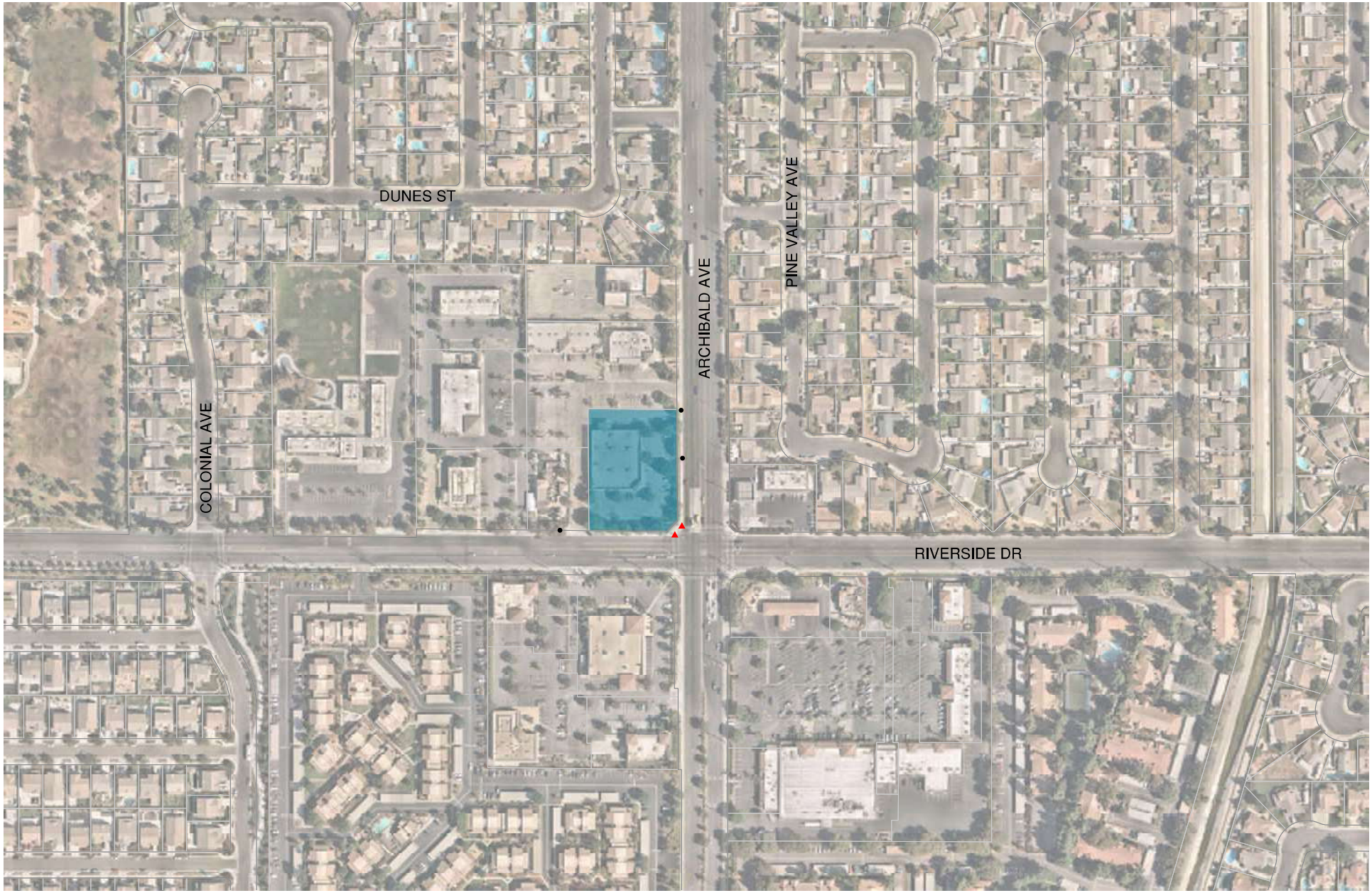

Street Light Maintenance District No.2 Boundary and Inventory Map

Legend

- Safety Light
- Conventional
- Maintenance District 2

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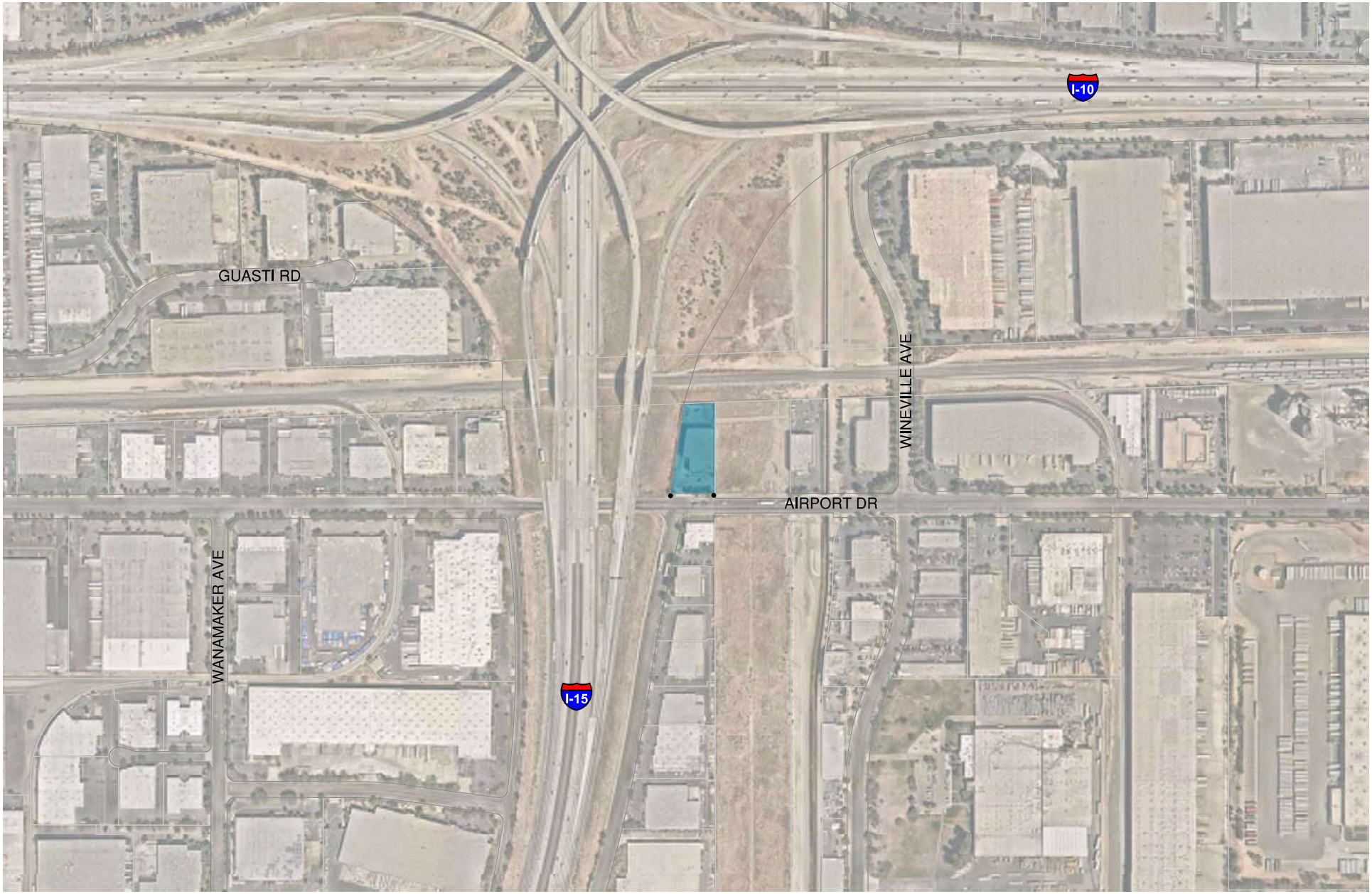
Date: 3/12/2026



Street Light Maintenance District No.2
Boundary and Inventory Map

Legend

- Conventional
- Maintenance District 2

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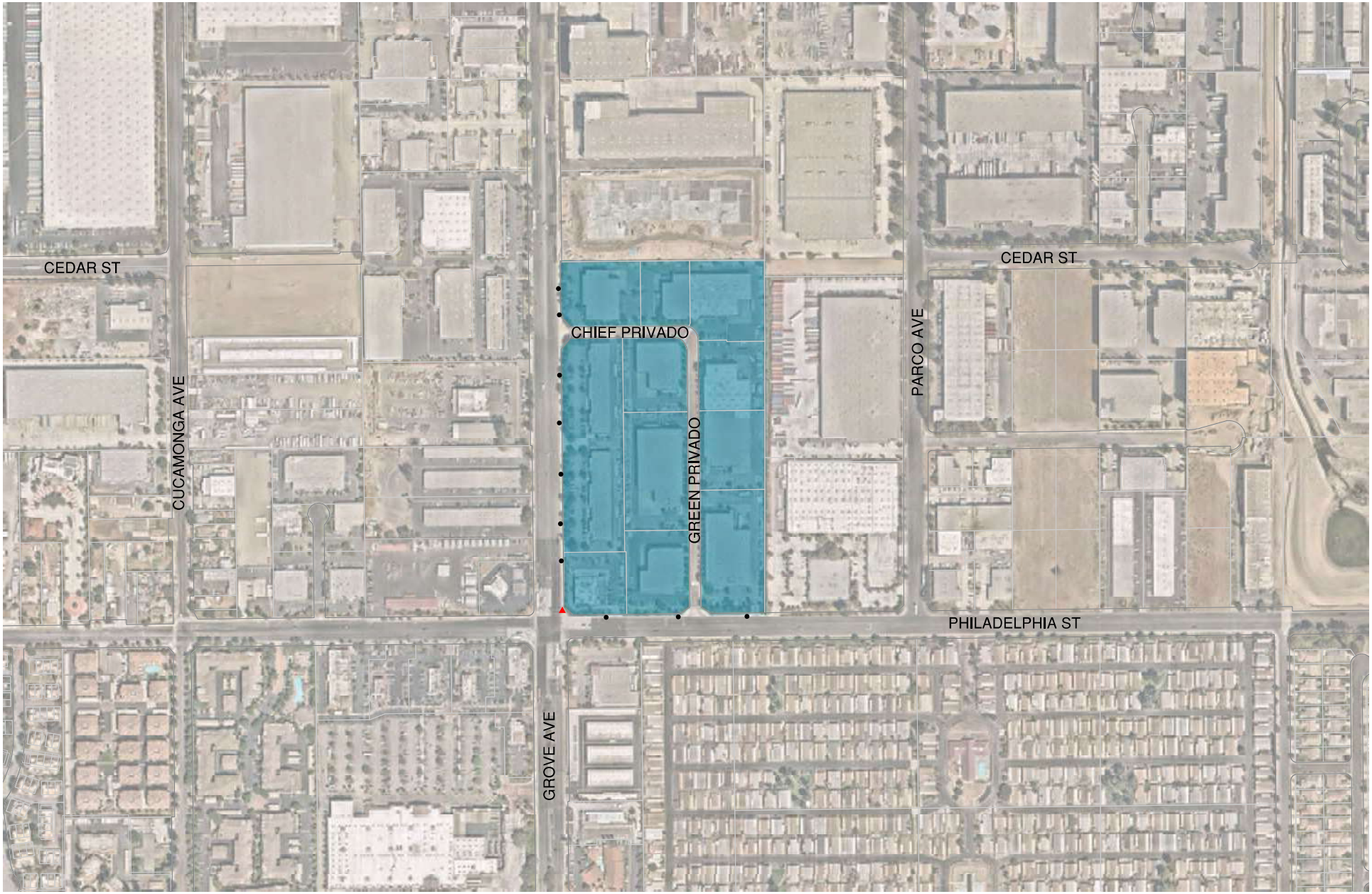
Date: 3/12/2026



Street Light Maintenance District No.2 Boundary and Inventory Map

Legend

- Safety Light
- Conventional
- Maintenance District 2

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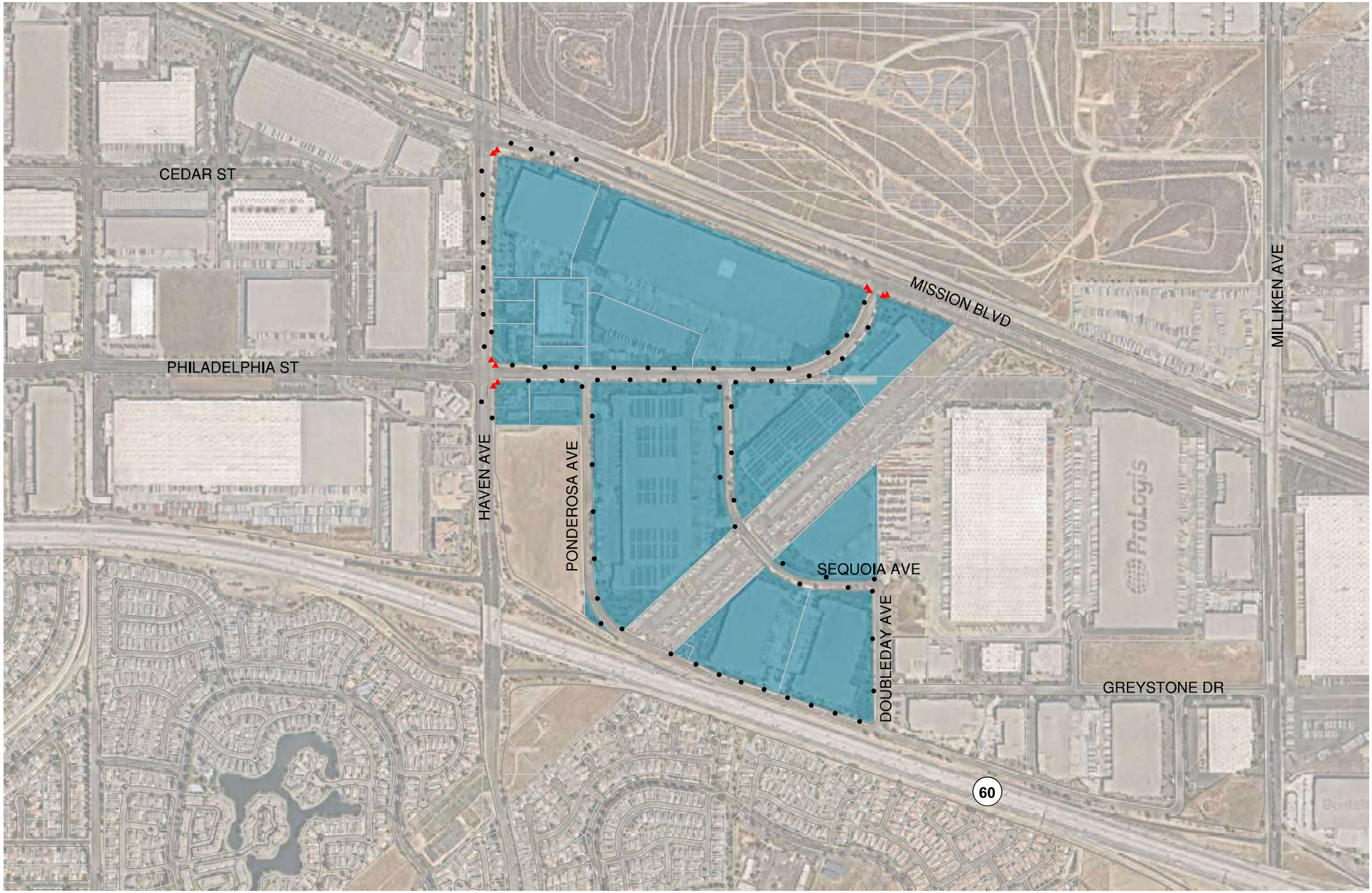
Date: 3/12/2026



Street Light Maintenance District No.2 Boundary and Inventory Map

Legend

- Safety Light
- Conventional
- Maintenance District 2

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Note: Reference is hereby made to the Maps of The Assessor of the County of San Berndardino, California, for a detailed description of the lines and dimensions of the parcels shown hereon.

Date: 3/12/2026

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, ORDERING THE PREPARATION OF THE ASSESSMENT ENGINEER'S REPORTS PURSUANT TO THE PROVISIONS OF DIVISION 15, PART 2, OF THE STREETS AND HIGHWAYS CODE OF THE STATE OF CALIFORNIA, FOR PROCEEDINGS FOR THE ANNUAL ASSESSMENT LEVY WITHIN ONTARIO STREET LIGHTING MAINTENANCE DISTRICTS NO. 1 AND NO. 2 FOR FISCAL YEAR 2026-27.

WHEREAS, the City Council of the City of Ontario, California, previously formed maintenance districts pursuant to the terms and provisions of the "Landscaping and Lighting Act of 1972," being Division 15, Part 2, of the Streets and Highways Code of the State of California (the "1972 Act"), known and designated as

CITY OF ONTARIO
STREET LIGHTING MAINTENANCE DISTRICTS NO. 1 AND 2

(the "Districts"); and

WHEREAS, at this time the City Council desires to initiate proceedings to provide for the annual levy of assessments for Fiscal Year 2026-27 to provide for the annual costs for maintenance of improvements within the Districts; and

WHEREAS, the proceedings for the annual levy of assessments shall relate to the Fiscal Year commencing July 1, 2026, and ending June 30, 2027; and

WHEREAS, there has been submitted to this City Council for its consideration at this time, maps showing the boundaries of the areas affected by the levy of the assessments for the above-referenced Fiscal Year, and inventory maps showing and describing in general the works of improvement proposed to be maintained in said Districts, said description being sufficient to identify the works of improvement and the areas proposed to be assessed for said maintenance thereof.

NOW, THEREFORE, IT IS HEREBY RESOLVED as follows:

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

SECTION 2. That the maps entitled

CITY OF ONTARIO
STREET LIGHTING MAINTENANCE DISTRICTS NO. 1 AND 2
BOUNDARY MAP AND INVENTORY MAPS

attached hereto, as submitted to this City Council, showing the boundaries of the proposed areas to be assessed and showing the works of improvement to be maintained, are hereby approved, and a copy thereof shall be on file with the City Clerk in the Records Management Department and open to public inspection. The proposed parcels and properties within said areas are those to be assessed to pay the costs and expenses for said maintenance work.

SECTION 3. That the proposed maintenance work within the areas proposed to be assessed shall be for street lighting and signal and appurtenant improvements, as said maintenance work is set forth in the Reports to be presented to this City Council for consideration.

SECTION 4. That the Assessment Engineer, Willdan Financial Services, is hereby ordered to prepare and file with this City Council the Assessment Engineer's Reports relating to said annual assessment and levy in accordance with the provisions of 1972 Act, Article XIII D of the Constitution of the State of California ("Article XIII D"), and the Proposition 218 Omnibus Implementation Act (Government Code Section 53750 and following) (the "Implementation Act") (the 1972 Act, Article XIII D and the Implementation Act are referred to collectively as the "Assessment Law").

SECTION 5. That upon completion, said Assessment Engineer's Reports shall be filed with the City Clerk, who shall then submit the same to this City Council for its consideration pursuant to the Assessment Law.

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

PASSED, APPROVED, AND ADOPTED this 16th day of June 2026.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

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

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. 2026- was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held June 16, 2026 by the following roll call vote, to wit:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

The foregoing is the original of Resolution No. 2026- duly passed and adopted by the Ontario City Council at their regular meeting held June 16, 2026.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING THE ASSESSMENT ENGINEER'S REPORTS FOR THE ANNUAL LEVY OF ASSESSMENTS WITHIN ONTARIO STREET LIGHTING MAINTENANCE DISTRICTS NO. 1 AND NO. 2 FOR FISCAL YEAR 2026-27.

WHEREAS, the City Council of the City of Ontario, California, pursuant to the provisions of Division 15, Part 2, of the Streets and Highways Code of the State of California (the "1972 Act"), Article XIII D of the Constitution of the State of California ("Article XIII D"), and the Proposition 218 Omnibus Implementation Act (Government Code Section 53750 and following) (the "Implementation Act") (the 1972 Act, Article XIII D and the Implementation Act are referred to collectively as the "Assessment Law"), did, by previous Resolution, order the preparation of the Assessment Engineer's Reports for the annual levy of assessments for the referenced Fiscal Year in the maintenance assessment districts known and designated as

CITY OF ONTARIO
STREET LIGHTING MAINTENANCE DISTRICTS NO. 1 AND 2

(the "Districts"); and

WHEREAS, there has now been presented to this City Council the Assessment Engineer's Reports as required by the Assessment Law and as previously directed by Resolution; and

WHEREAS, this City Council has now examined and reviewed the Assessment Engineer's Reports as presented, and is satisfied with each and all of the items and documents as set forth therein, and is satisfied that the assessments on a preliminary basis, have been assessed in accordance with the special benefits received from the improvements to be maintained, as set forth in said Assessment Engineer's Reports.

NOW, THEREFORE, IT IS HEREBY RESOLVED as follows:

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

SECTION 2. That the Assessment Engineer's Reports as presented, consisting of the following:

A. Plans and specifications describing the general nature, location, and extent of the improvements to be maintained and the extent of such maintenance for each District;

B. An estimate of the cost of the maintenance of the improvements for each District for Fiscal Year 2026-27;

C. A diagram for each District, showing the area and properties proposed to be assessed; and

D. An annual assessment within each District for Fiscal Year 2026-27 of the estimated costs of the maintenance of those improvements to be maintained during such Fiscal Year, assessing the net amount upon all assessable lots and/or parcels within each District in proportion to the special benefits received;

are hereby approved on a preliminary basis and are ordered to be filed in the Records Management Department as a permanent record and to remain open to public inspection.

SECTION 3. That the City Clerk shall certify to the passage and adoption of this Resolution, and the minutes of this meeting shall so reflect the presentation of the Assessment Engineer's Reports.

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

PASSED, APPROVED, AND ADOPTED this 16th day of June, 2026.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

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

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. 2026- was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held June 16, 2026 by the following roll call vote, to wit:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

The foregoing is the original of Resolution No. 2026- duly passed and adopted by the Ontario City Council at their regular meeting held June 16, 2026.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, DECLARING ITS INTENTION TO PROVIDE FOR AN ANNUAL LEVY AND COLLECTION OF ASSESSMENTS FOR FISCAL YEAR 2026-27 IN ONTARIO STREET LIGHTING MAINTENANCE DISTRICT NO. 1 PURSUANT TO THE PROVISIONS OF DIVISION 15, PART 2, OF THE STREETS AND HIGHWAYS CODE OF THE STATE OF CALIFORNIA, AND SETTING A TIME AND PLACE FOR A PUBLIC HEARING THEREON.

WHEREAS, the City Council of the City of Ontario, California, has previously formed a street lighting maintenance assessment district pursuant to the terms and provisions of the "Landscaping and Lighting Act of 1972," being Division 15, Part 2, of the Streets and Highways Code of the State of California (the “1972 Act”), in what is known and designated as

CITY OF ONTARIO
STREET LIGHTING MAINTENANCE DISTRICT NO. 1

(hereinafter referred to as the District); and

WHEREAS, the City Council has previously undertaken proceedings as required by the 1972 Act, Article XIII D of the Constitution of the State of California (“Article XIII D”), and the Proposition 218 Omnibus Implementation Act (Government Code Section 53750 and following) (the “Implementation Act and, together with the 1972 Act and Article XIII D, the “Assessment Law”) to approve and has approved the levy of maximum annual assessments to finance the estimated costs of the maintenance of all of the improvements to be maintained, assessing the net amount upon all assessable lots and/or parcels within the District in proportion to the special benefits received; together with a formula pursuant to which such maximum assessments may be adjusted annually for inflation; and

WHEREAS, at this time, this City Council desires to conduct proceedings to provide for the annual levy of assessments for referenced Fiscal Year 2026-27, to provide for the costs and expenses necessary for continual maintenance of improvements within said District; and

WHEREAS, at this time, there has been presented and approved by this City Council, the Engineer's Report as required by law, and this City Council desires to conduct the proceedings for said annual levy; and

WHEREAS, the proposed annual assessments for Fiscal Year 2026-27 as set forth in the Assessment Engineer’s Report increased by an average of 3.24% and do not exceed the maximum annual assessments as previously authorized to be levied and, therefore, the proposed levy of assessments for Fiscal Year 2026-27 are not deemed to be “increased” over the maximum annual assessments.

NOW, THEREFORE, IT IS HEREBY RESOLVED as follows:

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

SECTION 2. That the public interest and convenience requires, and it is the intention of this City Council, to undertake proceedings for the annual levy and collection of special assessments for Fiscal Year 2026-27 for the continued maintenance of certain improvements, all to service and specially benefit said District s shown and delineated on the maps as previously approved by this City Council and on file with the City Clerk in the Records Management Department, open to public inspection, and herein so referenced and made a part hereof, and proposed changes thereto are set forth in the Engineer's Report, incorporated herein as a part hereof.

REPORT

SECTION 3. That the Engineer's Report regarding the annual levy for said District, which Report is for maintenance for Fiscal Year 2026-27, is hereby approved and is directed to be filed with the City Clerk in the Records Management Department. Reference is made to such Report for a full and detailed description of the improvements to be maintained, the boundaries of the District and the zones therein, and the proposed assessments on assessable lots and parcels of land within the District.

ASSESSMENT

SECTION 4. That the public interest and convenience requires, and it is the intention of this City Council to order the annual assessment levy for the District for Fiscal Year 2026-27 as set forth and described in said Engineer's Report, and further it is determined to be in the best public interest and convenience to levy and collect annual assessments to pay the costs and expenses of said maintenance and improvement as estimated in said Report.

DESCRIPTION OF MAINTENANCE

SECTION 5. The assessments levied and collected shall be for the maintenance of certain street lighting and appurtenant improvements, as set forth in the Engineer's Report, referenced and so incorporated herein.

BOUNDARIES OF DISTRICT

SECTION 6. Said contemplated maintenance work is in the opinion of this City Council, of special benefit to the properties within the boundaries of the District, and this City Council makes the costs and expenses of said maintenance chargeable upon the District, which is specially benefited by said improvement and maintenance, and the District shall be assessed to pay the costs and expenses thereof. Said District shall include each and every parcel of land within the boundaries of said District, as said District is shown on the maps as approved by this City Council and on file in the Records Management Department.

PUBLIC HEARING

SECTION 7. NOTICE IS HEREBY GIVEN THAT A PUBLIC HEARING WILL BE HELD THE 21st DAY OF JULY, 2026, AT 6:30 P.M., AT THE REGULAR MEETING OF THE CITY COUNCIL, IN THE COUNCIL CHAMBERS, LOCATED AT CITY HALL, 303 EAST B STREET, ONTARIO, CA, WHICH IS THE TIME AND PLACE FIXED BY THIS CITY COUNCIL FOR THE HEARING OF PROTESTS OR OBJECTIONS IN REFERENCE TO THE ANNUAL LEVY OF ASSESSMENTS, TO THE EXTENT OF THE MAINTENANCE, BY PROPERTY OWNERS AFFECTED HEREBY AND ANY OTHER MATTERS CONTAINED IN THIS RESOLUTION; PROVIDED, THAT, IN THE EVENT THE JULY 21, 2026 CITY COUNCIL MEETING IS HELD VIA TELECONFERENCE AND/OR VIDEO CONFERENCE ONLY, THE MEANS BY WHICH THE PUBLIC MAY OBSERVE SUCH PUBLIC HEARING AND OFFER PUBLIC COMMENT SHALL BE PRESCRIBED IN THE NOTICE AND AGENDA FOR SUCH CITY COUNCIL MEETING. ANY PERSONS WHO WISH TO OBJECT TO THE PROCEEDINGS FOR THE ANNUAL LEVY SHOULD FILE A WRITTEN PROTEST WITH THE CITY CLERK PRIOR TO THE TIME SET AND SCHEDULED FOR SAID PUBLIC HEARING.

NOTICE

SECTION 8. That the City Clerk is hereby authorized and directed to publish, pursuant to Government Code Section 6061, a copy of this Resolution in a newspaper of general circulation within said City, said publication shall be made one time and not less than ten (10) days before the date set for the Public Hearing.

SECTION 9. That this Resolution shall take effect immediately upon its adoption.

SECTION 10. For any and all information relating to the proceedings, protest procedure, any documentation and/or information of a procedural or technical nature, your attention is directed to the below listed person at the local agency or department so designated:

Claudia Hernandez
City of Ontario
303 East “B” Street
Ontario, California 91764
(909) 395-2261

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

PASSED, APPROVED, AND ADOPTED this 16th day of June, 2026.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

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

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. 2026- was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held June 16, 2026 by the following roll call vote, to wit:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

The foregoing is the original of Resolution No. 2026- duly passed and adopted by the Ontario City Council at their regular meeting held June 16, 2026.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, DECLARING ITS INTENTION TO PROVIDE FOR AN ANNUAL LEVY AND COLLECTION OF ASSESSMENTS FOR FISCAL YEAR 2026-27 IN ONTARIO STREET LIGHTING MAINTENANCE DISTRICT NO. 2, PURSUANT TO THE PROVISIONS OF DIVISION 15, PART 2, OF THE STREETS AND HIGHWAYS CODE OF THE STATE OF CALIFORNIA, AND SETTING A TIME AND PLACE FOR A PUBLIC HEARING THEREON.

WHEREAS, the City Council of the City of Ontario, California, has previously formed a street lighting maintenance assessment district, and authorized the levy of assessments therein pursuant to the terms and provisions of the "Landscaping and Lighting Act of 1972," being Division 15, Part 2, of the Streets and Highways Code of the State of California (the "1972 Act"), Article XIII D of the Constitution of the State of California ("Article XIII D"), and the Proposition 218 Omnibus Implementation Act (Government Code Section 53750 and following) (the "Implementation Act") (the 1972 Act, Article XIII D and the Implementation Act are referred to collectively as the "Assessment Law") in what is known and designated as

CITY OF ONTARIO
STREET LIGHTING MAINTENANCE DISTRICT NO. 2

(the "District"); and

WHEREAS, the City Council previously undertook proceedings as required by the Assessment Law to consider the approval of the levy of (a) maximum annual assessments to finance the estimated costs of the maintenance of all of the improvements to ultimately be maintained upon the completion and acceptance thereof for maintenance, assessing the net amount upon all assessable lots and/or parcels within the District in proportion to the special benefits received; together with a formula pursuant to which such maximum assessment may be adjusted annually for inflation, and (b) an initial annual assessment of the estimated costs of the maintenance of those improvements to be maintained during the Fiscal Year, assessing the net amount upon all assessable lots and/or parcels within the District in proportion to the special benefits received; and

WHEREAS, upon the conclusion of the public hearing related to the proposed levy of the maximum annual assessments referred to in the preceding recital, the assessment ballots submitted in favor of the maximum annual assessments and the assessment ballots received in opposition to the levy of the maximum annual assessments were tabulated with assessment ballots weighted according to the proportional financial obligation of the affected properties; and

WHEREAS, as a result of the tabulation of the assessment ballots submitted, it was determined that the assessment ballots submitted, and not withdrawn, in favor of the proposed maximum annual assessment exceeded the assessment ballots submitted, and not withdrawn, in opposition to the levy of the maximum annual assessment; and

WHEREAS, this City Council has initiated proceedings to provide for the annual levy of assessments for Fiscal Year 2026-27, to finance the costs and expenses necessary for continued maintenance of improvements within said District; and

WHEREAS, at this time, there has been presented and approved by this City Council, the Assessment Engineer's Report as required by the Assessment Law, and this City Council desires to conduct the proceedings to authorize said annual levy; and

WHEREAS, the proposed annual assessments for Fiscal Year 2026-27 as set forth in the Assessment Engineer's Report increased by a net average of 3.24% and do not exceed the maximum annual assessments as previously authorized to be levied and, therefore, the proposed levy of assessments for Fiscal Year 2026-27 are not deemed to be "increased" over the maximum annual assessments.

NOW, THEREFORE, IT IS HEREBY RESOLVED as follows:

RECITALS

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

IMPROVEMENTS AND MAINTENANCE

SECTION 2. That the public interest and convenience requires, and it is the intention of this City Council, to undertake proceedings for the annual levy and collection of special assessments for Fiscal Year 2026-27 for the continued maintenance of the improvements described below, all to service and specially benefit the properties within said District as said area is shown and delineated on a map as previously approved by this City Council and on file with the City Clerk in the Records Management Department, open to public inspection, and herein so referenced and made a part hereof:

The improvements to be maintained include street lighting facilities specially benefiting the properties within the District. Such street lighting facilities include all works or improvements used or useful for street lighting, including luminaires, poles, supports, tunnels, manholes, vaults, conduits, pipes, wires, conductors, guys, stubs, platforms, braces, transformers, insulators, contacts, switches, capacitors, meters, communications circuits, appliances, attachments and appurtenances.

The maintenance of such street lighting facilities shall include the furnishing of services and materials for the ordinary and usual maintenance and servicing of the street lighting facilities, including:

(a) Repair, removal, or replacement of all or any part of any street lighting facility; and

(b) The provision of electric current for the operation of such street lighting facilities.

Reference is made to the Assessment Engineer's Report for further information regarding the improvements to be maintained and the scope of such maintenance.

The annual assessment for the referenced Fiscal Year shall be levied only for those improvements completed or projected to be completed and accepted by this City Council for maintenance prior to or during said Fiscal Year.

ASSESSMENT ENGINEER'S REPORT

SECTION 3. That the Assessment Engineer's Report regarding the annual levy for said District, which Report is for maintenance for Fiscal Year 2026-27, is hereby approved and is directed to be filed with the City Clerk in the Records Management Department. Reference is made to such Report for a full and detailed description of the improvements to be maintained, the boundaries of the District and any zones therein, and the proposed assessments upon assessable lots and parcels of land within the District.

ASSESSMENT

SECTION 4. That the public interest and convenience requires, and it is the intention of this City Council to order the annual assessment levy for the District for Fiscal Year 2026-27 as set forth and described in said Assessment Engineer's Report, and further it is determined to be in the best public interest and convenience to levy and collect annual assessments to pay the costs and expenses of said maintenance and improvement as estimated in the Assessment Engineer's Report.

BOUNDARIES OF DISTRICT

SECTION 5. Said contemplated maintenance work is in the opinion of this City Council, of direct benefit to the properties within the boundaries of the District, and this City Council makes the costs and expenses of said maintenance chargeable upon a District, which is benefited by said improvement and maintenance, and the District shall be further assessed to pay the costs and expenses thereof. Said District shall include each and every parcel of land within the boundaries of said District, as said District is shown on a map as approved by this City Council and on file in the Records Management Department, and so designated by the name of the District.

PUBLIC HEARING

SECTION 6. NOTICE IS HEREBY GIVEN THAT A PUBLIC HEARING WILL BE HELD THE 21st DAY OF JULY, 2026, AT 6:30 P.M., AT THE REGULAR MEETING OF THE CITY COUNCIL, BEING IN THE COUNCIL CHAMBERS, LOCATED AT CITY HALL, 303 EAST B STREET, ONTARIO, CA, WHICH IS THE TIME AND PLACE FIXED BY THIS CITY COUNCIL FOR THE HEARING OF PROTESTS OR OBJECTIONS IN REFERENCE TO THE ANNUAL LEVY OF ASSESSMENTS, TO THE EXTENT OF THE MAINTENANCE, BY ANY INTERESTED PERSON AND ANY OTHER MATTERS CONTAINED IN THIS RESOLUTION; PROVIDED, THAT, IN THE EVENT THE JULY 21, 2026 CITY COUNCIL MEETING IS HELD VIA TELECONFERENCE AND/OR VIDEO CONFERENCE ONLY, THE MEANS BY WHICH THE PUBLIC MAY OBSERVE SUCH PUBLIC HEARING AND OFFER PUBLIC COMMENT SHALL BE PRESCRIBED IN THE NOTICE AND AGENDA FOR SUCH CITY COUNCIL MEETING. ANY PERSONS WHO WISH TO OBJECT TO THE PROCEEDINGS FOR THE ANNUAL LEVY SHOULD FILE A WRITTEN PROTEST WITH THE CITY CLERK PRIOR TO THE TIME SET AND SCHEDULED FOR SAID PUBLIC HEARING.

NOTICE

SECTION 7. That the City Clerk is hereby authorized and directed to publish, pursuant to Government Code Section 6061, a copy of this Resolution in a newspaper of general circulation within said City, said publication shall be made one time and not less than ten (10) days before the date set for the Public Hearing.

EFFECTIVE DATE OF RESOLUTION

SECTION 8. That this Resolution shall take effect immediately upon its adoption.

PROCEEDING INQUIRIES

SECTION 9. For any and all information relating to the proceedings, protest procedure, any documentation and/or information of a procedural or technical nature, your attention is directed to the below listed person at the local agency or department so designated:

Claudia Hernandez
City of Ontario
303 East “B” Street
Ontario, California 91764
(909) 395-2261

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

PASSED, APPROVED, AND ADOPTED this 16th day of June, 2026.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

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

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. 2026- was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held June 16, 2026 by the following roll call vote, to wit:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

The foregoing is the original of Resolution No. 2026- duly passed and adopted by the Ontario City Council at their regular meeting held June 16, 2026.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

CITY OF ONTARIO *Agenda Report* **June 16, 2026**	**SECTION:** **CONSENT CALENDAR**
Department: Information Technology Prepared By: Samantha Robles Staff Member Presenting: Colin Fernandes, Executive Director Information Technology Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 8

SUBJECT: **INFORMATION TECHNOLOGY SERVICE REVENUE CONTRACT WITH THE COUNTY OF SAN BERNARDINO FOR THE PUBLIC SAFETY COMMUNICATIONS SYSTEM ACCESS AND MAINTENANCE SERVICES**

RECOMMENDATION: That the City Council authorize the City Manager, or his designee, to execute a five-year Information Technology Service Revenue Contract with the County of San Bernardino for the Public Safety Communications System Access and Maintenance Services for an estimated annual amount of $1,930,277 for an estimated total contract amount of $9,651,385.

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

FISCAL IMPACT: The Fiscal Year 2025-26 Adopted Budget includes appropriations from the Information Technology Fund for radio service and maintenance. The estimated annual cost for the Public Safety Communications System Access and Maintenance Services with the County of San Bernardino over a five-year term is $1,930,277, including a 5% annual contingency, for an estimated total contract amount of $9,651,385. The fixed billing rates specified in the current Agreement will determine the amount charged for services and reflect the actual services provided. If approved, appropriations will be included in future Fiscal Year Proposed Budgets consistent with the annual adoption process.

BACKGROUND & ANALYSIS:

San Bernardino County operates and maintains the regional 800 MHz public safety radio system used by agencies throughout the county. The system provides reliable, interoperable communications for routine operations, emergency response, mutual aid incidents, and disasters.

The City currently utilizes approximately 1,713 mobile and handheld radios across Police, Fire, Community Improvement, and Public Works operations. This Agreement ensures continued access to the County's radio network, including maintenance, system support, and interoperability with County and regional partners. Continued participation reduces the risk of communication failures and supports continuity of operations during emergencies.

The County of San Bernardino is the sole provider and operator of this regional radio system. Because access to and operation of the network are proprietary to the County and no alternative provider can furnish these services, the procurement qualifies for the exceptions set forth in Ontario Municipal Code Sections 2-6.23(b) and (c). Competitive solicitation would be impractical and would not provide any advantage to the City.

Over the past five years, the City's radio inventory has increased from approximately 1,358 to 1,713 radios. In addition, dispatch console capacity is expected to increase from 16 to approximately 20 consoles by the end of 2026 with the transition to the City's new dispatch center. Staff recommends City Council approve an agreement with the County of San Bernardino in an amount not to exceed $9,651,385 for a five-year term.

851 E. Cooley Drive, Colton, CA 92324 | Phone: 909.388.5500 Fax: 909.388.5555
www.SBCounty.gov

SAN BERNARDINO COUNTY

Innovation and Technology Department

Lynn Fyhrlund
Chief Information Officer

October 31, 2025

ATTN: Finance Management
Customer Name: City of Ontario

Subject: Upcoming Public Safety Communication Service Rate Adjustments for 2026-27

We are writing to inform you of upcoming adjustments to the County's Innovation and Technology Department Public Safety Communication (PSC) system service rates for 2026-27.

The County's PSC system has historically been funded by a combination of customer-paid service rates and County General Fund. Starting in 2026-27, a full cost recovery model will be implemented for PSC service rates. This model includes necessary system equipment upgrades identified through 2034-35, which were not previously factored into rates.

Service rate impacts are detailed and estimated below. Final rates are contingent on approval by the County Board of Supervisors. Any changes to the below estimated service rates will be communicated to customers.

Radio Access and Maintenance: This existing rate is expected to increase from $59.29 per radio per month to **$76.37 per radio per month (estimated)** as a result of this change. This service rate includes core system infrastructure equipment upgrades required to replace unsupportable and obsolete equipment through 2034-35.

Cost Center: 6000-00DY
Radio Count as of June 2025: 1,012
Estimated Total 2026-27 Cost: $927,437

Cost Center: 6000-00DZ
Radio Count as of June 2025: 328
Estimated Total 2026-27 Cost: $300,592

Cost Center: 6000-01EE
Radio Count as of June 2025: 517
Estimated Total 2026-27 Cost: $473,799

Dispatch Console Upgrade Replacement: This is a new rate of **$5,879.94 per console per year (estimated)** that will apply to customers who have existing dispatch consoles that have not been self-upgraded to the new console model (Command Central AXS). **Customers may choose to purchase their dispatch consoles outright from ITD at an upfront cost of $52,919.46. If selecting this option, please notify ITD by June 30, 2026, to ensure proper chargeback processing.** Dispatch console upgrades are required to keep the consoles up-to-

BOARD OF SUPERVISORS
Col. Paul Cook (Ret.) Vice Chairman, First District | Jesse Armendarez Second District | Dawn Rowe Chair, Third District | Curt Hagman Fourth District | Joe Baca, Jr. Fifth District
Luther Snok Chief Executive Officer

date and functioning optimally and are not optional. Upgrade replacements will occur over the next two years, beginning in 2025-26.

Cost Center: 6000-00DY
Console Count: 11
Estimated Total 2026-27 Cost: $64,679

Dispatch Console Access, Maintenance, Software Upgrade, and Replacement: This existing rate methodology is unchanged; however, decreased customer costs are anticipated due increased customer usage which spreads the cost to maintain the consoles across a larger customer base. The existing rate is expected to decrease from $642.75 per console per month to **$487.15 per console per month (estimated)**.

Cost Center: 6000-00DY
Console Count: 11
Estimated Total 2026-27 Cost: $64,304

I will follow up with a meeting request in the coming weeks to address any questions or concerns you may have.

I appreciate your understanding.



Cody Barnes
IT Chief Finance Officer
(909) 388-5524
cody.barnes@itd.sbcounty.gov

THE INFORMATION IN THIS BOX IS NOT A PART OF THE CONTRACT AND IS FOR COUNTY USE ONLY

Contract Number

ITD-26002

SAP Number

N/A

Innovation and Technology Department

Department Contract Representative	Jeremiah Thomas
Telephone Number	(909) 388-0641
Customer	City of Ontario (6000-00DZ) (6000-00DY) (6000-01EE)
Customer Representative	Jose Andrade
Telephone Number	(909) 395-2000
Contract Term	7/1/2026 – 6/30/2031
Original Contract Amount	Based on Actual Usage
Amendment Amount	N/A
Total Contract Amount	Based on Actual Usage
Cost Center	Varies

INFORMATION TECHNOLOGY SERVICE REVENUE CONTRACT

This CONTRACT is entered into in the State of California by and between San Bernardino County, hereinafter called, "County", **and** City of Ontario**,** hereinafter called "Customer".

Name
City of Ontario
Address
303 East B Street

Ontario, CA 91674
Telephone
(909) 395 - 2000
Federal ID No. or Social Security No.

IT IS HEREBY AGREED AS FOLLOWS*:*

A. CONTRACTED SERVICES (Select all that apply):

☒ **General ITD Services (Attachment A)**
Defined as all services contained in Attachment A "ITD Rate Sheet – External Customers" with exception to Public Safety Communication Services.

☒ **Public Safety Communications Services (Attachment B)**
Defined under Public Safety Communication Services in Attachment B "ITD Rate Sheet – External Customers".

☐ **Wide Area Network (WAN) Services (Attachment C)**
Defined in Attachment C "Wide Area Network Services".

B. PROVISION OF SERVICES

This is the County standard revenue contract to provide information technology services, hereinafter, "Services," to Customer by the County Innovation and Technology Department, hereinafter, "ITD". Customer understands that County may elect to have other vendors provide similar professional services under other contracts.

All Services available under this Contract are listed in full in the Attachments and are detailed by Service name, Service description, rate, and charge measurement as applicable and as identified in the Attachments.

Services are initiated at Customer's request, subject to ITD's acceptance, and consist of the following types of charges, as further set forth in the Attachments:

B.1 Per item; one-time charge as requested.
B.2 Per month; per unit charge ongoing until Customer submits a request to cancel.
B.3 Per hour; per work order, project, or quote.

C. CUSTOMER RESPONSIBILITIES

Customer will:

C.1 Determine the Services needed, including any adjustments to ongoing Services.

C.2 Initiate or cancel any Services via submission of a Help Desk Ticket. Contact County Help Desk by calling: 909-884-4884 or isdhelpdesk@isd.sbcounty.gov (email for non-urgent requests only).

C.3 Promptly inform County, in writing, of any pending changes in programs/funding applicable to Services provided herein.

D. COUNTY RESPONSIBILITIES

County will:

D.1 Provide the Services requested by Customer, subject to ITD's approval, and in accordance with established work schedules and County Board of Supervisor (Board) approved service rates in effect at the time Service is provided.

D.2 Perform the Services in a workmanlike manner, but County assumes no liability for failure to provide or delay in providing Services under this Contract.

D.3 Furnish the necessary equipment and personnel to perform the Services, but County assumes no liability for equipment failure or adverse consequences cause by such failed equipment.

E. GENERAL CONTRACT REQUIREMENTS

E.1 Contract Amendments

Both parties agree that any alterations, variations, modifications, or waivers of the provisions of the Contract, shall be valid only when reduced to writing, executed and attached to the original Contract and approved by the person(s) authorized to do so on behalf of Customer and County.

E.2 Contract Assignability

Without the prior written consent of the County, the Contract is not assignable by Customer either in whole or in part.

E.3 Permits

Customer is responsible for obtaining and paying any costs of all permits, licenses or approvals by any regulatory bodies having jurisdiction over the uses authorized herein, as appropriate.

E.4 Attorney's Fees and Costs

If any legal action is instituted to enforce any party's rights hereunder, each party shall bear its own costs and attorney fees, regardless of who is the prevailing party. This paragraph shall not apply to those costs and attorney fees directly arising from a third-party legal action against a party hereto and payable under Indemnification and Insurance Requirements.

E.5 Change of Address

Customer shall notify the County, in writing, of any change in mailing address within ten (10) business days of the change.

E.6 Choice of Law

This Contract shall be governed by and construed according to the laws of the State of California.

E.7 Confidentiality

To the extent applicable and with exception to Federal, State, Local Laws, and/or the California Public Records Act, if Customer is a business that collects the personal information of a consumer(s) in performing Services pursuant to this Contract, Contractor must comply with the provisions of the California Consumer Privacy Act (CCPA). (Cal. Civil Code §§1798.100, et seq.). For purposes of this provision, "business," "consumer," and "personal information" shall have the same meanings as set forth at Civil Code section 1798.140. Customer must contact the County within 1 business day upon receipt of any request by a consumer submitted pursuant to the CCPA that requires any action on the part of the County, including but not limited to, providing a list of disclosures or deleting personal information. Customer must not sell, market or otherwise disclose personal information of a consumer provided by the County unless specifically authorized pursuant to terms of this Contract. Customer must immediately provide to the County any notice provided by a consumer to Customer pursuant to Civil Code section 1798.150(b) alleging a violation of the CCPA, that involves personal information received or maintained pursuant to this Contract. Customer must immediately notify the County if it receives a notice of violation from the California Attorney General pursuant to Civil Code section 1798.155(b).

Customer shall hold as confidential and use reasonable care to prevent unauthorized access by, storage, disclosure, publication, dissemination to and/or use by third parties of, confidential information that is either: (1) provided by the County to Customer or an agent of Customer or otherwise made available to Customer or Customer's agent in connection with this Contract; or, (2) information and/or data acquired, obtained, or learned by Customer or an agent of Customer regarding this Contract.

For the purposes of this provision and consistent with California Civil Code Section 1798.29, PII, is any information that can be used to distinguish or trace an individual's identity, for example, any combination of name, social security number, date and place of birth, mother's maiden name, or biometric records; and any other information that is linked or linkable to an individual, such as medical, educational, financial, and employment information.

E.8 Primary Point of Contact

Customer will designate an individual to serve as the primary point of contact for the Contract. Customer shall not change the primary contact without prior written notice to the County. Customer will also designate a back-up point of contact in the event the primary contact is not available.

E.9 Contract Authorization

Customer warrants and represents that the individual signing this Contract is a properly authorized representative of the Customer and has the full power and authority to enter into this Contract on the Customer's behalf.

E.10 County Representative

The County Chief Information Officer or his/her designee shall represent the County in all matters pertaining to the Services to be rendered under this Contract, including termination and assignment of this Contract, and shall be the final authority in all matters pertaining to the Services/Scope of Work by County.

E.11 Duration of Terms

This Contract, and all of its terms and conditions, shall be binding upon and shall inure to the benefit of the heirs, executors, administrators, successors, and assigns of the respective parties, provided no such assignment is made in violation of the provisions of this Contract.

E.12 Legality and Severability

The parties' actions under the Contract shall comply with all applicable laws, rules, regulations, court orders and governmental agency orders. The provisions of this Contract are specifically made severable. If a provision of the Contract is terminated or held to be invalid, illegal or unenforceable, the validity, legality and enforceability of the remaining provisions shall remain in full effect.

E.13 Mutual Covenants

The parties to this Contract mutually covenant to perform all of their obligations hereunder, to exercise all discretion and rights granted hereunder, and to give all consents in a reasonable manner consistent with the standards of "good faith" and "fair dealing".

E.14 Relationship of the Parties

Nothing contained in this Contract shall be construed as creating a joint venture, partnership, or employment arrangement between the parties hereto, nor shall either party have the right, power or authority to create an obligation or duty, expressed or implied, on behalf of the other Party hereto.

E.15 Release of Information

No news releases, advertisements, public announcements, or photographs arising out of the performance of the Contract or Customer's relationship with County may be made or used without prior written approval of the County, as applicable.

E.16 Strict Performance

Failure by a party to insist upon the strict performance of any of the provisions of this Contract by the other party, or the failure by a party to exercise its rights upon the default of the other party, shall not constitute a waiver of such party's right to insist and demand strict compliance by the other party with the terms of this Contract thereafter.

E.17 Subpoena

In the event that a subpoena or other legal process commenced by a third party in any way concerning the Services provided under this Contract is served upon Customer or County, such party agrees to notify the other party in the most expeditious fashion possible following receipt of such subpoena or other legal process. Customer and County further agree to cooperate with the other party in any lawful effort by such other party to contest the legal validity of such subpoena or other legal process commenced by a third party as may be reasonably required and at the expense of the party to whom the legal process is directed.

E.18 Termination for Convenience

The County and the Customer each reserve the right to terminate the Contract, for any reason, with a thirty (30) day written notice of termination. Such termination may include all or part of the Services provided hereunder. Upon such termination, payment will be made to the County for Services rendered and expenses reasonably incurred prior to the effective date of termination. Upon receipt of termination notice County shall promptly discontinue Services unless the notice directs otherwise.

E.19 Contract Exclusivity

This is not an exclusive Contract. Customer reserves the right to enter into a contract with other contractors for the same or similar services. The Customer does not guarantee or represent that the County will be permitted to perform any minimum amount of work, or receive compensation other than on a per order basis, under the terms of this Contract.

E.20 Information Dispute Resolution

In the event the Customer determines that Service in unsatisfactory, or in the event of any other dispute, claim, question or disagreement arising from or relating to this Contract or breach thereof, the parties hereto shall use their best efforts to settle the dispute, claim, question or disagreement. To this effect, they shall consult and negotiate with each other in good faith, and recognizing their mutual interests, attempt to reach a just and equitable solution satisfactory to both parties.

E.21 Venue

The parties acknowledge and agree that this Contract was entered into and intended to be performed in San Bernardino County, California. The parties agree that the venue of any action or claim brought by any party to this Contract will be the Superior Court of California, San Bernardino County, San Bernardino District. Each party hereby waives any law or rule of the court which would allow them to request or demand a change of venue. If any action or claim concerning this Contract is brought by any third party and filed in another venue, the parties hereto agree to use their best efforts to obtain a change of venue to the Superior Court of California, San Bernardino County, and San Bernardino District.

F. TERM OF CONTRACT

This Contract is effective as of July 1, 2026 (Effective Date) and remains in effect for a period of five (5) years, unless terminated earlier in accordance with provisions of this Contract.

G. TERMINATION OR SUSPENSION OF SERVICES

G.1 Immediate Suspension, Uncured Termination

The County may, in its sole discretion and without prior notice, immediately suspend all or part of the Services for breach of any of the conditions identified below. The County will provide Customer a written notice of breach and allow the Customer 30 days to correct the condition giving rise to such breach. If the Customer fails to remedy the breach within the 30-day cure period, the County may immediately terminate the Services with no further notice required.

G.1.1 Customer shall comply with all applicable laws, statutes, ordinances, administrative orders, rules or regulations relating to its duties, obligations and performance under the terms of the Contract. Customer shall ensure that it has all necessary licenses and permits required by the laws of the United States, State of California, County, and all other appropriate governmental agencies, and agrees to maintain these licenses and permits in effect for the duration of the Agreement. Customer shall notify County immediately of loss or suspension of any such required licenses and permits.

G.1.2 Customer represents and warrants to County that (i) the information Customer provides in connection with registration for the Services is accurate and complete; (ii) Customer's use of the System is not illegal, defamatory, malicious, harmful, or discriminatory based on race, sex, religion, nationality, disability, sexual orientation, or age; (iii) Customer's use of the Services complies with all applicable laws, rules and regulations; (iv) Customer has obtained all consents and licenses required to legally access and use the System; (v) the execution and delivery of this Agreement will not conflict with, or violate any provision of, Customer's charter, by-laws or other governing documents; and (vi) Customer has otherwise taken all necessary steps to legally execute this Agreement.

G.1.3 Customer agrees to abide by all existing and future security practices, policies and protocols established by the County, which the County has established to ensure the integrity of the System. Customer understands that the County closely monitors the

System and may perform periodic security audits to provide insight into any potential abnormalities that may impact ensuring confidentiality, integrity, and availability.

G.1.4 Customer agrees to implement measures that are reasonable for Customer's use of the System to prevent interference with the operation of the System. **NEITHER COUNTY NOR ANY OF ITS EMPLOYEES, AGENTS, REPRESENTATIVES, SERVICE SUPPLIERS OR LICENSORS WILL BE LIABLE FOR UNAUTHORIZED ACCESS TO, MISUSE OF, CUSTOMER'S INABILITY TO ACCESS, OR DAMAGE TO THE SYSTEM OR CUSTOMER'S FIELD EQUIPMENT, EXCEPT TO THE EXTENT CAUSED BY COUNTY'S NEGLIGENCE OR INTENTIONAL MISCONDUCT, UNLESS AND ONLY TO THE EXTENT THAT THIS DISCLAIMER IS PROHIBITED BY APPLICABLE LAW.**

G.2 Immediate Termination

The County may, in its sole discretion and without prior notice, immediately suspend or terminate all or part of the Services for any of the conditions identified below. The County will promptly provide Customer a written notice of termination or suspension of Services to Customer.

G.2.1 County discovers that Customer provided false registration information, or that Customer lacked the capacity to enter into this Agreement at the time of its consummation;

G.2.2 County determines, in its sole discretion, that Customer's use of the Services poses a threat or an adverse effect to the security, privacy, or performance of the System or to any of County's other users or suppliers;

G.2.3 County determines, in its sole discretion, that Customer's use of the Services is illegal;

G.2.4 County reasonably believes that Customer's use of the Services has or will subject County to civil or criminal liability;

G.2.5 Customer fails to make any payment when due; or

G.2.6 Customer breaches any of the other material terms and conditions in this Agreement.

H. FISCAL PROVISIONS

H.1 There is no minimum or maximum amount of payment under this Contract.

H.2 Services are charged equitably to all customers in accordance with State Controller's Handbook of Cost Plan Procedures for California Counties.

H.3 Charges will be based on actual usage at the rates effective at the time Services are rendered (see Attachment A "ITD Rate Sheet – External Customers" and Attachment C "Wide Area Network Services", if applicable). Rates are reviewed and subject to change annually based on the cost to provide services to Customers and are effective July 1st of each year. Rates are also subject to change throughout the year via a mid-year rate change, if deemed appropriate based on the cost to provide services to Customers being significantly higher or lower than anticipated during the annual review. County will not amend this Contract due to rate changes or changes in usage amounts by Customer. Attachment A includes the list of County service rates effective at the time this Contract is entered into. County will attempt to provide at least thirty (30) days advance written notice of any rate change, which will be sent to Customer at the following address:

City of Ontario
ATTN: Jose Andrade, IT Manager - Operations
303 East B Street Ontario, CA 91674

H.4 Services will be billed on a monthly basis for actual expenses incurred and claimed by ITD for the preceding month.

H.4.1 For Customers that use the County's Enterprise Financial Management System:

Monthly charges will be handled by an automated transfer processed by ITD via the County's Enterprise Financial Management System. A copy of the billing statement can

be accessed via the ITD Billing System by Customer, provided that Customer has the necessary permission on the County's network.

H.4.2 For Customers that do not use the County's Enterprise Finance Management System:

County will mail an invoice on a monthly basis starting on the Effective Date of this Contract, or starting on the installation or implementation date, if applicable. Payment shall be due sixty (60) days from date of invoice.

Payment can be made by check or electronic funds transfer (EFT). Checks shall be made payable to San Bernardino County. Customers requesting to make payments to County via electronic funds transfer (EFT) directly deposited into the County's designated bank account shall provide County with instructions to process EFT payments.

Payment address is:

Innovation and Technology Department
670 E. Gilbert Street, First Floor
San Bernardino, CA 92415-0915
Attn: Administration Services

I. DEFAULT

If the Customer does not make timely payment of amounts due under this Contract or breaches any term or condition of this Contract, County may declare immediately due and payable the entire unpaid amount, plus all other amounts due hereunder, less any unearned charges.

J. INDEMNIFICATION

The County agrees to defend and indemnify the Customer and its authorized officers, employees, agents and volunteers from any and all claims, actions, losses, damages, and/or liability arising solely out of the acts, errors or omissions of County in the performance of this Agreement, except where such indemnification is prohibited by law. At its sole discretion, Customer may participate at its own expense in the defense of any claim, action or proceeding, but such participation shall not relieve County of any obligation imposed by this Contract. Customer shall notify County promptly of any claim, action or proceeding and cooperate fully in the defense. Customer hereby agrees to defend and indemnify the County, its agents, officers and employees from any claim, action, or proceeding against County, arising solely out of the acts or omissions of Customer in the performance of this Agreement. At its sole discretion, County may participate at its own expense in the defense of any such claim, action or proceeding, but such participation shall not relieve Customer of any obligation imposed by this Contract. County shall notify Customer promptly of any claim, action or proceeding and cooperate fully in the defense. In the event that County and/or Customer are determined to be comparatively at fault for any claim, action, loss or damage that results from their respective obligations under this Agreement, County and/or Customer shall indemnify the other to the extent of its comparative fault.

K. INSURANCE

County is an authorized self-insured public entity for purposes of General Liability and warrants that through its program of self-insurance, it has adequate coverage or resources to protect against liabilities arising out of the performance of the terms, conditions or obligations of this Agreement.

L. NOTICES

All written notices provided for in this Contract or which either party desires to give to the other shall be deemed fully given, when made in writing and either served personally, or by facsimile, or deposited in the United States mail, postage prepaid, and addressed to the other party as follows:

San Bernardino County Innovation and Technology Department	City of Ontario
670 E. Gilbert Street, First Floor San Bernardino, CA 92415-0915	303 East B Street Ontario, CA 91674
Attn: Administration Services	Attn: Jose Andrade, IT Manager - Operations

Notice shall be deemed communicated two (2) County working days from the time of mailing if mailed as provided in this paragraph.

M. FORCE MAJEURE

Except for payment obligations and as otherwise provided herein, when either party has knowledge that any actual or potential situation is delaying or threatens to delay the timely performance of this Contract, that party shall, within twenty-four (24) hours, give notice thereof, including all relevant information with respect thereto, to the other party. County shall not be held liable for any delay or failure in performance of any part of this Contract from any cause beyond its control and without its fault or negligence, such as acts of God, acts of civil or military authority, government regulations, strikes, labor disputes, embargoes, epidemics, war, terrorist acts, riots, insurrections, fire, explosions, earthquakes, nuclear accidents, floods, power blackouts, brownouts, or surges, volcanic action, other major environmental disturbances, unusually severe weather conditions, inability to secure product or services of other persons or transportation facilities, or acts or omissions of transportation common carriers.

N. ENTIRE AGREEMENT

This Contract, including all Attachments, which are attached hereto and incorporated by reference, and other documents incorporated herein, represents the final, complete and exclusive agreement between the parties hereto. Any prior agreement, promises, negotiations or representations relating to the subject matter of this Contract not expressly set forth herein are of no force or effect. This Contract is executed without reliance upon any promise, warranty or representation by any party or any representative of any party other than those expressly contained herein. Each party has carefully read this Contract and signs the same of its own free will. This Contract may be executed in any number of counterparts, each of which so executed shall be deemed to be an original, and such counterparts shall together constitute one and the same Contract. The parties shall be entitled to sign and transmit an electronic signature of this Contract (whether by facsimile, PDF or other email transmission), which signature shall be binding on the party whose name is contained therein. Each party providing an electronic signature agrees to promptly execute and deliver to the other party an original signed Contract upon request.

IN WITNESS WHEREOF, San Bernardino County and Customer have each caused this Contract to be subscribed by its respective duly authorized officers, on its behalf.

SAN BERNARDINO COUNTY

_____
Lynn Fyhrlund, Chief Information Officer

Dated: _____

_____
(Print or type name of Customer)

By _____
(Authorized signature - sign in blue ink)

Name _____
(Print or type name of person signing contract)

Title _____
(Print or Type)

Dated: _____

Address _____

_____

FOR COUNTY USE ONLY
Approved as to Legal Form

County Counsel Date

ATTACHEMENT A
ITD RATE SHEET – EXTERNAL CUSTOMERS
2025-26 Approved Rates

Service	Service Description
Telecommunication Services	
Public Safety Communications Services:	
Dispatch Console Access, Maintenance, and Replacement	Repair, maintenance, programming, and replacement of Motorola radio dispatch console equipment.
Radio Access and Maintenance	Access for a single radio connected to the County's Public Safety Radio frequencies and repair and maintenance of that radio or radio's accessories, excluding batteries; covers normal wear and tear.
Telephone Services:	
Dial Tone	Telephone services which include voicemail, local, long distance, Telephone Service Specialist consulting services, and software changes billed per device.
Telecommunication Labor Services– Normal Hours	Hourly labor services for telephone, data, cabling, repair, and other specialized services – Normal Hours (Monday through Friday, 7:00 am – 5:00 pm, excluding weekends and holidays).
Telecommunication Labor Services – After Hours	Hourly labor services for telephone, data, cabling, repair, and other specialized services – After Hours (Monday through Friday, 5:00 pm – 7:00 am, and all weekends and holidays).
Business Solutions Development	
Business Solutions Labor Services	Hourly labor programming services for the development, enhancement, and maintenance of business solutions on a variety of hardware and software platforms.
Computer Operations	
Network Labor Services	Hourly labor services for Local Area Network and Wi-Fi services. Includes labor services to connect a location to the Wide Area Network (WAN) via the Internet and to connect a site to the County's WAN. Customer is responsible for all costs related to circuit installation, ongoing circuit charges, and office cabling.
Virtual Server – Base Server	Partitioned shared physical server that recreates the functionality of a dedicated physical server. Includes one core processor and one gigabyte of ram.
Virtual Server – Additional Core	Additional core processor in excess of the Virtual Server - Base Server.
Virtual Server – Additional Memory	Additional gigabyte in excess of the Virtual Server - Base Server.
241:	
CPU Usage	Access to applications and processing of data on the enterprise server.
Base IT Services	Enterprise data centers, wide area network, perimeter network security, internet and intranet access, global address services, service desk, information security analysis and guidance, virtual private network, data analytics, and business relationship management.
All Funds	
Parts and Materials	Parts and Materials provided per customer request.

Service	2025-26 Rate	Charge Measurement
Telecommunication Services		
Public Safety Communications Services:		
Dispatch Console Access, Maintenance, and Replacement	$642.75	Per console/month
Radio Access and Maintenance	$59.29	Per radio/month
Telephone Services:		
Dial Tone	$30.42	Per device/month
Telecommunication Labor Services – Normal Hours	$130.95	Per hour
Telecommunication Labor Services – After Hours	$142.81	Per hour
Business Solutions Development		
Business Solutions Labor Services	$134.98	Per hour
Computer Operations		
Network Labor Services	$106.75	Per hour
Virtual Server – Base Server	$589.69	Per 1 core and 1 GB/month
Virtual Server - Additional Core	$9.37	Per core/month
Virtual Server – Additional Memory	$0.73	Per GB/month
241:		
CPU Usage	$90.10	Per CPU hour
Base IT Services	$109.34	Per email address/month
All Funds		
Parts and Materials	Actual cost plus 15% processing and handling	Per Order

ATTACHMENT B
PUBLIC SAFETY COMMUNICATIONS SERVICES

I. SERVICES UNDER THIS ATTACHMENT

This Attachment B is applicable for Public Safety Communications services which consist of the following services as defined in Attachment A, "ITD Rate Sheet – External Customers", and as further defined within this Attachment B:

Dispatch Console Access, Maintenance, and Replacement
Pager Access
Radio Access and Maintenance
Radio Labor Services
Radio Mobile Data Access

II. SAN BERNARDINO COUNTY PUBLIC SAFETY COMMUNICATIONS SYSTEM ACCESS

The San Bernardino County (County) Public Safety Communications System, hereinafter called "System", is composed of two components known as the backbone and field equipment. The Backbone is defined as a portion of the System that provides the means by which dispatch centers, public safety locations, mobile radios, and portable radios communicate with each other through voice transmission. It is composed primarily of fixed relay equipment and associated centralized dispatch and control equipment, including Radio Mobile Data Access modems owned and maintained by the County. Field Equipment is defined as that portion of the System that uses the Backbone for communications and consists primarily of local dispatch equipment, mobile radios, and portable radios.

a) System Purpose and Objective

The primary purpose of the System is to serve the County and accommodate participation by public safety and local governmental agencies in the County. Secondarily, other governmental and safety related non-governmental users may be allowed access to the System as conditions warrant and as provided for by this Contract. During a disaster, public safety users will receive priority in all areas, based entirely on emergency response responsibilities and access to the System by non-public safety users may be limited or suspended.

b) Backbone Operational Policies

Public safety and local governmental users shall have operational priority over all other users. In the case of a disaster, public safety users affected by the disaster shall have operational priority over all other public safety users, with County public safety users afforded the highest priority.

County has the final authority, at all times, to exercise discretionary control over the Backbone, and to otherwise manage Backbone traffic to ensure the ability of immediate-need public safety agencies to effectively communicate and for the overall benefit of all Backbone users. **EXCEPT FOR GROSSLY NEGLIENT ACTS OR OMISSIONS IN EXERCIZING ITS AUTHORITY UNDER THIS SECTION, THE COUNTY WILL HAVE NO LIABILITY WHATSOEVER FOR SYSTEM ALLOCATION DECISIONS.**

c) Backbone Modification (Post Backbone Implementation)

(i) The County may determine that Backbone modification is needed from time to time to meet the changing needs of County and/or users.

(ii) Costs for Backbone modifications made after the execution of this Agreement shall be assessed as follows:

(a) If the modification benefits all users, each user will bear the pro rata cost of the modification based on the user's derived benefit. Derived benefit shall be determined as a percentage based on the number of units that are in service by each end user divided by the total units being serviced by the Backbone infrastructure at the time the modification is made.

(b) If the modification improves service only for users in a definable local area, all users in such definable local area, and participating in and receiving direct benefit from the modification, shall share the costs for its implementation, operation, and maintenance equally.

(c) If the modification only applies to a specific subset of users, the subset of users that caused the modification shall share the costs of the modification its implementation, operation, and maintenance equally.

(d) if the modification is requested by, and benefits only Customer, Customer shall bear the entire cost of the modification, its implementation, operation, and maintenance.

(iii) Customer acknowledges and agrees that the County is the sole decision-maker in determining the allocation of costs for all Backbone modifications.

d) Field Equipment

(i) Customer shall, at Customer's expense and future financial liability, purchase and maintain its own Field Equipment.

(ii) Customer shall, at Customer's expense, expand or modify existing Customer structures, facilities, or dispatch centers as required to support the installation of Customer's Field Equipment.

(iii) Customer is solely responsible for ensuring that the Field Equipment is compatible with the System.

e) Related Non-Governmental Users

(i) At times, Customer's non-governmental users may have a need to communicate with public safety/local government services during emergencies, or in their daily support of public safety/local government services. Where it is not in conflict with Federal Communications Commission (FCC) Regulations or other laws, and subject to approval by County, Customer's non-governmental users may be allowed to have Backbone access. However, Customer's non-governmental use of the Backbone for day-to-day operations shall be on a non-interfering, prioritized basis, and subject to channel loading limits, as determined by County.

(ii) County shall be responsible for coordinating Backbone access and implementing terms and conditions of such use, including one-time and recurring costs to be paid by new users.

(iii) County shall monitor non-governmental users of the Backbone. If the needs of public safety/local government expand to the point of competition with non-governmental use of the Backbone, Customer's non-governmental users may be required by the County to terminate their use of the Backbone.

(iv) Customer's non-governmental users will be removed in reverse order of their entry into the System, i.e., the last user to enter the System will be the first user to be removed unless any other Customer's non-governmental user voluntarily relinquishes access.

(v) County will provide Customer ninety (90) days prior written notice of termination of access to allow Customer's non-governmental users to remove their equipment or transfer their operations to another communications system. At the expiration of the notice period, the Customer's non-governmental users will be denied access to the System.

f) Backbone Ownership

It is understood that County has ownership of the Backbone, and upon any termination of this Agreement by County or by Customer, any and all rights, title, and interest in the Backbone shall remain with the County.

III. PUBLIC SAFETY RADIO AND EQUIPMENT MAINTENANCE SERVICES

The County Innovation and Technology Department (ITD) offers a number of radio and equipment maintenance services to public safety and local governmental agencies in the County of San Bernardino, as well as other governmental and safety-related non-governmental users. Services provided under this Contract consist of Public Safety Radio, Backbone radio equipment maintenance, radio, mobile/portable radio equipment maintenance, Mobile Data Access Modems maintenance, public safety radio dispatch equipment maintenance, and radio battery replacement.

a) County Responsibilities in Providing Maintenance Services
If providing maintenance services to Customer, ITD:

(i) Will maintain sufficient spare mobile radios to temporarily replace equipment that is removed from service for maintenance reasons;

(ii) Will remove, reinstall, and maintain Customer-owned radios or other covered equipment that has become defective from normal wear and usage, as solely determined by ITD, and perform repairs at ITD or elsewhere as determined by ITD;

(iii) Will provide a two-hour response time from notification for problems with radio dispatch equipment and Backbone radio equipment, and reasonable response time during normal County work hours on normal County business days for maintenance of Mobile Data Access Modems, and mobile/portable radios with afterhours service available at premium rates;

(iv) Reserves the right to subcontract for all or part of services;

(v) Assumes no liability for equipment failure in the field, or for any adverse consequences caused by such failed equipment;

(vi) Assumes no liability for failure to provide or delay in providing services, under this Agreement.

b) County Services Provided on a Time and Materials Basis
(i) Service required due to Customer abuse or abnormal wear;

(ii) Service to correct attempts by Customer or unauthorized third parties to repair or modify equipment;

(iii) Facility electrical problems at Customer location(s) or vehicle electrical problems;

(iv) Services in addition to those identified above, to the extent feasible and cost-effective, as determined by ITD;

(v) Program or re-program radios at Customer's request or in response to abnormal wear and usage, except for County-originated systems reconfigurations;

(vi) Replacement of accessories and consumable items, including batteries, antennas, and microphone cords;

(vii) Radio reactivations are processed within 5 business days after the request is received and are billed for each serial number reactivated at one-half of the Board-approved hourly rate in effect at the time reactivation is ordered.

c) Customer Responsibilities
Customer shall procure its own Field Equipment and shall:

(i) Provide ITD with model and serial numbers of all equipment to be covered under this Contract.

(ii) Designate an individual as the single point of contact for maintenance coordination.

(iii) Coordinate and schedule service requirements with ITD reasonably in advance whenever possible.

(iv) Advise ITD of all radio relocations or reassignments within their fleet, within 24-hours of relocation or reassignment.

(v) Have sole responsibility to maintain a current inventory of its Field Equipment using the System and to approve and validate billing of that inventory. **Customer must notify ITD in writing when any Field Equipment is no longer in use by Customer, including notification of damaged, lost, or stolen Field Equipment. ITD will continue to bill Customer until notification is received, and Customer remains responsible for payment of charges for such Field Equipment.** If Customer identifies discrepancies between billing and its inventory, a dispute notice should be sent by e-mail to isdbilling@isd.sbcounty.gov along with a justification and related documentation. If ITD determines that a charge was billed incorrectly, ITD will issue the applicable credit on the next monthly billing cycle.

Esitmated Payment Total by Fiscal Year

Fiscal Year 26/27	Count	Cost	Monthly Amount	Annual Amount
Radios	1713	$ 76.37	$ 130,821.81	$ 1,569,861.72
Consoles Upgrade	11	$ 5,879.94	$ -	$ 64,679.34
Console Maintenanc	20	$ 467.15	$ 9,343.00	$ 112,116.00
				$ 1,746,657.06

Fiscal Year 27/28	Count	Cost	Monthly Amount	5% contingency	Annual Amount
Radios	1713	$ 76.37	$ 130,821.81	$ 78,493.09	$ 1,648,354.81
Consoles per year	11	$ 5,879.94		$ 3,233.97	$ 67,913.31
Console Maintenanc	20	$ 467.15	$ 9,343.00	$ 5,605.80	$ 117,721.80
					$ 1,833,989.91

Fiscal Year 28/29	Count	Cost	Monthly Amount	5% contingency	Annual Amount
Radios	1713	$ 76.37	$ 130,821.81	$ 82,417.74	$ 1,730,772.55
Consoles per year	11	$ 5,879.94	$ -	$ 3,395.67	$ 71,308.97
Console Maintenanc	20	$ 467.15	$ 9,343.00	$ 5,886.09	$ 123,607.89
					$ 1,925,689.41

Fiscal Year 29/30	Count	Cost	Monthly Amount	5% contingency	Annual Amount
Radios	1713	$ 76.37	$ 130,821.81	$ 86,538.63	$ 1,817,311.17
Consoles per year	11	$ 5,879.94	$ -	$ 3,565.45	$ 74,874.42
Console Maintenanc	20	$ 467.15	$ 9,343.00	$ 6,180.39	$ 129,788.28
					$ 2,021,973.88

Fiscal Year 30/31	Count	Cost	Monthly Amount	5% contingency	Annual Amount
Radios	1713	$ 76.37	$ 130,821.81	$ 90,865.56	$ 1,908,176.73
Consoles per year	11	$ 5,879.94	$ -	$ 3,743.72	$ 78,618.14
Console Maintenanc	20	$ 467.15	$ 9,343.00	$ 6,489.41	$ 136,277.70
					$ 2,123,072.57

Requested Contract Amount	$ 9,651,382.83

CITY OF ONTARIO *Agenda Report* **June 16, 2026**	**SECTION:** **CONSENT CALENDAR**
Department: Public Works Prepared By: Cynthia Heredia-Torres Staff Member Presenting: Tito Haes, Executive Director Public Works Reviewed By: Andrea Ampig Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 9

SUBJECT: A SOLE SOURCE PURCHASE WITH MOTOROLA SOLUTIONS, INC. FOR MOTOROLA RADIO EQUIPMENT FOR THE FIRE ADMINISTRATION BUILDING PROJECT

RECOMMENDATION: That the City Council authorize the City Manager, or designee, to approve the purchase of Command Central AXS dispatch Dispatch Consoles, APX Consolettes with MCD5000 Desksets, and Site site networking equipment for the Fire Administration Building project from Motorola Solutions, Inc. (Motorola), of Chicago, Illinois, for a not-to-exceed total amount of not-to-exceed $913,607.

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

FISCAL IMPACT: The Fiscal Year 2025-26 Adopted Budget includes appropriations in the Capital Projects Fund for the Fire Administration Building Project. The cost of the Motorola radio equipment is a not-to-exceed total amount of not-to-exceed $913,607.

BACKGROUND & ANALYSIS: On June 4, 2024, City Council awarded a Construction Contract to AWI Builders, Inc. for the construction of the new Fire Administration Building. The Fire Administration Building will serve as the new headquarters for the Ontario Fire Department, which will house approximately 50 Fire Department employees and include an Emergency Operations Center and Fire Emergency Dispatch Center.

The Fire Emergency Dispatch Center will include 11 Command Central AXS dispatch Dispatch consoles Consoles including accessories, 13 APX Consolettes with MCD5000 Desksets, and site networking equipment. This equipment will provide the Ontario Fire Department staff with mission critical dispatching capabilities when fully integrated into the ASTRO25 system by the San Bernardino County Office of Information Technology and Data.

The APX Consolettes will provide backup communication capabilities in the event of a loss of connectivity to the San Bernardino ASTRO25 Core, ensuring that mission critical communications can continue even in the event of a disruption.

The procurement of the required Motorola communications equipment is necessary to ensure the new dispatch center is fully operational upon completion of the facility. The project is scheduled to be completed in January 2027.

Ontario FD

Proposal

CommandCentral AXS Consoles

William Golden **(909) 809-6778** **william.golden@motorolasolutions.com**

The design, technical, and price information furnished with this proposal is proprietary information of Motorola Solutions, Inc (Motorola). Such information is submitted with the restriction that it is to be used only for the evaluation of the proposal, and is not to be disclosed publicly or in any manner to anyone other than those required to evaluate the proposal, without the express written permission of Motorola Solutions, Inc MOTOROLA, MOTO, MOTOROLA SOLUTIONS, and the Stylized M Logo are trademarks or registered trademarks of Motorola Trademark Holdings, LLC and are used under license. All other trademarks are the property of their respective owners. © 2026 Motorola Solutions, Inc All rights reserved.

PS-000215328

MOTOROLA SOLUTIONS

Motorola Solutions, Inc
500 W Monroe Street, Ste 4400
Chicago, IL 60661-37

February 25, 2026

Ontario FD
415 E B Street | Ontario, CA 91764
RE: CommandCentral AXS Consoles

Dear Scott Brown,

Motorola Solutions, Inc. (“Motorola”) appreciates the opportunity to provide Ontario Fire Department (“Ontario FD”) with quality communications equipment and services. The Motorola project team has taken great care to propose a solution that will meet your needs and provide unsurpassed value.

To best meet the functional and operational specifications of this solicitation, our solution includes a combination of hardware, software, and services. Specifically, this solution is for the new Ontario FD Dispatch center and provides:

- Eleven (11) Command Central AXS dispatch consoles including accessories
- Thirteen (13) APX Consolettes with MCD5000 Desksets
- Site networking equipment

This proposal is subject to the terms and conditions of the Products Agreement attached to this proposal. Ontario Fire Department may accept the proposal by returning to Motorola a signed copy of the Products Agreement attached to this proposal. Any issued Purchase Order should specifically reference “PO is subject to Motorola’s proposal dated February 25, 2026, and the terms and conditions of the Products Agreement attached to Motorola’s proposal.” The proposal shall remain valid for 60 days.

Any questions Ontario Fire Department has regarding this proposal can be directed to William Golden at (909) 8096778, or via email william.golden@motorolasolutions.com.

We thank you for the opportunity to furnish Ontario FD with “best in class” solutions and we hope to strengthen our relationship by providing this dispatch equipment and training services. Our goal is to provide you with the best products and services available in the communications industry.

Sincerely,



Denis Redzepagic
Area Sales Manager, Southern California
MOTOROLA SOLUTIONS, INC.

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Section 1

Introduction

Motorola is pleased to offer Ontario FD with a proposal to provide new CommandCentral AXS Consoles, APX Consolettes, MCD500s, as well as site networking equipment for a new dispatch site. This solution equipment will provide Ontario FD with mission critical dispatching capabilities when fully integrated into the San Bernardino County ASTRO25 system by San Bernardino OITD.

Motorola's solution includes a combination of hardware, software, and limited services. Specifically, this solution is for a new Ontario Fire Dispatch center and provides:

- Eleven (11) Command Central AXS dispatch consoles including accessories
- Thirteen (13) APX Consolettes and MCD5000 desksets
- Site networking equipment

The proposed CommandCentral AXS dispatch solution offers significant benefits to Ontario FD by:

- **Boosting Efficiency:** Providing dispatchers with an intuitive, highly configurable, browser-based user interface (GUI) for fast access to all critical tools.
- **Ensuring Reliability:** Seamlessly integrating with the existing ASTRO® 25 network and prioritizing emergency calls with real-time, optimized audio.
- **Redundancy:** The AXS consoles support dual LAN network ports to allow for redundant communications to the site networking equipment
- **Enhancing Capabilities:** Offering features like Headset Sharing (for radio and 911 comms), Patch Capabilities (connecting different radio resources), and an Enhanced Integrated Instant Recall Recorder (IRR) for recording and easy playback of audio and call data.
- **Providing Security:** Enabling end-to-end encryption for secure communications.

Additionally, the proposed APX Consolettes will provide backup communications capabilities in the event of a loss of connectivity to the San Bernardino ASTRO25 Core, ensuring that mission critical communications can continue even in the event of a disruption.

Section 2

CommandCentral AXS Dispatch Console Site

Overview

Motorola's proposal includes equipment for new dispatch consoles, site equipment, and backup APX consolettes. These components will be integrated by San Bernardino County and connected to the San Bernardino County ASTRO25 core to provide mission critical communications for Ontario FD's dispatchers.

2.1. CommandCental AXS Dispatch Console

The primary technology Motorola is proposing is the CommandCentral AXS Dispatch Console. The CommandCental AXS dispatch console reduces the barriers between systems in Ontario FD's dispatch center, allowing access to all the mission-critical tools and applications dispatchers need in the moments that matter. This makes operation more efficient in emergency situations. Resources are accessible with an intuitive, highly configurable browser-based GUI. Dispatchers will have an expansive feature set and a mission-critical IP network for transporting information and calls throughout the system.

CommandCentral AXS improves the efficiency and operation of dispatchers in the following ways (additional fees may apply depending upon feature and hardware additions):

- Next Generation Dispatch Experience – The solution responds to touch, type or click, giving dispatchers the flexibility to interact and stay connected to teams in the way that best suits them. Extensive configuration options, flexible deployment configurations and simple scalability means agencies only pay for what is needed now, with the room to adapt and grow as needs change over time.
- Purpose-Built Dispatch Console Accessories – Enhances the dispatch experience with accessories, such as gooseneck microphone, speakers, headset jack, and footswitch, designed and tested for industry-leading performance and reliability.

This solution also reduces operating costs and provides a smaller physical footprint in the command center without compromising on features or reliability. This combination of seamless

communications, modern architecture, and advanced integration capabilities enables the CommandCentral AXS solution to scale and evolve as needs change over time.

Integration with the ASTRO® 25 Network

The proposed dispatch console seamlessly integrates into San Bernardino County's existing ASTRO® 25 system for an integrated, mission-critical network. This tight union between radio infrastructure and console equipment has several operational benefits to Ontario FD. The physical space to accommodate the proposed console is comparable to that required for a personal computer.

The console can access both trunked talkgroups and conventional radio channels over the same network. This architecture reduces overall transport costs and the need for duplicate fixed network equipment.

Connection to ASTRO® 25 System

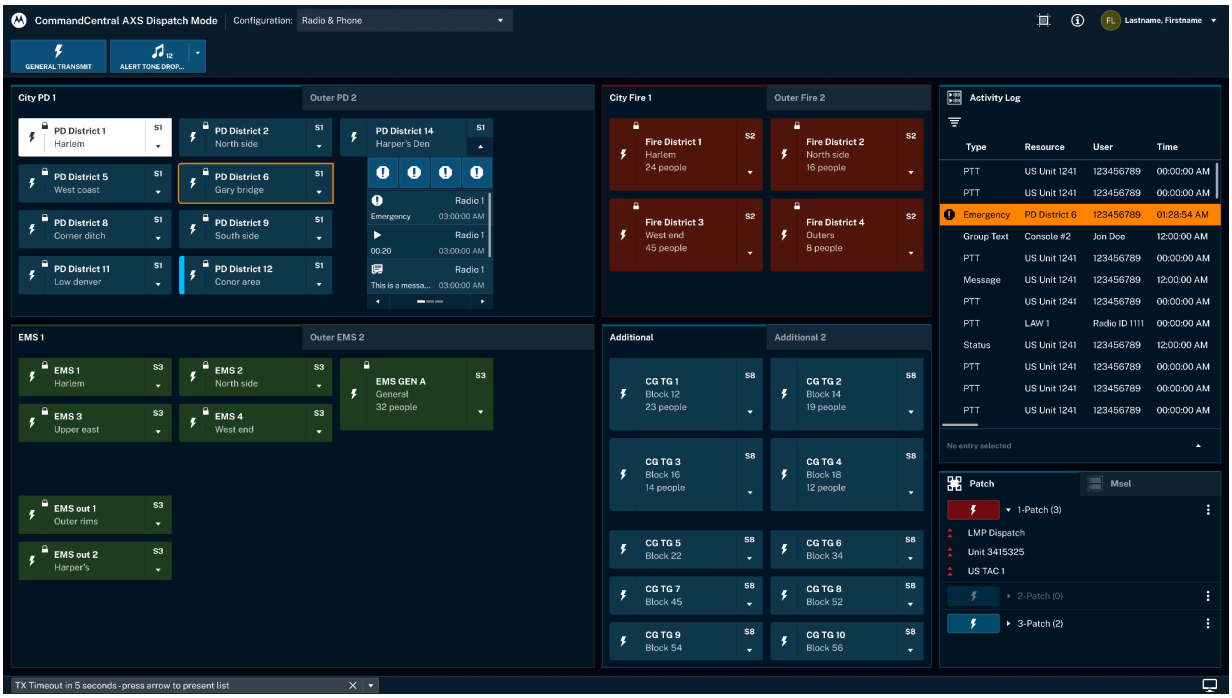
The ASTRO® 25 system's architecture is flexible and can be configured to meet Ontario FD's unique needs. Ontario FD will be responsible for establishing the connection to the County P25 system if not available today.

2.2. Making Consoles Easy to Operate

Motorola's proposed consoles are optimized for real-time audio, prioritizing emergency calls over other traffic, and minimizing voice queuing. Using robust error mitigation to maintain call quality even when the system is heavily loaded, the proposed console reduces communication errors that may force dispatchers or radio users to repeat their transmissions.

Next Generation Dispatch Experience

CommandCentral AXS features a highly configurable graphical user interface (GUI) that provides quick, single-view access to important information and functionalities. The browser-based GUI's versatile folders, tabs, and scalable resources allow users to organize and configure their dispatch experience and make engagement more familiar and intuitive from shift to shift. Folders and tabs can be relocated, exposed, or overlapped as needed, giving dispatchers more control of what information they see and how they interact with those resources. CommandCentral AXS also offers multiple options for routing audio to speakers and controlling volume levels.



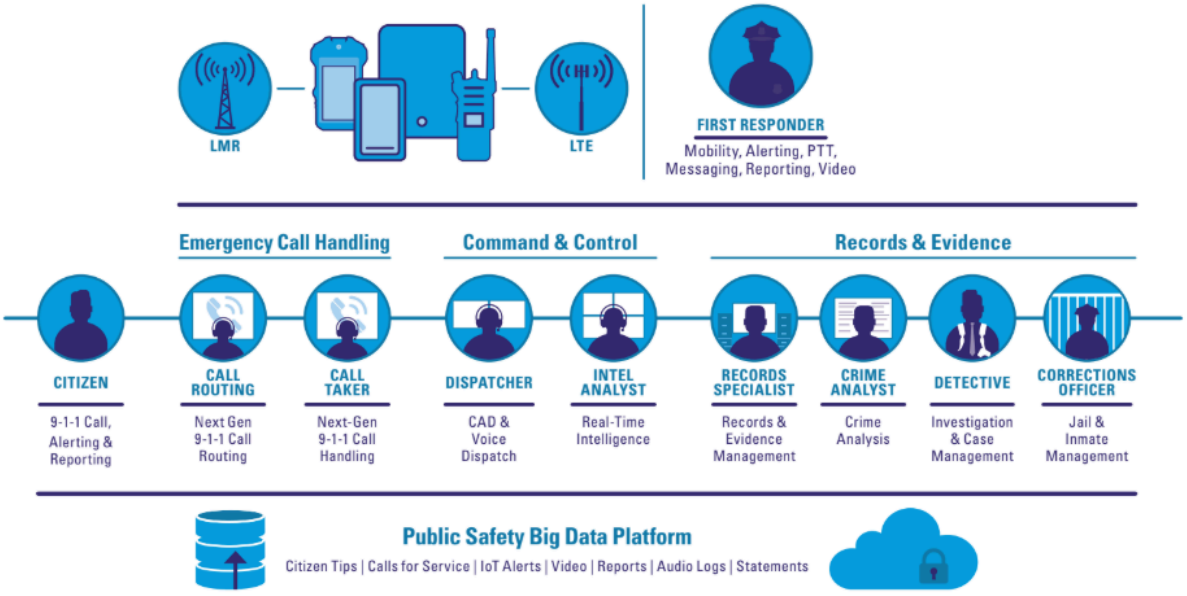
CommandCentral AXS Next Generation Dispatch Experience

CommandCentral AXS features flexible window positioning and capabilities for quick and efficient access to services such as:

- Activity Log – Provides an efficient point of reference for all incoming calls into a dispatch console , showing dispatchers detailed, searchable call information (radio resource name and call time) to enable faster and more informed response.
- Paging – Allows users to send user configured pages on radio resources. This flexible paging feature is integrated with CommandCentral AXS for both conventional and trunked radio resources, while an external paging encoder port on the CommandCentral Hub enables third-party paging encoders to send pages on the selected radio resources.
- Patch Capabilities – Enables dispatchers to set up a communication path between two or more resources that are normally unable to communicate with each other, such as trunked resources and conventional resources.
- Alert Tones – Allows dispatchers to send one of fifteen user-configurable alert tones on selected radio resources. Fifteen default .wav files are provided with the dispatch console software, but any combination of these default files may be replaced with user configured.wav files to meet specific needs.
- Channel Marker – Enables dispatchers to send a periodically repeating piece of audio on radio resources to meet the specific needs.

Cross Platform Dispatch Capabilities

This solution is designed to take full advantage of Motorola's end-to-end software suite, CommandCentral. These cross platform integrations enhance the dispatch capabilities of CommandCentral AXS.



Motorola's End-to-End Portfolio

CommandCentral AXS is an integral part of our end-to-end portfolio, providing greater interoperability and support for Ontario FD's current and future investments. As needs grow and change over time, this solution's flexible integration capabilities evolve to satisfy new demands. This adaptability also enables dispatchers to be effective with the integrations and capabilities they need.

Headset Sharing

CommandCentral AXS supports Headset Sharing, which enables a dispatcher to use a common headset for both radio and 911 communications and to quickly access basic 911 call taking functionality from CommandCentral AXS. This improves the dispatcher's efficiency and accuracy when they have to concentrate on the radio dispatch GUI while handling 911 calls.

Standard Radio Transmission and Reception

A typical proposed dispatch position has a headset and two speakers. One speaker is for selected audio and the second speaker is for all remaining unselected audio. Additional speakers can be added to a console allowing dispatchers to configure a specific speaker for a

set of designated audio sources. This simplifies multitasking between multiple audio sources and allows flexibility in the way the audio is presented to the dispatcher.

Receiving Calls from the Field and Other Dispatchers

The proposed console provides dispatchers with greater flexibility for how to hear calls from field radio users and other dispatchers. Each dispatcher can define his or her own audio reception profile by selecting a single audio source, whether conventional or talkgroup, to be heard on a selected speaker or headset (Single Select). The dispatcher can also define groups of radio resources that can all be heard on a selected speaker or headset (Multi-Select).

Initiating Calls to the Field and Other Dispatchers

The dispatcher has several different ways of initiating a call. In most circumstances, a General Transmit is appropriate. With the General Transmit, the dispatcher selects a resource on the console and activates the transmission through a footswitch, headset transmit button, or a microphone transmit button. If the dispatcher needs to quickly transmit on a resource that is not selected, the dispatcher uses the Instant Transmit function.

A safety switch is available, which prevents accidental activation of functions that may cause negative consequences. The safety switch can be used with Aux I/Os and preprogrammed pages, as well as Instant Transmit switches.

Audio Communication to the Field and Other Dispatchers

The dispatcher can transmit audio in different ways. They can make calls to all users listening to a specific conventional radio resource or a specific trunking talkgroup. When multiple resources are required, the dispatcher can select additional talkgroups and/or conventional channels, as needed using the Multi-Select feature.

The proposed console also enables dispatchers to make private calls to individual field radio users or dispatchers. Once a private call is established, it can be patched in with another resource at the dispatcher’s discretion.

Controlling Console Audio

The proposed console offers dispatchers several different ways of controlling or muting the audio on their consoles, such as the following:

- Audio volume can be changed for any specific resource.
- All non-selected resources on the console can be muted for 30 seconds (All Mute) or unmuted, if already muted.
- A dispatcher can transmit on a resource while receiving audio from the same resource or other resources.
- A dispatch position can be configured to automatically mute the other dispatch audio on

a shared resource to prevent acoustic feedback when a co-located dispatch position transmits.

- RF Cross Mute automatically mutes the receive audio from a specified channel when the dispatcher transmits on another specified channel to prevent acoustic feedback.

Controlling Network Audio

Dispatchers can control audio on the ASTRO® 25 network. The dispatcher can enable or disable radio users to compartmentalize traffic, reduce interruptions, and maintain communications between dispatch and the field. When this function is enabled or disabled, all dispatch consoles with this resource assigned are updated with the current status of the feature. This feature can be controlled from any dispatch position.

Emergency Radio Transmission and Reception

As part of a mission-critical communications network, the proposed dispatch console facilitates immediate prioritization and resolution of emergency communications between Ontario FD's dispatch and first responders in the field. This enables dispatchers and first responders to focus on their mission and not their equipment, especially during critical situations.

Receiving an Emergency Call

When a user in the field or another dispatcher initiates an emergency call, the console emits both visual and audible indications (Emergency Alarm). The audible indication alerts the dispatcher that an emergency is underway; the visual indication directs the dispatcher’s attention to the specific resource making the emergency call. The dispatcher can immediately reserve a voice channel for the duration of the emergency.

Responding to an Emergency Call

A dispatcher can bypass the standard console interface to auto-open a quick list, which contains specific controls for recognizing an emergency call, initiating an emergency call, and ending an emergency call (Auto-Open of Quick List). The dispatcher can then recognize the emergency call, which ends the audible emergency indication and notifies all dispatchers that the emergency is being addressed (Emergency Recognize).

The audible emergency indication may also be muted by a dispatcher without recognizing the emergency alarm (Mute Tones at a Single Op). This can be used in a situation where one agency is monitoring a channel that belongs to another agency. That channel can be configured to not generate audible and/or visual emergency indications.

Ending an Emergency Call

When an emergency is over, the dispatcher can end the Emergency Alarm. The visual indication on the dispatch position GUI is removed, and the console informs the other dispatch positions that the emergency is over (Emergency End/ Knockdown). The emergency mode remains active on the initiating radio unit until it is ended (reset) by the radio user.

Radio Patch Control

The dispatcher can patch communication between trunked and/or conventional radios that are normally unable to communicate with each other due to different features, programming, or even different frequency bands. A patch group is a group of linked resources that can both receive messages from a console and transmit to all other members of the patch group.

Setting up a Standard Patch

Patches are supported between trunked resources and/or conventional resources. After the patch is created, the dispatch position transmits all audio on one resource to all other resources in the patch group. In a patch between trunked resources, patched radio users with displays see the ID or alias of the other patched radio(s), as opposed to that of the console. This minimizes confusion and the need for the dispatcher to intervene in the call. Patches are automatically reestablished, if interrupted, so the dispatcher can concentrate on continuing operations.

Predefined Patches

Patches can be predefined and automatically reinitiated each time a dispatch position computer is restarted (Patch Auto-Start).

Call Management and Control

The dispatcher can use the following functionality to manage and control audio for different types of calls between the dispatch position and radio users or other dispatchers.

Automatic Prioritization of Calls

Calls on the dispatch position are prioritized through a transmission hierarchy. Calls from primary supervisors take priority over those from secondary supervisors, which in turn take priority over non-supervisors. Instant Transmit or All-Points Bulletin (APB) transmissions, regardless of whether they are from a supervisor, take priority over general or patch transmissions.

Multiple dispatchers can be designated as primary supervisors on the same system, which is useful when multiple agencies share one system. With the Network Manager Client installed, supervisors can disable and enable dispatch console functionality as needed.

Manual Prioritization of Calls

System Access Priority Select allows a dispatcher to prioritize trunked resources on the system as either normal or tactical. A dispatcher can change the priority of a trunked resource to tactical to give the resource a better chance of gaining communication access on a busy system. Only emergency calls have a higher priority than tactical.

When the System Access Priority Select status of a resource is changed, it is updated at all dispatch consoles in the systems that are monitoring that trunked resource.

Using the Multi-Select Feature

The Multi-Select feature allows a dispatch position to define groups of selected radio resources. When a Multi-Select group is opened, all of the resources in the group are simultaneously selected. Resources can be added or removed from a Multi-Select group while the group is open. The dispatcher can transmit on several resources simultaneously or can listen to multiple resources simultaneously in their headset or select speakers.

Standard Call Indications

The dispatch position indicates the availability of any given resource, regardless of whether the resource is involved in a transmission. An inbound call indication provides the dispatcher with a visual cue of audio activity on a radio resource and allows a dispatcher to see at a glance what the status of a resource is at any moment.

Call Alerting

A dispatcher can use Call Alert to page an unattended radio or dispatch position through a series of beeps and an indication of the sender's ID. When available, the radio user or dispatcher sees the unit ID of the calling dispatch console or radio ID and is able to return the call.

Additionally, a Call Alert can trigger an activity. For instance, a Call Alert may cause a vehicle's horn to sound and its lights to flash. The dispatcher can even send a Call Alert to a user who is involved in voice and data communications over the network.

Enhanced Integrated Instant Recall Recorder (IRR)

The Enhanced IRR is seamlessly integrated with the dispatch position's software, allowing audio and call data from any radio or telephony resource to be recorded and easily played back. Call data includes PTT IDs, name of resource, start time and date, and stop time and date. Two analog inputs are available for use with recording audio from external devices.

2.3. Protecting Consoles and Communications

The console enables end-to-end encryption from the dispatcher to the ASTRO® 25 network, so that Ontario FD's communications will not be undermined by unencrypted transmissions. Each dispatcher is able to fully participate in secure communications while being confident that sensitive, vital information is not heard by unauthorized individuals.

Secure Access to the Console

To use the dispatch position, a dispatcher must enter a valid radio system user account name and password. The dispatch position validates that information with the radio system’s network manager and allows the dispatcher to access only the resources for which the user has access rights. This also applies to third-party applications that use the dispatch console's API.

Secure Communications at the Console

The console encrypts and decrypts radio voice messages. Thus, radio voice messages are encrypted from end-to- end between the radio user to the dispatch position. The dispatcher can choose whether to encrypt their transmissions on a particular trunked resource. Dispatchers can interface with agencies that have different encryption configurations without any manual intervention or delay.

The AXS Console supports multiple encryption algorithms (AES, DES-OFB, and/or ADP) and multiple secure keys.

The dispatchers may talk and listen on radio resources which have different encryption algorithms without any manual intervention or delay.

The key material for performing audio encryption and decryption is stored locally on the console. This key material is also associated with a Common Key Reference (CKR), so that the appropriate key can be selected for a given talkgroup or a special call type.

Key Management via Key Variable Loader (KVL)

Key management via a key variable loader (KVL) feature provides the ability to manage all the keys for an AXS Console or archiving interface server using only a KVL.

Key Management via Over-the-Ethernet Keying (OTEK)

Key management through OTEK provides the ability to manage the keys for a dispatch console or AIS using only a Key Management Facility (KMF). In OTEK, the management and distribution aspects of key management are all performed by the KMF. Distribution of the key management

information is done across the radio system's IP network from the KMF to the dispatch console and AIS.

2.4. Incorporating Console Configuration and Management

The proposed console system is configured and managed by the same configuration manager, fault manager, and performance reporting applications as the radio system. The user can define exactly which resources are available and how they are presented to the dispatcher. This provides Ontario FD with a single point for configuring and managing the entire ASTRO® 25 system. Changes are automatically distributed throughout the system.

This centralized approach saves valuable time and effort for system administrators and technicians and reduces the errors that can occur when radio IDs and other data are entered at multiple locations. In addition, call traffic and performance reports for each dispatch position can be generated from the system's network manager, enabling administrators to quickly and easily ensure optimal effectiveness and efficiency.

2.5. Dispatch Console Solution Components

The proposed components are connected together and to the rest of the ASTRO® 25 system on an IP network through console site routers and switches. The console functions as an integrated component of the total radio system and fully participates in system-level features, such as end-to-end encryption.

The console connects directly to the radio system's IP transport network. Audio processing, encryption, and switching intelligence for dispatch are performed within each software- based dispatch position without additional centralized electronics.

Since the network is IP-based, the system interfaces and components can be distributed physically throughout the network. Some of the available console components are identified below.

CommandCentral AXS Dispatch Console Operator Position

The dispatch position supports multiple peripheral accessories, including a USB microphone, USB headset, and USB footswitch. The following list describes the components included in the proposed configuration.

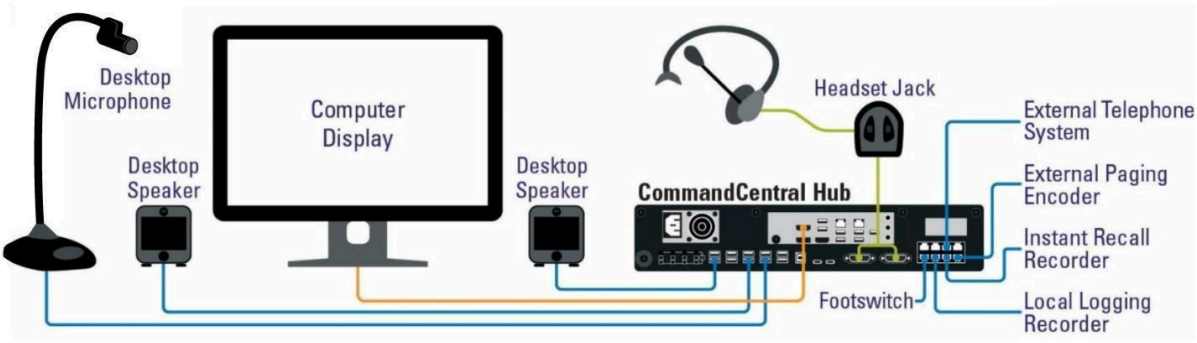


Figure: CommandCentral AXS Dispatch Console Accessories Example

Computer Display

The dispatch position will use a 22 inch Computer Display.

B1956 CommandCentral Hub (CC Hub)

The CommandCentral Hub (CC Hub) is the platform on which the CommandCentral AXS Dispatch Console operates. The CC Hub contains a number of analog inputs and outputs for connecting various peripheral devices as well as a workstation class computer motherboard.

The PC that is internal to the CC Hub will be programmed with a Microsoft Windows based operating system (OS) image developed for the dispatch application.

Desktop Speakers

Two (2) audio speakers have been included with each dispatch position and can be configured to transmit audio from a specific talkgroup or set of talkgroups. Each speaker is a self-contained unit, with individual volume controls, and can be placed on a desktop or mounted on a rack or computer display.

Headset Jack

The dispatch position supports up to two headset jacks, both push-to-talk (PTT) and non-PTT-enabled, for simultaneous use by the dispatcher and a supervisor. The headset jack contains two volume controls for the separate adjustment of received radio and telephone audio.

Headset

The proposed headset consists of two elements. The headset base includes an audio amplifier, a Push-to-Talk switch, and a long cord that connects to the dispatch position. The headset top consists of the earpiece and microphone as well as a short cable that connects to the headset base.

Gooseneck Microphone

The microphone controls the dispatch position's general transmit and monitor features through two buttons on its base. The microphone can be fastened down or left loose. It can be used alone or in conjunction with a headset.

Footswitch

Each dispatch position includes a dual pedal footswitch that controls general transmit and monitor functions.

Telephone/Headset Interface Port

The telephone/headset port provides a connection for an external telephone to the dispatch position. This allows the operator to use a single headset to communicate on both the radio system and an external telephone system.

External Paging Encoder Port

The external paging encoder port provides a connection for an optional external tone paging encoder to provide tone paging services via the dispatch console. Analog paging tones generated by the encoder are transmitted by the dispatch console on the selected trunked and/or conventional radio resource(s).

Local Logging Recorder Port

As an alternative or supplemental approach to an audio logging subsystem, the analog output port on the CommandCentral Hub allows an optionally available external logging recorder to be connected to a dispatch console. Long-term audio recording is used to record a portion of the inbound and outbound audio present on a specific dispatch position. These recordings are typically archived for long-term storage, and provide a historical record of the radio communications made at a given dispatch position.

The analog output port can be configured to log any combination of these audio sources, such as:

- Audio received from a currently selected radio.
- Microphone audio being transmitted by this dispatcher to the currently selected or

unselected radio resources.
- Any tones generated by the dispatch position that appear in its speakers (trunking tones, emergency tones, etc.) or tones generated by an external paging encoder.

Private Aux I/O Port

The dispatch console supports four Private Aux I/O relays located on the CommandCentral Hub of the dispatch position. Each relay can be configured to support any one of the five functions or it can be configured to be unused.

- Call on Selected Channel
- Op PTT
- Emergency Beacon
- Activate Private Relay when Public Aux I/O is Active
- Select Phone Off Hook Relay

Redundant Ethernet Connection

The optional redundant Ethernet connections increase console availability by protecting against the loss of multiple dispatch positions. In the event of a LAN switch failure, the system will automatically detect and switchover with no manual intervention required. Dispatching operations will not be interrupted.

2.6. APX Consolette

As part of the proposed equipment, Motorola will provide new Multi Band APX Consolettes. The APX Consolette provides a low-cost, mid-power wireless dispatch solution as an ideal complement to a modern dispatch center. The APX Consolette can also be used as an emergency backup station when infrastructure is offline, or for wireless access to different system types for increased interoperability between agencies.



APX Single-Band Consolette

The APX Consolette's P25 operation ensures that communications are clear and continuous. Compatibility with legacy systems allows coordination across multiple users, agencies, and systems. The robust metal housing provides durability and allows for easy servicing. The integrated front panel numeric keypad allows fast access to radio controls. In addition, features and benefits of the APX Consolette include:

● **Multi-Band Operation in One Radio** – When configured as an All-Band radio, personnel can use one Consolette to communicate and provide dispatch operations across multiple digital and analog networks that operate in any of four following frequency bands: 700MHz and 800 MHz, VHF, and UHF (R1/R2).

● **Meets Radio Users' Needs** – The APX Consolette is compatible with the following optional advanced features and data applications: programming over Project 25 (POP25), text messaging, Over-the-Air Rekeying (OTAR), and enhanced encryption software options. It is also capable of extended dispatch operation including: emergency alarm ACK encode, radio inhibit/uninhibit encode, radio monitor encode, radio check encode, status query encode, status query response decode, status update decode, and message update decode.

2.7. MCD 5000 Deskset System Solution

The MCD 5000 Deskset System is a powerful VoIP (Voice-over-IP) solution that streamlines remote communications and dispatching. Its ability to quickly communicate with and remotely control radios makes it ideal for geographically dispersed operations such as dispatch centers, call monitoring centers, and back-up sites.



MCD 5000 Deskset

Ergonomic Design

The MCD 5000's simple and straightforward design lets users quickly read and assess important information. Its large LCD screen is easily visible from any angle, clearly displaying messages, channel status, and channel names, as well as emergency and user IDs. Buttons on the deskset can be programmed to quickly control specific functions based on the needs of each user.

Intuitive Remote Control

Each deskset connects to a single radio device and allows the operator to exercise independent control over that radio. The digital control link emulates the buttons and display of the radio it is connected to, allowing the desktop user to perform all functions of a radio control head through the deskset. The unit also includes outputs for connection to dispatch logging recorders, simplifying the logging of dispatch activities. Additionally, an optional Radio Gateway Unit (RGU) can be connected, allowing one MCD 5000 to control up to four radios at once.

Easy User Customization

Various tools are included to customize the device for each individual user, allowing for faster support. This includes a configuration tool, which allows remote use from anywhere on the network, or for a local user with an Ethernet connection. Users can also configure reports to remotely run, allowing them to perform queries to access information to make critical decisions in real-time. Additional supervisor reporting tools can add and monitor each MCD 5000, which can be used to enhance training efforts and operational efficiencies.

Section 3

Statement of Work

Motorola is proposing to order and ship the following equipment to the County's Fontana Storage Facility, or other Ontario FD provided storage facility located in San Bernardino County. The proposed CommandCentral AXS hardware and other site equipment will not be staged and will be sent directly to the field.

Technology	Major Equipment
AXS Dispatch Console	Eleven (11) CommandCentral Hub and Accessories Thirteen (13) APX Consolettes and MCD5000 Desksets Site Networking Equipment

The following delineate the major responsibilities and tasks for Motorola, Ontario FD and the County for the purchase of the proposed equipment. Any changes to the identified responsibilities will require an adjustment to the proposed pricing or a Change Order issued by the County for the additional services.

3.1. Motorola Responsibilities

Motorola is only providing equipment in this proposal with limited Project Management and Engineering support to order the agreed upon equipment and provide a TnCT update to logically add the console site and positions to the San Bernardino County ASTRO25 Core. Motorola's general responsibilities include the following:

- Conduct an Engineering Review of the proposed equipment
- Order the equipment list as proposed.
- Ship the proposed equipment to a San Bernardino County and Ontario FD provided office, warehouse, or storage facility.
- Inventory equipment in conjunction with San Bernardino County and Ontario FD.
- Provide TnCT support during the One Year Warranty period to logically add the proposed equipment to the system.
- Coordinate the activities of all Motorola subcontractors under this contract.

3.2. Customer Responsibilities

San Bernardino County and Ontario FD will assume responsibility for the installation and performance of all equipment and work necessary for completion of this project that is not provided by Motorola. General responsibilities for San Bernardino County and Ontario FD include the following:

- Provide all buildings, equipment shelters, and towers required for system installation.
- Ensure communications sites meet space, grounding, power, and connectivity requirements for the installation of all equipment.
- Install any required LAN cabling, antenna lines, or other equipment necessary to implement the Motorola proposed equipment.
- Obtain all licensing, site access, or permitting required for project implementation.
- Obtain frequencies for the project as required.
- Provide required system interconnections.
- Provide a dedicated delivery point, such as a warehouse, for receipt, inventory, and storage of equipment and receive shipped equipment.
- Inventory equipment in conjunction with Motorola
- Coordinate the activities of all San Bernardino County and Ontario FD vendors or other contractors.
- Develop any required templates for the CommandCentral AXS console.
- Conduct any required subscriber programming, fleetmap development, and system configuration necessary to implement the proposed CommandCentral AXS console site
- Install, configure, and test all Motorola provided equipment.

3.3. Assumptions

Motorola has made several assumptions in preparing this proposal, which are noted below. In order to provide a firm quote, Motorola will need to verify all assumptions or seek alternate solutions in the case of invalid assumptions.

- San Bernardino County and Ontario FD are solely responsible for the transportation of the proposed equipment to the final installation location as well as installation, configuration, and testing of the proposed equipment.
- San Bernardino County and Ontario FD will be installing the proposed CommandCentral AXS console into a new Ontario FD console site. No additional networking equipment, licensing, services, or connectivity to support the implementation of the additional console site is included in this proposal.
- Motorola will only provide the equipment specified in the Equipment List. Any additional equipment or components necessary to implement the CommandCentral AXS console site will be the responsibility of San Bernardino County and Ontario FD to provide. This includes, but is not limited to, RF Distributions systems, LAN cabling, backup power and UPS, Wide Area Network (WAN) routers, site links, or dispatch furniture.

- Motorola will provide San Bernardino County and Ontario FD with TnCT support services to add the new Ontario FD dispatch site within the warranty period as Ontario FD implements the dispatch site. TnCT support services beyond the warranty period will require a Change Order from Ontario FD.
- The San Bernardino County and Ontario FD are solely responsible for any subscriber programming or system configuration necessary to implement the proposed equipment as well as programming of any San Bernardino County and Ontario FD subscribers.
- All existing sites or equipment locations will have sufficient space available for the system described as required/specified by R56.
- Motorola is not responsible for hardware or software upgrades or modifications of any existing San Bernardino County and Ontario FD communications equipment or systems, or any facility improvements such as heating, cooling, power upgrades, or R56 improvements. Any site/location upgrades or modifications are the responsibility of San Bernardino County and Ontario FD.
- All existing sites or equipment locations will have adequate electrical power in the proper phase and voltage, and site grounding to support the requirements of the system described.
- Approved FCC licensing provided by the County.
- Approved local, State, or Federal permits as may be required for the installation and operation of the proposed equipment are the responsibility of the County.
- Any required system interconnections not specifically outlined here will be provided by the County. These may include dedicated phone circuits, microwave links, or other types of connectivity.
- No coverage guarantee is included in this proposal.
- Any additional Motorola Project Management, Field Engineer, System Technologist, Field Service Organization (FSO), or other Motorola services requested by San Bernardino County or Ontario FD will require a defined scope of work and a mutually agreed upon Change Order to be executed prior to the commencement of any additional services.

Section 4

Acceptance Test Plan

No Acceptance Test Plan (ATP) or Field ATP for the proposed equipment has been included in this proposal.

Section 5

Service/Warranty

Motorola is including the standard one (1) year commercial warranty for the equipment provided. No System Upgrade Agreement or Maintenance services are included with this proposal.

Section 6

Equipment

The equipment list for the proposed solution is shown below and will be reviewed and confirmed during the Engineering Review.

AXS CONSOLE		
QTY	**Nomenclature**	**Description**
ASTRO® 25 CORE		
1	SQM01SUM0323A	ASTRO MASTER SITE
1	CA03517AE	ADD: CORE EXPANSION
3	UA00156AA	ADD: 5 CONSOLE OPS: AXS, MCC7500/E AND AIS
3	CA01316AA	ADD:UNC ADDTL DEVICE LIC (QTY 10)
ASTRO Switches		
2	CLN9066A	NETWORK SWITCH, JUNIPER EX4100 24-PORT NON TAA
2	CLN9105A	CABLE FRU, 1 METER JUNIPER DAC CABLE
Juniper SRX Router and Firewall Series		
2	T8492A	ROUTER, RADIO SITE ROUTER AND FIREWALL - AC
2	CA03445AA	ADD: MISSION CRITICAL HARDENING
2	CA03448AA	ADD: STATEFUL FIREWALL
ASTRO Site Controller		
1	CA03863AA	ADD: ASTRO SYSTEM RELEASE 2022.1
1	T8810A	STANDALONE DSC 8000 CONTROLLER
1	CA03801AA	ADD: DSC 8000 CONVENTIONAL SITE CONTROLLER
1	UA00787AA	ADD: DSC 8000 CONVENTIONAL SITE CONTROLLER SW
1	CA03832AA	ADD: NM/DISPATCH SITE
ASTRO Site Controller		
1	T8811A	DSC AC POWER SUPPLY CHASSIS
1	CA03800AA	ADD: SINGLE POWER SUPPLY FOR DSC
1	CA04065AA	ADD: DSC AC POWER CABLE - US, 12 FT

CommandCentral AXS Dispatch Console		
11	HKVN4729A	AXS DISPATCH CONSOLE LICENSE
11	HKVN4730A	LICENSE,AXS TRUNKING SERVICES LICENSE
11	HKVN4731A	LICENSE,AXS ADVANCED CONVENTIONAL SERVICES LICENSE
11	HKVN4732A	LICENSE,AXS SECURE VOICE SERVICES LICENSE
11	HKVN4733A	LICENSE,AXS INTEGRATED IRR
11	HKVN4736A	LICENSE,AXS AMBE+2 VOCODER ROYALTY AND LICENSE
11	HKVN4739A	LICENSE,AXS SECURE OTEK SERVICES LICENSE
11	HKVN4737A	LICENSE,AXS STANDARD LEVEL RADIO RESOURCE CAPACITY LICENSE
1	B1957A	AXS SOFTWARE DVD
CommandCentral Hub		
11	B1956A	COMMANDCENTRAL HUB, W/CLIENT PC
11	CA03850AA	ADD: WINDOWS OS FOR MCC7500E CONSOLE
11	CA03553AA	ADD: AC LINE CORD, NORTH AMERICA
11	CA03547AA	ADD: BRACKET, MOUNTING 2RU
11	CA03548AA	ADD: TWO CABLES, POWER 24VDC
11	CA03572AA	ADD: CABLE RETENTION BRACKET
11	L3226A	COMPUTER MOUSE, CERTIFIED OPTICAL WHEEL MOUSE FOR RSD SERVERS AND WORKSTATIONS
11	L3225A	CERTIFIED KEYBOARD FOR RSD SERVERS AND WORKSTATIONS
11	DDN2825A	USB HEADSET BASE WITH PTT
1	DSF2B56AA	USB EXTERNAL DVD DRIVE
11	RMN5150A	OVER-THE-HEAD, MONAURAL, NOISE-CANCELING HEADSET
11	DSTWIN6328A	PROVIDES ONE DUAL PEDAL FOOTSWITCH
11	DSTG221B	TECH GLOBAL EVOLUTION SERIES 22INCH NON TOUCH
22	B1913A	MCC SERIES HEADSET JACK
11	B1951B	DISPATCH DESKTOP MICROPHONE, USB
11	CA03413AA	ADD: USB CABLE, TYPE A TO TYPE C, 4.5M
22	B1952B	DISPATCH DESKTOP SPEAKER, USB
22	CA03413AA	ADD: USB CABLE, TYPE A TO TYPE C, 4.5M
11	T8742A	MCAFEE FOR WINDOWS CLIENT, A2019.2 +PLUS
11	T8807A	WINDOWS SUPP FULL CONFIG, A2022.1

ASTRO® 25 Firewalls		
1	T8639A	JUNIPER CONTROL ROOM FIREWALL
Standalone Items		
2	TRN7343A	RACK 7.5'
12	DS3750296	BREAKER, 10 AMP, CB UL 489 LISTED FOR AC EDGE II (1101-1188)
12	DS3750295	BREAKER, 5 AMP, CB UL 489 LISTED FOR AC EDGE II (1101-1188)
2	DS11011188	PDU, 120/240 SPLIT PH OR N+1 REDUNDANT, 60A MAX PER PHASE, SIX DEDICAT
2	DS1101990	SPD, SHIELDED RJ-45 JACK, SINGLE LINE GBE (1000MBPS) R56 COMPLIANT
2	DSTSJADP	RACK MOUNT GROUND BAR, 19 IN FOR TSJ AND WPH SERIES DATA SPDS
11	DSACPS6N120SN2TT	AC POWER STRIP, 6 OUTLETS, SASD PROTECTED, UL1449/R56, 12FT CORD
6	DSRMP420B	SPD, TYPE 3, 120V RACK MOUNT, 20A STD PLUG-IN INPUT W/ 4 OUTLETS PER
3	DSBCH00008	8 CHANNEL SHORT HAUL COMBINER, CSC01, 100-960MHZ
ASTRO Switches		
2	CLN9066A	SWITCH,SWITCH,EX4100 24-PORT SWITCH NON TAA
APX™ Consolette		
13	L37TSS9PW1AN	MOBILE RADIO ALL BAND CONSOLETTE
13	CA01598AB	ADD: AC LINE CORD US
13	G51AT	SOFTWARE LICENSE ENH:SMARTZONE
13	L999AG	ADD: FULL FP W/E5/KEYPAD/CLOCK/VU
13	GA05100AA	ADD: STD WARRANTY - NO ESSENTIAL
13	G298AS	SOFTWARE LICENSE ENH: ASTRO 25 OTAR W/ MULTIKEY
13	G843AH	ADD: AES ENCRYPTION AND ADP
13	G806BL	SOFTWARE LICENSE ENH: ASTRO DIGITAL CAI OP APX
13	QA09113AB	ADD: BASELINE RELEASE SW
13	W382AM	ADD: CONTROL STATION DESK GCAI MIC
13	G361AH	SOFTWARE LICENSE ENH: P25 TRUNKING SOFTWARE APX
13	HKN6233C	MOBILE RADIO APX CONSOLETTE RACK MOUNT KIT
1	HKN6183B	CABLE, CH PROGRAMMING RS-232 (GCAI)
ASTRO® 25 Firewalls		

1	T8492A	ROUTER, RADIO SITE ROUTER AND FIREWALL - AC
1	CA03445AA	ADD: MISSION CRITICAL HARDENING
1	CA03448AA	ADD: STATEFUL FIREWALL
MCD 5000 Deskset System		
13	FKN8695AS	ETHERNET CABLE 10'
1	HKVN4861A	SOFTWARE, MCD 5000 DESKSET CONFIG TOOL, NO OMC
13	FHN7469A	MCD5000 DESKSET/RGU POWER SUPPLY W/USAPOWER CORD
13	FKN8691A	ASSY,CBL,MCD 5000 RGU TO MC3000 DJB FOR ASTRO CNSLT W9
13	FKN8690A	ASSY,CBL,MCD 5000 RGU TO ASTRO CNSLT W9 DIR CONNECT
1	HKVN4865A	SOFTWARE LICENSE MCD5000 AND DOCUMENTATION
13	F2380A	MCD5000 DESKSET

Section 7

Equipment Delivery Estimate

Motorola's preliminary estimate for the proposed equipment delivery from time of order to inventory will take approximately 6 months. This estimate assumes the Ontario Fire Department tasks will be completed in a timely manner and appropriate resources from the County will be available when necessary to complete various tasks. Current worldwide parts and resource shortages may impact schedule.

Section 8

Pricing Summary

Motorola is pleased to provide the following equipment and services to Ontario Fire Department.

8.1. Equipment and Installation

EQUIPMENT AND SERVICES SUMMARY	
CommandCentral AXS Consoles, APX Consolettes, and Site Equipment	$1,171,198.48
Implementation & Warranty Services	$63,971
System Sub-total	**$1,235,169**
LA County Discount	***($194,924)***
One-time Customer Loyalty Discount if purchased as proposed 4/27/26	***($195,000)***
Estimated Equipment Tax @ 8.75%	$68,362
Total Equipment Contract Price:	**$913,607**

8.2. Payment Schedule

Contract Price. The Total Equipment Contract Price in U.S. dollars is $ 913,607

Motorola Solutions will use the following major milestones of the project for Implementation Services financial billing:

1. 25% of the Contract Price due upon Contract Execution (due upon effective date);
2. 60% of the Contract Price due upon shipment of equipment
3. 15% of the Contract Price due upon inventory of equipment

If Subscribers are purchased, 100% of the Subscriber Contract Price will be invoiced upon shipment (as shipped).

For Lifecycle Support Plan and Subscription Based Services: Motorola will invoice Customer annually in advance of each year of the plan.

Motorola reserves the right to make partial shipments of equipment and to request payment upon shipment of such equipment. Motorola will submit invoices to the County for services when they are performed. Ontario FD will make payments to Motorola within thirty (30) days after the date of each invoice. Ontario FD will make payments when due in the form of a wire transfer, check, or cashier's check from a U.S. financial institution. Overdue invoices will bear simple interest at the maximum allowable rate. For reference, the Federal Tax Identification Number of Motorola, Inc is 36-1115800.

Due to significant market and tariff volatility, as well as fluctuations in the cost of energy and raw materials including, but not limited to, steel, copper, finished wood, and concrete, Motorola Solutions reserves the right to equitably adjust the contract price, completion schedule, and/or contract requirements. Additionally, Motorola Solutions reserves the right to apply a fuel surcharge to quoted freight rates based on the prevailing diesel cost at the time of shipment.

Section 9

Contractual Documentation

This proposal is subject to the terms and conditions of the Products Agreement attached to this proposal. Ontario Fire Department may accept the proposal by returning to Motorola a signed copy of the Products Agreement attached to this proposal. Any issued Purchase Order should specifically reference "PO is subject to Motorola's proposal dated February 25, 2026, and the terms and conditions of the Products Agreement attached to Motorola's proposal."

PRODUCTS AGREEMENT

This Products Agreement (this "**Agreement**") is entered into between **Motorola Solutions Inc.,** ("**Seller**" or "**Motorola**") and the entity set forth in section I(b) ("**Customer**") as of the date last signed below ("Effective Date"). Seller and Customer will each be referred to herein as a "**Party**" and collectively as the "**Parties**".

I. Seller and Customer Information

(a)	Seller	Motorola Solutions, Inc.
(b)	Customer	Name: Address: Contact:

II. Transaction Details

(a)	Proposal	Proposal No._____ Date:_____ Motorola will provide Customer with the products and services set forth in the proposal dated above (the "Proposal"), a copy of which is attached hereto and incorporated herein.
(b)	Pricing	Pricing for products and services being purchased by Customer is set forth in the Proposal.
(c)	Term and Conditions	The Parties acknowledge and agree that the terms of the Motorola Customer Agreement ("MCA"), including all applicable addenda, located at https://www.motorolasolutions.com/content/dam/msi/docs/msi-standards_terms-conditions/US-Motorola-Solutions-Customer-Agreement.pdf are incorporated herein and shall apply to the products and services provided to Customer as set forth in the Proposal.

III. Entire Agreement

This Agreement, including the Proposal and any terms and conditions referenced herein, constitutes the entire agreement of the Parties regarding the subject matter of the Agreement and supersedes all previous agreements, proposals, and understandings, whether written or oral, relating to this subject matter. This Agreement may be executed in multiple counterparts, and shall have the same legal force and effect as if the Parties had executed it as a single document. The Parties may sign in writing, or by electronic signature, including by email. An electronic signature, or a facsimile copy or computer image, such as a PDF or tiff image, of a signature, shall be treated as and shall have the same effect as an original signature. In addition, an electronic signature, a true and correct facsimile copy or computer image of this Agreement shall be treated as and shall have the same effect as an original signed copy of this document. This Agreement may be amended or modified only by a written instrument signed by authorized representatives of both Parties. The preprinted terms and conditions found on any Customer purchase or purchase order, acknowledgment or other form will not be considered an amendment or modification of this Agreement, even if a representative of each Party signs that document, and the terms of this Agreement will take precedence.

CUSTOMER:	MOTOROLA SOLUTIONS, INC.
By:_____	By:_____
Print Name:_____	Print Name:_____
Title:_____	Title:_____
Date:_____	Date:_____

CITY OF ONTARIO *Agenda Report* **June 16, 2026**	**SECTION:** **CONSENT CALENDAR**
Department: Public Works Prepared By: Cynthia Heredia-Torres Staff Member Presenting: Tito Haes, Executive Director Public Works Reviewed By: Andrea Ampig Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 10

SUBJECT: **AN AMENDMENT TO THE DESIGN SERVICES AGREEMENT WITH HMC ARCHITECTS AND AN AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT WITH TILDEN-COIL CONSTRUCTORS, INC. FOR THE FIRE STATION 11/PUBLIC SAFETY CENTER AND ANIMAL RESOURCE CENTER PROJECTS**

RECOMMENDATION: That the City Council take the following actions:

A. Authorize the City Manager, or his designee, to execute Amendment No. 5 to the Design Services Agreement with HMC Architects, of Ontario, California, to provide architectural and engineering services for the D&C23-005 Fire Station 11/Public Safety Center project in the amount of $9,872,775 for a total not-to-exceed contract amount of $19,818,902; and
B. Authorize the City Manager, or his designee, to execute Amendment No. 8 to the Professional Services Agreement with Tilden-Coil Constructors, Inc., of Riverside, California, to provide construction management multi-prime services for the D&C23-005 Fire Station 11/Public Safety Center project and the Animal Resource Center project in the amount of $10,959,376 for a total not-to-exceed contract amount of $84,588,394; and
C. Authorize the City Manager, or his designee, to execute all documents required for the completion of the projects, which may include, but are not limited to, agreements, assessments, easements, reduction of retention accounts, contract amendments within the authorization limits, and filing a notice of completion at the conclusion of all construction-related activities.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)
Maintain the Current High Level of Public Safety
Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in Ontario Ranch

FISCAL IMPACT: Amendment No. 5 to the Design Services Agreement with HMC Architects is in the amount of $9,872,775 for a total not-to-exceed contract amount of $19,818,902. Amendment No. 8

to the Professional Services Agreement with Tilden-Coil Constructors, Inc. is in the amount of $10,959,376 for a total not-to-exceed contract amount of $84,588,394. The total contract amount of both amendments includes on-call work performed for various citywide projects. If approved, additional appropriations in the Capital Projects Fund will be included in future quarterly budget updates to the City Council as needed for the Fire Station 11/Public Safety Center and Animal Resource Center projects.

BACKGROUND & ANALYSIS: The National Fire Protection Association Standard 1710 states that 90% of the time, a travel time standard of four minutes or less should be maintained for Emergency Fire Vehicles. Currently in certain sections of the Ontario Ranch area, the Ontario Fire Department's travel response time is between seven and 11 minutes. With the growth of residential and commercial buildings in the area, an additional fire station is required to be built to meet the travel time standard.

The proposed Public Safety Center, located on the northeast corner of Edison Avenue and Bon View Avenue, will include a Fire Station 11, a Police Substation, various site improvements, and facilities for storage, K-9 units, Fire Department and Police Department training, and Aircraft Rescue and Firefighting services.

The proposed agreement Amendment No. 5 with HMC Architects will provide architectural, engineering, environmental, entitlement, and construction administration services for the planning, design, permitting, bidding, and construction support for the new Fire Station 11/Public Safety Center project. The scope also includes environmental studies, surveys, geotechnical investigations, regulatory approvals, bidding assistance, and construction administration services through project completion.

The proposed agreement Amendment No. 8 with Tilden-Coil Constructors, Inc. will provide construction management multi-prime support services for the Fire Station 11/Public Safety Center and Animal Resource Center projects. The scope will provide preconstruction services, including design coordination, cost estimating, constructability reviews, value engineering, scheduling and logistics support, building information modeling coordination and bidding assistance to support project development and procurement. During construction, Tilden-Coil Constructors, Inc. will assist with contractor coordination, field support, schedule and budget tracking, payment application review, reporting, and project closeout activities.

Compensation is based on a fixed preconstruction fee, a construction management fee calculated as a percentage of the final construction cost, and reimbursement of general conditions costs necessary to support project execution. These services will help ensure efficient project delivery, cost control, schedule management, and coordination of the City's major public safety and animal care facility improvements.

The project schedule anticipates completion of design and agency approvals over approximately 20 months, followed by an estimated 18-month construction period. The project will provide modern public safety facilities to support the City's current and future emergency response, law enforcement, and training needs.

CITY OF ONTARIO
303 EAST B STREET | ONTARIO, CALIFORNIA 91764
(909) 395-2000 FAX (909) 395-2070 OntarioCA.gov

PAUL S. LEON
MAYOR

ALAN D. WAPNER
MAYOR PRO TEM

JIM W. BOWMAN
DEBRA PORADA
DAISY MACIAS
COUNCIL MEMBERS

SHEILA MAUTZ
CITY CLERK

JAMES R. MILHISER
CITY TREASURER

SCOTT OCHOA
CITY MANAGER

AMENDMENT NO. 5 TO THE DESIGN SERVICES AGREEMENT BETWEEN THE CITY OF ONTARIO AND HMC GROUP DBA HMC ARCHITECTS

1. Parties and Date.

This Amendment No. 5 to the Agreement (as defined herein) is made and entered as of _____, by and between the City of Ontario ("City") and **HMC Group dba HMC Architects**, a Corporation ("Consultant"). City and Consultant are sometimes individually referred to as "Party" and collectively as "Parties."

2. Recitals.

2.1 Agreement. The City and Consultant have entered into an agreement entitled "Design Services Agreement" dated January 28, 2025 ("Agreement").

2.2 Amendment Purpose. The City and Consultant desire to amend the Agreement and provide design services for D&C23-005 Fire Station 11/Public Safety Center and increase the not-to-exceed amount by $9,872,775 for a new total contract amount not-to-exceed $19,818,902. The Parties have heretofore entered into that Amendment No. 1 dated March 18, 2025, Amendment No. 2 dated March 18, 2025, Amendment No. 3 dated July 15, 2025 and Amendment No. 4 dated December 16, 2025.

2.3 Amendment Authority. This Amendment No. 5 is authorized pursuant to Section 3.37 of the Agreement.

3. Terms.

3.1 Amendment. Section 3.1.1 and 3.10.1 of the Agreement is hereby amended in its entirety to read as follows:

> "3.1.1 Scope of Services. Consultant promises and agrees to furnish to City all labor, materials, tools, equipment, services, and incidental and customary work necessary to fully and adequately supply the professional architectural

and related services necessary for the full and adequate completion of the Project consistent with the provisions of this Agreement (hereinafter referred to as "Services"). The Services are more particularly described throughout this Agreement, including Exhibit "A" attached hereto and incorporated herein by reference. All Services shall be subject to, and performed in accordance with, this Agreement, any exhibits attached hereto and incorporated herein by reference, and all applicable local, state and federal laws, rules and regulations. All Services performed by Consultant shall be subject to the sole and discretionary approval of the City, which approval shall not be unreasonably withheld. Additionally, Consultant shall comply with all Federal requirements applicable to the Services as set forth in Exhibit "A."

"3.10.1 Consultant's Compensation for Basic Services. City shall pay to consultant, for the performance of all Services rendered under this Agreement, with the total not to exceed amount of **Nineteen Million Eight Hundred Eighteen Thousand and Nine Hundred Two Dollars ($19,818,902)** ("Total Compensation")**.** This Total Compensation amount shall be based upon, and may be adjusted according to, the fee schedule and related terms and conditions attached hereto as Exhibit "B" and incorporated herein by reference. The Total Compensation, as may be adjusted upon mutual agreement, shall constitute complete and adequate payment for Services under this agreement."

Attachment A attached hereto and incorporated herein by reference is hereby added to Exhibit A to the Agreement.

3.2 Continuing Effect of Agreement. Except as amended by this Amendment No. 5, all other provisions of the Agreement remain in full force and effect and shall govern the actions of the parties under this Amendment No. 5. From and after the date of this Amendment No. 5, whenever the term "Agreement" appears in the Agreement, it shall mean the Agreement as amended by this Amendment No. 5.

3.3 Adequate Consideration. The Parties hereto irrevocably stipulate and agree that they have each received adequate and independent consideration for the performance of the obligations they have undertaken pursuant to this Amendment No. 5.

3.4 Severability. If any portion of this Amendment No. 5 is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

3.5 Integration. This Amendment represents the entirety of the Parties' understanding relating to the subject of this Amendment, including written or verbal communications between the Parties, which shall have no relevance unless expressly incorporated herein. This is an integrated amendment.

[SIGNATURES ON FOLLOWING PAGE]

SIGNATURE PAGE FOR AMENDMENT NO. 5 TO DESIGN SERVICES AGREEMENT BETWEEN THE CITY OF ONTARIO AND HMC GROUP DBA HMC ARCHITECTS

IN WITNESS WHEREOF, the Parties have entered into this Amendment No. 5 as of the day and year first above written.

CITY OF ONTARIO

Approved By:

_____
Scott Ochoa
City Manager

Approved as to Form:

_____
Best Best & Krieger LLP
City Attorney

Attested By:

_____
City Clerk

HMC GROUP dba HMC ARCHITECTS

By: _____

Its: _____

Printed Name: _____

By: _____

Its: _____

Printed Name: _____

[If Corporation, TWO SIGNATURES, President OR Vice President AND Secretary OR Treasurer REQUIRED]

HMC DESIGN FOR GOOD Architects

May 20, 2026

Mr. Tito Haes
Executive Director Public Works
City of Ontario
1333 S. Bon View Ave.
Ontario, CA 91761
thaes@ontarioca.gov

Regarding: Proposal for Architectural & Engineering Services
City of Ontario
Public Safety Center (PSC)
HMC #2518011-000

Dear Mr. Haes:

HMC Group (HMC) is pleased to submit the following Proposal to provide Architectural, Engineering, and Specialty Consultant Services for the above-mentioned Projects.

A. Proposed Project:

The Project is a new Public Safety Center campus and includes a Fire Station and Police Substation.

- The full scope of the Public Safety Center shall be determined in Programming and Conceptual Design; however, it is anticipated the following elements will be included:

Component	Total Gross SF
Fire Station	30,500
Police with K9 Substation	9,500
Indoor Firing Range	21,600
Storage Facility	26,000
Fire Training (Site)	10,000
Aircraft Rescue and Fire Fighting (ARFF)	100,000
Police Training (Site)	100,000
Site Development	435,000

- The probable construction cost (including escalation) of the preliminary program above is approximately $92 million (excluding the Off-Site Improvements and the ARFF prop); this may be adjusted depending on the design and scope approved by the City.

B. Site Description:

The new Public Safety Center is to be in the general vicinity of the cross streets Bon View Ave and Edison Ave. Final site location and acreage to be determined after programming phase.

C. Scope of Services:

Programming and Conceptual Design:

1. Programming:
   a. Work with the City to understand current and future needs for the Project.
   b. Prepare space program by category with square footages and quantity.
   c. Prepare room data sheets for each type of space indicating unique requirements.
   d. Prepare a conceptual adjacency diagram.
   e. Facilitate a maximum of a five (5) day Stakeholder Engagement Workshop to engage user groups to listen and gather feedback about current facilities and future needs. Review and discuss findings with the City and confirm final program.
   f. Develop a Cost Plan for the Project based on the program.
   g. Compare the Cost Plan with the Project budget and if necessary, modify the Scope of Work with Owner to reconcile the Cost Plan and Project budget.
2. Conceptual Site Planning:
   a. Prepare a site analysis diagram, incorporating existing site conditions, environmental conditions, and unique opportunities identified by the stakeholder group.
   b. Prepare up to three site concept options.
   c. Prepare one final conceptual site plan.
3. Cost Estimate:
   a. Prepare a cost estimate of the preliminary design.
4. Final Deliverables:
   a. Programming and Conceptual Design package will include program summary, program room data sheets, adjacency diagram, building plan diagrams, preliminary site plans, preliminary massing concept, and cost estimate.

Entitlements and Environmental Services:

1. Entitlements:
   a. Review plans and deliverables for conformance with City Development Code.
   b. Prepare List of Concerns to address program and development matters.
   c. Prepare any required easement adjustments and new easements.
   d. Research and prepare documentation for permitting outside of standard city and county regulations, including but not limited to FAA, FCC, SCE, and AQMD.
   e. Prepare Project Narrative describing development program for entitlement and permitting purposes.
2. Environmental Services:
   a. Phase I ESA
   b. Manure and Methane Site Assessment Report
   c. Methane Investigation
   d. Methane Investigation Report
   e. Asbestos, PCB and Lead Survey
3. Surveys and Reports:
   a. Obtain Preliminary Title Report.
   b. Provide American Land Title Association (ALTA) Survey, including ground topography, existing utilities from as-builts, and property lines, and calculate final boundary.
   c. Complete Subsurface Investigation of utilities through ground penetrating radar and potholing.
   d. Conduct borings, infiltration tests, and laboratory testing required to provide Geotechnical Report

Off-Site Improvements:

1. Design off-site improvements at the frontages of the Project and Animal Shelter: Cucamonga Avenue, Edison Avenue, and Bon View Avenue.
    a. Complete traffic study.
    b. Design and engineer street signaling.
    c. Design and engineer street improvements include full-width street widening, curbs and gutter, and sidewalk.
    d. Design and engineer signage and striping.
    e. Design and engineer street lighting.
    f. Coordinate electrical service to new streetlights and street signals.
    g. Design and engineer new fire hydrants and connections to the nearest off-site water main.
    h. Design and engineer parkways' landscaping and irrigation improvements.
    i. Provide all required public improvements within the public right-of-way.

Schematic Design:

1. Facilitate a Design Workshop to review floor plan concepts from prior planning phase, engage stakeholders, and build consensus on final direction.
2. At each phase of design, HMC shall facilitate all-day Milestone Page Turn meeting with the Owner to review milestone deliverables and gather feedback. HMC shall provide a cost estimate, and if necessary, steps to reconcile the estimate with the Project budget. At the conclusion of each meeting, Owner to provide Notice to Proceed into next phase, which represents an understanding and approval of Scope, Schedule and Budget as indicated in the Submittal.
    a. HMC to provide 100% Schematic Design Submittal, which includes design drawings, Architecture/Engineering (A/E) basis of design narratives, and cost estimate. Refer to Attachment "D" HMC Production Document Deliverables for additional information.

Design Development:

1. At each phase of design, HMC shall facilitate all-day Milestone Page Turn meeting with the Owner to review milestone deliverables and gather feedback. HMC shall provide a cost estimate, and if necessary, steps to reconcile the estimate with the Project budget. At the conclusion of each meeting, Owner to provide Notice to Proceed into next phase, which represents an understanding and approval of Scope, Schedule and Budget as indicated in the Submittal.
    a. HMC to provide 100% Design Development Submittal, which includes design drawings and an updated cost estimate. Refer to Attachment "D" HMC Production Document Deliverables for additional information.

Construction Documents through Construction Administration:

1. At each phase of design, HMC shall facilitate all-day Milestone Page Turn meeting with the Owner to review milestone deliverables and gather feedback. HMC shall provide a cost estimate, and if necessary, steps to reconcile the estimate with the Project budget. At the conclusion of each meeting, Owner to provide Notice to Proceed into next phase, which represents an understanding and approval of Scope, Schedule and Budget as indicated in the Submittal.
    a. HMC to provide 100% Construction Document Submittal, which includes design drawings, specifications, and an updated cost estimate. Refer to Attachment "D" HMC Production Document Deliverables for additional information.

Agency Review and Approval:

1. Obtain City of Ontario Planning and Building Department approval for the Project.

Bidding and Negotiations:

1. Assist with Bidding, which include answering pre-bid RFIs, providing addenda as required, and evaluation of contractor bids.

Construction Administration:

1. Provide Construction Administration services, HMC anticipates the following:
    a. Attending one (1) preconstruction meeting with City & General Contractor.
    b. Attending approximately seventy (70) weekly Owner, Architect, Contractor (OAC) meetings.
    c. Attending approximately forty (40) Construction Observation visits from the A/E team (if attending OACs in-person, construction observation visits will coincide with OACs).
    d. Responding to approximately one hundred fifty (150) Submittals (shop drawings, product data, etc.).
    e. Responding to approximately three hundred (300) Requests for Information (RFI).
    f. Reviewing and approving monthly contractor Pay Applications.
    g. Preparing one (1) A/E Punch List of the construction prior to Owner occupancy.
    h. Reviewing contractor-prepared Closeout Documents (subcontractor and material provider warranties, operations & maintenance manuals, contractor's as-built drawings).

D. Preliminary Schedule:

The Preliminary Project Schedule is anticipated as follows:

Phase	Start	End	Duration
Schematic Design (SD)	06/01/26	09/30/26	4 Months
Design Development (DD)	10/01/26	02/26/27	5 Months
Construction Documents (CD)	03/01/27	08/31/27	6 Months
Agency Review & Approval (AG)	09/01/27	01/31/28	5 Months
	06/01/26	**01/31/28**	**20 Months**

This is intended to provide a rough timeline for the project based on known information at this time but is subject to change as additional information is discovered as the project moves forward through the subsequent phases.

Note: The Owner and Architect agree and acknowledge that the performance of the Architect's services may depend upon other parties and circumstances which the Architect cannot control. The schedule and fee, therefore, may be extended by agreement between the Owner and Architect, except where the Architect is solely responsible for Project delays.

E. Assumptions / Exclusions:

a. Services
    a. Civil Engineering, On-Site
    b. Landscape Architecture
    c. Architectural
    d. Structural Engineering
    e. Mechanical, Plumbing, and Electrical Engineering

f. Fire Sprinkler and Alarm Engineering
g. Data/Telecom/Low Voltage Engineering
h. Security (Intrusion/CCTV) Engineering
i. Photovoltaic and Battery Storage Design
j. Municipal Facility Specialist
k. Cost Estimating
l. Entitlements
m. Environmental Services
n. ALTA and Topographic Survey
o. Subsurface Investigation
p. Geotechnical Report
q. Audio-Visual
r. Enhanced Commissioning
s. Furniture, Fixtures, and Equipment (FF&E)
t. Design and engineering services for the Aircraft Rescue and Fire Fighting prop is excluded; it is assumed a 3rd party vendor will be selected by the City to design and manufacture the prop. Coordination and design of site infrastructure is included.
u. Specialty consultants other than those listed in this Proposal are excluded.

b. Energy and Sustainability
    a. LEED, WELL, Zero Energy Building, or other sustainable certification(s) of any type related to this Project are excluded.
    b. Fundamental Commissioning, as required by the 2022 California Energy Code and the CALGreen Code, is included.
    c. Design of photovoltaics and battery storage system, per 2022 California Energy Code, is included.
    d. Commissioning or training of systems are excluded.
    e. Detailed on-site renewable energy and/or IAQ management plans are excluded.
    f. QSP monitoring services; horizontal control plans; Standard Urban Stormwater Mitigation Plan (SUSMP), and off-site work is excluded.
    g. QSD services for development of Storm Water Pollution Prevention Plan (SWPPP) is included. Fees for submission of SWPPP shall be paid for by Owner.
c. Construction
    a. It is assumed that project delivery method is CM Multi-Prime (CMMP).
    b. Construction duration is preliminarily estimated at a maximum of eighteen (18) calendar months. Should the construction schedule be extended through no fault of the architect, additional services for extended Construction Administration services shall apply.
    c. Construction staking during construction is excluded and shall be provided by General Contractor.
d. Fees
    a. Agency and permit fees are excluded.
    b. Testing and inspection fees are excluded.
e. Deliverables
    a. Two sets of hard copy prints of Booklets, Drawings and Specifications for each phase, Schematic Design though Construction Documents, are included in reimbursable expenses.
    b. Development of Record Drawings from Contractor’s As-Builts is excluded.

F. Compensation:

HMC will provide the services listed in C. Scope of Services for a fixed fee of **Nine Million, Eight Hundred Seventy-Two Thousand, Seven Hundred Seventy-Five Dollars ($9,872,775)** based on an estimated construction cost of approximately Ninety-Two Million Dollars ($92,000,000) per Phase Breakdown below. If after completion of Schematic Design, the Owner approved construction budget exceeds this amount, A/E fees will be adjusted according to the percentage of construction established in the fee schedule below. Fees for Programming and Conceptual Design, Entitlements and Environmental Services, and Off-Site Improvements are in addition to typical fee-percentage-based compensation for Schematics through Contract Administration.

A/E Fee Summary

Building	Size	Const. Cost	A/E %	Total A/E Fee
Fire Station	30,500 SF	$ 35,016,042	11.00	$ 3,676,684
Police w/ K9 Substation	9,500 SF	$ 11,137,949	11.00	$ 1,169,485
Indoor Firing Range	21,600 SF	$ 20,105,071	10.00	$ 1,909,982
Storage Facility	26,000 SF	$ 14,208,294	8.50	$ 1,136,664
Fire Training (Site)	10,000 SF	$ 1,060,875	6.00	$ 68,957
Police Training (Site)	100,000 SF	$ 1,202,325	6.00	$ 78,151
Site Development	435,000 SF	$ 9,580,976	6.00	$ 622,763
Total		**$ 92,311,532**	**9.76**	**$ 9,005,802**

A/E Fee Phase Breakdown	%	Fee
Programming and Conceptual Design	2.7%	$ 267,165
Entitlements and Environmental Services, Off-Site Improvements	6.1%	$ 599,808
Schematic Design	13.7%	$ 1,350,870
Design Development	22.8%	$ 2,251,450
Construction Documents	31.9%	$ 3,152,031
Agency Review and Approval	2.7%	$ 270,174
Bidding and Negotiations	1.8%	$ 180,116
Construction Administration	18.2%	$ 1,801,160
Total	**100%**	**$ 9,872,775**

G. Additional Services:

If Additional Services are required beyond the original Scope of Work, such as services described in Attachment “B”, HMC will provide a proposal for the services. Upon approval, these services shall be billed against a **Five Hundred Thousand Dollar ($500,000)** Owner requested contingency allowance.

H. Reimbursable Expenses:

Reimbursable expenses are preliminarily estimated not to exceed **One Hundred Thousand Dollars ($100,000)**. Reimbursable expenses are in addition to compensation for Consulting Services, including printing, plotting, delivery, and other expenses related to Agency review, Bidding, Construction or other Owner requested costs. Expense of fees paid for securing approval of authorities having jurisdiction over the Project. The Architect's compensation shall be computed based on one and one fifteenth (1.15) times the amounts invoiced to the Architect.

I. Total Fee Summary:

Total Fee Summary		**Fee**
Total A/E Fee (Section F)	$	9,872,775
Additional Services Contingency (Section G)	$	500,000
Reimbursable Expenses (Section H)	$	100,000
Total Fee	**$**	**10,472,775**

Please review this Proposal and if it meets with your approval, please send HMC your Standard Form of Agreement for signature.

If you have any questions or need additional information, please contact me at (626) 826-9108.

Sincerely,



HMC Architects DESIGN FOR GOOD

Brandon Gullotti AIA, NCARB, Assoc. DBIA
Principal In Charge

Encl.: Attachment “A” – Standard Rate Schedule
Attachment “B” – Additional Services List
Attachment “D” – HMC Production Deliverables

cc: Sarah Gradillas, File-02 Contracts Information-03 AOA\PROPOSALS

HMC Architects DESIGN FOR GOOD

ATTACHMENT "A"

HMC Rate Schedule
Hourly Rate by Professional Category
(Not all categories need apply to this contract)

Description		Rates
Principal in Charge	$	385
Sr Project Manager/Sr Project Architect/Sr Technical Manager	$	285
Project Manager/Project Architect/Technical Manager	$	270
Job Captain/Technical Leader	$	225
Project Coordinator	$	195
Senior Construction Administrator	$	290
Construction Administrator	$	270
Project Administration Support	$	160
Design Principal	$	385
Senior Project Designer	$	285
Project Designer	$	270
Design Leader	$	225
Designer II	$	175
Designer	$	160
Sustainability Director	$	320
Specifications Writer	$	245
Visualization Arts	$	225

These are the current hourly rates effective July 1, 2025, through June 30, 2026 and are subject to change one time annually effective July 1st

ATTACHMENT "B"

ADDITIONAL SERVICES

The Additional Services described in this Attachment are not included in Basic Services and they shall be paid for by the Owner as provided in this Agreement, in addition to the compensation for Basic Services. Additional Services may only be provided if authorized or confirmed in writing by the Owner and Architect.

Project Representation Beyond Basic Services:

1. ***Revisions:*** Making revisions in Drawings, Specifications, Project Manual or other documents when such revisions are:

   a. Inconsistent with approvals or instructions previously given by the Owner;

   b. Required by the enactment, revised interpretation, jurisdictional differences in interpretation, or revision of codes, laws or regulations subsequent to the preparation of such documents, or additional costs caused by delays resulting from such.

2. ***Project Changes:*** Providing services required because of changes in the Project including, but not limited to, size, quality, scope, complexity, the Owner's schedule, or the method of bidding or negotiating and contracting for construction including project phasing or bid packages.

3. ***Change Orders:*** Preparing Drawings, Specifications and other documentation, analysis and supporting data, evaluating Contractor's proposals, and providing other services in connection with Change Orders and directives.

4. ***Default:*** Providing services made necessary by the default or termination of the Contractor, by defects or deficiencies in the Work of the Contractor, or by failure of performance of either the Owner, Contractor or others performing services or providing work on the Project.

5. ***Contractor's Submittals:*** Reviewing a Contractor's submittal out of sequence from the submittal schedule agreed to by the Architect, or multiple reviews of submittals beyond the number of reviews included as Basic Services.

6. ***Contractor's RFI:*** Responding to the Contractor's requests for information where such information is available to the Contractor from a careful study and comparison of the Contract Documents, field conditions, Contractor-prepared coordination drawings, or prior Project correspondence or documentation.

7. ***Claims:*** Providing services in connection with claims submitted by Contractor or others.

8. ***Hearings, Proceedings:*** Providing services in connection with the preparation for, or attendance at, public hearings or other meetings, or legal proceedings, except where the Architect is a party thereto.

Contingent Additional Services

1. ***Existing or Other Facilities:*** Providing services to investigate facilities or existing conditions or to make measured drawings thereof.

2. ***Detailed Estimates:*** Providing detailed estimates of Construction Cost.

3. ***Providing Other Consultants:*** Providing services of consultants, if any, other than those specified as Basic Services under this Agreement.

4. ***Client-Provided Front-End Specifications:*** Providing services made necessary due to process or scope changes resulting from the inclusion of Client-provided front end specifications section.

5. ***Post Completion/Extended Construction:*** Providing services after the original completion date not due to the fault of the Architect or after issuance to the Owner of the final Certificate for Payment, or thirty (30) days after the date of Substantial Completion of the Work, whichever is earlier.

6. ***Project Hold/Resumption:*** If the Project is placed on hold by the Owner for more than 90 days due to circumstances beyond the direct control of the Architect, the schedule shall be adjusted and the Architect's compensation shall be equitably adjusted to provide for expenses incurred in the interruption and resumption of the Architect's services.

7. ***Other Additional Services:*** Providing any other services not otherwise included in this Agreement.

ATTACHMENT "D"

HMC PRODUCTION DELIVERABLES

100% Schematic Design Submittal

- **Project Schedule**
- **Program**
- **Design, Code Analysis**
- **Architectural Requirements**

Floor Plans

- Room names with cross reference to sizes required by project program.
- Overall dimensions, grid, partition, and column layouts with door & window openings.
- Demolition plan if required by the project.

Elevations and Sections

- Exterior elevations depicting height and relationship to natural and graded ground contours.
- Sections as needed to explain the structure or its design features.

Code Analysis

- Allowable building area calculations in accordance with construction type, side yards, setbacks, fire sprinkler increases, zoning code floor area ratios if applicable and building height compliance.
- Floor plans depicting exit system, occupancy and area separations.
- Mixed occupancy ratios if applicable.
- Calculated plumbing fixture counts.

Architectural Narrative

- General description of architectural materials and building systems

100% Design Development Submittal

- **Updated Project Schedule**
- **Updated Program**
- **Updated Design, Code Analysis**
- **Expanded Architectural Requirements**

Floor Plans

- Room names with cross reference to sizes required by project program with defined corridors, lobbies, stairs, elevators, toilet rooms, janitors' closets, and mechanical/electrical equipment rooms.
- Overall dimensions, grid, partition, and column layouts with door & window openings with provisions for making facilities accessible to and usable by the disabled.
- Location of plumbing fixtures such as floor drains, drinking fountains, showers, fire-hose cabinets, fire extinguisher cabinets, fume & exhaust hoods.
- Major built-in features such as fixed seating, food service equipment, display cases, counters, shelves, lockers, laboratory workspaces, and casework.
- Contract or movable furniture systems layouts indicating differences between fixed and movable furniture systems and equipment.
- Floor and wall finish patterns and accents.
- Demolition plan if required by the project.

Reflected Ceiling Plans

- Lighting layouts, ceiling systems and design elements such soffits, troughs, vaults, and coffers.

Elevations and Sections

- Exterior elevations depicting height and relationship to natural and graded ground contours.

- Depict all building elements including penthouses, entrances, canopies, windows, doors, stairs, platforms, louvers, stacks, and similar items with indicated finish of materials.
- Sections as needed to explain the structure or its design features. Including longitudinal and traverse sections for each major area, indicating floor elevations, ceiling heights, tunnels and unexcavated areas, basements, rooflines, and parapets, passages between buildings if applicable – sections cross referenced to floor plans.
- Coordinate and indicate HVAC distribution and hood venting.

Interior Elevations

- Elevations of all major rooms and design features with details to explain concept and design.

Schedules

- Door Schedule denoting size, type, frame, rating assembly, material and special comments.
- Window Schedule denoting size, type, frame, glazing, window covering if applicable and special comments.
- Finish Schedule denoting material finish of floor, floor base, wall & ceiling.

Updated Code Analysis

- Allowable building area calculations in accordance with construction type, side yards, setbacks, fire sprinkler increases, zoning code floor area ratios if applicable and building height compliance.
- Floor plans depicting exit system, occupancy and area separations.
- Mixed occupancy ratios if applicable.
- Calculated plumbing fixture counts.
- Illustrate code implications from preliminary review and interpretations of agencies.

Enlarged Room Plans

- Equipment rooms indicating layout of equipment to ensure sufficient space has been allocated.
- Toilet Rooms and support services rooms.
- Special design feature rooms.

Specifications

- Table of Contents for Specifications.
- Division 01- General Requirements.

100% Construction Documents Submittal

Production

The following outline of documents represent the minimum construction document phase submittals which shall include working drawings and specifications from all disciplines with updated estimates of probable cost reflecting current work to date.

Narrative

- Summary of reports, code analysis, and reconciliation of governmental agency requirements and applicable regulations.

Statement of Sustainable Design

- Documentation of compliance with California Energy Code.

Architectural Drawings

- Title Sheet
- Site & building demolition plan where project applicable
- Site Plan
- Phasing site and floor plans where project applicable
- Life/Safety plans including applicable code analysis and tabulations
- Key, reference and enlarged floor plans
- Reflected ceiling plans
- Exterior elevations and building sections
- Furniture and equipment plans where project applicable

- Wayfinding, signage plans where project applicable
- Interior and casework elevations
- Partition, ceiling, and design feature details
- Door, window and interior finish schedules
- Enlarged wall sections
- Stair and elevator plans, sections and details where project applicable
- Materials board – updated from design development phase.
- Finish and Furniture Sample Binders
- Detail of anchorage for all fixed equipment in accordance with building code requirements.
- Stamp all drawings and specifications as required by law by architect of record.

Specifications

- CSI format specifications from each respective discipline including Division- 01, General Conditions and Supplementary Conditions. Specifications shall demonstrate adherence with client's standards and contracted vendors and suppliers where project applicable.
- Bidding Requirements, Notice to Bidders and Bid Forms.

CITY OF ONTARIO
303 EAST B STREET | ONTARIO, CALIFORNIA 91764
(909) 395-2000 FAX (909) 395-2070 OntarioCA.gov

PAUL S. LEON
MAYOR

ALAN D. WAPNER
MAYOR PRO TEM

JIM W. BOWMAN
DEBRA PORADA
DAISY MACIAS
COUNCIL MEMBERS

SHEILA MAUTZ
CITY CLERK

JAMES R. MILHISER
CITY TREASURER

SCOTT OCHOA
CITY MANAGER

AMENDMENT NO. 8 TO THE PROFESSIONAL SERVICES AGREEMENT BETWEEN THE CITY OF ONTARIO AND TILDEN-COIL CONSTRUCTORS, INC.

1. Parties and Date.

This Amendment No. 8 to the Agreement (as defined herein) is made and entered as of _____, by and between the City of Ontario ("City") and **Tilden-Coil Constructors, Inc.**, a California corporation ("Consultant"). City and Consultant are sometimes individually referred to as "Party" and collectively as "Parties."

2. Recitals.

2.1 Agreement. The City and Consultant have entered into an agreement entitled "Professional Services Agreement" dated April 4, 2023 ("Agreement").

2.2 Amendment Purpose. The City and Consultant desire to amend the Agreement to provide the construction management multi-prime services for all facets of the Fire Station/Public Safety Center & Animal Resource Center Project in the amount of $10,959,376. The Parties have heretofore entered into that Amendment No. 1 dated August 15, 2023, Amendment No. 2 dated March 5, 2024, Amendment No. 3 dated April 16, 2024, Amendment No. 4 dated July 16, 2024, Amendment No. 5 dated October 15, 2025, Amendment No. 6 dated May 20, 2025 and Amendment No. 7 dated December 16, 2025.

2.3 Amendment Authority. This Amendment No. 8 is authorized pursuant to Section 3.7.14 of the Agreement.

3. Terms.

3.1 Amendment. Section 3.1.1 and 3.2.1 of the Agreement is hereby amended in its entirety to read as follows:

> "3. 1. 1 General Scope of Services. Consultant promises and agrees to furnish to the City all labor, materials, tools, equipment, services, and incidental and customary work necessary to fully and adequately supply the professional architectural and related consulting services necessary for the Project (" Services"). The Services are

more particularly described in Exhibit " A". All Services shall be subject to, and performed in accordance with, this Agreement, the exhibits attached hereto and incorporated herein by reference, and all applicable local, state and federal laws, rules and regulations."

"3. 2. 1 Compensation. Consultant shall receive compensation, including authorized reimbursements, for all Services rendered under this Agreement at the rates set forth in Exhibit "C." The total compensation shall not exceed **Eighty-Four Million Five Hundred Eighty-Eight Thousand Three Hundred Ninety-Four Dollars ($84,588,394)** without written approval of the City Council or City Manager, as applicable. Extra Work may be authorized, as described below, and if authorized, will be compensated at the rates and manner set forth in this Agreement."

Exhibit "A" is hereby amended to add Attachment A which is hereto and incorporated herein by reference. All other added or deleted scope of services are retained in their entirety.

3.2 Continuing Effect of Agreement. Except as amended by this Amendment No. 8, all other provisions of the Agreement remain in full force and effect and shall govern the actions of the parties under this Amendment No. 8. From and after the date of this Amendment No. 8, whenever the term "Agreement" appears in the Agreement, it shall mean the Agreement as amended by this Amendment No. 8.

3.3 Adequate Consideration. The Parties hereto irrevocably stipulate and agree that they have each received adequate and independent consideration for the performance of the obligations they have undertaken pursuant to this Amendment No. 8.

3.4 Severability. If any portion of this Amendment No. 8 is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

3.5 Integration. This Amendment represents the entirety of the Parties' understanding relating to the subject of this Amendment, including written or verbal communications between the Parties, which shall have no relevance unless expressly incorporated herein. This is an integrated amendment.

[SIGNATURES ON FOLLOWING PAGE]

SIGNATURE PAGE FOR AMENDMENT NO. 8 TO THE PROFESSIONAL SERVICES AGREEMENT BETWEEN THE CITY OF ONTARIO AND TILDEN-COIL CONSTRUCTORS, INC.

IN WITNESS WHEREOF, the Parties have entered into this Amendment No. 8 as of the day and year first above written.

CITY OF ONTARIO

Approved By:

_____
Scott Ochoa
City Manager

Approved as to Form:

_____
Best Best & Krieger LLP
City Attorney

Attested By:

_____
City Clerk

TILDEN-COIL CONSTRUCTORS, INC.

By: _____

Its: _____

Printed Name: _____

By: _____

Its: _____

Printed Name: _____

[If Corporation, TWO SIGNATURES, President OR Vice President AND Secretary OR Treasurer REQUIRED]

Tilden-Coil CONSTRUCTORS
Building with Integrity Since 1938

May 21, 2026

Dan Beers, Design and Construction Director
City of Ontario
1333 S. Bon View
Ontario, CA 91761

Re: Proposal for CM Multi-Prime Services for the Public Safety Center and Animal Care Center of the Inland Empire Project

Dear Dan,

We are pleased to present our fee proposal to provide CM Multi-Prime services for the Public Safety Center and Animal Care Center of the Inland Empire Project. It is exciting to anticipate the impact this new project will have on the community!

Our Fee structure, outlined below, is in alignment with on-call rates submitted in February 2023. Our understanding of the scope of the project is as follows:

Project Description
Reference conceptual drawings of the proposed Public Safety Center dated 4/8/26 from HMC and conceptual drawings dated 4/23/26 and 4/24/26 by Miller Architecture for the Animal Shelter. Each project component (Safety Center and Animal Shelter) has its own architect and preconstruction services, including bidding will be segmented as if each project component is its own project. Our proposal is based upon each project component being delivered concurrently within the construction duration set forth below.

The preliminary project schedule outlined below reflects a preliminary preconstruction and construction approach and is subject to change.

1. Preconstruction phase – 6/15/26 to 10/15/27 (16 months)
2. Construction phase – 10/15/27 to 6/15/29 (20 months) plus 2 months of closeout (8/15/29)

Total CM Compensation

Construction Budget	
Public Safety Center	$72,206,461 *Based on HMC Architects estimate 4/8/26*
Animal Shelter	TBD
Current Construction Budget:	$72,206,461
1. Preconstruction	$250,000
2. CM Fee (3.85%):	$2,799,949
3. General Conditions:	$7,709,427
4. Owner Allowance:	$200,000
4. Total (1-4)	**$10,959,376**

Preconstruction Services
Preconstructions Services fee is based on a design/preconstruction duration identified in this proposal. The preconstruction services amount shall be billed in equal monthly installments throughout the preconstruction phase. Preconstruction Services include the following for each phase of work/separate project:

- Management Oversight and Support, Meetings, Design Coordination
- Estimating (Schematic Design, Design Development, Construction Documents)
- Prepare Trade Scope Packages
- Bidding Support Services
- Value Engineering
- Constructability Review
- Scheduling & Logistics Planning
- Building Information Modeling (Clash Detection, Utility Modeling)

CM Fee
CM Fee shall be calculated on the anticipated cost of construction and shall be adjusted based upon the actual cost of construction using the fee percentage of 3.85%. Fifteen Percent (15%) of the CM Fee shall be paid during the design/preconstruction phase of the project and Eighty-Five Percent (85%) shall be paid during the construction phase of the project.

Construction General Conditions
Construction general conditions include CM labor and an allowance for General Requirements. General Requirements allowance includes project support costs such as temporary restrooms, surveying, safety measures, safety supplies, office supplies, computers/software, fuel, printing and insurance.

General conditions expenses shall be reimbursable and provided to the city without fee markup by the CM. The billable hourly rates and rental rates are attached hereto as Attachment No. 2. The billable rates are subject to increase should the schedule be extended.

The general conditions budget is based upon the preliminary durations and start dates listed in this proposal. General conditions shall be adjusted based upon the final construction schedules developed prior to the bidding phase of the projects and the general conditions monthly rates shall be utilized for any increase/decrease in the general conditions budgets.

We look forward to continuing our relationship with the City of Ontario. Please do not hesitate to contact me with any questions.

Sincerely

Jason Howarth
Project Executive
Tilden-Coil Constructors

Tilden-Coil CONSTRUCTORS™
Building with Integrity Since 1938

Building with Integrity Since 1938
P: 951.684.5901 Ext. 209

Tilden-Coil CONSTRUCTORS
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Attachment No. 1
Preliminary Drawings

[attached on following pages]

Tilden-Coil CONSTRUCTORS
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Attachment No. 2
Tilden-Coil Constructors, Inc.
Billable Rates Public Safety Center and Animal Care Center of the Inland Empire

Rates include escalation through ***December 31, 2029*** and shall be subject to adjustment annually in alignment with the consumer price index for the area.

Position	Hourly Rate
Project Executive	$196
Production Director	$196
Safety Director	$146
Sr. Project Manager	$164
Sr. Superintendent	$164
Project Manager	$146
Assistant Project Manager	$135
Safety Manager	$135
Superintendent	$146
Area/Assistant Superintendent	$135
Sr. Project Engineer	$130
Project Engineer	$119
Scheduler	$166
BIM Manager	$184
BIM Specialist	$159
BIM Technician	$142
TCC Survey	$159
Preconstruction Manager	$143
Sr. Estimator	$124
Estimator	$111
Preconstruction Coordinator	$74
Labor Compliance Coordinator	$76
Controller	$135
Accountant	$113
Sr. Project Administrator	$83
Project Administrator	$74
Project Engineer Intern	$45
Field Labor	$108

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July 2027 Rental Rates *(To be adjusted per market conditions when we know the construction start and finish)*

The rates set forth herein shall govern the billing for all general conditions and equipment rentals as applicable to the project. The rates specified are fixed and shall apply for the duration of the Project unless otherwise modified in writing by mutual agreement of the Parties. All billable items related to general conditions and equipment usage shall be invoiced in accordance with these established rates. The rates are valued until July of 2027 and are subject to a CPI increase percentage increase annually thereafter.

Description	Day	Week	Month
Traffic Control:			
Barricades - "A" frames without flashing unit	$2.00	$8.00	$24.00
Barricades - Street closure	$6.00	$24.00	$72.00
Delineators/cones	$1.00	$4.00	$12.00
Water Filled Barriers	prorate	prorate	$55.00
Dust Control:			
Trailer mounted water tank	$24.00	$72.00	$216.00
Fire hose per 100' with nozzle and hydrant wrench	$8.00	$24.00	$72.00
Dewatering/Erosion Control:			
Water Pump - Submersible with hose	$30.00	$100.00	$300.00
Trash/Sewage Pump	$75.00	$250.00	$850.00
Rumble Plates	prorate	prorate	$135.00
Temporary Heating:			
Heaters 50,000 to 150,000 BTU	$190.00	$225.00	$650.00
Trailer Rental & Expenses:			
Singlewide	prorate	prorate	$450.00
Doublewide	prorate	prorate	$900.00
8' x 28'	prorate	prorate	$175.00
Temp Power Poles & Connection:			
Bull chords - 100'	prorate	prorate	$40.00
Temp power boxes	prorate	prorate	$150.00
Storage Bins:			
20' Storage Container	prorate	prorate	$100.00
Gang Boxes - skid mount	prorate	prorate	$100.00
Gang Boxes - rolling interior casters	prorate	prorate	$100.00
Plan Boxes - Knack	prorate	prorate	$100.00
Temp Lighting:			
Light String (without bulbs)	$4.00	$12.00	$36.00
Light Stand (without bulb)	$4.00	$12.00	$36.00
Wobble Lights	$15.00	$30.00	$85.00
Light Towers	$247.00	$490.00	$950.00
Small Tools/Equipment:			

Tilden-Coil CONSTRUCTORS™
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Description	Day	Week	Month
Radial Arm - Towable	$50.00	$150.00	$450.00
Core Drilling Machine	$120.00	$400.00	$1,200.00
Whacker	$70.00	$210.00	$630.00
Fan - Industrial or Pedestal Mount	$45.00	$120.00	$250.00
Generator - 5K watt	$103.00	$333.00	$750.00
Fuel Storage Tank	prorate	prorate	$300.00
Equipment Rental:			
Skiploader - 2wd	$155.00	$620.00	$3,000.00
Skiploader - 4wd	$165.00	$660.00	$3,000.00
Skidsteer Bobcat	$355.00	$1,200.00	$3,200.00
Backhoe	$500.00	$1,400.00	$3,300.00
Reachlift/Gradall	$700.00	$2,000.00	$4,600.00
Towable Air Compressor	$425.00	$1,100.00	$2,300.00
Jackhammer with chisels, points, spades	$60.00	$180.00	$540.00
Flatbed - 1 ton	$95.00	$350.00	$790.00
Flatbed or Dumptruck	$185.00	$740.00	$1,400.00
Water Truck	prorate	prorate	$3,650.00
Trailer - Lowboy	$100.00	$366.00	$900.00
Forklift	prorate	$1,000.00	$3,000.00
Site Transportation			
Site Supervision Vehicle (Golf Cart)	prorate	prorate	$700.00
Site Supervision Vehicle (4-6 seat UTV, 4WD)	prorate	prorate	$1,120.00
BIM Equipment:			
BIM Total Station	prorate	prorate	$4,500.00
3D Site Scanner	prorate	prorate	$6,500.00
Drone (Includes licensing fees for processing software)	prorate	prorate	$1,500.00
Office Equipment:			
Copier	prorate	prorate	$400.00
Plotter	prorate	prorate	$350.00
Printer/Copier (Small, Single Feed)	prorate	prorate	$200.00
Computer/workstation (includes hardware, software, BIM coordination licensing fees)	prorate	prorate	$400.00
BIM Coordination Software	prorate	prorate	$4,762.00
iPad/Tablet	prorate	prorate	$150.00

CITY OF ONTARIO *Agenda Report* **June 16, 2026**	**SECTION:** **CONSENT CALENDAR**
Department: Public Works Prepared By: Daniel P Beers Staff Member Presenting: Tito Haes, Executive Director Public Works Reviewed By: Andrea Ampig Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 11

SUBJECT: **AN AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT WITH TRANSTECH ENGINEERS, INC. FOR THE SPORTS EMPIRE AND FIRE ADMINISTRATION BUILDING PROJECTS**

RECOMMENDATION: That the City Council take the following actions:

A. Authorize the City Manager, or his designee, to execute Amendment No. 8 to the Professional Services Agreement with Transtech Engineers, Inc., of Chino, California, to provide plan check, building official, and building inspection services for the Sports Empire project in the amount of $485,000 for a total not-to-exceed contract amount of $7,316,900; and
B. Authorize the City Manager, or his designee, to execute Amendment No. 13 to the Professional Services Agreement with Transtech Engineers, Inc., of Chino, California, to provide construction management services for the Fire Administration Building project in the amount of $388,300 for a total not-to-exceed contract amount of $6,714,839; and
C. Authorize the City Manager, or his designee, to execute all documents required for the completion of the projects which may include, but not limited to, agreements, assessments, easements, reduction of retention accounts, contract amendments within the authorization limits, and filing a notice of completion at the conclusion of all construction-related activities.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)

FISCAL IMPACT: The proposed Amendment No. 8 to the Professional Services Agreement with Transtech Engineers, Inc. for the Sports Empire project is $485,000 for a total not-to-exceed contract amount of $7,316,900. If approved, additional appropriations in the Capital Projects – Measure Q Fund will be included in future quarterly budget updates to the City Council as needed for the Sports Empire project.

The proposed Amendment No. 13 to the Professional Services Agreement with Transtech Engineers, Inc. for the Fire Administration Building project is in the amount of $388,300 for a total

not-to-exceed contract amount of $6,714,839. The Fiscal Year 2025-26 Adopted Budget includes appropriations in the Capital Projects Fund for the Fire Administration Building project.

The total contract amount of both agreements includes on-call work performed for various citywide projects.

BACKGROUND & ANALYSIS: The Ontario Sports Empire project includes a Professional Baseball Stadium, soccer fields, baseball tournament areas, softball tournament areas, football fields, and supporting retail facilities. The project is expected to be completed and operational by November 1, 2026. On January 16, 2024, the City Council approved an Amendment to the Professional Services Agreement with Transtech Engineers, Inc. for building official, plan check, and building inspection duties for the Professional Baseball Stadium Project project. To ensure the Ontario Sports Empire meets the opening deadline, Staff recommends awarding Amendment No. 8 to Transtech, Engineers, Inc. for building official, plan check, and building inspection duties.

On September 7, 2021, the City Council approved an Amendment to the Professional Services Agreement with Transtech Engineers, Inc. for construction management support for the Fire Administration Building project. The construction timeline has extended construction duration for the Fire Administration Building project due to wait times for steel manufacturing. These delays require an extension of construction management services to ensure continued support through completion of the project. The Fire Administration Building is estimated to be completed in January 2027.

CITY OF ONTARIO
303 EAST B STREET | ONTARIO, CALIFORNIA 91764
(909) 395-2000 FAX (909) 395-2070 OntarioCA.gov

PAUL S. LEON
MAYOR

ALAN WAPNER
MAYOR PRO TEM

JIM W. BOWMAN
DEBRA PORADA
DAISY MACIAS

SHEILA MAUTZ
CITY CLERK

JAMES R. MILHISER
CITY TREASURER

SCOTT OCHOA
CITY MANAGER

AMENDMENT NO. 8 TO THE PROFESSIONAL SERVICES AGREEMENT BETWEEN THE CITY OF ONTARIO AND TRANSTECH ENGINEERS, INC.

1. Parties and Date.

This Amendment No. 8 to the Agreement (as defined herein) is made and entered as of _____, by and between the City of Ontario ("City") and **Transtech Engineers, Inc.**, a Corporation ("Consultant"). City and Consultant are sometimes individually referred to as "Party" and collectively as "Parties."

2. Recitals.

2.1 Agreement. The City and Consultant have entered into an agreement entitled "Professional Services Agreement" dated April 04, 2023 ("Agreement") and Amendment No. 1 dated January 1, 2024.

2.2 Amendment Purpose. The City and Consultant desire to amend the Agreement to include the services including building official, building plan check and building inspection for the construction of the Minor League Baseball Stadium and Sports Complex as listed on Attachment A. This will increase the agreement by $485,000 for a new not to exceed agreement amount of $7,316,900. The Parties have heretofore entered into that Amendment No.

2.3 Amendment Authority. This Amendment No. 8 is authorized pursuant to Section 3.1 of the Agreement.

3. Terms.

3.1 Amendment. Section 3.2.1 of the Agreement is hereby amended in its entirety to read as follows:

> 3.2.1 Compensation. Consultant shall receive compensation, including authorized reimbursements for all Services rendered under this Agreement at the rates set forth in Exhibit "C." Enact the additional two-year contract term on the contract term agreement. The total compensation shall not exceed **Seven Million Three Hundred**

Sixteen Thousand and Nine Hundred Dollars ($7,316,900) without written approval of the City Council or City Manager, as applicable. Extra work may be authorized, as described below, and if authorized, will be compensated at the rates and manner set forth in this Agreement."

Attachment A attached hereto and incorporated herein by reference is hereby added to Exhibit "C".

3.2 Continuing Effect of Agreement. Except as amended by this Amendment No. 8, all other provisions of the Agreement remain in full force and effect and shall govern the actions of the parties under this Amendment No. 8. From and after the date of this Amendment No. 1, whenever the term "Agreement" appears in the Agreement, it shall mean the Agreement as amended by this Amendment No. 8.

3.3 Adequate Consideration. The Parties hereto irrevocably stipulate and agree that they have each received adequate and independent consideration for the performance of the obligations they have undertaken pursuant to this Amendment No. 8.

3.4 Severability. If any portion of this Amendment No. 8 is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

3.5 Integration. This Amendment represents the entirety of the Parties' understanding relating to the subject of this Amendment, including written or verbal communications between the Parties, which shall have no relevance unless expressly incorporated herein. This is an integrated amendment.

[SIGNATURES ON FOLLOWING PAGE]

SIGNATURE PAGE FOR AMENDMENT NO. 8 TO THE PROFESSIONAL SERVICES AGREEMENT BETWEEN THE CITY OF ONTARIO AND TRANSTECH ENGINEERS, INC.

IN WITNESS WHEREOF, the Parties have entered into this Amendment No. 8 as of the day and year first above written.

CITY OF ONTARIO

Approved By:

_____
Scott Ochoa
City Manager

Approved as to Form:

_____
Best Best & Krieger LLP
City Attorney

Attested By:

_____
City Clerk

Transtech Engineers, Inc.

By:_____

Its:_____

Printed Name:_____

By:_____

Its:_____

Printed Name:_____

[If Corporation, TWO SIGNATURES, President OR Vice President AND Secretary OR Treasurer REQUIRED]

About TRANSTECH
Video Highlight:
CLICK HERE

April 1, 2026

City of Ontario
1333 S. Bon View Ave
Ontario CA, 91761

Attn.: Dan Beers, Design & Construction – Principal Project Manager
E: dbeers@ontarioca.gov

Task Order Proposal
ONTARIO SPORTS COMPLEX PROJECT SPECIFIC BUILDING OFFICIAL, BUILDING PLAN CHECK AND BUILDING INSPECTION SERVICES

Dear Mr. Beers:

As requested, Transtech is pleased to submit this proposal to provide project specific services, which includes **BUILDING OFFICIAL, BUILDING PLAN CHECK AND BUILDING INSPECTION**.

SUMMARY OF TRANSTECH'S QUALIFICATIONS IN BUILDING AND SAFETY SERVICES:

Company Profile:

Established in 1989, Transtech (a California Corporation) is a **multi-disciplinary engineering consulting** firm. Transtech has been **in business for over 33 years** and provides **various municipal services to approximately 75 public agencies,** Including **Building and Safety Services to several agencies**.

Our **multi-disciplinary** service capabilities include:

- Building & Safety Services, Building Official, Building Inspection, Plan Check, Building Code Enforcement
- Civil Engineering
- Staff Augmentation
- CIP Program Management
- Construction Management and Inspection
- Federally Funded Project Management
- Grant Writing
- CDBG Project Management
- City Engineer, City Traffic Engineer, Development Review, Public Works Engineering, Plan Check, Inspection
- Labor Compliance
- Planning Support
- Traffic and Transportation Planning and Eng
- Water Resources Engineering
- Surveying, Mapping, ALTA, Right-of-way Eng
- Emergency, Support Services

One of the unique qualifications of Transtech is that we serve public agencies as municipal contract service providers. We serve as **Building Official, Building Plans Examiner, Building Inspector, Permit Technician**, **Building Code Enforcement,** City Engineer, City Traffic Engineer, Map/Plan Checker, Public Works/Permit Inspector, CIP Manager, Construction Manager, Construction Inspector, Designer, Federally Funded Project Manager and in other capacities for a number of public agencies.

Transtech's Plan Check and Inspection Capacity in numbers:

- We maintain and manage **electronic plan submittal portals for over 25 cities**.
- In 2022, we **processed and reviewed approximately 13,000 projects with 96,000 documents** and **performed approximately 43,000 inspections**.

Our staff members are involved in many local and national International Code Council (ICC) and California Building Officials (CALBO) committees, and are involved in the development of local and national guidelines and codes for Building and Safety:

- Chair; ICC Sustainability Membership Council
- Chair; ICC LA Basin Chapter Inspection Committee
- Commissioner; ICC Codes & Standards Council
- Commissioner; CALBO Green Committee
- Commissioner; ICC/CALBO CA Exam Committee
- Commissioner; CALBO Outreach/Communications Committee
- ICC Los Angeles Basin Chapter Board of Directors
- ICC Building Officials Membership Governing Council
- ICC Code Development Committee Vice Chair
- ICC Technology/Web Advisory Group
- IAS Accreditation Committee
- ICC LA Chapter Accessibility Committee
- Commissioner; CALBO State Licensing Boards Committee

Innovative and Advanced Technology:

Transtech has integrated many technological assets into its services to provide the most efficient and cost-effective service possible. We provide fully automated electronic plan submittal, plan checking, and tracking. We provide this on our company portal, as well as offer same portal access to our client cities on their web sites.

Electronic Plan Check:

Transtech provides all Electronic Plan Check. Please *click here* for a sample of our electronic plan check portal at one of our contract Cities. We offer electronic plan check submittal portal to our client cities at no additional cost.

Virtual Counter:

We offer virtual meetings with plan checkers. Please *click here* to explore the virtual plan check counter appointment calendar for one of the Cities,

SUMMARY OF TRANSTECH'S KEY STAFF QUALIFICATIONS IN BUILDING AND SAFETY SERVICES:

Involvement in Building and Safety Professional Organizations:

Our staff members are involved in many local and national International Code Council (ICC) and California Building Officials (CALBO) committees, and are involved in the development of local and national guidelines and codes for Building and Safety:

- Chair; ICC Sustainability Membership Council
- Chair; ICC LA Basin Chapter Inspection Committee
- Commissioner; ICC Codes & Standards Council
- Commissioner; CALBO Green Committee
- Commissioner; ICC/CALBO CA Exam Committee
- Commissioner; CALBO Outreach/Communications Committee
- ICC Los Angeles Basin Chapter Board of Directors
- ICC Building Officials Membership Governing Council
- ICC Code Development Committee Vice Chair
- ICC Technology/Web Advisory Group
- IAS Accreditation Committee
- ICC LA Chapter Accessibility Committee
- Commissioner; CALBO State Licensing Boards Committee

Certifications:

Our staff members are certified by the International Code Council (ICC). We have staff who have reached the highest possible level of code administration with the Master Code Professional designation certification from the ICC. In addition, some of our staff members are certified as Fire Plan Checkers and Inspectors, as we provide these services to some agencies.

Following are various ICC certifications held by various staff members:

Building Official Certifications:

- ✓ Certified Master Code Professional
- ✓ Building Code Official
- ✓ Building Official

Inspection Certifications:

- ✓ Combination Inspector
- ✓ Commercial Building Inspector
- ✓ Residential Building Inspector
- ✓ Accessibility Inspector

Additional Inspection Certifications:

- ✓ IAPMO Plumbing, Mechanical Inspector
- ✓ Fire Code Inspector
- ✓ Fire Inspector II
- ✓ California UST Inspector

Plan Check Certifications:
- ✓ Residential Building Plans Examiner
- ✓ Commercial Building Plans Examiner
- ✓ California Building Plans Examiner
- ✓ Certified Sustainability Professional
- ✓ CalGreen Plans Examiner
- ✓ Accessibility Plans Examiner
- ✓ Commercial Energy Conservation Plans Examiner
- ✓ Residential Plans Examiner
- ✓ Mechanical Plans Examiner
- ✓ Plumbing Plans Examiner
- ✓ Electrical Plans Examiner

State of California Safety Assessment Program:
- ✓ CalOES SAP Evaluator

- ✓ Commercial Energy Conservation Inspector
- ✓ Electrical Inspector
- ✓ Commercial Electrical Inspector
- ✓ Residential Electrical Inspector
- ✓ Residential Energy Conservation Inspector
- ✓ Residential Building Inspector
- ✓ Residential Mechanical Inspector
- ✓ Mechanical Inspector
- ✓ Commercial Mechanical Inspector
- ✓ Plumbing Inspector
- ✓ CalGreen Inspector
- ✓ Building Inspector CBC
- ✓ Building Inspector UBC
- ✓ Plumbing Inspector UPC
- ✓ California Building Inspector
- ✓ California Commercial Plumbing Inspector
- ✓ California Residential Mechanical Inspector
- ✓ California Residential Mechanical Inspector

Permit Technician Certification:
- ✓ Permit Technician

CACEO Certified Code Enforcement Officer

California State Fire Marshall Certifications: Certified EMT1 (AED Certification), Driver Operator 1A, Driver Operator 1B, Driver Operator, Command 1A, 1B, 2A, Firefighter 1, 2, Hazardous Materials First Responder, Instructor 1A, 1B, Investigation, 1A, Management, 1, Prevention, 1A, 1B, 1C, 1D, 2A, 3A,3B, ICS 100, 200, S-290, S-130, S-190, PC832 with Firearms. Fire control 3, S-230 S-231 S-215, Fire Safety Officer

FEMA: IS 100, 200, 241, 242, 275, 700, 288, 800, 08-A, 1900

- ✓ In addition, some of our staff members are certified as **Fire Plan Checkers and Inspectors**, as we provide these services to some agencies.

Following are resumes of few of our Building and Safety Services Staff Members:

AYLA JEFFERSON, CBO, CSP, Principal Building & Safety Official, ICC Certified Building Official, Plans Examiner and Inspector



Education
- Rio Hondo College, CE, Bosphorous Univ, Turkey, Athanee Royal, Belgium

Registrations/Certifications
- ICC Certifications: Building Code Official, Certified Building Official, Certified Sustainability Professional, Accessibility Inspector, Accessibility Plans Examiner, Building Plans Examiner, California Building Plans Examiner, CalGreen Plans Examiner and Inspector, Building Inspector CBC, Building Inspector UBC, Plumbing Inspector UPC, California Commercial Plumbing Inspector, Residential Mechanical Inspector, California Residential Mechanical Inspector, Permit Technician
- IAPMO Plumbing, Mechanical Inspector

Highlights

Ms. Jefferson has over 25 years of experience in private and governmental sector. She has extensive experience in managing building and safety departments of different municipalities under Transtech contracts. She has served as Building Official, Deputy Building Official, Plan Checker, Code Enforcement Official, Community Improvement Coordinator, Planning Technician, and Inspector for various municipalities.

DENNIS TARANGO, CBO, CSP, Principal Building & Safety Official, ICC Certified Building Official, Plans Examiner and Inspector



Education
- Cal Poly, Engineering
- Fresno State BA
- Rio Hondo College

Registrations/Certifications
- ICC Certified Building Official, Plans Examiner, Commercial Building Inspector, Building Inspector UBC, Fire Plans Examiner

Highlights
- ICC Sustainability Membership Council Governing Committee

Mr. Tarango has over 20 years of experience in the building and safety. He is experienced in managing

building and safety departments of different municipalities. Currently he is serving as Building Official for Transtech Contract Cities. At Transtech, Mr. Tarango is responsible for the Building and Safety Division as well as business development, client relations, and management oversight. With his analytical and strategic management skills, he provides strong leadership and develops staff to enhance the Departments abilities. Prior to working for Transtech, Mr. Tarango served as Deputy Building Official, Plans Examiner, and Senior Building Inspector for various local cities including the City of Diamond Bar, City of Yorba Linda, and City of Hemet.

BILL DORMAN, CBO, CSP, ICC Certified Building Official, Plans Examiner, Inspector



Education

- AS, Architecture - East Los Angeles College; BA, University of La Verne

Registrations/Certifications

- ICC Certified Building Official, Plans Examiner, Building Inspector

Highlights

Mr. Dorman has over 30 years of experience in Building and Safety. He serves as Building Official/Plan Checker/Inspector at various Transtech contract cities. He has extensive experience in construction codes, building and safety plan review and inspection, code interpretations, and resolving code related construction and plan review problems on a broad range of projects. Prior to joining Transtech, he has served in various capacities, including as Building Official/Code Administrator for the City of Pasadena.

MICHAEL ROBERTS, CBO, MCP, ICC Certified Building Official, Plans Examiner and Inspector



Education

- Associate of Applied Science, Building Inspection Technology – Chemeketa Community College, Salem Oregon
- Fire Code Administration, National Fire Academy – Emmitsburg, Maryland

Registrations/Certifications

- ICC Certified Master Code Professional, Building Code Official, Building Official, Plumbing Inspector, Combination Inspector, Commercial Building Inspector, Accessibility Plans Examiner / Inspector, Commercial Energy Conservation Plans Examiner, Commercial Energy Conservation Inspector, Electrical Inspector, Commercial Electrical Inspector, Residential Electrical Inspector, Residential Energy Conservation Inspector, Residential Building Inspector, Residential Mechanical Inspector, Residential Plans Examiner, Mechanical Inspector, Commercial Mechanical Inspector, Fire Code Inspector, Fire Inspector II
- ICBO Certified Structural Inspector, Plumbing Inspector, Mechanical Inspector, Building Plans Examiner, Fire Code Official

Highlights

Mr. Roberts has over 30 years of experience in municipalities, including governmental development administration. He has reached the highest possible level of code administration with the Master Code Professional designation certification from the International Code Council and has proven superior leadership abilities. He has served as Building Official, Community Development Director, Senior Plans Examiner, Plans/Residential Examiner, and Inspector for various municipalities and served as Principal Consultant. Serving as a Building Official for many years, Mr. Roberts provided the necessary code interpretations, and coordinated with agency staff and departments, and applicants on building and safety related issues. He has vast knowledge of municipal government operations, including preparation and presentation of staff reports and resolutions to city councils, committees, and related interaction with members of the public, other city departments, and other governmental agencies.

CEM AYAN, PE, ICC Certified Plans Examiner and Inspector



Education

- M.S., B.S. in Civil Engineering

Registrations/Certifications

- Registered Civil Engineer
- ICC Certified Plans Examiner, Inspector

Highlights

- Experience includes working as Structural Design Engineer.

Mr. Ayan has approximately 20 years of experience in engineering and construction. He works at various Transtech Contract Cities as Plan Checker and Deputy Building Official. His experience also includes both working for a construction company as construction engineer and for consulting firms design firms as

design/field construction engineer. His field construction experience includes site start-up, site grading/paving/concrete work, excavation, backfill, vertical survey, storm & wastewater collection, shallow/deep foundation, structural work, M&E, brick work, gable/hip/flat roof, interior/exterior architectural finish, and CM/PM activities.

JEFFREY KAO, PE, CBO, CASp, ICC Certified Building Official, Plans Examiner and Inspector



Education

- MS, BS Civil Engineering, Cal Poly

Registrations/Certifications

- Registered Civil Engineer; CASp
- ICC Certified Building Official, California Building Plans Examiner, CalGreen Inspector, CalGreen Plans Examiner, Mechanical Plans Examiner, Plumbing Plans Examiner, Building Inspector

Highlights

Mr. Kao has over 20 years of experience and has been working at Transtech as Deputy Building Official, Senior Plans Examiner, On-Site Over the Counter Plans Examiner and performed plan checks for a variety of residential and commercial projects in Cities of Alhambra, South Pasadena, and Temple City. Mr. Kao has broad knowledge of building and safety operations, including working in the capacity of Deputy Building Official and Plans Examiner. His past experience includes working as a structural engineer for 4 years at a structural design firm.

CALVIN CHANG, PE, ICC Certified Plans Examiner



Education

- MS, BS Civil Engineering

Registrations/Certifications

- Registered Civil Engineer
- ICC Certified Plans Examiner

Highlights

- Chinese Cantonese and Mandarin Speaker
- Extensive experience in Structural Plan Check

Mr. Chang has 30 years of experience and has been working at Transtech as Deputy Building Official, Senior Plans Examiner, On-Site Over the Counter Plans Examiner. He has performed plan checks for a variety of residential and commercial projects in Cities of Alhambra, Temple City, Huntington Park, San Manuel Indian Reservation and San Bernardino. Prior to joining Transtech, he was a Sr. Plans Examiner at the City of Burbank. Mr. Chang has extensive experience in Building Codes, code interpretations and resolving code related construction and plan check problems on a broad range of residential and commercial projects.

ROBERT HERNANDEZ, ICC Certified Plans Examiner and Inspector



Education

- Coastline College, Electrical and mech code classes; Fullerton College, Building construction cod.

Registrations/Certifications

- ICC Certified Plans Examiner, Inspector-Res Building, Commercial, Res Plumbing, Commercial Plumbing

Highlights

Mr. Hernandez has over 30 years of experience and has served as Inspector and Plan Checker. His prior experience includes working for various cities as inspector and plan checker.

JASON ROBBINS, CBO, CSP, ICC Certified Building Official, Plans Examiner, Inspector Education



- A.A. and A.S. Degrees; Cal State LA, Computer Science (In Progress)

Registrations/Certifications

- ICC Certified Building Inspector, Commercial Building Inspector, Res. Combo, Building, Electrical, Mechanical, Plumbing Inspector, Permit Technician

Highlights

Mr. Robbins has over 8 years of experience working in governmental environments. He is assigned to various Transtech Contract Cities. He has served as Permit Technician and as Building Inspector under Transtech's contract cities, including at the City of Alhambra, City of South Pasadena, City of Temple City, City of Montebello, and City of Seal Beach. Mr. Robbins also has experience working alongside Los Angeles County Staff at City of Commerce as a Permit Technician.

JONATHAN TARANGO, ICC Certified Building Inspector, CALGreen Inspector/Plans Examiner, Permit Technician



Education

- Construction Management, Fullerton College; General Education, Mount San Antonio College

Registrations/Certifications

- ICC Residential Building Inspector, Residential Plumbing Inspector, & Residential Electrical Inspector

Highlights

Mr. Tarango has over 6 years of City government experience working in many diverse communities. His experience includes working as a Building Inspector and Permit Technician at various Transtech contract cities.

GREGORY AHERN, ICC Certified Inspector, ICC Certified Fire Inspector



Education

- Associates of Science Degree – Public Works Construction - Citrus Community College
- FT 101: Fire Protection Organization, FT 102: Fire Prevention Technology, FT 103: Fire Protection Equipment System, FT104: Building Construction/Fire Protection, FT 105: Fire Behavior & Combustion – Hancock Community College

Registrations/Certifications

- ICC Certified Residential Building Inspector, ICC Certified Residential Mechanical Inspector, ICC Certified Residential Plumbing Inspector. ICC Fire Inspector I, ICC California UST Inspector Certification
- Hazardous Waste Operator and Emergency Operations Certification (HAZWOPER)
- Aboveground Petroleum Storage Tank Inspector Certification EPA (APSA)

Highlights

Mr. Ahern has over twenty years' experience inspecting commercial development in the City of Glendale. He has in depth experience inspecting high rise mixed use development projects, as well as industrial projects.

FRANKIE LOPEZ, ICC Certified Building Inspector



Education

- Los Angeles Trade Technical College L.A. Ca ; A/S Degree in Inspection Technology, and A/A Degree in Offset Printing

Registrations/Certifications

- ICC Building Inspector, ICC Residential Building Inspector, I.C.B.O. Certified-1985-16108, CalOES SAP Evaluator

Highlights

Mr. Lopez has over 28 years of experience as a Building Inspector for the City of Los Angeles. His experience includes inspecting one- and two-family dwellings and inspecting foundations, electrical, heating, plumbing, framing (structural and non-structural), insulation, application of stucco, installation of roofing, and final completions on structures regarding residential homes. Mr. Lopez has completed several roofing, rain gutter installations, water sprinklers, heating/air conditioning and ductwork repair and installation projects. Prior to joining Transtech Engineers, Mr. Lopez worked as a Part Time Building Inspector for the Cities of Diamond Bar, San Dimas, San Gabriel, San Marino, Walnut and La Verne.

JOHN TUFAN, ICC Permit Technician, CalGreen Inspector/Plans Examiner



Education

- BA Public Administration
- University of Redlands MA in Management

Registrations/Certifications

- ICC Permit Technician

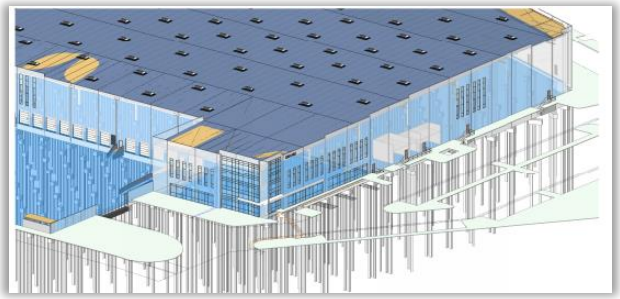
Highlights

Mr. Tufan has been working in Transtech's Building and Safety Department and performing various clerical and technical duties in support of Building Inspection, Plan Checkers and Building Officials. Mr. Tufan acquired his ICC Permit Technician Certification and has worked in various contract cities including City of Alhambra, South Pasadena, Placentia, Commerce, Bell and many more. In addition to this, Mr. Tufan supports Transtech's Engineering Department in various contract cities such as West Covina, South El Monte, Banning and Rosemead.

FEW SAMPLE PROJECTS REPRESENTATIVE OF TRANSTECH'S EXPERIENCE IN IN BUILDING AND SAFETY SERVICES:



Agency: SAN MANUEL BAND OF MISSION INDIANS TRIBE AND CASINO
Project: Casino Expansion/Development (Valuation $700 m): This project involves Casino's expansion program, which includes casino renovation, new hotel, entertainment center, parking structure, pedestrian bridges, alignment of entry and exit roads, and various other improvements.
Transtech provided following services:
Building Plan Check and Inspection.
Fire Plan Check.
Transtech serves as the Tribe's and Casino's Contract Building Official, Plan Checker, Inspector.



Agency: CITY OF CARSON
Project: The District at South Bay (Valuation $175 m). This development includes Industrial Buildings on 73 acres with 5 industrial building with 1,499492 sq ft and Country Mart project including five (5) restaurant / retail buildings, four (4) drive through restaurants, and one (1) restroom facility building on an approximate 11-acre site. There will be a park component with a performance pavilion, kids playground, event lawn, dog park and gardens. The restroom facility will include public and family restrooms to support the public open space.
Transtech provided following services:
Building Plan Check and Inspection.
Transtech serves as the City's Contract Building Official.



Agency: CITY OF WEST COVINA
Project: Asteria Residential Development (Valuation $40 m). This development includes 158-unit residential homes.
Transtech provided following services:
Establishing conditions of approval and coordination with the Planning Staff for the entitlement of the project.
Building Plan Check and Inspection.
Engineering Plan Check and Inspection.
Transtech serves as the City's Contract Building Official, City Engineer, City Traffic Engineer.



Agency: CITY OF COMMERCE
Project: Warehouse with Office Space Development (Valuation $20 m). This development includes one-story of warehouse with mezzanines for office use of 114,898 square feet of total floor area in a 5.65-acre lot.
Transtech provided following services:
Establishing conditions of approval and coordination with the Planning Staff for the entitlement of the project.
Building Plan Check and Inspection.
Engineering Plan Check and Inspection.
Transtech serves as the City's Contract Building Official, City Engineer, City Traffic Engineer.



Agency: SNOQUALMIE INDIAN TRIBE, WASHINGTON
Project: Casino expansion (Valuation $195 m). This development includes 5 phases with 1,188,000 sq ft to include casino remodel, podium, hotel tower, parking structure, valet parking.
Transtech provided following services:
Building Plan Check and Inspection.
Transtech serves as the Tribe's Casino's Contract Building Official, Plan Checker, Inspector.



Agency: CITY OF ALHAMBRA
Project: Main Street Collection (Valuation $23 m). This development includes 4-story mixed-use project with 8,200 s ft retail space, 52 condos, 9 live/work units, 19 townhomes, and 6 shopkeeper units.
Transtech provided following services:
Establishing conditions of approval and coordination with the Planning Staff for the entitlement of the project.
Building Plan Check and Inspection.
Engineering Plan Check and Inspection.
Transtech serves as the City's Contract Building Official, City Engineer, City Traffic Engineer.



Agency: CITY OF SOUTH EL MONTE
Project: Chico Residential Development (Valuation $15 m). This development includes 13 buildings with 70 residential units.
Transtech provided following services:
Establishing conditions of approval and coordination with the Planning Staff for the entitlement of the project.
Building Plan Check and Inspection.
Engineering Plan Check and Inspection.
Transtech serves as the City's Contract Building Official, City Engineer, City Traffic Engineer.



Agency: CITY OF WEST COVINA
Project: Medical Center Building (Valuation $20 m). This project is a new Medical Office Building of approximately 55,000 sf that will operate 24/7 providing a radiation oncology department and infusion department.
Transtech provided following services:
Establishing conditions of approval and coordination with the Planning Staff for the entitlement of the project.
Building Plan Check and Inspection.
Engineering Plan Check and Inspection.
Transtech serves as the City's Contract Building Official, City Engineer, City Traffic Engineer.



Agency: CITY OF SOUTH PASADENA
Project: 820 Mission Development LLC (Project Value: $10M). This project is a new office building with one residential unit above, new 15-unit townhome cluster with office fronting Mission Street with one-level subterranean parking, convert existing 3-story industrial building into 9 residential units, construct 13 townhome units.
Transtech provided following services:
Establishing conditions of approval and coordination with the Planning Staff for the entitlement of the project.
Building Plan Check and Inspection.
Transtech serves as the City's Contract Building Official.

CLIENT REFERENCES IN BUILDING AND SAFETY SERVICES:

MUNICIPAL AGENCIES

CITY OF COMMERCE (Year started and completed: 2015 – Ongoing Service)
Contact: Vilko Domic, Assistant City Manager; T: 323-722-4805; E: vilkod@ci.commerce.ca.us
Services Provided: **Building & Safety Services (Building Official, Plan Check, Inspection)**; City Engineering Services; Traffic Engineering; CIP Management; Federally Funded Project Management; Engineering Design; Public Works Permit Inspections; Map Check.

CITY OF BELL (Year started and completed: 2015 – Ongoing Service)
Contact: Manuel Acosta, Community Development Director, T: (323) 588-6211, E: macosta@cityofbell.org
Services Provided: **Building & Safety Services (Building Official, Plan Check, Inspection)**

CITY OF AZUSA (Year started and completed: 2019 – Ongoing Service)
Contact: Sergio Gonzalez, City Manager; T: 626-812-5239; E: sergio.gonzalez@azusaca.gov
Services Provided: **Building & Safety Services (Building Official, Plan Check, Permit Issuance and Inspection)**

CITY OF ALHAMBRA (Year started and completed: 1993 – Ongoing Service)
Contact: Andrew Ho, Community Development Director; T: 626-570-5041; E: andrewho@cityofalhambra.org
Services Provided: **Building & Safety Services (Building Official, Plan Check, Permit Issuance and Inspection)**; City Engineering Services; Traffic Engineering; CIP Management; Federally Funded Project Management; Engineering Design; Public Works Permit Inspections; Map Check.

CITY OF TEMPLE CITY (Year started and completed: 2013 – Ongoing Service)
Contact: Bryan Cook, City Manager; T: 626-285-2171; E: bcook@templecity.us
Services Provided: **Building & Safety Services (Building Official, Plan Check, Inspection)**; City Engineering Services; Traffic Engineering; CIP Management; Federally Funded Project Management; Engineering Design; Public Works Permit Inspections; Map Check.

CITY OF SOUTH PASADENA (Year started and completed: 1997 – Ongoing Service)
Contact: Angelica Frausto-Lupo, Community Development Director; T: 626-403-7222; E: afraustolupo@southpasadenaca.gov
Services Provided: **Building & Safety Services (Building Official, Plan Check, Permit Issuance and Inspection)**

CITY OF WEST COVINA (Year started and completed: 2019 – Ongoing Service)
Contact: Paulina Morales, Acting City Manager; T: 626-939-8401; E: pmorales@westcovina.org
Services Provided: **Building & Safety Services (Building Official, Plan Check, Permit Issuance and Inspection)**; City Engineering Services; Traffic Engineering; CIP Management; Federally Funded Project Management; Engineering Design; Public Works Permit Inspections; Map Check.

CITY OF CARSON (Year started and completed: 2023 – Ongoing Service)
Contact: Robert Lennox, Ed.D., Assistant City Manager; T: 310-952-1728; E: RLennox@carsonca.gov
Services Provided: **Building & Safety Services (Building Official, Plan Check, Permit Issuance and Inspection)**

OTHER REFERENCES:

San Manuel Band of Mission Indians (777 San Manuel Blvd Highland; California 92346)
Brian Hochnadel, VP Construction and Development- Casino
E: Brian.Hochnadel@yaamava.com; O:(909) 863-5728; M:(909) 725-6316

Snoqualmie Indian Tribe, Snoqualmie Casino (37500 SE North Bend Way; Snoqualmie, WA 98065)
Stanford Le, CEO & President
E: sle@snocasino.com; O:(425) 888-8183

ESTIMATED PROJECT BUDGET:

Budget Allocation Estimate		Estimated Budget Allocation
Building Plan Check	$150 per Hr.	$220,000
Building Inspection	$140 per Hr.	$215,000
Building Official, Project Management, Admin, Coordination	$140 per Hr.	$50,000
	Total Budget Amount	**$485,000**
		Invoicing by Transtech and payment by the City will be based on hourly for the above Total Budget Amount
At the time of this proposal the project is at plan review and construction is proposed to be 18 months. The City's estimated construction valuation for the project is in the range of $120 M. Above Budget Allocations are estimated. Final budget allocations for various Tasks may vary and reallocated as necessary within the Total Budget as necessary depending on the project specifics and needs.		
Per the City following will be provided by the City and/or other on-call consultants: Building Official Services, Plan Reviews and Inspections for Engineering, Building, Elec trical, Mechanical, and Plumbing Code Compliance, Soils/Geo-Tech review. Grading and Drainige. Fire Plan Checks and Inspections will be provided by City's Fire Department but Transtech may provide support.		

Thank you for the opportunity to submit this Task Proposal. Should you have any questions, or require additional information, please contact us.

Sincerely,

TRANSTECH ENGINEERS, INC.



Ali Cayir, PE, Principal
E: ali.cayir@transtech.org
C: 714-883-8677; O: 909-595-8599

CITY OF ONTARIO
303 EAST B STREET | ONTARIO, CALIFORNIA 91764
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PAUL S. LEON
MAYOR

ALAN D. WAPNER
MAYOR PRO TEM

JIM W. BOWMAN
DEBRA PORADA
DAISY MACIAS
COUNCIL MEMBERS

SHEILA MAUTZ
CITY CLERK

JAMES R. MILHISER
CITY TREASURER

SCOTT OCHOA
CITY MANAGER

AMENDMENT NO. 13 TO THE PROFESSIONAL SERVICES AGREEMENT BETWEEN THE CITY OF ONTARIO AND TRANSTECH ENGINEERS, INC.

1. Parties and Date.

This Amendment No. 13 to the Agreement (as defined herein) is made and entered as of _____, by and between the City of Ontario ("City") and **Transtech Engineers, Inc.**, a Corporation ("Consultant"). City and Consultant are sometimes individually referred to as "Party" and collectively as "Parties."

2. Recitals.

2.1 Agreement. The City and Consultant have entered into an agreement entitled "Professional Services Agreement" dated September 17, 2019 ("Agreement").

2.2 Amendment Purpose. The City and Consultant desire to amend the Agreement to extend the project management of Fire Administration Building and add compensation in the amount of $388,300 for a new not to exceed agreement amount of **Six Million Seven Hundred Fourteen Thousand and Eight Hundred Thirty-Nine Dollars ($6,714,839)**. The Parties have heretofore entered into that Amendment No. 1 dated May 29, 2020, Amendment No. 2 dated November 24, 2020, Amendment No. 3 dated October 15, 2021, Amendment No. 4 dated February 15, 2022, Amendment No. 5 dated February 15, 2022, Amendment No. 6 dated August 29, 2022, Amendment No. 7 dated September 14, 2022, Amendment No. 8 dated February 21, 2023, Amendment No. 9 dated June 13, 2023, Amendment No. 9a dated April 4, 2023, Amendment No. 10 dated April 4, 2023, Amendment No. 11 dated July 15, 2025 and Amendment No. 12 dated October 30, 2025.

2.3 Amendment Authority. This Amendment No. 13 is authorized pursuant to Section 23 of the Agreement.

3. Terms.

3.1 Amendment. Section 2a of the Agreement is hereby amended in its entirety to read as follows:

2. Compensation.

a. Subject to paragraph 2(b), the City shall pay for such services in accordance with the Schedule of Charges set forth in Exhibit "B."

Exhibit "B" is hereby amended to add Attachment A in which is hereto and incorporated herein by reference. All other previously added or deleted compensation are retained in their entirety.

3.2 Continuing Effect of Agreement. Except as amended by this Amendment No. 13, all other provisions of the Agreement remain in full force and effect and shall govern the actions of the parties under this Amendment No. 13. From and after the date of this Amendment No. 1, whenever the term "Agreement" appears in the Agreement, it shall mean the Agreement as amended by this Amendment No. 13.

3.3 Adequate Consideration. The Parties hereto irrevocably stipulate and agree that they have each received adequate and independent consideration for the performance of the obligations they have undertaken pursuant to this Amendment No. 13.

3.4 Severability. If any portion of this Amendment No. 13 is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

3.5 Integration. This Amendment represents the entirety of the Parties' understanding relating to the subject of this Amendment, including written or verbal communications between the Parties, which shall have no relevance unless expressly incorporated herein. This is an integrated amendment.

[SIGNATURES ON FOLLOWING PAGE]

SIGNATURE PAGE FOR AMENDMENT NO. 13 TO THE PROFESSIONAL SERVICES AGREEMENT BETWEEN THE CITY OF ONTARIO AND TRANSTECH ENGINEERS, INC.

IN WITNESS WHEREOF, the Parties have entered into this Amendment No. 13 as of the day and year first above written.

CITY OF ONTARIO

Approved By:

_____
Scott Ochoa
City Manager

Approved as to Form:

_____
Best Best & Krieger LLP
City Attorney

Attested By:

_____
City Clerk

Transtech Engineers, Inc.

By:_____

Its:_____

Printed Name:_____

By:_____

Its:_____

Printed Name:_____

[If Corporation, TWO SIGNATURES, President OR Vice President AND Secretary OR Treasurer REQUIRED]

www.transtech.org
855.595.2495 (toll-free)

February 2, 2026

Cynthia Heredia-Torres
Design & Construction Principal Project Manager
City of ONTARIO
Public Works
1333 S. Bon View Ave
Ontario, CA 91761

PROJECT SCOPE: **Tak Order Amendment No. 001 - Fire Department Administration Building**

PROPOSED SERVICES: **Extended Project and Construction Management During Construction**

Dear Mrs. Heredia-Torres:

As requested, Transtech is pleased to submit this Task Order Amendment No. 001 under our Master Contract with the City for an additional 11 months to align with the revised Fire Department Administration Building construction completion date of February 2027. The scope and services are identified below.

Transtech will continue to serve as the city's owners' representative providing construction management service during the construction of Fire Department Administration Building.

Initial Construction Completion Date: **March 2025**
Construction Delay: **11 months estimated revised construction date February 2027**

Continual Services

Services During Construction

1. Inclusion of and coordination with project stakeholders.
2. Review, coordination, and maintenance of all schedules.
3. Tracking of BIC issues.
4. Assistance with any required public outreach.

5. Progress payment review and processing.
6. Control of changed work including preparation of Field Directives and review of Change Order Requests ('CORs').
7. Weekly construction meetings either lead by the Prime Contractor or the PM/CM as agreed.
8. Preparation and distribution of any required reports.
9. RFI review, distribution, and response consolidation.
10. Documentation of construction progress by both photo and video.
11. Review of the work for compliance with the construction documents.
12. Quality Control/Quality Assurance of the work including preparation of daily inspector diaries, maintenance of special inspection reports, maintenance of material placement documentation, maintenance of material testing information, maintenance of material delivery tickets, assistance with pad certification, and review and/or filing of QC/QA manuals.
13. Maintenance of contract documents including 'as-built' drawing, which will be prepared by the constriction contractor as "field red-lines".
14. Tracking of contract time (where the Contract Time is defined in working days).
15. Assistance with labor compliance.
16. Tracking of submittals throughout construction.
17. Tracking of construction schedule.
18. Tracking of warrantees and guarantees.
19. Substantial Completion and Project Closeout.

Estimated Fee:

Ontario Fire Department Administration Building Project								
Project Phase	**Staff Level**	**Average Hours p/Week**	**Average Hours p/Month**	**Duration (Months)**	**Total Hours**	**Average Rate**	**Estimate Budget**	**Total**
Construction Phase 11 month extension February 2026 - December 2026	Sr. Level Staff Members	5	20	11	220	$225.00	$49,500.00	$388,300.00
	Sr. Construction Manager, Project, Eng. Support Staff Members	20	80	11	880	$210.00	$184,800.00	
	Office Assoc. Eng. Staff Members	20	80	11	880	$175.00	$154,000.00	

Thank you for the opportunity to submit this task order amendment.

Should you have any questions, or require additional information, please contact us.

Respectfully submitted.

Robert Quintero, Principal
E: robert.quintero@transtech.org
C: 626-807-4928

CITY OF ONTARIO *Agenda Report* **June 16, 2026**	**SECTION:** **CONSENT CALENDAR**
Department: Utilities Prepared By: Joline Neal Staff Member Presenting: Scott Burton, Utilities General Manager Reviewed By: Dennice Raygoza, Courtney Jones, Michael Sigsbee Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 12

SUBJECT: A PROFESSIONAL SERVICES AGREEMENT WITH WEST YOST & ASSOCIATES, INC., FOR THE LEAD AND COPPER RULE IMPROVEMENTS

RECOMMENDATION: That the City Council authorize the City Manager, or designee, to execute a three-year Professional Services Agreement with West Yost & Associates, Inc., of Davis, California, for the Lead and Copper Rule Improvement Services for a total not-to-exceed amount of $250,000 and a term from July 1, 2026 to June 30, 2029, with the option to extend the Agreement for up to two additional one-year terms.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Operate in a Businesslike Manner
Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)

FISCAL IMPACT: The proposed three-year Professional Services Agreement to West Yost & Associates, Inc., is for a total not-to-exceed amount of $250,000. At the City's discretion, up to two additional one-year extensions may be executed to complete the proposed scope of work. Pricing for the first year is fixed and based on a negotiated billing rate sheet and proposal. Fee increases after the first year will be negotiated but will not exceed 5% per year. Actual expenses will be based on bill rates and services rendered.

The Fiscal Year 2026-27 Proposed Budget includes appropriations in the Water Operating Fund for these services. There is no impact to the General Fund.

BACKGROUND & ANALYSIS: The U.S. Environmental Protection Agency's (USEPA) 2024 Lead and Copper Rule Improvements (LCRI) expanded federal requirements to better identify, monitor, and reduce lead exposure in drinking water. Under the LCRI, the City is required to develop a comprehensive baseline service line inventory by November 1, 2027, and complete lead monitoring in elementary schools and childcare facilities by 2032. In support of these requirements, the City

must continue updating and refining its lead service line inventory, validate and certify non-lead service lines, and conduct lead sampling in schools and childcare facilities.

On March 9, 2026, the City requested competitive bids for the LCRI services. Over 370 vendors were notified through PlanetBids. The request for services was based on the ability to:

- Perform statistical analysis using USEPA-approved methods to validate lead service line inventories.
- Certify non-lead service lines.
- Perform lead monitoring in schools and childcare facilities.
- Develop lead educational outreach materials for schools and childcare facilities.

On May 1, 2026, only one proposal was received for Bid No. 1981 for the Lead and Copper Rule Improvements Services, which was West Yost & Associates, Inc. The company's staff is reliable and knowledgeable with the City of Ontario's potable water system and USEPA's regulations and policies on the Lead and Copper Rules. Staff recommends to award the Professional Services Agreement to West Yost & Associates, Inc.

CITY OF ONTARIO
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PAUL S. LEON
MAYOR

ALAN D. WAPNER
MAYOR PRO TEM

JIM W. BOWMAN
DEBRA PORADA
DAISY MACIAS
COUNCIL MEMBERS

SHEILA MAUTZ
CITY CLERK

JAMES R. MILHISER
CITY TREASURER

SCOTT OCHOA
CITY MANAGER

CITY OF ONTARIO
PROFESSIONAL SERVICES AGREEMENT

1. PARTIES AND DATE.

This Agreement is made and entered as of _____, by and between the City of Ontario, a municipal corporation organized under the laws of the State of California with its principal place of business at 303 East “B” Street, Ontario, California 91764-4196, County of San Bernardino, State of California ("City") and West Yost Associates, Inc., a Corporation, with its principal place of business at 2020 Research Park Drive, Suite 100, Davis, California 95618 ("Consultant"). City and Consultant are sometimes individually referred to herein as "Party" and collectively as "Parties."

2. RECITALS.

2.1 Consultant.

Consultant desires to perform and assume responsibility for the provision of certain professional services required by the City on the terms and conditions set forth in this Agreement. Consultant represents that it is experienced in providing statistical analysis and validation of lead service line inventories and lead monitoring in schools and childcare facilities services to public clients, is licensed in the State of California, and is familiar with the plans of City.

2.2 Project.

City desires to engage Consultant to render such professional services for the Lead and Copper Rule Improvement (LCRI) project ("Project") as set forth in this Agreement.

3. TERMS.

3.1 Scope of Services and Term.

3.1.1 General Scope of Services. Consultant promises and agrees to furnish to the City all labor, materials, tools, equipment, services, and incidental and customary work necessary to fully and adequately supply the professional statistical analysis and validation of lead service line inventories and lead monitoring in schools and childcare facilities consulting services necessary for the Project ("Services"). The Services are more particularly described in Exhibit "A" attached hereto and incorporated herein by reference. All Services shall be subject to, and performed in accordance with, this Agreement, the exhibits attached hereto and incorporated herein by reference, and all applicable

local, state and federal laws, rules and regulations.

3.1.2 Term. The term of this Agreement shall be from July 1, 2026 to June 30, 2029, unless earlier terminated as provided herein. The City shall have the unilateral option, at its sole discretion, to renew this Agreement automatically for no more than two additional one-year terms. Consultant shall complete the Services within the term of this Agreement, and shall meet any other established schedules and deadlines. The Parties may, by mutual, written consent, extend the term of this Agreement if necessary to complete the Services.

3.2 Compensation.

3.2.1 Compensation. Consultant shall receive compensation, including authorized reimbursements, for all Services rendered under this Agreement at the rates set forth in Exhibit "C" attached hereto and incorporated herein by reference. The total compensation shall not exceed Two Hundred Fifty Thousand ($250,000) without written approval of the City Council or City Manager, as applicable. Extra Work may be authorized, as described below, and if authorized, will be compensated at the rates and manner set forth in this Agreement.

3.2.2 Payment of Compensation. Consultant shall submit to City a monthly invoice which indicates work completed and hours of Services rendered by Consultant. The invoice shall describe the amount of Services provided since the initial commencement date, or since the start of the subsequent billing periods, as appropriate, through the date of the invoice. City shall, within 30 days of receiving such invoice, review the invoice and pay all non-disputed and approved charges. If the City disputes any of Consultant's fees, the City shall give written notice to Consultant within thirty (30) days of receipt of an invoice of any disputed fees set forth therein. Payment shall not constitute acceptance of any Services completed by Consultant. The making of final payment shall not constitute a waiver of any claims by the City for any reason whatsoever.

3.2.3 Reimbursement for Expenses. Consultant shall not be reimbursed for any expenses unless authorized in writing by City, or included in Exhibit "C" of this Agreement.

3.2.4 Extra Work. At any time during the term of this Agreement, City may request that Consultant perform Extra Work. As used herein, "Extra Work" means any work which is determined by City to be necessary for the proper completion of the Project, but which the Parties did not reasonably anticipate would be necessary at the execution of this Agreement. Consultant shall not perform, nor be compensated for, Extra Work without written authorization from the City.

3.2.5 Automated Clearing House (“ACH”) payments. It is the City’s policy to pay its consultant invoices via electronic fund transfers through the ACH network. All payments due and owing pursuant to a properly issued and correct invoice or under this Agreement shall be made through electronic ACH transfers, unless otherwise agreed upon by both Parties in writing. Consultant shall provide the City with ACH payment details whereby the City shall initiate the ACH transfers to Consultant in the amount required pursuant to a properly issued and correct invoice or under this Agreement. Each Party shall undertake any and all required actions and execute any required documents, instruments, or agreements required to effectuate the requirements of this Section. In the event the City erroneously deposits funds into an account, or otherwise deposits funds to which Consultant is not entitled: (1) Consultant shall immediately notify the City and the financial institution; (2) Consultant shall not withdraw any of the funds which were erroneously deposited or to which Consultant is not entitled; and (3) Consultant authorizes both the City and financial institution to take all actions necessary to correct the error and return to the City all funds erroneously deposited or to which Consultant is not entitled.

3.3 Responsibilities of Consultant.

3.3.1 Independent Contractor; Control and Payment of Subordinates. The Services shall be performed by Consultant or under its supervision. Consultant will determine the means, methods and details of performing the Services subject to the requirements of this Agreement. City retains Consultant on an independent contractor basis and not as an employee. Any personnel performing the Services on behalf of Consultant shall not be employees of City and shall at all times be under Consultant's exclusive direction and control. Neither City, or any of its officials, officers, directors, employees or agents shall have control over the conduct of Consultant or any of Consultants officers, employees or agents, except as set forth in this Agreement. Consultant shall pay all wages, salaries, and other amounts due such personnel in connection with their performance of Services under this Agreement and as required by law. Consultant shall be responsible for all reports and obligations respecting such additional personnel, including, but not limited to: social security taxes, income tax withholding, unemployment insurance, disability insurance, and workers' compensation insurance.

3.3.2 Schedule of Services. Consultant shall perform the Services in a prompt and timely manner and in accordance with the Schedule of Services set forth in Exhibit "B" attached hereto and incorporated herein by reference. Consultant represents that it has the professional and technical personnel required to perform the Services expeditiously. Upon request of City, Consultant shall provide a more detailed schedule of anticipated performance to meet the Schedule of Services.

3.3.3 Conformance to Applicable Requirements. All work prepared by Consultant shall be subject to the approval of City.

3.3.4 Substitution of Key Personnel. Consultant has represented to City that certain key personnel will perform and coordinate the Services under this Agreement. Should one or more of such personnel become unavailable, Consultant may substitute other personnel of at least equal competence upon written approval of City. In the event that City and Consultant cannot agree as to the substitution of key personnel, City shall be entitled to terminate this Agreement for cause. The key personnel for performance of this Agreement are as follows: Chuck Greely, P.E., Director of Operations/Principal-in-Charge and Alex Bucher, P.E., Project Manager.

3.3.5 City's Representative. The City hereby designates Joline Neal, Water Quality and Production Control Manager, or her designee, to act as its representative in all matters pertaining to the administration and performance of this Agreement ("City's Representative"). City's Representative shall have the power to act on behalf of the City for review and approval of all products submitted by Consultant but not the authority to enlarge the Scope of Services or change the total compensation due to Consultant under this Agreement. The City Manager shall be authorized to act on City's behalf and to execute all necessary documents which enlarge the Scope of Services or change the Consultant's total compensation subject to the provisions contained in this Agreement. Consultant shall not accept direction or orders from any person other than the City Manager, City's Representative or his/her designee.

3.3.6 Consultant's Representative. Consultant hereby designates Alex Bucher, P.E., Project Manager, or his designee, to act as its representative for the performance of this Agreement ("Consultant's Representative"). Consultant's Representative shall have full authority to represent and act on behalf of the Consultant for all purposes under this Agreement. The Consultant's Representative shall supervise and direct the Services, using his/her best skill and attention, and shall be responsible for all means, methods, techniques, sequences, and procedures and for the satisfactory coordination of all portions of the Services under this Agreement.

3.3.7 Coordination of Services. Consultant agrees to work closely with City staff in the performance of Services and shall be available to City's staff, consultants and other staff at all reasonable times.

3.3.8 Standard of Care; Performance of Employees. Consultant shall perform all Services under this Agreement in a skillful and competent manner, consistent with the standards generally recognized as being employed by professionals in the same discipline in the State of California. Consultant represents and maintains that it is skilled in the professional calling necessary to perform the Services. Consultant warrants that all employees and subconsultants shall have sufficient skill and experience to perform the Services assigned to them. Consultant represents that it, its employees and subconsultants have all licenses, permits, qualifications and approvals of whatever nature that are legally required to perform the Services, and that such licenses and approvals shall be maintained throughout the term of this Agreement. Consultant shall perform, at its own cost and expense and without reimbursement from the City, any services necessary to correct errors or omissions which are caused by the Consultant's failure to comply with the standard of care provided for herein. Any employee of the Consultant or its subconsultants who is determined by the City to be uncooperative, incompetent, a threat to the adequate or timely completion of the Project, a threat to the safety of persons or property, or any employee who fails or refuses to perform the Services in a manner acceptable to the City, shall be promptly removed from the Project by the Consultant and shall not be re-employed to perform any of the Services or to work on the Project.

3.3.9 Period of Performance.

3.3.9.1 Consultant shall perform and complete all Services under this Agreement within the term set forth in Section 3.1.2 above ("Performance Time"). Consultant shall also perform the Services in strict accordance with any completion schedule or Project milestones described in Exhibits "A" or "B" attached hereto, or which may be separately agreed upon in writing by the City and Consultant ("Performance Milestones"). Consultant agrees that if the Services are not completed within the aforementioned Performance Time and/or pursuant to any such Performance Milestones developed pursuant to provisions of this Agreement, it is understood, acknowledged and agreed that the City will suffer damage.

3.3.9.2 Neither City nor Consultant shall be considered in default of this Agreement for delays in performance caused by circumstances beyond the reasonable control of the non-performing Party. For purposes of this Agreement, such circumstances include a Force Majeure Event. A Force Majeure Event shall mean an event that materially affects a Party's performance and is one or more of the following: (1) Acts of God or other natural disasters; (2) terrorism or other acts of a public enemy; (3) orders of governmental authorities (including, without limitation, unreasonable and unforeseeable delay in the issuance of permits or approvals by governmental authorities that are required for the services); (4) strikes and other organized labor action occurring at the site and the effects thereof on the services, only to the extent such strikes and other organized labor action are beyond the control of Consultant and its subcontractors, and to the extent the effects thereof cannot be avoided by use of replacement workers; and (5) pandemics, epidemics or quarantine restrictions. For purposes of this section, "orders of governmental authorities," includes ordinances, emergency proclamations and orders, rules to protect the public health, welfare and safety, and other actions of a public agency applicable to the services and Agreement.

3.3.9.3 Should a Force Majeure Event occur, the non-performing Party shall, within a reasonable time of being prevented from performing, give written notice to the other Party describing the circumstances preventing continued performance and the efforts being made to resume performance of this Agreement. Force Majeure Events and/or delays, regardless of the Party responsible

for the delay, shall not entitle Consultant to any additional compensation. Notwithstanding the foregoing in this section, the City may still terminate this Agreement in accordance with the termination provisions of this Agreement.

3.3.10 Laws and Regulations; Employee/Labor Certification.

3.3.10.1 Compliance with Laws. Consultant shall keep itself fully informed of and in compliance with all local, state and federal laws, rules and regulations in any manner affecting the performance of the Project or the Services, including all Cal/OSHA requirements, and shall give all notices required by law. Consultant shall be liable for all violations of such laws and regulations in connection with the Services and this Agreement. All violations of such laws and regulations shall be grounds for the City to terminate the Agreement for cause.

3.3.10.2 Employment Eligibility; Consultant. Consultant certifies that it fully complies with all requirements and restrictions of state and federal law respecting the employment of undocumented aliens, including, but not limited to, the Immigration Reform and Control Act of 1986, as may be amended from time to time and shall require all subconsultants and sub-subconsultants to comply with the same. Consultant certifies that it has not committed a violation of any such law within the five (5) years immediately preceding the date of execution of this Agreement, and shall not violate any such law at any time during the term of the Agreement.

3.3.10.3 Equal Opportunity Employment. Consultant represents that it is an equal opportunity employer and it shall not discriminate against any subconsultant, employee or applicant for employment because of race, religion, color, national origin, handicap, ancestry, sex or age. Such non-discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination. Consultant shall also comply with all relevant provisions of City's Minority Business Enterprise program, Affirmative Action Plan or other related programs or guidelines currently in effect or hereinafter enacted.

3.3.10.4 Air Quality. To the extent applicable, Consultant must fully comply with all applicable laws, rules and regulations in furnishing or using equipment and/or providing services, including, but not limited to, emissions limits and permitting requirements imposed by the South Coast Air Quality Management District (SCAQMD) and/or California Air Resources Board (CARB). Consultant shall indemnify City against any fines or penalties imposed by SCAQMD, CARB, or any other governmental or regulatory agency for violations of applicable laws, rules and/or regulations by Consultant, its subconsultants, or others for whom Consultant is responsible under its indemnity obligations provided for in this Agreement.

3.3.10.5 Water Quality Management and Compliance. Consultant shall keep itself and all subcontractors, staff, and employees fully informed of and in compliance with all local, state and federal laws, rules and regulations that may impact, or be implicated by the performance of the Services including, without limitation, all applicable provisions of the City's ordinances regulating water quality and storm water; the Federal Water Pollution Control Act (33 U.S.C. § 1251, *et seq.*); the California Porter-Cologne Water Quality Control Act (Water Code § 13000 *et seq.*); and any and all regulations, policies, or permits issued pursuant to any such authority. Consultant must additionally comply with the lawful requirements of the City, and any other municipality, drainage district, or other local agency with jurisdiction over the location where the Services are to be conducted, regulating water quality and storm water discharges. City may seek damages from Consultant for delay in completing the Services caused by Consultant's failure to comply with the laws, regulations and policies described in this Section, or any other relevant water quality law, regulation, or policy.

3.3.10.6 Safety. Consultant shall execute and maintain its work so as to avoid injury or damage to any person or property. In carrying out its Services, the Consultant shall at all times be in compliance with all applicable local, state and federal laws, rules and regulations, and shall exercise all necessary precautions for the safety of employees appropriate to the nature of the work and the conditions under which the work is to be performed.

3.3.11 Insurance.

3.3.11.1 Time for Compliance. Consultant shall not commence work under this Agreement until it has provided evidence satisfactory to the City that it has secured all insurance required under this section. In addition, Consultant shall not allow any subconsultant to commence work on any subcontract until it has provided evidence satisfactory to the City that the subconsultant has secured all insurance required under this section. Failure to provide and maintain all required insurance shall be grounds for the City to terminate this Agreement for cause.

3.3.11.2 Types of Insurance Required. As a condition precedent to the effectiveness of this Agreement for work to be performed hereunder, and without limiting the indemnity provisions of the Agreement, the Consultant, in partial performance of its obligations under such Agreement, shall procure and maintain in full force and effect during the term of the Agreement the following policies of insurance. If the existing policies do not meet the insurance requirements set forth herein, Consultant agrees to amend, supplement or endorse the policies to do so.

(A) Commercial General Liability: Commercial General Liability Insurance which affords coverage at least as broad as Insurance Services Office "occurrence" form CG 00 01, or the exact equivalent, with limits of not less than $2,000,000 per occurrence and no less than $4,000,000 in the general aggregate. Defense costs shall be paid in addition to the limits. The policy shall contain no endorsements or provisions (1) limiting coverage for contractual liability; (2) excluding coverage for claims or suits by one insured against another (cross-liability); (3) products/completed operations liability; or (4) containing any other exclusion(s) contrary to the terms or purposes of this Agreement.

(B) Automobile Liability Insurance: Automobile Liability Insurance with coverage at least as broad as Insurance Services Office Form CA 00 01 covering "Any Auto" (Symbol 1), or the exact equivalent, covering bodily injury and property damage for all activities with limits of not less than $2,000,000 combined limit for each occurrence.

(C) Workers' Compensation: Workers' Compensation Insurance, as required by the State of California and Employer's Liability Insurance with a limit of not less than $1,000,000 per accident for bodily injury and disease.

(D) Professional Liability (Errors & Omissions): Professional Liability insurance or Errors & Omissions insurance appropriate to Consultant’s profession with limits of not less than $2,000,000. Covered professional services shall specifically include all work to be performed under the Agreement and delete any exclusions that may potentially affect the work to be performed (for example, any exclusions relating to lead, asbestos, pollution, testing, underground storage tanks, laboratory analysis, soil work, etc.). If coverage is written on a claims-made basis, the retroactive date shall precede the effective date of the initial Agreement and continuous coverage will be maintained or an extended reporting period will be exercised for a period of at least five (5) years from termination or expiration of this Agreement.

(E) If umbrella or excess liability coverage is used to meet any required limit(s) specified herein, the Contractor shall provide a “follow form” endorsement satisfactory to the City indicating that such coverage is subject to the same terms and conditions as the underlying liability policy.

3.3.11.3 Insurance Endorsements. Required insurance policies shall contain the following provisions, or Consultant shall provide endorsements on forms approved by the City to add the following provisions to the insurance policies:

(A) Commercial General Liability: (1) Additional Insured: The City, its officials, officers, employees, agents, and volunteers shall be additional insureds with regard to liability and defense of suits or claims arising out of the performance of the Agreement. Additional Insured Endorsements shall not (1) be restricted to "ongoing operations"; (2) exclude "contractual liability"; (3) restrict coverage to "sole" liability of Consultant; or (4) contain any other exclusions contrary to the terms or purposes of this Agreement. For all policies of Commercial General Liability insurance, Consultant shall provide endorsements in the form of ISO CG 20 10 10 01 and 20 37 10 01 (or endorsements providing the exact same coverage) to effectuate this requirement. (2) Cancellation: Required insurance policies shall not be canceled or the coverage reduced until a thirty (30) day written notice of cancellation has been served upon the City except ten (10) days shall be allowed for non-payment of premium.

(B) Automobile Liability: (1) Additional Insured: The City, its directors, officials, officers, employees, agents, and volunteers shall be covered as additional insureds with respect to the ownership, operation, maintenance, use, loading or unloading of any auto owned, leased, hired or borrowed by the Vendor or for which the Vendor is responsible. (2) Cancellation: Required insurance policies shall not be canceled or the coverage reduced until a thirty (30) day written notice of cancellation has been served upon the City except ten (10) days shall be allowed for non-payment of premium.

(C) Professional Liability (Errors & Omissions): (1) Cancellation: Required insurance policies shall not be canceled or the coverage reduced until a thirty (30) day written notice of cancellation has been served upon the City except ten (10) days shall be allowed for non-payment of premium. (2) This insurance shall be written on a policy form coverage specifically designed to protect against acts, errors or omissions of the Consultant. “Covered Professional Services” as designated in the policy must specifically include work performed under this Agreement. The policy must “pay on behalf of” the insured and include a provision establishing the insurer’s duty to defend.

(D) Workers' Compensation: (1) Cancellation: Required insurance policies shall not be canceled or the coverage reduced until a thirty (30) day written notice of cancellation has been served upon the City except ten (10) days shall be allowed for non-payment of premium. (2) Waiver of Subrogation: A waiver of subrogation stating that the insurer waives all rights of subrogation against the City, its officials, officers, employees, agents, and volunteers.

3.3.11.4 Primary and Non-Contributing Insurance. All policies of Commercial General Liability and Automobile Liability insurance shall be primary and any other insurance, deductible, or self-insurance maintained by the City, its officials, officers, employees, agents, or volunteers shall not contribute with this primary insurance. Policies shall contain or be endorsed to contain such provisions.

3.3.11.5 Waiver of Subrogation. All required insurance coverages, except for the professional liability coverage, shall contain or be endorsed to waiver of subrogation in favor of the City, its officials, officers, employees, agents, and volunteers or shall specifically allow Consultant or others providing insurance evidence in compliance with these specifications to waive their right of recovery prior to a loss. Consultant hereby waives its own right of recovery against City, and shall require similar written express waivers and insurance clauses from each of its subconsultants.

3.3.11.6 Deductibles and Self-Insured Retentions. Any deductible or self-insured retention must be approved in writing by the City and shall protect the City, its officials, officers, employees, agents, and volunteers in the same manner and to the same extent as they would have been protected had the policy or policies not contained a deductible or self-insured retention.

3.3.11.7 Evidence of Insurance. The Consultant, concurrently with the execution of the Agreement, and as a condition precedent to the effectiveness thereof, shall deliver either certified copies of the required policies, or original certificates on forms approved by the City, together with all endorsements affecting each policy. Required insurance policies shall not be in compliance if they include any limiting provision or endorsement that has not been submitted to the City for approval. The certificates and endorsements for each insurance policy shall be signed by a person authorized by that insurer to bind coverage on its behalf. At least fifteen (15 days) prior to the expiration of any such policy, evidence of insurance showing that such insurance coverage has been renewed or extended shall be filed with the City. If such coverage is cancelled or reduced and not replaced immediately so as to avoid a lapse in the required coverage, Consultant shall, within ten (10) days after receipt of written notice of such cancellation or reduction of coverage, file with the City evidence of insurance showing that the required insurance has been reinstated or has been provided through another insurance company or companies.

3.3.11.8 Acceptability of Insurers. Each such policy shall be from a company or companies with a current A.M. Best's rating of no less than A:VII and authorized to transact business of insurance in the State of California, or otherwise allowed to place insurance through surplus line brokers under applicable provisions of the California Insurance Code or any federal law.

3.3.11.9 Enforcement of Agreement Provisions (non estoppel). Consultant acknowledges and agrees that actual or alleged failure on the part of the City to inform Consultant of non-compliance with any requirement imposes no additional obligation on the City nor does it waive any rights hereunder.

3.3.11.10 Requirements Not Limiting. Requirement of specific coverage or minimum limits contained in this Section are not intended as a limitation on coverage, limits, or other requirement, or a waiver of any coverage normally provided by any insurance.

3.3.11.11 Additional Insurance Provisions

(A) The foregoing requirements as to the types and limits of insurance coverage to be maintained by Consultant, and any approval of said insurance by the City, is not intended to and shall not in any manner limit or qualify the liabilities and obligations otherwise assumed by the Consultant pursuant to this Agreement, including but not limited to, the provisions concerning indemnification.

(B) If at any time during the life of the Agreement, any policy of insurance required under this Agreement does not comply with these specifications or is canceled and not replaced, City has the right but not the duty to obtain the insurance it deems necessary and any premium paid by City will be promptly reimbursed by Consultant or City will withhold amounts sufficient to pay premium from Consultant payments. In the alternative, City may cancel this Agreement.

(C) The City may require the Consultant to provide complete copies of all insurance policies in effect for the duration of the Project.

(D) Neither the City nor any of its officials, officers, employees, agents or volunteers shall be personally responsible for any liability arising under or by virtue of this Agreement.

(E) The limits set forth herein shall apply separately to each insured against whom claims are made or suits are brought, except with respect to the limits of liability. Further the limits set forth herein shall not be construed to relieve the Consultant from liability in excess of such coverage, nor shall it limit the Consultant's indemnification obligations to the City and shall not preclude the City from taking such other actions available to the City under other provisions of the Agreement or law.

(F) Consultant shall report to the City, in addition to Consultant's insurer, any and all insurance claims submitted by Consultant in connection with the Services under this Agreement.

3.3.11.12 Insurance for Subconsultants. Consultant shall include all subconsultants engaged in any work for Consultant relating to this Agreement as additional insureds under the Consultant's policies, or the Consultant shall be responsible for causing subconsultants to purchase the appropriate insurance in compliance with the terms of these Insurance Requirements, including adding the City, its officials, officers, employees, agents, and volunteers as additional insureds to the subconsultant's policies. All policies of Commercial General Liability insurance provided by Consultant's subconsultants performing work relating to this Agreement shall be endorsed to name the City, its officials, officers, employees, agents and volunteers as additional insureds using endorsement form ISO CG 20 38 04 13 or an endorsement providing equivalent coverage. Consultant shall not allow any subconsultant to commence work on any subcontract relating to this Agreement until it has received satisfactory evidence of subconsultant's compliance with all insurance requirements under this Agreement, to the extent applicable. The Consultant shall provide satisfactory evidence of compliance with this section upon request of the City.

3.4 Labor Code Requirements.

3.4.1 Prevailing Wages. Consultant is aware of the requirements of California Labor Code Section 1720, et seq., and 1770, et seq., as well as California Code of Regulations, Title 8, Section 16000, et seq., ("Prevailing Wage Laws"), which require the payment of prevailing wage rates and the performance of other requirements on "public works" and "maintenance" projects. If the Services are being performed as part of an applicable "public works" or "maintenance" project, as defined by the Prevailing Wage Laws, and if the total compensation is $1,000 or more, Consultant agrees to fully comply with such Prevailing Wage Laws. City shall provide Consultant with a copy of the prevailing rates of per diem wages in effect at the commencement of this Agreement. Consultant shall make copies of the prevailing rates of per diem wages for each craft, classification or type of worker needed to execute the Services available to interested parties upon request, and shall post copies at the Consultant's principal place of business and at the project site. It is the intent of the parties to effectuate the requirements of sections 1771, 1774, 1775, 1776, 1777.5, 1813, and 1815 of the Labor Code within this Agreement, and Consultant shall therefore comply with such Labor Code sections to the fullest extent required by law. Consultant shall defend, indemnify and hold the City, its officials, officers, employees, agents, and volunteers free and harmless from any claim or liability arising out of any failure or alleged failure to comply with the Prevailing Wage Laws.

3.4.2 Registration/DIR Compliance. If the Services are being performed on a public works project of over $25,000 when the project is for construction, alteration, demolition, installation, or repair work, or a public works project of over $15,000 when the project is for maintenance work, in addition to the foregoing, then pursuant to Labor Code sections 1725.5 and 1771.1, the Consultant and

all subconsultants must be registered with the Department of Industrial Relations ("DIR"). Consultant shall maintain registration for the duration of the Project and require the same of any subconsultants.

3.4.3 Compliance Monitoring. This Project may also be subject to compliance monitoring and enforcement by the DIR. It shall be Consultant's sole responsibility to comply with all applicable registration and labor compliance requirements, including the submission of payroll records directly to the DIR. Any stop orders issued by the DIR against Consultant or any subconsultant that affect Consultant's performance of services, including any delay, shall be Consultant's sole responsibility. Any delay arising out of or resulting from such stop orders shall be considered Consultant caused delay and shall not be compensable by the City. Consultant shall defend, indemnify and hold the City, its officials, officers, employees and agents free and harmless from any claim or liability arising out of stop orders issued by the DIR against Consultant or any subconsultant.

3.4.4 Labor Certification. By its signature hereunder, Consultant certifies that it is aware of the provisions of Section 3700 of the California Labor Code which require every employer to be insured against liability for Worker's Compensation or to undertake self-insurance in accordance with the provisions of that Code, and agrees to comply with such provisions before commencing the performance of the Services.

3.5 Termination of Agreement.

3.5.1.1 Grounds for Termination. City may, by written notice to Consultant, terminate the whole or any part of this Agreement at any time and without cause by giving written notice to Consultant of such termination, and specifying the effective date thereof, at least seven (7) days before the effective date of such termination. Upon termination, Consultant shall be compensated only for those Services which have been adequately rendered to City, and Consultant shall be entitled to no further compensation. Consultant may not terminate this Agreement except for cause. The rights and remedies of the City provided in this section shall not be exclusive and are in addition to any other rights and remedies provided by law, equity or under this Agreement.

3.5.1.2 Effect of Termination. If this Agreement is terminated as provided herein, City may require Consultant to provide all finished or unfinished Documents and Data and other information of any kind prepared by Consultant in connection with the performance of Services under this Agreement. Consultant shall be required to provide such document and other information within fifteen (15) days of the request.

3.5.1.3 Additional Services. In the event this Agreement is terminated in whole or in part as provided herein, City may procure, upon such terms and in such manner as it may determine appropriate, services similar to those terminated.

3.6 Indemnification.

3.6.1 To the fullest extent permitted by law, Consultant shall defend (with counsel of City's choosing), indemnify and hold the City, its officials, officers, employees, volunteers, and agents free and harmless from any and all claims, demands, causes of action, costs, expenses, liability, loss, damage or injury of any kind, in law or equity, to property or persons, including wrongful death, in any manner arising out of, pertaining to, or incident to any acts, errors or omissions, or willful misconduct of Consultant, its officials, officers, employees, subcontractors, consultants or agents in connection with the performance of the Consultant's Services, the Project or this Agreement, including without limitation the payment of all damages, expert witness fees and attorney's fees and other related costs and expenses except such loss or damage caused by the sole negligence or willful misconduct of the City. Consultant's

obligation to indemnify shall survive expiration or termination of this Agreement and shall not be restricted to insurance proceeds, if any, received by Consultant, the City, its officials, officers, employees, agents, or volunteers.

3.6.2 If Consultant's obligation to defend, indemnify, and/or hold harmless arises out of Consultant's performance as a "design professional" (as that term is defined under Civil Code section 2782.8), then, and only to the extent required by Civil Code section 2782.8, which is fully incorporated herein, Consultant's indemnification obligation shall be limited to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Consultant, and, upon Consultant obtaining a final adjudication by a court of competent jurisdiction, Consultant's liability for such claim, including the cost to defend, shall not exceed the Consultant's proportionate percentage of fault.

3.7 General Provisions.

3.7.1 Accounting Records. Consultant shall maintain complete and accurate records with respect to all costs and expenses incurred under this Agreement. All such records shall be clearly identifiable. Consultant shall allow a representative of City during normal business hours to examine, audit, and make transcripts or copies of such records and any other documents created pursuant to this Agreement. Consultant shall allow inspection of all work, data, documents, proceedings, and activities related to the Agreement for a period of three (3) years from the date of final payment under this Agreement.

3.7.2 Independent Contractors and Subcontracting.

3.7.2.1 Use of Consultants. Consultant is aware of statutory and case law regarding classification of workers as independent contractors, including California Labor Code Section 2750.3 and Dynamex Operations West, Inc. v. Superior Court, 4 Cal. 5th 903 (2018). To ensure that Consultant is in compliance with the California Labor Code, Consultant shall only utilize its employees to provide the Services. Consultant may not provide the services through any independent contractor, subcontractor or subconsultant ("Subcontractor(s)") unless approved by the City as set forth in Section 3.7.2.2 below. Consultant represents and warrants that all personnel who perform the Services on Consultant's behalf are Consultant's employees, and that Consultant complies with all applicable laws, rules and regulations governing its employees, including, but not limited to, the California Labor Code, Unemployment Insurance Code and all applicable Industrial Welfare Commission Wage Orders.

3.7.2.2 Prior Approval Required. Consultant shall not use any Subcontractor to provide the Services, or any portion of the work required by this Agreement, without prior written approval of City. In the event that City authorizes Consultant to use a Subcontractor, Consultant shall enter into a written agreement with the Subcontractor, which must include all provisions of the Agreement, including a restriction on the Subcontractor's use of further independent contractors, subcontractors or subconsultants without the City's prior written consent.

3.7.3 Delivery of Notices. All notices permitted or required under this Agreement shall be given to the respective parties at the following address, or at such other address as the respective parties may provide in writing for this purpose:

Consultant: West Yost & Associates, Inc.
2020 Research Park Drive, Suite 100
Davis, CA 95618

ATTN: Alex Bucher, P.E., Project Manager

City: City of Ontario
303 East “B” Street
Ontario, CA 91764
ATTN: Joline Neal, Water Quality and Production Control Manager

Such notice shall be deemed made when personally delivered or when mailed, forty-eight (48) hours after deposit in the U.S. Mail, first class postage prepaid and addressed to the party at its applicable address. Actual notice shall be deemed adequate notice on the date actual notice occurred, regardless of the method of service.

3.7.4 Ownership of Materials and Confidentiality.

3.7.4.1 Documents & Data; Licensing of Intellectual Property. This Agreement creates a non-exclusive and perpetual license for City to copy, use, modify, reuse, or sublicense any and all copyrights, designs, and other intellectual property embodied in plans, specifications, studies, drawings, estimates, and other documents or works of authorship fixed in any tangible medium of expression, including but not limited to, physical drawings or data magnetically or otherwise recorded on computer diskettes, which are prepared or caused to be prepared by Consultant under this Agreement ("Documents & Data"). All Documents & Data shall be and remain the property of City, and shall not be used in whole or in substantial part by Consultant on other projects without the City’s express written permission. Within thirty (30) days following the completion, suspension, abandonment or termination of this Agreement, Consultant shall provide to City reproducible copies of all Documents & Data, in a form and amount required by City. City reserves the right to select the method of document reproduction and to establish where the reproduction will be accomplished. The reproduction expense shall be borne by City at the actual cost of duplication. In the event of a dispute regarding the amount of compensation to which the Consultant is entitled under the termination provisions of this Agreement, Consultant shall provide all Documents & Data to City upon payment of the undisputed amount. Consultant shall have no right to retain or fail to provide to City any such documents pending resolution of the dispute. In addition, Consultant shall retain copies of all Documents & Data on file for a minimum of fifteen (15) years following completion of the Project, and shall make copies available to City upon the payment of actual reasonable duplication costs. Before destroying the Documents & Data following this retention period, Consultant shall make a reasonable effort to notify City and provide City with the opportunity to obtain the documents.

3.7.4.2 Subconsultants. Consultant shall require all subconsultants to agree in writing that City is granted a non-exclusive and perpetual license for any Documents & Data the subconsultant prepares under this Agreement. Consultant represents and warrants that Consultant has the legal right to license any and all Documents & Data. Consultant makes no such representation and warranty in regard to Documents & Data which were prepared by design professionals other than Consultant or its subconsultants, or those provided to Consultant by the City.

3.7.4.3 Right to Use. City shall not be limited in any way in its use or reuse of the Documents and Data or any part of them at any time for purposes of this Project or another project, provided that any such use not within the purposes intended by this Agreement or on a project other than this Project without employing the services of Consultant shall be at City’s sole risk. If City uses or reuses the Documents & Data on any project other than this Project, it shall remove the Consultant’s seal from the Documents & Data and indemnify and hold harmless Consultant and its officers, directors, agents and employees from claims arising out of the negligent use or re-use of the Documents & Data on such

other project. Consultant shall be responsible and liable for its Documents & Data, pursuant to the terms of this Agreement, only with respect to the condition of the Documents & Data at the time they are provided to the City upon completion, suspension, abandonment or termination. Consultant shall not be responsible or liable for any revisions to the Documents & Data made by any party other than Consultant, a party for whom the Consultant is legally responsible or liable, or anyone approved by the Consultant.

3.7.4.4 Indemnification. Consultant shall defend, indemnify and hold the City, its directors, officials, officers, employees, volunteers and agents free and harmless, pursuant to the indemnification provisions of this Agreement, for any alleged infringement of any patent, copyright, trade secret, trade name, trademark, or any other proprietary right of any person or entity in consequence of the use on the Project by City of the Documents & Data, including any method, process, product, or concept specified or depicted.

3.7.4.5 Confidentiality. All ideas, memoranda, specifications, plans, procedures, drawings, descriptions, computer program data, input record data, written information, and other Documents & Data either created by or provided to Consultant in connection with the performance of this Agreement shall be held confidential by Consultant. Such materials shall not, without the prior written consent of City, be used by Consultant for any purposes other than the performance of the Services. Nor shall such materials be disclosed to any person or entity not connected with the performance of the Services or the Project. Nothing furnished to Consultant which is otherwise known to Consultant or is generally known, or has become known, to the related industry shall be deemed confidential. Consultant shall not use City's name or insignia, photographs of the Project, or any publicity pertaining to the Services or the Project in any magazine, trade paper, newspaper, television or radio production or other similar medium without the prior written consent of City.

3.7.4.6 Confidential Information. The City shall refrain from releasing Consultant's proprietary information ("Proprietary Information") unless the City's legal counsel determines that the release of the Proprietary Information is required by the California Public Records Act or other applicable state or federal law, or order of a court of competent jurisdiction, in which case the City shall notify Consultant of its intention to release Proprietary Information. Consultant shall have five (5) working days after receipt of the release notice to give City written notice of Consultant's objection to the City's release of Proprietary Information. Consultant shall indemnify, defend and hold harmless the City, and its officers, directors, employees, and agents from and against all liability, loss, cost or expense (including attorney's fees) arising out of a legal action brought to compel the release of Proprietary Information. City shall not release the Proprietary Information after receipt of an objection notice unless either: (1) Consultant fails to fully indemnify, defend (with City's choice of legal counsel), and hold City harmless from any legal action brought to compel such release; and/or (2) a final and non-appealable order by a court of competent jurisdiction requires that City release such information.

3.7.5 Cooperation; Further Acts. The Parties shall fully cooperate with one another, and shall take any additional acts or sign any additional documents as may be necessary, appropriate or convenient to attain the purposes of this Agreement.

3.7.6 Entire Agreement. This Agreement contains the entire agreement of the Parties with respect to the subject matter hereof, and supersedes all prior negotiations, understandings or agreements.

3.7.7 Attorneys' Fees. If either party commences an action against the other party, either legal, administrative or otherwise, arising out of or in connection with this Agreement, the prevailing party in such litigation shall be entitled to have and recover from the losing party reasonable attorneys' fees and all costs of such action.

3.7.8 Governing Law. This Agreement shall be governed by the laws of the State of California. Venue shall be in San Bernardino County. In addition to any and all contract requirements pertaining to notices of and requests for compensation or payment for extra work, disputed work, claims and/or changed conditions, Consultant must comply with the claim procedures set forth in Government Code sections 900 et seq. prior to filing any lawsuit against the City. Such Government Code claims and any subsequent lawsuit based upon the Government Code claims shall be limited to those matters that remain unresolved after all procedures pertaining to extra work, disputed work, claims, and/or changed conditions have been followed by Consultant. If no such Government Code claim is submitted, or if any prerequisite contractual requirements are not otherwise satisfied as specified herein, Consultant shall be barred from bringing and maintaining a valid lawsuit against the City.

3.7.9 Time of Essence. Time is of the essence for each and every provision of this Agreement.

3.7.10 City's Right to Employ Other Consultants. City reserves right to employ other consultants in connection with this Project.

3.7.11 Successors and Assigns. This Agreement shall be binding on the successors and assigns of the parties.

3.7.12 Assignment or Transfer. Consultant shall not assign, sublet, or transfer this Agreement or any rights under or interest in this Agreement without the written consent of the City, which may be withheld for any reason. Any attempt to so assign or so transfer without such consent shall be void and without legal effect and shall constitute grounds for termination. Consultant shall not subcontract any portion of the Services required by this Agreement, except as expressly stated herein, without prior written approval of City. Subcontracts, if any, shall contain a provision making them subject to all provisions stipulated in this Agreement.

3.7.13 Construction; References; Captions. Since the Parties or their agents have participated fully in the preparation of this Agreement, the language of this Agreement shall be construed simply, according to its fair meaning, and not strictly for or against any Party. Any term referencing time, days or period for performance shall be deemed calendar days and not work days. All references to Consultant include all personnel, employees, agents, and subconsultants of Consultant, except as otherwise specified in this Agreement. All references to City include its elected officials, officers, employees, agents, and volunteers except as otherwise specified in this Agreement. The captions of the various articles and paragraphs are for convenience and ease of reference only, and do not define, limit, augment, or describe the scope, content, or intent of this Agreement.

3.7.14 Amendment; Modification. No supplement, modification, or amendment of this Agreement shall be binding unless executed in writing and signed by both Parties.

3.7.15 Waiver. No waiver of any default shall constitute a waiver of any other default or breach, whether of the same or other covenant or condition. No waiver, benefit, privilege, or service voluntarily given or performed by a Party shall give the other Party any contractual rights by custom, estoppel, or otherwise.

3.7.16 No Third-Party Beneficiaries. There are no intended third party beneficiaries of any right or obligation assumed by the Parties.

3.7.17 Invalidity; Severability. If any portion of this Agreement is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue

in full force and effect.

3.7.18 Prohibited Interests. Consultant maintains and warrants that it has not employed nor retained any company or person, other than a bona fide employee working solely for Consultant, to solicit or secure this Agreement. Consultant warrants that it has not paid nor has it agreed to pay any company or person, other than a bona fide employee working solely for Consultant, any fee, commission, percentage, brokerage fee, gift or other consideration contingent upon or resulting from the award or making of this Agreement. Consultant further agrees to file, or shall cause its employees or subconsultants to file, a Statement of Economic Interest with the City's Filing Officer as required under state law in the performance of the Services. For breach or violation of this warranty, City shall have the right to rescind this Agreement without liability. For the term of this Agreement, no member, officer or employee of City, during the term of his or her service with City, shall have any direct interest in this Agreement, or obtain any present or anticipated material benefit arising therefrom.

3.7.19 Authority to Enter Agreement. Consultant has all requisite power and authority to conduct its business and to execute, deliver, and perform the Agreement. Each Party warrants that the individuals who have signed this Agreement have the legal power, right, and authority to make this Agreement and bind each respective Party.

3.7.20 Counterparts. This Agreement may be signed in counterparts, each of which shall constitute an original.

3.7.21 Survival. All rights and obligations hereunder that by their nature are to continue after any expiration or termination of this Agreement, including, but not limited to, the indemnification obligations, shall survive any such expiration or termination.

SIGNATURES ON NEXT PAGE

SIGNATURE PAGE TO PROFESSIONAL SERVICES AGREEMENT

BETWEEN THE CITY OF ONTARIO AND
WEST YOST & ASSOCIATES, INC.

IN WITNESS WHEREOF, each of the Parties has caused this Agreement to be executed on the day and year first above written.

CITY OF ONTARIO

Approved By:

_____
Scott Ochoa
City Manager

Approved as to Form:

_____
Best Best & Krieger LLP

City Attorney

Attested By:

_____
City Clerk

WEST YOST & ASSOCIATES, INC.

By: _____

Its: _____

Printed Name: _____

By: _____

Its: _____

Printed Name: _____

EXHIBIT "A"
SCOPE OF SERVICES

Section 1: Applicability

The US Environmental Protection Agency (USEPA) published the Lead and Copper Rule Improvements (LCRI) on October 30, 2024. Under the LCRI, the City must perform the following:

- Submit a baseline service line inventory by November 1, 2027.
- Validate and certify non-lead water service lines.
- Monitor lead in childcare facilities and schools by 2032.
- Identify childcare facilities (licensed or home-based).
- Provide annual outreach materials on lead exposure and risk to schools and childcare facilities.

Section 2: Background Information

2.1 Lead Service Line Inventory (LSLI) Information

The City of Ontario (City) owns and operates a potable water distribution system with over 42,000 service connections and responsibly delivers high-quality drinking water to over 185,000 Ontario residents. Potable water service lines are a shared responsibility between the City and the property owner. The City maintains responsibility for the public side, from the potable water main to the meter. The property owner retains responsibility for the private side of the property beyond the meter to the dwelling's foundation.

On October 16, 2024, the City submitted its initial lead service line inventory as required by the Lead and Copper Rule Revisions. The City used building records and improvement projects to determine the material of the water service lines. Where little to no information was available, the Ontario Municipal Utilities Company (OMUC) investigated and classified the materials used in the water service lines. OMUC crews performed the following:

- Used hand tools to excavate the area in and around the water meter box.
- Operated excavator trucks to clear out large debris from the meter box.
- Performed scratch tests on the pipe to determine the pipe material.
- Documented pipe material with photos.
- Recorded pipe material at the water meter box and the nearest spigot or hose bib.

During the initial LSLI, the City did not identify galvanized requiring replacement (GRR) lines or unknowns. Additionally, the City compiled a database of its Standard Drawings, Tract Maps, Design Guidelines and Specifications, and Materials List. The City maintains and continues to update its LSLI through a Geographical Information System (GIS).

2.2 Childcare Facilities

There are approximately 37 licensed childcare facilities in Ontario (Table 1). Information was obtained through the City's Business License Department. However, this list does not include home-based childcare facilities, and it may not include new facilities.

Table 1: Childcare facilities in Ontario

No.	Childcare Facility Name	Physical Location
1	Bright Star Montessori Preschool	965 East 6th Street Ontario, CA 91764
2	Archibald Ranch Christian Preschool	13344 South Archibald Avenue Ontario, CA 91761
3	Creative Kids Preschool	1161 East Riverside Drive Ontario, CA 91761
4	MA of Ontario Early Learning Center	1205 North Baker Avenue Ontario, CA 91764
5	OMSD/Bon View Elementary School	2121 South Bon View Avenue Ontario, CA 91761
6	OMSD/Corona Elementary School	1140 North Corona Avenue Ontario, CA 91764
7	OMSD/El Camino Elementary School	1525 West 5th Street Ontario, CA 91762
8	OMSD/Haynes Elementary School	715 West Francis Street Ontario, CA 91762
9	OMSD/Lincoln Site	440 North Allyn Avenue Ontario, CA 91764
10	OMSD/Sultana Elementary School	1845 South Sultana Avenue Ontario, CA 91761
11	Ontario Christian Preschool/Daycare	1907 South Euclid Avenue Ontario, CA 91762
12	Ontario-Montclair YMCA - Elderberry School Site	950 North Elderberry Avenue Ontario, CA 91762
13	Ontario-Montclair YMCA/Mtn View Child Care Site	2825 Walnut Street Ontario, CA 91761
14	Rancho Cucamonga YMCA - Ontario School Site	835 N. Center Avenue Ontario, CA 91762
15	SBCSS Live Oak State Preschool Bldg. C0-1	2547 E. Riverside Drive Ontario, CA 91761

No.	Childcare Facility Name	Physical Location
16	SBCSS-Levi Dickey State Preschool	2840 Parco Avenue Ontario, CA 91761
17	Wee Care Learning Center	3876 Lytle Creek Loop Ontario, CA 91761
18	Campus Kids	1102 West Phillips Street Ontario, CA 91762
19	Easter Seals Child Development Center	1801 East 6th Street Ontario, CA 91764
20	Easter Seals Child Development Center-Ontario	2999 South Haven Avenue Ontario, CA 91761
21	KinderCare Learning Center	2140 South Euclid Avenue Ontario, CA 91762
22	Mount Zion Christian School	224-A West California Street Ontario, CA 91762
23	PSD/Ontario Head Start	555 West Maple Avenue Ontario, CA 91762
24	Bright Star Montessori Preschool	965 East 6th Street Ontario, CA 91764
25	Redeemer Lutheran Preschool	920 West 6th Street Ontario, CA 91762
26	Children's Montessori School	328 West Phillips Street Ontario, CA 91762
27	Heavenly Care	1030a E Riverside Drive Ontario, CA 91761
28	Kid's Club	1825 N. Vineyard Avenue Ontario, CA 91764
29	Lil' Blue Heartwood Preschool	2460 South Euclid Avenue Ontario, CA 91762
30	OMSD/Del Norte Elementary School	850 North Del Norte Avenue Ontario, CA 91764
31	OMSD/Mariposa Elementary School	1605 East D Street Ontario, CA 91764
32	Ontario-Montclair YMCA-Creek View Site	3742 Lytle Creek North Loop Ontario, CA 91761

No.	Childcare Facility Name	Physical Location
33	Sunrise Children's Center	2049 East Riverside Drive Ontario, CA 91761
34	Truth Preschool Academy	602 North Virginia Avenue Ontario, CA 91764
35	OMSD/Hawthorne Elementary School	705 West Hawthorne Street Ontario, CA 91762
36	Ontario – Christian Academy Learning Institute	1336 North Baker Avenue Ontario, CA 91764
37	PSD/Westminster HeadStart	720 North Sultana Ave Ontario, CA 91764

Since January 1, 2021, the following elementary schools have been monitored under California's Assembly Bill (AB) 2370 and reported lead sampling results to the State Water Resources Control Board's (SWRCB's) Water Quality Management (WQM) database.

- ONTARIO-MONTCLAIR YMCA - ELDERBERRY SCHOOL SITE
- REDEEMER LUTHERAN PRESCHOOL
- CAMPUS KIDS
- KID'S CLUB
- ONTARIO CHRISTIAN PRESCHOOL/DAY CARE
- ONTARIO-MONTCLAIR YMCA/MTN VIEW CHILD CARE SITE
- PSD/ONTARIO HEAD START
- KINDERCARE LEARNING CENTER
- PSD/WESTMINSTER HEAD START
- SBCSS LEVI DICKEY STATE PRESCHOOL
- OMSD/CORONA ELEMENTARY SCHOOL
- WEE CARE LEARNING CENTER
- OMSD/EL CAMINO ELEMENTARY SCHOOL
- EASTER SEALS CHILD DEVELOPMENT CENTER – ONTARIO
- EASTER SEALS CHILD DEVELOPMENT CENTER
- MAOF ONTARIO EARLY LEARNING CENTER
- OMSD/HAYNES ELEMENTARY SCHOOL
- OMSD/SULTANA ELEMENTARY SCHOOL
- CREATIVE KIDS PRESCHOOL
- SUNRISE CHILDREN'S CENTER

- BRIGHT STAR MONTESSORI PRESCHOOL
- CHILDREN'S MONTESSORI SCHOOL
- ONTARIO-MONTCLAIR YMCA-CREEK VIEW SITE
- ONTARIO-MONTCLAIR YMCA RANCH VIEW
- ONTARIO CHRISTIAN ACADEMY LEARNING INSTITUTE
- LIL' BLUE HEARTWOOD PRESCHOOL
- OMSD/HAWTHORNE ELEMENTARY SCHOOL

2.3 Elementary Schools

There are 32 elementary schools (public and private) within the City's water service area (Table 2). It is unknown if the schools have retested for lead since January 1, 2021.

Table 2: Elementary Schools in Ontario

No.	School Name	Physical Location	School District Name
1	Levi H. Dickey Elementary	2840 Parco Avenue Ontario, CA 91761	Chino Valley Unified
2	Liberty Elementary	2730 South Bon View Avenue Ontario, CA 91761	Chino Valley Unified
3	Ontario Center	835 North Center Avenue Ontario, CA 91764	Cucamonga Elementary
4	Creek View Elementary	3742 Lytle Creek North Loop Ontario, CA 91761	Mountain View Elementary
5	Mountain View Elementary	2825 Walnut Street Ontario, CA 91761	Mountain View Elementary
6	New Haven	3998 South Turner Avenue Ontario, CA 91761	Mountain View Elementary
7	Park View Elementary	4860 South Celebration Avenue Ontario, CA 91761	Mountain View Elementary
8	Ranch View Elementary	3300 Old Archibald Road Ontario, CA 91761	Mountain View Elementary
9	Arroyo Elementary	1700 East Seventh Street Ontario, CA 91764	Ontario-Montclair
10	Berlyn Elementary	1320 North Berlyn Avenue Ontario, CA 91764	Ontario-Montclair
11	Bon View Elementary	2121 South Bon View Avenue Ontario, CA 91761	Ontario-Montclair

No.	School Name	Physical Location	School District Name
12	Buena Vista Arts-Integrated	5685 San Bernardino Street Montclair, CA 91763	Ontario-Montclair
13	Central Language Academy	415 East “G” Street Ontario, CA 91764	Ontario-Montclair
14	Corona Elementary	1140 North Corona Avenue Ontario, CA 91764	Ontario-Montclair
15	Del Norte Elementary	850 Del Norte Avenue Ontario, CA 91764	Ontario-Montclair
16	Edison Elementary	515 East Sixth Street Ontario, CA 91764	Ontario-Montclair
17	El Camino Elementary	1525 West Fifth Street Ontario, CA 91762	Ontario-Montclair
18	Elderberry Elementary	950 North Elderberry Avenue Ontario, CA 91762	Ontario-Montclair
19	Euclid Elementary	1120 South Euclid Avenue Ontario, CA 91762	Ontario-Montclair
20	Hawthorne Elementary	705 West Hawthorne Street Ontario, CA 91761	Ontario-Montclair
21	Kingsley Elementary	5625 Kingsley Street Montclair, CA 91763	Ontario-Montclair
22	Lincoln Elementary	440 North Allyn Avenue Ontario, CA 91764	Ontario-Montclair
23	Mariposa Elementary	1605 East “D” Street Ontario, CA 91764	Ontario-Montclair
24	Mission Elementary	5555 Howard Street Ontario, CA 91762	Ontario-Montclair
25	Ontario Christian Elementary	1907 South Euclid Avenue Ontario, CA 91762	Ontario-Montclair
26	Richard Haynes Elementary	715 West Francis Street Ontario, CA 91764	Ontario-Montclair
27	Robert Hardy Center	1515 South Bon View Avenue Ontario, CA 91761	Ontario-Montclair
28	Sultana Elementary	1845 South Sultana Avenue Ontario, CA 91761	Ontario-Montclair

No.	School Name	Physical Location	School District Name
29	Vineyard Elementary	1500 East Sixth Street Ontario, CA 91764	Ontario-Montclair
30	Vista Grande Elementary	1390 West Francis Street Ontario, CA 91762	Ontario-Montclair
31	San Antonio Christian School	1722 East Eighth Street Ontario, CA 91762	Private
32	St. George	322 West “D” Street Ontario, CA 91762	Private

2.3.1 Schools Exempt from Lead Monitoring

- In 2019, the Ontario Center upgraded its plumbing system and was exempt from performing California’s AB 746 lead sampling requirement. This was approved by the State Water Board in 2019.
- Park View Elementary was constructed after the LCRI 2014 lead-free plumbing requirement and opened on August 1, 2022.
- New Haven Elementary was constructed in 2024, after the LCRI 2014 lead-free plumbing requirement, and it is expected to open in August 2026.

Section 3: General Requirements

3.1 Basic Services

Consultant agrees to perform all the necessary professional and any other necessary engineering services mutually agreeable to the parties for the Project in a timely and professional manner, consistent with the standards of the profession, including those provided for herein.

3.2 Exclusions from Basic Services

The following services will be excluded from the basic services listed as “N/A” or “NOT APPLICABLE”.

3.3 Communication with the City

Consultant will participate in consultations and conferences with authorized representatives of the City and/or other local, regional, or State agencies concerned with the Project, which may be necessary for the completion of the Project or the development of documents in accordance with the applicable standards and requirements of law and the City. Such consultations and conferences will continue throughout the Project's planning and development. Consultant will take direction only from the City’s Representatives, or any other representative specifically designated by the City for this Project.

3.3.1 Biweekly Project Check-ins

Consultant will provide a minimum of one brief biweekly project update via telephone call or online meeting to the City’s Project Manager and follow up the telephone call or online meeting with a brief email

to summarize the discussion. The biweekly check-in will include: current project status; tasks or items completed since the last project update; tasks and items expected to be completed in the coming weeks; any issues that may affect project status; and any action items for the Consultant and City.

3.3.2 Meeting Agendas and Minutes with Action Items

Agendas with attachments will be sent at least one (1) full business day prior to the date of the meeting. Meeting minutes (draft and final) with action items will be sent within three (3) business days after all Project meetings, including meetings with the City or any other parties, and after all Project communications regarding changes in project status.

3.3.3 Monthly Billings

Invoices will include, at a minimum, the number of hours budgeted for each task or sub-task, the number of hours spent during the month, and the cumulative hours for the project. In addition, the monthly invoices will identify labor, indirect, other project-related costs incurred during the month, and a brief description of the activities. The consultant will provide the Project Manager with one electronic copy in PDF format.

3.3.4 Monthly Billing Status Reports

A Monthly Billing Status Report will be submitted with the Monthly Billing Invoice, including a summary of completed work and a review of work status relative to budget and schedule. Any divergence between work completed, budget expended, and the schedule needs to be specifically explained and addressed to avoid future budget shortfalls and schedule delays.

3.3.5 Updated Project Schedule

The Project schedule will be updated monthly or whenever there is an expected change to the deliverables schedules and will address any deviation from the schedule, if any. Updated project schedules will be sent with the appropriate biweekly check-in.

3.3.6 Updated Project Budget

The Project budget (including the itemized cost estimate) will be updated whenever changes are expected to significantly impact the estimated Project budget, and at a minimum upon completion of each task.

3.3.7 Kickoff Meeting

Consultant will organize, prepare, and facilitate the Project Kickoff Meeting. The kickoff meeting will include an agenda, a review of the project scope and schedule, the establishment of project communications procedures, the definition of project deliverables, and a meeting schedule.

3.3.8 Decision Log

Consultant will maintain a decision log in order to record the decisions made by the project team. The decision log will contain all decisions, including those made during the technical workshops, project meetings, telephone conversations, and emails. Decision Log, at a minimum, will include the following information: item number, date, item action description, decision made, action taken, and notes.

3.3.9 Format of Deliverables

Consultant will submit all original documents in one or more of the following formats, as directed by the City: MS Word, MS Excel, MS PowerPoint, ArcGIS.

Section 4: Project Tasks

The consultant is responsible for providing the necessary resources and equipment to successfully complete the Project. These include, but are not limited to, labor, material, kits, vehicles, equipment, and qualified and certified staff trained to perform the following Project tasks.

Task 1: LSLI Validation

Objective: The consultant shall validate the City's current LSLI (>42,000 service connections) through an approved USEPA statistical model and certify non-lead for state submission. Where field inspection is required, the consultant shall provide field support to identify and confirm service line material on the public and/or private side using USEPA-approved methods.

Task 2: Lead Sampling

Objectives:

- Coordination efforts to monitor lead in childcare facilities and elementary schools.
- Perform lead monitoring at childcare facilities and elementary schools, following regulatory sampling requirements specified in the LCRI and California's AB 2370 for licensed childcare facilities. Provide the City with sampling documentation, such as a sampling plan. For licensed childcare facilities, photos and LIC 9275 and 9276 forms (PIN 21-21.1-CCP) are required under AB 2370.
- Coordinate with a certified California Environmental Laboratory Accreditation Program (ELAP) laboratory for lead analysis.
- Provide the City with a laboratory report in electronic format. The laboratory report must be in a format that includes the following, but not limited to:
    - Level II quality control
    - Chain of custody
    - Results with sample identification and descriptions
    - Documentation of results uploaded into the SWRCB's reporting systems.
- Identify home-based childcare facilities per SWRCB guidance. The identification includes additional licensed childcare facilities not listed in Table 1. Coordinate sampling efforts to monitor lead at these facilities.
- Document non-responsive communication for childcare facilities and elementary schools.
- When requested by secondary schools, provide information about the sampling process and/or monitor for lead.

Task 3: Public Outreach Material

The consultant shall develop educational materials for delivery to schools and childcare facilities. Information must include the purpose and requirements of the rule through summaries and infographics,

sampling processes, USEPA's 3T's guidance, the effects of lead, and how to minimize lead exposure.

Task 4: Additional Work

Consultant is encouraged in its proposal to identify any additional work that is not specified in this Scope of Work that would be, in its opinion, necessary to complete the project as defined herein. Consultant may propose additional services that, in its opinion, will improve the project's efficiency and quality. If identified, the additional work or services must be included in the proposal as optional services in the Consultant's Fee Schedule. Any optional services proposed will be completed only with written approval from OMUC.

EXHIBIT "B"
SCHEDULE OF SERVICES

The Consultant shall provide program management to support coordination, scheduling, and communication throughout the LCRI Project and for all task items identified below, including communication with the City, tracking progress, and ensuring tasks are completed in a timely, organized, and efficient manner.

Task 1: LSLI Validation

The Consultant shall validate the City's lead service line inventory and certify non-lead for state submission by November 1, 2027.

Task 2: Lead Sampling

The Consultant shall perform this service as required by USEPA's LCRI requirements and must complete this by January 1, 2032.

Task 3: Public Outreach Material

The Consultant shall develop lead communication tools and educational outreach materials for childcare facilities and schools by November 1, 2027.

Task 4: Additional Work

Services shall be performed on an as-needed basis and only used in circumstances needed to support the validation of the City's lead service line inventory and lead monitoring in childcare facilities and schools.

EXHIBIT "C"
COMPENSATION

08 // FEE SCHEDULE

West Yost has prepared this fee proposal in accordance with the requirements of the Request for Proposals (RFP) and the scope of services described in this proposal. The proposed fees are organized by task and include a combination of lump sum and unit costs, consistent with the format requested in the RFP.

The fee schedule reflects the level of effort required to perform the work, including field activities, data management, coordination, and reporting. Costs for project coordination, meetings, scheduling, invoicing, and administrative support, as described in Section 7.5, are included within the lump sum and unit costs for each task.

Laboratory analysis costs are included in the unit pricing for Task 2 based on current rates from an ELAP-certified laboratory.

Cost per task shown below will increase by 5% annually to reflect labor rate increases.

For Task 2 sampling services, invoicing will be performed on a progress basis. Fifty percent (50%) of the unit cost will be invoiced upon completion of the pre-sampling site visit and sample collection, with the remaining fifty percent (50%) invoiced upon receipt of laboratory results and completion of data entry and documentation.

Task 1 - LSLI Validation		
Task Description	**Unit**	**Cost**
1.1 Statistical Modeling	Lump Sum	$12,000
1.2 Support Certification of Non-Lead	Lump Sum	$8,000
1.3 Public Side Verification	Per Service Line	$100
1.4 Private Side Verification	Per Service Line	$120

Task 2 - Lead Sampling		
Task Description	**Unit**	**Cost**
2.1 Childcare Facility Sampling	Per Facility	$1,500
2.2 Elementary School Sampling	Per School	$1,800
2.3 Identify Additional Facilities	Lump Sum	$3,000
2.4 Non-Responsive Facility (3 Attempts)	Per Facility	$300

Task 3 - Public Outreach		
Task Description	**Unit**	**Cost**
3.1 Outreach Flyer	Lump Sum	$8,000

Additional Services		
Description	**Unit**	**Cost**
Additional Site Visit (Private Property Access for LSLI Verification)	Per Visit	$400
Additional Sampling Visit (Rescheduled or Unsuccessful Sampling Event)	Per Visit	$400
Intrusive Verification (Potholing)	Per Day	$5,130

FEE ASSUMPTIONS

- The scope of work is based on the tasks and assumptions described in this proposal.
- Intrusive verification (e.g., potholing or excavation) will be performed as an as-needed service and is not included in the base scope without prior authorization.
- Additional site visits required due to conditions outside of West Yost's control (e.g., access limitations or sampling conditions not met) will be performed as additional services in accordance with the fee schedule.
- Sampling quantities are based on typical assumptions of approximately five samples per elementary school and two samples per childcare facility; actual quantities may vary based on facility conditions and regulatory requirements.
- The City will support coordination with property owners and facilities to provide access for field verification and sampling activities.
- Intrusive verification (potholing) costs are based on a typical daily rate for a two-person crew and are provided for planning purposes only. The estimated rate does not include all potential project-specific costs, such as prevailing wage processing, permitting, traffic control beyond typical conditions, or specialized surface restoration. Final costs will be developed based on site-specific conditions once locations are identified.

WEST YOST
Water. Engineered.

2026 Billing Rate Schedule

(Effective January 1, 2026, through December 31, 2026)*

POSITIONS	LABOR CHARGES (DOLLARS PER HOUR)
ENGINEERING	
Principal/Vice President	$392
Engineer/Scientist/Geologist Manager I / II	$370 / $387
Principal Engineer/Scientist/Geologist I / II	$333 / $355
Senior Engineer/Scientist/Geologist I / II	$297 / $312
Associate Engineer/Scientist/Geologist I / II	$246 / $265
Engineer/Scientist/Geologist I / II / III	$191 / $221 / $231
Engineering Aide	$117
Field Monitoring Services	$145
Administrative I / II / III / IV	$107 / $133 / $160 / $176
ENGINEERING TECHNOLOGY	
Engineering Tech Manager I / II	$384 / $387
Principal Tech Specialist I / II	$353 / $365
Senior Tech Specialist I / II	$320 / $334
Senior GIS Analyst	$292
GIS Analyst	$277
Technical Specialist I / II / III / IV	$206 / $231 / $261 / $291
Technical Analyst I / II	$148 / $176
Technical Analyst Intern	$119
Cross-Connection Control Specialist I / II / III / IV	$154 / $167 / $188 / $208
CAD Manager	$233
CAD Designer I / II	$181 / $204
CONSTRUCTION MANAGEMENT	
Senior Construction Manager	$373
Construction Manager I / II / III / IV	$222 / $237 / $251 / $318
Resident Inspector (Prevailing Wage Groups 4 / 3 / 2 / 1)	$200 / $222 / $247 / $256
Apprentice Inspector	$181
CM Administrative I / II	$96 / $130
Field Services	$256

- Hourly rates include charges for technology and communication, such as general and CAD computer software, telephone calls, routine in-house copies/prints, postage, miscellaneous supplies, and other incidental project expenses.
- Outside services, such as vendor reproductions, prints, and shipping; major West Yost reproduction efforts; as well as engineering supplies, etc., will be billed at the actual cost plus 15%.
- The Federal Mileage Rate will be used for mileage charges and will be based on the Federal Mileage Rate applicable to when the mileage costs were incurred. Travel other than mileage will be billed at cost.
- Subconsultants will be billed at actual cost plus 10%.
- Expert witness services, research, technical review, analysis, preparation, and meetings will be billed at 150% of standard hourly rates. Expert witness testimony and depositions will be billed at 200% of standard hourly rates.
- A finance charge of 1.5% per month (an annual rate of 18%) on the unpaid balance will be added to invoice amounts if not paid within 45 days from the date of the invoice.

* This schedule is updated annually

WEST YOST
Water. Engineered.

2026 Billing Rate Schedule

(Effective January 1, 2026, through December 31, 2026)*

Equipment Charges

EQUIPMENT	BILLING RATES
2" Purge Pump & Control Box	$300 / day
Aquacalc / Pygmy or AA Flow Meter	$28 / day
Emergency SCADA System	$35 / day
Field Vehicles (Groundwater)	$200 / day
Gas Detector	$80 / day
Generator	$60 / day
Hydrant Pressure Gauge	$10 / day
Hydrant Pressure Recorder, Impulse (Transient)	$55 / day
Hydrant Pressure Recorder, Standard	$40 / day
Low Flow Pump Back Pack	$135 / day
Low Flow Pump Controller	$200 / day
Powers Water Level Meter	$32 / day
Precision Water Level Meter 300ft	$30 / day
Precision Water Level Meter 500ft	$40 / day
Precision Water Level Meter 700ft	$45 / day
QED Sample Pro Bladder Pump	$65 / day
Skydio 2+ Drone (2 hour minimum)	$100 / hour
Storage Tank	$20 / day
Sump Pump	$24 / day
Transducer Communications Cable	$10 / day
Transducer Components (per installation)	$23 / day
Trimble GPS – Geo 7x	$220 / day
Tube Length Counter	$22 / day
Turbidity Meter	$30 / day
Turbidity Meter (2100Q Portable)	$35 / day
Vehicle (Construction Management)	$18.75 / hour
Water Flow Probe Meter	$20 / day
Water Quality Meter	$50 / day
Water Quality Multimeter	$185 / day
Well Sounder	$30 / day

* This schedule is updated annually

CITY OF ONTARIO *Agenda Report* **June 16, 2026**	**SECTION:** **CONSENT CALENDAR**
Department: Public Works Prepared By: Lance Verdugo Staff Member Presenting: Tito Haes, Executive Director Public Works Reviewed By: Jacqueline Leon Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 13

SUBJECT: **AN AMENDMENT TO THE MAINTENANCE SERVICES AGREEMENT WITH WESTERN ALLIED CORPORATION FOR HVAC MAINTENANCE AND REPAIR SERVICES AT VARIOUS CITY FACILITIES**

RECOMMENDATION: That the City Council authorize the City Manager, or designee, to execute Amendment No. 5 to the Maintenance Services Agreement with Western Allied Corporation of Santa Fe Springs, California, for HVAC (Heating, Ventilation, and Air Conditioning) maintenance and repair services at various City facilities in the amount of $765,000, for a total-not-to-exceed contract amount of $4,153,000, and extend the agreement for an additional one-year term.

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

FISCAL IMPACT: The recommended Amendment No. 5 is in the amount of $765,000 for a total not-to-exceed contract amount of $4,153,000 for an additional one-year term. The FY 2026-27 Proposed Budget includes appropriations in the Facilities Maintenance Fund for HVAC maintenance and repair services.

BACKGROUND & ANALYSIS: On December 16, 2025, Amendment No. 4 to the Maintenance Services Agreement with Western Allied Corporation for HVAC maintenance and repair services was executed to increase compensation by $628,000 for a total not-to-exceed contract amount of $3,388,000 due to the replacement of two HVAC units at the Ontario Police Department.

The City currently operates HVAC units at multiple facilities, all of which require scheduled preventive maintenance and repairs to ensure proper performance, reliability, and compliance with current standards. Continued maintenance services are necessary to prevent equipment failures, minimize downtime, and extend the lifespan of existing systems.

The Municipal Services Department is currently updating its citywide HVAC operations program. Extending the current agreement will ensure continued maintenance and repair services without disruption while the City prepares and completes a competitive bidding process for future services.
Staff recommends approving Amendment No. 5 to maintain continued HVAC operations at various City facilities.

CITY OF ONTARIO
303 EAST B STREET | ONTARIO, CALIFORNIA 91764
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PAUL S. LEON
MAYOR

ALAN D. WAPNER
MAYOR PRO TEM

JIM W. BOWMAN
DEBRA PORADA
DAISY MACIAS
COUNCIL MEMBERS

SHEILA MAUTZ
CITY CLERK

JAMES R. MILHISER
CITY TREASURER

SCOTT OCHOA
CITY MANAGER

AMENDMENT NO. 5 TO THE MAINTENANCE SERVICES AGREEMENT BETWEEN THE CITY OF ONTARIO AND WESTERN ALLIED CORPORATION

1. Parties and Date.

This Amendment No. 5 to the Agreement (as defined herein) is made and entered as of _____, by and between the City of Ontario ("City") and **Western Allied Corporation**, a **Corporation**. City and Contractor are sometimes individually referred to as "Party" and collectively as "Parties."

2. Recitals.

2.1 Agreement. The City and Contractor have entered into an agreement entitled "Maintenance Services Agreement" dated June 15, 2021 ("Agreement").

2.2 Amendment Purpose. The City and Contractor desire to amend the Agreement to increase compensation amount by **Seven Hundred Sixty-Five Thousand Dollars with Zero cents ($765,000)** for a total not-to-exceed contract amount of **Four Million One Hundred Fifty-Three Thousand Dollars with Zero cents ($4,153,000)** and extend the contract for an additional one-year term. The Parties have heretofore entered into that Amendment No. 4 dated December 16, 2025.

2.3 Amendment Authority. This Amendment No. 5 is authorized pursuant to Section 3.1.2 of the Agreement.

3. Terms.

3.1 Amendment. Section 3.1.2 and Section 3.2.1 of the Agreement is hereby amended in its entirety to read as follows:

""3.1.2 Term. The term of this Agreement shall be from **July 1, 2026,** to **June 30, 2027**, unless earlier terminated as provided herein. Contractor shall complete the Services within the term of this Agreement and shall meet any other established schedules and deadlines. The Parties may, by mutual, written consent, extend the term of this Agreement if necessary to complete the Services."

"3.2.1 Compensation. Contractor shall receive compensation, including authorized reimbursements, for all Services rendered under this Agreement at the rates set forth in Exhibit "A" attached hereto and incorporated herein by reference. The total compensation shall not exceed **Four Million One Hundred Fifty-Three Thousand Dollars with Zero cents ($4,153,000)** without written approval of City Manager. Extra Work may be authorized, as described below, and if authorized, will be compensated at the rates and manner set forth in this Agreement."

Exhibit C is hereby deleted in its entirety and replaced with Attachment A attached hereto and incorporated herein by reference.

3.2 Continuing Effect of Agreement. Except as amended by this Amendment No. 5, all other provisions of the Agreement remain in full force and effect and shall govern the actions of the parties under this Amendment No. 5. From and after the date of this Amendment No. 5, whenever the term "Agreement" appears in the Agreement, it shall mean the Agreement as amended by this Amendment No. 5.

3.3 Adequate Consideration. The Parties hereto irrevocably stipulate and agree that they have each received adequate and independent consideration for the performance of the obligations they have undertaken pursuant to this Amendment No. 5.

3.4 Severability. If any portion of this Amendment No. 5 is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

3.5 Integration. This Amendment represents the entirety of the Parties' understanding relating to the subject of this Amendment, including written or verbal communications between the Parties, which shall have no relevance unless expressly incorporated herein. This is an integrated amendment.

[SIGNATURES ON FOLLOWING PAGE]

SIGNATURE PAGE FOR AMENDMENT NO. 5 TO THE MAINTENANCE SERVICES AGREEMENT BETWEEN THE CITY OF ONTARIO AND WESTERN ALLIED CORPORATION

IN WITNESS WHEREOF, the Parties have entered into this Amendment No. 5 as of the day and year first above written.

CITY OF ONTARIO

Approved By:

_____
Scott Ochoa
City Manager

Approved as to Form:

_____
Best Best & Krieger LLP
City Attorney

Attested By:

_____
City Clerk

WESTERN ALLIED CORPORATION

By: _____

Its: _____

Printed Name: _____

By: _____

Its: _____

Printed Name: _____

Attachment A
(See Attachment)

Bid Schedule
HVAC Maintenance and Repair
Fiscal Year 2026-2027

Description	Sq. Ft.	Monthly Cost	Quarterly Cost	Annual Cost
Anthony Munoz Community Center 1240 West Fourth Street	17,844	$275	$825	$3,300
Armstrong Community Center 1265 South Palmetto Ave.	13,500	$212	$636	$2,544
Anthony Munoz IT POP 1240 West Fourth Street	700	$252	$756	$3,024
Booster Station 4251 E. Jurupa Street	1020	$94	$282	$1,128
Broadband Services 603 N. Euclid Ave	2500	$386	$1,158	$4,632
Broadband Creekside Park 3151 E. Riverside Drive	510	$180	$540	$2,160
C- Block Parking Structure 155 East C Street	69,000	$445	$1,335	$5,340
Chaffey Museum 217 S. Lemon	4,000	$94	$282	$1,128
City Hall 303 East "B" Street	53,206	$3,581	$10,743	$42,972
City Hall Annex 200 N. Cherry Avenue	38,696	$2,667	$8,001	$32,004
Civic Center Parking Structure 331 N. Sultana Avenue	276,420	$896	$2,688	$10,752
Community Improvement and CLC 208 W. Emporia Street	14,976	$179	$537	$2,148
Cucamonga Building (Maint. Shop) 1440 S. Cucamonga Avenue	12,000	$193	$579	$2,316
De Anza Community Center 1405 South Fern Avenue	23,683	$635	$1,905	$7,620
Dorothy Quesada Community Center 1010 South Bon View Avenue	18,154	$181	$543	$2,172
Downtown Mobility Hub 122 N. Vine	2535	$322	$966	$3,864
Homer Briggs Concession Stand 2099 S Oaks Ave.	868	$98	$294	$1,176
Library (Ovitt) 215 "C" Street	65,000	$2,851	$8,553	$34,212
Museum 225 S. Euclid Avenue	20,000	$445	$1,335	$5,340
Museum (New Units) 225 S. Euclid Avenue	N/A	$506	$1,518	$6,072
Off-Site Museum Storage 1333. S. Bon View	1,200	$678	$2,034	$8,136
Ontario Municipal Utilities 1425 S. Bon View Avenue	50,345	$739	$2,217	$8,868
OMUC Parks Added Equipment 1425 S. Bon View Avenue	N/A	$255	$765	$3,060
OMUC Modular Building 1333 S. Bon View	5,019	$406	$1,218	$4,872

OMUC Training Trailer 1425 S. Bon View	1428	$264	$792	$3,168
Ontario Town Square Bandstand 224 N. Euclid Avenue	340	$35	$105	$420
Police Department 2500 S. Archibald Avenue	167,135	$5,054	$15,162	$60,648
Police Officers Association 2558 S. Archibald Avenue	7500	$130	$390	$1,560
Police Substation Mills Mall Ontario Mills Mall	1,000	$115	$345	$1,380
Ontario PD Substation 1140 W. Sixth St. (Parking Garage)	1000	$94	$282	$1,128
Police Heliport Upland Cable Airport	7200	$111	$333	$1,332
Revenue/Public Works Admin. 1333 S. Bon View Avenue	10,000	$403	$1,209	$4,836
Senior Center 225 East "B" Street	13,964	$430	$1,290	$5,160
Toyota Arena IT Bunker 4000 Ontario Center	1400	$185	$558	$2,232
Veteran's Community Center 1305 E. "D" Street	2317	$94	$282	$1,128
Westwind Community Center 2425 E. Riverside Drive	26,260	$707	$2,121	$8,484
Fire Station 1 (New) Effective 12/25 381 N. Sultana	27,835	$1,129	$3,387	$13,548
FireStation 1 (Existing) 425 East B Street	25,173	$134	$402	$1,608
Fire Administration 415 East "B" Street	10,300	$134	$402	$1,608
Fire Station 2 544 West Francis Street	6100	$90	$270	$1,080
Fire Station 3/Training Center 1408 E. Francis Street	9400	$143	$429	$1,716
Fire Station 4 1005 North Mountain Avenue	4500	$107	$321	$1,284
Fire Station 5 1530 East Fourth Street	4500	$127	$381	$1,524
Fire Station 6 2931 East Philadelphia Street	11,125	$107	$321	$1,284
Fire Station 7 4901 East Vanderbilt Street	10,850	$107	$321	$1,284
Fire Station 8 3429 East Shelby Street	11,125	$107	$321	$1,284
Fire Station 9 2661 Grand Park Street	10,476	$166	$498	$1,992
Fire Station 11 (Temp) 7721 Eucalyptus	4034	$374	$1,122	$4,488
Wells 37/39 4327 E. Guasti	1400	$87	$261	$1,044

Bid Schedule
HVAC Maintenance and Repair
Fiscal Year 2026-2027

Well 45 665 East "E" Street	1300	$87	$261	$1,044
Well 46 1682 East 8th Street	2160	$87	$261	$1,044
Well 47 4265 East Consourse St	1700	$87	$261	$1,044
Well 44-IX 960 N. Cucamonga	5700	$87	$261	$1,044
Well 52 1234 E. 4th Street	1000	$87	$261	$1,044
CDA Ontario Booster Station 1495 S. Dupont	1020	$87	$261	$1,044
IT Cabinets Remote Sites (6 Locations) **Countryside Phase II** 2651 E. Chino Ave. **New Haven Cabinet #2** 3294 E. Schaefer Ave. **Park Place Phase IIB, IIC** 3096 E,. Parkview St. **Parkside** 2661 E. Grand Park St. **Olive ansd Oleander** 4159 S. Mill Creek Ave. **Rich Haven** 3989 S. Sunrise Ave.	N/A	$517	$1,551	$6,204
	Total	**$28,043**	**$84,129**	**$336,516**

Labor and Vehicle	**Rates**			
Regular time per man-hour	$169			
Overtime per man-hour	$253.50			
Truck Charge	$89			

CITY OF ONTARIO *Agenda Report* **June 16, 2026**	**SECTION:** **CONSENT CALENDAR**
Department: Public Works Prepared By: Lance Verdugo Staff Member Presenting: Tito Haes, Executive Director Public Works Reviewed By: Jacqueline Leon Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 14

SUBJECT: AN AGREEMENT WITH CAL BUILDING SYSTEMS INC FOR FIRE SPRINKLER AND KITCHEN SUPPRESSION SYSTEM SERVICES AT VARIOUS CITY LOCATIONS

RECOMMENDATION: That the City Council authorize the City Manager, or his designee, to Piggyback the Agreement between the City of Santa Ana of Santa Ana, California, and Cal Building System, Inc., of Yorba Linda, California for fire sprinkler and kitchen suppression system services at various City facilities for a total not-to-exceed amount of $252,600 through Fiscal Year 2027-28, with the option to extend the agreement for up to two additional one-year terms, consistent with the terms and conditions of the City of Santa Ana's Agreement Contract No. A-2025-140-04.

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

FISCAL IMPACT: The recommended Piggyback with Cal Building System, Inc., is not-to-exceed the amount of $252,600 through Fiscal Year 2027-28, with the option to extend the agreement for up to two additional one-year terms. If approved, additional appropriations will be included in future quarterly budget updates to the City Council for fire sprinkler and kitchen suppression system services at various City locations.

BACKGROUND & ANALYSIS: The proposed scope of work provides regularly scheduled fire sprinkler and kitchen suppression system inspection, testing, maintenance, and repair services at 18 City facilities, including administrative, recreational, and public safety buildings. These services are necessary to ensure the systems remain operational, compliant with fire and life safety regulations, and capable of protecting City assets, employees, and the public.

The City's facility maintenance program is designed to provide cost-effective services that preserve and restore municipal facilities, maintain safe and functional environments, and promote public confidence in City-owned buildings and infrastructure.

Staff recommends approving the Piggyback Agreement with Cal Building System, Inc. to ensure continued fire sprinkler and kitchen suppression system services at various City facilities.

Municipal Code Section 2-6.29 allows for the purchase of supplies and equipment through co-operative purchasing programs, also known as piggybacking, pursuant to California Government Code Section 6502 and City of Ontario Resolution No. 91-141. Cooperative purchasing allows the City to pool its procurement power with other public agencies to obtain lower pricing than otherwise might be possible.

INSURANCE ON FILE
WORK MAY PROCEED
UNTIL INSURANCE EXPIRES
07/15/2026
CITY CLERK
DATE: SEP 10 2025

O: PWA (2)
Phil Neff (D2

AGREEMENT WITH CAL BUILDING SYSTEMS TO PROVIDE ON-CALL FIRE ALARM & SPRINKLER SYSTEMS INSPECTION, REPAIR AND MAINTENANCE SERVICES

THIS AGREEMENT is made and entered into on the 19th day of August, 2025 by and between Cal Building Systems, Inc., a California Corporation ("Consultant"), and the City of Santa Ana, a charter city and municipal corporation organized and existing under the Constitution and laws of the State of California ("City").

RECITALS

A. On March 13, 2025, the City issued Invitation for Bids ("IFB") No. 25-047A, by which it sought qualified consultants to provide on-call fire alarm and sprinkler systems inspection, repair and maintenance services for the City's Public Works Agency.

B. Consultant submitted a responsive proposal that was among those selected by the City. Consultant represents that it is able and willing to provide the services described in the scope of work that was included in IFB 25-047A.

C. In undertaking the performance of this Agreement, Consultant represents that it is knowledgeable in its field and that any services performed by Consultant under this Agreement will be performed in compliance with such standards as may reasonably be expected from a professional consulting firm in the field.

NOW THEREFORE, in consideration of the mutual and respective promises, and subject to the terms and conditions hereinafter set forth, the parties agree as follows:

1. SCOPE OF SERVICES

On an on-call basis, and at the City's sole discretion, Consultant shall perform the services described in the scope of work that was included in IFB 25-047A, which is attached hereto as **Exhibit A** and incorporated in full.

2. COMPENSATION

a. City neither warrants nor guarantees any minimum or maximum compensation to Consultant under this Agreement. Consultant shall be paid only for actual services performed under this Agreement at the rates and charges identified in **Exhibit B**. Consultant is one of four (4) consultants selected to provide services on an on-call basis under IFB 25-047A. The total compensation for these services provided by all such consultants selected under IFB 25-047A shall not exceed the shared aggregate amount of Eight Hundred and Eighty Thousand Dollars ($880,000) during the term of the Agreement, including any extension periods.

b. Payment by City shall be made within 45 days (forty-five) days following receipt of proper invoice evidencing work performed, subject to City accounting procedures. Payment need not be made for work which fails to meet the standards of performance

set forth in the Recitals which may reasonable be expected by City.

3. TERM

This Agreement shall commence on September 1, 2025 and end on August 31, 2028, unless terminated earlier in accordance with Section 16, below. The term of this Agreement may be extended for up to one (1), two-year period upon a writing executed by the City Manager and the City Attorney.

4. PREVAILING WAGES

Consultant is aware of the requirements of California Labor Code Section 1720, et seq., and 1770, et seq., as well as California Code of Regulations, Title 8, Section 1600, et seq., ("Prevailing Wage Laws"), which require the payment of prevailing wage rates and the performance of other requirements on "public works" and "maintenance" projects. If the services being performed are part of an applicable "public works" or "maintenance" project, as defined by the Prevailing Wage Laws, and the total compensation is $1,000 or more, Consultant agrees to fully comply with such Prevailing Wage Laws. Consultant shall defend, indemnify and hold the City, its elected officials, officers, employees and agents free and harmless form any claim or liability arising out of any failure or alleged failure to comply with the Prevailing Wage Laws.

5. INDEPENDENT CONTRACTOR

Consultant shall, during the entire term of this Agreement, be construed to be an independent Consultant and not an employee of the City. This Agreement is not intended nor shall it be construed to create an employer-employee relationship, a joint venture relationship, or to allow the City to exercise discretion or control over the professional manner in which Consultant performs the services which are the subject matter of this Agreement; however, the services to be provided by Consultant shall be provided in a manner consistent with all applicable standards and regulations governing such services. Consultant shall pay all salaries and wages, employer's social security taxes, unemployment insurance and similar taxes relating to employees and shall be responsible for all applicable withholding taxes.

6. OWNERSHIP OF MATERIALS

This Agreement creates a non-exclusive and perpetual license for City to copy, use, modify, reuse, or sublicense any and all copyrights, designs, and other intellectual property embodied in plans, specifications, studies, drawings, estimates, and other documents or works of authorship fixed in any tangible medium of expression, including but not limited to, physical drawings or data magnetically or otherwise recorded on computer diskettes, which are prepared or caused to be prepared by Consultant under this Agreement ("Documents & Data"). Consultant shall require all subcontractors to agree in writing that City is granted a non-exclusive and perpetual license for any Documents & Data the subcontractor prepares under this Agreement. Consultant represents and warrants that Consultant has the legal right to license any and all Documents & Data. Consultant makes no such representation and warranty in regard to Documents & Data which were provided to Consultant by the City. City shall not be limited in

any way in its use of the Documents and Data at any time, provided that any such use not within the purposes intended by this Agreement shall be at City's sole risk.

7. INSURANCE

Prior to undertaking performance of work under this Agreement, Consultant shall maintain and shall require any subcontractors to obtain and maintain insurance as described below for the entire Term of this Agreement against claims for injuries to persons or damage to property which may arise from or in connection with services, products and materials supplied to City. Total cost of such insurance shall be borne by Consultant.

MINIMUM SCOPE AND LIMIT OF INSURANCE

1. **Commercial General Liability (CGL)**: Insurance Services Office Form CG 00 01 covering CGL on an "occurrence" basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than $1,000,000 per occurrence and $2,000,000 aggregate. Required policy limits can be met with primary and umbrella/excess insurance policies.

2. **Automobile Liability**: Insurance Services Office Form CA 00 01 covering Code 1 (any auto), with limits no less than $1,000,000 combined single limits. In the event Consultant does not maintain commercial automobile liability insurance, City will accept evidence of personal automobile insurance, which can be lower than $1,000,000.

3. **Workers' Compensation**: as required by the State of California, with Statutory Limits, and Employer's Liability Insurance with limit of no less than $1,000,000 per accident, policy or employee, for bodily injury or disease. Coverage is not required if Consultant has no employees and signs request to waive such insurance.

If Consultant maintains broader coverage and/or higher limits than the minimum requirements for each line of coverage shown above, City requires and shall be entitled to the broader coverage and/or the higher limits maintained by Consultant. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to City.

Other Insurance Provisions

The above required insurance policies are to contain or be endorsed to contain the following provisions:

1. City, its City Council, its officers, officials, employees, agents, and volunteers are to be covered as additional insureds, under Consultant's CGL, Professional Liability, and Automobile Liability policies, with respect to any liability arising out of work or operations performed by or on behalf of the Consultant including materials, parts, equipment, and personnel furnished in connection with such work or operations.

2. Consultant's Insurance company(ies) agrees to waive all rights of subrogation against

City, its City Council, its officers, officials, employees, agents, and volunteers for losses paid under the terms of any policy which arise from work performed by Consultant under this Agreement.

3. For any claims related to this contract, Consultant's insurance coverage shall be primary and any insurance maintained by City, its City Council, its officers, officials, employees, agents, or volunteers shall not contribute with it.
4. A severability of interest provision must apply for all the additional insureds, ensuring that Consultant's insurance shall apply separately to each insured against whom a claim is made or suit is brought, except with respect to the insurer's limits of liability.
5. Insurance policies required herein shall provide that coverage shall not be canceled, suspended, voided, reduced in coverage or in limits, non-renewed by the carrier, or materially changed except after thirty (30) days prior written notice has been given to City. Ten (10) days prior written notice shall be provided to City for policy cancellation or non-renewal due to non-payment of premium.
6. Certificate Holder on each Evidence of Insurance certificate shall be: City of Santa Ana, Attention: Nadia Orozco, 20 Civic Center Plaza M-11, Santa Ana, CA 92701. The name and location of project must be included in the Description of Operations section of each certificate.

Self-Insured Retentions

Self-insured retentions must be declared to and approved by the City. The City may require the Consultant to purchase coverage with a lower retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention.

Acceptability of Insurers

Insurance is to be placed with insurers authorized to conduct business in the State of California with a current A.M. Best rating of no less than A:VII, unless otherwise acceptable to City.

Verification of Coverage

Consultant shall furnish City with original Certificates of Insurance including all required amendatory endorsements (or copies of the applicable policy language effecting coverage required by this clause) and a copy of the Declarations and Endorsement Page of the CGL policy listing all policy endorsements before work begins. However, failure to obtain the required documents prior to the work beginning shall not waive Consultant's obligation to provide them.

City reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

Claims Made Policies

If any of the required policies provide coverage on a claims-made basis:

1. The retroactive date must be shown and must be before the date of the contract or the beginning of work.
2. Insurance must be maintained and evidence of insurance must be provided for at least three (3) years after completion of work.
3. If coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a retroactive date prior to the contract effective date, Company must purchase "extended reporting" coverage for a minimum of three (3) years after completion of work.

Subcontractors
Contractor shall require and verify that all sub-contractors maintain insurance meeting all the requirements stated herein, and Contractor shall ensure that City is an additional insured on insurance required from sub-contractors.

Special Risks or Circumstances
City reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

8. INDEMNIFICATION

Consultant agrees to defend, and shall indemnify and hold harmless the City, its officers, agents, employees, contractors, special counsel, and representatives from liability: (1) for personal injury, damages, just compensation, restitution, judicial or equitable relief arising out of claims for personal injury, including death, and claims for property damage, which may arise from the negligent operations of the Consultant, its subcontractors, agents, employees, or other persons acting on its behalf which relates to the services described in section 1 of this Agreement; and (2) from any claim that personal injury, damages, just compensation, restitution, judicial or equitable relief is due by reason of the terms of or effects arising from this Agreement. This indemnity and hold harmless agreement applies to all claims for damages, just compensation, restitution, judicial or equitable relief suffered, or alleged to have been suffered, by reason of the events referred to in this Section or by reason of the terms of, or effects, arising from this Agreement. The Consultant further agrees to indemnify, hold harmless, and pay all costs for the defense of the City, including fees and costs for special counsel to be selected by the City, regarding any action by a third party challenging the validity of this Agreement, or asserting that personal injury, damages, just compensation, restitution, judicial or equitable relief due to personal or property rights arises by reason of the terms of, or effects arising from this Agreement. City may make all reasonable decisions with respect to its representation in any legal proceeding. Notwithstanding the foregoing, to the extent Consultant's services are subject to Civil Code Section 2782.8, the above indemnity shall be limited, to the extent required by Civil Code Section 2782.8, to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Consultant.

9. INTELLECTUAL PROPERTY INDEMNIFICATION

Consultant shall defend and indemnify the City, its officers, agents, representatives, and employees against any and all liability, including costs, for infringement of any United States' letters patent, trademark, or copyright infringement, including costs, contained in the work product or documents provided by Consultant to the City pursuant to this Agreement.

10. RECORDS

Consultant shall keep records and invoices in connection with the work to be performed under this Agreement. Consultant shall maintain complete and accurate records with respect to the costs incurred under this Agreement and any services, expenditures, and disbursements charged to the City for a minimum period of three (3) years, or for any longer period required by law, from

the date of final payment to Consultant under this Agreement. All such records and invoices shall be clearly identifiable. Consultant shall allow a representative of the City to examine, audit, and make transcripts or copies of such records and any other documents created pursuant to this Agreement during regular business hours. Consultant shall allow inspection of all work, data, documents, proceedings, and activities related to this Agreement for a period of three (3) years from the date of final payment to Consultant under this Agreement.

11. CONFIDENTIALITY

If Consultant receives from the City information which due to the nature of such information is reasonably understood to be confidential and/or proprietary, Consultant agrees that it shall not use or disclose such information except in the performance of this Agreement, and further agrees to exercise the same degree of care it uses to protect its own information of like importance, but in no event less than reasonable care. "Confidential Information" shall include all nonpublic information. Confidential information includes not only written information, but also information transferred orally, visually, electronically, or by other means. Confidential information disclosed to either party by any subsidiary and/or agent of the other party is covered by this Agreement. The foregoing obligations of non-use and nondisclosure shall not apply to any information that (a) has been disclosed in publicly available sources; (b) is, through no fault of the Consultant disclosed in a publicly available source; (c) is in rightful possession of the Consultant without an obligation of confidentiality; (d) is required to be disclosed by operation of law; or (e) is independently developed by the Consultant without reference to information disclosed by the City.

12. CONFLICT OF INTEREST CLAUSE

a. Consultant covenants that it presently has no interests and shall not have interests, direct or indirect, which would conflict in any manner with performance of services specified under this Agreement.

b. No immediate family members of either the Mayor, City Council Member, or any appointed City Official, including appointed board and commission members, as defined under the City's Municipal Code, whose position with the City shall award or influence the award of this Agreement, or any competing contract or amendment thereof, shall be employed in any capacity by the Consultant or have any other direct or indirect financial benefit or interest in this Agreement.

c. The section also prohibits the awarding of any agreement, contract, grant, or any amendment to those awards, to any former full-time employee for one-year from date of employee separation except for any CalPERS retiree as authorized by City Council resolution

d. The Consultant must comply with all conflict of interest laws, ordinances, and regulations now in effect or hereafter to be enacted during the term of this Agreement. The Consultant warrants that it is not now aware of any facts which conflict with the prohibitions defined above. If the Consultant hereafter becomes aware of any facts that

might reasonably be expected to create a conflict of interest, it must immediately make full written disclosure of such facts to the City. Full written disclosure must include, but is not limited to, identification of all persons implicated and a complete description of all relevant circumstances. Failure to comply with the provisions of this paragraph will be a material breach of this Agreement.

c. Consultant covenants that none of its directors, officers, employees, or agents shall participate in selecting or administrating any subcontract supported (in whole or in part) by City funds stemming from the Agreement where the awarding of the subcontract has any direct or indirect financial benefit or interest to any individual, as defined in subsections (b) and (c) above.

13. NON-DISCRIMINATION

Consultant shall not discriminate because of race, color, creed, religion, sex, marital status, sexual orientation, gender identity, gender expression, gender, medical conditions, genetic information, or military and veteran status, age, national origin, ancestry, or disability, as defined and prohibited by applicable law, in the recruitment, selection, teaching, training, utilization, promotion, termination or other employment related activities or any services provided under this Agreement. Consultant affirms that it is an equal opportunity employer and shall comply with all applicable federal, state and local laws and regulations.

14. EXCLUSIVITY AND AMENDMENT

This Agreement represents the complete and exclusive statement between the City and Consultant, and supersedes any and all other agreements, oral or written, between the parties. In the event of a conflict between the terms of this Agreement and any attachments hereto, the terms of this Agreement shall prevail. This Agreement may not be modified except by written instrument signed by the City and by an authorized representative of Consultant. The parties agree that any terms or conditions of any purchase order or other instrument that are inconsistent with, or in addition to, the terms and conditions hereof, shall not bind or obligate Consultant or the City. Each party to this Agreement acknowledges that no representations, inducements, promises or agreements, orally or otherwise, have been made by any party, or anyone acting on behalf of any party, which is not embodied herein.

15. ASSIGNMENT

Inasmuch as this Agreement is intended to secure the specialized services of Consultant, Consultant may not assign, transfer, delegate, or subcontract any interest herein without the prior written consent of the City and any such assignment, transfer, delegation or subcontract without the City's prior written consent shall be considered null and void. Nothing in this Agreement shall be construed to limit the City's ability to have any of the services which are the subject to this Agreement performed by City personnel or by other contractors retained by City.

16. TERMINATION

This Agreement may be terminated by the City upon thirty (30) days written notice of termination. In such event, Consultant shall be entitled to receive and the City shall pay Consultant compensation for all services performed by Consultant prior to receipt of such notice of termination, subject to the following conditions:

a. As a condition of such payment, the Executive Director may require Consultant to deliver to the City all work product(s) completed as of such date, and in such case such work product shall be the property of the City unless prohibited by law, and Consultant consents to the City's use thereof for such purposes as the City deems appropriate.

b. Payment need not be made for work which fails to meet the standard of performance specified in the Recitals of this Agreement.

17. WAIVER

No waiver of breach, failure of any condition, or any right or remedy contained in or granted by the provisions of this Agreement shall be effective unless it is in writing and signed by the party waiving the breach, failure, right or remedy. No waiver of any breach, failure or right, or remedy shall be deemed a waiver of any other breach, failure, right or remedy, whether or not similar, nor shall any waiver constitute a continuing waiver unless the writing so specifies.

18. JURISDICTION - VENUE

This Agreement has been executed and delivered in the State of California and the validity, interpretation, performance, and enforcement of any of the clauses of this Agreement shall be determined and governed by the laws of the State of California. Both parties further agree that Orange County, California, shall be the venue for any action or proceeding that may be brought or arise out of, in connection with or by reason of this Agreement.

19. PROFESSIONAL LICENSES

Consultant shall, throughout the term of this Agreement, maintain all necessary licenses, permits, approvals, waivers, and exemptions necessary for the provision of the services hereunder and required by the laws and regulations of the United States, the State of California, the City of Santa Ana and all other governmental agencies. Consultant shall notify the City immediately and in writing of its inability to obtain or maintain such permits, licenses, approvals, waivers, and exemptions. Said inability shall be cause for termination of this Agreement.

20. NOTICE

Any notice, tender, demand, delivery, or other communication pursuant to this Agreement shall be in writing and shall be deemed to be properly given if delivered in person or mailed by first class or certified mail, postage prepaid, or sent by fax or other telegraphic communication in the manner provided in this Section, to the following persons:

To City:

Clerk if the City Council
City of Santa Ana
20 Civic Center Plaza (M-30)
P.O. Box 1988
Santa Ana, CA 92702-1988
Fax: 714- 647-6956

With courtesy copies to:

Executive Director, Public Works Agency
City of Santa Ana
20 Civic Center Plaza (M-21)
P.O. Box 1988
Santa Ana, California 92702
Fax: 714-647-5635

To Consultant:

Cal Building Systems, Inc.
Attention: Rebecca Morales
3900 Prospect Ave., Unit B
Yorba Linda, CA 92886

A party may change its address by giving notice in writing to the other party. Thereafter, any communication shall be addressed and transmitted to the new address. If sent by mail, communication shall be effective or deemed to have been given three (3) days after it has been deposited in the United States mail, duly registered or certified, with postage prepaid, and addressed as set forth above. If sent by fax, communication shall be effective or deemed to have been given twenty-four (24) hours after the time set forth on the transmission report issued by the transmitting facsimile machine, addressed as set forth above. For purposes of calculating these time frames, weekends, federal, state, County or City holidays shall be excluded.

21. MISCELLANEOUS PROVISIONS

a. The relevant Federal Regulations, which were included as an exhibit to IFB 25-047A, are attached hereto as **Exhibit C** and incorporated herein.

b. Each undersigned represents and warrants that its signature herein below has the power, authority and right to bind their respective parties to each of the terms of this Agreement, and shall indemnify City fully, including reasonable costs and attorney's fees, for any injuries or damages to City in the event that such authority or power is not, in fact, held by the signatory or is withdrawn.

b. All Exhibits referenced herein and attached hereto shall be incorporated as if fully set forth in the body of this Agreement.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement the date and year first above written.

ATTEST:

Jennifer Hall
City Clerk

APPROVED AS TO FORM:
SONIA R. CARVALHO
City Attorney

By: _____
Kyle Nellesen
Assistant City Attorney

RECOMMENDED FOR APPROVAL:

Rodolfo Rosas
Digitally signed by Rodolfo Rosas
Date: 2025.07.23 14:13:11 -07'00'

Public Works Agency

CITY OF SANTA ANA

Alvaro Nuñez
City Manager

CONSULTANT:

John Hassler
CEO

EXHIBIT A

II. SCOPE OF WORK

Contractor shall perform scope of work as set forth below and in accordance with ATTACHMENT A.

A. GENERAL DESCRIPTION

The City is soliciting competitive bids from qualified contractors for scheduled and as-needed Fire and Life Systems inspections, maintenance and repair for fire alarm systems, fire sprinklers, monitoring systems, related system devices, electrical and related equipment in a timely, cost-effective, and compliant manner per Attachment A. Fire alarm and sprinkler systems are located in various City-owned facilities throughout Santa Ana and are managed by the Public Works Agency (PWA) Facilities Maintenance team. The selected contractors will work directly with the Facilities Maintenance Manager or designee at City Hall, 20 Civic Center Plaza, Santa Ana, CA 92701.

The purpose of this request is to established a City approved Fire Safety Contractor base with qualified fire system service providers for the City to utilize as needed for inspection, repair, and maintenance services of various fire alarm and sprinkler systems in City facilities. The successful contractor(s) will provide inspections, repairs, and maintenance services and will require their employees to be fire system qualified. Contractor will provide labor, supervision, materials, tools, equipment, and transportation required to inspect, maintain, and repair systems of the City's fire alarm and sprinkler systems at various facilities as provided in Exhibit 1. The City reserves the right to add or delete facilities to the list when needed. Prompt, cost effective, and thorough service is highly necessary at these locations as continual and reliable fire systems operation is essential in the protection of life and property.

The initial contract shall be for a one (1) year period with provisions for four (4) additional one-year renewal options. All pricing shall remain firm for the initial contract period.

B. SPECIFICATIONS

The intent of these Specifications is to describe the inspection process, repairs and maintenance requirements in general terms. Any detailed specifications will be provided and based on the particular requirements of the job, at the time the job is presented. The City will consider value-engineering suggestions from Contractor and may accept alternates recommended if they provide equal or better functionality, durability, and cost effectiveness. The City in its sole discretion may require specific manufacturers and model numbers for any given job.

The following is a partial list of items or issues that may need attention:

- Alarm sensors not calibrated

- Faulty detector
- Faulty wiring
- Multiple false alarms
- Inconsistent signals
- Outdated/malfunctioning equipment

Overview

1. The scope of this agreement is to provide the City of Santa Ana PWA Facilities Maintenance with the following services upon request or on an as needed basis: fire alarm system inspection, fire sprinkler system inspection, repairs and or maintenance services in a timely, cost-effective, compliant manner. These services must include, but are not limited to: automatic sprinkler tests, hose station inspections, fire pump testing, and fire alarm system tests, including California Fire Code Standards and other federal and state standards at the locations specified on Exhibit 1. Fire alarm and sprinkler systems are located throughout the City and are owned and operated by the City.

2. Contractor must coordinate all tests with local, regional, state and/or federal enforcement agencies, and conveyance contractor when applicable, and provide maintenance and repair services that conform to all current applicable local, state and national codes and regulations, including, but not limited to:

    - Uniform/International Fire Code Standards
    - California Fire Code Standards
    - National Electrical Code
    - California Code of Regulations, Title 19 and 24 (if applicable)
    - National Fire Protection Agency Code

3. The Contractor's proposal, and its pricing, will include per hour labor, transportation to site, materials and supplies, training, taxes, permits, fees and reports to meet the specifications contained herein.

4. The City owns various types of existing fire alarms systems, some with remote sensors capable of sending and receiving alarm activity to and from annunciation and supervised systems. System types include but not limited to: Simplex, RadionIx, Silent Knight, Notifier, Pyrotronics, Redhawk and other manufacturers with California State Fire Marshal equipment listings. Equipment includes enunciator, smoke and heat detectors, manual initiating devices, flow switch, audible and visual devices, supervisory devices, automatic dialers/communicators, etc.

General Requirements

1. All testing and repairs performed on City fire and safety systems; associated piping, monitoring systems, or extinguishing systems must be performed in compliance to local, state and/or federal regulations. Contractor must conduct operations in accordance to policies, rules and regulations of the local, regional, state and/or federal enforcement agencies.

2. Tests of systems or devices regulated herein must be conducted at least annually for fire alarm systems, every five (5) years for fire sprinklers, and every six (6) months for hood suppression systems, fire pump testing as required, or when an inspection indicates that there is reason to believe that the system or device would fail to operate properly in an emergency.

3. All maintenance performed on fire alarm and sprinkler systems, associated piping, monitoring systems, or dispensing systems must be performed in compliance to local, state and/or federal regulations. Contractor must conduct operations in accordance to policies, rules and regulations of the regional, state and/or federal enforcement agencies.

4. City approved Fire Life Systems Contractors shall provide qualified technician(s) with the appropriate and required licenses and certifications. Please submit copies of licenses along with your labor per hour submittal.

5. Technicians assigned to work on City equipment must follow all service, repair, maintenance installation requirements of Title 19 and 24 of the California Code of Regulations, any applicable referenced NFPA Standards, and manufacturer's recommendations for devices.

6. PWA Facilities Maintenance requires 48-hour facility notification to schedule all testing and maintenance, unless a schedule is approved in advance. Annual testing and routine maintenance must be scheduled through the appropriate regulatory agencies.

7. PWA Facilities Maintenance Manager or designee must be notified at least three (3) working days in advance of the performance of required tests to allow a representative to witness the test as required. Staff will coordinate site access and provide approval to Contractor.

8. Contractor is to check in with each Facilities Maintenance Manager or designee.

9. At the conclusion of each test, the Facilities Maintenance Manager or designee shall be notified of fire-protection equipment that was determined to be inoperative, and what measures taken.

10. If necessary, Contractor to put system on test by notifying central station at start and completion of inspection, and advise Facilities Maintenance Manager or designee.

11. Contractor is to provide digital schedule of inspections quarterly. If for any reason schedule is modified, Contractor will notify Owner of modification at least 48 hours prior to change.

12. The service order must be signed by an authorized Building Maintenance/Park Maintenance employee before contractor leaves the work site in order to explain the completion or suspension of work. If no point of contact is present for Building Maintenance, please call Phil Neff at (714) 719-2526 or James Riker (714) 719-0067. If no point of contact is present for Park Maintenance, please call Jorge Acevedo at (714) 719-5199 or Eduardo Linares at (714) 647-3523.

13. When the fire-protection equipment is operative, the owner or the owner's agent shall certify its condition to the PWA Facilities Maintenance team in writing.

14. Contractor must provide all necessary materials for proper separation, containerization, handling, treatment, storage, transport and disposal of materials collected, including all safety and safety testing equipment.

15. Contractor must provide all other materials, not specifically described but required for any requested work performed.

16. All equipment used in the performance of the service, repair, maintenance and installation of Fire Alarm and Sprinkler Systems must be listed by the California State Fire Marshal office.

17. Contractor must protect the site and all adjacent areas from damage due to its operations and job performance. If Contractor is negligent or lacks performance, then Contractor will pay all costs associated with mitigation of any damage or loss from work done.

Inspection and Test Procedures for Automatic Sprinkler System

1. Building Maintenance and Park Maintenance staff must be notified before supervised systems are tested.

2. Inspect 100% of all Fire Sprinkler Systems every five (5) years to include, but not be limited to the following:

    - Post Indicators Valve
    - Water Flow Devices
    - Tamper Devices
    - Control Valve Devices
    - Pressure Devices

- Sprinkler Heads
- Piping
- Bracing

3. Test 100% of all Fire Sprinkler Systems every five (5) years to include, but not be limited to the following:

   - Water Flow Devices
   - Tamper Devices
   - Pressure Devices
   - Sprinkler Heads
   - Piping
   - Control Valve Devices
   - Kitchen Hood Suppression Systems

4. Inlet connections shall be back-flowed from the check valve to the inlet by disassembling the check valve or blocking the check valve open so that water will back-flow out of the fire department inlet connections.

5. Fire department inlet connections and outlets shall be equipped with approved plugs or caps.

6. For wet system alarm testing only, the inspector's test valve shall be opened to test the alarm bell response. When fully opened, the response shall occur within five minutes. When conducting such a test on a dry-pipe, pre-action or deluge system, use the alarm test line.

7. An approved test gage shall be connected at the test gage opening to test the reliability of the existing gages.

8. Control valves shall be closed and reopened to assure their ability to operate.

9. Pressures shall be observed with the main drain valve closed, and wide open for flow testing. Upon closing the main drain valve, an observation shall be made to determine how quickly pressure is restored to indicate if there are closed valves or obstructions in water supply lines.

10. Dry-pipe, pre-action and deluge systems shall be trip tested annually in accordance with nationally recognized standards.

Hose Station Inspection

1. Inlet connections shall be back-flowed so that water will back-flow out of the fire department inlet connections.

2. The full length of fire hose sections shall be examined for mildew, cuts, abrasions and other deterioration. The hose shall be replaced with listed lined hose as needed. Hose couplings, gaskets and nozzle shall be checked for damage and obstructions.

Smoke Detector Inspection

Clean all smoke and/or duct detectors once a year. Follow the manufacturer's instructions in cleaning and testing smoke and/or duct detectors. Cleaning shall involve the use of vacuuming and a chemical/wash cleaning for each detector.

Fire Alarm Testing

1. Fire alarm system testing shall be completed in accordance with the requirements of the State Fire Marshal – CCR/Title-19, NFPA, Authorities Having Jurisdiction, Local Building Codes, and Manufacturer's recommendations, and other nationally recognized standards. The contractor is responsible for making Owner aware of any new codes or revisions to existing codes.

2. Test and inspect 100% of all fire alarm system components each calendar year to include, but not limited to, the following:

   - Fire Alarm Control Panel
   - Smoke and Duct Detectors
   - Smoke/Fire Dampers
   - Heat Detectors
   - Manual Pull Stations
   - Audible Devices
   - Visual Devices
   - HVAC and Smoke Systems
   - Battery Backup
   - Annunciators
   - Notification appliance devices (bells, horns, speakers, strobes, etc.)
   - Dialers
   - Independent Power Supplies
   - Tamper Switches
   - Water Flow Switches
   - Post Indicator Valves
   - Monitor Modules
   - Control Modules
   - Relays
   - Activation of smoke evacuation and/or stairwell pressurization fans
   - Firefighter phones and phone jacks
   - Fire doors for proper deployment and drop rate
   - Magnetic door holders and stairwell door locks for proper releasing

- Electrical wiring for grounds and shorts
- Fire Pumps

3. As required, at the end of the testing, a certification for the system and tagging of the system must be provided if no deficiencies are found.

4. A material list and labor cost estimate must be provided to PWA Facilities Maintenance Section for the repairs as a requirement for certification of the system.

5. A list of system deficiencies and estimated repair costs must be provided for all other repairs to the system.

Fire Alarm System Inspection

1. Each system inspection shall include test of circuitry for continuity, adequate insulation and of components for proper functioning condition. Contractor will complete the inspection at the referenced locations in Exhibit 1.

2. Title 19 Quarterly Automatic Fire Sprinkler Systems Inspections as needed. The scope of work performed during a quarterly inspection is in compliance with the State Fire Marshall's requirements set forth in Title 19, Article 4, Section 804. Contractor will complete these inspections at the locations listed in Exhibit 1.

3. Annual Fire Pump Inspection:

Contractor will perform the annual flow test of the pump assembly to determine its ability to continue to attain satisfactory performance at shutoff, rated flow, and peak loads. Annual flow tests allow for year by year comparisons of pump performance. Contractor will complete this inspection at the following locations:

- Ross Annex
- Parking Structure 3rd St.
- Corporate Yard
- Santa Ana PD

Quarterly Inspection and Testing of Fire Protection Systems

1. Wet Sprinkler Systems and Standpipes
   - Inspect Control Valves
   - Inspect all PIV, OS&Y or butterfly valves for visible exterior leaks
   - Verify all valves are free from exterior obstructions (maintain 36" access)
   - Verify all control valves have identifying signs
   - Verify all control valves are secured and/or supervised in an OPEN position

2. Gauges (Wet Pipe Systems)
   - Inspect for damage

- Verify all valves to gauge are in open position
- Record System and supply pressure

3. Hydraulic Nameplate
   - Verify hydraulic nameplate is legible and securely attached to sprinkler riser

4. Risers, Pipe, and Fittings
   - Inspect that piping and fittings are not damaged, leaking, or corroded
   - Verify that riser is free from exterior obstructions (maintain 36" access)
   - Inspect that all bracing is secured and not damaged

5. Spare Sprinklers
   - Verify that a stock of extra sprinkler heads and head wrench (specific to the building) in spare head boxes are present
   - 300 heads = 6 spare heads
   - 300 to 1000 = 12 spare heads
   - 1000+ = 24 spare heads

6. Fire Department Connections
   - Inspect that breakaway caps are in place, not broken or missing
   - Inspect that couplings and threads are not damaged and rotate smoothly
   - Inspect that gaskets are not missing or deteriorated
   - Inspect that clapper valves moves freely and are not leaking
   - Inspect for visible or exterior obstructions (maintain 36" access)
   - Ensure that FDC connection is clearly identified. If FDC serves multiple buildings, correctly identify to include all buildings addresses

7. Pressure Reducing Valves
   - Verify valve is in open position
   - Inspect for leaks
   - Check condition of valves and hand wheels

8. Outlet Valves, Hose Connections
   - Verify that outlet caps are in place
   - Inspect hose connection threads for damage and rotate smoothly
   - Verify that valve hand wheel is secure and not missing
   - Verify hose connection is free from exterior obstructions (maintain 36" access)
   - Inspect for leaks

9. Outlet Valve Cabinet and Hose Storage Device
   - Verify that cabinet door opens freely
   - Verify that cabinet is correctly identified, label the cabinet if a fire extinguisher is inside

- Ensure that cabinet is free from exterior obstructions (maintain 36" access)
- Inspect cabinet glazing for damage

Annual Inspection and Testing of Fire Protection Systems

Annual inspection and testing to include all Quarterly requirements.

1. Wet Sprinkler Systems and Standpipes

2. Water Flow Alarm Devices
   - Verify water flow devices are free of physical damage
   - Testing shall be accomplished by opening the inspector's test valve
   - Alarms must report to the fire panel within 90 seconds of flow
   - Test in accordance with the manufacturer's instructions
   - Note: Water flow devices include Water Motor Gongs, Pressure Switch, and Vane type

3. Main Drain at Each Riser
   - Test main drain
   - Record initial static pressure
   - Record residual pressure
   - Record restored static pressure

4. Control Valve – Position and Operation
   - Each valve shall be operated through its full range of motion
   - Test that all tamper switches must report to the fire panel
   - Verify that the signal does not restore at any valve position except the open position
   - PIVs shall be opened until spring or torsion is felt on the rod, indicating that the rod has not become detached from the valve
   - PIVs and OS&Ys shall be backed one-quarter turn from the fully open position to prevent jamming

5. Sprinklers
   - Inspect all exposed sprinklers for paint, corrosion, and leaking
   - Inspect all sprinklers for flow obstructions (i.e. light fixtures, exit signs, storage – 18" from ceiling)
   - Inspect all sprinklers for the proper spacing and location per NFPA 13

6. Hangers and Seismic Braces
   - Inspect from floor level
   - Inspect for looseness and damage
   - Concealed hangers and braces do not need to be checked

7. Pre-Action Valve
    - The prime water level in pre-action systems shall be tested for compliance with the manufacturer's recommendations
    - Low air pressure alarms shall be tested for compliance with the manufacturer's recommendations
    - Valves shall be trip tested in accordance with the manufacturer's recommendations

8. Pre-Action/Deluge Valves
    - During the annual trip test, the interior of the valves shall be cleaned thoroughly and parts repaired or replaced as necessary

9. Hose Connections
    - Flush all roof outlets

10. Hose and Nozzles
    - Inspect that fire hose is not damaged or mildewed
    - Inspect for current hydrostatic test dates or installation dates
    - Verify fire hose station is free from exterior obstructions (maintain 36" access)
    - Verify rack or reel rotates freely
    - Verify fire hose is properly racked
    - Verify fire hose nozzle is the correct type, functional, and not missing
    - Inspect nozzle gaskets are not missing or deteriorated

Fire Mains

1. Hydrants
    - Fully open and flow water until all foreign material has cleared
    - Maintain flow for at least one minute
    - Record flow rate by use of a Pitot tube flow measurement
    - Exercise hydrant valves for proper operation

2. Backflow Preventer Assemblies
    - Inspect DCA & DCDA to ensure the OS&Y valves are in the open position
    - Verify valves are locked/supervised

Fire Pumps

1. Control Valve – Position and Operation
    - All valves shall be operated through their full range of motion
    - Lubricate all OS&Y valve stems

2. Pump Operation
    - Test Pump System: Check pump shaft end play
    - Test Pump System: Check accuracy of pressure gauges and sensors
    - Test Pump System: Check pump coupling alignment

- Test pressure relief valve
- Test circulation relieve valve
- Record GPM, PSI, RPM, Volts and Amps with pump running at 65%, 100%, and 150%
- Test manual crank start
- Test on each bank of batteries separately

3. Pump Maintenance
   - Lubricate pump bearings
   - Lubricate coupling
   - Lubricate right-angle gear drive
   - Calibrate pressure switch settings
   - Grease motor bearings

Maintenance Requests

1. Contractor must be equipped and licensed to perform system maintenance on fire alarm systems, monitoring systems, and related equipment.

2. All work requiring permits or agency notifications, must be handled by the Contractor, prior to the start of the job.

3. The service order must be signed by an authorized Building Maintenance/Park Maintenance employee before contractor leaves the work site in order to explain the completion or suspension of work. If no point of contact is present, please call Phil Neff at (714) 719-2526 or James Riker (714) 719-0067. If no point of contact is present for Park Maintenance, please call Jorge Acevedo at (714) 719-5199 or Eduardo Linares at (714) 647-3523.

4. All work must be authorized by Phil Neff, Facilities Maintenance Manager or a site point of contact before services begin.

Clean-Up

1. Maintain the premises free from accumulation of waste materials or rubbish caused by the testing of the fire alarm systems. Carpeting shall be protected from damage and clean-up will be the responsibility of the Contractor.

2. The Contractor shall maintain the job in a clean and orderly fashion. Pick up and remove debris daily. If work under this Contract creates dusty, dirty or unsightly conditions in adjacent areas or occupied areas where work is being performed, the Contractor shall immediately clean up affected areas. Owner reserves the right to clean up affected areas if the Contractor fails to do so, and deduct the cost of the cleanup from the amount owed to the Contractor.

3. Ceiling tiles shall be returned to the normal position and all damaged ceiling tiles shall be replaced at the conclusion of each workday.

4. At the completion of work each day, remove all surplus materials, tools, etc. and leave the premises clean to Owner's standard of cleanliness.

Reporting/Recordkeeping

1. Location Record Book: Within three (3) months after commencement of the contract, the Contractor shall prepare a book of all the locations being serviced. Two digital copies of the book shall be prepared with separate sections for each location/facility and include by account identification. One (1) copy shall be provided to the Facilities Section and one (1) copy will be maintained at the vendor's office or appropriate location chosen by the approved Vendor.

2. At a minimum, the following information is to be included in the Record Book:
   - The location, contact person(s) name, and telephone and/or cell phone numbers;
   - A list and location of all equipment (panels, pads, alarms), including manufacturer, make, and model number;
   - Central Station profile information;
   - Central Station notification list;
   - A detailed zone description list;
   - Training instructions and explanation of any non-standard system operations; and
   - Free estimates for repairs and upgrades or replacements

3. Additionally, the Contractor shall update the Record Books annually or as serviced and allow the City to add/delete/update contact information.

4. Records and a complete database must be maintained by Contractor on testing and inspection schedules, maintenance, inspection reports, findings, and action taken, and supporting documents for each fire alarm system. These records and information must be available for further review upon City of Santa Ana's request.

5. An electronic copy of the report must be received within 24 hours of the testing completion date.

6. Contractor shall also maintain electronic inspection reports, and the entire portfolio inventory of fire & fire safety equipment.

7. Submit a copy of the PASS/FAIL test results to the Facilities Maintenance Manager, Phil Neff, within 72 hours after each test is conducted. The PASS/FAIL test results are a summary of the overall results of each test. Submit the final test report demonstrating compliance within 14 calendar days of the date when all tests were

passed. The test report must include all the required records of all tests performed, test data, the location being tested, the equipment tested, the company performing the tests, a statement whether the system or component tested meets the required standards, and the name and signature of the person responsible for conducting the tests.

8. Contractor must report all system deficiencies within 24-hours to Phil Neff, Facilities Maintenance Manager, by e-mail: pneff@santa-ana.org or phone (714) 719-2526.

Performance Hours

All work must be performed Monday through Thursday between the hours 7:00 a.m. and 5:00 p.m. unless otherwise specified. The City is closed for business on alternate Fridays of every month. In addition, routine maintenance, testing and inspection work must not be scheduled on the City's recognized holidays as follows: New Year's Day, Martin Luther King Jr., President's Day, Cesar Chavez Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, Day after Thanksgiving, Christmas Eve and Christmas Day.

Program Schedule

1. Contractor and Facilities Maintenance will coordinate a testing schedule, in the spirit of best management practices to advise City staff seven days in advance of work performed.

2. Contractor must strictly comply with the schedule once it has been reviewed and approved. If it is necessary to deviate from the schedule, the contractor must notify the Facilities Maintenance Manager, or a designee, a minimum of two (2) working days prior to the deviation.

3. Contractor must prepare and submit a revised schedule within five (5) working days after request.

4. The contractor must become familiar with the past testing schedule and will propose a schedule which will be subject to the review and approval of the Facilities Maintenance Manager. Any such proposal which concentrates the testing in the later period of the Contract will be rejected.

5. Individual tests will be scheduled for any new equipment as they are added.

6. The Contractor must not interfere with the normal activities of the facility during the test procedure without approval of the Facilities Maintenance Manager. The Contractor's Equipment and Vehicles must not restrict the Normal flow in and out of

the City Facility. Parking in Santa Ana Civic Center is managed by Orange County Public Works, thus the City will not validate parking.

Other Requirements

1. During the course of this agreement, additional facilities and systems locations may be added or deleted by the City. The Contractor shall add or delete monitoring services upon receipt of notification by the City. New system monitoring shall be quoted at same price of existing systems.

2. The Contractor will work with City's Facility/Project Manager or designee for monitoring or other requirements that are needed during and after construction so that systems are tied in and working properly.

3. Upon completing the installation of new system components, every alarm signal must be tested to the Central Station, and a report shall be provided for each panel. Any new fire alarm panel installed must be an addressable panel set up with point monitoring. Zone monitoring is not acceptable for any fire alarm system.

4. All work shall be subject to the inspection and approval of the Facility Maintenance Manager or a designated representative at each facility, prior to acceptance and approval for payment.

5. The City requires maintenance of fire alarm and sprinkler systems that includes furnishing and delivering parts, supplies, and accessories for alerting systems and extinguishing systems as they apply. Additional miscellaneous hardware items such as pumps, plumbing, tanks, nozzles and monitoring systems may also be requested.

6. The City reserves the right to use alternate sources for completion of the work, to obtain competitive prices on any repair and to utilize information obtained under a multi-vendor contract relative to necessary materials and repairs as it deems appropriate.

7. Contractor shall be responsive to unplanned emergency or service requests of PWA Facilities Maintenance.

8. Facility Contacts: Phil Neff, Facilities Maintenance Manager, (714) 719-2526, and email pneff@santa-ana.org. James Riker, Supervisor, 714-719-0067, and email jriker@santa-ana.org.

9. Park Maintenance Contacts: Jorge Acevedo, Parks Superintendent at (714) 719-5199, and email jacevedo@santa-ana.org. Eduardo Linares, Project Specialist, (714) 647-3523, and email elinares@santa-ana.org.

10. Contractor shall furnish uniformed Technicians to service the Project and assist in creating a safe environment for the facilities and employees while servicing the buildings. Awarded contractors must complete all inspections.

Hourly Billing Rates & Compensation

Contractor will provide trained Technicians per the approved pricing outlined in this request for proposals, work performed during designated hours, as specified by the property's designated property manager. Owner and Contractor may from time to time amend or modify via an executed blanket Purchase Order and or Addendum.

CITY OF SANTA ANA - EXHIBIT II
IFB NO. 25-047A

FIRE ALARM & SPRINKLER SYSTEMS INSPECTION, REPAIR AND MAINTENANCE SERVICES

FIRE PANEL LOCATION & INFORMATION LIST

LOCATION: CABRILLO TENNIS CENTER
ADDRESS: 800 Cabrillo Park Drive
MANUFACTURER: SILENT KNIGHT, MODEL #5700

LOCATION: CITY HALL
ADDRESS: 20 Civic Center Plaza (8 levels with a basement)
MANUFACTURER: SIMPLEX, MODEL #4007

LOCATION: CITY HALL ROSS ANNEX
ADDRESS: 24 Civic Center Plaza (4 levels with a basement)
MANUFACTURER: NOTIFIER, MODEL #APP-200
MONITORING COMPANY: PYRO-COMM ACCT. #691402

LOCATION: CITY YARD
ADDRESS: 220 Daisy Street (Yard facilities, inclusive)
MANUFACTURER: SIMPLEX, MODEL #4007

LOCATION: EL SALVADOR CENTER
ADDRESS: 1825 W. Civic Center Drive
MANUFACTURER: HONEYWELL, MODEL #MS-9200UPLS
MONITORING COMPANY: SAF SECURITY ACCT. #062603

LOCATION: JEROME CENTER
ADDRESS: 726 S. Center Street
MANUFACTURER: SILENT KNIGHT, MODEL #5808
MONITORING COMPANY: SAF SECURITY ACCT. #3072

LOCATION: LAWN BOWLING CENTER
ADDRESS: 2615 Valencia St. N
MANUFACTURER: POTTER, MODEL PFC SERIES

LOCATION: MAIN LIBRARY
ADDRESS: 26 Civic Center Plaza (2 levels with a basement)
MANUFACTURER: SIMPLEX, MODEL #691851
MONITORING COMPANY: PYRO-COMM ACCT. #691851

LOCATION: NEWHOPE LIBRARY
ADDRESS: 122 N. Newhope Street
MANUFACTURER: FIRE LITE ALARMS MODEL # MS-5024
MONITORING COMPANY: PYRO-COMM ACCT. #691853

CITY OF SANTA ANA - EXHIBIT II
IFB NO. 25-047A

FIRE ALARM & SPRINKLER SYSTEMS INSPECTION, REPAIR AND MAINTENANCE SERVICES

LOCATION: SALGADO CENTER
ADDRESS: 706 N. Newhope Street
MANUFACTURER: NOTIFIER

LOCATION: SANTIAGO PARK NATURE CENTER
ADDRESS: 600 E. Memory Lane
MANUFACTURER: SILENT KNIGHT, MODEL #5700

LOCATION: SENIOR CITIZEN CENTER
ADDRESS: 424 W. 3rd. Street
MANUFACTURER: SIMPLEX, MODEL # 4007
MONITORING COMPANY: PYRO-COMM ACCT. #692297

LOCATION: SOUTHWEST SENIOR CENTER/CORBIN
ADDRESS: 2201 W. McFadden Avenue / 2215 W. McFadden Avenue
MANUFACTURER: SIMPLEX, MODEL #4007
MONITORING COMPANY: PYRO-COMM ACCT. #2612

LOCATION: TRAIN STATION/PARKING GARAGE
ADDRESS: 1000 E. Santa Ana Boulevard
MANUFACTURER: SIMPLEX, MODEL #4100U/AFP-100
MONITORING COMPANY: PYRO-COMM ACCT. #692351/692352

LOCATION: NAVIGATION CENTER
ADDRESS: 1815 Carnegie Ave
MANUFACTURER: EDWARDS UNITED TECHNOLOGIES
MONITORING COMPANY: PYRO-COMM

LOCATION: MEMORIAL PARK AQUATIC CENTER*
ADDRESS: 2102 S Flower St
MANUFACTURER: TBD

*This location is currently under construction and is estimated to open in Spring 2027.

The City reserves the right to add or delete facilities to this facility list as needed.

EXHIBIT B

EXHIBIT I

ATTACHMENT A
BIDDER'S PROPOSAL FORM

The undersigned declares that they have carefully examined the specifications, have read the accompanying instructions to bidders, and hereby propose to provide the specified items and/or services, in accordance with City needs and/or fund availability and the specifications provided herein.

Indicate unit price for each line item. **Total quotation** is to be firm offer for no less than ninety (90) days and will be regarded by the City as **bidder's best and final offer**. Quantities listed are for bid comparison only and are subject to change. The City reserves the right to increase or decrease quantities based on current needs. Pricing must be inclusive of all costs, including but not limited to, direct and indirect costs for labor, overhead, insurance, business expenses, incidental supplies, mileage, fuel/fuel surcharges, and any other miscellaneous charges

No.	DESCRIPTION	HOURLY RATE
1	**Fire Alarm System** Inspection, Testing and Maintenance	$ 170.00
2	**Automatic Sprinkler** Inspection, Testing and Maintenance	$ 170.00
3	**Smoke Detector** Inspection, Testing, and Maintenance	$ 170.00
4	**Kitchen Hood Suppression Systems** Inspection, Testing, and Maintenance	$ 180.00
5	**Maintenance Requests** on fire alarm systems, monitoring systems, sprinklers, hood suppression systems	$ 180.00
6	**Repair Requests** on fire alarm systems, monitoring systems, sprinklers, hood suppression systems	$ 180.00
8	**Fire Pump** Inspection, Testing, and Maintenance	$ 270.00
9	**Suppression System** Inspection, Testing and Maintenance	$ 180.00
10	After Hours Labor Rate	$ 270.00
	BASE BID TOTAL	$ 1,770.00

NOTE: THIS PROJECT IS A PUBLIC WORK AND IS SUBJECT TO PREVAILING WAGES. BID ITEM QUANTITIES ARE ESTIMATED AND PROVIDED FOR THE PURPOSE OF CALCULATING COMPETITIVE BIDS. BID ITEM QUANTITIES MAY VARY FROM THE FINAL FIELD QUANTITITES AND ARE NOT GUARANTEED.

PRICING SHALL ALSO BE ENTERED IN PLANETBIDS.

ALL REQUIRED FORMS MUST BE COMPLETED AND UPLOADED WITH E-BIDS.

EXHIBIT C

EXHIBIT I
FEDERAL REGULATIONS

a. Federal Regulations – Recipient must comply with the government cost principles, uniform administrative requirements and audit requirements for federal grant program housed within Title 2, Part 200 of the Code of Federal Regulations.

b. Debarment and Suspension – As required by Executive Orders 12549 and 12689, and 2 CFR §200.214 and codified in 2 CFR Part 180, Recipient must provide protection against waste, fraud, and abuse by debarring or suspending those persons deemed irresponsible in their dealings with the Federal government.

c. Audit Records – With respect to all matters covered by this agreement all records shall be made available for audit and inspection by CITY, the grant agency and/or their duly authorized representatives for a period of three (3) years from the date of submission of the final expenditure report by the City of Santa Ana. For a period of three years after final delivery hereunder or until all claims related to this Agreement are finally settled, whichever is later, Recipient shall preserve and maintain all documents, papers and records relevant to the services provided in accordance with this Agreement, including the Attachments hereto. For the same time period, Recipient shall make said documents, papers and records available to City and the agency from which City received grant funds or their duly authorized representative(s), for examination, copying, or mechanical reproduction on or off the premises of Recipient, upon request during usual working hours.

d. Reports – Recipient shall provide to City all records and information requested by City for inclusion in quarterly reports and such other reports or records as City may be required to provide to the agency from which City received grant funds or other persons or agencies.

e. Section 504 of the Rehabilitation Act of 1973 (Handicapped) – All recipients of federal funds must comply with Section 504 of the Rehabilitation Act of 1973 (The Act). Therefore, the federal funds recipient pursuant to the requirements of The Act hereby gives assurance that no otherwise qualified handicapped person shall, solely by reason of handicap be excluded from the participation in, be denied the benefits of or be subject to discrimination, including discrimination in employment, in any program or activity that receives or benefits from federal financial assistance. The Recipient agrees it will ensure that requirements of The Act shall be included in the agreements with and be binding on all of its contractors, subcontractors, assignees or successors.

f. Americans with Disabilities Act of 1990 – (ADA) Recipient must comply with all requirements of the Americans with Disabilities Act of 1990 (ADA), as applicable.

g. Political Activity – None of the funds, materials, property, or services provided directly or indirectly under this agreement shall be used for any partisan political activity, or to further the election or defeat of any candidate for public office, or otherwise in violation of the provisions of the "Hatch Act".

h. No Lobbying – Recipient will comply with all applicable lobbying prohibitions and laws, including those found in the Byrd Anti-Lobbying Amendment (31 U.S.C. 1352, et seq.), and agrees that none of the funds provided under this award may be expended by the Recipient to pay any person to influence, or attempt to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of

Congress in connection with any federal action concerning the award or renewal of any federal contract, grant, loan, or cooperative agreement.

i. Non-Discrimination and Equal Opportunity – Recipient will comply, and all its contractors (or subrecipients) will comply, with Title VI of the Civil Rights Act of 1964, as amended; Section 504 of the Rehabilitation Act of 1964, as amended; Subtitle A, Title II of the Americans with Disabilities Act (ADA) (1990); Title IX of the Education Amendments of 1972; the Age Discrimination Act of 1975, as amended; Drug Abuse Office and Treatment Act of 1972, as amended; Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970, as amended; Section 523 and 527 of the Public Health Service Act of 1912, as amended; Title VIII of the Civil Rights Act of 1968, as amended; Department of Justice Non-Discrimination Regulations, 28 CFR Part 42, Subparts C, D, E, and G; and Department of Justice regulations on disability discrimination, 28 CFR Part 35 and 39. In the event a Federal or State court, Federal or State administrative agency, or the Recipient makes a finding of discrimination after a due process hearing on the grounds of race, color, religion, national origin, sex, or disability against a recipient of funds, the Recipient will forward a copy of the findings to CITY which will, in turn, submit the findings to the Office of Civil Rights, Office of Justice Programs, U.S. Department of Justice. If applicable, recipient will comply with the equal opportunity clause in 41 C.F.R. 60-1.4(b) in accordance with Executive Order 11246 as amended by Executive Order No. 11375.

j. Equal Employment Opportunity – Recipient will comply, and all its contractors (or subrecipients) will comply, with all requirements of the Executive Order 11246 of September 24, 1965, entitled "Equal Employment Opportunity," as amended by Executive Order 11375 of October 13, 1967, and as supplemented in Department of Labor regulations (41 CFR chapter 60), as applicable.

k. Public Contracts Code – Recipient will comply, and all its contractors (or subrecipients) will comply, with all requirements of the California Public Contract Code Section 10295.3, as applicable.

l. Copeland "Anti-Kickback" Act – Recipient will comply, and all its contractors (or subrecipients) will comply, with all requirements of the Copeland "Anti-Kickback" Act (40 U.S.C. 3145) as supplemented in Department of Labor regulations (29 CFR Part 3), as applicable.

m. Davis-Bacon Act – Recipient will comply, and all its contractors (or subrecipients) will comply, with all requirements of the Davis-Bacon Act (40 U.S.C. 3141-3144 and 3146-3148) as supplemented by Department of Labor regulations (29 CFR Part 5), as applicable.

n. Work Hours and Safety – Recipient will comply, and all its contractors (or subrecipients) will comply, with all requirements of Sections 103 and 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3702 and 3704) as supplemented by Department of Labor regulations (29 CFR Part 5), as applicable.

o. Clean Air Act – Recipient will comply, and all its contractors (or subrecipients) will comply, with all applicable standards, orders or requirements issued under the Clean Air

Act (42 U.S.C. 7401-7671q), and the Federal Water Pollution Control Act (33 U.S.C. 1251-1387), as applicable.

p. Energy and Conservation – Recipient will comply, and all its contractors (or subrecipients) will comply, with all requirements of the Energy Policy and Conservation Act (42 U.S.C. 6201), as applicable.

q. Waste Disposal – Recipient will comply, and all its contractors (or subrecipients) will comply, with all requirements of Section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act, as applicable.

r. Patent Rights – Recipient agrees that the Department of Homeland Security shall have the authority to seek patent rights for any process, product, invention or discovery developed and paid for with funding through this Agreement based on the requirements of 37 CFR§ 401 and any other implementing regulations, as applicable.

s. Copyright – Recipient may copyright any books, publications or other copyrightable materials developed in the course of or under this Agreement. However, the federal awarding agency, State Administrative Agency (SAA) and City reserve a royalty-free, non-exclusive, and irrevocable license to reproduce, publish or otherwise use, and to authorize others to use, for federal government, SAA and/or City purpose:

(1) the copyright in any work developed through this Agreement; and

(2) any rights of copyright to which the subcontractor purchases ownership with support through this grant. The Federal government's, SAA's and City's rights identified above must be conveyed to the publisher and the language of the publisher's release form must ensure the preservation of these rights.

t. Equal Employment in Construction Contracts – Pursuant to Equal Employment Opportunity requirements of 41 C.F.R. 60-1.4(b) in accordance with Executive Order 11246 as amended by Executive Order No. 11375, as to any construction contract thereunder, if applicable, during the performance of this contract, the contractor agrees as follows:

(1) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, sexual orientation, gender identity, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, sexual orientation, gender identity, or national origin. Such action shall include, but not be limited to the following:

Employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive

consideration for employment without regard to race, color, religion, sex, sexual orientation, gender identity, or national origin.

(3) The contractor will not discharge or in any other manner discriminate against any employee or applicant for employment because such employee or applicant has inquired about, discussed, or disclosed the compensation of the employee or applicant or another employee or applicant. This provision shall not apply to instances in which an employee who has access to the compensation information of other employees or applicants as a part of such employee's essential job functions discloses the compensation of such other employees or applicants to individuals who do not otherwise have access to such information, unless such disclosure is in response to a formal complaint or charge, in furtherance of an investigation, proceeding, hearing, or action, including an investigation conducted by the employer, or is consistent with the contractor's legal duty to furnish information.

(4) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representatives of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(5) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

(6) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the administering agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

(7) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations, or orders, this contract may be canceled, terminated, or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

(8) The contractor will include the portion of the sentence immediately preceding paragraph (1) and the provisions of paragraphs (1) through (8) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the administering agency may direct as a means of enforcing such provisions, including sanctions for noncompliance.

u. Prohibition on Certain Telecommunications and Video Surveillance Services or Equipment – Recipient will comply, and all its contractors (or subrecipients) will comply, with all requirements under Uniform Guidance 2 CFR §200.216. Recipient will comply with FEMA

Policy 405-143-1, Prohibitions on Expending FEMA Award Funds on Covered Telecommunications Equipment or Services (Interim), which prohibits grant recipients and subrecipients from obligating or expending loan or grant funds to procure or obtain, extend or renew a contract to procure or obtain, or to enter into a contract (or extend or renew a contract) to procure or obtain equipment, services, or systems that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system.

As described in Public Law 115-232, section 889, covered telecommunications equipment:

(1) Telecommunications equipment produced by Huawei Technologies Company or ZTE Corporation (or any subsidiary or affiliate of such entities).

(2) For the purpose of public safety, security of government facilities, physical security surveillance of critical infrastructure, and other national security purposes, video surveillance and telecommunications equipment produced by Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities).

(3) Telecommunications or video surveillance services produced by such entities or using such equipment.

(4) Telecommunications or video surveillance equipment or services produced or provided by an entity that the Secretary of Defense, in consultation with the Director of the National Intelligence or the Director of the Federal Bureau of Investigation, reasonably believes to be an entity owned or controlled by, or otherwise connected to, the government of a covered foreign country.

v. Domestic Preferences for Procurements/Subcontracts – Recipient will comply, and all its contractors (or subrecipients) will comply, with all requirements under Uniform Guidance 2 CFR §200.322.

Recipient shall comply with the federal and recipient standards in the award of any subcontracts. For purposes of this Agreement, subcontracts shall include but not be limited to purchase agreements, rental or lease agreements, third party agreements, consultant service contracts and construction subcontracts.

Recipient shall ensure that the terms of this Agreement with the CITY are incorporated into all Subcontractor Agreements. The recipient shall submit all Subcontractor Agreements to the CITY for review prior to the release of any funds to the subcontractor. The recipient shall withhold funds to any subcontractor agency that fails to comply with the terms and conditions of this Agreement and their respective Subcontractor Agreement.

(1) Recovered Materials

Recipient shall make maximum use of products containing recovered materials that are EPA-designated items unless the product cannot be acquired competitively within a timeframe providing for compliance with the contract performance schedule; Meeting contract performance requirements; or at a reasonable price.

Information about this requirement, along with the list of EPA-designated items, is available at EPA's Comprehensive Procurement Guidelines webpage: https://www.epa.gov/smm/comprehensive-procurement-guideline-cpg-program.

The Contractor also agrees to comply with all other applicable requirements of Section 6002 of the Solid Waste Disposal Act.

(2) Domestic Preference for Procurements

Recipient should, to the greatest extent practicable, provide a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States. This includes, but is not limited to iron, aluminum, steel, cement, and other manufactured products.

For purposes of this clause:

Produced in the United States means, for iron and steel products, that all manufacturing processes, from the initial melting stage through the application of coatings, occurred in the United States.

Manufactured products mean items and construction materials composed in whole or in part of non-ferrous metals such as aluminum; plastics and polymer-based products such as polyvinyl chloride pipe; aggregates such as concrete; glass, including optical fiber; and lumber.

w. Termination for Cause and Convenience – Should recipient fail for any reason to comply with the contractual obligations of this agreement within the time specified by this Agreement, the CITY reserves the right to terminate the Agreement, reserving all rights under state and federal law.

x. Contractual/Legal Remedies for Breach of Contract – Should recipient fail for any reason to comply with the contractual obligations of this Agreement and/or willfully, knowingly or negligently breach any term, condition or requirement of the agreement, City may impose sanctions including but not limited to damages (liquidated damages and or penalties) and /or any other remedy available pursuant to the Agreement of the laws then in effect.

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 8/21/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER (HD) Heffernan Insurance Brokers 1350 Carlback Avenue Walnut Creek CA 94596 License#: 0564249 CALBUIL-01	CONTACT NAME: Sarah Field PHONE (A/C, No, Ext): 925-934-8500 FAX (A/C, No): 925-934-8278 E-MAIL ADDRESS: Sarahf@heffins.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Hudson Excess Insurance Company	14484
INSURER B : National Casualty Company	11991
INSURER C : Ohio Security Insurance Company	24082
INSURER D : Hudson Insurance Company	25054
INSURER E : SiriusPoint Specialty Insurance Corporation	16820
INSURER F :	

INSURED
Cal Building Systems, Inc.
3900 Prospect Avenue, Unit B
Yorba Linda CA 92886

COVERAGES **CERTIFICATE NUMBER:** 1684983189 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE [X] OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: [X] POLICY [X] PRO-JECT [ ] LOC [X] OTHER: Contractual Liab	Y	Y	ALM10505-00	7/15/2025	7/15/2026	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 1,000,000 $ 100,000 $ 5,000 $ 1,000,000 $ 2,000,000 $ 2,000,000
D D	AUTOMOBILE LIABILITY ANY AUTO OWNED AUTOS ONLY [X] SCHEDULED AUTOS [X] HIRED AUTOS ONLY [X] NON-OWNED AUTOS ONLY	Y	Y	FSAR-000009-01 FSA-000009-01	7/15/2025 7/15/2025	7/15/2026 7/15/2026	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) Medical Payments	$ 1,000,000 $ $ $ $ 5,000
A E	[X] UMBRELLA LIAB [X] OCCUR [X] EXCESS LIAB [ ] CLAIMS-MADE DED [X] RETENTION $ 10,000			ALMU10209-00 TSX-001555-25	7/15/2025 7/15/2025	7/15/2026 7/15/2026	EACH OCCURRENCE AGGREGATE Each/Occ Aggregate	$ 5,000,000 $ 5,000,000 $ 5,000,000
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y/N ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? [Y] (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N/A	Y	WCC370286A-00	7/15/2025	7/15/2026	[X] PER STATUTE [ ] OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000
A C E	Professional Liability Business Property 1st Layer Excess over primary			ALM10505-00 BFS (26) 66 47 76 22 TSX-001556-25	7/15/2025 7/15/2025 7/15/2025	7/15/2026 7/15/2026 7/15/2026	Aggregate Limit $5M Aggregate	2,000,000 83,958 $5M Occurence

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Total Excess Liability limit is $10,000,000
City of Santa Ana, its City Council, officers, officials, employees, agents, and volunteers are to be covered as additional insureds. Waiver of Subrogation is included on the General Liability, Commercial Auto and Workers Compensation policies per the attached endorsement, if required. Cancellation notice endorsement on the General Liability policy is attached.
This certificate supersedes and replaces any previously issued certificate.

Tu Tran Nguyen Digitally signed by Tu Tran Nguyen Date: 2025.08.22 09:15:57 -07'00'

APPROVED
By Tu Tran Nguyen at 9:14 am, Aug 22, 2025

CERTIFICATE HOLDER

City of Santa Ana PWA- Parks, Fleet & Facilities
20 Civic Center Plz, M-11
Santa Ana CA 92701

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

WAIVER OF TRANSFER OF RIGHTS OF RECOVERY AGAINST OTHERS TO US (WAIVER OF SUBROGATION)

This endorsement modifies insurance provided under the following:

AUTO DEALERS COVERAGE FORM
BUSINESS AUTO COVERAGE FORM
MOTOR CARRIER COVERAGE FORM

With respect to coverage provided by this endorsement, the provisions of the Coverage Form apply unless modified by the endorsement.

This endorsement changes the policy effective on the inception date of the policy unless another date is indicated below.

Named Insured:	Cal Building Systems, Inc.
Endorsement Effective Date:	7/15/2025

SCHEDULE

Name(s) Of Person(s) Or Organization(s):
All persons or organizations as required by written contract with the insured
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

The **Transfer Of Rights Of Recovery Against Others To Us** condition does not apply to the person(s) or organization(s) shown in the Schedule, but only to the extent that subrogation is waived prior to the "accident" or the "loss" under a contract with that person or organization.

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POLICY NUMBER: FSAR-000009-01

COMMERCIAL AUTO
CA 20 48 10 13

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

DESIGNATED INSURED FOR COVERED AUTOS LIABILITY COVERAGE

This endorsement modifies insurance provided under the following:

AUTO DEALERS COVERAGE FORM
BUSINESS AUTO COVERAGE FORM
MOTOR CARRIER COVERAGE FORM

With respect to coverage provided by this endorsement, the provisions of the Coverage Form apply unless modified by this endorsement.

This endorsement identifies person(s) or organization(s) who are "insureds" for Covered Autos Liability Coverage under the Who Is An Insured provision of the Coverage Form. This endorsement does not alter coverage provided in the Coverage Form.

This endorsement changes the policy effective on the inception date of the policy unless another date is indicated below.

Named Insured: Cal Building Systems, Inc.

Endorsement Effective Date: 7/15/2025

SCHEDULE

Name Of Person(s) Or Organization(s):
All persons or organizations as required by written contract with the insured
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

Each person or organization shown in the Schedule is an "insured" for Covered Autos Liability Coverage, but only to the extent that person or organization qualifies as an "insured" under the Who Is An Insured provision contained in Paragraph **A.1.** of Section **II** – Covered Autos Liability Coverage in the Business Auto and Motor Carrier Coverage Forms and Paragraph **D.2.** of Section **I** – Covered Autos Coverages of the Auto Dealers Coverage Form.

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

PRIMARY AND NONCONTRIBUTORY – OTHER INSURANCE CONDITION

This endorsement modifies insurance provided under the following:

AUTO DEALERS COVERAGE FORM
BUSINESS AUTO COVERAGE FORM
MOTOR CARRIER COVERAGE FORM

With respect to coverage provided by this endorsement, the provisions of the Coverage Form apply unless modified by the endorsement.

A. The following is added to the **Other Insurance** Condition in the Business Auto Coverage Form and the **Other Insurance – Primary And Excess Insurance Provisions** in the Motor Carrier Coverage Form and supersedes any provision to the contrary:

This Coverage Form's Covered Autos Liability Coverage is primary to and will not seek contribution from any other insurance available to an "insured" under your policy provided that:

1. Such "insured" is a Named Insured under such other insurance; and
2. You have agreed in writing in a contract or agreement that this insurance would be primary and would not seek contribution from any other insurance available to such "insured".

B. The following is added to the **Other Insurance** Condition in the Auto Dealers Coverage Form and supersedes any provision to the contrary:

This Coverage Form's Covered Autos Liability Coverage and General Liability Coverages are primary to and will not seek contribution from any other insurance available to an "insured" under your policy provided that:

1. Such "insured" is a Named Insured under such other insurance; and
2. You have agreed in writing in a contract or agreement that this insurance would be primary and would not seek contribution from any other insurance available to such "insured".

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – OWNERS, LESSEES OR CONTRACTORS – SCHEDULED PERSON OR ORGANIZATION

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s)	Location(s) Of Covered Operations
Blanket Where Required by Written Contract	As described in the written contract(s).
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.	

A. Section II – Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by:

1. Your acts or omissions; or
2. The acts or omissions of those acting on your behalf;

in the performance of your ongoing operations for the additional insured(s) at the location(s) designated above.

However:

1. The insurance afforded to such additional insured only applies to the extent permitted by law; and
2. If coverage provided to the additional insured is required by a contract or agreement, the insurance afforded to such additional insured will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

B. With respect to the insurance afforded to these additional insureds, the following additional exclusions apply:

This insurance does not apply to "bodily injury" or "property damage" occurring after:

1. All work, including materials, parts or equipment furnished in connection with such work, on the project (other than service, maintenance or repairs) to be performed by or on behalf of the additional insured(s) at the location of the covered operations has been completed; or
2. That portion of "your work" out of which the injury or damage arises has been put to its intended use by any person or organization other than another contractor or subcontractor engaged in performing operations for a principal as a part of the same project.

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C. With respect to the insurance afforded to these additional insureds, the following is added to **Section III – Limits Of Insurance:**

If coverage provided to the additional insured is required by a contract or agreement, the most we will pay on behalf of the additional insured is the amount of insurance:

1. Required by the contract or agreement; or
2. Available under the applicable Limits of Insurance shown in the Declarations;

whichever is less.

This endorsement shall not increase the applicable Limits of Insurance shown in the Declarations.

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – OWNERS, LESSEES OR CONTRACTORS – COMPLETED OPERATIONS

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART
PRODUCTS/COMPLETED OPERATIONS LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s)	Location And Description Of Completed Operations
Blanket Where Required by Written Contract	As described in the written contract(s)

Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

A. Section II – Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury" or "property damage" caused, in whole or in part, by "your work" at the location designated and described in the Schedule of this endorsement performed for that additional insured and included in the "products-completed operations hazard".

However:

1. The insurance afforded to such additional insured only applies to the extent permitted by law; and
2. If coverage provided to the additional insured is required by a contract or agreement, the insurance afforded to such additional insured will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

B. With respect to the insurance afforded to these additional insureds, the following is added to **Section III – Limits Of Insurance:**

If coverage provided to the additional insured is required by a contract or agreement, the most we will pay on behalf of the additional insured is the amount of insurance:

1. Required by the contract or agreement; or
2. Available under the applicable Limits of Insurance shown in the Declarations;

whichever is less.

This endorsement shall not increase the applicable Limits of Insurance shown in the Declarations.

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WAIVER OF TRANSFER OF RIGHTS OF RECOVERY AGAINST OTHERS TO US

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART
PRODUCTS/COMPLETED OPERATIONS LIABILITY COVERAGE PART

SCHEDULE

Name Of Person Or Organization:
Blanket where required by written contract.
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

The following is added to Paragraph **8. Transfer Of Rights Of Recovery Against Others To Us** of **Section IV – Conditions:**

We waive any right of recovery we may have against the person or organization shown in the Schedule above because of payments we make for injury or damage arising out of your ongoing operations or "your work" done under a contract with that person or organization and included in the "products-completed operations hazard". This waiver applies only to the person or organization shown in the Schedule above.

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WAIVER OF OUR RIGHT TO RECOVER FROM OTHERS ENDORSEMENT - CALIFORNIA

We have the right to recover our payments from anyone liable for an injury covered by this policy. We will not enforce our right against the person or organization named in the Schedule. (This agreement applies only to the extent that you perform work under a written contract that requires you to obtain this agreement from us.)

You must maintain payroll records accurately segregating the remuneration of your employees while engaged in the work described in the Schedule.

The additional premium for this endorsement shall be 2 % of the California workers' compensation premium otherwise due on such remuneration.

SCHEDULE

PERSON OR ORGANIZATION	JOB DESCRIPTION
ANY PERSON OR ORGANIZATION FOR WHOM THE NAMED INSURED HAS AGREED BY WRITTEN CONTRACT TO FURNISH THIS WAIVER.	

This endorsement changes the policy to which it is attached and is effective on the date issued unless otherwise stated.
(The information below is required only when this endorsement is issued subsequent to preparation of the policy.)

Endorsement Effective 07-15-25 Policy No. WCC370286A Endorsement No.

Insured CAL BUILDING SYSTEMS INC Premium $ INCL.

Insurance Company NATIONAL CASUALTY COMPANY

Countersigned By _____

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From the WCIRB's California Workers' Compensation Insurance Forms Manual © 1999.

CITY OF ONTARIO *Agenda Report* **June 16, 2026**	**SECTION:** **CONSENT CALENDAR**
Department: Utilities Prepared By: Dennis Mejia Staff Member Presenting: Scott Burton, Utilities General Manager Reviewed By: Dennice Raygoza, Courtney Jones, Michael Sigsbee Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 15

SUBJECT: AN AMENDMENT TO THE DESIGN SERVICES AGREEMENT WITH GHD INC., FOR 1348 PRESSURE ZONE WATER TRANSMISSION MAIN IMPROVEMENT PROJECT

RECOMMENDATION: That the City Council authorize the City Manager, or designee, to execute Amendment No. 1 to the Design Services Agreement with GHD Inc., (GHD) of Irvine, California, to provide on-call design services for the 1348 Pressure Zone Water Transmission Main Improvement Project in the amount of $1,393,699 for a new total revised not-to-exceed amount of $1,993,669, and a term of June 4, 2024 to May 30, 2029.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Operate in a Businesslike Manner
Invest in the Growth and Evolution of the City's Economy
Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)

FISCAL IMPACT: Proposed Amendment No. 1 to the Design Services Agreement with GHD for professional engineering design services for the 1348 Pressure Zone Water Transmission Main Improvement Project increases the Agreement by $1,393,699 for a new total revised not-to-exceed amount of $1,993,669.

The Proposed Fiscal Year 2026-2027 Budget includes $1,000,000 in appropriations from the Water Capital Fund for professional engineering design services. If approved, additional appropriations will be included in future quarterly budget updates to City Council for approval as needed. There is no impact to the General Fund.

BACKGROUND & ANALYSIS: The City's Water Master Plan identified approximately 23,300 linear feet (LF) of 12-inch to 18-inch potable water transmission mains within the 1348 Pressure Zone (1348 PZ) that are approaching or have exceeded their anticipated service life and recommends their replacement. The transmission mains are located along Euclid Ave, Campus Ave, Foothill Blvd, and 8th St within the City of Upland (see Exhibit A). These transmission mains serve as the

backbone infrastructure to convey water from the City's 13th Street 1348 PZ Reservoirs, located in the City of Upland, to Ontario customers.

The design consultant will evaluate the existing system and propose an appropriate construction phasing sequence to remove and replace the transmission mains while maintaining continuous water supply for the 1348 PZ, coordinating with public and private utility agencies, and analyzing right-of-way constraints to minimize impacts during construction. The scope of work includes preparation of a Preliminary Design Report, including an alternative Alignment Study, utility research and potholing, geotechnical investigations, preparation of plans and specifications for up to four bid packages, permitting, grant research and application, and bid phase support services for the first bid package. Environmental review will be conducted in compliance with the California Environmental Quality Act.

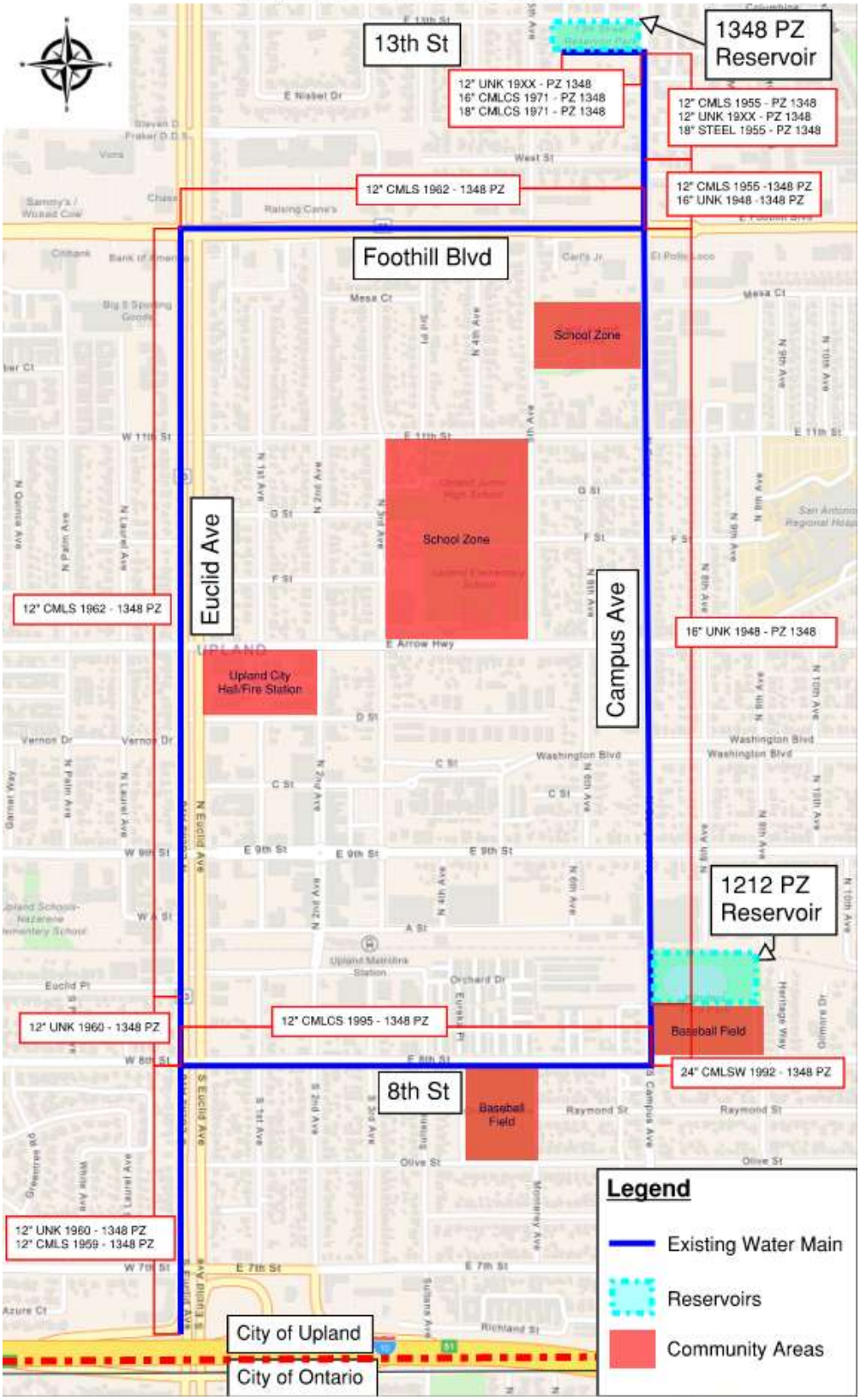
On June 4, 2024, the City Council awarded On-Call Design Services Agreements with GHD and four other consultants. GHD and the other consultants were selected using a qualifications based selection process. The agreements were awarded as three-year agreements with two additional one-year periods consistent with Council approved budgets. As projects arise, Staff will request proposals from the consultants and amend the original agreement with revised scopes of work and costs.

On February 9, 2025, Staff solicited proposals from these on-call consultants for engineering design services for the Project. On March 17, 2026, the City received the following four (4) qualified proposals in response to the Request for Proposals (RFP) for the Project:

Firm	**Location**
Albert A Webb Associates	Riverside, CA
Ardurra Group, Inc.	Newport Beach, CA
GHD Inc.	Irvine, CA
TKE Engineering, Inc.	Riverside, CA

Staff has reviewed the proposals and recommends GHD based upon their understanding of the project scope, the City's needs, and criteria specified in the RFP, including the firms' understanding of the project, technical approach, relevant experience, qualifications of the proposed project team, fee proposal, and references.

Exhibit A
Project Locations and Limits Map



CITY OF ONTARIO
303 EAST B STREET | ONTARIO, CALIFORNIA 91764
(909) 395-2000 FAX (909) 395-2070 OntarioCA.gov

PAUL S. LEON
MAYOR

ALAN D. WAPNER
MAYOR PRO TEM

JIM W. BOWMAN
DEBRA PORADA
DAISY MACIAS
COUNCIL MEMBERS

SHEILA MAUTZ
CITY CLERK

JAMES R. MILHISER
CITY TREASURER

SCOTT OCHOA
CITY MANAGER

AMENDMENT NO. 1 TO THE DESIGN SERVICES AGREEMENT BETWEEN THE CITY OF ONTARIO AND GHD INC.

1. Parties and Date.

This Amendment No. **1** to the Agreement (as defined herein) is made and entered as of _____, by and between the City of Ontario ("City") and **GHD Inc.**, a **Corporation ("Consultant")**. City and **Consultant** are sometimes individually referred to as "Party" and collectively as "Parties."

2. Recitals.

2.1 Agreement. The City and **Consultant** have entered into an agreement entitled "**On-Call Design Services**" dated **June 4, 2024** ("Agreement").

2.2 Amendment Purpose. The City and **Consultant** desire to amend the Agreement to increase the compensation by **One Million, Three Hundred Ninety-Three Thousand, Six Hundred Sixty-Nine Dollars ($1,393,669)** for a total-not-to-exceed compensation of **One Million, Nine Hundred Ninety-Three Thousand, Six Hundred Sixty-Nine Dollars ($1,993,669)**, include the proposal for the additional scope of work to **Exhibit A, Exhibit B, and Exhibit C,** and extend the time of performance to **June 4, 2029**. This increase in compensation and time is for the additional scope of work listed in the attached Consultants' Proposal titled "**1348 Pressure Zone Transmission Main Improvements for Euclid Avenue, Campus Avenue, Foothill Blvd & 8th Street (OMUC Contract No. UT1095)**" and dated **April 14, 2026**.

2.3 Amendment Authority. This Amendment No. **1** is authorized pursuant to Section **3.1.2 "Term"** and **3.8 "Additional Services"** of the Agreement.

3. Terms.

3.1 Amendment. Section **3.1.2**, **3.10.1, Exhibit A, Exhibit B**, and **Exhibit C** of the Agreement is hereby amended in its entirety to read as follows:

3.1.2 Term. The term of this Agreement shall be from **June 4, 2024** to **June 4, 2029,** unless earlier terminated as provided herein. Consultant shall complete the Services within the term of this Agreement, and shall meet any other established schedules and deadlines.

3.10.1 Consultant's Compensation for Basic Services. City shall pay to Consultant, for the performance of all Services rendered under this Agreement, the total not to exceed amount of **One Million, Nine Hundred Ninety-Three Thousand, Six Hundred Sixty-Nine Dollars ($1,993,669)** ("Total Compensation"). This Total Compensation amount shall be based upon, and may be adjusted according to, the fee schedule and related terms and conditions attached hereto as **Exhibit "B"** and incorporated herein by reference. The Total Compensation, as may be adjusted upon mutual agreement, shall constitute complete and adequate payment for Services under this Agreement.

Exhibit "A" - SCOPE OF SERVICES is hereby amended to add Attachment A which is hereto and incorporated herein by reference. All other previously added or deleted scope of services are retained in their entirety.

Exhibit "B" – FEE AND PHASING/FUNDING SCHEDULES is hereby deleted in its entirety and replaced with Attachment B attached hereto and incorporated herein by reference.

Exhibit "C" – COMPENSATION RATES AND REIMBURSEMABLE EXPENSES is hereby amended to add Attachment C which is hereto and incorporated herein by reference. All other previously added or deleted scope of services are retained in their entirety.

3.2 Continuing Effect of Agreement. Except as amended by this Amendment No. **1**, all other provisions of the Agreement remain in full force and effect and shall govern the actions of the parties under this Amendment No. **1**. From and after the date of this Amendment No. **1**, whenever the term "Agreement" appears in the Agreement, it shall mean the Agreement as amended by this Amendment No. **1**.

3.3 Adequate Consideration. The Parties hereto irrevocably stipulate and agree that they have each received adequate and independent consideration for the performance of the obligations they have undertaken pursuant to this Amendment No. **1**.

3.4 Severability. If any portion of this Amendment No. **1** is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

3.5 Integration. This Amendment represents the entirety of the Parties' understanding relating to the subject of this Amendment, including written or verbal communications between the Parties, which shall have no relevance unless expressly incorporated herein. This is an integrated amendment.

[SIGNATURES ON FOLLOWING PAGE]

SIGNATURE PAGE FOR AMENDMENT NO. 1 TO DESIGN SERVICES AGREEMENT BETWEEN THE CITY OF ONTARIO AND GHD INC.

IN WITNESS WHEREOF, the Parties have entered into this Amendment No. **1** as of the day and year first above written.

CITY OF ONTARIO

Approved By:

_____
Scott Ochoa
City Manager

Approved as to Form:

_____
Best Best & Krieger LLP
City Attorney

Attested By:

_____
City Clerk

GHD INC.

By: _____

Its: _____

Printed Name: _____

By: _____

Its: _____

Printed Name: _____

Attachment A

Exhibit “A” - SCOPE OF SERVICES

1348 Pressure Zone Transmission Main Improvements

for Euclid Avenue, Campus Avenue, Foothill Blvd & 8th Street

Professional Engineering Design Services

CITY OF ONTARIO

OMUC Contract No. UT 1095 | April 14, 2026





Contents

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2. Staffing Resources 4
- Firm Staffing and Key Personnel 4
- Subconsultants 7

3. Method to Accomplish the Work 8
- Preliminary Design Schedule 17

4. Fee Proposal 19

5. Other Information 21
- Relevant Project Experience 21

Resumes

Subconsultant Proposals

© GHD 2026: This document is and shall remain the property of GHD. The document may only be used for the purpose for which it was commissioned and in accordance with the Terms of Engagement for the commission. Unauthorized use of this document in any form whatsoever is prohibited.

1

→ Executive Summary

01 Executive Summary

April 14, 2026

GHD Reference No. 12690982

City of Ontario
1425 S Bon View Avenue
Ontario, CA
Attn: Thomas Palmieri, Project Manager

RE: Proposal for Professional Engineering Design Services for 1348 Pressure Zone Transmission Main Improvements for Euclid Avenue, Campus Avenue, Foothill Blvd, and 8th Street (UT1095)

Dear Mr. Palmieri and Members of the Selection Committee:

GHD Inc. (GHD) is pleased to submit our proposal for the 1348 Pressure Zone Transmission Main Improvements Project (1348 PZ project). We appreciate the opportunity to support the City of Ontario (City) in providing reliable, cost-effective, and sustainable water services by addressing reduced system operational control and reliability issues found in aging transmission mains. These issues now represent a system-level concern that requires coordinated replacement of the transmission mains, valves, and upgrading critical water infrastructure for the City and its regional water partners.

The City of Ontario also continues to experience growth that places increasing demands on the reliability, flexibility, and resiliency of its potable water transmission system. The 1348 PZ project is a targeted investment to address known deficiencies in aging water transmission mains, valves, and appurtenances that currently limit hydraulic performance, system isolation, and maintenance capabilities.

The project restores operational control and replaces approximately 20,000 linear feet of transmission mains serving the 1348 Pressure Zone, many of which date back to the late 1940s and have experienced leaks, valve failures, and reduced operability. These mains primarily run along Campus Avenue, Foothill Boulevard, Euclid Avenue, and 8th Street within the City of Upland. Transmission main 'rip and replacement' within these roadways is the basis of GHD's proposal. An alternative alignment analysis to review available spacing in these roads is included that provides two outlet directions from the 1348 Reservoir to improve redundancy, reliability, and hydraulics and extends along 5th and 3rd Avenues following minor roads.

The 1348 PZ is supported by three reservoirs that are assumed to operate as one – the 1348 Reservoir with a combined storage volume of 8.75 million gallons, which is sufficient to meet projected ultimate demands and fire flow per the 2012 Master Plan. A Kick-off Meeting Workshop with Ontario staff will discuss 2025 Water Master Plan updates, 1348 and 1212 and pressure zone operations, existing valves, hydraulics and use of the City's calibrated hydraulic model, existing WFA turnout and Upland emergency connections, 1348 PZ operational requirements during construction, construction sequencing, and additional Ontario needs in the area. Valve conditions, operational constraints, and inconsistencies in record drawings will be discussed to validate existing conditions and operating strategies

Why GHD?

- ✓ **Operations focused to improve water system control, reliability, and safety.**
- ✓ **Phasing flexibility to adjust to dynamic City needs.**
- ✓ **Routinely delivers successful, high-profile linear infrastructure projects.**
- ✓ **Proven construction sequence success maintaining operations and efficient project progress.**
- ✓ **Creative corridor alignment developer comfortable working in constrained, utility-dense areas.**
- ✓ **Trenchless, cathodic protection, and nondestructive test subject matter experts.**
- ✓ **A committed, trusted, and long-term partner for the City of Ontario.**
- ✓ **A friendly, local SoCal seasoned team with a deep bench of round-the-clock global support.**

during construction, including early restoration of operational control. An Early Work mechanical contract will identify critical valves needed to improve operations and facilitate construction and project phasing.

Prompt coordination will be provided to understand and address Ontario, City of Upland, and Water Facilities Authority (WFA) operational and capital considerations affecting the project. GHD will leverage established working relationships with the City, Inland Empire Utilities Authority (IEUA), DDW, Southern California Edison (SCE), the Water Facilities Authority (WFA), and the City of Upland to support efficient coordination, timely agency engagement, and responsive issue resolution throughout design and implementation. The proposed approach emphasizes early confirmation of design criteria, proactive identification of utility and permitting constraints, development of implementable replacement phases that minimize transmission interruptions, traffic impacts, and community disruption.

→ Early Improvement of Operational Control

Improving operational control at the outset is a central element of the Early Work mechanical contract in Phase 1 for the 1348 PZ Project and is critical to its successful implementation. By prioritizing early installation of new valves, line stops, and targeted specialty mechanical improvements, the City gains immediate and reliable isolation capability across the pressure zone. This early investment reduces operational risk, restores flexibility for maintenance and emergency response, and establishes the foundation needed to safely phase construction, maintain continuous service, and adjust project sequencing as conditions evolve.

To maintain continuous service throughout construction, the basis of GHD's proposal is a phased 'rip and replace' strategy supported by early improvements to system operational control. Subsequent phases replace transmission mains in logical segments down Campus, Foothill, 8th Street, and Euclid that align with project goals, City budget considerations and anticipated roadway and stormwater projects planned by the City of Upland. Where beneficial, trenchless construction methods such as jack and bore will be used to reduce surface disruption, manage utility conflicts, and address railroad crossings.

→ Phasing Flexibility and Adaptive Implementation

The 1348 PZ Project is intentionally structured with a high degree of phasing flexibility to allow the City to adapt sequencing, limits of work, and timing in response to operational needs, budget constraints, and coordination with adjacent agency projects. Early improvements to system operational control—through targeted valve installations, line stops, and specialty mechanical work—provide the foundation for adjusting phase boundaries, isolating variable lengths of transmission main, and advancing or deferring individual segments as conditions evolve. This flexible framework enables the City to align construction with planned roadway and stormwater improvements, incorporate findings from optional nondestructive testing or inspection of existing piping where new valves are cut-in,, and respond to unforeseen conditions without compromising system reliability or service continuity. As a result, the City retains maximum control over project implementation while maintaining a clear, logical path to full transmission main replacement and long term system resiliency.

→ Lifecycle Value and Cost Savings

Optional Nondestructive testing (NDT) or inspection of existing pipe at new valve cut-ins and corrosion evaluation are used to maximize lifecycle value and avoid unnecessary capital costs by better understanding the condition and remaining service life of existing transmission mains. Targeted testing allows the City to prioritize replacements based on risk and consequence, reducing premature pipe replacement while minimizing the likelihood of unplanned failures. Evaluation of corrosion potential and cathodic protection needs further protects new investments, lowering long term maintenance costs and extending asset life. Together, these measures support informed, cost effective decision making and reduce total lifecycle costs for the 1348 PZ system. This information may influence phasing, alignment decisions, and the extent of replacement.

Additional improvements, including checking existing pipe thickness where new valves are installed in the Early Work

96+ years in operation
135+ countries served
160+ offices worldwide
1.9Ⓑ USD revenue 2024
5 global markets
12Ⓚ people
45+ service lines

↳ **Providing engineering, environmental, advisory, architecture, digital and construction services**

Package, emergency interconnections, and optional reservoir piping consolidation, structural reservoir repairs, cathodic protection, and recommended Master Plan improvements in the area can be incorporated to further enhance system resiliency and operational efficiency.

GHD will deliver the 1348 PZ Project using a practical, methodical, and constructability driven approach informed by extensive experience delivering comparable water infrastructure projects for the City of Ontario. This includes recent work on the Well 50 transmission main improvements and the Well 37 and 39 Ion Exchange Treatment Facilities and associated off site piping, which required close coordination with City operations staff, staged construction, and compliance with State Water Resources Control Board – Division of Drinking Water (DDW) requirements in constrained urban corridors.

Our full-service engineering team includes water professionals that bring unique insight into the City's operational goals to improve system reliability and flow transmission. We recognize the criticality of these transmission mains and finding the best phased strategy to improve operations while maintaining full service. GHD is proud to offer a creative approach to working with the City and it's partners in selecting the best comprehensive solution.

→ A Practical and Defensible Implementation Strategy

GHD brings a disciplined, constructability driven approach to planning and delivering the 1348 PZ Project. Our method emphasizes early confirmation of system operations, phased transmission main replacement, and alignment selection that minimizes utility conflicts, right of way impacts, and community disruption while maintaining continuous water service.

→ Proven Experience Delivering Complex Water Infrastructure

Our local Southern California team is supported by GHD's global water infrastructure expertise and has successfully delivered comparable potable water transmission, reservoir, and treatment projects in constrained urban environments. We are experienced in coordinating with City operations staff, WFA, the City of Upland, regulatory agencies, and utility owners to deliver reliable, implementable solutions.

→ Experienced Leadership Focused on Early Risk Reduction

The project will be led by seasoned project management and technical staff with demonstrated success improving operational control, sequencing phased construction, and advancing constructible designs. This leadership supports early decisions that are robust, flexible, and aligned with the City's operational priorities, budget considerations, and long term system goals.

→ Commitment to Ontario's Long Term Water System Resiliency

GHD is committed to delivering a phased, flexible, and cost effective solution that restores system reliability, reduces operational risk, and maximizes lifecycle value. Our approach supports informed capital investment, protects new infrastructure, and positions the City to meet future demands while maintaining service continuity and public confidence.

Through early risk identification, focused technical evaluation, and constructability driven design, GHD will deliver a reliable, defensible, and implementable solution that improves isolation capability, restores hydraulic capacity, and enhances long term operational flexibility. The proposed approach fully responds to the UT1095 RFP requirements and supports the City of Ontario's long term water system goals while maintaining service continuity and minimizing impacts to the surrounding community.

2

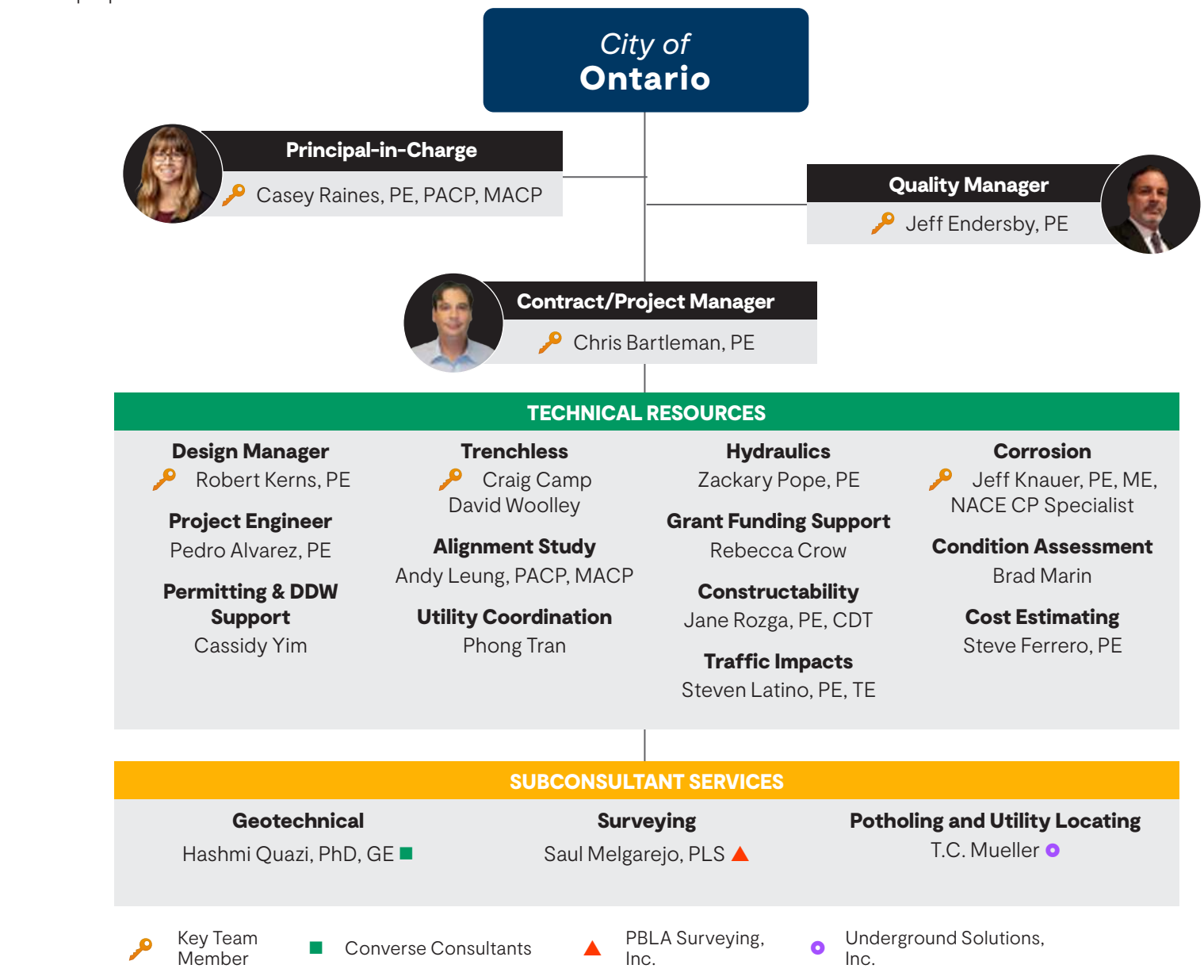
→ Staffing Resources

→Firm Staffing and Key Personnel

Organizational Chart

An integrated, customized team designed to drive value-based solutions.

The GHD team is truly an integrated, customized team designed to leverage the knowledge and experience of our technical resources to meet the demands of the City. Our team presented in the organization chart below is configured to maximize success and is ready and available to start. One-page resumes for key team members are provided as an appendix to this proposal document.



"I am committed to leading a focused, collaborative team to deliver a phased, constructible design that maintains continuous service, manages risk, and supports the City's long-term system reliability."
— Chris Bartleman, Project Manager

Key Team Members

Casey Raines, PE, PACP, MACP | Principal-in-Charge



Why Casey?

- ✓ ***Ability to allocate additional staff to expedite project schedule***
- ✓ ***Principal oversight for complex water transmission programs***
- ✓ ***Deep experience with service cutovers and phased waterline delivery***
- ✓ ***Award-winning project delivery and quality management***
- ✓ ***Trusted authority on trenchless and railroad crossings***
- ✓ ***Risk-focused, constructability-driven leadership***

Casey is GHD's US West Business Group Leader for Water Linear Infrastructure and brings 19 years of experience. She provides leadership in the planning, design, and delivery of complex water distribution and transmission projects, with a strong focus on phased construction, service cutovers, and maintaining continuous operations. Her experience spans large-diameter transmission mains, parallel pipeline strategies, and constructability-driven design in constrained corridors, including projects requiring trenchless construction and multiple railroad crossings. Casey routinely leads alternatives analysis, hydraulic modeling, and coordination with agencies such as Caltrans and railroad authorities to support safe, efficient implementation. This background aligns directly with the City's need to replace aging transmission infrastructure while managing risk, maintaining service, and advancing a phased, constructible solution.

Chris Bartleman, PE | Contract/Project Manager



Why Chris?

- ✓ ***Single point of day-to-day accountability***
- ✓ ***Proven delivery of complex water transmission and distribution projects***
- ✓ ***Hands-on expertise with agency interconnections and phased construction***
- ✓ ***Strong focus on constructability and risk management***
- ✓ ***Experienced manager of complex crossings and constraints for trenchless and railroad crossings***

Chris leads the delivery of complex water distribution and transmission projects that require careful phasing, service cutovers, and uninterrupted system operations. His 21 years of experience includes large-diameter waterline replacements, parallel pipeline strategies, and constructability-driven design in constrained rights-of-way, with frequent use of trenchless methods to address highway and railroad crossings. Chris brings a system-level perspective to planning and design, integrating hydraulic analysis, utility coordination, and agency permitting to support phased implementation. This approach aligns directly with the City's need to replace aging transmission mains while maintaining continuous service and managing construction risks.

Jeff Endersby, PE | Quality Manager



Why Jeff?

- ✓ ***Independent, senior-level quality oversight***
- ✓ ***Focused on constructability and risk reduction***
- ✓ ***Deep familiarity with transmission pipelines and crossings***
- ✓ ***Strength in bid-ready documentation***
- ✓ ***Supports seamless handoff from design to construction***

Bringing his 38 years of experience, Jeff serves as an independent Quality Manager, providing objective oversight that is intentionally separate from day-to-day design production and project management. His role focuses on confirming that water distribution and transmission designs are complete, compliant, and constructible, with particular attention to phased waterline replacements, service cutovers, and complex constraints such as railroad crossings. By reviewing plans, specifications, and phasing strategies from a construction- and operations-informed perspective, Jeff helps identify risks early and strengthens bid-ready documents. This independent oversight supports the City's goal of minimizing change orders while maintaining continuous service during implementation.

Robert Kerns, PE | Design Manager



Why Robert?

- ✓ ***30 years of comprehensive project design management leadership***
- ✓ ***Central coordination point across design, alignment, and QA/QC***
- ✓ ***Focused on constructability and phased implementation***
- ✓ ***Experienced oversight of large-diameter pipelines and facilities***
- ✓ ***Facilitates early issue resolution across disciplines***
- ✓ ***Supports quality-driven, bid-ready deliverables***

Robert oversees the coordinated design of complex water distribution and transmission projects that require careful phasing, service cutovers, and uninterrupted operations. His 30-year background includes managing multidisciplinary teams delivering large-diameter pipelines, pump stations, and supporting infrastructure, with a strong emphasis on constructability and alignment with operational needs. Robert works closely with project and technical leads to integrate alignment decisions, trenchless and railroad-adjacent crossings, and phased waterline replacements into clear, consistent design packages. This approach supports the City's objective to advance a constructible, well-sequenced design that maintains service continuity and minimizes risk during construction.

Jeff Knauer, PE, ME, NACE CP Specialist | Corrosion & Alignment Study



Why Jeff?

- ✓ ***26 years of focused experience in corrosion risk assessment and cathodic protection design***
- ✓ ***Unmatched depth of corrosion engineering experience***
- ✓ ***Highly credentialed, multi-discipline professional***
- ✓ ***NACE Certified Cathodic Protection Specialist***

Jeff Knauer has 26 years of experience with corrosion risk assessment and cathodic protection/corrosion mitigation design for municipal, private, and federal infrastructure. He has served as the corrosion engineer for condition assessment and rehabilitation projects throughout the Western United States and the Pacific Islands. Jeff is licensed in civil engineering, mechanical engineering, and is a Certified NACE CP Specialist. Jeff has experience with the design of corrosion control solutions in challenging environments and is an accomplished leader for large scale corrosion assessment and rehabilitation projects. Jeff has successfully led numerous forensic failure / root cause investigations and provides expert witness services.

Craig Camp | Project Engineer & Trenchless



Why Craig?

- ✓ ***Unmatched depth in trenchless construction***
- ✓ ***Recognized as technical authority and trusted expert***
- ✓ ***Comprehensive trenchless expertise including micro tunneling, HDD, horizontal auger boring, pipe ramming, and drill and blast tunneling***
- ✓ ***Experienced with shaft design, groundwater conditions, and abrasive or mixed face geology***

Craig Camp has over 40 years of experience in underground construction. His expertise encompasses all phases of microtunneling and other trenchless construction methods including conceptual design reviews, preliminary design reports based on anticipated ground conditions, production estimates, specification reviews, drawing reviews, Geotechnical Baseline Reports (GBR) reviews, project cost estimating, and resolution of project issues. He has been involved in over 100 trenchless construction projects installing over 250,000 feet of pipelines throughout North America, including Miami International Airport in FL; JFK International Airport in New York; Nimitz Reconstructed Sewer in Honolulu, Hawaii; and Novelty Hill Sewer in Seattle, Washington. Craig has worked with contractors, engineers, and owners in both the public and private sector markets to assist in the resolution of project issues.

→Subconsultants

GHD has invited the following subcontractors to work with us on this contract. We have worked with these consultants successfully in the past. GHD actively engages small consulting firms to enhance our projects and achieve specific goals. By collaborating with these firms, we gain access to a diverse range of skills and perspectives that complement our internal capabilities. These firms offer tailored solutions and a high level of engagement. They bring a fresh set of eyes, industry insights, and a wealth of experience, enabling us to address complex challenges. This partnership allows us to tap into the innovation and specialized expertise of these firms to optimize your projects and drive meaningful results.

Converse Consultants | Geotechnical

Since 1946, Converse Consultants has delivered trusted expertise in geotechnical engineering, engineering geology, groundwater sciences, environmental sciences, and soils and materials testing and inspection. Converse's mission is to partner with clients to provide responsive, high-quality services that foster long-term relationships. They proudly serve public agencies and private sector clients across transportation, water/wastewater, education, residential, commercial, and other key market segments. For the City of Ontario, Converse brings decades of experience, including work on OMUC's Wells 37 & 39 Treatment Facility and numerous projects involving wells, water pipelines, sewer pipelines, street improvements, parks and sports complexes, essential facilities, and more. This proven track record reflects our commitment to supporting Ontario's infrastructure and community development.

717 S. Myrtle Avenue, Monrovia, CA 91016
Contact: Hashmi S. Quazi, PhD, PE, GE
T 909.796.0544 | E hquazi@converseconsultants.com

PBLA Surveying, Inc. | Surveying

PBLA Surveying, Inc. has an exceptional team of professionals that cover the wide spectrum of professional land surveying services. PBLA Surveying, Inc. has decades of experience and a track record of successful projects within the industry. Together with their experienced management and support staff, PBLA Surveying, Inc. provides experience, quality control and project delivery that their clients deserve for every project, no matter the size. PBLA Surveying, Inc. has a wealth of experience and comprehensive knowledge that will bring an invaluable perspective to the project and will help to significantly expedite the project delivery. PBLA Surveying, Inc. has an extensive background in construction staking and professional land surveying projects and has completed many projects for various municipalities, private developers, engineers, architects & utility across California, Arizona, Nevada, Utah, Oregon, Texas and Washington. They have staff able to accommodate projects at a moment's notice and will devote their time and efforts to providing a comprehensive and successful product to the City.

1481 Ford St. Suite 201, Redlands, CA 92373
Contact: Saul Melgarejo
T 888.714.9642 | E smelgarejo@pbla.biz

Underground Solutions, Inc. | Potholing & Utility Locating

Underground Solutions, Inc. (USI) and their team of highly qualified operators and management are committed to performing fast, safe, and accurate utility locating services. Their high velocity air-driven excavation delivers the power to cut precise holes into the earth without damaging the utility being located. Their "dry" system provides a more economical and environmentally-friendly method of excavation.

120 N. Andreasen Dr., Escondido, CA 92029
Contact: TC Mueller
T 760.294.9449 | C 619.247.1208 | E tc@usipothole.com

3

→ Method to Accomplish the Work

03 Method to Accomplish the Work

→Project Background

GHD's technical and managerial approach is client-focused, client-driven and we understand the City's main objective is to remove and replace approximately 20,000 lineal feet (LF) of water transmission mains serving the 1348 PZ that were constructed as far back as 1948 and have been prone to leaks and valve repairs. Concern for further damage and losing the means to convey water through the 1348 PZ has led the City to stop routine valve maintenance. These transmission mains primarily run along Campus and Euclid Avenues, Foothill Boulevard, and 8th Street located within the City of Upland.

GHD has walked the project area, identified challenging utility, road, and rail crossings, and initiated review of available and relevant background information including the City's 2012 Water Master Plan, the OMUC Water Atlas, record drawings from the City, Upland, and the Water Facilities Authority (WFA), Euclid Avenue water improvements in Caltrans ROW, atlas mapping of SBCFCD stormwater and Pacific Electric Trail facilities, Metrolink, BNSF rail, Upland Historic District requirements, and other available planning and capital improvement documents. GHD has communicated with Upland on current stormwater and road projects along Campus and Foothill and understands the City and Upland are seeking project funding opportunities in these same corridors. To assist, we have **included grant support in our proposal.**

The 1348 PZ is maintained by 8.75 million gallons (MG) of water stored to the 1348-foot elevation in three (3) separate reservoirs – Reservoir 1A (3MG), 1B (2MG), and 1C (3.75MG), built next to each other and collectively referred to as the 1348 Reservoir at 13th Street and Campus Avenue. The three (3) reservoirs were constructed over time and review of available as-builts, the Atlas Map, and the RFP exhibit provides somewhat inconsistent information on reservoir piping, valves, and interconnectivity between each of the three reservoirs. Early confirmation with the City on existing 1348 Reservoir design and operations will be required, but it appears water is conveyed to each of the 1348 Reservoirs via existing inlet and bi-directional inlet/outlet piping and valve operations interconnecting each reservoir so that it can operate as one.

The 2012 Master Plan indicates that the ultimate maximum day demand of 8.18 MGD and total storage required of 8.43 MGD are key design criteria for 1348 PZ transmission mains and storage, and ultimate fire flow requirements are provided. This will continue to be met during the project from the existing 1348 Reservoir and 9MGD provided via the WFA Turnout-2 located near the 1212-3 Reservoir site. Per the Master Plan, additional water if needed can be provided from source wells and booster pump stations located in lower pressure zones that have surplus water. This understanding of 1348 Reservoir operations is a key basis of our proposal, meaning one reservoir may be isolated with existing valves and removed from service to facilitate construction and provide the City an opportunity to perform additional optional work within each reservoir if desired. To minimize impact, work will be targeted for completion during winter. Optional temporary piping connections and new valves or line stops could be added to the design and utilized if the City prefers maintaining all three reservoirs during construction with limited cut-over periods. **Figure 1** depicts GHD's understanding of the 1348 PZ system and outlines our phased approach to the project further explained later in our proposal.

Crucially, GHD's phased approach can be easily modified to conform to City operational and budgetary requirements if needed by adding proposed valves slated for an Early Work mechanical contract where needed to improve operational control and adjust phasing. The system will continue to operate during construction through sequencing and remaining active portions of the 1348 PZ transmission system supplying water from elsewhere in the Ontario system. Supplementary supply if need will be provided via lower pressure zone wells and booster pumps.

GHD presents our phased project approach and our understanding of important objectives, technical, permitting, and coordination requirements, key challenges, our proposed solutions and how these will benefit the 1348 PZ project on **Figure 2** – Phasing and Issues Map. We encourage the City to study the map as it tells the essential story of how GHD will successfully deliver the project to the City. Our understanding of the City's 1348 system will be confirmed early in the project through focused data validation, coordination with City engineering and operations staff, and confirmation of design criteria to support development of practical, constructible transmission main replacement solutions consistent with UT1095 RFP requirements.

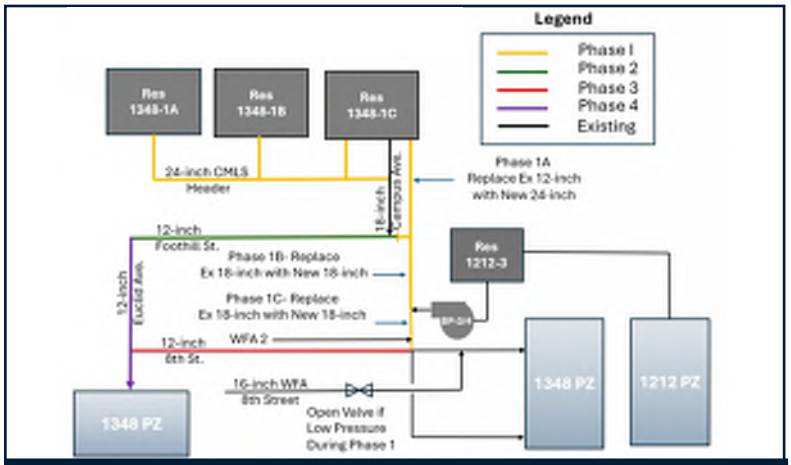


Figure 1: Phasing Plan - 1348 Zone Pipeline Replacement

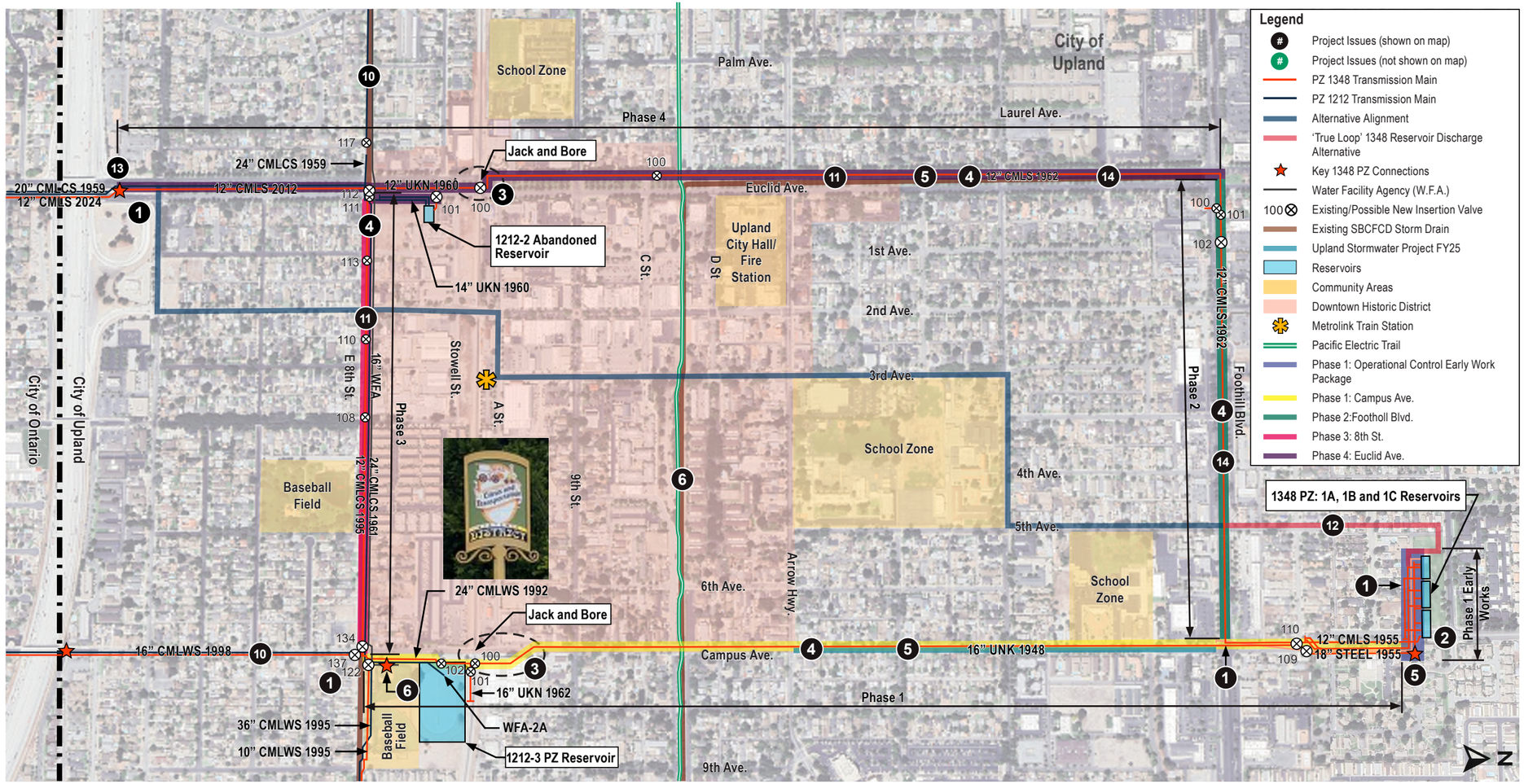
Figure 2. Phasing and Issues Map

Phase 1 - Operational Control Early Work Package and Campus Ave to 8th St, including 7 proposed tie-in valves at Foothill and 8th St., and jack and bore. Replace valves early where needed to improve system operations and facilitate construction and phasing. Simplify reservoir and Campus piping and align with Upland stormwater project. Include Upland-2 Emergency Connection. Consider 'True Loop' alternative alignment.

Phase 2 - Foothill Blvd to Euclid including 2 valves to tie-in to Euclid through high traffic commercial district with a number of businesses.

Phase 3 - 8th St to Euclid including 3 valves to tie-in to Euclid through a historic, utility dense corridor that includes a 144-inch storm drain.

Phase 4 - Euclid to I-10 ROW final segment through a historic, high traffic corridor with jack and bore rail crossings and Caltrans permit. Optional Master Plan transmission main replacements of approximately 300LF of 24-inch 1959 1212 PZ piping on 8th St, 1,900LF piping on Campus to Caltrans ROW, and decommissioned piping near 1212-2 reservoir. Improve system age, reliability, operations, and combine with Caltrans permit.



1 **1348 PZ operational control.**

PROPOSED SOLUTION

- Early Work Package will replace up to 10 existing key valves needed for operational control and transmission main replacement phasing, and six exterior valves at the 1348 Reservoir via a mechanical contract as part of Phase 1.

PROJECT BENEFIT

- Establishes operational control, improves system reliability and successful project delivery.

2 **1348 Reservoir structural repairs and nearby Upland-2 Emergency Connection per Master Plan.**

PROPOSED SOLUTION

- Emergency connection included in project and discuss with City adding optional reservoir structural repairs.
- Valve vault improvements, piping consolidation, internal reservoir inspections, internal valves, instrumentation improvements, and a flow meter can all be added to the project if desired by City.

PROJECT BENEFIT

- Improve long-term system safety, reliability, resilience, and emergency preparedness.

3 **SCRRA trenchless crossing potential conflicts and constructibility challenges.**

PROPOSED SOLUTION

- Start SCRRA coordination early. Focused utility research in jacking and receiving pit locations. Coordinate early with utility owners for required separation. Locate shafts where access to equipment is least limited.

PROJECT BENEFIT

- Reduces schedule delays and improves confidence in trenchless constructability.

4 **Parallel utilities limit ability to offset alignment.**

PROPOSED SOLUTION

- Rip and replace existing pipelines with same vertical and horizontal alignment.

PROJECT BENEFIT

- Improves construction efficiency and reduces impacts to residents, enhancing project. Rip and replace replaces aging pipeline reducing project cost to fill and abandon existing.

5 **Coordination with Upland for Future Projects and Possible Connections.**

PROPOSED SOLUTION

- Coordinate early with Upland and develop phasing to align with anticipated stormwater and road work.
- Coordinate early with Upland 1 and 2 Emergency Connections, stormwater and road projects, and other agencies to identify overlapping projects and confirm alignment, timing, and restoration requirements. Upland 2 Emergency Connection included in project.

PROJECT BENEFIT

- Avoids design conflicts, redundant construction, and premature pavement restoration. Protects long-term capital investments and enhances potential project funding.

6 **Coordination with Water Facilities Authority.**

PROPOSED SOLUTION

- Leverage existing relationships at WFA to confirm that Turnout-2 valves are operational.

PROJECT BENEFIT

- Understand Phasing constraints and limit shutdowns.

7 **Incorrect bundling may create unbalanced risk profiles and inflate contractor bids.**

PROPOSED SOLUTION

- Develop four structured bid schedule packages based on complexity and shutdown boundaries; refine packages at each design milestone.

PROJECT BENEFIT

- Improves bid competitiveness and gives the City flexibility in award strategy.

8 **Unknown utilities increase likelihood of conflicts and redesign during construction.**

PROPOSED SOLUTION

- Perform early utility locating, maintain utility conflict matrix, refine alignments iteratively.

PROJECT BENEFIT

- Improves constructability and reduces construction change orders.

9 **Timely Completion of Design and Bid Documents.**

PROPOSED SOLUTION

- Advance schedule-critical tasks early, execute design activities in parallel, and proactively coordinate permitting and agency reviews to reduce critical-path risks.

PROJECT BENEFIT

- Maintains schedule certainty and supports delivery of bid-ready documents.

10 **Aging Infrastructure not included in RFP but identified in Master Plan for replacement.**

PROPOSED SOLUTION

- Add replacement of old piping in Phase 4 if budget permits.

PROJECT BENEFIT

- More efficient project delivery by extending life of interconnected 1212 and 1348 PZ systems, addressing deficiencies identified in Master Plan, and combing Caltrans permitting effort into one permit application.

11 **Rock beds, shrubs, pavers, irrigation systems, and edging make restoration more sensitive and costly.**

PROPOSED SOLUTION

- Identify sensitive Historic Areas early, apply enhanced restoration specs, salvage/reinstall materials, prepare homeowner notices.

PROJECT BENEFIT

- Protects the City from claims, reduces rework, and strengthens community trust.

12 **'True Loop' from 1348 Reservoir.**

PROPOSED SOLUTION

- Alternative alignment provides approximately 1,700LF of additional piping for operational, hydraulic, and redundancy benefits with 2 directions for water to flow from reservoir, creating a true loop from the reservoir
- An extended alignment that follows 5th and 3rd Avenues and minor roads to the connection point at I-10 is included in an alternative alignment analysis.

PROJECT BENEFIT

- Incorporate into reservoir piping and Campus Ave designs to simplify and improve system design, operations, and resiliency.
- Utilize smaller roads to reduce traffic impacts and potentially improve O&M access

13 **Caltrans Permit proposed in Phase 4.**

PROPOSED SOLUTION

- Begin coordination early with Caltrans understanding permit requirements and expiration. Schedule pre-permit meeting with Caltrans stakeholders including right of way, geotechnical, structural, and general permit reviewers in District 8.

PROJECT BENEFIT

- Reduce encroachment permit effort and streamline process.

14 **Traffic Control Requirements.**

PROPOSED SOLUTION

- Begin coordination early with Upland to understand traffic control, paving, and trenching requirements for selected alignments. Clearly identify requirements in bidding documents for Contractor to provide engineered traffic control plans within 60 days of NTP.

PROJECT BENEFIT

- Reduce public disruption and expedite encroachment permit process.

A Unique Phased Approach

1348 PZ Transmission Improvements – Phase 1 - Operational Control and Campus Ave: Phase 1 is proposed to include two contracts in one bid package. A contract for Early Work is anticipated to be a smaller value specialized mechanical piping/valve contract that will focus on improving City operational control of the 1348 PZ system. The transmission pipeline 'rip and replace' contract in Phase 1 will begin once City operational control has been improved and will replace the transmission main along Campus Avenue to the 1212 PZ reservoir site to align with Upland's Campus Avenue stormwater project schedule. Separating a more specialized mechanical contract from a 'blow and go' pipe production contract should improve bidding, project delivery and could be more economical for this initial, critical work.

1348 PZ Transmission Improvements – Phase 1 Early Work Package:
This will generally involve utilizing existing City valves and/or installing new valves (assume gate and butterfly valves with line stops, no bypass, and 1-2 days installation for each valve) and piping at key transmission main locations to support control and phasing, and at the 1348 Reservoir and 1212-3 Reservoir sites.

- **Transmission Main Control: Proposed new valves will be installed at locations where existing valves needed for transmission main phasing are no longer operable** or where the length of pipe replacement for each phase conforms with City budget or other needs. Additional valves to isolate old nearby pipe segments identified in the Master Plan could also be included if the City decides to add this optional work to the project. A total of ten (10) new isolation valves are assumed to be installed on transmission mains in this phase. Removed existing piping where new valves are installed can also be inspected to help the City assess existing pipe condition and estimate remaining life. These proposed valve locations can also be selected to support optional non-destructive testing (NDT) explained in more detail in that section of the proposal.
- **1348 Reservoir Control:** Where existing external reservoir valves are not operational, new valves will be constructed on 12-inch and 18-inch inlet/outlet lines at each reservoir within existing external valve structures to improve operational control. This allows for the careful and sequential removal of the two (2) existing 1348 PZ Reservoir 12-inch and 18-inch pipelines in the utility-dense alleyway next to the reservoirs. These two lines are proposed to be replaced with approximately 600-LF of one (1) new water line – a simpler, larger diameter bi-directional reservoir header manifold. This inlet/outlet manifold line is assumed to be 24-inch until ultimate design parameters are confirmed.

It is assumed each of the individual 1348 Reservoirs can be isolated and removed from service for this work without bypassing, reservoir lines are permitted to flow bi-directionally, internal reservoir valves are operational, and the 12-inch valve can be safely replaced if necessary. The existing 6-inch reservoir drain line and 16-inch overflow line will remain in place and continue to discharge at the current location. 1971 reservoir and sewer as-builts do not show the 12-inch overflow line depicted in the RFP exhibit. If this line exists, it could be consolidated with the 16-inch overflow line while working at the reservoir. Optional consolidation, removal, and replacement of these lines could benefit and be added to the project if requested by the City.

GHD proposes 600LF of a 24-inch inlet/outlet manifold with one (1) 24-inch valve, one (1) 12-inch gate valve, up to three (3) line stops on 18-inch existing inlet/outlet lines, and four (4) new 18-inch butterfly valves to control lines connected to and between the 1348 reservoirs from outside the reservoir. Other reservoir work includes:

- **Upland-2 Emergency Connection proposed to be a 12-inch tapping sleeve and valve is included in GHD's fee schedule and assumed to be acceptable by Upland and permitting agencies.**
- **'1348 Reservoir True Loop' that removes the parallel 12-inch CMLS line down Campus with a new line connecting to the reservoir manifold improving redundancy, emergency preparedness, hydraulics, and operational flexibility.**
- An alternative transmission main alignment to the Euclid corridor extends from Foothill further down 5th Avenue and along interior Upland streets. An alternative analysis to compare available utility space is included in our proposal.
- Optional 1348 Reservoir structural repairs. GHD welcomes further discussion with the City on understanding this work and is ready to deploy our structural team to incorporate structural repairs into the project.
- Additional optional internal reservoir work such as inspection, replacement of valves, piping, vents, appurtenances, and instrumentation.

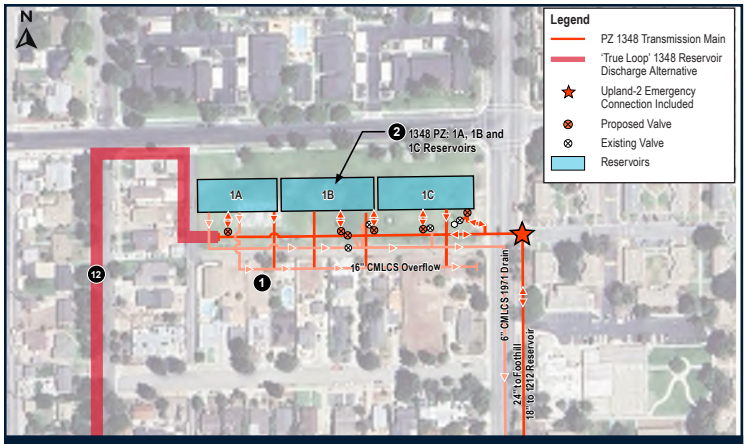


Figure 3: Proposed 1348 Reservoir Improvements Detail (from Issues Map)

- **For the 1212-3 Reservoir**, existing valves will be used if operable, or new valves/line stops will be installed to facilitate 1348 PZ transmission main replacement, improved operations, and construction phasing in this area. It appears from the RFP exhibit and Atlas map that the 1948 vintage piping can be replaced by using a number of existing valves. GHD assumes two (2) line stops and two (2) 16-inch butterfly valves will be needed to isolate and replace the 1348 PZ transmission main in this area.
  - GHD will confirm that WFA valves are fully operational.
  - The City will add pressure relief pilots and SCADA pressure control to the PRS to facilitate water transfers from lower pressure zones.
  - The 2012 Master Plan noted that the 1212-3 reservoir will ultimately be abandoned. GHD will confirm with the City and verify other possible improvements near the site (e.g., tank, PRV, BPS No. 3 and No. 4, metering, ARVs, blow-offs, valves, hydrants, etc.) are not needed.

1348 PZ Transmission Improvements – Phase 1 – Campus Avenue to 8th Street::

With operational control improved in the Early Work mechanical contract, the remaining Phase 1 work will generally involve isolating the transmission main to 'rip and replace' approximately 6,500-linear feet of 16-inch and 18-inch lines from the 1348 Reservoir along Campus to 8th Street in the same location with new valves for future phase tie-ins. This will also include replacement of approximately 1,200 LF of 12-inch transmission main along Campus to Foothill with appropriate construction sequencing to maintain 1348 PZ service. GHD assumes approximately 1,200LF of 24-inch transmission main to Foothill, 5,300LF of 18-inch transmission main to 8th Street, and seven (7) new valves will be installed in Phase 1 for tie-ins.

- **This eliminates parallel piping from Campus to Foothill.**
- Transmission main isolation will be completed either with existing or new valves installed in the Early Work mechanical contract.
- The alternative alignment analysis includes the 'True Loop' portion from the reservoir to Foothill and, if selected by the City, will be incorporated into the design.
- Jack and boring is included to facilitate railroad crossing further explained in the Trenchless section of the proposal.
- Includes the Pacific Electric Trail and Upland's Historic District special requirements.
- Isolation achieved through existing or new valves provided in the Early Work mechanical package.



Photo 1: 1212 Reservoir and Pump Station

1348 PZ Transmission Improvements – Phase 2 – Foothill to Euclid:

Phase 2 continues a 'rip and replace' approach that will isolate and replace approximately 3,000LF of existing 12-inch transmission main from Campus along Foothill in the same location and includes two (2) 12-inch valves to interconnect with the existing Euclid transmission main. GHD understands Foothill Boulevard is a busy business and traffic corridor and will incorporate provisions for traffic control to maintain business access during construction.



Photo 2: Foothill Blvd.

1348 PZ Transmission Improvements – Phase 3 – 8th St to Euclid:

Phase 3 replaces approximately 3,000 LF of existing 12-inch transmission main in the same location along 8th Street from Campus to Euclid. This phase is within a utility dense corridor with a 144-inch stormwater pipe, the 16-inch WFA main, the 24-inch 1212 PZ transmission main, transmission main blow-offs and ARVs, and other utilities.

It is also within Upland's Historic District where care is needed to follow historic requirements. The phase will tie in to valves from earlier phases and include three (3) proposed valves to facilitate interconnections at Euclid.

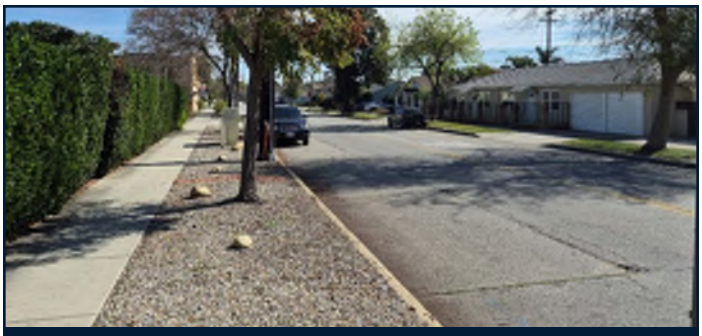


Photo 3: 8th Street

1348 PZ Transmission Improvements – Phase 4 – Euclid to I-10 and Optional Old Main Replacement and Caltrans Permitting:

Phase 4 will isolate and 'rip and replace' approximately 6,900LF of 12-inch transmission main in the same location along Euclid from Foothill to the Caltrans ROW at the I-10 interchange. Much of the phase is within the Upland Historic District. Phase 4 includes a jack and bore and is within a heavy traffic corridor that will include traffic control and business access. Euclid is a wide corridor which should facilitate construction. This phase completes the transmission main replacements requested by the City as part of the 1348 PZ project. However, optional transmission main replacements could benefit the City and operations of the 1348 PZ system if funding is available.

- Jack and boring is included to facilitate railroad crossing.
- Adjacent old transmission main replacement identified in the 2012 Water Master Plan on the 1212 PZ piping west of Euclid could be incorporated.
- Aging piping down Campus Avenue could be added, including modifications that may be needed at the Upland-1 Emergency Connection.
    - Caltrans permitting required for the Euclid corridor work could be efficiently expanded to include the optional Campus Avenue work within the Caltrans ROW at I-10.

Utility Verification

During the proposal phase, GHD obtained a copy of the City of Upland's Record Utility Drawings within the existing transmission main corridors to expedite the final design base mapping and understand potential conflicts. A majority of the information provided was large scale water and sewer atlas information which will need to be confirmed with field survey of manholes and water appurtenance locations. If selected, GHD will perform additional utility research and coordination to verify locations for water, sewer, storm, recycled water, gas, electrical, communication, and future potential utility improvements with various agencies (City of Upland, WFA, SCE, IEUA, SBCFCD, Southern CA Gas Co., and telecom).

Potholing Services and Alternative Utility Verification Services will be completed by our partner Underground Solutions. Before conducting potholing and utility locating, GHD will prepare a matrix with a corresponding plan for the known crossings and parallel utilities that we consider critical. The matrix will reference the available plan information to document the utility location. A meeting will be held with the City to discuss the matrix and potholing plan in detail before finalizing the field delineation list. **GHD will visit the proposed pothole locations and determine if alternate means, such as electromagnetic tracing or GPR, could provide accurate locations and avoid extended traffic control and pavement patching.**

Based on USA DigAlert field markings observed during the delineation process, we will inform the City of the final number of potholes to be performed. GHD's proposal includes 100 potholes approximately 8-feet deep with traffic control. As requested in the RFP, our approach proposes non-intrusive means to electromagnetically locate and validate using GPR at 300 locations. Task 1.5 has been included to provide to perform an additional 100 potholes if necessary. Our goal is to only pothole what is necessary for the removal and replacement of transmission mains at possible pinch points and critical trenchless crossings like utility crossings, utility-dense intersections at Foothill Boulevard and Campus, 8th Street and Campus, 8th Street and Euclid and where as-builts suggest the transmission mains change vertical alignment.



Photo 4: Euclid Ave. Connection Point

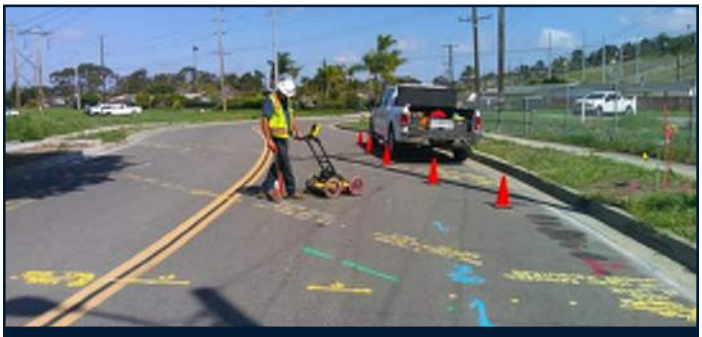


Photo 5: Utility Verification

The electromagnetic accuracy is expected to locate the existing waterline within 6-inches to the top of pipe if adjacent electrical utilities do not interfere with the signal. **The proposed pipeline is expected to follow the existing horizontal and vertical alignment** or possibly be offset slightly in areas where service must be maintained due to phasing and jack and bore work.

Underground Solutions will prepare and submit a comprehensive report with all utility data and photographs for use in the final design. Utility locating and potholing will be completed in coordination with the second phase of field topography.

Trenchless Construction

As with any project requiring trenchless construction, the costs and risks are largely controlled by the construction means and methods necessary to install the proposed pipelines and local geology. Our trenchless lead, Craig Camp, and team of trenchless experts understand this type of construction and its inherent risks. **Our tunnel team has in-depth experience in all trenchless technologies and has supported numerous railroad, highway, and flood control district channel undercrossings in many ground types.** This experience and expertise will assure the City a successful project at an anticipated schedule, reasonable cost, and level of risk.

Our proposal includes two (2) sections of transmission main constructed via Jack and Boring to facilitate permitting under the BNSF railway. Based on our site visit and preliminary investigations, the crossing of the SCRRA/SANBAG Metrolink right of way at Campus Ave. presents the most challenges for constructability given the limited utility and right of way corridors. Therefore, we have focused our approach on identifying alternatives for the jacking and receiving pit locations. Figures 4 and 5 provide alternative locations for the proposed conventional auger boring.

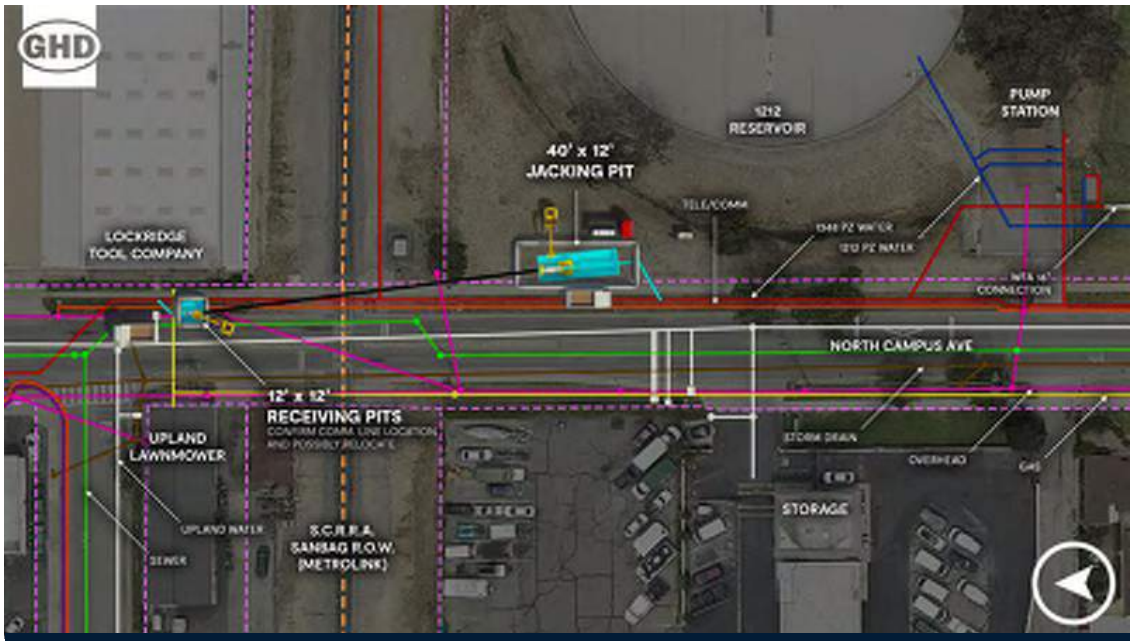


Figure 4: Alternative 1

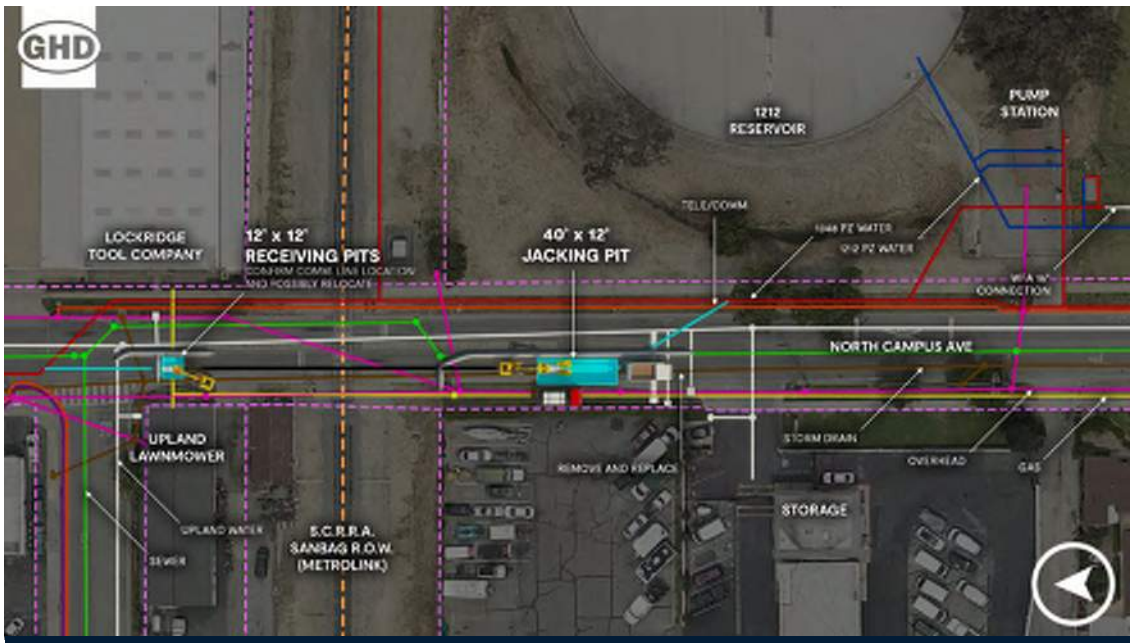


Figure 5: Alternative 2

Contractors typically prefer to have the launching shafts at the lower elevation as jacking uphill is more manageable, and the tunnel is self-draining, which protects their equipment from flooding. Providing adequate access to the jacking pit and receiving pit for equipment is critical to reduce costs and impacts on traffic flow. GHD has laid out the City's jack and bore operation precisely in this way.

For planning purposes it is assumed the largest casing is 30 inches which will allow manned access to remove cobble if needed. A launching shaft no larger than 40 feet in length and 12 feet in width is also assumed. The receiving shafts will be up to 12 feet square, protected with barriers, and use similar shoring as the launching shaft. The work areas around the shafts must avoid overhead and subsurface utilities, which add risk and cost to the boring. In instances where building foundations are adjacent to the shafts such as Alternative 1, specific shoring requirements and monitoring will be considered. Equipment access, barrier placement and potential utility conflicts anticipated are provided in the figures. Adjacent utilities plotted from observable USA markings, valve cans, manholes, and overhead electrical lines will be verified during the design but the preparation of these early exhibits demonstrates GHD's ability to efficiently locate conflicts and select alignments to mitigate the risks. Given the challenges identified, Alternative 1 has been selected in our proposal as the preferred alignment for the jack and bore.

Geotechnical Investigation

We have partnered with Converse Consultants to perform the requested Geotechnical Investigation and prepare a report for the Project. While the RFP requests borings not exceed 500 foot spacing and assumes that there will be 45 boring locations, GHD will evaluate the excavation requirements proposed for the removal and replacement of existing pipelines during the preliminary design of the selected alignment. We will advise the City on potential cost savings from the reduction of the number of borings and the requested pavement repair provided in Attachment 3 of the RFP. At a minimum we recommend that soil borings be performed at each end of trenchless crossings and areas where the geology is expected to change from Young Alluvial Fan Deposits to Younger Alluvial Fan Deposits north of Foothill Blvd. along Campus Ave.

Grant Funding Support

GHD will provide funding analysis and grant-readiness support for the 1348 PZ project. We will identify and prioritize appropriate funding programs and align the project's scope, benefits, and documentation to City requirements. The City has requested GHD investigate relevant state-funded low interest loan applications, FEMA community resilience programs, and congressional Community Project Funding.

GHD will align the project scope, benefits, and documentation to funder criteria to evaluate the project's competitive and application readiness. Based on initial funding option findings, GHD will recommend refinements and near-term actions to improve scoring and define how elements should be packaged and framed for up to three target funders. GHD will confirm eligibility; benchmark against selection/scoring criteria; identify readiness gaps and refinements to improve scoring; and conduct early funder check-ins before investing in full applications.

Task 1 – Funding Source Review and Eligibility Screening

GHD will conduct initial funding source review to include the three options and additional funding source research to screen eligibility and program fit. GHD will recommend a shortlist of 3-5 programs with a proposed pursuit sequence and guidance on how to package project components/narratives for each.

Task 1 Deliverable: Funding Strategy Memorandum (1-2 pages) including (a) recommended pursuit path and project packaging approach, (b) funding opportunities table, and (c) decision tree mapping project components to target programs.

Task 2 – Funding Application Support (Allowance)

GHD understands the City would like 'cradle to grave' funding application support incorporated into the 1348 PZ project. To support this, GHD will confirm the top three funding programs, cycles, submittal format (concept/pre-app/full), and applicant/partner assumptions. Grant criteria/scoring matrix comparing eligibility, eligible costs, match expectations, priority geography, scoring themes, schedule/time-to-award, and typical required attachments will be developed. GHD will complete a readiness/competitiveness assessment (design level, cost estimate maturity, access/ROW, key permitting considerations, seasonal windows, partners) and recommend refinements and near-term actions to improve scoring.

GHD will continue to track application status, and assist the City with understanding and pursuing project funding. If funding is available, GHD may initiate funding applications at the direction of the City. A cost estimate for the full application would be developed to ensure there is enough budget to complete the program specific application.

Because this level of effort is highly variable, GHD proposes to complete this task as an allowance up to the proposed amount of $30,680. Unused monies will not be billed to the City and, should the City require additional support beyond the allowance amount, the City will provide GHD a contract amendment to address costs to continue to provide full funding support until funding closeout.

Task 2 Deliverables: (1) Top three funding opportunities memorandum with grant criteria & scoring matrix; readiness assessment and competitiveness enhancements summary; and application development estimate for each program (hours/budget range, recommended attachments, coordination needs). (2) GHD will initiate funding support applications and provide the City copies

of application materials and on-going support up to the allowance amount.

Cathodic Protection

The City's established standard is to install corrosion monitoring test stations to set a baseline for monitoring steel pipelines. To assess the corrosivity of the project area, we recommend evaluating the in-situ soil environment using the Wenner four-pin electrode method for soil resistivity measurements, in addition to conducting soil sampling and laboratory testing. The results of these evaluations will inform the design of an appropriate corrosion control system to help provide long-term protection of the proposed 1348 PZ system. The design may range from a simple monitoring system to either a galvanic or impressed current cathodic protection system, depending on the soil's corrosivity.

If corrosive soils are found in the project area that could degrade metallic pipes and fittings, GHD's in-house Corrosion/Cathodic Protection Engineer, Jeff Knauer, a National Association of Corrosion Engineers (NACE) Cathodic Protection Specialist, will lead the corrosion potential evaluation. Should cathodic protection be required, system design will be in accordance with and based on achieving performance criteria as established by NACE SP0169. Typical criteria for achieving cathodic protection along the entire alignment may include implementing impressed current cathodic protection infrastructure. Such infrastructure could involve rectifiers, transformers, impressed current anodes in well configurations, junction boxes, test stations, and related appurtenances.

Caltrans Permitting

Crossing through the Caltrans ROW will require a Double Permit for the associated construction. The GHD team is intimately familiar with Caltrans requirements through performing utility design and construction for more than a dozen encroachments through Caltans' right-of-way beneath such California freeways as I-5, I-15, I-80, I-405, I-805, SR-29, SR-90, SR-91, SR-133, SR-52, Highway 1, and Highway 101. This success has been attributed to our in-depth experience and understanding of Caltrans' specific requirements which streamlines the review and has led GHD to the development of a set of pipeline design guidelines. These GHD guidelines incorporate provisions for horizontal and vertical alignments, clearances from foundations, locations of open excavations, and associated plans and specifications adhering to Caltrans requirements as outlined in Chapter 600 of their Encroachment Permits Manual.

The following includes our design checklist to facilitate Caltrans' approval of such designs:

- Encroachment alignment near perpendicular to the vehicular travel
- All open cut construction to be completed from outside of Caltrans right-of-way (ROW)
- Pipeline above a 2:1 slope measured from toe of foundation/pile
- Casing sized to accommodate pipeline, including construction tolerances
- Casing to maintain minimum depth of cover as measured from casing pipe crown
- Encroachment alignment approximately equal distance between foundations/piles
- Settlement monitoring specified using a Caltrans approved method
- Welded steel casing with full penetration butt welded joints that restore sidewall strength
- Contact grouted with a cementitious mix on outside of steel casing
- Internal annular space (volume between carrier pipe(s) and casing pipe) grouted with a cementitious mix
- Pipe to be at a minimum 1.0 percent slope

Caltrans permitting is an "early start", potentially long-lead time item. Building upon our experience and knowledge of Caltrans requirements, early collaboration with Caltrans will result in an expedited permitting process. The GHD team will schedule a meeting with Caltrans early in the design process to provide the agency with a thorough understanding of the project, which can eliminate potential delays in the application process. Once submitted, the team will closely manage the status with frequent engagement. The City could also consider improving Caltrans permitting efficiency and add optional replacement of aging transmission mains along Campus Ave from 8th Street to I-10 to the effort at Euclid and I-10.

Preliminary Design Report (PDR)

The PDR will develop the phased approach for the 1348 PZ project based on review of the draft 2025 Water Master Plan, discussions with City engineering and operations staff, coordination and input from the City of Upland and WFA, as well as other affected agencies within the project corridors. GHD will conduct a **Project Kick-Off Meeting Workshop** to discuss and confirm design parameters and potential impediments, background information, project schedule and milestones, establish communication and Outside Agency coordination protocols and permitting. We will continue with bi-weekly status reports, issuing agendas, minutes and action items. Public and private agency coordination will be conducted with relevant stakeholders. Stakeholders will be provided

draft plan/profiles drawings of the selected alignment and given 30-days to provide review comments. To maintain schedule, GHD will move ahead with drafting the PDRL after the 30-day review period. GHD assumes this review effort will be sufficient for stakeholder approval when necessary, and no further submittals to stakeholders will be needed.

A draft PDR will be provided during a **4-hour Preliminary Design Workshop** with a presentation, minutes, and one round of comments will be addressed. An additional 4-hour workshop will be held prior to finalizing the PDR. An alternative alignment analysis to assess available utility space within the existing and proposed corridor (See Figure 2) has been included in our proposal. The alternative alignment will be assessed with the City, modified if needed, and compared to the existing alignments in the PDR. A **hydraulic analysis** of the selected alternative will be conducted utilizing the City's complete and calibrated hydraulic model to confirm 1348 PZ operations during the proposed four construction phases assuming a typical winter demand scenario. The City's model will also be run to confirm the complete proposed 1348 PZ transmission improvements meet future ultimate design requirements. This assumes GHD will use a fully-functional and calibrated hydraulic model that is updated solely to reflect the proposed 1348 PZ design. **Topographic Survey, Potholing (or alternative) Services, and Geotechnical Investigation** will be completed for the selected alignment for all phases of the 1348 PZ project. For the proposal, GHD assumes 20,000 feet of roadway corridor will be surveyed, and potholing and geotechnical services will follow recommendations discussed above as part of the same permitting effort. Survey data will become base drawings for the selected alignment. Results from the Optional Nondestructive Testing of the existing transmission mains will be incorporated into the PDR.

Opinion of Probable Construction Costs

Opinion of Probable Construction Costs will be completed initially in the PDR and include construction, engineering, contingency, and administrative cost allowances for the selected alignment. Costs will be updated at 60, 90, 100% design, and form the basis for the bid form. Our approach includes:

- Understand project scope and requirements
- Use historical data and industry benchmarks
- Perform detailed quantity takeoffs and cost breakdown
- Incorporate vendor and supplier input
- Risk assessment and contingency planning
- Cost validation and peer review
- Continuous cost monitoring and updates

Our team leverages an extensive database of historical cost data from similar projects, industry benchmarks, and published construction cost indices. By analyzing past projects and market trends, we can establish realistic cost parameters for labor, materials, and equipment. This comparative analysis helps improve cost accuracy and makes sure that estimates are competitive and reflective of current market conditions.

CEQA Compliance

GHD assumes the City will file for Notice of Exemption (NOE), pay all fees, and will obtain the NOE. GHD will provide up to eight (8) hours of technical support and coordination with the City for securing CEQA compliance for the selected alignment.

Engineering Design Services and Project Management

At the onset of the project, GHD will prepare a comprehensive Project Management Plan, which will define processes for monitoring and controlling project scope, schedule, costs, quality, risks, communications, and resourcing; project deliverables; and schedule. GHD's stringent project management requirements are based on our ISO 9001 certification for Quality Management and hard-won lessons learned through decades of work around the globe. Using a structured approach and specific actions, the GHD team will work closely with the City to understand and meet its needs in delivering the 1348 PZ project. We will provide the Project Management Plan to the City for review and comment before we commence work. Our Project Management Plan is designed to:

- Quickly respond to your requests
- Maintaining a culture of quality that is reflected in our deliverables
- Continuously monitoring project cost and schedule
- Providing flexibility to adapt to changing needs and conditions while still meeting project goals

Upon project inception and throughout the project lifecycle, our goal is to complete it on-time, within budget, and to the City's satisfaction. GHD will complete a **Preliminary Design (60%) Submittal** and provide plans and specifications. GHD will then complete a **Detailed Design (90%) Submittal** and provide hard copies of drawings to be reviewed by the City and permitting agencies having jurisdiction. Design documents shall be sealed and signed. An additional **Constructability Review** iteration will be conducted. GHD will then provide **Final Design Revisions** and and further changes, if any, from City's independent constructability Consultant will be addressed. **Final Working Drawings and Specifications (100% Submittal)** will be provided. GHD assumes these

drawings are the approved 90% design unless further changes occur as part of the **Final Design Revisions** task. GHD assumes the City will provide relevant record drawings and confirm their accuracy from the outset of the project.

In addition to Caltrans, **permitting** with DDW, Upland, BNSF/SBCTA/Metrolink, and San Bernardino County is anticipated and will be timely completed. **Bid Support** will be provided per the RFP requirements. **Additional Engineering Services** requested by the City at approximately 10% of GHD labor are included in our proposal to support the City and the project as a contingency. This effort could help address concerns regarding existing pipe locations, existing reservoir discharge permit uncertainties, constricted and problematic project access, potential issues regarding GHD's use of the City's calibrated hydraulic model, and other unforseen items. Other potential improvements that could benefit the City and the 1348 PZ project have already been discussed throughout the proposal and could be added to the project in addition to this contingency.

Schedule

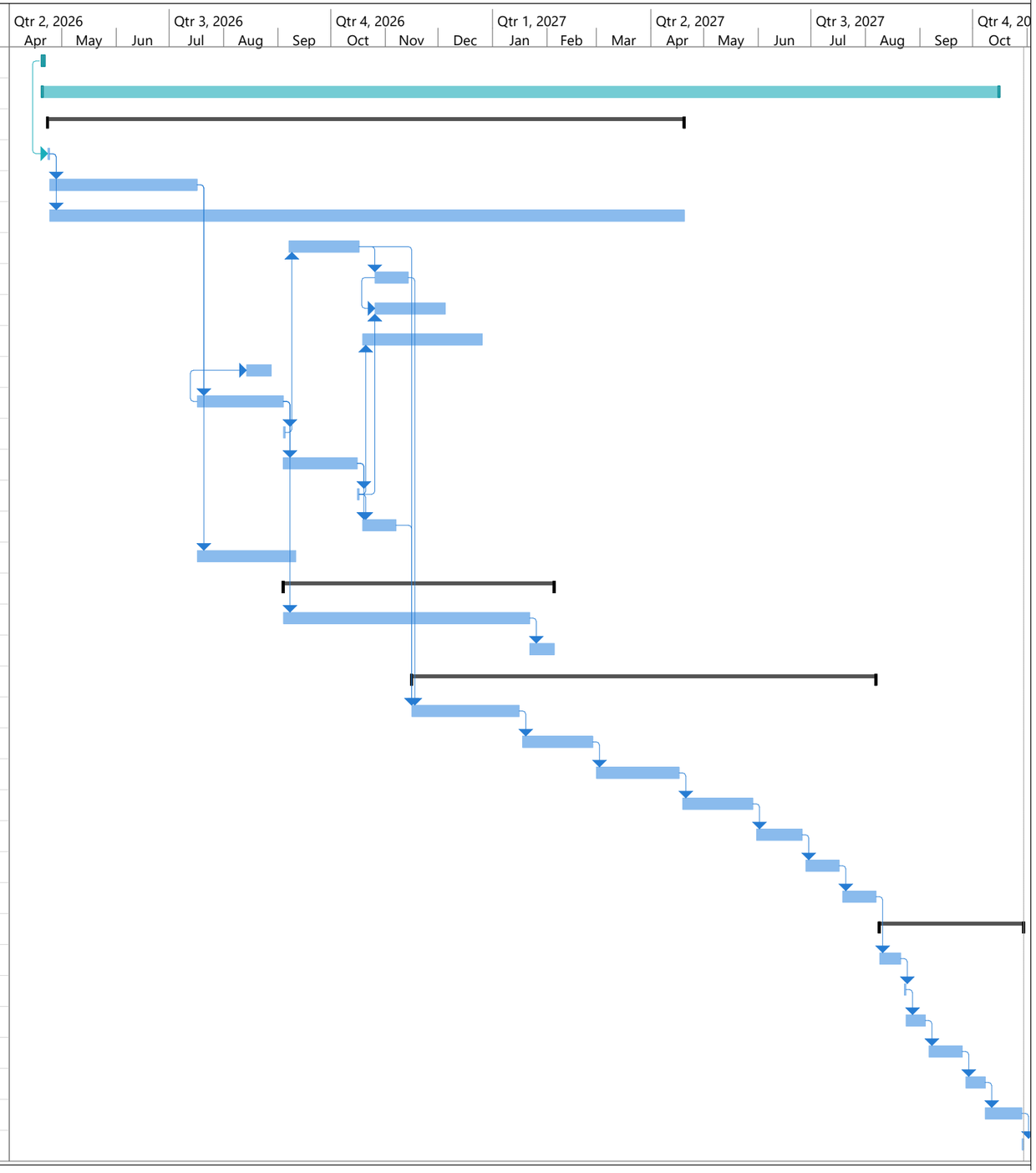
Our proposed schedule below has been developed to expedite the design while utilizing efficient strategies for utility locating and data collection. We are proposing to phase the design topographic survey to first collect aerial topography to develop the preliminary basemap utilizing known offsets from centerline then collect the utility data as a separate phase during field data collection. The schedule includes major deliverables required by the City including adequate review periods for stakeholder input.

The schedule will be revised as the project progresses from the PDR, 60, 90, 100% completion. GHD is open to discuss expediting this schedule to gain synergy with other City and anticipated Upland projects in the area if desired.

→Preliminary Design Schedule

City of Ontario
1348 PZ Transmission Main Improvements

ID	Task Name	Duration	Start	Finish	Predecessors
1	Award Design Agreement	1 day	Mon 4/20/26	Mon 4/20/26	
2	Project Management	390 days	Mon 4/20/26	Fri 10/15/27	
3	**Preliminary Design**	**258 days**	**Thu 4/23/26**	**Mon 4/19/27**	
4	Project Kickoff	1 day	Thu 4/23/26	Thu 4/23/26	1SS+3 days
5	Data Collection, Utility Research and Notification	60 days	Fri 4/24/26	Thu 7/16/26	4
6	Public and Private Agency Coordination	257 days	Fri 4/24/26	Mon 4/19/27	4
7	Topographic Arial Survey	30 days	Mon 9/7/26	Fri 10/16/26	13
8	Field Survey	15 days	Mon 10/26/26	Fri 11/13/26	7FS+5 days
9	Potholing & GPR Services	30 days	Mon 10/26/26	Fri 12/4/26	15,8SS
10	Geotechnical Investigation	50 days	Mon 10/19/26	Fri 12/25/26	15
11	Opinion of Probable Cost & Schedule	10 days	Fri 8/14/26	Thu 8/27/26	12SS+20 days
12	Preliminary Design Report (PDR)	35 days	Fri 7/17/26	Thu 9/3/26	5
13	PDR Workshop 1	1 day	Fri 9/4/26	Fri 9/4/26	12
14	City Review	30 days	Fri 9/4/26	Thu 10/15/26	12
15	PDR Workshop 2	1 day	Fri 10/16/26	Fri 10/16/26	14
16	Final PDR	15 days	Mon 10/19/26	Fri 11/6/26	15,14
17	Nondestructive Testing (Optional Task)	40 days	Fri 7/17/26	Thu 9/10/26	5
18	**CEQA Compliance**	**110 days**	**Fri 9/4/26**	**Thu 2/4/27**	
19	CEQA Coordination and Technical Input	100 days	Fri 9/4/26	Thu 1/21/27	12
20	Complete Preliminary Assessment and File NOE	10 days	Fri 1/22/27	Thu 2/4/27	19
21	**Final Design**	**190 days**	**Mon 11/16/26**	**Fri 8/6/27**	
22	60% Submittal	45 days	Mon 11/16/26	Fri 1/15/27	16,7,8
23	City Review	30 days	Mon 1/18/27	Fri 2/26/27	22
24	90% Submittal	35 days	Mon 3/1/27	Fri 4/16/27	23
25	City Review	30 days	Mon 4/19/27	Fri 5/28/27	24
26	100% Submittal	20 days	Mon 5/31/27	Fri 6/25/27	25
27	City Review/Constructability	15 days	Mon 6/28/27	Fri 7/16/27	26
28	Final Submittal	15 days	Mon 7/19/27	Fri 8/6/27	27
29	**Bid Phase**	**60 days**	**Mon 8/9/27**	**Fri 10/29/27**	
30	Advertise for Bidding	10 days	Mon 8/9/27	Fri 8/20/27	28
31	Pre-Bid Conference	1 day	Mon 8/23/27	Mon 8/23/27	30
32	Questions/Clarifications Due	9 days	Tue 8/24/27	Fri 9/3/27	31
33	Addenda Issued, Bids Due	15 days	Mon 9/6/27	Fri 9/24/27	32
34	Bids Due	9 days	Mon 9/27/27	Thu 10/7/27	33
35	Bid Review	15 days	Fri 10/8/27	Thu 10/28/27	34
36	Award Recommendation	1 day	Fri 10/29/27	Fri 10/29/27	35



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→ Other Information

05 Other Information: Relevant Experience



East County AWP Program - Package 2 | Santee, CA

Client: East County Advanced Water Purification Joint Powers Authority (ECAWP JPA)

Completion Date: Design - Complete | Construction - October 2026

Fee Value: $4.3M

Key Staff: P. Alvarez, C. Raines, C. Bartleman, A. Leung, J. Knauer, C. Camp, C. Yim, P. Tran

Client Reference: Mark Dowsing | Engineering Manager | T: 760.310.5293 | E: mark.dowsing@orionconstruction.com

Description: The East County JPA is developing water supply resilience through implementation of four progressive design-build contracts (Packages 1-4) which includes an advanced water treatment plant and conveyance systems. This is the first project permitted for surface water augmentation via indirect potable reuse in the state.

GHD served as Designer and Engineer of Record for Package 2 which included the design and construction of 10-miles of 24-inch welded-steel transmission main needed to convey purified water from the new AWP facility to the Lake Jennings Reservoir. The project included a dechlorination facility to remove residual chlorine present in the purified water, and a 30-inch HDPE subaqueous outfall pipeline with outlet diffusers to discharge into the reservoir. GHD performed alternatives analysis, alignment selection and hydraulic modeling to size the transmission pipeline, determine required wall thicknesses, and location and sizing of appurtenances.

Besides standard open-cut pipe installation, GHD employed innovative design solutions including ten trenchless pipe segments installed via auger bore (jack and bore) and segment mounted along a bridge crossing the San Diego River.

GHD performed coordination with Padre Dam MWD's operations staff during the design phase, and GHD was engaged to design a potable water pipeline extension for the AWP facility.



Recycled Water Program Segment 1 Pipeline | Riverside County, CA

Client: Jurupa County Sanitation District (JCSD)

Completion Date: 2025

Fee Value: $1.2M

Key Staff: C. Bartleman, A. Leung, C. Raines, C. Camp

Client Reference: Scott Lynch | Principal Engineer | T: 949.292.7454 | E: slynch@jcsd.us

Description: JCSD and Inland Empire Utilities Agency were awarded $12.3 million in grant funding from the United States Bureau of Reclamation for the Joint JCSD/ Inland Empire Utilities Agency Recycled Water Intertie Project. As California's drought conditions worsen, the Recycled Water Intertie Project will play an essential role in the region's long-term response to drought and water conservation. The project will offset precious potable water supplies by serving nearly 200 million gallons of recycled water annually to JCSD's irrigation customers in Eastvale and Jurupa Valley. Irrigation customers include parks, schools, landscape irrigation along streets, and commercial properties.

This project is part of the backbone of three pipeline segments and pump stations for JCSD's new recycled water system and delivers recycled water from the Western Water Riverside County Regional Wastewater Authority's Eastvale Wastewater Treatment Plant to various irrigation customers within the Western Riverside County Regional Wastewater Authority.

GHD performed final design of the project consisting of approximately 22,000 linear feet of new pipeline ranging from 18 to 24 inches in diameter. The recycled water pipeline included recycled water service laterals up to the existing or proposed customer meter connection. GHD designed the pipeline in conjunction with the JCSD and multiple stakeholders consisting of traditional open-cut construction within existing arterial and residential streets, two separate horizontal directional drilling trenchless undercrossings at Cucamonga Creek Channel and Southern California Edison easements, traffic control, permitting, existing utilities coordination, potholing, and geotechnical investigation.



Box Springs Waterline Replacement | Riverside County, CA

Client: Eastern Municipal Water District

Completion Date: Ongoing

Fee Value: $127,636

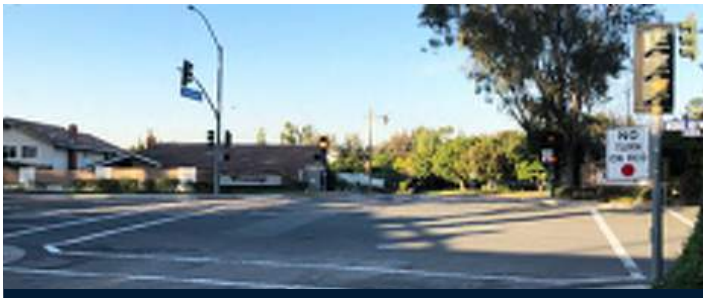
Key Staff: C. Raines, P. Alvarez, C. Bartleman, J. Endersby, P. Tran, C. Camp, A. Leung

Client Reference: David Hull, PE | Associate Civil Engineer | 951.928.3777 ext. 4575 | hulld@emwd.org

Description: The Box Springs Waterline Replacement is a design and construction project that will replace a leaking, 50-year-old aging waterline while securing reliable water service to the Moreno Valley area. The project involves replacing 1,800 lf of 12-inch CMLC steel water pipeline with 12-inch Polyvinyl Chloride (PVC) water pipeline, existing service laterals replacement, and installing new fire hydrants along the industrial roadway. The project alignment includes a crossing of a four-barrel concrete storm channel, which will be completed using horizontal auger boring to minimize surface disruption.

Through our on-call contract, the District engaged our linear design team to provide expedited preliminary and final design services to replace the failing waterline and further design for trenchless technologies for construction. We have provided design, surveying/ mapping, potholing, geotechnical, utility research/ outreach, preliminary alignment recommendations, trenchless technology specifications, TCPs to minimize public disruption, Engineers OPCC, and bid support services to date. We also evaluated the feasibility of other cost saving approaches to the crossing. Documents have been prepared in accordance with the District, DDW, pipeline separation, and City/County of Riverside standards.

We are currently still working on the project and is looking to have it completed by the end of 2025. The finished project will Improve system integrity and water reliability, enhance fire protection, reduct maintenance costs, and minimize future community impacts.



Rural Ridge Water Main Replacement | Anaheim, CA

Client: City of Anaheim, Public Utilities Department

Completion Date: December 2023

Fee Value: $387,000

Key Staff: C. Raines, P. Alvarez, A. Leung, J. Knauer, P. Tran

Client Reference: Lisa O'Connell | Senior Civil Engineer | 714.765.4225 | E loconnell@anaheim.net

Description: The project includes replacement of water pipelines in the East and Central Anaheim areas, along with development of design guidelines, template plans, and a standard specification package for future pipeline projects. In East Anaheim, cast iron water mains constructed in the 1970s are being replaced due to frequent breaks over the past decade caused by external corrosion, with numerous repair patches observed along the alignments. These mains will be replaced with PVC pipe, the City's preferred material for highly corrosive soils.

In Central Anaheim, water mains will be upsized to improve fire flows within the 335 pressure zone, consistent with recommendations from the 1999 Water System Planning Study. The project also includes replacement of existing fire hydrants, water services, meters, and associated appurtenances.

East Anaheim pipeline improvements include four segments:

- Replacement of 1,700 lf of 12-inch CIP with a parallel 12-inch PVC transmission main and 8-inch PVC distribution main along Rural Ridge Circle and Drive, with an optional trenchless slip-lining alternative.
- Replacement of 1,800 lf of 8-inch CIP with 8-inch PVC along Rural Ridge Circle.
- Replacement and upsizing of 520 lf of 4- and 8-inch CIP to 8-inch PVC in the Santiago Way cul-de-sac.
- Replacement and upsizing of 375 lf of 4- and 6-inch CIP to 6-inch PVC in the Silverado Way cul-de-sac.

Central Anaheim improvements include two segments:

- Replacement and upsizing of 2,000 lf of 8-inch CIP to 12-inch ductile iron pipe along Wilshire Avenue.
- Replacement and upsizing of 900 lf of 6-inch CIP to 8-inch ductile iron pipe along Pearl Street.



Well 50 Ion Exchange Treatment Facilities, UT 1019 | Ontario CA

Client: Ontario Municipal Utilities Company

Completion Date: 2024

Fee Value: $500,000

Key Staff: C. Bartleman, A. Leung

Client Reference: Luke Zhipeng Qu, P.E. | Senior Associate Engineer | 909.395.2676

Description: The GHD team, led by Chris Bartleman, designed the Ion Exchange (IX) Treatment Facilities for Well 50, including equipment pre-selection, preliminary and final design of the 4.3-mgd IX facilities for perchlorate groundwater treatment.

To establish the Basis of Design, the project commenced with the development of Engineering Design Guidelines (EDG) for IX treatment facilities. The EDG outlines water quality performance requirements, material, and equipment preferences for standardization, and serves as the City's mechanism for Operations and Maintenance (O&M) knowledge capture. The Guidelines establish the basis of design for the current project, and future IX treatment systems. The one-pass IX system consists of two-skid-mounted pairs of vessels (four vessels in total), with flow and control measurement on each skid.

The design includes onsite hypochlorite generators (1+1), salt storage, brine and hypochlorite storage tanks, chemical metering pump skids, and a backup electrical generator manual transfer switch addition.

The treatment facilities have significant instrumentation and control, connected to an upgraded PLC and new SCADA antenna to the City. The engineering services cover site design, off-site pipeline on Riverside Drive, and driveway access expansion for the treatment facilities.



Golden Avenue Water Main Replacement | Long Beach, CA

Client: Long Beach Water Department

Completion Date: 2023

Fee Value: $77,560

Key Staff: P. Alvarez, C. Raines, C. Bartleman, A. Leung, J. Knauer, C. Yim, Underground Solutions

Client Reference: Valeri Karakanov, PE | Senior Civil Engineer | 562.570.2331 | Valeri.Karakanov@lbwater.org

Description: The Golden Avenue Water Main Replacement project addressed persistent failures of an existing 6-inch metallic water main and associated service laterals along Golden Avenue between Spring Street and 32nd Street in Long Beach, CA. These failures were primarily due to stray current corrosion from nearby cathodically protected pipelines.

The project aimed to improve system reliability, reduce maintenance costs, and allows uninterrupted water service for the community. We provided engineering design services, utility research, cost estimating, review/studies, and construction support for approximately 1,400 lf for the 6-inch ductile iron water main and 48 copper water service laterals. The new water mains will be moved from the old main and will be replaced with non-metallic PVC C-900 pipes to mitigate corrosion issues. We also assisted in the creation of new LBWD standard details for small-diameter water service connections using non-metallic materials.

The team also provided a corrosion review/study that included close-interval surveys, potential testing and pipeline current mapping, and a laboratory soils analysis for corrosivity. The project included close coordination with LBWD's CIP for water system upgrades. The replacements provided the District with improved fire flow protection, preserved water quality to the area, reduced maintenance costs, and reduced leak frequency with continuous water services.

Resumes

Casey Raines, PE, PACP, MACP
Principal-in-Charge



Location
Irvine, CA

Years Experience
19

Professional License(s)
- Civil Engineer, CA #76713

Qualifications/ Accreditations
- BS, Civil Engineering, California State Polytechnic University, Pomona, CA, 2007
- Pipeline Assessment Certification Program #U-409-8519, National Association of Sewer Service Companies (NASSCO)
- Manhole Assessment Certification Program #U-409-8519, NASSCO

Memberships
- North American Society for Trenchless Technology
- Water Collaborative Delivery Association

Casey is GHD's US West Business Group Leader for Water Linear Infrastructure and brings 19 years of experience. She provides leadership in the planning, design, and delivery of complex water distribution and transmission projects, with a strong focus on phased construction, service cutovers, and maintaining continuous operations. Her experience spans large-diameter transmission mains, parallel pipeline strategies, and constructability-driven design in constrained corridors, including projects requiring trenchless construction and multiple railroad crossings. Casey routinely leads alternatives analysis, hydraulic modeling, and coordination with agencies such as Caltrans and railroad authorities to support safe, efficient implementation. This background aligns directly with the City's need to replace aging transmission infrastructure while managing risk, maintaining service, and advancing a phased, constructible solution.

Relevant Experience

Rural Ridge and Wilshire Avenue Water Main Replacement | Anaheim Public Utilities Water | Anaheim, CA | Project Manager. Served as Project Manager for the replacement of water mains in the East Anaheim and Central Anaheim areas along with the development of design guidelines for pipeline design projects and a template plan and specification package. For the East Anaheim reach, the project consisted of the replacement of existing 50-year-old cast iron mains that have failed due to external corrosion. The replacement included 4,400 LF of 4-12-inch with PVC materials. For the Central Anaheim reach, the project included 2,900 LF of six-inch and eight-inch cast-in-place water main with eight-inch and 12-inch ductile iron pipe. These water mains will be upsized to increase fire flows in this section of the pressure zone. Specific tasks for the project included a preliminary design report, potholing, corrosion services, and the development of contract bid documents.

Water Main Lining Pilot Project | Long Beach Water Department | Long Beach, CA | Project Manager. Served as Project Manager for a pilot project to rehabilitate potable water mains using a fully structural NSF 61 approved Pressure Cured-in-Place Pipe (PCIPP) lining technology. The project consists of approximately 2,300 LF of six-inch cast iron water main in two alleyways east of Cherry Avenue and east of Sherman Place between Pacific Coast Highway and 15th Street. A feasibility study evaluated the constructability and costs to replace the water main using open cut construction versus a rehabilitation method. In addition to the water main PCIPP lining, a two-inch and six-inch water main will also replace to eliminate the dead end in the system. Other tasks included traffic control plans and permitting with Caltrans for the connection at Pacific Coast Highway.

Pipeline Replacements at I-5 and Oso Creek | Moulton Niguel Water District | Mission Viejo, CA | Project Engineer. Served as Project Engineer for the replacement design of a new 21-inch diameter potable water main that had experienced several failures and a new 30-inch diameter recycled water main that was unequipped to handle the future flows. The two mains were bundled together inside a 410 LF 72-inch diameter steel casing under the Caltrans I-5 Freeway bridge over Oso Creek and below the potential scour depth of Oso Creek and constructed utilizing trenchless microtunneling methods. Biological, archaeological, and tribal surveys and field investigations were completed for California Water Act (CWA) 401 and CWA 404 permitting and to develop California Environmental Quality Act (CEQA) environmental documentation including the Initial Study and Mitigated Negative Declaration (IS/MND).

Doheny Seawater Desalination Project | South Coast Water District | Dana Point, CA | Senior Engineer. Served as Senior Engineer for the technical analysis and preliminary engineering for the saltwater supply, product water, and brine discharge outfall pipelines for the proposed Seawater Desalination Plant. Critical technical elements included multiple trenchless pipeline crossings beneath San Juan Creek, multiple Burlington Northern Santa Fe Railway (BSNF) railroad tracks, and Caltrans Highway 1. Hydraulic calculations were performed to determine the preliminary pipe sizing for the High-Density Polyethylene (HDPE) brine discharge outfall pipelines and alternative alignments were developed to minimize traffic, easement, and constructability impacts.

Chris Bartleman, PE
Contract/Project Manager



Location
Irvine, CA

Years Experience
21

Professional License(s)
- Civil Engineer, CA #81075

Qualifications/ Accreditations
- BS, Civil Engineering, California State Polytechnic University, Pomona, CA, 2004

Memberships
- N/A

Chris leads the delivery of complex water distribution and transmission projects that require careful phasing, service cutovers, and uninterrupted system operations. His 21 years of experience includes large-diameter waterline replacements, parallel pipeline strategies, and constructability-driven design in constrained rights-of-way, with frequent use of trenchless methods to address highway and railroad crossings. Chris brings a system-level perspective to planning and design, integrating hydraulic analysis, utility coordination, and agency permitting to support phased implementation. This approach aligns directly with the City's need to replace aging transmission mains while maintaining continuous service and managing construction risks.

Relevant Experience

Brine Disposal Pipeline Design | City of Beaumont | Beaumont, CA | Project Engineer. Served as Project Engineer and managed a team of five staff members in the design of an approximately 23-mile-long 12-inch diameter High Density Polyethylene (HDPE) pipeline from the City of Beaumont Wastewater Treatment Plant to the discharge into the Inland Empire Brine Line in the City of San Bernardino north of the Santa Ana River. The pressurized gravity flow pipeline crosses multiple jurisdictions with varying requirements for the proposed improvements, which were clearly identified in the plans and specifications. Portions of the line are proposed parallel to Union Pacific Railroad right of way and installed in multiple City-owned bridges over US Army Corp of Engineers' jurisdiction. The schedule for the project completion is March of 2020 as dictated by the State Regional Water Control Board. The plans and specs were completed in less than 1-year period from the planning level completion. The utility research, field verification, potholing, and locating were a critical part of the project to prevent construction change orders. Multiple trenchless installation crossings are proposed at environmentally sensitive areas, rivers, highways, railroads, and high traffic intersections.

Gardner, Gamble, Ranchero and Porter Pipeline Replacements | Western Municipal Water District | County of Riverside, CA | Project Engineer. Served as Project Engineer for the replacement pipeline projects which substituted PVC for various sized steel pipelines failing from corrosion. Prepared separate bid packages for each pipeline alignment in order to stay within the District's annual capital improvement budget. Implemented various approaches for the existing service connections based on the existing conditions. Reviewed submittals, responded to requests for information, and addressed requested change orders.

Hamner Pipeline, Chino Desalter Phase 3 Expansion - Product Water Pipeline | Chino Basin Desalter Authority | Riverside County, CA; Ontario, CA; Eastvale, CA | Project Engineer. Served as Project Engineer on the District's 30-inch diameter finished water pipeline. The pipeline is approximately 23,000 linear feet of class 250 welded steel from south of the Santa Anna River to just south of Riverside Drive along Hamner Avenue in the City of Eastvale. Major project components included a 750 linear feet microtunneling portion under the Santa Anna River, 250 linear feet jack and bore portion in the intersection of Hamner and Limonite Avenue, and pressure reduction/meter turnout facilities to three agencies. Prepared the bid specification and the south portion of the alignment contact drawings.

FY21/22 Pipeline Replacement | Crescenta Valley Water District | Los Angeles County, CA | Project Manager. Served as Project Manager for the replacement pipeline project which replaced approximately 5,800 linear feet of 4- and 6-inch diameter 80-year-old steel potable waterline with 8-inch steel. Division of Drinking Water variances were requested and received for parallel separation to existing sewer lines.

Recycled Water Program – Segment 1 Pipeline Final Design | Jurupa Community Services District | Jurupa Valley, CA | Design Manager. This project involved the Final Design for the District's Recycled Water Program – Segment 1 Pipeline consisting of over 21,000 linear feet of pipeline ranging from 18 to 24 inches. Project components included horizontal directional drilling designs for difficult crossings, encroachment permits from San Bernardino County Flood Control District, Orange County Public Works, Riverside County Flood Control and Water Conservation District, and Southern California Edison, coordination with two private property owners, field investigations, traffic control design, and Plans, Specifications, and Estimate development.

Jeff Endersby, PE
Quality Manager



Location
San Diego, CA

Years Experience
38

Professional License(s)
- Civil Engineer, CA #48237, WA #35429

Qualifications/ Accreditations
- BS, Civil Engineering, University of California, Davis, CA, 1985

Memberships
- N/A

Bringing his 38 years of experience, Jeff serves as an independent Quality Manager, providing objective oversight that is intentionally separate from day-to-day design production and project management. His role focuses on confirming that water distribution and transmission designs are complete, compliant, and constructible, with particular attention to phased waterline replacements, service cutovers, and complex constraints such as railroad crossings. By reviewing plans, specifications, and phasing strategies from a construction- and operations-informed perspective, Jeff helps identify risks early and strengthens bid-ready documents. This independent oversight supports the City's goal of minimizing change orders while maintaining continuous service during implementation.

Relevant Experience

Balboa Terrace Trunk Sewer | City of San Diego | San Diego, CA | Project Manager, Engineer of Record. Final design for over 4,500 LF of 21-inch diameter trunk sewer using Hobas fiberglass reinforced polymer pipeline, including new manholes and junction structures to replace and realign the existing 18-inch vitrified clay pipe Balboa trunk sewer, needed to remove sewer segments from inside the storm drain, as required by consent decree to the Regional Water Quality Control Board. Tasks included review and confirmation of the City's conceptual alignment through environmentally sensitive Stevenson Canyon, condominium complex, and heavily traveled Balboa Avenue. Tasks including preparation of construction plans and profiles, specifications, trenchless construction design, and cost estimates. Trenchless construction included 45- feet deep secant pile tunnel shafts, conventional tunneling, and bore and jack to minimize cost and environmental and traffic impacts. Provided engineering support services during construction. The project was honored with 2013 local project of the year award by the American Public Works Association.

Ridgemoor Road Pipelines Project | Eastern Municipal Water District | Perris, CA | Project Manager, Lead Engineer. Preliminary design for over 4,400 LF of 24-inch of Cement Mortar Lined and Coated (CML&C) steel transmission main and 12-inch PVC C-900 distribution main along congested residential streets within the City of Menifee. The project included existing utility investigations, traffic control, geotechnical investigation, alignment evaluation and selection, preparation of 30% design plan and profile sheets, preliminary utility crossings, coordination with riverside county flood control, as well as adjacent elementary school and church. Led technical workshops, meetings, investigations and preliminary design report preparation.

Group Jobs 963 and 948 Water Pipeline Design | City of San Diego Public Works Division | San Diego, CA | Engineer of Record, Project Manager - Design-Build. Served as the lead engineer and Project Manager for the design of over 10,000 LF of replacement water pipe (12- to 16-inch) along heavily traveled commercial and residential streets in San Diego, including Camino Del Rio South. Responsible for design review, maintaining progress, managing internal and subconsultant staff and holding progress meetings. The design phase tasks included utility research, plan and profile sheets for all new piping design, traffic control, and Americans with Disabilities Act (ADA) curb ramp design. Design included new below grade pressure reducing/sustaining station, including remote SCADA monitoring.

Supply and Discharge Piping at Alvarado Water Treatment Plant - Earl Thomas Reservoir | City of San Diego | San Diego, CA | Design Engineer. Responsible for the design of 920 feet of 72-inch supply and discharge piping, including isolation valve and vaults as part of the 35 MG reservoir replacement. Design included a reverse curve horseshoe conventional tunnel through cemented cobbles and 72-inch CML&C welded steel water line to convey finished water across the plant site from the 35 MG Earl Thomas Reservoir to the 24 MG twin reservoirs.

Robert Kerns, PE
Design Manager



Location
San Diego, CA

Years Experience
30

Professional License(s)
- Civil Engineer, PA #PE084748
- Environmental Engineer, AZ #37341

Qualifications/ Accreditations
- BS, Environmental Engineering Technology, Norwich University, Northfield, VT, 1992
- Nuclear Engineering Master's Program, University of AZ, Tucson, AZ, 1995

Memberships
- American Society of Civil Engineers

Robert oversees the coordinated design of complex water distribution and transmission projects that require careful phasing, service cutovers, and uninterrupted operations. His 30-year background includes managing multidisciplinary teams delivering large-diameter pipelines, pump stations, and supporting infrastructure, with a strong emphasis on constructability and alignment with operational needs. Robert works closely with project and technical leads to integrate alignment decisions, trenchless and railroad-adjacent crossings, and phased waterline replacements into clear, consistent design packages. This approach supports the City's objective to advance a constructible, well-sequenced design that maintains service continuity and minimizes risk during construction.

Relevant Experience

City of Phoenix Water System Expansion for Anthem | City of Phoenix | Phoenix, AZ | Senior Engineer. Served as Senior Engineer providing engineering construction services to manage construction of seven water booster stations, water reservoirs, and 54-inch and smaller diameter water lines being installed to support new housing developments in the Anthem community north of Phoenix. Assisted the on-site construction team with verifying materials and hours on contractor pay applications, change order requests, attended progress meetings, developed minutes for review and finalized, tracked action items and helped ensure successful project completion.

City of Peoria City of Phoenix Sheely Farms PRV Station | City of Phoenix | Phoenix, AZ | Senior Engineer. Served as Senior Engineer for design of a 40 MGD pressure reducing station to support growth in the western Phoenix area. Performed design calculations, managed design team, and coordinated with the city to produce biddable design drawings and specifications. Assisted the city with bidding and recommended lowest, responsible bidder for construction.

Cambridge Water Storage Tank and Transmission Main | New York American Water | Cambridge, NY | Project Manager. Served as Project Manager of phase 1 improvements for a 500KG water reservoir and approximately 1-mile of transmission main to improve hydraulics, fire flow, and system reliability for the Village of Cambridge. Worked with the New York American Water, the NY Department of Health, the SCADA system integrator, and local operations staff through design development, permitting, bidding, and construction management while continuing to safely operate the system - for a successful project.

Cambridge Route 313 Transmission Main | New York American Water | Cambridge, NY | Project Manager. Served as Project Manager to continue the second phase of improving the Village of Cambridge water system by eliminating old, small diameter, leaded joint piping with approximately 5-miles of 12-inch transmission main to interconnect the new tank with the existing tank and well site.

Borough of Muncy Water System Improvements | West Branch Regional Authority | Muncy, PA | Senior Project Manager. Served as Senior Project Manger providing planning/zoning, financial and grant funding assistance, engineering design, permitting, and construction services for an 500KG elevated spheroid water reservoir, a 1 MG concrete water storage reservoir, approximately 2-miles of transmission and distribution piping, and SCADA system upgrades for a newly regionalized water and wastewater authority. manage construction of seven water booster stations, water reservoirs, and 54-inch and smaller diameter water lines being installed to support new housing developments in the Anthem community north of Phoenix. Assisted the on-site construction team with verifying materials and hours on contractor pay applications, change order requests, attended progress meetings, developed minutes for review and finalized, tracked action items and helped ensure successful project completion.

Jeff Knauer, PE, ME, NACE CP Specialist
Corrosion



Location
San Francisco, CA

Years Experience
26

Professional License(s)
- Civil Engineer, CA #68329, WA #50938, HI #15589
- Mechanical Engineer, CA #31977, WA #50938

Qualifications/ Accreditations
- MBA, Business Administration, Massachusetts Institute of Technology, Cambridge, MA
- MS, Mechanical Engineering, University of California, San Diego, CA, 1999
- BS, Mechanical Engineering, University of California, Los Angeles, CA, 1998
- Certification, National Association of Corrosion Engineers (NACE) Cathodic Protection Specialist #9181

Memberships
- California Board of Professional Engineers, Subject Matter Expert for Civil Engineering
- Concrete Repair Institute, Northern California, Chapter Board of Directors (2008-2010)
- NACE Institute International Certification Review Committee (2015 - 2024)
- National Association of Corrosion Engineers
- Society of American Military Engineers, San Francisco Post Officer (2016-2022)

Jeff Knauer has 26 years of experience with corrosion risk assessment and cathodic protection/corrosion mitigation design for municipal, private, and federal infrastructure. He has served as the corrosion engineer for condition assessment and rehabilitation projects throughout the Western United States and the Pacific Islands. Jeff is licensed in civil engineering, mechanical engineering, and is a Certified NACE CP Specialist. Jeff has experience with the design of corrosion control solutions in challenging environments and is an accomplished leader for large scale corrosion assessment and rehabilitation projects. Jeff has successfully led numerous forensic failure / root cause investigations and provides expert witness services.

Relevant Experience

Santa Rosa Annual Cathodic Protection | City of Santa Rosa | Santa Rosa, CA | Principal-in-Charge. Served as Principal-in-Charge for annual cathodic protection system surveys of the 41-mile-long Geysers Recharge Pipeline originating at the Laguna Treatment Plant terminating in Healdsburg, California.

Nacimiento Pipeline Repair | County of San Luis Obispo, San Luis Obispo County Flood Control and Water Conservation District | San Luis Obispo, CA | Corrosion Engineer of Record. Designed a deep well impressed current cathodic protection system. Assisted with agency coordination and construction phase services.

East Mission Gorge Force Main Rehabilitation & Regional Brine Line | East County Advanced Water Purification Joint Powers Authority | San Diego, CA | Corrosion Engineer of Record. Designed galvanic cathodic protection for a mortar coated steel pipeline and provided construction assistance services

San Ramon Valley Transmission Improvements Projects | East Bay Municipal Utility District | Oakland, CA | Corrosion Engineer. Served as Corrosion Engineer for San Ramon Valley Transmission Improvements Projects' cathodic protection system design. The project included impressed current cathodic protection design for several miles of 69-inch water transmission pipeline.

Genentech South San Francisco Campus-Wide Utility Fitness for Service Evaluation | Jones Lang LaSalle | South San Francisco, CA | Project Manager. Served as Project Manager for a campus-wide utility infrastructure Fitness for Service Evaluation to quantify present-day condition of various assets and utility systems in order to assess the risk of corrosion related failure. Developed short and mid-term recommendations for maintenance and ongoing assessment.

City of Long Beach Golden Avenue Stray Current Assessment | Long Beach Water District | Long Beach, CA | Senior Corrosion Engineer. Coordinated field testing data collection related to stray current corrosion of copper service laterals. Provided data analysis and developed recommendations for mitigation alternatives.

San Francisco Public Utilities Commission As-Needed Corrosion Engineering Services | San Francisco Public Utilities Commission | San Francisco, CA | Program Manager. Served as Program Manager for a three-year $1 million as-needed corrosion engineering contract encompassing services including field survey and cathodic protection design.

Craig Camp
Trenchless



Location
Irvine, CA

Years Experience
40

Professional License(s)
- N/A

Qualifications/ Accreditations
- Mining Engineering, University of Idaho, Moscow, ID, 1979

Memberships
- Construction Management Association of America (CMAA)
- North American, Society for Trenchless Technology (NASTT)
- American Society of Civil Engineers (ASCE)
- Society of American Military Engineers (SAME)
- Society of Mining Engineers (SME of AIME)
- Western Chapter of NASTT (WESTT)

Craig Camp has over 40 years of experience in underground construction. His expertise encompasses all phases of microtunneling and other trenchless construction methods including conceptual design reviews, preliminary design reports based on anticipated ground conditions, production estimates, specification reviews, drawing reviews, Geotechnical Baseline Reports (GBR) reviews, project cost estimating, and resolution of project issues. He has been involved in over 100 trenchless construction projects installing over 250,000 feet of pipelines throughout North America, including Miami International Airport in FL; JFK International Airport in New York; Nimitz Reconstructed Sewer in Honolulu, Hawaii; and Novelty Hill Sewer in Seattle, Washington. Craig has worked with contractors, engineers, and owners in both the public and private sector markets to assist in the resolution of project issues.

Relevant Experience

Recycled Water Program – Segment 1 Pipeline Final Design | Jurupa Community Services District | Jurupa Valley, CA | Trenchless Technical Expert. This project involved the Final Design for the District's Recycled Water Program – Segment 1 Pipeline consisting of over 21,000 linear feet of pipeline ranging from 18 to 24 inches. Project components included horizontal directional drilling designs for difficult crossings, encroachment permits from San Bernardino County Flood Control District, Orange County Public Works, Riverside County Flood Control and Water Conservation District, and Southern California Edison, coordination with two private property owners, field investigations, traffic control design, and Plans, Specifications, and Estimate (PS&E) development.

Sky Canyon Sewer Project | Eastern Municipal Water District | Perris, CA | Trenchless Technical Expert. Served as Technical Expert for trenchless design review for 36-inch ID VCP gravity sewer. Reviewed two potential undercrossings - arterial surface street and seasonal creek. Street crossing is for 240 linear feet of a 60-inch steel casing for the gravity sewer with shafts of 26 and 20 vertical feet. Creek crossing is for 67 linear feet of a 60-inch steel casing for the gravity sewer with shafts of 14 and 20 vertical feet. Review included plans, specifications, soils report, and proposed trenchless construction method of HAB.

Moulton Niguel Water District Regional Force Main Replacement | Moulton Niguel Water District | Laguna Niguel, CA | Trenchless Design Review Technical Expert. Served as Trenchless Design Review Technical Expert for 20- and 24-inch parallel Techite pressure pipelines with each over 7,320 feet in length (total of 14,640 feet). Scope of work was limited to reviewing five creek undercrossings using HAB to install 72-inch steel casing for two 24-inch ID by 28.0-inch OD HDPE pipe. The first undercrossing is 135 linear feet with shafts of 22 and 25 vertical feet. Second and third drives use a common center shaft. The drives are 235 and 185 linear feet with shafts of 28, 27, and 31 vertical feet. The fourth undercrossing is 90 linear feet with shafts of 21 and 22 vertical feet. The fifth undercrossing is 160 linear feet with shafts of 33 and 25 vertical feet. Review included Preliminary Design Report (PDR), plans, specifications, soils report, and proposed trenchless construction method of HAB.

Great Hill Tunnel and Pipeline Restoration Project | South Central Connecticut Regional Water Authority | North Branford, CT | Trenchless Technical Expert. Served as Trenchless Technical Expert for tunnel rehabilitation project. The project involved the rehabilitation of an existing six-foot by 3,000-linear-foot concrete lined raw water intake tunnel and downstream 48-inch cast iron pipeline. Perform inspection during rehabilitation documenting tunnel condition, probe hole drilling, selective demolition, and repair procedures. Pipeline was slip lined with Hobas™ liner pipe. (GHD 2018 tunnel rehabilitation.)

Attachment B

Exhibit "B" – FEE AND PHASING/FUNDING SCHEDULES

The services shall be completed within the durations specified below and in the proposal, beginning **ten (10)** calendar days after Notice to Proceed is issued:

Amend. No.	Task No.	Project Title	Project Duration	Not to Exceed Fee	P.O. No.
-	0	On-call Design Services (all funds to be used for UT1095)	5 years	$600,000	
1.0	1.0	1348 Pressure Zone Transmission Main Improvements for Euclid Avenue, Campus Avenue, Foothill Blvd & 8th Street (OMUC Contract No. UT1095)	2 years	$1,393,669	
				$1,993,669	

Attachment C

Exhibit “C” - COMPENSATION RATES AND REIMBURSEMABLE EXPENSES

Consultant will invoice City on a monthly cycle based on the following fee proposal. Consultant will include with each invoice a detailed progress report that indicates the amount of budget spent on each phase and the total amount spent against the project’s total compensation. Consultant will inform City regarding any out-of-scope work being performed by Consultant for which Consultant intends to seek compensation from City.

4

→ Fee Proposal

04 Fee Proposal

April 14, 2026

GHD Project #: 12690982

City of Ontario
1425 S Bon View Avenue
Ontario, CA
Attn: Thomas Palmieri, Project Manager

RE: Fee Proposal for Professional Engineering Design Services for 1348 Pressure Zone Transmission Main Improvements for Euclid Avenue, Campus Avenue, Foothill Blvd, and 8th Street (UT1095)

Dear Mr. Palmieri and Members of the Selection Committee:

Attached for your consideration is our fee proposal for the subject project. At this time, we anticipate using three subconsultants including Converse Consultants for Geotechnical; Underground Solutions for potholing/utility locating; and PBLA for survey. Our fee proposal outlines the project tasks, team member hours, hourly rates in accordance with the approved on-call contract, subconsultant costs, and reimbursable expenses associated with our approach and scope to accomplish the City's goals. We have attached our subconsultants proposals including assumptions and limitations to incorporate as part of the Contract. GHD will bill these services monthly at a "time and materials" basis with a maximum not-to-exceed amount of $1,993,669 as shown in the work breakdown structure.

As a professional service provider, GHD is always willing to work with our clients to arrive at a scope of work that meets budget goals. We thank you for your consideration of this proposal. Please feel free to contact me with any questions regarding our proposal, accompanying fees, and level of effort estimate.

Respectfully submitted,

Chris Bartleman, PE
Project Manager
T 951.204.2813
E Chris.Bartleman@ghd.com

Casey Raines, PE
Principal-in-Charge
T 949.585.5212
E Casey.Raines@ghd.com
Authorized to bind/sign on behalf of GHD

GHD

1348 Pressure Zone Transmission Main Improvements UT-1095

0

Description		PM	PIC	Design Manager	Project Engineer	Staff Engineer	Staff Engineer	Hydraulics	Alignment Study	QAQC	Cost Estimating	Permitting	Corrosion	Constructability	Trenchless	Grant Funding Support	CP CAD	Admin	Total Hours	Labor Total	PBLA	Converse Consultants	Underground Solutions	Subs Markup	Total Subcontractors	Disbursement	Disb. Markup	Disb. Fee	Total Disbursements	Estimated Project Total
		Chris Bartleman	*Casey Raines*	*Robert Kerns*	*Pedro Alvarez*	*Phong Tran*	*Neftali Rangel*	*Zackary Pope*	*Andy Leung*	*Jeff Endersby*	*Steve Ferrero*	*Cassidy Yim*	*Jeff Knauer*	*Jane Rozga*	*Craig Camp*	*Rebecca Crow*	*Sean Kim*													
		$315	$315	$270	$270	$225	$200	$270	$225	$270	$295	$200	$315	$270	$295	$275	$175	$125												
Task1	***Preliminary Design Report***	***92***	***4***	***188***	***12***	***272***	***384***	***136***	***120***	***8***	***12***	***48***	***8***	***8***	***16***	***0***	***0***	***80***	***1388***	***$320,660***	***$191,040***	***$117,227***	***$483,625***	***$79,189***	***$871,081***	***$1,400***	***$40***	***$19,240***	***$20,680***	***$1,212,421***
Subtask 1.1	Project Kickoff Meeting	16	0	24	0	8	8	0	0	0	0	0	0	0	0	0	0	40	96	$19,920	$0	$0	$0	$0	$0	$400	$40	$1,195	$1,635	$21,555
Subtask 1.2	Outside Agency Coordination and Collection of Background Data	8	0	16	0	0	40	0	0	0	0	40	0	0	0	0	0	8	112	$23,840	$0	$0	$0	$0	$0	$1,000	$0	$1,430	$2,430	$26,270
Subtask 1.3	Surveying	4	0	4	0	0	16	0	0	0	0	0	0	0	0	0	0	8	32	$6,540	$154,040	$0	$0	$15,404	$169,444	$0	$0	$392	$392	$176,376
Subtask 1.4	Potholing Service (100) and Alternative Means of Locating	4	0	40	0	100	100	0	0	0	0	0	0	0	0	0	0	8	252	$55,560	$37,000	$0	$313,625	$35,063	$385,688	$0	$0	$3,334	$3,334	$444,581
Subtask 1.5	Additional 100 Potholes	4	0	40	0	100	100	0	0	0	0	0	0	0	0	0	0	8	252	$55,560	$0	$0	$170,000	$17,000	$187,000	$0	$0	$3,334	$3,334	$245,894
Subtask 1.6	Geotechnical Investigation	4	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8	20	$4,420	$0	$117,227	$0	$11,723	$128,950	$0	$0	$265	$265	$133,635
Subtask 1.7	Opinion of Probable Construction Cost	4	0	8	0	16	0	0	0	0	12	0	0	0	0	0	0	0	40	$10,560	$0	$0	$0	$0	$0	$0	$0	$634	$634	$11,194
Subtask 1.8	Project Schedule	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	$5,040	$0	$0	$0	$0	$0	$0	$0	$302	$302	$5,342
Subtask 1.9	Final Preliminary Design Report Review and Workshop	16	4	24	12	48	120	16	40	8	0	8	8	8	16	0	0	0	328	$77,300	$0	$0	$0	$0	$0	$0	$0	$4,562	$4,562	$81,862
Subtask 1.10	Hydraulic Modeling	16	0	24	0	0	0	120	80	0	0	0	0	0	0	0	0	0	240	$61,920	$0	$0	$0	$0	$0	$0	$0	$3,791	$3,791	$65,711
Task2	***CEQA Compliance***	***8***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***8***	***$2,520***	***$0***	***$0***	***$0***	***$0***	***$0***	***$0***	***$0***	***$151***	***$151***	***$2,671***
Subtask 2.1	CEQA Compliance Support	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	$2,520	$0	$0	$0	$0	$0	$0	$0	$151	$151	$2,671
Task3	***Engineering Design Services and PM***	***232***	***8***	***212***	***122***	***355***	***760***	***0***	***0***	***30***	***16***	***40***	***0***	***12***	***36***	***0***	***0***	***40***	***1863***	***$437,335***	***$0***	***$0***	***$0***	***$0***	***$0***	***$2,000***	***$0***	***$26,240***	***$28,240***	***$465,575***
Subtask 3.1	Preliminary Design (60%) Submittal	40	0	60	60	180	320	0	0	8	0	0	0	4	8	0	0	0	680	$155,100	$0	$0	$0	$0	$0	$0	$0	$9,306	$9,306	$164,406
Subtask 3.2	Detailed Design (90%) Submittal	32	0	40	30	75	160	0	0	8	0	0	0	4	8	0	0	0	357	$83,455	$0	$0	$0	$0	$0	$0	$0	$5,007	$5,007	$88,462
Subtask 3.3	Final Design (100%) Submittal	16	0	20	16	40	80	0	0	8	0	0	0	4	8	0	0	0	192	$45,360	$0	$0	$0	$0	$0	$1,000	$0	$2,722	$3,722	$49,082
Subtask 3.4	Final Working Drawings and Specifications (100% Submittal)	8	0	20	16	30	80	0	0	4	0	0	0	8	0	0	0	0	166	$38,430	$0	$0	$0	$0	$0	$1,000	$0	$2,306	$3,306	$41,736
Subtask 3.5	Permits	8	0	16	0	30	60	0	0	0	0	40	0	0	4	0	0	0	158	$34,770	$0	$0	$0	$0	$0	$0	$0	$2,086	$2,086	$36,856
Subtask 3.6	Opinion of Probable Cost (60%,90%,100%)	8	8	16	0	0	60	0	0	0	16	0	0	0	0	0	0	0	108	$26,080	$0	$0	$0	$0	$0	$0	$0	$1,414	$1,414	$27,494
Subtask 3.7	Project Management	120	0	40	0	0	0	0	0	2	0	0	0	0	0	0	0	40	202	$54,140	$0	$0	$0	$0	$0	$0	$0	$3,400	$3,400	$57,540
Task4	***Bid Support Services Phase 1***	***10***	***0***	***32***	***0***	***0***	***32***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***74***	***$18,190***	***$0***	***$0***	***$0***	***$0***	***$0***	***$0***	***$0***	***$1,091***	***$1,091***	***$19,281***
Subtask 4.1	Pre-Bid Conference	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	$2,340	$0	$0	$0	$0	$0	$0	$0	$140	$140	$2,480
Subtask 4.2	Miscellaneous Bid Phase Services	4	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	36	$8,780	$0	$0	$0	$0	$0	$0	$0	$527	$527	$9,307
Subtask 4.3	Conformed Documents	2	0	12	0	0	16	0	0	0	0	0	0	0	0	0	0	0	30	$7,070	$0	$0	$0	$0	$0	$0	$0	$424	$424	$7,494
Task5	***Grant Support***	***12***	***0***	***40***	***0***	***0***	***0***	***0***	***0***	***0***	***24***	***56***	***0***	***0***	***0***	***48***	***0***	***0***	***180***	***$46,060***	***$0***	***$0***	***$0***	***$0***	***$0***	***$0***	***$0***	***$2,764***	***$2,764***	***$48,824***
Subtask 5.1	Funding Analysis	4	0	16	0	0	0	0	0	0	0	16	0	0	0	24	0	0	60	$15,380	$0	$0	$0	$0	$0	$0	$0	$923	$923	$16,303
Subtask 5.2	Application Support (Allowance)	8	0	24	0	0	0	0	0	0	24	40	0	0	0	24	0	0	120	$30,680	$0	$0	$0	$0	$0	$0	$0	$1,841	$1,841	$32,521
Task6	***Cathodic Protection Design***	***12***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***82***	***0***	***0***	***0***	***34***	***0***	***128***	***$35,560***	***$0***	***$0***	***$0***	***$0***	***$0***	***$0***	***$0***	***$2,134***	***$2,134***	***$37,694***
Subtask 6.1	PDR	2	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	18	$5,670	$0	$0	$0	$0	$0	$0	$0	$340	$340	$6,010
Subtask 6.2	60% Design	2	0	0	0	0	0	0	0	0	0	0	24	0	0	0	16	0	42	$10,990	$0	$0	$0	$0	$0	$0	$0	$659	$659	$11,649
Subtask 6.3	90% Design	2	0	0	0	0	0	0	0	0	0	0	18	0	0	0	8	0	28	$7,700	$0	$0	$0	$0	$0	$0	$0	$462	$462	$8,162
Subtask 6.4	100% Design	2	0	0	0	0	0	0	0	0	0	0	12	0	0	0	6	0	20	$5,460	$0	$0	$0	$0	$0	$0	$0	$328	$328	$5,788
Subtask 6.5	Final Submittal	2	0	0	0	0	0	0	0	0	0	0	8	0	0	0	4	0	14	$3,850	$0	$0	$0	$0	$0	$0	$0	$231	$231	$4,081
Subtask 6.6	Bid Phase	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	6	$1,890	$0	$0	$0	$0	$0	$0	$0	$113	$113	$2,003
Task7	***Additional Design Tasks***	***24***	***0***	***64***	***32***	***80***	***160***	***0***	***0***	***8***	***16***	***0***	***0***	***0***	***0***	***40***	***0***	***0***	***424***	***$97,360***	***$8,830***	***$0***	***$0***	***$883***	***$9,713***	***$0***	***$0***	***$5,842***	***$5,842***	***$112,915***
Subtask 7.1	Isolation Valves - (1st Contract of Phase 1)	8	0	24	16	40	80	0	0	4	8	0	0	0	0	0	0	0	180	$41,760	$0	$0	$0	$0	$0	$0	$0	$2,506	$2,506	$44,266
Subtask 7.2	True Loop from 1348 Tank to Foothill (Include in other Phase)	8	0	24	16	40	80	0	0	4	8	0	0	0	0	0	0	0	180	$41,760	$8,830	$0	$0	$883	$9,713	$0	$0	$2,506	$2,506	$53,979
Subtask 7.3	Upland Emergency Connection	8	0	16	0	0	0	0	0	0	0	0	0	0	0	40	0	0	64	$13,840	$0	$0	$0	$0	$0	$0	$0	$830	$830	$14,670
Task8	***Additional Engineering Services***	***40***	***0***	***40***	***40***	***100***	***100***	***0***	***24***	***8***	***4***	***0***	***0***	***4***	***8***	***0***	***0***	***0***	***368***	***$88,880***	***0***	***0***	***0***	***0***	***$0***	***$0***	***$0***	***$5,408***	***$5,408***	***$94,288***
Subtask 8.1	Additional Engineering Services	40	0	40	40	100	100	0	24	8	4	0	0	4	8	0	0	0	368	$88,880	$0	$0	$0	$0	$0	$0	$0	$5,408	$5,408	$94,288
	Total Labor Hours	***430***	***12***	***576***	***206***	***807***	***1,436***	***136***	***144***	***54***	***72***	***144***	***90***	***24***	***60***	***48***	***74***	***120***												
	Estimated Project Total	**$135,450**	**$3,780**	**$155,520**	**$55,620**	**$181,575**	**$287,200**	**$36,720**	**$32,400**	**$14,580**	**$21,240**	**$28,800**	**$28,350**	**$6,480**	**$17,700**	**$13,200**	**$12,950**	**$15,000**	**4433**	**$1,046,565**	**$199,870**	**$117,227**	**$483,625**	**$80,072**	**$880,794**	**$3,400**	**$40**	**$62,870**	**$66,310**	**$1,993,669**

Subconsultant Proposals

Converse Consultants
Geotechnical Engineering & Consulting, Environmental & Groundwater Science, Materials Testing & Inspection Services

February 23, 2026

Mr. Chris Bartleman, PE
Senior Project Manager
GHD
320 Goddard Way, Suite 200
Irvine, CA 92618

Subject: **PROPOSAL TO PREPARE A GEOTECHNICAL INVESTIGATION REPORT**
1348 Pressure Zone Transmission Main Improvements Along Euclid Avenue, Campus Avenue, Foothill Boulevard & 8th Street
Approximately 23,500 Linear Feet of Potable Water Pipeline
City of Upland, San Bernardino County, California
Converse Project No. 26-81-122-00 (01)

Dear Mr. Bartleman:

Converse Consultants (Converse) appreciates the opportunity to be part of your team preparing a geotechnical investigation report to assist with the design of the above-referenced project. Our proposal is based on the following.

- Review of the Notice Inviting Proposal (UT1095) for 1348 Pressure Zone Transmission Main Improvements, Euclid Avenue, Campus Avenue, Foothill Boulevard and 8th Street issued by the Ontario Municipal Water Company on February 9, 2026.
- Field reconnaissance on February 12, 2026.
- Review of the geology anticipated subsurface condition and groundwater maps within the project limits.

PROJECT DESCRIPTION

The City of Upland adopted the 2012 Water Master Plan (WMP) and the Draft 2025 WMP update identified approximately 23,300 linear feet of 1348 Pressure Zone (1348PZ) potable transmission main that has exceeded the useful life expectancy which is recommended to be removed and replaced.

The transmission mains are located along Euclid Avenue, Campus Avenue, Foothill Boulevard and 8th Street within the City of Upland (City). These transmission mains convey water from the City's 13th Street 1348PZ Reservoir, which is located in the City of Upland to Ontario customers.

ALIGNMENT DESCRIPTIONS

Segment No.	Streets	Length	Traffic Control	Potential Bore and Jack Locations	Comments	Photo Nos.
1	Euclid Ave from the I-10 to Foothill Blvd.	6,864 ft./ 1.3 miles	Yes	8th St, 9th St., Arrow Highway, 11th St., Metro Link Track, Foothill Ave.	2 lanes in each direction, trees overhead, no powerlines.	1,2
2	Foothill Blvd. from Euclid Ave. to Campus Ave.	2,979 ft./ 0.56 miles	Yes	2nd St., 5th St., Campus Ave.	2 lanes in each direction, trees overhead, no powerlines.	3
3	Campus Ave. from 13th St. Reservoir Park to 8th St.	6,864 ft./ 1.3 miles	Yes	Foothill Ave., 11th St., Arrow Highway, Metro Link Track,	Narrow 1 to 2 lanes in each direction, powerlines on both sides.	4
4	8th St. from Campus Ave. to Euclid Ave.	2,900 ft./ 0.54 miles	Yes	Euclid Ave.	Moderately wide, powerlines on north side street parking.	5

The photographs below show the road conditions along the various segments.



Photograph No. 1 shows the current conditions of Euclid Ave. facing south.



Photograph No. 2 shows the current conditions of Euclid Ave facing north.



Photograph No. 3 shows the current conditions of Foothill Boulevard facing west.



Photograph No. 4 shows the current conditions of Campus Ave. facing south.



Photograph No. 5 shows the current conditions of 8th Ave. facing east.

GEOLOGY AND GROUNDWATER

The project site lies on the south-sloping piedmont of the San Gabriel Mountains and is underlain by young Quaternary alluvial-fan deposits derived primarily from nearby

canyon systems (notably San Antonio and adjacent drainages). These deposits typically consist of heterogeneous sandy alluvium with variable gravel, cobble, and localized boulder content, deposited by a mix of fluvial flooding and debris-flow processes. As a result, the subsurface is characteristically discontinuous both laterally and vertically, with abrupt transitions between loose sandy channel lenses, dense gravelly zones, and occasional matrix-supported debris-flow units. Openwork coarse layers can produce zones of very high permeability, while localized finer interbeds may create perched groundwater following seasonal storm infiltration. Cemented lenses and dense fanglomerate horizons may also occur at depth. Local well data indicates that groundwater is anticipated to be deeper than 391 feet below the ground surface (bgs). Groundwater is not expected to be encountered during the investigation.

For trenchless crossings, these fan deposits present several well-recognized construction challenges. The coarse and highly variable gradation commonly leads to drilling refusal, erratic penetration rates, and steering difficulty for horizontal directional drilling or auger boring, particularly where cobble or boulder clusters are encountered. Loose sandy zones and open gravels may also cause borehole instability, drilling-fluid loss, and potential settlement or surface heave if annular pressures are not well controlled. Mixed-face conditions, where part of the bore advances through dense gravel while another portion passes through loose sand, are common and can significantly increase tooling wear, alignment risk, and construction uncertainty. Because exploratory borings in these materials often recover disturbed samples and inconsistent penetration data, subsurface variability frequently represents a primary risk factor during trenchless work.

Based on our experience and research, local experiences with municipal waterline removal and replacement beneath major roadways in the area indicate that excavation and utility installation in this piedmont fan environment often require flexible construction approaches. Contractors commonly encounter variable trench sidewall stability, rapid groundwater inflow through coarse layers after storms or irrigation, and the need for over-excavation where very coarse or poorly compactable zones are exposed. Existing pipelines are frequently embedded within heterogeneous backfill and native cobble-rich alluvium that can complicate exposure and removal. Accordingly, successful projects in this area typically rely on conservative shoring assumptions, allowance for obstruction removal, and contingency planning for switching between open-cut and trenchless methods depending on actual subsurface conditions encountered during construction.

See attached Figure No. 1, Geology and Groundwater Map.

SCOPE OF WORK

Our scope of work will include the following tasks.

Task 1: Project Set-up

As part of the project set-up, staff personnel from our office will conduct the following.

- Prepare a boring locations map and submit for your review and approval.
- Obtain a no-fee permit from the City of Upland.
- Conduct a site reconnaissance and stake/mark the boring locations.
- Notify underground Service Alert (USA) at least 48 hours prior to drilling to clear the boring locations of any conflict with existing underground utilities.
- Engage a professional company to control traffic during field investigation.
- Engage drill rig registered in California.

Task 2: Subsurface Exploration

Our surface exploration will include drilling exploratory borings. The purpose of the borings will be to:

- Obtain subsurface information along the pipe alignment.
- Obtain undisturbed and bulk samples of the various soil types for laboratory testing.

In the RFP under Task 1.6: Geotechnical Investigation, it recommends the following number of borings and spacing.

- One boring every 500 feet along the preferred alignment.
- Total of 45 borings.

It is assumed that the invert depth to pipe will be 5.0 feet bgs, except at the trenchless crossing it will be 10.0 -15.0 feet bgs.

Location	Number of Boring/Depth
Euclid Ave., Campus Ave., Foothill Blvd. and 8th St.	25/10' = 250'
10 Potential Trenchless Crossing- One boring on each side	20/15' = 300'
Total	**45/550'**

Note: Trenchless crossings will be required at the 2 at-grade railroad tracks. However, based on our site visit we anticipate trenchless crossings will likely be required at all major intersections. We understand the design consultant in consultation with the project stake holders will determine where trenchless crossing will be required. If different from what is presented in the above table, our boring depths will be adjusted accordingly.

The borings will be drilled with a truck mounted rig (CME 75 or equivalent) equipped with hollow stem auger for soils sampling. Soils will be continuously logged, sampled and classified by the geologist/engineer in the field by visual examination in accordance with the Unified Soil Classification System.

Relatively undisturbed ring samples will be obtained using a Modified California Sampler (2.4-inch inside diameter and 3.0-inch outside diameter) lined with thin-walled sample rings. The sampler will be driven into the bottom of the borehole with successive drops of a 140-pound hammer falling 30 inches. The number of successive drops of the driving weight ("blows") required for each 6 inches of penetration will be shown on the boring log.

The soil will be retained in brass rings (2.4 inches in diameter and 1.0 inch in height) and carefully sealed in waterproof plastic containers for shipment to the laboratory. Bulk samples of representative soil types will be collected in plastic bags. Groundwater levels, where encountered in the borings, will be recorded.

Under Task 1, Geotechnical Investigation, it states that pavement on top of the borings will be repaired with permanent hot mix asphalt, in accordance with Attachment 3. However, hot mix asphalt and Attachment 3 are 2 different repair methods. We will provide costs for both methods and also provide an alternative cheaper pavement replacement method (Aquaphalt). This method was applied on a recently completed sewer project in the City of Ontario.

Aquaphalt is a high-performance, eco-friendly, water-activated repair material designed for permanent fixes on asphalt and concrete surface, such as potholes, driveways, and utility cuts. It requires no heat or specialized equipment, just pour wet with water and compact. It cures rapidly and is traffic-ready in 15 minutes.

Task 3: Laboratory Testing

Soil samples obtained during exploratory drilling will be tested in our laboratory to evaluate their physical characteristics and engineering properties. Laboratory testing may include, but will not necessarily be limited to, the following.

- In-place moisture and density
- Sand equivalent
- Expansion index
- Corrosivity
- R-value
- Sieve Analysis
- Laboratory maximum density
- Direct shear

Task 4: Geotechnical Investigation Report

Data obtained from the exploratory borings and laboratory testing program will be evaluated to prepare a report which will include the following.

- Project description.
- Description of the streets along the pipe alignment.
- A description of the field procedures used in the investigation.
- A description of subsurface conditions and controlling engineering properties of the subsurface materials encountered, including a documentation of the borings and sampling locations.
- Location of bedrock and groundwater, if encountered.
- Geology and faulting.
- Seismic parameters based on 2025 CBC.
- Liquefaction potential based on available data.
- Discussion on the laboratory test results, including soils corrosivity.

- Existing pavement section thickness (if encountered) at the boring locations.
- Local and Regional Geology within the project limits.
- Soils parameters for pipe design using open cut and cover technique.
- Allowable soils bearing pressures.
- Lateral earth pressure due to static and seismic loads.
- Soil parameters for pipe installation using bore and jack.
- Launching and receiving pits excavation and backfill recommendations.
- Bedding requirements for the pipe.
- Suitability of excavated materials for use as trench backfill and bedding.
- Trench backfills compaction recommendations.
- Temporary trench wall stability evaluation.
- Excavatability of soils along the pipe alignments.
- Shoring design recommendations, if needed.
- Pavement section based on traffic index provided by you.
- Comments on excavation characteristics and stability of open trench excavation, including evaluation of surcharge loads from construction equipment and impact of excavation on adjacent facilities.

Task 5: Project Management and Consultation

Our project manager will ascertain that our scope of work is adhered to, and our report is submitted on schedule and within budget. He will be available to discuss our findings and conclusions.

COST ESTIMATE

Our consulting services will be provided in accordance with our current *Schedule of Fees* and *General Conditions*, copies of which are attached and form a part of this proposal. Our cost is presented in the tables below.

Pavement Repair Using Hot Mix Asphalt

Task No. and Description	Cost
Task 1: Project Set-up	$2,480.00
Task 2: Subsurface Exploration	$8,680.00
Task 3: Laboratory Testing	$13,185.00
Task 4: Geotechnical Investigation Report	$13,760.00
Task 5: Project Management and Consultation	$1,910.00
Permit Fee from the City of Upland (estimate)	$2,000.00
Drill Rig Rental (Prevailing Wage, Quote No. 12957)	$37,485.00
Professional Traffic Control (7 days)	$18,900.00
Total Cost	**$98,400.00**

Pavement Repair in Accordance with Attachment 3 in the RFP

Task No. and Description	Cost
Task 1: Project Set-up	$2,480.00
Task 2: Subsurface Exploration	$8,680.00
Task 3: Laboratory Testing	$13,185.00
Task 4: Geotechnical Investigation Report	$13,760.00
Task 5: Project Management and Consultation	$1,910.00
Permit Fee from the City of Upland (estimate)	$2,000.00
Drill Rig Rental (Prevailing Wage, Quote No. 12967)	$56,312.00
Professional Traffic Control (7 days)	$18,900.00
Total Cost	**$117,227.00**

Pavement Repair Using Aquaphalt

Task No. and Description	Cost
Task 1: Project Set-up	$2,480.00
Task 2: Subsurface Exploration	$8,680.00
Task 3: Laboratory Testing	$13,185.00
Task 4: Geotechnical Investigation Report	$13,760.00
Task 5: Project Management and Consultation	$1,910.00
Permit Fee from the City of Upland (estimate)	$2,000.00
Drill Rig Rental (Prevailing Wage, Quote No. 12985)	$33,915.00
Professional Traffic Control (6 days)	$16,200.00
Total Cost	**$92,130.00**

Our cost is based on the following assumptions.

- All fieldwork will be done in one mobilization during normal weekday working hours.
- Access to the pipeline alignment will be available during normal weekday working hours at no additional cost to us. Vehicles parked on the streets at the proposed boring locations MUST be moved prior to drilling.
- **Traffic control will be conducted in accordance with the WATCH Manual including signs, cones and flagman.**
- Level D protection will be required during our field investigation.
- **If borings are drilled in a paved street, it will be backfilled and repaired in accordance with one of the three proposed methods.**
- It is understood by both contracting parties that the driller's work on this project is subject to prevailing wage as defined in Labor Code Sections 1770-1780.

The cost estimate and scope of services shown above does not include environmental study of soil and groundwater. We will submit our invoices on a monthly basis in accordance with the attached *Schedule of Fees* and *General Conditions*.

PROPOSED SCHEDULE/DELIVERABLES

The field exploration will be conducted within approximately 2 weeks after receipt of all required permits, subject to driller availability, weather, and other factors beyond Converse's control. About 6 - 7 days will be required to complete the fieldwork.

One electronic PDF copy of the geotechnical report will be submitted within 8 weeks after fieldwork is completed. The report will be signed and stamped by a registered geologist and a geotechnical engineer.

CLOSURE

During the course of this work, we will carry workers' compensation insurance as required by the contract. Our findings and recommendations will be prepared in accordance with generally accepted professional engineering and engineering geological principles and practice in this area of Southern California. Unless we hear differently, we will assume that these conditions are acceptable to you.

This proposal will expire 60 days from its issuance, if not accepted at that time. Our billing rates are reviewed at the beginning of each year and are subject to adjustment.

Please sign 2 copies of the Authorization and Agreement Block at the end of this proposal. Retain one copy of this proposal for your files and return one signed copy to this office to formally authorize our services.

Special billing instructions, including backup documentation requirements, should be mutually agreed upon and indicated in the authorization. Subsequent additions or changes should be likewise mutually agreed upon and submitted in writing with appropriate authorization.

If you have any questions or if we can provide any additional assistance, please call the undersigned at 909-474-2847. We appreciate the opportunity to assist you on this important project.

CONVERSE CONSULTANTS



Hashmi Quazi, PhD, PE, GE
Principal Engineer/Regional Manager

Encl: *Figure No. 1, Schedules of Fees and General Conditions*
Dist: 1/Addressee (e-mail)
HSQ/kvg

PROPOSAL TO PREPARE A GEOTECHNICAL INVESTIGATION REPORT
1348 Pressure Zone Transmission Main Improvements Along Euclid Avenue, Campus Avenue, Foothill Boulevard & 8th Street

Approximately 23,500 Linear Feet of Potable Water Pipeline
City of Upland, San Bernardino County, California
Converse Project No. 26-81-122-00 (01)

ACCEPTANCE OF AGREEMENT AND AUTHORIZATION TO PROCEED[3]

Firm Name: *(Client)*[1]

By: *(Print Name)*

(Signature)

Title: *Date:*

Telephone No. ( ) *Email:*

P.O. No./Billing Instructions[2]*:*

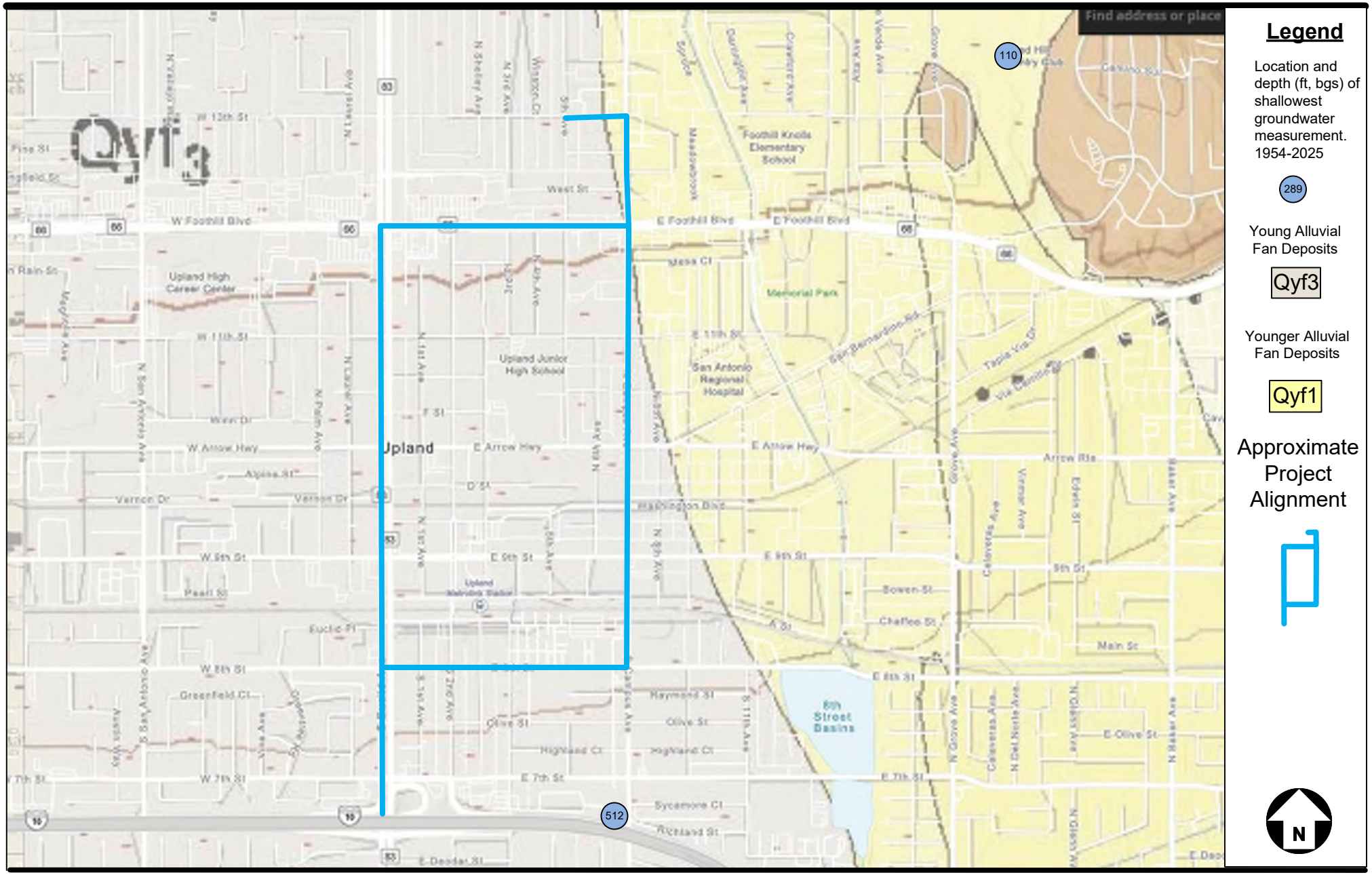
1 Invoices to be sent to the Client, who shall be responsible for payment thereof, unless notified otherwise. The Client is represented by a person with authority to financially commit to the scope of work herein and acknowledges that the person signing has read and understands the enclosed General Conditions.

2 Billing requirements, including backup documentation, should be mutually agreed upon and indicated here. Subsequent additions or changes should likewise be mutually agreed upon and submitted in writing with appropriate authorization.

3 We understand that only the driller's work is subject to prevailing wage project as determined by local Labor Code Sections 1770-1780.

Appendix





Legend

Location and depth (ft, bgs) of shallowest groundwater measurement. 1954-2025

289

Young Alluvial Fan Deposits

Qyf3

Younger Alluvial Fan Deposits

Qyf1

Approximate Project Alignment

N

Project: 1348 Pressure Zone Transmission Main Improvements

Location: City of Upland, CA

Geology and Groundwater Map

Project No.
26-81-122-00

Converse Consultants

Figure No.
1

CONVERSE CONSULTANTS
Non-Prevailing Wage Schedule of Fees
Geotechnical Personnel

Introduction
It is the objective of Converse Consultants to provide its clients with quality professional and technical services and a continuing source of professional advice and opinions. Services will be performed in a manner consistent with that level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions. This fee schedule is valid through December 31, 2026.

Hourly Charges for Personnel
Staff assignments will depend on personnel availability, job complexity, project site location, and experience level required to satisfy the technical requirements of the project and to meet the prevailing standard of professional care.

Field Technical Services (all including vehicle and equipment)

Construction Inspector – ACI/ICC and/or AWS/CWI certified (concrete, post-tension, masonry, structural steel, fireproofing; includes concrete batch plant and local steel fabrication inspections)	$95
Non-Destructive Testing Inspector (ultrasonic, magnetic particle, dye penetrant)	95
Construction Inspector/Technician (skidmore, pull testing, torque testing, Schmidt hammer, and pachometer)	95
Coring Technician	95
Soils Technician (soil, base, asphalt concrete, and moisture emission testing)	95
Senior Soils Technician	100
Sample Pick-Up	60

Professional Services (field and office)

Staff Professional	$150
Senior Staff Professional	155
Project Professional	165
Project Manager	190
Senior Professional	190
Principal Professional	230
Principal/Consultant	235

Laboratory Testing

Laboratory Technician (See Geotechnical Laboratory Testing and Materials Testing Services fee schedules.)	Per Test
Laboratory Supervisor	$100

Office Support

Clerical/Word Processing	$90
Drafting	90
CAD Operator/Drafting Manager	100

An overtime charge of 50 percent of the above hourly rates (excluding Professional Services) will be added for time in excess of eight hours per day and for all time on Saturdays, Sundays and holidays. An overtime charge of 100 percent of the above hourly rates (excluding Professional Services) will be charged on Sunday if hours worked were seven continuous eight hours per day in one work week, not counting paid time off within the week. Travel time to and from the job site will be charged at the hourly rates for the appropriate personnel.

Expenses
1. Exploration expenses (drilling, trenching, etc.) are charged at cost plus fifteen percent.
2. Travel and subsistence expenses (transportation, room and board, etc.) for individuals on projects requiring travel and/or living 50 miles away from the project site are charged at cost plus fifteen percent.
3. Automobile and truck expenses are charged at cost plus fifteen percent (rentals) or at the current IRS mileage rate for company-owned vehicles traveling between principal office and project.
4. Other out-of-pocket direct project expenses (aerial photos, long-distance telephone calls, permits, outside printing services, tests, etc.) are charged at cost plus fifteen percent.

Invoices
1. Invoices will be submitted to the Client on a monthly basis, and a final bill will be submitted upon completion of services.
2. Payment is due upon presentation of invoice and is past-due thirty days from invoice date. In the event Client fails to make any payment to Converse when due, Converse may immediately cease work hereunder until said payment, together with a service charge at the rate of eighteen percent per annum (but not exceeding the maximum allowed by law) from the due date, has been received. Furthermore, Converse may at its sole option and discretion refuse to perform any further work irrespective of payment from Client in the event Client fails to pay Converse for services when said payments are due.
3. Client shall pay attorneys' fees or other costs incurred in collecting any delinquent amount.

General Conditions
The terms and provisions of the Converse General Conditions are incorporated into this fee schedule as though set forth in full. If a copy of the General Conditions does not accompany this fee schedule, Client should request a copy from this office.

Compensation for laboratory testing services will be made in accordance with this fee schedule which includes test report(s) and engineering time. Costs of tests not on this schedule will be by quote and/or in accordance with our current hourly fee schedule. The rates are based on non-contaminated soil. A surcharge will be charged for handling contaminated material, which will be determined based on the project.

IDENTIFICATION AND INDEX PROPERTIES TESTS

Visual Classification, ASTM D2488	20.00
Engineering Classification, ASTM D2487	25.00
Moisture Content and Dry (bulk) Density,	
ASTM D2216 and D2937	25.00
Moisture Content, ASTM D2216	20.00
Shrinkage Limit, ASTM D4943	85.00
Atterberg Limits, ASTM D4318	
Several points	150.00
One Point	50.00
Particle Size Analysis, ASTM D6913	
Fine Sieve, from +#200 to #4	100.00
Coarse and Fine Sieve, from #200 to 3 in	180.00
Hydrometer	120.00
Percent Passing #200 Sieve, ASTM D1140	80.00
Specific Gravity	
Fine, passing #4 sieve, ASTM D854	100.00
Coarse, retained on #4 sieve, ASTM C127	100.00
Sand Equivalent Test, ASTM D2419	130.00
Double Hydrometer Dispersion, ASTM D4221	150.00

COMPACTION AND BEARING STRENGTH

Standard Proctor Compaction, ASTM D698 or ASTM D1557	
Method A or B	210.00
Method C, 6” mold	220.00
California Impact Method, Caltrans 216	220.00
R-value, ASTM D2844 and CTM301	280.00
California Bearing Ratio (CBR), ASTM D1883	
1 Point	550.00
3 Points	750.00
Relative Density	
0.1 Cubic Foot Mold	200.00
0.5 Cubic Foot Mold	300.00

SHEAR STRENGTH

Torvane/Pocket Penetrometer	25.00
Direct Shear	
Quick Test	75.00
Consolidated, Drained, granular soil, ASTM D3080	230.00
Consolidated, Drained, fine grained soil, ASTM D3080	260.00
Consolidated, Undrained, fine grained soil	230.00
Residual Strength, per cycle	70.00
Remolded Specimens	70.00

STATIC UNIAXIAL AND TRIAXIAL STRENGTH TESTS (PER POINT)

Unconfined Compression, ASTM D2166	150.00
Unconsolidated, Undrained, ASTM D2850	160.00
Consolidated, Undrained, per point	700.00
Consolidated, Drained, per point	700.00
With Pore Pressure Measurement, per load	150.00
Remolded Specimen	90.00

CONSOLIDATION (ASTM2435) AND SWELL COLLAPSE (ASTM D4546) TESTS

8 Load Increments	260.00
Additional Load Increment	50.00
Time-Ratio, per load increment	90.00
Single Point, collapse test	90.00
Single Load Swell, ASTM D4546	
Ring Sample, Field Moisture	95.00
Ring Sample, Air Dried	95.00
Remolded Sample	70.00
Expansion Index Test, UBC 29-2/ASTM D4829	140.00

HYDRAULIC CONDUCTIVITY TESTS

Constant Head, ASTM D2434	250.00
Falling Head Flexible Wall, ASTM D5084	300.00
Triaxial Permeability, EPA 9100	350.00
Remolded Specimen	60.00

CHEMICAL TESTS

Corrosivity (pH, resistivity, sulfates, chlorides)	225.00
Organic Content, ASTM D2974	100.00

Conditions: Unit rates presented on this fee schedule are for routinely performed geotechnical laboratory tests. Numerous other earth material physical tests can be performed in our geotechnical laboratories, including rock core, soil cement and soil lime mixture tests. Tests not listed can be quoted upon request. This fee schedule is valid through December 31, 2026.

Prices are based on the assumption that samples are uncontaminated and do not contain heavy metals, acids, carcinogens and/or volatile organics which can be measured by an organic vapor analyzer or photoionization detector with a concentration greater than 50 parts-per-million (ppm). Quoted testing fees are based on the assumption that no protective clothing will be required to handle samples. If Level D protective clothing will be required during handling of samples (as defined in Federal CFR Part 1910.120), then a 40% increase in fees presented in this schedule will be applied. Level C protective clothing will be a 60% increase in fees. Converse will not handle samples that require either Level B or Level A protection in our geotechnical laboratories. Contaminated samples will be returned to the client. Uncontaminated samples will be disposed of 30 days after presentation of test results. The client must disclose the source of samples. Samples imported from out of state will be incinerated after testing in accordance with requirements of the United States Department of Agriculture. Soil samples obtained within the State of California currently designated quarantine areas will also be incinerated in accordance with the requirement of the State of California, Department of Food and Agriculture, Division of Plant Industry, Pest Exclusion. A $5.00 incineration fee will be added to each sample that is required to be incinerated in accordance with State and Federal law.

Test results requiring plots will be presented in a publishable format generated from computer programs. Otherwise, raw test numbers will be presented. A minimum laboratory fee of $50.00 will be charged to present and mail test results. Beyond the standard U.S. Mail delivery, specialized transmittal will be charged at additional cost (e.g., Federal Express, UPS, etc.). Geotechnical testing does not include engineering and/or geologic review and analysis. Typical turnaround for geotechnical laboratory testing is two weeks (or roughly ten working days). To expedite test turnaround to five working days, a 50% increase in the fees in this schedule will be applied. Many geotechnical tests require at least one week to perform in accordance with ASTM or other standard specifications. Fees presented in this schedule for relatively undisturbed direct shear, consolidation or expansion pressure tests are based on the assumption that 2.416-inch inside diameter brass ring samples will be provided to the geotechnical laboratory for testing. Remolded specimens will be compacted in standard 2.5-inch outside diameter brass rings for direct shear, consolidation and expansion pressure tests. All fees presented in this schedule are based on the assumption that the client will deliver samples to our laboratory at no additional cost to Converse.

Invoices will be issued monthly and are payable on receipt unless otherwise agreed upon. Interest of 1.5% per month (but not exceeding the maximum allowed by law) will be payable on any amount not paid within thirty days; payment thereafter to be applied first to accrued interest and then to the principle unpaid amount. The Client shall pay any attorneys' fees or other costs incurred in collecting any delinquent amounts.

Compensation for laboratory testing services will be based on rates in accordance with this fee schedule which includes test report(s) and engineering time. Costs of tests not on this schedule will be by quote and/or in accordance with our current hourly fee schedule. Our services will be performed in accordance with the General Conditions. This fee schedule is valid through December 31, 2026.

AGGREGATES

Moisture Content, ASTM D2216 ..... 25.00
Particle Size Analysis
- Coarse, ASTM C136, each 120.00
- Coarse and Fine, ASTM C136 & C137), each 180.00

Specific Gravity & Absorption
- Coarse Aggregate, ASTM C127 ..... 115.00
- Fine Aggregate, ASTM C128 ..... 175.00
- Unit Weight per Cubic Foot, ASTM C29 ..... 75.00
- Soundness, Sodium or Magnesium, ASTM C88, each 550.00
- Potential Alkali Reactivity, ASTM D289 ..... 700.00
- Freeze Thaw Soundness 175.00
- Los Angeles Abrasion, per class, ASTM C131, C535 ..... 375.00
- Sand Equivalent, ASTM D2419 ..... 180.00
- Lightweight Particles, ASTM C123, each 300.00
- Clay Lumps & Friable Particles, ASTM C142, each 290.00
- Stripping Test, ASTM D1664, each 85.00
- Organic Impurities, ASTM C40 ..... 140.00
- Durability ..... By Quote

CONCRETE TESTS

Laboratory Trial Batch, ASTM C192 ..... By Quote
Laboratory Mix Design, Historical Data ..... By Quote
Compression Test, 6”x12” Cylinder, ASTM C39, each 55.00
Lightweight Concrete
- Compression 55.00
- Unit Weight 55.00

Specimen Preparation, Trimming or Coring, each 75.00
Bond Strength, ASTM C321
- Prepared by Converse 250.00
- Prepared by Others 150.00

Core Compression Test, ASTM C12, each 120.00
Flexure Test, 6”x6” Beams, ASTM C78, each 130.00
Modulus of Elasticity, Static, ASTM C469, each 275.00
Length Change, ASTM C157, 3 bars, 5 readings each, up to 26 days 550.00
Splitting Tensile, 6”x12” Cylinders, each 110.00
Field Concrete Control (sampling, slump, temperature, cast 4 cylinders, molds, cylinder pick-up, within 10 miles of office, stand-by extra), ASTM/UBC, hourly rate schedule, or each cylinder 95.00
Field Concrete Control (same as above plus air content test), ASTM/UBC, each cylinder 95.00
Hold Cylinder 10.00
Cylinder Mold, sent to job site but not cast by Converse or returned to Converse 7.00

MASONRY (ASTM C140, E447, UBC STANDARD 24-22)

Moisture Content, as received, each 105.00
Absorption, each 85.00
Compression, each 85.00
Shrinkage, ASTM C426, each 250.00
Net Area and Volume, each 30.00
Masonry Blocks, per set of 9 ..... 1,500.00
Masonry Core Compression, each 125.00
Masonry Core Shear, each 245.00
Masonry Core Trimming, each 150.00
Compression Test, grouted prisms, 8”x8”x16”, each 300.00
Compression Test, grouted prisms, 12”x16”x16”, each 425.00
Compression Test
- 2”x4” Mortar Cylinder, each 55.00
- 3”x6” Grout Prisms, each 55.00
- 2” Cubes, ASTM C109, each 55.00

Cast by Others 55.00
Mortar or Grout Mix Designs ..... By Quote

FIREPROOFING TESTS

Oven Dry Density, per sample 80.00

MOISTURE EMISSION TEST

Moisture Emission Test Kit 85.00

ASPHALTIC CONCRETE

Stability, Flow, and Unit Weight, ASTM D6927 ..... 500.00
Marshall ASTM D1559, ASTM D2726 ..... 450.00
Measured Maximum Specific Gravity of Mix, ASTM D2041, Rice Method, each 350.00
Void Analysis of Cores or Marshall Specimens, Calculations Only, ASTM D3203, set of 2 or 3 ..... 60.00
Laboratory Mixing of Asphalt & Concrete, per sample 75.00
Complete Asphalt Concrete Mix Design
- Hveem or Marshall ..... By Quote

Extraction of Asphalt and Gradation, ASTM D2172, Method B, or California 310, including ash correction, each 455.00
Extraction of Rubberized Asphalt & Gradation, each 350.00
Specific Gravity, ASTM D2726 or ASTM D1188
- Uncoated 95.00
- Coated 125.00

Immersion-Compression 650.00
Particle Coating, ASTM D2489 ..... 95.00
Stripping, ASTM D1664 ..... 85.00
Moisture or Volatile Distillates in Paving Mixtures, or Materials Containing Petroleum Products or By-Products 350.00
Retained Strength, ASTM D1074/D1075, 6 specimens ..... By Quote
Retained Stability, Mil, Std, 520A, Method 104, 6 specimens ..... By Quote
CBR, ASTM D1883, including M/D Curve, 1 point 400.00
Asphalt Temperature 20.00

STRUCTURAL STEEL

Tensile Test #9 Bar or Smaller, each 65.00
Bend Test #9 Bar or Smaller, each 65.00
Tensile Test #10 Bar or Greater, each 300.00
Tensile Test #14 Bar, each 330.00
Rebar Coupler Tensile Test 160.00
Tensile Test, Welded #9 Bar or Smaller, each 160.00
Tensile Test, Welded #10 Bar or Greater, each 300.00
Tensile Test, Welded #14 Bar, each 330.00
Tensile Test, Mechanically Spliced, #9 Bar or Smaller, each 210.00
Tensile Test, Mechanically Spliced, #10 Bar or Greater, each 350.00

HIGH STRENGTH BOLT, NUT, AND WASHER TESTING

Wedge Tensile Test, A490 Bolts
- Under 100,000 lbs., each 130.00
- Over 100,000 lbs., each 140.00

Wedge Tensile Test, A325 Bolts
- Under 100,000 lbs., each 160.00

Tensile Test, Anchor Bolts, tested with displacement transducers, each 300.00
Nut Hardness, Proof & Cone Proof Load Test, each 65.00
Washer Hardness, each 55.00
A325 or A490, Bolt Hardness Only, each 55.00
Bolt A325 or A490 Wedge Tensile
- Under 100,000 lbs. & Hardness, each 240.00
- Over 100,000 lbs. & Hardness, each 280.00

Bolt, Nut & Washer, all tests per set with bolts
- Under 100,000 lbs. 400.00
- Over 100,000 lbs. 500.00

See *Schedule of Fees – Geotechnical Laboratory Testing* for soil testing. Hourly rates are available upon request. Field Laboratory rates are available upon request. Listed unit rates are based upon the assumption that samples will be delivered to our laboratory at no cost to Converse.

CONVERSE CONSULTANTS
General Conditions –

Right of Entry

Client warrants to Converse that it has full legal right to authorize Converse's entry upon the real property where Converse's services are to be performed ("Site" herein) and upon all property, if any, required for ingress and egress to the Site.

Client authorizes Converse to enter upon the Site and such adjoining property as is necessary to allow Converse to perform its services.

Converse will take reasonable precautions to minimize any damage to the Site; however, Client acknowledges that during the normal course of the performance of Converse's services, some damage to the Site may occur. The correction of any damage to the Site (surface or subterranean) shall be the obligation of the Client.

Information Supplied by Client

Client warrants the accuracy of any information supplied by it to Converse, acknowledges that Converse will not verify the accuracy of such information, and agrees that Converse is entitled to rely upon any such information.

Client shall immediately notify Converse in writing of any data, information or knowledge in the possession of or known to Client relating to conditions existing at the Site and shall provide Converse with the location, size and depth of any and all underground tanks, piping or structures existing upon the Site.

Client shall defend, indemnify and save harmless Converse, its officers, agents and employees from and against any and all claims, costs, suits and damages, including attorneys' fees, arising out of errors, omissions and inaccuracies in documents and information provided to Converse by Client.

Ownership of Data and Documents; Samples

All reports, boring logs, field data, field notes, laboratory test data, calculations, estimates and other documents prepared by Converse shall remain the sole property of Converse.

Client shall have the right to the use of all data, recommendations, proposals, reports, design criteria and similar information provided to it by Converse ("information" herein); provided, however, that the information shall not be used or relied upon by any party other than Client, save and except as may be required by the design and licensing requirements of the project for which the information is provided; further, such use shall be limited to the particular site and project for which the information is provided. To the extent Client utilizes Converse's information by providing or making the same available to any third party (a) Client agrees to give written notice to any such third party that it may not utilize or rely on any aspect of Converse's information and (b) Client agrees to defend, indemnify and hold Converse harmless against any and all claims, demands, costs, losses, damages and expenses, including attorneys fees, that may be asserted against or sought from Converse by any such third party.

Client's right to the use of the information is expressly conditioned upon Client's prompt payment to Converse of all sums due under the Client/Converse agreement. In the event of Client's nonpayment or partial payment of said amounts, Client agrees that it shall not use any of the information for any purpose whatsoever and shall return the same to Converse within 2 business days upon demand.

Converse will retain all samples of soil, rock or other materials obtained in the course of performing its services for a period of thirty (30) days. Thereafter, further storage or transfer of samples to Client may be made at Client's expense upon written request from Client to Converse received by Converse prior to the expiration of the 30-day period.

Converse shall retain permanent records relating to the Converse services for a period of five (5) years following submittal of Converse's report, during which period the records will be made available to Client upon reasonable notice given by Client and upon payment to Converse of an amount sufficient to reimburse Converse for its necessary and reasonable expenses in making said records available.

Standard of Care and Professional Responsibility

Client acknowledges that the services to be performed by Converse involve the use of tests, calculations, analyses and procedures which are in a constant state of development, improvement and refinement and that, as such, improvements, changes in methods, and modifications of procedures have been made in the past, are now being made, and are expected to continue to be made in the future.

Further, Client recognizes that, while necessary for investigations, commonly used exploration methods, such as drilling borings or excavating trenches, involve an inherent risk. For example, exploration on a site containing contaminated materials may result in inducing cross-contamination, the prevention of which may not be complete using presently recognized sealing methods.

Client recognizes that the state of practice, including but not limited to the practice relating to contamination or hazardous waste conditions, is changing and evolving and that standards existing at the present time may subsequently change as knowledge increases and the state of the practice continues to improve.

Client recognizes that projects containing contaminated materials may not perform as anticipated by Client, even though Converse's services are performed in accordance with the level of care and skill required of it. Further, certain governmental regulations relating to hazardous waste sites may purport to require achievement of results which cannot be accomplished in an absolute sense. It is recognized that a satisfactorily designed, constructed and maintained monitoring system may assist in the early detection of environmental changes allowing for early correction of problems. Unless it is specifically included in the scope of services to be performed by Converse, Client understands that Converse shall not perform such monitoring.

The services to be provided by Converse pursuant to the agreement to which these General Conditions are a part shall be provided in accordance with generally accepted professional engineering, environmental, and geologic practice in the area where these services are to be rendered and at the time that services are rendered. Client acknowledges that the present standard in the engineering and environmental professions does not include, and Converse does not extend to Client, a guarantee of perfection of the work contemplated hereby; further, that even in the exercise of normal and reasonable care, errors or omissions may from time to time occur. Except as expressly set forth in these General Conditions, no other warranty, express or implied, is extended by Converse.

Converse shall have no duty to supervise, coordinate or otherwise be involved in the performance of services or work by any third-party consultant, contractor or subcontractor.

Where Converse's services involve field observation of grading, filling and compaction (or any of them), it is agreed:

a. That Converse shall in no way be responsible for the manner in which such work is performed by any third party.

b. That in the event Converse is to provide periodic observation, Client acknowledges that Converse cannot be responsible for any work performed at a time or times when Converse was not performing its observation services. Converse will not provide an opinion concerning the performance of any third party, save and except to the extent that said work was in fact observed and tested by Converse during the course of construction.

c. That where Converse's services include continuous observation, Client agrees not to allow grading, filling or compaction to be performed at any time or times when Converse is not physically present upon the Site and shall restrict the amount and extent of such grading, filling and compaction to that which can be properly observed by Converse personnel present on the Site.

d. That in the event Converse is to conduct test borings for Client, Client acknowledges that the accuracy of said test borings relates only to the specific location in which the boring itself was performed and that the nature of many sites is such that differing subsurface soil characteristics can be experienced within a small distance. As such, Client acknowledges that greater accuracy is obtained when the number of test borings is increased.

Technical Limitations

Client acknowledges and agrees that: (1) it is unreasonable to expect Converse to be able to completely evaluate subsurface conditions, even after the most comprehensive exploratory program; (2) site conditions change frequently due to the passage of time, human activities, and climatic conditions and uncertainties are therefore inherent in the nature of Converse's services and impossible to avoid; (3) the identification of geotechnical and environmental conditions and the prediction of future or concealed conditions is an inexact scientific endeavor; (4) the state of the art of geotechnical and environmental practice is such that Converse cannot guarantee that its recommendations will prove adequate on this project and the Client assumes the risk of any such failure, except as otherwise provided in these General Conditions and that (5) these General Conditions contains specific LIMITATIONS OF LIABILITY.

Indemnity of Client and Limitation of Liability

Converse shall indemnify Client, its officers, directors, agents or employees from any claim, demand or liability arising from personal injury or property loss or damage caused by the sole negligence or willful misconduct of Converse.

Anything to the contrary in the agreement to which these General Conditions are attached or in these General Conditions notwithstanding, Converse's liability shall be limited to the lesser of the fees charged to Client by Converse for the services performed for Client, or the sum of fifty thousand dollars. Client may, at its option, increase the maximum amount for which Converse shall be liable by payment of an additional fee. For the maximum liability sum of one hundred thousand dollars, the additional amount to be paid shall be four percent of the total Converse fee charged hereunder; for the maximum liability sum of one million dollars, the additional amount to be paid shall be five percent of the total Converse fees charged hereunder Client acknowledges and agrees that its recovery, if any, shall be satisfied, in the first instance, from the proceeds of Converse's insurance, and to the extent of any deficiency in the available insurance proceeds, then and only then, by Converse.

Client acknowledges that Converse has agreed to charge Client a reduced fee for services in exchange for the above limitation of liability and that said reduction in fees is consideration for said limitation.

Client shall defend and save harmless Converse, its officers, directors, agents and employees from all liability, claims and demands, including expenses of suit and reasonable attorneys' fees arising from personal injuries, including disease and death, property loss or damage, injury to others (including personnel of Client, Converse or

subcontractors performing work hereunder), and air or ground pollution or environmental impairment arising out of or in any manner connected with or related to the performance of Converse's services, except where there is a judicial determination that such injury, loss or damage shall have been caused by the sole negligence or willful misconduct of Converse. Client acknowledges that Converse has charged Client a reduced fee for services to be performed by it in exchange for this hold harmless and that the reduction in fees is consideration for said hold harmless provision.

Converse will not be liable for consequential damages of any kind, nature or description.

Hazardous Waste, Pollution and Health Hazard Projects ("Hazardous Projects" Herein)

Prior to the commencement of services by Converse on any hazardous project, Client agrees to advise Converse in writing of any known hazardous waste or materials existing on or near the Site or if any of said services are to be performed in an area where dust, fumes, gas, noise, vibrations or other particulate or nonparticulate matter is in the atmosphere where it raises a potential or possible health hazard or nuisance to anyone working within the area.

Anything in these General Conditions notwithstanding, Client shall indemnify and hold Converse, its officers, directors, agents, servants and employees, harmless from any claim, demand or action brought by any party whomsoever, including employees of Converse which claim, demand or action is based upon injury or damage caused or alleged to have been caused by hazardous wastes or hazardous materials whether or not such waste or materials were known to exist prior to the commencement of services.

Client agrees to be responsible for the removal and disposal of any hazardous waste uncovered as a result of the site investigation, including drill cuttings, unless specifically included within the scope of work

It is agreed that the discovery of unanticipated hazardous materials constitutes a changed condition mandating an immediate renegotiation of the scope of services or termination of services. Converse will at all times endeavor to perform in a faithful and trustworthy manner. Client understands that Client or Converse may be required by local and/or state and/or federal statute to report the discovery of hazardous materials to a government agency. Client also understands that Converse may be required by local and/or state and/or federal statute to report the discovery of hazardous materials to a government agency, and that Converse, when practical, will do so only after notifying Client. In the event Converse discovers hazardous material that we believe poses an immediate threat to public health and safety, Converse will use its best judgment to notify appropriate emergency personnel for immediate containment. Client agrees to take no action of any kind against Converse when Converse makes a good-faith effort to fulfill its obligations.

Client's Responsibilities

Client shall immediately provide Converse with full information in writing as to Client's requirements for the services to be provided by Converse and shall designate in writing within five (5) days of the effective date of the agreement to which these General Conditions are a part, a representative to act on Client's behalf in conjunction with the services to be provided hereunder. Client shall promptly review all documents, reports, data and recommendations submitted by Converse and shall communicate with Converse concerning such reviews for the purpose of avoiding delay in the performance of the services to be rendered by Converse.

Client shall notify any third party who may perform on the Site of the standard of care being undertaken by Converse pursuant hereto and of the limitations of liability contained herein. Client shall require as a condition to the performance of any such third party a like indemnity and limitation of liability on their part against Converse.

Confidentiality

Converse shall hold all information provided to it by Client and the results of the work performed by it confidential and shall not disclose the same to any third party except where required by Governmental regulatory agencies or as otherwise required by law.

Disputes

Converse shall have the right to bring a legal action in a state or federal court against Client for any sums due or alleged to be due to it or for services rendered. Except for this right, Converse and Client agree that as an express condition to the right of either party to bring a legal action against the other, they shall first submit any dispute to mediation by a neutral person acceptable to both parties.

Each party shall bear its own attorneys' fees, costs and other expenses, except that each party shall be responsible and pay for one-half of the costs and expenses of the mediator.
In the event that legal action is required, the prevailing party shall be entitled to recover all of its costs incurred in connection therewith including, without limitation, staff time, court costs, attorneys' fees, consultant and expert witness fees and any other related expenses. In this regard, in order to make the prevailing party whole, the parties acknowledge and agree that the prevailing party shall be entitled to recover all of its costs incurred in connection with the legal action and shall not be limited to “reasonable attorneys fees” as defined in any statute or rule of court.

The obligations, responsibilities, warranties and liabilities of the parties shall be solely those expressly set forth herein. Remedies and limitations of liability shall apply regardless of whether an action is brought in contract, or is based on either party’s negligence, or another theory of law. All of the rights, remedies, obligations, terms, conditions and limitations of liability stated herein shall extend collectively to and be binding upon the parties’ partners, joint ventures, licensors, successors, assigns, insurers, and affiliates. Client and Converse agree that any legal action with respect to the services to be performed under these General Conditions shall be brought against the parties, and not against individual officers, employees or former employees of the parties. All legal actions by either party against the other for breach of these General Conditions or for the failure to perform in accordance with the applicable standard of care, however framed, that are essentially based upon such breach or failure shall be barred two (2) years from the time claimant knew or should have known of its right to make a claim, but, in any event, not later than four (4) years from substantial completion of Converse’s services.

Jobsite Safety

Converse shall be responsible for its activity and that of its employees on the Site. This shall not be construed to relieve the Client, its general contractor or any subcontractor of their obligation to maintain a safe jobsite.

Neither the professional activities nor the presence of Converse or its employees and subcontractors shall be understood to control the operations of others, nor shall it be construed to be an acceptance of the responsibility for jobsite safety.

Converse will not direct, supervise or lay out the work of the Client, contractor, or any subcontractors. Converse's services will not include a review or evaluation of the adequacy of the contractor's safety measures on or near the Site.

Schedules

Unless otherwise specified in the agreement, Converse shall be obligated to perform within a reasonable period of time. Converse shall not be responsible for delays in the completion of its services created by reason of any unforeseeable cause or causes beyond the control and/or without the fault or negligence of Converse, including but not restricted to acts of God or the public enemy, acts of the Government of the United States or of the several states, or any foreign country, or any of them acting in their sovereign capacity, acts of other contractors with Client, fire, floods, epidemics, riots, quarantine restrictions, strikes, civil insurrections, freight embargoes, and unusually severe weather.

Should completion of any portion of the services to be rendered by Converse be delayed beyond the estimated date of completion for any reason which is beyond the control of or without default or negligence of Converse, then and in that event Client and Converse shall mutually agree on the terms and conditions upon which the services may be continued or terminated.

Invoices

Converse shall submit monthly progress invoices to Client, and a final bill shall be submitted upon completion of the services. Within thirty (30) days after receipt of an invoice, Client shall pay the full amount of the invoice. If Client objects to all or any portion of any invoice, it shall so notify Converse of the same within fifteen (15) days from the date of receipt of said invoice and shall pay that portion of the invoice not in dispute, and the parties shall immediately make every effort to settle the disputed portion of the invoice.

If Client fails to make payment within thirty (30) days after receipt of an invoice, then Client shall pay an additional monthly service charge of one and one-half percent (1½ %) on all such amounts outstanding. The additional charge shall not apply to any disputed portion of any invoice resolved in favor of Client. In the event Client fails to pay any undisputed amount to Converse when due, Converse may immediately cease work until said payment together with a service charge at the rate of 1½ % per month, as specified above, from the due date has been received. Further, Converse may, at its sole option and discretion, refuse to perform any further work irrespective of payment from Client.

In the event that all or any portion of the 1½ % service charge provided for herein is deemed to be an interest charge, then and in that event said interest charge shall be limited to the maximum amount legally allowed by law.

Client acknowledges Converse’s fee schedules are revised annually and agrees that the fee schedule in effect at the time the services are performed shall apply to such services.

Insurance

Converse represents that it now carries, and will continue to carry during the term of the contract to which these General Conditions are a part, Workers Compensation insurance and that, if requested, Converse shall provide to Client certificates as evidence of the aforementioned insurance.

Assignments

Client shall not assign this contract or any portion thereof to any other person or entity without the express written consent of Converse. Nothing contained in this contract or any part thereof shall be construed to create a right in any third party whomsoever, and nothing herein shall inure to the benefit of any third party.

Severability

If any provision of these General Conditions is finally determined to be contrary to, prohibited by, or invalid under applicable laws or regulations, such provision will be renegotiated so as to give effect to the intent of the parties to the maximum possible extent. Such determination and renegotiation shall not affect of invalidate the remaining provisions or these General Conditions.

Governing Law

These General Conditions shall be governed by and construed under the laws of the State of California.

P.B.L.A. Surveying, INC.

Professional Land Surveying Services

California Professional Land Surveyor 8234

LAND SURVEYING PROPOSAL

For

Land Surveying Services

1348 PRESSURE ZONE TRANSMISSION MAIN IMPROVEMENTS

EUCLID AVE, CAMPUS AVE, FOOTHILL BLVD AND 8TH ST (UT1095)
UPLAND, CA 91786

PREPARED FOR:

GHD (9207)
320 Goddard #200
Irvine, CA 92618

April 13, 2026
P260008-R2

1809 E. Dyer Rd., Ste. 301
Santa Ana, CA 92705

981 Corporate Center Dr., Suite 168
Pomona, CA 91768
(888) 714-9642

1481 Ford St., Ste. 201
Redlands, CA 92373

April 13, 2026

GHD (9207)
320 Goddard #200
Irvine, CA 92618

Attn.: Chris Bartleman, PE | Sr. Project Manager

Re: **1348 PRESSURE ZONE TRANSMISSION MAIN IMPROVEMENTS**

EUCLID AVE, CAMPUS AVE, FOOTHILL BLVD AND 8TH ST (UT1095)
UPLAND, CA 91786

Dear Mr. Chris Bartleman,

P.B.L.A. Surveying, Inc. is pleased to submit this proposal to provide professional land surveying services in support of the above-mentioned project.

We propose to provide Land Surveying as detailed in the following Exhibit "A".

Please feel free to call and discuss any aspect of this proposal. This opportunity to be of service is appreciated. We look forward to a successful project.

Best Regards,

P.B.L.A. Surveying, Inc.



Carlos Ureña, P.L.S.
Principal

SM (P260008-R2)

EXHIBIT "A"

I. SCOPE OF SERVICES

A. LAND SURVEYING SERVICES

1. TASK 1: TOPOGRAPHIC AERIAL SURVEY

P.B.L.A. Surveying, Inc. will provide design-level topographic aerial surveying services to support this project. The Survey Limits are outlined on the aerial image and identified as the "Site" on Attachment "A." The survey will be suitable for use in engineering design & planning.

Survey Control

- The vertical control will be based on the North American Vertical Datum of 1988 (NAVD 88) holding the Caltrans Vertical Network.
- The horizontal control will be based on the California State Plane Coordinate System of 1983 (NAD 83) holding the Caltrans Horizontal Network.
- At a minimum, 3 recoverable control points will be set on-site and will be shown on the final topographic survey submittal.

Survey Features

This task includes completion of an aerial photogrammetric survey to produce a topographic base map with 1-foot contour intervals along the 4 corridors as shown in Attachment "A".

High-resolution aerial imagery will be collected and controlled using established survey control to generate:

- Digital Terrain Model (DTM)
- 1-foot contours
- Spot elevations
- Visible surface features and improvements
- Existing ground conditions suitable for engineering reference

The following features will be located and depicted based on the aerial survey:

- Buildings, tanks, sheds, walls, fences, and other structural improvements as applicable
- Pavement areas, drive aisles, parking areas, and striping
- Trees greater than six (6) feet in height, regardless of caliper
- Signing and striping within the Site
- Spot elevations necessary to evaluate surface drainage, including adjacent streets and off-site catch basins that influence flow within the Site

Site photographs will be taken during fieldwork and included in the final submittal package.

2. TASK 2: SUPPLEMENTAL SURVEY: UTILITIES & BOUNDARY SURVEY

P.B.L.A. Surveying, Inc. will provide an update to the aerial survey by adding supplemental surveys.

This task will also include the ground-based surveying of areas obstructed from aerial view, including:

- Tree canopy–covered areas
- Overhangs and covered structures
- Shadowed or visually restricted zones

Boundary & Record Research

The topographic survey will include a field boundary verification depicting record property lines and easements based on current county-recorded maps and documents. Record research collected in support of the boundary verification will be incorporated into the final survey deliverables. Current title reports shall be provided by the client if easements on private properties are to be depicted or if there are discrepancies with the ROW. Depending on site conditions and statutory requirements, the boundary work associated with the topographic survey may trigger the need for a Record of Survey, which will be addressed under a separate proposal.

Utilities

The survey will include the location of visible above-ground utilities within the Site, including utility appurtenances such as valve boxes, meters, and utility structures.

Where accessible and not bolted or sealed, invert elevations and sizes of storm drain, sanitary sewer, and drainage structures within the Site will be obtained. Existing utility markings identified through USA/811 paint markings will be surveyed and depicted.

Research, plotting, or verification of subsurface utilities not visibly marked or exposed is not included unless specifically authorized. If required, a utility locating subcontractor or subsurface utility engineering consultant may be retained as an additional service under the direction of P.B.L.A.

3. TASK 3: UTILITY POTHOLE AND UTILITY MARKINGS SURVEY

Upon completion of utility potholing activities by others, our team will mobilize to the project site to perform surveying services associated with utility pothole locations (assuming 100 potholes and 300 utility field markings per the RFP. They will be surveyed within the span of 15 field days). Surveying activities will occur after the utility has been uncovered, measured by the potholing contractor, and backfilled, ensuring safe and accessible site conditions at the time of our visit.

For each pothole location, we will:

- Survey and record the horizontal and vertical (XYZ) coordinates of the pothole location.
- Survey and document all visible surface utility markings within a 10-foot radius of each pothole at the time of our site visit.
- Field data will be collected using conventional or GNSS surveying methods, as appropriate for site conditions and project control. Data will be processed and incorporated into the project survey base mapping for design and coordination purposes.

Pothole Survey Deliverables

- Surveyed XYZ coordinates of each pothole location.
- CAD file (AutoCAD format) showing:
- Pothole locations
- Associated spot elevations
- Surveyed utility surface markings within a 10-foot radius
- Updated base map reflecting surveyed information.

Assumptions & Limitations

- Utility potholing, exposure, measurement, and backfilling shall be performed by others.
- Surveying will be performed after backfill has been completed.
- Our services are limited to documenting visible surface conditions at the time of survey.
- We assume no responsibility for the accuracy, completeness, or verification of the utility type, utility depths, horizontal locations, measurements, or information provided by the potholing contractor or others.
- Verification of subsurface utility size, depth, material, or alignment is outside the scope of this task and a report should be provided by the utility pothole contractor.

II. COORDINATION AND DELIVERABLES

P.B.L.A. will coordinate with your Project Manager to confirm survey limits, access requirements, and scheduling prior to mobilization. All topographic surveys will be prepared under the responsible charge of a California Professional Land Surveyor.

Final deliverables will include the following:

- Digital AutoCAD (Civil 3D) drawings, version 2025 or lower, including 3D surface file(s).
- Stamped and Signed PDF Files.
- Supporting survey control information
- Site photographs taken by our field surveyors
- All files will be uploaded to an FTP site and a link will be provided.

III. SPECIAL PROVISIONS – LAND SURVEYING SERVICES

A. ASSUMPTIONS / EXCLUSIONS

a) A portion of this work will be in the Caltrans ROW and encroachment permits and any other permits required to complete the field survey will be obtained and coordinated by GHD before field work commences.

b) Construction Staking or any layout is excluded.

c) Engineering plans and/or construction drawings are excluded.

d) Hiring a subsurface utility locating company is excluded from this quote unless requested by the client.

e) The site will be accessible and clear of obstructions at the requested time of survey. If coordination of site access is required prior to the survey being performed, the client will provide the necessary information. The survey will take place during normal business hours.

f) Lot Tie Agreement and Lot Line Adjustment efforts are excluded from this quote.

g) Legal description(s) and exhibit(s) for dedications/easements are excluded from this quote.

h) The above-mentioned fee is based upon prevailing wage rates.

i) Sufficient survey monumentation will exist at the controlling major intersections and key locations of the underlying record maps. In the event that monumentation is incomplete or deficient, an additional expanded scope may be required. If this should occur, we will discuss our findings in detail with the client and a fee adjustment to this agreement will be required.

j) A Record of Survey is not included in the Scope of Services. We are required to file a Record of Survey if, in performing the boundary survey, material discrepancies are found between measured field data versus historical documents and maps or if any of the boundary lines being established are not shown on any previously recorded Subdivision Map, Official Map, or Record of Survey. A copy of the relevant sections of the Professional Land Surveyors' Act detailing these requirements will be provided at the client's request. The preparation and filing of a Record of Survey shall be billed and paid for as "Additional Services".

2. Please note that the prices quoted are good for 6 months from the date of this proposal.

IV. DUTIES OF CLIENT

Without attempting to be all inclusive, the following items will be supplied by client.

1. Permit fees, processing fees and other such fees are to be paid by client.

V. COMPENSATION

Client agrees to compensate for the above-named services as follows:

LAND SURVEYING SERVICES – T&M

Task 1: Topographic Aerial Survey $ 50,680.00

4 FIELD DAYS INCLUDING OFFICE SUPPORT AND THE AERIAL FLIGHT

Hours	Rate	Total	Description
32	$300.00	$ 9,600.00	Field Survey Crew & Equipment * (PW)
0	$145.00	$ -	Round Trip Travel Time & Costs
8	$250.00	$ 2,000.00	Principal
8	$175.00	$ 1,400.00	Senior Project Manager
8	$165.00	$ 1,320.00	Project Manager
16	$160.00	$ 2,560.00	Survey Mapping Technician / Associate Surveyor
16	$155.00	$ 2,480.00	GPS Post Processing / Assistant Surveyor
16	$125.00	$ 2,000.00	Drafting/AutoCAD Technician
8	$ 90.00	$ 720.00	Clerical

ODC	$ 28,600.00	AERIAL FLIGHT AND PROCESSING

Task 2: Supplemental Survey +
Surface Utilities + Boundary Survey $ 103,360.00

24 FIELD DAYS INCLUDING OFFICE SUPPORT

Hours	Rate	Total	Description
192	$300.00	$ 57,600.00	Field Survey Crew & Equipment * (PW)
0	$145.00	$ -	Round Trip Travel Time & Costs
16	$250.00	$ 4,000.00	Principal
24	$175.00	$ 4,200.00	Senior Project Manager
32	$165.00	$ 5,280.00	Project Manager
96	$160.00	$ 15,360.00	Survey Mapping Technician / Associate Surveyor
40	$155.00	$ 6,200.00	GPS Post Processing / Assistant Surveyor
80	$125.00	$ 10,000.00	Drafting/AutoCAD Technician
8	$ 90.00	$ 720.00	Clerical

Task 3: Utility Pothole Survey + Marked Utilities $ 37,000.00
10 FIELD DAYS INCLUDING OFFICE SUPPORT

Hours	Rate	Total	Description
80	$300.00	$ 24,000.00	Field Survey Crew & Equipment * (PW)
0	$145.00	$ -	Round Trip Travel Time & Costs
8	$250.00	$ 2,000.00	Principal
8	$175.00	$ 1,400.00	Senior Project Manager
16	$165.00	$ 2,640.00	Project Manager
0	$160.00	$ -	Survey Mapping Technician / Associate Surveyor
8	$155.00	$ 1,240.00	GPS Post Processing / Assistant Surveyor
40	$125.00	$ 5,000.00	Drafting/AutoCAD Technician
8	$ 90.00	$ 720.00	Clerical

Optional Task 1: Topographic Survey – True Loop Alternative $ 8,830.00
2 FIELD DAYS INCLUDING OFFICE SUPPORT

Hours	Rate	Total	Description
16	$300.00	$ 4,800.00	Field Survey Crew & Equipment * (PW)
0	$145.00	$ -	Round Trip Travel Time & Costs
2	$250.00	$ 500.00	Principal
2	$175.00	$ 350.00	Senior Project Manager
2	$165.00	$ 330.00	Project Manager
4	$160.00	$ 640.00	Survey Mapping Technician / Associate Surveyor
4	$155.00	$ 620.00	GPS Post Processing / Assistant Surveyor
12	$125.00	$ 1,500.00	Drafting/AutoCAD Technician
1	$ 90.00	$ 90.00	Clerical

The above-mentioned fees are based on prevailing wage rates

1. Any additional work, done at your direction, will be billed at our standard hourly rates.
2. Invoicing will be based on task completion
3. The delivery of Tasks 1 & 2 will be 45 business days after the final field day, following receipt of written notice to proceed; subject to weather or other factors beyond our control. This timeline will be discussed and agreed on prior to commencement of the project.
4. The delivery of Task 3 will be 5 business days after each field day, following receipt of written notice to proceed; subject to weather or other factors beyond our control. This timeline will be discussed and agreed on prior to commencement of the project.

VI. PROJECT MANAGEMENT AND COORDINATION

P.B.L.A. Surveying, Inc. will provide dedicated project management services to support your project. A single point of contact will be assigned for each authorized task order to ensure clear communication, accountability, and efficient coordination throughout the duration of the work.

P.B.L.A. will coordinate closely with your designated Project Manager to confirm scope, schedule, access requirements, and deliverables prior to commencing field activities. Task-specific scopes, survey limits, and optional services will be documented and approved before work begins to ensure alignment with project objectives.

VII. HEALTH & SAFETY AND SITE ACCESS

P.B.L.A. Surveying, Inc. recognizes that many projects are active sites and will conduct all field operations in a manner that prioritizes safety, operational continuity, and public protection.

All survey work will be performed in compliance with applicable Cal/OSHA requirements, site-specific safety protocols, and your safety standards, as provided. If required, P.B.L.A. personnel will participate in required safety briefings and comply with access procedures for operational or secured facilities.

The client will coordinate site access as necessary. P.B.L.A. will work you're your representatives to schedule field activities to minimize disruption to ongoing operations and to accommodate facility-specific constraints.

VIII. INSURANCE

P.B.L.A. Surveying, Inc. maintains insurance coverage consistent with industry standards for professional land surveying services, including Professional Liability Insurance, and will maintain such coverage for the duration of the contract term.

Certificates of insurance will be provided upon request and in accordance with your contractual requirements. Insurance limits, endorsements, and additional insured provisions will be furnished as required by the executed agreement or individual task orders.

IX. SUSTAINABILITY AND OPERATIONAL EFFICIENCY

P.B.L.A. Surveying, Inc. is committed to efficient field practices that minimize site disruption and environmental impact. Field activities will be planned to reduce repeat site visits where feasible, utilize modern surveying technologies, and coordinate efficiently with your personnel and other consultants. Survey operations will be conducted with consideration for existing infrastructure, landscaping, and site conditions.

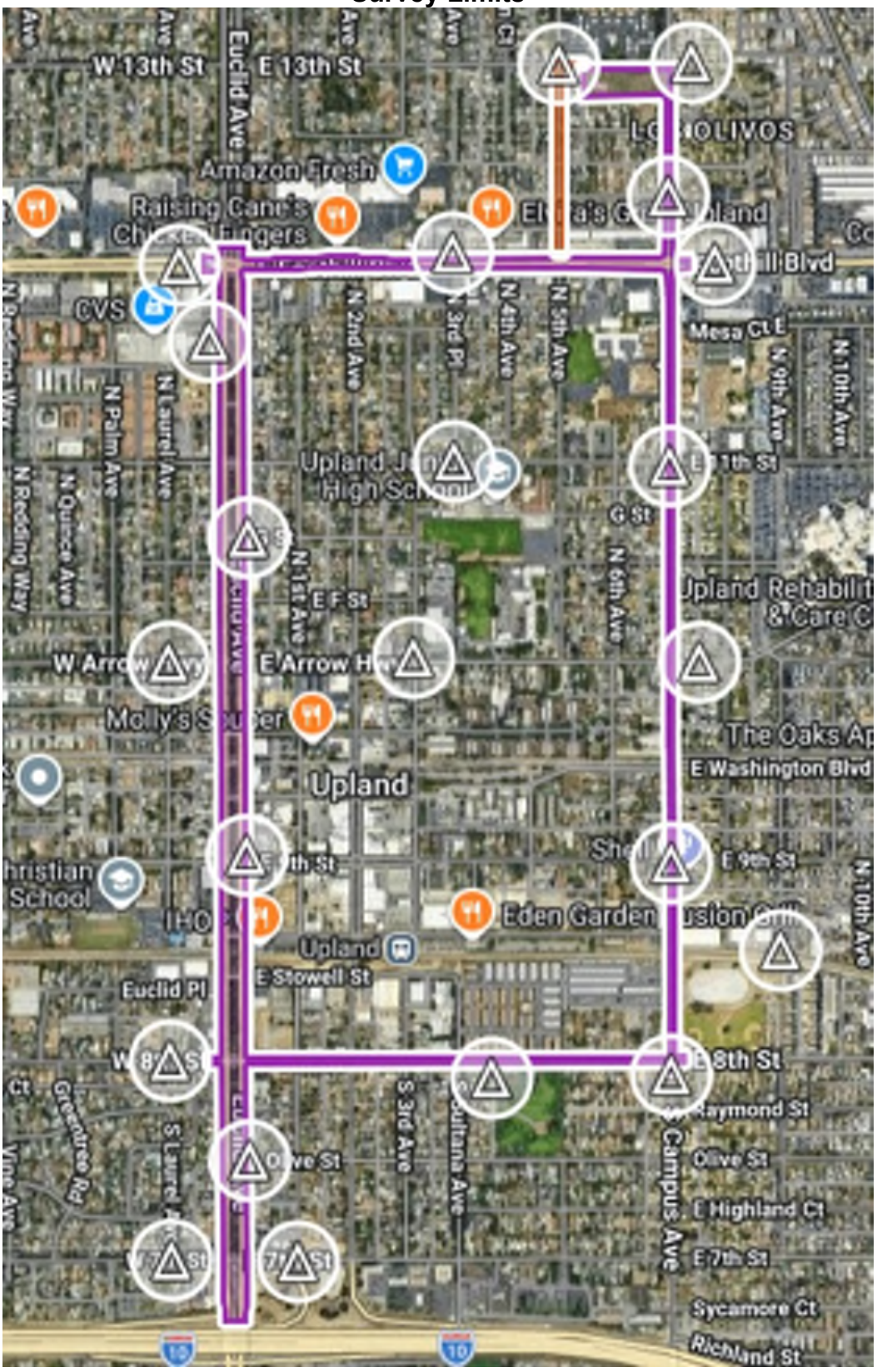
PBLA Surveying, Inc. is committed to providing high-quality, responsive, and professionally executed land surveying services that support your operational needs and long-term project goals. We welcome the opportunity to partner with you and contribute to the successful delivery of your projects.

Please sign below as indication of acceptance and notice to proceed.

GHD (9207) – P260008-R2
Representative:

Name & Signature	Title	Date

Attachment "A"
Survey Limits



UNDERGROUND SOLUTIONS

Your First Choice for Utility Locating Services

ESTIMATE

Date: February 25, 2026
Quote # TC22526-19L
Expiration Date: May 23, 2026

To:
Chris Bartleman, PE, Senior PM
GHD
320 Goddard Way
Irvine, CA

GPR Scan/electromagnetic Locate approx 300 Loc
Within 10' of Alignment

Project Name:	OMUC - 1348 PZ			Sales Person:	TC
Item #	Qty	Description	Unit Price		Line Total
1	45	*Utility Locating / GPR Scanning Per Day Per crew*	$ 2,175.00		$ 97,875.00
2		CCTV Push Camera (Per Hour) (4" - 10")	$ 250.00		
3		Hydrojetting (4" - 10") Per Hour (4) Hr Min	$ 230.00		
4		Pressure Washing Markout Paint Removal (Per Hour) (4) Hr Min	$ 170.00		
5	30	Traffic Control as needed (Per Day)	$ 1,350.00		$ 40,500.00
ADDITIONAL :					
6	1	Digital Flash Card Utility Locating Report **(Report cost varies depending on project size.)**	$ 5,250.00		$ 5,250.00
				Subtotal	$ 143,625.00
				Total	**$ 143,625.00**

Standard Notes:
Utility Locating - Electromagnetic, GPR

Terms: Existing Accounts Net 30, Credit Application Required To Open Account

Travel time at the rate of $100.00/hr will apply if noted above

Additional charges apply for overtime, night work, weekend and Holidays - Please call our office for rates.
The above is an "estimate", final costs will be determined by the actual number of work hours and travel time logged.

A cancellation fee applies at the rate of 1 hour (plus travel if applicable) if cancellation occurs upon arrival to jobsite.

Disclaimer:

Underground Solutions, Inc. is committed to providing our customers with the most accurate utility locating service available. We employ state of the art electromagnetic signal tracing and radar imaging technologies, however, no method of underground utility locating can ever guarantee 100% accuracy or completeness. Variables, including but not limited to age, condition of the facilities in question, soil type, and moisture content can adversely affect the ability of our equipment to find and trace utilities, and on rare occasions may even result in errors or omissions beyond our control. Some utilities are simply not locatable. The only true way to positively identify utilities is through vacuum excavation potholing and visual verification. If we can't find a given facility, we're confident that no one else can either.The more information you can provide USI about your site, the more complete and efficient the work will be. The following items will help USI achieve the best results possible: *Copies of any available schematics, plans, or as-built drawings (PDF format); *At least one on-site contact (name, title, telephone/cell number and/or email address); *If possible, access to all utility buildings, mechanical rooms, etc. within and around the area of investigation. **USI shall not be held liable for excavation related damage to any utility not shown on prints, maps, plans, as-built drawings or other documents provided, or having no serviceable connection point or visible surface structure within the requested area of investigation, and/or the presence of said utility is not otherwise made evident to us before or during the performance of our work.**

To accept this quotation, sign here and return

X _____ Date _____

This is a quotation on the goods named, subject to the conditions, inclusions and/or exclusions noted above.

120 N. Andreasen Dr. Escondido, CA 92029 PH# 760 294 9449 Fax# 760 294 9490

UNDERGROUND SOLUTIONS

Your First Choice for Potholing Services

ESTIMATE

To:

Chris Bartleman, PE, Senior PM
GHD
320 Goddard Way, Suite 200
Irvine, CA 92618

Date: February 25, 2026
Quote # TC22526-17H
Expiration Date: May 23, 2026

Prevailing Wages

Project Name: **OMUC Pressure Zone 1348** Sales Person: **TC**

Item #	Qty	Description	Unit Price		Line Total
1	100	Potholes 0 - 8 feet deep (each)	$ 775.00		$ 77,500.00
2		Potholes 8 - 12 feet deep (each)	$ 875.00		
3		Potholes over 12 feet deep (each)-$875 + $350/per hour	$ -		
4		Slot Trenches of other Dimensions (per cubic foot)	$ 55.00		
5		Manhole / Vault "Dipping" (Each)	$ 200.00		
ASPHALT REPAIR					
6		Rapid Set Concrete Repairs	$ 75.00		
7	100	8" - 10" Core Drill	$ 235.00		$ 23,500.00
8	100	Slurry Backfill - Bag Spec Mix (Ea)	$ 125.00		$ 12,500.00
9	100	Hotpatch Asphalt Repairs (ea)	$ 95.00		$ 9,500.00
TRAFFIC CONTROL					
10	15	Traffic Control Plans - Non Eng Stamped	$ 135.00		$ 2,025.00
11	10	Standard Traffic Control (per day)	$ 650.00		$ 6,500.00
12	10	Major Traffic Control (per day) (1) Arrowboard	$ 1,350.00		$ 13,500.00
13		(2) Flagger Service (per day) - Prev Wage	$ 1,520.00		
14	1	Encroachment / Traffic Permit Processing Fee	$ 1,360.00		$ 1,360.00
TRAVEL					
15	1	Mobilization / Demobilization	$ 6,500.00		$ 6,500.00
REPORTING					
16	1	PDF/Digital Flash Card Utility Report (100 - 150 potholes)	$ 925.00		$ 925.00
OTHER COSTS					
17	1	Fuel Surcharge	$ 1,675.00		$ 1,675.00
18	1	Dig Alert Delination and Mark Out - Valid Dig Tickets	$ 1,725.00		$ 1,725.00
19	1	Spoil Hauloff & Disposal	$ 2,800.00		$ 2,800.00

Excluded: Permit and Deposit Fees to be paid by client prior to start of work

Encroachment & Traffic Permits GHD Parking Meter Buyouts N/A
Deposit Amt

Subtotal $ 160,010.00
Total **$ 160,010.00**

USI to:
Process City ROW/Traffic Permits Processing
Delineate for USA Digalert markouts
Set traffic control per approved plans
Vacuum excavate each site, determine depth and diameter of utilities
Slurry backfill, replace core or patch
Mark each location with PK nails and paint or with stake for future survey
Prepare a "Subsurface Utility Report" w/data, photos and PH Locations map

Permit Estimate **$ 10,000.00**

Customer to:
Provide Permit and Deposit Fees Prior to start of work - If Required
Supply pothole locations prior to work

This proposal is based on digable conditions using the air excavation process, if cemented soil, cobble or other undigable soils are encountered this proposal will revert to hourly.

Standard Notes: Exclusions - Grind/Overlay, Sidewalk Panel Replacement, Striping, Engineer Stamped Plans

Terms: Existing Accounts Net 30
The above is an "estimate", final costs will be determined by the actual number of work hours and travel time logged.
A cancellation fee may apply if job iscancelled at site.
Credit Application Required To Open Account

This is a quotation on the goods named, subject to the conditions, inclusions and/or exclusions noted above.
To accept this quotation, sign here and return:

Signature: Date:

120 N. Andreasen Dr. Escondido, CA 92029 PH# 760/294-9449 Fax# 760/294-9490

CITY OF ONTARIO *Agenda Report* **June 16, 2026**	**SECTION:** **CONSENT CALENDAR**
Department: Utilities Prepared By: Dennis Mejia Staff Member Presenting: Scott Burton, Utilities General Manager Reviewed By: Dennice Raygoza, Courtney Jones, Michael Sigsbee Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 16

SUBJECT: **AN AMENDMENT TO THE MAINTENANCE SERVICES AGREEMENT WITH HPS WEST, INC., DBA HYDROPRO SOLUTIONS FOR ADVANCED METERING INFRASTRUCTURE TECHNOLOGY PHASE 2 PROJECT**

RECOMMENDATION: That the City Council approve and authorize the City Manager, or designee, to execute Amendment No. 1 to the Maintenance Services Agreement with HPS West, Inc., dba HydroPro Solutions of Ontario, California, to provide installation and maintenance services for the Advanced Metering Infrastructure (AMI) Technology Phase 2 Project in the amount of $700,266 for a new total revised not-to-exceed amount of $1,146,404, and a term of August 19, 2025 to June 30, 2030.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Operate in a Businesslike Manner
Invest in the Growth and Evolution of the City's Economy
Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)

FISCAL IMPACT: Proposed Amendment No. 1 to the Maintenance Services Agreement with HSP West, Inc., dba HydroPro Solutions (HydroPro) for design, installation, and maintenance services for the Advanced Metering Infrastructure (AMI) Technology Phase 2 Project increases the Agreement by $700,266 for a new total revised not-to-exceed amount of $1,146,404.

The Proposed Fiscal Year 2026-2027 Budget includes appropriations from the Water Capital Fund for these services. There is no impact to the General Fund.

BACKGROUND & ANALYSIS: The City's water system includes approximately 44,000 water meters that are utilized by residential, commercial, and industrial customers. The City's existing AMI system includes four tower base stations and seventeen repeaters located throughout the City to capture data from about 38,000 meters currently. The remaining 6,000 meters are read manually through

drive-by meter reading conducted by Staff. The meter information is then processed in the Customer Information & Billing System (CIS) for monthly billing to customers.

In 2024, the AMI Technology Phase 1 Project expanded the City's AMI system from one AMI tower base station to four tower base stations that communicate with seventeen repeaters and about 38,000 meters.

In 2025, Master Meter completed a communication survey to determine ideal locations for future AMI tower base stations and repeaters to support all the water meters in use today and future meter locations through buildout of Ontario Ranch.

In February 2026, Staff solicited HydroPro for a proposal for the AMI Technology Phase 2 Project. The work under this proposed Amendment will include the design and installation of two new AMI tower base stations. The AMI tower base stations for Phase 2 identified in the attached Exhibit “A” include:

- T1 (New AMI Antenna) - located at 1420 E. Francis St. – Fire Station No. 3
- T2 (New AMI Antenna) - located at 3385 E. Riverside Dr. – Creekside Park

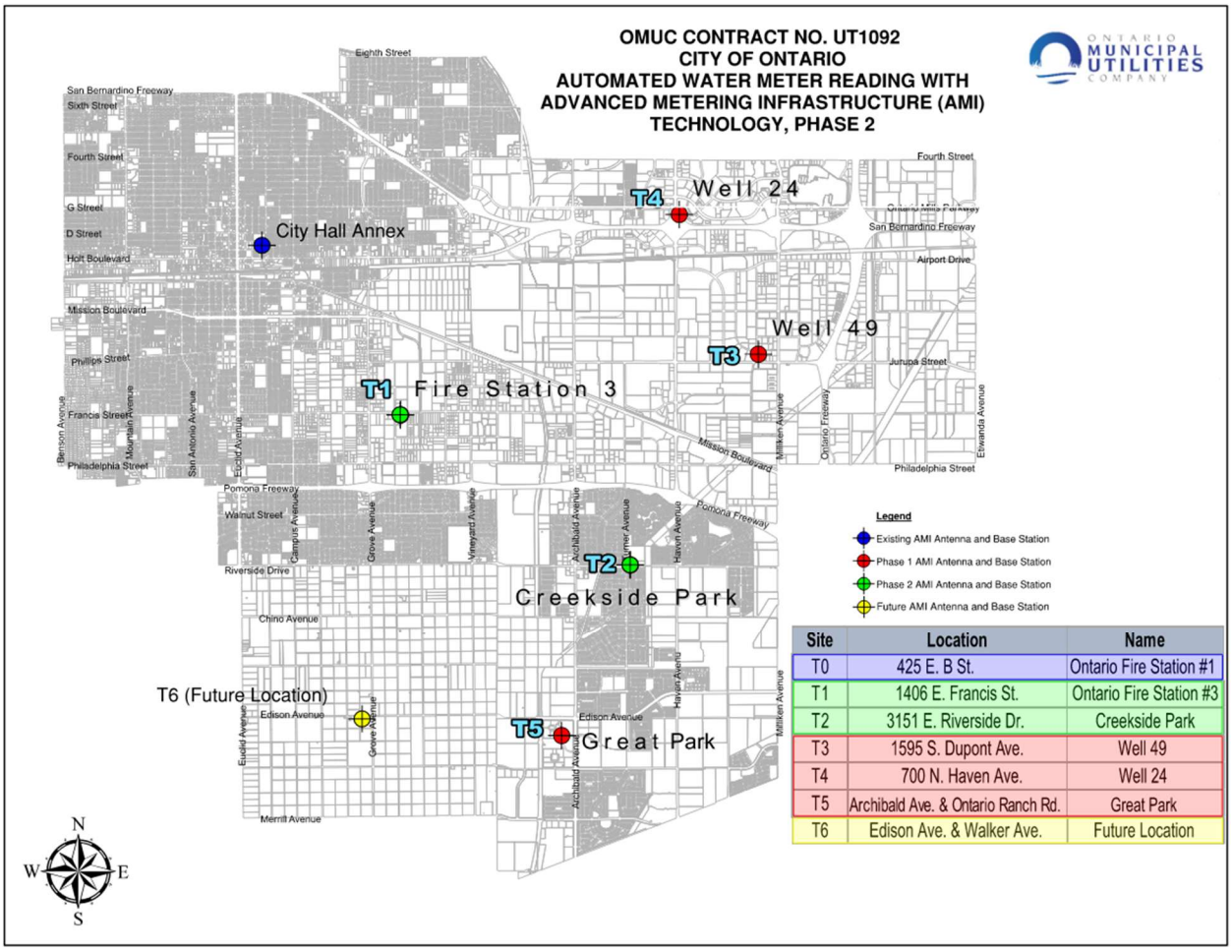
Upon completion of the project, Staff will be able to remotely connect to additional existing and future water meters to access real-time water usage data. Expanded real-time data collection will improve operational efficiency, support timely customer billing, assist in identifying excessive water usage, and aid in the early detection of potential leaks or breaks within customer service lines.

The Master Meter Radio Read Meter was selected as the City standard specification for all new and replacement meters as a result of a public bid process and product evaluation that took place in 2001, when six different vendors and product lines were evaluated. Staff regularly evaluates the cost of meters from different meter manufacturers, including pricing for hardware and support services, and has concluded that costs do not vary substantially. Additionally, technical aspects are considered such as integration of all electronic components within the meter case, add-on devices, product support and services, software compatibility with CIS and proven service record.

The purchase and installation of Master Meter equipment can only be made directly through the manufacturer’s approved distributor. HydroPro is the exclusive distributor in California for Master Meter equipment and offers uniform pricing for all water agencies that use its products.

On August 19, 2025, the City entered into a sole-source Maintenance Services Agreement with HydroPro to provide preventative maintenance and repair services to maintain, strengthen and optimize the network infrastructure and Staff recommends this proposed Amendment to complete the AMI Technology Phase 2 Project.

Exhibit A



Site	Location	Name
T0	425 E. B St.	Ontario Fire Station #1
T1	1406 E. Francis St.	Ontario Fire Station #3
T2	3151 E. Riverside Dr.	Creekside Park
T3	1595 S. Dupont Ave.	Well 49
T4	700 N. Haven Ave.	Well 24
T5	Archibald Ave. & Ontario Ranch Rd.	Great Park
T6	Edison Ave. & Walker Ave.	Future Location

CITY OF ONTARIO
303 EAST B STREET | ONTARIO, CALIFORNIA 91764
(909) 395-2000 FAX (909) 395-2070 OntarioCA.gov

PAUL S. LEON
MAYOR

ALAN D. WAPNER
MAYOR PRO TEM

JIM W. BOWMAN
DEBRA PORADA
DAISY MACIAS
COUNCIL MEMBERS

SHEILA MAUTZ
CITY CLERK

JAMES R. MILHISER
CITY TREASURER

SCOTT OCHOA
CITY MANAGER

AMENDMENT NO. 1 TO THE MAINTENANCE SERVICES AGREEMENT BETWEEN THE CITY OF ONTARIO AND HPS WEST, INC. DBA HYDROPRO SOLUTIONS

1. Parties and Date.

This Amendment No. **1** to the Agreement (as defined herein) is made and entered as of _____, by and between the City of Ontario ("City") and **HPA WEST, Inc. dba HYDROPRO SOLUTIONS**, an **S Corporation ("Contractor")**. City and **Contractor** are sometimes individually referred to as "Party" and collectively as "Parties."

2. Recitals.

2.1 Agreement. The City and **Contractor** have entered into an agreement entitled "**On-Call Design Services**" dated **August 19, 2025** ("Agreement").

2.2 Amendment Purpose. The City and **Contractor** desire to amend the Agreement to increase the compensation by **Seven Hundred Thousand, Two Hundred Sixty-Six Dollars ($700,266)** for a total-not-to-exceed compensation of **One Million, One Hundred Forty-Six Thousand, Four Hundred Four Dollars ($1,146,404)**, include the proposal for the additional scope of work to **Exhibit A,** and extend the time of performance to **June 30, 2030**. This increase in compensation and time is for the additional scope of work listed in the attached Contractors' Proposal titled "**Automated Water Meter Reading with Advanced Metering Infrastructure (AMI) Technology, Phase 2 (OMUC Contract No. UT1092)**" and dated **May 5, 2026**.

2.3 Amendment Authority. This Amendment No. **1** is authorized pursuant to Section **3.1.2 "Term"** and **3.2.5 "Extra Work"** of the Agreement.

3. Terms.

3.1 Amendment. Section **3.1.2**, **3.2.1, and Exhibit A** of the Agreement is hereby amended in its entirety to read as follows:

3.1.2 Term. The term of this Agreement shall be from **August 19, 2025** to **June 30, 2030,** unless earlier terminated as provided herein. Contractor shall complete the Services within the term of this Agreement and shall meet any other established schedules and deadlines. The Parties may, by mutual, written consent, extend the term of this Agreement if necessary to complete the Services

3.2.1 Compensation. Contractor shall receive compensation, including authorized reimbursements, for all Services rendered under this Agreement at the rates set forth in Exhibit "A" and Exhibit "C" attached hereto and incorporated herein by reference. The total contract amount shall not exceed **One Million, One Hundred Forty-Six Thousand, Four Hundred Four Dollars ($1,146,404)** without written approval of City's representative. Extra Work may be authorized, as described below, and if authorized, will be compensated at the rates and manner set forth in this Agreement.

Exhibit "A" - SCOPE OF SERVICES is hereby amended to add Attachment A which is hereto and incorporated herein by reference. All other previously added or deleted scope of services are retained in their entirety.

3.2 Continuing Effect of Agreement. Except as amended by this Amendment No. **1**, all other provisions of the Agreement remain in full force and effect and shall govern the actions of the parties under this Amendment No. **1**. From and after the date of this Amendment No. **1**, whenever the term "Agreement" appears in the Agreement, it shall mean the Agreement as amended by this Amendment No. **1**.

3.3 Adequate Consideration. The Parties hereto irrevocably stipulate and agree that they have each received adequate and independent consideration for the performance of the obligations they have undertaken pursuant to this Amendment No. **1**.

3.4 Severability. If any portion of this Amendment No. **1** is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

3.5 Integration. This Amendment represents the entirety of the Parties' understanding relating to the subject of this Amendment, including written or verbal communications between the Parties, which shall have no relevance unless expressly incorporated herein. This is an integrated amendment.

[SIGNATURES ON FOLLOWING PAGE]

SIGNATURE PAGE FOR AMENDMENT NO. 1 TO MAINTENANCE SERVICES AGREEMENT BETWEEN THE CITY OF ONTARIO AND HYDROPRO SOLUTIONS

IN WITNESS WHEREOF, the Parties have entered into this Amendment No. **1** as of the day and year first above written.

CITY OF ONTARIO

Approved By:

_____
Scott Ochoa
City Manager

Approved as to Form:

_____
Best Best & Krieger LLP
City Attorney

Attested By:

_____
City Clerk

HYDROPRO SOLUTIONS

By:_____

Its:_____

Printed Name:_____

By:_____

Its:_____

Printed Name:_____

Attachment A

Exhibit “A” - SCOPE OF SERVICES

City of Ontario

Proposal for OMUC Project UT1092 – Automated Water Meter Reading with advanced Metering Infrastructure (AMI) Technology, Phase 2

Project Cost Summary

Vendor: HydroPro Solutions, Inc.
Project: UT – Automated Water Meter Reading with Advanced Metering Infrastructure (AMI) Technology, Phase 2
Prepared By: Lucas Anderson
Date: May 18, 2026

Contacts

- Lucas Anderson
  Project Manager
  951-533-9108
  landerson@Hydroprosolutions.com
- Chris Lambros
  Account Manager
  951-370-0443
  clambros@hydroproslutions.com
- Noah Bischof
  Sales Manager
  951-533-5114
  nbischof@hydroprosolutions.com

Project Overview

The Phase 2 AMI Base Station Installation project includes the **design, permitting, Installation, and commissioning** of two (2) new AMI base station monopole tower sites for the City of Ontario. The project provides a complete turnkey delivery, including surveying, engineering, civil works, tower erection, electrical and grounding systems, base station equipment, and final closeout documentation.

Cost Summary by Project Phase

1. Design Phase

Total: $142,152.29 Duration 4 months

The Design Phase establishes the technical, regulatory, and constructability foundation for the project and includes:

1.1 Site investigations, surveys, and utility coordination
1.2 Geotechnical evaluation (as required)
1.3 Structural, civil, and electrical engineering design
1.4 Zoning and permitting approvals

- FAA
- FCC
- Airspace Analysis
- City of Ontario
- Miscellaneous

1.5 Construction staking and layout
1.6 Issued-For-Construction (IFC) and record drawings
1.7 Additional Engineering Services

All design activities cover **both project sites**.

2. Installation Phase

Total: $558,112.71 Duration 4 Months

The Installation Phase includes all labor, materials, equipment, and coordination required to build and install the AMI base station infrastructure, including:

2.1 Mobilization and site preparation
2.2 Excavation, foundations, concrete, and civil improvements
2.3 Supply and installation of two (2) engineered 80' monopole towers
2.4 Crane operations and specialty equipment
2.5 Grounding systems and bonding
2.6 Conduit, power routing, and utility coordination
2.7 Base station equipment, 72-hour battery backup systems, cabinets, cabling, and connectors, equipment and shaded structure
2.8 Fencing and secured equipment compounds
2.9 Site restoration, gravel placement, and cleanup
2.10 Project management (2-4 hrs per week), per diem, and equipment shipping (2-4 weeks) And submittal review

Installation pricing reflects a **fully turnkey installation** for both sites.

3. Closeout Phase

Total: Included Duration 1 Month

Closeout activities are incorporated into the design, construction, and project management costs and include:

3.1 Final inspections and punch-list resolution
3.2 Equipment testing and operational verification
3.3 Record (as-built) drawings
3.4 One Year Warranty documentation and closeout packages
3.5 Final acceptance with City of Ontario staff

No additional cost is required beyond the Construction Phase total.

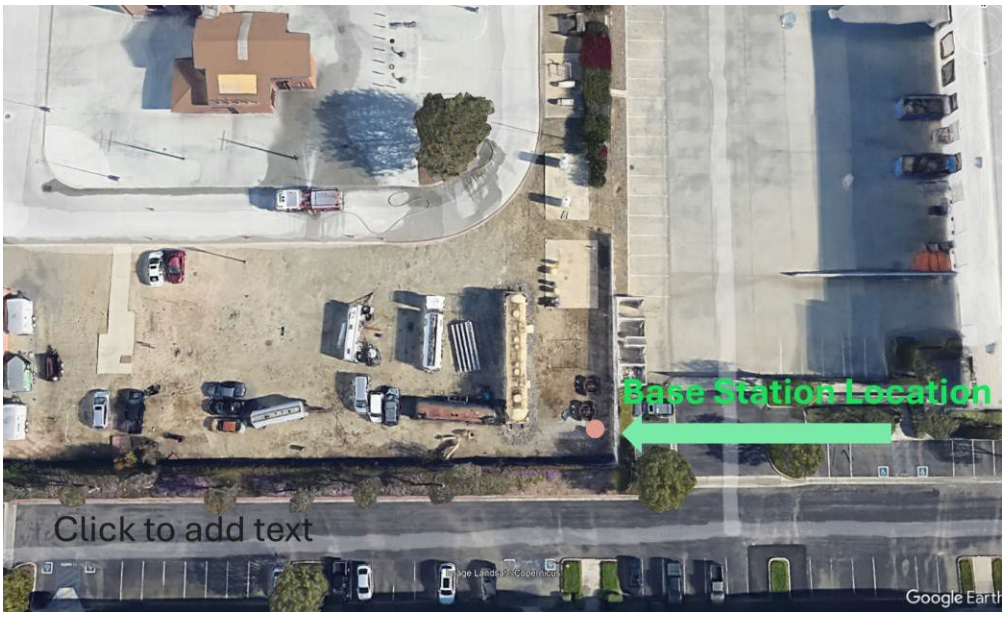
Total Project Cost

1.0	**DESIGN PHASE**	**$**	**142,152.29**
1.1	Utility investigation / coordination –	$	4,675.34
1.2	Geotechnical services (Creekside)*–	$	10,472.73
1.3	Construction drawings for new tower site –	$	16,207.80
1.4	Full zoning and Permitting -	$	16,590.92
1.5	Site survey –	$	28,051.98
1.6	Record drawings –	$	2,493.52
1.7	* Additional engineering services (per OMUC PM Approval)–	$	63,660.00

2.0	**INSTALLATION PHASE**	**$**	**558,112.71**
2.1	Project Mobilization	$	45,633.54
2.2	Civil and Foundation Scope	$	89,612.96
2.3	Monopole Scope	$	124,535.40
2.4	Equipment	$	43,065.90
2.5	Grounding System	$	2,057.14
2.6	Conduit Power and Utility Coordination	$	11,660.28
2.7	Base Station Equipment	$	147,212.48
2.8	Fencing and Site Security	$	14,025.98
2.9	Site Restoration	$	10,739.80
2.10	Project Management/Misc	$	69,569.23

Total Cost for Design and Installation	**$**	**700,265.00**

Fire Station # 3 Base Station Location



Creekside Base Station Location



CITY OF ONTARIO *Agenda Report* **June 16, 2026**	**SECTION:** **CONSENT CALENDAR**
Department: Police Department Prepared By: Zina Hullings Department: Information Technology Prepared By: Zina Hullings Staff Member Presenting: Rudy Lopez, Chief of Police Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 17

SUBJECT: **AN AMENDMENT NO. 2 TO THE MAINTENANCE AND SERVICES AGREEMENT WITH CNC TECHNOLOGIES, LLC FOR CNC LIVE AND DOWNLINK YEARLY SUBSCRIPTION, SERVICE AND SUPPORT**

RECOMMENDATION: That the City Council authorize the City Manager, or his designee, to execute Amendment No. 2 to the Maintenance Services Agreement with CNC Technologies, LLC, of Oak Park, California, for the annual CNC Live and Downlink subscription, service, and support program; extend the agreement for an additional one-year term; and increase the contract amount by $82,150, for a revised total not-to-exceed amount of $195,025.

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

FISCAL IMPACT: Amendment No. 2 with CNC Technologies, LLC will increase the authorized contract amount by $82,150 for a total not-to-exceed amount of $195,025. The Fiscal Year 2025-26 Budget includes appropriations in the Information Technology Fund for the yearly subscription, service and support. Appropriations for the future fiscal years will be included in the respective years' budget to be considered by City Council for approval.

BACKGROUND & ANALYSIS: On January 25, 2024, the City approved a Maintenance Services Agreement with CNC Technologies, LLC to provide CNC Live and Downlink video services for the Police Department and Police Air Support. The Downlink system provides real time situational awareness, imaginary video to the Real Time Crime Center, the Watch Commander and Leadership on critical incidents from the camera system of the aircraft.

CITY OF ONTARIO
303 EAST B STREET | ONTARIO, CALIFORNIA 91764
(909) 395-2000 FAX (909) 395-2070 OntarioCA.gov

PAUL S. LEON
MAYOR

ALAN D. WAPNER
MAYOR PRO TEM

JIM W. BOWMAN
DEBRA PORADA
DAISY MACIAS
COUNCIL MEMBERS

SHEILA MAUTZ
CITY CLERK

JAMES R. MILHISER
CITY TREASURER

SCOTT OCHOA
CITY MANAGER

AMENDMENT NO. 2
TO THE MAINTENANCE SERVICES AGREEMENT
BETWEEN THE CITY OF ONTARIO AND
CNC TECHNOLOGIES, LLC

1. Parties and Date.

This Amendment No. 2 to the Maintenance Services Agreement (as defined herein) is made and entered as of _____, by and between the City of Ontario ("City") and **CNC TECHNOLOGIES, LLC**, a **Limited Liability Company "Contractor".** City and **Contractor** are sometimes individually referred to as "Party" and collectively as "Parties."

2. Recitals.

2.1 Agreement. The City and Contractor have entered into an agreement entitled "**Maintenance Services Agreement**" dated January 25, 2024 ("Agreement").

2.2 Amendment No. 1. The City and Contractor entered into Amendment No. 1 to the Agreement, dated December 17, 2024, for the purposes of extending the Agreement term and updating the Scope of Services.

2.3 Amendment Purpose. The City and **Contractor** now desire to once again amend the Agreement for purposes of adding a new Scope of Services and to extend the Agreement term.

2.4 Amendment Authority. This Amendment No. 2 is authorized pursuant to Section **3.7.11** of the Agreement.

3. Terms.

3.1 Amendment. Section **3.1.2** of the Agreement is hereby amended in its entirety to read as follows:

"**3.1.2 Term**"

"The term of this Agreement shall be from **January 25, 2024 to March 31, 2028**, unless earlier terminated as provided herein (the "Term"). Contractor shall complete the Services within the Term, and shall meet any other mutually

agreed upon schedules and deadlines. The Parties may, by mutual consent, extend the Term if necessary to complete the Services."

3.2 Amendment. Section 3.2.1 of the Agreement is hereby amended in its entirety to read as follows:

3.2.1 Compensation

"Contractor shall receive compensation, including authorized reimbursements, for all Services rendered under this Agreement at the rates set forth in Exhibit A attached hereto and incorporated herein by reference. The total compensation shall not exceed **One Hundred Ninety-Five Thousand and Twenty-Five dollars ($195,025.00)** without written approval of City's City Manager (the "Total Compensation"). Extra work may be authorized, as described below, and if authorized, will be compensated at the rated and manner set forth in this Agreement."

3.3 Amendment Exhibit "A" is hereby deleted in its entirety and replaced with Attachment "A," attached hereto and incorporated herein by reference.

3.4 Continuing Effect of Agreement. Except as amended by this Amendment No. 2, all other provisions of the Agreement remain in full force and effect and shall govern the actions of the parties under this Amendment No. 2. From and after the date of this Amendment No. 2, whenever the term "Agreement" appears in the Agreement, it shall mean the Agreement as amended by this Amendment No. 2.

3.5 Adequate Consideration. The Parties hereto irrevocably stipulate and agree that they have each received adequate and independent consideration for the performance of the obligations they have undertaken pursuant to this Amendment No. 2.

3.6 Severability. If any portion of this Amendment No. 2 is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

3.7 Integration. This Amendment represents the entirety of the Parties' understanding relating to the subject of this Amendment, including written or verbal communications between the Parties, which shall have no relevance unless expressly incorporated herein. This is an integrated amendment.

SIGNATURE PAGE FOR AMENDMENT NO. 2 TO THE MAINTENANCE SERVICES AGREEMENT BETWEEN THE CITY OF ONTARIO AND CNC TECHNOLOGIES, LLC

IN WITNESS WHEREOF, the Parties have entered into this Amendment No. 2 as of the day and year first above written.

CITY OF ONTARIO

Approved By:

_____
Scott Ochoa
City Manager

Approved as to Form:

_____
Best Best & Krieger LLP
City Attorney

Attested By:

_____
City Clerk

CNC TECHNOLOGIES, LLC

By: _____

Its: Managing Partner

Printed Name: Alex Giuffrida

By: _____

Its: Operations Manager

Printed Name: Babette Schrank

ATTACHMENT A

CNC Technologies
command & control

QUOTE

CNC Technologies, LLC

638 Lindero Canyon Rd.
Suite 385
Oak Park, CA 91377

QUOTE NO. OPD002242-105 Rev A
DATE 04/16/2026
CUSTOMER ID ONT
EXPIRATION DATE 05/31/2026

TO: City of Ontario
303 East B Street
Ontario CA 91764

SALES	JOB	SHIPPING METHOD	PAYMENT TERMS	DELIVERY DATE	SHIPPING TERMS	DUE DATE
BMU	ONT		NET 30			

ITEM#	QTY	DESCRIPTION	UNIT PRICE	LINE TOTAL
		Ontario PD - CNC.Live and Service, Support and Training Extension		
		Term: 04/01/26 - 03/31/28		
		CNC Live		
1	1	CNC Live Yearly Subscription (1 Year) > Supports an unlimited number of users > HTTPS security on all streams > Supports iOS, Android, Windows, Linux > Supports multiple resolutions / quality > Supports G3, LTE, WiFi connections > Administrator management of access privileges: - User - Time of day - Events - Groups > Includes 1TB of user outbound data per month (20 continuous users, @ 1Mbps, 4 hours a day, 30 days a month) - Additional data can be purchased on a monthly basis in 1TB increments, for an additional charge > This service allows for 16 Maximum Video Inputs and 4 Maximum Simultaneous Outbound Streams. Additional Video Inputs and Simultaneous Outbound Streams would require an extended service plan > Yearly subscription valid for twelve (12) months from activation date - Annual renewal required (every 12 months) > Term: 04/01/26 - 03/31/28	$ 52,475.00	$ 52,475.00
		Extended 24/7 Service, Support & Training		
2	1	Extended 24/7 Service, Support and Training Includes: > Oversight and coordination of Downlink Receive Site + CNC.Live > 24/7/365 live technical support > Unlimited service calls with a tech on-site within 3 business days of repair request. > On-site system and operational training for agency personnel. > Comprehensive and ongoing training to operate mission suite solution with maximum ease and efficiency. > Training courses are done at CUSTOMER facility with CUSTOMER equipment and offer a hands-on learning experience that includes an in-depth review of all equipment, system functionality, user interface, and routine maintenance procedures. > Valid transfers of OEM factory warranties from new equipment > All parts and labor to repair or replace defective components covered by factory warranty plus expedited factory service from OEMs (This does not apply to systems out of warranty)		

ATTACHMENT A

		> Technical and operational consultation services for Local, State and Federal agencies.		
3	1	Extended 24/7 Service, Support and Training > Assets: - RX Site System + CNC Live - Handheld RX Systems > Term: 04/01/26 - 03/31/28	$ 29,675.00	$ 29,675.00
		Notes		
4	1	NOTES > Term: 04/01/26 - 03/31/28		
			TOTAL	
			$ 82,150.00	

ATTACHMENT A

CNC Technologies
command & control

QUOTE

CNC Technologies, LLC

638 Lindero Canyon Rd.
Suite 385
Oak Park, CA 91377

QUOTE NO. OPD002242-105 Rev A
DATE 04/16/2026
CUSTOMER ID ONT
EXPIRATION DATE 05/31/2026

TO: City of Ontario
303 East B Street
Ontario CA 91764

SALES	JOB	SHIPPING METHOD	PAYMENT TERMS	DELIVERY DATE	SHIPPING TERMS	DUE DATE
BMU	ONT		NET 30			

ITEM#	QTY	DESCRIPTION	UNIT PRICE	LINE TOTAL
Ontario PD - CNC.Live and Service, Support and Training Extension				
Term: 04/01/26 - 03/31/28				
CNC Live				
1	1	CNC Live Yearly Subscription (1 Year) > Supports an unlimited number of users > HTTPS security on all streams > Supports iOS, Android, Windows, Linux > Supports multiple resolutions / quality > Supports G3, LTE, WiFi connections > Administrator management of access privileges: - User - Time of day - Events - Groups > Includes 1TB of user outbound data per month (20 continuous users, @ 1Mbps, 4 hours a day, 30 days a month) - Additional data can be purchased on a monthly basis in 1TB increments, for an additional charge > This service allows for 16 Maximum Video Inputs and 4 Maximum Simultaneous Outbound Streams. Additional Video Inputs and Simultaneous Outbound Streams would require an extended service plan > Yearly subscription valid for twelve (12) months from activation date - Annual renewal required (every 12 months) > Term: 04/01/26 - 03/31/28	$ 52,475.00	$ 52,475.00
Extended 24/7 Service, Support & Training				
2	1	Extended 24/7 Service, Support and Training Includes: > Oversight and coordination of Downlink Receive Site + CNC.Live > 24/7/365 live technical support > Unlimited service calls with a tech on-site within 3 business days of repair request. > On-site system and operational training for agency personnel. > Comprehensive and ongoing training to operate mission suite solution with maximum ease and efficiency. > Training courses are done at CUSTOMER facility with CUSTOMER equipment and offer a hands-on learning experience that includes an in-depth review of all equipment, system functionality, user interface, and routine maintenance procedures. > Valid transfers of OEM factory warranties from new equipment > All parts and labor to repair or replace defective components covered by factory warranty plus expedited factory service from OEMs (This does not apply to systems out of warranty)		

ATTACHMENT A

		> Technical and operational consultation services for Local, State and Federal agencies.		
3	1	Extended 24/7 Service, Support and Training > Assets: - RX Site System + CNC.Live - Handheld RX Systems > Term: 04/01/26 - 03/31/28	$ 29,675.00	$ 29,675.00
		Notes		
4	1	NOTES > Term: 04/01/26 - 03/31/28		
			TOTAL	
			$ 82,150.00	

CITY OF ONTARIO *Agenda Report* **June 16, 2026**	**SECTION:** **CONSENT CALENDAR**
Department: Fire Department Prepared By: Kemi Makinde Staff Member Presenting: Mike Gerken, Fire Chief Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 18

SUBJECT: **AN UPDATED LOAN AGREEMENT BETWEEN THE CITY OF ONTARIO AND CONFIRE JOINT POWERS AUTHORITY FOR INITIAL CAPITAL FUNDING TO ESTABLISH AMBULANCE SERVICING**

RECOMMENDATION: That the City Council authorize the City Manager or his designee to execute all documents related to the Loan Agreement between the City of Ontario and CONFIRE Joint Powers Authority in the amount of $20,000,000.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Invest in the Growth and Evolution of the City's Economy
Operate in a Businesslike Manner
Pursue City's Goals and Objectives by Working with Other Governmental Agencies

FISCAL IMPACT: The City will issue a loan to CONFIRE in an amount not-to-exceed $20,000,000 with an annual interest rate equal to the Local Agency Investment Fund (LAIF) daily effective yield rate on the date of the first advance. The loan will be funded from available City funds, excluding the General Fund. Quarterly repayments will commence the third quarter after the first advance, and the loan will be repaid in full within two years.

BACKGROUND & ANALYSIS: On December 19, 2023, the City Council approved a Loan Agreement between the City and CONFIRE to provide initial capital funding to establish ambulance servicing throughout San Bernardino County. The program was subsequently delayed due to litigation initiated by AMR in September 2024, which halted progress and prevented CONFIRE from drawing on the loan. As the agreement expired before litigation was resolved, Staff brought a revised Loan Agreement back to Council on February 17, 2026, for reapproval; however that agreement also remained unexecuted while the legal proceedings continued.

With litigation now resolved and CONFIRE anticipating a first loan draw in July 2026 and a program start date of October 2026 for ambulance services, Staff is bringing forward an updated Loan Agreement to reflect the program's current implementation and billing schedule. CONFIRE expects to begin receiving projected billing revenues approximately three months after the start of service.

The loan structure in the updated Agreement remains unchanged. Borrowing will occur through individual advances between $1 million and $5 million per request, with a maximum cumulative loan amount of $20 million. All loan amounts must be fully repaid within two years from the date of the first advance.

The repayment terms are being revised to align more closely with the timing of projected revenues from the EMS program. CONFIRE will make quarterly principal and interest payments due January 1, April 1, July 1, and October 1. After the first advance, the first repayment will now be due on the third quarterly payment date following the initial draw, rather than the next immediate quarterly date. For example, if the first advance occurs in July 2026, the first payment will be due April 1, 2027. This revision allows CONFIRE to draw initial start-up funds and ample time to begin generating revenue after the program's anticipated October 2026 service start date. Interest accrues on the outstanding principal balance from the date of the first advance until the loan is fully repaid. A payment schedule will be issued after the first advance and updated with each subsequent advance.

Staff recommends the City of Ontario enter into this updated Loan Agreement to facilitate the implementation of the EMS Division of CONFIRE. The funds will be used for administrative support, startup operations, and service delivery until billing and collections stabilize and fully fund the operation.

CITY OF ONTARIO
CONFIRE EMS PROGRAM
LOAN AGREEMENT

This CITY OF ONTARIO CONFIRE EMS PROGRAM LOAN AGREEMENT (the "Agreement") is made as of _____ 2026, by and between **CONSOLIDATED FIRE AGENCIES ("Borrower")**, a joint powers agency, acting on behalf of its **CONFIRE EMS**, a division of the Borrower **("EMS")** and the **CITY OF ONTARIO**, a California municipal corporation **("Lender")**.

R E C I T A L S

A. Borrower is a joint powers agency, was created to provide services relating to the operation of a regional public safety communication system and cooperative program of fire protection, rescue and emergency medical services system.

B. EMS is a subsidiary division of Borrower, which provides emergency medical services to Borrower's member agencies (the "Member Agencies").

C. Borrower has requested that the Lender extend credit to Borrower in the form of this agreement with a maximum credit limit of Twenty Million Dollars ($20,000,000) for the purpose of providing emergency medical services and ambulance transportation services, and to fund the administrative support to commence operations, billings and collection services (the "Program").

D. The Lender has agreed to extend credit to Borrower, subject to and in accordance with the terms and conditions of this Agreement and the other "Loan Documents" as that term is defined below.

NOW, THEREFORE, for good and valuable consideration the parties agree as follows:

1. DEFINITIONS AND CONSTRUCTION.

1.1 Definitions. Capitalized terms in this Agreement that are not defined when first used shall have the meanings set forth below:

(a) **Advances**. The term "Advances" shall mean all funds advanced to the Borrower under the terms of this Agreement.

(b) **Administrative Statements**. Borrower's statements regarding administration of billing to insurance providers and federal and State agency reimbursement applications related to the Program.

(c) **Agreement**. The term "Agreement" shall mean this Agreement, any schedules hereto, any promissory notes, and assignments required hereunder (whether executed concurrently with or prior or subsequent to the date hereof), and any concurrent or subsequent amendments,

modifications, supplements, chattel paper, extensions, or schedules to any of the foregoing.

(d) **Authorized Officer**. The term "Authorized Officer" shall mean Executive Director of the Borrower.

(e) **Borrower's Books**. The term "Borrower's Books" shall mean: (a) all of Borrower's books and records including ledgers, records indicating, summarizing, or evidencing Borrower's assets or liabilities related to the Program; (b) all information relating to Borrower's business operations or financial condition related to the Program; and (c) all computer programs, disk or tape files, printouts, runs, or other computer prepared information, and the equipment containing such information related to the Program.

(f) **Business Day**. The term "Business Day" shall mean any day which is not a Saturday, Sunday, or other day on which banks in the State of California are authorized or required to close.

(g) **Event of Default.** The term "Event of Default" shall mean the occurrence of an event described in Section 6.1 below.

(h) **Financial Statement(s).** The term "Financial Statement(s)" shall mean all income statements, balance sheets, statements of retained earnings or other related statements which reflect the financial worth of Borrower related to the Program.

(i) **Loan**. The term "Loan" shall mean the aggregate of all Advances made by Lender to Borrower hereunder, and represented in a Payment Schedule.

(j) **Loan Documents**. The term "Loan Documents" shall mean, collectively, this Agreement, the Payment Schedule, any other obligation or schedule executed by Borrower to the order of Lender, and any other document, instrument and agreement executed by Borrower in connection with this Agreement.

(k) **Maximum Credit Limit**. The term "Maximum Credit Limit" has the meaning provided in Section 2.1 below.

(l) **Members of the Borrower**. The term "Members of the Borrower" shall mean the "Parties" as described in the Joint Powers Agreement (Third Amended and Restated) and dated March 23, 2021, by and among the Members.

(m) **Obligations**. The term "Obligations" shall mean all Advances together with interest thereon, Lender's expenses, and all other amounts payable by Borrower under the Loan Documents, whether direct or indirect,

absolute or contingent, due or to become due, now existing or hereafter arising, and including any debt, liability, or obligation owing from Borrower to others which Lender may have obtained by assignment or otherwise, and further including all interest not paid when due and all Lender's expenses which Borrower is required to pay or reimburse by the Loan Documents, by law or otherwise.

(n) **Payment Date**. The term "Payment Date" shall mean January 1, April 1, July 1 and October 1 of each calendar year, and shall be in the form of Exhibit A hereto, as such may be amended or modified.

(o) **Payment Schedule**. The term "Payment Schedule" shall mean a schedule of principal and interest payments due hereunder, as modified from time to time representing Advances made to Borrower.

(p) **Revenues**. The term "Revenues" means all billings for transport services and GMS services, which includes State and Federal reimbursement or supplemental reimbursement funds.

1.2 Construction. Unless the context of this Agreement clearly requires otherwise, references to the plural include the singular, to the singular include the plural, to the part include the whole, and "including" is not limiting, and "or" has the inclusive meaning represented by the phrase "and/or." The words "hereof," "herein," "hereby," "hereunder" and similar terms in this Agreement refer to this Agreement as a whole and not to any particular provision of this Agreement. Section, subsection, clause, and exhibit references are to this Agreement unless otherwise specified.

1.3 Accounting Terms. All accounting terms not specifically defined herein shall be construed in accordance with generally accepted accounting principles ("GAAP") as in effect from time to time. When used herein, the term "financial statements" shall include the notes and schedules thereto.

2. ADVANCES AND TERMS OF PAYMENT.

2.1 Extension of Credit. Subject to the full satisfaction of each and all of the conditions set forth in this Article II, and subject to the all other terms and conditions of this Agreement, Lender shall, upon the request of Borrower made from time to time but no later than two (2) years from the date of the first draw of funds under this Agreement, and so long as no Event of Default has occurred and is continuing, or so long as this Agreement has not been terminated, and subject to the full satisfaction of each and all of the conditions set forth in this Agreement, make Advances to Borrower in an aggregate amount not to exceed the sum of the following (the "Maximum Credit Limit"): Twenty Million Dollars ($20,000,000.00), provided through the Lender's unrestricted funds other than the General Fund of the Lender.

2.2 Request for Advance. Borrower may take Advances in a minimum amount of One Million Dollars ($1,000,000) and a maximum amount of Five Million Dollars ($5,000,000). Total draws cannot exceed Twenty Million ($20,000,000) in the aggregate. Advances, as well as directions for payment from Borrower's deposit accounts maintained with Lender, must be requested in writing on behalf of Borrower by any Authorized Officer. Borrower agrees to be liable

for all sums advanced in accordance with Borrower's or Borrower's authorized representative's instructions. The unpaid Advances owing hereunder, at any time, will be evidenced by a separate Payment Schedule to be added to this Agreement. All requests for Advances shall be received by Lender ten (10) Business Days prior to the proposed date the requested Advance is to be made. Each request made to Lender for an Advance shall contain the following: (a) the aggregate principal amount of the Advance; and (b) satisfaction of conditions of Section 2.13 hereof.

2.3 Authorization to Make Advances. Lender is hereby authorized to make Advances, solely from its unrestricted funds, other than the Lender's General Fund, based on a written request to Lender made by anyone purporting to be an Authorized Officer. Borrower hereby holds Lender harmless against any loss, claim, liability, cause of action, and damages arising out of Lender's reliance on such request in making an Advance hereunder.

2.4 Maturity Dates. The first Advance shall have two (2) years from the date of the effective Advance payment date (the "Closing Date") to repay the loan (the "Maturity Date"). Each subsequent Advance shall be repaid no later than the Maturity Date stated above. For avoidance of doubt, the final Maturity Date for all amounts drawn hereunder shall be the date which is two (2) years from the first Closing Date.

2.5 Security. The Loan and all other payment obligations under this Agreement and the Loan Documents will be payable from and secured by the Revenues of the Borrower.

2.6 Repayment of Advance. For each Advance, Borrower will pay scheduled principal and interest as follows:

(a) the first payment due for the first Advance shall be the third Payment Date succeeding such Advance (for example, if the first draw is July 1, 2026, then the first payment shall be made on April 1, 2027) and such repayment shall be reflected in a Payment Schedule; and

(b) thereafter, on each Payment Date;

(c) for each subsequent Advance, the Payment Schedule shall be amended and all amounts due thereunder shall be paid on each Payment Date;

(d) all or any portion of the Loan may be prepaid on any Business Day without premium or penalty at the option of the Authority, by presentment of the unpaid principal portion together with interest accrued thereon to the date set for prepayment upon delivery to the Lender of notice of intent to prepay the Loan no less than 10 days prior to the date of such prepayment.

The entire Loan shall be paid in full by the Maturity Date.

2.7 Interest. Interest rate on all amounts due hereunder shall be determined by using the Local Agency Investment Fund (LAIF) daily effective yield rate, on the first Closing Date.

2.8 Default Interest Rate. The interest rate after the occurrence of any Event of Default shall be calculated at the rate of 8.00% (the "Default Rate") on a monthly basis.

2.9 Insurance.

(a) Coverage. For the duration of this Agreement, Borrower shall maintain insurance against claims for injuries to persons or damages to property which may arise from or in connection with the Program. Coverage shall be at least as broad as:

(1) **Commercial General Liability (CGL**): Insurance Services Office Form CG 00 01 covering CGL on an "occurrence" basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than $5,000,000 per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.

(2) **Automobile Liability:** ISO Form Number CA 00 01 covering any auto (Code 1), or if Borrower has no owned autos, hired, (Code 8) and non-owned autos (Code 9), with limit no less than $1,000,000 per accident for bodily injury and property damage.

(3) **Workers' Compensation:** as required by the State of California, with Statutory Limits, and Employer's Liability Insurance with limit of no less than $1,000,000 per accident for bodily injury or disease.

(4) **Fidelity & Crime:** Fidelity & Crime coverage with a limit no less than $1,000,000 including coverage for employee dishonesty and theft, disappearance and destruction of money and securities.

If the Borrower maintains broader coverage and/or higher limits than the minimums shown above, the Lender requires and shall be entitled to the broader coverage and/or the higher limits maintained by the Borrower. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the Lender.

(b) **Policies**. The insurance policies shall contain, or be endorsed to contain, the following provisions:

(1) **Additional Insured Status**. The Lender, its officers, officials, employees, and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of the Borrower including materials, parts, or equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to the Borrower's insurance (at least as broad as ISO Form CG 20 10 11 85 or if not available, through the addition of both CG 20 10, CG 20 26, CG 20 33, or CG 20 38; and CG 20 37 if a later edition is used).

(2) **Primary Coverage**. For any claims related to this contract, the Borrower's insurance coverage shall be primary and non-contributory and at least as broad as

ISO CG 20 01 04 13 as respects the Lender, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the Lender, its officers, officials, employees, or volunteers shall be excess of the Borrower's insurance and shall not contribute with it. This requirement shall also apply to any Excess or Umbrella liability policies.

(3) **Umbrella or Excess Policy**. The Borrower may use Umbrella or Excess Policies to provide the liability limits as required in this agreement. This form of insurance will be acceptable provided that all of the Primary and Umbrella or Excess Policies shall provide all of the insurance coverages herein required, including, but not limited to, primary and non-contributory, additional insured, Self-Insured Retentions ("SIRs"), indemnity, and defense requirements. The Umbrella or Excess policies shall be provided on a true "following form" or broader coverage basis, with coverage at least as broad as provided on the underlying Commercial General Liability insurance. No insurance policies maintained by the additional insureds, whether primary or excess, and which also apply to a loss covered hereunder, shall be called upon to contribute to a loss until the Borrower's primary and excess liability policies are exhausted.

(4) **Notice of Cancellation**. Each insurance policy required above shall provide that coverage shall not be canceled, except with notice to the Lender.

(5) **Waiver of Subrogation**. Borrower hereby grants to Lender a waiver of any right to subrogation which any insurer of said Borrower may acquire against the Lender by virtue of the payment of any loss under such insurance. Borrower agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the Lender has received a waiver of subrogation endorsement from the insurer.

(6) **Self-Insured Retentions**. Self-insured retentions must be declared to and approved by the Lender. The Lender may require the Borrower to purchase coverage with a lower retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or Lender. The CGL and any policies, including Excess liability policies, may not be subject to a SIR or deductible that exceeds $25,000 unless approved in writing by Lender. Any and all deductibles and SIRs shall be the sole responsibility of Borrower or subcontractor who procured such insurance and shall not apply to the indemnified additional insured parties. The Lender may deduct from any amounts otherwise due Borrower to fund the SIR/deductible. Policies shall not contain any SIR provision that limits the satisfaction of the SIR to the named insured. The policy must also provide that Defense costs, including the allocated loss adjustment expenses, will satisfy the SIR or deductible. The Lender reserves the right to obtain a copy of any policies and endorsements for verification.

(7) **Acceptability of Insurers**. Insurance is to be placed with insurers authorized to conduct business in the state with a current A.M. Best's rating of no less than A:VII, unless otherwise acceptable to the Lender.

(8) **Verification of Coverage**. Borrower shall furnish the Lender with original certificates and amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause and a copy of the Declarations and Endorsements Pages of the CGL and any Excess policies listing all policy endorsements. All certificates and endorsements and copies of the Declarations and Endorsements pages are to be received and approved by the Lender before the Program commences. However, failure to obtain the required documents prior to the work beginning shall not waive the Borrower's obligation to provide them. The Lender reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time. The Lender reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

2.10 Accounting System. Borrower at all times hereafter shall maintain a standard and modern system of accounting in accordance with GAAP, with ledger and account cards or computer tapes, disks, printouts, and records pertaining to the Program which contain information as may from time to time be requested by Lender.

2.11 Records. Borrower shall keep full and accurate accounts and records of its operations according to GAAP.

2.12 Audit. Borrower shall permit Lender, its employees or agents upon request to inspect and test Borrower's books and records for the purpose of verifying the accuracy of all information required under the terms of this Agreement or submitted pursuant to this Agreement. Pursuant to this Section, Borrower shall grant Lender complete access (including computer access) to all records in whatever form, including accounts, bank statements, delinquency reports, collection reports and litigation reports, whether in hard form or on software.

2.13 Conditions to Each Advance. Lender shall not be obligated to disburse all or any portion of the first Advance and each subsequent Advance, unless and until Borrower has fully satisfied each and all of the following conditions:

(a) The outstanding principal balance owed on the Loan as evidenced by the Payment Schedule does not at any time exceed the Maximum Credit Limit;

(b) Borrower shall have executed and delivered to Lender an original counterpart of this Agreement;

(c) Borrower shall have executed and delivered to Lender a revised Payment Schedule for all Advances made hereunder;

(d) A duly executed resolution to borrow authorizing the loan transactions and authorizing specific officers to act on behalf of the Borrower in connection with this Agreement shall be delivered to Lender; and

(e) Borrower has delivered all approvals and incumbency certificates of officers of the Borrower executing any Loan Documents;

(f) Borrower's Counsel has delivered legal opinions addressed to Lender in form and substance satisfactory to the Lender and Lender's Counsel;

(g) Lender shall have received any and all additional documents, instruments and certificates required pursuant to this Agreement, or otherwise deemed necessary and requested by Lender.

(h) Borrower has delivered a certificate to Lender evidencing that (i) no Event of Default has occurred, (ii) all representations, warranties, and covenants are true and correct and (iii) no material adverse change has occurred with respect to the Borrower, since the date of the most recent audited financial statements delivered to the Lender.

(i) Borrower has paid all closing fees and expenses.

3. CONTINUING REPRESENTATIONS AND WARRANTIES

Borrower represents and warrants to Lender as follows, each such representation and warranty to continue so long as any Obligations remain unpaid:

3.1 Organization; Authority as to Loan Documents. The Borrower is in good standing under the laws of the State, has full legal right, power and authority to enter into the Loan Documents, and to carry out and consummate all transactions contemplated by the Loan Documents, and by proper action of its legislative body has duly authorized the execution, delivery and performance of the Loan Documents. The person(s) of the Borrower executing the Loan Documents to which the Borrower is a party are fully authorized to execute the same. The Loan Documents have been duly authorized, executed and delivered by the Borrower.

3.2 Proceedings; Enforceability. Assuming due execution and delivery by the other parties thereto, the Loan Documents to which the Borrower is a party will constitute the legal, valid and binding agreements of the Borrower enforceable against the Borrower in accordance with their terms; except in each case as enforcement may be limited by bankruptcy, insolvency or other laws affecting the enforcement of creditors' rights against public entities in the State of California, by the application of equitable principles regardless of whether enforcement is sought in a proceeding at law or in equity and by public policy.

3.3 No Conflicts. The execution and delivery of the Loan Documents, the consummation of the transactions herein and therein contemplated and the fulfillment of or compliance with the terms and conditions hereof and thereof, will not, in any material respect, conflict with or constitute a violation or breach of or default (with due notice or the passage of time or both) under the Joint Powers Agreement for the Borrower entered into on September 21, 1990, as subsequently amended ("JPA Agreement"), its bylaws or to the best knowledge of the Borrower, any applicable law or administrative rule or regulation, or any applicable court or administrative decree or order, to which Borrower is subject, or any mortgage, deed of trust, loan agreement, lease, contract or other agreement or instrument to which the Borrower is a party or by which it or its properties are otherwise subject or bound, or result in the creation or imposition of any lien, charge or encumbrance of any nature whatsoever upon any of the property or assets of the Borrower, which conflict, violation, breach, default, lien, charge or encumbrance might have consequences that

would materially and adversely affect the consummation of the transactions contemplated by the Loan Documents or the financial condition, assets, properties or operations of the Borrower.

3.4 Litigation; Adverse Facts. Except as disclosed to Lender in writing prior to the date hereof, there is no legal action, nor is there a basis known to Borrower for any legal action, before or by any court or federal, state, municipal or other governmental authority, pending, or to the knowledge of the Borrower, after reasonable investigation, threatened, against or affecting the Borrower, or its assets, properties or operations which, if determined adversely to the Borrower or its interests, would have a material adverse effect upon the consummation of the transactions contemplated by, or the validity of, the Loan Documents, upon the ability of Borrower to perform its obligations under the Loan Documents, or upon the financial condition, assets, properties or operations of the Borrower. Borrower is not in default (and no event has occurred and is continuing which with the giving of notice or the passage of time or both could constitute a default) with respect to any order or decree of any court or any order, regulation or demand of any federal, state, municipal or other governmental authority, which default might have consequences that would materially and adversely affect the consummation of the transactions contemplated by the Loan Documents, the ability of Borrower to perform its obligations under the Loan Documents, or the financial condition, assets, properties or operations of the Borrower. Borrower is not (a) in violation of any applicable law, which violation materially and adversely affects or may materially and adversely affect the business, operations, assets condition (financial or otherwise) or prospects of Borrower; (b) subject to, or in default with respect to, any other legal requirements that would have a material adverse effect on the business, operations, assets, condition (financial or otherwise) or prospects of Borrower; or (c) in default with respect to any agreement to which Borrower is a party or by which it is bound, which default would have a material adverse effect on the business, operations, assets, condition (financial or otherwise) or prospects of Borrower; and (d) there is no legal action pending or, to the knowledge of Borrower, threatened against or affecting Borrower questioning the validity or the enforceability of this Agreement.

3.5 Agreements; Consents; Approvals. Except as contemplated by the Loan Documents, the Borrower is not a party to any agreement or instrument or subject to any restriction that would materially adversely affect the Borrower. The Borrower is not in default in any material respect in the performance, observance or fulfillment of any of the obligations, covenants or conditions contained in any other agreement or instrument to which it is a party or by which it is bound.

No consent or approval of any trustee or holder of any indebtedness of the Borrower, and to the best knowledge of the Borrower and only with respect to the Borrower, no consent, permission, authorization, order or license of, or filing or registration with, any governmental authority (except no representation is made with respect to any state securities or "blue sky" laws) is necessary in connection with the execution and delivery of the Loan Documents or the consummation of any transaction herein or therein contemplated, or the fulfillment of or compliance with the terms and conditions hereof or thereof, except as have been obtained or made and as are in full force and effect.

3.6 No Bankruptcy Filing. The Borrower is not contemplating either the filing of a petition by it under any state or federal bankruptcy or insolvency law or the liquidation of all or a major portion of its property, and the Borrower has no knowledge of any person contemplating the

filing of any such petition against it. As of the Closing Date, the Borrower has the ability to pay its debts as they become due.

3.7 Full and Accurate Disclosure. No statement of fact made by the Borrower in any Loan Document contains any untrue statement of a material fact or omits to state any material fact necessary to make statements contained therein in light of the circumstances in which they were made, not misleading. There is no material fact or circumstance presently known to the Borrower that has not been disclosed to the Lender which materially and adversely affects the Program or the business, operations or financial condition or business prospects of the Borrower or the Borrower's ability to meet its obligations under this Agreement in a timely manner.

3.8 Compliance. The Borrower will comply, to the extent required, in all material respects with all applicable legal requirements. The Borrower is not in default or violation of any order, writ, injunction, decree or demand of any governmental authority, the violation of which would materially adversely affect the financial condition or business prospects or the business of the Borrower.

3.9 Contracts. All service, maintenance or repair contracts affecting the Projects have been entered into at arm's length (except for such contracts between the Borrower and the Lender) in the ordinary course of the Borrower's business and provide for the payment of fees in amounts and upon terms comparable to existing market rates.

3.10 Financial Information. All financial data, including any statements of cash flow and income and operating expense, that have been delivered to the Lender in respect of the Program by or on behalf of the Borrower, to the best knowledge of the Borrower, (a) are accurate and complete in all material respects, (b) accurately represent the financial condition of the Program as of the date of such reports, and (c) to the extent prepared by an independent certified public accounting firm, have been prepared in accordance with GAAP consistently applied throughout the periods covered, except as disclosed therein. Other than pursuant to or permitted by the Loan Documents or the Borrower organizational documents, the Borrower has no contingent liabilities, unusual forward or long-term commitments or unrealized or anticipated losses from any unfavorable commitments. Since the date of such financial statements, there has been no materially adverse change in the financial condition, operations or business of the Borrower from that set forth in said financial statements.

3.11 Federal Reserve Regulations. No part of the proceeds of the Borrower Loan will be used for the purpose of purchasing or acquiring any "margin stock" within the meaning of Regulation U of the Board of Governors of the Federal Reserve System or for any other purpose that would be inconsistent with such Regulation U or any other regulation of such Board of Governors, or for any purpose prohibited by law or any Loan Document.

3.12 Not a Foreign Person. The Borrower is not a "foreign person" within the meaning of §1445(0(3) of the Code.

3.13 Enforceability. The Loan Documents are not subject to, and the Borrower has not asserted, any right of rescission, set-off, counterclaim or defense, including the defense of usury.

3.14 Insurance. The Borrower has obtained the insurance required by Section 2.9 hereof and has delivered to the Lender copies of insurance policies or certificates of insurance reflecting the insurance coverages, amounts and other requirements set forth in this Agreement.

3.15 State Law Requirements. The Borrower hereby represents, covenants and agrees to comply with the provisions of all applicable state laws relating to the Loan Documents.

3.16 Fraudulent Transfer. The Borrower has not accepted the Loan or entered into any Loan Document with the actual intent to hinder, delay or defraud any creditor, and the Borrower has received reasonably equivalent value in exchange for its obligations under the Loan Documents. The Borrower does not intend to, and does not believe that it will, incur debts and liabilities (including contingent liabilities and other commitments) beyond its ability to pay such debts as they mature (taking into account the timing and amounts to be payable on or in respect of obligations of the Borrower).

3.17 Filing of Taxes. The Borrower has filed (or has obtained effective extensions for filing) all federal, state and local tax returns required to be filed, if any, and has paid or made adequate provision for the payment of all federal, state and local taxes, charges and assessments, if any, payable by the Borrower.

3.18 Approval of the Loan Documents. By its execution and delivery of this Agreement, the Borrower approves the form and substance of the Loan Documents, and agrees to carry out the responsibilities and duties specified in the Loan Documents to be carried out by the Borrower. The Borrower acknowledges that (a) it understands the nature and structure of the Program, (b) it is familiar with the provisions of all of the Loan Documents and other documents and instruments relating to the financing, and (c) it has not relied on the Lender for any guidance or expertise in analyzing the financial or other consequences of the transactions contemplated by the Loan Documents or otherwise relied on the Lender in any manner.

3.19 Other Documents. Each of the representations and warranties of Borrower contained in any of the other Loan Documents is true and correct in all material respects (or, in the case of representations or warranties contained in any of the other Loan Documents that speak as of a particular date, were true and correct in all material respects as of such date). All of such representations and warranties are incorporated herein for the benefit of Lender.

3.20 Survival of Representations and Covenants. All of the representations and warranties in the Loan Documents (i) shall survive for so long as any portion of the Obligations remains due and owing and (ii) shall be deemed to have been relied upon by the Lender notwithstanding any investigation heretofore or hereafter made by the Lender or on its or their behalf.

3.21 Reliance by Lender; Cumulative. Each warranty, representation, and agreement contained in this Agreement shall be automatically deemed repeated with each Advance and shall be conclusively presumed to have been relied on by Lender regardless of any investigation made or information possessed by Lender. The warranties, representations, and agreements set forth in this Agreement shall be cumulative and in addition to any and all other warranties, representations, and agreements which Borrower shall now or hereafter give, or cause to be given, to Lender.

3.22 No Advisory or Fiduciary Role. The Borrower acknowledges and agrees that:

(a) the Lender has not assumed any advisory or fiduciary responsibility to the Borrower with respect to the transaction contemplated hereby and the discussions, undertakings and procedures leading thereto;

(b) the only obligations the Lender has to the Borrower is with respect to this Agreement and the Loan Documents; and

(c) the Borrower has consulted its own legal, accounting, tax, financial and other advisors, as applicable, to the extent it has deemed appropriate.

4. AFFIRMATIVE COVENANTS

During the term of this Agreement, the Borrower hereby covenants and agrees with the Lender that:

4.1 Existence. The Borrower shall (i) do or cause to be done all things necessary to preserve, renew and keep in full force and effect its existence and its material rights, (ii) continue to engage in the business presently conducted by it, and (iii) qualify to do business and remain in good standing under the laws of the State.

4.2 Litigation. The Borrower shall give prompt written notice to the Lender of any litigation, governmental proceedings or claims or investigations regarding an alleged actual violation of a state or federal law pending or, to the Borrower's knowledge, threatened against the Borrower which might materially adversely affect the Borrower's condition (financial or otherwise) or business.

4.3 Performance of Other Agreements. The Borrower shall observe and perform in all material respects each and every term to be observed or perforated by it pursuant to the terms of any agreement or instrument affecting or pertaining to the Program.

4.4 Notices. The Borrower shall promptly advise the Lender in writing of (a) any material adverse changes in the Borrower's financial condition, assets, or properties or operations, (b) any fact or circumstance affecting the Borrower or the Program that materially and adversely affects the Borrower's ability to meet its obligations hereunder or under any of the other Loan Document to which it is a party in a timely manner, or (c) the occurrence of any Event of Default of which the Borrower has knowledge**.**

4.5 Lender's Fees. The Borrower covenants to pay the reasonable fees and expenses of the Lender or any agents, attorneys, accountants, consultants selected by the Lender to act on its behalf in connection with this Agreement and the other Loan Documents, including, without limitation, any and all reasonable expenses incurred in connection with the making of the Loan or in connection with any litigation which may at any time be instituted involving the Loan, this Agreement, the other Loan Documents, or any of the other documents contemplated thereby, or in connection with the reasonable supervision or inspection of the Borrower, its properties, assets or operations or otherwise in connection with the administration of the foregoing. This obligation shall

remain valid and in effect notwithstanding repayment of the Loan hereunder or termination of this Agreement.

4.6 Expenses. The Borrower shall pay all reasonable expenses incurred by the Lender in connection with the Loan, including reasonable fees and expenses of the Lender's attorneys and other consultants. The Borrower shall, upon request, promptly reimburse the Lender for all reasonable amounts expended, advanced or incurred by the Lender to collect the amounts advanced hereunder, or to enforce the rights of the Lender under this Agreement or any other Loan Document, or to defend or assert the rights and claims of the Lender under the Loan Documents arising out of an Event of Default or with respect to the Program (by litigation or other proceedings) arising out of an Event of Default, which amounts will include all court costs, attorneys' fees and expenses, fees of auditors and accountants, and investigation expenses as may be reasonably incurred by the Lender in connection with any such matters (whether or not litigation is instituted), together with interest at the Default Rate.

4.7 Indemnity. In addition to its other obligations hereunder, and in addition to any and all rights of reimbursement, indemnification, subrogation and other rights of Lender pursuant hereto and under law or equity, to the fullest extent permitted by law, the Borrower agrees to indemnify, hold harmless and defend the Lender, and each of its respective officers, directors, employees, attorneys and agents (each an "Indemnified Party"), against any and all losses, damages, claims, actions, liabilities, reasonable costs and expenses of any nature, kind or character (including, without limitation, reasonable attorneys' fees, litigation and court costs, amounts paid in settlement (to the extent that the Borrower has consented to such settlement) and amounts paid to discharge judgments) (hereinafter, the "Liabilities") to which the Indemnified Parties, or any of them, may become subject under federal or state securities laws or any other statutory law or at common law or otherwise, to the extent arising out of or based upon or in any way relating to this Agreement and the Loan Documents in all cases except where the Lender is proven to have been guilty of gross negligence or willful misconduct. The rights of any persons to indemnity hereunder shall survive the final payment or defeasance of the Loan. The provisions of this Section shall survive the termination of this Agreement.

4.8 Notice of Default. The Borrower will advise the Lender promptly in writing of the occurrence of any Event of Default hereunder, specifying the nature and period of existence of such event and the actions being taken or proposed to be taken with respect thereto.

4.9 Information; Financial Statements and Reports; Debt Service Coverage.

(a) Borrower shall furnish or cause to be furnished to Lender:

(1) Notice of Default. As soon as possible, and in any event not later than five (5) Business Days after the occurrence of any Event of Default, a statement of an Authorized Representative of Borrower describing the details of such Event of Default and any curative action Borrower proposes to take;

(2) Financial and Administrative Statements. The Borrower shall provide to Lender monthly Financial Statements and Administrative Statements for the Lender to review, and prior to _____, 2026, such reports shall include the Borrower's

monthly report of Administrative Activities, with a separate statement of EMS activity, and after _____, 2026, the Borrower shall include in its monthly report the number of service calls received in the previous month;

(3) Audit Reports. Promptly upon receipt thereof, copies of all reports, if any, submitted to Borrower by independent public accountants in connection with each annual, interim or special audit of the financial statements of Borrower made by such accountants, including the comment letter submitted by such accountants to management in connection with their annual audit;

(4) Certification of Non-Foreign Status. Promptly upon request of Lender from time to time, a Certification of Non-Foreign Status, executed on or after the date of such request by Lender;

(5) Compliance Certificates. Borrower provides a compliance certificate, in form and substance satisfactory to Lender and certified by an Authorized Borrower Representative, to the effect that Borrower is in compliance with all covenants, terms and conditions applicable to Borrower, under or pursuant to the Loan Documents and under or pursuant to any other debt owing by Borrower, and disclosing any noncompliance therewith, and any Event of Default, and describing the status of Borrower's actions to correct such noncompliance or Event of Default, as applicable; and

(6) Other Items and Information. Such other information concerning the assets, business, financial condition, operations, property, prospects and results of operations of Borrower, as Lender reasonably requests from time to time.

4.10 Continued Existence of Borrower. The Borrower shall take or cause to be taken all actions reasonably necessary to continue the Borrower's existence during the term of this Agreement, including but not limited to the addition or substitution of one or more members of the Borrower and execution of an amendment to the Borrower's JPA Agreement, to provide for the addition or substitution of such members.

5. NEGATIVE COVENANTS.

Borrower hereby covenants and agrees as follows, which covenants shall remain in effect so long as any Obligation or other obligation of Borrower under any of the other Loan Documents remains outstanding or unperformed. Borrower covenants and agrees that it will not, directly or indirectly:

5.1 Assignment of Rights. Borrower shall not attempt to assign Borrower's rights under the Loan Document without the Lender's prior written consent.

5.2 Principal Place of Business. Borrower shall not change its principal place of business without providing 30 days' prior written notice of the change to the Lender.

5.3 Fiscal Year. Borrower shall not change the times of commencement or termination of its fiscal year or other accounting periods, or change its methods of accounting, other than to conform to GAAP, without written notice to the Lender.

5.4 Publicity. Borrower shall not issue any publicity release or other communication to any print, broadcast or on-line media, post any sign or in any other way identify Lender as the source of the financing provided for herein, without the prior written approval of Lender in each instance (provided that nothing herein shall prevent Borrower from identifying Lender as the source of such financing to the extent that Borrower is required to do so by disclosure requirements applicable to public entities within the State of California).

6. DEFAULT AND REMEDIES.

6.1 Events of Default. Any one or more of the following events shall constitute an "Event of Default" by Borrower under this Agreement:

(a) Borrower fails to pay the regularly scheduled principal or interest on the Loan when due.

(b) Borrower fails to pay when due and payable, or when declared due and payable, any amounts payable hereunder or other Loan Documents and such amount is not paid within five (5) days after such amount is due and payable;

(c) Borrower fails or neglects to perform, or observe when due, any term, provision, condition, covenant, warranty or representation contained in this Agreement or in any Loan Documents, or in any other present or future agreement or arrangement between Borrower and Lender, and such default shall not have been cured within fifteen (15) business days after notice thereof is given to Borrower by Lender;

(d) Any material portion of Borrower's assets are attached, seized, subjected to a writ or distress warrant, or are levied upon, or come into the possession of any judicial officer, or any lien is filed or recorded against the assets of the Borrower by a governmental agency, or any judgment against the Borrower becomes a lien against any of the Borrower's assets;

(e) A voluntary or involuntary petition in bankruptcy or for reorganization or for an arrangement or any composition, readjustment, liquidation, dissolution or similar relief pursuant to the federal bankruptcy law or under similar present or future federal or state bankruptcy or insolvency law, is filed by or against Borrower, and such petition is not dismissed within sixty (60) days thereafter;

(f) Borrower makes an assignment of all or any portion of its assets for the benefit of creditors;

(g) Borrower is enjoined, restrained, or in any way prevented by court order from continuing to conduct all or any material part of its business affairs;

(h) There is a default in any material agreement to which Borrower is a party with third parties resulting in a right by such third parties to accelerate the maturity of Borrower's indebtedness;

(i) Any government agency files a lien or commences an action or any third party files a claim or lawsuit against Borrower in connection with a violation of state or federal environmental statutes, which claim may result in a substantial fine or penalty or the payment of damages;

(j) Borrower suspends its business or ceases doing business as a going concern;

(k) Failure by the Borrower to pay, when due, a final, non-appealable judgment or order over $500,000 which shall be rendered against the Borrower and such judgment has not been vacated, discharged, satisfied or stayed by the Borrower within a period of 30 days; and

(l) Any representation or warranty in the Loan or Loan Documents is not true when made.

6.2 Lender's Rights and Remedies. Upon the occurrence of an Event of Default, Lender may, at its election, without notice of its election and without demand, do any one or more of the following, all of which are authorized by Borrower:

(a) Terminate Lender's obligation to make Advances to Borrower hereunder;

(b) Declare all of Borrower's obligations to Lender immediately due and payable, whether evidenced by the Payment Schedule, this Agreement, by any of the other (collectively "Loan Documents") or otherwise;

(c) Exercise such remedies against the Members of the Borrower pursuant to Section 7(d) of the Joint Powers Agreement (Third Amended and Restated) dated March 23, 2021, by and among such Members of the Borrower, up to the maximum pro rata liability described therein for each of the Members of the Borrower; and

(d) Exercise all other rights and remedies available to Lender under the Loan Documents, at law or in equity.

6.3 Default Interest. From and after the occurrence of any Event of Default, interest shall accrue daily at the Default Interest Rate on all amounts outstanding under the Loan and shall be payable on demand.

6.4 Remedies Cumulative. Lender's rights and remedies under this Agreement, the Payment Schedule, the Loan Documents, and all other agreements shall be cumulative. No exercise by Lender of one right or remedy shall be deemed an election, and no waiver by Lender of any

Event of Default on Borrower's part shall be deemed a continuing waiver. No delay by Lender shall constitute a waiver, election, or acquiescence by it.

7. MISCELLANEOUS.

7.1 Further Assurances. Borrower shall execute and acknowledge (if appropriate) any further documents consistent with the terms of this Agreement, including documents in recordable form, as the Lender shall from time to time find necessary or appropriate to effectuate its purposes in entering into this Agreement.

7.2 Entire Agreement, Waivers, and Amendments. This Agreement incorporates all of the terms and conditions mentioned herein, or incidental hereto, and supersedes all negotiations and previous agreements between the parties with respect to all or part of the subject matter of this Agreement. All waivers of the provisions of this Agreement must be in writing and signed by the appropriate authorities of the party to be charged. A waiver of the breach of the covenants, conditions or obligations under this Agreement by either party shall not be construed as a waiver of any succeeding breach of the same or other covenants, conditions or obligations of this Agreement. Any amendment or modification to this Agreement must be in writing and executed by the appropriate authorities of Lender and Borrower.

7.3 Waiver of Jury Trial. The Lender and the Borrower shall waive their right to trial by jury; provided, however, that in the event that the waiver of jury trial is unenforceable for any reason, the parties shall be submit to judicial reference.

7.4 Governing Law; Venue. This Agreement shall be governed in accordance with the laws of the State of California. Any legal action brought under this Agreement must be instituted in the Superior Court of the County of San Bernardino, State of California, in an appropriate municipal court in that county, or in the Federal District Court in the Central District of California.

7.5 Non-Discrimination. Borrower covenants by and for itself, its successors and assigns, and all persons claiming under or through them that there shall be no discrimination against or segregation of, any person or group of persons on account of race, color, religion, sex, marital status, national origin or ancestry in the construction, use, or enjoyment of the Program, nor shall Borrower itself or any person claiming under or through it, establish or permit any such practice or practices of discrimination or segregation. Borrower shall comply with all applicable non-discrimination laws.

7.6 Assignment. Lender may, at its option, assign this Agreement and/or its right to receive repayment of the Loan without the consent of Borrower. In no event shall Borrower assign or transfer any portion of this Agreement without the prior express written consent of Lender, which consent may be withheld in Lender's sole and absolute discretion. No assumption of the Loan shall be permitted at any time.

7.7 Compliance With Laws. Borrower shall comply with all federal and state laws, statutes and regulations affecting the ownership of its property and the conduct of its business

7.8 Notices. All notices, consents, approvals and requests required or permitted hereunder or under any other Loan Document shall be deemed to be given and made when delivered

by hand, by recognized overnight delivery service, confirmed facsimile transmission (provided any telecopy or other electronic transmission received by any party after 4:00 p.m., local time, as evidenced by the time shown on such transmission, shall be deemed to have been received the following Business Day), or five (5) calendar days after deposited in the United States mail, registered or certified, postage prepaid, with return receipt requested, addressed as follows:

If to the Borrower:	Consolidated Fire Agencies 1743 Miro Way Rialto, California 92376 Attention: Executive Director Telephone: _____
with a copy to: (which shall not constitute notice to Borrower)	Lindsay K. Moore Attorney at Law Kingsley Bogard LLP 600 Coolidge Drive, Suite 160 Folsom, California 95630 Telephone: (916) 932-2500
If to the Lender:	City of Ontario 303 East B Street Ontario, California 91764 Attention: City Manager Telephone: (909) 395-2000
and with a copy to: (which shall not constitute notice to Lender)	Best Best & Krieger LLP 3390 University Avenue, 5th Floor Riverside, CA 92501 Attention: Kim Byrens Telephone: (951) 826-8273

7.9 Expenses. Borrower shall pay all expenses incurred by Lender with respect to this Agreement and the Loan.

7.10 Execution in Counterpart. This Agreement may be executed in several counterparts, and all so executed shall constitute one agreement binding on all parties hereto, notwithstanding that all parties are not signatories to the original or the same counterpart.

(Signature page follows)

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date first above written.

CONSOLIDATED FIRE AGENCIES a joint powers agency, acting on behalf of its CONFIRE EMS

_____
Signature

_____
Print Name

_____
Signature

_____
Print Name

CITY OF ONTARIO

By: _____

Its: City Manager

ATTEST:

_____
City Clerk

APPROVED: City Attorney

By: _____

-Signature Page-
City of Ontario
CONFIRE EMS Program
Loan Agreement

EXHIBIT A

PAYMENT SCHEDULE

[To Come]

CITY OF ONTARIO *Agenda Report* **June 16, 2026**	**SECTION:** **CONSENT CALENDAR**
Department: Human Resources Prepared By: Amanda Elias Department: Prepared By: Amanda Elias Staff Member Presenting: Angela C. Lopez, Executive Director Human Resources Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 19

SUBJECT: A RESOLUTION APPROVING AN UPDATE TO THE CITY'S 529 COLLEGE SAVINGS PLAN

RECOMMENDATION: That the City Council adopt a Resolution designating a plan sponsor and a plan administrator for the City's voluntary 529 college savings plan administered by American Funds.

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

FISCAL IMPACT: There is no fiscal impact associated with this action. The City's 529 college savings plan is a voluntary, employee-funded benefit. The proposed Resolution updates the City's plan sponsor and plan administrator and does not approve new funding, appropriate funds, or changes to the benefits offered to employees.

BACKGROUND & ANALYSIS: The City offers employees access to a voluntary 529 college savings plan administered by American Funds. A 529 college savings plan allows employees to save for qualified education expenses through payroll deductions, and is fully employee-funded with no City contribution.

The current plan identifies a former employee as both the plan sponsor and plan administrator. Since this employee is no longer with the City, the Human Resources/Risk Management agency needs to update these roles to ensure continued access to the plan and to allow for any necessary changes on behalf of the City.

Pursuant to Internal Revenue Service regulations, as well as the American Funds' plan requirements, as the City's governing body, the City Council is responsible for establishing oversight of the City's 529 college savings plan to ensure compliance with federal regulations and consumer protections. This oversight includes designating a plan sponsor and a plan administrator to ensure the program operates in accordance with the Internal Revenue Code.

Adoption of the proposed Resolution will designate Jose Rodriguez, Assistant Human

Resources/Risk Management Director, as the plan sponsor, and Amber Smith, Departmental Administrator of Benefits and Classification/Compensation, as the plan administrator.

This action is administrative in nature and will allow Human Resources/Risk Management to continue supporting employees who participate in, or need information about, their respective plans.

Following City Council approval, City Staff will submit the adopted Resolution and any required documentation to American Funds for processing.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, DESIGNATING A PLAN SPONSOR AND PLAN ADMINISTRATOR FOR THE CITY'S VOLUNTARY 529 COLLEGE SAVINGS PLAN.

WHEREAS, the City of Ontario offers employees access to a voluntary 529 College Savings Plan administered by American Funds, which allows employees to save for qualified education expenses through payroll deductions; and

WHEREAS, the City's 529 College Savings Plan is fully employee-funded and does not require contributions from the City; and

WHEREAS, the current plan documents identify a former City employee as both the plan sponsor and plan administrator; and

WHEREAS, because the identified employee is no longer employed by the City, it is necessary to update the plan sponsor and plan administrator designations to ensure continued administration of the program and compliance with applicable federal regulations and plan requirements; and

WHEREAS, pursuant to Internal Revenue Service regulations and American Funds' plan requirements, the City Council, as the governing body of the City, is responsible for establishing oversight of the City's 529 College Savings Plan and designating appropriate representatives to administer the program; and

WHEREAS, the Human Resources/Risk Management Agency has recommended that Jose Rodriguez, Assistant Human Resources/Risk Management Director, be designated as the Plan Sponsor and that Amber Smith, Departmental Administrator of Benefits and Classification/Compensation, be designated as the Plan Administrator.

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

SECTION 1. That Jose Rodriguez, Assistant Human Resources/Risk Management Director, is hereby designated as the Plan Sponsor for the City's voluntary 529 College Savings Plan administered by American Funds.

SECTION 2. That Amber Smith, Departmental Administrator of Benefits and Classification/Compensation, is hereby designated as the Plan Administrator for the City's voluntary 529 College Savings Plan administered by American Funds.

SECTION 3. That the designated Plan Sponsor and Plan Administrator are authorized to execute and submit any documents, forms, certifications, or other materials

required by American Funds or applicable regulatory agencies for the administration of the City's 529 College Savings Plan.

SECTION 4. That City staff is authorized to take all actions necessary to implement this Resolution and to maintain the City's voluntary 529 College Savings Plan in compliance with applicable federal regulations and plan requirements.

SECTION 5. That this Resolution shall take effect immediately upon its adoption.

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

PASSED, APPROVED, AND ADOPTED this 16th day of June 2026.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

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

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. 2026- was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held June 16, 2026 by the following roll call vote, to wit:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

The foregoing is the original of Resolution No. 2026- duly passed and adopted by the Ontario City Council at their regular meeting held June 16, 2026.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

CITY OF ONTARIO *Agenda Report* **June 16, 2026**	**SECTION:** **PUBLIC HEARINGS**
Department: Planning Prepared By: Robert Morales Staff Member Presenting: Rudy Zeledon, Executive Director Community Development Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 20

SUBJECT: **A PUBLIC HEARING TO CONSIDER CITY COUNCIL CERTIFICATION OF A SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT, INCLUDING ADOPTION OF A MITIGATION MONITORING AND REPORTING PROGRAM AND A STATEMENT OF OVERRIDING CONSIDERATIONS; APPROVAL OF THE ONTARIO PLAN 2050 POLICY PLAN (GENERAL PLAN) AMENDMENT; AND APPROVAL OF A ZONING MAP AMENDMENT**

RECOMMENDATION: That the City Council conduct a public hearing and take the following actions:

A. Consider and adopt a Resolution certifying the Ontario Policy Plan Amendment Supplemental Environmental Impact Report (SEIR), including adoption of a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program; and
B. Consider and adopt a Resolution approving The Ontario Plan 2050 Policy Plan Amendment (General Plan), File No. PGPA25-002; and
C. Introduce and waive further reading of an Ordinance approving a Zoning Map Amendment, File No. PZC25-002, to implement the Policy Plan Amendment.

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

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

BACKGROUND & ANALYSIS: The City updated The Ontario Plan (TOP) Policy Plan (General Plan) in 2022 to guide long-term growth and development. The proposed Policy Plan Amendment provides targeted updates to the City's long-range planning framework to maintain internal consistency, ensure compliance with State law, accommodate evolving development patterns, preserve adequate housing capacity, and facilitate employment-generating land uses in strategic locations throughout the City. A Zoning Map Amendment is processed concurrently to maintain consistency between the General Plan and the Development Code.

PROJECT ANALYSIS: The proposed project consists of a citywide amendment to The Ontario Plan

2050 Policy Plan (General Plan) and a related Zoning Map Amendment to implement the updated land use framework. The Supplemental Environmental Impact Report also evaluates the Eucalyptus Business Park Specific Plan (EBPSP) at a programmatic/project level so that its potential environmental impacts are analyzed in conjunction with the broader Policy Plan Amendment.

The purpose of the project is to refine land use designations and supporting policies to improve land use compatibility, facilitate employment-generating uses, and maintain consistency with State law and the City's long-term planning framework. The Zoning Map Amendment aligns with the updated land use designations and does not result in separate environmental impacts, as it is evaluated as part of the SEIR.

The Policy Plan Amendment includes targeted updates to multiple elements of the General Plan, with primary changes occurring in Ontario Ranch and limited areas in the northern portion of the City near Holt Boulevard and Grove Avenue. These updates reallocate select properties from residential, mixed-use, and open space designations to Business Park uses, while also increasing development intensity along key corridors to support more efficient land use patterns.

Overall, the proposed changes result in a net increase of 7,225 dwelling units, 16,473 residents, 4,334,416 square feet of nonresidential development, and 1,831 jobs compared to the currently adopted TOP 2050 buildout assumptions.

The amendment also includes related updates to the Housing, Mobility, and Community Design elements so the City's policy framework remains consistent with the revised land use plan. The Housing Element updates address State housing requirements, including Senate Bill 330's no-net-loss provisions and Senate Bill 166's requirement to maintain adequate sites for the City's Regional Housing Needs Assessment (RHNA) allocation.

HOUSING CAPACITY AND STATE HOUSING LAW COMPLIANCE: The City has evaluated the proposed amendments for consistency with State housing laws, including Government Code sections 65583, 65863, and related provisions governing maintenance of adequate housing sites inventory. Although the Project redesignates certain residential, mixed-use, and open-space properties, the overall amendments result in a net increase of approximately 7,225 dwelling units and 16,473 residents compared to the currently adopted top 2050 buildout assumptions.

The Project maintains sufficient residential development capacity to accommodate the City's remaining RHNA obligations across all income categories and does not result in a net loss of residential development capacity necessary to comply with State housing law. The City has also evaluated the amendments for consistency with its obligation to affirmatively further fair housing and determined that the Project maintains opportunities for housing throughout the community while preserving compliance with the State housing requirements.

GENERAL PLAN INTERNAL CONSISTENCY: Government Code section 65300.5 requires that all elements of a general plan comprise an integrated, internally consistent, and compatible statement of policies. The proposed Policy Plan Amendment includes coordinated revisions to the Land Use, Housing, Mobility, Community Design, Environmental Resources, Parks and Recreation, and Safety Elements to ensure continued internal consistency.

The amendments have been prepared in a coordinated manner to maintain consistency among land use designations, housing capacity assumptions, circulation planning, infrastructure planning, and implementation policies throughout The Ontario Plan. Together, these changes adjust land use designations and housing capacity to preserve the City's ability to meet its housing obligations while implementing the broader Policy Plan Amendment.

Mobility Element updates include targeted modifications to the truck route network to improve compatibility between freight movement and surrounding land uses and to support compliance with Assembly Bill 98. As part of this effort, the City evaluated its existing truck routes and identified areas where changes were needed to improve operational efficiency, reduce potential conflicts with sensitive land uses, and maintain consistency with evolving State requirements.

Public outreach highlighted concerns related to truck traffic near residential neighborhoods, including noise, safety, and air quality impacts. In response, the proposed project includes targeted updates to the truck route network as follows: Removal of Archibald Avenue between SR-60 and Merrill Avenue; Removal of Edison Avenue/Ontario Ranch Road between Euclid Avenue and Walker Avenue; Addition of Eucalyptus Avenue between Euclid Avenue and South Hellman Avenue; Addition of Walker Avenue between Edison Avenue/Ontario Ranch Road and Merrill Avenue; and Addition of South Hellman Avenue between Eucalyptus Avenue and Merrill Avenue.

The Supplemental Environmental Impact Report (SEIR) prepared for the Ontario Plan (TOP) 2050 Policy Plan Amendment evaluates the environmental effects associated with the proposed land use changes and the Eucalyptus Business Park Specific Plan. The Specific Plan area includes approximately 189 acres bounded by Eucalyptus Avenue, Walker Avenue, and Campus Avenue, and the SEIR analyzes approximately 2.9 million square feet of Business Park uses, approximately 36 acres of open space and parkland, and an estimated 1,590 jobs at buildout.

The Specific Plan will be brought forward to City Council for review and consideration as a separate agenda item. The SEIR determined that most environmental issue areas associated with the Eucalyptus Business Park Specific Plan would result in less-than-significant impacts, no impacts, or impacts that can be reduced to less-than-significant levels through mitigation.

However, significant and unavoidable impacts would remain related to air quality, greenhouse gas emissions, transportation/VMT, and noise, even with the implementation of mitigation measures. Therefore, certification of the SEIR would require adoption of a Statement of Overriding Considerations.

The Zoning Map Amendment (File No. PZC25-002) updates zoning designations to align with the revised land use framework established by the Policy Plan Amendment. The zoning changes do not result in separate environmental impacts, as they are evaluated as part of the SEIR.

PUBLIC OUTREACH: Public outreach for the Project included a Notice of Preparation (NOP) distributed to agencies and a public scoping meeting held on November 20, 2025, to solicit input on the environmental analysis. Key topics raised included truck routes, air quality, noise, agricultural land conversion, and housing density.

Additional outreach included a citywide survey conducted in July and August 2025 to gather input

on policy topics such as open space, environmental conditions, and transportation. The Draft SEIR was circulated for a 45-day public review period from March 5, 2026, through April 20, 2026. A Notice of Availability (NOA) was published, filed with the County Clerk, and distributed through the State Clearinghouse, and the document was made available at City Hall and on the City's website.

At the conclusion of the public review period, a total of 17 comment letters were received. Issues raised included agricultural land conversion, warehouse development, housing capacity, air quality, greenhouse gas emissions, truck routes, environmental justice, transportation impacts, and consistency with State housing law.

Written responses to all comments received during the public review period are included in the Final SEIR. The responses evaluate the issues raised, provide clarifications where appropriate, identify revisions to the environmental analysis, and explain the City's conclusions regarding the environmental impacts of the Project.

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

On April 19, 2011, the City Council of the City of Ontario approved and adopted the ONT ALUCP, establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity.

As the decision-making body for File Nos. PGPA25-002 and PZC25-002, the City Council has reviewed and considered the facts and information contained in the Application and supporting documentation against the ONT ALUCP compatibility factors, including (1) Safety Criteria (ONT ALUCP Table 2-2) and Safety Zones (ONT ALUCP Map 2-2), (2) Noise Criteria (ONT ALUCP Table 2-3) and Noise Impact Zones (ONT ALUCP Map 2-3), (3) Airspace protection Zones (ONT ALUCP Map 2-4), and (4) Overflight Notification Zones (ONT ALUCP Map 2-5).

On August 2, 2022, the City Council of the City of Ontario approved and adopted a Development Code Amendment to establish the Chino Airport (CNO) Overlay Zoning District (OZD) and Reference I, Chino Airport Land Use Compatibility Plan (CNO ALUCP). The CNO OZD and CNO ALUCP established the Airport Influence Area for Chino Airport, solely within the City of Ontario, and limits future land uses and development within the Airport Influence Area, as they relate to safety, airspace protection, and overflight impacts of current and future airport activity.

The CNO ALUCP is consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook. The proposed Project is located within the Airport Influence Area of Chino Airport and was evaluated and found to be consistent with the California Airport Land Use Planning Handbook and the CNO ALUCP.

As a result, the City Council finds and determines that the Project is consistent with applicable

safety, noise, airspace protection, and overflight policies of the ONT and CNO ALUCP. The proposed amendments do not authorize development that would otherwise be prohibited by the applicable ALUCPs, and future discretionary development proposals within the Airport Influence Areas will remain subject to project-specific airport compatibility review.

ENVIRONMENTAL REVIEW: The environmental impacts of the Project were evaluated in the Ontario Policy Plan Amendment SEIR (State Clearinghouse No. 2025110102), prepared in accordance with the California Environmental Quality Act (Public Resources Code Section 21000, et seq.) (CEQA), the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines.

The SEIR analyzes the potential environmental impacts associated with implementation of the proposed Project, identifies mitigation measures to reduce impacts where feasible, and evaluates project alternatives. The SEIR identified significant and unavoidable impacts related to air quality, greenhouse gas emissions, noise, cultural resources, and transportation (VMT, vehicle miles traveled).

The Final SEIR evaluates the environmental impacts associated with the Project, including comments concerning overlapping construction and operational emissions associated with implementation of the project. The City considered whether additional feasible mitigation measures could further reduce overlap-period emissions and incorporated all feasible mitigation measures identified in the Final SEIR into the Project through the Mitigation Monitoring and Reporting Program.

Despite implementation of feasible mitigation measures, certain regional air quality impacts remain significant and unavoidable as discussed in the Final SEIR. For impacts that remain significant and unavoidable, the City Council may adopt a Statement of Overriding Considerations if it determines that the Project's economic, social, housing, infrastructure, and planning benefits outweigh those impacts.

Such benefits include, but are not limited to, maintaining compliance with State housing law, preserving adequate RHNA capacity, facilitating employment-generating land uses, supporting economic development opportunities, improving land use compatibility, implementing coordinated truck routing improvements, enhancing infrastructure efficiency, and advancing the City's long-term planning objectives.

PLANNING COMMISSION RECOMMENDATION: On April 28, 2026, the Planning Commission conducted a duly noticed public hearing and considered the entire oral and written record for the Project. Public comments focused on land use changes, potential environmental impacts, Proposition 70 lands, and truck routes.

After considering all public testimony, the Planning Commission voted 7-0 to recommend that the City Council take the following actions: (1) certify the Ontario Policy Plan Amendment SEIR, including adoption of a Mitigation Monitoring and Reporting Program, and a Statement of Overriding Considerations; (2) approve The Ontario Plan 2050 Policy Plan (General Plan) Amendment (File No. PGPA25-002); and (3) approve a Zoning Map Amendment (File No. PZC25-002).

CONCLUSION: Staff recommends that the City Council certify the Final SEIR, adopt the CEQA

Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program, approve The Ontario Plan 2050 Policy Plan Amendment (File No. PGPA25-002), and introduce for first reading an Ordinance Approving the Zoning Map Amendment (File No. PZC25-002) because the Project maintains compliance with State housing law, preserves General Plan consistency, facilitates implementation of the City's long-range planning objectives, and provides substantial public benefits that support approval notwithstanding the significant and unavoidable impacts identified in the Final SEIR.

CITY OF ONTARIO PLANNING DEPARTMENT

PLANNING COMMISSION AGENDA REPORT

April 28, 2026

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

FILE NOS: PGPA25-002 and PZC25-002

SUBJECT: A public hearing to consider the Certification of the Ontario Policy Plan Amendment Supplemental Environmental Impact Report (SEIR) (State Clearinghouse No. 2025110102), including adoption of a Statement of Overriding Considerations for The Ontario Plan 2050 Policy Plan Amendment and the Eucalyptus Business Park Specific Plan; and approval of the following: [1] an amendment to The Ontario Plan 2050 Policy Plan (General Plan) (File No. PGPA25-002); and [2] a Zoning Map Amendment (File No. PZC25-002) to implement the proposed Policy Plan Amendment; (APNS: Various) **City Initiated. City Council action is required**.

RECOMMENDED ACTION: That the Planning Commission consider and recommend, pursuant to the facts and reasons contained in the staff report and the attached Resolutions, that the City Council take the following actions:

(1) Adopt a Resolution certifying the Ontario Policy Plan Amendment Supplemental Environmental Impact Report (SEIR) (State Clearinghouse No. 2025110102), including adoption of a Statement of Overriding Considerations, for The Ontario Plan 2050 Policy Plan Amendment and the Eucalyptus Business Park Specific Plan; and

(2) Adopt a Resolution recommending that the City Council approve The Ontario Plan 2050 Policy Plan Amendment (File No. PGPA25-002), pursuant to the facts and reasons contained in the staff report and attached Resolution; and

(3) Adopt a Resolution recommending that the City Council approve a Zoning Map Amendment (File No. PZC25-002), pursuant to the facts and reasons contained in the staff report and attached Resolution.

PROJECT SETTING: The City of Ontario is in the southwestern portion of San Bernardino County and is surrounded by the cities of Chino and Montclair and unincorporated San Bernardino County to the west; the cities of Upland and Rancho Cucamonga to the north; the City of Fontana and unincorporated San Bernardino County to the east; and the cities of Eastvale and Jurupa Valley to the south. The City of Ontario is situated in the central part of the Upper Santa Ana River Valley, bounded by the San Gabriel Mountains to the north; the Chino Hills, Puente Hills, and San Jose Hills to the west; the Santa Ana River to the south; and Lytle Creek Wash on the east. The City comprises approximately 50 square miles (32,022 acres), including the 8,200-acre Ontario Ranch in the southern

Case Planner:	Robert Morales / Thomas Grahn
Planning Director Approval:	
Submittal Date:	N/A

Hearing Body	*Date*	*Decision*	*Action*
DAB	N/A	N/A	N/A
PC	04/28/2026	Approval	Recommend
CC	06/16/2026		

part of the City—formerly known as the New Model Colony (NMC) and formerly the City's sphere of influence (SOI). The northern, more urbanized part of the City is known as the Old Model Colony (OMC) in reference to the City's founding as a model colony for cities in terms of layout and infrastructure. Generally, the City is bounded by Benson Avenue and Euclid Avenue on the west; Interstate 10 (I-10), 8th Street, and 4th Street on the north; Etiwanda Avenue and Hammer Avenue on the east; and Merrill Avenue and the San Bernardino County/Riverside County boundary on the south. Regional circulation to and through the City is provided by Interstate 10 (I-10) and State Route 60 (SR 60), east to west, and by I-15 and SR 83 (Euclid Avenue), north to south. The City is also home to the Ontario International Airport and proximate to Chino Airport.

PROJECT ANALYSIS:

(1) Background — The City of Ontario's general plan, The Ontario Plan (TOP), was comprehensively updated with the adoption of TOP 2050 in 2022. Following adoption, the City approved a technical amendment to TOP 2050 in December 2025 to refine and clarify elements of the plan and ensure internal consistency and compliance with state-law. Prior to these updates, the City had adopted numerous general plan amendments (GPAs) since 1992, including the 1998 New Model Colony GPA, GPAs associated with the 2001, 2010, and 2013 Housing Element updates, and various project-related GPAs.

State General Plan Guidelines recommend that general plans be periodically updated to remain relevant to changing conditions, while housing elements are required to be updated every 8 years. In recent years, significant state and regional policy initiatives affecting the City have emerged, including new housing mandates, climate and sustainability policies, and evolving regional planning priorities. The adoption of TOP 2050, along with subsequent refinements, ensures the City's general plan reflects these changes, meets State mandates, and provides a framework to guide growth, development, and community investment through the year 2050.

The TOP Policy Plan includes the following elements:

- **Land Use Element:** The Land Use Element establishes how land is developed, used, and arranged to ensure compatibility and add value to the community in terms of function, design, and fiscal return.

- **Housing Element:** The Housing Element ensures greater production, preservation, and improvement of housing in the community in the context of existing and future housing needs, constraints to the production of housing, and available land and financial resources.

- **Parks and Recreation Element:** The Parks and Recreation Element establishes broad direction for the Ontario park system and recreation programs, emphasizing the vital role parks and recreation programs play in economic development, land use, housing, community health, infrastructure, and transportation goals.

- **Environmental Resources Element:** The Environmental Resources Element addresses how resources are managed comprehensively using systems that are environmentally and economically sustainable and meet growth demands in Ontario.

- **Community Economics Element:** The Community Economics Element articulates the City's approach to developing and maintaining the local economy, retaining and attracting investment, and connecting economic development with the City's long-term fiscal health.

- **Safety Element:** The Safety Element describes how the City protects life, property, and commerce from impacts associated with human-made and natural hazards, disasters, and other threats to public safety. It also identifies strategies to adapt to increased hazard risks and strengthen community resilience.

- **Mobility Element:** The Mobility Element coordinates the circulation system with future land use patterns and buildout to meet local and subregional mobility needs, ensuring access and connectivity among neighborhoods, centers, corridors, and districts.

- **Community Design Element:** The Community Design Element establishes design guidance and requirements to protect existing investments, promote sustainable environments, add community value, and create safe and inviting places where people want to live, work, and recreate.

- **Social Resources Element:** The Social Resources Element improves equitable access to quality healthcare, education, community services, and cultural activities — critical components of a prosperous, inclusive, and complete community, and key to addressing environmental justice issues in disadvantaged areas of Ontario.

(2) Project Description — The proposed project consists of 3 related components: (A) a citywide Policy Plan Amendment (PPA) to the Ontario Plan 2050 (TOP); (B) the Eucalyptus Business Park Specific Plan (EBPSP); and (C) a Zoning Map Amendment to implement the proposed PPA. These components are supported by the PPA SEIR and are intended to guide both citywide policy consistency and site-specific development within the EBPSP project area.

The purpose of the proposed project is to realign land use designations and supporting policies to facilitate employment-generating uses, improve land use compatibility, and ensure consistency with State law and the City's long-term planning framework. The Zoning Map Amendment aligns with the updated land use framework and does not result in separate environmental impacts, as it is encompassed within the SEIR analysis.

(a) Policy Plan Amendment (Citywide) (File No. PGPA25-002) The proposed PPA includes targeted updates to TOP 2050's Policy Plan component to maintain internal consistency, ensure compliance with State law, and align the City's long-range planning framework with evolving development patterns. Although the amendment primarily impacts areas of southern Ontario, including Ontario Ranch and a few parcels in the northern part of the City near the intersection of Holt Boulevard and Grove Avenue it is applied at a citywide level to maintain consistency across all Policy Plan elements.

The amendment focuses on refining existing policies and land use designations rather than restructuring the overall framework of TOP. The proposed changes shift select properties toward employment-generating uses and updates supporting policies across multiple elements to ensure the revised land use pattern is consistent, implementable, and compliant with State requirements.

The specific changes to each Policy Plan element are summarized below:

- **Land Use Element:** The Land Use Plan would be amended to reflect targeted changes to over 1,300 acres within the project area, primarily within the Ontario Ranch area (south of Riverside Drive), with additional changes in the northern portion of the City along East Holt Boulevard and South Grove Avenue. Additional figures within the Land Use Element, including Figures LU-02, LU-03, and LU-04, would be updated to maintain internal consistency.

  Within Ontario Ranch, the proposed amendments reallocate select sites from residential, mixed-use, and open space designations to Business Park. Concurrently, the amendments include targeted increases in development intensity along key corridors, including Grove Avenue, Ontario Ranch Road, and Vineyard Avenue, to support more efficient land use patterns and corridor-focused development.

  In the northern portion of the City, land use changes include the reallocation of select Business Park designations to mixed-use designations to support more integrated land use patterns, along with other targeted adjustments to ensure compatibility with surrounding existing and future development and infrastructure.

  Additional updates include modifications to mixed-use place types and clarification of building densities and intensities for certain mixed-use categories. These changes adjust the distribution and intensity of uses while maintaining the overall framework established by TOP 2050.

  The Buildout Statistical Summary compares development potential under the currently approved TOP 2050 Policy Plan and the proposed PPA.

Buildout Statistical Summary				
Scenario	***Housing Units***	***Population***	***Nonresidential Square Feet***	***Employment***
Approved TOP	129,951	411,268	263,828,479	299,204
Proposed TOP Policy Plan Amendment	137,177	427,741	268,162,895	301,035
Net Difference (Proposed TOP - Approved TOP)	**7,225**	**16,473**	**4,334,416**	**1,831**

- **Housing Element:** The Housing Element would be updated to reflect changes to sites identified in the City's housing inventory. Where land use changes reduce residential capacity on these sites, corresponding adjustments would be made elsewhere to maintain compliance with State housing law, including no net loss requirements and the City's Regional Housing Needs Assessment (RHNA) allocation.

  The proposed project includes changes to the land use plan that convert certain sites designated for residential and mixed-use development to employment-generating uses, thereby reducing residential capacity on those properties. To maintain compliance with Senate Bill (SB) 330, which requires no net loss of residential development capacity, the project includes the redesignation of other sites to higher-density residential classifications. These adjustments result in a net increase in residential capacity from 129,951 to 137,177 housing units, representing an approximate 5.6 percent increase.

  In addition, SB 166 requires the City to maintain an adequate inventory of sites to accommodate its RHNA allocation, including sites suitable for lower-income households. As sites are removed or modified through the proposed project, the Housing Element would be updated to identify replacement sites that meet State requirements. These sites are evaluated based on criteria such as minimum density, infrastructure availability, development potential, and consistency with Affirmatively Furthering Fair Housing (AFFH) requirements.

  For the 6th Cycle (2021–2029), the City's RHNA allocation totals 20,854 housing units across all income categories. The proposed project includes site adjustments and upzoning to maintain sufficient capacity to meet this obligation and ensure continued compliance with State housing law.

City of Ontario 6th Cycle RHNA Allocation by Income Category	
Income Category (Percent of Annual Mean Income)	***RHNA Allocation***
Very Low (31 to 50)	5,640
Low (51 to 80)	3,286
Moderate (81 to 120)	3,329
Above Moderate (121 or more)	8,599
Total	**20,854**

- **Mobility Element:** The Mobility Element would be revised to reflect updates to the circulation network associated with the proposed land use changes. Key updates include changes to truck routes to improve compatibility with surrounding uses, adjustments to roadway classifications, and refinements to bikeway and connectivity plans. Additional updates incorporate State requirements related to transportation safety and access, including provisions for priority safety corridors and improved multimodal connectivity.

  The proposed project includes updates to the City's truck routes network to ensure compliance with Assembly Bill (AB) 98, which is intended to improve community health and environmental conditions by guiding how and where heavy-duty trucks travel to and from logistics and warehousing facilities. Consistent with State requirements, truck routes are prioritized along freeways and major roadways while minimizing travel through residential areas and near sensitive land uses such as homes, schools, and parks.

  As part of this effort, the City evaluated its existing truck routes and identified areas where changes were needed to improve compatibility with surrounding uses. Public outreach highlighted concerns related to truck traffic near residential areas, including noise, safety, and air quality impacts. In response, the proposed project includes targeted updates to the truck routes network as follows:

  - Removal of Archibald Avenue between SR-60 and Merrill Avenue
  - Removal of Edison Avenue/Ontario Ranch Road between Euclid Avenue and Walker Avenue
  - Addition of Eucalyptus Avenue between Euclid Avenue and South Hellman Avenue
  - Addition of Walker Avenue between Edison Avenue/Ontario Ranch Road and Merrill Avenue
  - Addition of South Hellman Avenue between Eucalyptus Avenue and Merrill Avenue

  These updates ensure the circulation network remains consistent with the proposed land use framework while advancing State-mandated objectives

related to transportation safety, environmental quality, and multimodal connectivity.

Additional updates include new policies and implementation actions addressing priority safety corridors consistent with SB 932, as well as policies promoting reduced truck speeds near noise- and vibration-sensitive land uses. Policy M-3.1 would be updated to prioritize coordination of transit access in areas near sites identified in the Housing Element for lower-income households, and Policy M-4.1 would be revised to clarify that noise-sensitive land uses include both noise and vibration-sensitive uses.

- **Community Design Element:** The Community Design Element would be amended to refine existing place types and ensure consistency with the updated land use pattern. Updates include the removal of affordable overlay districts, revisions to mixed-use classifications, and the introduction or modification of place types to better reflect employment-focused development areas. These changes aim to ensure consistent development patterns and suitable transitions between land uses.

- **Environmental Resources Element:** The Environmental Resources Element would be updated to address the transition of land from agricultural to urban uses within the project area. Policy refinements clarify the City's approach to agricultural land conversion and remove requirements related to agricultural land replacement outside the City, ensuring consistency with the planned urbanization of Ontario Ranch while maintaining broader environmental policy objectives.

- **Parks and Recreation Element:** The Parks and Recreation Element would be updated to reflect changes in land use designations and development patterns. Updates include revisions to policies, mapping, and planning assumptions to maintain consistency with the revised land use framework. This includes updates to the location of planned park facilities in TOP Figure PR-01 to align with approved projects and the proposed land use plan, ensuring adequate park and recreational planning moving forward.

- **Safety Element:** The Safety Element would be updated to reflect revised mapping and current data related to environmental constraints, including noise and other development considerations. Updates include revisions to the Traffic Noise Contours Map (S-06a) to align with proposed changes in land use and circulation, as well as minor updates to base mapping for Critical Facilities (S-08), Evacuation Constrained Properties (S-09), and Evacuation Routes (S-10) to reflect changes in the City's park network. These updates ensure that safety-related policies and mapping remain consistent with the updated land use and circulation framework.

- **Environmental Justice (Interwoven within Policy Plan):** Although Environmental Justice is not a standalone element within the Policy Plan, it is incorporated

throughout the plan consistent with State law requirements. Pursuant to SB 1000, the City is required to evaluate its environmental justice policies when 2 or more General Plan elements are amended. As part of the proposed project, the City reviewed its existing environmental justice goals and policies in conjunction with updates to multiple Policy Plan elements.

Aside from the addition of residential and commercial capacity along Holt and Grove Avenue, no land-use changes are proposed within or near the mapped Environmental Justice Areas. The proposed Business Park land-use changes are approximately 2 miles from the nearest Environmental Justice Area. Based on this review, the City determined that existing environmental justice policies remain adequate, and no amendments are necessary to maintain compliance with State law.

These updates ensure that the proposed land use changes are supported by consistent policies across all elements of the Policy Plan and that the City's general plan remains internally aligned and compliant with applicable State requirements.

(b) Eucalyptus Business Park Specific Plan (Project Level): The EBPSP establishes a comprehensive framework for development of the approximate 189-acre project site. The plan provides for 2,939,000 square feet of Business Park development across 137.9 acres, supported by 36.15 acres of Open Space–Parkland and approximately 14.97 acres of roadway improvements.

The Specific Plan implements the PPA at the site-specific level and establishes land use designations, development standards, design guidelines, circulation, infrastructure, and implementation measures to guide future development. These elements define site planning standards, building form, site access, and public improvements to ensure coordinated and orderly buildout. Future discretionary and ministerial approvals, including subdivision maps, conditional use permits, and grading and building permits, must demonstrate consistency with the Specific Plan.

Development within the EBPSP area is organized into 9 planning areas, consisting of 6 Business Park areas and 3 Open Space–Parkland areas. The plan allows support commercial uses within Business Park areas, as well as flexibility in allocating square footage, provided total buildout does not exceed the maximum allowable square footage and floor area ratio.

The plan incorporates internal circulation, access points, and design transitions to integrate with the surrounding transportation network and adjacent development. Buildout of the Specific Plan is anticipated to support approximately 1,590 employees within the project site.

(c) Zone Changes (File No. PZC25-002): In addition to changes to TOP 2050, the proposed project includes a Zoning Map Amendment to implement the proposed PPA.

These updates include changes to the zoning map to ensure consistency with the revised land use framework. There are no separate environmental impacts associated with the zoning updates, as these changes reflect and implement the PPA analyzed in the SEIR.

PUBLIC OUTREACH: The PPA has been informed by several fact-gathering processes that gathered information and insights from a broad range of persons, professions, and the public. The fact-gathering and public participation process was broad and inclusive and included the following elements:

- July 9, 2025, to August 8, 2025 — A community survey was launched and gathered 125 responses regarding policy topics such as extreme heat, flooding, open space, and conflicts related to truck routes. Respondents expressed strong support for completing Grand Park and other planned parks. There were concerns about flooding and extreme heat, with many calls for the addition of shade trees and cooling infrastructure. Participants also advocated for better enforcement of truck routes and the implementation of noise buffers. Additionally, there was an emphasis on equitable resource allocation across neighborhoods.

- August 19, 2025 — In compliance with SB18 and AB 52 notification requirements (Tribal Consultation), the City mailed a separate project notice to 16 local tribes identified by the Native American Heritage Commission (NAHC). No consultation requests were received during the requisite 90-day response period.

- November 20, 2025 — The City hosted a public scoping meeting, along with a concurrent open house, at the De Anza Teen and Community Center, which was attended by approximately 50 participants. The purpose of the meeting was to gather input from responsible and trustee agencies, as well as the community, prior to preparation of the SEIR. Key concerns identified during the scoping process included truck routes and warehousing-related impacts, including air quality, noise, and vibration; the loss of agricultural resources; and increased housing density.

- March 5, 2026 — The Notice of Availability (NOA) for the Draft SEIR for the PPA and the EBPSP (State Clearing House No. 2025110102) was posted to the City website. The NOA indicated that the DSEIR was available for review and that the City would be accepting comments through April 20, 2026.

PUBLIC NOTIFICATION: The subject application was advertised as a hearing in at least one newspaper of general circulation in the City of Ontario (the Inland Valley Daily Bulletin newspaper).

CORRESPONDENCE: As of the preparation of this Agenda Report, Planning Department staff received written or verbal communications from the owners or occupants of properties surrounding the Project site or from the public in general, regarding the subject application.

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

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

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

ENVIRONMENTAL REVIEW: A SEIR has been prepared for The Ontario Plan amendment and evaluates the potential environmental impacts associated with the proposed project, including the PPA and the EBPSP. The SEIR analyzes a range of environmental topics, including:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Through the SEIR process, potential impacts were analyzed, and revisions to the proposed project and mitigation measures were identified to reduce environmental effects. As a result, the majority of impacts were reduced to a less-than-significant level. However, 5 impact areas remain significant and unavoidable, even with the implementation of all feasible mitigation measures. These impacts are attributable to the PPA and EBPSP, as applicable.

The significant and unavoidable impacts identified in the SEIR include:

- Air Quality — Impacts related to consistency with the Air Quality Management Plan (PPA and EBPSP), regional construction emissions (PPA), regional operational emissions (PPA and EBPSP), localized construction emissions (PPA), and cumulative health risk (PPA), which would contribute to regional nonattainment conditions within the South Coast Air Basin and expose sensitive receptors to elevated pollutant concentrations.

- Cultural Resources — Although protective regulations and preservation policies are included in The Ontario Plan (PPA), implementation of the proposed PPA may result in impacts to historic resources. Future development could involve the modification or demolition of historic resources, including Tier III resources, resulting in the destruction or material impairment of their significance. While regulatory protections and project-level review would reduce impacts, such impacts cannot be fully avoided or mitigated in all cases.

- Greenhouse Gas Emissions — Impacts associated with increased greenhouse gas emissions (PPA and EBPSP) and potential inconsistency with the City's Community Climate Action Plan.

- Noise — Impacts related to construction noise (PPA), traffic noise (PPA and EBPSP), construction vibration (PPA), heavy truck vibration (PPA), and airport-related noise exposure (PPA), which would increase noise levels in proximity to sensitive receptors.

- Transportation — Impacts related to vehicle miles traveled (VMT) (PPA and EBPSP), which would increase under buildout conditions and cannot be reduced to a less-than-significant level.

The City of Ontario circulated the Draft Supplemental Environmental Impact Report (Draft SEIR) for public review from March 5, 2026, through April 20, 2026. At the conclusion of the public review period, 17 comment letters were received. Areas of concern raised in the comments include the loss of agricultural land, environmental impacts associated with warehouse development, and requests for a warehouse moratorium. Responses to all comments received will be provided in the Final SEIR, Section 2, Response to Comments.

While 5 significant and unavoidable Project impacts have been identified, Staff finds that the Project's benefits outweigh the unavoidable adverse environmental effects. The Project provides the following benefits:

- Supports implementation of TOP 2050 by advancing a coordinated land use framework that aligns policy direction with site-specific planning; facilitates employment-generating uses through the establishment of the EBPSP and targeted reallocation of land uses within Ontario Ranch;
- Improves land use compatibility by directing business park and industrial uses to appropriate locations and incorporating updates to circulation patterns, including truck route modifications consistent with State requirements under AB 98;
- Maintains compliance with State housing law, including SB 330 and SB 166, through adjustments to the City's housing inventory and land use designations;
- Supports the extension and coordination of infrastructure improvements necessary to accommodate planned growth, including circulation, utilities, and public services; and
- Provides economic benefits to the community through expanded employment opportunities and strengthening of the City's economic base.

As a result, Staff recommends that the Planning Commission recommend the City Council adopt a Statement of Overriding Considerations for those impacts that cannot be fully mitigated to a level of less than significant.

Furthermore, to ensure that mitigation measures are implemented, a Mitigation Monitoring and Reporting Program (MMRP) will be prepared for the Project pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15097. The MMRP identifies responsible agencies and departments, monitoring frequency, timing, methods of verification, and potential remedies for non-compliance. Environmental documentation for this Project is available for public review at the Planning Department public counter.

Attachment A:

Resolutions for File Nos. PGPA25-002 & PZC25-002

(Document to follow this page)

RESOLUTION NO. PC26-022

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING THE CITY COUNCIL CERTIFY THE ONTARIO POLICY PLAN AMENDMENT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (SEIR) (STATE CLEARINGHOUSE NO. 2025110102), INCLUDING ADOPTION OF A STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE ONTARIO PLAN 2050 POLICY PLAN AMENDMENT AND THE EUCALYPTUS BUSINESS PARK SPECIFIC PLAN AND CITYWIDE ZONING MAP AMENDMENT FILE NOS. PGPA25-002 AND PZC25-002 AND ADOPT ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND STATEMENT OF OVERRIDING CONSIDERATIONS — APNs: 0113-282-15, 216-174-01, 216-174-02, 216-174-06, 216-174-07, 216-174-08, 216-174-16, 216-174-17, 216-211-01, 216-211-04, 216-211-20, 216-211-24, 216-211-26, 216-214-01, 216-214-02, 216-214-03, 216-214-04, 216-214-05, 216-214-06, 216-214-07 216-311-03, 216-311-04, 216-311-05, 216-311-08, 216-311-09, 216-312-02, 216-312-03 216-312-04, 216-312-05, 216-312-06, 216-312-07, 216-312-08, 216-312-09, 216-312-10, 216-313-01, 216-313-02, 216-313-03, 216-313-04, 216-313-05, 216-313-06, 216-313-07, 216-313-08, 216-313-09, 216-314-01, 216-314-02, 216-314-03, 216-314-04, 216-314-05, 216-314-07, 216-314-08, 216-314-09, 216-321-01, 216-321-02, 216-321-03, 216-321-06, 216-321-07, 216-322-01, 216-322-02, 216-322-10, 216-323-01, 216-323-02, 216-323-08, 216-323-09, 218-102-10, 218-102-11, 218-111-06, 218-111-08, 218-111-09, 218-111-11, 218-111-12, 218-111-49, 218-111-50, 218-121-01, 218-121-02, 218-121-03, 218-121-04, 218-121-05, 218-121-06, 218-121-07, 218-121-08, 218-122-01, 218-122-02, 218-122-03, 218-122-04, 218-122-06, 218-122-08, 218-122-09, 218-131-35, 218-161-13, 218-161-14, 218-181-01, 218-181-02, 218-181-11, 218-181-12, 218-181-15, 218-181-16, 218-181-21, 218-181-23, 218-181-24, 218-181-25, 218-181-26, 218-191-19, 218-191-24, 218-241-43, 218-241-45, 218-402-32, 1049-101-01, 1049-101-02, 1049-101-04, 1049-101-05, 1049-101-06, 1049-101-07, 1049-101-08, 1049-101-09, 1049-101-10, 1049-101-11, 1049-101-12, 1049-101-13, 1049-101-14, 1049-101-15, 1049-101-16, 1049-101-17, 1049-101-18, 1049-101-29, 1049-101-30, 1049-101-31, 1049-101-32, 1049-101-33, 1049-101-34, 1049-101-35, 1049-101-36, 1049-101-37, 1049-101-38, 1049-101-39, 1049-131-40, 1049-131-01, 1049-131-02, 1049-131-03, 1049-131-04, 1049-131-05, 1049-131-06, 1049-131-08, 1049-131-09, 1049-131-18, 1049-131-19, 1049-161-24, 1049-161-25, 1049-171-05, 1049-171-06, 1049-171-07, 1052-151-02, 1052-151-05, 1052-151-09, 1052-151-10, 1052-151-11, 1052-161-03, 1052-471-02, 1052-481-02, 1052-491-03, 1052-491-05, 1052-491-06, 1053-091-01, 1053-101-01, 1053-101-02, 1053-111-01, 1053-111-03, 1053-111-04, 1053-111-08, 1053-151-04, 1053-151-05, 1053-161-02, 1053-171-01,

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WHEREAS, the City of Ontario (hereinafter referred to as Applicant) has filed an application for the approval of a General Plan Amendment and Zoning Map Amendment, File Nos. PGPA25-002 and PZC25-002, for which The Ontario Plan (TOP) Policy Plan Amendment Supplemental Environmental Impact Report (SEIR) (State Clearinghouse No. 2025110102) has been prepared, as described in the title of this Resolution (hereinafter referred to as the Application or Project); and

WHEREAS, the Application applies to approximately 1,300 acres of land located within the City of Ontario, including areas within the Ontario Ranch area (south of Riverside Drive) and portions of the northern part of the City along East Holt Boulevard and South Grove Avenue, within various zoning districts, and is presently improved with a mix of residential, agricultural, vacant, open space, and developed urban uses. The Project proposes to amend TOP 2050 Policy Plan, establish the Eucalyptus Business Park Specific Plan (EBPSP), and amend the Zoning Map to implement the proposed land use changes; and

WHEREAS, the Plan Policy Amendment SEIR evaluates the potential environmental impacts associated with implementation of the EBPSP, including site-specific development, land use organization, circulation, and infrastructure within the Specific Plan area; and

WHEREAS, the SEIR also evaluates the potential environmental impacts associated with the proposed Zoning Map Amendment (File No. PZC25-002), which is intended to implement the approved land use framework, and does not result in separate environmental impacts beyond those analyzed in the SEIR; and

WHEREAS, the project areas are located throughout the City of Ontario and are generally surrounded by a mix of existing and planned residential, commercial, industrial, and open space uses, as well as major transportation corridors and supporting infrastructure consistent with the City’s adopted land use framework; and

WHEREAS, the SEIR for TOP 2050 Policy Plan Amendment and the EBPSP, in which the potential environmental impacts associated with implementation of the Project were analyzed; and

WHEREAS, the City of Ontario certified the Environmental Impact Report (EIR) prepared for TOP and associated Statement of Overriding Considerations, and issued Resolution No. 2010-003; and

WHEREAS, the City of Ontario adopted the Policy Plan (General Plan) as part of the component framework for TOP on January 27, 2010, and issued Resolution No. 2010-004; and

WHEREAS, the City of Ontario certified the SEIR, for the General Plan Amendment for TOP 2050 Update on August 16, 2022; and

WHEREAS, the SEIR and Statement of Overriding Considerations for File Nos. PGPA25-002 and PZC25-002, the TOP 2050 Policy Plan Amendment and Zoning Map Amendment, have been prepared in accordance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City of Ontario Guidelines for implementation of CEQA; and

WHEREAS, the SEIR has been prepared to address the environmental effects of the proposed Project described above; and

WHEREAS, a Notice of Preparation (NOP) for the Draft SEIR was originally issued November 4, 2025. The public review period extended from March 5, 2026, to April 20, 2026. The NOP was published in the Inland Valley Daily Bulletin and was posted at the San Bernardino County Clerk's office on November 4, 2025. Copies of the NOP were made available for public review at the City of Ontario Planning Department and the City's website; and

WHEREAS, the SEIR for File Nos. PGPA25-002 and PZC25-002 was circulated for a 45-day public review period on March 5, 2026, based on the State and Local CEQA Guidelines, and a Notice of Availability (NOA) was published in a local newspaper, submitted to the State Clearinghouse, and posted in the Office of the Clerk of the Board of Supervisors of San Bernardino County; and

WHEREAS, copies of the SEIR were made available for review at City Hall, the Ovitt Family Community Library, as well as on the City's website; and

WHEREAS, copies of the SEIR were distributed to the Planning Commission, City departments, and federal, state, regional, local, and other agencies and individuals; and

WHEREAS, on April 28, 2026, the Planning Commission of the City of Ontario conducted a duly noticed public hearing on the SEIR at which time all persons wishing to testify were heard and the SEIR was fully studied; and

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

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

SECTION 1: ***Environmental Determination and Findings.*** As the recommending body for the Project, the Planning Commission has reviewed and considered the information contained in the SEIR (State Clearinghouse No. 2025110102) and supporting documentation. Based upon the facts and information contained in the SEIR and supporting documentation, the Planning Commission recommends that the City Council make the following findings:

(1) The SEIR contains complete and accurate reporting of the environmental impacts associated with the Project; and

(2) The SEIR was completed in compliance with CEQA and the Guidelines promulgated thereunder, and the City of Ontario Local CEQA Guidelines; and

(3) The SEIR reflects the independent judgment of the Planning Commission.

SECTION 2: ***Planning Commission Action.*** Based on the entire record before the Planning Commission and all written and oral evidence presented, the Planning Commission recommends that the City Council find the SEIR complies with CEQA for the following reasons:

(a) The SEIR analyzes the environmental effects of the Project and finds that, if the Project is adopted as proposed, and with the implementation of proposed mitigation measures, the following impacts will remain significant and unavoidable: air quality (inconsistency with the Air Quality Management Plan and construction and operational emissions exceeding applicable thresholds), cultural resources (potential destruction or material impairment of the significance of historic resources), greenhouse gas emissions (inconsistency with applicable reduction targets and plans), noise (construction noise, traffic noise, and vibration impacts), and transportation (increase in vehicle miles traveled); and

(b) The Planning Commission further finds that the Statement of Overriding Considerations demonstrate that the Project's benefits outweigh its significant and unavoidable impacts, and therefore the City would be justified in approving the Project notwithstanding said significant and unavoidable impacts.

SECTION 3: ***Recommendation.*** Based upon the findings and conclusions set forth in the Sections above, the Planning Commission hereby recommends that the City Council certifies the SEIR, adopts a Statement of Overriding Considerations.

SECTION 4: ***Custodian of Records.*** The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East B Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

SECTION 5: ***Certification to Adoption.*** The Secretary shall certify to the adoption of the Resolution.

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

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 28th day of April 2026, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Nancy DeDiemar
Planning Commission Chairperson

ATTEST:

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

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. PC26-022, was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on April 28, 2026, by the following roll call vote, to wit:

AYES: Anderson, DeDiemar, Gage, Hagman, Lampkin, Marks, Ricci

NOES: None

ABSENT: None

ABSTAIN: None

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

DRAFT ENVIRONMENTAL IMPACT REPORT (STATE CLEARINGHOUSE NO. 2025110102)

is located on the City of Ontario Website.

https://www.ontarioca.gov/government/community-development/planning/environmental-documents

ATTACHMENT B:

STATEMENT OF OVERRIDING CONSIDERATIONS



2 · 0 · 5 · 0
THE ONTARIO PLAN

Ontario Policy Plan Amendment Draft Supplemental Environmental Impact Report

State Clearinghouse No. 2025110102 | March 2026

PLACEWORKS

March 2026 | Draft Supplemental Environmental Impact Report
State Clearinghouse No. 2025110102

Ontario Policy Plan Amendment Draft Supplemental EIR

for the City of Ontario

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EXECUTIVE SUMMARY

ES.1 INTRODUCTION

This executive summary has been prepared in compliance with the California Environmental Quality Act (CEQA) Guidelines Section 15123. This Draft Supplemental Environmental Impact Report (SEIR) addresses the environmental effects associated with the implementation of the proposed Policy Plan Amendment and the Eucalyptus Business Park Specific Plan (EBPSP or Specific Plan). CEQA requires that local government agencies consider the environmental consequences before acting on projects over which they have discretionary approval authority. An SEIR analyzes potential environmental consequences to inform the public and support informed decisions by local and State governmental agency decision makers.

This SEIR has been prepared pursuant to the requirements of CEQA and the City of Ontario's CEQA procedures. The City of Ontario, as the lead agency, has reviewed and revised all submitted drafts, technical studies, and reports as necessary to reflect its own independent judgment, including reliance on City of Ontario technical personnel from other departments and review of all technical subconsultant reports.

ES.1.1 TOP Certified EIR

The proposed project is an update to the approved project; therefore, this SEIR relies on the findings of the 2022 Draft SEIR and 2022 Final SEIR and, per CEQA Guidelines Section 15163, contains all the information necessary to ensure that the 2022 Certified EIR fully evaluates the proposed project. These documents, though discussed separately here, are collectively referred to in this SEIR as the 2022 Certified EIR. In accordance with CEQA Guidelines Sections 15148 and 15150, this SEIR incorporates the 2022 Certified EIR (and its constituent parts) by reference. A summary of the 2022 Certified EIR follows. All documents incorporated by reference are available for review at the City of Ontario Community Development Department at 303 East B Street, Ontario, CA 91764.

2022 DRAFT SEIR AND FINAL EIR FOR THE ONTARIO PLAN 2050

The City of Ontario circulated the 2022 Draft SEIR for a 45-day public review period beginning May 9, 2022, and ending June 23, 2022, and 20 topics were evaluated in detail in the 2022 SEIR.

The following impacts were considered less than significant without mitigation in the 2022 SEIR:

- Aesthetics
- Agricultural and Forestry Resources
- Biological Resources
- Energy
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems
- Wildlife

The following impacts were identified as having potentially significant impacts that could be mitigated, avoided, or substantially lessened.

- Cultural Resources (Archeological Resources)
- Geology and Soils (Paleontological Resources)
- Tribal Cultural Resources

The 2022 SEIR identified the following environmental categories as having significant and unavoidable impacts that could not be avoided by incorporating mitigation.

- **Air Quality** (AQMP Consistency, Regional Construction Emissions, Regional Operation Emissions, and Cumulative Health Risk)
- **Cultural Resources** (Historic Resources)
- **Noise** (Construction Noise, Construction Vibration, and Airport Land Use Compatibility)
- **Transportation** (Vehicle Miles Traveled)

The City of Ontario approved The Ontario Plan 2050 and certified the TOP 2050 SEIR (State Clearinghouse No. 2021070364) on August 16, 2022.

2009 DEIR AND RECIRCULATED DEIR

The 2022 SEIR tiered off the findings for TOP Final EIR certified in January 2010. The City of Ontario circulated the 2009 Draft EIR for public review in April 2009. Six environmental categories (agricultural resources, air quality, cultural resources, global climate change, noise, and traffic and transportation) had significant and unavoidable impacts that could not be avoided with mitigation. A Recirculated Draft EIR for The Ontario Plan was released in November 2009 to update and provide additional analysis concerning GHG emissions impacts associated with buildout of the Policy Plan. This analysis was based on verbal comments made by the California Attorney General's Office after the end of the public review period and on

recent rules and regulations about lowering GHG emissions. Only the following topic areas were analyzed in the 2009 Recirculated Draft EIR: Global Climate Change and Additional Project Alternative: 15 percent GHG Reduction Alternative. Remaining topics previously analyzed in the 2009 Draft EIR were determined to be adequately addressed. Analysis in the 2009 Recirculated Draft EIR found that significant and unavoidable impacts identified in the 2009 Draft EIR would remain significant and unavoidable. These determinations were reiterated in the 2010 Final EIR when it was certified on January 27, 2010.

ES.2 ENVIRONMENTAL PROCEDURES

This SEIR has been prepared pursuant to CEQA and the CEQA Guidelines to assess the environmental effects associated with implementation of the proposed project as well as anticipated future discretionary actions and approvals. CEQA established 6 main objectives for an EIR:

1. Disclose to decision makers and the public the significant environmental effects of proposed activities.
2. Identify ways to avoid or reduce environmental damage.
3. Prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
4. Disclose to the public reasons for agency approval of projects with significant environmental effects.
5. Foster interagency coordination in the review of projects.
6. Enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation in CEQA and the CEQA Guidelines; it is intended to provide an objective, factually supported analysis, and full disclosure of the environmental consequences of a proposed project with the potential to result in significant, adverse environmental impacts.

An EIR is one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Before approving a proposed project, the lead agency must consider the information in the EIR, determine whether the EIR was prepared in accordance with CEQA and the CEQA Guidelines, determine that it reflects the independent judgment of the lead agency, adopt findings concerning the project's significant environmental impacts and alternatives, and adopt a statement of overriding considerations if significant impacts cannot be avoided.

ES.2.1 Draft EIR Organization

Executive Summary. Summarizes the background and description of the proposed project, the format of this SEIR, project alternatives, any critical issues that need to be resolved, and the potential environmental impacts and recommended mitigation measures identified for the project.

Chapter 1: Introduction. Describes the purpose of this SEIR, background on the project, the notice of preparation, the use of incorporation by reference, and Final SEIR certification.

Chapter 2: Project Description. Provides a detailed description of the project, including its objectives, its area and location, approvals anticipated to be required as part of the project, necessary environmental clearances, and the intended uses of this SEIR.

Chapter 3: Environmental Analysis. Each environmental topic is analyzed in a separate section that discusses: the applicable regulatory framework; existing conditions; the significance criteria used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the project; the potential adverse and beneficial effects of the project; the level of impact significance with and without mitigation; and the potential cumulative impacts of the proposed project and other existing, approved, and proposed projects in the area.

Chapter 4: Alternatives to the Proposed Project. Describes the alternatives and compares their impacts to the impacts of the proposed project. Alternatives include the No Project Alternative/Current TOP 2050, Truck Route Scenario 3 Alternative, and Reduced Intensity Alternative.

Chapter 5: Other CEQA Considerations. Provides a discussion of effects found not to be significant, significant and unavoidable impacts, significant irreversible changes to the environment, and growth-inducing effects.

Chapter 6: Report Preparers and Organizations Consulted. Includes a list of people and organizations that prepared or were contacted during the preparation of this Draft SEIR.

Appendices. The appendices for this document include the following supporting documents:

- Appendix A: Notice of Preparation
- Appendix B: TOP 2050 Policy Matrix
- Appendix C1: TOP AQ, Energy, and GHG Modeling
- Appendix C2: TOP Truck Route HRA
- Appendix C3: EBPSP AQ Study
- Appendix C4: EBPSP HRA

- Appendix C5: EBPSP Energy Study
- Appendix C6: EBPSP GHG Study
- Appendix D: EBPSP Biological Resources Report
- Appendix E1: SCICC Records Search
- Appendix E2: Ontario Ranch Historic Surveys
- Appendix E3: EBPSP Cultural Resources
- Appendix F1: EBPSP Geotechnical Study – NWC
- Appendix F2: EBPSP Geotechnical Study – NEC
- Appendix F3: EBPSP Paleontological Resources
- Appendix G1: EBPSP Phase I
- Appendix G2: EBPSP Phase II (1A)
- Appendix G3: EBPSP Phase II (1B)
- Appendix G4: EBPSP Phase II (2A)
- Appendix G5: EBPSP Phase II (2B)
- Appendix G6: ALUCP Consistency Determination
- Appendix H1: EBPSP Preliminary Hydrology
- Appendix H2: EBPSP WQMP
- Appendix I1: TOP Noise
- Appendix I2: EBPSP Noise
- Appendix J: Public Service Responses
- Appendix K1: TOP VMT Memo
- Appendix K2: EBPSP VMT Memo
- Appendix K3: EBPSP LOS Study
- Appendix L1: TOP Water Supply Evaluation
- Appendix L2: EBPSP Water Supply Assessment
- Appendix L3: EBPSP Sewer and Water Infrastructure
- Appendix M1: NAHC Records Request
- Appendix M2: Tribal Consultation Letters
- Appendix N: EBPSP Alternatives Analysis

ES.2.2 Type and Purpose of this Draft SEIR

SUPPLEMENTAL EIR

CEQA dictates when a supplemental or subsequent EIR is required for changes to a project that was previously analyzed under CEQA. Once a project has been approved based on a CEQA analysis in an EIR or negative declaration, and the EIR or negative declaration is no longer subject to challenge, CEQA Section 21166 provides that “no subsequent or supplemental environmental impact report shall be required by the lead agency or any responsible agency” unless one of three circumstances apply: 1) substantial changes to the approved project will require major revisions to the certified EIR, 2) substantial changes occur with respect to the circumstances under which the approved project is being undertaken will require major revisions to the certified EIR, or 3) new information, that was not known and could not have been known at the time the EIR for the approved project was certified becomes available (CEQA Section 21166).

In this case, in-depth review has already occurred and the time for challenging the sufficiency of the 2022 TOP EIR has expired (CEQA Section 21167, subd. (c)). Moreover, as discussed below, no circumstances have changed enough to justify repeating a substantial portion of the process. The factors used to evaluate whether a Subsequent or a Supplemental EIR should be prepared are in CEQA Guidelines Sections 15162 and 15163, and relate to whether "major changes" to the EIR are required. CEQA Guidelines Section 15162 clarifies what constitute major changes to the EIR. According to that section, major changes to the EIR are those that are required either:

- "Due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;" (CEQA Guidelines Section 15162, subd. (a)(1), (a)(2); see also subd. (a)(3)(A), (a)(3)(B))
- Where "[m]itigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or" (subd. (a)(3)(C))
- Where "[m]itigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative." (subd. (a)(3)(D))

As disclosed in this Executive Summary, the analysis prepared for this SEIR substantiates that the Policy Plan Amendment would result in one or more new significant environmental effects in comparison to the Current TOP 2050 as adopted.

This Draft SEIR is a program-level document that supplements the analyses in the Certified 2022 EIR. Section 15163 of the CEQA Guidelines provides that:

> (a) The lead or responsible agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if:
>
> 1) Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and
>
> 2) Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.
>
> (b) The supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.
>
> (c) A supplement to an EIR shall be given the same kind of notice and public review as is given to a draft EIR under Section 15087.
>
> (d) A supplement to an EIR may be circulated by itself without recirculating the previous draft or final EIR.
>
> (e) When the agency decides whether to approve the project, the decision-making body shall consider the previous EIR as revised by the supplemental EIR. A finding under Section 15091 shall be made for each significant effect shown in the previous EIR as revised.

In accordance with Section 15163 of the CEQA Guidelines, this document:

- Incorporates the 2022 Certified EIR by reference, as discussed in Section 2.2, *Project Background*.
- Contains information necessary to make the 2022 Certified EIR adequate for the proposed project.
- Evaluates the potential environmental impacts of the changes to the Current TOP 2050 that are a result of changed circumstances and new information.
- Evaluates the potential environmental impacts of the proposed changes to the Current TOP 2050, i.e., the proposed land use designation and development capacity changes.
- Updates where necessary the discussion of cumulative impacts, growth-inducing impacts, and other required sections of this Draft SEIR.

The proposed project is summarized in Section ES.4, *Summary of the Proposed Project*, and more fully described in Chapter 2 of this Draft SEIR. The analysis in this SEIR confirms that the 2022 Certified EIR is adequate for the proposed project with the updated information contained herein.

Approach/Definition of Baseline

As described above, a Supplement to an EIR need only contain the information necessary to make the previous EIR adequate for the proposed project, as revised. The 2022 Certified EIR therefore serves as the logical "baseline" to assess potential impacts associated with the proposed project. The environmental impacts associated with the proposed project for this SEIR are defined as the incremental impacts between the Current TOP 2050 and the proposed project. To accurately assess the incremental impact, this SEIR analyzes the difference between the buildout of the Current TOP 2050 to buildout of the Policy Plan Amendment (i.e., compares "buildout" to "buildout"). Impacts are assessed for the net land use changes under the proposed project, as described in Section 1.4.3.1*, Areas of Change.* The environmental setting of each topical section provides an update of existing conditions and changes in circumstances since certification of the 2022 Certified EIR.

PROGRAM EIR

This SEIR fulfills the requirements for a Program EIR. Although the legally required contents of a Program EIR are the same as for a Project EIR, Program EIRs are typically more conceptual than Project EIRs, with a more general discussion of impacts, alternatives, and mitigation measures. According to Section 15168 of the CEQA Guidelines, a Program EIR may be prepared on a series of actions that can be characterized as one large project. Use of a Program EIR gives the lead agency an opportunity to consider broad policy alternatives and programwide mitigation measures, with greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive scale.

Agencies prepare Program EIRs for programs or a series of related actions that are linked geographically; logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program; or individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways.

Once a Program EIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document is necessary. If the Program EIR addresses the program's effects as specifically and comprehensively as possible, many subsequent activities may be within the Program SEIR's scope, and additional environmental documents may not be required (CEQA Guidelines sec. 15168[c]). When a lead agency relies on a Program EIR for a subsequent activity, it must incorporate feasible mitigation measures and alternatives from the Program EIR into the subsequent activities (CEQA Guidelines

sec. 15168[c][3]). If a subsequent activity would have effects outside the scope of the Program EIR, the lead agency must prepare a new Initial Study leading to a Negative Declaration, Mitigated Negative Declaration, or an EIR. Even in this case, the Program SEIR still serves a valuable purpose as the first-tier environmental analysis. The CEQA Guidelines encourage the use of Program EIRs, citing five advantages:

- Provide a more exhaustive consideration of impacts and alternatives than would be practical in an individual EIR;
- Focus on cumulative impacts that might be slighted in a case-by-case analysis;
- Avoid continual reconsideration of recurring policy issues;
- Consider broad policy alternatives and programmatic mitigation measures at an early stage when the agency has greater flexibility to deal with them;
- Reduce paperwork by encouraging the reuse of data (through tiering). (CEQA Guidelines sec. 15168[h])

This EBPSP portion of the Draft SEIR has been prepared as a "Project SEIR," defined by CEQA Guidelines Section 15161 (California Code of Regulations, Title 14, Division 6, Chapter 3). This type of EIR examines the environmental impacts of a specific development project and should focus primarily on the changes in the environment that would result from the development project. The SEIR shall examine all phases of the project, including planning, construction, and operation.

ES.3 PROJECT LOCATION

The City of Ontario is in the southwestern portion of San Bernardino County and is surrounded by the cities of Chino and Montclair and unincorporated San Bernardino County to the west; the cities of Upland and Rancho Cucamonga to the north; the city of Fontana and unincorporated San Bernardino County to the east; and the cities of Eastvale and Jurupa Valley to the south (see Figures ES-1, *Regional Location*, and ES-2, *Citywide Aerial Map*). The City is in the central part of the Upper Santa Ana River Valley. The primary tributary that flows through Ontario is the Cucamonga Creek, which originates, together with subtributaries, in the San Gabriel Mountains and flows into the Prado Dam, where it joins the Santa Ana River, eventually terminating in the Pacific Ocean.

The City comprises approximately 50 square miles (32,022 acres), including the 8,200-acre Ontario Ranch in the southern part of the City—formerly known as the New Model Colony (NMC) and formerly the City's sphere of influence (SOI). The northern, more urbanized part of the City is known as the Original Model Colony (OMC) in reference to the City's founding as a model colony for cities in terms of layout and infrastructure. Generally, the City is bounded by Benson Avenue and Euclid Avenue on the west; Interstate 10 (I-10), 8th Street, and 4th Street on the north; Etiwanda Avenue and Hamner Avenue on the east; and Merrill Avenue and the

San Bernardino County/Riverside County boundary on the south (see Figure ES-1). Regional circulation to and through the City is provided by I-10 and State Route (SR) 60, east to west, and by I-15 and SR-83 (Euclid Avenue), north to south. The City is also home to the Ontario International Airport (ONT) and proximate to Chino Airport.

Eucalyptus Business Park Specific Plan

The 189-acre Eucalyptus Business Park Specific Plan (EBPSP or Specific Plan) project site is bounded to the south by Eucalyptus Avenue, the east by Walker Avenue, and the west by Campus Avenue. Figure ES-3, *EBPSP Aerial Map*, illustrates the general location of the EBPSP. The project site includes the following Assessor's Parcel Numbers: 0216-322-01, 0216-322-02, 0216-321-06, 0216-321-07, 0126-322-10, 0216-321-01, 0216-321-02, 1053-551-01, 1053-541-02, 1053-541-01, 1053-571-01, 1053-571-02, 1053-531-01, 1053-531-02, 1053-531-03, 1053-531-04, 1053-581-04, and 1053-581-03.

ES.4 SUMMARY OF THE PROPOSED PROJECT

POLICY PLAN AMENDMENT PROJECT

Policy Plan Amendment

The Policy Plan Amendment project component primarily involves modifying the currently permitted and planned TOP land use pattern across more than 1,300 acres in southern Ontario. These proposed changes to TOP are driven by requests from property owners and developers who seek to alter the allowable type or intensity of land use on their properties as well as land use changes required to improve land use compatibility, maintain compliance with state laws, uphold long-term planning goals, and plan for a cohesive land use pattern that repositions the southwest portion of the City as a central business center.

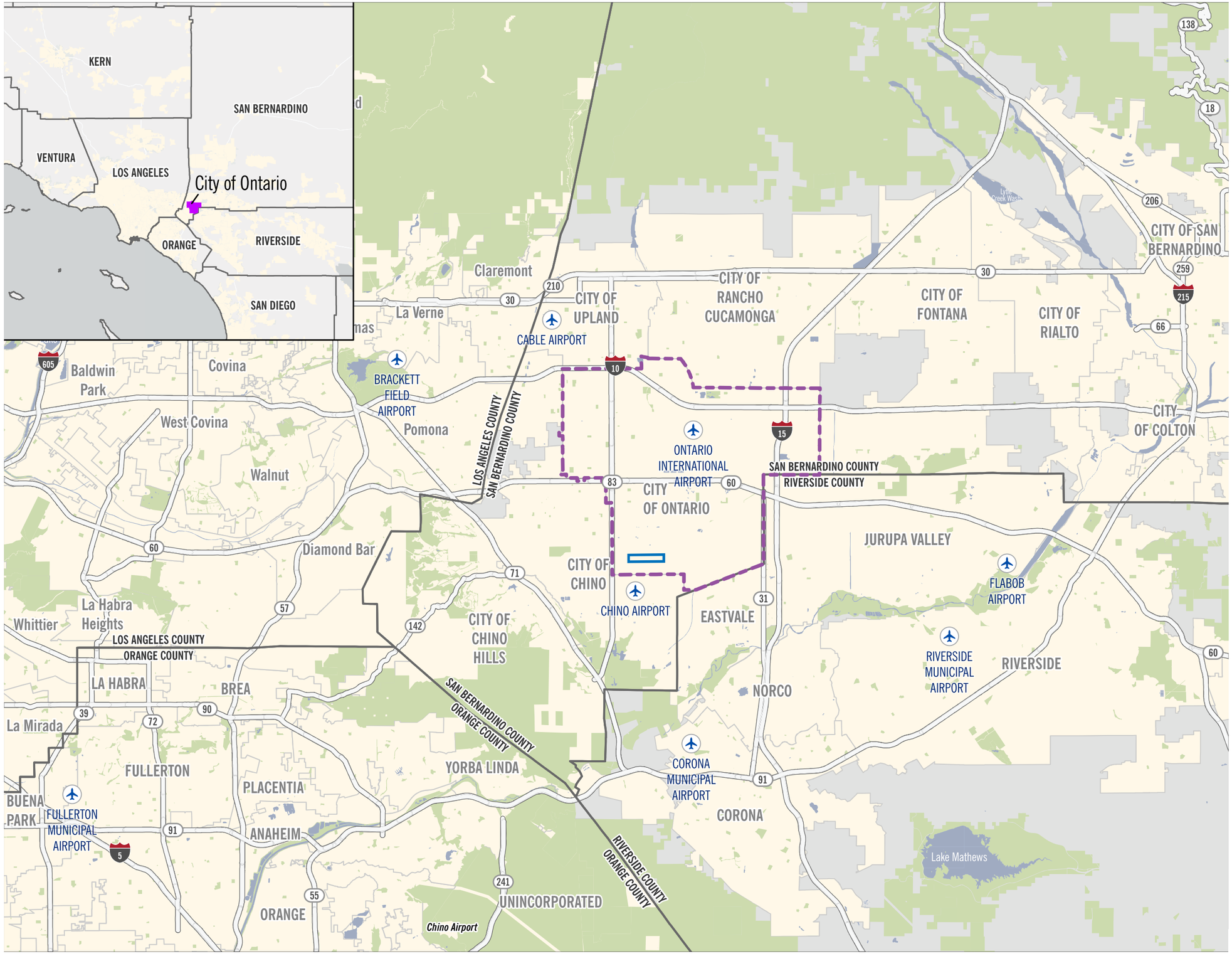
The proposed land use changes necessitate updates and modifications across the Land Use Element and various other elements of TOP 2050 Policy Plan.

- **Land Use Element.** Proposed changes to the TOP Land Use Plan are shown on Figure ES-4, *Policy Plan Amendment Areas of Change*. Additional figures in the Land Use Element will be updated to maintain consistency, including TOP Figures LU-02, LU-03, and LU-04. Land Use Plan changes are primarily located within the Ontario Ranch (south of Riverside Drive), with a handful of changes in the northern part of the city along East Holt Avenue and South Grove Avenue, as further discussed below..

- **Housing Element.** To comply with state law, the Housing Element requires updates to TOP housing sites inventory to reflect changes in the list of sites suitable to fulfill the City's RHNA requirement.

Figure ES-1

Regional Location



- EBPSP Boundary
- Airports
- Ontario City Limit
- Parks and Open Space
- City Boundary
- County Boundary
- Unincorporated County

2·0·5·0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 10,000 20,000 40,000 Feet

Date: 2/10/2026

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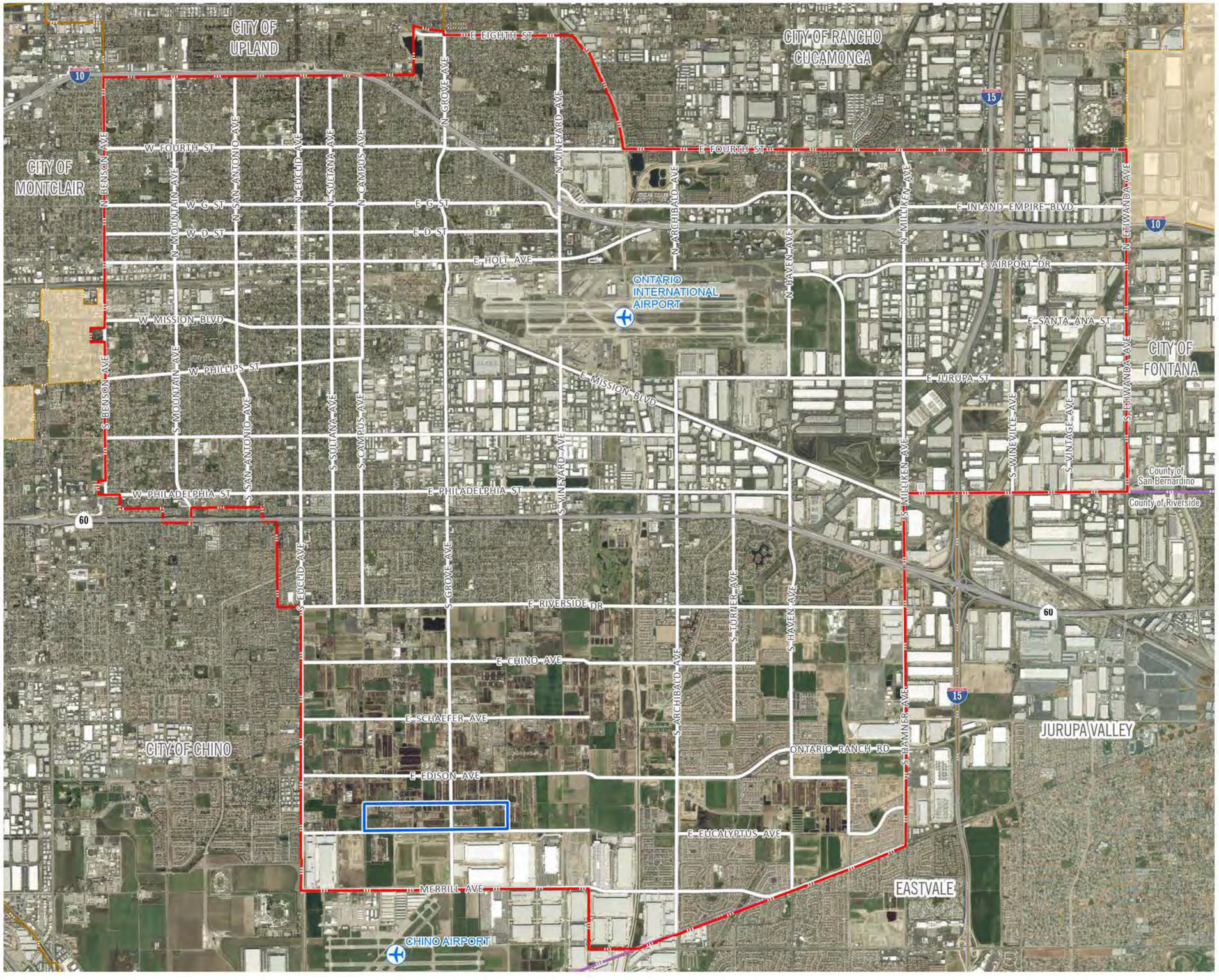
Figure ES-2
Citywide Aerial Map



- Airport
- Ontario City Boundary
- Adjacent City Boundary
- County Boundary
- Unincorporated County
- EBPSP Boundary

2·0·5·0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025
Date: 2/19/2026

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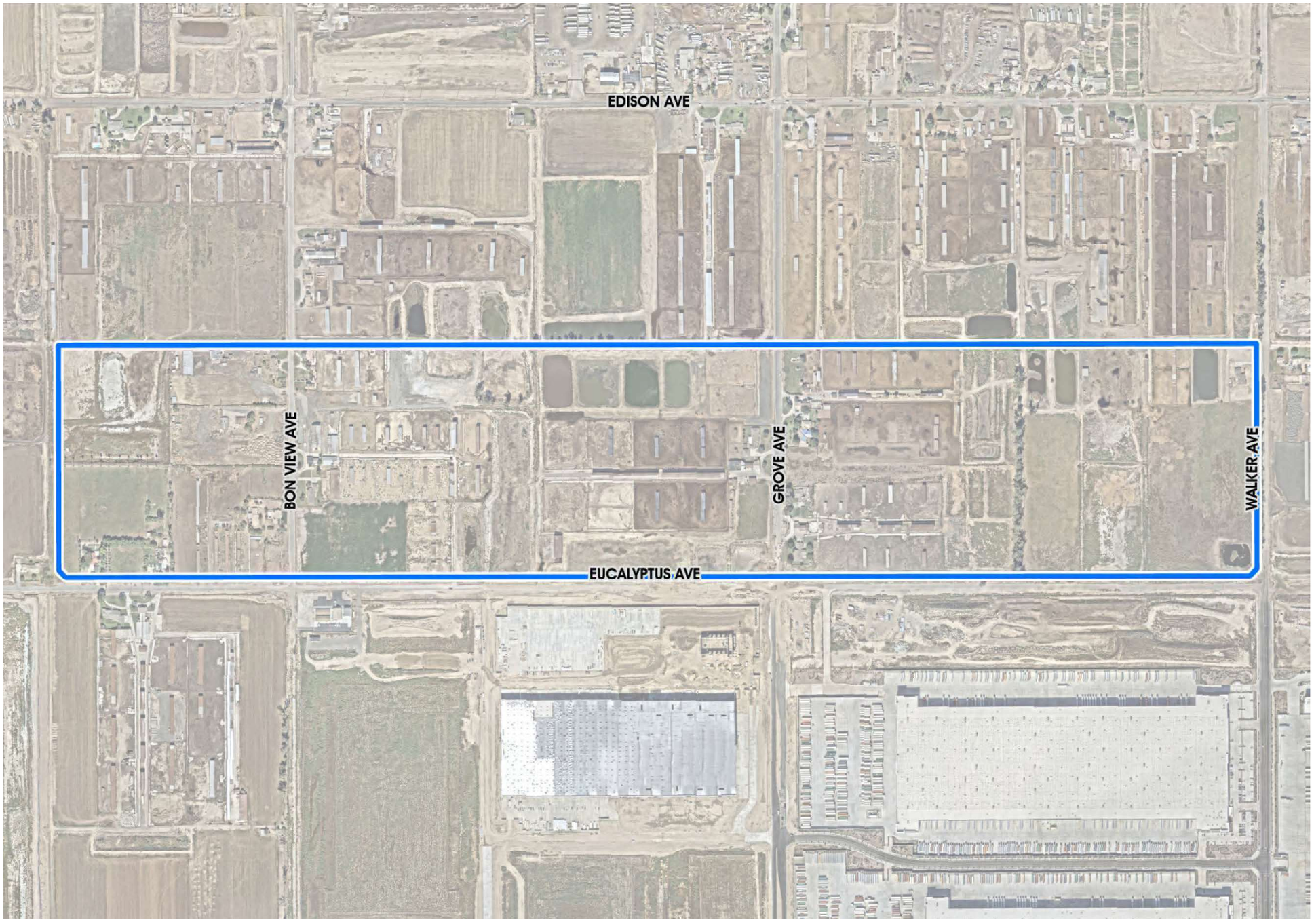
Figure ES-3

EBPSP Aerial Map



EBPSP Boundary

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 275 550 Ft

Source: T&B 2026.

Date: 03/03/2026

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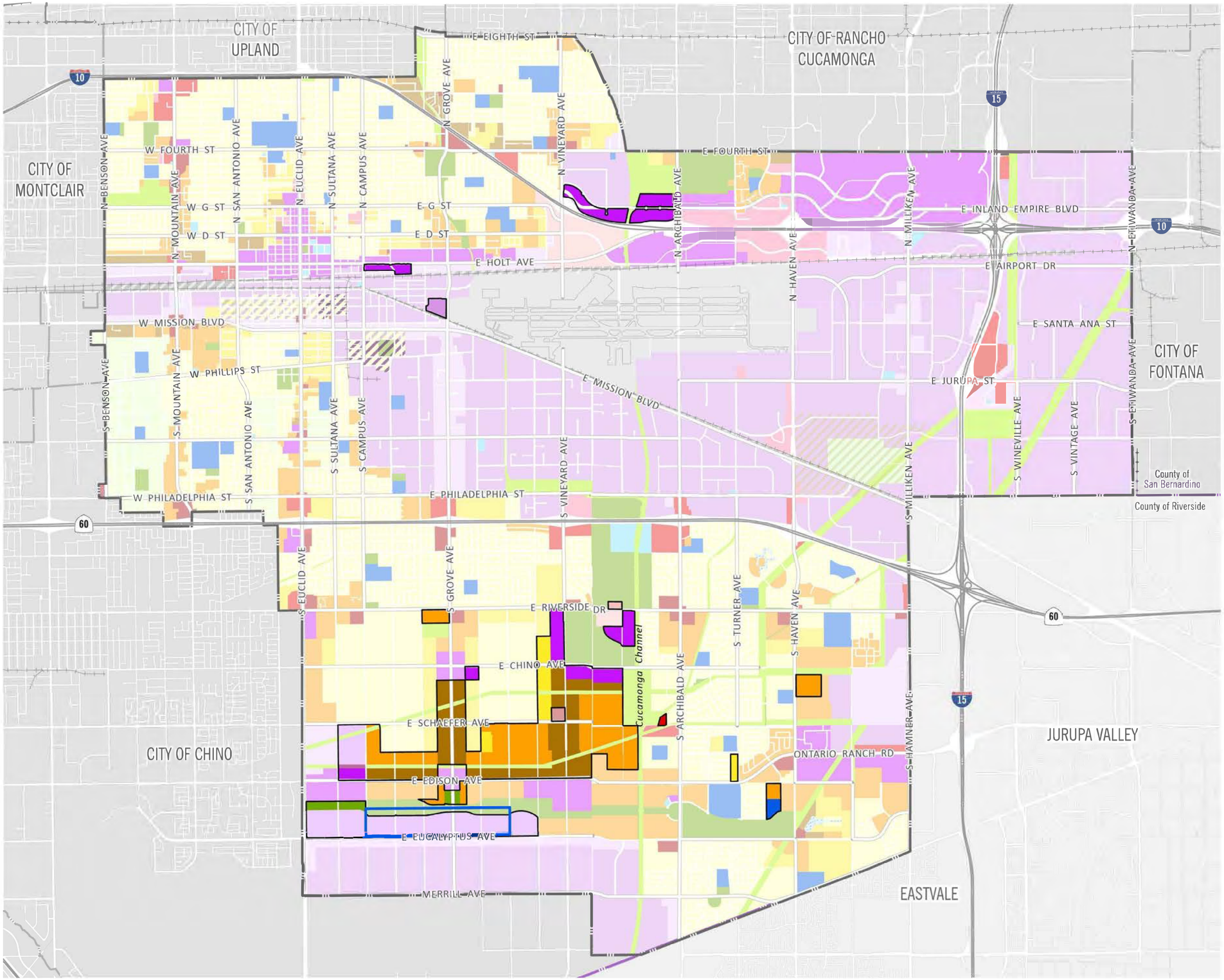
Figure ES-4

Policy Plan Amendment Areas of Change



- EBPSP Boundary
- Proposed TOP Areas of Change
- Ontario City Boundary
- County Boundary
- Rail Network

Overlay Zones
- Business Park
- Industrial
- Landfill Impact Area

Residential
- RR Rural Residential
- LDR Low Density Residential
- LMDR Low Medium Density Residential
- MDR Medium Density Residential
- HDR High Density Residential

Mixed-Use
- MU Mixed Use

Commercial
- NC Neighborhood Commercial
- GC General Commercial
- OC Office Commercial
- HOS Hospitality

Employment
- BP Business Park
- IND Industrial

Other
- OS-NR Open Space - Non-Rec
- OS-R Open Space - Recreation
- OS-W Open Space - Water
- PF Public Facility
- ROW; ROW-bp
- PS Public School
- ARPT Airport
- LF Landfill
- Rail

*Areas where no land use change is proposed are shown at 40% opacity

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2026 Date: 2/26/2026

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- **Mobility Element.** The City's network of truck routes will be updated in compliance with AB 98, and consistent with proposed land use changes. Minor updates to the City's Roadway System (M-01), and multipurpose trails and bikeways, identified on TOP Figure M-02, are also proposed to reflect the City's long term plan for roadways, and align future bike improvements with the proposed changes in the land use pattern and truck routes in southwestern Ontario. New Mobility policies and implementation actions addressing priority safety corridors consistent with Senate Bill 932 are proposed, as well as a new policy promoting lower speed limits for trucks in areas adjacent to noise-and-vibration-sensitive land uses. Finaly, Policies M-3.1 and M-4.1 will be updated. Policy M-3.1 will be expanded to note that the city will prioritize coordinating access to transit in areas near sites identified in the housing element as suitable for lower-income (in addition to EJ areas), while Policy M-4.1 will clarify that noise-sensitive land uses is intended to include both noise and vibration sensitive land uses.

- **Community Design Element.** Mixed-use place types, identified in the Community Design Element, will be updated to reflect proposed land use changes. Revisions include changes to existing mixed-use areas, and the establishment of new mixed-use areas, including creating a new district-level place type for the Ontario Sports Empire, revising the South Euclid District place type, and removing the South Employment District place type. TOP Figures CD-01, CD-02, CD-06, CD-07, CD-08, and CD-09.2 are to be updated. The approved TOP Figure CD-07 will be removed and replaced with a new TOP Figure CD-07, establishing the Ontario Sports Empire as "District Place Type."

- **Parks and Recreation.** Revisions to the location of planned park facilities in TOP Figure PR-01 to maintain consistency with approved projects and the proposed land use plan.

- **Safety.** Revisions to the Traffic Noise Contours Map (S-06a) will be updated consistent with proposed changes in land use and circulation. In addition minor changes to the base maps used in the map of Critical Facilities (S-08), Evacuation Constrained Properties (S-09), and Evacuation Routes (S-10) will be processed to show updates to the city's park network or remove parks from the base maps, as the location of parks in no way alters the intent of the map.

- **Environmental Resources.** Policy ER-5.4 will be updated to state that the City does not require replacement farmland or require the dedication or preservation of agricultural land outside of the City if a property owner elects to transition from agricultural to urban uses.

Finally, the City's Development Code will be updated to maintain consistency with the proposed Land Use Plan.

- **Development Code Consistency.** The zoning map and Development Code will be updated to implement the Policy Plan Amendment.

Table ES-1, *Comparison of Approved TOP 2050 to Policy Plan Amendment*, provides a statistical summary of the buildout potential of TOP 2050 Policy Plan Amendment compared to the buildout potential under the currently approved TOP 2050. As shown in this table, the Policy Plan Amendment would increase population, dwelling units, nonresidential building square footage, and employment compared to the approved TOP 2050.

Table ES-1 Comparison of Approved TOP 2050 to Policy Plan Amendment

Scenario	Units	Population	Nonresidential Square Feet	Employment
Approved TOP 2050	129,951	411,268	263,828,479	299,204
Policy Plan Amendment	137,177	427,741	268,162,895	301,035
Net Difference (Proposed Project – Approved Project)	**7,225**	**16,473**	**4,334,416**	**1,831**

Zoning

In addition to changes to TOP 2050, the proposed project includes amendments to the City's development code to implement the land-use changes, including updates to the zoning map and the affordable housing overlay. There are no separate environmental impacts associated with the Zoning update since these changes reflect the changes to the Policy Plan associated with the proposed Policy Plan Amendment.

EUCALYPTUS BUSINESS PARK SPECIFIC PLAN PROJECT

The Specific Plan would function as the regulatory document for implementing zoning for the entire site, ensuring the orderly and systematic implementation of the City's Policy Plan. The Specific Plan establishes the necessary land use plan, development standards, design guidelines, infrastructure systems, and implementation strategies on which subsequent, related development activities would be founded. Upon adoption of the Specific Plan, subsequent subdivision maps, plot plans, conditional use permits, grading and building permits, or any other actions requiring either ministerial or discretionary approvals would be required to demonstrate consistency with the Specific Plan.

As illustrated in Figure ES-5, *Conceptual EBPSP Land Use Plan*, the EBPSP would establish 9 planning areas that would provide for development of the site with approximately 2,939,000 SF of Business Park uses on 137.9 acres and 36.15 acres of Open Space–Parkland. The remaining 14.97 acres would be utilized for roadway improvements. Table ES-2, *EBPSP Land Use Statistical*

Summary, provides a breakdown of acreages by planning area. The EBPSP would result in estimated 1,590 employees within the project site.

Table ES-2 EBPSP Land Use Statistical Summary

Planning Area (PA)	Land Use Designation	Acres	Target Buildout SF
1	Business Park	7.70	162,600
2	Business Park	18.33	273,700
3	Business Park	18.21	340,700
4	Business Park	18.19	423,200
5	Business Park	37.76	859,300
6	Business Park	37.71	879,500
7	Open Space – Parkland	8.05	—
8	Open Space – Parkland	14.10	—
9	Open Space – Parkland	14.00	—
-	Roadway	14.97	—
	TOTAL	**189.0**	**2,939,000**

Notes: SF = square feet

1. A maximum of 10,000 SF of Commercial uses may be provided within Business Park planning areas 1, 2, 3, 4, 5, or 6. This square footage is included within the total listed above.
2. A publicly operated animal resource center may be provided within any of the Business Park planning areas. The animal resource center shall not exceed 35,000 SF.
3. The EBPSP allows the transfer of development square footage (15 percent or less) within the same land use designation, provided that the shift in square footage would not exceed the maximum allowable overall square footage (2,939,000) and the maximum building FAR (0.55).
4. Total acreage of 189.0 is rounded to the nearest one-tenth of an acre.

ES.5 SUMMARY OF PROJECT ALTERNATIVES

The CEQA Guidelines Section 15126.6(a) states that an EIR must address "a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives." The alternatives in this Draft SEIR were based, in part, on their potential to reduce or eliminate the impacts determined to be potentially significant for implementation of the proposed project (see Table ES-1, *Summary of Significant Environmental Impacts and Mitigation Measures*). The project alternatives were not reviewed for financial feasibility. Project alternatives are assessed in further detail in Chapter 4, *Alternatives to the Proposed Project*.

ES.5.1 No Project Alternative/ Current TOP 2050

POLICY PLAN AMENDMENT

In the No Project Alternative/Current TOP 2050, the Policy Plan Amendment and EBPSP project would not be implemented by the City. The current TOP 2050 would remain in effect and would apply to land uses within the City and land uses within the EBPSP project site.

Impacts of the No Project Alternative/Current TOP 2050 would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, noise, tribal cultural resources, and wildfire. This alternative would reduce the proposed project's air quality, energy, GHG, land use and planning, public services, recreation, transportation, and utilities and service systems impacts. The No Project Alternative/Current TOP 2050 would not meet some of the objectives of the proposed project.

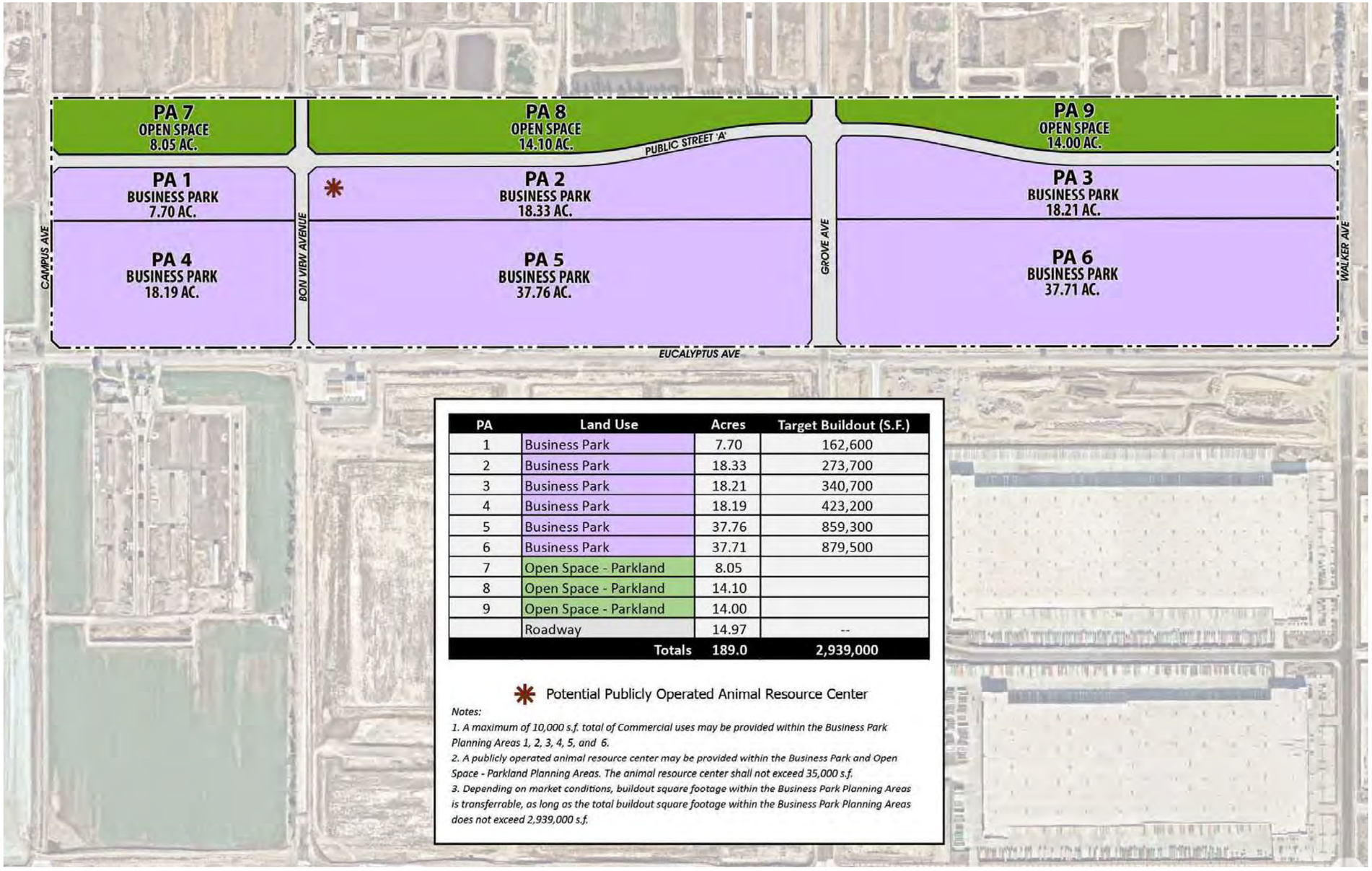
SPECIFIC PLAN

The current TOP 2050 designates the Specific Plan area for Medium Density Residential (MDR), Mixed-Use (Eucalyptus/Chino Airport) (MU-BC); and Open Space Parkland (OS-C). Buildout under these designations would allow for up to 2,195 residential units and 1,632,143 square feet of non-residential land uses within the Specific Plan area. As discussed in Chapter 4, *Alternatives*, the no project alternative would result in an increase in population, units, and employment but a decrease in non-residential square feet.

The No Project Alternative/Current TOP 2050 would result in greater impacts to energy, construction noise, public services, recreation, and utilities and service systems. This alternative would exacerbate significant and unavoidable impacts related to air quality, GHG, off-site traffic-related noise, and transportation. Impacts related to aesthetics, agriculture and forestry resources, construction air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, onsite noise operation, population and housing, tribal cultural resources, and wildfire would be similar compared to the EBPSP. Additionally, impacts to land use and planning would decrease under this alternative.

Figure ES-5

Conceptual EBPSP Land Use Plan



PA	Land Use	Acres	Target Buildout (S.F.)
1	Business Park	7.70	162,600
2	Business Park	18.33	273,700
3	Business Park	18.21	340,700
4	Business Park	18.19	423,200
5	Business Park	37.76	859,300
6	Business Park	37.71	879,500
7	Open Space - Parkland	8.05	
8	Open Space - Parkland	14.10	
9	Open Space - Parkland	14.00	
	Roadway	14.97	--
	Totals	**189.0**	**2,939,000**

* Potential Publicly Operated Animal Resource Center

Notes:

1. A maximum of 10,000 s.f. total of Commercial uses may be provided within the Business Park Planning Areas 1, 2, 3, 4, 5, and 6.

2. A publicly operated animal resource center may be provided within the Business Park and Open Space - Parkland Planning Areas. The animal resource center shall not exceed 35,000 s.f.

3. Depending on market conditions, buildout square footage within the Business Park Planning Areas is transferrable, as long as the total buildout square footage within the Business Park Planning Areas does not exceed 2,939,000 s.f.

EBPSP Boundary

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 275 550 Feet

Source: T&B 2025

Date: 02/17/2026

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As compared with the EBPSP, this alternative would not meet the following objectives to the same extent due to the change in the proposed land uses from business park to residential and mixed-use:

- To provide a land use plan that implements The Ontario Plan's vision and appropriately positions business park and public parkland uses north of Eucalyptus Avenue, between Campus Avenue and Walker Avenue.
- To facilitate the development of a variety of employment-generating uses in a business park setting.
- To provide business park uses that are compatible with surrounding land uses.

ES.5.2 Truck Route Scenario 3 Alternative

In summer 2025, the City conducted outreach and initiated an evaluation of its existing truck routes, which resulted in changes to truck routes in northern Ontario, including within the Original Model Colony (OMC). The purpose of the proposed project is to remove trucks from residential areas, such as Ontario Ranch Road. Truck Route Scenario 3 Alternative would not remove Archibald Avenue as a designated truck route, as proposed under the project, and would add additional truck routes along Eucalyptus Avenue, Walker Avenue, and Hellman Avenue. These additional routes would disperse truck traffic throughout the Ontario Ranch area to a greater extent. While the total number of trucks within the City and the Ontario Ranch area would remain the same, impacts would be spread across a broader area rather than concentrated along two specific routes. This alternative would increase impacts along Archibald Avenue and Edison Avenue while decreasing impacts along Ontario Ranch Road.

This alternative would not affect the land uses proposed for the EBPSP. Therefore, a separate analysis of this alternative for the Specific Plan component was not conducted as it would be the same as that of the Policy Plan Amendment.

This alternative would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, energy, geology and soils, GHG, hazards and hazardous materials, hydrology and water quality, land use, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and system services, and wildfire. This alternative would reduce the proposed project's air quality and noise impacts.

This alternative would meet all the objectives of the Policy Plan Amendment with the exception of objectives on truck routes and circulation changes. As compared with the proposed project, this alternative would not meet the following objectives:

- Update the City's truck routes based on proposed land use changes to ensure the City continues to comply with state law and ensures a safe and efficient goods movement network while minimizing the exposure of existing and future sensitive receptors to noise, vibration, and air pollution generated by heavy trucks.

- Update the Policy Plan component of TOP 2050 for internal consistency with proposed land use and circulation changes.

ES.5.3 Reduced Intensity Alternative

POLICY PLAN AMENDMENT

The proposed land use plan would result in a net increase of 6,370,304 square feet of industrial land use compared to the Current TOP 2050. The EBPSP represents 2,939,000 square feet of the growth in industrial land uses under the proposed project (46 percent); therefore, this alternative considers a reduced intensity alternative for the EBPSP area.

This alternative would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use, mineral resources, population and housing, recreation, tribal cultural resources, and wildfire. This alternative would reduce the proposed project's air quality, energy, GHG, noise, public services, transportation, and utilities and system services impacts. This alternative would meet all the objectives of the Policy Plan Amendment.

SPECIFIC PLAN

The Reduced Intensity Alternative would result in a 30 percent reduction in building area on the EBPSP project site. The buildout intensity of the remaining portions of the proposed project would remain the same; however, overall, the buildout of the proposed project would be reduced. Under this alternative, a total of 2,057,300 square feet of non-residential square feet would be developed, a reduction of 881,700 square feet. The total development impact area would remain the same as the EBPSP. Park areas are assumed to remain as proposed. Access to the site would be similar to the EBPSP, with a proportional reduction in the number of parking spaces.

This alternative would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use, mineral resources, population and housing, recreation, tribal cultural resources, and wildfire. This alternative would reduce the proposed project's air quality, energy, GHG, noise, public services, transportation, and utilities and system services impacts.

The Reduced Intensity Alternative would meet most of the EBPSP objectives; however, this alternative would not meet the following objectives to the same extent as the EBPSP due to the reduced square footage and proportional reduction in employees.

- To provide a land use plan that implements The Ontario Plan's vision and appropriately positions business park and public parkland uses north of Eucalyptus Avenue, between Campus Avenue and Walker Avenue.
- To facilitate the development of a variety of employment-generating uses in a business park setting.
- To provide opportunities for positive economic benefit to the City, including new net revenues to the General Fund that can be used for vital City services.

Use of the Specific Plan area would not be maximized under the Reduced Intensity Alternative. Additionally, the 30 percent reduction would reduce the amount of potential employment opportunities for community residents; therefore, the alternative would not be fully maximizing the economic benefit to the City.

The Reduced Intensity Alternative has been identified as the environmentally superior alternative because it would either lessen or result in similar impacts as the proposed project; however, it would not avoid any significant and unavoidable impacts. The Reduced Intensity Alternative lessens impacts to air quality, energy, GHG emissions, noise, public services, transportation, and utilities and system services while partially achieving the benefits of the project objectives.

ES.6 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. For the proposed project, the major issues to be resolved include decisions by the lead agency as to:

1. Whether this EIR adequately describes the environmental impacts of the project.
2. Whether the benefits of the project override those environmental impacts which cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the proposed land use changes are compatible with the character of the existing area.
4. Whether the identified goals, policies, or mitigation measures should be adopted or modified.

5. Whether there are other mitigation measures that should be applied to the project besides the mitigation measures identified in the EIR.
6. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

ES.7 AREAS OF CONTROVERSY

In accordance with Section 15123(b)(2) of the CEQA Guidelines, the EIR summary must identify areas of controversy known to the lead agency, including issues raised by agencies and the public. Prior to preparation of the Draft SEIR, the City of Ontario issued a Notice of Preparation (NOP) on November 4, 2025. The CEQA-mandated public period for this SEIR was between November 4 to December 5, 2025, during which interested agencies and the public could submit comments about the potential environmental impacts of the proposed project. A scoping meeting was held on November 20, 2025. During this time, the City of Ontario received comment letters from a variety of State and local agencies as well as several organizations and members of the public. Appendix A, *Notice of Preparation*, of this Draft SEIR contains the NOP as well as the comments received by the City of Ontario in response to the NOP. In addition, NOP comment letters received during the review period are summarized in Chapter 2, *Introduction* (see Table 1-1, *NOP Comment Summary*).

The following list includes issues that are likely to be of particular concern to agencies and interested members of the public during the environmental review process. Though every concern applicable to the CEQA process is addressed in this Draft SEIR, this list is not necessarily exhaustive; rather, it attempts to capture concerns that are likely to generate the greatest interest based on the input received during the scoping process.

- Agricultural Resources
- Air Quality and GHG
- Land Use and Planning
- Population and Housing
- Transportation

ES.8 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table ES-3, *Summary of Environmental Impacts and Mitigation Measures*, summarizes the conclusions of the environmental analysis in this SEIR.

Impacts are identified as potentially significant, less than significant or no impact, and mitigation measures are identified for all significant impacts. The level of significance after imposing the mitigation measures is also presented.

Table Terminology:

PPA: Policy Plan Amendment

EBPSP: Eucalyptus Business Park Specific Plan

PS: Potentially Significant

SU: Significant and Unavoidable

LTS: Less than Significant

NI: No Impact

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
AESTHETICS			
Impact AES-1: Implementation of the proposed project would not substantially alter scenic vistas in Ontario.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact AES-2: Implementation of the proposed project would not alter scenic resources within a State scenic highway.	PPA: NI EBPSP: NI	No mitigation measures are required.	PPA: NI EBPSP: NI
Impact AES-3: Implementation of the proposed project would not conflict with zoning or other regulations governing scenic quality.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact AES-4: Buildout of the proposed project would generate additional light and glare, which would be minimized through adherence to the City of Ontario Development Code.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
AGRICULTURE AND FORESTRY RESOURCES			
Impact AGF-1: The proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in Ontario to nonagricultural use.	PPA: LTS EBPSP: LTS	The City of Ontario's land use plan no longer designates agricultural land uses in the City. No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Impact AGF-2: The proposed project would not result in conflicts with existing zoning for agricultural use or a Williamson Act contract.	PPA: LTS EBPSP: LTS	The City of Ontario's land use plan no longer designates agricultural land uses in the City. No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact AGF-3: The proposed project would not conflict with existing zoning for forest land, timberland, or timberland zoned Timberland Production.	PPA: NI EBPSP: NI	No mitigation measures are required.	PPA: NI EBPSP: NI
Impact AGF-4: No forest land would be affected by the proposed project.	PPA: NI EBPSP: NI	No mitigation measures are required.	PPA: NI EBPSP: NI
AIR QUALITY			
Impact AQ-1: The additional population growth forecast for the Policy Plan Amendment and Specific Plan and the associated emissions would exceed the assumptions of the South Coast AQMD's AQMP.	PPA: PS EBPSP: PS	Mitigation measures applied to the operational phases would reduce air quality impacts. However, no additional mitigation measures have been identified.	PPA: SU EBPSP: SU
Impact AQ-2: Construction activities associated with future development that would be accommodated under the Policy Plan Amendment could generate short-term emissions in	PPA: PS EBPSP: LTS	**Policy Plan Amendment** **Mitigation Measure AIR-1-PPA [Former MM 3-1]:** Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to	PPA: SU EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
exceedance of the South Coast AQMD's threshold criteria.		the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Ontario Building Department shall require feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include: ▪ Require fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as: ○ Requiring use of nontoxic soil stabilizers to reduce wind erosion. ○ Applying water every ~~four~~ 4 hours to active soil disturbing activities. ○ Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials. ▪ Using construction equipment rated by the United States Environmental Protection Agency as having Tier 4 interim or higher exhaust emission limits. ▪ Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards. ▪ Limiting nonessential idling of construction equipment to no more than ~~five~~ 5 consecutive minutes.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at: ~~http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf.~~ https://www.aqmd.gov/home/rules-compliance/compliance/vocs/architectural-coatings/super-compliant-coatings. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Planning Department. **Specific Plan** No mitigation measures are required.	
Impact AQ-3: Implementation of the proposed project would generate additional, long-term emissions in exceedance of South Coast AQMD's threshold criteria and cumulatively contribute to the South Coast Air Basin's nonattainment designations.	PPA: PS EBPSP: PS	**Policy Plan Amendment** **Mitigation Measure AIR-2-PPA [Former MM 3-2]:** The City of Ontario shall evaluate new development proposals within the City and require all developments to include access or linkages to alternative modes of transportation, such as transit stops, bike paths, and/or pedestrian paths (e.g. sidewalks). **Mitigation Measure AIR-3-PPA [Former MM AQ-1]:** Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project operation-phase-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance	PPA: SU EBPSP: SU

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		with South Coast Air Quality Management District (South Coast AQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Ontario Planning Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval. Possible mitigation measures to reduce long-term emissions could include, but are not limited to the following: ▪ For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions. ▪ Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use. ▪ Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 sec. 2485). ▪ Provide changing/shower facilities as specified in Section A5.106.4.3 of CALGreen (Nonresidential Voluntary Measures).	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ Provide bicycle parking facilities per Section A4.106.9 of CALGreen (Residential Voluntary Measures). ▪ Provide preferential parking spaces for low-emitting, fuel-efficient, and carpool/van vehicles per Section A5.106.5.1 of CALGreen (Nonresidential Voluntary Measures). ▪ Provide facilities to support electric charging stations per Section A5.106.5.3 and Section ~~A5.106.8.2~~ A4.106.8 of CALGreen (Nonresidential Voluntary Measures; Residential Voluntary Measures). ▪ Applicant-provided appliances shall be Energy Star–certified appliances or appliances of equivalent energy efficiency (e.g., dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star–certified or equivalent appliances shall be verified by the City during plan check. **Specific Plan** **Mitigation Measure AIR-1-SP:** To facilitate the future installation of infrastructure that would charge the batteries that power the motors of electric-powered trucks, the following shall be installed: 1) prior to the shell building permit approval, an electrical room(s) and/or exterior area(s) of the site shall be designated where future electrical panels would be located for the purpose of supplying power to on-site charging facilities for electric powered trucks. Conduit shall be installed from this designated area where the panel would be located to the onsite location where the charging facilities would be located and where electric-powered trucks would park and connect to charging facilities to charge the batteries that power the motors of the electric-powered trucks; 2) prior to	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		issuance of a building permit for tenant improvements, tenants that plan to operate electric trucks would be required to construct electrical charging infrastructure in addition to the required conduits. **Mitigation Measure AIR-2-SP:** In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants with information related to South Coast AQMD's Carl Moyer Program, or other such programs that promote truck retrofits or "clean" vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, and CARB regulations. Tenants shall be notified about the availability of: 1) alternatively fueled cargo handling equipment; 2) grant programs for diesel-fueled vehicle engine retrofit and/or replacement; 3) access to alternative fueling stations proximate to the site that supply compressed natural gas; and 4) the United States Environmental Protection Agency's SmartWay program. **Mitigation Measure AIR-3-SP:** Idling Regulations. Prior to issuance of a certificate of occupancy, legible, durable, weather-proof signs shall be installed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include the following instructions for truck drivers to shut off engines when not in use. a) Instructions for drivers of diesel trucks to restrict idling to no more than 5 minutes once the vehicle is stopped, the	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		transmission is set to "neutral" or "park" and the parking brake is engaged. b) Telephone numbers of the building facilities manager and CARB to report violations. **Mitigation Measure AIR-4-SP:** All future operations shall adhere to the following: a) Sites shall clearly mark entry and exit points for trucks and service vehicles. b) Facility operators shall maintain records of their fleet equipment owned by the facility and ensure that all diesel-fueled Medium-Heavy Duty Trucks (MHDT) and Heavy-Heavy Duty Trucks (HHD) use year CARB 2010 or newer engines. The records should be maintained on-site and be made available for inspection by the lead agency. c) Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks. d) Signs should be posted in the appropriate locations and/or handouts should be provided that show the locations of nearest food options, fueling, truck maintenance services, and other similar convenience services. e) Each Facility shall designate a Compliance Officer responsible for implementing the measures described herein and/or in the project conditions of approval and mitigation measures. Contact information shall be provided to the City and updated annually, and signs shall be posted in visible locations providing the contact information for the Compliance Officer to the surrounding community. The Compliance Officer also	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		shall coordinate with CARB and South Coast AQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations. f) Signs shall be posted in the appropriate locations heavy truck drivers to park and perform any self-maintenance of trucks in designated on-site areas and not within the surrounding community or on public streets. g) Development plans and specifications shall include signs at every truck exit driveway providing directional information to the truck route. **Mitigation Measure AIR-5-SP:** Electric Vehicle Charging and Future Truck Charging Capability. Prior to issuance of building permits, the following features shall be demonstrated on the EBPSP's building plans to the extent feasible over minimum California Code of Regulations Title 24 requirements. Installation shall be verified by the City prior to issuance of a certificate of occupancy. a) For use by employees and visitors conducting business at the building, install automobile electric vehicle (EV) charging stations at the minimum number required by the California Code of Regulations Title 24. All charging stations shall be equipped with Level 2 or faster chargers. Signs shall be posted indicating that the charging stations are for exclusive use by the building's employees and by visitors conducting business at the building. b) Install appropriate electrical infrastructure sufficiently sized to accommodate the potential installation of additional auto and truck EV charging stations in the future.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		c) Install raceways for conduit to tractor trailer parking areas in logical, gated locations determined by the Applicant during construction document plan check, for the purpose of accommodating the future installation of EV truck charging stations at such time this technology becomes commercially available. The charging station location(s) are to be located inside the gated and secured truck courts. **Mitigation Measure AIR-6-SP:** Water Efficient Fixtures. All water fixtures shall be water efficient (toilets/urinals (1.5 gallons per minute [gpm] or less), showerheads (2.0 gpm or less), and faucets (1.28 gpm or less). **Mitigation Measure AIR-7-SP:** City Review of Construction Documents. Prior to issuance of building permits, the following features shall be demonstrated on building and landscape plans to the extent feasible. Installation shall be verified by the City prior to issuance of a certificate of occupancy. a) Install Energy Star-rated heating, cooling, lighting, and appliances b) Structures shall be equipped with outdoor electric outlets in the front and rear to facilitate use of electrical lawn and garden equipment. c) Install rooftop solar energy systems which generate enough electricity to meet 45% of the annual warehouse electricity demand. **Mitigation Measure AIR-8-SP**: Tenant Lease Agreement. Prior to issuance of a certificate of occupancy, the following language shall be included within tenant lease agreements in order to	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		reduce operational air pollutant emissions to the extent feasible: a) Information about energy efficiency, energy-efficient lighting and lighting control systems, energy management, and existing energy incentive programs. b) Information about funding opportunities, such as the Carl Moyer Program, that provide incentives for using cleaner-than-required engines and equipment. c) Requirements to use the cleanest technologies available and to provide the necessary infrastructure to support zero-emission vehicles, equipment, and appliances that would be operating on site at such time this technology becomes commercially available. This requirement shall apply to equipment such as forklifts, handheld landscaping equipment, yard trucks, office appliances, etc. d) Requirements to exclusively use zero-emission light and medium-duty delivery trucks and vans, when economically feasible. e) Requirements to operate in compliance with, and to monitor compliance with, all current and applicable air quality regulations for on-road trucks including the California Air Resources Board's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Periodic Smoke Inspection Program, and the Statewide Truck and Bus Regulation. f) Requirements and identification of the responsible party to maintain, replace, and upgrade rooftop solar panels per the manufacturer's recommendations for the life of the lease. The EBPSP would comply with existing solar	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		requirements per the California Energy Code in effect during permitting (at the time of Construction Drawing Plan Check Submittal). In the case that the tenant requires additional solar capacity, this shall be addressed during the tenant improvement process. The EBPSP would be required to meet the CCR Title 24 energy efficiency standards in effect at the time building permit applications are submitted. g) Requirements and identification of the responsible party to maintain, replace, and repair the legible, durable, weather-proof signs that were installed at initial building occupancy placed at truck access gates, loading docks, and truck parking areas that identify applicable CARB anti-idling regulations. h) The tenant agreement shall include notification that the tenant shall comply with CARB Truck and Bus regulation, including requirements that only haul trucks meeting model year 2010 engine emission standards shall be used for the on-road transport of materials to and from the site. i) Requirements for the building owner to provide a Green Cleaning Products and Paint Education Program available to the building tenant, to keep at the building's office, break room, leasing space, or on an accessible website.	
Impact AQ-4: Construction activities associated with the Policy Plan Amendment could expose sensitive receptors to substantial air pollutant concentrations.	PPA: PS EBPSP: LTS	**Policy Plan Amendment** No additional mitigation measures have been identified. **Specific Plan** No mitigation measures are required.	PPA: SU EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Impact AQ-5: Operation of industrial and warehousing land uses accommodated under the Policy Plan Amendment would cumulative contribute to elevated levels of toxic air contaminants in the South Coast AQMD region.	PPA: PS EBPSP: LTS	**Policy Plan Amendment** Mitigation Measures AIR-2-PPA and AIR-3-PPA are applicable to the proposed project. TOP 2050 Policy ER-4.9, New Localized Air Pollution Sources Near Existing Sensitive Receptors, would require an operational health risk assessment for projects that have the potential to generate a substantial number of diesel truck trips to reduce individual projects to less than significant. However, no additional mitigation measures were identified to reduce cumulative impacts. **Policy ER-4.9: New Localized Air Pollution Sources Near Existing Sensitive Receptors.** We require new developments to conduct a Health Risk Assessment for land uses that generate more than 100 trucks per day or 40 trucks per day by trucks operating transportation refrigeration units (TRU's) within 1,000 feet from sensitive land use (California Health and Safety Code Section 42505.5(a)(5)). If the health risk assessment determines the new development poses health hazards that increase the incremental cancer risk above the threshold established by the South Coast Air Quality Management District (AQMD), we will only approve permits upon the condition that adequate mitigation measures are proposed and implemented for potential impacts on the sensitive uses around the site and along the route within Ontario taken by the trucks to and from freeways. We require new developments that must perform a health risk assessment to conduct additional public outreach by sending notifications in multiple languages to all residents living within 500 feet, and encourage hosting a public meeting.	PPA: SU (cumulative) EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		Specific Plan No mitigation measures are required.	
Impact AQ-6: Operation of land uses accommodated under the proposed project would not result in other emissions, such as those leading to odors, that would adversely affect a substantial number of people.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
BIOLOGICAL RESOURCES			
Impact BIO-1: Implementation of the proposed project could impact special-status species, as well as nesting birds, burrowing owls, and roosting bat species.	PPA: PS EBPSP: PS	**Policy Plan Amendment** **Mitigation Measure BIO-1-PPA: Biological Resources Assessment**. Applicants for future development projects on non-infill sites with suitable natural habitat shall conduct a biological resources assessment of the proposed project footprint (including proposed access roads, proposed staging and laydown areas, and a suitable buffer surrounding the project footprint). The biological resources assessment shall be conducted by a qualified biologist and summarized in a biological resources letter report or biological resources technical report that will be submitted to the Ontario Planning Department for review and approval prior to being issued a grading permit. Biological resources assessments for infill redevelopment projects may be required, subject to the discretion of the Executive Director Community Development. **Mitigation Measure BIO-2-PPA: Biological Reconnaissance-Level Survey**. The biological reconnaissance-level survey shall include, but not be limited to:	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ An analysis of available literature and biological databases including but not limited to: California Department of Fish and Wildlife (CDFW); California Natural Diversity Database (CNDDB); California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants of California, National Wetland Inventory Database (NWI); USGS National Hydrographic Dataset (NHD); EcoAtlas; and database searches of the US Fish and Wildlife Service Critical Habitat, Environmental Conservation Online System (ECOS), and Information, Planning, and Conservation System (IPaC). The literature review shall be performed prior to the field survey to identify sensitive biological resources that were reported previously from the proposed development project vicinity and to help determine the type of sensitive biological resources that may be in the survey area. ▪ A review of current land use and land ownership within the proposed development project vicinity. ▪ A field assessment survey that includes mapping vegetation communities in the proposed development project (including but not limited to project footprint, proposed access roads, staging and laydown areas, and a suitable buffer) utilizing the Manual of California Vegetation, 2nd edition (MCV) and the National Vegetation Classification System (NVCS) or the currently accepted standard for vegetation mapping and classification. An evaluation of each mapped vegetation community's State and Global rarity ranks shall be determined using CDFW's Vegetation Classification and Mapping Program (VegCAMP).	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ An evaluation of the proposed development project's potential to support special status plant and wildlife species. ▪ An evaluation of nesting habitat for migratory and special status bird species. ▪ An evaluation of potential impacts to bats and roosts from ground-disturbing activities. ▪ A general assessment of potential jurisdictional areas, including wetlands and riparian habitats. ▪ An evaluation of potential local and regional wildlife movement corridors. **Mitigation Measure BIO-3-PPA: Focused Species Surveys**. If one or more special status plant or animal species has the potential to occur within the proposed development project area (including but not limited to project footprint, proposed access roads, staging and laydown areas, and a suitable buffer), a qualified biologist shall conduct additional focused surveys for said species using the most recently updated protocols recommended by natural resource agencies or, if not available, standards accepted in the professional biological community to survey that taxonomic group, community, or species. If an established protocol is not available for a special status species, the qualified biologist will consult with the City and CDFW or USFWS to determine the appropriate survey protocol. The focused species survey(s) will be at a level to determine the presence/absence of these species and to adequately evaluate potential direct and/or indirect impacts to these species. Adjoining properties shall also be surveyed (as access permits) where direct or indirect project effects, such as	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		those from fuel modification or herbicide application, could potentially extend off-site. To the extent possible, the focused species surveys shall be conducted during nondrought years at the time of year when species are both evident and identifiable. The focused survey shall record the location and boundary of special status species by use of global positioning system (GPS). The number of individuals shall be counted (if population is small) or estimated (if population is large). If applicable, information about the percentage of individuals in each life stage shall be provided (seedlings, reproductive individuals, adults, nestlings, juveniles, transients or migrant individuals, etc.). Images of the target species and/or representative habitats shall be included to support information and descriptions. Results of focused species surveys shall be summarized in the proposed development project's Biological Technical Report. **Mitigation Measure BIO-4-PPA: Biological Resources Report**. The results of the biological survey for proposed development projects with no significant impacts may be presented in a biological survey letter report. For proposed development projects with significant impacts that require mitigation to reduce the impacts to below a level of significance, and/or agency consultation and permitting, the results of the biological survey shall be presented in a biological technical report. The impact analysis shall consider impacts from areas subject to fuel modification and grading to accommodate the development. **Mitigation Measure BIO-5-PPA: Special-Status Species, Sensitive Habitats, Wetlands, Other Non-wetland Waters, Native Wildlife Nursery Sites, and Wildlife Corridors**. If a sensitive	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		biological resource is identified during field surveys (see Mitigation Measures BIO-2-PPA and BIO-3-PPA), the City shall require implementation of mitigation measures at the project level that fully account for the adversely affected resource. Mitigation measures shall adhere to the following order of priority to reduce adverse impacts of a proposed project to the resource: avoid impacts, minimize impacts, and compensate for impacts. Mitigation measures shall be used on a project-level basis and be tailored to on-site conditions and sensitive biological resources present. ▪ **Priority 1, Avoidance of Impacts**. Proposed development shall avoid impacts to the maximum extent feasible, as determined by a qualified biologist, by not taking certain actions or parts of an action. Projects shall be sited to avoid direct or indirect impacts on the resource and include measures such as implementing no-disturbance buffers (e.g., nesting bird buffer areas during construction, siting staging areas outside buffer area) or implementing project-specific design features (e.g., wildlife-friendly fencing and lighting in a wildlife corridor), such that indirect adverse effects of project development are avoided. This shall include flagging all plants and/or perimeter of populations; stop-work buffers around plants and/or populations (e.g., flagged perimeter plus 50 feet); restrictions on ground-disturbing activities within protected areas; relocation of staging and other material piling areas away from protected areas; restrictions on herbicide use and/or type of herbicide and/or application method within 100 feet of sensitive plants; and worker education and training.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ **Priority 2, Minimize Impacts**. Proposed development shall be conditioned to minimize adverse impacts by limiting the degree or magnitude of the action and its implementation to less than significant. Other mitigation measures may include reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action. Measures to mitigate the spread of invasive plant species and invasive wildlife species (e.g., New Zealand mudsnail) shall include but will not be limited to: cleaning of equipment, footwear, and clothing before entering a construction site and the identification and treatment of significant infestations of invasive plant species within a project site. ▪ **Priority 3, Offset Impacts**. Offsetting impacts can be done by replacing or providing substitute resources or by rectifying the impact by repairing, rehabilitating, or restoring the impacted environment. Offset mitigation ratios for protected sensitive resources will be established based on the rarity of the resource, quality of affected habitat associated with the resource, temporary and permanent losses to habitat function, the type of mitigation proposed (restoration, enhancement, preservation, establishment), and other requirements associated with state or federal permits. Mitigation ratios will be determined at the project level in consultation with the City, the qualified biologist, and, where applicable, federal or state agencies with jurisdiction over the resource (e.g., CDFW, USACE, USFWS).	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		If impacts on a protected sensitive biological resource are unavoidable, then the project proponent shall mitigate for the type of resource as follows: ▪ Endangered, Rare, Threatened, or Candidate Species. The applicant shall obtain incidental take authorization from USFWS (16 US Code Section 1531 et seq.) or CDFW (California Fish and Game Code Sections 2050–2115.5) prior to commencing development of the project site; apply minimization measures or other conditions required under the incidental take authorization; and provide equivalent compensation for the unavoidable losses of these resources. Compensation may include purchasing credits from a USFWS- or CDFW-approved mitigation bank or restoring or enhancing habitat within the project site or outside of the project site. ▪ Special Status Species (not listed). The applicant shall provide equivalent compensation for impacts on special status species by restoring or significantly enhancing existing habitat where the species occurs or by acquiring or protecting land that provides habitat function for affected species and is at least equivalent to the habitat function removed or degraded as a result of project implementation. If impacts on sensitive habitats, wetlands, other nonwetland waters, riparian habitats, native wildlife nursery sites, and wildlife corridors cannot be avoided, the project applicant shall: ▪ Federal- or State-Protected Sensitive Habitats. Obtain the required regulatory authorization (e.g., Section 404 permits for impacts on waters of the United States, 401	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		water quality certification from the Regional Water Quality Control Board, a Streambed Alteration Agreement for impacts on aquatic or riparian habitats within CDFW jurisdiction under Fish and Game Code Section 1600), and provide equivalent compensation for the unavoidable losses of the above-mentioned resources such that there is no net loss. **Mitigation Measure BIO-6-PPA: Demarcate Work Area Boundary**. The proposed development proponent shall prevent impacts to unprotected common and sensitive vegetation communities in areas adjacent to the project area. Prior to the initial vegetation clearing activities or ground disturbance in new areas, the approved project grading limits shall be marked with stakes or other highly visible materials that will be clearly visible to equipment operators and biological monitors during all vegetation clearing or ground disturbing activities. All equipment operators and project personnel shall be instructed about the restrictions the boundary markers represent and that vegetation removal or other disturbance outside of the boundary markers shall be avoided. **Mitigation Measure BIO-7-PPA: Preconstruction Special Status Species Surveys**. If sensitive biological resources are identified as having potential to occur within or immediately adjacent to the proposed development project area, a preconstruction special status species survey shall be conducted by a qualified biologist no more than 14 days prior to ground disturbing activities to ensure unsubstantiated impacts are avoided or minimized. In addition, for species with potential to occur within or adjacent to the proposed	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		development project area and having species-specific preconstruction or take avoidance survey guidelines (e.g. burrowing owl), surveys shall be conducted in accordance with the most recent survey guidelines by a qualified biologist for that species. **Mitigation Measure BIO-8-PPA: Pre-disturbance Nesting Bird Surveys**. The City of Ontario shall require applicants for future development projects with suitable natural habitat, to contract with a qualified biologist with experience in conducting breeding bird surveys to conduct a preconstruction general nesting bird survey within all suitable nesting habitats that may be directly (active nest destruction, direct mortality) or indirectly (nest abandonment, exposure) impacted by active construction during the general avian breeding season (February 1 through August 31). The pre-disturbance surveys shall be conducted no more than 5 days prior to initiation of construction inclusive of staking and fencing of project limits, demolition activities, staging of equipment, and all vegetation trimming and removal activities (regardless of stage of construction). Results of pre-disturbance nesting bird surveys are typically valid for a period of 3 to 5 days. Additional pre-disturbance nesting bird surveys and/or nest monitoring may be required at the discretion of the qualified biologist based on observations of breeding behavior, phased removal of breeding bird habitat during the breeding season, establishment of nest buffers, delays in construction activities that could allow for breeding birds to establish a nest, or if the project is cleared/demolished/constructed over the course of multiple breeding seasons. Results will be summarized in a pre-	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		disturbance survey report that describes the dates of the surveys, methods, results of the surveys, and any nest protection measures that will need to be employed. The pre-disturbance nesting bird survey report will be submitted to the City within 30 days of completion of the initial pre-disturbance nesting bird survey. **Mitigation Measure BIO-9-PPA: Active Nest Avoidance and No-Work Buffers**. If active nests of avian species protected by the Migratory Bird Treaty Act and Fish and Game Code are detected within the proposed development project area or within a 300-foot buffer (500-foot buffer for raptors and listed species) of the proposed development project area, a no-work buffer will be established around the nest (typically 300 feet for passerines and 500 feet for raptors and listed species) and construction shall be restricted in the area until the young have fledged; there is no evidence of a second attempt at nesting if the nest attempt has failed, as determined by the qualified biologist; or until appropriate protection measures (installation of noise and/or visual barriers, intermittent halting or rerouting of high noise-producing construction activities to other portions of the project area, biological monitoring, and/or noise monitoring to ensure effectiveness of no-work buffers and/or noise reduction measures, etc.) that respond to the specific situation have been developed and implemented in consultation with the City and regulatory agencies. A figure showing the locations of no work buffers established during the preclearance nesting survey shall be included in the predisturbance survey report (see Mitigation Measure BIO-8-PPA)	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		Mitigation Measure BIO-10-PPA: Nest Monitoring. Periodic nest monitoring will be conducted at the discretion of the qualified biologist to ensure compliance with established no-work buffers and document progression of the nest. The qualified biologist will monitor the nest from a distance and determine active/inactive status based on direct observations or evidence of breeding behavior (nest exchanges, food carries, fecal sac removal, nestling vocalizations, etc.). The qualified biologist will keep the nest monitoring as brief as possible to avoid causing undue stress to the adult(s) and young. For nests where contents are difficult to determine (e.g., gourd nests, cavity nests) or nests that seem inactive prior to the estimated fledge date, the nest will be considered inactive once nesting activity is no longer observed at the nest site during two consecutive monitoring visits by the qualified biologist. Two consecutive monitoring visits may not be necessary if strong evidence (e.g., nest is on the ground or evidence of predation on young) indicates the nest is no longer active or if the nest is unlikely to be affected by immediate project activities. Once a nest is deemed inactive by the qualified biologist and there is no evidence of a second nest attempt or other active nests in the same area, the biologist will deactivate the nest buffer and construction activities may resume in that area. CDFW will not need to concur with the nest "deactivation" determination prior to work resuming in the area. Project-related activities that result in loss of a nest ("take") will be immediately reported to the City and appropriate agencies (CDFW, USFWS). A summary of all nest monitoring activities (if any) will be	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		submitted to the City in a brief memo at the completion of each breeding season. **Specific Plan** **Mitigation Measure BIO-1-SP: Pre-disturbance Nesting Bird Surveys, Avoidance, and Monitoring**. If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds shall be conducted within 3 days of the start of any vegetation removal or ground-disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a no-disturbance buffer, which is typically 50 to 100 feet for songbird nests and 100 to 300 feet for raptors; however, the ultimate size of the no-disturbance buffer will be determined by the wildlife biologist and will depend on the level of construction noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, type and duration of construction activity, species habituation, and topographical barriers. These factors will be evaluated on a case-by-case basis when developing buffer distances. Limits of construction to avoid an active nest will be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed about the sensitivity of nest areas. A biological monitor shall be present to monitor the active nest to ensure that nesting behavior is not	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur. **Mitigation Measure BIO-2-SP: Preconstruction Burrowing Owl Surveys**. To ensure burrowing owl are still absent from the Specific Plan area, a pre-construction burrowing owl clearance survey shall be conducted in accordance with CDFW's 2012 Staff Report on Burrowing Owl Mitigation. Two surveys shall be conducted, the first 14 to 30 days prior to ground-disturbing activities, and the second within 24 hours before ground-disturbing activities. If no burrowing owls are observed within the Specific Plan area, no further review will be required. If burrowing owls are found within the Specific Plan area during the pre-construction clearance surveys, coordination with the CDFW will be required to determine if avoidance and minimization measures can be implemented to avoid any direct or indirect impacts to burrowing owl, or if an Incidental Take Permit under Section 2081 of the CESA will need to be prepared and approved by CDFW. **Mitigation Measure BIO-3-SP: Pre-disturbance Roosting Site Survey and Bat Management Plan**. If on-site clearing or grading will take place between late spring and late summer and/or in the fall (generally mid-March through late October), a qualified biologist shall be retained to determine whether potential roosting sites for bats may be affected. For large ornamental trees and palms suitable for bat roosting/nursery, exit counts and acoustic surveys shall be performed prior to initial ground disturbance or vegetation or structure removal to	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		determine whether the Specific Plan area (and a 300-foot buffer) supports a nursery or roost. Any bat species present shall also be identified. If the results of the bat survey find a single roosting individual of a special-status bat species or 25 or more individuals of a non-special status bat species with potential to be present in the Specific Plan area (i.e., hoary bat, western yellow bat), a Bat Management Plan shall be developed to ensure mortality to bats does not occur. For each location confirmed to be occupied by bats, the plan shall provide details both in text and graphically where exclusion devises and/or staged tree removal will need to occur, the timing for exclusion work, and the timeline and methodology needed to exclude the bats. The plan shall be reviewed and approved by CDFW prior to disturbance of the roosts.	
Impact BIO-2: Compliance with existing regulations would ensure that implementation of the proposed project would not have an adverse impact on riparian or sensitive habitats.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact BIO-3: Compliance with existing regulations would ensure that implementation of the proposed project would not have an adverse impact on jurisdictional waters.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Impact BIO-4: Implementation of the proposed project could affect wildlife movement.	PPA: PS EBPSP: PS	**Policy Plan Amendment** **Mitigation Measure BIO-11-PPA:** Implement Mitigation Measure BIO-8-PPA (Pre-disturbance Nesting Bird Surveys). **Mitigation Measure BIO-12-PPA:** Implement Mitigation Measure BIO-9-PPA (Active Nest Avoidance and No-Work Buffers). **Mitigation Measure BIO-13-PPA:** Implement Mitigation Measure BIO-10-PPA (Nest Monitoring). **Specific Plan** **Mitigation Measure BIO-4-SP:** Implement Mitigation Measure BIO-1-SP (Pre-disturbance Nesting Bird Surveys, Avoidance, and Monitoring). **Mitigation Measure BIO-5-SP:** Implement Mitigation Measure BIO-3-SP (Pre-disturbance Roosting Site Survey and Bat Management Plan).	PPA: LTS EBPSP: LTS
Impact BIO-5: Compliance with the City's Biological Resources Habitat Mitigation Fee would ensure that implementation of the proposed project would not conflict with local policies and ordinances protecting biological resources in the city.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact BIO-6: The proposed project would not conflict with a Habitat Conservation Plan or Natural Communities Conservation Plan.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
CULTURAL RESOURCES			
Impact CUL-1: Implementation of the Policy Plan Amendment could impact historical resources.	PPA: PS EBPSP: LTS	**Policy Plan Amendment** **Mitigation Measure CUL-1-PPA [Former MM 5-1]:** Historic or potentially historic resources in the City shall be evaluated for historic significance through the City's tier system prior to the issuance of plan or development approvals. Pursuant to the City's Development Code (Chapter 4, Permits, Actions, and Decisions, and Chapter 7, Historic Preservation), mitigation measures for ~~all~~ Tier III Historic Resources citywide, Tier II historic resources in Ontario Ranch, or potentially significant historic resources in Ontario Ranch shall include the following: a) Each historic resource shall be fully documented and cataloged pursuant to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards, to provide a record of the resource, including, but not limited to: [i] the preparation of site plans, floor plans, exterior and interior elevations, and detail drawings of character defining features (such as moldings, stairs, etc.); and [ii] photographs of the resource, including the exterior, interior, and interior and exterior character defining features (such as moldings, light fixtures, trim patterns, etc.). b) A mitigation fee ~~established pursuant to Section 7.01.030 (Historic Preservation Mitigation Fee)~~ shall be paid to the City and deposited into the Historic Preservation Trust Fund prior to the issuance of a demolition permit for Tier III historic resources, Tier II Historic Resources located in Ontario Ranch, or a potentially significant historic resource in Ontario Ranch. Fees for Tier III Historic	PPA: SU EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		Resources citywide shall be 10 percent and fees for Tier II historic resources in Ontario Ranch and potentially significant historic properties in Ontario Ranch shall be 30 percent of the price per square foot construction cost, as established in the most current ICC Building Valuation Data. Fees for Tier I citywide and II historic resources outside of Ontario Ranch shall be determined during the Environmental Impact Report process. ~~The fees established for Tier III will be used as a reference point for establishing fees for Tier I and II historic resources~~ c) Issuance of a ~~A~~ Certificate of Appropriateness shall be required ~~not be issued~~ for the demolition of a~~n~~ Tier III historic resource citywide or a Tier II historic resource in Ontario Ranch, either in whole or in part~~,~~ However, it shall not be issued until such time that a demolition permit application and a replacement structure has been approved by the City, and appropriate permits have been issued for its construction, unless: [i] a waiver is granted pursuant to Subsection H (Replacement Structure Waiver for Historic Resources Located within Industrial Zoning Districts) of Section 4.02.050; [ii] a deferral of the replacement structure requirement is granted pursuant to Subsection G (Replacement Structure Deferral) of Section 4.02.050; or [iii] demolition is required pursuant to Section 7.01.050 (Unsafe or Dangerous Conditions)~~ of this Development Code~~. d) In an effort to preserve features and artifacts from historic resources, a determination whether items within or on the resource should be salvaged must be made by the Planning Department and may include the local	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		historical society prior to the issuance of the demolition permit. The applicant shall be responsible for the removal, relocation, storage, and donation of such items selected for salvaging. The applicant shall provide an inventory of salvaged items to the Planning Department, and shall include a list of each item name, description, and dimension (as necessary), and the location of each item on a floor plan. **Mitigation Measure CUL-2-PPA:** Project applicants for development projects that contain Tier II Historic Resources in Ontario Ranch pursuant to the City's historic resource evaluation system (i.e., 8314 Edison Avenue, 8484 Schaefer Avenue, 8185 Edison Avenue, 14251 Euclid Avenue, and 13948 S. Walker Avenue) and all other potentially historic properties in Ontario Ranch shall be subject to the following additional mitigation requirements prior to the issuance of any grading, demolition, or development approvals: a) **Documentation.** A complete chain of title with copies of recorded deeds / documents for each parcel within the eligible property boundaries shall be provided to the Planning Department by the project applicant to ensure that all ethnic groups associated with each significant parcel / property are identified. The information shall be integrated into the HABS-Like Local Documentation Package prepared for each property. For properties with Basque or Portugues Associations, the following additional measures are required: ▪ **Basque Associations**. For properties with Basque associations, the project applicant shall contact the	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		Chino Basque Club to inquire if the organization possesses any historic materials relating to the property or the owners identified in the complete chain of title. New materials resulting in this effort shall be integrated with HABS-like documentation; and ▪ **Portuguese Associations**. For properties with Portuguese associations, the project applicant shall contact the Chino Valley Divino Espirito Santo (DEA) Club to inquire if the organization possesses any historic materials relating to the property or the owners identified in the complete chain of title. New materials resulting in this effort shall be integrated with HABS-like documentation. b) **Avoidance.** All efforts to avoid demolition of historic resources shall be made by the project applicant. Alternatives to demolition that shall include: ▪ **Adaptive Reuse Study.** Prior to approval of demolition, an adaptive reuse study shall be prepared by a qualified professional meeting the minimum qualifications standards of the Secretary of the interior Professional Qualifications (Code of Federal Regulations, 36 CFR Part 61). The adaptive reuse study shall make recommendations on the possible reuse of the historic resource into the proposed project. If feasible and determined appropriate, the historic resource shall be integrated into the project, thereby avoiding demolition. ▪ **Structural Analysis for Relocation and/or Reconstruction**. Prior to approval of demolition, a	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		structural analysis shall be prepared by a California licensed engineer meeting the minimum qualifications standards of the Secretary of the interior Professional Qualifications (Code of Federal Regulations, 36 CFR Part 61). The analysis shall identify the building components and materials and determine the feasibility of relocation and reconstruction. ○ If determined that relocation is feasible and a receiver site is available, the project applicant shall facilitate the relocation, affixing the building or structure to a permanent foundation, with approved relocation plans and required permit issuance. ○ If a receiver site is not available, the historic resource shall be advertised and shall be offered at no cost for those who can relocate the structures off-site. Advertisements notifying the public of the opportunity to relocate the structures shall be placed for a minimum of 30 days: on-site with temporary signage, in at least 3 local publications (newspapers, magazines, local organization newsletters), and on local bulletin boards (realtor's offices, local business). A social media campaign, posted on the applicant's website or on a local non-profit heritage site, including a dedicated web page with the structure's information (description, square footage, photographs) and contact information	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		should be incorporated into the relocation advertisement. c) **Interpretive Plan**. An interpretative plan highlighting the history, architectural styles, businesses, or individuals that have historic significance and have contributed to the development of the dairy industry shall be prepared by a qualified historian to further educate and increase community awareness of the local dairy history. The interpretive plan may be developed and constructed at a site-specific location, as determined by the City, or development in an on-line format. **Specific Plan** No mitigation measures are required.	
Impact CUL-2: Implementation of the proposed project could impact archeological resources in the City.	PPA: PS EBPSP: PS	**Policy Plan Amendment** **Mitigation Measure CUL-3-PPA [Former MM 5-2]:** In areas of documented or inferred ~~from evident~~ archaeological ~~and/or paleontological~~ resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements: ▪ Archaeologists ~~and/or paleontologist~~ shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ Should any archaeological resources ~~cultural resources~~ be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources. ▪ Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional Archaeologist/Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including a catalog with museum numbers. **Specific Plan** **Mitigation Measure CUL-1-SP:** An archaeological monitor shall be present full-time during all soil-disturbing and grading/excavation/trenching activities. In the event that cultural resources are discovered by the archaeological (or Native American monitor), all work shall be suspended 50 feet around the resource(s) and a qualified archaeologist meeting the Secretary of the Interior's Standards (principal investigator (PI)) shall assess the discovery. Work on the overall project may continue during this period if the following activities are initiated: ▪ If the discovery is a prehistoric resource, initiate consultation between the qualified archaeologist, the appropriate Native American tribal entity, and the City/Applicant;	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ Include the appropriate Native American entity (as determined by a qualified archaeologist meeting the Secretary of the Interior's Standards) in the cultural resources investigations as soon as possible; and ▪ If the qualified archaeologist determines the resource(s) to be a "unique archaeological resource" consistent with PRC Section 21083.2 or a "tribal cultural resource" consistent with PRC Section 21074, a Cultural Resources Management Plan shall be prepared by the project archaeologist and submitted to the City Planning Division for approval and subsequent implementation. **<u>During Construction</u>** A. Monitor(s) Shall be Present During Grading/Excavation/Trenching ▪ The archaeological monitor shall be present full-time during all soil-disturbing and grading/excavation/trenching activities of native soil that could result in impacts to archaeological resources. ▪ The PI may submit a detailed letter to the lead agency during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present. B. Discovery Notification Process	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ In the event of an archaeological discovery, either historic or prehistoric, the archaeological monitor shall direct the contractor to temporarily divert all soil-disturbing activities, including but not limited to, digging, trenching, excavating, or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the Native American monitor and client, as appropriate. ▪ The monitor shall immediately notify the PI (unless the monitor is the PI) of the discovery. C. Determination of Significance ▪ The PI shall evaluate the significance of the resource. If human remains are involved, the protocol provided in Section D, below, shall be followed. o The PI shall immediately notify the City of Ontario to discuss the significance determination and shall also submit a letter indicating whether additional mitigation is required. o If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) and obtain written approval from the City of Ontario to implement that program. In the event that prehistoric deposits are discovered, the ADRP should also be reviewed by the Native American consultant/monitor. Impacts to significant resources must be mitigated before ground-	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		disturbing activities in the area of discovery will be allowed to resume. ○ If the resource is not significant, the PI shall submit a letter to the City of Ontario indicating that artifacts will be collected, curated, and documented in the final monitoring report. The letter shall also indicate that that no further work is required. D. Discovery of Human Remains ▪ If human remains are discovered, work shall halt in that area until a determination can be made regarding the provenance of the human remains; and the following procedures as set forth in CEQA Section 15064.5(e), the California PRC (Section 5097.98), and the State Health and Safety Code (Section 7050.5) shall be undertaken: ▪ Notification ○ The archaeological monitor shall notify the PI if the monitor is not qualified as a PI. ○ The PI shall notify the Coroner's Division of the San Bernardino County Sheriff's Department after consultation with the City of Ontario, either in person or via telephone. ▪ Isolate discovery site ○ Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the sheriff-coroner in consultation	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		with the PI concerning the provenance of the remains. ○ The sheriff-coroner, in consultation with the PI, will determine the need for a field examination to determine the provenance. ○ If a field examination is not warranted, the sheriff-coroner will determine, with input from the PI, if the remains are or are most likely to be of Native American origin. ▪ If Human Remains are determined to be Native American ○ The medical examiner will notify the NAHC within 24 hours. By law, only the medical examiner can make this call. ○ The NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information. ○ The MLD will contact the PI within 24 hours or sooner after the sheriff/coroner has completed coordination to begin the consultation process in accordance with CEQA Section 15064.5(e), the California PRC, and the State Health and Safety Code. ○ The MLD will have 48 hours to make recommendations to the property owner or representative for the treatment or disposition with proper dignity of the human remains and associated grave goods.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		○ Disposition of Native American human remains will be determined between the MLD and the PI, and, if: ▪ The NAHC is unable to identify the MLD; or ▪ The MLD failed to make a recommendation within 48 hours after being notified by the NAHC; or ▪ The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94(k) by the NAHC fails to provide measures acceptable to the landowner; then ▪ Upon the discovery of multiple Native American human remains during a ground-disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree upon the appropriate treatment measures,	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		the human remains and grave goods buried with the Native American human remains shall be reinterred with appropriate dignity. ▪ If Human Remains are not Native American o The PI shall contact the sheriff-coroner and notify them of the historic era context of the burial. o The sheriff-coroner will determine the appropriate course of action with the PI and City staff (PRC 5097.98). o If the remains are of historic origin, they shall be appropriately removed and conveyed to the City of Ontario. The decision for internment of the human remains shall be made in consultation with City, the applicant/landowner, and any known descendant group. **<u>Post-Construction</u>** A. Preparation and Submittal of Draft Monitoring Report ▪ The PI shall submit to the City of Ontario a draft monitoring report (even if negative) prepared in accordance with the agency guidelines, which describes the results, analysis, and conclusions of all phases of the archaeological monitoring program (with appropriate graphics). o For significant archaeological resources encountered during monitoring, the ADRP	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		shall be included in the draft monitoring report. ○ Recording sites with the State of California DPR shall be the responsibility of the PI, including the recording (on the appropriate forms-DPR 523 A/B) any significant or potentially significant resources encountered during the archaeological monitoring program. ▪ The PI shall submit a revised draft monitoring report to the City of Ontario for approval, including any changes or clarifications requested by the City. B. Handling of Artifacts ▪ The PI shall be responsible for ensuring that all cultural remains collected are cleaned and cataloged. ▪ The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate. ▪ The cost for curation is the responsibility of the property owner. C. Curation of Artifacts ▪ Cultural materials shall be offered to a local museum for permanent curation. If the local museum chooses not to curate the item, it shall be offered to another curation facility that meets the California State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources, as chosen by the City. The PI shall provide	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		a comprehensive final report including a catalog with museum numbers. D. Final Monitoring Report(s) ▪ The PI shall submit the approved final monitoring report to the City of Ontario and any interested parties.	
Impact CUL-3: The proposed project could result in the discovery of human remains; however, compliance with existing law would ensure that significant impacts to human remains would not occur.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
ENERGY			
Impact ENE-1: The proposed project would not result in significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact ENE-2: The proposed project would not result in significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during operation.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Impact ENE-3: The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
GEOLOGY AND SOILS			
Impact GEO-1: Development of proposed project would adhere to the California Building Code to ensure residents, employees, or visitors in Ontario would not be adversely affected by potential seismic-related hazards.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact GEO-2: Implementation of the proposed project would not result in substantial soil erosion or the loss of topsoil.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact GEO-3 The City of Ontario would not exacerbate geologic hazards in the City, such as on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact GEO-4: Development associated with proposed project would not be located on expansive soil, as defined in Table 18-1B of the Uniform building	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Code (1994), creating substantial direct or indirect risks to life or property.			
Impact GEO-5: Implementation of proposed project would not result in use of septic tanks or alternative waste water disposal systems that would not be supported by soils in the City.	PPA: LTS EBPSP: NI	No mitigation measures are required.	PPA: LTS EBPSP: NI
Impact GEO-6: Implementation of TOP 2050 could directly or indirectly destroy a unique paleontological resource.	PPA: PS EBPSP: PS	**Policy Plan Amendment** **Mitigation Measure GEO-1-PPA [Former MM 5-2]:** In areas of documented or inferred from evident ~~archaeological and/or~~ paleontological resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements: ▪ ~~Archaeologists and/or p~~Paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities. ▪ Should any cultural resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources.	PP: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional Archaeologist/Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including a catalog with museum numbers. **Specific Plan** **Mitigation Measure GEO-1-SP:** Prior to the issuance of a grading permit, a Paleontological Resources Impact Mitigation Program (PRIMP) shall be approved by the City of Ontario Planning department, as follows 1. All mitigation programs shall be performed by a qualified professional paleontologist, defined as an individual with an M.S. or Ph.D. in paleontology or geology who has proven experience and who is knowledgeable in professional paleontological procedures and techniques. Fieldwork may be conducted by a qualified paleontological monitor, defined as an individual who has experience in the collection and salvage of fossil materials. The paleontological monitor shall always work under the direction of a qualified paleontologist. 2. Monitoring of mass grading and excavation activities shall be performed by a qualified paleontologist or paleontological monitor. Starting at a depth of four feet below existing grade, monitoring will be conducted full-time in areas of grading or excavation in undisturbed sediments. Monitoring of artificial fill is not required.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		3. If a fossil(s) is found at a shallower depth, earth disturbance activities should be halted within a radius of 50 feet from the location of the fossil, and the paleontologist shall be consulted to determine the significance of the fossilized remains. If the fossil is deemed significant by the paleontologist, fulltime monitoring should be initiated at the site. 4. Paleontological monitors will be equipped to salvage fossils as they are unearthed to avoid construction delays. The monitor must be empowered to temporarily halt or divert equipment from the affected area to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface or, if present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. The monitor shall notify the paleontologist, who will then notify the concerned parties of the discovery. 5. Paleontological salvage during trenching and boring activities is typically from the generated spoils and does not delay the trenching or drilling activities. Fossils will be collected and placed in cardboard flats or plastic buckets and identified by field number, collector, and date collected. Notes will be taken on the map location and stratigraphy of the site, which will be photographed before it is vacated, and the fossils are removed to a safe place. On mass grading projects, discovered fossil sites will be protected by flagging to prevent them from being overrun by earthmovers (scrapers) before salvage	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		begins. Fossils will be collected in a similar manner, with notes and photographs being taken before removing the fossils. The precise location of the site is determined with the use of electronic handheld devices. If the site involves remains from a large terrestrial vertebrate, such as large bone(s) or a mammoth tusk, that is/are too large to be easily removed by a single monitor, a fossil recovery crew shall excavate around the find, encase the find within a plaster and burlap jacket, and remove it after the plaster is set. For large fossils, use of the contractor's construction equipment may be solicited to help move the jacket to a safe location. 6. Isolated fossils will be collected by hand, wrapped in protective materials, and placed in temporary collecting flats or five-gallon buckets. Notes will be taken on the map location and stratigraphy of the site, which will be photographed before it is vacated, and the fossils are moved to a safe place. 7. Particularly small invertebrate fossils typically represent multiple specimens of a limited number of organisms, and a scientifically suitable sample can be obtained from one to several five5-gallon buckets of fossiliferous sediment. If it is possible to dry screen the sediment in the field, a concentrated sample may consist of one or two buckets of material. 8. In accordance with the "Microfossil Salvage" section of the SVP guidelines (2010:7), bulk sampling and screening of fine-grained sedimentary deposits (including carbonate-rich paleosols) must be performed if the deposits are identified to possess indications of	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		producing fossil "microvertebrates" to test the feasibility of the deposit to yield fossil bones and teeth. If indicators of potential microvertebrate fossils are found, screening of a test sample (approximately 600 pounds) is recommended, according to the SVP guidelines. If feasible, wet screening shall be conducted on the site. If screening yields significant fossils, then removing and processing a "standard sample" of 6,000 pounds shall be performed. If the test sample screening does not yield significant fossils, the standard sample screening is not performed. 9. In the laboratory, individual fossils will be cleaned of extraneous matrix, any breaks will be repaired, and the specimen, if needed, will be stabilized by soaking in an archivally approved acrylic hardener (e.g., a solution of acetone and Paraloid B-72). 10. Recovered specimens will be prepared to a point of identification and permanent preservation (not display), including screen-washing sediments to recover small invertebrates and vertebrates. Preparation of individual vertebrate fossils is often more time-consuming than for accumulations of invertebrate fossils. 11. Recovered specimens will be identified and curated into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage (e.g., the San Bernardino County Museum). The paleontological program should include a written repository agreement prior to the initiation of mitigation activities. Prior to curation, the	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		lead agency (the City of Ontario) will be consulted on the repository/museum to receive the fossil material. 12. A final report of findings and significance will be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location(s). The report, when submitted to and accepted by the City of Ontario, will signify satisfactory completion of the program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.	
GREENHOUSE GAS EMISSIONS			
Impact GHG-1: Implementation of the proposed project would result in an increase in GHG emissions compared to the approved project and would not achieve the carbon neutrality threshold of AB 1279.	PPA: PS EBPSP: PS	**Policy Plan Amendment** **Mitigation Measure GHG-1-PPA:** The City of Ontario shall prepare an update to the Community Climate Action Plan (CCAP) to align GHG emissions targets in the City with the GHG reduction targets of Assembly Bill (AB) 1279. The CCAP update shall be completed within 48 months of certification of the Ontario Policy Amendment SEIR. Following the initial update within 48 months, the CCAP shall be updated at a frequency of no less than every 5 years to ensure the City is monitoring the plan's progress toward achieving the City's greenhouse gas (GHG) reduction target. The initial and subsequent updates shall consider a trajectory consistent with the GHG emissions reduction goal established under AB 1279 for year 2045, and the latest applicable statewide legislative GHG emissions reduction that may be in effect at the time of the update. If it is determined that the CCAP is not achieving the GHG emissions reduction targets established therein, the plan shall be amended as appropriate to ensure the established GHG	PPA: SU EBPSP: SU

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		emissions reduction target is achieved by 2045 or other benchmark year(s) identified by the latest statewide GHG emissions reduction legislation. The CCAP shall include the following: ▪ GHG inventories of existing- and forecast-year GHG levels. ▪ Tools and strategies for reducing GHG emissions to ensure a trajectory with the long-term GHG reduction target and carbon neutrality goal for year 2045 in Assembly Bill 1279 or subsequent GHG emissions reduction legislation in effect at the time of the CCAP update. These measures may include but are not limited to: ○ Encouraging electric vehicle adoption through incentives or education programs. ○ Adopting local ordinances or policies that require greater energy efficiency, waste reduction, and water conservation in new construction, additions, and/or alterations. ○ Encouraging the construction of solar arrays above parking lots and the integration of solar and other renewable energy generation technologies in new construction, additions, and/or alterations. ○ Encouraging the incorporation of energy storage and other grid-harmonizing infrastructure in new construction, additions, and/or alterations. ○ Collaborating with Southern California Edison to encourage existing developments to upgrade natural gas equipment (e.g., furnaces) with electric equipment (e.g., heat pumps), to the extent feasible.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ Plan implementation guidance that includes, at minimum, the following components: o Administration and Staffing o Finance and Budgeting o Timelines for Measure Implementation o Community Outreach and Education o Monitoring, Reporting, and Adaptive Management o Tracking Tools **Specific Plan** **Mitigation Measure GHG-1-SP:** Project development proposals pursuant to the EBPSP shall implement CCAP Screening Table Measures that achieve at least 100 points per the Screening Tables. The City shall verify that Screening Table Measures achieving the 100-point performance standard are incorporated in development plans prior to the issuance of building permit(s) and/or site plans (as applicable). The City shall verify implementation of the selected Screening Table Measures prior to the issuance of Certificate(s) of Occupancy. At the discretion of the City, measures that provide GHG reductions equivalent to GHG emissions reductions achieved via the Screening Table Measures may be implemented. Multiple development proposals may, at the discretion of the City, be allowed to collectively demonstrate achievement of at least 100 points per the Screening Tables. Measures that shall be considered include: ▪ Reduction Measure 1: Building Electrification ▪ Reduction Measure 2: Solar Energy Systems for New Warehouse Development only ▪ Reduction Measure 7: Vehicle Electrification	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ Reduction Measure 8: Active Transportation ▪ Reduction Measure 11: Waste diversion ▪ Reduction Measure 12: Water conservation ▪ Reduction Measure AR-1: Charging stations for large trucks. ▪ Reduction Measure AR-3: Installation of EV charging stations for employee vehicle parking spaces. ▪ Reduction Measure AR-4 Recycled Water. ▪ Reduction Measure AR-5 Reflective Paving. ▪ Reduction Measure AR-6 Zero Emission Cargo Equipment. **Mitigation Measure GHG-2-SP:** Implement Mitigation Measure AIR-1-SP through AIR-8-SP.	
Impact GHG-2: The proposed project would be inconsistent with the Community Climate Action Plan's objective of reducing citywide GHG emissions and the State's carbon neutrality goals.	PPA: PS EBPSP: PS	**Policy Plan Amendment** Implementation of Mitigation Measures GHG-1-PPA would reduce emissions. **Specific Plan** Implementation of Mitigation Measures GHG-1-SP would reduce emissions.	PPA: SU EBPSP: SU
HAZARDS AND HAZARDOUS MATERIALS			
Impact HAZ-1: Compliance with existing regulations and policies would ensure that implementation of the proposed project would not adversely affect the environment through transport, use, and/or disposal of hazardous materials	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Impact HAZ-2: Existing regulations and policies of TOP 2050 would ensure that development associated with Policy Plan Amendment would not exacerbate the potential release of hazardous materials into the environment. However, development of the EBPSP, as well as existing site conditions, may reveal unknown soil or soil vapor contamination or unknown subsurface structures.	PPA: LTS EBPSP: PS	**Policy Plan Amendment** No mitigation measures are required. **Specific Plan** **Mitigation Measure HAZ-1-SP:** Prior to the issuance of a grading permit, the Applicant shall prepare a Soil Management Plan (SMP) to address potentially unknown soil/soil vapor contamination or unknown subsurface structures (e.g., clarifiers, underground storage tanks [USTs], asbestos containing pipelines [ACPs], etc.) that may be encountered during redevelopment activities. The SMP shall include explicit instructions for the appropriate handling, storage, and disposal of any known or potentially impacted soil during soil moving activities. The general contractor shall follow the requirements of the SMP and stop work to make notification to the environmental team if any potential impacts are observed at any time the environmental team is not already on-site. The SMP shall also require air monitoring activities to monitor the air downwind of the Specific Plan area and appropriate Health and Safety Plans that will be employed by site workers. The SMP shall identify specific requirements intended to protect human health when soil in certain areas of known or suspected impacts are disturbed for any reason, including, without limitation, as a result of demolition, utility installation/repair, soil excavation, drilling, grading/filling activities, stockpile generation, soil management, loading, and transportation.	PPA: LTS EBPSP: LTS
Impact HAZ-3: Existing regulations and policies identified in the Policy Plan Amendment	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
would ensure that the proposed project would have no adverse impacts to schools from facilities that handle hazardous materials.			
Impact HAZ-4: Existing regulations and policies of the Policy Plan Amendment would ensure that development associated with the proposed project would not exacerbate existing hazards.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact HAZ-5: The proposed project is within the airport influence area of the Ontario International Airport and Chino Airport; however, land uses are consistent with the airport safety zones.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact HAZ-6: Implementation of the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact HAZ-7: The proposed project would not exacerbate wildfire risks in Ontario.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
HYDROLOGY AND WATER QUALITY			
Impact HYD-1: Compliance with existing regulations, City policies, and RWQCB standards would prevent violations of water quality objectives or substantial degradation of water resources associated with the proposed project.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact HYD-2: Buildout of the proposed project would not interfere with sustainable management of the groundwater basin.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact HYD-3: Implementation of BMPs outlined in project SWPPPs, erosion and sediment control plans, WQMPs, and adherence to TOP policies would address hydrology and water quality impacts related to erosion and flooding.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact HYD-4: With continued implementation of applicable City policies, FEMA regulations, and emergency management procedures, impacts related to the release of pollutants due to	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PP: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
project inundation would be less than significant.			
Impact HYD-5: Compliance with applicable regulatory requirements and TOP 2050 policies would ensure that the proposed project would not conflict with or obstruct implementation of the Basin Plan or any groundwater management plan.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
LAND USE AND PLANNING			
Impact LUP-1: Project implementation would not divide an established community.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact LUP-2: Project implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
MINERAL RESOURCES			
Impact MIN-1: The proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.	PPA: LTS EBPSP: NI	No mitigation measures are required.	PPA: LTS EBPSP: NI

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Impact MIN-2: The proposed project would not result in the loss of availability of a locally important mineral resource area.	PPA: LTS EBPSP: NI	No mitigation measures are required.	PPA: LTS EBPSP: NI
NOISE			
Impact NOI-1: Construction activities associated with buildout of the Policy Plan Amendment would result in intermittent, temporary increases in noise levels at sensitive receptors due to construction activities.	PPA: PS EBPSP: LTS	**Policy Plan Amendment** **Mitigation Measure NOI-1-PPA [Former MM 12-4]:** Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. Construction contractors shall implement the following measures for construction activities conducted in the City of Ontario. Construction plans submitted to the City shall identify these measures on demolition, grading, and construction plans submitted to the City. The City of Ontario Planning and Building Departments shall verify that grading, demolition, and/or construction plans submitted include these notations prior to issuance of demolition, grading, and/or building permits. ▪ Construction activity is limited to the hours: ~~Between~~ <u>between</u> 7:00 AM and 6:00 PM Monday through Friday and 9:00 AM to 6:00 PM Saturdays and Sundays, as prescribed in Municipal Code Section 5-29.09. ▪ During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques (e.g., improved mufflers, equipment re-design, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible.	PPA: SU EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools. ▪ Stationary equipment, such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses. ▪ Stockpiling shall be located as far as feasible from nearby noise-sensitive receptors. ▪ Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City Planning and Building Departments. ▪ At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City. ▪ Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes. ▪ During the entire active construction period and to the extent feasible, the use of noise-producing signals,	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws. ▪ Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the performance standard of 80 dBA Leq. Barriers shall be constructed with a solid material that has a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier and may be lined on the construction side with an acoustical blanket, curtain, or equivalent absorptive material. **Specific Plan** No mitigation measures are required.	
Impact NOI-2: Implementation of the Policy Plan Amendment and EBPSP would expose sensitive receptors to substantial permanent traffic noise increases.	PPA: PS EBPSP: PS	No mitigation measures are available.	PPA: SU EBPSP: SU
Impact NOI-3: Construction activities associated with buildout of the Policy Plan Amendment may expose sensitive uses to excessive levels of groundborne	PPA: PS EBPSP: LTS	**Policy Plan Amendment** **Mitigation Measure NOI-2-PPA [Former MM 12-2]:** Prior to issuance of a building permit for individual projects that involve vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers occurring near sensitive	PPA: SU EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
vibration. Construction of the EBPSP would not exceed applicable thresholds or significantly increase ambient noise levels.		receptors shall be evaluated for potential vibration impacts. Construction within 135 feet of fragile structures, such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration (FTA) architectural damage thresholds (e.g., 0.12 inches per second [in/sec] peak particle velocity [PPV] for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers shall be used. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded. **Specific Plan** No mitigation measures are required.	
Impact NOI-4: Heavy truck traffic annoyance along City haul routes associated with buildout of the Policy Plan Amendment may expose sensitive uses to excessive levels of groundborne vibration annoyance.	PPA: PS EBPSP: LTS	**Policy Plan Amendment** TOP 2050 policies would reduce potential impacts. However, no additional mitigation measures are available. **Specific Plan** No mitigation measures are required.	PPA: SU EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Impact NOI-5: Implementation of the Policy Plan Amendment could expose noise sensitive uses to excessive noise levels from the Ontario International Airport (ONT).	PPA: PS EBPSP: LTS	**Policy Plan Amendment** **Mitigation Measure NOI-3-PPA [Former MM 12-1]:** Prior to the issuance of building permits for any project that involves a noise-sensitive use within the 65 dBA CNEL contour of the Ontario International Airport, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City's Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Titles 24 and 21 of the California Code of Regulations). **Specific Plan** No mitigation measures are required.	PPA: SU EBPSP: LTS
POPULATION AND HOUSING			
Impact POP-1: The Policy Plan Amendment and Specific Plan would directly result in population growth in the City of Ontario. [Threshold P-1]	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact POP-2: Buildout of Policy Plan Amendment and Specific Plan would not displace people or housing and would not necessitate the construction of replacement housing. [Threshold P-2].	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
PUBLIC SERVICES			
Impact PUB-1: The proposed project would not result in significant environmental impacts due to the provision of new or expanded fire protection services.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact PUB-2: The proposed project would not result in significant environmental impacts due to the provision of new or expanded police facilities.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact PUB-3: Payment of Senate Bill 50 fees would result in full and complete mitigation of impacts for the provision or expansion of school facilities.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact PUB-4: The proposed project would not result in significant impacts associated with the provision or expansion of parks and recreation facilities.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact PUB-5: The proposed project would not result in significant environmental impacts due to the provision of new or expanded library services.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
RECREATION			
Impact REC-1: The proposed project would not result in substantial physical deterioration of recreational facilities.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact REC-2: The proposed project would not result in adverse impacts associated with new or expanded recreational facilities within the City.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
TRANSPORTATION			
Impact TRA-1: The proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact TRA-2: The proposed project would generate a substantial increase in VMT per service population and total VMT compared to the approved project resulting in significant project-level and cumulative VMT impacts.	PPA: PS EBPSP: PS	**Policy Plan Amendment** **Mitigation Measure TRA-1-PPA [Former MM T-1]:** Prior to approval of discretionary projects subject to VMT reduction analysis, applicants shall demonstrate compliance with the City's VMT Guidelines for CEQA assessment of VMT impacts. For projects with VMT per Service Population exceeding the County's significance threshold, a mitigation plan shall be developed and implemented. Mitigation should consist of Transportation Demand Management (TDM) measures analyzed under a VMT-reduction methodology consistent with the California	PPA: SU EBPSP: SU

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		Air Pollution Control Officers Association's (CAPCOA) Final Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2021) and approved by the City of Ontario (if applicable). Examples of measures include but are not limited to: ▪ Pedestrian Network Improvements: constructing new sidewalks and/or improving damaged or substandard sidewalks that connect to a larger pedestrian network. ▪ Construct or Improve Bike Facilities: constructing new or enhancing a single existing Class I, II or IV bike facility that connects to a larger bike network. ▪ Construct or Improve Bike Boulevards: implementing a Class III bike boulevard on a local or collector street that is one travel lane in each direction, has a design speed of 25 mph or less and a design volume of 5,000 ADT or less. ▪ Expand Bikeway Networks: constructing a network of interconnected new Class I, II, or IV bike facilities. ▪ Provide End of Trip Bicycle Facilities: constructing facilities that support cyclists such as bike parking, lockers, and showers. ▪ Implement Transit-Supportive Roadway Treatments: funding infrastructure improvements such as traffic signal modifications and roadway signing and striping that are dedicated to improving transit travel times and reliability. ▪ Transit Passes: proving discounted or free transit fare to a specific geographic area, population group, or to the general public.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ Vanpool Program: providing groups of 5 to 15 people with direct shuttle service between their workplace and residence. ▪ Carshare Program (conventional or EV): providing access to a shared fleet of on-demand vehicles for short-term use/rental. Best practice is to discount carshare membership and provide priority parking for carshare vehicles to encourage use of the service. ▪ Bikeshare Program (conventional or EV): providing access to a shared fleet of on-demand bicycles for short-term use/rental. Best practice is to discount bikeshare membership and dedicate bikeshare parking to encourage use of the service. ▪ Rideshare Program: providing access to and encouraging the use of a ridesharing platform or service. This could be an app, website, or other service that provides ride-matching coordination services. ▪ Community-Based Travel Planning (CBTP): CBTP is a residential based approach to outreach, performed by trained advisors, that provides households within a targeted geographic area with customized information, incentives, and support to encourage the use of transportation alternatives in place of single occupancy vehicles. ▪ Commute Trip Reduction (CTR) Program: CTR programs can be mandatory or voluntary, and involve providing information, coordination, services, infrastructure, and/or incentives for alternative modes such as ridesharing, vanpool, transit passes, and cycling	

		Specific Plan **Mitigation Measure TRA-1-SP:** Prior to the issuance of the certificate of occupancy for each tenant, the operator or tenant shall: 1) prepare and submit a Transportation Demand Management (TDM) Program to the City for review, detailing strategies for reducing the use of single occupant vehicles by employees; and 2) provide written documentation to the satisfaction of the City that the TDM Program requirement is incorporated into any lease agreement for the site to ensure enforceability. The TDM Program shall include the following transportation measures recommended by California Air Pollution Control Officers Association (CAPCOA) and analyzed in the VMT Mitigation Strategy Assessment (see SEIR Appendix K2) as calculated pursuant to the CAPCOA Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity or other substantial evidence: ▪ T-5 Commute Trip Reduction (CTR) Program. Employers within the EBPSP shall develop CTR programs to discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking, thereby reducing VMT. ▪ T-7 Commute Trip Reduction (CTR) Marketing. Materials shall educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT, including: o Onsite or online commuter information services. o Employee transportation coordinators. o Onsite or online transit pass sales. o Guaranteed ride home service.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ T-8 Ridesharing Program. ○ Designating a certain percentage of desirable parking spaces for ridesharing vehicles. ○ Designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles. ○ Providing an app or website for coordinating rides. ▪ T-10 End-of-Trip Bicycle Facilities. EBPSP land uses shall install and maintain end-of-trip facilities for employee use. End-of-trip facilities may include bike parking, bike lockers, showers, and personal lockers.	
Impact TRA-3: The proposed project adequately addresses potentially hazardous conditions (sharp curves, etc.) and potential conflicting uses.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact TRA-4: The proposed project adequately addresses potentially inadequate emergency access.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
TRIBAL CULTURAL RESOURCES			
Impact TCR-1: Tribal cultural resources could be adversely impacted by grading activities associated with the Proposed Project.	PPA: PS EBPSP: PS	**Policy Plan Amendment** **Mitigation Measure TCR-1-PPA [Former MM 5-3]:** Upon receipt of an application for a proposed project subject to CEQA and is within the City's jurisdiction, the City's representative shall consult with the relevant tribe(s)' representative(s) to determine if the proposed project is within a culturally	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		sensitive area to the tribe. If sufficient evidence is provided to reasonably ascertain that the site is within a [tribal] culturally sensitive area, an archaeologist shall prepare a cultural resources assessment. The findings of the cultural resources assessment shall be incorporated into the CEQA documentation. A copy of the report shall be forwarded to the tribe(s). If mitigation is recommended in the CEQA document, the procedure described in Mitigation Measure ~~5-4~~ TCR-2-PPA shall be followed. **Mitigation Measure TCR-2-PPA [Former MM 5-4]:** ~~Prior to the issuance of grading permits for a proposed project for which the CEQA document defines cultural resource mitigation for potential tribal resources, the project applicant shall contact the designated tribe(s) to notify them of the grading, excavation, and monitoring program.~~ The applicant shall coordinate with ~~the City of Ontario and the~~ tribal representative(s) to ~~develop mitigation measures that~~ address the designation, responsibilities, and participation of tribal monitors during grading, excavation, and ground-disturbing activities; scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. The City of Ontario shall be the final arbiter of the conditions for projects within the City's jurisdiction. **Mitigation Measure TCR-3-PPA [Former MM TCR-1]:** Tribal Cultural Resources Monitoring. The project archaeologist, in consultation with interested tribes, the developer, and the City of Ontario, shall develop an archaeological monitoring plan (AMP) to address the details, timing, and responsibility	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		of archaeological and cultural activities that will occur on the project site. Details in the AMP shall include: 1. Project-related ground disturbance (including, but not limited to, brush clearing, grading, trenching, etc.) and development scheduling; 2. The development of a rotating or simultaneous schedule in coordination with the developer and the project archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists (if the tribes cannot come to an agreement on the rotating or simultaneous schedule of tribal monitoring, the Native American Heritage Commission shall designate the schedule for the onsite Native American Tribal Monitor for the proposed project); 3. The protocols and stipulations that the developer, City, Tribes, and project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation. At least 30 days prior to application for a grading permit and before any brush clearance, grading, excavation, and/or ground disturbing activities on the site, the developer shall retain a tribal cultural monitor to monitor all ground-	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		disturbing activities in an effort to identify any unknown archaeological resources. Pursuant to the AMP, a tribal monitor from the consulting tribe shall be present during the initial grading activities. If tribal resources are found during grubbing activities, the tribal monitoring shall be present during site grading activities. **Mitigation Measure TCR-4-PPA [Former MM TCR-2]:** Treatment and Disposition of Cultural Resources. In the event that Native American cultural resources are inadvertently discovered during the course of any ground-disturbing activities, including but not limited to brush clearance, grading, trenching, etc., for the proposed project, the following procedures will be carried out for treatment and disposition of the discoveries: 1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on-site or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; 2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and nonhuman remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Ontario with evidence of same:	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloging, basic analysis, other analyses as recommended by the project archaeologist and approved by consulting tribes, and basic recordation have been completed; all documentation should be at a level of standard professional practice to allow the writing of a report of professional quality; b. A curation agreement with an appropriate qualified repository in San Bernardino County that meets federal standards per 36 CFR Part 79, and therefore the resource would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility in San Bernardino County, to be accompanied by payment of the fees necessary for permanent curation; c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		materials, materials shall be curated at the San Bernardino County Museum by default; d. At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pregrade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City, County Museum, and consulting tribes. **Specific Plan** **Mitigation Measure TCR-1-SP:** The EBPSP shall implement MM TCR-2-PPA, MM TCR-3-PPA, MM TCR-4-PPA.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
UTILITIES AND SERVICE SYSTEMS			
Impact USS-1: Implementation of the proposed project would not result in the relocation or construction of new or expanded water facilities which would cause a significant impact.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact USS-2: Implementation of the proposed project would not result in the relocation or construction of new or expanded wastewater facilities which would cause a significant impact.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact USS-3: Implementation of the proposed project would not result in the relocation or construction of new or expanded storm drainage facilities which would cause a significant impact.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact USS-4: Implementation of the proposed project would not result in the relocation or construction of new or expanded electric power or natural gas facilities which would cause a significant impact.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Impact USS-5: Implementation of the proposed project would not result in the relocation or construction of new or expanded telecommunication facilities which would cause a significant impact.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact USS-6: The City has sufficient water supplies to serve the proposed project and reasonably foreseeable future development during normal, dry, and multiple dry years.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact USS-7: The wastewater treatment provider has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact USS-8: Implementation of the proposed project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, and would not impair the attainment of solid waste reduction goals.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Impact USS-9: The proposed project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
WILDFIRE			
Impact WIL-1: Implementation of the proposed project would not impair or otherwise interfere with the City's adopted emergency response or evacuation plans.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact WIL-2: Implementation of the proposed project would not exacerbate wildfire risk, require infrastructure that could increase fire hazards, or expose people or structures to secondary post-fire hazards such as flooding, landslides, or drainage changes.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact WIL-3: Implementation of the proposed project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environments.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Impact WIL-4: Implementation of the proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

PPA = Policy Plan Amendment;

EBPSP = Eucalyptus Business Park Specific Plan

PS = Potentially Significant

SU = Significant and Unavoidable

LTS = Less than Significant

NI = No Impact

1. INTRODUCTION

1.1 PURPOSE OF THE EIR

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority before taking action on those projects. This Draft Supplemental Environmental Impact Report (SEIR) has been prepared to satisfy CEQA and the CEQA Guidelines, as set forth in the Public Resources Code Section 21000, et seq., and the State CEQA Guidelines, Title 14 California Code of Regulations, Section 15000, et seq. The environmental impact report (EIR) is the public document designed to provide decision makers and the public with an analysis of the environmental effects of the proposed project, to indicate possible ways to reduce or avoid environmental damage and to identify alternatives to the project. The EIR must also disclose significant environmental impacts that cannot be avoided; growth inducing impacts; effects not found to be significant; and significant cumulative impacts of all past, present, and reasonably foreseeable future projects.

As discussed in Section 2.2, *Project Background*, of this SEIR, on August 16, 2022, the Ontario City Council adopted a comprehensive update of the City's general plan, The Ontario Plan (TOP) 2050, and certified SEIR No. 2021070364 as the environmental documentation for the approved project. TOP is a guiding document that reflects the City's view of its future and is a blueprint for the City's growth and development. The City Council and the Planning Commission use TOP to help guide their land use decisions. The 2022 Certified EIR is incorporated by reference in this SEIR. A summary of 2022 Certified SEIR is provided in Section 2.2.2, *TOP Certified EIR*, of this SEIR. This SEIR contains information necessary to make the previous 2022 Certified EIR adequate for Policy Plan Amendment and EBPSP (proposed project).

The proposed project requires discretionary actions by one or more public agencies. The lead agency means "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment" (CEQA Section 21067). The City of Ontario has the principal responsibility for approval of project. For this reason, the City of Ontario is the CEQA lead agency for this project.

The intent of the SEIR is to provide sufficient information on the potential environmental impacts of the proposed project to allow the City of Ontario to make an informed decision regarding approval of the proposed project. Specific discretionary actions to be reviewed by the City are described in Section 2.5, *Intended Uses of the EIR*.

This SEIR has been prepared in accordance with requirements of the:

- California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code, Section 21000, et seq.)
- State Guidelines for the Implementation of the CEQA of 1970 (CEQA Guidelines), as amended (California Code of Regulations, Section 15000, et seq.)

The overall purpose of this SEIR is to inform the lead agency, responsible agencies, decision makers, and the general public about the environmental effects of the development and operation of the proposed project. This SEIR addresses effects that may be significant and adverse; evaluates alternatives to the proposed project; and identifies mitigation measures to reduce or avoid adverse effects.

1.2 ENVIRONMENTAL REVIEW PROCESS

1.2.1 Notice of Preparation and Scoping Meeting

The City of Ontario has determined that a Supplemental EIR would be required for this project and issued a Notice of Preparation (NOP) on November 4, 2025. The NOP and comments received during the NOP's public review period, from November 4 to December 5, 2025, are in Appendix A, *Notice of Preparation*. The NOP process is used to help determine the scope of the environmental issues to be addressed in the Draft SEIR. Thirty agencies/interested parties responded to the NOP. This SEIR has taken those responses into consideration. Table 1-1, *NOP Comment Summary*, summarizes the issues identified by the commenting agencies, along with a reference to the section(s) of this SEIR where the issues are addressed.

Table 1-1 NOP Comment Summary

Commenting Agency / Person	Date	Comment Summary	Issue Addressed In:
Agua Caliente Band of Cahuilla Indians	11/4/2025	▪ Not located in the Tribe's Traditional Use Area and they defer to other tribes.	Section 3.18, *Tribal Cultural Resources*
Endangered Habitats League	11/4/2025	▪ Requests that the project incorporate mitigation fees applicable to the Annexation Area 163 via the Settlement and General Use Agreement. ▪ Requests for advancement of Livable Communities Policies as set forth under	Section 3.4, *Biological Resources,* and Section 3.11, *Land Use and Planning*

Table 1-1 NOP Comment Summary

Commenting Agency / Person	Date	Comment Summary	Issue Addressed In:
		the Settlement and General Use Agreement.	
NAHC	11/4/2025	▪ Requests that the EIR evaluate whether there are historic resources that could be impacted by the project. ▪ Recommend tribal consultation under Assembly Bill 52 (AB 52) and Senate Bill 18 (SB 18) pursuant to NAHC's recommendation for conducting cultural resources assessments.	Section 3.5, *Cultural Resources*, and Section 3.18, *Tribal Cultural Resources*
Yuma Quechan Tribe	11/4/2025	▪ The Tribe does not wish to comment on the project and defers to other local Tribes.	Section 3.18, *Tribal, Cultural Resources*
SoCalGas	11/6/2025	▪ Identified numerous medium- and high-pressure facilities in the project area and requests that 811 be contacted prior to any demolition and/or excavation activities. ▪ Request to review any available plans to review for possible conflicts with existing facilities.	Section 3.9, *Hazards and Hazardous Materials*
Micaella Mosley	11/6/2025	▪ Identified constant flow of large trucks traveling along Ontario Ranch Road and which results in "significant vibration" ▪ Requests that the City review the Truck Route along Ontario Ranch Road and consider possible solutions to reduce	Section 3.13, *Noise*, and Section 3.17, *Transportation*

Table 1-1 NOP Comment Summary

Commenting Agency / Person	Date	Comment Summary	Issue Addressed In:
		vibrations to nearby homes.	
Tiffany Johnson	11/13/2025	▪ Requests no more warehouse in the City ▪ Request development of more parks, stores, improved schools, and family homes.	Section 3.11, *Land Use and Planning*, Section 3.14, *Population and Housing*, Section 3.15, *Public Services*, and Section 3.16, *Recreation*
Jason Alonzo	11/17/2025	▪ Identifies their "strong dissatisfaction" with the land use changes of the Ontario Ranch land from Mixed-Use to Business Park. ▪ Requests more thoughtfully planned spaces that align with the identity and culture of the community.	Section 3.11, *Land Use and Planning*
Southern California Agricultural Land Foundation (SCALF)	11/20/2025	▪ Concerned about loss of Farmland to development within the City, specifically the proposed EBPSP. ▪ Concerned for Prop 70 lands. ▪ Requests consolidation of the EBPSP.	Section 3.2, *Agricultural and Forestry Resources*, and Section 3.11, *Land Use and Planning*
Raymond Smith	11/20/2025	▪ Identifies opposition to Warehouses within the City as it increases air pollution and traffic within the City. ▪ Request consolidation of EBPSP to provide a buffer between Grand Park and Warehousing to the south. ▪ Request clarification on how Edison Avenue as a	Section 3.3, *Air Quality*, Section 3.8, *Greenhouse Gas Emissions*, Section 3.11, *Land Use and Planning*, Section 3.14, *Population and Housing*, and Section 3.17, *Transportation*

Table 1-1 NOP Comment Summary

Commenting Agency / Person	Date	Comment Summary	Issue Addressed In:
		truck route meets AB 98 requirements. ▪ Requests clarification on how job estimates are derived. ▪ Requests clarification on mitigation measure for Air Quality and Greenhouse Gas Emission impacts.	
San Bernardino County Public Works	11/20/2025	▪ Identifies a parcel owned in fee by San Bernardino County Flood Control District and that development cannot proceed at this parcel. ▪ Requests to be included on the mailing list.	Section 3.11, *Land Use and Planning*
Aida Cuamari	11/20/2025	▪ Requests concerns with Land Use Plan on impacts to chemicals and population. ▪ Raised concerns about traffic, pollution, safety, population, hazards, and noise.	Section 3.3, *Air Quality*, Section 3.8, *Greenhouse Gas Emissions*, Section 3.11, *Land Use and Planning*, Section 3.14, *Population and Housing*, and Section 3.17, *Transportation*
Paul Hammes	11/20/2025	▪ Supports removal of Truck Route on Archibald Avenue ▪ Requests for improvement of bicycle infrastructure.	Section 3.17, *Transportation*
Ran Cheng	11/21/2025	▪ Concerned regarding increased density and no increase in schools and public parks in the City.	Section 3.11, *Land Use and Planning*, Section 3.14, *Population and Housing*, and Section 3.16, *Recreation*
SCAG	11/21/2025	▪ Requests review of the goals and policies of the project with the applicable policies of the Regional Transportation Plan/ Sustainable	Section 3.11, *Land Use and Planning*, and Section 3.14, *Population and Housing*

Table 1-1 NOP Comment Summary

Commenting Agency / Person	Date	Comment Summary	Issue Addressed In:
		Communities Strategy (RTP/SCS) or Connect SoCal.	
Catherine Cho	11/24/2025	▪ Concerned regarding rezoning of parkland/open space on Haven and Chino in Ontario Ranch. ▪ Requests to leave as parkland/open space.	Section 3.11, *Land Use and Planning,* and Section 3.16, *Recreation*
Paul Cho	11/25/2025	▪ Concerned regarding rezoning of parkland/open space on Haven and Chino in Ontario Ranch. ▪ Requests leaving as parkland/open space.	Section 3.11, *Land Use and Planning*, and Section 3.16, *Recreation*
Philip Guevara	11/25/2025	▪ Concerned regarding rezoning of parkland/open space on Haven and Chino in Ontario Ranch to medium density. ▪ Requests leaving as parkland/open space. ▪ Concerned with impacts on traffic on Haven Avenue and strain on schools as a result of rezoning to medium density	Section 3.11, *Land Use and Planning*, Section 3.15, *Public Services*, Section 3.16, *Recreation*, and Section 3.17, *Transportation*
John Anker	12/1/2025	▪ Request less housing density in the City. ▪ Requests improved truck routes in the City.	Section 3.11, *Land Use and Planning*, Section 3.14, *Population and Housing*, and Section 3.17, *Transportation*
Asa Lu	12/2/2025	▪ Concerned regarding rezoning of parkland/open space on Haven and Chino in Ontario Ranch.	Section 3.16, *Recreation*
City of Chino Hills	12/2/2025	▪ Requests the SEIR examines potential increase in vehicular traffic, particularly truck	Section 3.11, *Land Use and Planning*, and Section 3.17, *Transportation*

Table 1-1 NOP Comment Summary

Commenting Agency / Person	Date	Comment Summary	Issue Addressed In:
		traffic, that may have cumulative impacts on City of Chino Hills.	
Henry Kim	12/2/2025	▪ Requests that the property owner's parcels are rezoned from industrial park back to multiuse zoning.	Section 3.11, *Land Use and Planning*
Jodi Ruiz	12/2/2025	▪ Requests that the OS-R on Haven Avenue and Chino Avenue not be rezoned.	Section 3.16, *Recreation*
Zuleika Wang	12/2/2025	▪ Requests that the OS-R on Haven Avenue and Chino Avenue not be rezoned.	Section 3.11, *Land Use and Planning*, and Section 3.16, *Recreation*
Tina Silva	12/4/2025	▪ EBPSP impacts from increased truck activity and resultant air quality, roadway safety, and neighborhood viability impacts.	Section 3.3, *Air Quality*, Section 3.8, *Greenhouse Gas Emissions*, Section 3.11, *Land Use and Planning*, Section 3.14, *Population and Housing*, and Section 3.17, *Transportation*
Craig Cristina	12/4/2025	▪ Concerned that the minimum density requirements will deter projects and slow down housing development within the City. ▪ Recommends retaining high density residential designations but remove minimum density requirements or include a high-density residential overlay.	Section 3.11, *Land Use and Planning*, and Section 3.14, *Population and Housing*
Center for Community Action and Environmental Justice (CCAEJ)	12/5/2025	▪ Concerned about agricultural impacts, specifically Prop 70 lands in Ontario Ranch. ▪ Requests cumulative impacts of warehouses	Section 3.1, *Agricultural and Forestry Resources*, Section 3.3, *Air Quality*, Section 3.8, *Greenhouse Gas Emissions*, Section 3.11, *Land Use and Planning*, Section 3.14,

Table 1-1 NOP Comment Summary

Commenting Agency / Person	Date	Comment Summary	Issue Addressed In:
		are evaluated for health studies, GHG, and air quality. ▪ Requests zero-emission equipment for construction. ▪ Requests that high-injury streets and intersections be identified in the mobility element pursuant to SB 932.	*Population and Housing*, and Section 3.17, *Transportation*
Sierra Club	12/5/2025	▪ Requests that the project fully disclose GHG and VMT impacts. ▪ Requests that the project evaluate consistency with regional planning documents, including SCAG's RTP/SCS.	Section 3.8, *Greenhouse Gas Emissions*, Section 3.11, *Land Use and Planning*, and Section 3.17, *Transportation*
Edison Ranch	12/5/2025	▪ Recommend fiscal and infrastructure justification for increased industrial and commercial uses. ▪ Recommends evaluation of truck traffic and goods movement circulation. ▪ Recommends phased transition plan for agricultural resources. ▪ Requests an evaluation of air quality, health risk, and hydrology and water quality impacts of the EBPSP.	Section 3.1, *Agricultural and Forestry Resources*, Section 3.3, *Air Quality*, Section 3.8, *Greenhouse Gas Emissions*, Section 3.10, *Hydrology and Water Quality*, Section 3.11, *Land Use and Planning*, Section 3.14, *Population and Housing*, Section 3.17, *Transportation,* and Section 3.19, *Utilities and Service Systems*
Parveena Mendes	12/5/2025	▪ Requests that the OS-R on Haven Avenue and Chino Avenue not be rezoned.	Section 3.11, *Land Use and Planning*, and Section 3.16, *Recreation*

SCOPING MEETING

Prior to preparation of the SEIR, the City of Ontario hosted a public scoping meeting on November 20, 2025, to determine the concerns of responsible and trustee agencies and the community regarding the proposed project. The scoping meeting identified concerns related to truck routes, warehousing, and associated air quality, noise, and vibration impacts; loss of agricultural resources; and increased housing density.

1.2.2 Scope of this Draft SEIR

The scope of the Draft SEIR was determined based on the CEQA Guidelines Appendix G Checklist and comments received in response to the NOP and Scoping Meeting. Pursuant to Sections 15126.2 and 15126.4 of the CEQA Guidelines, the Draft SEIR should identify any potentially significant adverse impacts and recommend mitigation that would reduce or eliminate these impacts to levels of insignificance.

The information in Chapter 2, *Project Description,* establishes the basis for analyzing future, project-related environmental impacts. However, further environmental review by the City may be required as more detailed information and plans are submitted on a project-by-project basis.

IMPACTS CONSIDERED LESS THAN SIGNIFICANT

The SEIR identified the following impacts as less than significant or no impact.

- Aesthetics (PPA + EBPSP)
- Agricultural and Forestry Resources (PPA + EBPSP)
- Cultural Resources (Historic Resources: EBPSP)
- Energy (PPA + EBPSP)
- Hazards and Hazardous Materials (PPA)
- Hydrology and Water Quality (PPA + EBPSP)
- Land Use and Planning (PPA + EBPSP)
- Mineral Resources (PPA + EBPSP)
- Noise (Construction Noise and Vibration, EBPSP)
- Population and Housing (PPA + EBPSP)
- Public Services (PPA + EBPSP)
- Recreation (PPA + EBPSP)
- Utilities and Service Systems (PPA + EBPSP)
- Wildfire (PPA + EBPSP)

POTENTIALLY SIGNIFICANT ADVERSE IMPACTS

The SEIR determined that the following environmental factors have potentially significant impacts if the proposed project is implemented but would be reduce to less than significant levels with mitigation.

- Biological Resources (PPA + EBPSP)
- Cultural Resources (Archeological Resources: PPA + EBPSP)
- Geology and Soils (Paleontological Resources: PPA + EBPSP)
- Hazards and Hazardous Materials (Soils Management Plan: EBPSP)
- Tribal Cultural Resources (PPA + EBPSP)

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

This SEIR identifies 5 significant and unavoidable adverse impacts, as defined by CEQA, that would result from implementation of the proposed project. Unavoidable adverse impacts may be considered significant on a project-specific basis, cumulatively significant, and/or potentially significant. The City must prepare a "statement of overriding considerations" before it can approve the project, attesting that the decision-making body has balanced the benefits of the proposed project against its unavoidable significant environmental effects and has determined that the benefits outweigh the adverse effects, and therefore the adverse effects are considered acceptable.

The impacts that were found in the SEIR to be significant and unavoidable are:

- **Air Quality** AQMP Consistency (PPA + EBPSP), Regional Construction Emissions (PPA), Regional Operation Emissions (PPA + EBPSP), Localized Construction Emissions (PPA), and Cumulative Health Risk (PPA);
- **Cultural Resources** Historic Resources (PPA);
- **Greenhouse Gas Emissions** GHG emissions (PPA + EBPSP) Consistency with the City's Community Climate Action Plan (PPA + EBPSP);
- **Noise** Construction Noise (PPA), Traffic Noise (PPA + EBPSP), Construction Vibration Annoyance (PPA), Heavy Truck Vibration Annoyance (PPA) and Exterior Airport Noise Exposure (PPA); and
- **Transportation** Vehicle Miles Traveled (PPA + EBPSP).

1.2.3 Final EIR Certification

This SEIR is being circulated for public review for 45 days. Interested agencies and members of the public are invited to provide written comments on the SEIR to the City address shown on the title page of this document. Upon completion of the 45-day review period, the City of Ontario will review all written comments received and prepare written responses for each. A Final Supplemental EIR (Final SEIR) will incorporate the received comments, responses to the comments, and any changes to the SEIR that result from comments. The Final SEIR will be presented to the City of Ontario for potential certification as the environmental document for the project. All persons who comment on the SEIR will be notified of the availability of the Final SEIR and the date of the public hearing before the City.

The SEIR is available to the general public for review at various locations:

- City of Ontario, City Hall, Planning Department, 303 East B Street, Ontario, CA 91764
- Ovitt Family Community Library, 215 East C Street, Ontario, CA 91764
- Lewis Family Branch, 3850 East Riverside Drive, Ontario, CA 91761
- Online at: https://www.ontarioca.gov/Planning/Reports/EnvironmentalImpact

All comments received from agencies and individuals on the SEIR will be accepted during the 45-day public review period. All comments on the SEIR should be sent to:

Thomas Grahn, Principal Planner
City of Ontario
City Hall, Planning Department
303 East B Street, Ontario, CA 91764
Or emailed to TGrahn@ontarioca.gov

Public agencies that submit comments during the 45-day public review period on the SEIR will receive written responses to their comments at least 10 days prior to final action on the proposed project. If the City Council decides to certify the Final SEIR, it will make the necessary findings required by CEQA and the CEQA Guidelines regarding the extent and nature of the impacts presented in the Final SEIR. The Final SEIR must be certified by the City prior to making a decision to approve the proposed project. Public input is encouraged at all public hearings and meetings before the Planning Commission and City Council concerning the proposed project.

1.3 MITIGATION MONITORING

Public Resources Code Section 21081.6 requires that agencies adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resources Code Section 21081 or adopted a Negative Declaration pursuant to 21080(c). Such a program is

intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR or Mitigated Negative Declaration.

The Mitigation Monitoring Reporting Program for Policy Plan Amendment and Eucalyptus Business Park Specific Plan will be completed prior to consideration of the project by the City of Ontario City Council.

1.4 INCORPORATION BY REFERENCE

Some documents are incorporated by reference into this Draft EIR, consistent with section 15150 of the CEQA Guidelines, and they are available for review at the City of Ontario.

- City of Ontario Municipal Code
- *The Ontario Plan 2050* prepared by City of Ontario
- *The Ontario Plan 2050 Supplemental EIR* (State Clearinghouse No. 2021070364)
- *The Ontario Plan Recirculated Draft EIR* (State Clearinghouse No. 2008101140)
- *The Ontario Plan Draft EIR* (State Clearinghouse No. 2008101140)
- Ontario Municipal Water District 2020 Urban Water Management Plan

In each instance where a document is incorporated by reference for purposes of this report, the SEIR will briefly summarize the incorporated document or briefly summarize the incorporated data if the document cannot be summarized. In addition, the SEIR will explain the relationship between the incorporated part of the referenced document and the SEIR.

This SEIR also relies on previously adopted regional and statewide plans and programs, agency standards, and background studies in its analyses, such as the South Coast Air Quality Management District's (South Coast AQMD) Air Quality Management Plan. Each section provides a complete list of references utilized in preparing the SEIR. Documents that are not published that are incorporated by reference are available for review at:

City of Ontario
City Hall, Planning Department
303 East B Street
Ontario, CA 91764

2. PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The City of Ontario is in the southwestern portion of San Bernardino County and is surrounded by the cities of Chino and Montclair and unincorporated San Bernardino County to the west; the cities of Upland and Rancho Cucamonga to the north; the city of Fontana and unincorporated San Bernardino County to the east; and the cities of Eastvale and Jurupa Valley to the south (see Figures 2-1, *Regional Location*, and 2-2, *Citywide Aerial Map*). The City is in the central part of the Upper Santa Ana River Valley. The primary tributary that flows through Ontario is the Cucamonga Creek, which originates, together with sub tributaries, in the San Gabriel Mountains and flows into the Prado Dam, where it joins the Santa Ana River, eventually terminating in the Pacific Ocean.

The City comprises approximately 50 square miles (32,022 acres), including the 8,200-acre Ontario Ranch in the southern part of the City—formerly known as the New Model Colony (NMC) and formerly the City's sphere of influence (SOI). The northern, more urbanized part of the City is known as the Original Model Colony (OMC) in reference to the City's founding as a model colony for cities in terms of layout and infrastructure. Generally, the City is bounded by Benson Avenue and Euclid Avenue on the west; Interstate 10 (I-10), 8th Street, and 4th Street on the north; Etiwanda Avenue and Hamner Avenue on the east; and Merrill Avenue and the San Bernardino County/Riverside County boundary on the south (see Figure 2-1). Regional circulation to and through the City is provided by I-10 and State Route (SR) 60, east to west, and by I-15 and SR-83 (Euclid Avenue), north to south. The City is also home to the Ontario International Airport (ONT) and proximate to Chino Airport.

2.1.1 Eucalyptus Business Park Specific Plan

The 189-acre Eucalyptus Business Park Specific Plan (EBPSP or Specific Plan) project site is bounded to the south by Eucalyptus Avenue, the east by Walker Avenue, and the west by Campus Avenue. Figure 2-3, *EBPSP Aerial Map*, illustrates the general location of the EBPSP. The project site includes the following Assessor's Parcel Numbers: 0216-322-01, 0216-322-02, 0216-321-06, 0216-321-07, 0126-322-10, 0216-321-01, 0216-321-02, 1053-551-01, 1053-541-02, 1053-541-01, 1053-571-01, 1053-571-02, 1053-531-01, 1053-531-02, 1053-531-03, 1053-531-04, 1053-581-04, and 1053-581-03.

The Specific Plan area is within the City's Ontario Ranch area, which comprises a portion of the former San Bernardino County Agricultural Preserve annexed by the City of Ontario in 1999. The

majority of the Specific Plan area is currently utilized by active dairy facilities, including dry lots, milking parlors, feed storage facilities, and associated residential uses. Other land uses include storage and minor maintenance of semitrailer trucks, storage and distribution of krill oil and soy sauce, tire storage, and small animal keeping.

2.2 PROJECT BACKGROUND

2.2.1 The Ontario Plan 2050 (Approved Project)

The Ontario Plan 2050 (TOP 2050 or approved project) is the City's policy and implementation framework that guides the long-term growth and improvement of the Ontario community through six interrelated components of city governance:

A **Vision** that provides a sense of purpose and mission for city governance and sets the tone for the other components of TOP. The Vision's central theme is a sustained, community-wide prosperity that continuously adds value and yields benefits.

A **Governance Manual** that establishes a set of goals and policies to promote consistent City leadership based on the principles of regional leadership, transparency, long-term value, accountability, and inclusivity.

A **Policy Plan** that serves as the City's legally required general plan and that states long-term goals, principles, and policies to achieve Ontario's Vision through 9 elements: land use, housing, mobility, safety, environmental resources, parks and recreation, community economics, community design, and social resources.

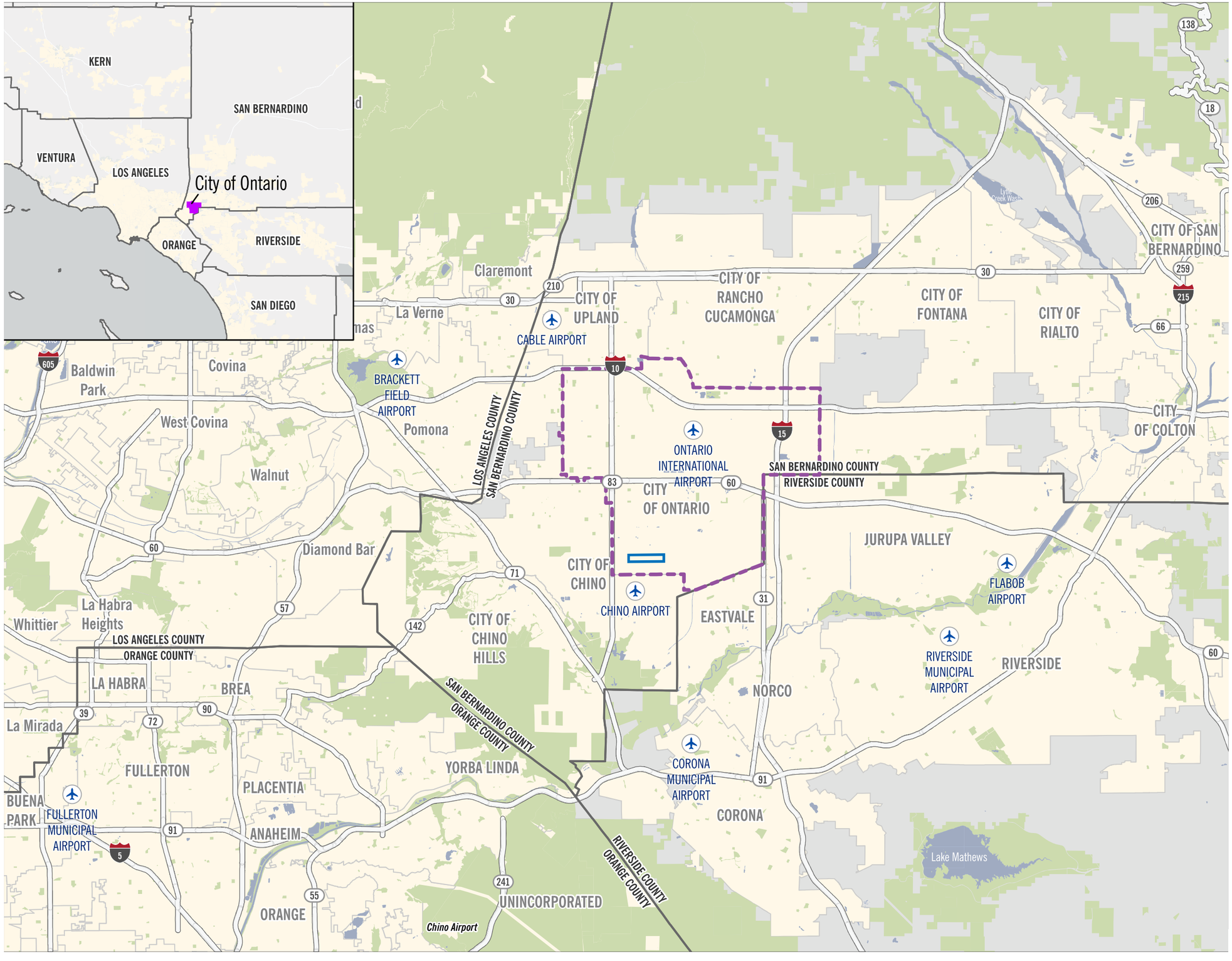
A list of **City Council Priorities** that shape the City's ongoing annual budgeting process, with a focus on a variety of short- and long-term goals and objectives.

An **Implementation Plan** that identifies the actions needed to carry out TOP's policies. This includes initiatives by the City such establishing consistent land use zoning and creating objective development and design standards, as well as decisions on public and private development projects and City activity programs.

A **Tracking and Feedback** system that charts the City's progress toward achieving the Policy Plan goals, providing data and analysis that enable decision makers to make strategic course corrections in response to changing circumstances and monitor ongoing operational effectiveness.

Figure 2-1

Regional Location



- EBPSP Boundary
- Airports
- Ontario City Limit
- Parks and Open Space
- City Boundary
- County Boundary
- Unincorporated County

2·0·5·0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

Feet
0 10,000 20,000 40,000

Date: 2/10/2026

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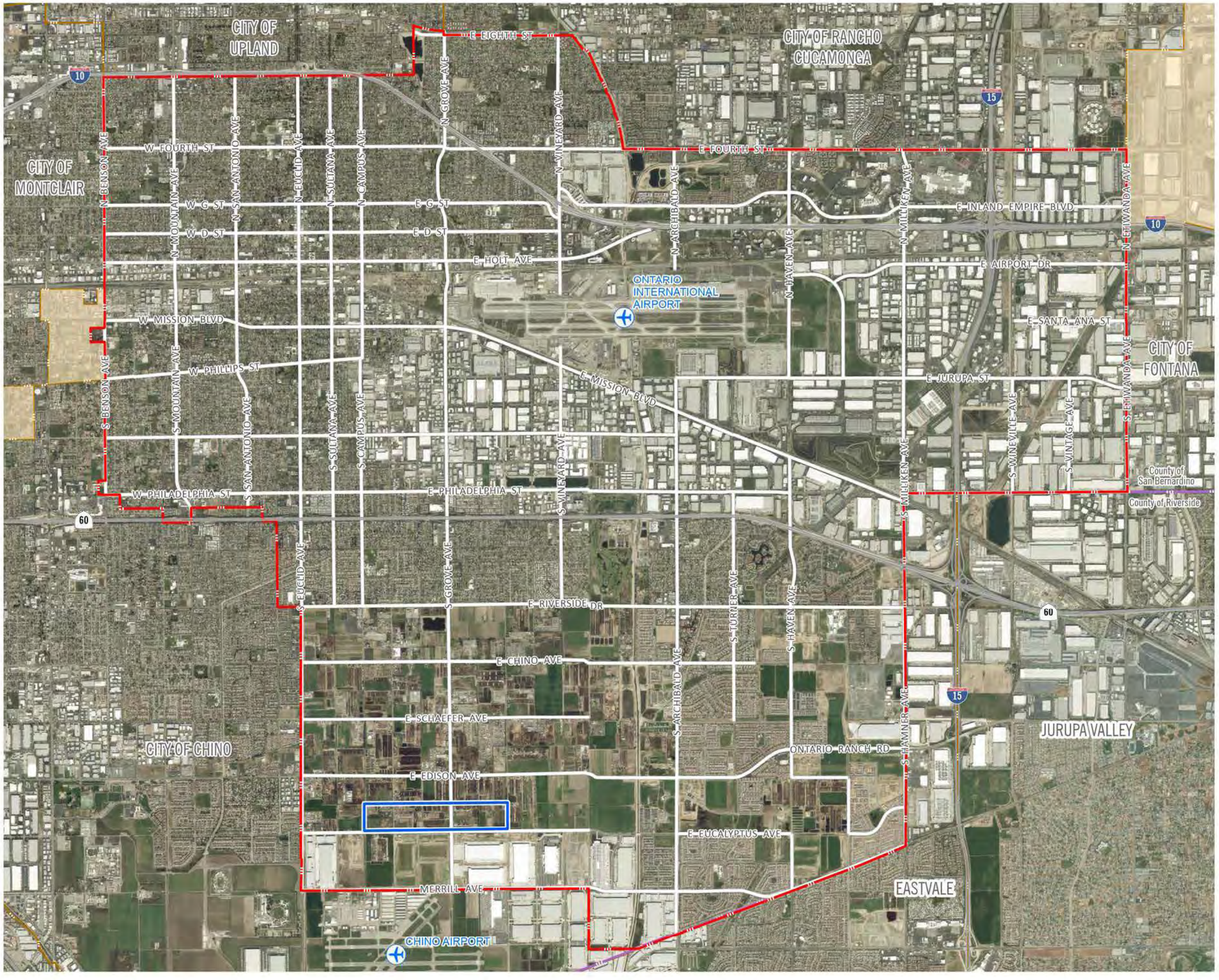
Figure 2-2
Citywide Aerial Map



- Airport
- Ontario City Boundary
- Adjacent City Boundary
- County Boundary
- Unincorporated County
- EBPSP Boundary

2·0·5·0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025 Date: 2/19/2026

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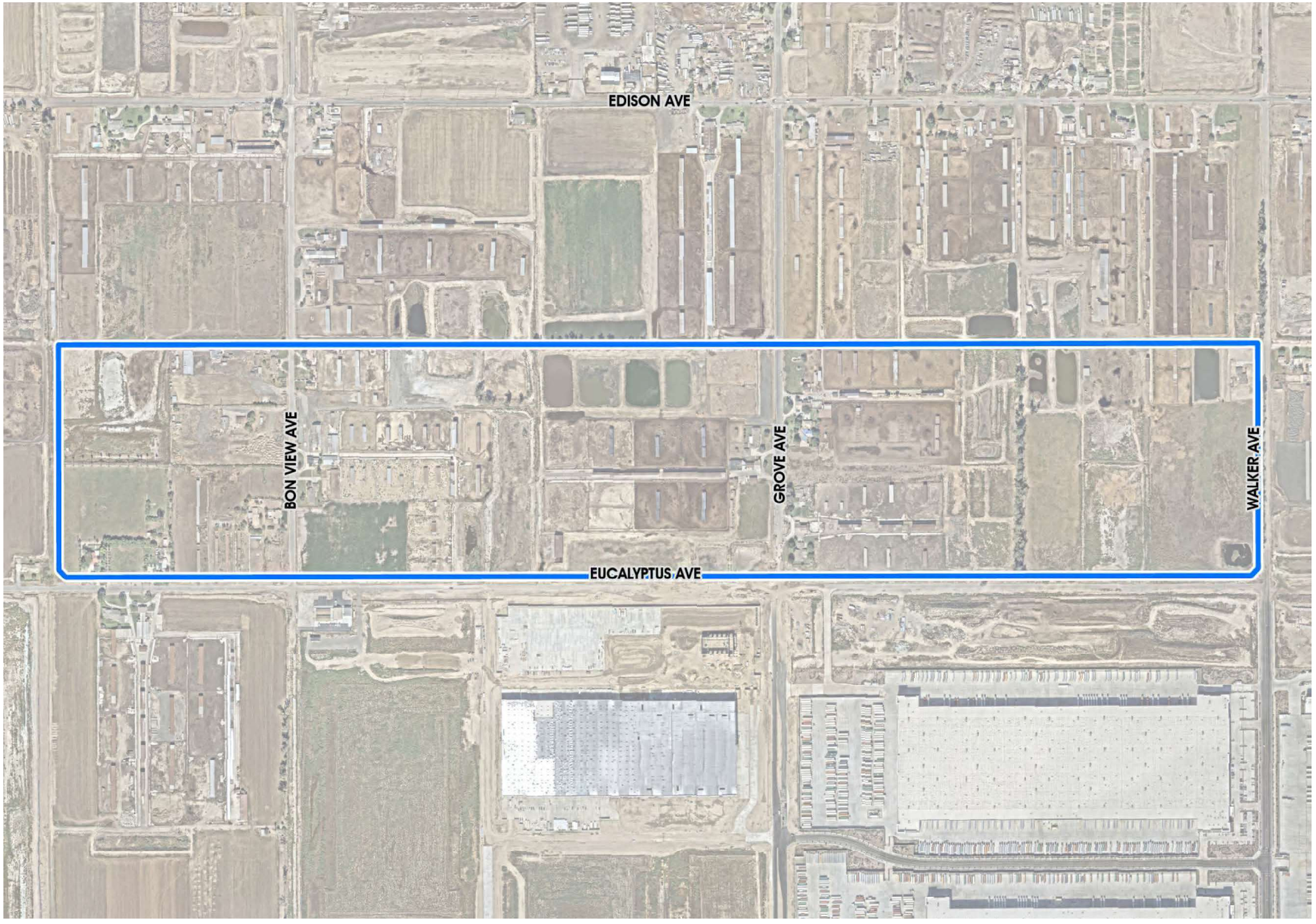
Figure 2-3

EBPSP Aerial Map



EBPSP Boundary

2·0·5·0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 275 550 Ft

Source: T&B 2026. Date: 03/03/2026

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Figure 2-4, *Current TOP Land Use Plan*, shows the existing land use designations. Table 2-1, *Approved TOP 2050 Land Use Designations*, presents a breakdown of the land use buildout in the City under the approved project.

Table 2-1 Approved TOP 2050 Land Use Designations

TOP 2050 Land Use	Acres	Housing Capacity (DU)	House-holds (HH)	Population (Pop)	Nonresident Bldg. Capacity (Sq. Ft.)	Jobs
Residential						
Rural Residential (RR)	528.7	1,057	1,015	3,863	—	—
Low Density Residential (LDR)	6,273.9	34,848	33,454	127,326	—	—
Low-Medium Density Residential (MLDR)	888.7	7,518	7,218	26,471	—	—
Medium Density Residential (MDR)[1]	2,299.1	47,206	45,317	152,855	—	—
High Density Residential (HDR)	198.0	5,089	4,885	13,038	—	—
Subtotal	10,188.4	95,718	91,889	323,553	—	—
Mixed-Use (MU) Subareas						
Downtown[2]	131.5	2,762	2,651	7,077	1,833,291	4,097
Ontario Center (not including Piemonte Area)	186.4	3,729	3,579	9,553	3,329,507	7,327
Ontario Center Arena (Piemonte Area only)	169.2	5,076	4,873	13,006	1,621,435	3,417
Ontario Mills	249.4	3,990	3,830	10,223	3,394,666	3,971
Guasti	86.3	777	746	1,991	2,012,077	3,848
Multimodal	72.6	653	627	1,673	2,449,557	5,993
Grand Park[2]	299.7	7,342	7,049	18,813	2,741,373	4,846
Eucalyptus/Chino Airport[2]	100.9	1,471	1,412	3,769	2,059,760	4,008
East Holt[2]	75.2	1,692	1,625	4,336	655,222	546
Meredith	90.8	1,815	1,743	4,651	691,939	577
Inland Empire	36.6	300	288	769	100,455	84
Mountain & 6th St	7.8	137	131	350	136,070	340
Mountain & West Holt	1.5	33	31	84	12,678	11
Euclid & Francis	12.7	190	183	487	220,912	552
Euclid & Walnut	16.4	369	354	945	142,840	357

Table 2-1 Approved TOP 2050 Land Use Designations

TOP 2050 Land Use	Acres	Housing Capacity (DU)	House-holds (HH)	Population (Pop)	Nonresident Bldg. Capacity (Sq. Ft.)	Jobs
Mountain & 4th St	7.2	251	241	643	75,008	188
Rich-Haven	153.7	2,380	2,285	6,097	287,946	371
Grove & Chino[2]	36.1	821	788	2,104	385,285	630
Euclid & Riverside[2]	15.0	394	378	1,009	130,662	327
Parkside	3.0	52	50	132	51,440	129
Subtotal	1,752	34,234	32,864	87,712	22,332,123	41,619
Retail / Service						
Neighborhood Commercial	245.8	—	—	—	3,212,553	8,762
General Commercial	385.2	—	—	—	5,033,395	5,605
Office / Commercial	309.2	—	—	—	10,101,733	28,239
Hospitality	194.2	—	—	—	8,458,978	11,412
Subtotal	1,134.4	—	—	—	26,806,659	54,018
Employment						
Business Park	1,056.3	—	—	—	23,373,049	39,732
Business Park Overlay Areas	89.6	—	—	—	1,951,398	3,814
Industrial	7,591.3	—	—	—	181,873,225	147,096
Industrial Overlay Areas	60.2	—	—	—	1,441,256	1,197
Subtotal	8,797.4	—	—	—	208,638,928	191,839
Other						
Open Space Non-Recreation	1,200.2	—	—	—	285,160	242
Open Space Parkland	1,041.3	—	—	—	193,455	82
Open Space - Water	17.3	—	—	—	—	1
Public Facility	89.7	—	—	—	495,688	1,806
Public School	603.4	—	—	—	2,666,341	3,102
Ontario International Airport	1,422.7	—	—	—	2,401,641	6,400
Landfill	136.6	—	—	—	6,528	34
Railroad	249.6	—	—	—	1,956	62

Table 2-1 Approved TOP 2050 Land Use Designations

TOP 2050 Land Use	Acres	Housing Capacity (DU)	House-holds (HH)	Population (Pop)	Nonresident Bldg. Capacity (Sq. Ft.)	Jobs
Roadways	5,389.3	—	—	—	—	—
Subtotal	10,150.1	—	—	—	6,050,769	11,729
Total	**32,022**	**129,951**	**124,753**	**411,268**	**263,828,479**	**299,204**

Notes: Totals may not add up to 100 percent due to rounding.

1. Lower-Income Housing in Medium Density Residential (MDR). The MDR category will allow up to 30 dwelling units per acre (du/ac) (rather than 25 du/ac) if the site is within the Affordable Housing zoning overlay. Sites within the overlay may also be exempted from specific plan requirements if there is no existing specific plan or PUD, and the minimum density allowed on any site within the Affordable Housing overlay zone shall be 20 du/ac.

2. Lower-Income Housing in a Mixed-Use (MU) area. Mixed use sites within the affordable housing overlay may be exempted from specific plan and PUD requirements if there is no existing specific plan, and the minimum density allowed on any site within the Affordable Housing overlay zone shall be 20 du/ac.

2.2.2 TOP Certified EIR

The proposed project is an update to the approved project; therefore, this SEIR relies on the findings of the 2022 Draft SEIR and 2022 Final SEIR and, per CEQA Guidelines Section 15163, contains all the information necessary to ensure that the 2022 Certified EIR fully evaluates the proposed project. These documents, though discussed separately here, are collectively referred to in this SEIR as the 2022 Certified EIR. In accordance with CEQA Guidelines Sections 15148 and 15150, this SEIR incorporates the 2022 Certified EIR (and its constituent parts) by reference. A summary of the 2022 Certified EIR follows. All documents incorporated by reference are available for review at the City of Ontario Community Development Department at 303 East B Street, Ontario, CA 91764.

2022 DRAFT SEIR AND FINAL EIR FOR THE ONTARIO PLAN 2050

The City of Ontario circulated the 2022 Draft SEIR for a 45-day public review period beginning May 9, 2022, and ending June 23, 2022, and 20 topics were evaluated in detail in the 2022 SEIR.

The following impacts were considered less than significant without mitigation in the 2022 SEIR:

- Aesthetics
- Agricultural and Forestry Resources
- Biological Resources
- Energy
- Greenhouse Gas Emissions

- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems
- Wildlife

The following impacts were identified as having potentially significant impacts that could be mitigated, avoided, or substantially lessened.

- Cultural Resources (Archeological Resources)
- Geology and Soils (Paleontological Resources)
- Tribal Cultural Resources

The 2022 SEIR identified the following environmental categories as having significant and unavoidable impacts that could not be avoided by incorporating mitigation.

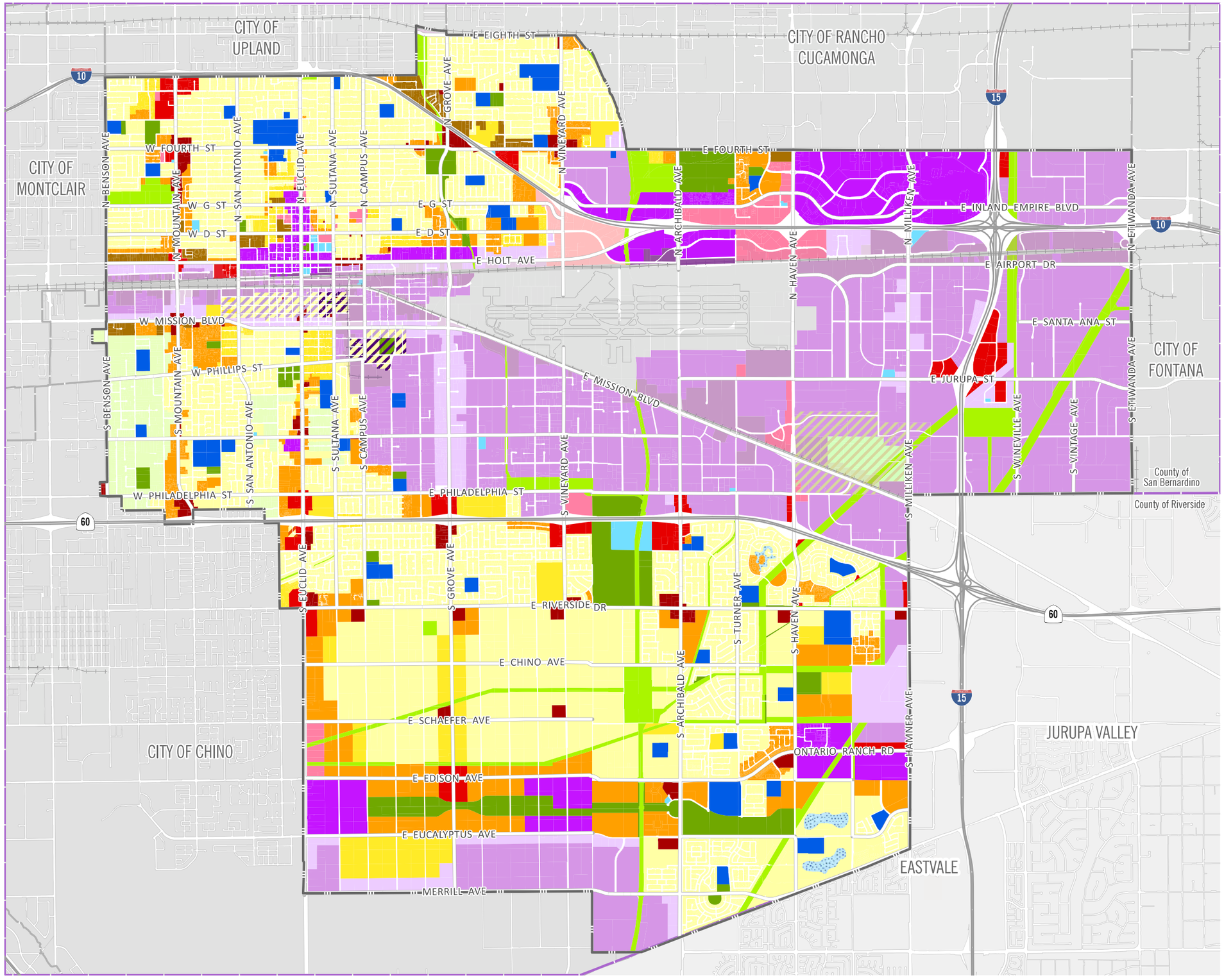
- **Air Quality** (AQMP Consistency, Regional Construction Emissions, Regional Operation Emissions, and Cumulative Health Risk)
- **Cultural Resources** (Historic Resources)
- **Noise** (Construction Noise, Construction Vibration, and Airport Land Use Compatibility)
- **Transportation** (Vehicle Miles Traveled)

The City of Ontario approved The Ontario Plan 2050 and certified the TOP 2050 SEIR (State Clearinghouse No. 2021070364) on August 16, 2022.

THIS figure is out of date

Figure 2-4

Current TOP Land Use Plan



- Ontario City Boundary
- County Boundary
- Rail Network

Overlay Zones
- Commercial
- Business Park
- Industrial
- Landfill Impact Area

Current Land Use

Residential
- RR Rural Residential
- LDR Low Density Residential
- LMDR Low Medium Density Residential
- MDR Medium Density Residential
- HDR High Density Residential

Mixed-Use
- MU Mixed Use

Commercial
- NC Neighborhood Commercial
- GC General Commercial
- OC Office Commercial
- HOS Hospitality

Employment
- BP Business Park
- IND Industrial

Other
- OS-NR Open Space - Non-Rec
- OS-R Open Space - Recreation
- OS-W Open Space - Water
- PF Public Facility
- PS Public School
- ARPT Airport
- LF Landfill
- Rail

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025 Date: 10/15/2025

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2009 DEIR AND RECIRCULATED DEIR

The 2022 SEIR tiered off the findings for TOP Final EIR certified in January 2010. The City of Ontario circulated the 2009 Draft EIR for public review in April 2009. Six environmental categories (agricultural resources, air quality, cultural resources, global climate change, noise, and traffic and transportation) had significant and unavoidable impacts that could not be avoided with mitigation. A Recirculated Draft EIR for The Ontario Plan was released in November 2009 to update and provide additional analysis concerning GHG emissions impacts associated with buildout of the Policy Plan. This analysis was based on verbal comments made by the California Attorney General's Office after the end of the public review period and on recent rules and regulations about lowering GHG emissions. Only the following topic areas were analyzed in the 2009 Recirculated Draft EIR: Global Climate Change and Additional Project Alternative: 15 percent GHG Reduction Alternative. Remaining topics previously analyzed in the 2009 Draft EIR were determined to be adequately addressed. Analysis in the 2009 Recirculated Draft EIR found that significant and unavoidable impacts identified in the 2009 Draft EIR would remain significant and unavoidable. These determinations were reiterated in the 2010 Final EIR when it was certified on January 27, 2010.

2.3 STATEMENT OF PROJECT OBJECTIVES

Objectives for the Policy Plan Amendment and the EBPSP will aid decision makers in their review of the project and associated environmental impacts.

2.3.1 Policy Plan Amendment

- Comprehensively plan for and assess land use changes requested by property owners while ensuring compliance with state laws and maintaining the vision and objectives of current TOP 2050.
- Reposition the planned employment center in southwest Ontario from a mix of office, retail, and residential uses to a concentration of business park uses.
- Ensure there is no net loss in overall housing capacity within the City, consistent with the requirements of state law.
- Plan for adequate housing capacity to ensure the City continues to meet the requirements of the City's sixth-cycle RHNA obligation.
- Update the City's truck routes based on proposed land use changes to ensure the City continues to comply with state law and ensures a safe and efficient goods movement network while minimizing the exposure of existing and future sensitive receptors to noise, vibration, and air pollution generated by heavy trucks.

- Update the Policy Plan component of TOP 2050 for internal consistency with proposed land use and circulation changes.

2.3.2 Specific Plan

- To provide a land use plan that implements The Ontario Plan's vision and appropriately positions business park and public parkland uses north of Eucalyptus Avenue, between Campus Avenue and Walker Avenue.
- To facilitate the development of a variety of employment-generating uses in a business park setting.
- To provide business park uses that are compatible with surrounding land uses.
- To provide opportunities for positive economic benefit to the City, including new net revenues to the General Fund that can be used for vital City services.
- To provide opportunities for the development of passive use parks consistent with the City of Ontario's Grand Park Master Plan.
- To provide landscaped open space within the Specific Plan area, including pedestrian trails adjacent to public arterial and collector streets.
- To improve connectivity in the area by providing pedestrian paths, bicycle routes, and comfort amenities such as bike racks that encourage circulation by means not dependent on a motorized vehicle.
- To identify and construct capital improvements for water, recycled water, sewer, storm drain, and circulation facilities that serve planned land uses within and adjacent to the Specific Plan area.
- To set forth a development phasing sequence that allows for logical development and aligns with installation of on-site and off-site infrastructure.
- To define guidelines and standards that provide a cohesive design for architecture, landscaping, streetscapes, entry monuments, corner treatments, walls and fencing, lighting, and signage within the Specific Plan area.

2.4 PROJECT CHARACTERISTICS

"Project," as defined by the CEQA Guidelines, means:

> ... the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)…enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700. (14 Cal. Code of Reg. sec. 15378[a])

2.4.1 Policy Plan Amendment Project

POLICY PLAN AMENDMENT

The Policy Plan Amendment project component primarily involves modifying the currently permitted and planned TOP land use pattern across more than 1,300 acres in southern Ontario. These proposed changes to TOP are driven by requests from property owners and developers who seek to alter the allowable type or intensity of land use on their properties as well as land use changes required to improve land use compatibility, maintain compliance with state laws, uphold long-term planning goals, and plan for a cohesive land use pattern that repositions the southwest portion of the City as a regional employment and logistics center. A critical aspect of these proposed Policy Plan Amendments is to ensure compliance with state laws, including requirements enacted by the following Senate and Assembly Bills (SB/AB).

- ***No-Net-Loss Provisions (SB 330):*** If any proposed rezonings convert land from uses that allow housing to uses that do not allow housing, the City must offset this by concurrently upzoning another property elsewhere to prevent a net loss of housing capacity. Since some of the requested changes would reduce potential housing buildout, the overall amendments include additional land use changes specifically for this offset.

- ***SB 166 (Affordable Housing Sites):*** The City must maintain enough appropriately zoned sites to accommodate its fair share of lower- and moderate-income units according to the regional housing needs assessment (RHNA). If properties currently used to meet the City's lower-income RHNA requirement are rezoned, new suitable sites must be identified on the land use plan. These changes would only be to the Policy Plan; no individual housing projects are being proposed through this process.

- ***SB 1000 (Environmental Justice):*** The City is required to evaluate its environmental justice policies to comply with SB 1000, which is triggered when 2 or more elements of the General Plan (such as Land Use, Housing, Mobility, Community Design) are updated. The City

reviewed its environmental justice goals, policies, and actions as part of the proposed changes to multiple elements of the Policy Plan. Beyond incremental additions of residential and commercial capacity along Holt Avenue and Riverside Avenue, no land use changes are proposed within or adjacent to areas mapped in TOP 2050 Figure ER-01 as Environmental Justice Areas. All of the proposed Business Park land use changes are nearly 2 miles south of the nearest mapped Environmental Justice Area. Accordingly, no changes to the City's environmental justice goals, policies, or actions were deemed necessary. Therefore, the review found the current policies and objectives adequate to meet the requirements of state law and no changes are proposed as part of the project.

- ***AB 98 (Truck Routes).*** The City's network of truck routes that would be impacted by the proposed land use changes would be evaluated for opportunities to minimize impacts to sensitive receptors and ensure direct access and compliance with AB 98.

Assessor Parcels Numbers

The following Assessor Parcel Numbers (APNs) would be affected by the Policy Plan Amendment:

- 0113-282-15
- 216-174-01
- 216-174-02
- 216-174-06
- 216-174-07
- 216-174-08
- 216-174-16
- 216-174-17
- 216-211-01
- 216-211-04
- 216-211-20
- 216-211-24
- 216-211-26
- 216-214-01
- 216-214-02
- 216-214-03
- 216-214-04
- 216-214-05
- 216-214-06
- 216-214-07
- 216-311-03
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- 216-311-05
- 216-311-08
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- 218-121-01
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- 1053-111-08
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- 1053-511-01
- 1053-511-02
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- 1053-511-06
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- 1053-581-04
- 1053-591-01
- 1053-591-02
- 1053-601-01
- 1053-601-02
- 1053-601-03
- 1053-601-04.

Policy Plan Elements

The proposed land use changes necessitate updates and modifications across the Land Use Element and various other elements of TOP 2050 Policy Plan.

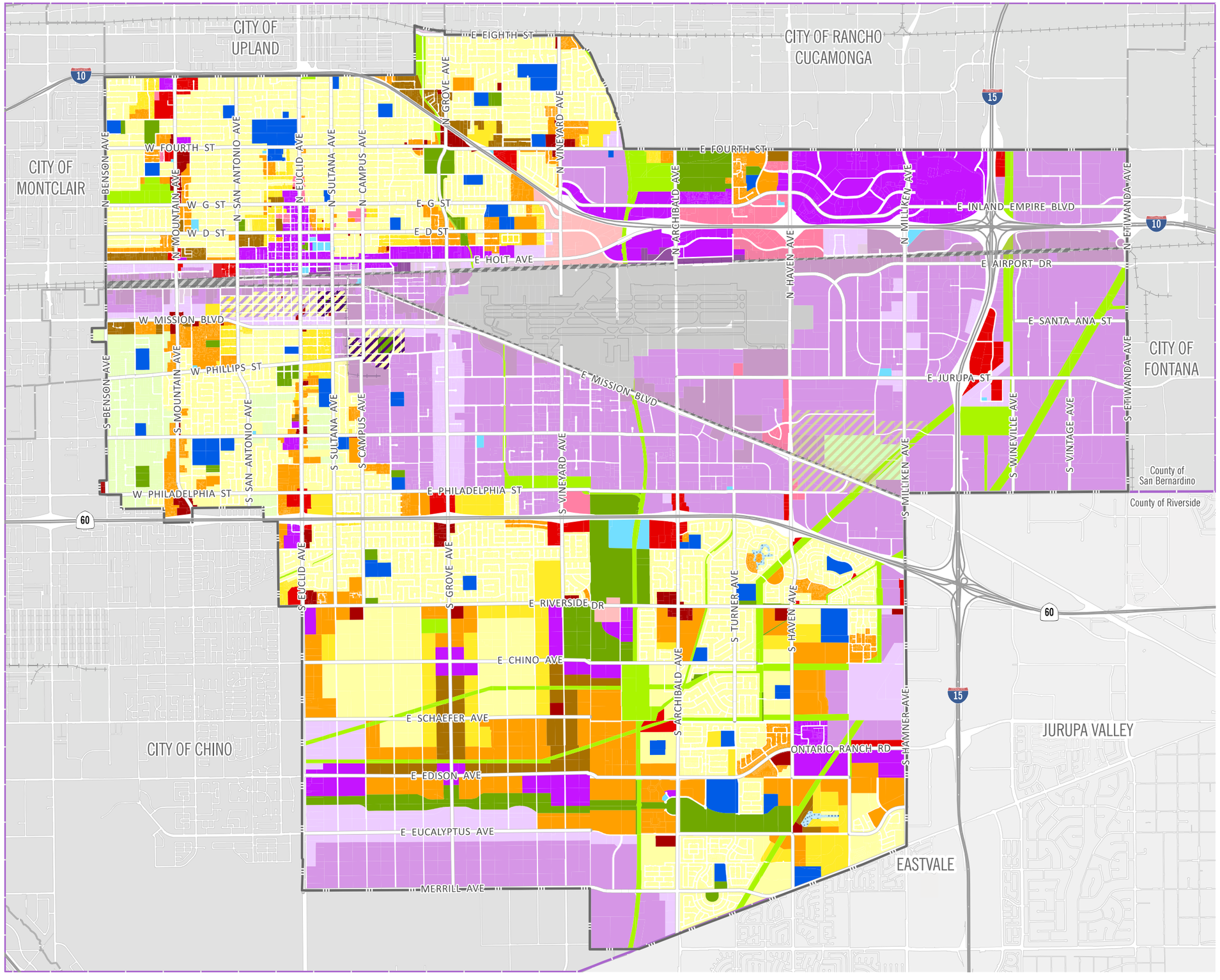
- **Land Use Element.** The City's current TOP Land Use Plan is shown on Figure 2-4. Proposed changes to the TOP Land Use Plan are shown on Figure 2-5, *Proposed Land Use Plan*. Additional figures in the Land Use Element would be updated to maintain consistency, including TOP Figures LU-02, LU-03, and LU-04. Land Use Plan changes are primarily located within the Ontario Ranch (south of Riverside Drive), with a handful of changes in the northern part of the City along East Holt Avenue and South Grove Avenue, as further discussed below.

- **Housing Element.** To comply with state law, the Housing Element requires updates to TOP housing sites inventory to reflect changes in the list of sites suitable to fulfill the City's RHNA requirement.

- **Mobility Element.** The City's network of truck routes would be updated in compliance with AB 98, and consistent with proposed land use changes. Minor updates to the City's Roadway System (M-01), and multipurpose trails and bikeways, identified on TOP Figure M-02, are also proposed to reflect the City's long term plan for roadways, and align future bike improvements with the proposed changes in the land use pattern and truck routes in southwestern Ontario. New Mobility policies and implementation actions addressing priority safety corridors consistent with Senate Bill 932 are proposed, as well as a new policy promoting lower speed limits for trucks in areas adjacent to noise-and-vibration-sensitive land uses. Finaly Policies M-3.1 and M-4.1 would be updated. Policy M-3.1 would be expanded to note that the City would prioritize coordinating access to transit in areas near sites identified in the housing element as suitable for lower-income (in addition to Environmental Justice areas), while policy M-4.1 would clarify that noise-sensitive land uses is intended to include both noise and vibration sensitive land uses.

Figure 2-5

Proposed Land Use Plan



- Ontario City Boundary
- County Boundary
- Rail Network

Overlay Zones
- Business Park
- Industrial
- Landfill Impact Area

Land Use Designations

Residential
- RR Rural Residential
- LDR Low Density Residential
- LMDR Low Medium Density Residential
- MDR Medium Density Residential
- HDR High Density Residential

Mixed-Use
- MU Mixed Use

Commercial
- NC Neighborhood Commercial
- GC General Commercial
- OC Office Commercial
- HOS Hospitality

Employment
- BP Business Park
- IND Industrial

Other
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- OS-R Open Space - Recreation
- OS-W Open Space - Water
- PF Public Facility
- ROW; ROW-bp
- PS Public School
- ARPT Airport
- LF Landfill
- Rail

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025 Date: 10/15/2025

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- **Community Design Element.** Mixed-use place types, identified in the Community Design Element, would be updated to reflect proposed land use changes. Revisions include changes to existing mixed-use areas, and the establishment of new mixed-use areas, including creating a new district-level place type for the Ontario Sports Empire, revising the South Euclid District place type, and removing the South Employment District place type. TOP Figures CD-01, CD-02, CD-06, CD-07, CD-08, and CD-09.2 are anticipated to be updated. The approved TOP Figure CD-07 would be removed and replaced with a new TOP Figure CD-07, establishing the Ontario Sports Empire as "District Place Type."

- **Parks and Recreation.** Revisions to the location of planned park facilities in TOP Figure PR-01 to maintain consistency with approved projects and the proposed land use plan.

- **Safety.** Revisions to the Traffic Noise Contours Map (S-06a) would be updated consistent with proposed changes in land use and circulation. In addition, minor changes to the base maps used in the map of Critical Facilities (S-08), Evacuation Constrained Properties (S-09), and Evacuation Routes (S-10) would be processed to show updates to the City's park network or remove parks from the base maps, as the location of parks in no way alters the intent of the map.

- **Environmental Resources.** Policy ER-5.4 would be updated to state that the City does not require replacement farmland or require the dedication or preservation of agricultural land outside of the City if a property owner elects to transition from agricultural to urban uses.

Finally, the City's Development Code would be updated to maintain consistency with the proposed Land Use Plan.

- **Development Code Consistency.** The zoning map and Development Code would be updated to implement the Policy Plan Amendment.

Land Use Designations and Zoning

The land use designations for the proposed project are the same as those in the approved project with the exception of the addition of a new Sport Park (MU-SP) land use designation, the removal of the Mixed Use-Eucalyptus / Chino Airport Overlay, changing the Great Park mixed use designation to the Grand Park Mixed Use designation, raising the minimum allowable density for the Meredith Mixed Use designation, and the addition of footnotes to clarify that the minimum density shall be 20 du/ac on all sites identified as suitable for lower-income housing in the Sites Inventory of the Housing Element and subject to rezoning to accommodate that housing since 2021. Table 2-2, *Land Use Designations in the City of Ontario*, includes the existing land use designations, their density or intensity, and intention.

Table 2-2 Land Use Designations in the City of Ontario

General Plan Land Use Designations	Residential Density and Nonresidential Intensity	Permitted Uses (General Description)
Residential		
Rural	0 to 2.0 du/ac	Single-family detached residences, typically in an estate setting.
Low Density	2.1 to 5.0 du/ac	Single-family detached residences.
Low-Medium Density	5.1 to 11.0 du/ac	Single/multifamily attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes.
Medium Density	11.1 to 25.0 du/ac[1,2,3]	Single/multifamily attached and detached residences, including townhouses, stacked flats, courtyard homes, stacked flats, and small-lot single-family subdivisions.
High Density	25.1 to 45.0 du/ac	Multifamily dwellings, including stacked flats and midrise and high-rise residential complexes.
Retail/Service		
Neighborhood Commercial	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
General Commercial	0.40 FAR	Local and regional serving retail, personal service, entertainment, dining, office, tourist-serving, and related commercial uses.
Office/Commercial	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.
Hospitality	1.00 FAR	Regional serving tourist-serving, retail, entertainment, and service uses such as convention centers, hotels/motels, and restaurants.
Employment		
Business Park	0.60 FAR	Employee-intensive office uses including corporate offices, technology centers, research and development, “clean” industry, light manufacturing, and supporting retail within a business park setting.

Table 2-2 Land Use Designations in the City of Ontario

General Plan Land Use Designations	Residential Density and Nonresidential Intensity	Permitted Uses (General Description)
Industrial	0.55 FAR	Variety of light industrial uses, including warehousing/distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances. If office uses and/or multiple tenant uses are developed on parcels fronting on the Milliken, Haven, and Archibald corridors, a FAR of 0.60 may be used.
Other		
Open Space – Non-recreation	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Open Space – Parkland	Not applicable	Recreational facilities, such as tot-lots, parks, golf courses, and sports complexes and joint-use facilities with schools, utilities, and drainage facilities.
Public Facility	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.
Public School	Not applicable	Public schools (K-12) and universities.
Airport	Not applicable	Airport, including terminals, parking, service commercial, distribution, hangers, repair, and warehousing.
Landfill	Not applicable	Allows for the use, operation, and reclamation of the Milliken Landfill. If the site is reclaimed, the City will consider a host of uses including a transit station and multimodal transfer station.
Rail road	Not applicable	—
Roadways	Not applicable	—
Mixed Use[1]		
Mixed Use-Downtown (MU-Downtown)	25.0 to 75.0 dwelling units per acre 2.0 FAR for retail and office uses	Envisioned as an intensive vertical and horizontal mixture of retail, office, civic, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues.

Table 2-2 Land Use Designations in the City of Ontario

General Plan Land Use Designations	Residential Density and Nonresidential Intensity	Permitted Uses (General Description)
Mixed Use-Holt Blvd (MU-Holt)	14.0 to 40.0 dwelling units per acre[2] 2.0 FAR for office uses 1.0 FAR for retail uses	This area is envisioned as a low-rise (3-5 stories) intensification of the Holt Corridor. The intent is to create identity and place along the Holt Corridor, connect the corridor to Downtown, and connect the Downtown to the Ontario Airport Metro Center.
Mixed Use-Meredith (MU-Meredith)	25.0 to 125.0 dwelling units per acre 3.0 FAR for office and retail uses	This area is envisioned as a mixture of mid-rise buildings, regional-serving retail and office centers, and stand-alone high density residential projects.
Mixed Use-Multimodal (MU-Multimodal)	20.0 to 80.0 dwelling units per acre 1.0 FAR for office and retail uses	The Multimodal Mixed Use Area is under consideration for our future multi-modal transit station that links rail, regional, local, and Airport transit. Intensive office, retail, and residential uses are envisioned to be integrated with the transit station, which is expected to be within the area or in close proximity. The transit center is envisioned as an iconic, convenient, and intuitively-designed multimodal transportation center that serves the City of Ontario and the region at-large.
Mixed Use-Inland Empire Corridor (MU-Inland Empire)	14.0 to 30.0 dwelling units per acre 2.0 FAR for office uses 1.0 FAR for retail uses	Located along Inland Empire Boulevard, this area is primarily residential with a retail center at the corner of Inland Empire Boulevard and Archibald. The small amount of remaining vacant land is envisioned for retail uses that relate to the regional park.
Mixed Use-Guasti (MU-Guasti)	25.0 to 65.0 dwelling units per acre 1.0 FAR for office and retail uses	This site includes the Guasti Winery, which is on the National Register of Historic Places. This area is envisioned as a mixture of high quality office, lodging, retail and residential uses that incorporate the Guasti Winery. More intensive office and commercial uses are envisioned along I-10 while office, commercial, and lodging uses are envisioned in and around the historic structures; the southern portion of the area is being considered as potential site for the multimodal transit center. There is an approved Specific Plan on this site that may require amendment to align with TOP.

Table 2-2 Land Use Designations in the City of Ontario

General Plan Land Use Designations	Residential Density and Nonresidential Intensity	Permitted Uses (General Description)
Mixed Use-Ontario Center (MU- Ontario Center)	20.0 to 125.0 dwelling units per acre 2.0 FAR for office uses 1.0 FAR for retail uses	This area is one of the most intensive developments in Ontario and is characterized by low-rise (3-5 stories) and mid-rise (5-10 stories), mixed-use buildings, iconic architecture, and regionally significant uses, such as the Toyota Arena, and other cultural and entertainment uses. This area accommodates a vertical and horizontal mixture of entertainment, retail, office, and residential uses in an active, pedestrian oriented atmosphere. In this area, The Haven Corridor is envisioned as an elegant, landscaped boulevard lined multi-story office uses near the I-10 and mixed and residential uses closer to the City's northern boundary along 4th Street. There is an approved Specific Plan on this site that may require amendment to align with TOP.
Mixed Use-Ontario Mills (MU-Ontario Mills)	25.0 to 85.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses	This area will continue to be our regional retail center. We envision intensification of the area to include additional retail and entertainment, office, and multi-family (3-5 story) residential uses. New development is envisioned to occur along the interior loop road and the perimeter of the area. There is an approved Specific Plan on this site that may require amendment to align with TOP.
Mixed Use-Rich Haven (MU-Rich Haven)	14.0 to 50.0 dwelling units per acre 0.7 FAR for office and retail uses Subject to approved Specific Plan	The Rich-Haven Mixed Use Area is within the Rich-Haven Specific Plan. This area is envisioned as a low-rise (3-5 stories), primarily horizontal mixture of retail, office, medical, and residential uses. The greatest level of intensity is envisioned along Ontario Ranch Road and Hamner Avenue.

Table 2-2 Land Use Designations in the City of Ontario

General Plan Land Use Designations	Residential Density and Nonresidential Intensity	Permitted Uses (General Description)
Mixed Use-Grand Park (MU-Grand Park)	14.0[2] to 65.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses Subject to Specific Plan[3]	The Grand Park Mixed Use Areas are envisioned as the southwestern activity centers for citizens of Ontario. These areas accommodate a vertical and horizontal mixture of commercial, office, entertainment, and residential uses all connecting to the Great Park with a pedestrian oriented atmosphere. It is envisioned that the major roads through these Mixed Use areas are couplets, which are a series of one-way streets that disperse traffic and allow reduced street widths, maximize the sense of community, and emphasize pedestrian accessibility. These Mixed Use areas are envisioned as low-rise (3-5 stories) with some mid-rise (5-10 stories) near the intersection of Euclid and Edison Avenue/Ontario Ranch Road.
Mixed Use-Grove (MU-Grove)	14.0[2] to 65.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses Subject to Specific Plan[3]	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents.
Mixed Use - Parkside (MU-PS)	25.0-45.0 dwelling units per acre 1.0 FAR for retail uses Subject to approved Specific Plan	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place and serve the surrounding residents.
Mixed Use Sports Park (MU-SP**)**	25.0 to 65.0 dwelling units per acre 1.00 FAR for hospitality and/or retail uses 1.5 FAR for office uses Subject to PUD or Specific Plan[3]	The Sports Park Mixed Use Areas are envisioned as a mixed use recreation and entertainment hub, accommodating a vertical and horizontal mixture of commercial, office, entertainment, hospitality, and residential uses all in proximity to the Sports Park. This Mixed Use area is envisioned as low-rise (3-5 stories) mixture of hospitality, commercial, residential, and office uses that will create identity and place along the corridor and serve the surrounding residents.

Table 2-2 Land Use Designations in the City of Ontario

General Plan Land Use Designations	Residential Density and Nonresidential Intensity	Permitted Uses (General Description)
Mixed Use Neighborhood Activity Hubs (MU-NH) 6th and Mountain 4th and Mountain Francis and Euclid Walnut and Euclid Riverside and Euclid	20.0 to 75.0 dwelling units per acre 1.0 FAR for retail and office Subject to Specific Plan[3] Projects located outside of Ontario Ranch will be subject to PUD at City's Discretion	Envisioned as a low-rise (3 to 5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents.
Overlays		
Business Park **Transitional Areas**	Per the underlying designation unless a non-residential use is developed in which case the density and use requirements of the Business Park land use designations shall apply.	This area is within existing and future noise and safety impact zones of LA/Ontario International Airport. This overlay allows residential uses to transition to a Business Park land use if an entire block can be recycled to a Business Park use and the block is contiguous to another non-residential block. In these cases, the City shall be responsible for the necessary amendments to the Policy Plan Map and Development Code.
Industrial Transitional Areas	Per the underlying designation unless a non-residential use is developed in which case the density and use requirements of the Industrial land use designations shall apply.	This area is within existing and future noise and safety impact zones of LA/Ontario International Airport. This overlay allows residential uses to transition to an industrial land use if an entire block can be recycled to an Industrial use and the block is contiguous to another non-residential block. In these cases, the City shall be responsible for the necessary amendments to the Policy Plan Map and Development Code.

Table 2-2 Land Use Designations in the City of Ontario

General Plan Land Use Designations	Residential Density and Nonresidential Intensity	Permitted Uses (General Description)
ONT Airport Influence Area	Varies	An area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restriction on those uses. Refer to the Airport Land Use Compatibility Plan for Ontario International Airport.
Chino Airport Influence Area	Varies	An area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restriction on those Uses. Refer to the Ontario Development Code for Chino Airport land use policies and criteria for development.
Landfill Impact Area	Varies	Lands immediately surrounding the Milliken Landfill may be contaminated or present other landfill-related hazards that could limit allowable uses and site design. Development in this area requires the submission of a detailed environmental analysis.
Plan Required Overlays		
Ontario Airport Metro Center	Per approved individual specific plans[3]	Envisioned as the most intensive area outside of downtown Los Angeles with a vertical and horizontal mixture of regional-serving retail, office, restaurant, entertainment, cultural, and residential uses in low to mid-rise buildings (3-10 stories). See the Ontario Airport Metro Center Area Plan or adopted specific plans for more detail.
Ontario Ranch	Per approved individual specific plans[3]	Envisioned as a mixture of residential neighborhoods integrated with areas of high intensity (3-10 stories) employment, retail, service, entertainment, cultural, and residential uses united by a network of greenways/trails, open spaces, amenities, and infrastructure. All development to be oriented toward or designed to leverage the “Grand Park,” a linear open space amenity containing active and passive recreational features, gardens, water features, and cultural facilities. Additional direction may be provided through the application of place types and specific plans.

Table 2-2 Land Use Designations in the City of Ontario

General Plan Land Use Designations	Residential Density and Nonresidential Intensity	Permitted Uses (General Description)
Downtown	Per approved planned unit development (PUD may be waived at City's discretion)[3]	Envisioned as an intensive vertical and horizontal mixture of retail, office, civic, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues. See the Downtown Area Plan for more detail.

1. Some parcels with this designation may fall within a Place Type, which characterizes the vision and urban design intent within a specified area. If any portion of a parcel is within a Place Type boundary, as shown in Figure CD-01, Place Types, in the Community Design Element, that parcel is subject to Goal CD-3, and related policies. Projects must demonstrate that they are consistent with the vision and policy intent for the applicable Place Type as defined in Exhibits CD-02 through CD-09.

2. Parcels designated as MDR within the affordable housing overlay zoning district allow a maximum density of 30 dwelling units per acre if the project includes 25 percent of units affordable to lower incomes, consistent with Tier 2 requirements of the overlay zone.

3. All parcels within the affordable housing overlay zoning district have a minimum density of 20 dwelling units per acre. All parcels within the affordable housing overlay zoning district are exempt from the specific plan requirement if there is no existing specific plan and the project includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements of the overlay zone.

Land Use Summary

Table 2-3, *TOP 2050 Policy Plan Amendment Proposed Land Use Summary*, details the projected population, employment, dwelling units, acreage, assumed density/intensity, and nonresidential square footage of development by land use in the City planned for under TOP 2050 Policy Plan Amendment. Figure 2-5*, Proposed Land Use Plan*, shows the proposed project land use map for the City.

Table 2-3 TOP 2050 Policy Plan Amendment Proposed Land Use Summary

TOP 2050 Land Use	Acres	Housing Capacity (DU)	Households (HH)	Population (Pop)	Nonresident Bldg. Capacity (Sq. Ft.)	Jobs
Residential						
Rural Residential (RR)	528.7	1,057	1,015	3,863	—	—
Low Density Residential (LDR)	5,809.6	32,753	31,443	119,671	—	—
Low-Medium Density Residential (LMDR)	929.5	7,865	7,550	27,737	—	—

Table 2-3 TOP 2050 Policy Plan Amendment Proposed Land Use Summary

TOP 2050 Land Use	Acres	Housing Capacity (DU)	Households (HH)	Population (Pop)	Nonresident Bldg. Capacity (Sq. Ft.)	Jobs
Medium Density Residential (MDR)[1]	2,292.3	47,010	45,130	152,223	—	—
High Density Residential (HDR)	535.7	16,902	16,226	43,308	—	—
Subtotal	10,095.8	105,587	101,364	346,802	—	—
Mixed-Use (MU) Subareas						
Downtown[1]	131.5	2,783	2,672	7,131	1,833,291	4,097
Ontario Center (not including Piemonte Area)	186.4	3,729	3,579	9,553	3,329,507	7,327
Ontario Center Arena (Piemonte Area only)	169.2	5,076	4,873	13,006	1,621,435	3,417
Ontario Mills	249.4	3,990	3,830	10,223	3,394,666	3,971
Guasti	86.3	777	746	1,991	2,012,077	3,848
Multimodal	72.6	653	627	1,673	2,449,557	5,993
Grand Park[1]	187.5	4,595	4,411	11,772	1,715,486	3,032
East Holt[1]	92.2	2,074	1,991	5,313	802,882	669
Meredith	90.8	1,815	1,743	4,651	691,939	577
Inland Empire	36.6	300	288	769	100,455	84
Mountain & 6th St	7.8	137	131	350	136,070	340
Mountain & West Holt	1.5	33	31	84	12,678	11
Euclid & Francis	12.7	190	183	487	220,912	552
Euclid & Walnut	16.4	369	354	945	142,840	357
Mountain & 4th St	7.2	251	241	643	75,008	188
Rich-Haven	153.7	2,380	2,285	6,097	287,946	371
Grove & Chino[1]	45.1	1,025	984	2,627	481,025	786
Euclid & Riverside[1]	15.0	394	378	1,009	130,662	327
Parkside	3.0	52	50	132	51,440	129
Vineyard & Riverside[1]	36.7	331	317	847	856,025	1,368
Sports Park[1]	70.8	637	612	1,632	1,649,650	2,637
Subtotal	1,672.4	31,591	30,326	80,935	21,995,551	40,081
Retail / Service						
Neighborhood Commercial	237.3	—	—	—	3,100,519	8,456
General Commercial	356.7	—	—	—	4,661,303	5,191
Office / Commercial	309.2	—	—	—	10,101,733	28,239

Table 2-3 TOP 2050 Policy Plan Amendment Proposed Land Use Summary

TOP 2050 Land Use	Acres	Housing Capacity (DU)	Households (HH)	Population (Pop)	Nonresident Bldg. Capacity (Sq. Ft.)	Jobs
Hospitality	167.0	—	—	—	7,273,232	9,812
Subtotal	1,070.2	—	—	—	25,136,787	51,698
Employment						
Business Park (not including EBPSP)	1,197.5	—	—	—	26,449,295	43,550
Business Park (EBPSP only)	138.0	—	—	—	2,939,000	1,583
Business Park Overlay Areas	89.6	—	—	—	1,951,398	3,814
Industrial	7,606.2	—	—	—	182,228,282	147,391
Industrial Overlay Areas	60.2	—	—	—	1,441,256	1,197
Subtotal	9,091.5	—	—	—	215,009,231	197,535
Other						
Open Space Non-Recreation	1,200.2	—	—	—	285,160	242
Open Space Parkland (not including EBPSP)	961.8	—	—	—	164,012	69
Open Space Parkland (EBPSP only)	36.4	—	—	—	—	7
Open Space – Water	17.3	—	—	—	—	1
Public Facility	89.7	—	—	—	495,688	1,806
Public School	603.7	—	—	—	2,666,341	3,102
Ontario International Airport	1,407.9	—	—	—	2,401,641	6,400
Landfill	136.6	—	—	—	6,528	34
Rail road	249.6	—	—	—	1,956	62
Roadways	5,389.3	—	—	—	—	—
Subtotal	10,092.5	—	—	—	6,021,326	11,723
Total	**32,022**	**137,177**	**131,690**	**427,741**	**268,162,895**	**301,035**

Notes: Totals may not add up to 100 percent due to rounding.

1. Affordable Housing Overlay. As part of this project, the affordable housing overlay will be applied to all sites where rezoning was required by Program 13 of the Housing Element to accommodate the City's lower-income 6th cycle RHNA where the assigned TOP category includes either 1) a minimum density less than 20 du/ac, and/or 2) the site would otherwise require a specific plan or PUD. The affordable housing overlay requires all development projects on the site to have a minimum density of 20 du/ac regardless of affordability level and superseding requirements of the base zone (if any). The overlay also exempts projects meeting Tier 1 or Tier 2 requirements (those containing at least 20 (Tier 1) or 25 (Tier 2) percent of units for lower-Income households) from the specific plan or PUD requirement. In these cases, the traditional zoning category consistent with TOP land use designation, or a comparable existing zoning implementation tool that aligns with the density and intensity of the proposed

project, would regulate development. Finally, the affordable housing overlay increases the maximum density for any Tier 2 project to 30 du/ac on lots designates at Medium Density Residential (MDR) in TOP, increasing the base density allowed from 25 to 30 du/ac.

Buildout Summary

Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*, provides a statistical summary of the buildout potential of TOP 2050 Policy Plan Amendment compared to the buildout potential under the currently approved TOP 2050. As shown in this table, the Policy Plan Amendment would increase population, dwelling units, nonresidential building square footage, and employment compared to the approved TOP 2050.

Table 2-4 Comparison of Approved TOP 2050 to Policy Plan Amendment

Scenario	Units	Population	Nonresidential Square Feet	Employment
Approved TOP 2050	129,951	411,268	263,828,479	299,204
Policy Plan Amendment	137,177	427,741	268,162,895	301,035
Net Difference (Proposed Project – Approved Project)	**7,225**	**16,473**	**4,334,416**	**1,831**

Summary of Changes to the Approved Project

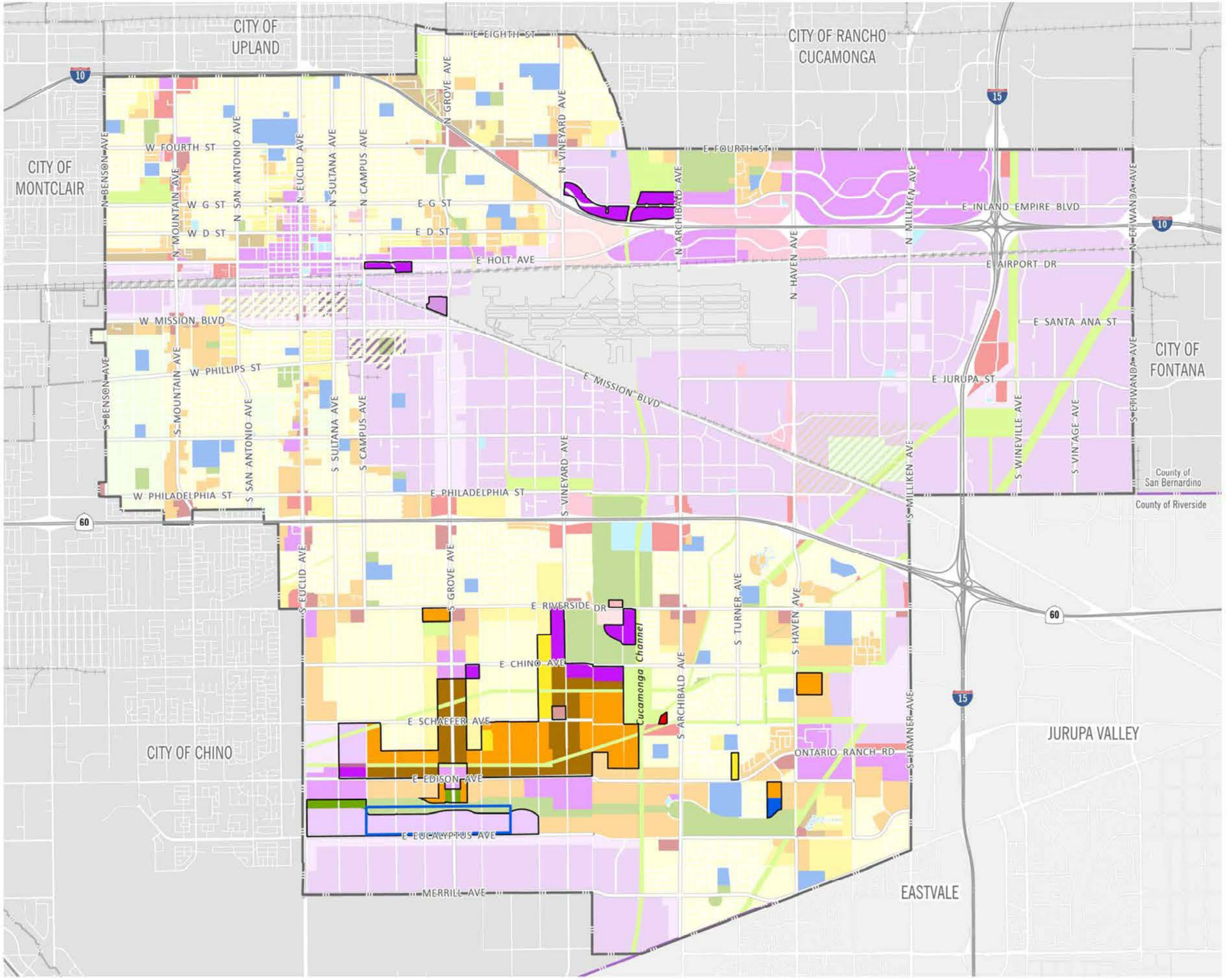
The proposed changes to TOP are driven by requests from property owners and developers who seek to alter the allowable type or intensity of land use on their properties as well as land use changes required to maintain land use compatibility with requested changes, maintain compliance with state laws, uphold long-term planning goals, and plan for a cohesive land use pattern that continues to position the southwest portion of the City as a regional employment and logistics center. A critical aspect of these proposed Policy Plan Amendments is to ensure compliance with state laws (SB 330, SB 166, SB 1000, and AB 98).

Land Use Changes

Figure 2-6, *Policy Plan Amendment Areas of Change*, shows the changes in land use between the Current TOP and proposed project that will be evaluated in this SEIR. The proposed project has approximately 1,300 acres of land use changes that affect the buildout projections throughout the City; however, the majority of changes are concentrated in Ontario Ranch.

Figure 2-6

Policy Plan Amendment Areas of Change



- EBPSP Boundary
- Proposed TOP Areas of Change
- Ontario City Boundary
- County Boundary
- Rail Network

Overlay Zones
- Business Park
- Industrial
- Landfill Impact Area

Residential
- RR Rural Residential
- LDR Low Density Residential
- LMDR Low Medium Density Residential
- MDR Medium Density Residential
- HDR High Density Residential

Mixed-Use
- MU Mixed Use

Commercial
- NC Neighborhood Commercial
- GC General Commercial
- OC Office Commercial
- HOS Hospitality

Employment
- BP Business Park
- IND Industrial

Other
- OS-NR Open Space - Non-Rec
- OS-R Open Space - Recreation
- OS-W Open Space - Water
- PF Public Facility
- ROW; ROW-bp
- PS Public School
- ARPT Airport
- LF Landfill
- Rail

*Areas where no land use change is proposed are shown at 40% opacity

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2026 Date: 2/26/2026

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Senate Bill 330 Compliance. Because the changes to the land use plan would replace areas planned for residential use with nonresidential uses, the loss in residential capacity must be offset by increasing the residential capacity by an equal amount elsewhere in the City to comply with SB 330, which mandates no net loss of residential capacity citywide. The proposed land use changes result in a net gain in housing capacity, increasing the estimated number of allowed units from 129,951 units under TOP 2050, to 137,177 units under the proposed project, an increase of 5.6 percent, meeting the requirements of SB 330. The reason the City must plan for an increase in housing units rather than net replacement of units is due to more stringent requirements related to Senate Bill 166, as described below.

Senate Bill 166 Compliance. SB 166 mandates that a jurisdiction maintain an inventory of sites suitable to fulfill its low and very low Regional Housing Needs Assessment (RHNA)[1] obligation at all times. To comply with State Housing Law, codified as SB 166, the City must remove sites identified in its inventory as suitable for low and very-low income households when land use or zoning changes render them no longer suitable for affordable housing, and the City must identify additional adequate sites to meet its RHNA requirements. California housing law establishes general criteria for sites to be considered suitable for low and very low income RHNA:

- **Minimum Density.** 30 dwelling units per acre or more.
- **Infrastructure and Realistic Development Potential by 2029.** Sites must have available or planned infrastructure and demonstrate realistic development potential within the planning period. Where infrastructure is planned jurisdictions must account for development time and uncertainty by counting only a percentage of the total units that could develop towards its low and very-low (lower) income requirements.
- **Vacant or Underutilized Property.** All properties identified in the inventory must be vacant or underutilized.
- **Lot Size.** Properties smaller than 0.5 acre or larger than 10 acres must provide additional documentation to show that development of lower-income units is feasible.
- **Affirmatively Furthering Fair Housing (AFFH).** Sites for lower-income households must not be concentrated in lower resource areas but dispersed throughout the community, including in areas with access to greater resources, amenities, and opportunities.

[1] RHNA is California's process for determining how much housing each jurisdiction must plan for during an 8-year cycle. The state allocates housing needs to regional agencies, which then distribute specific unit targets to each city and county across four income categories: lower (including very low and low), moderate, and above moderate income.

Several properties identified as suitable for lower-income housing must be removed from the current sites inventory due to changes that are part of the proposed project as well changes to zoning or entitlement status that are outside the scope of the proposed project but render sites no longer suitable for lower-income units. Because the loss of sites cannot be absorbed within the current inventory and there are not enough sites that meet the criteria above to offset the loss of sites, the proposed project includes upzoning several sites to meet the City's RHNA obligation (see Figure 2-7, *Policy Plan Amendment Affordability Sites Inventory Changes*).

Table 2-5, *Ontario's 2021-2029 RHNA Requirements*, identifies the City's current RHNA requirements for the 2021-2029 Housing Element cycle.

Table 2-5 Ontario's 2021-2029 RHNA Requirements

Income Category	Units
Lower Income	8,926
Moderate Income	3,329
Above Moderate Income	8,599
Total	**20,854**

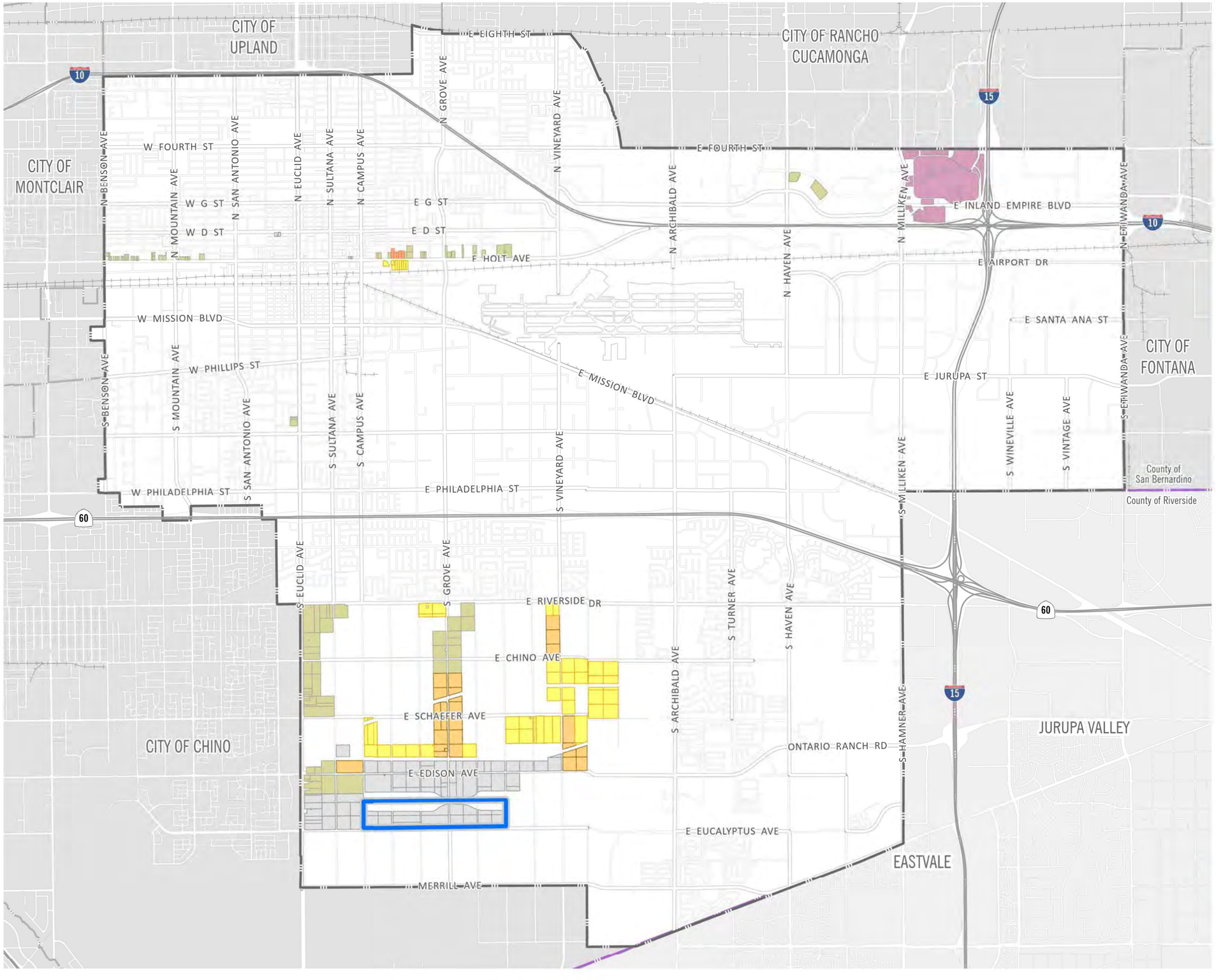
Transportation Updates

The proposed project would also result in changes to the truck routes map to address the requirements of AB 98. The intent of AB 98 is to improve community health and the environment by strategizing how and where heavy-duty trucks travel to and from logistics and warehousing facilities. The primary direction of state law is to prioritize routes that maximize the use of freeways or state highways followed by larger local roads (arterial and collector roadways). Changes to the City's truck routes are to avoid, when possible, routing trucks through residential areas and near concentrations of other sensitive uses (such as schools, hospitals, and parks).

In summer 2025, the City conducted outreach and initiated evaluation of its existing truck routes, which resulted in changes to the truck routes in northern Ontario, in the Original Model Colony (OMC). Figure 2-8, *Current Truck Routes*, shows the current truck routes map. Changes in southern Ontario are being evaluated as part of the Policy Plan Amendment concurrent with land use changes. The City received comments regarding heavy truck traffic passing by residential areas, especially along Ontario Ranch Road and Archibald Avenue. Specific issues identified by the public from truck travel include noise, vibration, and air quality impacts on homes and schools; safety concerns for pedestrians and cyclists; road damage from heavy vehicles; and the need for better enforcement of truck routes. Based on feedback from the public, the City identified four truck routes concepts for Ontario Ranch. Figure 2-9, *Proposed Truck Routes*, identifies the proposed truck routes selected by the City to move forward for the Policy Plan Amendment and to address the requirements of AB 98.

Figure 2-7

Policy Plan Amendment Affordability Sites Inventory Changes



- EBPSP Boundary
- Ontario City Boundary
- County Boundary
- Rail Network

Proposed Changes to the Housing Element Sites Inventory

- Retain with no Changes
- Retain: Affordable Project Entitled
- Retain with no Changes / zoning not in place
- Upzone existing site (MDR to HDR or Mixed Use)
- New Site (add to Housing Sites inventory)
- Remove Site

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: City of Ontario, 2026

Date: 3/2/2026

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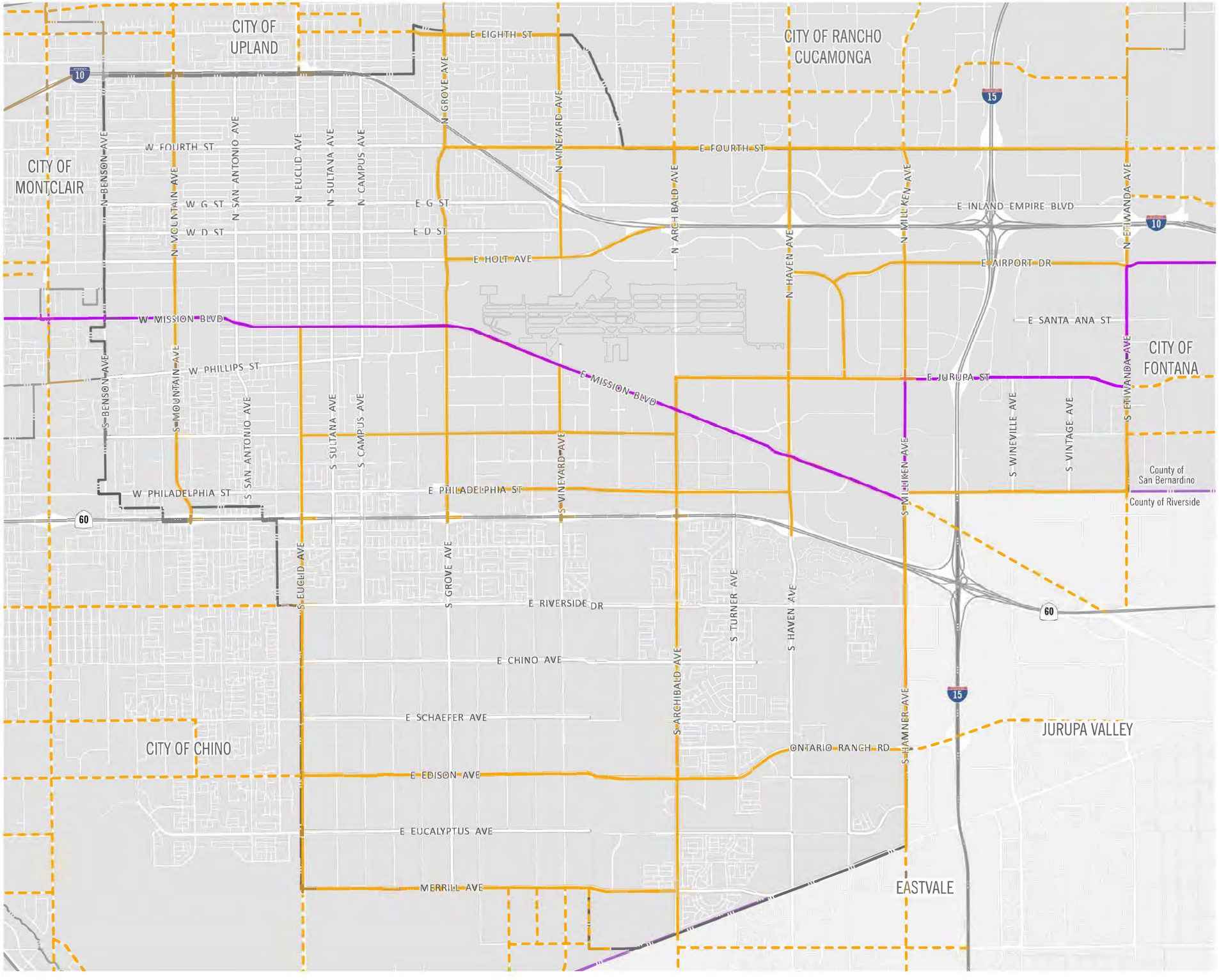
Figure 2-8

Current Truck Routes



- Ontario City Boundary
- County Boundary
- Truck Route
- Adjacent Agency Truck Route
- State DOT Network

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: City of Ontario, 2022 Date: 12/8/2025

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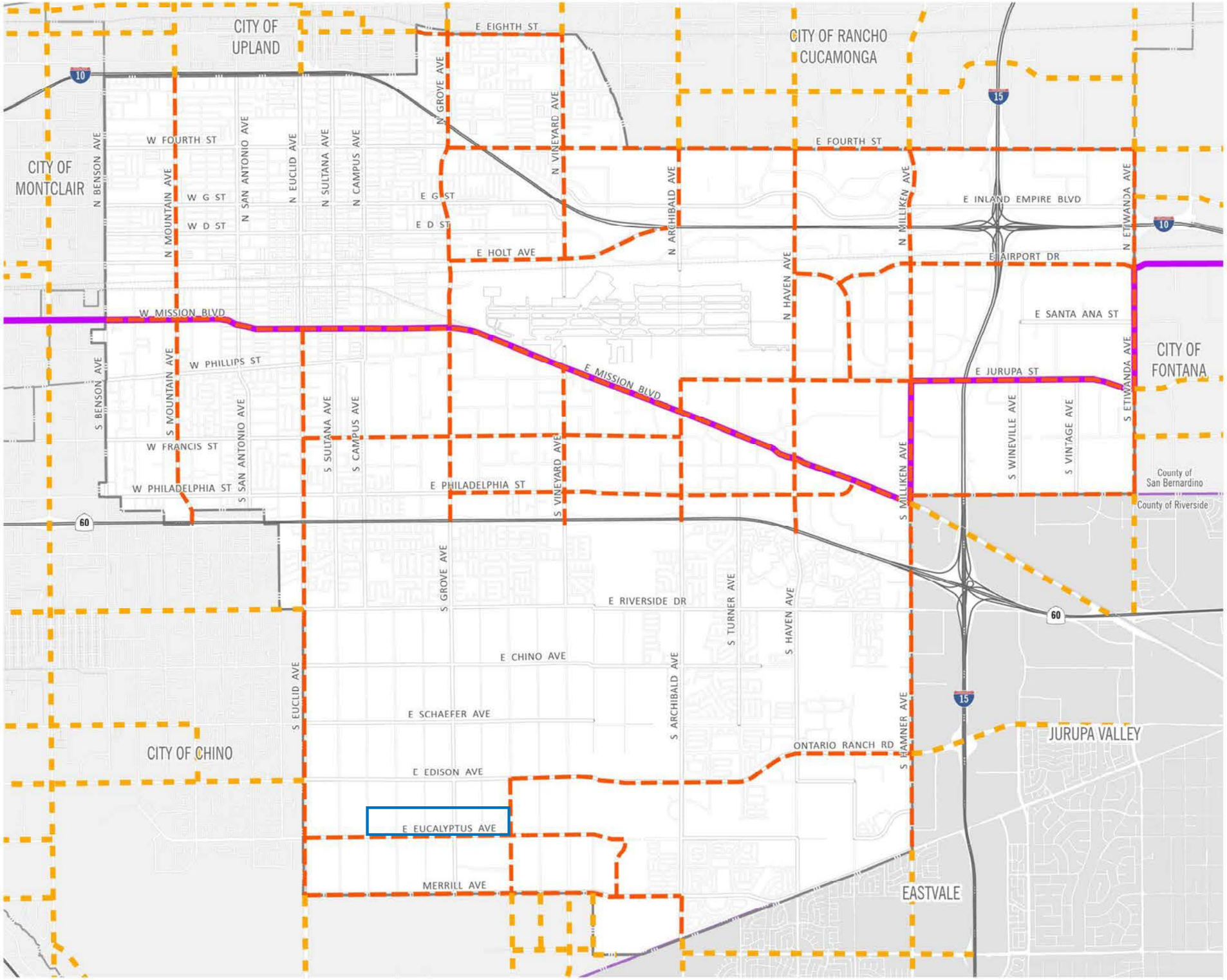
Figure 2-9

Proposed Truck Routes



2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025 Date: 12/20/25

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Recommended changes to the truck routes map in TOP 2050 identified in Figure 2-9 include:

- Removal of Archibald Avenue between SR-60 and Merrill Avenue.
- Removal of Edison Avenue/Ontario Ranch Road between Euclid Avenue and Walker Avenue.
- Add Eucalyptus Avenue between Euclid Avenue and South Hellman Avenue.
- Add Walker Avenue between Edison Avenue/Ontario Ranch Road and Merrill Avenue.
- Add South Hellman Avenue between Eucalyptus Avenue and Merrill Avenue.

As described above, the changes to the truck route map are to minimize the number of existing and proposed sensitive receptors adjacent to the truck routes. Factors that were considered included:

- Direct access to a freeway interchange.
- Connection to truck routes in other jurisdictions.
- Direct service to Industrial and Business Park land uses.
- Larger roads (generally 4-6 lanes).
- The presence of soundwalls and vegetation.
- The proximity of a parallel truck route.
- Existing and future estimated truck volumes.
- Fewer gaps in truck routes.
- Presence of existing and planned sensitive uses (e.g., residential areas, Grand Park, and schools).
- Roadway operations.

In addition to the truck routes update, the proposed project also includes updates to multipurpose trails and bikeways within the City as a result of the proposed land use and truck route changes described above.

EBPSP Land Use Changes

As part of the Policy Plan Amendment being processed in conjunction with the EBPSP, the land use designations for the site would be changed as shown in Table 2-6, *EBPSP Proposed Land Use Designations,* and Figure 2-6. The City of Ontario's Zoning Map designates the Specific Plan area's zoning as Specific Plan (SP) with an Agricultural Overlay and an Affordable Housing Overlay. Upon approval of the Specific Plan, the site's zoning would become Specific Plan–EBPSP.

Table 2-6 EBPSP Proposed Policy Plan Land Use Designations

Current Land Use Designation	New Land Use Designation	Acreage Affected
Medium Density Residential (with Affordable Housing Overlay)	Business Park	47.74
Mixed-Use (with Chino Airport Overlay and Affordable Housing Overlay)	Business Park	81.70
Open Space – Parkland	Business Park	19.18
Total		**148.62**

1. The remaining Specific Plan acreage is either designated as Open Space–Parkland or being utilized for within the EBPSP for the roadway and would be unaffected by the Policy Plan Amendment.

ZONING

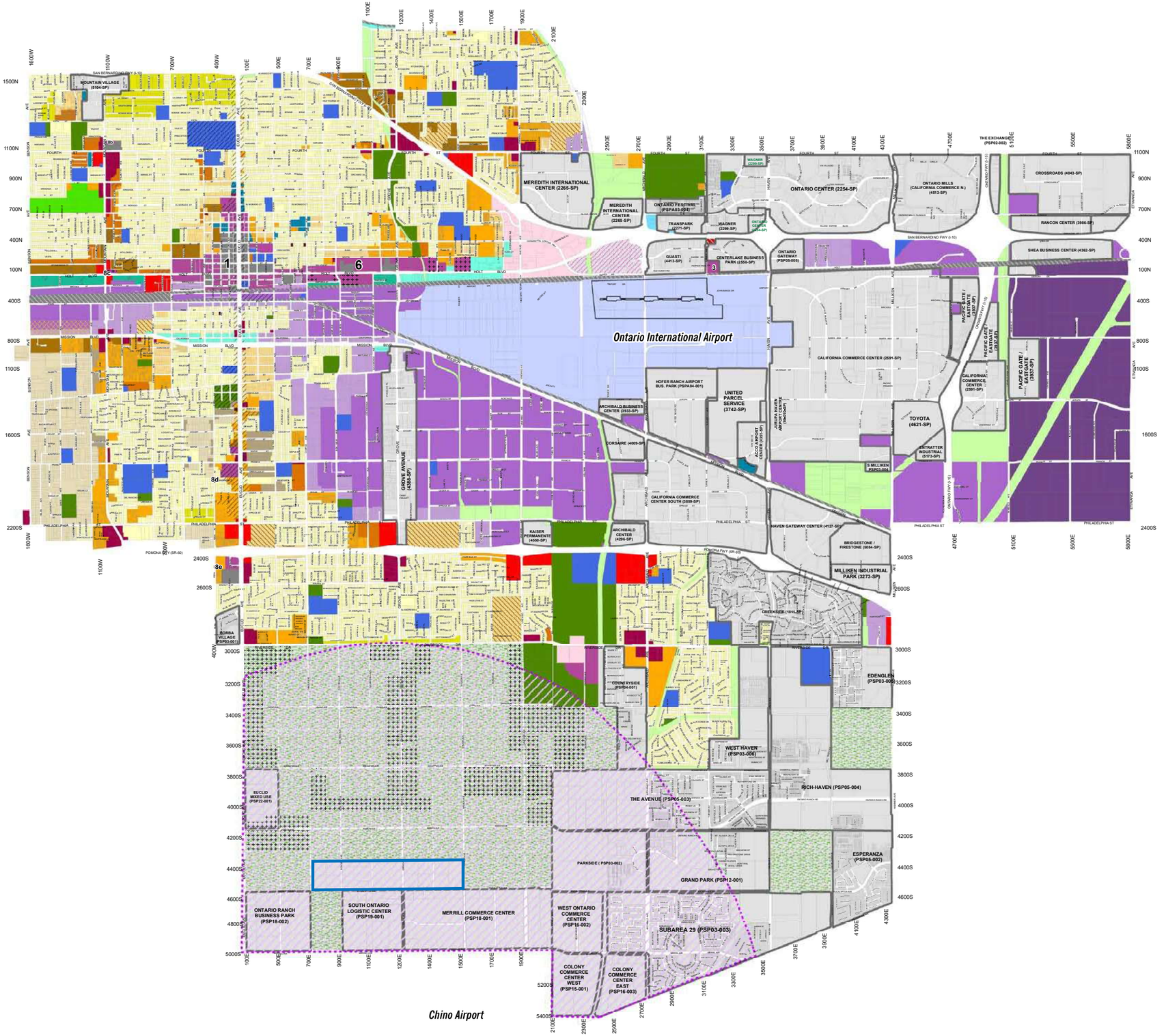
In addition to changes to TOP 2050, the proposed project includes amendments to the City's development code to implement the land-use changes, including updates to the zoning map and the affordable housing overlay, see Figure 2-10, *Proposed Zoning Map*. There are no separate environmental impacts associated with the Zoning update since these changes reflect the changes to the Policy Plan associated with the proposed Policy Plan Amendment.

2.4.2 Eucalyptus Business Park Specific Plan Project

The Specific Plan would function as the regulatory document for implementing zoning for the entire site, ensuring the orderly and systematic implementation of the City's Policy Plan. The Specific Plan establishes the necessary land use plan, development standards, design guidelines, infrastructure systems, and implementation strategies on which subsequent, related development activities would be founded. Upon adoption of the Specific Plan, subsequent subdivision maps, plot plans, conditional use permits, grading and building permits, or any other actions requiring either ministerial or discretionary approvals would be required to demonstrate consistency with the Specific Plan.

Figure 2-10

Proposed Zoning Map



Residential

- AR-2, Residential-Agricultural
- RE-2, Rural Estate
- RE-4, Residential Estate
- LDR-5, Low Density Residential
- MDR-11, Low-Medium Density Residential
- MDR-18, Medium Density Residential
- MDR-25, Medium-High Density Residential
- HDR-45, High Density Residential

Mixed Use

Mixed Use

1. Downtown
3. Centrelake West
6. East Holt

8b. Mountain and Fourth
8c. West Holt
8d. Euclid and Francis
8e. Euclid and Walnut

Retail/Service

- CS, Corner Store
- CN, Neighborhood Commercial
- CC, Community Commercial
- CR, Regional Commercial
- CCS, Convention Center Support Commercial
- OL, Low Intensity Office
- OH, High Intensity Office

Employment

- BP, Business Park
- IP, Industrial Park
- IL, Light Industrial
- IG, General Industrial
- IH, Heavy Industrial

Other

- PUD, Planned Unit Development
- MHP, Mobile Home Park
- ONT, Ontario International Airport
- CIV, Civic
- OS-R, Open Space-Recreation
- OS-C, Open Space-Cemetery
- UC, Utilities Corridor
- RC, Rail Corridor
- SP, Specific Plan

Overlays

- AG, Agricultural
- EA, Euclid Avenue
- MTC, Multimodal Transit Center
- EBPSP Boundary
- ICC, Interim Community Commercial
- ES, Emergency Shelter
- AH - Affordable Housing
- CNO (Chino Airport) Overlay

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2026 Date: 2/10/2026

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EBPSP LAND USE PLAN

As illustrated in Figure 2-11, *Conceptual EBPSP Land Use Plan*, the EBPSP would establish 9 planning areas that would provide for development of the site with approximately 2,939,000 SF of Business Park uses on 137.9 acres and 36.15 acres of Open Space–Parkland. The remaining 14.97 acres would be utilized for roadway improvements. Table 2-7, *EBPSP Land Use Statistical Summary,* provides a breakdown of acreages by planning area. The EBPSP would result in 1,590 employees within the project site.

Table 2-7 EBPSP Land Use Statistical Summary

Planning Area (PA)	Land Use Designation	Acres	Target Buildout SF
1	Business Park	7.70	162,600
2	Business Park	18.33	273,700
3	Business Park	18.21	340,700
4	Business Park	18.19	423,200
5	Business Park	37.76	859,300
6	Business Park	37.71	879,500
7	Open Space – Parkland	8.05	—
8	Open Space – Parkland	14.10	—
9	Open Space – Parkland	14.00	—
-	Roadway	14.97	—
	TOTAL	**189.0**	**2,939,000**

Notes: SF = square feet

A maximum of 10,000 SF of Commercial uses may be provided within Business Park planning areas 1, 2, 3, 4, 5, or 6. This square footage is included within the total listed above.

A publicly operated animal resource center may be provided within any of the Business Park planning areas. The animal resource center shall not exceed 35,000 SF.

The EBPSP allows the transfer of development square footage (15 percent or less) within the same land use designation, provided that the shift in square footage would not exceed the maximum allowable overall square footage (2,939,000) and the maximum building FAR (0.55).

Total acreage of 189.0 is rounded to the nearest one-tenth of an acre.

EBPSP CURRENT LAND USE DESIGNATIONS

The approved TOP 2050 designates the EBPSP project site for Medium Density Residential (MDR), Mixed-Use (Eucalyptus/Chino Airport) (MU-BC); and Open Space Parkland (OS-R). Buildout of the approved TOP 2050 for the EBPSP site would allow for up to 2,195 residential units and 1,632,143 square feet (SF) of non-residential land uses within the 189-acre project site (see Table 2-8, *EBPSP Current TOP 2050 Land Uses*).

Table 2-8 EBPSP Current TOP 2050 Land Uses

Land Use Designation	TOP 2050 Approved Land Uses				
	Acres	Dwelling Units	Population	Non-residential SF	Employment
MDR	47.74	1,051	3,403	—	—
MU-BC	81.70	1,144	2,931	1,601,747	3,117
OS-R	58.22	—	—	30,396	10
Roadways	1.75	-	-	-	-
TOTAL	**189.41**	**2,195**	**6,335**	**1,632,143**	**3,126**

Notes: SF = square feet; MDR = Medium Density Residential; MU-BC = Mixed-Use (Eucalyptus/ Chino Airport); OS-R = Open Space Parkland

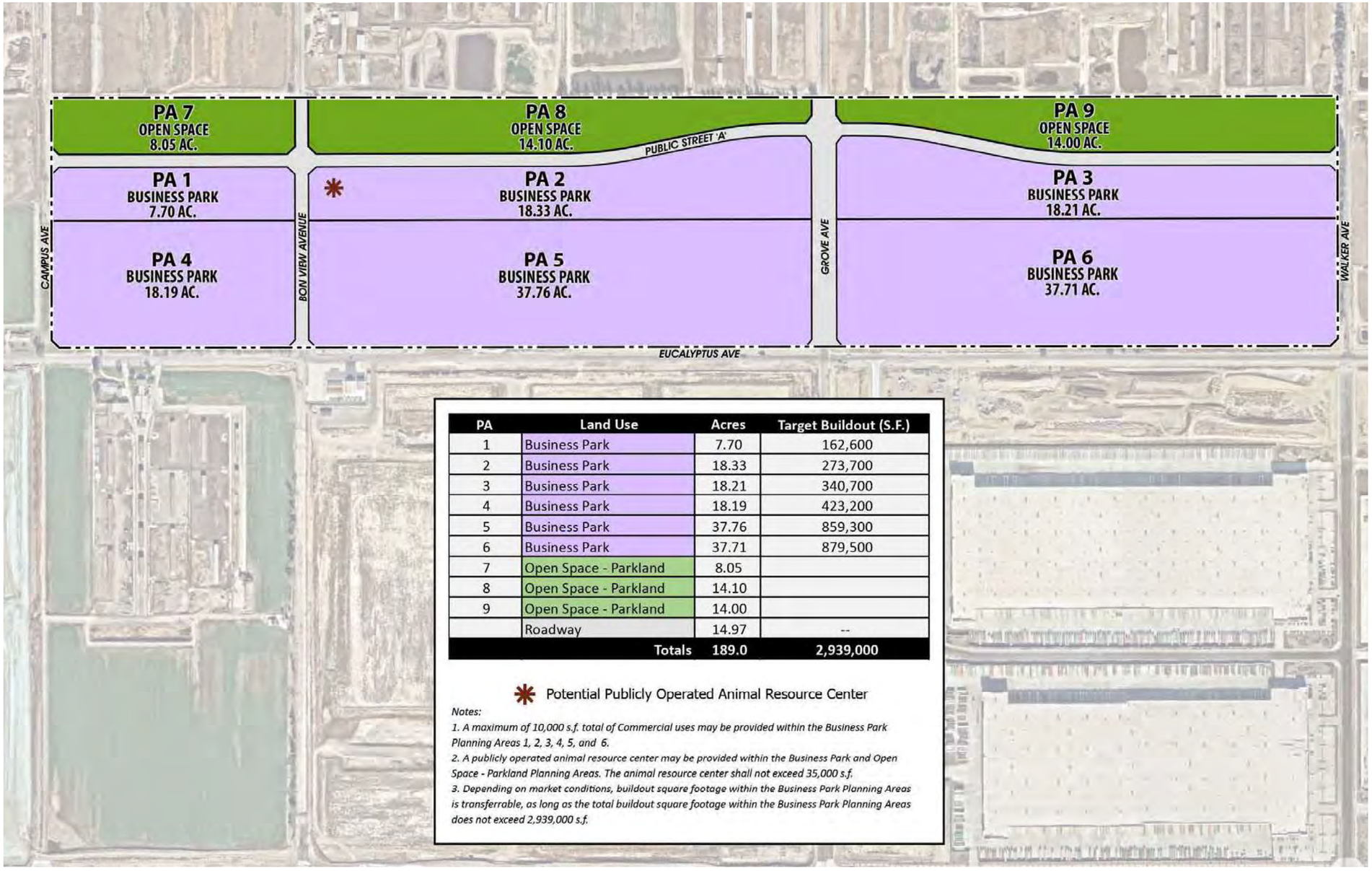
BUSINESS PARK

Encompassing 137.9 acres in the southerly portion of the Specific Plan area along its frontage with Eucalyptus Avenue, Planning Areas 1 through 6 would be designated for Business Park uses. Up to 2,939,000 SF of building space are permitted across Planning Areas 1 through 6.

The Business Park land use designation is intended to provide for uses such as employee-intensive office spaces, technology centers, research and development facilities, warehouse and distribution, and light manufacturing. No cold storage would be permitted. The Specific Plan would also allow a maximum of 10,000 SF of commercial uses within the Business Park planning areas to support the Business Park operations and a 35,000 SF publicly operated animal resource center if the City of Ontario decides to locate an animal resource center in the Specific Plan.

Figure 2-11

Conceptual EBPSP Land Use Plan



PA	Land Use	Acres	Target Buildout (S.F.)
1	Business Park	7.70	162,600
2	Business Park	18.33	273,700
3	Business Park	18.21	340,700
4	Business Park	18.19	423,200
5	Business Park	37.76	859,300
6	Business Park	37.71	879,500
7	Open Space - Parkland	8.05	
8	Open Space - Parkland	14.10	
9	Open Space - Parkland	14.00	
	Roadway	14.97	--
	Totals	**189.0**	**2,939,000**

* Potential Publicly Operated Animal Resource Center

Notes:

1. A maximum of 10,000 s.f. total of Commercial uses may be provided within the Business Park Planning Areas 1, 2, 3, 4, 5, and 6.

2. A publicly operated animal resource center may be provided within the Business Park and Open Space - Parkland Planning Areas. The animal resource center shall not exceed 35,000 s.f.

3. Depending on market conditions, buildout square footage within the Business Park Planning Areas is transferrable, as long as the total buildout square footage within the Business Park Planning Areas does not exceed 2,939,000 s.f.

EBPSP Boundary

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 275 550 Feet

Source: T&B 2026 Date: 02/03/2026

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OPEN SPACE–PARKLAND

Situated between the northern boundary of the Specific Plan and new Public Street 'A', Planning Areas 7, 8, and 9 would be designated Open Space–Parkland. This 36.15-acre area would implement a segment of the City's public "Grand Park." Grand Park is planned as a 3.7-mile, 340-acre greenbelt between Haven Avenue and Campus Avenue. The Specific Plan would implement the southern half of a 1.25-mile stretch of the park. The northern half of this segment of Grand Park would be installed by the Center Park Specific Plan, which is currently proposed to the north of the EBPSP.[2] Passive recreational opportunities for future employees, visitors, and City residents would be provided through features such as pedestrian paths, gathering areas, turf areas, and botanical gardens. The park would be landscaped, including forested areas, meadow areas, and open space lawn areas, consistent with the City's Grand Park Landscape Master Plan. It is noted that the previously referenced 35,000 SF publicly operated animal resource center is also an allowed use within these planning areas, should the City of Ontario elect to locate the facility in the park.

CONCEPTUAL SITE PLAN

A conceptual site plan for the EBPSP is presented as Figure 2-12, *Conceptual EBPSP Site Plan*. As illustrated, the Specific Plan intends to provide a range of building sizes in an effort to house a diverse range of businesses. The larger buildings would be along the Eucalyptus Avenue frontage as a transition from the larger industrial buildings to the south across Eucalyptus Avenue. Buildings in excess of 560,000 square feet would not be permitted. Smaller buildings would be along Street 'A' to the north, further transitioning the size and scale of the buildings to the Open Space–Parkland along the northern frontage of the EBPSP.

It is noted that the plan illustrated in Figure 2-12 is preliminary and conceptual. The EBPSP allows the transfer of development square footage (15 percent or less) within the same land use designation, provided that the shift in square footage would not exceed the maximum allowable overall square footage (2,939,000) and the maximum FAR (0.55).

The precise location and layout of the potential commercial uses and public animal shelter have not yet been developed. If necessary, the arrangement of the business park uses would be revised to accommodate these uses.

[2] It is noted that although only the southern half of the Grand Park is included in the EBPSP, development of the entire park area has been assumed and analyzed within the EBPSP's technical studies in case the northern development does not occur.

ACCESS AND CIRCULATION

Regional Access

State Route 60 (SR-60) is approximately 2.2 miles north of the Specific Plan area and is accessible via the Grove Avenue ramps. State Route 83 (SR-83) is approximately 0.5 mile west of the Specific Plan area and is accessible via Edison Avenue/Ontario Ranch Road and Eucalyptus Avenue. Interstate 15 (I-15) is approximately 4.5 miles east of the Specific Plan area and is accessible via the Edison Avenue/Ontario Ranch Road ramps or the Limonite Avenue ramps.

Local Access

As illustrated in Figure 2-13, *Conceptual EBPSP Vehicular Circulation and Access Plan*, direct access to the EBPSP area is provided by Campus Avenue to the west, Eucalyptus Avenue to the south, and Walker Avenue to the east. Additionally, Bon View Avenue and Grove Avenue provide north-south access through the Specific Plan area. The Specific Plan would provide an internal east-west Public Street 'A' to connect Campus Avenue and Walker Avenue. Public Street 'A' would separate Business Park and Open Space–Parkland uses. The developer(s) of the Specific Plan would be responsible for the construction of certain roadway improvements, including segments of Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, and Eucalyptus Avenue and the full width of Street 'A'. Please refer to Chapter 4, Infrastructure Plan, of the EBPSP for detailed descriptions of all circulation improvements to be implemented by the Specific Plan.

Truck Routes

As part of the Policy Plan Amendment being processed in conjunction with the Specific Plan, truck routes within the City would be modified. The Policy Plan Amendment would remove the following roadway segments from the City's officially designated truck routes:

- Edison Avenue/Ontario Ranch Road between Euclid Avenue and Walker Avenue.
- Archibald Avenue from the SR-60 Freeway to Merrill Avenue.

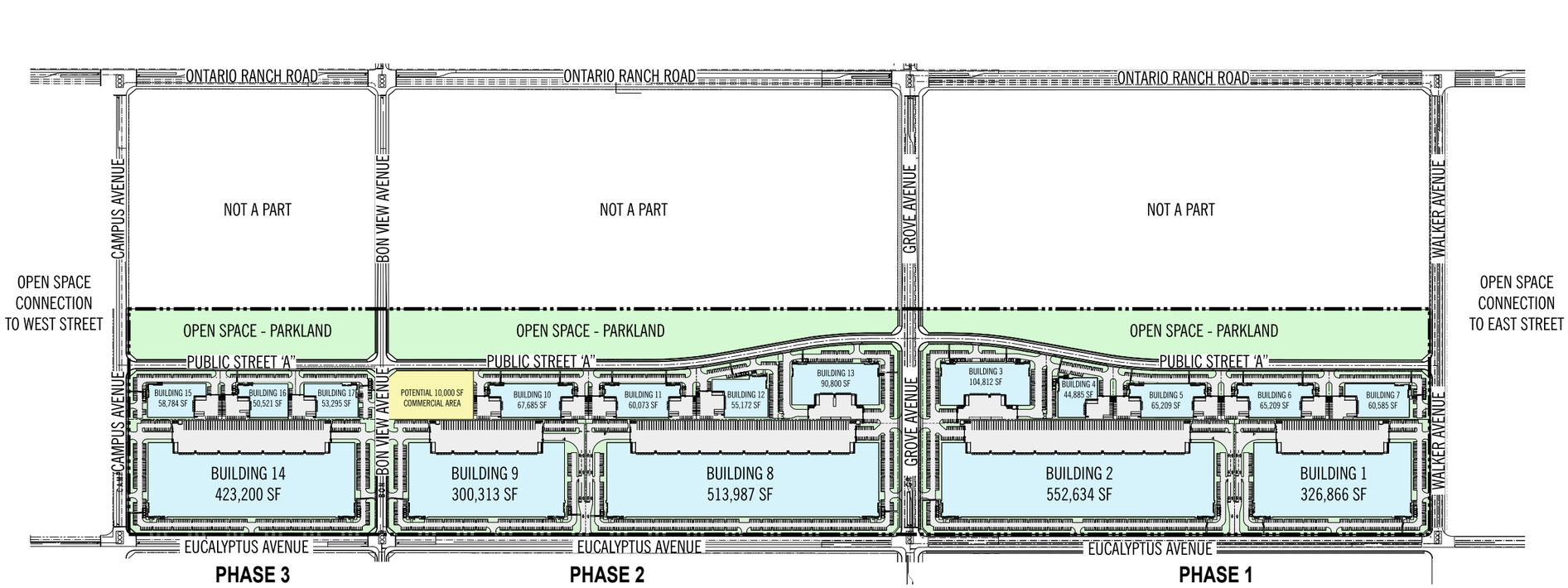
The following roadway segments would be added to the City's officially designated truck routes:

- Eucalyptus Avenue between Euclid Avenue and South Hellman Avenue.
- South Hellman Avenue from Eucalyptus Avenue to Merrill Avenue.
- Walker Avenue from Edison Avenue/Ontario Ranch Road to Merrill Avenue.

Truck traffic generated by the land uses implemented pursuant to the EBPSP would be required to utilize officially designated truck routes.

Figure 2-12

Conceptual EBPSP Site Plan



2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 350 700 Feet

Source: T&B 2026

Date: 02/03/2026

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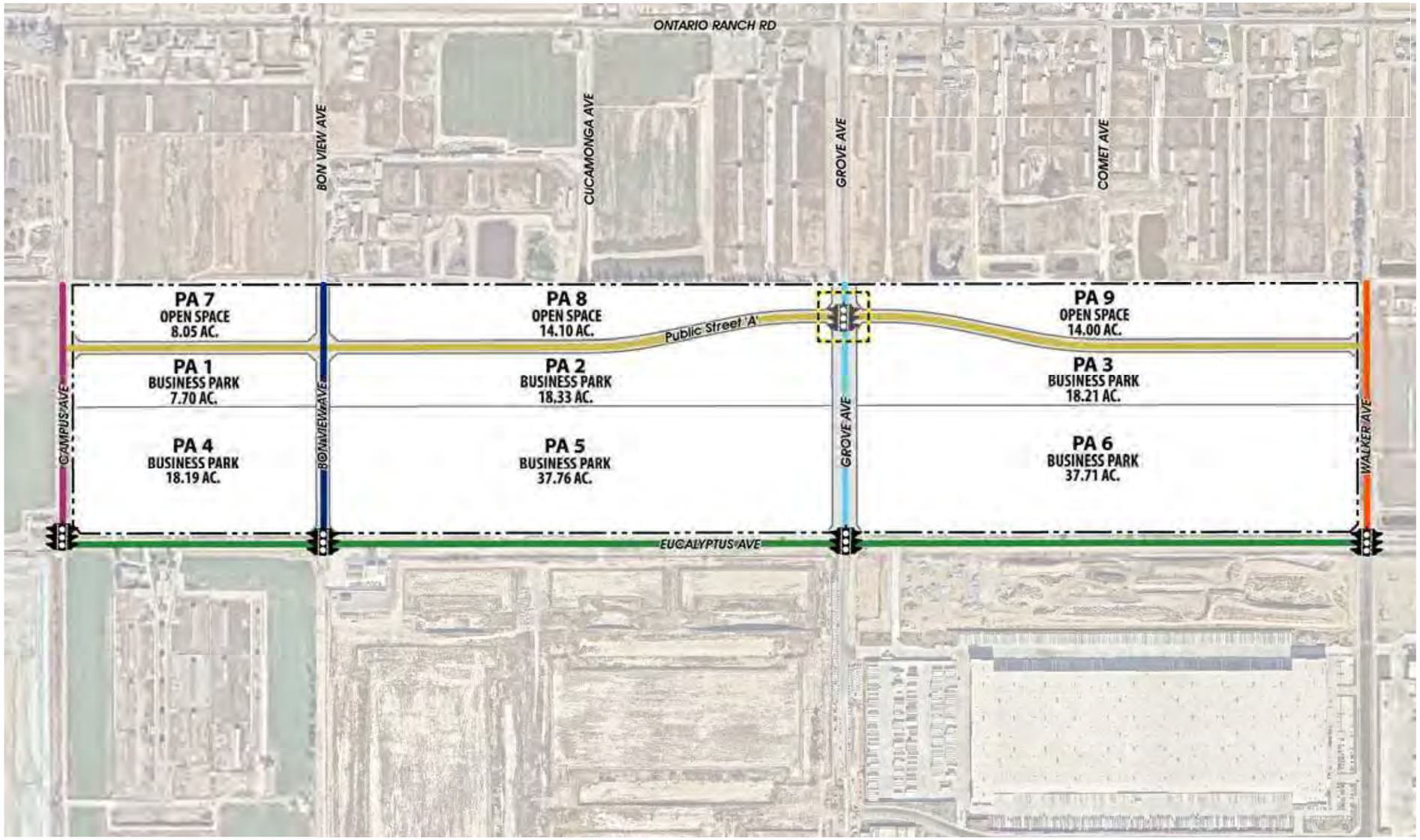
Figure 2-13

Conceptual EBPSP Vehicular Circulation and Access Plan



- EBPSP Boundary
- Traffic Signal
- Potential Signal Location
- Grove Avenue (124' ROW - Principal Arterial)
- Eucalyptus Avenue (108' ROW - Collector)
- Campus Avenue (108' ROW - Minor Arterial)
- Walker Avenue (88' ROW - Collector)
- Bon View Avenue (66' ROW - Collector)
- Public Street 'A' (64' ROW - Collector)

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 275 550 Feet

Source: T&B 2026 Date: 03/03/2026

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Non-vehicular Circulation

Pedestrian and bicycle circulation would be accommodated within the Specific Plan area through a network of sidewalks, multipurpose trails, and bike lanes, as illustrated on Figure 2-14, *Conceptual EBPSP Non-vehicular Circulation and Mobility Plan*. Additional pedestrian and bicycle facilities would be designed on individual business park building sites at the time buildings are designed and positioned in each planning area as part of implementing development projects. Provisions for sidewalks, bicycle storage facilities, and employee and visitor gathering areas interior to the planning areas are described in Chapter 6, Design Guidelines, of the EBPSP. Additional pedestrian and bicycle facilities in Planning Areas 7, 8, and 9 would be designed consistent with the City of Ontario Grand Park Master Plan.

Transit Service

Transit services are currently provided to the Specific Plan area by Omnitrans. The following bus and transit facilities are near the Specific Plan area.

- Omnitrans Bus Route 83, about 0.6 mile to the west along Euclid Avenue.
- Omnitrans Bus Route 87, about 1.8 miles to the north along Riverside Drive.
- In addition, the EBPSP would construct a bus turnout near the intersection of Grove Avenue and Eucalyptus Avenue in anticipation of future Omnitrans service.

INFRASTRUCTURE

Infrastructure is summarized in this section. Infrastructure plans are shown and analyzed in SEIR Section 3.19, *Utilities and Service Systems*.

Potable Water

The City of Ontario provides water service to the Specific Plan area. The Specific Plan area lies within the 925 Pressure Zone (PZ). Existing potable water lines include a 16-inch potable water line within Eucalyptus Avenue between Campus Avenue and Grove Avenue; a 24-inch potable water line within Eucalyptus Avenue between Grove Avenue and Walker Avenue; and a 30-inch potable water line within Grove Avenue between Eucalyptus Avenue and Edison Avenue/Ontario Ranch Road.

Potable water system improvements necessary to serve the Specific Plan area include: potable water lines along Campus Avenue and Walker Avenue from Eucalyptus Avenue to the northern boundary of the Specific Plan area; and a potable water line along Bon View Avenue from Eucalyptus Avenue to the northern boundary of the Specific Plan area and Public Street ‘A’ between Campus Avenue and Walker Avenue. Final sizing of utility mains shall be dependent on hydraulic studies done at the time of development.

Additional City of Ontario Water Master Plan improvements would be necessary to serve the Ontario Ranch area. These improvements are detailed in SEIR Section 3.19, *Utilities and Service* Systems.

Recycled Water

The City of Ontario/Ontario Municipal Utilities Company (OMUC) and the Inland Empire Utilities Agency (IEUA) supply recycled water to the Specific Plan area. Recycled water supplied by OMUC is produced by the IEUA from its 5 wastewater reclamation plants (IEUA 2026). Existing recycled water lines include an IEUA recycled water line within Eucalyptus Avenue between Campus Avenue and Bon View Avenue; and an IEUA recycled water line within Bon View Avenue between Eucalyptus Avenue and Edison Avenue/Ontario Ranch Road.

Recycled water system improvements necessary to serve the Specific Plan area include recycled water lines within Grove Avenue and Walker Avenue. An additional recycled water line would be installed within Campus Avenue Walker Avenue, at the City's discretion. Final sizing of utility mains shall be dependent on hydraulic studies done at the time of development.

Sewer

Sanitary sewer/wastewater collection for the Specific Plan area is provided by the City of Ontario/OMUC, which conveys wastewater to the IEUA for transmission and treatment. There is currently no sanitary sewer infrastructure within the Specific Plan area.

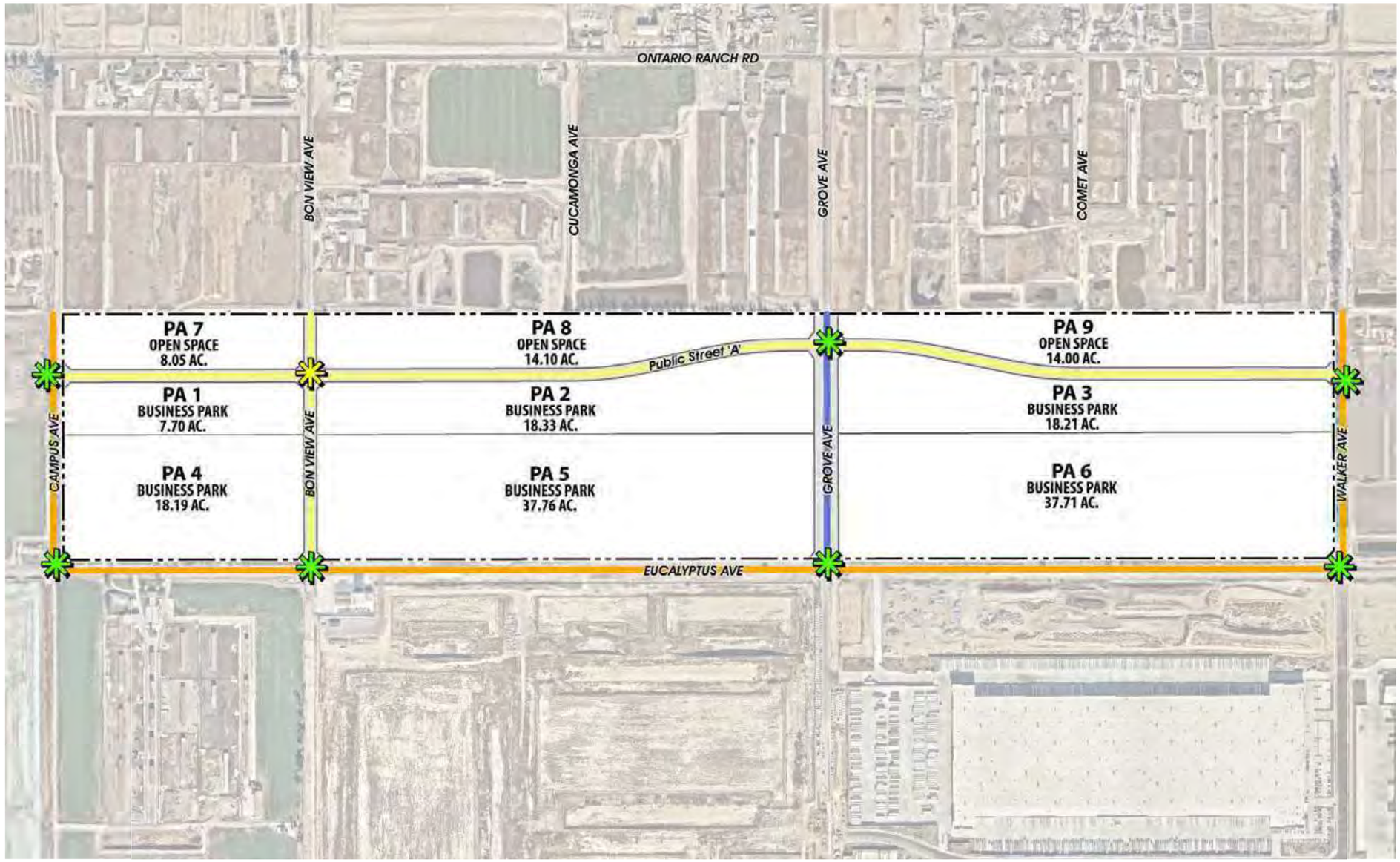
Sanitary sewer infrastructure improvements necessary to serve the Specific Plan area include new sewer lines in Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, and Public Street A between Campus Avenue and Walker Avenue. Additional sewer improvements may also be required along Eucalyptus Avenue and 'A' Street within the EBPSP frontage where future development would not front an existing public master-planned main. Final sizing of utility mains shall be dependent on hydraulic studies done at the time of development.

Drainage and Water Quality

Existing storm drain infrastructure includes a storm drain line within Eucalyptus Avenue just east and west of Grove Avenue and a storm drain line within Eucalyptus Avenue west of Walker Avenue.

Figure 2-14

Conceptual EBPSP Non-Vehicular Circulation and Mobility Plan



EBPSP Boundary
Pedestrian Crosswalk
Potential Pedestrian Crosswalk
Sidewalk Only
Sidewalk Only and Multi-Purpose Trail
Sidewalk, Class II Bikeway, and Multi-Purpose Trail

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 275 550 Feet

Source: T&B 2026 Date: 03/03/2026

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Storm drain infrastructure improvements necessary to serve the Specific Plan area include: a 60-inch storm drain line within Campus Avenue between Eucalyptus Avenue and the northern boundary of the Specific Plan area; a 96-inch storm drain line within Bon View Avenue between Eucalyptus Avenue and the northern boundary of the Specific Plan area; a 108-inch storm drain line within Grove Avenue and Walker Avenue between Eucalyptus Avenue and the northern boundary of the Specific Plan area; 24-inch storm drain lines within Public Street 'A' between Campus Avenue and Bon View Avenue; and 36-inch storm drain lines within Public Street 'A' between Bon View Avenue and Walker Avenue.

During construction of future land uses implemented pursuant to the EBPSP, water quality would be managed through the preparation and implementation of Storm Water Pollution Prevention Plan(s). Post-construction water quality would be managed through implementation of site-specific Water Quality Management Plan(s).

Dry Utilities

The Specific Plan area would also require electrical and telecommunications services. The following service providers are available to the Specific Plan area.

- Electrical service is provided by Southern California Edison. Additional points of connection to existing facilities would be provided consistent with purveyor requirements.
- Telecommunications services are available in the area from various private services, including OntarioNet Fiber and Frontier Communications.

Dry utilities internal to the Specific Plan area would be installed underground in conjunction with the development in accordance with applicable public utility standards and specifications.

GRADING PLAN

As part of site grading activities, the majority of the Specific Plan area would be subject to grading and disturbance. Specifically, grading activities on-site would require approximately 1,000,000 cubic yards (CY) of cut and approximately 1,150,000 CY of fill. Net fill (import) would be 150,000 CY. Within this earthwork operation, the site needs to export approximately 51,000 CY of organic materials. Maximum depth of ground disturbance is expected to be approximately 15 feet for grading, 15 feet for the building foundation, 10 feet for landscaping, 35 feet for utilities, and 25 feet for the storm water detention chamber. Disturbances would also occur in association with the off-site roadway improvements. See Figure 2-15, *EBPSP Grading Plan*.

DEVELOPMENT REGULATIONS AND DESIGN GUIDELINES

The EBPSP establishes development standards and design guidelines to guide development of the physical components of the area. The development standards provided in the Specific Plan are intended to work in concert with the architecture and landscape design guidelines.

Development regulations for each land use category are imposed for new development and provide the permitted, conditionally permitted, and ancillary uses for each land use category. Additionally, the development regulations address lot size, floor area ratio, height, setbacks, landscaping, parking, and other requirements.

Future development accommodated by the Specific Plan would be required to comply with the Specific Plan's design guidelines, which establish the desired quality and character of future land uses. While the design guidelines provide direction, they are meant to provide a certain level of flexibility to allow creative expression during the design of implementing development projects.

TENTATIVE TRACT MAP

As shown on Figure 2-16a, b, and c, *EBPSP Tentative Tract Map*, the Specific Plan would create the appropriate lots to facilitate the implementation of the proposed uses, as described above. Additional subdivision maps (parcel and/or tract maps, including vesting maps) could be processed in conjunction with this Specific Plan to subdivide the site into smaller parcels and to regulate development of the physical components of the Specific Plan.

DEVELOPMENT AGREEMENT

A development agreement would be executed between the Applicant, Ontario Ranch Venture, LLC and Ontario Ranch Venture II, LLC, and the City of Ontario strictly in relation to the EBPSP. California Government Code Sections 65864 to 65869.5 authorize the use of development agreements between any city, county, or city and county, with any person having a legal or equitable interest in real property for the development of the property. The Development Agreement would detail the off-site improvements to be constructed as part of the EBPSP, as described within this section and analyzed throughout this SEIR.

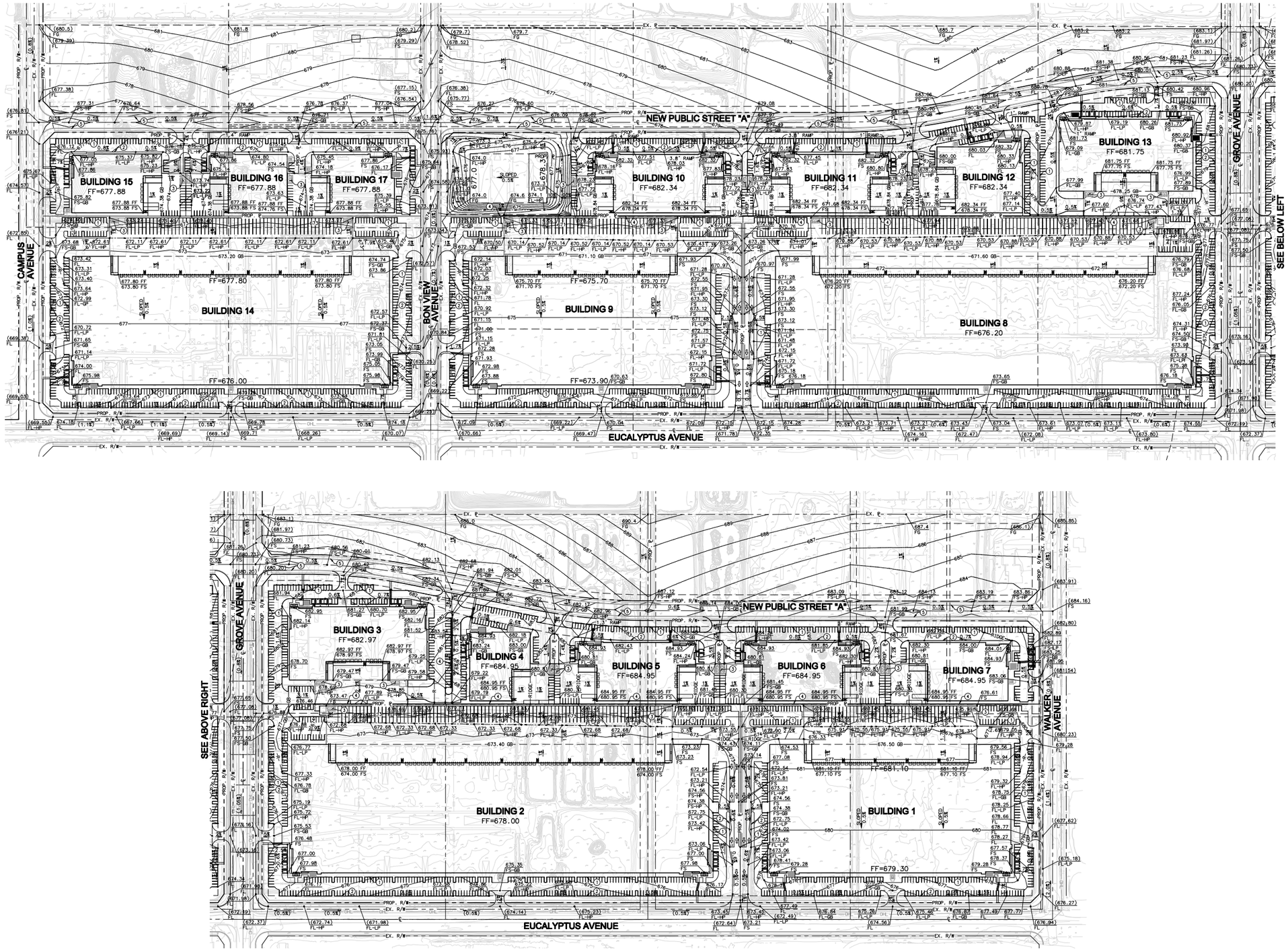
CONSTRUCTION AND OPERATIONAL CHARACTERISTICS

Construction Characteristics

Proposed physical disturbances necessary to implement the EBPSP are depicted on Figure 2-17, *EBPSP Limits of Disturbance*. As shown on this figure, proposed ground-disturbing activities would result in impacts to approximately 189 acres on-site, as well as off-site areas associated with roadway improvements to Campus Avenue, Eucalyptus Avenue, Edison Avenue/Ontario Ranch Road, and Walker Avenue.

Figure 2-15

EBPSP Grading Plan



Construction Notes

1. PROPOSED 6" CURB.
2. PROPOSED 6" CURB & GUTTER.
3. PROPOSED TRASH ENCLOSURE.
4. PROPOSED RETAINING WALL.
5. PROPOSED 8" CURB & GUTTER.

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

Feet
0 165 330

Source: Michael Baker 2026 Date: 2/11/2026

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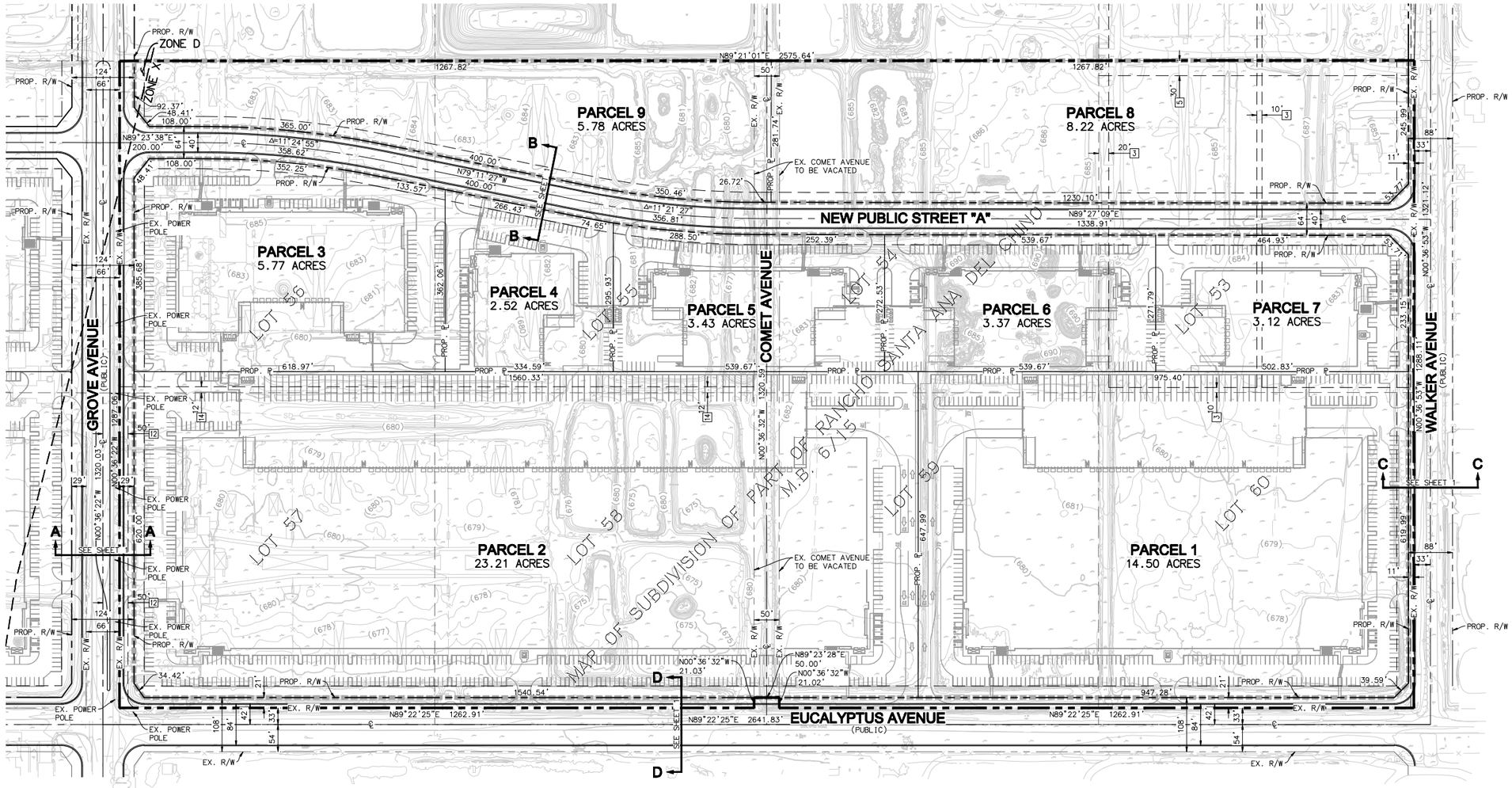
Figure 2-16a

EBPSP Tentative Tract Map Phase 1



2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 125 250 Feet

Source: Michael Baker 2026 Date: 2/11/2026

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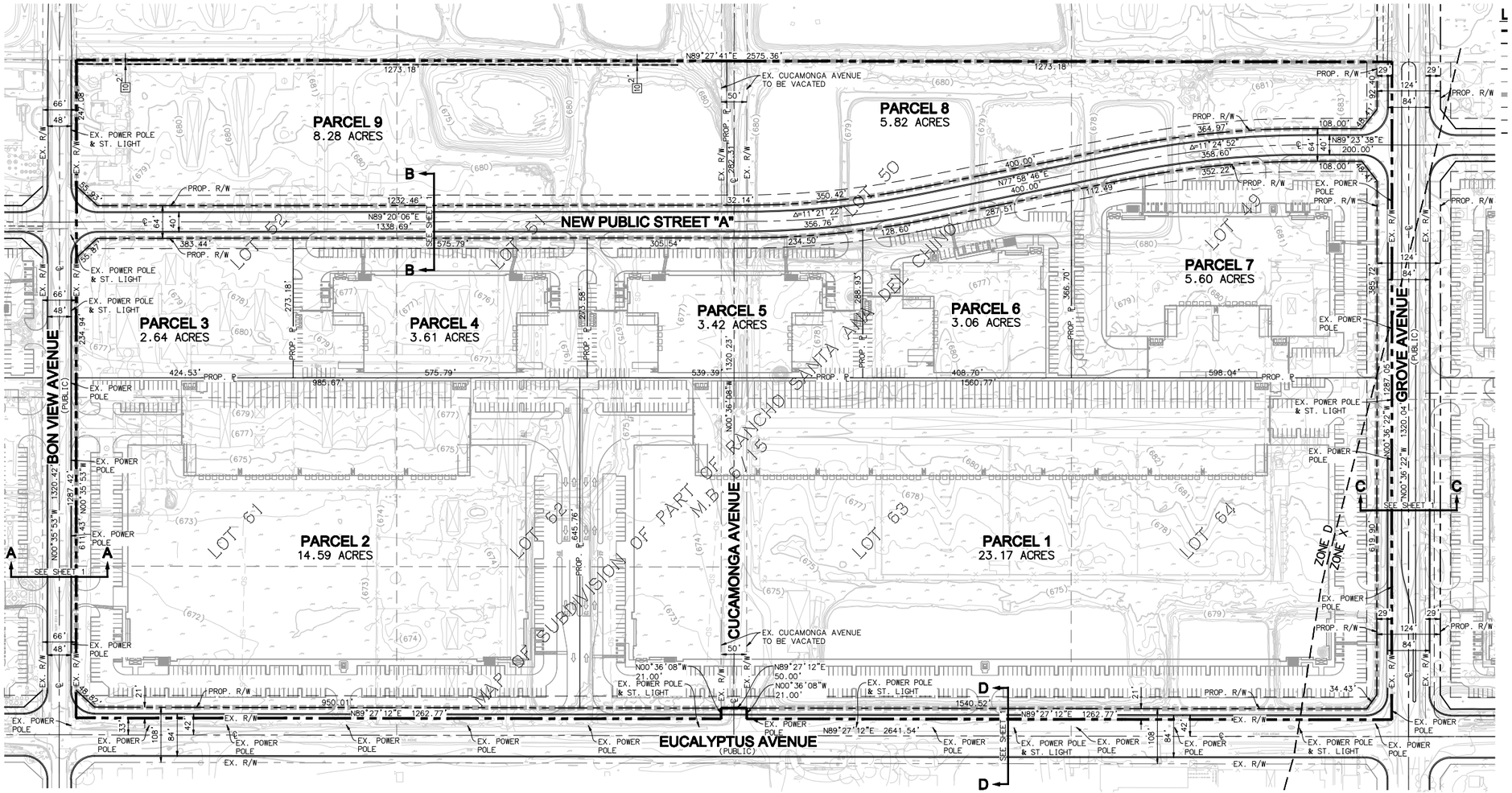
Figure 2-16b

EBPSP Tentative Tract Map Phase 2



PARCEL MAP BOUNDARY
PROPOSED R/W LINE
EXISTING R/W LINE
PROPOSED PROPERTY LINE
EXISTING PROPERTY LINE
PROPOSED PARCEL BOUNDARY
CENTERLINE
EASEMENT LINE
FLOOD ZONE LINE

2·0·5·0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

Feet
0 125 250

Source: Michael Baker 2026 Date: 2/11/2026

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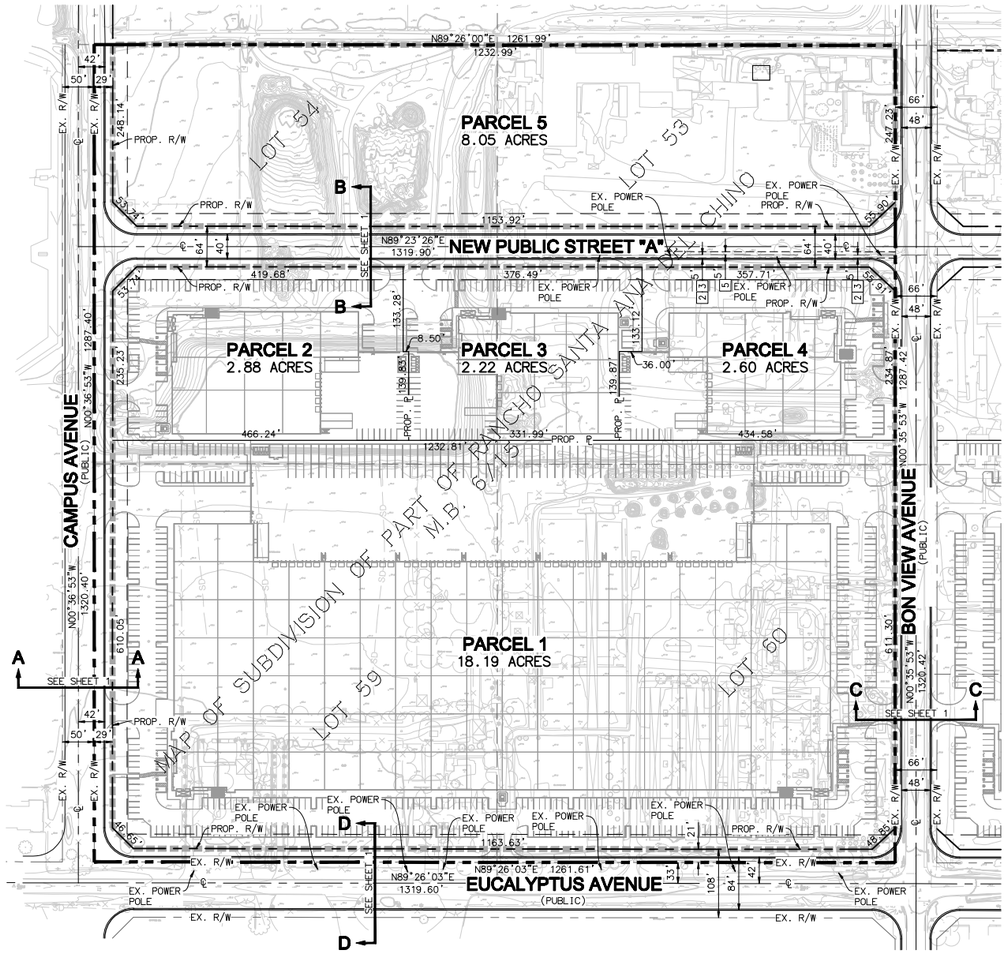
Figure 2-16c

EBPSP Tentative Tract Map Phase 3



PARCEL MAP BOUNDARY
PROPOSED R/W LINE
EXISTING R/W LINE
PROPOSED PROPERTY LINE
EXISTING PROPERTY LINE
PROPOSED PARCEL BOUNDARY
CENTERLINE
EASEMENT LINE

2·0·5·0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

Feet
0 125 250

Source: Michael Baker 2026 Date: 2/11/2026

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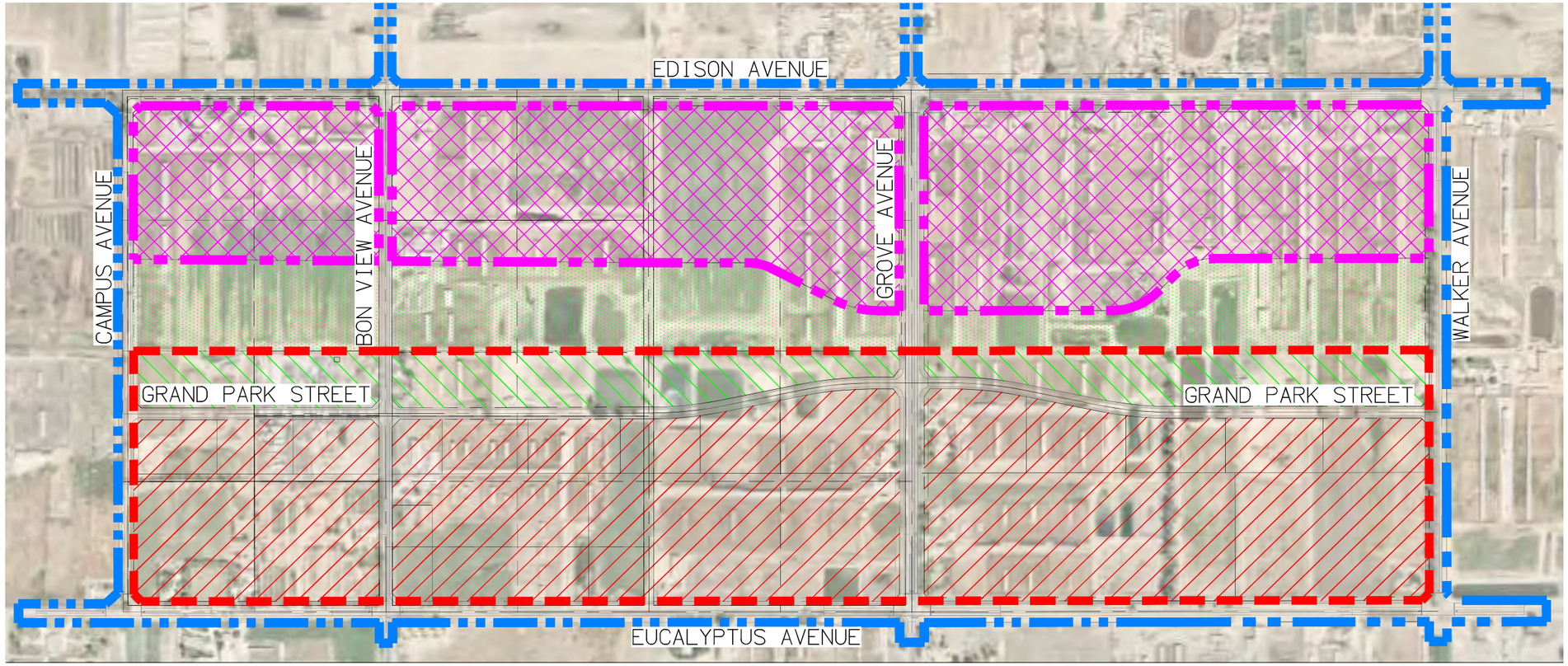
Figure 2-17

EBPSP Limits of Disturbance



EBPSP Boundary - 190 AC

Overall Limits of Disturbance Boundary - 300 AC

Excluded from Overall Limits of Disturbance Boundary

Business Park (within project limits)

Open Space (within project limits)

Open Space (north of project limits)

Excluded from Overall Limits of Disturbance

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 315 630 Feet

Source: T&B 2025

Date: 12/13/2025

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For purposes of analysis in this EIR, construction is assumed to commence in January 2027 and would last through June 2031 (see Table 2-9, *EBPSP Construction Duration*). The construction schedule used in the analysis is a conservative analysis scenario because if construction occurs any time after the respective dates emission factors for construction would decrease as time passes due to emission regulations becoming more stringent. The construction equipment (see Table 2-10, *EBPSP Anticipated Construction Equipment*) is a reasonable approximation of the expected construction fleet as required by the CEQA Guidelines.

Table 2-9 Construction Duration

Phase	Construction Activity	Start Date	End Date	Days
1	Demolition	1/1/2027	2/18/2027	35
	Site Preparation	2/19/2027	3/18/2027	20
	Grading	3/19/2027	6/3/2027	55
	Building Construction	6/4/2027	6/30/2028	281
	Paving	1/8/2028	6/30/2028	125
	Architectural Coating	1/8/2028	6/30/2028	125
2	Demolition	7/1/2028	8/18/2028	35
	Site Preparation	8/19/2028	9/15/2028	20
	Grading	9/16/2028	12/1/2028	55
	Building Construction	12/2/2028	12/31/2029	281
	Paving	7/10/2029	12/31/2029	125
	Architectural Coating	7/10/2029	12/31/2029	125
3	Demolition	1/1/2030	2/18/2030	35
	Site Preparation	2/19/2030	3/18/2030	20
	Grading	3/19/2030	6/3/2030	55
	Building Construction	6/4/2030	6/30/2031	280
	Paving	2/11/2031	6/30/2031	100
	Architectural Coating	2/11/2031	6/30/2031	100

Table 2-10 EBPSP Anticipated Construction Equipment

Construction Activity	Equipment	Quantity	Hours
Demolition	Tractors/Loaders/Backhoes	6	8
	Excavators	2	8
	Other Material Handling Equipment	2	8
	Off-Highway Trucks	2	8
Site Preparation	Rubber Tired Dozers	3	8
	Crawler Tractors	4	8
Grading	Graders	4	8
	Excavators	2	8

Table 2-10 EBPSP Anticipated Construction Equipment

Construction Activity	Equipment	Quantity	Hours
	Rubber Tired Dozers	4	8
	Off-Highway Trucks	2	8
	Crawler Tractors	2	8
Building Construction	Forklifts	3	8
	Generator Sets	2	8
	Cranes	2	8
	Welders	2	8
	Tractors/Loaders/Backhoes	3	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	3	8

Operational Characteristics

Land Uses

The future occupants of the EBPSP land uses are currently unknown; however, the Specific Plan would provide a business park development positioned to attract a variety of business types and sizes with varying uses. Examples of uses envisioned for the area include employee-intensive office spaces, technology centers, research and development facilities, warehouse and distribution, and light manufacturing, as well as supporting commercial opportunities. Please refer to Table 5-1 of the EBPSP for a full list of permitted, conditionally permitted, and prohibited uses.

The open space areas of the EBPSP would provide public passive recreational opportunities for future employees and visitors through features such as pedestrian paths, gathering areas, turf areas, and botanical gardens. The park would be heavily landscaped, including forested areas, meadow areas, and open space lawn areas, consistent with the City's Grand Park Landscape Master Plan.

Estimated Traffic Generation, Water, and Energy Demand

Traffic Generation

During operations, employees, visitors, and vehicles hauling goods would travel to and from the Specific plan area on a daily basis. The EBPSP is anticipated to generate a net total of 9,596 two-way vehicle trip-ends per day with 848 AM peak hour trips and 1,096 PM peak hour trips (actual

vehicles) at buildout. The EBPSP is anticipated to generate a total of 11,458 Passenger Car Equivalent (PCE) trip ends per day with 945 AM PCE peak vehicle hour trips and 1,198 PM PCE peak hour vehicle trips (see Appendix K3).[3]

Water Demand

Total water demand of the EBPSP would be 573.8 acre feet per year (AFY). Of that total, 286.3 AFY would be potable water demand and 287.6 AFY would be recycled water demand (see Appendix L2).

Energy Demand

Throughout construction, total electricity usage from EBPSP construction-related activities is estimated to be approximately 886,886 kWh; construction equipment would consume an estimated total of 311,914 gallons of diesel fuel; approximately 269,810 gallons of fuel would be consumed related to construction worker trips; and approximately 214,130 gallons of fuel would be consumed related to construction vendor and hauling trips (see Appendix C5).

EBPSP facility operational energy demands are estimated to be 15,807,558 kWh per year; annual vehicular trips and related VMT generated by the operation of the EBPSP would result in a fuel demand of 4,213,944 gallons; emergency engine operation for maintenance and testing purposes would consume an estimated 2,070 gallons of diesel fuel per year; and on-site operational cargo handling equipment is estimated to consume approximately 51,071 gallons of fuel per year (see Appendix C5).

As discussed further in Section 3.8, *Greenhouse Gas Emissions*, the EBPSP would implement various energy efficiency measures including a rooftop solar energy system which would generate enough electricity to meet 45 percent of annual electricity needs, EV charging stations, installation of non-vehicular circulation facilities, water conservation measures, and the use of zero emission cargo handling equipment for a minimum of 50 percent of all operations. Please refer to Section 3.8, *Energy*, for a complete listing of all energy conserving measures to be implemented by the EBPSP.

PHASING

Specific Plan development would occur in phases, as shown on Figure 2-18, *EBPSP Conceptual Phasing Plan*. Phase A would develop business park uses in Planning Areas 3 and 6. Phase B would develop Planning Areas 2 and 5. Phase C would include Planning Areas 1 and 4. Phases D,

[3] PCE factors are applied to trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses.

E, and F would include the open space areas located north of new Public Street 'A' (Planning Areas 7, 8, and 9).

2.5 INTENDED USES OF THE SEIR

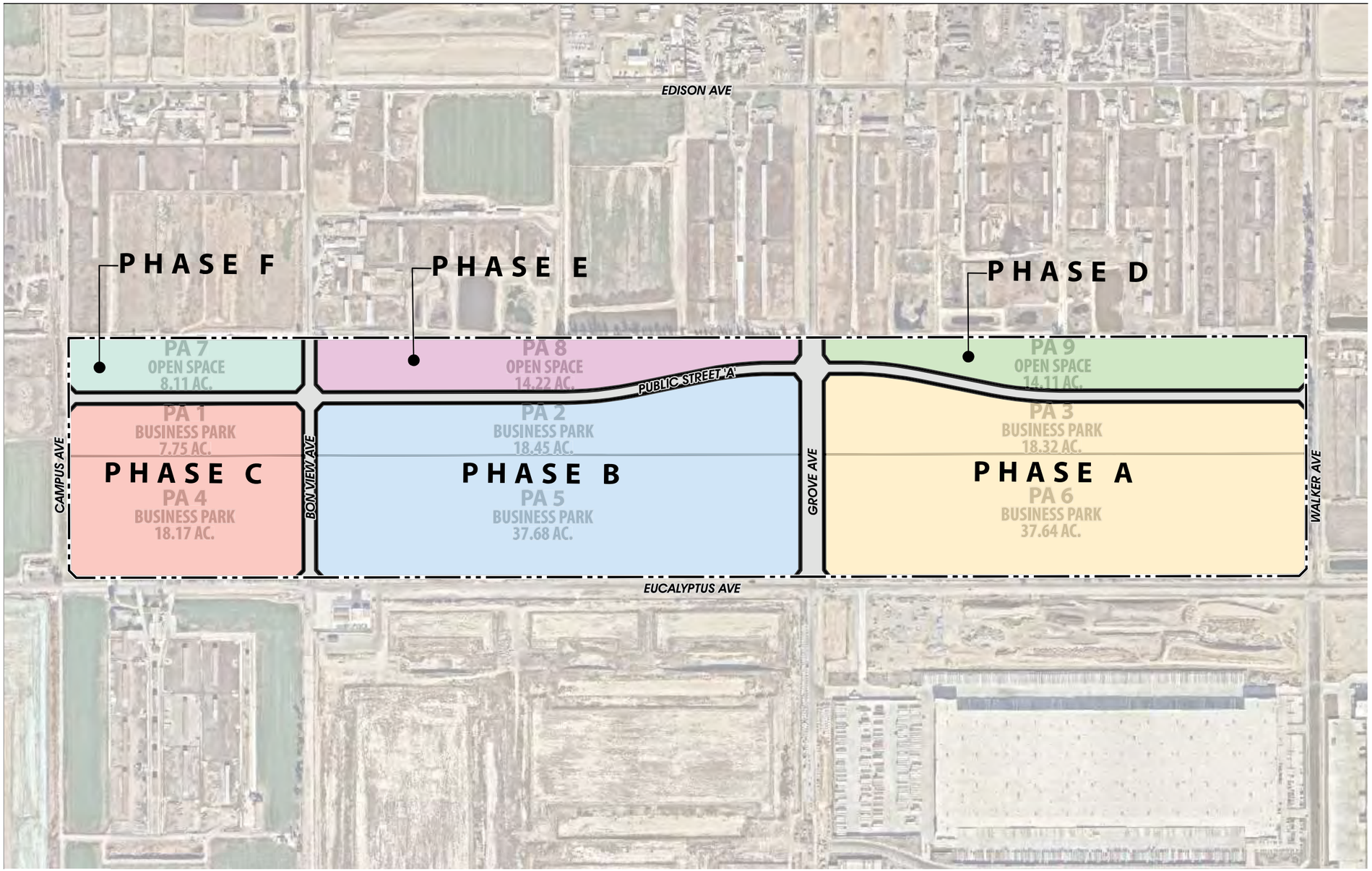
This Draft SEIR examines the program-level environmental impacts of the proposed project. This Draft SEIR also addresses various actions by the City of Ontario to approve and implement the proposed project. The proposed project will require adoption by the Ontario City Council. The Planning Commission and other decision-making bodies will review the proposed project and make recommendations to City Council. Though other agencies may be consulted during the project process, their approval is not required for adoption of TOP 2050 Policy Plan Amendment and EBPSP. Subsequent development under the proposed project may require approval of state or federal responsible or trustee agencies that rely on the programmatic/supplemental EIR for decisions in their areas of expertise. The anticipated discretionary actions required for this project are listed in Table 2-11, *Project Approvals Needed*.

Table 2-11 Project Approvals Needed

Lead Agency	Action
City of Ontario City Council	▪ Certification of the SEIR ▪ Adoption of the Policy Plan Amendment ▪ Adoption of the EBPSP ▪ Approval of the Cancelation of Williamson Act Contracts ▪ Approval of the EBPSP Development Agreement ▪ Approval of the EBPSP Tentative Parcel Map ▪ Adoption of the Findings of Fact and Statement of Overriding Considerations ▪ Adoption of the Mitigation Monitoring Program ▪ Adoption of any ordinances, guidelines, programs, actions, or other mechanisms that implement the Policy Plan Amendment and Specific Plan
Responsible Agencies	**Action**
Ontario International Airport–Inter Agency Collaborative (ONT-IAC) Technical Advisory Group	▪ For review of local airport-related policies
California Department of Forestry and Fire Protection (CAL FIRE)	▪ Review of the Safety Element for policies in state responsibility areas and very high fire hazard severity zones
California Department of Housing and Community Development	▪ For certification of the Housing Element

Figure 2-18

EBPSP Conceptual Phasing Plan



EBPSP Boundary
Phase A
Phase B
Phase C
Phase D
Phase E
Phase F

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 275 550 Feet

Source: T&B 2025

Date: 12/13/2025

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2.5.1 Related Review and Consultation Requirements

AB 52/SB 18 Tribal Consultation

Senate Bill 18. Government Code Sections 65352.3 and 65352.4 require local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to cultural places when creating or amending general plans, specific plans, and community plans. The formal notification is required to include a brief description of the proposed project and its location, lead agency contact information, and a notification that the California Native American tribe has 90 days to request consultation regarding potential impacts to tribal cultural resources.

Assembly Bill 52. Pursuant to Public Resources Code (PRC) Section 21080.3.1(d), a lead agency is required to provide formal notification of intended development projects to Native American tribes that have requested to be on the lead agency's list for receiving such notification. The formal notification is required to include a brief description of the proposed project and its location, lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation regarding potential impacts to tribal cultural resources.

The City of Ontario sent Tribal Consultation Request letters to the Native American contacts on August 19, 2025, in accordance with AB 52 and SB 18 (see Appendix M2).

2.6 REFERENCES

Ontario, City of. 2022, August. The Ontario Plan 2050 (TOP 2050) and Certified EIR. State Clearinghouse No. 2021070364.

Ontario, City of. 2010, January. The Ontario Plan Environmental Impact Report. State Clearinghouse No. 2008101140.

IEUA (Inland Empire Utilities Agency). 2026, January (accessed). Facilities. https://www.ieua.org/facilities/

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3. ENVIRONMENTAL ANALYSIS

This chapter examines the environmental setting of the proposed project, analyzes the effects of the proposed project and the significance of its impacts, and recommends mitigation measures to reduce or avoid impacts. This chapter has a separate section for each environmental topic.

The proposed project is analyzed for potential significant impacts in accordance with Appendix F, "Energy Conservation," and Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines. Environmental topics and their corresponding sections and abbreviations are:

3.1	Aesthetics (AES)	3.11	Land Use and Planning (LUP)
3.2	Agriculture and Forestry Resources (AGF)	3.12	Mineral Resources (MIN)
3.3	Air Quality (AIR)	3.13	Noise (NOI)
3.4	Biological Resources (BIO)	3.14	Population and Housing (POP)
3.5	Cultural Resources (CUL)	3.15	Public Services (PUB)
3.6	Energy (ENE)	3.16	Recreation (REC)
3.7	Geology and Soils (GEO)	3.17	Transportation (TRA)
3.8	Greenhouse Gas Emissions (GHG)	3.18	Tribal Cultural Resources (TCR)
3.9	Hazards and Hazardous Materials (HAZ)	3.19	Utilities and Service Systems (USS)
3.10	Hydrology and Water Quality (HYD)	3.20	Wildfire (WIL)

ORGANIZATION OF ENVIRONMENTAL ANALYSIS

To assist the reader with comparing information between environmental issues, each section is organized under the same major headings.

- **Regulatory Framework** offers an overview of applicable laws, regulations, plans, and policies relevant to each environmental topic.
- **Existing Conditions** offers a description of the existing environmental conditions, providing a baseline against which the impacts of the proposed project can be compared.
- **Standards for Analysis** refer to the quantitative or qualitative standards, performance levels, thresholds, or criteria used to evaluate whether an impact is significant. These standards are based primarily on the CEQA Guidelines unless otherwise noted. This section also provides an overview of key methods, assumptions, and considerations that inform the impact analysis.

- **Project Impact Analysis** provides a detailed discussion of the potential direct and indirect impacts of the proposed project. Mitigation measures are included as necessary.
- **Cumulative Impact Analysis** provides an overview of the geographic setting and cumulative projects considered in the cumulative impact assessment. Significant cumulative impacts are identified and mitigation measures are included as necessary.
- **References** are provided for information sources used in the development of the discussion.

LEVELS OF SIGNIFICANCE

The level of significance is identified for each impact in this Draft SEIR. Although the criteria for determining significance are different for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with CEQA and the CEQA Guidelines:

- **No impact.** The project would result in no adverse effect on the environment.
- **Less than significant.** The project would not exceed the established significance criteria.
- **Significant.** The project would exceed the established significance criteria. For each significant impact, the SEIR identifies mitigation measures to reduce, eliminate, or avoid the adverse effect. If one or more mitigation measures would reduce the impact to a less-than-significant level successfully, this is stated in the SEIR.
- **Significant and unavoidable.** The project would exceed the established significance criteria, and no feasible mitigation measures are available to reduce the impact to a less-than-significant level.

EVALUATION METHODOLOGY

Under CEQA, the decision as to whether an environmental effect should be considered significant is reserved to the discretion of the lead agency, based on substantial evidence in the record as a whole, including views held by members of the public. An ironclad definition of significant effect is not always possible because the significance of an activity may vary based on the setting. Pursuant to CEQA Guidelines Section 15064(b), the analysis in this Draft SEIR is based on scientific and factual data that has been reviewed by the lead agency and represents the lead agency's independent judgment and conclusions.

CEQA Baseline

This SEIR evaluates the impacts of the proposed project relative to the TOP 2050 for the Policy Plan Amendment and the Eucalyptus Business Park Specific Plan (EBPSP), as required by CEQA Guidelines Section 15162 and Section 15163.

PROPOSED PROJECT

The proposed project is the cumulative impacts of the Policy Plan Amendment, which also includes the Zoning amendments, and the EBPSP.

Policy Plan Amendment

The baseline for the proposed project is the current general plan, TOP 2050. Section 2.2.1, *The Ontario Plan 2050 (Approved Project),* and Figure 3-4, *Current TOP Land Use Plan*, show the existing land use designations for the City.

Specific Plan

The baseline for the EBPSP is the approved TOP 2050 land uses for the project site, which are Medium Density Residential (MDR), Mixed-Use (Eucalyptus/Chino Airport) (MU-BC),; and Open Space Parkland (OS-C). Buildout of the approved TOP 2050 for the EBPSP site would allow for up to 2,195 residential units and 1,632,143 square feet of non-residential land uses within the 189-acre project site (see Table 2-8, *EBPSP Current TOP 2050 Land Uses*).

Organization and Terminology

Chapter 3, *Environmental Analysis*, provides an impact discussion for each significance criteria in Appendix G, "Environmental Checklist Form," of the CEQA Guidelines. For each of these significance criteria, the impacts discussions have a separate headings for the Policy Plan Amendment and the Specific Plan. The following terminology in these impact discussions is used to refer to impacts of the individual project components:

- **Proposed Project**: The terminology "proposed project" is used throughout this SEIR to refer to the project as a whole, and includes the Policy Plan Amendment, the concurrent Zoning changes, and the EBPSP. The Policy Plan Amendment impact discussion uses this terminology because the land use changes of the Policy Plan Amendment are comprehensive and encompasses the land use changes associated with the EBPSP and the concurrent Zoning changes.
- **Policy Plan Amendment:** This term refers to the Policy Plan Amendment and the concurrent Zoning changes that implements the land use changes of the Policy Plan. The SEIR uses the term "Policy Plan Amendment" when referring specifically to the Policy Plan Amendments.

There are no separate impacts of the Zoning update since they are implementing the Policy Plan Amendment.

- **EBPSP or Specific Plan:** This term refers solely to components associated with the EBPSP.

Potential Effects of the Project on the Environment

The California Supreme Court concluded in *California Building Industry Association vs. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369 that "CEQA generally does not require an analysis of how existing environmental conditions will impact a project's future users or residents." The *CBIA vs. BAAQMD* ruling provided for several exceptions to the general rule where an analysis is warranted:

1. If the project would exacerbate existing environmental hazards (such as exposing hazardous waste that is currently buried).

2. If the project qualifies for certain specified exemptions (certain housing projects and transportation priority projects pursuant to Public Resources Code (PRC) Sections 21159.21 (f),(h); 21159.22 (a),(b)(3); 21159.23 (a)(2)(A); 21159.24 (a)(1),(3); or 21155.1 (a)(4),(6)).

3. If the project is exposed to potential noise and safety impacts due to proximity to an airport (pursuant to PRC sec. 21096).

4. School projects require specific assessment of certain environmental hazards (pursuant to PRC sec. 21151.8).

Therefore, the evaluation of the significance of project impacts under CEQA focuses on the potential impacts of the proposed project on the environment, including whether the proposed project may exacerbate any existing environmental hazards. Existing environmental hazards in the City of Ontario include, but are not limited to, seismic hazards, hazardous materials, and wildfire. Therefore, while the effects of these hazards on the proposed project are generally not subject to CEQA review according to *CBIA vs. BAAQMD*, a discussion of the project's potential to exacerbate these hazardous conditions is provided in Section 3.9, *Hazards and Hazardous Materials*, and Section 3.20, *Wildfire*, of this Draft SEIR.

Assumptions Regarding Cumulative Impacts

A cumulative impact consists of an impact created as a result of the project evaluated in the SEIR combined with other reasonably foreseeable projects. CEQA Guidelines Section 15130 requires an SEIR to discuss cumulative impacts of a project when the project's incremental effect is "cumulatively considerable." Cumulative effects could occur when future development

under the project is combined with development in the surrounding area or, in some instances, in the entire region.

Pursuant to CEQA Guidelines Section 15130(a)(3), where a cumulative impact is significant compared to baseline conditions, the analysis must address whether the project's contribution to the significant cumulative impact is "considerable." If the contribution of the project is considerable, the EIR must identify potentially feasible measures that could avoid or reduce the magnitude of the project's contribution to a less-than-considerable level. If the project's contribution is not considerable, it is considered less than significant, and no mitigation for the project's contribution is required.

CEQA Guidelines Section 15130(b)(1) states that the information used in the analysis of cumulative impacts should come from one or two sources:

A. A list of past, present, and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency; or

B. A summary of projections contained in an adopted local, regional, or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.

The cumulative impact analysis in this SEIR uses method No. 2. Consistent with Section 15130(b)(1)(B) of the CEQA Guidelines, this SEIR analyzes the environmental impacts of development in accordance with proposed project land use plan and addresses the cumulative impacts of development in Ontario and the larger Inland Empire region, as appropriate. In most cases, the potential for cumulative impacts is contiguous with the City boundary, since the City is the service provider for various services and public utilities. The San Bernardino Traffic Analysis Model+ (SBTAM+) was utilized to estimate vehicle miles traveled for the proposed project. Therefore, potential cumulative impacts related to traffic, air quality, and noise, which have the potential for impacts beyond the City boundaries, have been addressed using the SBTAM+, which accounts for growth in the region. Please refer to subsections in this chapter for a discussion of the cumulative impacts associated with development and growth in the City and region.

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3.1 AESTHETICS

This section of the Draft Supplemental Environmental Impact Report (SEIR) discusses the potential impacts to the visual character of the City of Ontario from implementation of TOP 2050 Policy Plan Amendment and the EBPSP (proposed project) compared to TOP 2050 (approved project) and impacts identified in the 2022 Certified EIR. This section includes a discussion of the qualitative aesthetic characteristics of the existing environment that would potentially be altered by the project's implementation and the consistency of the project with established relevant policies. Cumulative impacts related to aesthetics would be contiguous with the city boundaries.

3.1.1 Regulatory Framework

STATE

Caltrans Scenic Highway Program

In 1963, California's Scenic Highway Program was created to preserve and protect the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The state laws governing this program are in the Streets and Highways Code, Sections 260 to 2684, and Caltrans oversees the program. Caltrans defines a scenic highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. Suitability for designation as a State Scenic Highway is based on the following criteria described in Caltrans's Guidelines for Official Designation of Scenic Highways (Caltrans 2008):

- The State or county highway consists of a scenic corridor that is comprised of a memorable landscape that showcases the natural scenic beauty or agriculture of California; "vividness" is used to assess visual quality, and is the extent to which the landscape is memorable. This is associated with the distinctiveness, diversity and contrast of visual elements. A vivid landscape makes an immediate and lasting impression on the viewer.
- Existing visual intrusions do not significantly impact the scenic corridor; this is based on intactness (the integrity of visual order in the landscape and the extent to which the natural landscape is free from visual intrusions) and unity (the extent to which visual intrusions are sensitive to and in visual harmony with the natural landscape).
- Demonstration of strong local support for the proposed scenic highway designation.
- The length of the proposed scenic highway is not less than a mile and is not segmented.

LOCAL

City of Ontario Municipal Code

The Ontario Municipal Code contains regulations regarding historical preservation and general design guidelines that address the aesthetic aspects of residential, commercial, and industrial development:

- **Development Code, Chapter 5, Zoning and Land Use**, contains general development requirements and exceptions, standards related to development density, screening and setback requirements, signage, street lighting and tree planting, landscape and design, conformity with district regulations, mixed-use requirements, fences and walls, grading, height limitations, and lighting.
- **Development Code, Chapter 6, Development and Subdivision Regulations**, contains regulations for walls, fences, landscaping, public art, and property appearance. Generally, lighting shall be such as to provide general security while minimizing adverse impacts of light spillover.
- **Development Code, Chapter 7, Historic Preservation**, contains standards to safeguard the character and history of the City reflected in its unique culturally, historically, and architecturally significant structures and heritage; encourage the adaptive reuse of historic resources and enhance, perpetuate, and preserve architecturally and historically significant structures; and recognize historic resources and protect areas of historic structures from encroachment of incompatible designs.

3.1.2 Existing Conditions

POLICY PLAN AMENDMENT

Visual Character

From a regional perspective, Ontario is in a highly developed, urban/suburban area. Developed land uses (residential, commercial, industrial, agricultural, recreational, public, institutional, airport, and utility and transportation easements) are located throughout the City. The northern half of the City (north of Riverside Drive) is known as the Original Model Colony (OMC) and is a developed urbanized area. Undeveloped areas in the OMC are scattered small vacant parcels. The Ontario Ranch, south of Riverside Drive, has historically been flat and open, with dairies, poultry farms, and row crops; however, the Ontario Ranch is rapidly suburbanizing.

Visually, Ontario is a linear city with predominantly right-angle streets. The northern portion of the City is highly developed, urban/suburban, with a wide array of residential densities. The northwest portion of the City contains older, maturing residential developments, and the

northeast and eastern portion is dominated by planned industrial uses with commercial uses for support. The established neighborhoods are characterized by a mixture of traditional single-family residential uses with commercial land uses along major corridors and newer planned developments with subdivisions.

Bisecting the City from north to south is I-15, and I-10 and SR-60 traverse east to west. Also traversing the City from north to south is Ontario's most visually important arterial, Euclid Avenue, which reflects the City's historic past, extending to the historic homes and historically significant buildings in the downtown district of the City. Euclid Avenue between Philadelphia and I-10 is listed on the National Register of Historic Places and California Register of Historic Resources.

Landform

The City of Ontario is in the southwestern corner of San Bernardino County, south of the San Gabriel Mountains, in the upper Santa Ana Valley. The City is situated on a broad alluvial fan that extends from the southern flank of the San Gabriel Mountains and dips gradually southward to the confluence of San Antonio Channel, Cucamonga Channel/Mill Creek, and the Santa Ana River at the Prado Dam Flood Control Basin in Riverside County. Elevation ranges from 1,150 feet above mean sea level in the northwest portion to 650 feet above mean sea level in the south-central portion of the City.

Recent (quaternary) alluvium underlies the entire valley. The western portion of the City is underlain by young alluvial-fan deposits. The eastern portion is primarily underlain by young eolian (wind driven) deposits with small areas of young alluvial-fan deposits, artificial fill, and young alluvial-valley deposits. The City is bisected by very young alluvial fan and very young wash deposits associated with the Cucamonga Creek Channel.

Natural Features

Biological resources have been largely removed or modified throughout the City. The northern half of the City is developed and urbanized with a few vacant parcels. Native habitats and vegetation communities are virtually absent throughout the northern portion of Ontario. Turf, weeds, nonnative grasses, and nonnative trees and plants are present throughout developed areas of the City. The southern half of the City, known as the Ontario Ranch, has historically been agriculture and rural but is rapidly suburbanizing. The area had been extensively altered from natural conditions to primarily agricultural use. The area supports ruderal vegetation, including nonnative grasses and forbs.

The dominant scenic resource in Ontario is the San Gabriel Mountain range to the north, visible from the Upper Santa Ana River. Other prominent scenic resources are the Jurupa Mountains and the San Bernardino Mountains to the east, the Santa Ana Mountains to the south, and the Chino Hills to the southwest.

Scenic Vistas and Corridors

The City is served by three freeways: I-10, I-15, and SR-60. I-10 and SR-60 traverse the northern and central portion of the City, respectively, in an east-west direction. I-15 traverses the northeastern portion of the City in a north-south direction. These segments are not officially designated scenic highways by Caltrans, and there are no officially designated scenic highways in Ontario (Caltrans 2025); however, the Euclid Avenue corridor and the Mission Boulevard corridor are the primary scenic corridors in Ontario. Euclid Avenue is a grand boulevard with a wide landscaped median along its length. The median is used for public activities and civic events, such as festivals and music concerts. Visually, Euclid Avenue is the most defining corridor in the City and is designated on the National Register of Historic Places and the California Register of Historic Resources. Mission Boulevard has a wide landscaped median and runs east-west immediately south of Ontario International Airport (ONT).

The City's physical setting lends opportunities for many views of the community and surrounding natural features, including panoramic views of the San Bernardino and San Gabriel Mountains and stretches of open space and undeveloped land south of Riverside Drive. Scenic vistas can be viewed from an extensive system of formal and informal trails that afford recreational, commercial, and scenic opportunities for the community. The majority of planned trails are throughout the Ontario Ranch. Current trails in urbanized portions of the City are limited to flood control channels and other informal trails.

SPECIFIC PLAN

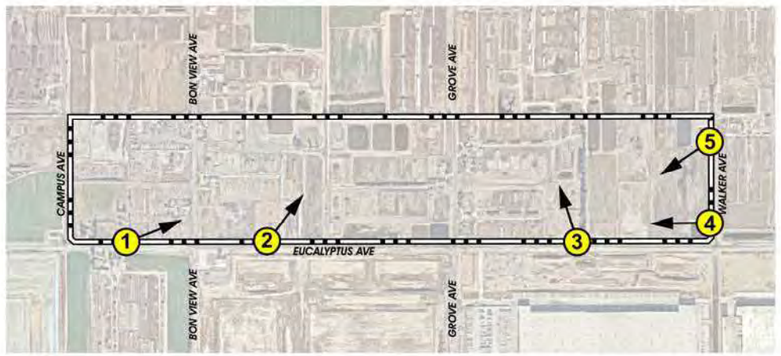
Site Character

The majority of the Specific Plan area is currently utilized as active dairy facilities including dry lots, milking parlors, feed storage facilities and associated residential uses. Other land uses include storage and minor maintenance of semi-trailer trucks, storage and distribution of krill oil and soy sauce, tire storage, and small animal keeping.

The site is relatively flat and generally slopes to the south with variable topography on-site in the form of berms, fill material stockpiles, and a water retention basin. The site has been subjected to roughly a century of anthropogenic disturbances associated with these historic and ongoing land uses (Appendix D). The natural vegetation and soil conditions that once occurred throughout the Specific Plan area have been significantly altered through agricultural uses, leaving little or no native vegetation. Figure 3.1-1, *EBPSP Site Photos*, provides representative visual depictions of the site's visual characteristics.

Figure 3.1-1

EBPSP Site Photos



EBPSP Boundary

Photo Location and Direction (5)











2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

Source: T&B 2025

Date: 12/12/2025

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Surrounding Land Uses

As illustrated in Figure 3.1-2, *EBPSP Surrounding Land Uses*, land uses surrounding the Specific Plan area include:

North: Dairy farms and residences, similar to existing land uses within the Specific Plan area, are located northerly adjacent to the site.

South: Eucalyptus Avenue borders the Specific Plan area to the south, beyond which are industrial/business park uses, a fire station, and a dairy farm/residence.

East: Dairy farms and residences are located to the east of the site, across Walker Avenue.

West: Additional dairy/agricultural uses are located to the west of the site, across Campus Avenue.

Scenic Resources

The Specific Plan area is located within a relatively flat valley floor surrounded by rugged hills and mountains. The site does not contain any scenic resources, such as buildings or landscaping of aesthetic value, or any landforms of visual interest.

Major scenic resources in Ontario that contribute to scenic vistas include the San Gabriel Mountains to the north of the City. The San Gabriel Mountains are located approximately 12 miles north of the Specific Plan area. The lower elevations of the San Gabriel Mountains are partially obscured from public viewing areas abutting the Project site by existing buildings and agricultural operations. Views of the upper elevations of the San Gabriel Mountains can also sometimes be obscured from the Specific Plan area and its surroundings during hazy conditions that are common to the Inland Empire Area. Other prominent scenic resources in Ontario are the Jurupa Mountains and the San Bernardino Mountains to the east, the Santa Ana Mountains to the south, and the Chino Hills to the southwest.

There are no officially designated or eligible State scenic highways in Ontario. The nearest officially designated/eligible State scenic highway is State Route 142 located approximately 5.2 miles west of the Specific Plan area (Caltrans 2025). The Euclid Avenue corridor (located approximately one-half mile to the west of the Specific Plan area) and the Mission Boulevard corridor (located approximately 4 miles to the north of the Specific Plan area) are the primary scenic corridors in Ontario. Mission Boulevard has a wide landscaped median and runs east-west immediately south of Ontario International Airport. Euclid Avenue is a grand boulevard with a wide landscaped median along its length. The median is used for public activities and civic events, such as festivals and music concerts.

Light and Glare

Artificial light is associated with the evening and nighttime hours, and sources may include streetlights, illuminated signage, and vehicle headlights. Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass or reflective materials, and, to a lesser degree, from broad expanses of light-colored surfaces. Glare can also be produced during evening and nighttime hours by artificial light directed toward a light-sensitive land use.

Under existing conditions, the Specific Plan area contains sources of artificial, exterior lighting including building-mounted fixtures, streetlights, vehicle headlights, and lighting from surrounding developed properties.

3.1.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that, "except as provided in Public Resources Code Section 21099," the proposed project would result in a significant aesthetic impact if it would:

a) Have a substantial adverse effect on a scenic vista.

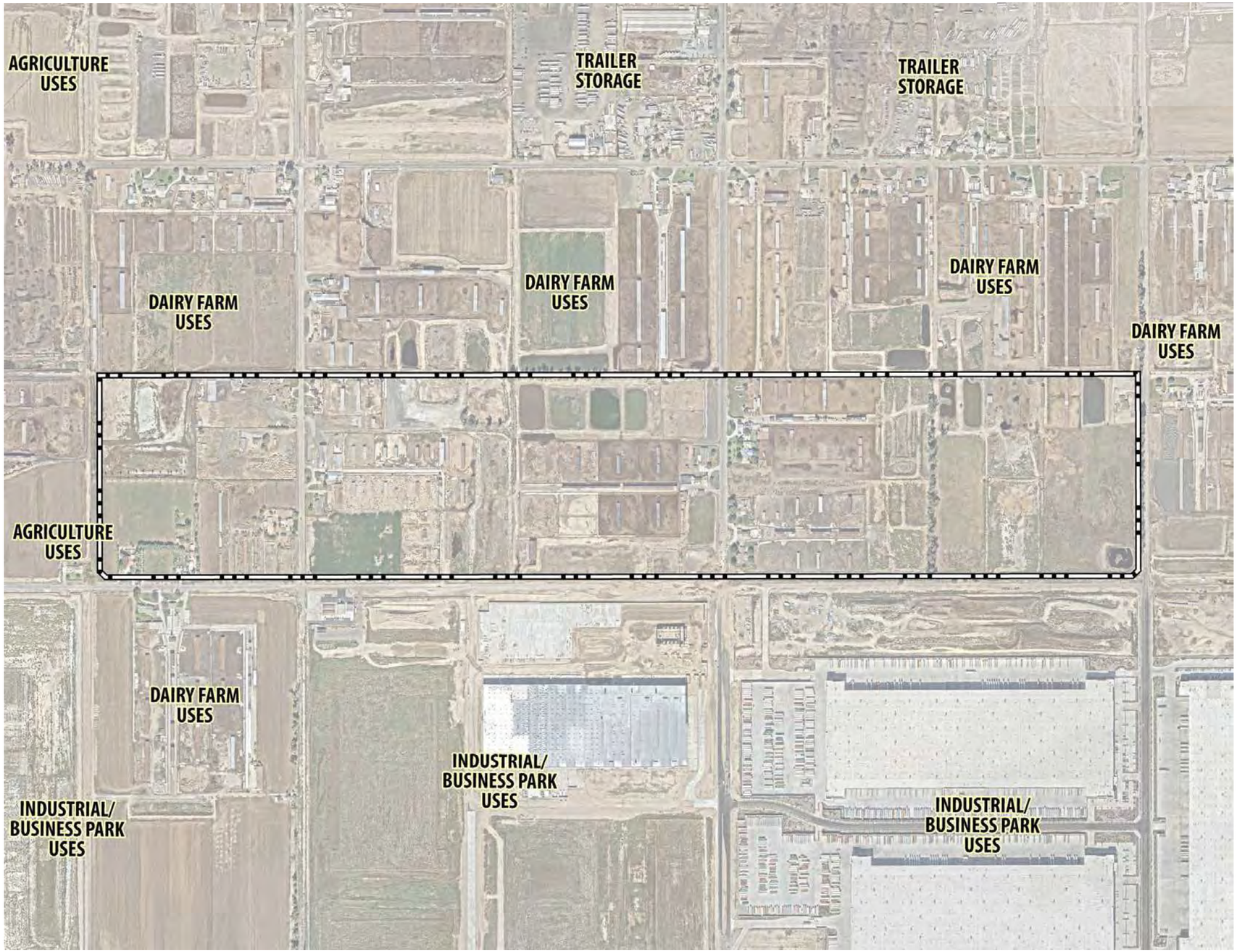
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) In an urbanized area, if the project would conflict with applicable zoning and other regulations governing scenic quality.

d) Expose people on- or off-site to substantial light or glare, which would adversely affect day or nighttime views in the area.

Figure 3.1-2

EBPSP Surrounding Land Uses



EBPSP Boundary

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 300 700 Feet

Source: T&B 2025

Date: 02/24/2026

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3.1.4 Relevant New and Modified General Plan Policies

The proposed project does not include new or modified policies relevant to Aesthetics.

3.1.5 Environmental Impacts

2022 CERTIFIED EIR

The Certified EIR concluded that the approved project would not substantially obstruct views of the San Gabriel Mountains, the City's most prominent scenic resource. Ontario does not contain or adjoin a State-designated scenic highway. The closest is State Route 142, 5 miles west of the city limits; therefore, the approved project would have no impact on State scenic highways. The Certified EIR found that future development would be subject to the City's Development Code, which would ensure less than significant impacts for visual quality and scenic quality. New development would introduce additional light sources, particularly in Ontario Ranch; however, impacts would be less than significant with adherence to the City's lighting standards. In summary, the Certified EIR concluded that aesthetic impacts were less than significant or no impact.

PROPOSED PROJECT

a) Would the project have a substantial adverse effect on a scenic vista?

Scenic vistas generally provide visual access or panoramic views to a large geographic area. Panoramic views are usually associated with vantage points over a section of urban or natural areas that provide a geographic orientation not commonly available. Examples of scenic or panoramic views might include an urban skyline, valley, mountain range, large open space, the ocean, or other bodies of water. As described in Section 3.1.2, *Existing Conditions*, the San Gabriel Mountains are the most prominent scenic vista in or around Ontario.

The Certified EIR concluded that the approved project would not substantially alter scenic vistas in the City, as proposed growth is primarily concentrated in undeveloped areas interspersed in existing residential areas.

Policy Plan Amendment

The City of Ontario does not designate scenic vistas. The proposed project would increase the number of housing units, non-residential square feet, employment, and population in comparison to the approved project, as shown in Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*, in Chapter 2, *Project Description*.

Increased development under the policy plan amendment would occur within the City limits and already urbanized areas of the City. The proposed project would alter the allowable type or intensity of land use on their properties as well as land use changes required to improve land use compatibility, maintain compliance with state laws, uphold long-term planning goals, and plan for a cohesive land use pattern that repositions the southwest portion of the City as a central business center. Additionally, the proposed project would include alterations to the mixed-use areas to create new district "District Place Type" that would define a vision for new mixed-use areas, primarily near the Ontario Field (ONT Field); however, these changes would improve land use compatibility near the Ontario Sports Empire and would not affect scenic quality within the City.

Accordingly, the proposed project would not result in significant impacts to scenic corridors. Similarly, the scale and design of the City under the proposed project would not deter views of the San Gabriel Mountains. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and impacts identified in the Certified EIR.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The City of Ontario does not designate scenic vistas; however, Policy CD-1.5 of the TOP 2050 Policy Plan requires all north-south streets be designed and developed to feature views of the San Gabriel Mountains. The Policy goes on to state that views should be free of visual clutter, such as billboards, and may be enhanced by framing with trees.

Four north-south streets would be improved as part of the Specific Plan. The segments of Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue that abut the Specific Plan area would all be improved with landscaped parkways and sidewalks. Grove Avenue would also feature a landscaped median, which is a continuation of the median previously established as part of the existing development located to the south. Streetscape landscaping would include a combination of evergreen and deciduous trees, shrubs, and groundcovers acting to reinforce views of the San Gabriel Mountains. Additionally, Chapter 6, *Design Guidelines*, of the EBPSP includes reference to Signage Guidelines to ensure aesthetically pleasing (and non-intrusive) signage within the site.

Based on the preceding, the Specific Plan would not have a substantial adverse effect on a scenic vista, and would be implemented consistent with Policy CD-1.5 of TOP 2050. Impacts in this regard would be less than significant.

The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact AES-1: Implementation of the proposed project would not substantially alter scenic vistas in Ontario.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant aesthetic impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

b) Would the project substantially degrade the view from a scenic highway, including, but not limited to, trees, rock outcroppings, and historic buildings?

The Certified EIR identified that the approved project would have no impact on State scenic highways.

Policy Plan Amendment

The Euclid Avenue corridor and the Mission Boulevard corridor are the primary scenic corridors in Ontario; however, these are not identified as State-designated scenic highways, and Ontario does not have any State scenic highways through or in the vicinity of the City (Caltrans 2025). The closest designated State scenic highway is a portion of State Route 142 in Chino Hills, approximately 5 miles west of the Ontario City limit. Increased development under the policy plan amendment would occur within the city limits and already urbanized areas of the City. The proposed project would alter the allowable type or intensity of land use on their properties as well as land use changes required to improve land use compatibility, maintain compliance with state laws, uphold long-term planning goals, and plan for a cohesive land use pattern that repositions the southwest portion of the city as a central business center. As such, the proposed project would have no impact on State scenic highways.

The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project. Therefore, **no impact** would occur.

Policy Plan Amendment Significance without Mitigation: No impact.

Specific Plan

The City of Ontario is served by three freeways: I-10, I-15, and SR-60. I-10 and SR-60 traverse the northern and central portion of the City, respectively, in an east–west direction. I-15 traverses the northeastern portion of the City in a north–south direction. None of these segments are designated as scenic highways. The nearest officially designated State scenic highway is State Route 142 located approximately 5 miles west of the Specific Plan area (Caltrans 2025). The Specific Plan area is not visible from State Route 142 due to intervening topography and development. As such, the EBPSP would not substantially damage scenic resources within a state scenic highway. No impact would occur.

No impacts related to scenic resources within a State scenic highway were identified within the 2022 Certified EIR. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, **no impact** would occur.

Specific Plan Significance without Mitigation: No impact.

Impact AES-2: Implementation of the proposed project would not alter scenic resources within a State scenic highway.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant aesthetic impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

c) In nonurbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? *(Public views are those that are experienced from publicly accessible vantage* point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The Certified EIR concluded that while buildout in accordance with the approved project would alter the visual appearance of the City, it would not substantially degrade the existing visual character or quality of the site and its surroundings. An "urbanized area," as defined by CEQA Section 21071, is an incorporated city that either has a population of at least 100,000 persons,

or if the population of that city and not more than 2 contiguous incorporated cities combined equals at least 100,000 persons. As described in Chapter 2, *Project Description*, of the Draft SEIR, the population of Ontario was approximately 184,404 as of 2025 (see also Table 3.14-1). Therefore, this impact analysis addresses whether, for an urbanized area, the proposed project would conflict with zoning or other regulations governing scenic quality.

Policy Plan Amendment

The proposed project modifies the land-use pattern and updates related Policy Plan elements while maintaining the overall planning and regulatory framework established by the approved project.

The 2022 Certified EIR and TOP 2050 included goals and policies to ensure that new development would be compatible with the existing community (Policy LU-2.6) and would be of quality design (Policies CD-2.1 through CD-2.9). The Community Design Element includes policies to ensure that the urban environment is appealing (Policies CD 3.2, CD-3.3, and CD-3.5) and to preserve the historic neighborhood character (Policy CD-4.2). Adherence to the Land Use Element and Community Design Element policies described above would reduce visual impacts.

Additionally, the proposed project would not change any regulations for scenic quality, and future development under the proposed project would still be required to adhere to the City's Development Code, which, as described in Section 3.1.1, *Regulatory Background*, includes general development requirements for density, screening and setback, signage, landscaping, lighting, height limitations, and other aspects related to the aesthetics of the City.

The proposed project would alter the allowable type or intensity of land use on their properties as well as land use changes required to improve land use compatibility, maintain compliance with state laws, uphold long-term planning goals, and plan for a cohesive land use pattern that repositions the southwest portion of the City as a central business center. Additionally, the proposed project would include alterations to the mixed-use areas to create a new district—"District Place Type"—that would define a vision for new mixed-use areas, primarily near the ONT Field. These changes would improve land use compatibility near the Ontario Sports Empire and would not affect scenic quality within the City. Because the Policy Plan Amendment is an overriding planning document for the City, and because it is intended to improve consistency with existing regulations and conditions, the proposed project would not have a significant impact with respect to being inconsistent with policies or regulations governing scenic quality. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

According to CEQA Guidelines Section 15387, urban areas mean a central city or group of contiguous cities with a population of 50,000 or more, together with adjacent densely populated areas having a population density of at least 1,000 persons per square mile. The City encompasses 50 square miles and has a population of 184,404 (DOF 2025). As such, the potential impacts under this threshold are assessed based on whether the EBPSP would conflict with applicable zoning and other regulations governing scenic quality.

As part of the Policy Plan Amendment being processed in conjunction with the EBPSP, new designations would be processed for the Specific Plan area. The Policy Plan land use designation would be changed from Medium Density Residential (with an Affordable Housing Overlay) (MDR-AH), Mixed Use (with an Affordable Housing Overlay) (MU-BC-AH), and Open Space – Parkland (OS-R) to Business Park (BP) and Open Space – Parkland (OS-R). A Consistency Analysis of the Policy Plan's Community Design Element policies was prepared and included as Table 3.11-3, *EBPSP Policy Plan Consistency Analysis*. As demonstrated, the Specific Plan would be consistent with the City's policies governing scenic quality, including Policies CD1-4 and CD1-5 which require the enhancement of transportation and view corridors, Policies CD2-1, CD2-5, CD2-8, and CD2-9, which require safe and attractive architecture and design, and Policies CD5-1 and CD5-2 which address ongoing maintenance of facilities and infrastructure.

The City of Ontario's Zoning Map designates the Specific Plan area's zoning as Specific Plan (SP) with an Agricultural (AG) overlay and an Affordable Housing AH Overlay. Upon adoption of the EBPSP zoning of the site would become Specific Plan – EBPSP.

The Specific Plan establishes Development Regulations and Design Guidelines to guide future development within the site through regulations for architecture, lighting, signage, landscape, streetscape, and entries and monuments. The City would review and approve future development proposals for conformance with the Specific Plan and the City's Development Code to ensure scenic quality and visually compatible development prior to issuance of building permit.

Conformance with EBPSP Development Regulations and Design Guidelines, as well as the City's Development Code would minimize the potential for implementation of the Specific Plan to adversely affect scenic resources or result in development that would conflict with applicable zoning and other regulations governing scenic quality. Impacts in this regard would be less than significant.

The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **Less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact AES-3: Implementation of the proposed project would not conflict with zoning or other regulations governing scenic quality.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant aesthetic impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

d) Would the project expose people on- or off-site to substantial light or glare which would adversely affect day or nighttime views in the area?

The Certified EIR concluded that development the approved project would result in new sources of light or glare, but with adherence to the design standards of the City of Ontario Development Code impacts were less than significant.

Sources of light and glare in the City include building lighting (interior and exterior), security lighting, sign illumination, ballfield lighting, and parking-area lighting. These sources are mostly associated with residential, commercial, and industrial uses and the larger community parks in the more developed areas of the City. Other sources of nighttime light and glare include streetlights, vehicular traffic along surrounding roadways, and ambient lighting from surrounding communities.

Policy Plan Amendment

New development would generate new sources of light and glare through increased urbanization and densification of the city, affecting day or nighttime views. Sources of light include nighttime street and building illumination, security lighting, nighttime traffic, and lighting associated with construction activities. Lighting introduced to undeveloped and open space areas has the potential to impact visual quality of the nighttime sky.

Like the approved project, the proposed project would result in additional sources of light or glare; however, the City of Ontario Development Code contains standards addressing lighting through its design policies. Adherence to the design standards of the City of Ontario Development Code would ensure that light and glare from new developments would be minimized and that significant impacts would not occur. Compared to the approved project, the proposed project does not introduce substantial new sources of light and glare, and impacts

would be less than significant. Therefore, the proposed project would not result in new or substantial increase in magnitude of impacts compared to the approved project and this impact is **less than significant**.

Significance without Mitigation: Less than significant.

Specific Plan

Existing sources of artificial, exterior lighting associated with on-site uses include building-mounted fixtures, streetlights, vehicle headlights, and lighting from surrounding developed properties.

New lighting introduced to the Specific Plan area would be subject to the requirements of the Specific Plan's Development Regulations and Design Guidelines for lighting. In this regard, Section 6.7 of the EBPSP requires lighting to be shielded, diffused or indirect, to avoid glare to pedestrians or motorists. In addition, lighting fixtures are required to be selected and located to confine the area of illumination and minimize light spillage to surrounding properties. Lighting that could be mistaken for airport lighting in the eyes of pilots of aircraft using the nearby Chino Airport (CNO) or Ontario International Airport (ONT) would be prohibited.

Future development lighting plans would be subject to review and approval by the City's Planning Department and Ontario Police Department (pursuant to the City's Building Security Ordinance). Conformance with applicable glare provisions of the Airport Land Use Compatibility Plans for the nearby CNO and ONT would also be required prior to issuance of building permits.

With respect to glare, a majority of building materials within the Specific Plan would consist of tilt-up concrete panels. Secondary materials would include natural or fabricated stone, and fire-resistant or synthetic wood siding, which are low reflective materials. Windows would be clear or lightly tinted with subtle reflectivity; highly reflective or silver-tinted glass would not be allowed. Glare effects would be further minimized by required setbacks and buffered by landscaping.

The EBPSP requires building roofs to be designed to accommodate solar photovoltaic (PV) systems. Rooftop PV panels are produced by numerous manufacturers with a variety of specifications and the exact configuration and specifications will be determined in conjunction with each building's architectural design in the future. Regardless, industry standard rooftop PV panels exhibit low reflectivity due to anti-reflective coatings and the industry objective of maximizing absorption rather than reflection. Because rooftop panels are mounted at shallow angles and generally face the sun's path, any potential glare would be directed upward rather than horizontally toward roadways or sensitive viewers. Public vantage points are at-grade, substantially below the rooftop plane, limiting opportunities for direct reflection of glare towards sensitive receivers.

Based on the preceding, implementation of the Specific Plan would not result in a significant source of light or glare that would adversely affect daytime or nighttime views, and impacts would be less than significant.

The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Significance without Mitigation: Less than significant.

Impact AES-4: Buildout of the proposed project would generate additional light and glare, which would be minimized through adherence to the City of Ontario Development Code.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant aesthetic impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

3.1.6 Cumulative Impact Analysis

Proposed Project

The CEQA Guidelines define a "cumulative impact" as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (CEQA Guidelines Section 15355). Cumulative impacts related to aesthetics would be contiguous with the City boundaries. Cumulative projects in Ontario would have the potential to result in a cumulative impact to aesthetic resources if, in combination, they would result in the removal or substantial adverse change of one or more features that contribute to the valued visual character or image of a neighborhood, community, State scenic highway, or localized area, such as a designated landmark, historic resource, trees, or rock outcropping. The land use changes of the Policy Plan Amendment are comprehensive and encompasses the land use changes associated with the EBPSP and the concurrent Zoning changes. Therefore, cumulative impacts for the proposed project are described below.

Scenic Vistas and Scenic Resources

The City of Ontario does not designate scenic vistas. Growth within the City of Ontario could affect scenic vistas and specific scenic resources. Policy CD-1.5 of TOP 2050 ensure that views of

the San Gabriel Mountains are preserved. Development under the proposed project would be subject to goals, policies, and regulations intended to minimize impacts associated with the proposed project to less than significant levels, the proposed project's contribution to cumulative impacts would not be cumulatively considerable. Therefore, cumulative impacts related to scenic vistas and scenic resources would be less than significant.

Visual Character and Quality

Growth anticipated in Ontario would fundamentally alter the visual character and quality of certain areas. However, because development under the proposed project would be subject to goals, policies, and regulations intended to minimize visual impacts to less than significant levels, the proposed project's contribution to cumulative impacts would not be cumulatively considerable. Therefore, cumulative impacts related to visual character and quality would be less than significant.

Light and Glare

The construction and operation of cumulative projects in Ontario could introduce new sources of light and glare from development and redevelopment requiring nighttime lighting—such as security lighting in commercial areas—or from buildings constructed with reflective materials like large expanses of glass. Glare impacts are typically localized and not cumulative in nature; therefore, a significant cumulative impact related to glare would not occur. Furthermore, development under the proposed project would be required to comply with the City's Development Code, which includes standards to minimize lighting impacts. As a result, light and glare impacts associated with the proposed project would be reduced to less than significant levels, and the proposed project's contribution to cumulative impacts would not be cumulatively considerable.

Impacts of the proposed project would be less than cumulatively considerable. Therefore, this impact is **less than significant**.

Cumulative Impacts: The proposed project's contribution to cumulative aesthetic impacts would not be cumulatively considerable.

3.1.7 References

Caltrans (California Department of Transportation). 2008. Scenic Highway Guidelines.

Caltrans. 2025, November 10 (accessed). California State Scenic Highway System Map. https://www.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa.

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ELMT Consulting. 2025. *Biological Resources Assessment for the Proposed Eucalyptus Business Park Specific Plan Located in the City of Ontario, San Bernardino County, California.* ELMT Consulting.

Ontario, City of. 2022. *The Ontario Plan Environmental Impact Report*. State Clearinghouse No. 2021070364. https://www.ontarioplan.org/environmental-impact-report/.

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3.2 AGRICULTURE AND FORESTRY RESOURCES

This section of the Draft Supplemental Environmental Report (SEIR) discusses the potential impacts from the loss of agricultural resources associated with TOP 2050 Policy Plan Amendment and EBPSP (proposed project) compared to the TOP 2050 (approved project) and impacts identified in the 2022 Certified EIR.

There were several comment letters received in response to the NOP related to Agricultural, Forestry Resources. The relevant issues raised in those comment letters are addressed throughout this section. For a summary of the comment letters, refer to Table 1-1 in Chapter 1, *Introduction*, or see Appendix A for the full comment letters.

3.2.1 Regulatory Framework

STATE

California General Plan Law

The California Government Code (Section 65302(d)) requires the general plan to include an open space and conservation element for the conservation, development, and utilization of natural resources—including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. The conservation element must consider the effect of development on natural resources that are on public lands.

In October 2017, the state legislature passed SB 732, which authorizes a city to develop an agricultural land component of the open space element or a separate agricultural element in its general plan. For local governments that choose this option, the bill authorizes the Department of Conservation (DOC) to award grants, bond proceeds, and other assistance provided the element meets certain requirements.

Farmland Mapping and Monitoring Program

The California Natural Resources Agency is charged with restoring, protecting, and maintaining the State's natural, cultural, and historical resources. Within it, the California DOC provides technical services and information to promote informed land use decisions and sound management of the State's natural resources. DOC manages the Farmland Mapping and Monitoring Program, which supports agriculture throughout California by developing maps and statistical data for analyzing land use impacts to farmland. About every 2 years, the program publishes a field report for each county in the state. The field report categorizes land by agricultural production potential and according to the following classifications:

- **Prime Farmland** has the best combination of physical and chemical features able to sustain long-term agricultural production. Prime Farmland has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agriculture production at some time during the 4 years prior to the mapping date.

- **Farmland of Statewide Importance** is similar to Prime Farmland, but with minor shortcomings, such as steeper slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the 4 years prior to the mapping date.

- **Unique Farmland** consists of lesser quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been farmed at some time during the 4 years prior to the mapping date.

- **Farmland of Local Importance** includes all farmable land not meeting the definitions of "prime farmland," "farmland of statewide importance," and "unique farmland." This includes land that is or has been used for irrigated pasture, dryland farming, confined livestock or dairy facilities, aquaculture, poultry facilities, and dry grazing. It also includes lands previously designated by soil characteristics as "prime farmland," "farmland of statewide importance," and "unique farmland" that has since become idle.

- **Grazing Land** is the land on which the existing vegetation is suited to the grazing of livestock.

- **Confined Animal Agriculture** lands include poultry facilities, feedlots, dairy facilities, and fish farms. In some counties, confined animal agriculture is a component of the farmland of local importance category.

- **Nonagricultural and Natural Vegetation** includes heavily wooded, rocky, or barren areas; riparian and wetland areas; grassland areas that do not qualify for grazing land due to their size or land management restrictions; small water bodies; and recreational water ski lakes. Constructed wetlands are also included in this category.

- **Semi-Agricultural and Rural Commercial Land** includes farmstead, agricultural storage and packing sheds, unpaved parking areas, composting facilities, equine facilities, firewood lots, and campgrounds.

- **Vacant or Disturbed Land** includes open field areas that do not qualify for an agricultural category, mineral and oil extraction areas, off road vehicle areas, electrical substations, channelized canals, and rural freeway interchanges.

- **Rural Residential Land** includes residential areas of one to five structures per 10 acres.

- **Urban and Built-Up Land** is occupied by structures with a building density of at least one unit per 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential structures, industrial structures, commercial structures, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment structures, and water control structures.
- **Water** is used to describe perennial water bodies with an extent of at least 40 acres.

California Land Conservation Act (Williamson Act)

The California Land Conservation Act of 1965, known as the Williamson Act, conserves agricultural and open space lands through property tax incentives and voluntary restrictive land use contracts administered by local governments under State regulations. Private landowners voluntarily restrict their land to agricultural and compatible open space uses under minimum 10-year rolling term contracts, with counties and cities also acting voluntarily. In return, restricted parcels are assessed for property tax purposes at a rate consistent with their actual use, rather than potential market value. Nonrenewal status is applied to Williamson Act contracts that are within the 9-year termination process, during which the annual tax assessment for the property gradually increases.

Forestland and Timberland Protection

State regulations such as the Forest Taxation Reform Act of 1976 and the Z'berg-Nejedly Forest Practice Act of 1973 (California Forest Practice Act) provide for the preservation of forest lands from encroachment by other, incompatible land uses and for oversight of the management of forest practices and forest resources.

Public Resources Code Section 12220(g)

Public Resources Code Section 12220(g) defines "forest land" for the purposes of CEQA. According to the Code, "forest land" is land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water-quality, recreation, and other public benefits.

Government Code Section 51104(g)

The California Timberland Productivity Act of 1982, like the Land Conservation Act, was passed to encourage the production of timber resources. Government Code Section 51104(g) defines "Timber," "Timberland," and "Timberland Production Zone" for the purposes of CEQA and "Timberland Preserve Zone," which may be used in city and county general plans.

- **"Timber"** means trees of any species maintained for eventual harvest for forest production purposes, whether planted or of natural growth, standing or down, on privately or publicly owned land, including Christmas trees, but does not mean nursery stock.

- **"Timberland"** means privately owned land, or land acquired for State forest purposes, which is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, and which is capable of growing an average annual volume of wood fiber of at least 15 cubic feet per acre.

- **"Timberland Production Zone"** or **"TPZ"** means an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h). With respect to the general plans of cities and counties, "Timberland Preserve Zone" means "Timberland Production Zone."

County boards of supervisors may designate areas of timberland preserve, referred to as Timberland Production Zones, which restrict the land's use to the production of timber for an initial 10-year term in return for lower property taxes.

REGIONAL

San Bernardino County Policy Plan

The San Bernardino Countywide Plan (Policy Plan) contains goals and policies to support agricultural uses. The Natural Resources Element includes policies to preserve important farmlands; encourage compatible agricultural uses; work with agencies to reduce soil erosion, improve soil quality, and address pest management; and encourage the conservation of forestlands and natural habitats in the county. Other policies encourage viable agricultural uses through land use regulation, Williamson Act contracts, tax incentive programs, and other land use programs (San Bernardino County 2020).

LOCAL

City of Ontario Municipal Code

The City of Ontario Municipal Code contains regulations pertaining to agricultural resources in the City, including:

- **Ontario Development Code, Chapter 5, Zoning and Land Use, Division 5.01.005, Establishment of Base Zoning Districts, Section F, Overlay Zoning Districts.** The purpose of the AG (Agriculture) Overlay Zoning District is to accommodate the continuation of agricultural uses in the city on an interim basis and to allow for the establishment of general agricultural uses, such as dairies, within certain areas of concentrated agricultural use.

3.2.2 Existing Condition

POLICY PLAN AMENDMENT

Regional Agriculture and Farmland

Table 3.2-1, *San Bernardino County 2016–2018 Farmland Conversion*, presents information from the 2018 California Farmland Conversion Report summarizing farmland conversion in San Bernardino County.

Table 3.2-1 San Bernardino County 2016–2018 Farmland Conversion

Land Use Category	2016 Acreage	2018 Acreage	Acres Lost	Acres Gained	Net Acreage Changed
Prime Farmland	11,323	10,887	770	334	-436
Farmland of Statewide Importance	5,770	5,568	453	251	-202
Unique Farmland	2,738	2,700	67	29	-38
Farmland of Local Importance	561	546	12	0	-12
Important Farmland Subtotal	**20,392**	**19,704**	**1,302**	**614**	**-688**
Grazing Land	898,633	897,398	2,230	995	-1,235
Agricultural Land Subtotal	**919,025**	**917,102**	**3,532**	**1,609**	**-1,923**

DOC 2016.

Between 2016 and 2018, the latest data available from the California DOC, the County of San Bernardino experienced a net loss of 688 acres (20,392 acres to 19,704 acres) of Important Farmland and an increase of 2,027 acres of new Urban and Built-Up land (DOC 2018). Generally, agricultural land is in decline because more-stringent environmental regulations are causing dairies to relocate out of the region, resulting in a continued decline in the long-term viability of agricultural operations in southern Ontario. Land uses surrounding the City mostly support residential, commercial, and industrial uses, with minimal agricultural land parcels dispersed intermittently.

Local Agriculture and Farmland

Table 3.2-2, *Existing Farmland in Ontario*, presents information from the latest California DOC Farmland Mapping and Monitoring Program for farmland in the City of Ontario. Existing

farmland in Ontario is shown on Figure 3.2-1*, Important Farmland*. There are 7,513 acres of farmland remaining in Ontario.

Table 3.2-2 Existing Farmland in Ontario

Land Use Category	Acres
Prime Farmland	1,688.36
Farmland of Statewide Importance	45.76
Unique Farmland	261.81
Farmland of Local Importance	0
Grazing Land	700.04
Other Land	4,816.88
Total Farmland in Ontario	**7,512.85**

Source: DOC 2020.

Original Model Colony

Historically, the northern portion of the City was farmed with grapes, citrus, olives, and other fruit tree crops; however, the Original Model Colony (OMC) has mostly replaced agricultural land uses with residential, commercial, and industrial land uses. Limited agriculture land uses are currently permitted in areas zoned for Residential-Agricultural (AR), Residential Estate (RE), Public Facility (PF), Open Space (OS), Commercial (C-1 to C-4), and Industrial (M1 to M3) land uses, though these zoning designations are not intended for large-scale farming/agricultural operations. As shown in Figure 3.2-1, very little farmland remains in the OMC.

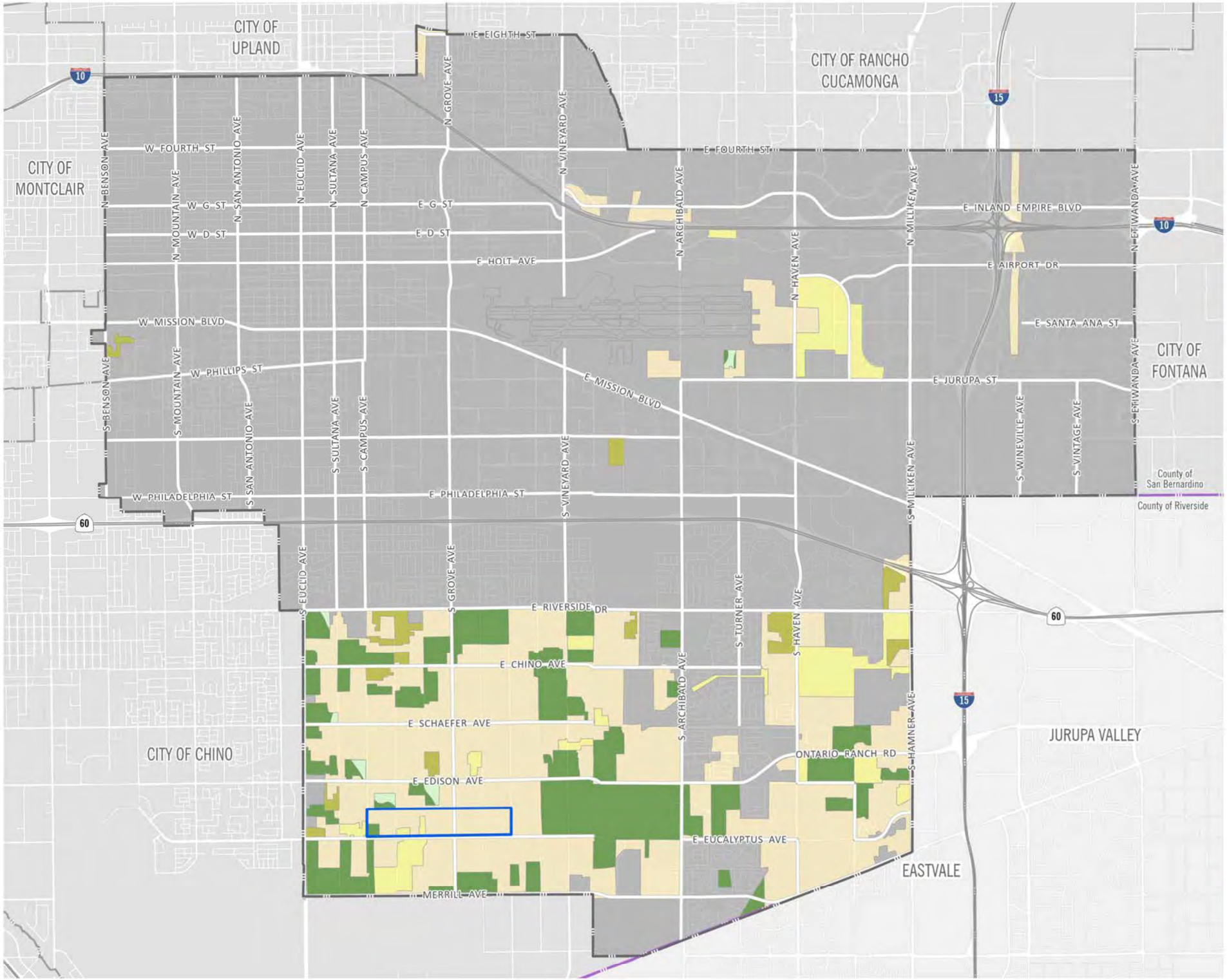
Ontario Ranch

The Ontario Ranch area covers 8,200 acres of the former 14,000-acre San Bernardino Agricultural Preserve, which was historically used for dairy or cattle farming. The Agricultural Preserve was divided and incorporated into the cities of Chino, Chino Hills, and Ontario in 1999, and the City of Ontario named its portion the “New Model Colony” (now Ontario Ranch). Until the mid-1990s, southern Ontario was part of the San Bernardino County Dairy Preserve.

The change of land use from agricultural to nonagricultural has mostly been due to increasing population, which has put pressure on cities in southern California to turn Important Farmland into uses that would support residential, economic, and employment needs. Dairies and farms in Ontario have also found that they are outcompeted by dairies and farms in the Central Valley, so they have either converted their land to more productive, nonagricultural uses or they have left Ontario for the Central Valley.

Figure 3.2-1

Important Farmland



- EBPSP Boundary
- Ontario City Boundary
- County Boundary
- Developed Land
- Prime Farmland
- Farmland of Local Importance
- Farmland of Statewide Importance
- Grazing Land
- Unique Farmland
- Other Land

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: CADOC (Dept of Conservation) 2020 Date: 12/10/2025

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Agricultural Preserve Lands

In 1988, California voters approved Proposition 70, which allocated $20 million to San Bernardino County for the permanent acquisition and preservation of agricultural lands in the Chino Agricultural Preserve. The County used these funds to purchase 366.55 acres across 9 nonadjacent parcels in the Chino Agricultural Preserve, which included parcels in what is now Ontario Ranch. The Southern California Agricultural Land Foundation (SCALF) managed 200 acres of farmland within Ontario Ranch through a 1988 Park Bond Act with San Bernardino County. In 2010, Senate Bill 1124 was passed and allowed San Bernardino County to sell or exchange the properties as long as the proceeds were used to purchase replacement property for agricultural preservation, community gardens, or wildlife habitat. The City of Ontario is not a participant in the San Bernardino County Proposition 70 implementation. The County of San Bernardino deed restrictions remain in effect until either a conservation easement is recorded or until the County of San Bernardino sells or exchanges the property.

Purchase of Agricultural Easements Programs

Purchase of Agricultural Conservation Easement (PACE) programs compensate property owners for keeping their land available for agriculture. Typically, PACE programs consider soil quality, threat of development, and future agricultural viability when selecting farms for protection. They are usually administered by state or local governments but may also be operated by private conservation organizations.

The City of Ontario and San Bernardino County do not currently operate a PACE program for loss of farmland in the City or County. City of Ontario Resolution No. 2010-003, adopted by the City on January 27, 2010, found that that the replacement of agricultural resources off-site, including via establishment of conservation easements or preserves, would, given the lack of viability of such mitigation in the City, only be possible in parcels in another part of the state. The Resolution found that “such distant mitigation would not reduce impacts because these mitigation parcels could have no bearing or relationship on the loss of agricultural lands within the City and this mitigation strategy would cause no net change in Important Farmland conversion within the state because new Important Farmland cannot be created.”

California Land Conservation Act (Williamson Act)

The Ontario Ranch has areas that are currently agriculture preserves under contract with San Bernardino County through the Williamson Act of 1965 (see Table 3.2-3, *Remaining Agricultural Preserves in Ontario*). The preservation of agricultural land through Williamson Act contracts today in Ontario is meant to discourage premature and unnecessary conversion to urban uses. Once the Ontario Ranch annexed to the City, the City of Ontario became the administrating entity for the Williamson Act contracts. Under the Act, either the landowner or the planning jurisdiction (the City) has the ability to submit the property for nonrenewal. Property owners in this area with Williamson Act contracts have filed for nonrenewal because of the declining

profits from agriculture in the area and the potential development of these lands with nonagricultural uses. Current nonrenewed contracts would expire between 2027 and 2033. Current Williamson Act areas in the City of Ontario are shown in Figure 3.2-2, *Williamson Act Lands*.

Table 3.2-3 Remaining Agricultural Preserves in Ontario

Land Use Category	Acres
Active	308.24
Expires 2027	275.5
Expires 2028	93.4
Expires 2033	23.2
Total	700.34

Source: Ontario 2025.

Forest Land and Timberland

The City of Ontario contains no forest land or timberland that could fall under the definition of forest land per California Public Resource Code Section 12220(g).

SPECIFIC PLAN

Agricultural Resources

The existing zoning of the site is EBPSP with an Agricultural Overlay and Affordable Housing Overlay, indicating the site's anticipated transition to urban uses. Under existing conditions, the majority of the Specific Plan area supports remnant pasture crop fields and cattle stockyards, residences, and inactive agricultural land. None of the Specific Plan parcels are San Bernardino County Agricultural Preserve Lands.

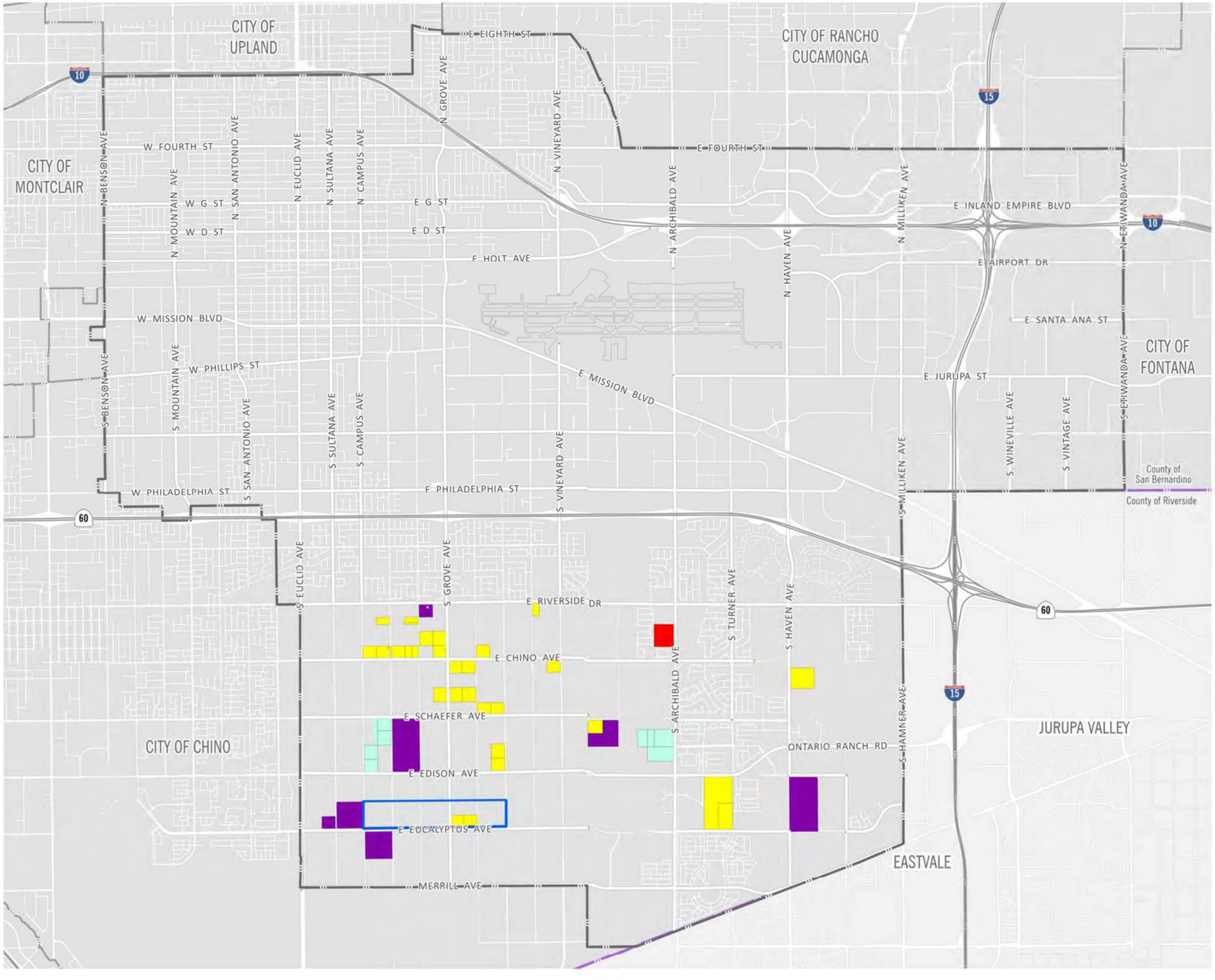
The majority of the Specific Plan area (170.72 acres) is mapped as "other land," but small portions of grazing land (11.62 acres), and Prime Farmland (6.6 acres) are located on-site (DOC 2022). Please refer to Figure 3.2-3, *EBPSP Farmland Map*. Two parcels within the Specific Plan area have an active Williamson Act contract in place (APNs: 0216-231-01 and 0216-321-07).

Forestry and Timberland Resources

The City of Ontario does not contain forest land or timberland. The Specific Plan area is not zoned for forestry uses, nor is any on-site vegetation associated with forest land. Therefore, there are no forest or timberland resources within the Specific Plan area.

Figure 3.2-2

Williamson Act Land



EBPSP Boundary
Ontario City Boundary
County Boundary
Parcels with Williamson Act Contract Expires
Active
2027
2028
2033

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: City of Ontario, 2025
Date: 12/10/2025

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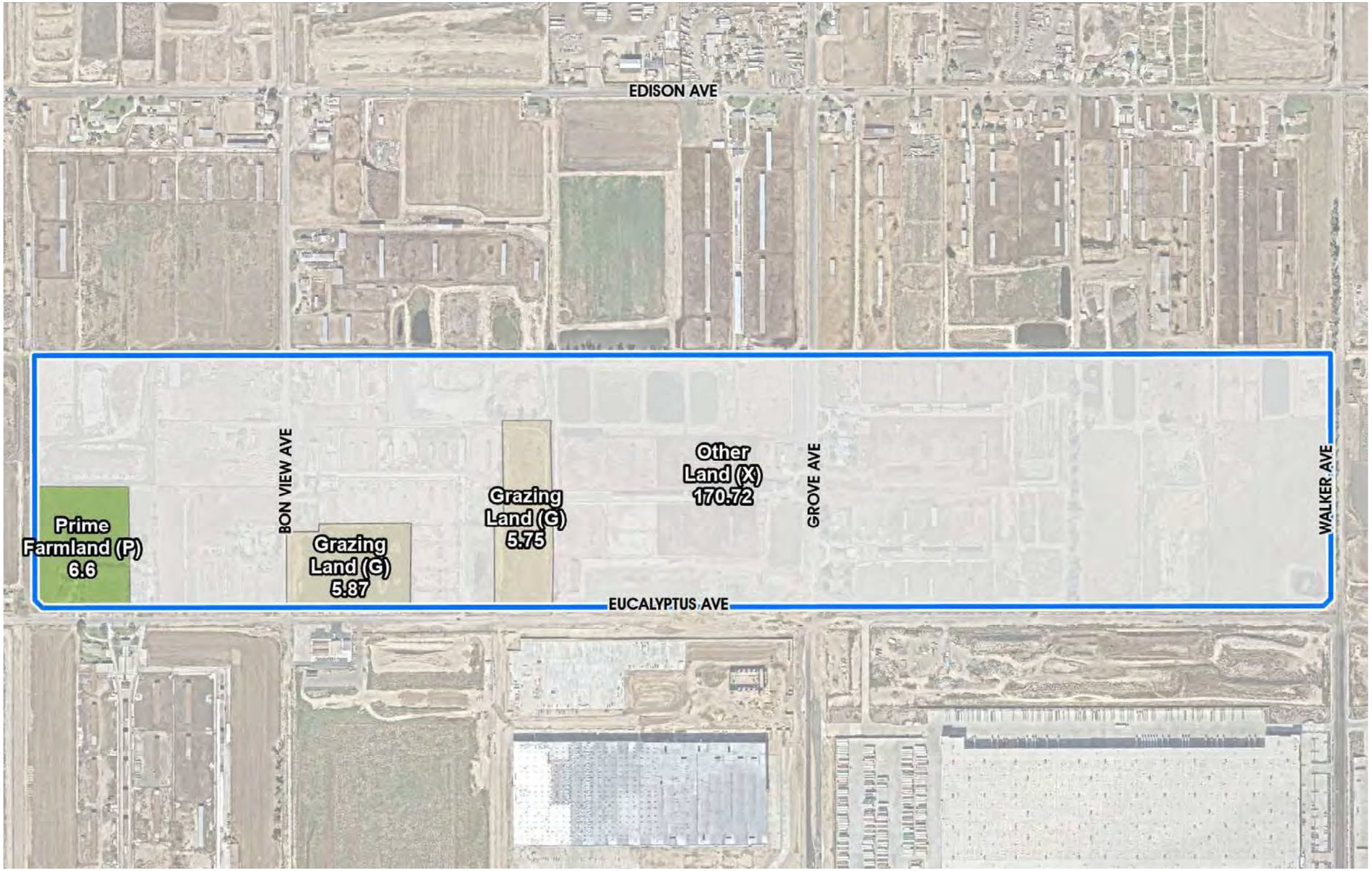
Figure 3.2-3

EBPSP Farmland Map



EBPSP Boundary

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 300 600 Feet

Source: T&B 2026

Date: 03/03/2026

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3.2.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that,

> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

The proposed project would result in a significant impact to agricultural and forestry resources if it would:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.

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

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).

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

e) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of farmland to nonagricultural use or conversion of forest land to non-forest use.

METHODOLOGY

Documentation of current area conditions as well as maps available from the Department of Conservation (California Important Farmland Finder) and the City of Ontario (Zoning Map, Status of Williamson Act Contracts Map) were reviewed to assess the potential impacts to agriculture and forestry resources.

3.2.4 Relevant New and Modified General Plan Policies

The proposed project includes modifications to the following TOP 2050 policy for agricultural resources.

- **ER-5.4 Transition of Farms.** We protect both existing farms and sensitive uses around them as agricultural areas transition to urban uses. When uses transition from agricultural to urban uses, we do not require replacement farmland, nor do we require the dedication or preservation of agricultural land outside of our city.

3.2.5 Environmental Impacts

2022 CERTIFIED EIR

The 2022 Certified EIR identified that the approved project would not result in impacts to agricultural or forest resources. The approved project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use because the City no longer designates land for agricultural use under TOP 2050. Similarly, the approved project would not conflict with zoning for agricultural use or land under Williamson Act contracts because remaining contracts would still be subject to expiration or cancellation before development. The approved project would not conflict with zoning for forest land, timberland, or Timberland Production Zones, and no such designations exist in the City. Additionally, the approved project would not indirectly induce the conversion of farmland or forest land outside the City. In summary, the Certified EIR concluded that impacts to agricultural and forest resources would either result in no impact or remain less than significant.

PROPOSED PROJECT

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The 2022 Certified EIR concluded that the City of Ontario's land use plan no longer designates agricultural land uses in the City; therefore, TOP 2050 would not convert Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to nonagricultural uses and would have no impact on land zoned for the purpose of agricultural uses. The 2010 Ontario Plan Certified EIR concluded that buildout of the City would result in significant and unavoidable impacts to Prime Farmland, Unique Farmland, and Farmland of Statewide Importance because it converted all of the then-existing land under these categories to residential, commercial, mixed-use, and industrial land uses (Ontario 2010). Existing agricultural uses have been allowed to persist as nonconforming uses.

Policy Plan Amendment

In accordance with CEQA Guidelines Section 15163, the Draft SEIR evaluates the potential impacts from the change in land use designations and policies of the current TOP 2050 compared to the Policy Plan Amendment. Consistent with the TOP 2050, the City of Ontario no longer designates agricultural land uses within the City. While there is currently agricultural use in the Ontario Ranch, the planning framework to convert the land to nonagricultural land already occurred as a result of adoption of the current TOP 2050 in 2010, and prior to that as a result of annexation of the New Model Colony in 1999 from the County of San Bernardino. The proposed project would not result in any additional conversion of agricultural land in Ontario compared to the approved project.

The proposed project would redesignate land currently designated for residential to business park, increase residential densities, and allow mixed uses within developed areas, primarily on land in Ontario Ranch that is currently used for agricultural purposes. In addition, new mixed-use designations would be added for land surrounding the Ontario Sports Empire to align with recreational uses currently under development. Although the proposed project would increase residential densities and allow mixed uses in areas currently used for agricultural purposes and designated as Prime Farmland within the City, the land use plan no longer designates agricultural land uses and would not convert land from Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural uses. Therefore, the proposed project would have no impact on land zoned for agricultural purposes, and this impact would be **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As shown in Figure 3.2-3, the majority of the Specific Plan area (170.72 acres) is mapped as "other land," but small areas of grazing land (11.62 acres) and Prime Farmland (6.6 acres) are located on-site (DOC 2022). The City of Ontario no longer has land designated for agricultural use. The 2010 Ontario Plan Certified EIR concluded that buildout of the City would result in significant and unavoidable impacts to Prime Farmland, Unique Farmland, and Farmland of Statewide Importance because it converted all of the then-existing land under these categories to residential, commercial, mixed-use, and industrial land uses (Ontario 2010). Subsequently, the 2022 Certified EIR concluded that, because the City of Ontario's land use plan no longer designates agricultural land uses, TOP 2050 would not result in farmland impacts that were not previously disclosed. On this basis, the 2022 Certified EIR concluded that no impacts to farmland would result. Existing agricultural uses have been allowed to persist as non-conforming uses. The City adopted the Agricultural Overlay Zoning District in Section 9-1.2700 of the Ontario Municipal Code and Section 6.01.035.C.1 of the Development Code, which allows for the continuation of agricultural uses until development is approved for the Ontario Ranch subareas.

Impacts associated with the loss of farmland within the City were previously analyzed and disclosed as part of the 2010 Certified EIR. The 2022 Certified EIR did not identify further impacts regarding farmland. Similarly, implementation of the EBPSP, including the conversion of grazing land and Prime Farmland to a non-agricultural use, would not result in impacts not already previously disclosed. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact AGF-1: The proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in Ontario to nonagricultural use.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant agricultural and forestry impacts and therefore no mitigation measures were identified in the 2022 Certified EIR. The 2010 Certified EIR found that overall continuation of agriculture in Ontario Ranch is likely not feasible given the social pressures on these areas to meet the increasing population, and also because agricultural uses in this area are being driven out by competition from operations in other sectors. In addition,

many of the support services that dairies rely on, including feed/hay for the cattle, have also closed.

New Mitigation Measures

Implementation of the proposed project, including the conversion of grazing land and Prime Farmland to a non-agricultural use, would not result in impacts not already previously disclosed. No mitigation is required.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The 2022 Certified EIR determined that buildout of the approved project would have resulted in the cancellation or nonrenewal of Williamson Act contracts within the City. The 2022 Certified EIR would not result in further impacts to Williamson Act lands, impacts would be less than significant.

Policy Plan Amendment

The City of Ontario no longer designates agricultural land uses in the City. There are existing Williamson Act contracts in the City, as shown in Figure 3-2.2, and any land held in a Williamson Act contract would have to be filed for nonrenewal, and the contract would have to be allowed to expire before any development occurs on it. Because buildout of the proposed project would result in the cancellation or nonrenewal of Williamson Act contracts, consistent with the approved project, the proposed project would not result in further impacts to Williamson Act lands.

Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant

Specific Plan

Two parcels within the Specific Plan area have an active Williamson Act contract in place (APNs: 0216-231-01 and 0216-321-07). An application to cancel the contract is required to be submitted to the City. The existing zoning of the site is Specific Plan with an Agricultural Overlay and Affordable Housing Overlay. The Agricultural Overlay was developed to allow for the continuation of agricultural uses until development is approved for the Ontario Ranch subareas. Eventual removal of the Agricultural Overlay was anticipated in the 2022 Certified EIR.

As such, the EBPSP would not result in impacts not already previously disclosed. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact AGF-2: The proposed project would not result in conflicts with existing zoning for agricultural use or a Williamson Act contract.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant impacts, and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

The proposed project would not result in conflicts with existing zoning for agricultural use or a Williamson Act contract. No mitigation is required.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

The 2022 Certified EIR determined there are no land use designations or zoning for forest land, timberland, or timberland zoned Timberland Production in the City of Ontario, and impacts were less than significant.

Policy Plan Amendment

Consistent with the 2022 Certified EIR, there are no land use designations or zoning for forest land, timberland, or timberland zoned Timberland Production in the City of Ontario. Consequently, the proposed project would not conflict with existing zoning for forest land, timberland, or timberland zoned Timberland Production. Therefore, there is no land in Ontario that would be considered forest land. Consequently, implementation of the proposed project would not result in loss or conversion of timberland to non-forest uses, and **no impact** would occur. The proposed project would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: No impact

Specific Plan

There are no land use designations or zoning for forest land, timberland, or timberland zoned Timberland Production in the City of Ontario. The existing zoning of the site is Specific Plan with

an Agricultural Overlay and Affordable Housing Overlay. The EBPSP would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland production. Therefore, **no impacts** would occur.

Similarly, the 2022 Certified EIR did not identify any impacts regarding conflicts with zoning for forest land or timberland related uses. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: No impact

Impact AGF-3: The proposed project would not conflict with existing zoning for forest land, timberland, or timberland zoned Timberland Production.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant agriculture and forestry impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

The proposed project would not conflict with existing zoning for forest land, timberland, or timberland zoned Timberland Production. No mitigation is required.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

The 2022 Certified EIR determined that there are no land use designations or zoning for forest land in the City of Ontario and there were no impacts.

Policy Plan Amendment

Consistent with the Certified EIR, there are no land use designations or zoning for forest land in the City of Ontario. Consequently, the proposed project would not conflict with existing zoning for forest land. There is no land in Ontario that would be considered forest land and implementation of the proposed project would not result in loss or conversion of forest land to non-forest uses. **No impact** would occur. The proposed project would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: No impact.

Specific Plan

The City of Ontario does not contain any forest land or timberland that could fall under the definition of forest land per California Public Resource Code Section 12220(g). As such, no forestry resources are located within the Specific Plan area or in the immediate vicinity. The EBPSP would have **no impact** in this regard.

Similarly, the 2022 Certified EIR did not identify any impacts regarding the loss or conversion of forest land. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: No impact.

Impact AGF-4: No forest land would be affected by the proposed project.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No forest land would be affected by the proposed project. No mitigation is required.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to nonagricultural use or conversion of forest land to non-forest use?

The 2022 Certified EIR concluded that because the City of Ontario's land use plan no longer designates agricultural land uses in the City, the TOP 2050 would not convert Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to nonagricultural uses and would have no impact on land zoned for the purpose of agricultural uses.

The 2022 Certified EIR determined that there are no land use designations or zoning for forest land in the City of Ontario and there were no impacts.

Policy Plan Amendment

Consistent with the 2010 TOP and the TOP 2050, the City of Ontario no longer designates agricultural land uses. While the proposed project would redesignate some areas currently used for agricultural activities, these sites are not zoned or designated for agricultural purposes.

Accordingly, the proposed project would not result in the conversion of farmland to nonagricultural uses, and this impact would be **less than significant**.

Similarly, TOP 2050 does not identify any land use designations or zoning for forest land within the City. As a result, the proposed project would not conflict with existing zoning for forest land. Because no forest land exists within the City of Ontario, the proposed project would not result in the loss or conversion of forest land to non-forest uses, and this impact would be **less than significant**. The proposed project will not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Less than significant

Specific Plan

Although the majority of the Specific Plan area is currently used for agricultural purposes, the zoning of the site is Specific Plan, denoting the site's eventual transition to more urban uses. All former agriculture areas in the City are now designated for nonagricultural uses. As previously discussed, impacts associated with the conversion of agricultural areas were disclosed as part of the 2010 Ontario Plan Environmental Impact Report. The 2010 Certified EIR identified significant and unavoidable impacts to agricultural resources because buildout would result in all agricultural areas being converted to nonagricultural uses, and because buildout would lead to cancellation or expiration of Williamson Act contracts (Ontario 2010).

Since impacts were analyzed and disclosed as part of the 2010 Certified EIR, the 2022 Certified EIR did not identify any further impacts related to the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use, and concluded that impacts would be less than significant. EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

There is no forest land located within the City; therefore, the Specific Plan would not result in conversion of forest land to non-forest use. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant

Impact AGF-5: The proposed project would not involve other changes that would result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use that have not been previously disclosed.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant agricultural or forestry resource impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

The proposed project would not involve other changes that would result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use that have not been previously disclosed. No mitigation is required.

3.2.6 Cumulative Impact Analysis

Proposed Project

The land use changes of the Policy Plan Amendment are comprehensive and encompasses the land use changes associated with the EBPSP and the concurrent Zoning changes. Therefore, cumulative impacts for the proposed project are described below.

Mapped Important Farmland, Williamson Act Contracts, and Agricultural Zoning

The 2022 Certified EIR determined that cumulative impacts related to agricultural resources would be less than significant since impacts would not exceed those already discussed in the previous document. Since the City of Ontario no longer includes agricultural zoning, implementation of the proposed project would not result in agricultural resource impacts that would combine with impacts in San Bernardino County to result in significant, cumulative impacts. Similarly, although the EBPSP would result in the conversion of 6.6 acres of Prime Farmland and the cancellation of a Williamson Act contract, impacts would not be new or more severe than those previously disclosed. As such, as determined by the 2022 Certified EIR, these impacts are not considered cumulatively considerable.

Forest Resources

The City of Ontario does not have any forest resources or timberland; therefore, no significant cumulative impact to forest resources would occur, and impacts would not be cumulatively considerable. Therefore, this impact is **less than significant**.

Cumulative Impacts: Implementation of the proposed project would not result in significant cumulative impacts to agricultural and forestry resources.

3.2.7 References

DOC (Department of Conservation). 2018. San Bernardino South 2018 Important Farmland Map.

DOC. 2022. California Important Farmland Finder. https://maps.conservation.ca.gov/DLRP/CIFF/.

DOC. (2025). Williamson Act Enrollment Finder. https://maps.conservation.ca.gov/dlrp/WilliamsonAct/.

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Ontario, City of. 2023. Williamson Act Status Map. https://content.ontarioca.gov/sites/default/files/2025-01/williamson_act%20status%20map%20Dec%202023.pdf.

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3.3 AIR QUALITY

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential for the TOP 2050 Policy Plan Amendment and EBPSP (proposed project) to impact air quality in comparison to the current TOP (approved project) and impacts identified in the 2022 Certified EIR. This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (South Coast AQMD). The analysis focuses on air pollution from regional emissions and localized pollutant concentrations.

Criteria air pollutant emissions modeling for the Policy Plan Amendment is in Appendix C1. The operational HRA for changes to the City's truck routes is Appendix C2. The analysis for the EBPSP is based on the EBPSP Air Quality Technical Study in Appendix C3 and the EBPSP Health Risk Assessment in Appendix C4 of this SEIR.

Two comment letters were received in response to the NOP related to air quality impacts. The relevant issues raised in those comment letters are addressed throughout this section. For a summary of the comment letters, refer to Table 1-1 in Chapter 1, *Introduction*, or see Appendix A for the complete comment letters.

Terminology

The following are definitions for terms used throughout this section.

- **AAQS:** Ambient Air Quality Standards that define clean air, established to protect the health of sensitive communities.
- **CES:** CalEnviroScreen, a mapping tool that helps identify the California communities most affected by many sources of pollution, and where people are often especially vulnerable to pollution's effects.
- **Concentrations:** The amount of pollutant material per volumetric unit of air. Concentrations are measured in parts per million (ppm), parts per billion (ppb), or micrograms per cubic meter ($\mu g/m^3$).
- **Criteria Air Pollutants:** Those air pollutants specifically identified for control under the Federal Clean Air Act (currently six: carbon monoxide, nitrogen oxides, lead, sulfur oxides, ozone, and particulates).
- **DPM:** Diesel particulate matter, exhaust from trucks, buses, trains, ships, and other equipment with diesel engines, containing a mixture of gases and solid particles.
- **Emissions:** The actual quantity of pollutant, measured in pounds per day or tons per year.
- **ppm:** Parts per million.
- **Sensitive receptor:** Land uses that are considered more sensitive to air pollution compared to others due to the types of population groups or activities involved. These land uses include residential, retirement facilities, hospitals, and schools.

- **TAC:** Toxic air contaminant.
- **µg/m^3:** Micrograms per cubic meter.
- **VMT:** Vehicle miles traveled.

CRITERIA AIR POLLUTANTS

The pollutants emitted into the ambient air by stationary and mobile sources are categorized as primary and/or secondary pollutants. Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gasses (ROG)/volatile organic compounds (VOC), nitrogen oxides (NO_X), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Pb) are primary air pollutants. Of these, CO, SO_2, nitrogen dioxide (NO_2), PM_{10}, and $PM_{2.5}$ are "criteria air pollutants," which means that ambient air quality standards (AAQS) have been established for them. ROG and NO_X are criteria pollutant precursors that form secondary criteria air pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O_3) and NO_2 are the principal secondary pollutants.

Each of the primary and secondary criteria air pollutants and its known health effects are described below.

- **Carbon Monoxide (CO)** is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. CO is a primary criteria air pollutant. CO concentrations tend to be the highest during winter mornings with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines and motor vehicles operating at slow speeds are the primary source of CO in the South Coast Air Basin (SoCAB), the highest ambient CO concentrations are generally found near traffic-congested corridors and intersections. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation (South Coast AQMD 2005, 2022; USEPA 2025a). The SoCAB is designated as being in attainment under the California AAQS and attainment (serious maintenance)[1] under the National AAQS (CARB 2025a).
- **Reactive Organic Gases (ROG)/Volatile Organic Compounds (VOC)** are composed primarily of hydrogen and carbon atoms. Internal combustion associated with motor vehicle usage is the major source of ROGs. Other sources include evaporative emissions from paints and solvents, asphalt paving, and household consumer products such as aerosols (South Coast AQMD 2005). There are no AAQS for ROGs; however, because they contribute to the

[1] A maintenance area refers to a previously nonattainment area that has been redesignated to "maintenance" after it meets the standards and additional redesignation requirements in the Clean Air Act (Section 107(d)(3)(E)).

formation of O_3, South Coast AQMD has established a significance threshold (South Coast AQMD 2023a). The health effects for ozone are described later in this section.

- **Nitrogen Oxides (NO_X)** are a by-product of fuel combustion and contribute to the formation of ground-level O_3, PM_{10}, and $PM_{2.5}$. The two major forms of NO_X are nitric oxide (NO) and nitrogen dioxide (NO_2). NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. The principal form of NO_X produced by combustion is NO, but NO reacts quickly with oxygen to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. NO_2 is an acute irritant and more injurious than NO in equal concentrations. At atmospheric concentrations, however, NO_2 is only potentially irritating. NO_2 absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO_2 exposure concentrations near roadways are of particular concern for susceptible individuals, including asthmatics, children, and the elderly. Current scientific evidence links short-term NO_2 exposures, ranging from 30 minutes to 24 hours, with adverse respiratory effects, including airway inflammation in healthy people and increased respiratory symptoms in people with asthma. Also, studies show a connection between elevated short-term NO_2 concentrations and increased visits to emergency departments and hospital admissions for respiratory issues, especially asthma (South Coast AQMD 2005, 2022; USEPA 2025a). The SoCAB is designated in attainment (maintenance) under the National AAQS and attainment under the California AAQS (CARB 2025a).
- **Sulfur Dioxide (SO_2)** is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. It enters the atmosphere as a result of burning high-sulfur-content fuel oils and coal and chemical processes at plants and refineries. Gasoline and natural gas have very low sulfur content and do not release significant quantities of SO_2. When sulfur dioxide forms sulfates (SO_4) in the atmosphere, together these pollutants are referred to as sulfur oxides (SO_X). Thus, SO_2 is both a primary and secondary criteria air pollutant. At sufficiently high concentrations, SO_2 may irritate the upper respiratory tract. Current scientific evidence links short-term exposures to SO_2, ranging from 5 minutes to 24 hours, with an array of adverse respiratory effects, including bronchoconstriction and increased asthma symptoms. These effects are particularly adverse for asthmatics at elevated ventilation rates (e.g., while exercising or playing) at lower concentrations, and when combined with particulates, SO_2 may do greater harm by injuring lung tissue. Studies also show a connection between short-term exposure and increased visits to emergency facilities and hospital admissions for respiratory illnesses, particularly in at-risk populations such as children, the elderly, and asthmatics (South Coast AQMD 2005, 2022; USEPA 2025a). The SoCAB is designated as attainment under the California and National AAQS (CARB 2025a).
- **Suspended Particulate Matter (PM_{10} and $PM_{2.5}$)** consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized and regulated. Inhalable coarse particles, or PM_{10}, include particulate matter with an aerodynamic diameter of 10 microns or less (i.e., ≤0.01 millimeter). Inhalable fine particles, or $PM_{2.5}$, have an aerodynamic diameter of 2.5 microns or less

(i.e., ≤0.002.5 millimeter). Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. Both PM_{10} and $PM_{2.5}$ may adversely affect the human respiratory system, especially in people who are naturally sensitive or susceptible to breathing problems. The US Environmental Protection Agency's (EPA) scientific review concluded that $PM_{2.5}$, which penetrates deeply into the lungs, is more likely than PM_{10} to contribute to health effects and at far lower concentrations. These health effects include premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms (e.g., irritation of the airways, coughing, or difficulty breathing) (South Coast AQMD 2005, 2022). There has been emerging evidence that ultrafine particulates, which are even smaller particulates with an aerodynamic diameter of <0.1 microns or less (i.e., ≤0.0001 millimeter) have human health implications because their toxic components may initiate or facilitate biological processes that may lead to adverse effects to the heart, lungs, and other organs (South Coast AQMD 2022). The EPA and the California Air Resources Board (CARB) have not adopted AAQS to regulate these particulates. Diesel particulate matter is classified by CARB as a carcinogen (CARB 1999, 2023d). Particulate matter can also cause environmental effects such as visibility impairment,[2] environmental damage,[3] and aesthetic damage[4] (South Coast AQMD 2005, 2022; USEPA 2023a). The SoCAB is a nonattainment area for $PM_{2.5}$ under California and National AAQS and a nonattainment area for PM_{10} under the California AAQS (CARB 2025a).[5]

- **Ozone (**O_3**)** is a key ingredient of "smog" and is a gas that is formed when ROGs and NO_X, both by-products of internal combustion engine exhaust, undergo photochemical reactions in sunlight. O_3 is a secondary criteria air pollutant. O_3 concentrations are generally highest during the summer months when direct sunlight, light winds, and warm temperatures create favorable conditions for its formation. O_3 poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Breathing O_3 can trigger a variety of health problems, including chest pain, coughing, throat irritation, and congestion. It can worsen bronchitis, emphysema, and asthma. Ground-level O_3 also can reduce lung function and inflame the linings of the lungs. Repeated exposure may permanently scar lung tissue. O_3 also affects sensitive vegetation and ecosystems, including forests, parks, wildlife refuges, and wilderness areas. In particular, O_3 harms sensitive vegetation during the

[2] $PM_{2.5}$ is the main cause of reduced visibility (haze) in parts of the United States.

[3] Particulate matter can be carried over long distances by wind and then settle on ground or water, making lakes and streams acidic; changing the nutrient balance in coastal waters and large river basins; depleting the nutrients in soil; damaging sensitive forests and farm crops; and affecting the diversity of ecosystems.

[4] Particulate matter can stain and damage stone and other materials, including culturally important objects such as statues and monuments.

[5] CARB approved the South Coast AQMD's request to redesignate the SoCAB from serious nonattainment for PM_{10} to attainment for PM_{10} under the National AAQS on March 25, 2010, because the SoCAB did not violate federal 24-hour PM_{10} standards from 2004 to 2007. The USEPA approved the State of California's request to redesignate the South Coast PM_{10} nonattainment area to attainment of the PM_{10} National AAQS, effective on July 26, 2013.

growing season (South Coast AQMD 2005, 2022; USEPA 2024a). The SoCAB is designated extreme nonattainment under the California AAQS (1-hour and 8-hour) and National AAQS (8-hour) (CARB 2025a).

- **Lead (Pb)** is a metal found naturally in the environment as well as in manufactured products. Once taken into the body, lead distributes throughout the body in the blood and accumulates in the bones. Depending on the level of exposure, lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and the cardiovascular system. Lead exposure also affects the oxygen-carrying capacity of the blood. The effects of lead most commonly encountered in current populations are neurological effects in children and cardiovascular effects in adults (e.g., high blood pressure and heart disease). Infants and young children are especially sensitive to even low levels of lead, which may contribute to behavioral problems, learning deficits, and lowered IQ (South Coast AQMD 2005, 2022; USEPA 2025a). The major sources of lead emissions have historically been mobile and industrial sources. As a result of the USEPA's regulatory efforts to remove lead from gasoline, emissions of lead from the transportation sector dramatically declined by 95 percent between 1980 and 1999, and levels of lead in the air decreased by 94 percent between 1980 and 1999. Today, the highest levels of lead in air are usually found near lead smelters. The major sources of lead emissions today are ore and metals processing and piston-engine aircraft operating on leaded aviation gasoline. In 2008 the USEPA and CARB adopted more strict lead standards, and special monitoring sites immediately downwind of lead sources recorded very localized violations of the new state and federal standards.[6] Because emissions of lead are found only in projects that are permitted by South Coast AQMD, lead is not a pollutant of concern for the proposed project.

Table 3.3-1, *Criteria Air Pollutant Health Effects Summary*, summarizes the potential health effects associated with the criteria air pollutants.

[6] Source-oriented monitors record concentrations of lead at lead-related industrial facilities in the SoCAB, which include Exide Technologies in the City of Commerce; Quemetco, Inc., in the City of Industry; Trojan Battery Company in Santa Fe Springs; and Exide Technologies in Vernon. Monitoring conducted between 2004 through 2007 showed that the Trojan Battery Company and Exide Technologies exceed the federal standards (South Coast AQMD 2012).

Table 3.3-1 Criteria Air Pollutant Health Effects Summary

Pollutant	Health Effects	Examples of Sources
Carbon Monoxide (CO)	▪ Chest pain in heart patients ▪ Headaches, nausea ▪ Reduced mental alertness ▪ Death at very high levels	Any source that burns fuel such as cars, trucks, construction and farming equipment, and residential heaters and stoves
Ozone (O_3)	▪ Cough, chest tightness ▪ Difficulty taking a deep breath ▪ Worsened asthma symptoms ▪ Lung inflammation	Atmospheric reaction of organic gases with nitrogen oxides in sunlight
Nitrogen Dioxide (NO_2)	▪ Increased response to allergens ▪ Aggravation of respiratory illness	Same as carbon monoxide sources
Particulate Matter (PM_{10} and $PM_{2.5}$)	▪ Hospitalizations for worsened heart diseases ▪ Emergency room visits for asthma ▪ Premature death	Cars and trucks (particularly diesels) Fireplaces and woodstoves Windblown dust from overlays, agriculture, and construction
Sulfur Dioxide (SO_2)	▪ Aggravation of respiratory disease (e.g., asthma and emphysema) ▪ Reduced lung function	Combustion of sulfur-containing fossil fuels, smelting of sulfur-bearing metal ores, and industrial processes
Lead (Pb)	▪ Behavioral and learning disabilities in children ▪ Nervous system impairment	Contaminated soil

Source: CARB 2025b.

TOXIC AIR CONTAMINANTS

CARB has identified other air pollutants as toxic air contaminants (TACs), which are pollutants that may cause serious, long-term effects. People exposed to TACs at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects. These health effects can include damage to the immune system as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and other health problems (USEPA 2025b). By the last update to the TAC list in December 1999, CARB had designated 244 compounds as TACs (CARB 1999). Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. There are no air quality standards for TACs. Instead, TAC impacts are evaluated by

calculating the health risks associated with a given exposure. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most relevant to the project being particulate matter from diesel-fueled engines.

Diesel Particulate Matter

In 1998, CARB identified particulate emissions from diesel-fueled engines (DPM) as a TAC. Previously, the individual chemical compounds in diesel exhaust were considered TACs. Almost all diesel exhaust particles are 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung. Long-term (chronic) inhalation of DPM is likely a lung cancer risk. Short-term (i.e., acute) exposure can cause irritation and inflammatory symptoms and may exacerbate existing allergies and asthma symptoms (USEPA 2002).

CARB has promulgated specific rules to limit TAC emissions. The rules are in the California Code of Regulations (CCR).

- **13 CCR Chapter 10, Section 2485,** Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling
- **13 CCR Chapter 10, Section 2480,** Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools
- **13 CCR Section 2477 and Article 8,** Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate

Ambient air quality standards have been adopted at the state and federal levels for criteria air pollutants. In addition, both the state and federal government regulate the release of TACs. The proposed project is in the SoCAB and is subject to the rules and regulations imposed by the South Coast AQMD, the California AAQS adopted by CARB, and National AAQS adopted by the EPA. Federal, state, regional, and local laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized in this section.

3.3.1 Regulatory Framework

FEDERAL AND STATE

Ambient Air Quality Standards

The Clean Air Act (CAA) was passed in 1963 by the US Congress and has been amended several times. The 1970 CAA amendments strengthened previous legislation and laid the foundation for the regulatory scheme of the 1970s and 1980s. In 1977, Congress again added several

provisions, including nonattainment requirements for areas not meeting National AAQS as well as the Prevention of Significant Deterioration program. The 1990 amendments represent the latest in a series of federal efforts to regulate the protection of air quality in the United States. The CAA allows states to adopt more stringent standards or to include other pollution species. The California Clean Air Act, signed into law in 1988, requires all areas of the state to achieve and maintain the California AAQS by the earliest practical date. The California AAQS tend to be more restrictive than the National AAQS.

The National and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect "sensitive receptors" most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Both California and the federal government have established health-based AAQS for seven air pollutants, which are shown in Table 3.3-2, *Ambient Air Quality Standards for Criteria Air Pollutants*. These pollutants are O_3, NO_2, CO, SO_2, PM_{10}, $PM_{2.5}$, and Pb. In addition, the state has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

Table 3.3-2 Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard[1]	Federal Primary Standard[2]	Major Pollutant Sources
Ozone (O_3)[3]	1 hour	0.09 ppm	*	Motor vehicles, paints, coatings, and solvents.
	8 hours	0.070 ppm	0.070 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm	0.053 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.18 ppm	0.100 ppm	

Table 3.3-2 Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard[1]	Federal Primary Standard[2]	Major Pollutant Sources
Sulfur Dioxide (SO_2)[4]	Annual Arithmetic Mean	*	0.010 ppm	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	0.075 ppm	
	24 hours	0.04 ppm	*	
Respirable Coarse Particulate Matter (PM_{10})	Annual Arithmetic Mean	20 µg/m^3	*	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	50 µg/m^3	150 µg/m^3	
Respirable Fine Particulate Matter ($PM_{2.5}$)[5,6]	Annual Arithmetic Mean	12 µg/m^3	9 µg/m^3	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	*	35 µg/m^3	
Lead (Pb)	30-Day Average	1.5 µg/m^3	*	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarter	*	1.5 µg/m^3	
	Rolling 3-Month Average	*	0.15 µg/m^3	
Sulfates (SO_4)[7]	24 hours	25 µg/m^3	*	Industrial processes.
Visibility Reducing Particles	8 hours	ExCo =0.23/km visibility of 10≥ miles	No Federal Standard	Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary

Table 3.3-2 Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard[1]	Federal Primary Standard[2]	Major Pollutant Sources
				greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt.
Hydrogen Sulfide	1 hour	0.03 ppm	No Federal Standard	Hydrogen sulfide (H_2S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation.
Vinyl Chloride	24 hours	0.01 ppm	No Federal Standard	Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.

Sources: CARB 2024; USEPA 2025c.

Notes: ppm: parts per million; µg/m3: micrograms per cubic meter

* Standard has not been established for this pollutant/duration by this entity.

1 California standards for O3, CO (except 8-hour Lake Tahoe), SO2 (1 and 24 hour), NO2, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2 National standards (other than O3, PM, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The O3 standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m3 is equal to or less than one. For PM2.5, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

3 On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

4 On December 27, 2024, the secondary annual SO2 standard was revised to an annual average, averaged over three consecutive years, with a level of 10 parts per billion (ppb).

5 On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 µg/m3 to 12.0 µg/m3. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 µg/m3, as was the annual secondary standard of 15 µg/m3. The existing 24-hour PM10 standards (primary and secondary) of 150 µg/m3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

6 On February 7, 2024, the national annual PM2.5 standard was lowered from 12 µg/m3 to 9 µg/m3. The existing national 24-hour PM2.5 standards (primary and secondary), secondary annual PM2.5 standard, and PM10 standards (primary and secondary) were retained

7 On June 2, 2010, a new 1-hour SO2 standard was established and the existing 24-hour and annual primary standards were revoked. The 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

California has also adopted a host of other regulations that reduce criteria pollutant emissions:

- **Assembly Bill (AB) 1493: Pavley Fuel Efficiency Standards.** Pavley I is a clean-car standard that reduces greenhouse gas emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016. In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025.
- **20 CCR: Appliance Energy Efficiency Standards.** The 2006 Appliance Efficiency Regulations (20 CCR Sections 1601–1608) were adopted by the California Energy Commission on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non–federally regulated appliances.
- **24 CCR, Part 6: Building and Energy Efficiency Standards.** Energy conservation standards for new residential and nonresidential buildings adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission) in June 1977.
- **24 CCR, Part 11: Green Building Standards Code.** Establishes planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.[7]

In May 2025, Congress passed 3 Congressional Review Act resolutions to nullify a set of California's CAA preemption waivers targeting California's vehicle emissions program (Holland & Knight 2025).

- **H.J.Res. 87** disapproves the EPA's waiver for multiple California heavy-duty vehicle programs, including Advanced Clean Trucks (requiring increasing percentages of zero-

[7] The green building standards became mandatory in the 2010 edition of the code.

emission truck sales), Zero Emission Airport Shuttles, and Zero-Emission Power Train Certification.

- **H.J.Res. 88** disapproves the EPA's waiver for Advanced Clean Cars II, which required all new passenger cars, trucks, and SUVs sold in California to be zero-emission by 2035.
- **H.J.Res. 89** disapproves the EPA's waiver for the "Omnibus" Low NO_X regulation, which establishes more stringent emissions standards for heavy-duty vehicles.

California Air Resources Board

CARB is a part of the California Environmental Protection Agency and responsible for the coordination and administration of both federal and state air pollution control programs in California. In this capacity, CARB conducts research, sets the California AAQS (see Table 3.3-1), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. CARB has primary responsibility for the development of California's State Implementation Plan (SIP), working closely with the federal government and the local air districts. The SIP is required for the state to take over implementation of the federal CAA from the USEPA.

Nuisance Regulations

Health and Safety Code Section 41700 states,

> ... a person shall not discharge from any source whatsoever quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any of those persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property.

This section also applies to objectionable odors.

Tanner Air Toxics Act and Air Toxics Hot Spot Information and Assessment Act

Public exposure to toxic air contaminants (TACs) is a significant environmental health issue in California. In 1983, the California legislature enacted a program to identify the health effects of TACs and reduce exposure to them. The California Health and Safety Code defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health" (17 CCR Section 93000). A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the federal Clean Air Act (42 US Code Section 7412[b]) is a TAC. Under State law, the California

Environmental Protection Agency, acting through CARB, is authorized to identify a substance as a TAC if it is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through AB 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics "Hot Spot" Information and Assessment Act of 1987). The Tanner Air Toxics Act set up a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an "airborne toxics control measure" for sources that emit that TAC. If there is a safe threshold for a substance (i.e., a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate "toxics best available control technology" to minimize emissions. To date, CARB has established formal control measures for 11 TACs that are identified as having no safe threshold.

Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High-priority facilities are required to perform a health risk assessment, and if specific thresholds are exceeded, are required to communicate the results to the public through notices and public meetings.

REGIONAL

Air Quality Management Planning

The South Coast AQMD is the agency responsible for improving air quality in the SoCAB and ensuring that the National and California AAQS are attained and maintained. South Coast AQMD is responsible for preparing the air quality management plan (AQMP) for the SoCAB in coordination with the Southern California Association of Governments (SCAG). The AQMP is a regional strategy plan to achieve air quality standards by examining emissions, looking at regional growth projections, and the impact of existing and proposed control measures to provide healthful air in the long-term. Since 1979, a number of AQMPs have been prepared.

The Clean Air Act requires CARB to develop a SIP that describes how an area will attain National AAQS. The AQMP provides the framework for air quality basins to achieve attainment of the State and National AAQS through the SIP. Areas are classified as attainment or nonattainment areas for a particular pollutant depending on whether they meet the AAQSs.

2022 AQMP

South Coast AQMD adopted the 2022 AQMP on December 2, 2022, as an update to the 2016 AQMP. On October 1, 2015, the EPA strengthened the National AAQS for ground-level ozone, lowering the primary and secondary ozone standard levels to 70 parts per billion (ppb) (2015 Ozone National AAQS). The SoCAB is currently classified as an "extreme" nonattainment for the 2015 Ozone National AAQS. Meeting the 2015 federal ozone standard requires reducing NOx emissions, the key pollutant that creates ozone, by 67 percent more than is required by adopted

rules and regulations by 2037. The only way to achieve the required NOx reductions is through extensive use of zero emission (ZE) technologies across all stationary and mobile sources. South Coast AQMD's primary authority is over stationary sources, which account for approximately 20 percent of NOx emissions. The overwhelming majority of NOx emissions are from heavy-duty trucks, ships, and other State and federally regulated mobile sources that are mostly beyond the South Coast AQMD's control. The region will not meet the standard without significant federal action. In addition to federal action, the 2022 AQMP requires substantial reliance on future deployment of advanced technologies to meet the standard. The control strategy for the 2022 AQMP includes aggressive new regulations and the development of incentive programs to support early deployment of advanced technologies. The two key areas for incentive programs are (1) promoting widespread deployment of available ZE and low-NOx technologies and (2) developing new ZE and ultra-low NOx technologies for use in cases where the technology is not currently available. South Coast AQMD is prioritizing distribution of incentive funding in environmental justice areas and seeking opportunities to focus benefits on the most disadvantaged communities (South Coast AQMD 2022).

South Coast AQMD $PM_{2.5}$ Redesignation Request and Maintenance Plan

In 1997, the EPA adopted the 24-hour fine $PM_{2.5}$ standard of 65 µg/m^3. In 2006, this standard was lowered to a more health-protective level of 35 µg/m^3. The SoCAB is designated nonattainment for both standards. In 2020, monitored data demonstrated that the SoCAB attained both 24-hour $PM_{2.5}$ standards. The South Coast AQMD developed the "2021 Redesignation Request and Maintenance Plan" for the 1997 and 2006 24-hour $PM_{2.5}$ standards, demonstrating that the SoCAB has met the requirements to be redesignated to attainment for the 24-hour $PM_{2.5}$ standards (South Coast AQMD 2021a).

Lead Implementation Plan

In 2008, the EPA designated the Los Angeles County (County) portion of the SoCAB as a nonattainment area under the federal lead (Pb) classification because of the addition of source-specific monitoring under the new federal regulation. This designation was based on two source-specific monitors in the City of Vernon and the City of Industry that exceeded the new standard in the 2007 to 2009 period. The remainder of the SoCAB, outside the county nonattainment area, remains in attainment of the new 2008 lead standard. On May 24, 2012, CARB approved the SIP revision for the federal lead standard, which the EPA revised in 2008. Lead concentrations in this nonattainment area have been below the level of the federal standard since December 2011. The SIP revision was submitted to the EPA for approval and was approved in March 2014 (CARB 2014).

Assembly Bill 617, Community Air Protection Program

AB 617 (C. Garcia, Chapter 136, Statutes of 2017) requires local air districts to monitor and implement air pollution control strategies that reduce localized air pollution in communities

that bear the greatest burdens. In response to AB 617, CARB established the Community Air Protection Program.

Air districts are required to host workshops to help identify disadvantaged communities disproportionately affected by poor air quality. Once the criteria for identifying the highest priority locations have been identified and the communities have been selected, new community monitoring systems are installed to track and monitor community-specific air pollution goals. In 2018 CARB prepared an air monitoring plan (Community Air Protection Blueprint) that evaluates the availability and effectiveness of air monitoring technologies and existing community air monitoring networks. Under AB 617, the Blueprint is required to be updated every 5 years.

Under AB 617, CARB is also required to prepare a statewide strategy to reduce TACs and criteria pollutants in impacted communities; provide a statewide clearinghouse for best available retrofit control technology; adopt new rules requiring the latest best available retrofit control technology for all criteria pollutants for which an area has not achieved attainment of California AAQS; and provide uniform, statewide reporting of emissions inventories. Air districts are required to adopt a community emissions reduction program to achieve reductions for the communities impacted by air pollution that CARB identifies.

South Coast AQMD Rules and Regulations

All projects are subject to South Coast AQMD rules and regulations in effect at the time of activity, including:

- **Rule 401, Visible Emissions.** This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in visible emissions. Specifically, the rule prohibits the discharge of any air contaminant into the atmosphere by a person from any single source of emission for a period or periods aggregating more than 3 minutes in any one hour that is as dark as or darker than designated No. 1 on the Ringelmann Chart, as published by the US Bureau of Mines.
- **Rule 402, Nuisance.** This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in a public nuisance. Specifically, this rule prohibits any person from discharging quantities of air contaminants or other material from any source such that it would result in an injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public. Additionally, the discharge of air contaminants would also be prohibited where it would endanger the comfort, repose, health, or safety of any number of persons or the public, or that cause, or have a natural tendency to cause injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- **Rule 403, Fugitive Dust.** This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust and requires best available control measures to be applied to earth-moving and grading activities.
- **Rule 445, Wood Burning Devices.** In general, the rule prohibits new developments from the installing wood-burning devices. This rule is intended to reduce the emission of particulate matter from such devices and applies to manufacturers and sellers of wood-burning devices, commercial sellers of firewood, and property owners and tenants that operate a wood-burning device.
- **Rule 1113, Architectural Coatings.** This rule serves to limit the VOC content of architectural coatings used on projects in the South Coast AQMD. Any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects in the South Coast AQMD must comply with the current VOC standards in this rule.
- **Rule 1403, Asbestos Emissions from Demolition/Renovation Activities.** The purpose of this rule is to specify work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM). The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials. All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings.
- **Rule 1166, Volatile Organic Compound Emissions from Decontaminated Soil.** Under this rule, an excavation plan is required, and excavation operations are required to be monitored for VOC concentrations.
- **Rule 1466, Control of Particulate Emissions from Soils with Toxic Air Contaminants,** to minimize the amount of off-site fugitive dust emissions containing TACs by reducing particulate emissions in the ambient air as a result of earthmoving activities, including excavating, grading, handling, treating, stockpiling, transferring, and removing soil that contains applicable TACs. Components of the fugitive dust control plan are required to include the following measures: fencing that is a minimum of 6 feet tall and at least as tall as the height of the tallest stockpile, with a windscreen with a porosity of 50 ± 5 percent; monitoring; notification; signage; and recordkeeping.

LOCAL

City of Ontario Municipal Code

The City's Municipal Code is organized by volume, title, chapter, and article. The following regulations relate to air quality impacts.

- **Volume II, Title 10, Chapter 2, *Parkway Trees*,** helps preserve parkway trees to regulate the maintenance and removal and planting requirements within the city.
- **Volume II, Title 8, *Building Regulations*,** adopts the 2022 California Building Code.
- **Volume II, Title 8, Chapter 9, *Electric Vehicle Charging Stations*,** provides requirements for electric vehicle charging stations as well as expedited permit review and inspection requirements by the Building Department.
- **Volume II, Title 8, Chapter 10, *Energy Code*,** adopts the 2022 California Energy Code.
- **Volume I, Title 3, Chapter 10, *Mobile Source Air Pollution Fees*,** supports South Coast AQMD's imposition of a vehicle registration fee for the purpose of implementing programs to reduce air pollution from motor vehicles.
- **Volume I, Title 6, Chapter 13, *Smoking*,** prohibits smoking in certain public and privately owned buildings.

3.3.2 Existing Conditions

SOUTH COAST AIR BASIN

The project site is in the South Coast Air Basin (SoCAB), which includes all of Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino counties. The SoCAB is in a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean in the southwest quadrant, with high mountains forming the remainder of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. This usually mild weather pattern is interrupted infrequently by periods of extremely hot weather, winter storms, and Santa Ana winds (South Coast AQMD 2005).

Meteorology

Temperature and Precipitation

The annual average temperature varies little throughout the SoCAB, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland

areas. The lowest average temperature is reported at 37.5°F in December and the highest average temperature is 92.4°F in August (USA.Com 2025).

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from October through April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast, with slightly heavier shower activity in the east and over the mountains. Rainfall averages 20.78 inches per year in the vicinity of the area (USA.Com 2025).

Humidity

Although the SoCAB has a semiarid climate, the air near the earth's surface is typically moist because of a shallow marine layer. This "ocean effect" is dominant except for infrequent periods when dry, continental air is brought into the SoCAB by offshore winds. Periods of heavy fog are frequent, especially along the coast. Low clouds, often referred to as high fog, are a characteristic climatic feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SoCAB (South Coast AQMD 2005).

Wind

Wind patterns across the southern coastal region are characterized by westerly or southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Wind speed is somewhat greater during the dry summer months than during the rainy winter season.

Between periods of wind, periods of air stagnation may occur in the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall months, surface high-pressure systems over the SoCAB, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east inhibit the eastward transport and diffusion of pollutants. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions (South Coast AQMD 2005).

Inversions

In conjunction with the 2 characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two distinct types of temperature inversions control the vertical depth through which pollutants are mixed. These inversions are the marine/subsidence inversion and the radiation inversion. The height of the base of the inversion at any given time is

known as the "mixing height." The combination of winds and inversions are critical determinants in leading to the highly degraded air quality in summer and the generally good air quality in the winter in the Project area (South Coast AQMD 2005).

SoCAB Nonattainment Areas

The AQMP provides the framework for air quality basins to achieve attainment of the state and federal ambient air quality standards through the SIP. Areas are classified as attainment or nonattainment areas for particular pollutants depending on whether they meet the ambient air quality standards. Severity classifications for ozone nonattainment range in magnitude from marginal, moderate, and serious to severe and extreme.

- ***Unclassified.*** A pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or nonattainment.
- ***Attainment.*** A pollutant is in attainment if the AAQS for that pollutant was not violated at any site in the area during a 3-year period.
- ***Nonattainment.*** A pollutant is in nonattainment if there was at least one violation of an AAQS for that pollutant in the area.
- ***Nonattainment/Transitional.*** A subcategory of the nonattainment designation. An area is designated nonattainment/transitional to signify that the area is close to attaining the AAQS for that pollutant.

The attainment status for the SoCAB is shown in Table 3.3-3, *Attainment Status of Criteria Air Pollutants in the South Coast Air Basin*.

Table 3.3-3 Attainment Status of Criteria Pollutants in the South Coast Air Basin

Pollutant	State	Federal
Ozone – 1-hour	Extreme Nonattainment	No Federal Standard
Ozone – 8-hour	Extreme Nonattainment	Extreme Nonattainment
PM_{10}	Serious Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment[1]
CO	Attainment	Attainment
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment
Lead	Attainment	Nonattainment (Los Angeles County only)[2]
All others	Attainment/Unclassified	Attainment/Unclassified

Source: CARB 2025a.

1 The SoCAB is pending a resignation request from nonattainment to attainment for the 24-hour federal PM2.5 standards. The 2021 PM2.5 Redesignation Request and Maintenance Plan demonstrates that the South Coast meets the requirements of the CAA to allow the EPA to redesignate the SoCAB to attainment for the 65 µg/m3 and 35 µg/m3 24-hour PM2.5 standards. CARB submitted the 2021 PM2.5 Redesignation Request to the EPA as a revision to the California SIP (CARB 2021).

2 In 2010, the Los Angeles portion of the SoCAB was designated nonattainment for lead under the new 2008 National AAQS as a result of large industrial emitters. Remaining areas for lead in the SoCAB are unclassified. However, lead concentrations in this nonattainment area have been below the level of the federal standard since December 2011 (South Coast AQMD 2012). On May 24, 2012, CARB approved the SIP revision for the federal lead standard, which the USEPA revised in 2008. The SIP revision was submitted to the EPA for approval and was approved in March 2014 (CARB 2014).

Multiple Air Toxics Exposure Study V

The Multiple Air Toxics Exposure Study (MATES) is a monitoring and evaluation study on existing ambient concentrations of TACs and the potential health risks from air toxics in the SoCAB. In April 2021, South Coast AQMD released the latest update to the MATES study, MATES V. The first MATES analysis, MATES I, began in 1986 but was limited because of the technology available at the time. Conducted in 1998, MATES II was the first MATES iteration to include a comprehensive monitoring program, an air toxics emissions inventory, and a modeling component. MATES III was conducted in 2004 to 2006, with MATES IV following in 2012 to 2013.

MATES V uses measurements taken during 2018 and 2019, with a comprehensive modeling analysis and emissions inventory based on 2018 data. The previous MATES studies quantified the cancer risks based on the inhalation pathway only. MATES V includes information on the chronic noncancer risks from inhalation and non-inhalation pathways for the first time. Cancer risks and chronic noncancer risks from MATES II through IV measurements have been reexamined using current Office of Environmental Health Hazards Assessment and California Environmental Protection Agency (CalEPA) risk assessment methodologies and modern statistical methods to examine the trends over time.

The MATES V study showed that cancer risk in the SoCAB decreased to 454 in a million from 997 in a million in the MATES IV study. Overall, air toxics cancer risk in the SoCAB decreased by 54 percent since 2012 when MATES IV was conducted. MATES V showed the highest risk locations near the Los Angeles International Airport and the Ports of Long Beach and Los Angeles. DPM continues to be the major contributor to air toxics cancer risk (approximately 72 percent of the total cancer risk). Goods movement and transportation corridors have the highest cancer risk. Transportation sources account for 88 percent of carcinogenic air toxics emissions, and the remainder is from stationary sources, which include large industrial operations such as refineries and power plants as well as smaller businesses such as gas stations and chrome-plating facilities (South Coast AQMD 2021b).

Figure 3.3-1, *South Coast AQMD MATES V Cancer Risk*, shows the results of the inhalation cancer risk from the MATES V study. The potential cancer risk is expressed as the incremental number of potential cancer cases that could be developed per million people, assuming that the population is exposed to the substance at a constant annual average concentration over a presumed 70-year lifetime.

POLICY PLAN AMENDMENT

Existing Ambient Air Quality

Existing levels of ambient air quality and historical trends and projections in the vicinity of the project area are best documented by measurements taken by the South Coast AQMD. The project area is in Source Receptor Area (SRA) 33–Southwest San Bernardino Valley.[8] The air quality monitoring stations with the most recent data closest to the project area were reviewed.[9] The Ontario Route 60 monitoring station, is 2.61 miles northeast of the Specific Plan area and report air quality statistics for NO_2 and $PM_{2.5}$. The Ontario Etiwanda monitoring station is 7.49 miles northeast of the Specific Plan area and reports air quality statistics for CO. The Pomona monitoring station is 8.12 miles northwest of the Specific Plan area and reports air quality statistics for O_3. The Fontana monitoring station is 10.42 miles northeast of the Specific Plan area and reports air quality statistics for PM_{10}. Table 3.3-4, *Ambient Air Quality Monitoring Summary*, shows that the area commonly exceeds the state and federal one-hour and eight-hour O_3 standards within the last 3 years.

[8] Per South Coast AQMD Rule 701, an SRA is defined as follows: "A source area is that area in which contaminants are discharged and a receptor area is that area in which the contaminants accumulate and are measured. Any of the areas can be a source area, a receptor area, or both a source and receptor area." There are 37 SRAs within the South Coast AQMD's jurisdiction.

[9] Locations of the SRAs and monitoring stations are shown at: http://www.aqmd.gov/docs/default-source/default-document-library/map-of-monitoring-areas.pdf.

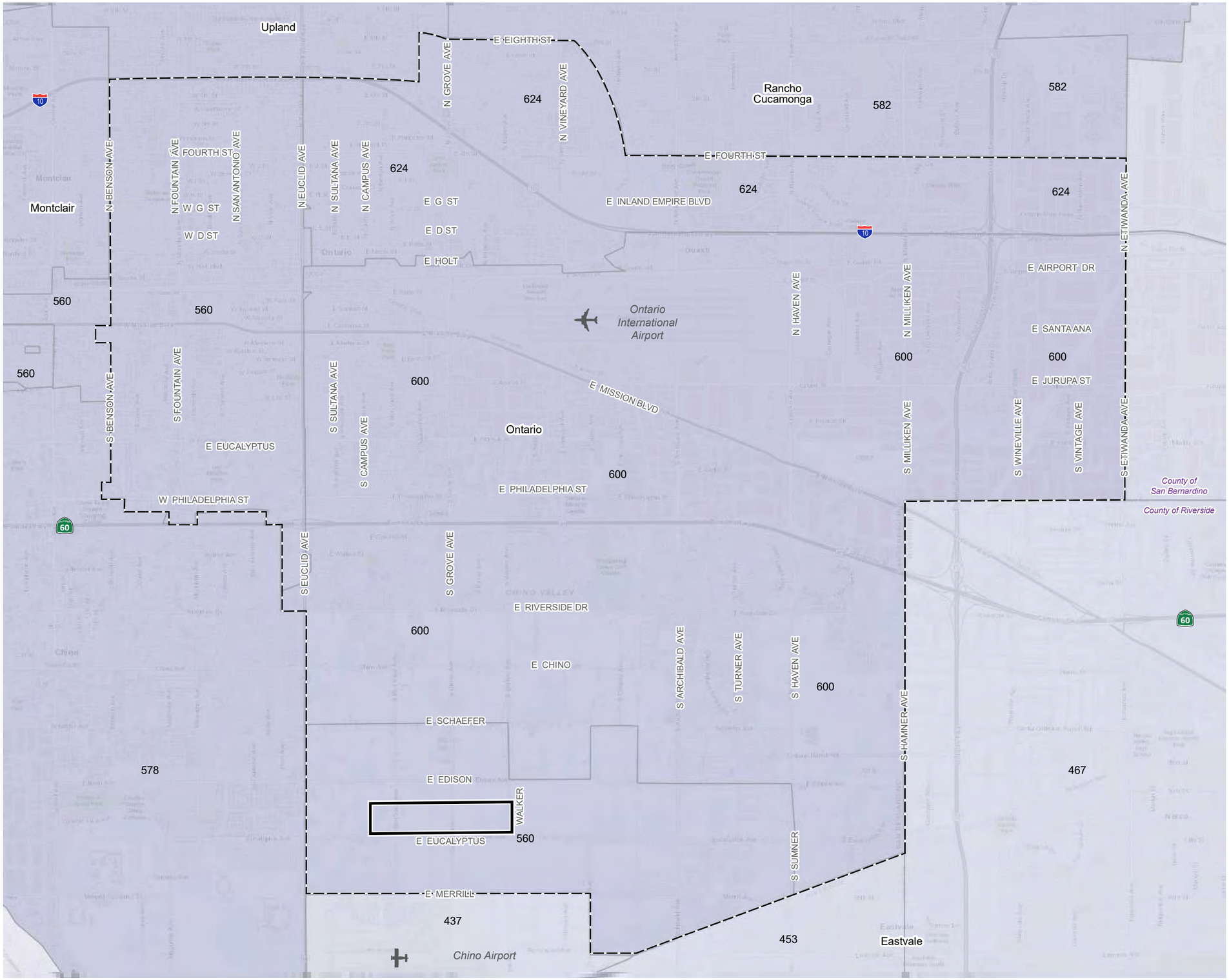
Table 3.3-4 Ambient Air Quality Monitoring Summary

Pollutant	Standard	Year		
		2022	2023	2024
O_3				
Maximum Federal 1-Hour Concentration (ppm)		0.131	0.147	0.143
Maximum Federal 8-Hour Concentration (ppm)		0.096	0.113	0.094
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	28	38	53
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	49	56	76
CO				
Maximum Federal 1-Hour Concentration	> 35 ppm	1.3	1.1	1.5
Maximum Federal 8-Hour Concentration	> 20 ppm	1.0	0.9	1.1
NO_2				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.085	0.076	0.076
Annual Federal Standard Design Value		0.029	0.027	0.026
PM_{10}				
Maximum Federal 24-Hour Concentration (µg/m^3)	> 150 µg/m^3	62	132	112
Annual Federal Arithmetic Mean (µg/m^3)		31.5	33.0	37.0
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m^3	0	0	0
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m^3	8	9	48
$PM_{2.5}$				
Maximum Federal 24-Hour Concentration (µg/m^3)	> 35 µg/m^3	41.8	50.9	64.0
Annual Federal Arithmetic Mean (µg/m^3)	> 12 µg/m^3	12.20	12.04	13.74
Number of Days Exceeding Federal 24-Hour Standard	> 35 µg/m^3	1	1	10

Source: Appendix C3.

Figure 3.3-1

South Coast AQMD MATES V Cancer Risk



EBPSP Boundary

Ontario City Limit

Residential Air Toxics Cancer Risk Calculated from Model Data

Cancer Risk (per million)

- 1601 - 4800
- 1451 - 1600
- 1301 - 1450
- 1151 - 1300
- 1001 - 1150
- 851 - 1000
- 701 - 850
- 551 - 700
- 401 - 550
- 251 - 400
- 101 - 250
- 0 - 100

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/Main-Page/?views=Click-tabs-for-other-data%2CCancer-Risk

Date: 11/13/2025

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Permitted Sources of Emissions

South Coast AQMD regulates stationary sources of emissions through source-specific rules that have been adopted to reduce criteria air pollutant emissions and TACs. South Coast AQMD maintains the Facility Information Detail (FIND) database of permitted facilities in its region. Permitted sources include smaller sources such as gas stations and chrome-plating facilities as well as large sources such as refineries and power stations. Figure 3.3-2, *South Coast AQMD Permitted Facilities,* identifies permitted sources of emissions in the project area that are regulated directly by South Coast AQMD. Permitted sources of emissions are generally clustered at major intersections of commercial corridors and in industrial areas of the project area.

Sensitive Receptors

Some land uses are considered more sensitive to air pollution (i.e., TACs) than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases.

Residential areas are also considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods, resulting in sustained exposure to any pollutants present. Other sensitive receptors include retirement facilities, hospitals, and schools. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial, commercial, retail, and office areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent, because the majority of the workers tend to stay indoors most of the time. In addition, the workforce is generally the healthiest segment of the population.

Figure 2-4, *Current Land Use Plan*, shows the existing land uses in Ontario. Industrial and employment-based centers are prominent, especially in the eastern portions of the City and areas surrounding the Ontario International Airport (ONT) and Chino Airport in Ontario Ranch. In these areas, types of businesses include light manufacturing, research and development, and technology development as well as medical services, entertainment venues, retail stores, galleries, health clubs, financial institutions, day care facilities, and professional offices.

Placement of New Sensitive Receptors

Because placement of sensitive land uses falls outside CARB's jurisdiction, CARB developed and approved the *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) to address the siting of sensitive land uses in the vicinity of freeways, distribution centers, rail yards, ports, refineries, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities. This guidance document was developed to assess compatibility and associated health risks when placing sensitive receptors near existing pollution sources.

CARB's recommendations on the siting of new sensitive land uses are identified in Table 3.3-5, *CARB Recommendations for Siting New Sensitive Land Uses*. They were based on a compilation of recent studies that evaluated data on the adverse health effects ensuing from proximity to air pollution sources. The key observation in these studies is that proximity to air pollution sources substantially increases both exposure and the potential for adverse health effects. There are 3 carcinogenic TACs that constitute the majority of the known health risks from motor vehicle traffic: DPM from trucks and benzene and 1,3-butadiene from passenger vehicles.

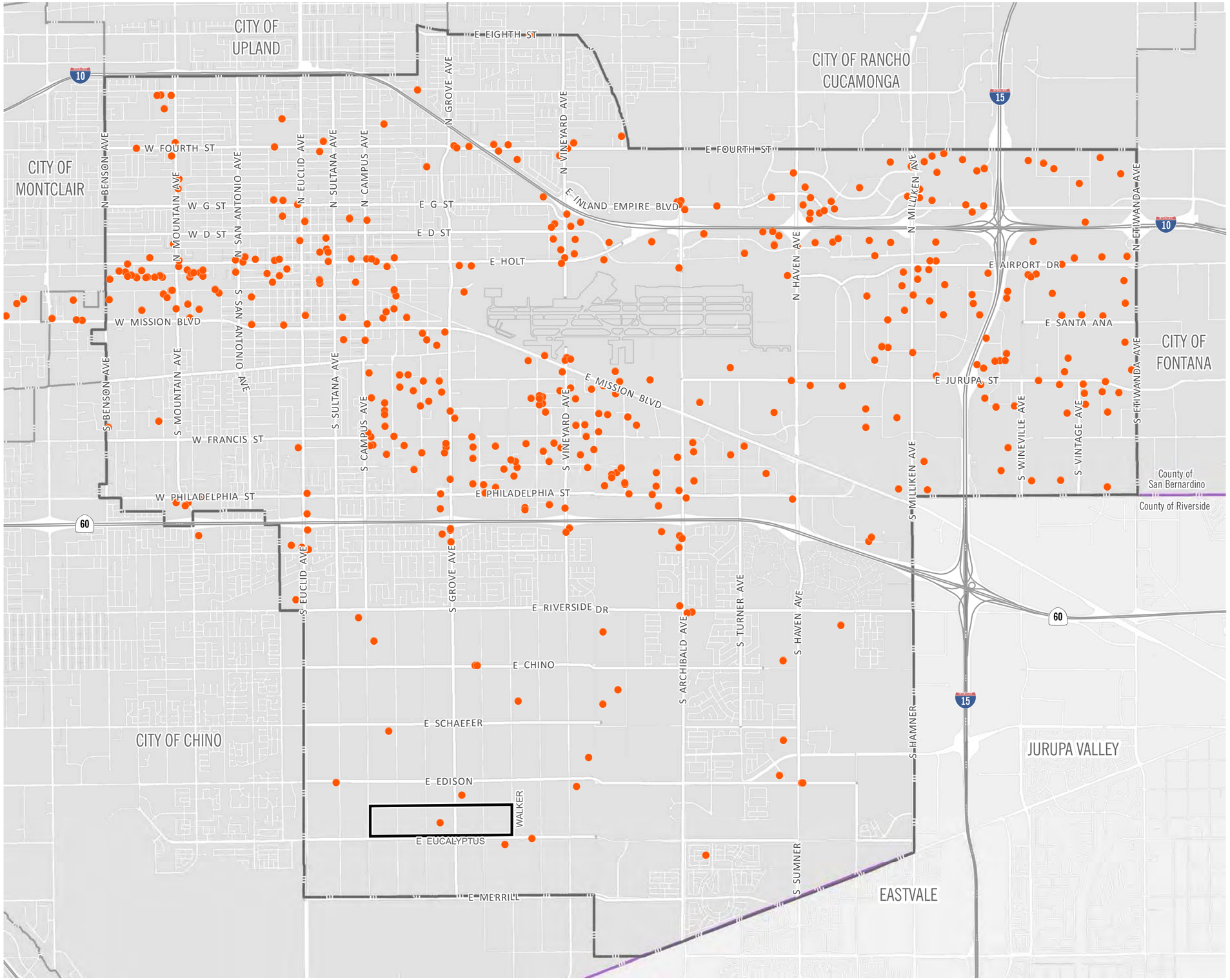
Table 3.3-5 CARB Recommendations for Siting New Sensitive Land Uses

Source/Category	Advisory Recommendations
Freeways and High-Traffic Roads	Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day.
Distribution Centers	Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units [TRUs] per day, or where TRU unit operations exceed 300 hours per week). Take into account the configuration of existing distribution centers and avoid locating residences and other sensitive land uses near entry and exit points.
Rail Yards	Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or CARB on the status of pending analyses of health risks.
Refineries	Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloroethylene	Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult with the local air district. Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.
Gasoline Dispensing Facilities	Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities.

Source: CARB 2005.

Figure 3.3-2

South Coast AQMD Permitted Facilities



- Permitted Facilities
- Ontario City Boundary
- County Boundary
- EBPSP Boundary

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2021 Date: 3/4/2022

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Environmental Justice Communities

The South Coast AQMD region has the worst levels of ground-level ozone (smog) and among the highest levels of $PM_{2.5}$ in the nation. The air pollution levels in the region exceed both National and California AAQS for both these air pollutants. The health impacts associated with the high levels of air pollution cause respiratory and cardiovascular disease, exacerbate asthma, and can lead to premature death. EJ communities experience the brunt of the health effects from air pollution. In the 2022 AQMP, EJ communities are defined as census tracts in the top 25 percent in the California Office of Environmental Health Hazard Assessment's California Communities Environmental Health Screening Tool. Approximately 37 percent of the SoCAB residents live in EJ communities (South Coast AQMD 2022). Figure 3.3-3, *Environmental Justice Communities*, shows the census tracts and associated neighborhoods in Ontario that have been identified as EJ communities through the SB 1000 process.

CalEnviroScreen Air Quality Indicators

CalEnviroScreen (CES) is a mapping tool the helps identify the California communities that are most affected by sources of pollution and where people are especially vulnerable to pollution's effects. People in EJ areas identified by CES Version 4.0 (CES4) may be disproportionately affected by and vulnerable to poor air quality. CES's "pollution burden" map identifies communities that are exposed to pollution from human activities, such as air pollution (ozone, $PM_{2.5}$, DPM), water pollution (drinking water contaminants), hazardous materials (pesticide use, children's lead exposure, toxic releases), and traffic density.

Figure 3.3-4, *CES4 Indicator: Pollution Burden*, shows the pollution burden percentile for Ontario by census tract. The CES pollution burden scope considers the disproportionate effect of pollution on EJ communities because the score weighs socioeconomic factors (e.g., educational attainment, poverty) and sensitivity of the population (e.g., asthma rates, cardiovascular disease). Lastly, though the causes of asthma are poorly understood, it is well established that exposure to traffic and outdoor air pollutants can trigger asthma attacks. Children, the elderly, and low-income Californians suffer disproportionately from asthma. Figure 3.3-5, *CES4 Indicator: Asthma Percentile*, shows the asthma percentile for project area by census tract.

SPECIFIC PLAN

The existing setting for the Specific Plan area is the same as that for the Policy Plan Amendment.

3.3.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that, "Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations." The proposed project would result in a significant air quality impact if it would:

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

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

c) Expose sensitive receptors to substantial pollutant concentrations.

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

SOUTH COAST AQMD THRESHOLDS

CEQA allows the significance criteria established by the applicable air quality management district or air pollution control district to be used to assess impacts of a project on air quality. South Coast AQMD has established thresholds of significance for air quality for construction activities and project operation in the SoCAB, as shown in Table 3.3-6, *South Coast AQMD Regional Significance Thresholds*.

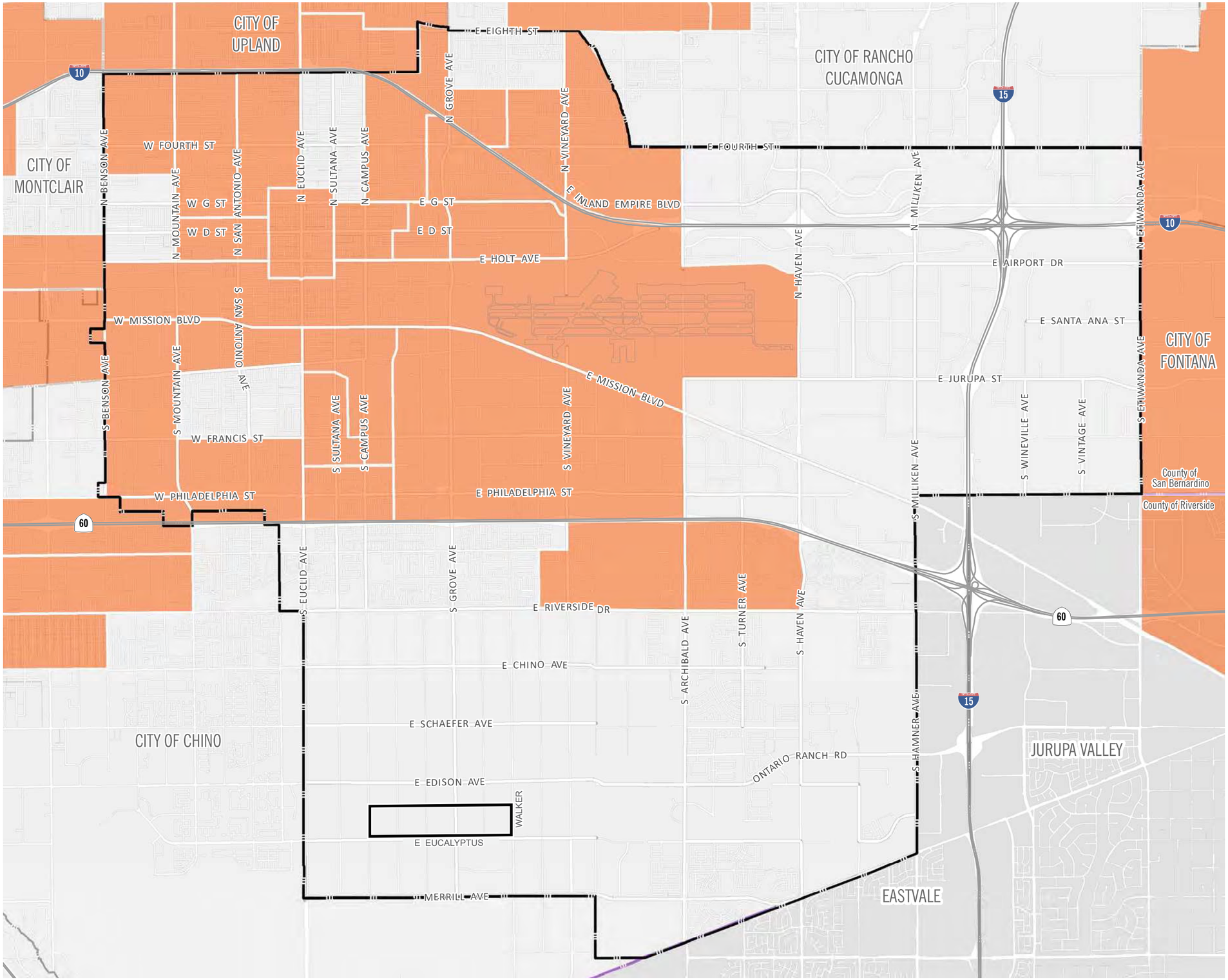
Table 3.3-6 South Coast AQMD Regional Significance Thresholds

Air Pollutant	Construction Phase	Operational Phase
Reactive Organic Gases (ROGs)/ Volatile Organic Compounds (VOCs)	75 lbs./day	55 lbs./day
Carbon Monoxide (CO)	550 lbs./day	550 lbs./day
Nitrogen Oxides (NO_X)	100 lbs./day	55 lbs./day
Sulfur Oxides (SO_X)	150 lbs./day	150 lbs./day
Particulates (PM_{10})	150 lbs./day	150 lbs./day

Source: South Coast AQMD 2023.

Figure 3.3-3

Environmental Justice Communities



Environmental Justice Community
Ontario City Boundary
County Boundary
EBPSP Boundary

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Source: CES4 2021, City of Ontario 2025 Date: 8/14/2025

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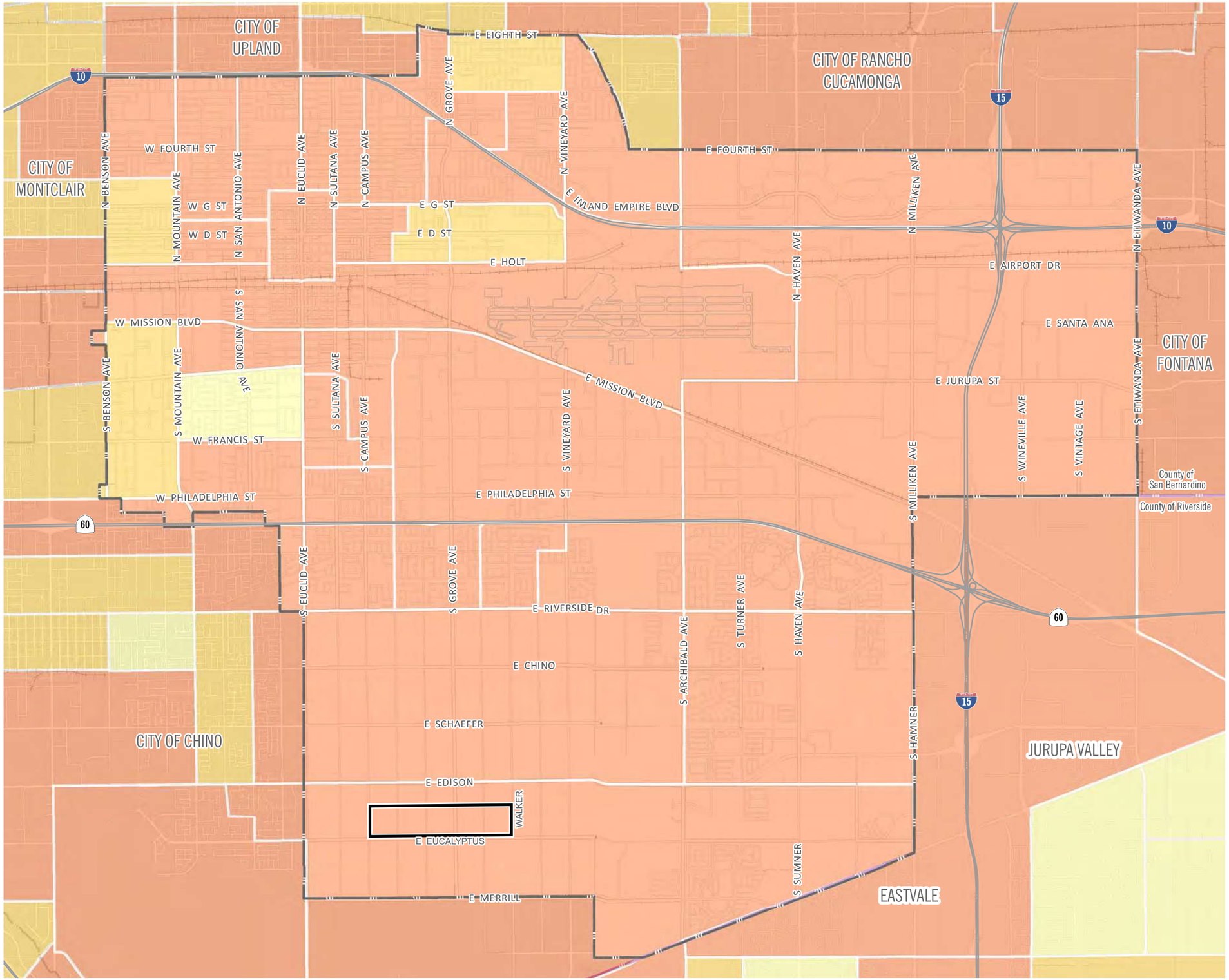
Figure 3.3-4

CES4 Indicator – Pollution Burden Percentile



- EBPSP Boundary
- County Boundary
- Rail Network

Pollution Burden Percent

- 0.0 - 25.0%
- 25.1 - 50.0%
- 50.1 - 75.0%
- 75.1 - 100.0%

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Source: OEHHA 2021

Date: 11/13/2025

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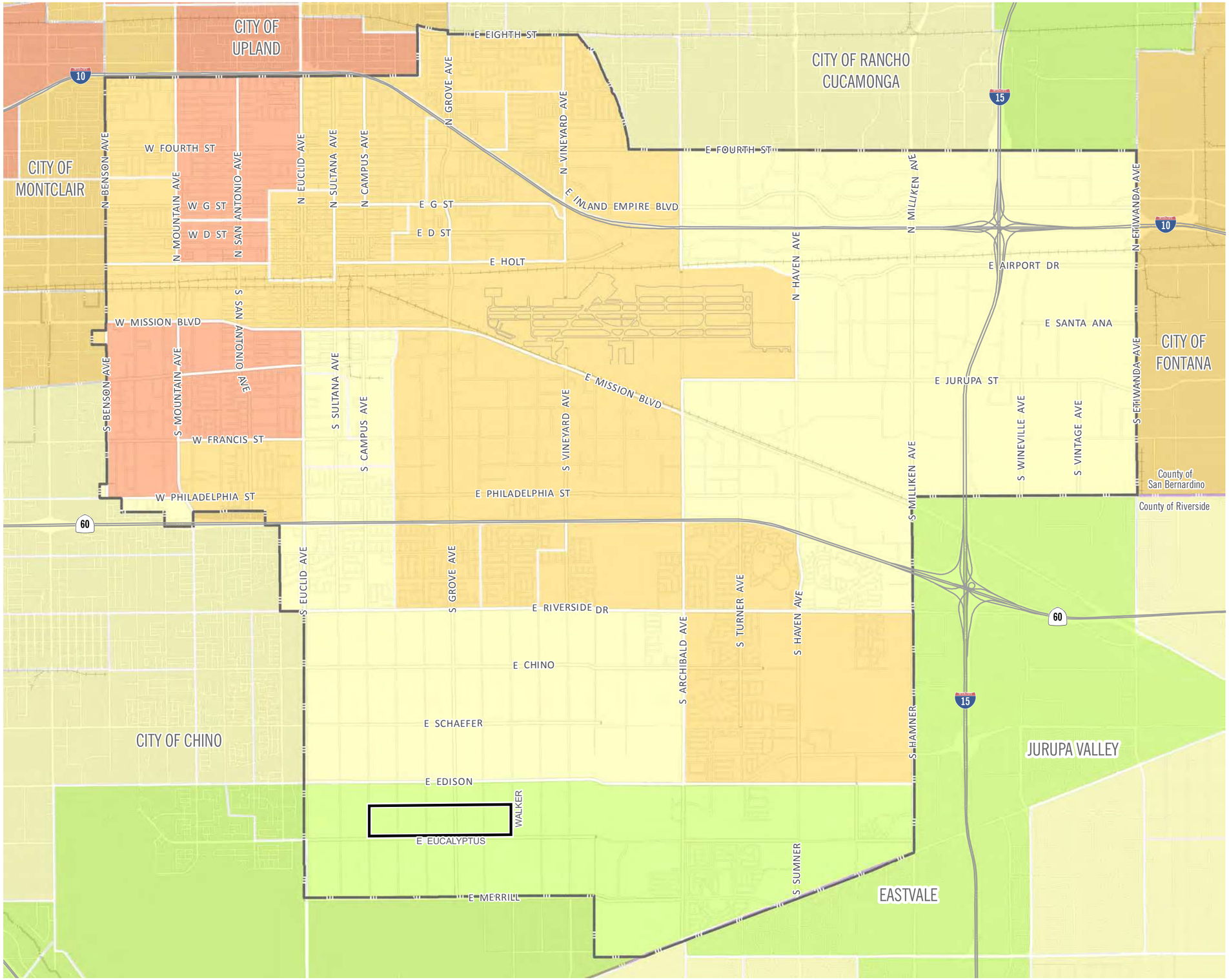
Figure 3.3-5

CES4 Indicator – Asthma Percentile



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0 2,500 5,000 10,000 FT

Source: OEHHA 2021

Date: 11/13/2025

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The table lists thresholds that are applicable for all projects uniformly, regardless of size or scope. As previously discussed, there is growing evidence that although ultrafine particulate matter contributes a very small portion of the overall atmospheric mass concentration, it represents a greater proportion of the health risk from PM exposure. EPA and CARB have not adopted AAQS to regulate ultrafine particulate matter; and therefore, South Coast AQMD has not developed thresholds for them.

Health Outcomes Associated with the South Coast AQMD Regional Significance Thresholds

Projects that exceed the South Coast AQMD's regional significance threshold contribute to the nonattainment designation of the SoCAB. The attainment designations are based on the AAQS, which are set at levels of exposure that are determined to not result in adverse health effects. Exposure to fine particulate pollution and ozone causes myriad health impacts, particularly to the respiratory and cardiovascular systems:

- Increases cancer risk ($PM_{2.5}$, TACs)
- Aggravates respiratory disease (O_3, $PM_{2.5}$)
- Increases bronchitis (O_3, $PM_{2.5}$)
- Causes chest discomfort, throat irritation, and increased effort to take a deep breath (O_3)
- Reduces resistance to infections and increases fatigue (O_3)
- Reduces lung growth in children ($PM_{2.5}$)
- Contributes to heart disease and heart attacks ($PM_{2.5}$)
- Contributes to premature death (O_3, $PM_{2.5}$)
- Contributes to lower birth weight in newborns ($PM_{2.5}$) (South Coast AQMD 2015a)

Exposure to fine particulates and ozone aggravates asthma attacks and can amplify other lung ailments such as emphysema and chronic obstructive pulmonary disease. Exposure to current levels of $PM_{2.5}$ is responsible for an estimated 4,300 cardiopulmonary-related deaths per year in the SoCAB. In addition, University of Southern California scientists, in a landmark children's health study, found that lung growth improved as air pollution declined for children aged 11 to 15 in 5 communities in the SoCAB (South Coast AQMD 2015b).

South Coast AQMD is the primary agency responsible for ensuring the health and welfare of sensitive individuals exposed to elevated concentrations of air pollutants in the SoCAB and has established thresholds that would be protective of these individuals. To achieve the health-based standards established by the EPA, South Coast AQMD prepares an AQMP that details regional programs to attain the AAQS. Mass emissions thresholds shown in Table 3.3-6 are not correlated with concentrations of air pollutants, but mass emissions still contribute to the cumulative air quality impacts in the SoCAB. The thresholds are based on the trigger levels for the federal New Source Review Program, which was created to ensure projects are consistent

with attainment of health-based National AAQS. Regional emissions from a single project do not trigger a regional health impact, and it is speculative to identify how many more individuals in the air basin would be affected by the health effects listed previously. Projects that do not exceed the South Coast AQMD regional significance thresholds in Table 3.3-6 would not violate regional air quality standards or contribute substantially to an existing or projected air quality violation.

If projects exceed the emission levels presented in Table 3.3-6, those emissions would cumulatively contribute to the nonattainment status of the air basin and would contribute to elevating health effects associated with these criteria air pollutants regionally. Known health effects related to ozone include worsening of bronchitis, asthma, and emphysema and a decrease in lung function. Health effects associated with particulate matter include premature death of people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, decreased lung function, and increased respiratory symptoms. Reducing emissions would contribute to reducing possible health effects related to criteria air pollutants; however, for projects that exceed the emissions in Table 3.3-6, it is speculative to determine how exceeding the regional thresholds would affect the number of days the region is in nonattainment because mass emissions are not correlated with concentrations of emissions or how many additional individuals in the air basin would be affected by the health effects cited previously.

South Coast AQMD has not provided methodology to assess the specific correlation between mass emissions generated and the effect on health to address the issue raised in *Sierra Club v. County of Fresno* (Friant Ranch, L.P.) (2018) 6 Cal.5th 502, Case No. S21978. South Coast AQMD currently does not have methodologies that would provide the District with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project's mass emissions.[10] Ozone concentrations are dependent on a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Because of the complexities of predicting ground-level ozone concentrations in relation to the National and California AAQS, and the absence of modeling tools that could

[10] In April 2019, the Sacramento Metropolitan Air Quality Management District (SMAQMD) published an Interim Recommendation on implementing *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502 ("Friant Ranch") in the review and analysis of proposed projects under CEQA in Sacramento County. Consistent with the expert opinions submitted to the court in Friant Ranch by the San Joaquin Valley Air Pollution Control District (SJVAPCD) and South Coast AQMD, the SMAQMD guidance confirms the absence of an acceptable or reliable quantitative methodology that would correlate the expected criteria air pollutant emissions of projects to likely health consequences for people from project-generated criteria air pollutant emissions. The SMAQMD guidance explains that while it is in the process of developing a methodology to assess these impacts, lead agencies should follow the Friant Court's advice to explain in meaningful detail why this analysis is not yet feasible. Since this interim memorandum SMAQMD has provided methodology to address health impacts. However, a similar analysis is not available for projects within the South Coast AQMD region.

provide statistically valid data and meaningful additional information regarding health effects from criteria air pollutants generated by individual projects, it is not possible to link specific health risks to the magnitude of emissions exceeding the significance thresholds. If a project in the SoCAB exceeds the regional significance thresholds, the project could contribute to an increase in health effects in the basin until the attainment standards are met in the SoCAB.

Localized Significance Thresholds

Criteria Air Pollutants

South Coast AQMD identifies localized significance thresholds (LST), shown in Table 3.3-7, *South Coast AQMD Localized Significance Thresholds*. Emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at a project site could expose sensitive receptors to substantial concentrations of criteria air pollutants. Off-site mobile-source emissions are not included in the LST analysis. A project would generate a significant impact if it generates emissions that, when added to the local background concentrations, violate the AAQS.

Table 3.3-7 South Coast AQMD Localized Significance Thresholds

Air Pollutant (Relevant AAQS)	Concentration
1-Hour CO Standard (CAAQS)	20 ppm
8-Hour CO Standard (CAAQS)	9.0 ppm
1-Hour NO_2 Standard (CAAQS)	0.18 ppm
Annual NO_2 Standard (CAAQS)	0.03 ppm
24-Hour PM_{10} Standard – Construction (South Coast AQMD)[1]	10.4 µg/m^3
24-Hour $PM_{2.5}$ Standard – Construction (South Coast AQMD)[1]	10.4 µg/m^3
24-Hour PM_{10} Standard – Operation (South Coast AQMD)[1]	2.5 µg/m^3
24-Hour $PM_{2.5}$ Standard – Operation (South Coast AQMD)[1]	2.5 µg/m^3
Annual Average PM_{10} Standard (South Coast AQMD)[1]	1.0 µg/m^3

Source: South Coast AQMD 2023.

Notes: ppm – parts per million; µg/m3 – micrograms per cubic meter

1 Threshold is based on South Coast AQMD Rule 403. Since the SoCAB is in nonattainment for PM10 and PM2.5, the threshold is established as an allowable change in concentration. Therefore, background concentration is irrelevant.

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the 8-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to the AAQS is typically

demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. With the turnover of older vehicles and introduction of cleaner fuels, as well as implementation of control technology on industrial facilities, CO concentrations in the SoCAB and the state have steadily declined.

In 2007, the SoCAB was designated in attainment for CO under both the California AAQS and National AAQS. The CO hotspot analysis conducted for attainment by South Coast AQMD did not predict a violation of CO standards at the busiest intersections in Los Angeles during the peak morning and afternoon periods.[11] As identified in South Coast AQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide, peak carbon monoxide concentrations in the SoCAB in years before the 2007 redesignation were a result of unusual meteorological and topographical conditions and not of congestion at a particular intersection. South Coast AQMD does not currently have a recommended screening criteria to utilize to determine potential CO hotspot generation; therefore, guidance from the Bay Area Air District is utilized to assess CO hotspots. According to the Bay Area Air District, a project would have to increase traffic volumes at a single intersection to more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—to generate a significant CO impact (Bay Area Air District 2023).[12]

Toxic Air Contaminants

Whenever a project would require use of chemical compounds that have been identified in South Coast AQMD Rule 1401, placed on CARB's air toxics list pursuant to AB 1807, or placed on the EPA's National Emissions Standards for Hazardous Air Pollutants, a health risk assessment is required by the South Coast AQMD. Table 3.3-8, *South Coast AQMD Toxic Air Contaminants Incremental Risk Thresholds*, lists the TAC incremental risk thresholds for construction and operation of a project. The type of land uses that typically generate substantial quantities of criteria air pollutants and TACs from operations include industrial (stationary sources) and

[11] The four intersections were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning peak hour and LOS F in the evening peak hour.

[12] The CO hotspot analysis refers to the modeling conducted by the Bay Area Air District for its CEQA Guidelines because it is based on newer data and considers the improvement in mobile-source CO emissions. Although meteorological conditions in the Bay Area differ from those in the Southern California region, the modeling conducted by Bay Area Air District demonstrates that the net increase in peak hour traffic volumes at an intersection in a single hour would need to be substantial. This finding is consistent with the CO hotspot analysis South Coast AQMD prepared as part of its 2003 AQMP to provide support in seeking CO attainment for the SoCAB. Based on the analysis prepared by South Coast AQMD, no CO hotspots were predicted for the SoCAB. As noted in the preceding footnote, the analysis included some of Los Angeles' busiest intersections, with daily traffic volumes of 100,000 or more peak hour vehicle trips operating at LOS E and F (South Coast AQMD 2003).

warehousing (truck idling) land uses (CARB 2005). Educational and recreational land uses do not use substantial quantities of TACs; thus, these thresholds are typically applied to new industrial projects' operations only. Additionally, the purpose of this environmental evaluation is to identify the significant effects of the project on the environment, not the significant effects of the environment on the project (*California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369 (Case No. S213478)).

Table 3.3-8 South Coast AQMD Toxic Air Contaminants Incremental Risk Thresholds

Maximum Incremental Cancer Risk (Project-Level)	≥ 10 in 1 million
Cancer Burden (in areas ≥ 1 in 1 million)	> 0.5 excess cancer cases
Hazard Index (project increment)	≥ 1.0

Source: South Coast AQMD 2023.

METHODOLOGY

The air quality evaluation was prepared in accordance with the requirements of CEQA to determine if significant air quality impacts are likely to occur in conjunction with future development that would be accommodated by the proposed project. The published South Coast AQMD's CEQA Air Quality Handbook and its updates on the South Coast AQMD website are intended to provide local governments with guidance for analyzing and mitigating project-specific air quality impacts. It provides standards, methodologies, and procedures for conducting air quality analyses in EIRs that were used in this analysis.

Policy Plan Amendment

Community Emissions

The emissions inventory and forecast for the Policy Plan Amendment utilize a community emissions accounting method that includes sources that are in the indirect and direct jurisdictional control of the City of Ontario (geographic region).[13] The community criteria air pollutant emissions inventory and forecast are based on activity data compiled for TOP 2050 (see Appendix C1). The following is a summary by sector of the assumptions used for the project area's criteria air pollutant emissions inventory and forecast, included in Appendix C1.

- **Building Energy.** Emissions associated with natural gas use for residential and nonresidential land uses in the city were based on the energy forecast without state actions conducted for the emissions inventory for the Community Climate Action Plan (2022). Forecasts for the

[13] Emissions from permitted sources are excluded from the existing emissions inventory because the reductions associated with the Industrial sector are regulated separately by South Coast AQMD or are otherwise not under the jurisdiction of the City.

proposed project were adjusted for increases in dwelling units for residential natural gas use and non-residential square footage for non-residential natural gas use in the city.

- **Transportation.** Transportation emissions forecasts were modeled using emissions data from CARB's EMFAC2021 V1.0.2 web database with EMFAC off-model adjustment factors. Model runs were based on daily vehicle miles traveled (VMT) data provided by Fehr & Peers (see Appendix K1) and calendar year 2050 emission rates. The daily VMT is based on the origin-destination (OD) method using the San Bernardino Transportation Analysis Model+ (SBTAM+) and includes the full trip length for land uses in the city and a 50 percent reduction in the trip length for external-internal/internal-external trips based on the recommendations of CARB's Regional Targets Advisory Committee under SB 375. Consistent with CARB's methodology within the Climate Change Scoping Plan Measure Documentation Supplement, daily VMT was multiplied by 347 days per year to account for reduced traffic on weekends and holidays to determine annual emissions.

- **Off-Road Equipment.** Estimates for the approved project are based on air quality and GHG emissions modeling conducted for the 2022 Certified EIR. The modeling used CARB's OFFROAD2021 V1.0.1 web database to estimate emissions from agricultural, light commercial, and construction within the City. The agricultural equipment forecast for the proposed project assumes there is no remaining farmland in the City. The construction equipment forecast for the proposed project was assumed to be similar to historic levels. The lawn and garden forecast for the proposed project is adjusted for changes in housing growth in the city. The light commercial/industrial equipment forecast for the proposed project is adjusted for changes in employment in the city.

- **Area Sources.** Area sources are based on CalEEMod defaults for emissions generated from use of consumer products and cleaning supplies (CAPCOA 2022).

- **Truck Routes.** For purposes of the operational health risk assessment (HRA), truck route emissions were quantified separately from total on-road transportation emissions used for the proposed Policy Plan Amendment analysis. For the HRA, all baseline and proposed truck routes were segmented to isolate geographic changes in the truck distribution throughout the City. For example, Archibald south of CA-60 was segmented into Mid-Archibald, South Archibald, and Archibald Southern Connection to maintain consistency in dispersion modeling methodology for proposed conditions when the South Archibald segment would be removed from the truck route network (see Appendix C2 for more information). Average daily light-, medium-, and heavy-duty truck volumes were identified for each modeled truck route segment by Fehr & Peers (2025) and used in idle, acceleration, and running exhaust emissions for the HRA. Emissions of PM_{10} exhaust were used to represent DPM emissions and were based on CARB's EMFAC2021 on-road vehicle emissions database and the EPA's EMFAC2021 adjustment factors, released in December 2025. Detailed calculations, methodology, and results for the operational HRA can be found in Appendix C2.

Current TOP Emissions

The project area consists of residential, retail/service, business park and industrial, open space, mixed residential and commercial, and public use. These uses currently generate criteria air pollutant emissions from natural gas use for energy, heating, and cooking; vehicle trips associated with each land use; and area sources such as landscaping equipment and consumer cleaning products.[14] Table 3.3-9, *Current TOP Criteria Air Pollutant Emissions Inventory*, shows the average daily emissions inventory currently associated with the approved project.

Table 3.3-9 Current TOP Criteria Air Pollutant Emissions Inventory

Sector	Current TOP Criteria Air Pollutant Emissions (pounds per day)					
	ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
Transportation[1]	197	4,401	14,613	96	1,031	381
Energy[2]	154	2,720	1,828	17	213	213
Area – Off-Road Equipment[3]	221	2,407	12,425	4	94	85
Area – Consumer Products[4]	4,781	—	—	—	—	—
Total	**5,352**	**9,528**	**28,866**	**117**	**1,337**	**679**

1 EMFAC2021 Version 1.0.2 Emission Rates with Adjusted Factors. Based on daily VMT provided by Fehr & Peers (see Appendix K1).

2 Based on the emission inventory from Community Climate Action Plan (2022), excluding State actions.

3 Based on air quality and greenhouse gas emissions modeling conducted for the 2022 Certified EIR.

4 Based on CalEEMod 2022 User's Guide methodology to calculate ROG/VOC emissions from use of household consumer cleaning products.

Truck Route Health Risk Assessment

The proposed project would involve a citywide redistribution of truck volumes by adding and removing select routes from the City's truck route network through 2050. Therefore, the operational HRA focuses on the incremental change in health risk impact resulting in 2050 from the citywide redistribution of trucking activities based on those select truck route additions and removals. Truck route emissions modeling is based on particulate matter exhaust of an aerodynamic diameter of 10 microns or less (PM_{10} exhaust) to represent DPM emissions from trucks on the affected truck routes.

For all affected truck routes, the change in daily light-, medium-, and heavy-duty truck volumes was calculated at each volume node provided by Fehr & Peers (2026) and averaged along the

[14] Emissions from permitted sources are excluded from the Current TOP emissions inventory because the reductions associated with the Industrial sector are regulated separately by South Coast AQMD and are not under the jurisdiction of the City of Ontario.

contiguous truck route. The average daily truck volumes for light-, medium-, and heavy-duty trucks were proportioned for each route to determine the percentages of light-, medium-, and heavy-duty trucks for each truck route. Because each route has several stops and crossings, the total potential vehicle stops along each route were identified to account for emissions associated with vehicle idling while stopped and subsequent acceleration to reach posted speed limits. These truck volumes and route crossings were then used to quantify emissions along each individual truck route throughout the City.

CARB's EMFAC2021 on-road emissions rate data set, including the EPA's Off-Model Adjustment Factors to Remove the Impact of Advanced Clean Trucks, Zero-Emission Airport Shuttle, Heavy-Duty Omnibus, and Warranty Phase I Regulations ("EMFAC2021 adjustment factors") were utilized to estimate emissions along the truck routes based on the truck volumes provided by Fehr & Peers. All light-duty trucks were assumed to include EMFAC vehicle categories with a gross vehicle weight rating (GVWR) of 8,501 to 14,000 pounds. All medium duty trucks were assumed to include EMFAC categories with a GVWR of 14,001 to 33,000 pounds, and all heavy-duty trucks were assumed to include EMFAC categories with a GVWR of over 33,000 pounds. Due to the uncertainty surrounding the future electric vehicle population, the electric vehicle population from trucks traveling throughout the City were conservatively reduced to zero in year 2050, and all truck volumes assumed non-electric vehicle fuel types for emission factors.

The running exhaust emissions for each truck route used the EMFAC2021 emission factors for the speed bin corresponding to that route's posted maximum travel speed. Acceleration emissions were calculated by identifying number of potential crossings along each route and the average distance of travel for each speed bin for light-, medium-, and heavy-duty trucks along each route, then using those distances in corresponding speed bins from EMFAC2021 up to the posted maximum travel speed in speed bin increments of 5 miles per hour. The cumulative travel distance in speed bins lower than the posted maximum travel speed were subtracted from the overall travel distance along each route for the running exhaust emission calculations.

Truck idle emissions were calculated by identifying the total number of light-, medium-, and heavy-duty trucks along each route; multiplying each route's truck volumes by the number of crossings along the segment to identify the cumulative number of trucks that would idle along each route; and multiplying each route's cumulative truck crossing count with the idle emission rates in EMFAC2021 for the corresponding light-, medium-, and heavy-duty classifications.

Air dispersion modeling was performed using the AERMOD atmospheric dispersion model (Lakes AERMOD View, version 13.0.0). The model is a steady-state Gaussian plume model and is approved by South Coast AQMD for estimating ground-level impacts from emission sources in simple and complex terrain.

All proposed and existing truck routes were included in AERMOD, each as an individual line volume source. An existing conditions model was prepared to identify citywide pollutant concentrations in 2050 resulting from no changes to the City's existing truck route network. A separate proposed conditions model was prepared to identify citywide pollutant concentrations in 2050 resulting from the proposed changes in the City's truck route network. Because of the scale of modeling necessary for this analysis, a two-tier approach was employed. The first tier of modeling included a citywide receptor grid spaced at 600 meters to identify the "hotspots" of pollutant concentration changes, or areas where the greatest change in pollutant concentration—increase and decrease—would occur. The second tier's refined modeling narrowed the model's receptors to only capture areas that fall within the one-per-million cancer risk contours from the first-tier modeling, with receptors spaced at 100 meters.

To assist in risk calculations, CARB recommends its Hot Spots Analysis and Reporting Program (HARP) to reduce human error in health risk estimations. Therefore, HARP was used to calculate cancer risk resulting from the proposed project. Detailed calculations, methodology, and results of the HRA are in Appendix C2.

Specific Plan

Construction and Operational Emissions

Land uses affect air quality through construction-source and operational-source emissions. The California Air Pollution Control Officers Association (CAPCOA), in conjunction with other California air districts, including South Coast AQMD, released CalEEMod 2022 in May 2022. The purpose of this model is to calculate construction-source and operational-source criteria pollutant (ROGs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$) and GHG emissions from direct and indirect sources and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for the EBPSP to determine construction and operational air quality emissions (see Appendix C3).

Health Risk Assessment

The EBPSP Health Risk Assessment was conducted in accordance with the guidelines in South Coast AQMD's 2003 "Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis," and the EPA's AERMOD model was used. The Lakes AERMOD View (version 13.0.0) was used to calculate annual average particulate concentrations associated with site operations and to incorporate the EPA's latest AERMOD version 24142 (see Appendix C4).

On-Road Mobile Source Emissions

EMFAC 2021 and Off-Model Adjustment Factors

On-road mobile source emissions were estimated using the CARB's EMFAC 2021 model. EMFAC 2021 is the most recent version of EMFAC approved by the EPA for use in State Implementation Plans (SIP) and federal transportation conformity determinations, and it remains the standard analytical platform for regional air quality planning in California.

In addition to the base EMFAC 2021 outputs, the analysis applies EMFAC 2021 off-model adjustment factors developed by CARB and approved by the EPA. These adjustment factors are multipliers applied to EMFAC 2021 emission estimates to account for the effects of certain mobile-source regulations or programs that are not fully embedded in the standard EMFAC 2021 model structure (see Appendix C3).

Impacts of the Environment on a Project

In 2016, the California Legislature passed Senate Bill 1000 (SB 1000), Planning for Healthy Communities Act, to incorporate environmental justice (EJ) into the local land use planning process. SB 1000 requires local governments to address pollution and other hazards that disproportionately impact low-income communities and communities of color in their jurisdictions. SB 1000 mandates that general plans address environmental justice but does not require CEQA analyses to address EJ issues. The proposed project addresses air quality and health risk impacts of implementing the approved project to sensitive land uses.

Buildout of the land use plan associated with the proposed project would site sensitive uses (e.g., residential) near sources of emissions (e.g., freeways, industrial uses, etc.). Developing new sensitive land uses near sources of emissions could expose persons that inhabit these sensitive land uses to potential air quality-related impacts. The purpose of this environmental evaluation is to identify the significant effects of the proposed project on the environment, not the significant effects of the environment on the proposed project. *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369 (Case No. S213478). Thus, CEQA does not require analysis of the potential environmental effects from siting sensitive receptors near existing sources, and this type of analysis is not provided in Section 3.3.5; however, the Policy Plan Amendment includes policies that would require design features to minimize air quality impacts and to achieve appropriate health standards. The following policies are applicable:

- **LU-2.9: Methane Gas Sites**. We require sensitive land uses and new uses on former dairy farms or other methane-producing sites to be designed to minimize health risks.
- **LU-2.10: Sensitive Uses**. We monitor and share information with the community about stationary and non-stationary emission sources. We encourage siting and design of facilities

to minimize health and safety risks on existing and proposed sensitive uses, especially in environmental justice areas.

- **ER-4.2: Sensitive Land Uses**. We prohibit the future siting of sensitive land uses within the distances defined by the California Air Resources Board for specific source categories, without sufficient mitigation.
- **ER-4.4: Indoor Air Quality**. We will comply with State Green Building Codes relative to indoor air quality. We seek funding to improve indoor air quality for households with poor indoor air quality, with priority for lower income households in environmental justice areas.

3.3.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.3.5 Environmental Impacts

2022 Certified EIR

The 2022 Certified EIR identified the following conclusions regarding the air quality emissions:

- **AQMP Consistency.** The 2022 Certified EIR concluded that the buildout of the approved project would be consistent with the AQMP under the first criteria by providing a more efficient land use plan that reduces vehicle miles traveled (VMT) per resident and employee. Population growth forecast and associated air pollutant emissions from the buildout of the approved project would cumulatively contribute to the nonattainment designations in the SoCAB. While mitigation measures could reduce construction and operational impacts to the extent feasible, due to the magnitude of residential units that would be developed under the approved project, impacts were significant and unavoidable.
- **Construction-Related Regional Air Quality Impact.** The 2022 Certified EIR concluded that, even with Mitigation Measure AIR-1-PPA (former MM 3-1), construction air emissions of the approved project could exceed South Coast AQMD's significance thresholds as a result of the amount of development activity that is anticipated. Impacts were significant and unavoidable.
- **Operational Phase Regional Air Quality Impact.** The 2022 Certified EIR concluded that, even with Mitigation Measures AIR-2-PPA (former MM 3-2) and AIR-3-PPA (former MM AQ-1), the long-term operational emissions associated with the approved project would exceed the daily South Coast AQMD thresholds for ROGs due to the increase in residential units. The emissions of ROGs that exceed the South Coast AQMD regional significance thresholds would contribute to the O_3 nonattainment designation of the SoCAB. Impacts were significant and unavoidable.

- **Localized Air Quality Impact.** The 2022 Certified EIR concluded that implementation of the approved project would not produce the volume of traffic required to generate a CO hotspot, and localized CO hotspot impacts would be less than significant. Compliance with South Coast AQMD Rule 1401 would ensure less than significant impacts related to TAC emissions from permitted stationary sources. Operation of industrial and warehousing land uses accommodated under the approved project could expose sensitive receptors to substantial TAC emissions and contribute to higher levels of cancer risk in the SoCAB. Consequently, even with Policy ER-4.9 to require operational health risk assessment for projects that could generate a substantial number of diesel truck trips, the 2022 Certified EIR determined that buildout of the approved project would cumulatively contribute to health risk impacts, and impacts would be significant and unavoidable.
- **Odors.** The 2022 Certified EIR identified that odors generated in the city would not affect a substantial number of people, and impacts would be less than significant. Individual projects, including commercial, industrial, and residential projects, associated with the buildout of the approved project were required to comply with South Coast AQMD Rule 402 to prevent odors and avoid creation of a public nuisance. Impacts were less than significant.

Proposed Project

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

AQMP CONSISTENCY ANALYSIS

The 2022 Certified EIR identified that the approved project would be consistent with the South Coast AQMD AQMP under the first criteria. Air pollutant emissions associated with buildout of the approved project would cumulatively contribute to the nonattainment designations in the SoCAB. Incorporation of Mitigation Measure AIR-2-PPA (former MM 3-2) and Mitigation Measure AIR-3-PPA (former MM AQ-1), as well as TOP 2050 goals and policies, would help reduce criteria air pollutant emissions. Due to the magnitude of population growth and associated emissions, the approved project was identified to conflict with the South Coast AQMD AQMP under the second criteria and impacts would remain significant and unavoidable.

The following describes potential air quality impacts of consistency with the AQMP from implementation of the proposed project compared to the approved project.

Policy Plan Amendment

The South Coast AQMD is directly responsible for reducing emissions from area, stationary, and mobile sources in the SoCAB to achieve the National and California AAQS and has responded to this requirement by preparing an AQMP. The South Coast AQMD Governing Board adopted the

2022 AQMP, which is a regional and multiagency effort (South Coast AQMD, CARB, SCAG, and EPA).

A consistency determination with the AQMP plays an important role in local agency project review by linking local planning and individual projects to the AQMP. It fulfills the CEQA goal of informing decision makers of the environmental efforts of the project under consideration early enough to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to the clean air goals in the AQMP.

The 2 principal criteria for conformance with an AQMP are:

1. Whether the project would exceed the assumptions in the AQMP.
2. Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timeline attainment of air quality standards.

SCAG is South Coast AQMD's partner in the preparation of the AQMP, providing the latest economic and demographic forecasts and developing transportation measures. Regional population, housing, and employment projections developed by SCAG are based, in part, on general plan land use designations. These projections form the foundation for the emissions inventory of the AQMP.

Criteria 1: Consistency with Regional Growth Assumptions

Table 3.3-10, *Comparison of Population and Employment Forecast*, compares the population and employment growth forecast under the approved project and the proposed project. The table shows that the proposed project would result in more VMT due to an increase in population; however, both the approved project and the proposed project would result in similar VMT per service population. This indicates that the proposed project would accommodate additional growth without substantially increasing travel demand per service population, reflecting an efficient land use plan. Therefore, the proposed project would be consistent with the AQMP under the first criterion.

Table 3.3-10 Comparison of Population and Employment Forecast

Category	Current TOP 2050	Policy Plan Amendment	Change from Current TOP 2050	Percent Change
Population	411,268	427,741	16,473	4%
Employment	299,204	301,035	1,831	1%
Service Population (SP)[1]	710,472	728,776	18,304	3%
Daily VMT[2]	13,763,149	14,139,609	376,460	3%
VMT/SP	19.37	19.40	<1	<1%

Notes:

1 Service population (SP) consists of the aggregate of total employees and population in the city.

2 Daily VMT provided by Fehr & Peers, 2025 (Appendix K1).

Criterion 2: Consistency with Regional Emissions Forecasts

The SoCAB is designated nonattainment for O_3 and $PM_{2.5}$ under the California and National AAQS,[15] nonattainment for PM_{10} under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2025a). As identified in Air Quality Threshold b), the proposed project would result in a substantial increase in ROG and NO_X compared to the approved project. Consequently, emissions generated by development projects under the proposed project, in addition to existing sources in the City, are considered to cumulatively contribute to the nonattainment designations of the SoCAB. Buildout of the proposed project could contribute to an increase in frequency or severity of air quality violations and delay attainment of the AAQS or interim emission reductions in the AQMP, and emissions generated from buildout of the proposed project would result in a significant air quality impact. Therefore, implementation of the proposed project would not be consistent with the AQMP under the second criterion and would result in a substantial increase in magnitude of impacts compared to the approved project.

Summary

Buildout of the proposed project would be consistent with the AQMP under the first criteria; however, air pollutant emissions associated with buildout of the proposed project would cumulatively contribute to the nonattainment designations in the SoCAB. Consistency with the AQMP was identified as significant and unavoidable in the 2022 Certified EIR. Therefore, the

[15] The SoCAB is pending a redesignation request from nonattainment to attainment for the 24-hour federal $PM_{2.5}$ standards. The 2021 $PM_{2.5}$ Redesignation Request and Maintenance Plan demonstrates that the South Coast meets the requirements of the CAA to allow the EPA to redesignate the SoCAB to attainment for the 65 $\mu g/m^3$ and 35 $\mu g/m^3$ 24-hour $PM_{2.5}$ standards. CARB will submit the 2021 $PM_{2.5}$ Redesignation Request to the EPA as a revision to the California SIP (CARB 2021).

proposed project would not result in a new or a substantial increase in magnitude of impacts compared to that identified in the 2022 Certified EIR. This impact is **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

Impacts for the Specific Plan are embodied in the emissions tables (Tables 3.3-12 to 3.3-18) under Air Quality Threshold b). In summary, operational-source emissions would exceed applicable regional thresholds for emissions of ROG (summer only) and NOx during Phase 1; ROG, NOx, and CO (summer only) during Phase 2; and ROG, NOx, CO, and PM_{10} at buildout. Accordingly, operation of the Specific Plan could increase the frequency or severity of existing air quality violations and would cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Growth projections from local general plans adopted by cities in the SoCAB are provided to SCAG, which develops regional growth forecasts that are used to develop air quality forecasts for the AQMP. Development consistent with the growth projections in City of Ontario Policy Plan is considered consistent with the AQMP. The EBPSP is not consistent with the approved project.

The EBPSP is considered inconsistent with the 2022 AQMP because the EBPSP has the potential to result in or cause violations of the National or California AAQS and would not be consistent with the approved project. Consistency with the AQMP was identified as a significant and unavoidable impact in the 2022 Certified EIR. Therefore, the EBPSP would not result in a new or a substantial increase in magnitude of impacts compared to the that identified in the 2022 Certified EIR. This would be a **potentially significant impact**.

Specific Plan Significance without Mitigation: Potentially significant.

Impact AQ-1: The additional population growth forecast for the Policy Plan Amendment and Specific Plan and the associated emissions would exceed the assumptions of the South Coast AQMD's AQMP.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

Mitigation measures applied to a development project's operational phase would help reduce impacts associated with buildout of the proposed project; however, no mitigation measures are available that would reduce impacts associated with consistency with South Coast AQMD's AQMP.

New Mitigation Measures

Policy Plan Amendment

No additional mitigation measures have been identified.

Specific Plan

Mitigation measures applied to the operational phases (Mitigation Measures AIR-5-SP through AIR-12-SP) for the Specific Plan would reduce regional air quality exceedances.

Significance After Mitigation

Policy Plan Amendment

As shown in Table 3.2-12, *City of Ontario Regional Criteria Air Pollutant Emissions Forecast*, the proposed project would result in a substantial increase in ROG and NO_X compared to the approved project. At the program level, ROG and NO_X emissions cannot be mitigated because the primary sources are outside local control. ROG emissions largely come from consumer products that are regulated at the manufacturer level, and the City cannot control which products residents purchase or use. Similarly, NO_X emissions from the transportation sector depend on the types of vehicles individuals choose to own and operate, which are governed by state and federal standards rather than local plans.

Accordingly, because of the magnitude and intensity of development accommodated by the proposed project, as well as regional air quality influences beyond the control of the City, impacts associated with consistency with the AQMP would remain **significant and unavoidable**. No additional feasible mitigation measures or mitigating policies at the program level would ensure consistency of the proposed project with the South Coast AQMD's AQMP. The identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent individual projects that meet applicable project-level thresholds of significance.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

Specific Plan

There is no feasible mitigation that would reduce impacts associated with consistency of the project with the AQMP to less than significant; Impacts would remain **significant and unavoidable**.

Specific Plan Significance with Mitigation: Significant and unavoidable.

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

CONSTRUCTION – REGIONAL EMISSIONS IMPACTS

The 2022 Certified EIR identified that, due to the scale of development activity associated under the approved project, the short-term emissions would likely exceed the South Coast AQMD regional significance thresholds.

Policy Plan Amendment

Construction emissions were not quantified due to the programmatic nature of the proposed project. Though mitigation measures were incorporated, the 2022 Certified EIR identified significant and unavoidable construction phase impacts associated with the approved project.

Construction activities under the proposed project would also temporarily increase PM_{10}, $PM_{2.5}$, ROG, NO_X, SO_X, and CO regional emissions in the SoCAB. The primary source of NO_X, CO, and SO_X emissions is the operation of construction equipment. The primary sources of particulate matter (PM_{10} and $PM_{2.5}$) emissions are activities that disturb the soil, such as grading and excavation, road construction, and building demolition and construction. The primary sources of ROG emissions are the application of architectural coating and off-gas emissions associated with asphalt paving.

Construction activities associated with the proposed project would occur over the buildout horizon of the plan, causing short-term emissions of criteria air pollutants; however, information regarding specific development projects, soil types, and the locations of receptors would be needed to quantify the level of impact associated with construction activity. Due to the scale of development activity associated with buildout of the proposed project, emissions would likely exceed the South Coast AQMD regional significance thresholds. In accordance with the South Coast AQMD methodology, emissions that exceed the regional significance thresholds would cumulatively contribute to the nonattainment designations of the SoCAB.

Air quality emissions related to construction must be addressed on a project-by-project basis. For the Policy Plan Amendment, which is a broad-based policy plan, it is not possible to determine whether the scale and phasing of individual projects would exceed the South Coast AQMD's short-term regional or localized construction emissions thresholds. In addition to regulatory measures—e.g., South Coast AQMD Rule 403 for fugitive dust control, Rule 1113 for architectural coatings, and CARB's Airborne Toxic Control Measures—mitigation imposed at the project level may include extension of construction schedules and/or use of special equipment.

Furthermore, TOP 2050 includes a range of policies designed to reduce construction-related emissions, as listed below. Environmental Resources (ER) Element Policy 4.6 would support

reduction in particulate matter generated during construction activities. Safety (S) Element Policy S-5.1 requires the implementation of best management practices for dust control at all excavation and grading projects, and Policy S-5.2 prohibits excavation and grading during strong wind conditions.

- **ER-4.6: Particulate Matter.** We support efforts to reduce particulate matter to meet State and Federal Clean Air Standards.
- **S-5.1: Dust Control Measures.** We require the implementation of Best Management Practices for dust control at all excavation and grading projects.
- **S-5.2: Grading in High Winds.** We prohibit excavation and grading during strong wind conditions, as defined by the Building Code.

While individual projects accommodated under the proposed project may not exceed the South Coast AQMD regional significance thresholds, the likely scale and extent of the combined construction activities associated with the future development under the proposed project would likely continue to exceed the relevant South Coast AQMD thresholds. Compared to the approved project, the proposed project would have similar impacts because the proposed project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the city which would require substantial landform modification.

Construction impacts of the approved project were identified as significant and unavoidable in the 2022 Certified EIR. Therefore, the proposed project would not result in a new or a substantial increase in magnitude of impacts compared to the that identified in the 2022 Certified EIR. Like the approved project, construction-related regional air quality impacts of developments that would be accommodated by the proposed project would be **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

Construction activities associated with the EBPSP would result in emissions of ROGs, NO_x, SO_x, CO, PM_{10}, and $PM_{2.5}$. Construction-related emissions are expected from the following construction activities:

- Demolition/Crushing
- Site Preparation
- Grading
- Building Construction
- Paving

- Architectural Coating

Consistent with industry standards and typical construction practices, each piece of equipment is assumed to operate up to a total of eight hours per day. Estimated maximum daily construction emissions for Phases 1, 2, and 3 are summarized in Table 3.3-11, *EBPSP Construction Emissions Summary: Phase 1;* Table 3.3-12, *EBPSP Construction Emissions Summary: Phase 2;* and Table 3.3-13, *EBPSP Construction Emissions Summary: Phase 3*. As identified in these tables, EBPSP construction would not exceed any criteria pollutant thresholds established by the South Coast AQMD, and impacts would be **less than significant**. Construction impacts associated with the approved project were identified as significant and unavoidable in the Certified EIR. Therefore, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Table 3.3-11 EBPSP Construction Emissions Summary: Phase 1

Year	Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer						
2027	4	44	74	0.16	11	5
2028	52	39	97	0.11	15	4
Winter						
2027	4	44	70	0.16	13	5
2028	52	40	83	0.11	15	4
Maximum Daily Emissions	52	44	97	0.16	15	5
South Coast AQMD Regional Thresholds	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: Appendix C3.

Note: Emissions may not total to 100 percent due to rounding.

Table 3.3-12 EBPSP Construction Emissions Summary: Phase 2

Year	Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer						
2028	2	47	72	0.19	13	5
2029	51	35	73	0.09	10	3
Winter						
2028	2	48	72	0.19	12	5
2029	50	36	64	0.09	10	3
Maximum Daily Emissions	51	48	73	0.19	13	5
South Coast AQMD Regional Thresholds	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: Appendix C3.

Note: Emissions may not total to 100 percent due to rounding.

Table 3.3-13 EBPSP Construction Emissions Summary: Phase 3

Year	Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer						
2030	2	46	71	0.19	13	5
2031	61	32	53	0.08	5	2
Winter						
2030	2	47	71	0.19	12	5.00
2031	61	32	49	0.08	5	2
Maximum Daily Emissions	61	47	71	0.19	13	5
South Coast AQMD Regional Thresholds	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: Appendix C3.

Note: Emissions may not total to 100 percent due to rounding.

Specific Plan Significance without Mitigation: Less than significant.

Impact AQ-2: Construction activities associated with future development that would be accommodated under the Policy Plan Amendment could generate short-term emissions in exceedance of the South Coast AQMD's threshold criteria.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The following mitigation measures were taken directly from the 2022 Certified EIR. Any modifications to the mitigation measures from the 2022 Certified EIR are shown in strikethrough for deleted text and underlined for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the 2022 Certified EIR identified in brackets [Former MM].

Mitigation Measure AIR-1-PPA [Former MM 3-1]: Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Ontario Building Department shall require feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include:

- Require fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as:
  - Requiring use of nontoxic soil stabilizers to reduce wind erosion.
  - Applying water every ~~four~~ 4 hours to active soil disturbing activities.
  - Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.
- Using construction equipment rated by the United States Environmental Protection Agency as having Tier 4 interim or higher exhaust emission limits.
- Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.

- Limiting nonessential idling of construction equipment to no more than ~~five~~ 5 consecutive minutes.
- Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at: ~~http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf.~~ https://www.aqmd.gov/home/rules-compliance/compliance/vocs/architectural-coatings/super-compliant-coatings.

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

New Mitigation Measures

Policy Plan Amendment

Mitigation Measure AIR-1-PPA is applicable to the proposed project. No additional mitigation measures have been identified.

Specific Plan

Construction of the EBPSP would not result in emissions that would exceed any criteria pollutant threshold established by the South Coast AQMD. No mitigation is necessary.

Significance After Mitigation

Policy Plan Amendment

Buildout in accordance with the proposed project would generate short-term construction emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. Mitigation Measure AIR-1-PPA and applicable goals and policies of the proposed project would reduce construction-related air pollutant emissions to the extent feasible. Construction emissions associated with the proposed project would be similar to the approved project, because the proposed project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the City that would require substantial landform modification; however, individual projects accommodated under proposed project may exceed the South Coast AQMD regional significance thresholds. Therefore, like the approved project, construction-related regional air quality impacts of developments that would be accommodated by the proposed project would remain **significant and unavoidable**.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

OPERATION – REGIONAL EMISSIONS IMPACTS

The 2022 Certified EIR identified that the approved project would generate long-term emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations in the SoCAB. Mitigation Measure AIR-2-PPA (former MM 3-2) and Mitigation Measure AIR-3-PPA (former MM AQ-1), in addition to the goals and policies of the approved project, would reduce air pollutant emissions to the extent feasible. Due to the increase in ROGs from residential development associated with the approved project, impacts would remain significant and unavoidable.

Policy Plan Amendment

The Policy Plan Amendment guides growth and development in the City by designating allowed land uses by parcel and through implementation of its goals and policies. New development would increase air pollutant emissions in the City and contribute to the overall emissions in the SoCAB. The Policy Plan Amendment sets up the framework for growth and development, but does not directly result in development. Before development can occur, it must be analyzed for conformance with the general plan, zoning requirements, and other applicable local and State requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits.

Criteria Air Pollutant Emissions Forecast

While individual projects accommodated by the proposed project would be required to undergo their own environmental review, as applicable, some development projects may not be subject to CEQA or may result in significant air quality impacts that could contribute to existing or forecast violations of AAQS. Therefore, citywide emissions are evaluated to account for the cumulative, program-level contribution of development across the City that may not be fully captured through project-by-project review.

The emissions inventory for the City under the proposed project and the approved project is shown in Table 3.3-14, *City of Ontario Regional Criteria Air Pollutant Emissions Forecast*. As shown in the table, buildout of the proposed project would generate an increase in long-term emissions that exceeds the daily South Coast AQMD thresholds for ROG and NO_X.

Table 3.3-14 City of Ontario Regional Criteria Air Pollutant Emissions Forecast

Scenario	Criteria Air Pollutant Emissions (pounds per day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Current TOP						
Transportation	197	4,401	14,613	96	1,031	381
Energy	154	2,720	1,828	17	213	213
Area - Offroad Equipment	221	2,407	12,425	4	94	85
Area - Consumer Products	4,781	—	—	—	—	—
Current TOP Total	**5,352**	**9,528**	**28,866**	**117**	**1,337**	**679**
Policy Plan Amendment						
Transportation	203	4,569	15,002	99	1,066	395
Energy	159	2,807	1,877	18	220	220
Area - Offroad Equipment	226	2,412	12,532	4	94	85
Area - Consumer Products	5,144	—	—	—	—	—
Policy Plan Amendment Total	**5,731**	**9,789**	**29,410**	**120**	**1,379**	**699**
Net Change from Current TOP						
Transportation	6	169	389	3	35	13
Energy	5	88	48	1	7	7
Area - Offroad Equipment	5	5	107	0	0	0
Area - Consumer Products	363	—	—	—	—	—
Total Change	**379**	**261**	**544**	**4**	**42**	**20**
South Coast AQMD Regional Significance Threshold	55	55	550	150	150	55
Significant?	**YES**	**YES**	NO	NO	NO	NO

Source: See Appendix C1.

The increase in ROG emissions compared to the approved project is a result of the increase in residential uses, which results in a greater increase in consumer product use. Emissions of ROG that exceed the South Coast AQMD regional significance thresholds would contribute to the ozone (O_3) nonattainment designation of the SoCAB. The increase in NO_X emissions is a result of higher emissions from mobile sources and energy production within the City. NO_X is a precursor to the formation of O_3 as well as particulate matter (PM_{10} and $PM_{2.5}$). Consequently, the criteria air pollutant emissions that exceed South Coast AQMD's regional significance thresholds would cumulatively contribute to the O_3 and particulate matter (PM_{10} and $PM_{2.5}$) nonattainment designations of the SoCAB.

TOP 2050 includes a range of policies that would help reduce operational emissions associated with development projects, as listed below. Land Use (LU) Element policies LU-2.1 through LU-2.4 would promote compatible development patterns and regulate potential impacts from new development on adjacent land uses. Environmental Resources (ER) Element policies ER-3.2 through ER-3.6 would ensure that new development is designed to be energy efficient and to use fuel efficient vehicles. Policies ER-4.1, ER-4.5, ER-4.8, and ER-4.9 would help reduce long-term air pollution from new development by encouraging mixed-use projects to promote non-motorized mobility, expand tree canopy, and require health risk assessment for land uses that generate high truck traffic. Community Design (CD) Element policy CD-2.7 would ensure that sustainability is considered in the design of new projects to reduce energy demand through solar orientation and other design standards. Mobility (M) Element policies M-1.4, M-1.6, M-2.1, and M-3.1 would reduce VMT by developing trails and corridors that support active transportation, implementing travel demand management strategies, and providing a comprehensive public transit system.

- **LU-2.1: Land Use Decisions.** We minimize adverse impacts on adjacent properties when considering land use and zoning requests.
- **LU-2.2: Buffers.** We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur. Additional mitigation is required when new uses could negatively impact environmental justice areas.
- **LU2.3: Hazardous Uses**. We regulate the development of industrial and similar uses that use, store, produce, or transport toxic substances, air emissions, other pollutants, or hazardous materials.
- **LU-2.4: Regulation of Nuisances**. We regulate the location, concentration, and operation of potential nuisances.
- **ER-3.2: Green Development – Communities.** We encourage the use of the LEED Neighborhood Development rating system, or similar mechanism, to guide the planning and development of all new communities.
- **ER-3.3: Building and Site Design**. We require new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive solar, and natural ventilation.
- **ER-3.4: Green Development – Public Buildings.** We require all new and substantially renovated City buildings in excess of 10,000 square feet achieve a LEED Silver Certification standard, as determined by the U.S. Green Building Council.
- **ER-3.5: Fuel-Efficient and Alternative Energy Vehicles and Equipment.** We require purchase and use vehicles and equipment that are fuel efficient and meet or surpass state emissions requirements and/or use renewable sources of energy.
- **ER-3.6**: **Generation – Renewable Sources.** We promote the use of renewable energy sources (e.g., solar, wind, biomass) in public and private sector development.

- **CD-2.7: Sustainability.** We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping, and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials, and construction techniques.
- **ER-4.1: Land Use.** We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.
- **ER-4.5: Transportation.** We promote mass transit and non-motorized mobility options (walking, biking) to reduce air pollutant emissions.
- **ER-4.8: Tree Planting.** We protect healthy trees within the City and plant new trees to increase carbon sequestration and help the regional/local air quality. We expand the tree canopy in environmental justice areas to enhance air quality and reduce the "heat island" effect.
- **ER-4.9: New Localized Air Pollution Sources Near Existing Sensitive Receptors.** We require new developments to conduct a Health Risk Assessment for land uses that generate more than 100 trucks per day or 40 trucks per day by trucks operating transportation refrigeration units (TRU's) within 1,000 feet from sensitive land uses (California Health and Safety Code § 42705.5(a)(5)). If the health risk assessment determines the new development poses health hazards that increase the incremental cancer risk above the threshold established by the South Coast Air Quality Management District (AQMD), we will only approve permits upon the condition that adequate mitigation measures are proposed and implemented for potential impacts on the sensitive uses around the site and along the route within Ontario taken by the trucks to and from freeways. We require new developments that must perform a health risk assessment to conduct additional public outreach by sending notifications in multiple languages to all residents living within 500 feet, and encourage hosting a public meeting.
- **M-1.4: Complete Streets.** We work to provide a complete, balanced, context-aware, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.
- **M-1.6: Reduce Vehicle Miles Traveled.** We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.
- **M-2.1: Active Transportation.** We maintain our Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways and pedestrian facilities that are

safe, comfortable, and accessible and connect residential areas, businesses, schools, parks, and other key destination points.

- **M-3.3: Transit-Oriented Development.** We may provide additional development-related incentives to those inherent in the Land Use Plan for projects that promote transit use and reduce vehicle miles traveled.

Despite the applicable TOP 2050 policies, because ROG and NO_X emissions would be substantially greater, the proposed project is considered to result in an increase in magnitude of impacts for ROG and NO_X compared to the approved project. The increase in ROG emissions would contribute to the ozone nonattainment designation of the SoCAB, and the increase in NO_X emissions would contribute to the ozone and particulate matter nonattainment designations of the SoCAB.

The proposed project would not result in a new or substantially more severe impact, as the 2022 Certified EIR already identified long-term operational impacts associated with the approved project as significant and unavoidable. Although the proposed project may result in higher ROG and NO_X emissions compared to the approved project, this would not constitute a new or substantially more severe significant impact. Like the approved project, the proposed project would cumulatively contribute to the nonattainment designations of the SoCAB and operation-related regional air quality impacts of developments that would be accommodated by the proposed project would be **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

Operational activities associated with the Specific Plan would result in emissions of ROGs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Operational emissions are expected from the following primary sources:

- Mobile Source Emissions;
- Area Source Emissions;
- Energy Source Emissions;
- Stationary Source Emissions; and
- Cargo Handling Source Emissions.

Estimated peak operational emissions for all phases are summarized in Table 3.3-15, *EBPSP Peak Operational Emissions Summary: Phase 1*; Table 3.3-16, *EBPSP Peak Operational Emissions Summary: Phases 1 and 2*; and Table 3.3-17, *EBPSP Peak Operational Emissions Summary: Phases 1, 2, and 3*. As shown in these tables, Phase 1 emissions would exceed the numerical thresholds of significance established by the South Coast AQMD for emissions of ROG (summer only) and NO_x. Phase 1 and 2 emissions would exceed the South Coast AQMD significance

thresholds for emissions of ROG, NO_x, and CO (summer only). At buildout, the EBPSP's operational emissions would exceed the applicable South Coast AQMD significance thresholds for emissions of ROG, NO_x, CO, and PM_{10}. This would be a **potentially significant** impact. Long-term operational impacts associated with the approved project were identified as significant and unavoidable in the 2022 Certified EIR. Therefore, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Table 3.3-15 EBPSP Peak Operational Emissions Summary: Phase 1

Source	Emissions (lbs/day)					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Summer						
Mobile	12	80	175	1	60	16
Area	42	1	77	0	0.14	0.10
Stationary	1	2	2	0	0.11	0.11
Cargo Handling Equipment	1	2	82	0	0.15	0.14
Maximum Daily Emissions	55	84	335	1	60	17
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	NO	NO	NO	NO
Winter						
Mobile	11	84	148	1	60	16
Area	29	0	0	0	0	0
Stationary	1	2	2	0	0.11	0.11
Cargo Handling Equipment	1	2	82	0	0.15	0.14
Maximum Daily Emissions	42	88	232	1	60	17
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	NO	**YES**	NO	NO	NO	NO

Source: Appendix C3.

Note: Emissions may not total to 100 percent due to rounding.

Table 3.3-16 EBPSP Peak Operational Emissions Summary: Phases 1 and 2

Source	Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer						
Mobile	31	154	394	2	133	36
Area	73	1	102	0.01	0.18	0.14
Stationary	1	4	4	0.01	0.21	0.21
Cargo Handling Equipment	1	3	148	0	0.26	0.24
Maximum Daily Emissions	107	162	648	2	134	37
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	**YES**	NO	NO	NO
Winter						
Mobile	30	162	335	2	133	36
Area	57	0	0	0	0	0
Stationary	1	4	4	0.01	0.21	0.21
Cargo Handling Equipment	1	3	148	0	0.26	0.24
Maximum Daily Emissions	89	169	487	2	134	37
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	NO	NO	NO	NO

Source: Appendix C3.

Note: Emissions may not total to 100 percent due to rounding.

Table 3.3-17 EBPSP Peak Operational Emissions Summary: Phases 1, 2, and 3

Source	Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	$PM_{10}T$	$PM_{2.5}T$
Summer						
Mobile	34.57	186.25	448.56	2.50	168.99	45.93
Area	91.72	1.08	127.82	0.01	0.23	0.17
Stationary	1.80	5.05	4.60	0.01	0.27	0.27
Cargo Handling Equipment	1.27	4.09	178.00	0.00	0.32	0.30
Maximum Daily Emissions	129.36	196.45	758.99	2.52	169.81	46.66
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	YES	YES	YES	NO	YES	NO
Winter						
Mobile	32.95	195.55	380.69	2.43	168.99	45.93

Table 3.3-17 EBPSP Peak Operational Emissions Summary: Phases 1, 2, and 3

Source	Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	$PM_{10}T$	$PM_{2.5}T$
Area	70.71	0.00	0.00	0.00	0.00	0.00
Stationary	1.80	5.05	4.60	0.01	0.27	0.27
Cargo Handling Equipment	1.27	4.09	178.00	0.00	0.32	0.30
Maximum Daily Emissions	106.74	204.68	563.29	2.44	169.58	46.49
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	**YES**	NO	**YES**	NO

Source: Appendix C3.

Note: Emissions may not total to 100 percent due to rounding.

Specific Plan Significance without Mitigation: Potentially significant.

Impact AQ-3: Implementation of the proposed project would generate additional, long-term emissions in exceedance of South Coast AQMD's threshold criteria and cumulatively contribute to the South Coast Air Basin's nonattainment designations.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The following mitigation measures were taken directly from the 2022 Certified EIR. Any modifications to the mitigation measures from the 2022 Certified EIR are shown in strikethrough for deleted text and underline for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the 2022 Certified EIR identified in brackets [Former MM].

Mitigation Measure AIR-2-PPA [Former MM 3-2]: The City of Ontario shall evaluate new development proposals within the City and require all developments to include access or linkages to alternative modes of transportation, such as transit stops, bike paths, and/or pedestrian paths (e.g. sidewalks).

Mitigation Measure AIR-3-PPA [Former MM AQ-1]: Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project operation-phase-related air quality impacts to the City of Ontario Planning Department for review and approval. The

evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Ontario Planning Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval. Possible mitigation measures to reduce long-term emissions could include, but are not limited to the following:

- For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions.
- Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use.
- Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 sec. 2485).
- Provide changing/shower facilities as specified in Section A5.106.4.3 of CALGreen (Nonresidential Voluntary Measures).
- Provide bicycle parking facilities per Section A4.106.9 of CALGreen (Residential Voluntary Measures).
- Provide preferential parking spaces for low-emitting, fuel-efficient, and carpool/van vehicles per Section A5.106.5.1 of CALGreen (Nonresidential Voluntary Measures).
- Provide facilities to support electric charging stations per Section A5.106.5.3 and Section ~~A5.106.8.2~~ A4.106.8 of CALGreen (Nonresidential Voluntary Measures; Residential Voluntary Measures).
- Applicant-provided appliances shall be Energy Star–certified appliances or appliances of equivalent energy efficiency (e.g., dishwashers, refrigerators,

clothes washers, and dryers). Installation of Energy Star–certified or equivalent appliances shall be verified by the City during plan check.

New Mitigation Measures

Policy Plan Amendment

Mitigation Measure AIR-2-PPA and AIR-3-PPA are applicable to the proposed project. At the programmatic level, this analysis relies on broad development assumptions rather than site-specific design details. All feasible mitigation measures applicable at this stage, such as compliance with federal, state, and local air quality regulations, have already been incorporated. Additional reductions in long-term operational emissions would depend on future project-specific designs that are not yet known and therefore cannot be feasibly imposed programmatically. Accordingly, no additional feasible mitigation measures have been identified.

Specific Plan

Implementation of the following Mitigation Measures would be required for Specific Plan:

Mitigation Measure AIR-1-SP: To facilitate the future installation of infrastructure that would charge the batteries that power the motors of electric-powered trucks, the following shall be installed: 1) prior to the shell building permit approval, an electrical room(s) and/or exterior area(s) of the site shall be designated where future electrical panels would be located for the purpose of supplying power to on-site charging facilities for electric powered trucks. Conduit shall be installed from this designated area where the panel would be located to the onsite location where the charging facilities would be located and where electric-powered trucks would park and connect to charging facilities to charge the batteries that power the motors of the electric-powered trucks; 2) prior to issuance of a building permit for tenant improvements, tenants that plan to operate electric trucks would be required to construct electrical charging infrastructure in addition to the required conduits.

Mitigation Measure AIR-2-SP: In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants with information related to South Coast AQMD's Carl Moyer Program, or other such programs that promote truck retrofits or "clean" vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, and CARB regulations. Tenants shall be notified about the availability of: 1) alternatively fueled cargo handling equipment; 2) grant programs for diesel-fueled vehicle engine retrofit and/or replacement; 3) access to alternative fueling stations proximate to the

site that supply compressed natural gas; and 4) the United States Environmental Protection Agency's SmartWay program.

Mitigation Measure AIR-3-SP: Idling Regulations. Prior to issuance of a certificate of occupancy, legible, durable, weather-proof signs shall be installed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include the following instructions for truck drivers to shut off engines when not in use.

a) Instructions for drivers of diesel trucks to restrict idling to no more than 5 minutes once the vehicle is stopped, the transmission is set to "neutral" or "park" and the parking brake is engaged.

b) Telephone numbers of the building facilities manager and CARB to report violations.

Mitigation Measure AIR-4-SP: All future operations shall adhere to the following:

a) Sites shall clearly mark entry and exit points for trucks and service vehicles.

b) Facility operators shall maintain records of their fleet equipment owned by the facility and ensure that all diesel-fueled Medium-Heavy Duty Trucks (MHDT) and Heavy-Heavy Duty Trucks (HHDT) use year CARB 2010 or newer engines. The records should be maintained on-site and be made available for inspection by the lead agency.

c) Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.

d) Signs should be posted in the appropriate locations and/or handouts should be provided that show the locations of nearest food options, fueling, truck maintenance services, and other similar convenience services.

e) Each Facility shall designate a Compliance Officer responsible for implementing the measures described herein and/or in the project conditions of approval and mitigation measures. Contact information shall be provided to the City and updated annually, and signs shall be posted in visible locations providing the contact information for the Compliance Officer to the surrounding community. The Compliance Officer also shall coordinate with CARB and South Coast AQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations.

f) Signs shall be posted in the appropriate locations heavy truck drivers to park and perform any self-maintenance of trucks in designated on-site areas and not within the surrounding community or on public streets.

g) Development plans and specifications shall include signs at every truck exit driveway providing directional information to the truck route.

Mitigation Measure AIR-5-SP: Electric Vehicle Charging and Future Truck Charging Capability. Prior to issuance of building permits, the following features shall be demonstrated on the EBPSP's building plans to the extent feasible over minimum California Code of Regulations Title 24 requirements. Installation shall be verified by the City prior to issuance of a certificate of occupancy.

a) For use by employees and visitors conducting business at the building, install automobile electric vehicle (EV) charging stations at the minimum number required by the California Code of Regulations Title 24. All charging stations shall be equipped with Level 2 or faster chargers. Signs shall be posted indicating that the charging stations are for exclusive use by the building's employees and by visitors conducting business at the building.

b) Install appropriate electrical infrastructure sufficiently sized to accommodate the potential installation of additional auto and truck EV charging stations in the future.

c) Install raceways for conduit to tractor trailer parking areas in logical, gated locations determined by the Applicant during construction document plan check, for the purpose of accommodating the future installation of EV truck charging stations at such time this technology becomes commercially available. The charging station location(s) are to be located inside the gated and secured truck courts.

Mitigation Measure AIR-6-SP: Water Efficient Fixtures. All water fixtures shall be water efficient (toilets/urinals (1.5 gallons per minute [gpm] or less), showerheads (2.0 gpm or less), and faucets (1.28 gpm or less)).

Mitigation Measure AIR-7-SP: City Review of Construction Documents. Prior to issuance of building permits, the following features shall be demonstrated on building and landscape plans to the extent feasible. Installation shall be verified by the City prior to issuance of a certificate of occupancy.

a) Install Energy Star-rated heating, cooling, lighting, and appliances

b) Structures shall be equipped with outdoor electric outlets in the front and rear to facilitate use of electrical lawn and garden equipment.

c) Install rooftop solar energy systems which generate enough electricity to meet 45% of the annual warehouse electricity demand.

Mitigation Measure AIR-8-SP: Tenant Lease Agreement. Prior to issuance of a certificate of occupancy, the following language shall be included within tenant lease agreements in order to reduce operational air pollutant emissions to the extent feasible:

a) Information about energy efficiency, energy-efficient lighting and lighting control systems, energy management, and existing energy incentive programs.

b) Information about funding opportunities, such as the Carl Moyer Program, that provide incentives for using cleaner-than-required engines and equipment.

c) Requirements to use the cleanest technologies available and to provide the necessary infrastructure to support zero-emission vehicles, equipment, and appliances that would be operating on site at such time this technology becomes commercially available. This requirement shall apply to equipment such as forklifts, handheld landscaping equipment, yard trucks, office appliances, etc.

d) Requirements to exclusively use zero-emission light and medium-duty delivery trucks and vans, when economically feasible.

e) Requirements to operate in compliance with, and to monitor compliance with, all current and applicable air quality regulations for on-road trucks including the California Air Resources Board's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Periodic Smoke Inspection Program, and the Statewide Truck and Bus Regulation.

f) Requirements and identification of the responsible party to maintain, replace, and upgrade rooftop solar panels per the manufacturer's recommendations for the life of the lease. The EBPSP would comply with existing solar requirements per the California Energy Code in effect during permitting (at the time of Construction Drawing Plan Check Submittal). In the case that the tenant requires additional solar capacity, this shall be addressed during the tenant improvement process. The EBPSP would be required to meet the CCR Title 24 energy efficiency standards in effect at the time building permit applications are submitted.

g) Requirements and identification of the responsible party to maintain, replace, and repair the legible, durable, weather-proof signs that were installed at initial building occupancy placed at truck access gates, loading docks, and truck parking areas that identify applicable CARB anti-idling regulations.

h) The tenant agreement shall include notification that the tenant shall comply with CARB Truck and Bus regulation, including requirements that only haul trucks meeting model year 2010 engine emission standards shall be used for the on-road transport of materials to and from the site.

i) Requirements for the building owner to provide a Green Cleaning Products and Paint Education Program available to the building tenant, to keep at the building's office, break room, leasing space, or on an accessible website.

Significance After Mitigation

Policy Plan Amendment

Buildout in accordance with the proposed project would generate long-term emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. Mitigation Measure AIR-2-PPA and AIR-3-PPA, in addition to the goals and policies of the Policy Plan Amendment, would reduce air pollutant emissions to the extent feasible. Impact AQ-3 would remain **significant and unavoidable** due to the increase in ROGs and NO_X emissions from development associated with the proposed project compared to that of the approved project.

Health Impacts

Contributing to the nonattainment status would also contribute to elevating health effects associated to these criteria air pollutants. Known health effects related to ozone include worsening of bronchitis, asthma, and emphysema and a decrease in lung function. Health effects associated with particulate matter include premature death of people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, decreased lung function, and increased respiratory symptoms. Reducing emissions would further contribute to reducing possible health effects related to criteria air pollutants.

It is speculative for this broad-based policy plan to determine how exceeding the regional thresholds would affect the number of days the region is in nonattainment since mass emissions are not correlated with concentrations of emissions, or how many additional individuals in the air basin would be affected by the health effects cited above. This SEIR quantifies the increase in criteria air pollutants emissions in the City; however, at a programmatic level analysis, it is not feasible to quantify the increase in TACs from stationary sources associated with the proposed project or meaningfully correlate how regional criteria air pollutant emissions above the South Coast AQMD significance thresholds correlate with basin wide health impacts.

To determine cancer and noncancer health risk, the location, velocity of emissions, meteorology and topography of the area, and locations of receptors are equally important as model parameters as the quantity of TAC emissions. The white paper in Appendix C1 "We Can Model

Regional Emissions, But Are the Results Meaningful for CEQA" describes several of the challenges of quantifying local effects—particularly health risks—for large-scale, regional projects, and these are applicable to both criteria air pollutants and TACs. Similarly, the 2 amicus briefs filed by the air districts on the Friant Ranch case (see Appendix C1) describe 2 positions regarding CEQA requirements, modeling feasibility, variables, and reliability of results for determining specific health risks associated with criteria air pollutants. The discussions also include the distinction between criteria air pollutant emissions and TACs with respect to health risks. Additionally, the South Coast AQMD's Significance Thresholds and Monitoring demonstrate the infeasibility based on the current guidance/methodologies. The following summarizes major points about the infeasibility of assessing health risks of criteria air pollutant emissions and TACs associated with implementation of a general plan.

To achieve and maintain air quality standards, the South Coast AQMD has established numerical emission indicators of significance for regional and localized air quality impacts for both construction and operational phases of a local plan or project. The South Coast AQMD has established the thresholds based on "scientific and factual data that is contained in the federal and state Clean Air Acts" and recommends "that these thresholds be used by lead agencies in making a determination of significance." The numerical emission indicators are based on the recognition that the air basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health. The thresholds represent the maximum emissions from a plan or project that are expected not to cause or contribute to an exceedance of the most stringent applicable national or state ambient air quality standard. By analyzing the plan's emissions against the thresholds, an EIR assesses whether these emissions directly contribute to any regional or local exceedances of the applicable ambient air quality standards and exposure levels.

South Coast AQMD currently does not have methodologies that would provide the City with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project's mass emissions.[16] For criteria air pollutants, exceedance of the regional significance thresholds cannot be used to correlate a project to quantifiable health

[16] In April 2019, the Sacramento Metropolitan Air Quality Management District (SMAQMD) published an Interim Recommendation on implementing Sierra Club v. County of Fresno (2018) 6 Cal.5th 502 ("Friant Ranch") in the review and analysis of proposed projects under CEQA in Sacramento County. Consistent with the expert opinions submitted to the court in Friant Ranch by the San Joaquin Valley Air Pollution Control District (SJVAPCD) and South Coast AQMD, the SMAQMD guidance confirms the absence of an acceptable or reliable quantitative methodology that would correlate the expected criteria air pollutant emissions of projects to likely health consequences for people from project-generated criteria air pollutant emissions. The SMAQMD guidance explains that while it is in the process of developing a methodology to assess these impacts, lead agencies should follow the Friant Court's advice to explain in meaningful detail why this analysis is not yet feasible. Since this interim memorandum SMAQMD has provided methodology to address health impacts. However, a similar analysis is not available for projects within the South Coast AQMD region.

impacts unless emissions are sufficiently high to use a regional model. South Coast AQMD has not provided methodology to assess the specific correlation between mass emissions generated and their effect on health (see Appendix C1: San Joaquin Valley Air Pollution Control District's amicus brief, and South Coast AQMD's amicus brief).

Ozone concentrations depend on a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Secondary formation of particulate matter and ozone can occur far from sources as a result of regional transport due to wind and topography (e.g., low-level jet stream). Photochemical modeling depends on all emission sources in the entire domain (i.e., modeling grid). Low resolution and spatial averaging produce "noise" and modeling errors that usually exceed individual source contributions. Because of the complexities of predicting ground-level ozone concentrations in relation to the National and California AAQS, it is not possible to link health risks to the magnitude of emissions exceeding the significance thresholds.

Current models used in CEQA air quality analyses are designed to estimate potential project construction and operation emissions for defined projects. The estimated emissions are compared to significance thresholds, which are keyed to reducing emissions to levels that will not interfere with the region's ability to attain the health-based standards. This serves to protect public health in the overall region, but there is currently no CEQA methodology to determine the impact of emissions (e.g., pounds per day) on future concentration levels (e.g., parts per million or micrograms per cubic meter) in specific geographic areas. CEQA thresholds, therefore, are not specifically tied to potential health outcomes in the region.

The SEIR must provide an analysis that is understandable for decision making and public disclosure. Regional-scale modeling may provide a technical method for this type of analysis, but it does not necessarily provide a meaningful way to connect the magnitude of a project's criteria pollutant emissions to health effects without speculation. Additionally, this type of analysis is not feasible at a general plan level because the location of emissions sources and quantity of emissions are not known. Because cumulative development within the City would exceed the regional significance thresholds, the proposed project could contribute to an increase in health effects in the basin until the attainment standards are met in the SoCAB.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

Specific Plan

Although Mitigation Measures AIR-1-SP through AIR-8-SP are designed to reduce operational-source criteria pollutant emissions of the EBPSP, there is no way to meaningfully quantify these reductions in CalEEMod, and therefore no numeric emissions credit has been taken in the

analysis. Therefore, even with application of these measures, EBPSP operational-source emissions impacts are considered **significant and unavoidable**.

Specific Plan Significance with Mitigation: Significant and unavoidable.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

CONSTRUCTION – LOCALIZED EMISSIONS IMPACTS

The 2022 Certified EIR identified that, due to the scale of development activity associated under the approved project, the short-term emissions could exceed the South Coast AQMD localized significance thresholds.

Policy Plan Amendment

Construction-Phase Localized Significance Thresholds

Buildout of the proposed project would occur over the buildout horizon of the plan via several smaller projects, each with its own construction time frame and equipment. Because a localized emissions analysis can only be conducted at the individual project-level, quantification of localized impacts is not applicable for a program-level environmental analysis. As potential development and redevelopment could occur close to existing sensitive receptors, future development projects that would be accommodated by the proposed project have the potential to expose sensitive receptors to substantial pollutant concentrations. Consequently, like the approved project, construction equipment exhaust (including DPM) combined with fugitive particulate matter emissions has the potential to expose sensitive receptors to substantial concentrations of criteria air pollutant emissions and result in potentially significant impacts.

Construction-Phase Toxic Air Contaminants

The allowed development under the proposed project could elevate concentrations of TACs (i.e., DPM) in the vicinity of sensitive land uses during temporary construction activities that would use off-road equipment on-site, operating at different levels depending on the type of activity (e.g., during grading activities). Because potential development and redevelopment could occur close to existing sensitive receptors, future development projects that would be accommodated by the proposed project have the potential to expose sensitive receptors to substantial TAC concentrations. Consequently, like the approved project, construction equipment exhaust (including DPM) combined with fugitive particulate matter emissions has the potential to expose sensitive receptors to substantial concentrations of TAC emissions and result in potentially significant impacts.

Summary

Construction-related criteria air pollutants and TACs from individual development projects within the City have the potential to expose sensitive receptors to substantial concentrations of air pollutants. This is a **potentially significant** impact. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to that of the approved project and impacts identified in the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

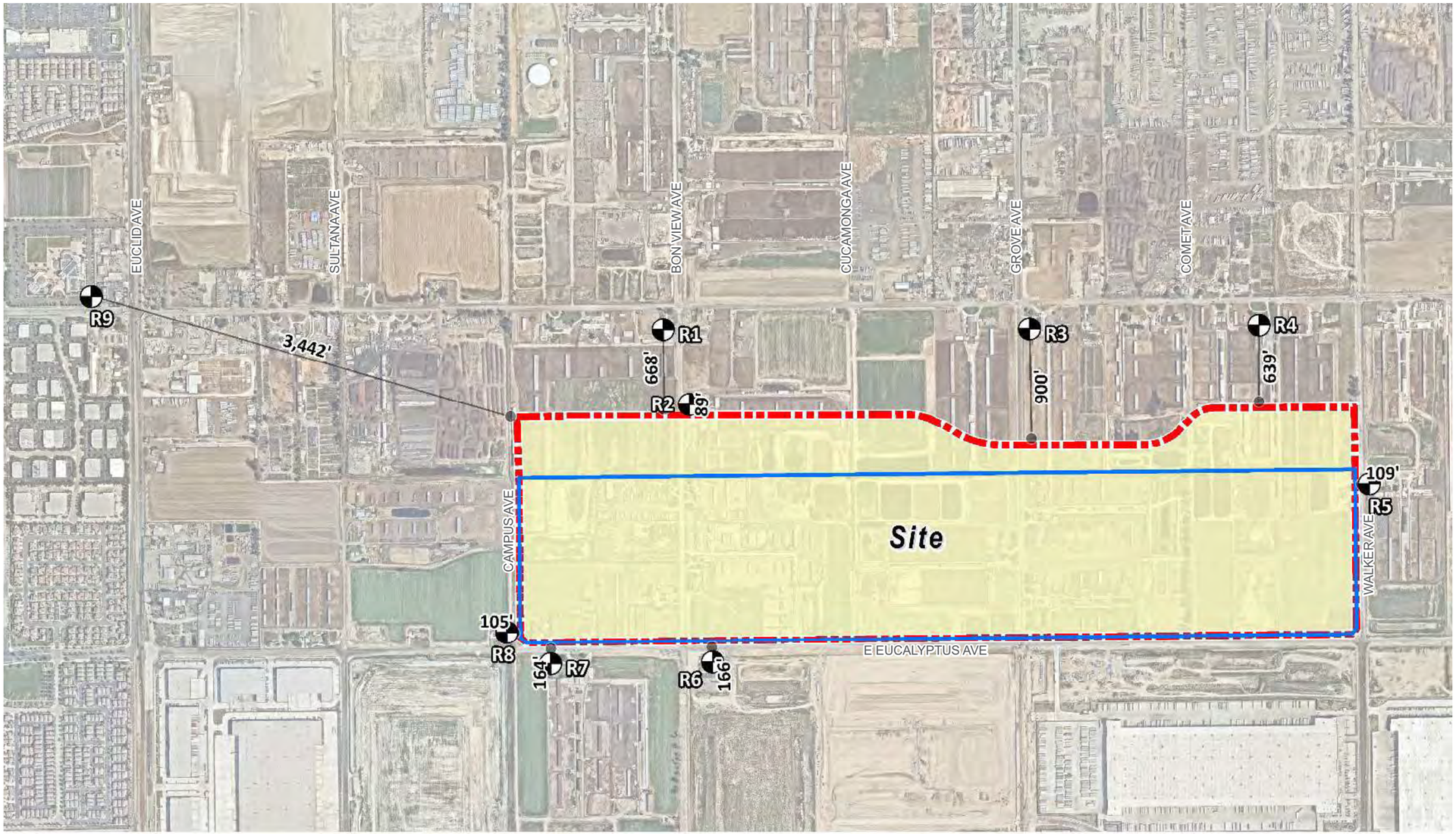
Specific Plan

LSTs represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable National AAQS and California AAQS at the nearest residence or sensitive receptor. Receptor locations are off-site locations where individuals may be exposed to emissions from project activities. Receptors in the EBPSP study area are described below and illustrated in Figure 3.3-6, *EBPSP Sensitive Receptor Locations*.

- **Location R1** represents the existing residence at 7697 Edison Avenue, approximately 668 feet north of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the site, receptor point R1 in the model is placed at the building's façade.
- **Location R2** represents the existing residence at 14213 Bon View Avenue, approximately 89 feet north of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the site, receptor point R2 in the model is placed at the building's façade.
- **Location R3** represents the existing residence at 14117 Grove Avenue, approximately 900 feet north of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the site, receptor point R3 in the model is placed at the building's façade.
- **Location R4** represents the existing residence at 8377 Edison Avenue, approximately 639 feet north of the EBPSP site. Receptor point R4 in the model is placed in the private outdoor living area (backyard) facing the site.
- **Location R5** represents the existing residence at 14303 Walker Avenue, approximately 109 feet east of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the site, receptor point R5 in the model is placed at the building's façade.
- **Location R6** represents the Ontario Fire Station 11 located at 7721 Eucalyptus Avenue, approximately 166 feet south of the EBPSP site. R6 is placed at the nearest building façade facing the site.
- **Location R7** represents the existing residence at 7566 Eucalyptus Avenue, approximately 164 feet south of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the site, receptor point R7 in the model is placed at the building's façade.

Figure 3.3-6

EBPSP Sensitive Receptor Locations



- Site Boundary
- EBPSP Boundary
- Receptor Locations
- Distance from Receptor to Project Site Boundary (in feet)

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 300 1,000 FT

Source: Urban Crossroads 2025 Date: 01/16/2026

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- **Location R8** represents the existing residence at 7511 Eucalyptus Avenue, approximately 105 feet west of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the site, receptor point R8 in the model is placed at the building's façade.
- **Location R9** represents the Crosspoint Children's Center at 6950 Edison Avenue, approximately 3,442 feet northwest of the EBPSP site. Receptor point R9 in the model is placed at the nearest building façade facing the site.

Construction-Phase Localized Significance Thresholds

Based on South Coast AQMD's LST Methodology, emissions of concern during construction activities include NO_X, CO, $PM_{2.5}$, and PM_{10}. Table 3.3-18, *EBPSP Construction Source LST Summary: Phase 1;* Table 3.3-19, *EBPSP Construction Source LST Summary: Phase 2;* and Table 3.3-20, *EBPSP Construction Source LST Summary: Buildout,* present the construction-source localized emissions that can be expected during each construction phase of the Specific Plan. As shown in these tables, emissions for all construction phases would not exceed South Coast AQMD's localized significance thresholds at the maximally exposed receptors as a result of construction activities.

Table 3.3-18 EBPSP Construction-Source LST Summary: Phase 1

	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
Phase 1 Construction	1-Hour	8-Hours	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.03	0.01	1.05E-02	0.84	0.41
Background Concentration	1.5	1.1	0.085	—	—
Total Concentration	1.53	1.11	0.10	0.84	0.41
South Coast AQMD Threshold	20	9	0.18	10.40	10.40
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: Appendix C4.

Table 3.3-19 EBPSP Construction-Source LST Summary: Phase 2

Phase 2 Construction	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hours	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.04	0.01	1.40E-02	1.01	0.49
Background Concentration	1.5	1.1	0.085	—	—
Total Concentration	1.54	1.11	0.10	1.01	0.49
South Coast AQMD Threshold	20	9	0.18	10.40	10.40
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: Appendix C4.

Table 3.3-20 EBPSP Construction-Source LST Summary: Buildout

Phase 3 Construction	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hours	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.08	0.03	2.69E-02	1.59	0.77
Background Concentration	1.5	1.1	0.085	—	—
Total Concentration	1.58	1.13	0.11	1.59	0.77
South Coast AQMD Threshold	20	9	0.18	10.40	10.40
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: Appendix C4.

Construction-Phase Toxic Air Contaminants

Construction-related DPM emissions are expected primarily as a function of the operation of heavy-duty construction equipment. Potential health risks to residents, workers, and school children were evaluated over a period of 30, 25, and 9 years of exposure, as discussed below. Table 3.3-21, *Summary of EBPSP Construction Health Risks*, presents a summary of the previous discussions of EBPSP construction health risks.

Table 3.3-21 Summary of EBPSP Construction Health Risks

Maximum Exposed Location	Receptor Location	Time Period (Year)	Maximum Lifetime Cancer Risk[1]	Significance Threshold[1]	Exceeds Significance Threshold?
Cancer Risk					
Sensitive Receptor	R5	4.50	1.39	10	NO
Worker Receptor	R6	4.50	0.04	10	NO
Individual School Child	R9	4.50	<0.01	10	NO
Maximum Exposed Location	**Receptor Location**	**Time Period**	**Maximum Hazard Index**	**Significance Threshold**	**Exceeds Significance Threshold?**
Non-Cancer Risk					
Sensitive Receptor	R5	Annual Average	<0.01	1	NO
Worker Receptor	R6	Annual Average	<0.01	1	NO
Individual School Child	R9	Annual Average	<0.01	1	NO

Source: Appendix C4.

1. risk per million

Residential Exposure Scenario

The location with the greatest potential exposure to construction-source DPM emissions is Location R5, approximately 109 feet east of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the site, R5 is placed at the building façade facing the site. For the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to EBPSP construction-source DPM emissions is estimated at 1.39 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be ≤0.01, which would not exceed the applicable threshold of 1.0. Although Location R5 is not the nearest receptor to the EBPSP site, it would experience the highest concentrations of DPM during construction due to its location and meteorological conditions. Because all other modeled receptors would experience lower concentrations of DPM during construction, all other receptors in the vicinity of the EBPSP would be exposed to less emissions and therefore less risk than the MEIR identified. Therefore, the EBPSP would not cause a significant human health or cancer risk to adjacent land uses as a result of construction activity.

Worker Exposure Scenario

The worker receptor land use with the greatest potential exposure to EBPSP construction-source DPM emissions is Location R6, which represents the potential worker receptor

approximately 166 feet south of the site. The maximally exposed individual worker (MEIW) is the worker receptor location that would experience the highest modeled concentrations of DPM, and thus the highest risk. For the MEIW, the maximum incremental cancer risk impact is calculated to be 0.04 in one million, which is less than the South Coast AQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be ≤0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors would be exposed to lower concentrations of DPM, all other worker receptors in the vicinity of the EBPSP would be exposed to less emissions and therefore less risk than the MEIW identified. Therefore, construction would not cause a significant human health or cancer risk to adjacent workers.

School Child Exposure Scenario

The nearest school and location of the maximally exposed individual school child (MEISC) is Crosspoint Children's Center, approximately 3,442 feet northwest of the EBPSP site and represented by Location R9. For the MEISC, the maximum incremental cancer risk impact attributable to construction is calculated to be ≤0.01 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the EBPSP were calculated to be ≤0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled school receptors would be exposed to lower concentrations of DPM, all other school receptors in the vicinity of the EBPSP would be exposed to less emissions and therefore less risk than the MEISC identified.

Summary

Based on the preceding, the potential for construction of the Specific Plan to expose sensitive receptors to substantial pollutant concentrations would be less than significant. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact AQ-4: Construction activities associated with the Policy Plan Amendment could expose sensitive receptors to substantial air pollutant concentrations.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

Mitigation Measure AIR-1-PPA, identified above, is applicable to the proposed project and would help reduce localized construction impacts.

New Mitigation Measures

Policy Plan Amendment

No additional mitigation measures have been identified.

Specific Plan

Construction of the EBPSP would not expose sensitive receptors to substantial pollutant concentrations. No mitigation is necessary.

Significance After Mitigation

Policy Plan Amendment

Construction activities associated with the proposed project could expose sensitive receptors to substantial concentrations of criteria air pollutants and TACs. Mitigation Measure AIR-1-PPA would require that future development projects incorporate measures to reduce construction emissions that would minimize exposure of sensitive receptors to elevated concentrations of criteria air pollutant emissions and TACs. Additionally, review of development projects by South Coast AQMD for permitted sources of air toxics (e.g., industrial facilities, dry cleaners, and gasoline dispensing facilities) would ensure that health risks are minimized. Individual development projects would be required to achieve the incremental risk thresholds established by South Coast AQMD, and TACs would be less than significant.

Because existing sensitive receptors may be close to project-related construction activities and due to the programmatic nature of the proposed project, construction emissions generated by individual development projects have the potential to exceed SCAQMD's LSTs and contribute to higher levels of cancer risk in the SoCAB. Consequently, Impact AQ-4 would remain **significant and unavoidable**.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

OPERATION – LOCALIZED EMISSIONS IMPACTS

The 2022 Certified EIR identified that the approved project would not generate a CO hotspot and TAC emissions from permitted stationary sources would be less than significant. However, operation of warehouse and industrial land uses associated with buildout of the approved project could expose sensitive receptors to substantial TAC emissions and result in cumulative health risk impacts. Cumulative health risk was identified as a significant unavoidable impact in the 2022 Certified EIR.

Policy Plan Amendment

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. In 2007, the SoCAB was designated in attainment for CO under both the California AAQS and National AAQS. The CO hotspot analysis conducted for the attainment by South Coast AQMD did not predict a violation of CO standards at the busiest intersections in Los Angeles during the peak morning and afternoon periods.[17] As identified in South Coast AQMD's 2003 AQMP and the *1992 Federal Attainment Plan for Carbon Monoxide* (1992 CO Plan), peak carbon monoxide concentrations in the SoCAB in previous years, prior to redesignation, were a result of unusual meteorological and topographical conditions and not of congestion at a particular intersection (South Coast AQMD 1992; South Coast AQMD 2003a).

A project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact (Bay Area Air District 2023). Implementation of the proposed project under horizon year conditions would not result in hourly traffic increases of this magnitude. This net increase would be below the screening criteria. Thus, implementation of the proposed project would not produce the volume of traffic required to generate a CO hotspot, and CO hotspots impacts would be less than significant.

Permitted Stationary Sources

Various industrial and commercial processes (e.g., manufacturing, dry cleaning) allowed under the proposed land use plan would be expected to release TACs. Industrial land uses, such as chemical processing facilities, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities, have the potential to be substantial stationary sources that would require a permit from South Coast AQMD. Emissions of TACs would be controlled by South Coast AQMD through permitting and would be subject to further study and health risk assessment prior to the issuance of any necessary air quality permits under South Coast AQMD Rule 1401, which would ensure less than significant impacts. Although implementation of the proposed project may result in projects that emit TACs throughout the City, the incremental impact of the proposed project would be the same as that of the approved project.

[17] The four intersections were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning peak hour and LOS F in the evening peak hour.

Non-permitted Sources (Warehousing and Industrial Land Uses)

Warehousing or industrial operations generate substantial DPM emissions from off-road equipment use, truck idling, and/or use of transport refrigeration units for cold storage, which are area or mobile sources that are not directly regulated by South Coast AQMD. The proposed land use plan could result in a net increase of 6,370,304 square feet of industrial land use. Though stationary sources associated with the proposed project would be required to comply with South Coast AQMD Rule 1401, truck idling does not fall under the purview of the air district.

New warehousing or industrial land uses in the City under the proposed project that use trucks, including trucks with TRUs, could generate an increase in DPM that would contribute to cancer and noncancer health risk in the SoCAB. These types of facilities could also generate particulate matter (PM_{10} and $PM_{2.5}$) that could cause an exceedance or contribute to the continuing exceedance of the federal and state AAQS. These new land uses could be near existing sensitive receptors. In addition, trucks would travel on regional transportation routes through the SoCAB, contributing to near-roadway diesel particulate matter concentrations.

Implementation of the following TOP 2050 policy would reduce project-level localized impacts from industrial development:

- **ER-4.9: New Localized Air Pollution Sources Near Existing Sensitive Receptors.** We require new developments to conduct a Health Risk Assessment for land uses that generate more than 100 trucks per day or 40 trucks per day by trucks operating transportation refrigeration units (TRU's) within 1,000 feet from sensitive land use (California Health and Safety Code Section 42505.5(a)(5)). If the health risk assessment determines the new development poses health hazards that increase the incremental cancer risk above the threshold established by the South Coast Air Quality Management District (AQMD), we will only approve permits upon the condition that adequate mitigation measures are proposed and implemented for potential impacts on the sensitive uses around the site and along the route within Ontario taken by the trucks to and from freeways. We require new developments that must perform a health risk assessment to conduct additional public outreach by sending notifications in multiple languages to all residents living within 500 feet, and encourage hosting a public meeting.

Though individual projects would be required to have less than significant impacts, cumulative development in the City would result in an increase in DPM concentrations and could increase the environmental burden on sensitive populations, including environmental justice communities, in the SoCAB. Regional emissions are divided into 2 major source categories: stationary/area and mobile sources.

Stationary and Area Sources of TACs

Similar to the approved project, the proposed project provides a land use plan that designates land uses for employment-generating uses, including Business Park and Industrial. The Business Park and Industrial land use categories cover a wide variety of potential uses. As a long-range planning document, the Policy Plan Amendment lacks sufficient detail on specific development projects that would potentially be developed in the future; therefore, it is not possible to determine what types of TACs would be generated on an individual site. Because the exact nature of the future industrial uses is not known, the quantity of TACs generated by the Policy Plan Amendment is also unknown. Furthermore, for warehouse development projects, cancer risk is predominately associated with diesel-powered cargo handling equipment rather than on-site truck idling. There is insufficient information available at this level of analysis to conduct a reasonable or scientifically valid analysis of DPM associated with on-site diesel-powered cargo handling equipment and trucks or other sources of TACs. Thus, for programmatic, general-plan-level assessments, it is not feasible to conduct regional dispersion modeling to determine the incremental contribution of risks associated with land use changes. Specific development projects in the City that have the potential to generate potentially significant risks associated with the release of TACs are required to undergo an analysis of their potential health risks associated with TACs based upon the specific details of each individual project (see Policy ER-4.9). Overall, because there are no specific development projects identified or approved under the Policy Plan Amendment and the location and exact nature of future development projects are unknown, determining health risk at this time is considered speculative pursuant to Section 15145 of the CEQA Guidelines. Health risk impacts from development of industrial and commercial land uses are considered a potentially significant cumulative impact.

Mobile Sources of TACs

The proposed project would also result in changes to the truck routes map to address the requirements of AB 98 (see Figure 2-8, *Current Truck Routes*, and Figure 2-9, *Proposed Truck Routes*, in Chapter 2, *Project Description*). The intent of AB 98 is to improve community health and the environment by strategizing how and where heavy-duty trucks travel to and from logistics and warehousing facilities. The primary direction of state law is to prioritize routes that maximize the use of freeways or state highways followed by larger local roads (arterial and collector roadways). Changes to the City's truck routes are to avoid, when possible, routing trucks through residential areas and near concentrations of other sensitive uses (such as schools, hospitals, and parks).

As part of this SEIR, an operational HRA was conducted to evaluate impacts of changes to the City's truck routes in Ontario Ranch in accordance with AB 98 compared to the current TOP. The results of the operational HRA are in Appendix C2 of this SEIR. As previously discussed, a two-tier modeling approach was utilized in the HRA.

- **Coarse Modeling Results (600-meter spacing)**. The first tier of modeling results identify where the greatest DPM pollutant concentration changes occur as a result of changes to the City's truck routes. Based on the coarse modeling results with receptors at 600 meter spacing, as shown in Figure 3.3-7, *Truck Route Net Increase in DPM Concentrations: Coarse Results*, the areas that would experience the greatest increase in DPM concentration would be along the I-10 corridor, truck route interchanges in the northeast section of the City, and truck route interchanges in the southwest section of the City. Figure 3.3-8, *Truck Route Net Increase in Cancer Risk Per Million: Coarse Results*, illustrates the net increase in cancer risk per million people citywide, conservatively assuming all receptors in the model are residential.

- **Refined Modeling Results (100-meter spacing)**. Then, refined modeling was conducted to focus on the areas with the greatest increase in DPM pollutant concentrations, with receptor spacing at 100 meters to disclose potential impacts to sensitive receptors. The refined modeling focused on areas in the City that would fall within the one-per-million cancer risk contours in Figure 3.3-8. As shown in Figure 3.3-9, *Truck Route Net Increase in DPM Concentrations: Refined Results*, and Figure 3.3-10, *Truck Route Net Increase in Cancer Risk per Million: Refined Results*, the greatest DPM concentration increase between the approved project and proposed project conditions would be near the intersection of Eucalyptus Avenue and Walker Avenue (also referred to as the Maximally Exposed Receptor or MER). Similar to the coarse modeling, the refined model receptors were conservatively assumed to be residential in nature to identify maximum potential individual health risk impacts.

Individual Health Risk Impacts

The calculated health risk values are based on the modeled receptor concentration over an average 70-year lifetime. Unmitigated results of the health risk assessment shown in Table 3.3-22, *Ontario Ranch Truck Route Changes Operational Health Risk Summary*, indicate that the maximum incremental cancer risk resulting from the proposed project would be less than the South Coast AQMD threshold of 10 in one million. The incremental risk shown in Table 3.3-22 reflects the net change between 2050 conditions for the approved project and 2050 conditions for the proposed project, focusing specifically on the change of route designations and redistribution of truck volumes on the designated truck route network for each 2050 scenario. As shown, the MER would experience a cancer risk of approximately 9.5 per million people. The MER would also not exceed the South Coast AQMD's chronic hazard threshold of 1.0. Because the incremental cancer risk and hazard index do not exceed the South Coast AQMD thresholds, changes to the City's truck routes (see Figure 2-9) in addition to the growth in truck traffic associated with the Policy Plan Amendment would not expose sensitive receptors to substantial pollutant concentrations.

Table 3.3-22 Ontario Ranch Truck Route Changes Operational Health Risk Summary

Receptor	Incremental Increase Cancer Risk (per million)	Incremental Increase Chronic Hazard
Maximally Exposed Receptor	9.5	<0.1
South Coast AQMD Threshold	10	1.0
Significant?	NO	NO

Source: See Appendix C2.

Citywide Cancer Burden

South Coast AQMD has an additional health risk threshold, referred to as cancer burden, which identifies the excess cancer risk burden borne by a community from a given project. The cancer burden is the estimated increase in the occurrence of cancer cases in a population resulting from exposure to TAC emissions (e.g., DPM) over a 70-year exposure duration. The cancer burden for a population is the product of the number of people in that population and the estimated individual risk from TACs.

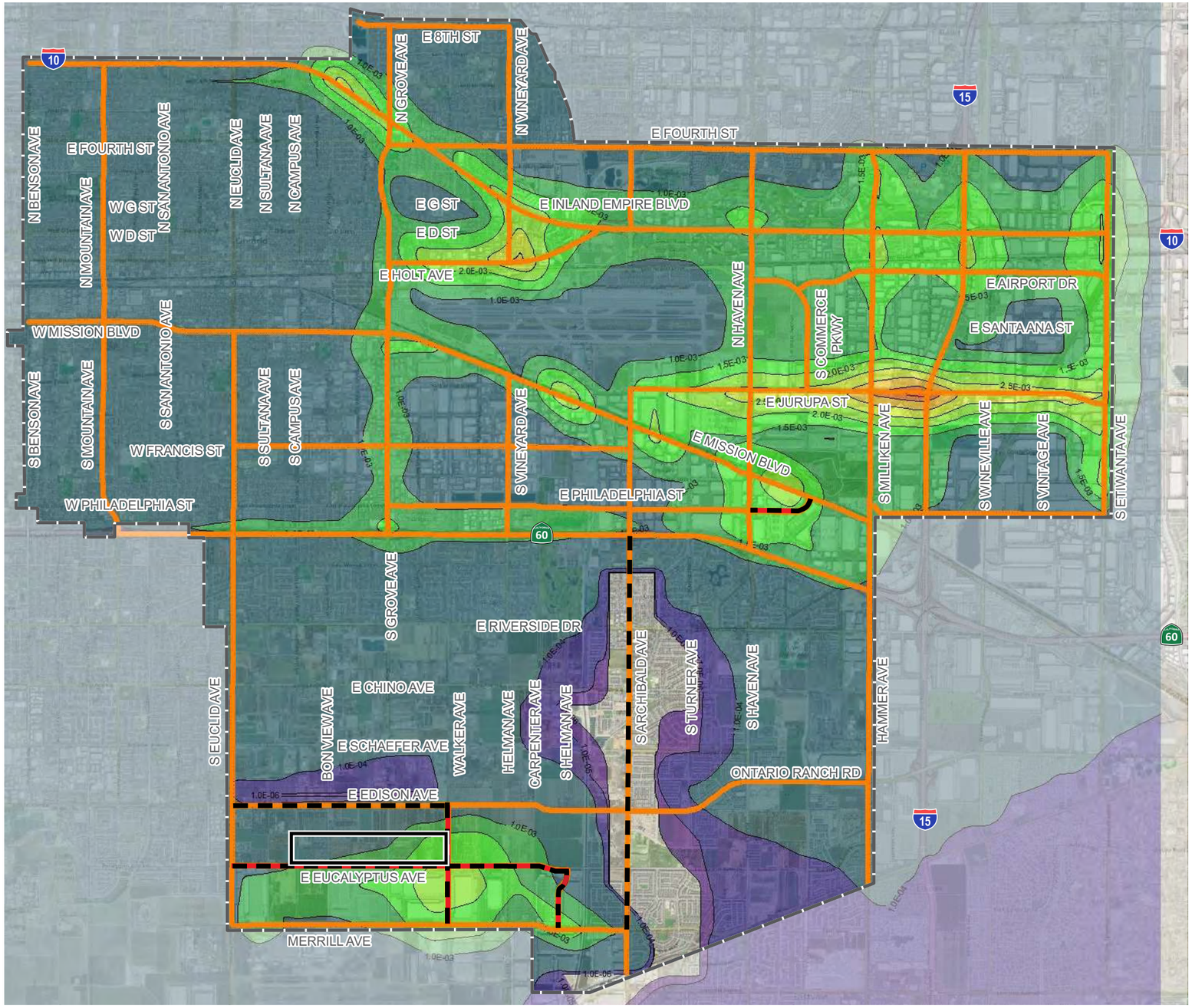
As noted by South Coast AQMD in their Risk Assessment Procedures for Rules 1401, 1401.1, and 212 (South Coast AQMD 2024), to calculate the cancer burden for the proposed project, the population density of the City of Ontario must first be identified. Then, the individual cancer risk contours from Figure 3.3-8 and Figure 3.3-10 are used to quantify the total number of people that would be considered in the citywide cancer burden. The product identifies the net increase in cancer burden for the City resulting from the proposed project.

As discussed in Section 2.1, *Project Location*, of this SEIR, the City consists of approximately 50 square miles. As shown in Table 2-3, *TOP 2050 Policy Plan Amendment Proposed Land Use Summary*, the proposed project would result in an estimated 427,741 residents in the City under future conditions with the proposed project. Therefore, the City experiences an average population density of 8,555 people per square mile.

As shown in Figure 3.3-10, the proposed project would result in very few locations that would experience a cancer risk of 5 per million or above. These risk results are limited to the areas around the East Philadelphia Street connection between South Haven Avenue and Mission Boulevard and along Eucalyptus Avenue between Bon View Avenue and Carpenter Avenue. These areas constitute a total estimated 0.4 square miles, and this analysis conservatively assumes this entire area experiences the MER risk of 9.5 per million.

Figure 3.3-7

Truck Route Net Increase in DPM Concentrations: Coarse Results



Annual Average DPM Concentration µg/m³

- 3.8E-03
- 3.5E-03
- 3.0E-03
- 2.5E-03
- 2.0E-03
- 1.5E-03
- 1.0E-03
- 1.0E-04
- 1.0E-05
- 1.0E-06

- Ontario City Boundary
- EBPSP Boundary
- Truck Routes (with and without project)
- Truck Routes (Added with Project)
- Truck Routes (Removed with Project)

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0 2,500 5,000 10,000 FT

Source: AERMOD 2026 Date: 01/08/2026

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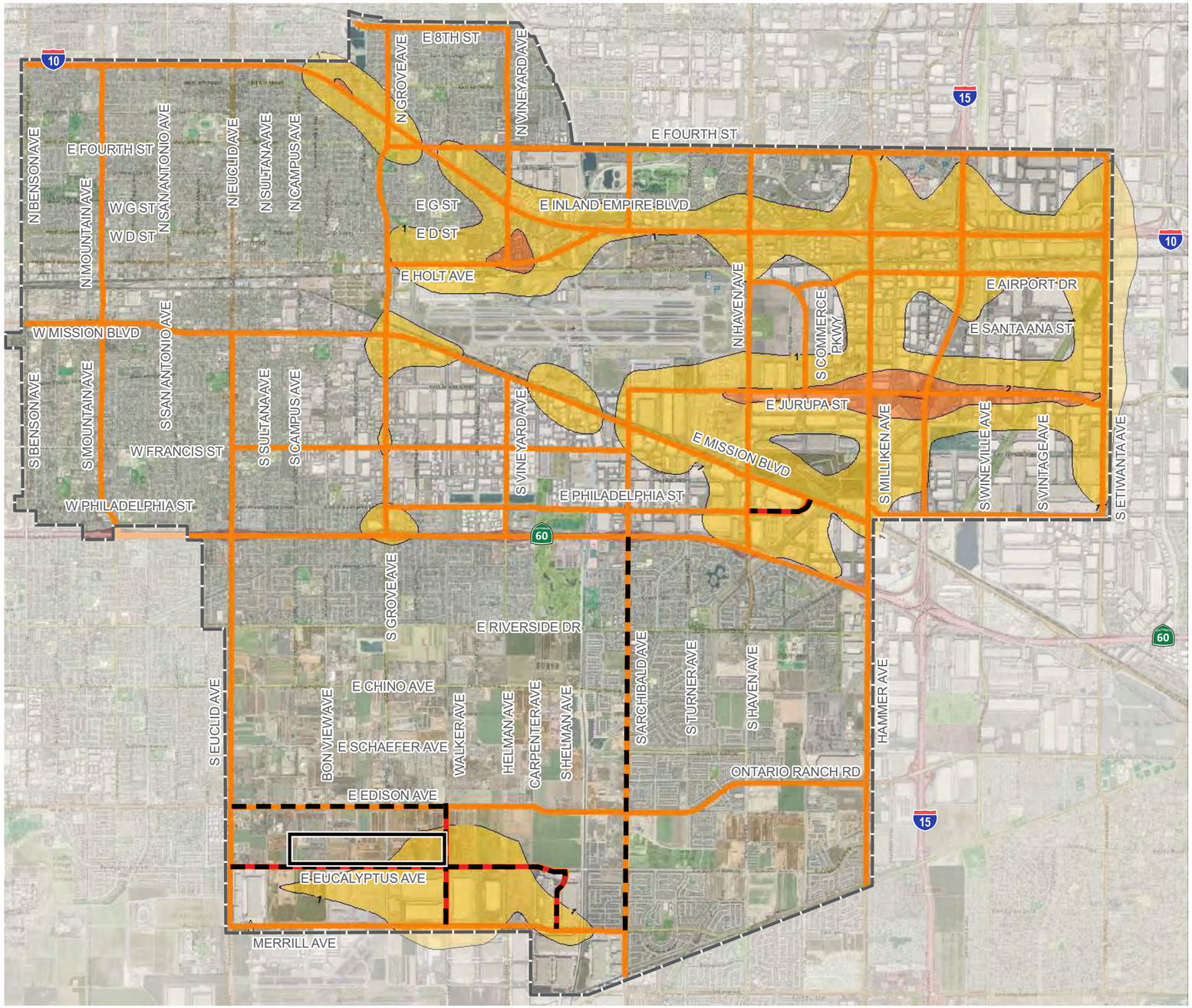
Figure 3.3-8

Truck Route Net Increase in Cancer Risk Per Million: Coarse Results



Residential Cancer Risk Per Million People

- 3.00
- 2.00
- 1.00
- 0.0

- Ontario City Boundary
- EBPSP Boundary
- Truck Routes (with and without project)
- Truck Routes (Added with Project)
- Truck Routes (Removed with Project)

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0 2,500 5,000 10,000 FT

Source: AERMOD 2026 Date: 01/08/2026

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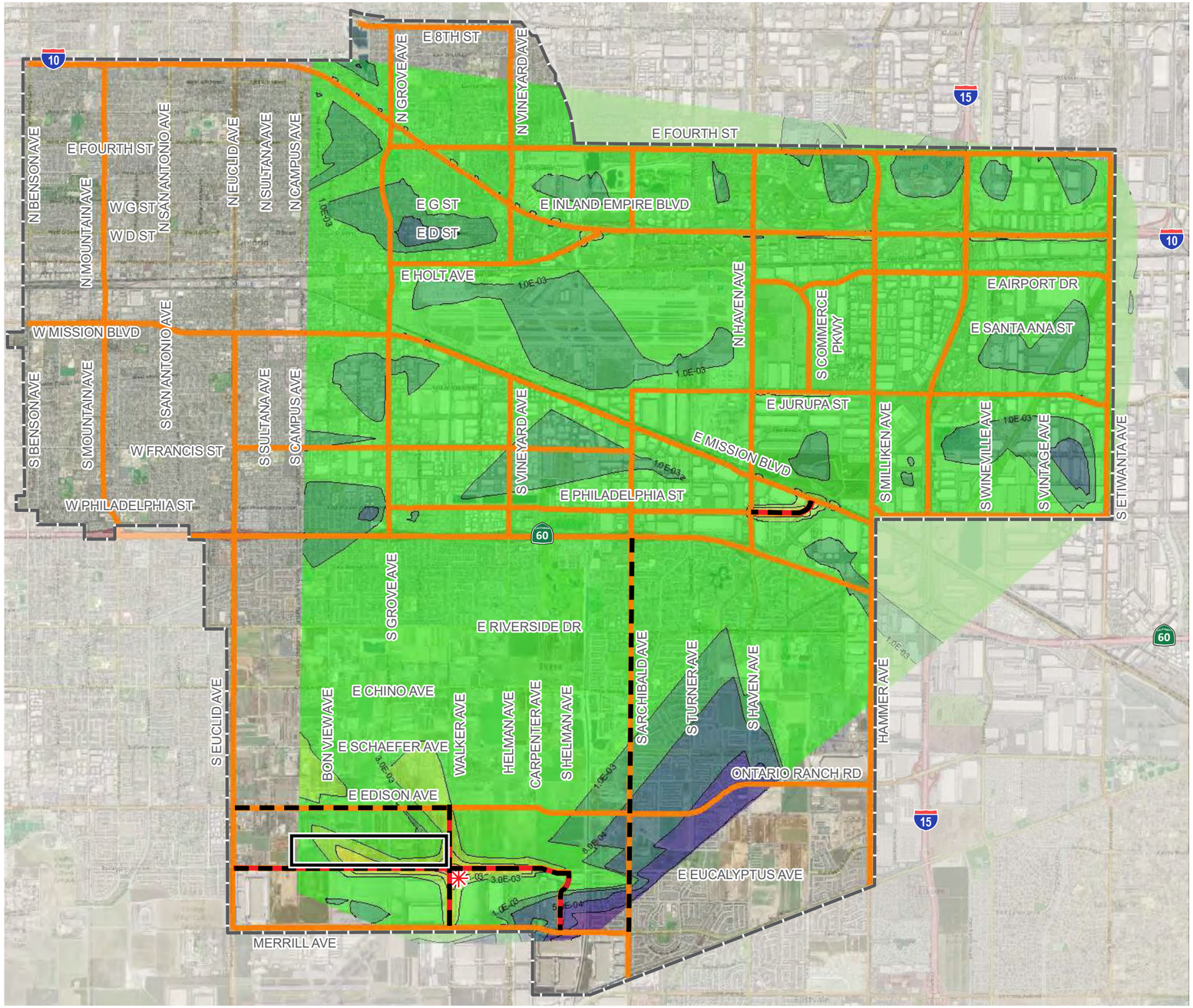
Figure 3.3-9

Truck Route Net Increase in DPM Concentrations: Refined Results



Annual Average DPM Concentration µg/m³

- 1.2E-02
- 1.0E-02
- 8.0E-03
- 5.0E-03
- 3.0E-03
- 1.0E-03
- 8.0E-04
- 5.0E-04
- 3.0E-04
- 1.1E-04

- Ontario City Boundary
- EBPSP Boundary
- Maximally Exposed Receptor (MER)
- Truck Routes (with and without project)
- Truck Routes (Added with Project)
- Truck Routes (Removed with Project)

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0 2,500 5,000 10,000 FT

Source: AERMOD 2026

Date: 01/08/2026

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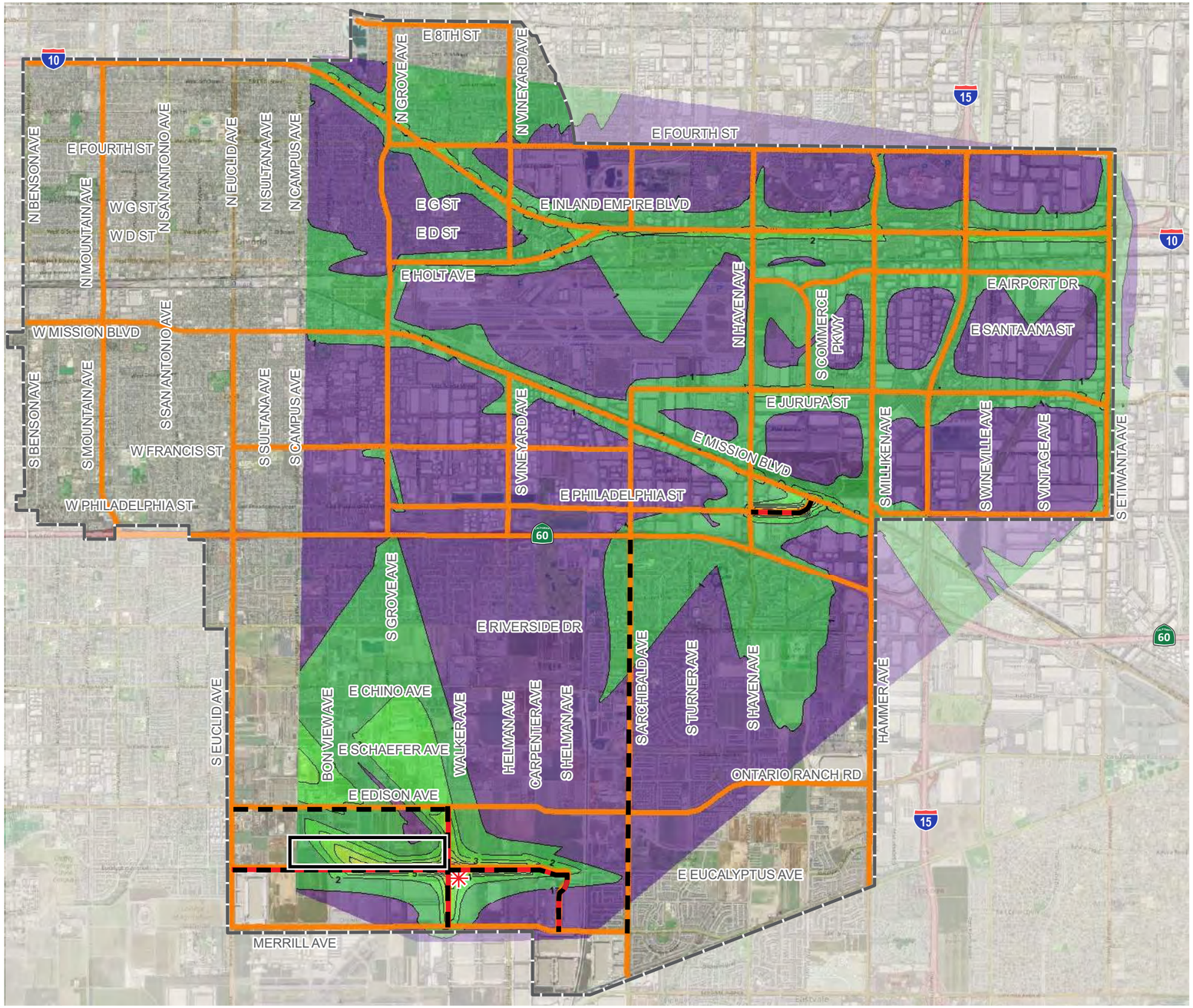
Figure 3.3-10

Truck Route Net Increase in Cancer Risk Per Million: Refined Results



Residential Cancer Risk Per Million People

- 9.000
- 8.000
- 7.000
- 6.000
- 5.000
- 4.000
- 3.000
- 2.000
- 1.000
- 0.000

Ontario City Boundary

EBPSP Boundary

Maximally Exposed Receptor (MER)

Truck Routes (with and without project)

Truck Routes (Added with Project)

Truck Routes (Removed with Project)

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: AERMOD 2026 Date: 01/08/2026

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Also shown in Figure 3.3-10, the proposed project would result in few locations that would experience a cancer risk of 2 to 5 per million. These risk results are limited to the areas around the East Philadelphia Street connection between South Haven Avenue and Mission Boulevard and along Eucalyptus Avenue between Bon View Avenue and Carpenter Avenue as pollutant concentrations attenuate away from areas of higher concentration. This cancer risk of 2 to 5 per million is also experienced along the I-10 corridor and in the southwest portion of the City north of Edison Avenue. These areas constitute a total estimated 1.2 square miles, and this analysis conservatively assumes this entire area experiences a cancer risk of 5 per million.

Figure 3.3-10 shows that the proposed project would result in numerous locations that would experience a cancer risk of 1 to 2 per million. These risk results are seen throughout the City, predominantly in the southwest portion of the City north of Edison Avenue and in the north and northeast portions of the City surrounding major truck route corridors and intersections. These areas constitute a total estimated 12.3 square miles, and this analysis conservatively assumes this entire area experiences a cancer risk of 2 per million.

The proposed project would result in a cancer risk of less than 1 per million for the remainder of the City. Moreover, as shown in Figure 3.3-8, the coarse modeling results that included receptors covering the entire City confirm that the remainder of the City would experience a cancer risk of less than 1 per million. As identified in Appendix C2, citywide receptors outside of the 1 cancer risk per million contour have an average risk of 0.26 per million. Therefore, this analysis conservatively assumes receptors that are outside of the risk contour representing a cancer risk of 1 per million would experience an average cancer risk as high as 0.5 per million.

As shown in Table 3.3-23, *Unmitigated Cancer Burden Summary*, the proposed project would result in a total cancer burden of 0.43, which would be below the South Coast AQMD's significance threshold of 0.5. As a result, changes to the City's truck routes (see Figure 2-9) in addition to the growth in truck traffic associated with the Policy Plan Amendment would not substantially increase cancer burden in the City.

Table 3.3-23 Unmitigated Cancer Burden Summary

Risk Contour	Square Miles	Population	Cancer Burden
5 to 9 per million	0.3	2,567	0.02
2 to 5 per million	1.2	10,266	0.05
1 to 2 per million	12.3	105,227	0.21
<1 per million	36.2	309,691	0.15
Total Cancer Burden	—	—	0.43
South Coast AQMD Threshold	—	—	0.5
Significant?	—	—	NO

Source: See Appendix C2.

Community Risk Improvements

While the operational HRA focuses on the net increase in DPM concentration and subsequent incremental increase in cancer and chronic health risk and citywide cancer burden, it should be noted that the proposed project would result in net decreases in DPM concentration and associated health risk in certain areas of the City. As shown in Figure 3.3-11, *Truck Route Changes Net Decrease in Cancer Risk per Million: Coarse Results,* the proposed project would result in the greatest reduction of cancer risk from diesel-fired trucks north of Edison Avenue between South Euclid Avenue and Walker Avenue and along the South Archibald Avenue corridor between CA-60 and Remington Avenue. These pollutant reductions would occur principally as the result of the removal of truck routes along Edison Avenue and South Archibald Avenue, thereby redistributing truck trips to other routes away from these areas. This would result in a net benefit in health impacts resulting from the proposed project for these areas. These net decreases in cancer risk results are illustrated for informational purposes only and the corresponding decrease in health risk is not quantified.

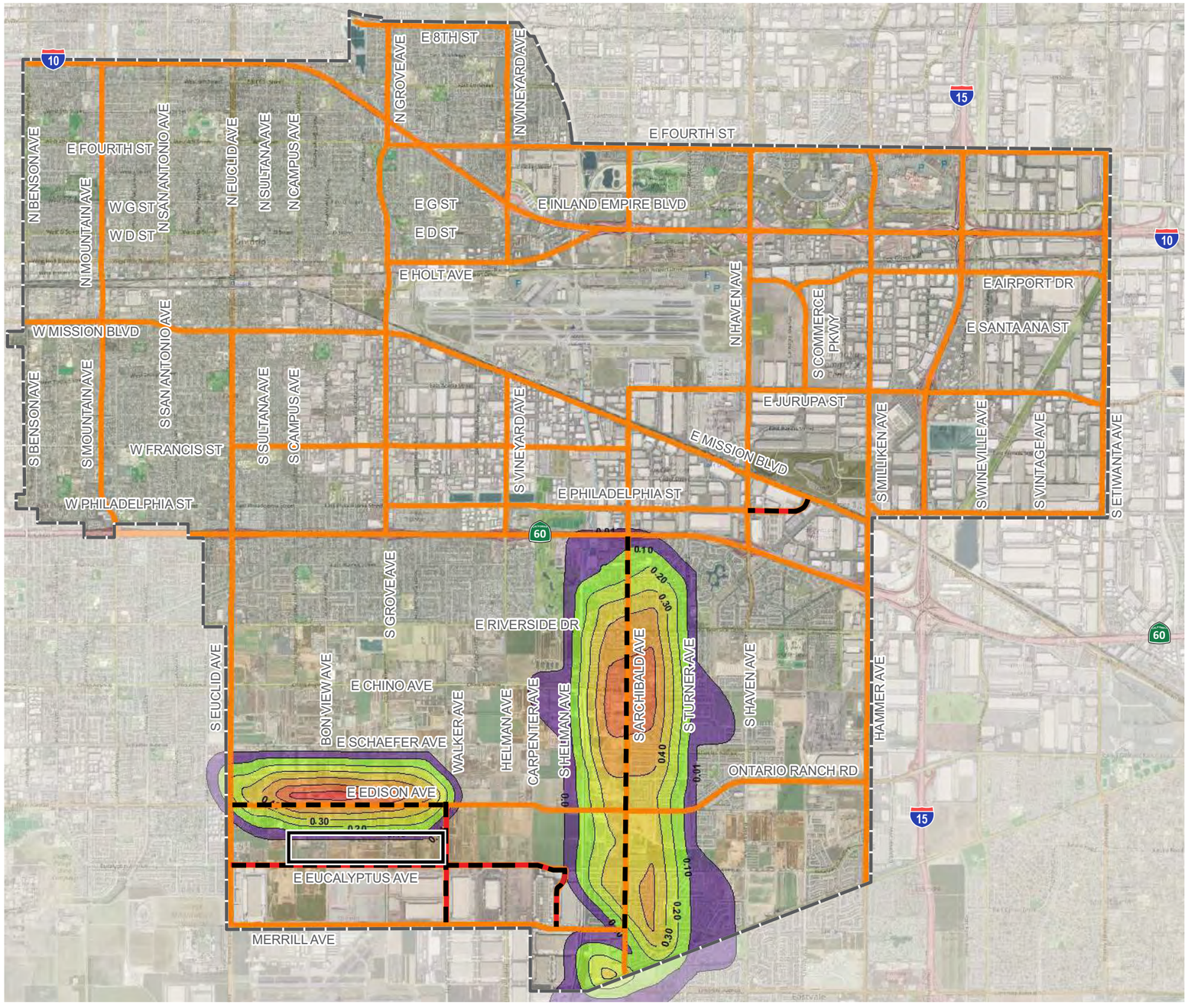
Summary

As described above, long-term operation of the proposed project would not have the potential to generate CO Hotspots; however, long-term operation of the proposed project would result in a substantial increase in development that would generate an increase in criteria air pollutants and TACs in the City. Permitted sources of emissions would be regulated by South Coast AQMD and do not have the potential to result in elevated concentrations of air pollutants near sensitive receptors. Changes to the City's Truck Routes would have a beneficial impact on existing sensitive receptors along Archibald Avenue and overall would not expose sensitive receptors to substantial pollutant concentrations along proposed truck routes in the City. Overall long-term operation of area and mobile sources have the potential to expose sensitive receptor to substantial concentrations of air pollutants. This cumulative impact is **potentially significant**. With the increase in industrial land uses under the proposed project, the proposed project could potentially result in a substantial increase in magnitude of impacts compared to that of the approved project and impacts identified in the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Figure 3.3-11

Truck Route Changes Net Decrease in Cancer Risk Per Million: Coarse Results



Residential Cancer Risk Per Million People

-0.600
-0.500
-0.400
-0.300
-0.200
-0.100
-0.007

Ontario City Boundary

EBPSP Boundary

Truck Routes (with and without project)

Truck Routes (Added with Project)

Truck Routes (Removed with Project)

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: AERMOD 2026

Date: 01/08/2026

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Specific Plan

CO Hotspots

A CO hotspot is defined as a localized concentration of CO exceeding the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. At the time the most recent CEQA Air Quality Handbook (1993) was published by South Coast AQMD, the air basin was designated as non-attainment, requiring projects to perform hotspot analyses to ensure they did not worsen the existing conditions. Over the last 2 decades, background CO concentrations have been significantly reduced due to regulatory controls on tailpipe emissions, which have culminated in the air basin achieving attainment status for CO.

In 2003, the South Coast AQMD, as part of its AQMP development process, prepared modeling to determine the potential for CO Hotspots at the four busiest intersections in the air basin. As summarized in the 2003 AQMP, even at one of the busiest intersections at that time, only 0.7 ppm of CO is attributable to vehicular traffic and the remaining 7.7 ppm were due to ambient background conditions. The 2003 AQMP's findings underscore that CO hotspots are highly unlikely due to the reduced background concentrations and the effectiveness of California's air quality management strategies. The substantial reduction in CO levels from the vehicle fleet and the state's attainment status for CO further diminish the need for detailed microscale hotspot analyses, reinforcing that existing monitoring and regulatory frameworks adequately address potential air quality concerns.

As such, EBPSP-related traffic at any intersections within the study area would not cause or contribute to a CO hotspot since the background concentrations are low and any contribution from EBPSP traffic would be negligible.

Operational-Source Localized Significance Thresholds

Table 3.3-24, *EBPSP Operational Source LST Summary: Phase 1*; Table 3.3-25, *EBPSP Operational Source LST Summary: Phases 1 and 2*; and Table 3.3-26, *EBPSP Operational Source LST Summary: Phases 1, 2, and 3*, present the operational-source localized emissions that can be expected during each operational phase of the Specific Plan. As shown, emissions for all operational phases would not exceed South Coast AQMD's localized significance thresholds at the maximally exposed receptors as a result of operational activities.

Table 3.3-24 EBPSP Operational-Source LST Summary: Phase 1

	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
Peak Operations	1-Hour	8-Hours	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	3.96E-02	3.43E-02	1.52E-03	0.23	0.09
Background Concentration	1.5	1.1	0.085		
Total Concentration	1.54	1.13	0.09	0.23	0.09
South Coast AQMD Threshold	20	9	0.18	2.50	2.50
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: Appendix C4.

Table 3.3-25 EBPSP Operational-Source LST Summary: Phases 1 and 2

	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
Peak Operations	1-Hour	8-Hours	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	4.65E-02	3.49E-02	2.28E-03	0.57	0.18
Background Concentration	1.5	1.1	0.085		
Total Concentration	1.55	1.13	0.09	0.57	0.18
South Coast AQMD Threshold	20	9	0.18	2.50	2.50
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: Appendix C4.

Table 3.3-26 EBPSP Operational-Source LST Summary: Phases 1, 2, and 3

	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
Peak Operations	1-Hour	8-Hours	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	5.20E-02	3.94E-02	2.65E-03	0.72	0.23
Background Concentration	1.5	1.1	0.085		
Total Concentration	1.55	1.14	0.09	0.72	0.23
South Coast AQMD Threshold	20	9	0.18	2.50	2.50
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: Appendix C4.

Operational-Source Health Risk Assessment

Table 3.3-27, *Summary of EBPSP Operational Health Risks,* presents a summary of the EBPSP operational health risk analysis.

Table 3.3-27 Summary of EBPSP Operational Health Risks

Maximum Exposed Location	Receptor Location	Time Period (Year)	Maximum Lifetime Cancer Risk[1]	Significance Threshold[1]	Exceeds Significance Threshold?
Cancer Risk					
Sensitive Receptor	R5	30	2.27	10	NO
Worker Receptor	R6	25	0.21	10	NO
Individual School Child	R9	9	0.04	10	NO
Maximum Exposed Location	**Receptor Location**	**Time Period**	**Maximum Hazard Index**	**Significance Threshold**	**Exceeds Significance Threshold?**
Non-Cancer Risk					
Sensitive Receptor	R5	Annual Average	<0.01	1	NO
Worker Receptor	R6	Annual Average	<0.01	1	NO
Individual School Child	R9	Annual Average	<0.01	1	NO

Source: Appendix C4.

Notes:

1. risk per million

Residential Exposure Scenario

The residential land use with the greatest potential exposure to operational-source DPM emissions is Location R5, which is 109 feet east of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the EBPSP site, R5 is placed at the building façade facing the site. At this location, the maximum incremental cancer risk attributable to operational-source DPM emissions is estimated at 2.27 in one million, which would not exceed the South Coast AQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be ≤0.01, which would not exceed the applicable significance threshold of 1.0.

Although Location R5 is not the nearest receptor to the EBPSP site, it would experience the highest concentrations of DPM from operations due to its location and meteorological conditions. Because all other modeled receptors would be exposed to lower concentrations of

DPM, all other receptors in the vicinity would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, operations of the EBPSP would not cause a significant human health or cancer risk to nearby residences.

Worker Exposure Scenario

The worker receptor land use with the greatest potential exposure to operational-source DPM emissions is Location R6, which represents the potential worker receptor 166 feet south of the EBPSP site. The MEIW is the worker receptor location that would experience the highest modeled concentrations of DPM, and thus the highest risk. For the MEIW, the maximum incremental cancer risk impact is calculated to be 0.21 in one million, which is less than the South Coast AQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be ≤0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors would be exposed to lower concentrations of DPM, all other worker receptors in the vicinity would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, EBPSP operations would not cause a significant human health or cancer risk to adjacent workers.

School Exposure Scenario

Proximity to sources of toxics is critical to determining the impact. In traffic-related studies, the additional non-cancer risk attributable to proximity was seen within 1,000 feet and was strongest within 300 feet. California freeway studies show about a 70 percent drop-off in particulate pollution levels at 500 feet. Based on CARB and South Coast AQMD emissions and modeling analyses, an 80 percent drop-off in pollutant concentrations is expected at approximately 1,000 feet from a distribution center.

The 1,000-foot evaluation distance is supported by research-based findings concerning TAC emission dispersion rates from roadways and large sources showing that emissions diminish substantially between 500 and 1,000 feet from emission sources.

A one-quarter mile radius, or 1,320 feet, is commonly utilized for identifying sensitive receptors, such as schools, that may be impacted by a proposed project. This radius is more robust than and therefore provides a more health protective scenario for evaluation than the 1,000-foot impact radius identified above. Notwithstanding, for full disclosure purposes, the nearest school was also evaluated.

The nearest school and location of the MEISC is Crosspoint Children's Center, approximately 3,442 feet northwest of the EBPSP site and represented by Location R9. At the MEISC, the maximum incremental cancer risk impact attributable to operations is calculated to be 0.04 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the EBPSP were calculated to be ≤0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled school

receptors would be exposed to lower concentrations of DPM, all other school receptors in the vicinity would be exposed to less emissions and therefore less risk than the MEISC identified herein.

Construction and Operational Impacts Combined

The analysis considers a conservative scenario in which a child at a nearby residence is exposed to construction-related DPM emissions from birth for the expected 4.5 years of construction, and is then exposed to operational emissions for the remaining 25.5 years of the 30-year residential exposure scenario.

The land use with the greatest potential exposure to construction-source and operational-source DPM emissions is Location R5. As shown in Table 3.3-28, *Summary of EBPSP Construction and Operational Health Risks Combined,* at the MEIR, the maximum incremental cancer risk attributable to construction-source and operational-source DPM emissions is estimated at 2.38 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be ≤0.01, which would not exceed the applicable threshold of 1.0. As such, the EBPSP would not cause a significant human health or cancer risk to adjacent land uses as a result of construction and operational activity. All other receptors during construction and operational activity would experience less risk than what is identified for this location.

Table 3.3-28 Summary of EBPSP Construction and Operational Health Risks Combined

Maximum Exposed Location	Receptor Location	Time Period (Year)	Maximum Lifetime Cancer Risk[1]	Significance Threshold[1]	Exceeds Significance Threshold?
Cancer Risk					
Sensitive Receptor	R5	30	2.38	10	NO
Maximum Exposed Location	**Receptor Location**	**Time Period**	**Maximum Hazard Index**	**Significance Threshold**	**Exceeds Significance Threshold?**
Non-Cancer Risk					
Sensitive Receptor	R5	Annual Average	<0.01	1	NO

Source: Appendix C4.
1. risk per million

Summary

Based on the preceding, the potential for operations of the EBPSP to expose sensitive receptors to substantial pollutant concentrations is considered less **than significant**. Accordingly, the

EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact AQ-5: Operation of industrial and warehousing land uses accommodated under the Policy Plan Amendment would cumulatively contribute to elevated levels of toxic air contaminants in the South Coast AQMD region.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

TOP 2050 Policy ER-4.9, *New Localized Air Pollution Sources Near Existing Sensitive Receptors*, would require an operational health risk assessment for projects that have the potential to generate a substantial number of diesel truck trips. Therefore, no additional mitigation measures were identified.

New Mitigation Measures

Policy Plan Amendment

Mitigation Measures AIR-2-PPA and AIR-3-PPA are applicable to the proposed project. TOP 2050 Policy ER-4.9, New Localized Air Pollution Sources Near Existing Sensitive Receptors, would require an operational health risk assessment for projects that have the potential to generate a substantial number of diesel truck trips. Therefore, no additional mitigation measures were identified.

Specific Plan

Operation of the EBPSP would not expose sensitive receptors to substantial pollutant concentrations. No additional mitigation is necessary.

Significance After Mitigation

Policy Plan Amendment

Buildout of the proposed project and the approved project could expose sensitive receptors to substantial concentrations of TACs. Buildout could result in new sources of criteria air pollutant emissions and/or TACs near existing or planned sensitive receptors. Review of development projects by South Coast AQMD for permitted sources of air toxics (e.g., industrial facilities, dry cleaners, and gasoline dispensing facilities) would ensure that health risks are minimized. Additionally, Policy ER-4.9 would ensure mobile sources of TACs not covered under South Coast AQMD permits are considered during subsequent project-level environmental review by the

City of Ontario. Individual development projects would be required to achieve the incremental risk thresholds established by South Coast AQMD, and TACs would be less than significant; however, implementation of the proposed project would generate TACs that could contribute to elevated levels in the air basin. This effect is more substantial with the proposed project compared to the approved project because of the increase in industrial land use allowed under the proposed project. While individual projects may achieve the project-level risk threshold of 10 per million, they would nonetheless contribute to the higher levels of cancer risk in the SoCAB and, therefore, would result in a cumulatively considerable impact. Therefore, the proposed project's cumulative contribution to health risk is **significant and unavoidable**.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

ODOR IMPACTS

The 2022 Certified EIR did not identify any significant odor impacts associated with the approved project. Growth within the City under the proposed project could generate new sources of odors. Nuisance odors from land uses in the SoCAB are regulated under South Coast AQMD Rule 402, Nuisance, which states:

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

Policy Plan Amendment

Industrial Land Uses

Buildout permitted under the approved project and the proposed project could include new sources of odors, such as compost facilities, landfills, solid-waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), asphalt batch manufacturing plants, chemical manufacturing, and food manufacturing facilities. Similar to the approved project, areas where these types of uses could be developed under the proposed project would be generally limited to the areas designated Industrial (see Figure 2-5, *Proposed TOP 2050 Land Use Plan*). Future environmental review would be required for these types of

industrial projects, which would ensure that sensitive land uses are not exposed to objectionable odors. Industrial land uses associated with the proposed project also would be required to comply with South Coast AQMD Rule 402. Therefore, impacts from potential odors generated from industrial land uses associated with the proposed project are considered less than significant.

Residential and Other Land Uses

Like the approved project, residential and other nonresidential, nonindustrial land uses that would be accommodated by the proposed project could result in the generation of odors such as exhaust from landscaping equipment and from cooking. Unlike industrial land uses, these are not considered potential generators of odor that could affect a substantial number of people. Nuisance odors are regulated under South Coast AQMD Rule 402, which requires abatement of any nuisance generating a verified odor complaint. Therefore, impacts from potential odors generated from residential and other nonresidential land uses associated with the proposed project are considered less than significant.

Construction

Like the approved project, during construction activities of development projects that would be accommodated by the proposed project, construction equipment exhaust and application of asphalt and architectural coatings would temporarily generate odors. Any construction-related odor emissions would be temporary and intermittent. Noxious odors would be confined to the immediate vicinity of the construction equipment in use. By the time such emissions reached any sensitive receptor sites, they would be diluted to well below any level of air quality concern. Short-term construction-related odors are expected to cease upon the drying or hardening of odor-producing materials. Therefore, impacts associated with construction-generated odors from development under the proposed project are considered less than significant.

Summary

Odors generated from future land uses and construction of future land uses in the City would not generate odors that would adversely affect sensitive receptors. Impact are **less than significant**. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The odor impacts of the Specific Plan are the same as for the Policy Plan Amendment. Therefore, the Specific Plan would not result in new impacts or a substantial increase in the magnitude of impacts compared to the approved project.

Moreover, the Specific Plan does not contain land uses typically associated with emitting objectionable odors. Potential odor sources may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with long-term operational uses. Standard construction requirements would minimize odor impacts from construction. Any construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction. It is expected that refuse would be stored in covered containers and removed at regular intervals in compliance with current solid waste regulations. The EBPSP would also be required to comply with South Coast AQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors and other emissions (such as those leading to odors) associated with construction and operations activities within the Specific Plan area would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact AQ-6: Operation of land uses accommodated under the proposed project would not result in other emissions, such as those leading to odors, that would adversely affect a substantial number of people.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant odor impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

3.3.6 Cumulative Impact Analysis

The cumulative setting for air quality is the SoCAB. In accordance with the South Coast AQMD methodology, any project that produces a significant project-level regional air quality impact in an area that is in nonattainment contributes to the cumulative impact. Cumulative projects include new development and general growth within the SoCAB. The SoCAB is nonattainment for ozone, PM_{10}, and $PM_{2.5}$. Due to the extent of the area potentially impacted from cumulative project emissions, South Coast AQMD considers a project cumulatively significant when project-related emissions exceed the regional emissions thresholds. Specifically, the South Coast AQMD published a report on how to address cumulative impacts from air pollution: “White Paper on

Potential Control Strategies to Address Cumulative Impacts from Air Pollution." In this report the South Coast AQMD clearly states:

> …the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.
>
> Projects that exceed the project-specific significance thresholds are considered by the South Coast AQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant. (South Coast AQMD 2003c, p. D-3)

As identified in Impact AQ-2 (regional construction impacts), Impact AQ-3 (regional operation impacts), Impact AQ-4 (localized construction impacts), and Impact AQ-5 (operational health risk), implementation of the proposed project would cumulatively contribute to the nonattainment designations of the air basins and expose sensitive receptors to substantial pollutant concentrations, and cumulative impacts are significant.

Construction

The SoCAB is designated nonattainment for O_3, $PM_{2.5}$, and PM_{10} under California and/or National AAQS. Construction of cumulative projects would further degrade the regional and local air quality. Air quality would be temporarily impacted during construction activities. Implementation of mitigation measures for related projects would reduce cumulative impacts; however, project-related construction emissions could still potentially exceed the South Coast AQMD significance thresholds on a project and cumulative basis. Consequently, the proposed project's contribution to cumulative air quality impacts would be cumulatively considerable and would therefore be significant.

Operation

For operational air quality emissions, any project that does not exceed or can be mitigated to less than the daily regional threshold values are not considered by South Coast AQMD to be a substantial source of air pollution and does not add significantly to a cumulative impact.

Operation of the proposed project would result in emissions in excess of the South Coast AQMD regional emissions thresholds for long-term operation. Additionally, future individual development under the proposed project would generate TACs that could contribute to elevated levels of risk even though the operational HRA specific to the truck route changes demonstrated that impacts resulting from the distribution of trucks throughout the City would not exceed South Coast AQMD significance thresholds. Therefore, the proposed project's air pollutant emissions would be cumulatively considerable and would therefore be significant.

Overall, the proposed project's construction and operational phase emissions would cumulatively contribute to air quality impacts in the SoCAB, and impacts are **significant.**

Cumulative Impacts: The proposed project's contribution to cumulative air quality impacts would be cumulatively considerable.

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3.4 BIOLOGICAL RESOURCES

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential biological resources impacts associated with implementation of the Ontario Policy Plan Amendment and the EBPSP (proposed project) in comparison to the current TOP 2050 (approved project) and the impacts identified in the 2022 Certified EIR.

The analysis for the EBPSP is based on the "Biological Resources Assessment for the Proposed Eucalyptus Business Park Specific Plan Located in the City of Ontario, San Bernardino County, California" prepared by ELMT Consulting and considers both onsite and offsite impacts associated with the EBPSP (see Appendix D).

There was one comment letter received in response to the NOP related to impacts to biological resources. The relevant issues raised in that comment letter is addressed throughout this section. For a summary of the response letters, refer to Table 1-1 in Chapter 1, *Introduction*, or Appendix A for the response comment letters.

3.4.1 Regulatory Framework

FEDERAL

Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973, as amended, protects and conserves any species of plant or animal that is endangered or threatened with extinction, as well as the habitats where these species are found. "Take" of endangered species is prohibited under Section 9 of the FESA. "Take" means to "harass, harm, pursue, hunt, wound, kill, trap, capture, collect, or attempt to engage in any such conduct." Section 7 of the FESA requires federal agencies to consult with the U.S. Fish and Wildlife Service (USFWS) on proposed federal actions that may affect any endangered, threatened, or proposed (for listing) species or critical habitat that may support the species. Section 4(a) of the FESA requires that critical habitat be designated by the USFWS "to the maximum extent prudent and determinable, at the time a species is determined to be endangered or threatened." This provides guidance for planners/managers and biologists by indicating locations of suitable habitat and where preservation of a particular species has high priority. Section 10 of the FESA provides the regulatory mechanism for incidental take of a listed species by private interests and nonfederal government agencies during lawful activities. Habitat conservation plans (HCP) for the impacted species must be developed in support of incidental take permits to minimize impacts to the species and formulate viable mitigation measures.

In 2025, the USFWS announced the following 5 proposed amendments to the FESA:

- **Definition of harm (50 Code of Federal Regulations [CFR] part 17 and part 222):** Rescinds the regulatory definition of "harm."
- **Listing and critical habitat (50 CFR part 424):** Changes associated with delisting and critical habitat determinations are proposed including, creation of a two-step process for designating unoccupied habitat, redefining "foreseeable future", and adding flexibility to determine when designating critical habitat is not prudent.
- **Interagency cooperation (50 CFR part 402):** Redefines "effects of the action" and "environmental baseline," removes the 2024 "offset" provisions, and restoring Section 7 procedures. These changes respond directly to the Supreme Court's decision in *Loper Bright Enterprises et al. v. Raimondo, Secretary of Commerce, et al.* 603 US (2024), which overturned the Chevron deference standard.
- **Threatened species protections (50 CFR part 17, section 4(d)):** Eliminate the "blanket rule" option and require species-specific 4(d) rules tailored to each threatened species.
- **Critical habitat exclusions (50 CFR part 17, section 4(b)(2)):** Reinstates its 2020 rule on how economic, national security, and other relevant impacts are weighed when determining whether to exclude areas from critical habitat.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act of 1918 (MBTA) affirms and implements the United States' commitment to 4 international conventions—with Canada, Japan, Mexico, and Russia—to protect shared migratory bird resources. The MBTA governs the take, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. It prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these items, except under a valid permit or as permitted in the implementing regulations. USFWS administers permits to take migratory birds in accordance with the MBTA.

Clean Water Act

Sections 401 and 402

Section 401(a)(1) of the Clean Water Act (CWA) specifies that any applicant for a federal license or permit to conduct any activity that may result in any discharge into navigable waters shall provide the federal permitting agency with a certification, issued by the state in which the discharge originates, that any such discharge will comply with the applicable provisions of the CWA. In California, the applicable Regional Water Quality Control Board (RWQCB) must certify that the project will comply with water quality standards. Permits requiring Section 401 certification include Section 404 permits and National Pollutant Discharge Elimination System (NPDES) permits issued by the Environmental Protection Agency (EPA) under Section 402 of the

CWA. NPDES permits are issued by the applicable RWQCB. The City of Ontario is in the jurisdiction of the Santa Ana RWQCB (Region 8).

Section 404

Under Section 404 of the federal CWA, potential Waters of the U.S., including wetlands, may be regulated by USACE. The limit of USACE jurisdiction for non-tidal watercourses (without adjacent wetlands) is defined in 33 CFR 328.4(c)(1) as the "ordinary high-water mark" (OHWM).

The OHWM is defined as the line on the shore established by the fluctuations of water and indicated by physical characteristics such as clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas. The upstream limits of other waters are defined as the point where the OHWM is no longer perceptible.

Jurisdictional waters of the U.S. (WOTUS) are delineated in accordance with the "Revised Definition of 'Waters of the United States'" rule, published in the Federal Register in 2022 and, which became final on January 18, 2023. This rule, set forth by the EPA and USACE, was consistent with the pre-2015 regulatory definition as all waters that are currently used, or were used in the past, or may be susceptible to use in interstate commerce, including all waters subject to the ebb and flow of the tide. This definition also includes all interstate waters, including interstate wetlands, interstate lakes, rivers, streams (including all intermittent and ephemeral streams), mudflats, sand flats, sloughs, and prairie potholes, wet meadows, playa lakes, or natural ponds where the use, degradation, or destruction of which could affect interstate or foreign commerce. Under this rule, WOTUS do not include prior converted cropland.

The definition of WOTUS in accordance with this rule (40 CFR 230.3[s]), is summarized below.

- All waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide;
- All interstate waters including interstate wetlands;
- All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce including any such waters: (i) Which are or could be used by interstate or foreign travelers for recreational or other purposes; or (ii) From which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or (iii) Which are used or could be used for industrial purpose by industries in interstate commerce;

- All impoundments of waters otherwise defined as waters of the U.S. under the definition;
- Tributaries of waters identified in paragraphs (s)(1)–(4) of this section;
- The territorial sea; and
- Wetlands adjacent to waters (other than waters that are themselves wetlands) identified in paragraphs (s)(1) through (6) of this section; waste treatment systems, including treatment ponds or lagoons designed to meet the requirements of CWA (other than cooling ponds as defined in 40 CFR 423.11(m) which also meet the criteria of this definition) are not WOTUS.

On May 25, 2023, the U.S. Supreme Court adopted a narrower definition of WOTUS in *Sackett v. Environmental Protection Agency*. Under the majority opinion, WOTUS refers to "geographical features that are described in ordinary parlance as 'streams, oceans, rivers, and lakes' and to adjacent wetlands that are 'indistinguishable' from those bodies of water due to a continuous surface connection." On August 29, 2023, the agencies issued a final rule to amend the final "Revised Definition of 'Waters of the United States'" rule to conform the definition of "waters of the United States" to the U.S. Supreme Court's May 25, 2023, decision in *Sackett v. Environmental Protection Agency*.

Parts of the January 2023 Rule are invalid under the U.S. Supreme Court's interpretation of the CWA in the *Sackett* decision. Therefore, the agencies have amended key aspects of the regulatory text to conform to the court's decision. Key changes under the amendment include:

- Definition of "adjacent" is now "having a continuous surface connection;"
- Only tributaries that are relatively permanent, standing or continuously flowing bodies of water (or tributaries with a continuous surface connection to those) are considered jurisdictional;
- Interstate wetlands are no longer jurisdictional just by virtue of being interstate; and
- Significant nexus test is eliminated.

Where areas jurisdictional to the USACE are present and will be impacted by a project, the project proponent must usually apply for permitting with the agency, which generally consists of submittal of a Pre-construction Notification under Section 404 of the CWA. As of the writing of this report, we do not know the details of how the individual USACE offices will implement the conforming rule for permitting purposes.

STATE

California Endangered Species Act

The California Endangered Species Act (CESA) generally parallels the main provisions of the FESA and is administered by the California Department of Fish and Wildlife (CDFW). Its intent is to prohibit take and protect state-listed endangered and threatened species of fish, wildlife, and plants. Unlike its federal counterpart, CESA also applies the take prohibitions to species petitioned for listing (state candidates). Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Game Commission. Unlike the FESA, CESA does not include listing provisions for invertebrate species. Under certain conditions, CESA has provisions for take through a 2081 permit or memorandum of understanding. In addition, some sensitive mammals and birds are protected by the state as "fully protected species." California "species of special concern" are species designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. This list is primarily a working document for the CDFW's California Natural Diversity Database (CNDDB), which maintains a record of known and recorded occurrences of sensitive species. Informally listed taxa are not protected per se, but warrant consideration in the preparation of biological resources assessments.

Fully Protected Species

The State of California first began to designate species as "fully protected" prior to the creation of the FESA and CESA. Lists of fully protected species were initially developed to provide protection to animals that were rare or faced possible extinction, and included fish, amphibians, reptiles, birds, and mammals. Most fully protected species have since been listed as threatened or endangered under the FESA and CESA. Previously, the regulations that implement the Fully Protected Species Statute (California Fish and Game Code Section 4700) provide that fully protected species may not be taken or possessed at any time; however, as of July 10, 2023, Senate Bill 147 (SB 147) was signed into law, authorizing CDFW to issue take permits under the California ESA for fully protected species for qualifying projects through 2033. As stated in section 2081.15 of SB 147, qualifying projects include:

- A maintenance, repair, or improvement project to the State Water Project, including existing infrastructure, undertaken by the Department of Water Resources;
- A maintenance, repair, or improvement project to critical regional or local water agency infrastructure;
- A transportation project, including any associated habitat connectivity and wildlife crossing project, undertaken by a state, regional, or local agency, that does not increase highway or street capacity for automobile or truck travel;

- A wind project and any appurtenant infrastructure improvement, and any associated electric transmission project carrying electric power from a facility that is located in the state to a point of junction with any California based balancing authority; and
- A solar photovoltaic project and any appurtenant infrastructure improvement, and any associated electric transmission project carrying electric power from a facility that is located in the state to a point of junction with any California-based balancing authority.

California Fish and Game Code

Native Plant Protection Act

The Native Plant Protection Act (NPPA) of 1977 (California Fish and Game Code Sections 1900–1913) was created with the intent to "preserve, protect and enhance rare and endangered plants in this State." The NPPA is administered by CDFW. The California Fish and Game Commission has the authority to designate native plants as "endangered" or "rare" and to protect endangered and rare plants from take. The CESA of 1984 (California Fish and Game Code Sections 2050–2116) provided further protection for rare and endangered plant species, but the NPPA remains part of the California Fish and Game Code.

Streambed Alteration Agreement

Pursuant to Section 1602 of the California Fish and Game Code, a Streambed Alteration Agreement (SAA) application must be submitted for "any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake". In Title 14 of the California Code of Regulations (CCR), Section 1.72, the CDFW defines a stream (including creeks and rivers) as "a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation."

In Chapter 9, Section 2785 of the Fish and Game Code, riparian habitat is defined as "lands which contain habitat which grows close to, and which depends upon, soil moisture from a nearby freshwater source."

The CDFW's jurisdiction includes drainages with a definable bed, bank, or channel and areas associated with a drainage channel that support intermittent, perennial, or subsurface flows; supports fish or other aquatic life; or supports riparian or hydrophytic vegetation. It also includes areas that have a hydrologic source.

The CDFW will determine if the proposed actions will result in diversion, obstruction, or change of the natural flow, bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. If warranted, the CDFW will issue an SAA that includes measures to protect affected

fish and wildlife resources; this SAA is the final proposal agreed upon by the CDFW and the applicant.

Migratory Birds

The CDFW enforces the protection of nongame native birds in Sections 3503, 3503.5, and 3800 of the California Fish and Game Code. Section 3513 of the California Fish and Game Code prohibits the possession or take of birds listed under the MBTA. These sections mandate the protection of California nongame native birds' nests and also make it unlawful to take these birds. All raptor species are also protected from "take" pursuant to California Fish and Game Code Section 3503.5 and are protected at the federal level by the MBTA of 1918.

Bats and Bat Roosts

Bats in California are currently protected directly and indirectly by the California Fish and Game Code, Sections 86, 1600, 2000, 2014, 3007, and 4150; California Public Resources Code, Division 14, Section 21000 et seq.; and 14 CCR, including but not limited to Section 251.1, CEQA regulations (Section 15000 et seq.), and Section 15382, Significant Effect on the Environment.

Regulations of particular relevance to the protection of bats and bat roosts include Title 14, Section 251.1 of the CCR, which prohibits harassment (defined in that section as an intentional act that disrupts an animal's normal behavior patterns, including breeding, feeding, or sheltering) of nongame mammals (e.g., bats), and California Fish and Game Code Section 4150, which prohibits take or possession of all nongame mammals or parts thereof. Any activities resulting in bat mortality (e.g., the destruction of an occupied bat roost that results in the death of bats), disturbance that causes the loss of a maternity colony of bats (resulting in the death of young), or various modes of nonlethal pursuit or capture may be considered take as defined in Section 86 of the California Fish and Game Code. In addition, impacts to bat maternity colonies, which are considered native wildlife nursery sites, could be considered significant under CEQA.

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Control Act requires "any person discharging waste, or proposing to discharge waste, within any region that could affect the waters of the State to file a report of discharge" with the Regional Water Quality Control Board (RWQCB) through State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State (23 CCR Section 3855; SWRCB 2021). Waters of the State is defined as any surface water or groundwater, including saline waters, within the boundaries of the State (California Water Code Section 13050[e]). Pollution is defined as an alteration of the quality of the waters of the state by waste to a degree that unreasonably affects its beneficial uses (California Water Code Section 13050) and includes filling in waters of the State. Note that 23 CCR Section 3855 applies only to individual water quality certifications, but the new State Wetland Definition and

Procedures extend the application of Section 3855 to individual waste discharge requirements for discharges of dredged or fill material to waters of the State and waivers thereof.

A permit for impacts to waters of the State would likely be required under the CWA and/or Porter-Cologne Water Quality Control Act. To determine whether a project should be regulated pursuant to the Porter-Cologne Water Quality Control Act, the RWQCB considers whether project activities could impact the quality of waters of the State.

On September 27, 2023, the EPA published its final 2023 Clean Water Act Section 401 Quarter Quality Certification Improvement Rule (88 Federal Register 66558.) The final 2023 Rule revises and replaces the 2020 Rule's regulatory requirements for water quality certification that were adopted by the prior federal administration. The updates realign the scope of the Section 401 certification process with established practices while also restoring the roles of states, territories, and authorized tribes as certifying agencies.

REGIONAL

San Bernardino County Biotic Resources Overlay

The San Bernardino County Biotic Resources Overlay was established by the Land Use Plan and Land Use Zoning Districts (Subsection 82.01.020) and the Overlays (Subsection 82.01.0230) of the County of San Bernardino. The ORSC site and Offsite Improvement Area is within the Delhi Sands Flower-Loving Fly (DSFLF) Ontario Recovery Unit.

LOCAL

City of Ontario Development Code

Tree Preservation Policy and Protection Measures

Section 6.05.020, Tree Preservation Policy and Protection Measures, of the Ontario Development Code establishes policies and measures that will further the preservation, protection, and maintenance of established and healthy heritage trees within the city. A Heritage Tree is one that is designated for preservation as a tree of historic or cultural significance, or a tree of importance to the community due to any one of the following factors:

- It is one of the largest or oldest trees of species located within the city and has a trunk diameter of 18 inches or greater when measured at 54 inches above grade;
- It has a historical significance due to association with a historic building, site, street, person, or event;
- It is a defining landmark or significant outstanding feature of a neighborhood or district, typical of early Ontario Landscapes. This includes Camphor Tree (*Cinnamomum camphora*),

Deodar Cedar (*Cedrus deodara*), London Planetree (*Platanus acerifolia*), Cork Oak (*Quercus suber*), Holly Oak (*Quercus ilex*), and California Pepper (*Schinus molle*);

- It is a Native Tree. This means that it is one of the following California native tree species with a trunk diameter of more than 8 inches, measured at 54 inches above natural grade: California Sycamore (*Platanus racemose*), Torrey Pine (*Pinus torreyana*), Coast Live Oak (*Quercus agrifolia*), Engelmann Oak (*Quercus engelmannii*), Valley Oak (*Quercus lobata*), or California Bay (*Umbellularia californica*).

Healthy Heritage Trees that are approved for removal shall be replaced with new trees with a total trunk diameter equal to the tree(s) removed, or as deemed appropriate by the Approving Authority based on lot size and available planting space. Replacement trees are to be in addition to the quantity of trees required for landscaping. The Approving Authority is responsible for reviewing the landscape plan and approving appropriate species for tree replacement.

Parkway Tree Regulations

Title 10, Parks and Recreation, Chapter 2, Parkway Trees, of the City's Municipal Code provides provisions on the preservation, regulation on the maintenance and removal of parkway trees, and establishes types and the locations for planting parkway trees. Parkway is defined as "…that portion of any public street right-of-way between the right-of-way boundary line and the curb line, and also the area enclosed within the curb lines of a medial divider."

The property owner abutting a public right-of-way is responsible for watering any tree in the parkway and for trimming that can be done from the ground to preserve the neat appearance and non-obstructed use of the parkway; the City is responsible for all major pruning. Removal or relocation of any parkway tree requires prior authorization from the City Public Works Agency through a permit process, and planting a replacement tree, whenever feasible, is a condition on any permit issued by the City for the removal of a parkway tree. Alternatively, an in-lieu deposit may be accepted as an alternate to the actual planting of any required parkway tree based on a fair value established by the Public Facilities Manager.

Sphere of Influence General Plan Amendment, Final EIR, and Settlement Agreement

In January 1998, the Ontario City Council approved a general plan amendment (GPA) and associated Final EIR for the sphere of influence (SOI), which is now known as the Ontario Ranch (previously the New Model Colony [NMC]). The GPA designated Ontario Ranch for a range of urban and suburban uses, including residential, commercial, business park, industrial, and open space. Most of Ontario Ranch was then in agricultural use. The Final EIR for the GPA assessed the impacts on biological resources of the conversion of Ontario Ranch from agricultural uses to developed urban and suburban uses. Before mitigation, significant impacts were identified for waterfowl and waterfowl habitat, raptors and raptor habitat, and the DSFLF Ontario Recovery

Unit. The EIR for the SOI GPA included three mitigation measures for impacts to biological resources:

- **Mitigation Measure BR-1** modified the general plan to require the creation of new waterfowl habitat and specified a mitigation ratio of 2:1 for each acre of such habitat lost. This is off-site mitigation in the Prado Basin.

- **Mitigation Measure BR-2** stipulated that the City shall create a Waterfowl and Raptor Conservation Area (WRCA), and included requirements and definitions for it; mitigation is off-site in the Prado Basin.

- **Mitigation Measure BR-3** required the City to cooperate with the USFWS in taking specified actions to mitigate impacts to the DSFLF Recovery Unit.

Subsequent to the 1998 adoption of the SOI GPA and EIR, a lawsuit was filed against the City of Ontario by the Endangered Habitats League and the Sierra Club, challenging the City's CEQA compliance and approval of the SOI GPA. A Settlement Agreement was reached and agreed to by all parties that set forth revised mitigation measures for potential impacts in the New Model Colony (referred to as Annexation Area 163 in the agreement) to the burrowing owl, DSFLF, raptor foraging and wildlife habitat, loss of open space, actual and potential habitat and agricultural land, and sensitive (listed and non-listed) species (City of Ontario, Endangered Habitats League, Inc., and Sierra Club 2001). These measures will be in effect until all the developable acres in the Ontario Ranch reach full buildout, as determined by the City.

- Prior to issuance of grading permits, Ontario shall impose a $4,320 per net acre mitigation fee on proposed developments in Annexation Area 163 that require discretionary approval or permitting from the City.

- Ontario, in consultation with CDFW, will identify, through CEQA review, lands occupied by burrowing owl and suitable as long-term habitat. The City will require avoidance of those lands to maintain a viable territory and require long-term maintenance through dedication in fee or grant of easement to the Land Trust. If the site is not viable long-term habitat, the developer shall pay the mitigation fee and make provisions for relocation of the owls.

- Since habitat that benefits DSFLF can be expected to benefit burrowing owl, up to 25 percent of the mitigation fee maybe used by the City for DSFLF recovery.

- All mitigation fees collected shall be used for the above-described purposes and may be used to purchase property, conservation easements, or other land with long-term conservation value for the environmental impacts; enhance/restore lands with such values; maintain and operates these lands; and pay for related administrative costs (not to exceed 10 percent of the total fees).

- Land/easements dedicated, conveyed, or purchased to benefit wildlife, waterfowl, raptors, and/or burrowing owl must have long-term conservation value for those species and must be managed by the land trust. The parcels must be in the habitat area designated as part of the settlement agreement. Unacceptable properties are those that would otherwise be purchased by another entity or group as open space mitigation for environmental impacts.

City of Ontario Biological Resources Habitat Mitigation Fee

Since the Settlement Agreement, the City has established a habitat mitigation fee to cover potential environmental impacts to the burrowing owl, DSFLF, raptor foraging, loss of open space, and agricultural lands. Development impact fees for new development in Ontario Ranch were adopted on June 23, 2003, by the City Council. The Ontario Ranch development impact fees include a habitat mitigation fee of $4,320 per net acre for proposed residential, commercial, hotel and restaurant, office, and industrial development. Mitigation fees have been collected by the City and have been deposited into a trust fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value. Up to $500 of the fees may be used for DSFLF. In addition, current City procedures require a habitat assessment to determine existing habitat and biological resources on proposed development sites. If the assessment determines that there is potential habitat for sensitive species, focused protocol surveys are required. If potential DSFLF habitat is present, two-year (consecutive) protocol surveys per the USFWS Interim General Survey Guidelines for DSFLF are required.

The land use plan for Ontario Ranch originally provided for establishment of the WRCA, a wetlands and habitat area near the confluence of the Cucamonga Creek and the Lower Deer Creek Channels. Creation of the WRCA as part of Ontario Ranch was intended to provide a concentrated area for wetlands that would receive storm drainage from the west. Funding for the environmental restoration of the existing 85-acre Lower Cucamonga flood control basin under the WRCA would have been provided through the USACE with matching funds from the City of Ontario. This conservation area plus acquisition of 145 acres of off-site mitigation land were intended to provide mitigation for impacts resulting from development of Ontario Ranch; however, under the conditions of the settlement agreement, the WRCA is no longer proposed.

In 2010, the Ontario City Council approved the selection of the Riverside Land Conservancy (today known as River and Land Conservancy) as the administrator of the habitat mitigation fees and to create a habitat program pursuant to the requirements of the Settlement Agreement between the City of Ontario, the Endangered Habitats League, and the Sierra Club; however, due to the economic downturn shortly after 2010, the contract between the City and the Riverside Land Conservancy was never ratified. It was anticipated that once development in Ontario Ranch began to commence, the City would ratify the contract.

In 2022, the City went out with a Request for Proposals to select a nonprofit land trust and/or organization specializing in habitat conservation. On November 21, 2023, a memorandum of agreement (MOA) became effective between the City of Ontario and the Inland Empire Resource Conservation District (IERCD). IERCD is the nonprofit trust entity to be responsible for the administration of the habitat mitigation fees and creation of a habitat program pursuant to the requirements of the settlement agreement between the City of Ontario, the Endangered Habitats League, and the Sierra Club. IERCD is responsible for maintaining interactive mapping and a current inventory of the burrowing owl occurrences and to select adequate lands for passive relocation.

This MOA aids in the implementation of a Habitat Mitigation Fee as well as the requirements and mitigation measures set forth in the Greater Prado Basin Habitat Conservation Program (GPBHCP). The mitigation measures in the GPBHCP are aimed at reducing potential impacts to sensitive wildlife species, including burrowing owl, DSFLF, raptor foraging and wildlife habitat, and other sensitive (listed and non-listed species), within Ontario Ranch. The Habitat Mitigation Fee is $2,000 per net acre with funds used for the acquisition, restoration, rehabilitation, and maintenance of lands determined to have long-term conservation value for the aforementioned species and their habitat.

With respect to burrowing owl and DSFLF, this MOA ensures:

- A mitigation fee will be applied to development projects within Ontario Ranch that will impact burrowing owls or their habitat;
- The City of Ontario will identify lands occupied by burrowing owl or DSFLF and suitable long-term habitat for these species to be avoided and maintained;
- In the case of burrowing owls being present on proposed development sites that are not viable long-term habitat, developers can pay the Habitat Mitigation Fee and relocate the owls in consultation with the California Department of Fish and Wildlife; and
- Up to 25 percent of the Habitat Mitigation Fee collected for burrowing owls can be used for the recovery of the DSFLF.

3.4.2 Existing Conditions

POLICY PLAN AMENDMENT

Habitat and Vegetation

Native habitats and vegetation communities are mostly gone throughout Ontario. The Original Model Colony (OMC) area, the part of the city north of Riverside Drive, consists primarily of structures and paved surfaces and supports very little vegetation. At one time, the developed

OMC was a major agricultural area. Native alluvial sage scrub was removed from the region in the late 1800s and early 1900s for vineyards and other forms of cultivation, including citrus groves and field crops; however, agricultural uses in the OMC have been replaced by urban land uses. The present plants have limited biological resource value—turf, weeds, nonnative grasses, and nonnative trees and plants used for landscaping. Recent biological assessments for development projects in the OMC, including the Pacific Gateway Cargo Center, Tessier Work/Live Project, and Ontario Downtown Civic Center Project, found no sensitive natural communities, riparian habitat, or sensitive plant or animal species on the developed and/or highly disturbed project sites (Ontario 2022).

Historically, Ontario Ranch, the portion of the city south of Riverside Drive, was dominated by Riversidean sage scrub, a form of coastal sage scrub found on alluvial fans and drainages along the base of the Transverse and Peninsular ranges. Due to the long-standing agricultural use, Ontario Ranch supports little native vegetation. Cucamonga and Deer Creeks once supported riparian vegetation; however, these drainages are now completely channelized where they traverse the city.

Currently, low- and medium-density residential and industrial uses make up the majority of the land uses in Ontario Ranch. Mixed use, open space, and commercial uses are also scattered throughout the area. Although Ontario Ranch was extensively altered from natural conditions and agricultural use to residential and industrial uses, the land still provides foraging and breeding habitat for a variety of common and sensitive wildlife species. In particular, windrows and surface water areas, such as agricultural ponds, water impoundments, and drainage channels, provide habitat for migratory birds, including raptors. Though native terrestrial vegetation communities are not present in the city, there are four nonnative vegetation communities, known as vegetation associations, concentrated in Ontario Ranch:

- Surface water areas
- Flood control channel areas
- Agricultural fields
- Developed areas

Surface Water Areas

Open water bodies in the OMC include detention basins, man-made lakes associated with Guasti-Cucamonga Park and golf courses, and concrete-lined drainages that frequently hold surface water. Water bodies in Ontario Ranch include ponds associated with dairy and poultry operations (state-mandated dairy manure water retention basins that serve as runoff collection/water treatment ponds), livestock-water ponds, and freshwater irrigation ponds. Most fallow fields accumulate surface waters in ponds or ditches. The portions of Cucamonga and Deer Creek channels that traverse Ontario Ranch also frequently contain surface water and

are concrete-lined drainages. Perennially wet ponds can support native shrubs and trees typical of riparian habitats, including mulefat (*Baccharis salicifolia*) and willow (*Salix* spp.).

Flood Control Channels

Flood control channels occur throughout the city. Vegetation, if present in these areas, is limited to aquatic species, including pondweed (*Potamegeton* spp.), common water nymph (*Najas guadelupensis*), and hornwort (*Ceratophyllum demersum*). Hydrophytes (plants that are able to live either in water or in very moist soils), including cattail (*Typha* spp.), sedge (*Cyperus* spp.) and rush (*Juncus* spp.), occasionally emerge in areas along flood control channels where sediment accumulates and ponding occurs.

Agricultural Fields

Four types of agricultural fields are present in city.

- **Agricultural Industry** includes feedlots, cattle holding pens, dairy and poultry operations, and equestrian activities. These areas are typically devoid of vegetation due to the continuous presence of domesticated animals such as cattle, horses, and chickens, and due to intensive disturbance from farming or other human activities.

- **Cultivated Fields** include irrigated row crops of alfalfa, barley, and strawberries. These fields are typically grazed after harvest then left fallow.

- **Fallow Fields** develop characteristic ruderal vegetation,[1] including nonnative grasses and forbs (herbaceous plants other than grasses and sedges) such as black mustard (*Brassica nigra*), lambs quarters (*Chenopodium album*), Russian thistle (*Salsola tragus*), puncture vine (*Tribulus terrestris*), cheeseweed (*Malva parviflora*), stinging nettle (*Urtica dioica*), common sunflower (*Helianthus annuus*), prickly lettuce (*Lactuca serriola*), wild radish (*Raphanus sativus*), London rocket (*Sisymbrium irio*), tumbleweeds (*Amaranthus* spp.), sow-thistle (*Sonchus oleraceus*), dock (*Rumex* spp.), and other introduced grasses such as bromes (*Bromus* spp.), wild oats (*Avena* spp.), barleys (*Hordeum* spp.), and Bermuda grass (*Cynodon dactylon*). Native species can also be present in ruderal areas, including sandbur (*Ambrosia acanthicarpa*), horseweed (*Conyza canadensis*), jimsonweed (*Datura wrightii*), and spurge (*Camaesyce* sp.).

- **Vineyards** were formerly extensive, but are currently limited to 2 parcels in the southeast portion of Ontario Ranch, at 11248 S Turner Avenue (Hofer Ranch) and 2802 S Milliken Avenue (San Antonio Winery).

[1] Pioneering herbaceous plants that readily colonize disturbed ground.

Windrows of trees are the tallest vegetation in the agricultural fields and are prevalent along internal roadways in areas designated as agricultural industry and cultivated fields. The most common windrow tree is blue gum (*Eucalyptus globulus*), although other species are used, including olive (*Olea europaea*), pine (*Pinus* spp.), salt cedar (*Tamarix aphylla*), and cypress (*Cupressus* spp.). These species and other trees, including ash (*Fraxinus* spp.), mulberry (*Morus* spp.), and various landscape and fruit trees, are found in residential yards and dairy frontages.

Developed

Developed areas contain structures, asphalt/concrete paved areas, residences, commercial and industrial buildings, schools, roadways and infrastructure (including Southern California Edison [SCE] transmission corridors), the power substation, barren ground, and ornamental vegetation. These areas support very limited amounts of vegetation. Vegetation that is present typically consists of nonnative ornamental species planted for their aesthetic and utilitarian values.

Wildlife

Ontario has undergone extensive alteration from natural conditions by urbanization of the northern portion and extensive agriculture and dairy production in the southern portion. Native habitat is mostly gone throughout the OMC. Common wildlife species, particularly birds and mammals, use trees throughout the city and may be found in the scattered, undeveloped, vacant parcels. Common species in urban areas, such as the domestic dog (*Canis familiaris*) and cat (*Felis catus*), Norway rat (*Rattus norvegicus*), and house mouse (*Mus musculus*) are also found throughout Ontario. Raptors forage in the city and roost and nest in city trees. Migratory birds may also use detention basins and flood control channels with open water. Species previously found in the OMC area included hawks, quail, roadrunners, owls, hummingbirds, thrashers, sparrows, finches, wrens, warblers, woodpeckers, opossums, weasels, coyotes, rabbits, mice, gophers, squirrels, skunks, toads, frogs, salamanders, king snakes, lizards, whipsnakes, rattlesnakes, and gopher snakes (Ontario 2022).

Ontario Ranch supports a diversity of wildlife that persists in agricultural areas despite the lack of native habitat. The absence of dense urbanization provides open spaces that may still support native wildlife species, especially birds. These agricultural habitats may be open water, agricultural fields, windrows, or dairy operations/residences. Virtually all the land is subject to changing patterns of grazing, agricultural, and related operations. While these habitats would not be classified as native or natural, they still provide value for wildlife in a region characterized by rapid urban growth.

The mostly flat topography of the agricultural areas contributes to the accumulation of standing water throughout Ontario Ranch in dairy runoff retention ponds and low spots that collect surface runoff, stormwater, and floodwaters. Other water bodies—flood control channels, detention basins, and creeks—attract numerous birds. Migratory and resident bird species use the open water and shorelines for food, protection from predators, and shelter. Large impounds

at the confluence of Cucamonga and Deer Creeks support large concentrations of wintering bird species. Windrows provide important perching and nesting sites for raptors. The agricultural fields include areas of open fields that may be covered with crops, grazed by cattle, left fallow, or disked.

Wildlife that has been observed and/or is expected in Ontario Ranch is discussed in the following paragraphs. Sensitive wildlife species are also listed in Table 3.4-2, *Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario*, and are discussed separately.

Amphibians

Amphibians require moisture for at least a portion of their life cycle and many require standing or flowing water for breeding. Amphibians are expected to be uncommon in open fields, but more likely to be in the numerous wet areas and standing waters in Ontario Ranch. Few species are expected due to the lack of vegetation around most open water, frequent disturbance, and the often poor quality of surface water resulting from agricultural practices.

Reptiles

Reptile diversity and abundance typically varies with vegetation association type and character. Many species will forage in a variety of habitat types. Due to the history of land use in Ontario Ranch, the number of reptile species is expected to be low.

Birds

The open water areas of dairy runoff retention ponds, reservoirs, drainages, and low areas subject to flooding are the preferred locations for migratory birds in Ontario Ranch. Areas of open water that accumulate in the agricultural fields also attract wading birds, which forage on small animals that concentrate in the wet areas. Notable open water areas include the holding ponds adjacent to the confluence of Cucamonga and Deer Creeks and the larger stock and flood control ponds scattered throughout Ontario Ranch.

The 1996 Envicom surveys found 49 species in Ontario Ranch. Nearly half (21 species) were found in open water and wet areas. Numerous raptor species are attracted to windrows, including red-tailed hawk (*Buteo jamaicensis*), American kestrel (*Falco spaverius*), and white-tailed kite (*Elanus leucurus*). Raptors use agricultural fields as foraging habitat, because small rodents or birds are most likely to be visible. The raptors may perch on trees in windrows and on utilities poles and transmission lines overlooking open fields or may soar over the fields to forage. In open fields, ferruginous hawks (*Buteo regalis*) may roost on the ground where vegetation is low.

Several other bird species observed in open and wet fields include cattle egret (*Bubulcus ibis*), white-faced ibis (*Plegadis chihi*), American crow (*Corvus brachyrhunchos*), western meadowlark

(*Sturnella neglecta*), red-winged blackbird (*Aegilaius phoeniceus*), brown-headed cowbird (*Molothrus ater*), savannah sparrow (*Passerculus sandwichensis*), and burrowing owl (*Athene cunicularia)*. Nonnative and common species observed around areas with structures, human activity, and livestock include house sparrow (*Passer domesticus*), rock dove (*Colombia livia*), European starling (*Sturnus vulgaris*), and domestic chicken (*Gallus domesticus*). Less common species include house finch (*Carpodacus mexicanus*) and Brewer's blackbird (*Euphagus cyanocephalus*).

Mammals

Agricultural fields also provide habitat for various small mammals such as mice (several species) and California ground squirrels (*Spermophilus beecheyi beecheyi*). Mammals observed during biological monitoring for the Ontario Ranch include Virginia opossum (*Didelphis virginiana*), California ground squirrel, raccoon (*Procyon lotor*), and striped skunk (*Mephitis mephitis*). Some of these mammals, particularly raccoon and opossum, may use the trees in the windrows. Common bat species have not been observed in surveys, but are also expected to use the trees. Nonnative mammal species expected in the area include domestic dog and cat, cattle/domestic cow (*Bos taurus*), horse (*Equus caballus*), and other livestock. Norway rat and house mouse feed on grains, produce, and garbage and are common near agricultural facilities and urban uses.

Sensitive Biological Resources

Sensitive biological resources include vegetation types and habitats that are either unique, of relatively limited distribution in a region, or of particularly high value to wildlife. These resources include a variety of plant and animal species that are specialized and endemic to a particular habitat type. Due to loss of habitat, some of these species have been designated by federal and state government resource agencies as threatened or endangered. Species listed as threatened are those whose numbers have dropped to such low levels and/or whose populations are so isolated that the continuation of the species could be jeopardized. Endangered species are those with such limited numbers or subject to such extreme circumstances that they are considered in imminent danger of extinction.

Other government agencies and resource organizations also identify sensitive species, those that are naturally rare and that have been locally depleted and put at risk by human activities. While not in imminent danger of jeopardy or extinction, sensitive species are considered vulnerable and can become candidates for future listing as threatened or endangered. These include plants identified as sensitive by the California Native Plant Society (CNPS), wildlife considered as species of special concern, special animals, or fully protected species in California.

Sensitive Natural Communities

Ontario is part of 4 CNDDB quadrangles: Ontario, Guasti, Corona North, and Prado Dam. The CNDDB lists 6 sensitive natural communities for these 4 quadrangles—California walnut

woodland, Riversidian alluvial fan sage scrub, Southern California arroyo chub/Santa Ana sucker stream, southern cottonwood willow riparian forest, southern sycamore alder riparian forest, and southern willow scrub (CNDDB 2025). Surface water areas can support native trees and shrubs such as mulefat and willow. Willow species have been reported in southern cottonwood willow riparian forest, southern sycamore alder riparian forest, and southern willow scrub. Mulefat has been reported in southern cottonwood willow riparian forest and southern sycamore alder riparian forest. Surface water areas are considered sensitive natural communities. Such areas in the city include detention basins and other man-made lakes, including those in golf courses, dairy manure water retention ponds, livestock watering ponds, and irrigation ponds.

Sensitive Plants

No sensitive plant species have been observed in Ontario since 1992. The CNDDB and CNPS reports for the Ontario and Guasti quadrangles identified known occurrences of several sensitive plant species, which are listed in Table 3.4-1, *Sensitive Plant Species Known or With Potential to Exist in the City of Ontario* (CNDDB 2025; CNPS 2025). Of these recorded occurrences, mesa horkelia (*Horkelia cuneata* ssp. *puberula*), prostrate navarretia (*Navarretia prostrata*) and Robinson's pepper grass (*Lepidium virginicum* var. *robinsonii*) were observed just within or immediately adjacent to the city, as seen in Figure 3.4-1, *Areas of Potential Occurrence of Sensitive Species;* however, these recorded occurrences were all prior to 1992, and the majority of sightings or collections were prior to 1937. These species have most likely been eliminated due to substantial development in the area subsequent to the sightings. No federal- or state-listed plant species are known or expected to occur. The potential for sensitive plant species in the city is low because of the absence of suitable habitat, the high levels of development, and the history of land alteration and disturbance by agricultural activities.

Sensitive Wildlife

Several sensitive wildlife species have been recorded or are expected to appear in the city, mostly Ontario Ranch. Several species have also been observed in biological surveys for other proposed projects. The sensitive wildlife species (51 species) listed in Table 3.4-2 were identified in the CNDDB reports for the Ontario and Guasti quadrangles (CDFW 2025) or in other previous biological reports. Several migrant raptor species that may fly over, forage, or roost in the planning area are also included. Species with designated critical habitat (discussed below) within the city boundaries are included. Five species are federally listed as endangered or threatened (one insect, 2 birds, and 2 mammals). Nine species are state-listed as threatened or endangered (one insect, 6 birds, and 2 mammals). The remaining species are listed as state species of special concern, listed by other agencies or organizations as sensitive, or were included in the CNDDB because they are considered rare or sensitive and their conservation status may be of concern.

Table 3.4-1 Sensitive Plant Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	CNPS Designation	Potential to Exist
Atriplex coulteri	Coulter's saltbush	Saline or alkaline soils on coastal bluffs, coastal sage scrub, or grasslands.	None/None	1B.2	Low. No suitable habitat.
Berberis nevinii	Nevin's barberry	Alluvial scrub, coastal sage scrub, oak woodland, riparian scrub or woodland, and chamise chaparral of inland canyons and foothills. Widely in gardens and parks.	FE/SE	1B.1	Low. No suitable habitat.
Calochortus plummerae	Plummer's mariposa lily	Coastal scrub, chaparral, valley and foothill grassland, woodland, lower montane coniferous forest. Occurs on rocky and sandy sites, usually of granitic or alluvial material.	None/None	1B	Low. No suitable habitat.
Calystegia felix	Lucky morning-glory	Alkali meadow, seeps, springs, wet meadow, and well-watered landscaping on recent development.	None/None	1B.1	Low. No suitable habitat.
Centromadia pungens ssp. laevis	smooth tarplant	Alkaline soils found in chenopod scrub, meadows, and seeps.	None/None	1B.1	Low. No suitable habitat.
Chorizanthe parryi var. parryi	Parry's spineflower	Coastal sage scrub, chaparral, and sandy or rocky openings. Annual.	None/None	1B.1	Low. No suitable habitat.
Dodecahema leptoceras	Slender-horned spineflower	Coastal sage scrub, chaparral, alluvial scrub, scale broom scrub, and drought prone areas.	FE/SE	1B.1	Low. No suitable habitat.
Horkelia cuneata ssp. puberula	mesa horkelia	Chaparral, woodland, coastal scrub. Occurs on sand or gravelly sites.	None/None	1B.1	Low. No suitable habitat.
Lepidium virginicum var. robinsonii	Robinson's pepper-grass	Chaparral, coastal scrub. Occurs in dry soils, shrubland.	None/None	4.3	Low. No suitable habitat.
Navarretia prostrata	Prostrate navarretia	Coastal scrub, valley and foothill grassland, vernal pools. Occurs on alkaline soils in grassland, or in vernal pools.	None/None	2B.2	Low. No suitable habitat.
Phacelia stellaris	Brand's star phacelia	Coastal strand, dunes, coastal, and coastal sage scrub.	None/None	1B.1	Low. No suitable habitat.

Table 3.4-1 Sensitive Plant Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	CNPS Designation	Potential to Exist
Pseudognaphalium leucocephalum	White rabbit-tobacco	Coastal sage scrub and chaparral.	None/None	2B.2	Low. No suitable habitat.
Sidalcea neomexicana	salt spring checkerbloom	Alkali playas, brackish marshes, chaparral, coastal scrub, lower montane coniferous forest, Mojavean desert scrub.	None/None	2B.2	Low. No suitable habitat.
Symphyotrichum defoliatum	San Bernardino aster	Meadows and seeps, marshes and swamps, coastal scrub, woodland, lower montane coniferous forest, grassland. Occurs in moderately moist grassland, or near ditches streams, springs, and disturbed areas.	None/None	1B.2	Low. No suitable habitat.
Thysanocarpus rigidus	Rigid fringepod	Oak and pine woodland, rocky slopes.	None/None	1B.2	Low. No suitable habitat.
Calystegia felix	Lucky morning-glory	Alkali meadow, seeps, springs, wet meadow, and well-watered landscaping on recent development.	None/None	1B.1	Low. No suitable habitat.

Source: CDFW 2025; CNPS 2025.

Notes:

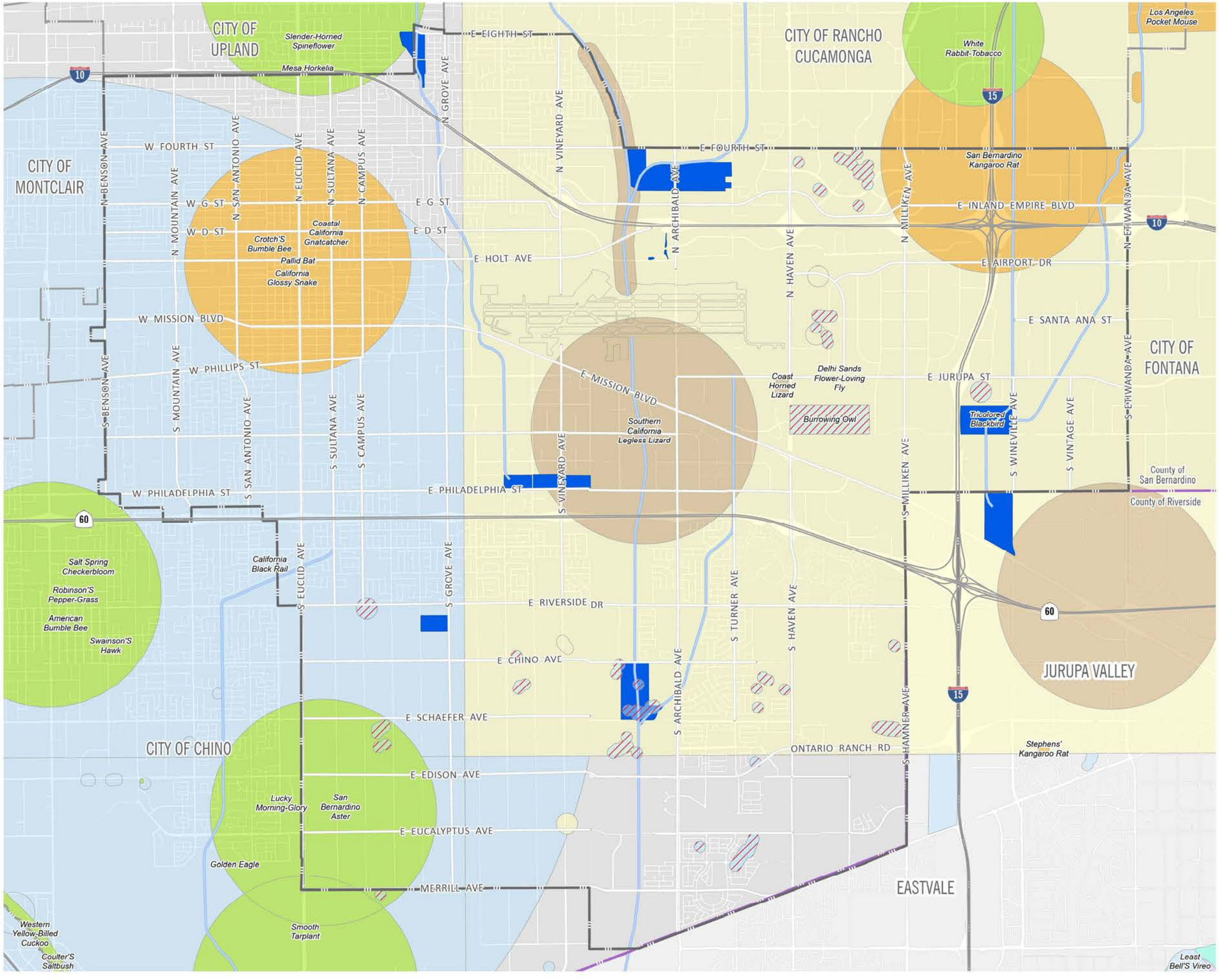
1B – Plants considered by CNPS to be rare or endangered in California or elsewhere.

2B – Plants considered by CNPS to be rare, threatened, or endangered in California, but that are more common elsewhere.

4 – Plants are of limited distribution or infrequent throughout a broader area in California.

Figure 3.4-1

Areas of Potential Occurrence of Sensitive Species



- Ontario City Boundary
- County Boundary
- Burrowing Owl
- Channels
- Detention Basins

Known Sensitive Species Location

- Birds
- Dicots
- Fish
- Mammals
- Inland Waters
- Insects
- Reptiles
- Riparian

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: California Natural Diversity Database, 2020

Date: 12/8/2025

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Table 3.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
Insects					
Bombus crotchii	Crotch's bumble bee	Inhabits grasslands and shrublands and requires a hotter and drier environment than other bumblebee species.	None/SC	None	Moderate. CNDDB reports latest occurrences in 2024 on the east side of Ontario Airport.
Rhaphiomidas terminates abdominalis	Delhi Sands flower-loving fly	Wholly or partially consolidated dunes (Delhi soils series), open sand. Fine, sandy soils with sparse vegetation cover of California buckwheat, croton, deerweed, and evening primrose.	FE/None	None	Low. Limited potential for occurrence. Delhi Sands built on and/or highly disturbed.
Amphibians					
Spea (Scaphiopus) hammondi	western spadefoot toad	Seasonal pools in coastal sage scrub, chaparral, and grasslands.	FC/None	CSC/BLM	Low. No suitable habitat. Expected only rarely.
Reptiles					
Anniella stebbinsi	Southern California legless lizard	Broadleaved upland forest, chaparral, coastal dunes, and coastal scrub. Occurs in sandy or loose loamy soils under sparse vegetation. Generally in moist, loose soil.	None/None	CSC/FS	Low. Limited to no suitable habitat. Expected only rarely. Previous CNDDB reports near Cucamonga Creek.
Arizona elegans occidentalis	California glossy snake	Generalist reported from a range of scrub and grassland habitats, often with loose or sandy soils.	None/None	CSC	Low. Limited to no suitable habitat. Expected only rarely.

Table 3.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
Aspidoscelis tigris stejnegeri (Cnemidophorus tigris multiscutatus)	coastal (western) whiptail	Open, often rocky areas with little vegetation or sunny microhabitats within shrub or grassland associations.	None/None	CSC	Low. Limited to no suitable habitat. Expected only rarely.
Didophus punctatus modestus	San Bernardino ringneck snake	Chaparral, coastal sage scrub, grassland, riparian, and woodlands.	None/None	None/FS	Low. Limited suitable habitat. Expected only rarely.
Emys (Clemmys) marmorata pallida	southwestern (western) pond turtle	Slow-moving permanent or intermittent streams, small ponds and lakes, reservoirs, gravel pits, permanent and ephemeral shallow wetlands, stock ponds and treatment lagoons. Abundant basking sites and cover necessary.	None/None	CSC/FS/BLM	Low. Limited to no suitable habitat. Expected only rarely.
Phrynosoma coronatum (blainvillii population)	coast (San Diego) horned lizard	Open areas of sandy soil with coastal sage scrub, chaparral, grassland, riparian, and washes and watercourses.	None/None	CSC/BLM	Low. Limited suitable habitat. Expected only rarely.
Salvadora hexalepis virgultea	coast (western) patch-nosed snake	Desert scrub, coastal chaparral, washes, sandy flats, and rocky areas. Broad generalist in its habitat requirements.	None/None	CSC	Low. Limited suitable habitat. Expected only rarely.
Thamnophis hammondii	Two-striped garter snake	Marsh and swamp, riparian scrub, riparian woodland, and wetland. Highly aquatic, found in or near permanent fresh water. Often along streams with rocky beds and riparian growth.	None/None	CSC/BLM	Low. Limited suitable habitat. Expected only rarely.
Birds[1]					
Accipiter cooperi (nesting)	Cooper's hawk	Oak and riparian woodlands, windrows, open fields. Known to use urban areas, occupying trees among residential and commercial uses.	None/None	CSC	Moderate. Suitable foraging, limited suitable nesting habitat. Expected

Table 3.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
					occasionally. Observed.
Accipiter striatus (nesting)	sharp-shinned hawk	Variety of residential, chaparral, grassland, sage scrub, crop land, riparian, and oak woodland, windrows, open fields.	None/None	CSC	High. Suitable foraging habitat. Uncommon winter visitor. Observed
Agelaius tricolor	Tricolored blackbird	Marshes and grasslands. Breeding colonies require nearby water, nesting substrate, and open range foraging habitat of natural grassland, woodland, or agricultural cropland.	None/ST	CSC/BCC/ BLM	High for foraging. Suitable foraging habitat. Low for nesting. Limited suitable nesting habitat. Observed.
Aquila chrysaetos	golden eagle[2]	Grasslands, brushlands, deserts, oak savannas, open coniferous forests and montane valleys. Nests rock outcrops and ledges.	None/None	CSC/SFP/ BCC/BLM/FS	Low. Potential for foraging. None for nesting.
Ardea alba (Casmerodius albus) (rookery)	great egret	Wet areas, fields, margins of open water.	None/None	SA/FS	Moderate to High. Fairly common resident. Observed.
Ardea herodias (rookery)	great blue heron	Wet areas, fields, margins of open water.	None/None	SA/FS	Moderate to High. Fairly common resident. Observed.
Athene cunicularia	burrowing owl	Shortgrass prairies, grasslands, lowland scrub, agricultural lands, coastal dunes, desert floors, and some artificial open areas. Uses abandoned ground squirrel burrows and artificial structures such as berms, culverts, and underpasses.	None/SC	CSC/BCC/ BLM/FS	Low to Moderate. Suitable foraging and nesting habitat. CNDDB reports latest occurrences in 2011 and 2016.

Table 3.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
Buteo regalis (wintering)	ferruginous hawk	Grasslands and other open terrain of the plains and foothills. Wintering species. Primarily open fields with low vegetation.	None/None	CSC/BCC/ BLM	Moderate. Suitable foraging, limited nesting habitat. Expected occasionally. Observed.
Buteo swainsoni (nesting)	Swainson's hawk	Grasslands and other open terrain.	None/ST	FS/BLM	Low. Potential for foraging. None for nesting. Expected only rarely.
Charadrius montanus	mountain plover	Dry upland prairies and plains, semidesert, bare dirt fields.	None/None	CSC/BCC	Low. Limited suitable foraging habitat. Expected only rarely. Observed.
Circus cyaneus (nesting)	northern harrier	Grasslands and other open terrain. Soars over open fields, low perches.	None/None	CSC	Low. Suitable foraging, limited nesting habitat. Expected only rarely. Observed.
Coccyzus americanus occidentalis	western yellow-billed cuckoo	Riparian. Uncommon to rare summer resident of valley foothill and desert riparian habitats.	FC/SE	None/BCC/ FS	Low. No suitable habitat. Not expected.
Egretta thula (rookery)	snowy egret	Wet areas, fields, margins of open water.	None/None	SA	Moderate to high. Fairly common resident. Observed.
Elanus leucurus (nesting)	white-tailed kite	Open woodlands and grasslands, windrows. Hovers over open fields.	None/None	None/SFP	Moderate. Suitable foraging, limited nesting habitat. Expected

Table 3.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
					occasionally. Observed.
Eremophila alpestris actia	California horned lark	Variety of open habitats, usually where trees and large shrubs are absent.	None/None	CSC	Low. Uncommon resident.
Falco columbarius (wintering)	merlin	Grasslands, coastal sage scrub and estuaries, windrows, open fields.	None/None	CSC	Low. Suitable foraging habitat, no nesting habitat. Expected only rarely. Winter visitor. Observed.
Falco mexicanus (nesting)	prairie falcon	Grasslands, coastal sage scrub, and estuaries.	None/None	CSC/BCC	Low. Potential habitat for foraging, none for nesting. Expected only rarely. Winter visitor. Observed
Falco peregrinus anatum (nesting)	peregrine falcon	Estuaries, wetlands, and coastal bluffs. Breeding habitat in high cliffs along the coast.	Delisted/ Delisted	None/BCC/ SFP	Low. Suitable foraging, no nesting habitat. Observed.
Lanius ludovicianus	loggerhead shrike	Grasslands and open scrub. Forages in open country, using low perches (fences etc.) for scanning, nests in dense scrub and brush.	None/None	CSC/BCC	Moderate. Suitable foraging and nesting habitat. Expected occasionally. Observed.
Larus californicus (nesting colony)	California gull	Nearly all types of fresh and salt water, cropland, landfills, refuse areas, open lawns.	None/None	CSC	High. Common in winter. Occasional in summer. Expected. Observed.

Table 3.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
Laterallus jamaicensis coturniculus	California black rail	Brackish marsh, freshwater marsh, marsh and swamp, salt marsh, wetland. Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering large bays.	None/ST	CSC/BBC/ BLM	Low. Limited suitable habitat. Expected only rarely.
Numenius americanus	long-billed curlew	Coastal estuaries, upland herbaceous areas,[5] croplands, wet areas, open fields, shores of open water.	None/None	CSC	Moderate. Expected occasionally. Observed.
Phalacrocorax auritus	double-crested cormorant	Lakes, fresh, salt, and estuarine waters.	None/None	CSC	Moderate to high. Suitable foraging, no suitable nesting habitat. Fairly common in winter. Occasional in summer. Observed.
Plegadis chihi (rookery site)	white-faced ibis	Freshwater marshes and brackish areas.	None/None	CSC	Low. Limited suitable habitat. Expected only rarely. Observed.
Polioptila californica californica	coastal California gnatcatcher	Low elevation coastal sage scrub and coastal bluff scrub.	FT/None	CSC	No suitable habitat. Not expected.
Vireo bellii pusillus	least Bell's vireo	Riparian (riverside) corridors with dense, low-growing vegetation like willows, mulefat, and mugwort.	FE/SE	None	Low. No suitable habitat. Not expected.
Mammals					
Antrozous pallidus	pallid bat	Chaparral, coastal scrub, desert wash, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, riparian woodland, Sonoran desert	None/None	CSC/FS/BLM	Potential for occurrence.

Table 3.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
		scrub, upper montane coniferous forest, and valley and foothill grassland. Oak and grassland ecotones.[6] Prefers foraging in the open. Roosts in attics or rock cracks; in the open, near foliage at night.			
Chaetodipus (*Perog nathus*) *fallax fallax*	northwestern San Diego pocket mouse	Coastal sage scrub, sage scrub/grassland ecotones, and chaparral communities. Moderately gravelly and rocky substrates, disturbed grassland and open sage scrub vegetation with sandy-loam to loam soils.	None/None	CSC	Low. Uncommon.
Corynorhinus townsendii	Townsend's big-eared bat	A wide variety of habitats including woodlands and arid grasslands. Roosts in mines and caves.	None/None	CSC/FS/BLM	Potential for occurrence.
Dipodomys merriammi parvus	San Bernardino kangaroo rat	Riversidean alluvial fan sage scrub and sandy loam soils, alluvial fans and flood plains, and along washes with nearby sage scrub. Prefers sandy loam substrates. Santa Ana River, Cajon Creek Wash, Lytle Creek Wash, City Creek, and upper Etiwanda Wash in San Bernardino County, and sites in western Riverside County	FE/SE	CSC	Low. Limited to no suitable habitat. Not expected.
Dipodomys stephensi	Stephens' kangaroo rat	Primarily annual and perennial grasslands, but also occurs in coastal scrub and sagebrush with sparse canopy cover.	FT/ST	None	Low. Uncommon.
Eumops perotis californicus	Western mastiff bat	Open areas with high cliffs.	None/None	CSC/BLM	Possible roosting opportunities.
Lasiurus xanthinus	western yellow bat	Desert regions of the southwestern US, southern California. Capture sites are often associated with water features; open grassy areas and scrub, canyons and riparian areas, orchards.	None/None	SA	Possible roosting opportunities.

Table 3.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
		Particular association with palms in oases and ornamental palms in landscaping.			
Lepus californicus bennettii	San Diego black-tailed jackrabbit	Coastal sage scrub and on the margins between shrub and herbaceous areas. Also know to occur in agricultural and ruderal areas.	None/None	CSC	Low. Expected only rarely.
Myotis ciliolabrum	small-footed myotis	Feeds among trees or over brush. Roosts in caves, mines, and in cliff or rock openings.	None/None	CSC/BLM	Possible roosting opportunities.
Myotis yumanensis	Yuma myotis	Water and wooded canyon bottoms. Roosts in caves and abandoned buildings.	None/None	CSC/BLM	Possible roosting opportunities.
Neotoma lepida intermedia	San Diego desert woodrat	Riversidean and coastal sage scrub, chaparral and nonnative grasslands. Shrub and desert habitats, primarily associated with rock outcroppings, boulders, cacti, or areas of dense undergrowth.	None/None	CSC	Low to moderate. Expected occasionally.
Nyctinomops femorosaccus	pocketed free-tailed bat	Desert habitats. Roosts in rock crevices in cliffs.	None/None	CSC	Possible roosting opportunities.
Nyctinomops macrotis	big free-tailed bat	Desert habitats. Roosts in rock crevices in cliffs.	None/None	CSC	Possible roosting opportunities.
Perognathus longimembris brevinasus	Los Angeles pocket mouse	Inhabits open ground of fine sandy composition. Probably prefers sparsely vegetated habitats.	None/None	CSC/FS	Low. Expected only rarely.

Source: CDFW 2025

Notes: Federal Designations:

FE–Federally listed as Endangered; FT–Federally listed as Threatened; FC–Federal Candidate; BLM–US Department of the Interior, Bureau of Land Management sensitive species; FS–US Forest Service sensitive species; BCC–USFWS Birds of Conservation Concern; Delisted–Delisted species are monitored for 5 years

State Designations:

SE–State listed as Endangered; CSC–California Species of Special Concern; SFP–State Fully Protected Species; SA–Special Animal. Taxa of concern to the California Natural Diversity Data Base regardless of their current legal or protected status; None – not listed or designated as sensitive; Observed – recorded observation during previous surveys.

1. "Nesting" or "rookery" indicates sensitivity due to loss of suitable nesting locations. "Wintering" indicates species that breed to the north, but whole habitat for winter is declining.
2. The golden eagle is also protected under the federal Bald Eagle Protection Act, June 8, 1949, as amended in 1959.

San Bernardino Kangaroo Rat

The San Bernardino kangaroo rat is federally and state listed endangered and a California species of special concern. It is one of 19 recognized subspecies of Merriam's kangaroo rat (*Dipodomys merriammi*). In coastal southern California, it is the only species of kangaroo rat with 4 toes on each of its hind feet. The species are typically found on alluvial fans, in floodplains, along washes, in adjacent upland areas, and in areas with historically braided channels, which are areas where one main channel is subdivided into several smaller interconnecting channels. Currently they occupy approximately 3,240 acres of suitable habitat divided among 7 widely separated locations in San Bernardino and Riverside counties. An additional 13,193 acres are distributed within the Santa Ana River Wash, Lytle and Cajon creeks, and San Jacinto River. The San Bernardino kangaroo rat may potentially be present in the city. There is low to moderate potential for occurrence in the remnant alluvial wash north of I-10 and west of Etiwanda Avenue, and in flood control channels in the same area. Focused surveys would be needed to determine presence or absence if projects are proposed in these areas.

Swainson's Hawk

Swainson's hawk (*Buteo swainsoni*) is state listed as threatened. Typical habitat of the Swainson's hawk is open desert, sparse shrublands, grassland or row grain, and hay cropland containing scattered large trees or small groves. It roosts in large trees, especially along stream courses or in open woodlands, but will roost on the ground if no trees are available.

The species is in decline because of habitat destruction, a reduction in its main prey species, and pesticide use. There are probably no key population areas in the city, but migratory stopovers and flights in the region have been observed along the Santa Ana River, where they may roost due to the access to trees. They may occur within the city during migration wherever there are foraging and roosting opportunities. There are potential foraging and roosting areas for this species in Ontario Ranch, but none for nesting. This species is expected to occur only rarely.

Peregrine Falcon

The peregrine falcon (*Falco peregrinus anatum*) was formerly federally and state listed as endangered and is a state fully protected animal. Throughout the species' range, peregrines are found in a large variety of open habitats, including tundra, marshes, seacoasts, savannahs, and high mountains. The species breeds mostly in woodland, forest, and coastal habitats. Riparian areas and coastal and inland wetlands are important habitats year-round, especially in nonbreeding seasons. During migration, the peregrine falcon may be found near marshes, lakes, and ponds that have high concentrations of waterfowl, shorebirds, and other birds, and they often travel along mountain ridges on both eastern and western coastlines. In southern California, peregrine falcons are primarily found at coastal estuaries and inland oases. The species breeds and winters throughout the state, except in desert areas. There is suitable

foraging habitat within the city. The species has been observed foraging over Ontario Ranch, but it is a very uncommon breeding resident and is uncommon as a migrant.

Western Yellow-Billed Cuckoo

The western yellow-billed cuckoo (*Coccyzus americanus occidentalis*) is a federal candidate threatened species and state-listed endangered species. Its range historically extended from southern British Columbia to northern Mexico. Currently the only known populations of breeding western yellow-billed cuckoos are in California, Arizona, and western New Mexico. In California, the species requires dense, wide riparian woodlands with well-developed understories for breeding. It occurs in densely foliaged deciduous trees and shrubs—especially willows—which are required for roost sites. It is an uncommon summer resident of valley, foothill, and desert riparian habitats in scattered locations in California. Up to 5 western yellow-billed cuckoo populations have been documented in the Prado Basin and adjacent reach of the Santa Ana River, southwest of Ontario; however, this species is not expected in Ontario due to the lack of suitable dense riparian habitat.

Coast (San Diego) Horned Lizard

The coast (San Diego) horned lizard (*Phrynosoma coronatum blainvillii*) is a California species of special concern. This species is found in a wide variety of vegetation types, including coastal sage scrub, annual grassland, chaparral, oak woodland, riparian woodland, and coniferous forest. In inland areas, this species is restricted to areas with pockets of open microhabitat created by disturbance (e.g., floods, fire, roads, grazed areas, fire breaks). It prefers open areas of loose, crumbly, sandy soil in coastal sage scrub, chaparral, grassland, and riparian habitats and washes and watercourses. In California, coast (San Diego) horned lizard ranges from the Transverse Ranges south to the Mexican border west of the deserts, although the species occurs on scattered sites along the extreme western desert slope of the Peninsular Ranges. No occurrences of the species have been documented in the city; however, evidence but no direct observation of coast (San Diego) horned lizard was noted during biologic surveys of the United Parcel Service Cargo Hub area in 1987. This species is rarely expected to be present because there is limited suitable habitat in the city.

Burrowing Owl

Burrowing owl (*Athene cunicularia*) is a state species of special concern and is a candidate for listing under the CESA. They are found in open, dry grasslands, agricultural and range lands, and desert habitats often associated with burrowing animals, particularly prairie dogs, ground squirrels, and badgers. They can also inhabit grass, forb, and shrub stages of pinyon and ponderosa pine habitats. This semicolonial species requires large open expanses of sparsely vegetated areas on gently rolling or level terrain with an abundance of active small mammal burrows, which they use for roosting and nesting cover. They occur in all states west of the Mississippi Valley and breed south through the western and Midwestern states and across

grassland regions in Canada. It is a resident in the open areas of the lowlands over much of the southern California region. Burrowing owl has been observed in the central and northwestern portion of Ontario Ranch. There is a CNDDB recorded occurrence in the vicinity of Ontario Mills and several other sightings in 2010, 2011, and 2016 in various locations throughout the city. Burrowing owls have also been observed in the Chino Airport area as well as the Ontario Sports Empire area. Parts of the closed Milliken Waste Disposal Site in the OMC are considered suitable for preservation or enhancement as burrowing owl habitat (Riverside Land Conservancy 2008).

Crotch's Bumble Bee

Crotch's bumble bee (*Bombus crotchii*) is a candidate species for listing status by the CESA. It is a colonial species that lives almost exclusively from coastal California east to the Sierra-Cascade Crest and can be found uncommonly in western Nevada and south through Baja California. Crotch's bumble bee inhabits grassland and scrub habitats in hotter and drier climates than most other bumblebee species and is only capable of tolerating a narrow range of climatic conditions. This species feeds on a variety of annual and perennial plant species, classifying it as a dietary generalist. It usually nests underground, often in abandoned rodent dens. Queens are active from March to May, with peak activity in April; workers are active from April to August, with peak activity between May and June; and males are active from May to September, with peak activity in July. Generally, for all bumble bee species, high-quality habitat has 3 major components: a diverse supply of flowers for nectar and pollen, nesting locations, and subterranean spaces for overwintering queens.

Coastal California Gnatcatcher

The coastal California gnatcatcher (*Polioptila californica californica*), a subspecies of the California gnatcatcher, is a federally listed threatened, California species of special concern. The species is a resident of arid coastal-sage-scrub-dominated plant communities from southern Ventura County through Los Angeles, Orange, Riverside, San Bernardino, and San Diego counties into Baja California, Mexico.

Even in the early 1900s, the coastal California gnatcatcher population was described as being scarce and irregularly distributed, but by the 1940s habitat was noticeably reduced. In the United States, loss of coastal sage scrub habitat has been estimated at 70 to 90 percent, with 33 percent lost since 1993 when the species was federally listed as threatened. Brood parasitism by brown-headed cowbirds and loss of habitat to urban development have been cited as causes of the coastal California gnatcatcher population decline. In Ontario, though coastal sage scrub was historically the dominant vegetation in alluvial fans and drainages, it has long since been removed by development and agricultural production. Coastal California gnatcatcher is not expected to be present in the Ontario planning area due to lack of suitable habitat.

Southwestern Pond Turtle

Southwestern pond turtle (*Emys [Clemmys] marmorata pallida*) is a California species of special concern. The turtle is an aquatic animal that moves to upland areas for egg laying. It winters in underground burrows in upland habitats. In the warmer months it will bask on rocks and logs near slow-moving streams. Its habitat includes permanent or intermittent streams, small ponds, small lakes, reservoirs, abandoned gravel pits, permanent and ephemeral shallow wetlands, stock ponds, and sewage treatment lagoons. Pools are the preferred habitat in streams, with abundant logs, rocks, submerged vegetation, mud, undercut banks, and ledges as necessary habitat components for cover, basking, and nesting sites. Currently, it ranges south of San Francisco Bay to northern Baja California, Mexico, and integrates with northwestern pond turtle (*[Clemmys] marmorata marmorata*) over a large area in central California. Previous sightings of southwestern pond turtle were noted in a drainage in the Chino Airport area, immediately outside of the southwestern corner of the city; however, the species was not observed in 2004 surveys of the Chino Airport site. There is limited suitable habitat for southwestern pond turtle in Ontario.

Existing Conservation Plans and Areas

Delhi Sands Flower-Loving Fly

The most prominent sensitive wildlife species in the region is the DSFLF (*Rhaphiomidas terminatus*), a federally listed endangered species. The DSFLF is restricted (endemic) to the Colton Dunes (consisting of Delhi soil series). Delhi soils are fine sandy soils, often wholly or partly sand dunes stabilized by sparse native vegetation. These soils cover approximately 40 square miles in Riverside and San Bernardino counties, underlying portions of Ontario and other neighboring cities. By 1997, studies indicated that over 97 percent of the area containing this soil type had been converted to agriculture, developed for urban or commercial uses, or otherwise altered. There is a CNDDB-recorded occurrence of DSFLF in northeastern Ontario.

The DSFLF was emergency listed on September 23, 1993, because extinction within the foreseeable future was likely—the distribution of the DSFLF at that time encompassed less than 2 percent of its former range. Critical habitat has not been designated for this species. All existing populations of the DSFLF occur within 8 miles of each other. The distribution straddles I-10 in the vicinity of Colton and Rialto on county, public utility, and private lands. In 1998, only 6 sites, totaling less than 45 acres, were known to be occupied, and only one is permanently protected. The Recovery Plan for the DSFLF was prepared in 1997 and amended in 2019. The former range of the species was divided into 3 recovery units: Jurupa, Colton, and Ontario. Approximately 60 percent of the Ontario unit is in the city, covering approximately 21.7 square miles of the city, as shown on Figure 3.4-1. According to the Recovery Plan, there is restorable habitat for the DSFLF along the SCE right-of-way, along a shallow wash in southwestern Ontario (West Cucamonga Channel), and at a few other locations in the Ontario recovery unit. The

planned recovery of the DSFLF is partially dependent on the restoration, management, and preservation of such areas.

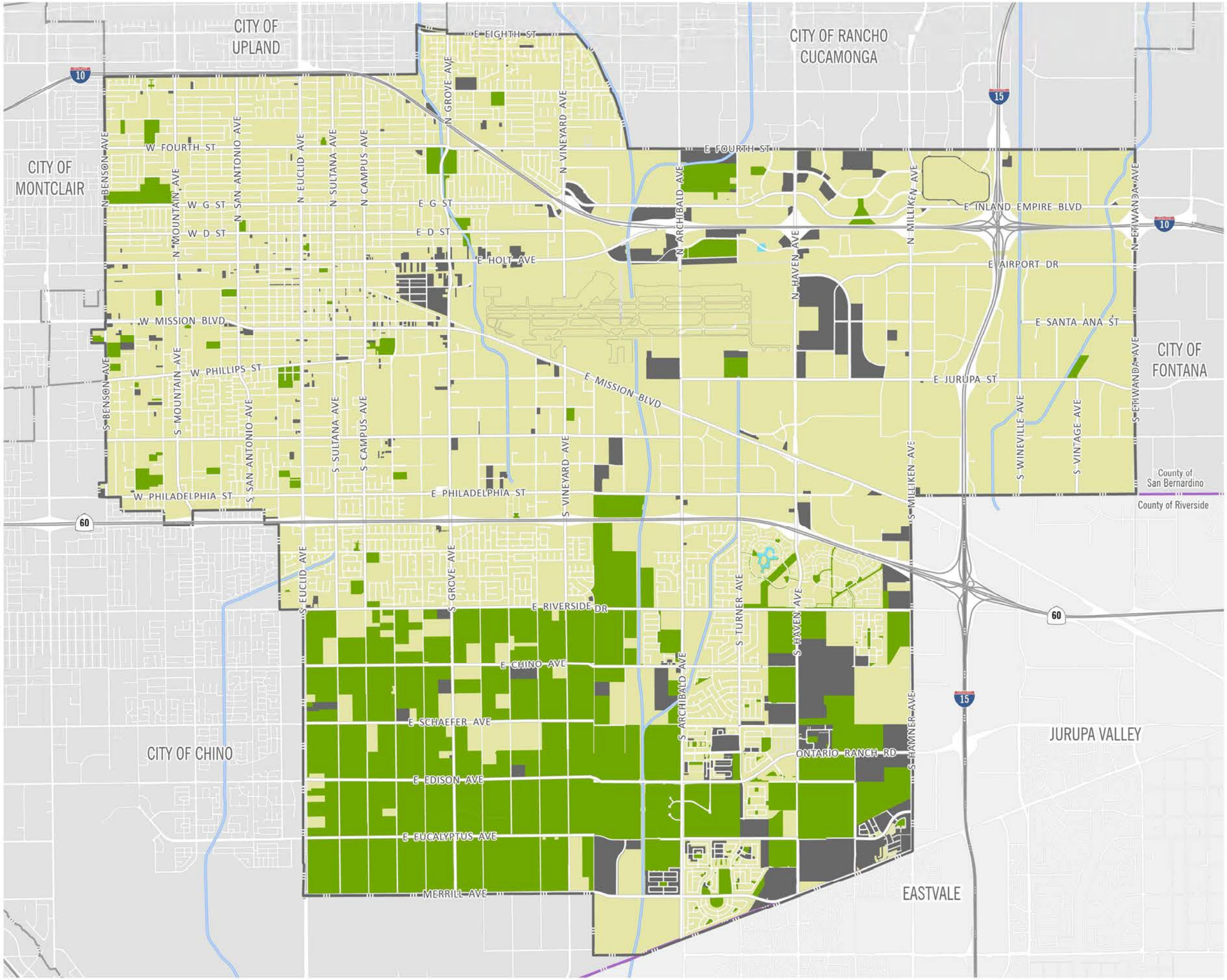
There is one approved HCP in the city. The Oakmont Industrial Group HCP was established for the protection of the DSFLF on approximately 19 acres adjacent to the intersection of Greystone Drive and Stanford Avenue near the eastern city boundary (Ontario 2022).

Migratory Corridors and Linkages

Wildlife corridors link areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. Corridors are links between different populations of a species and mitigate the effects of habitat fragmentation by 1) allowing animals to move between remaining habitats (which allows replenishment of depleted populations and promotes genetic diversity); 2) providing escape routes from fire, predators, and human disturbances that put populations or local species at risk; and 3) serving as travel routes for individuals moving within their home ranges for food, water, mates, and shelter. Wildlife movement activities usually fall into one of 3 movement categories: dispersal, seasonal migration, or movements related to home range activities. Large open spaces will generally support a diverse wildlife community engaging in all types of movement. Wildlife movement may range from nonmigratory movement of amphibians, reptiles, and some birds on a local level to the many-square-mile home ranges of large mammals moving at a regional level.

Ontario is almost completely developed with urban and agricultural uses. There are no large open spaces with native habitat in the city. Available open space consists of agricultural fields, parks and golf courses, and scattered vacant lots. Further, the city is generally surrounded by highly developed areas. The north–south watercourses that flow through the city provide open water areas used by resident and migratory birds. These drainages can also be wildlife corridors, but because they are concrete channels, they provide limited habitat cover and do not directly link natural open spaces within and in the immediate vicinity of the city. In the region, Cucamonga and Deer Creeks flow from the San Gabriel Mountains to the Prado Dam Flood Control Basin, which contains over 2,100 acres of riparian habitat upstream of the dam. These creeks are concrete-lined channels where they travel through Ontario. Regional movement of larger mammal species with expansive home ranges, such as mountain lion (*Felis concolor*) or mule deer (*Odocoileus hemionus*), is not likely in the channels. Insects, amphibians, reptiles, bird species, and small- and medium-sized mammals—including urban-adapted species such as raccoon, Virginia opossum, striped skunk, and coyote—are likely to use the channels as local wildlife movement corridors within the city. In addition to flood control channels, there are 2 SCE utility corridors in the city, both of which generally extend northeast-southwest in the eastern part of the city and are shown on Figure 3.4-2, *Vegetation and Land Cover*. These corridors are likely also used for local movement by insects, reptiles, and small- and medium-sized mammals (Ontario 2022).

Figure 3.4-2
Vegetation & Land Cover



- Ontario City Boundary
- County Boundary
- Channels
- Urban Land
- Agriculture/Open Space
- Surface Water
- ROW/Vacant

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: County of San Bernardino 2020 Date: 12/8/2025

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Jurisdictional Waters and Wetlands

The USACE and CDFW have jurisdiction over streams, watercourses, and wetlands. Wetlands that fall under USACE jurisdiction must exhibit specific characteristics related to hydrology, soils, and hydrophytic plants, which are plants that grow in soils that are permanently or periodically saturated. In the absence of wetlands, USACE jurisdiction in nontidal waters such as rivers, lakes, and intermittent streams extends to the ordinary high-water mark. Pursuant to Sections 1600 to 1603 of the California Fish and Game Code, CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. There are differences between USACE and CDFW jurisdictions. The CDFW uses less defined and more ecologically based criteria in its jurisdiction determinations. For a watercourse to be considered under CDFW jurisdiction, it must have a terminus, banks, and channel through which water can flow, at least periodically, and needs to exhibit evidence of an ordinary high water mark. CDFW jurisdiction may only exhibit one of the 3 USACE indicators related to hydrology, soils, and hydrophytic plants. Generally, CDFW jurisdiction may extend to the wider limit of riparian vegetation associated with the watercourse, encompassing the entire limits of USACE jurisdiction.

The major watercourses that traverse the city potentially fall under USACE or CDFW jurisdiction. West Cucamonga Channel and Cucamonga, Deer, Day, and Etiwanda Creeks enter the city from the north and flow generally to the south. Cucamonga Creek and its tributary, the Lower Deer Creek Channel, once supported riparian vegetation; however, all drainages that traverse Ontario, (except for an approximately 1,000-foot section of the Etiwanda Creek Channel between I-10 and 4th Street) have been channelized. In these channels there may be areas where sediment has accumulated and riparian vegetation has developed. These channels also discharge to numerous detention basins throughout the city. Riparian vegetation may also be present in the detention basins, particularly where flowing or standing water persists. These riparian resources, including any wetlands that may occur along drainages, potentially fall under the jurisdiction of the USACE and CDFW (Ontario 2022).

Other open water bodies include dairy manure water retention basins, irrigation ponds, livestock watering ponds, and man-made lakes. In addition, fields under cultivation or left fallow accumulate surface waters in ponds or ditches. These waters would likely be considered isolated wetlands and would not fall under USACE jurisdiction after the 2001 Solid Waste Agency of Northern Cook County decision, which limited the scope of the USACE CWA Section 404 permitting as applied to isolated waters of the United States (those that are not adjacent to or connected to a navigable water body, such as a river, lake, or ocean); however, CDFW may still take jurisdiction over these surface waters.

SPECIFIC PLAN

Vegetation Communities

Due to historic and current land uses, no native plant communities or natural communities of special concern are present within or adjacent to the Specific Plan area. The site primarily supports developed and undeveloped land that has been subjected to roughly a century of anthropogenic disturbances associated with historic and ongoing land uses (i.e., dairy ranches). These disturbances have eliminated the natural plant communities that historically occurred within the site and general vicinity. As illustrated in Figure 3.4-3, *EBPSP Vegetation Communities*, the Specific Plan area supports four land cover types that would be classified as Disturbed, Developed, Active Dairy, and Stock Pond (Appendix D). These land use types are described below.

Disturbed

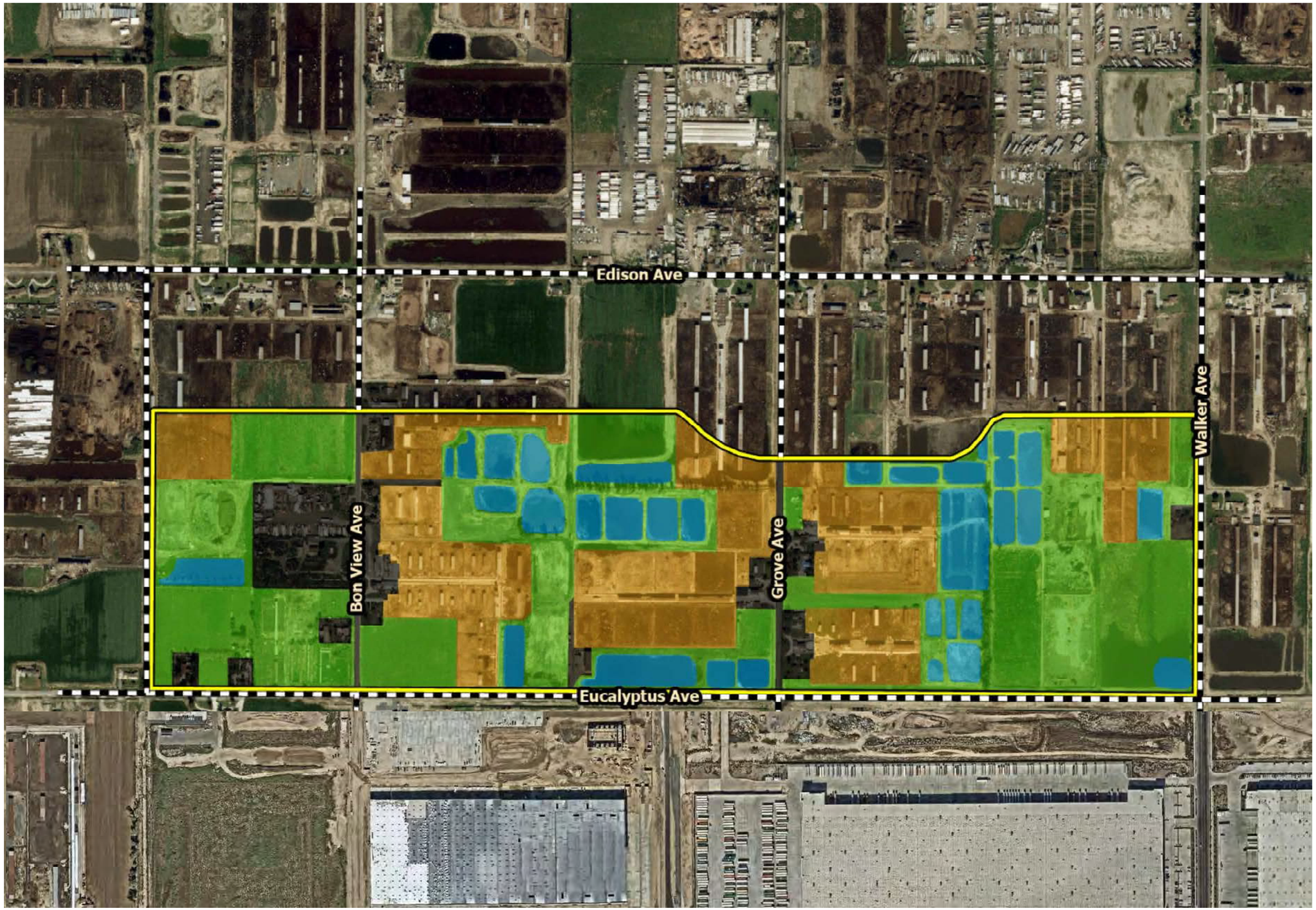
Disturbed land within the Specific Plan area includes remnant agricultural fields and grazing paddocks and, as such, is dominated by non-native, invasive, weedy, and/or early successional species which are often associated with grazing pastures. These species include downy chess (*Bromus tectorum*), nettle-leaved goosefoot (*Chenopodiastrum murale*), flax-leaved horseweed (*Erigeron bonariensis*), foxtail barley (*Hordeum murinum*), and golden crownbeard (*Verbesina encelioides*). Other common plant species observed in the disturbed portions of the Specific Plan area include mulefat (*Baccharis salicifolia*), grazing brome (*Bromus catharticus*), ripgut brome (*Bromus diandrus*), lambs quarters (*Chenopodium album*), pitseed goosefoot (*Chenopodium berlanderi*), sacred datura (*Datura wrightii*), shortpod mustard (*Hirschfeldia incana*), prickly lettuce (*Lactuca serriola*), cheese weed (*Malva parviflora*), tree tobacco (*Nicotiana glauca*), stinknet (*Oncosiphon pilulifer*), annual beard grass (*Polypogon monspeliensis*), Russian thistle (*Salsola tragus*), mediterranean grass (*Schismus barbatus*), London rocket (*Sisymbrium irio*), black nightshade (*Solanum nigrum*), smilo grass (*Stipa miliacea*), puncturevine (*Tribulus terrestris*), and stinging nettle (*Urtica dioica*).

Developed

Developed land generally encompasses all buildings/structures and paved or otherwise impervious surfaces. On-site developed areas include existing residences, garages, barns, pens, concrete pads, walkways, staging areas, roadways, and watering areas associated with cattle stockyards and accompanying dwellings. These areas are generally devoid of vegetation except for sparse occurrences of especially hardy weedy species. Ornamental landscaping associated with the on-site residences is also considered developed since these areas have been maintained that way for several decades.

Figure 3.4-3

EBPSP Vegetation Communities



EBPSP Boundary

Off-site Improvement Areas

Disturbed

Developed

Active Dairy

Stock Pond

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 500 1,000 Feet

Source: ELMT Consulting 2025

Date: 12/16/20

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Active Dairy

The majority of the Specific Plan area has been utilized as active dairy facilities, including dry lots, milking parlors/feed storage facilities, and housing. These areas are either devoid of vegetation or dominated by ornamental, ruderal, non-native, or weedy species commonly detected in disturbed habitats, including Palmer's amaranth (*Amaranthus palmeri*), summer cypress (*Bassia scoparia*), horseweed (*Erigeron canadensis*), Russian thistle (*Salsola tragus*), prostrate knotweed (*Polygonum aviculare*), cheeseweed (*Malva parviflora*), red-stemmed filaree (*Erodium cicutarium*), castor bean (*Ricinus communis*), prickly lettuce (*Lactuca serriola*), Bermuda grass (*Cynodon dactylon*), truncate finger grass (*Chloris truncata*), barnyard grass (*Echinochloa crusgalli*), goose grass (*Eleusine indica*), wild oat (*Avena fatua*), foxtail barley (*Hordeum murinum*), and ripgut brome (*Bromus diandrus*).

Stock Pond

Several dairy stock ponds are present within the Specific Plan area. Most of these features were inundated with water at the time of the field investigation, which followed recent storm events. Plant species surrounding the stock ponds include several ruderal, invasive, and/or weedy species as outlined in the disturbed areas on-site on Figure 3.4-3. No hydrophytic or riparian vegetation was observed in the stock pond areas.

Wildlife

Plant communities provide foraging habitat, nesting/denning sites, and shelter from adverse weather or predation. Wildlife detections were based on calls, songs, scat, tracks, burrows, and direct observation. The Specific Plan area provides limited habitat for wildlife species adapted to a high degree of anthropogenic disturbances and development (Appendix D).

Fish

No fish were observed on or within the vicinity of the Specific Plan area. Though remnant water retention basins are supported in the northern portion of the site, these are effluence ponds that primarily function to retain animal waste and other runoff associated with dairy farming practices. These basins do not bear upstream or downstream connectivity to suitable fish habitat. Therefore, no fish are expected, and they are presumed absent from the Specific Plan area.

Amphibians

No amphibians were observed on or within the vicinity of the Specific Plan area. The active agriculture, remnant water retention basins, and ornamental landscaping supported within the site provide limited foraging and cover habitat for local amphibian species adapted to development and routine anthropogenic disturbances. Common amphibians that could be

expected to occur within the Specific Plan area include western toad (*Anaxyrus boreas*) and black-bellied salamander (*Batrachoseps nigriventis*). Due to the high level of development and routine anthropogenic disturbances, no special-status amphibian species are expected within the Specific Plan area.

Reptiles

The Specific Plan area provides limited foraging and cover habitat for reptile species adapted to a high degree of anthropogenic disturbance. Reptiles observed during the field investigation include western side-blotched lizard (*Uta stansburiana elegans*) and Great Basin fence lizard (*Sceloporus occidentalis longipes*). Other common reptilian species that could be expected include the San Diego alligator lizard (*Elgaria multicarinata webbii*). Due to the high level of anthropogenic disturbance and on-site and surrounding development, no special-status reptilian species are expected within the Specific Plan area.

Birds

The Specific Plan area provides suitable foraging and nesting habitat for avian species adapted to development and a high degree of routine anthropogenic disturbance. Bird species detected during the field investigation include red-tailed hawk (*Buteo jamaicensis*), turkey vulture (*Cathartes aura*), killdeer (*Charadrius vociferus*), American crow (*Corvus brachyrhynchos*), common raven (*Corvus corax*), mourning dove (*Zenaida macroura*), yellow headed blackbird (*Xanthocephalus xanthocephalus*), American kestrel (*Falco sparverius*), barn swallow (*Hirundo rustica*), song sparrow (*Melospiza melodia*), house sparrow (*Passer domesticus*), black phoebe (*Sayornis nigricans*), Eurasian collared dove (*Streptopelia decaotco*), European starling (*Sturnus vulgaris*), and Cassin's kingbird (*Tyrannus vociferans*).

Mammals

The Specific Plan area provides limited foraging and cover habitat for mammalian species that are adapted to a high degree of anthropogenic disturbance. Mammalian species observed during the field investigation include California ground squirrel (*Otospermophilus beecheyi*), desert cottontail (*Sylvilagus audubonii*), and pocket gopher (*Thomomys bottae*). Additional common mammalian species that could occur include coyote (*Canis latrans*), opossum (*Didelphis virginiana*), house mouse (*Mus musculus*), raccoon (*Procyon lotor*), and black rat (*Rattus rattus*). Although heavily disturbed, the Specific Plan area has the potential to provide suitable foraging and/or roosting habitat for common and special-status bat species.

Sensitive Biological Resources

Special-Status Plants

No special-status plant communities or species were observed within the Specific Plan area during the field investigation. The site supports disturbed and developed land that has been subject to a variety of anthropogenic disturbances for several decades. Historic and ongoing land uses have eliminated the natural plant communities that once occurred within the site which has significantly reduced the quality of on-site habitat and its potential to support special-status plant species known to occur in the general vicinity. Based on habitat requirements for specific special-status plant species and the availability and quality of habitat needed by each species, it was determined that the Specific Plan area does not have the potential to support any of the special-status plant species known to occur in the area and all are presumed to be absent (Appendix D).

Special-Status Animals

No special-status wildlife species were observed within the Specific Plan area during the habitat assessment. The site consists of disturbed and developed land that has been subject to a variety of anthropogenic disturbances. These disturbances have eliminated the natural plant communities that once occurred within the site, greatly reducing potential foraging opportunities for wildlife species. Based on habitat requirements for specific species and the availability and suitable habitats, it was determined that the site has a high potential to support northern harrier (*Circus hudsonius*); a moderate potential to support Cooper's hawk (*Accipiter cooperii*), sharp-shinned hawk (*Accipiter striatus*), great egret (*Ardea alba*), great blue heron (*Ardea Herodias*), burrowing owl (*Athene cunicularia*), Costa's hummingbird (*Calypte costae*), snowy egret (*Egretta thula*), Califonria horned lark (*Eremophila alpestris actia*), California gull (*Larus californicus*), and white-faced ibis (*Plegadis chihi*); and a low potential to support white-tailed kite (*Elanus leucurus*), merlin (*Falco columbarius*), prairie falcon (*Falco mexicanus*), western yellow bat (*Lasiurus xanthinus*), hoary bat (*Lasiurus cinereus*), and loggerhead shrike (*Lanius ludovicianus*). It was further determined that the Specific Plan area does not have the potential to support any of the other special-status wildlife species known to occur in the area and all are presumed to be absent.

Due to regional significance, the potential occurrence of burrowing owl and Crotch's bumble bee are discussed in further detail below.

Burrowing Owl

As identified above, burrowing owl is a candidate species for listing under the CESA. Despite a systematic search of the Specific Plan area, no burrowing owls or sign (i.e., pellets, feathers, castings, or whitewash) were observed during the field investigation. Undeveloped portions of the site are unvegetated and/or vegetated with a variety of low-growing plant species that allow

for line-of-sight observation favored by burrowing owl. In addition, suitable burrows were observed within berms surrounding the remnant pasture fields and water retention basins, and additional roosting opportunities were observed within rubble piles located in the northeast portion of the site. The site is surrounded by tall trees, structures, and electrical towers that provide suitable perching opportunities for large raptors (i.e., red-tailed hawk) that prey on burrowing owl. Additionally, a red-tailed hawk was observed foraging over the site during the field investigation. Existing and continuous anthropogenic disturbances likely preclude burrowing owl from occupying the Specific Plan area (Appendix D).

Crotch's Bumble Bee

As identified above, Crotch's bumble bee is a candidate species for listing status by the CESA. Generally, high-quality habitat for all bumble bee species has 3 major components: a diverse supply of flowers for nectar and pollen, nesting locations, and subterranean spaces for overwintering queens. Based on the results of the survey, it was determined that the Specific Plan area does not provide suitable habitat for Crotch's bumble bee. No bumble bees were observed within the site during the field investigation (Appendix D).

DSFLF Suitability Assessment

A DSFLF suitability assessment was conducted concurrently with the biological resources assessment to evaluate the quality or purity of the on-site soils and their potential to support DSFLF. The eastern limits of the Specific Plan area are mapped as being underlain by Delhi fine sand soils.

As a result of historic land uses, soils underlying the site have been heavily mixed with alluvial soils (Hilmar fine loamy sand) and compacted. In addition, the majority of the site is developed and mostly consists of heavily disturbed soils from agricultural and cattle use with no undisturbed soils present. Undeveloped areas support recently graded, disturbed land with remnant agricultural fields. Further, the site is surrounded by additional development and no longer has connectivity to upwind areas containing Delhi sands soils, areas subjected to aeolian processes, or areas supporting DSFLF populations. Since the Specific Plan area does not support open areas of undisturbed Delhi sands soils and has been heavily disturbed and developed, it was determined that the site does not support suitable habitat for DSFLF, and DSFLF is presumed absent. The Specific Plan area no longer supports clean Delhi sand soils and was rated as unsuitable habitat with a habitat rating of 1 (Appendix D).

Critical Habitat

Under the federal Endangered Species Act, "Critical Habitat" is designated at the time of listing of a species or within one year of listing. Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. Maintenance of

these physical and biological features requires special management considerations or protection, regardless of whether individuals of the species are present or not. All federal agencies are required to consult with the USFWS regarding activities they authorize, fund, or permit which may affect a federally listed species or its designated Critical Habitat. The purpose of the consultation is to ensure that projects will not jeopardize the continued existence of the listed species or adversely modify or destroy it's designated Critical Habitat. The designation of Critical Habitat does not affect private landowners, unless a project they are proposing is on federal lands, uses federal funds, or requires federal authorization or permits (e.g., funding from the Federal Highways Administration or a CWA Permit from the USACE). If there is a federal nexus, then the federal agency that is responsible for providing the funding or permit would consult with USFWS.

The Specific Plan area is not within federally designated Critical Habitat. The nearest Critical Habitat designation is approximately 3.4 miles to the south for least Bell's vireo (*Vireo bellii pusillus*), and southwestern willow flycatcher (*Empidonax traillii extimus*) (Appendix D).

Migratory Corridors and Linkages

Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both anthropogenic disturbance and natural fluctuations in resources.

According to the 2022 Certified EIR and the San Bernardino County General Plan, the Specific Plan area has not been identified in a wildlife corridor or linkage. As designated by the San Bernardino County General Plan Open Space Element, the nearest major open space area documented in the vicinity of the Specific Plan area is approximately 4 miles to the south in the Prado Basin. The Specific Plan area is separated from this open space area by existing development (Appendix D).

Nesting Birds

A single red-tailed hawk nest was observed in the eucalyptus stand on the eastern boundary of the Specific Plan area. At the time of the field investigation a red-tailed hawk was observed bringing nesting material to the nest. No other active nests or nesting behavior were observed on the site during the field survey, which was conducted during the typical breeding season. Although heavily disturbed, the Specific Plan area has the potential to provide suitable nesting habitat for year-round and seasonal avian residents as well as migrating songbirds that are

adapted to development and agricultural environments. In addition, tall trees and structures within the site provide suitable nesting opportunities for raptors (Appendix D).

Jurisdictional Waters and Wetlands

The USFWS National Wetlands Inventory (NWI) and the United State Geological Survey (USGS) National Hydrography Dataset were reviewed to determine if any blueline streams or riverine resources have been documented within the Specific Plan area. Based on this review, eight Freshwater Ponds and three Freshwater Emergent Wetlands were mapped as occurring within the boundaries of the site. These features were mapped using one-meter (or less) digital, true color imagery from 2006. These features correspond to on-site water retention basins associated with agriculture and dairy effluence.

During the field investigation, 38 water stock ponds were observed on the site. The stock ponds were vegetated with a variety of non-native, weedy annual species, and no aquatic plant species were present. The artificially created unvegetated dairy effluent retention ponds are isolated in uplands and currently rotated in use resulting in a wet (inundated) and dry phase. All of the retention ponds are devoid of wetland vegetation.

The stock ponds found on-site are artificially created in upland areas primarily for dairy effluence. They do not exhibit hydraulic connectivity to upstream or downstream aquatic resources (Appendix D).

3.4.3 Standards for Analysis

Appendix G, “Environmental Checklist Form,” of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact on biological resources if it would:

a) Have a substantial effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

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

f) Conflict with the provisions of an adopted Habitat Conservation Plan; Natural Community Conservation Plan; or other approved local, regional, or state habitat conservation plan.

METHODOLOGY

Specific Plan

A literature review and records search were conducted to determine which biological resources have the potential to occur on or within the general vicinity of the Specific Plan area. In addition, a general habitat assessment and field investigation of the site was conducted. The field investigation was conducted to document existing conditions and assess the potential for special-status biological resources to occur.

Literature Review

Prior to conducting the field study, species and habitat information was gathered from the reports related to the site and relevant databases for the Prado Dam, Corona North, Ontario, and Guasti USGS 7.5-minute quadrangles to identify species and habitats known to occur locally. These quadrangles were queried due to the proximity of the Specific Plan area to quadrangle boundaries and regional topography. The literature review sources included:

- USFWS threatened and endangered species occurrence GIS overlay
- USFWS Designated Critical Habitat Maps
- CNDDB Rarefind 5
- International Union for Conservation of Naturae
- CNDDB Biogeographic Information and Observation System
- CNPS Electronic Inventory database
- Calflora Database
- United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS)
- Soil Survey
- USFWS NWI
- EPA Water Program “My Waters” data layers

- Google Earth Pro historic aerial imagery (1985–2024)
- San Bernardino County General Plan
- USFWS Critical Habitat designations for Threatened and Endangered Specie

The literature review provided a baseline from which to inventory the biological resources potentially occurring within the Specific Plan area. The CNDDB database was used, in conjunction with ArcGIS software, to locate the nearest recorded occurrences of special-status species and determine the distance from the site.

Field Investigation

Plant communities identified on aerial photographs during the literature review were verified in the field (including a 50-foot buffer when accessible). The plant communities were evaluated for their potential to support special-status plant and wildlife species. In addition, any natural corridors and linkages that could support the movement of wildlife through the area were identified.

The plant communities were evaluated for their potential to support special-status plant and wildlife species. Plant communities were mapped using 7.5-minute USGS topographic base maps and aerial photography. The ArcGIS application was used to compute the area of each plant community in acres.

Common plant species observed during the field survey were identified by visual characteristics and morphology in the field and recorded in a field notebook. Unusual and less familiar plants were photographed in the field and identified in the laboratory using taxonomic guides.

Wildlife species detected during field surveys by sight, calls, tracks, scat, or other sign were recorded during surveys in a field notebook. Field guides were used to assist with identification of wildlife species during the survey.

Soil Series Assessment

Soils underlying the Specific Plan area were researched prior to the field investigation using the USDA NRCS Soil Survey for San Bernardino County, Southwestern Part. In addition, a review of the local geological conditions and historical aerial photographs was conducted to assess the ecological changes that the Specific Plan area has undergone.

Jurisdictional Drainages and Wetlands

Aerial photography was reviewed prior to conducting a field investigation in order to locate and inspect any potential natural drainage features, ponded areas, or water bodies that could fall under the jurisdiction of the USACE, RWQCB, or CDFW. In general, surface drainage features indicated as blue-line streams on USGS maps that are observed or expected to exhibit evidence

of flow are considered potential riparian/riverine habitat and are also subject to state and federal regulatory jurisdiction. In addition, jurisdictional waters information was reviewed through examining historical aerial photographs to gain an understanding of the impact of land-use on natural drainage patterns in the area. The USFWS NWI and EPA Water Program "My Waters" data layers were also reviewed to determine whether any hydrologic features and wetland areas have been documented on or within the vicinity of the Specific Plan area.

DSFLF Suitability Assessment

In addition to the general biological resources assessment, a habitat suitability assessment was conducted to determine the presence or absence of unconsolidated Delhi sand deposits and to determine its quality as it pertains to DSFLF. The habitat suitability assessment consisted of a visual and tactile inspection of all areas within the Specific Plan area. The soils, where applicable, were evaluated for the quality or purity of Delhi Sands and for its potential to support DSFLF. Areas were assigned one or more ratings ranging between 1 and 5, with 5 being the best quality and most suitable habitat:

1. Unsuitable. Soils dominated by heavy deposits of alluvial material including coarse sands and gravels with little or no Delhi sand soils and evidence of soil compaction. Developed areas, non-Delhi sands soils with high clay, silt, and/or gravel content. Delhi sands extensively and deeply covered by dumping of exotic soils, rubble, trash, or organic debris.
2. Very Low Quality. Delhi sand soils are present, but the soil characteristics include a predominance of alluvial materials (Tujunga Soils and Hilmar loamy sand), or predominance of other foreign contamination. Severe and frequent disturbance (such as maintenance yard or high use roadbed).
3. Low Quality. Although not clean, sufficient Delhi sand soils are present to prevent soil compaction. Moderately contaminated Delhi sands. Delhi sands with moderate to high disturbance (such as annual disking). Sufficient Delhi sands are present to prevent soil compaction (related to contamination by foreign soils). Some sandy soils exposed on the surface due to fossorial animal activity.
4. Moderate Quality. Abundant clean Delhi sand soils with little or no foreign soils present (such as alluvial material, Tujunga soils, or Hilmar loamy sand). Moderate abundance of exposed sands on the soil surface. Low vegetative cover. Evidence of moderate degree of fossorial animal activity by vertebrates and invertebrates. May represent high quality habitat with mild or superficial disturbance.
5. High Quality. Sand dune habitat with clean Delhi sand soils. High abundance of exposed sands on the soil surface. Low vegetative cover. Evidence (soil surface often gives under foot) of high degree of fossorial animal activity by vertebrates and invertebrates. Sand associated plants and arthropod species may be abundant.

3.4.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.4.5 Environmental Impacts

2022 CERTIFIED EIR

The 2022 Certified EIR determined that the approved project would not directly affect sensitive species. The 2022 Certified EIR also identified that compliance with existing regulations would ensure that implementation of the approved project would not have an adverse impact on riparian or sensitive habitats. Compliance with the CESA and the FESA, including requirements of the USFWS regarding critical habitat; mitigation fees paid by projects in Ontario Ranch; acquisition and management of habitat using those fees would; and policies in TOP would ensure less-than-significant impacts to sensitive species and habitat.

The 2022 Certified EIR identified that compliance with existing regulations would ensure that implementation of the approved project would not have an adverse impact on jurisdictional waters. Projects that have the potential to result in impact to waters of the State would be subject to approval by the CDFW and/or the USACE and may require a Section 404 permit under the CWA or consultation with the EPA for a Section 7 take permit, in accordance with the applicable permits, and impacts to jurisdictional waters in the city would be less than significant.

The 2022 Certified EIR identified that implementation of the approved project would not adversely affect wildlife movement. No regional wildlife movement corridors have been identified in the city. Additionally, all projects would comply with the MBTA for migratory birds and the TOP policies to ensure less-than-significant impacts to wildlife movement corridors.

The 2022 Certified EIR identified that TOP would not conflict with the DSFLF HCP because the approved project would increase land use intensity but would not result in development of new, previously undeveloped areas of the city. Impacts were found to be less than significant.

PROPOSED PROJECT

a) Would the project have a substantial effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS?

The 2022 Certified EIR found that development in accordance with the approved project could result in the loss of sensitive species. However, the approved project did not have substantial

adverse impacts on sensitive animal species after compliance with the requirements of the CESA and FESA, including USFWS requirements regarding critical habitat; mitigation fees paid by projects in Ontario Ranch; and acquisition and management of habitat using those fees.

Policy Plan Amendment

The following sensitive species have been observed in Ontario, and suitable habitat for each of these species is present in the city: great egret (*Ardea alba*), great blue heron (*Ardea Herodias*), snowy egret (*Egretta thula*), tricolored blackbird (*Agelaius tricolor*), double-crested cormorant (*Phalacrocorax auritus*), Cooper's hawk (*Accipiter cooperi*), burrowing owl (*Athene cunicularia*), loggerhead shrike (*Lanius ludovicianus*), and long-billed curlew (*Numenius americanus*). Several additional species have been observed for which the city has suitable foraging habitat but limited or no suitable nesting habitat: ferruginous hawk, mountain plover (*Charadrius montanus*), northern harrier (*Circus cyaneus*), white-tailed kite (*Elanus leucurus*), merlin (*Falco columbarius*), prairie falcon (*Falco mexicanus*), peregrine falcon, and white-faced ibis. Several sensitive bat species are considered to have possible roosting opportunities in the city and are listed in Table 3.4-2.

No sensitive plant species have been observed in Ontario, and the only such species that are considered potentially present in the city have a low potential due to lack of suitable habitat. Therefore, implementation of the Policy Plan Amendment would not have substantial adverse impacts on sensitive plant species.

Nearly the entire city is developed with urban and agricultural uses, and there is very little native habitat remaining. Vacant land in the city may have low habitat value—much of it is barren ground and does not support vegetation, and many areas of vacant land are small, surrounded by developed urban uses, and isolated from other vacant land. There is nonetheless a chance that some sensitive species occur in remnant or disturbed habitats, and focused surveys may be warranted for individual sites that are the subject of development proposals. The assessment of the need for focused surveys would be carried out on a project-by-project basis in accordance with existing federal, state, and local regulations. This would apply equally to the OMC and Ontario Ranch.

Most potential biological resources in the city are in Ontario Ranch because the rest of the city is almost entirely built out. Some parts of Ontario Ranch that were previously used as dairies have undergone surveys for DSFLF, and the USFWS has determined that the likelihood of occupancy by DSFLF in these areas is low enough that further surveys would not be required; however, project applicants would need to consult with the USFWS on a case-by-case basis to determine survey requirements.

The settlement agreement for the City of Ontario SOI GPA governs mitigation for biological resources impacts in Ontario Ranch associated with potential impacts to the burrowing owl, DSFLF, raptor foraging and wildlife habitat, loss of open space, actual and potential habitat and

agricultural land, and sensitive species (listed and unlisted). The terms of the settlement agreement are discussed in Section 3.4.1, *Regulatory Framework*, under "City of Ontario Sphere of Influence General Plan Amendment, Final EIR, and Settlement Agreement." While the habitat mitigation fee established as part of the settlement agreement would cover potential impacts to the burrowing owl, DSFLF, raptor foraging and wildlife habitat, loss of open space, and agricultural land, impacts related to federal- and state- covered species and habitat would be subject to a separate process under FESA and CESA.

Parts of the closed Milliken Waste Disposal Site in the OMC are also considered suitable for preservation or enhancement as burrowing owl habitat (Riverside Land Conservancy 2008).

The Policy Plan Amendment primarily involves modifying the TOP land use pattern and making associated updates to the various elements of the TOP Policy Plan. Implementation of the proposed project would not directly result in removal of vegetation or wildlife in the city because TOP does not confer entitlements for development. Development in accordance with the proposed project could result in habitat modification and removal. Such development could also result in the introduction of nonnative species of weeds, insects, and domestic animals that could adversely impact sensitive species.

TOP includes policies that support the protection of biological resources through the restoration and conservation of habitat areas and compliance with state and federal regulations regarding protected species (e.g., Policies ER-5.1 and ER-5.2). Projects in Ontario Ranch would pay a mitigation fee that would be deposited into a trust fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value. While adherence to the TOP policies protecting biological resources and payment of the mitigation fee for projects in Ontario Ranch would assist in reducing impacts, future development projects under the proposed project could impact sensitive species.

Under the FESA and CESA, future development projects would require more detailed evaluations of biological resources and formulation of mitigation measures, if needed, by a qualified biologist. If potential habitat were found on-site, focused surveys for sensitive species potentially present would be required. If sensitive species were found, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Mitigation for impacts to sensitive species is often in the form of acquisition or restoration of habitat, on-site or off-site, at a ratio to the area of impacted land that would be determined by the CDFW or USFWS. For projects that are sited within critical habitat for a listed species and are proposed by federal agencies or involve federal permits or funding, the project proponent would be required under the FESA to consult with the USFWS regarding impacts and mitigation. Therefore, this impact is **potentially significant.**

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

No special-status or federal or State-listed plant species were observed in the Specific Plan area during the field surveys. The site supports disturbed and developed land that have been subject to a variety of anthropogenic disturbances for several decades. Historic and ongoing land uses have eliminated the natural plant communities that once grew on the site, and this has significantly reduced the quality of habitat and its potential to support special-status plant species known to occur in the general vicinity. Based on habitat requirements for specific special-status plant species and the availability and quality of habitat needed by each species, it was determined that the Specific Plan area does not have the potential to support any of the special-status plant species known to occur in the area, and all are presumed to be absent. Implementation of the Specific Plan would not result in any significant impacts to any special-status plant species.

No special-status wildlife species were observed within the Specific Plan area during the habitat assessment. However, the site has a high potential to support northern harrier (*Circus hudsonius*); a moderate potential to support Cooper's hawk (*Accipiter cooperii*), sharp-shinned hawk (*Accipiter striatus*), great egret (*Ardea alba*), great blue heron (*Ardea Herodias*), burrowing owl (*Athene cunicularia*), Costa's hummingbird (*Calypte costae*), snowy egret (*Egretta thula*), California horned lark (*Eremophila alpestris actia*), California gull (*Larus californicus*), and white-faced ibis (*Plegadis chihi*); and a low potential to support white-tailed kite (*Elanus leucurus*), merlin (*Falco columbarius*), prairie falcon (*Falco mexicanus*), western yellow bat (*Lasiurus xanthinus*), hoary bat (*Lasiurus cinereus*), and loggerhead shrike (*Lanius ludovicianus*).

As discussed in Section 3.4.2, *Existing Conditions*, due to lack of on-site habitat, Crotch's bumble bee and DSFLF are considered absent and would not be affected by development of the Specific Plan area.

No burrowing owls or sign (i.e., pellets, feathers, castings, or whitewash) were observed during the field investigation. Undeveloped portions of the Specific Plan area are unvegetated and/or vegetated with a variety of low-growing plant species that allow for line-of-sight observation favored by burrowing owl. In addition, suitable burrows were observed within berms surrounding the remnant pasture fields and water retention basins, and additional roosting opportunities were observed within rubble piles in the northeast portion of the site.

Additionally, there is potential for bats to roost in large ornamental trees within the Specific Plan area. This would be a **potentially significant** impact if the population of bats impacted is 25 or more individuals of non-special-status species, or a single individual of special-status species.

Specific Plan Significance without Mitigation: Potentially significant.

Impact BIO-1: Implementation of the proposed project could impact special-status species, as well as nesting birds, burrowing owls, and roosting bat species.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant biological resources impacts, and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Policy Plan Amendment

Mitigation Measure BIO-1-PPA: Biological Resources Assessment. Applicants for future development projects on non-infill sites with suitable natural habitat shall conduct a biological resources assessment of the proposed project footprint (including proposed access roads, proposed staging and laydown areas, and a suitable buffer surrounding the project footprint). The biological resources assessment shall be conducted by a qualified biologist and summarized in a biological resources letter report or biological resources technical report that will be submitted to the Ontario Planning Department for review and approval prior to being issued a grading permit. Biological resources assessments for infill redevelopment projects may be required, subject to the discretion of the Executive Director Community Development.

Mitigation Measure BIO-2-PPA: Biological Reconnaissance-Level Survey. The biological reconnaissance-level survey shall include, but not be limited to:

- An analysis of available literature and biological databases including but not limited to: California Department of Fish and Wildlife (CDFW); California Natural Diversity Database (CNDDB); California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants of California, National Wetland Inventory Database (NWI); USGS National Hydrographic Dataset (NHD); EcoAtlas; and database searches of the US Fish and Wildlife Service Critical Habitat, Environmental Conservation Online System (ECOS), and Information, Planning, and Conservation System (IPaC). The literature review shall be performed prior to the field survey to identify sensitive biological resources that were reported previously from the proposed development project

vicinity and to help determine the type of sensitive biological resources that may be in the survey area.

- A review of current land use and land ownership within the proposed development project vicinity.
- A field assessment survey that includes mapping vegetation communities in the proposed development project (including but not limited to project footprint, proposed access roads, staging and laydown areas, and a suitable buffer) utilizing the Manual of California Vegetation, 2nd edition (MCV) and the National Vegetation Classification System (NVCS) or the currently accepted standard for vegetation mapping and classification. An evaluation of each mapped vegetation community's State and Global rarity ranks shall be determined using CDFW's Vegetation Classification and Mapping Program (VegCAMP).
- An evaluation of the proposed development project's potential to support special status plant and wildlife species.
- An evaluation of nesting habitat for migratory and special status bird species.
- An evaluation of potential impacts to bats and roosts from ground-disturbing activities.
- A general assessment of potential jurisdictional areas, including wetlands and riparian habitats.
- An evaluation of potential local and regional wildlife movement corridors.

Mitigation Measure BIO-3-PPA: Focused Species Surveys. If one or more special status plant or animal species has the potential to occur within the proposed development project area (including but not limited to project footprint, proposed access roads, staging and laydown areas, and a suitable buffer), a qualified biologist shall conduct additional focused surveys for said species using the most recently updated protocols recommended by natural resource agencies or, if not available, standards accepted in the professional biological community to survey that taxonomic group, community, or species. If an established protocol is not available for a special status species, the qualified biologist will consult with the City and CDFW or USFWS to determine the appropriate survey protocol. The focused species survey(s) will be at a level to determine the presence/absence of these species and to adequately evaluate potential direct and/or indirect impacts to these species. Adjoining properties shall also be

surveyed (as access permits) where direct or indirect project effects, such as those from fuel modification or herbicide application, could potentially extend off-site. To the extent possible, the focused species surveys shall be conducted during nondrought years at the time of year when species are both evident and identifiable. The focused survey shall record the location and boundary of special status species by use of global positioning system (GPS). The number of individuals shall be counted (if population is small) or estimated (if population is large). If applicable, information about the percentage of individuals in each life stage shall be provided (seedlings, reproductive individuals, adults, nestlings, juveniles, transients or migrant individuals, etc.). Images of the target species and/or representative habitats shall be included to support information and descriptions. Results of focused species surveys shall be summarized in the proposed development project's Biological Technical Report.

Mitigation Measure BIO-4-PPA: Biological Resources Report. The results of the biological survey for proposed development projects with no significant impacts may be presented in a biological survey letter report. For proposed development projects with significant impacts that require mitigation to reduce the impacts to below a level of significance, and/or agency consultation and permitting, the results of the biological survey shall be presented in a biological technical report. The impact analysis shall consider impacts from areas subject to fuel modification and grading to accommodate the development.

Mitigation Measure BIO-5-PPA: Special-Status Species, Sensitive Habitats, Wetlands, Other Non-wetland Waters, Native Wildlife Nursery Sites, and Wildlife Corridors. If a sensitive biological resource is identified during field surveys (see Mitigation Measures BIO-2-PPA and BIO-3-PPA), the City shall require implementation of mitigation measures at the project level that fully account for the adversely affected resource. Mitigation measures shall adhere to the following order of priority to reduce adverse impacts of a proposed project to the resource: avoid impacts, minimize impacts, and compensate for impacts. Mitigation measures shall be used on a project-level basis and be tailored to on-site conditions and sensitive biological resources present.

- **Priority 1, Avoidance of Impacts.** Proposed development shall avoid impacts to the maximum extent feasible, as determined by a qualified biologist, by not taking certain actions or parts of an action. Projects shall be sited to avoid direct or indirect impacts on the resource and include measures such as implementing no-disturbance buffers (e.g., nesting bird buffer areas during

construction, siting staging areas outside buffer area) or implementing project-specific design features (e.g., wildlife-friendly fencing and lighting in a wildlife corridor), such that indirect adverse effects of project development are avoided. This shall include flagging all plants and/or perimeter of populations; stop-work buffers around plants and/or populations (e.g., flagged perimeter plus 50 feet); restrictions on ground-disturbing activities within protected areas; relocation of staging and other material piling areas away from protected areas; restrictions on herbicide use and/or type of herbicide and/or application method within 100 feet of sensitive plants; and worker education and training.

- **Priority 2, Minimize Impacts.** Proposed development shall be conditioned to minimize adverse impacts by limiting the degree or magnitude of the action and its implementation to less than significant. Other mitigation measures may include reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.

  Measures to mitigate the spread of invasive plant species and invasive wildlife species (e.g., New Zealand mudsnail) shall include but will not be limited to: cleaning of equipment, footwear, and clothing before entering a construction site and the identification and treatment of significant infestations of invasive plant species within a project site.

- **Priority 3, Offset Impacts.** Offsetting impacts can be done by replacing or providing substitute resources or by rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.

  Offset mitigation ratios for protected sensitive resources will be established based on the rarity of the resource, quality of affected habitat associated with the resource, temporary and permanent losses to habitat function, the type of mitigation proposed (restoration, enhancement, preservation, establishment), and other requirements associated with state or federal permits. Mitigation ratios will be determined at the project level in consultation with the City, the qualified biologist, and, where applicable, federal or state agencies with jurisdiction over the resource (e.g., CDFW, USACE, USFWS).

If impacts on a protected sensitive biological resource are unavoidable, then the project proponent shall mitigate for the type of resource as follows:

- **Endangered, Rare, Threatened, or Candidate Species.** The applicant shall obtain incidental take authorization from USFWS (16 US Code Section 1531 et seq.) or CDFW (California Fish and Game Code Sections 2050–2115.5) prior to commencing development of the project site; apply minimization measures or other conditions required under the incidental take authorization; and provide equivalent compensation for the unavoidable losses of these resources. Compensation may include purchasing credits from a USFWS- or CDFW-approved mitigation bank or restoring or enhancing habitat within the project site or outside of the project site.
- **Special Status Species (not listed).** The applicant shall provide equivalent compensation for impacts on special status species by restoring or significantly enhancing existing habitat where the species occurs or by acquiring or protecting land that provides habitat function for affected species and is at least equivalent to the habitat function removed or degraded as a result of project implementation.

If impacts on sensitive habitats, wetlands, other nonwetland waters, riparian habitats, native wildlife nursery sites, and wildlife corridors cannot be avoided, the project applicant shall:

- **Federal- or State-Protected Sensitive Habitats.** Obtain the required regulatory authorization (e.g., Section 404 permits for impacts on waters of the United States, 401 water quality certification from the Regional Water Quality Control Board, a Streambed Alteration Agreement for impacts on aquatic or riparian habitats within CDFW jurisdiction under Fish and Game Code Section 1600), and provide equivalent compensation for the unavoidable losses of the above-mentioned resources such that there is no net loss.

Mitigation Measure BIO-6-PPA: Demarcate Work Area Boundary. The proposed development proponent shall prevent impacts to unprotected common and sensitive vegetation communities in areas adjacent to the project area. Prior to the initial vegetation clearing activities or ground disturbance in new areas, the approved project grading limits shall be marked with stakes or other highly visible materials that will be clearly visible to equipment operators and biological monitors during all vegetation clearing or ground disturbing activities. All equipment operators and project personnel shall be instructed about the restrictions the boundary markers represent and that

vegetation removal or other disturbance outside of the boundary markers shall be avoided.

Mitigation Measure BIO-7-PPA: Preconstruction Special Status Species Surveys. If sensitive biological resources are identified as having potential to occur within or immediately adjacent to the proposed development project area, a preconstruction special status species survey shall be conducted by a qualified biologist no more than 14 days prior to ground disturbing activities to ensure unsubstantiated impacts are avoided or minimized. In addition, for species with potential to occur within or adjacent to the proposed development project area and having species-specific preconstruction or take avoidance survey guidelines (e.g. burrowing owl), surveys shall be conducted in accordance with the most recent survey guidelines by a qualified biologist for that species.

Mitigation Measure BIO-8-PPA: Pre-disturbance Nesting Bird Surveys. The City of Ontario shall require applicants for future development projects with suitable natural habitat to contract with a qualified biologist with experience in conducting breeding bird surveys to conduct a preconstruction general nesting bird survey within all suitable nesting habitats that may be directly (active nest destruction, direct mortality) or indirectly (nest abandonment, exposure) impacted by active construction during the general avian breeding season (February 1 through August 31). The pre-disturbance surveys shall be conducted no more than 5 days prior to initiation of construction inclusive of staking and fencing of project limits, demolition activities, staging of equipment, and all vegetation trimming and removal activities (regardless of stage of construction). Results of pre-disturbance nesting bird surveys are typically valid for a period of 3 to 5 days. Additional pre-disturbance nesting bird surveys and/or nest monitoring may be required at the discretion of the qualified biologist based on observations of breeding behavior, phased removal of breeding bird habitat during the breeding season, establishment of nest buffers, delays in construction activities that could allow for breeding birds to establish a nest, or if the project is cleared/demolished/constructed over the course of multiple breeding seasons. Results will be summarized in a pre-disturbance survey report that describes the dates of the surveys, methods, results of the surveys, and any nest protection measures that will need to be employed. The pre-disturbance nesting bird survey report will be submitted to the City within 30 days of completion of the initial pre-disturbance nesting bird survey.

Mitigation Measure BIO-9-PPA: Active Nest Avoidance and No-Work Buffers. If active nests of avian species protected by the Migratory Bird Treaty Act and Fish and Game Code are detected within the proposed development project area or within a 300-foot buffer (500-foot buffer for raptors and listed species) of the proposed development project area, a no-work buffer will be established around the nest (typically 300 feet for passerines and 500 feet for raptors and listed species) and construction shall be restricted in the area until the young have fledged; there is no evidence of a second attempt at nesting if the nest attempt has failed, as determined by the qualified biologist; or until appropriate protection measures (installation of noise and/or visual barriers, intermittent halting or rerouting of high noise-producing construction activities to other portions of the project area, biological monitoring, and/or noise monitoring to ensure effectiveness of no-work buffers and/or noise reduction measures, etc.) that respond to the specific situation have been developed and implemented in consultation with the City and regulatory agencies. A figure showing the locations of no-work buffers established during the preclearance nesting survey shall be included in the predisturbance survey report (see Mitigation Measure BIO-8-PPA)

Mitigation Measure BIO-10-PPA: Nest Monitoring. Periodic nest monitoring will be conducted at the discretion of the qualified biologist to ensure compliance with established no-work buffers and document progression of the nest. The qualified biologist will monitor the nest from a distance and determine active/inactive status based on direct observations or evidence of breeding behavior (nest exchanges, food carries, fecal sac removal, nestling vocalizations, etc.). The qualified biologist will keep the nest monitoring as brief as possible to avoid causing undue stress to the adult(s) and young. For nests where contents are difficult to determine (e.g., gourd nests, cavity nests) or nests that seem inactive prior to the estimated fledge date, the nest will be considered inactive once nesting activity is no longer observed at the nest site during two consecutive monitoring visits by the qualified biologist. Two consecutive monitoring visits may not be necessary if strong evidence (e.g., nest is on the ground or evidence of predation on young) indicates the nest is no longer active or if the nest is unlikely to be affected by immediate project activities. Once a nest is deemed inactive by the qualified biologist and there is no evidence of a second nest attempt or other active nests in the same area, the biologist will deactivate the nest buffer and construction activities may resume in that area. CDFW will not need to concur with the nest “deactivation” determination prior to work resuming in the area. Project-related activities that result in loss of a nest (“take”) will be immediately reported to the City and appropriate agencies

(CDFW, USFWS). A summary of all nest monitoring activities (if any) will be submitted to the City in a brief memo at the completion of each breeding season.

Specific Plan

Mitigation Measure BIO-1-SP: Pre-disturbance Nesting Bird Surveys, Avoidance, and Monitoring. If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds shall be conducted within 3 days of the start of any vegetation removal or ground-disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a no-disturbance buffer, which is typically 50 to 100 feet for songbird nests and 100 to 300 feet for raptors; however, the ultimate size of the no-disturbance buffer will be determined by the wildlife biologist and will depend on the level of construction noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, type and duration of construction activity, species habituation, and topographical barriers. These factors will be evaluated on a case-by-case basis when developing buffer distances. Limits of construction to avoid an active nest will be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed about the sensitivity of nest areas. A biological monitor shall be present to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur.

Mitigation Measure BIO-2-SP: Preconstruction Burrowing Owl Surveys. To ensure burrowing owl are still absent from the Specific Plan area, a pre-construction burrowing owl clearance survey shall be conducted in accordance with CDFW's 2012 Staff Report on Burrowing Owl Mitigation. Two surveys shall be conducted, the first 14 to 30 days prior to ground-disturbing activities, and the second within 24 hours before ground-disturbing activities. If no burrowing owls are observed within the Specific Plan area, no further review will be required.

If burrowing owls are found within the Specific Plan area during the pre-construction clearance surveys, coordination with the CDFW will be required to determine if avoidance and minimization measures can be implemented to avoid any direct or

indirect impacts to burrowing owl, or if an Incidental Take Permit under Section 2081 of the CESA will need to be prepared and approved by CDFW.

Mitigation Measure BIO-3-SP: Pre-disturbance Roosting Site Survey and Bat Management Plan. If on-site clearing or grading will take place between late spring and late summer and/or in the fall (generally mid-March through late October), a qualified biologist shall be retained to determine whether potential roosting sites for bats may be affected. For large ornamental trees and palms suitable for bat roosting/nursery, exit counts and acoustic surveys shall be performed prior to initial ground disturbance or vegetation or structure removal to determine whether the Specific Plan area (and a 300-foot buffer) supports a nursery or roost. Any bat species present shall also be identified.

If the results of the bat survey find a single roosting individual of a special-status bat species or 25 or more individuals of a non-special status bat species with potential to be present in the Specific Plan area (i.e., hoary bat, western yellow bat), a Bat Management Plan shall be developed to ensure mortality to bats does not occur. For each location confirmed to be occupied by bats, the plan shall provide details both in text and graphically where exclusion devises and/or staged tree removal will need to occur, the timing for exclusion work, and the timeline and methodology needed to exclude the bats. The plan shall be reviewed and approved by CDFW prior to disturbance of the roosts.

Significance After Mitigation

Policy Plan Amendment

Mitigation Measures BIO-1-PPA through BIO-4-PPA would require that future development projects conduct a biological resources assessment in compliance with the CESA and FESA to determine if sensitive biological resources could be present within and/or adjacent to the proposed development project. Mitigation Measures BIO-5-PPA through BIO-7-PPA would require preconstruction surveys prior to the start of ground disturbing activities. Mitigation Measures BIO-8-PPA through BIO-10-PPA require pre-disturbance nesting bird surveys, avoidance of active nests, and nest monitoring, to protect birds in compliance with MBTA. Sensitive biological resources include special status species, sensitive natural communities, wetlands and jurisdictional waters, wildlife movement corridors and nursery sites, and other items identified in Appendix G of the CEQA Guidelines. Each project proponent would be responsible for determining the potential for occurrence of and impacts to sensitive vegetation communities, special status species, wildlife movement corridors, and nursery sites. Implementation of Mitigation Measures BIO-1-PPA through BIO-10-PPA would ensure that impacts to special status species are avoided and/or minimized. Impacts would be less than significant.

The 2022 Certified EIR concluded that with project-specific surveys and subsequent consultation with CDFW (as required by the Policy Plan Amendment mitigation measures listed above), impacts to candidate, sensitive, or special status species would be **less than significant**.

Policy Plan Significance with Mitigation: Less than significant.

Specific Plan

Mitigation Measures BIO-1-SP through BIO-3-SP would require pre-construction surveys for nesting birds, burrowing owl, and roosting bat species, thus precluding significant impacts to these species. With the incorporation of these measures, impacts would be **less than significant**.

Specific Plan Significance with Mitigation: Less than significant.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Ontario is almost completely developed with urban and agricultural uses, with no large open areas of native habitat. Available open space consists of agricultural fields, parks and golf courses, and scattered vacant lots. The 2022 Certified EIR found that the approved project would not have substantial adverse impacts to surface water areas or to riparian or aquatic vegetation in surface water areas or flood control channels. Detention basins would be designated Open Space–Non-recreation or Open Space–Parkland. Projects affecting riparian habitat would be required to mitigate potential impacts to riparian areas through the existing permitting process.

Policy Plan Amendment

Surface water areas are assumed to contain sensitive natural communities if they support plants such as mulefat and willow, which are member plants of sensitive communities listed in the CNDDB as occurring in the region. Surface water areas in the city include detention basins and other man-made lakes, such as those in golf courses, as well as dairy manure water retention basins, irrigation ponds, and livestock-watering ponds associated with agricultural uses in Ontario Ranch.

Detention basins would retain the Open Space–Non-recreation and Open Space–Parkland designations under the Policy Plan Amendment. The basins would not be developed with other land uses.

The Policy Plan Amendment primarily involves modifying the TOP land use pattern and making associated updates to the various elements of the TOP Policy Plan. Implementation of the Policy Plan Amendment would not result in direct vegetation removal in surface water areas in the city; however, projects approved pursuant to the Policy Plan Amendment could indirectly result in such removal. Projects that would result in impacts to surface water areas determined to be jurisdictional to the state would require CDFW approval pursuant to the Fish and Game Code in the form of Streambed Alteration Agreements (Section 1600, et. seq.). Such impacts would require mitigation, also subject to CDFW approval. Furthermore, TOP Policy ER-5.1 would support avoidance of adverse impacts to protected wetlands, waters of the United States, and waters of the State.

Compared to the approved project, the proposed project would have similar impacts to sensitive habitat because it would not result in development of new, previously undeveloped areas of the city that were not planned for under the approved project, even though it would result in an increase in land use intensity. Individual projects undergoing environmental review under CEQA would be required to determine whether there is potential habitat on-site for sensitive species. If sensitive species were found on-site, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Projects in Ontario Ranch would pay a mitigation fee that would be deposited into a trust fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value. In conclusion, projects affecting riparian habitat in the city would be required to mitigate potential impacts to riparian areas through the existing permitting process. Therefore, the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to riparian habitat or sensitive natural communities compared to the approved project. This impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The existing on-site stock ponds are artificially created in upland areas primarily for dairy effluence. They do not exhibit hydraulic connectivity to upstream or downstream aquatic resources. Plant species surrounding the stock ponds include several ruderal, invasive, and/or weedy species. No hydrophytic or riparian vegetation was observed in the stock pond areas. No riparian or other special-status plant communities were observed within the Specific Plan area. The EBPSP would not result in new impacts or a substantial increase in the magnitude of impacts to riparian habitat or sensitive natural communities compared to the approved project. This impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact BIO-2: Compliance with existing regulations would ensure that implementation of the proposed project would not have an adverse impact on riparian or sensitive habitats.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant impacts to riparian or sensitive habitats and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No mitigation measures are required.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The 2022 Certified EIR found that the approved project would not have substantial adverse impacts on jurisdictional waters. Flood control channels and detention basins would be designated Open Space–Non-recreation or Open Space–Parkland. Projects that have the potential to result in impacts to waters of the state would be subject to approval by CDFW or USACE; require a Section 404 permit under the CWA or consultation with EPA for a Section 7 take permit, as applicable; and require mitigation in accordance with the applicable permits.

Policy Plan Amendment

The Cucamonga Creek and Deer Creek channels and portions of the Lower Deer Creek, Day Creek, Etiwanda Creek, and West Cucamonga Creek channels are owned and maintained by San Bernardino County (Ontario 2022); they are not subject to land use controls by the City of Ontario and would not be affected by the proposed project. Remaining segments of the Lower Deer Creek, Day Creek, Etiwanda Creek, and West Cucamonga Creek channels that are owned by the City would retain the Open Space–Non-recreation designation under the Policy Plan Amendment and would not be developed with other land uses. The Cucamonga, Ely, Wineville, and Chris detention basins are also owned and maintained by the County (Ontario 2022) and would not be affected by the proposed project.

Ontario Ranch contains dairy manure water retention basins, irrigation ponds, livestock-watering, and man-made lakes. In addition, fields under cultivation or left fallow accumulate surface water in ponds or ditches. The CDFW may have jurisdiction over these water bodies, but they are not expected to come under USACE jurisdiction.

The Policy Plan Amendment primarily involves modifying the TOP land use pattern and making associated updates to the various elements of the TOP Policy Plan. Implementation of the Policy Plan Amendment would not result in direct impacts to waters of the State because the Policy Plan Amendment does not grant specific entitlements for development. Tributaries to any channels in the city, plus areas that are fed by surface waters, are considered waters of the State and are jurisdictional to CDFW. Projects resulting in impacts to waters of the State would be subject to approval by CDFW through Streambed Alteration Agreements and would require mitigation as determined by the CDFW for any consequent impacts.

Individual projects undergoing environmental review under CEQA would be required to determine whether there is potential habitat on-site for sensitive species. If sensitive species were found, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Projects in Ontario Ranch would pay a mitigation fee that would be deposited into a trust fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value.

Compared to the approved project, the proposed project would have similar impacts to jurisdictional waters. This is because the proposed project would result in an increase in land use intensity but would not result in development of new, previously undeveloped areas of the city that were not planned for under the approved project. In conclusion, because projects that have the potential to result in impact to waters of the State would be subject to approval by CDFW and USACE, require a Section 404 permit under the CQA or consultation with the EPA for a Section 7 take permit, and mitigation would be required in accordance with the applicable permits, impacts to jurisdictional waters in the city associated with the proposed project would be less than significant. Therefore, the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to jurisdictional waters compared to the approved project. This impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

No wetlands are in the Specific Plan area. The existing on-site stock ponds are artificially created in upland areas primarily for dairy effluence. Plant species surrounding the stock ponds include several ruderal, invasive, and/or weedy species. All of the retention ponds are devoid of wetland vegetation. The EBPSP would not result in new impacts or a substantial increase in the magnitude of impacts to jurisdictional waters compared to the approved project. This impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact BIO-3: Compliance with existing regulations would ensure that implementation of the proposed project would not have an adverse impact on jurisdictional waters.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant biological resources impacts to jurisdictional waters and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No mitigation measures are required.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites?

The 2022 Certified EIR found that no regional wildlife movement corridors have been identified in the city. Therefore, the approved project did not result in substantial adverse effects to wildlife movement.

Policy Plan Amendment

No regional wildlife movement corridors have been identified in the city, most of which is ill suited for wildlife movement. The flood control channels and the SCE corridors could serve as local corridors for movement within the city and between the San Gabriel Mountains to the north and the Prado Basin to the south. The segments of flood control channels in the city would retain the Open Space–Non-Recreation designation under the proposed project and would not be developed with other land uses. The SCE corridors would retain the Open Space–Non-Recreation designation. Therefore, implementation of the proposed project is not anticipated to substantially impair the use of flood control channels or SCE corridors in the city as wildlife movement corridors.

There are trees and shrubs scattered throughout the city that may be used for nesting or roosting by migrating birds.

The Policy Plan Amendment primarily involves modifying the TOP 2050 land use pattern and making associated updates to the various elements of the TOP 2050 Policy Plan. The proposed project would not grant specific entitlements for development; therefore, implementation of the Policy Plan Amendment would not directly impact vegetation that could be used by migrating birds.

TOP 2050 Policy ER-5.1 would encourage efforts to conserve flood control channels and transmission line corridors as wildlife movement corridors; however, future development projects under the proposed project could impact migratory birds protected under the Migratory Bird Treaty Act and the California Fish and Game Code. Therefore, this impact is **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

As previously discussed in Section 3.4.2, *Existing Conditions*, the Specific Plan area has not been identified as being within a wildlife corridor or linkage. The nearest major open space area documented in the vicinity of the site is approximately 4 miles to the south in the Prado Basin. The Specific Plan area is separated from this open space area by existing development.

Development of the Specific Plan would be confined to areas that have previously been heavily disturbed or developed and are isolated from regional wildlife corridors and linkages. In addition, there are no riparian corridors, creeks, or useful patches of steppingstone habitat (natural areas) within or connecting the site to a recognized wildlife corridor or linkage. Therefore, the Specific Plan area is not expected to contribute to local wildlife movement opportunities, and no significant impacts to wildlife corridors or linkages would occur from Specific Plan implementation.

During the field reconnaissance undertaken (during breeding season) as part of the Biological Resources Assessment, a single red-tailed hawk was observed preparing a nest. Implementation of the Specific Plan has the potential to impact active bird nests if vegetation is removed during the nesting season. Raptors, migratory birds, and other avian species are protected by the federal MBTA.

Additionally, there is potential for bats to roost in large ornamental trees within the Specific Plan area. This would be a **potentially significant** impact if the population of bats impacted is 25 or more individuals of non-special-status species, or a single individual of special-status species.

Specific Plan Significance without Mitigation: Potentially significant.

Impact BIO-4: Implementation of the proposed project could affect wildlife movement.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant biological resources impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Policy Plan Amendment

Mitigation Measure BIO-11-PPA: Implement Mitigation Measure BIO-8-PPA (Pre-disturbance Nesting Bird Surveys).

Mitigation Measure BIO-12-PPA: Implement Mitigation Measure BIO-9-PPA (Active Nest Avoidance and No-Work Buffers).

Mitigation Measure BIO-13-PPA: Implement Mitigation Measure BIO-10-PPA (Nest Monitoring).

Specific Plan

Mitigation Measure BIO-4-SP: Implement Mitigation Measure BIO-1-SP (Pre-disturbance Nesting Bird Surveys, Avoidance, and Monitoring).

Mitigation Measure BIO-5-SP: Implement Mitigation Measure BIO-3-SP (Pre-disturbance Roosting Site Survey and Bat Management Plan).

Significance After Mitigation

Policy Plan Amendment

Mitigation Measures BIO-8-PPA through BIO-10-PPA would require preconstruction nesting bird surveys and avoidance of impacts (direct and indirect) to active nests, avoidance, and active nest monitoring of bird species protected by federal and state laws. Implementation of Mitigation Measures BIO-8-PPA through BIO-10-PPA would ensure impacts to migratory birds would be **less than significant**.

Policy Plan Amendment Significance with Mitigation: Less than significant.

Specific Plan

Implementation of Mitigation Measures BIO-1-SP and BIO-3-SP would preclude significant impacts to nesting birds and roosting bats. As such, the Specific Plan's potential to impede the use of native wildlife nursery sites would be **less than significant**.

Specific Plan Significance with Mitigation: Less than significant.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The 2022 Certified EIR found that the approved project would not conflict with any local policies or ordinances protecting biological resources.

Policy Plan Amendment

As a condition of developing in Ontario Ranch, projects would be required to pay the City's habitat mitigation fee, which was established to cover potential environmental impacts to burrowing owl, DSFLF, raptor foraging, loss of open space, and agricultural lands.[2] Projects in Ontario Ranch would also comply with City procedures requiring a habitat assessment to determine potential habitat for sensitive species through focused protocol surveys.

The City also requires that projects comply with the City's Tree Preservation Policy and Protection Measures (Development Code Section 6.05.020).

The proposed project primarily involves modifying the TOP land use pattern and making associated updates to the various elements of the TOP 2050. The proposed project would not grant specific entitlements for development; therefore, implementation of the Policy Plan Amendment would not directly conflict with local policies or ordinances protecting biological resources. Such projects would be required to comply local policies and ordinances, as outlined in Section 3.4.1, *Regulatory Framework*, under "Local," including the Tree Preservation Policy. Therefore, the proposed project would comply with all applicable local regulations and plans that protect biological resources.

Compared to the approved project, the proposed project would have similar impacts related to conflict with local policies and ordinances protecting biological resources. Though the proposed project would increase land use intensity, projects would still be required to comply with local policies and ordinances. Like the approved project, the proposed project would not conflict with local policies and ordinances protecting biological resources. Therefore, the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to conflict with local policies and ordinances protecting biological resources compared to the approved project and impacts identified in the 2022 Certified EIR. This impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

[2] While the habitat mitigation fee would cover potential impacts to the burrowing owl, DSFLF, raptor foraging and wildlife habitat, loss of open space, and agricultural land in Ontario Ranch, impacts related to federal- and state-covered species and habitat would be subject to a separate process under FESA and CESA (see impact discussion (a)).

Specific Plan

Uses implemented pursuant to the Specific Plan would be required to pay the City's habitat mitigation fee, which is specific to the Settlement Agreement regarding potential environmental impacts within Ontario Ranch addressing the burrowing owl, DSFLF, raptor foraging, loss of open space, and agricultural lands.[3]

City of Ontario Municipal Code Section 6.05.020, Tree Preservation Policy and Protection Measures, establishes policies and measures related to the preservation, protection, and maintenance of established and healthy heritage trees within the City (see Section 3.4.1).

Healthy Heritage Trees that are approved for removal shall be replaced with new trees with a total trunk diameter equal to the tree(s) removed, or as deemed appropriate by the City based on lot size and available planting space. Replacement trees are to be in addition to the quantity of trees required for landscaping. The City is responsible for reviewing the landscape plan and approving appropriate species for tree replacement.

Consistent with City Municipal Code requirements, a tree inventory would be prepared by a City approved certified arborist or qualified horticulturalist, to determine the presence/absence of Heritage Trees including assessment of health, structure, condition, and expected life span of all affected specimens.

If Heritage Trees are identified as occurring, a Tree Inventory and Preservation Plan would be prepared by a licensed landscape architect, horticulturalist, certified arborist, or other related professional. Said plan would be submitted concurrent with a Development Plan or building permit request for any on-site alterations, and reviewed and approved by the City.

The Tree Inventory and Preservation Plan would show all existing on-site trees, and those existing trees on abutting lots and public rights-of-way with a canopy or root zone that extends onto the site or within 8 feet of a construction, staging or storage area, or graded site. Furthermore, the Tree Inventory and Preservation Plan would identify Tree Protection Areas and trees requested to be removed, and shall show replacement trees.

Mandatory compliance with existing Municipal Code requirements would ensure that implementation of the EBPSP would not conflict with any local policies or ordinances protecting biological resources. The EBPSP would not result in new impacts or a substantial increase in the

[3] While the habitat mitigation fee would cover potential impacts to the burrowing owl, DSFLF, raptor foraging and wildlife habitat, loss of open space, and agricultural land in Ontario Ranch, impacts related to federal- and state-covered species and habitat would be subject to a separate process under FESA and CESA (see impact discussion (a)).

magnitude of impacts when compared to the approved project. This impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact BIO-5: Compliance with the City's Biological Resources Habitat Mitigation Fee would ensure that implementation of the proposed project would not conflict with local policies and ordinances protecting biological resources in the city.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant biological resources impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified and no mitigation measures are required.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan; Natural Community Conservation Plan; or other approved local, regional, or state habitat conservation plan?

The 2022 Certified EIR found that the approved project would not conflict with the requirements of the DSFLF Ontario Recovery Unit or critical habitat for the San Bernardino kangaroo rat. Since 2008, the critical habitat for the San Bernardino kangaroo rat is no longer in Ontario (USFWS 2008; DataBasin 2012).

Policy Plan Amendment

The Ontario Recovery Unit for the DSFLF includes 21.7 square miles of Ontario, mostly in the eastern and southwestern portions of the city, including portions of Ontario Ranch. Projects proposed within the Ontario Recovery Unit would be required to conduct focused surveys for DSFLF on the project site and consult with the USFWS regarding mitigation of impacts on any DSFLF found, pursuant to Section 7 of the FESA. In some parts of Ontario Ranch that were previously used as dairies, the USFWS has concluded from the findings of previous focused surveys that DSFLS is very unlikely to occur; therefore, no focused surveys for DSFLF areas are required in these areas. Projects proposed pursuant to the proposed project would need to ascertain requirements for focused surveys for DSFLF from the USFWS on a case-by-case basis.

There is one HCP in the city, a 19-acre area near the intersection of Greystone Drive and the eastern city boundary, established to protect the DSFLF. The HCP area would remain designated

Industrial under the proposed project. Any project proposed for development within this HCP pursuant to the proposed project would be required to consult with the USFWS regarding project impacts on DSFLF and mitigation of any such impacts. Therefore, the proposed project would comply with this HCP.

The proposed project primarily involves modifying the TOP land use pattern and making associated updates to the various elements of the TOP 2050 Policy Plan. The proposed project would not grant specific entitlements for development and would not conflict with FESA requirements and USFWS regulations regarding critical habitat. Furthermore, TOP Policy ER-5.1 would support efforts to conserve high-quality habitat for the DSFLF. Individual projects undergoing environmental review under CEQA would be required to determine whether there is a potential for habitat on-site for sensitive species. If sensitive species were found on-site, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation.

Compared to the approved project, the proposed project would have similar impacts regarding consistency with an HCP. This is because the proposed project would increase land use intensity but would not result in development of new, previously undeveloped areas of the city that were not planned for under the approved project. Like the approved project, the proposed project would not conflict with the DSFLF HCP.

Therefore, the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to an HCP compared to the approved project and impacts identified in the 2022 Certified EIR. This impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan area is not located within any adopted Habitat Conservation, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. The 2022 Certified EIR did not identify any significant habitat or conservation plan conflicts. Accordingly, the EBPSP would not result in new impacts or a substantial increase in the magnitude of impacts to an HCP when compared to the approved project. This impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact BIO-6: The proposed project would not conflict with a Habitat Conservation Plan or Natural Communities Conservation Plan.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant biological resources impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified and no mitigation measures are required.

3.4.6 Cumulative Impact Analysis

Proposed Project

The area considered for cumulative impacts to biological resources is the CDFW inland deserts region. The land use changes of the Policy Plan Amendment are comprehensive and encompasses the land use changes associated with the EBPSP and the concurrent Zoning changes. Therefore, cumulative impacts for the proposed project are described below.

The proposed project would result in potential impacts to candidate, sensitive, or special status species, including raptors, migratory birds, nesting birds, and roosting bats protected under State law. The proposed project, including the EBPSP, would comply with the City's Habitat Mitigation Fee per Ontario Ranch Settlement Agreement, which would reduce impacts with respect to the cumulative loss of habitat for sensitive species. Additionally, mitigation measures would reduce impacts to sensitive species that may be present on future development sites, as well as the EBPSP and off-site improvements, to less than significant. Projects in the CDFW inland deserts region, including future development in accordance with the Policy Plan Amendment, would be required to comply with existing state regulations protecting biological resources, which could include the preparation of biological reports and surveys. Impacts of the proposed project would be less than cumulatively considerable with implementation of mitigation. Therefore, this impact is **less than significant**.

Cumulative Impacts: Implementation of the proposed project, in combination with other development in the city, would not make a cumulatively considerable impacts to biological resources.

3.4.7 References

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City of Ontario, Endangered Habitats League, Inc., and Sierra Club. 2001, November 28. *Settlement Agreement regarding the New Model Colony (Annexation Area 163) and revised mitigation measures for burrowing owl and other environmental impacts*.

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3.5 CULTURAL RESOURCES

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential cultural resources impacts associated with implementation of the Ontario Policy Plan Amendment and the EBPSP (proposed project) in comparison to the current TOP 2050 (approved project) and impacts identified in the 2022 Certified EIR.

Impacts for the Policy Plan Amendment are analyzed at a programmatic level. Cultural resources include prehistoric and historic sites, structures, districts, places, and landscapes or any other physical evidence associated with human activity considered important to a culture, a subculture, or a community for scientific, traditional, religious, or any other reason. The analysis in this section is based in part on the result of the California Historical Resources Information System search (see Appendix E1) and historic resource evaluations for the Ontario Ranch (see Appendix E2).

The analysis for the EBPSP is based on the "Cultural Resources Study for the Eucalyptus Business Park Specific Plan Project" prepared by BFSA Environmental Services (BFSA) and considers both on-site and off-site impacts associated with the EBPSP (see Appendix E3).

The analysis in this section is also based in part on the results of the Native American consultation conducted by the City in compliance with State Bill 18 (SB 18) and Assembly Bill 52 (AB 52) including the Sacred Lands File search. The results of the SB 18 and AB 52 Tribal Consultation and discussion of impacts to Tribal Cultural Resources are in Section 3.18, *Tribal Cultural Resources.*

3.5.1 Regulatory Framework

FEDERAL

National Historic Preservation Act

The National Historic Preservation Act of 1966 coordinates public and private efforts to identify, evaluate, and protect the nation's historic and archaeological resources. The act authorized the National Register of Historic Places, which lists districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture.

Section 106 (Protection of Historic Properties) of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. Section 106 Review ensures that historic properties are considered during federal project planning and implementation. The Advisory Council on Historic Preservation, an independent federal agency, administers the review process with assistance from state historic preservation offices.

National Register of Historic Places

The National Register of Historic Places (NRHP) is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation because of their significance in American history, architecture, archeology, engineering, and culture. The NRHP recognizes resources of local, state, and national significance which have been documented and evaluated according to uniform standards and criteria.

Authorized under the NHPA, the NRHP is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archeological resources. The NHRP is administered by the National Park Service, which is part of the U.S. Department of the Interior.

To be eligible for listing in the NRHP, a resource must meet at least one of the following criteria:

A. Is associated with events that have made a significant contribution to the broad patterns of our history;

B. Is associated with the lives of persons significant in our past;

C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

D. Has yielded, or may be likely to yield, information important in history or prehistory.

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites on federal and Indian lands.

American Indian Religious Freedom Act and Native American Graves Protection and Repatriation Act

The American Indian Religious Freedom Act recognizes that Native American religious practices, sacred sites, and sacred objects have not been properly protected under other statutes. It establishes as national policy that traditional practices and beliefs, sites (including right of access), and the use of sacred objects shall be protected and preserved. The Native American Graves Protection and Repatriation Act is a federal law passed in 1990 that mandates museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Indian tribes.

STATE

California Public Resources Code

Archaeological, paleontological, and historical sites are protected under a wide variety of state policies and regulations in the California Public Resources Code (PRC). In addition, cultural and paleontological resources are recognized as nonrenewable resources and receive protection under the PRC and CEQA.

PRC Sections 5020 to 5029.5 continued the former Historical Landmarks Advisory Committee as the State Historical Resources Commission. The commission oversees the administration of the California Register of Historical Resources and is responsible for designating State Historical Landmarks and Historical Points of Interest.

PRC Sections 5079 to 5079.65 define the functions and duties of the Office of Historic Preservation, which administers federal- and state-mandated historic preservation programs in California as well as the California Heritage Fund.

California Register of Historical Resources

Created in 1992 and implemented in 1998, the CRHR is "an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Sections 21083.2 and 21084.1). Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historical resources surveys, or designated by local landmarks programs may be nominated for inclusion in the CRHR.

Resources eligible for listing include buildings, sites, structures, objects, or historic districts that retain historical integrity and are historically significant at the local, state, or national level under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2. It is associated with the lives of persons important in our past;

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

4. It has yielded, or has the potential to yield, information important to the prehistory or history.

When evaluating a historic resource, integrity is the authenticity of the resource's physical identity clearly indicated by the retention of characteristics that existed during its period of construction. It is important to note that integrity is not the same as condition. Integrity directly relates to the presence or absence of historic materials and character-defining features, while condition relates to the relative state of physical deterioration of the resource. In most instances, integrity is more relevant to the significance of a resource than condition. There are 7 aspects of integrity used in evaluating a historic resource; although not all 7 need to be present for eligibility. If the overall sense of the past time and place is evident, a resource may still qualify. The 7 aspects are:

- **Location** is the place where a resource was constructed or where an event occurred. Integrity of location was assessed by reviewing historical records and aerial photographs in order to determine if the buildings had always existed at their present locations or if they had been moved, rebuilt, or their footprints significantly altered.

- **Design** results from intentional decisions made during the conception and planning of a resource. Design includes form, plan, space, structure, and style of a property. Integrity of design was assessed by evaluating the spatial arrangement of the buildings and any architectural features present.

- **Setting** applies to a physical environment, the character of a resource's location, and a resource's relationship to the surrounding area. Integrity of setting was assessed by inspecting the elements of the property, which include topographic features, open space, views, landscape, vegetation, man-made features, and relationships between buildings and other features.

- **Materials** comprise the physical elements combined or deposited in a particular pattern or configuration to form a property. Integrity of materials was assessed by determining the presence or absence of original building materials, as well as the possible introduction of materials that may have altered the architectural design of the buildings.

- **Workmanship** consists of the physical evidence of crafts employed by a particular culture, people, or artisan, which includes traditional, vernacular, and high styles. Integrity of workmanship was assessed by evaluating the quality of the architectural features present in the buildings.

- **Feeling** relies upon present physical features of a property to convey and evoke an aesthetic or historic sense of past time and place. Integrity of feeling was assessed by evaluating whether or not the resources' features, in combination with their setting, conveyed a historic sense of the property during the period of construction.

- **Association** directly links a property with a historic event, activity, or person of past time and place, and requires the presence of physical features to convey the property's character. Integrity of association was assessed by evaluating the resources' data or information and their ability to answer any research questions relevant to the history of the Ontario area or the state of California.

Not all 7 qualities identified above need to be present to be eligible as long as the overall sense of the past time and place is evident, per the Office of Historic Preservation criteria. Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance. Resources whose historic integrity does not meet NRHP criteria may still be eligible for listing in the CRHR.

California Health and Safety Code

California Health and Safety Code Section 7052 states that it is a felony to disturb Native American cemeteries. Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the County Coroner can determine whether the remains are those of a Native American. Section 7050.5(b) outlines the procedures to follow should human remains be inadvertently discovered in any location other than a dedicated cemetery. The section also states that the County Coroner, upon recognizing the remains as being of Native American origin, is responsible to contact the NAHC within 24 hours. The NAHC has various powers and duties to provide for the ultimate disposition of any Native American remains, as does the assigned Most Likely Descendant.

State Laws Pertaining to Human Remains

Any human remains encountered during ground-disturbing activities are required to be treated in accordance with California Code of Regulations Section 15064.5(e) (CEQA), PRC Section 5097.98, and the California Health and Safety Code Section 7050.5. California law protects Native American burials, skeletal remains, and associated grave goods regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. Specifically, Section 7050.5 of the California Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the coroner's authority. If the human remains are determined to be of Native American origin, the county coroner must contact the California NAHC within 24 hours of this identification. An NAHC representative will then identify a Native American MLD to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. In addition, CEQA Guidelines Section 15064.5 specifies the procedures to be followed in case of the discovery of human remains on nonfederal land. The disposition of Native American burials falls within the jurisdiction of the NAHC.

LOCAL

City of Ontario Historic Preservation Program

The Advance Planning division is responsible for administering the City's Historic Preservation Program. Planning staff, along with the Historic Preservation Subcommittee and Historic Preservation Commission, review all historic preservation applications, including proposed alterations to the exterior of historic buildings and alterations to public improvements, such as street trees, in Ontario's historic neighborhoods.

The Historic Preservation Program implements the processing of certificates of appropriateness or waivers for minor alterations, restoration, rehabilitation, and new (infill) construction in historic district or areas with sensitive historic contextual settings; landmark designations for local, state, and national registers; historic property evaluations; historic property surveys; and environmental compliance. The program offers incentives for historic preservation such as the Mills Act Contract (preservation agreements), bronze plaques, and the city-council-hosted Model Colony awards for historic resources.

In April 2001, the City of Ontario became a certified local government (CLG) in the State of California. The California Office of Historic Preservation (COHP) requires all CLGs to submit an annual report. The report serves 2 major functions: 1) it is a vital means of communicating local historic preservation issues to the Office of Historic Preservation; and 2) it serves as a tool to monitor local government activities that are required to maintain CLG status. The annual report demonstrates compliance with the 6 basic requirements:

- Maintain a comprehensive local historic preservation plan that identifies the preservation mission, goals, and priorities of the local government.
- Enforce appropriate local legislation for designation and protection of historic properties.
- Establish and maintain an adequate and qualified historic preservation review commission and noncommissioned staff.
- Maintain a system for the survey and inventory of historic properties.
- Provide for adequate public participation in the local historic preservation program.
- Review and recommendation of historic properties within the local jurisdiction to the National Register of Historic Places. (Ontario 2022)

Ontario Development Code

Chapter 4, Permits, Actions and Decisions, and Chapter 7, Historic Preservation, of the Ontario Development Code address historic preservation. The code identifies procedures for designating

local historical landmarks and districts, historic resource tiering, and architectural conservation areas (Section 4.02.040).

Local Landmark Designation

A historic resource may be designated a "historic landmark" by the City if it meets the criteria for listing in the National Register of Historic Places or the California Register of Historic Resources, or it meets one or more of the following criteria (Section 4.02.040.B.2):

A. The historic resource exemplifies or reflects special elements of the City's history.

B. The historic resource is identified with persons or events significant in local, state, or national history.

C. The historic resource is representative of the work of a notable builder, designer, architect, or artist.

D. The historic resource embodies distinguishing architectural characteristics of a style, type, period, or method of construction.

E. The historic resource is a noteworthy example of the use of indigenous materials or craftsmanship.

F. The historic resource embodies elements that represent a significant structural, engineering, or architectural achievement or innovation.

G. The historic resource has a unique location, a singular physical characteristic, or is an established and familiar visual feature of a neighborhood, community, or the city.

H. The historic resource is one of the few remaining examples in the city, region, state, or nation, possessing distinguishing characteristics of an architectural or historical type or specimen.

I. The historic resource has yielded, or is likely to yield, information important to the city's history or prehistory.

Local Historic District Designation

A neighborhood or area listed as a historic resource may be designated a "Local Historic District" by the City if the neighborhood meets the criteria for listing in the National Register of Historic Places or the California Register of Historic Resources, or it meets one or more of the following criteria (Section 4.02.040.B.3):

- The historic resource is a geographically definable area possessing a concentration of historic resources or a thematically related grouping of structures that contribute to each other and are unified by plan, style, or physical development, and embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values.

- The historic resource reflects significant geographical patterns, including those associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of a park landscape, site design, or community planning.

- The historic resource is associated with, or the contributing resources are unified by, events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

- The historic resource is, or the contributing resources are, associated with the lives of persons important to the city, state, or national history.

Historic Resources Tiering System

The Historic Preservation Commission is responsible for the adoption of the Historic Resource Tier Determination list, which is maintained by the Historic Preservation Subcommittee. A historic resource may be designated as Tier I, Tier II, or Tier III under Subsection 4.02.040.G, Historic Resource Tiering System, of the City's Development Code. Tiers I, II, and III historic resources are judged based upon their determined degree of significance, pursuant to the criteria in Subsection 4.02.040.H, Historic Resource Tiering Criteria.

- **Tier I.** Tier I historic resources are historic resources that should not be demolished or significantly altered under any circumstances, regardless of their designation status. Resources within this Tier are determined to be the City's most significant historical or cultural resources. Tier I historic resources meet one or more of the following:

    - A resource listed on the Ontario Register that meets at least one of the criteria within the Architecture/Form category, and 3 criteria within the History category, listed in Subsection 4.02.040.H (Historic Resource Tiering Criteria).

    - A contributing resource within a district that meets at least one of the criteria within the Architecture/Form category and 3 criteria within the History category, listed in Subsection 4.02.040.H, (Historic Resource Tiering Criteria).

- **Tier II.** Tier II historic resources are historic resources wherein demolition of these properties should be avoided. Tier II historic resources shall meet one or more of the following:

- Any historic resource listed or determined eligible for listing in the National Register of Historic Places.
- Any historic resource listed or determined eligible for listing in the California Register of Historic Resources.
- A historic resource listed on the Ontario Register and meets at least 2 criteria within the Architecture/Form or History categories, listed in Subsection 4.02.040.H (Historic Resource Tiering Criteria).
- A contributing resource within an eligible historic district wherein the district meets at least 2 of the criteria in either the Architecture/Form or History categories, listed in Subsection 4.02.040.H (Historic Resource Tiering Criteria).

- **Tier III.** Tier III consists of historic resources that are Designated Local Historic Landmarks, are contributing properties within Designated Local Historic Districts, or are eligible historic resources. Demolition of these resources should be avoided where possible but may be appropriate under certain circumstances.

3.5.2 Existing Conditions

POLICY PLAN AMENDMENT

Prehistory

The archaeological record of southern California is a rich and complex continuum traditionally divided into time units based on changes in artifact types and styles. Archaeological data and correlations with ethnographic data have resulted in the determination of the following chronology for prehistoric southern California:

- **Early Man Horizon.** This period, predating 6,000 BC, is characterized by the presence of large projectile points and scrapers, suggesting reliance on hunting rather than gathering.
- **Milling Stone Horizon.** This period, from 6,000 BC to 1,000 BC, is characterized by the presence of hand stones, milling stones, choppers, and scraper planes; tools associated with seed gathering and shellfish processing with limited hunting activities; and evidence of a major shift in the exploitation of natural resources.
- **Intermediate Horizon.** This period, from 1,000 BC to AD 750, reflects the transitional period between the Milling Stone and Late Prehistoric Horizons. Little is known of this period, but evidence suggests interactions with outside groups and a shift in material culture reflecting this contact.

- **Late Prehistoric Period.** This period, from AD 750 to European contact, is characterized by the presence of small projectile points; use of the bow and arrow; steatite containers and trade items; asphaltum; cremations; grave goods; mortars and pestles; and bedrock mortars.

Cultural Traditions

The earliest inhabitants of the Ontario region lived in the area on a seasonal basis approximately 10,000 years ago. Later, permanent settlements formed along streams and creeks as populations used newer technologies and food resources. By 2,000 years ago, the Tongva (or Gabrielino), a group of Uto-Aztecan, Takic-speaking people, used both the coastal and inland areas on a seasonal basis. The Tongva Native Americans were intensive hunter-gatherers, gathering a variety of wild plants in the desert, mountains, and coastal areas. The Tongva are believed to have been one of the most populous and wealthy Native American tribes in southern California prior to European contact. They lived in villages that ranged from 50 to 200 inhabitants, each village owning in common the area surrounding the village. Kinship was organized by groups, with each group composed of several related families.

By the 1700s, local Native Americans in southern California had contact with Europeans. One of the earliest known records of this contact is based upon Father Garcés' trip from the Mojave Desert to the coast of California through the Cajon Pass. In 1771, the Spanish established the Mission San Gabriel Arcangel about 40 miles west of the area later known as the City of Ontario. Following the Spanish custom of naming local Native American tribes after nearby missions, the Tongva were called Gabrielino. At its peak, the Mission San Gabriel furnished food and supplies to settlements and other missions throughout California. By the end of the century, the Gabrielino population significantly declined due to diseases introduced by Europeans. The Gabrielino people fragmented as individuals succumbed to Spanish control, fled the region, or died; however, in late 20th century there was a revival of Gabrielino culture.

Historical Setting of Ontario

George and William Chaffey were among the early pioneers in the region. In 1881, they believed that if the land were properly irrigated it could be converted to profitable agriculture property. They bought approximately 6,000 acres of land in 1882 that was arid and covered by patches of scrub brush. The land would eventually become the cities of Ontario and Upland. George and William Chaffey derived the name of the City from their native province of Ontario in Canada. Initially, development was slow due to the lack of water in the region. The Chaffey brothers developed Ontario by designing a water system that brought water to every parcel. The brothers helped lay miles of cement pipe and later the San Antonio Water Company drove a tunnel into the head of the San Antonio canyon to tap the underground flow. The City was referred to as the "Model Colony" after receiving an award at the World Fair identifying it as a "Model Irrigation Colony" for its innovation of water rights and technology that assisted in attracting settlers. The City of Ontario incorporated in 1891 and was one of the early towns in

San Bernardino County. Charles Frankish, an early citizen of Ontario, guided and encouraged early development in the City. He was successful in attracting the Southern Pacific Railway to locate a depot in the center of town on Euclid Avenue, making it an important feature of the City. The establishment of the Southern Pacific Railroad depot transformed Ontario into an agricultural center. Ontario focused primarily on the citrus industry, but also grew walnuts, peaches, and grapes. There was a large gentry class of citrus growers who constructed many grand ornamental Victorian houses throughout the City.

In 1923, airplane enthusiasts such as Judge Archie Mitchell and Waldo Waterman established Latimer Field, and from that point on, Ontario became an aviation town. Urban growth pushed the fliers progressively east until they took up their present location and established the Ontario Municipal Airport in 1929. During World War II, the airport was a busy training center for pilots. In 1946, the airport was renamed Ontario International Airport and was eventually rededicated to civil aviation in 1947 and commercial service in 1949. The economy shifted from an agricultural to an industrial and manufacturing economy. Today, Ontario retains its history through many recognized historic neighborhoods, buildings, and agricultural districts.

Ontario Ranch

In 1967, the County of San Bernardino designated 14,000 acres of agriculture land in Chino Valley as an agriculture preserve. The area was protected by the Williamson Act and the Land Conservation Act. It had been dominated by dairy farms since the early 1900s. By the 1980s, the area had more cows per acre and higher milk yields than anywhere else in the world (Ontario 2022).

By the 1990s, increased demand for housing and high operation costs pressured farmers in the San Bernardino Agricultural Preserve to consider relocating their dairies and annexing their land to adjoining cities. Anticipating the expiration of the Williamson Act contracts, this area was divided and portions were ultimately incorporated into the cities of Ontario, Chino, and Chino Hills. In 1996 prior to the City's annexation, the Local Agency Formation Commission (LAFCO) required the City to prepare a general plan amendment and EIR. In 1998, Ontario adopted the New Model Colony General Plan Amendment and EIR. Eight thousand two-hundred acres of the former San Bernardino Agriculture Preserve, referred to as the New Model Colony, were officially annexed into the City in 1999. In 2015, the New Model Colony became known as the Ontario Ranch for the purpose of rebranding and marketing Ontario Ranch (Ontario 2022).

Historical Resources

Historical resources are buildings, structures, objects, sites, and districts of significance in history, archaeology, architecture, and culture. These resources may include intact structures of any type that are typically 50 years or more of age. They are sometimes called the built environment and can include, in addition to houses, structures such as irrigation works and engineering features. Historical resources are preserved because they provide a link to a

region's past and a frame of reference for a community. Often these sites are a source of pride for a city.

National Register of Historic Places

The National Register of Historic Places is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation. The National Register was established by the National Historic Preservation Act of 1966 and is maintained by the National Park Service. The purpose of the act is to ensure that properties significant in national, state, and local history are considered in the planning of federal undertakings, and to encourage historic preservation initiatives by state and local governments and the private sector. Registration is an integral part of the four essential components of historic preservation: identification, evaluation, registration, and protection. Effects of National Register designation include tax incentives, consideration in federally funded projects under Section 106 of the National Historic Preservation Act, limited protection through environmental review under CEQA, and restrictions imposed locally through CEQA or local zoning and land use planning regulations.

The National Register recognizes resources of local, state, and national significance. Six resources in Ontario are listed on the National Register:

- Ontario Baseball Park, listed 2021, demolished (destroyed by fire)
- Dr. Orville S. Ensign House, listed in 2012
- Euclid Avenue between Philadelphia Street, in Ontario, and 24th Street in Upland, listed in 2005
- Hofer Ranch, listed in 1993
- Ontario State Bank Block, listed in 1982, demolished (destroyed by fire)
- Frankish Building, listed in 1980 (NPS 2025)

California Register of Historic Resources

The State Historic Resources Commission has designed the California Register of Historic Resources for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The California Register is the authoritative guide to the state's significant historical and archaeological resources.

The California Register program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under the California Environmental Quality Act. Six properties in Ontario are listed in the California Register—the same ones listed in the National Register.

California Historical Landmarks and Points of Historical Interest

Historical Landmarks are sites, buildings, features, or events that are of statewide significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. In order to be considered a California Historical Landmark, the landmark must meet at least one of the following criteria: 1) associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States; 2) associated with the lives of persons important to local, California, or national history; 3) embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of a master; or possesses high artistic values; and 4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

If a site is primarily of local or countywide interest, it may meet the criteria for the California Point of Historical Interest Program. Points of Historical Interest are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. To be eligible for designation as a Point of Historical Interest, a resource must meet at least one of the following criteria: 1) the first, last, only, or most significant of its type in the local geographic region (city or county); 2) be associated with an individual or group having a profound influence on the history of the local area; 3) a prototype of, or an outstanding example of, a period, style, architectural movement or construction; or 4) is one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder. Points of Historical Interest designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the California Register. No historical resource may be designated as both a Landmark and a Point of Interest. If a Point of Interest is subsequently granted status as a Landmark, the Point of Interest designation will be retired.

The 4 California Points of Historical Interest in Ontario are:

- Ontario State Bank Block Site, Howells House Site, listed in 1975
- Mule Car, listed in 1974
- De Anza Park Marker/Anza Trail, listed in 1973
- San Bernardino–Sonora Road, listed in 1973 (COHP 2025)

Historic Districts

The City has designated 8 local historic districts (Ontario 2021). Each district is a defined geographical area with a concentration of properties that possess design, setting, materials, workmanship, integrity, and architectural periods or styles typical to the history of the City. The City has followed this type of historic designation according to the National Register of Historic

Places and the California Register of Historical Resources guidelines. The historic districts are shown on Figure 3.5-1, *Historic Districts*.

- Armsley Square Historic District
- College Park Historic District
- El Morado Court Historic District
- Euclid Avenue Historic District
- Graber Olive House Historic District
- La Deney Drive Historic District
- Rosewood Court Historic District
- Villa Historic District

The City has identified other areas that may merit district designation. These areas are proposed or potential historic districts. Proposed districts were evaluated in a 1980s historic resource survey as meeting the local criteria for district designation. Potential districts appear to meet local criteria for district designation but have not been evaluated.

The City has 4 proposed historic districts. These are also depicted in Figure 3.5-1.

- Downtown Proposed Historic District
- Downtown West Proposed Historic District
- Guasti Proposed Historic District
- Parkside Proposed Historic District

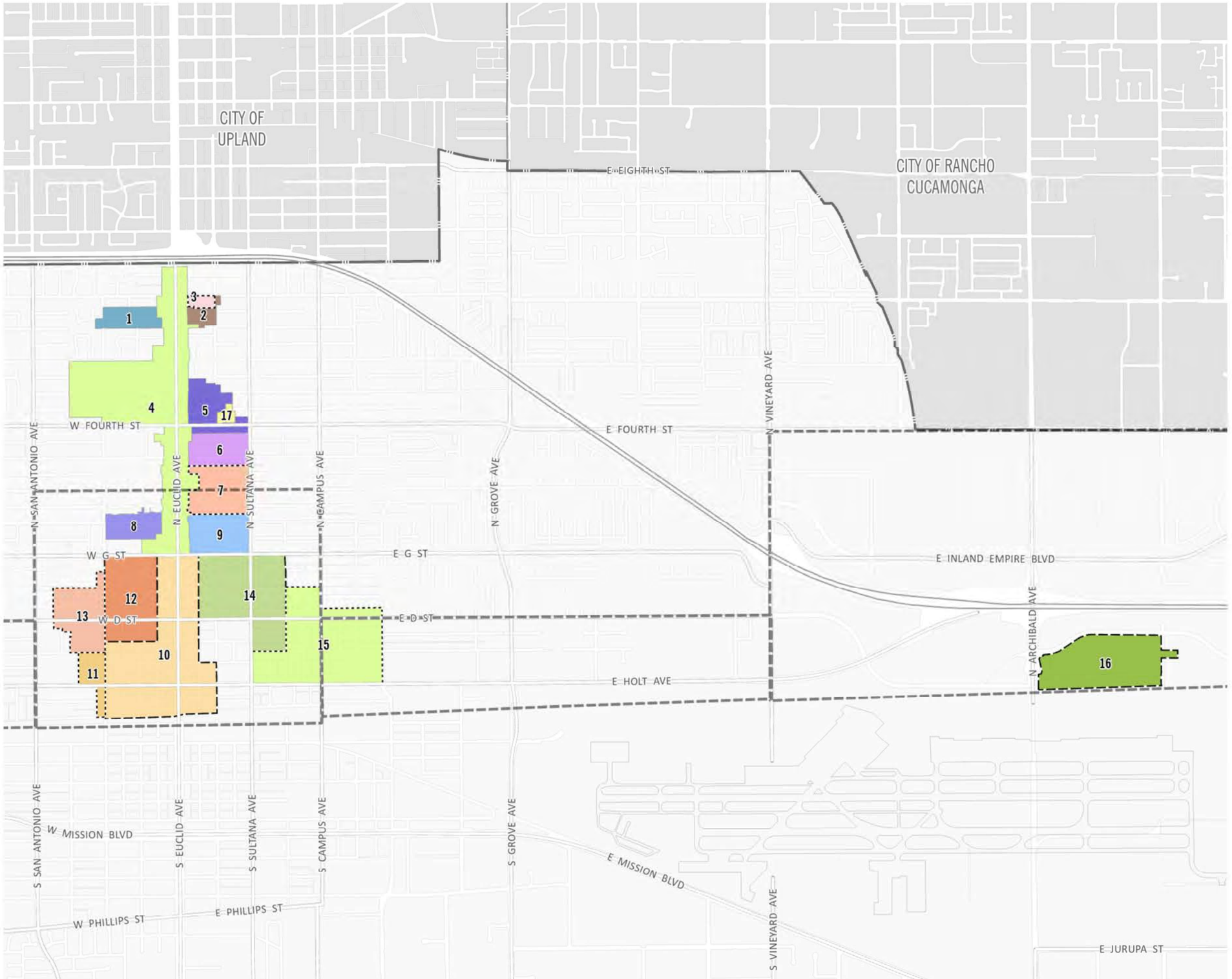
The Planning Department is also considering designation of 5 potential but not yet proposed historic districts (see Figure 3.5-1):

- Downtown Potential Historic District Addition
- Downtown West Potential Historic District Addition
- Granada Potential Historic District
- La Deney Drive Potential Historic District Addition
- Parkside Potential Historic District Addition

City of Ontario List of Historic Resources

The City of Ontario maintains a list of local historic resources on its website (Ontario n.d.). The City's list of historic resources includes properties that appear eligible for local, state, and/or national listing and properties that have been designated local, state, and/or national landmarks. Properties that have been surveyed; catalogued; determined to meet local, state, or national significance criteria; and designated local landmarks are listed in Table 3.5-1, *Designated Historic Landmarks in the City of Ontario*.

Figure 3.5-1 Historic Districts



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Source: The City of Ontario 2021 Date: 11/5/2025

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Table 3.5-1 Designated Historic Landmarks in the City of Ontario

No.	Assessor's Parcel Number	Street Address	Year Built	Designation Date	Historic Name
1	104902119	122 South Vine Avenue	1960	05/18/1993	William Barton Fallis House
2	104906202	225 South Euclid Avenue	1886	09/07/1993	Old City Hall
3	104906201	225 South Euclid Avenue	1937	09/07/1993	Frankish Fountain
4	104904304	304 South Laurel Avenue & 200 West Main Street	1893	09/20/1994	Dr. O.S. Ensign House
5	104956401	1120 South Euclid Avenue	1919	10/04/1994	Euclid A venue School
6	104835411	401 North Euclid Avenue	1942	06/06/1995	Ontario Laundry Co.
7	104834212	456 West Carriage Alley	-	10/17/1995	Carriage House
8	104906302	214 East Holt Boulevard	-	04/05/1996	Dietz Garage
9	104754309	328 East Princeton Street	1884	02/18/1997	Avenue Boarding House
10	104905703	100 South Euclid Avenue	1930	01/20/1998	First National Bank
11	104905705	110 & 112 South Euclid Avenue	-	01/20/1998	Envoy Hotel
12	104905803	200 South Euclid Avenue	1916	01/20/1998	Frankish Building
13	104904304	101 & 103 North Euclid Street & 104, 108, 110 & 112 West Holt Boulevard	1895	01/20/1998	Citizens Bank Block
14	104856408	105 North Euclid Avenue	-	01/20/1998	Holbrook Block
15	104856407	107, 109 & 111 North Euclid Avenue	1889	01/20/1998	Rose Block
16	104855313	114 North Euclid Avenue	-	01/20/1998	Citizens Bank
17	104856406	121 & 123 North Euclid Avenue	-	01/20/1998	Friend Block/ L.O.O.F./Somerset Hall/ People's Store
18	104855316	122 North Euclid Avenue	-	01/20/1998	Lerch Building
19	104855317	126, 128, 130 & 132 North Euclid Avenue	1920	01/20/1998	Commercial Hotel
20	104856510	203 North Euclid Avenue	-	01/20/1998	Ostran's Department Store

Table 3.5-1 Designated Historic Landmarks in the City of Ontario

No.	Assessor's Parcel Number	Street Address	Year Built	Designation Date	Historic Name
21	104856504, 104856505	231 & 223 North Euclid Avenue	1950	01/20/1998	Masonic Hall
22	104856505	235 North Euclid Avenue	-	01/20/1998	People's Mutual Building & Loan
23	104856607	303 North Euclid Avenue	1926	01/20/1998	Emmon's Building (Granada Theater)
24	104836201	536 North Euclid Avenue	-	01/20/1998	Bethel Congregational Church
25	104835603	625 North Euclid Avenue	1893	01/20/1998	Moore House
26	104905705	108 South Euclid Avenue	1920	01/20/1998	McCann Block
27	104856402	115-119 West "B" Street	1948	06/02/1998	Ontario Herald Building
28	104856511	112 West "B" Street	-	06/02/1998	Int'l Order of Odd Fellows (I.O.O.F.)
29	104856509	207 North Euclid Avenue	-	06/02/1998	W.W. Smith Grocery
30	104824134	738 North Euclid Avenue	1960	06/02/1998	Women's Club
31	104827116	747 North Euclid Avenue	1920	06/02/1998	Oscar Arnold House
32	104824135	748 & 750 North Euclid Avenue	1960	06/02/1998	Bungalow Court
33	104825241	802 North Euclid Avenue	1960	-	Woodlawn Apartments
34	104825147	836 North Euclid Avenue	-	06/02/1998	William W. Fischer
35	104836104	128 East "G" Street	1960	06/02/1998	Edward E. Bassat House
36	104906404	217 South Lemon Avenue	-	06/02/1998	Ontario Power Co. Building
37	104905805	211 & 215 South Laurel Avenue	1960	-	Pacific Electric Bus Depot
38	104905801	125 West Transit Street	1932	06/02/1998	Old Post Office – Paul Williams Architect
39	104905701	123 West Holt Boulevard	-	06/02/1998	United States Post Office
40	104804313	907 North Euclid Avenue	1960	01/19/1999	Colonel J.P. Robertson House
41	104807150	936 North Euclid Avenue	-	01/19/1999	The Town House

Table 3.5-1 Designated Historic Landmarks in the City of Ontario

No.	Assessor's Parcel Number	Street Address	Year Built	Designation Date	Historic Name
42	104807151	938 & 940 North Euclid Avenue	1960	01/19/1999	Hollinsworth Apartments
43	104804310	939 North Euclid Avenue	1960	-	James E. Douglas House
44	104807152	942 North Euclid Avenue	1928	0119/1999	Neman E. Draper House
45	104807153	944 North Euclid Avenue	1926	01/19/1999	Clayton C. Dyke House
46	104804309	945 North Euclid Avenue	1960	01/19/1999	Charles Latimer House
47	104804308	951 North Euclid Avenue	1901	01/19/1999	Judge James R. Pollock House
48	104807101	956 North Euclid Avenue	1930	01/19/1999	Leo J. Lucas House
49	104804307	957 North Euclid Avenue	1901	01/19/1999	Miss Mary Pollock House
50	104806221	1004 North Euclid Avenue	1920	01/19/1999	Charles Mead House
51	104805210	1007 North Euclid Avenue	1960	01/19/1999	Herbert C. Oakley House
52	104806224	1012 North Euclid A venue	1928	01/19/1999	Charles McGready House
53	104806201	1022 North Euclid Avenue	1960	01/19/1999	A.R. Gemmel House
54	104805206	1043, 1045 & 1047 North Euclid Avenue	1960	01/19/1999	Bungalow Court
55	104805205	1049 North Euclid Avenue	1919	01/19/1999	A.L. Davenport House
56	104805204	1055 North Euclid Avenue	1923	01/19/1999	Richard J. George House
57	104806101	1056 North Euclid Avenue & 116 & 118 East Fourth Street	1940 1960 1960	01/19/1999	Atchley Apartments
58	104755101, 104755102, 104757149, 104757150, 104757151,	1245 North Euclid Avenue	1930	01/19/1999	Chaffey High School

Table 3.5-1 Designated Historic Landmarks in the City of Ontario

No.	Assessor's Parcel Number	Street Address	Year Built	Designation Date	Historic Name
	104758101, 104758112				
59	104736116	1310 North Euclid Avenue	1901	01/19/1999	Clarence Peabody House
60	104736117	1316 North Euclid Avenue	1912	01/19/1999	Thomas M. Henry House
61	104736118	1322 North Euclid Avenue	1913	01/19/1999	Clara Peabody House
62	104733216	1327 North Euclid Avenue	1960	01/19/1999	A.J. Dinkey House
63	104733103	1341 North Euclid Avenue	1923	01/19/1999	John D. Paschke House
64	104823302	616 East H Street	1925	10/05/1999	Raymond A. Gillette House
65	-	North Euclid Avenue	-	12/21/1999	Euclid Avenue Nativity Display
66	104834103	403 West G Street	1990	0 7/18/2000	John Stewart House
67	-	Euclid Avenue between Philadelphia Street & I-10	-	01/16/2001	Euclid Avenue
68	104734102	421 West Sixth Street	1935	02/19/2002	Alan A. Clements House
69	104807137	307 East Plaza Serena Street	1914	02/19/2002	Mrs. Mary Grotholtman House
70	104833207	527 West Flora Street	1922	05/07/2002	Mrs. Mary N. Davis House
71	104808130	655 East Plaza Serena Street	1933	09/17/2002	Virgil M. Roose House
72	104837303	312 East "E" Street	1910	11/19/2002	Olin C. Stark House
73	104753107	1240 North Euclid Avenue	1926	09/16/2003	Peter H. Vanden Berg House
74	104814103	1322 East Fourth Street	1937	09/16/2003	Ontario Ballpark
75	21121112 and 21121113	11274 Turner Avenue	-	11/07/2003	Hofer Ranch
76	104825211	304 East Granada Court	1920	11/18/2003	Royal E. Bumstead House

Table 3.5-1 Designated Historic Landmarks in the City of Ontario

No.	Assessor's Parcel Number	Street Address	Year Built	Designation Date	Historic Name
77	104853203	510 East Lynn Haven Court	1910	05/04/2004	Mrs. Mary E. Todd House
78	104734306	213 West Sixth Street	-	05/04/2004	Thomas T. Parker House
79	100826118	830 West Sixth Street	1960	06/28/2005	W.B. Stewart House
80	104809122	1044 North Sultana Avenue	1939	09/20/2005	The Squires House
81	104809211	558 East Rosewood Court	1930	07/20/2006	W.H. Joss House
82	104724103	205 East Sixth Street	-	10/19/2006	Dr. Robert N. Williams House
83	104733206	201 West Bonnie Brae Court	-	05/15/2007	Virgil E. Wymore House
84	104837609	427 East "F" Street	-	09/18/2008	The Harry Walker House
85	104825127	419 East Granada Court	-	11/03/2009	Dr. T.C. Hardy House
86	104855219	200 North Euclid Avenue	-	02/02/2010	The Bank of Italy Building
87	104855219	109 East "B" Street	-	02/02/2010	Bumstead Bicycles Building
88	104734103	413 West Sixth Street	-	08/16/2011	The James Finley House
89	104753105	1232 North Euclid Avenue	-	08/23/2011	Clifford M Hurston House
90	104829116	537 West "I" Street	-	05/15/2012	Ross Anthony House
91	104857102	423 West "D" Street	-	05/15/2012	The VanPelt House
92	104839113	509 East E Street	-	05/07/2013	Rudi and Lena Pock House
93	104825115	324 East I Street	-	09/17/2013	Hansen House
94	104734304	227 West Sixth Street	-	04/15/2014	Charles B. Jones House
95	104834207	410 West E Street	-	08/19/2014	James R. MacGregor House
96	104807221	428 Plaza Serena	-	01/19/2016	John J. Voss House
97	104754333	318 East Princeton Street	-	10/17/2017	Fred and Verna Clapp House
98	104839318	535 East D Street	-	8/18/2020	Mr. and Mrs. Durfee House

Table 3.5-1 Designated Historic Landmarks in the City of Ontario

No.	Assessor's Parcel Number	Street Address	Year Built	Designation Date	Historic Name
99	104754301	301 East Fourth Street	-	10/20/2020	Clifford C. Graber House
100	104831411	409 North San Antonio Avenue		11/15/2022	Maurice Johnson House

Source: Ontario 2026.

Ontario Ranch Resources Survey

The *Ontario Ranch Historic Context Statement and Resource Survey* was prepared to aid the City in evaluating all remaining historic dairy properties in Ontario Ranch for eligibility under the criteria of the National Register of Historic Places (NRHP), California Register of Historic Resources (CRHR), and the Ontario Historic Resources Inventory (Local Register). The Regulatory Framework section of the report contains NRHP, CRHR, and Local Register criteria, as well as information on Historic Properties and Historical Resources pursuant to the National Historic Preservation Act (NHPA) and the California Environmental Quality Act (CEQA). This study entirely replaces the *New Model Colony (NMC) Historic Context (2004)*.

The New Colony Historic Context (2004) was developed in conjunction with a reconnaissance-level cultural resource survey of the NMC area to assist with understanding the built environment. The survey and historic context provided a framework for interpreting and preserving the area's history, and established a foundation for integrating historic preservation into future land use planning efforts, including specific plans, site plans, and development proposals.

Nearly half of the Ontario Ranch area have since been planned and developed through the adoption of specific plans. With each subsequent development, intensive-level historic resource surveys were prepared by project applicants, then reviewed, analyzed, and approved by the City. These surveys provided important opportunities for discovery and documentation, contributing to a more comprehensive understanding of the area's historic dairy farms, ranch-style residences, and the individuals and families who lived and worked there.

In 2014, the Historic Preservation Subcommittee (HPSC) reviewed 5 dairy properties and considered local designation and Tier Determination criterion. The HPSC determined that the properties met the local designation criteria under the Art Deco/ Streamline Moderne and the Ranch architectural styles and the 1930-160 Dairy Property themes. They further found that the properties were likely to meet the California Register of Historic Resources. They approved adding the properties on the local register and assigned a Tier II Determination. Those

properties are listed in Table 3.5-2, *Previously Surveyed Properties Determined Eligible by the City*. Building upon this accumulated knowledge, the updated *Ontario Ranch Historic Context Statement and Resource Survey* have been prepared in 2025 to address the remaining undeveloped former agricultural lands, ensuring that future planning decisions continue to reflect and preserve the area's history and significance.

Table 3.5-2 Previously Surveyed Properties Determined Eligible by the City

Address	Identifier	City of Ontario Eligibility Determination	Determination Applied To
8484 Schaefer Avenue	Basque American Dairy	Tier II property Eligible under CRHR 3 / Local Register 4	Art Deco Milk Parlor only
13948 S. Walker Avenue[1]	Gorzeman Dairy #2	Tier II property Eligible under CRHR 3 / Local Register 4	Art Deco Milk Parlor and 1931-1949 Dry Lot to Mechanized Dairy
14117 Grove Avenue[2]	14117 Grove Avenue[2]	Tier II property Eligible under CRHR 3 / Local Register 4	Milk Parlor and Ranch Style house
14251 Euclid Avenue	Basque American Dairy	Tier II property Eligible under CRHR 3 / Local Register 4	Milk Parlor only
8314 Edison Avenue[1]	8314 Edison Avenue	Tier II property Eligible under CRHR 3 / Local Register 4	Art deco Milk Parlor, and 1931-1949 Dry Lot to Mechanized Dairy property

Source: Appendix E2

Note: Date of determination for the properties was November 13, 2014.

1 Updated survey yields differing results.

2 2025 survey recorded as 8185 Edison Ave.

Approximately, 385 parcels within Ontario Ranch were still unevaluated. Review of parcel locations and ownership resulted in consolidating the documentation and evaluation effort to 150 properties, generally composed of multiple contiguous parcels under single ownership. Of these properties, 147 contain historic-era built environmental resources constructed within one or more periods of significance referenced in the updated historic context statement. Properties with historic-era resources were assessed for significance and eligibility under the new themes and associated significance considerations and integrity thresholds contained within the Ontario Ranch Historic Context Statement. Of the 147 evaluated properties, 25 were deemed significant

and eligible for designation and listing on the NRHP, CRHR, or City's Register Additionally, Ontario Ranch Survey No. 78 was found to be ineligible for listing, but remains on Table 3.5-3, Properties with Potentially Historic Resources and Tier II Historic Resources in Ontario Ranch due to City action which added the property to the local inventory and assigned a Tier Determination. In addition to the Ontario Ranch Historic Context and Resource Survey, the Thommen property, located at 7365 Schaefer Avenue, was evaluated for historic significance and eligibility listing on the NRHP, CRHR, or City's Register through an induvial effort. The survey resulted in a finding that the property was significant and met local designation criteria and is also included in Table 3.5-3.

Table 3.5-3 Properties with Potentially Historic Resources and Tier II Historic Resources in Ontario Ranch

OR Survey No.	Resource Name/Address	Historic Name	CRHR Status Code
1	13142-13144 Campus Avenue	Bidart Dairy	3S/3CS/5S3
2	8321-8455 Schaefer Avenue	Not Identified	3S/3CS/5S3
5	8919-8929 Chino Avenue	Vander Dussen Dairy	3S/3CS/5S3
24	8314 Edison Avenue	De Groot Dairy	3S/3CS/5S2/E-T2
41	7587-7697 Edison Avenue	Paul Brockmeier Property/De Groot Dairy	3S/3CS/5S3
45	7993 Schaefer Avenue	Frederick A. Wyman Property/Dick De Groot Dairy	3S/3CS/5S3
63	8484 Schaefer Avenue	Basque American Dairy	3S/3CS/5S2/E-T2
64	13510 Walker Avenue	Not Identified	3S/3CS/5S3
66	7325 Edison Avenue	S.N.S. Dairy	3S/3CS/5S3
68	7659 Riverside Drive	Hohberg Farm	3S/3CS/5S3
69	13715-13751 Grove Avenue, 13817-13819 Grove Avenue, 8270-8292 Edison Avenue	Hofstra Dairy	3S/3CS/5S3
71	13566 S. Bon View Avenue	Henry Koetsier Dairy/Veenendaal Dairy	3S/3CS/5S3
78	13948 S. Walker Avenue	Gorzeman Dairy #2	6Z/E-T2
79	7941 Chino Avenue	Not Identified	3S/3CS/5S3
80	8074 Chino Avenue- 13107 Cucamonga Avenue	Mathieu Etchart Farm	3S/3CS/5S3

Table 3.5-3 Properties with Potentially Historic Resources and Tier II Historic Resources in Ontario Ranch

OR Survey No.	Resource Name/Address	Historic Name	CRHR Status Code
85	8146 Chino Avenue	Reuben Holland Dairy/DeWitte Dairy	3S/3CS/5S3
86	14437 Euclid Avenue	Not Identified	3S/3CS/5S3
95	7325, 7387, and 7407- 7439 E. Riverside Drive	Not Identified	3S/3CS/5S3
112	8185 Edison Avenue	Not Identified	3S/3CS/5S2/E-T2
114	8335-8381 Edison Avenue	John T. Veenstra Dairy/De Hoog Dairy/Three D Dairy	3S/3CS/5S3
119	13456 Walker Avenue	Alta-Dena Dairy No. 4, Joe Heim & Sons Dairy	3S/3CS/5S3
121	13567 Whispering Lakes Lane	Desperado Dairy	3S/3CS/5S3
125	13511-13611 Walker Avenue	Vanderham Brothers Dairy	3S/3CS/5S3
135	8625-8657 E. Riverside Drive and 13100 Baker Avenue	Enjar Knudsen Dairy	3S/3CS/5S3
139	14251 Euclid Avenue	Peter De Witt Dairy, Basque American Dairy	3S/3CS/5S2/E-T2
141	13403-13429 Grove Avenue	John Koopman Dairy/Pedro Dairy/ Van Der Laan Dairy	3S/3CS/5S3
NA	7365 Schaefer Avenue	Thommen Property	5B

Source: Appendix E2

Notes: California Register of Historic Resources (CRHR) and Local Status Code Descriptions

2S2: Individually determined eligible for National Register of Historic Places (NRHP) by the Keeper. Listed in the CRHR.

3S: Appears eligible for NRHP individually through survey evaluation.

3CS: Appears eligible for CRHR individually through survey evaluation.

5B: Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation.

5S2: Individually eligible for local listing or designation.

5S3: Appears to be individually eligible for local listing or designation through survey evaluation.

E-T2: Determined Eligible for local listing and assigned a Tier II by the local government

Archaeological Resources

Archaeological resources are the physical remains of past human activities and can be either prehistoric or historic. Archaeological sites contain significant evidence of human activity. Generally, a site is defined by a significant accumulation or presence of food remains, waste from the manufacturing of tools, tools, concentrations or alignments of stones, modification of rock surfaces, unusual discoloration or accumulation of soil, and/or human skeletal remains.

The earliest identified archaeological traditions were primarily in the southern California desert, San Diego County, and Channel Islands. These date to the Late Pleistocene or Early Holocene period and are variously termed either the Early Man Horizon or the San Dieguito Tradition. In southern San Bernardino County, very early human occupation has not been documented, but it is generally accepted that people lived in the region at least 10,000 years ago. It is understood that these people hunted, gathered, and collected the various plants and animals available from the lakes, rivers, foothills, marshlands, and grassland areas in the region. The records review at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton, identified 20 archeological resources in the City; however, due to the sensitive nature of cultural resources, archaeological site locations were not released. Based on the results of the research, there is potential archaeological sensitivity throughout the City (see Appendix E1).

SPECIFIC PLAN

Environmental Setting

The Specific Plan area is mapped as being underlain by late Quaternary (middle Holocene) young sandy alluvial fan deposits, which in turn overlie, at shallow depths, middle to late Quaternary (middle to late Pleistocene) very old sandy alluvial fan deposits. Additionally, late Pleistocene to early Holocene young sandy axial channel deposits occur in steam channels near the southernmost areas of the Specific Plan and late Pleistocene to early Holocene young alluvial fan deposits occur east of the northern off-site alignments.

During the prehistoric period, vegetation near the site provided sufficient food resources to support prehistoric human occupants. Animals that inhabited the area during prehistoric times included mammals such as rabbits, squirrels, gophers, mice, rats, deer, and coyotes, in addition to a variety of reptiles and amphibians. The natural setting of the site during the prehistoric occupation offered a rich nutritional resource base. Fresh water was likely obtainable from the Chino and Cucamonga creeks, and the Santa Ana River.

Cultural Resources Records Search

A total of 11 resources (10 historic and 1 prehistoric) have been recorded within one mile of the Specific Plan area. No previously recorded cultural resources have been mapped as overlapping

the Specific Plan area or the proposed off-site improvements. The prehistoric resource consists of mano isolate, which would be considered an archeological resource.

Six historic addresses (14306, 14316, and 14366 Bon View Avenue, 14361 South Grove Avenue, 7634 Eucalyptus Avenue, and 14350 Walker Avenue) have been documented within the Specific Plan area's limits of disturbance by the City of Ontario California Historical Resource Inventory Database (CHRID). No formal site records have been filed for the 6 addresses; however, the historic sources list them as historic structures built from 1925 to 1973.

Consistent with the Ontario Ranch Historic Context and Resource Survey (Appendix E2), 3 additional historic properties that overlap the Specific Plan area but do not have historic-age structures within the limits of disturbance have been documented by CHRID (7587-7697 Edison Avenue, 8061 Edison Avenue, and 8335-8381 Edison Avenue). Additionally, although outside the limits of disturbance, one historic property (7721-7891 Edison Avenue and 14203 Bon View Avenue) recorded by CHRID is adjacent to the off-site road improvements and the Specific Plan area.

The records search results indicate that 34 studies have been conducted within one mile of the Specific Plan area. Three of the previous studies overlap the Specific Plan area boundaries: one to the south along Eucalyptus Avenue and two to the east along Walker Avenue. In addition to these studies, the entire Specific Plan area was surveyed for historic resources for the Ontario Ranch Historic Context Statement and Resource Survey *(2025, Appendix E2)* and are listed in Table 3.5-3, *Properties with Potentially Historic Resources and Tier II Historic Resources in Ontario Ranch*. As a result of the survey, three properties with buildings eligible for the NRHP and CRHR were identified within the Specific Plan area (7587-7697 Edison Avenue, 8185 Edison Avenue, and 8335-8381 Edison Avenue). A complete list of resources located within one mile of the Specific Plan area is provided as Table 1.3-1 of Appendix E3.

Field Survey

Field surveys of the Specific Plan area were conducted on April 29 and 30, and May 2, 2025. Ground visibility was limited due to active dairy operations, dense vegetation, development, pavement, and gravel. The entire Specific Plan area appears to have been previously rough graded, including the off-site improvement areas. Multiple structures currently exist within the Specific Plan area, including residences, garages, pole barns, dairy facilities, and other ancillary structures, some of which are at least 50 years old. These structures, identified as Sites Temp-1 through Temp-15, are shown on Figure 3.5-2, *EBPSP Historic-Age Resource Location Map*, and summarized in Table 3.5-4, *EBPSP Historic-Age Sites*.

Table 3.5-4 EBPSP Historic-Age Sites

Site	Description
1	7634, 7556 Eucalyptus Avenue. Two single-family residences, one detached garage, one ancillary structure, and foundation remnants. (Appendix E2 Survey No. 124)
2	14330 Bon View Avenue. Single-family residence and barn. (Appendix E2 Survey No. 124)
3	14366, 14316, 14306 Bon View Avenue. Two single-family residences, barn/outbuilding, shed, pole barn, and three ancillary structures. (Appendix E2 Survey No. 4 and 8)
4	14451, 14457, 14343, 14353 Bon View Avenue. Three single-family residences, two detached garages, a dairy farm (one milking parlor, one carport, one hay storage structure, and several pole barns), and two standpipes. (Appendix E2 Survey No. 48)
5	14213, 14239, 14297, 14283 Bon View Avenue. Three single-family residences, two detached garages, and a dairy farm (milking parlor, ancillary structure, hay storage structure, and several pole barns). [1] (Appendix E2 Survey No. 48)
6	14400 South Grove Avenue. Single-family residence, detached garage, and a dairy farm (milking parlor, ancillary structure, and several pole barns). (Appendix E2 Survey No. 148)
7	14441, 14474 South Grove Avenue. Two single-family residences, one detached garage, and a dairy farm (milking parlor, several pole barns, and one ancillary structure). (Appendix E2 Survey No. 110)
8	14361 South Grove Avenue. Single-family residence, detached garage, and a dairy farm (milking parlor, two ancillary structures, several pole barns). (Appendix E2 Survey No. 111)
9	14350 Walker Avenue, 8485 Edison Avenue. Two single-family residences, two detached garages, and a dairy farm (milking parlor, one ancillary structure, and several pole barns). (Appendix E2 Survey No. 115)
10	7587-7697 Edison Avenue. Two single-family residences, two detached garages, and a dairy farm (milking parlor, farm equipment storage building, ancillary structures, and several pole barns). (Appendix E2 Survey No. 41)
11	7721-7891 Edison Avenue, 14203 Bon View Avenue. Two single-family residences, a detached garage and storage building, dairy farm (a milking parlor, ancillary building, several ancillary structures, and a pole barn).[1] (Appendix E2 Survey No. 109)

Table 3.5-4 EBPSP Historic-Age Sites

Site	Description
12	8061 Edison Avenue. Single-family residence, and dairy farm (milking parlor and pole barns). [1] (Appendix E2 Survey No. 108)
13	8185 Edison Avenue, 14117 South Grove Avenue. Two single-family residences, two detached garages, and a dairy farm (milking parlor, ancillary structures, and several pole barns). [1] (Appendix E2 Survey No. 112)
14	8245-8295 Edison Avenue. One single-family residence and a dairy farm (milking parlor, ancillary structures, and several pole barns). [1]
15	8335-8381 Edison Avenue. One single-family residence, a detached garage, and a dairy farm (milking parlor, ancillary structures, and several pole barns).[1] (Appendix E2 Survey No. 114)

Source: See Appendix E3.

Note:

1. It is noted that although only the southern half of the Grand Park is included in the Eucalyptus Business Park Specific Plan, development of the entire park area has been assumed and analyzed within the EBPSP's technical studies, in the event that the northerly development does not occur. As such, although these properties have been included within the study area, no historical structures on these properties would be impacted by the EBPSP as proposed.

3.5.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the CEQA Guidelines states that the proposed project would result in a significant impact on cultural resources if it would:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5.

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

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

Threshold Guidance

CEQA Guidelines Section 15064.5 provides direction on determining significance of impacts to archaeological and historical resources. Generally, a resource shall be considered "historically

significant" if the resource meets the criteria for listing on the California Register of Historical Resources:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated the with lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history. (PRC Section 5024.1; 14 CCR Section 4852)

The fact that a resource is not listed in the California Register of Historical Resources, not determined to be eligible for listing, or not included in a local register of historical resources does not preclude a lead agency from determining that it may be a historical resource.

METHODOLOGY

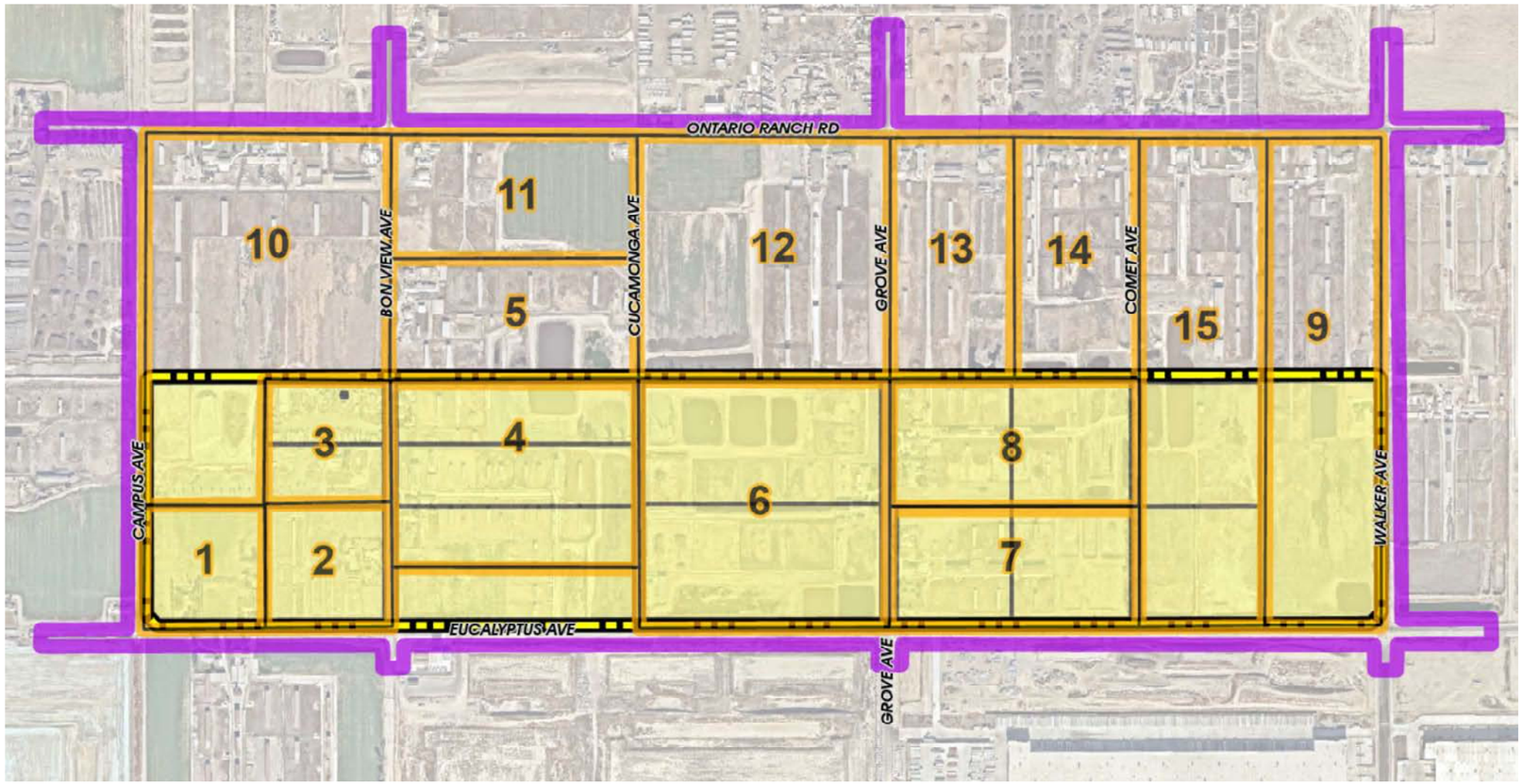
Specific Plan

Archival Research

Records relating to the ownership and developmental history of the Specific Plan properties were sought to identify any associated historic persons, historic events, or architectural significance. Records research was conducted at the SCCIC, the City of Ontario, and the offices of the San Bernardino Assessor/County Recorder/County Clerk. The San Bernardino County Property Information System (PIMS) and the California Historic Resource Inventory Database CHRID Ontario helped to determine the date of construction for many of the resources identified within the property. Sanborn Fire Insurance maps were searched for at the Library of Congress. Ownership information and Lot Book pages were also obtained. No Sanborn Fire Insurance maps are available as the Specific Plan area is outside the Ontario coverage areas.

Figure 3.5-2

EBPSP Historic-Age Resource Location Map



EBPSP Boundary
Project Parcels
Offsite Improvements
Cultural Resource

	Property Address(es)	APN(s)
1	7634, 7556 Eucalyptus Avenue	1053-581-03
2	14330 Bon View Avenue	1053-581-04
3	14366, 14316, 14306 Bon View Avenue	1053-531-02, -03, -04
4	14451, 14457, 14343, 14353 Bon View Avenue	1053-541-01, -02, 1053-571-01
5	14213, 14239, 14297, 14283 Bon View Avenue	1053-351-01, -02
6	14400 South Grove Avenue	1053-551-01
7	14441, 14474 South Grove Avenue	0216-321-01, -07
8	14361 South Grove Avenue	0216-321-02, -06
9	14350 Walker Avenue, 8485 Edison Avenue	0216-322-10
10*	7587-7697 Edison Avenue	1053-531-01, 1053-371-01, -02
11*	7721-7891 Edison Avenue, 14203 Bon View Avenue	1053-361-01, -02, -03
12*	8061 Edison Avenue	1053-331-01, -02, -03, -04, 1053-341-01, -02
13*	8185 Edison Avenue, 14117 South Grove Avenue	0216-321-03
14*	8245-8295 Edison Avenue	0216-321-08
15*	8335-8381 Edison Avenue	0216-322-01, -02, -03, -04

* It is noted that although only the southern half of the Grand Park is included in the Eucalyptus Business Park Specific Plan, development of the entire park area has been assumed and analyzed within the EBPSP's technical studies, in the event that the northerly development does not occur. As such, although these properties have been included within the study area, no historical structures located on these properties would be impacted by the EBPSP as proposed.

2·0·5·0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 300 750 FT

Source: T&B 2026

Date: 02/19/2026

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Survey Methods

The survey methodology followed standard archaeological field procedures and was sufficient to accomplish a thorough assessment of the Specific Plan area. The field methodology included walking evenly spaced survey transects set approximately 10 to 15 meters apart, when not obstructed by current development or active agricultural activity, while visually inspecting the ground surface. All potentially sensitive areas where cultural resources might be located were thoroughly investigated. Photographs documented survey discoveries and overall survey conditions. All cultural resources were recorded as necessary according to the OHP's manual, Instructions for Recording Historical Resources, using Department of Parks and Recreation (DPR) forms.

Historic Structure Assessment

Methods for evaluating the integrity and significance of the historic buildings within the Specific Plan area included photographic documentation and review of available archival documents. During the survey, photographs were taken of all building elevations. The photographs were used to complete architectural descriptions of the buildings. The original core structures and all modifications made to the buildings since their initial construction were also recorded. The current setting of the buildings was compared to the historical setting of the property. This information was combined with archival research in order to evaluate the buildings' seven aspects of integrity, as well as their potential significance under CEQA Guidelines (refer to Appendix E3).

3.5.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.5.5 Environmental Impacts

2022 Certified EIR

The 2022 Certified EIR concluded that the approved project would result in a less-than-significant impact to archeological resources and the potential to disturb human remains with mitigation incorporated; however, impacts to historic resources were identified as a significant and unavoidable impact of the approved project.

Proposed Project

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?

The 2022 Certified EIR found that policies of the approved project, state and federal regulations, and the City's historic preservation program would ensure that historical resources classified as Tier I or Tier II would not be impacted on a programmatic level and, as such, did not find that mitigation measures were required with regard to Tier I and Tier II resources. Implementation of the approved project's land use plan could threaten historic resources classified as Tier III, especially within growth focus areas, and impacts would remain significant and unavoidable after Mitigation Measure CUL-1-PPA [Former MM 5-1].

Policy Plan Amendment

Historic resources in the City include historic districts (designated, proposed, and potential); historic landmarks or points of historical interest; and other buildings, structures, objects, and sites that appear eligible for listing on the National, California, or local historic registers. Ontario has 8 historic districts, and 4 proposed and 5 potential historic districts are deemed eligible for listing (see Figure 3.5-1). The City's Register of Historic Resources shows 1,957 historic resources, 100 of which are designated Historic Landmark properties and approximately another 500 are designated as a Contributor to local Historic Districts (Ontario 2025a). The majority of the historic structures are in residential areas of the City's historic districts. Specially in the Ontario Ranch, there are 27 properties that are significant and eligible for designation and listing on the NRHP, CRHR, or City's Register in Ontario Ranch, 5 of which have been added to the City's List of Historic Resources and Received Tier II Determinations (Appendix E2).

The proposed project primarily involves modifying the TOP land use pattern and making associated updates to the various elements of the TOP Policy Plan. TOP is a regulatory document that sets the framework for future growth and development of the City and does not directly result in development. All development or redevelopment projects must be analyzed for conformance with TOP, zoning requirements, and other applicable local and state requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits. Thus, adoption of the proposed project in itself would not lead to demolition or material alteration of any of these historic resources. Identified historic structures and sites that are potentially eligible for future historic resources listing may be vulnerable to development accommodating the proposed project. In addition, other buildings or structures that could meet the National Register criteria upon reaching 50 years of age might be impacted by development or redevelopment activity under the proposed project.

Known or future historic sites or resources listed in the national, California, or local registers would be protected through local ordinances, TOP policies, and state and federal regulations

restricting alteration, relocation, and demolition of historical resources. Sensitive historical resources of local interest are protected under Chapter 4 and Chapter 7 of the Ontario Development Code. Policy CD4-1, Cultural Resource Management, and Policy CD4-2, Collaboration with Property Owners and Developers, of TOP's Community Design Element requires the City to update and maintain an inventory of historic sites, buildings, and other resources and work with property owners and developers to implement strategies and best practices that preserve the character of the City's historic buildings, streetscape, and neighborhoods. Policy H1-4, Historic Preservation, of TOP's Housing Element supports the preservation of enhancement of residential structures, properties, street designs, lot configurations, and other reminders of Ontario's past that are considered local historical or cultural resources. Compliance with TOP policies and state and federal regulations would ensure that development would not result in adverse impacts to identified historic and cultural resources, except in the Ontario Ranch and for Tier III historic resources.

At the time a development project is proposed adjacent to or near a known or potential historic structure or resource, project-level CEQA review would need to identify any impacts, direct or indirect, that the project could have on the identified historic structure or resource. The CEQA Guidelines require a project that will have potentially adverse impacts on historical resources to conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Chapter 4 of the City's Development Code contains significance criteria and procedures for the designation of historic resources such as Historic Landmarks, Historic Districts, Architectural Conservation Areas, and Automatic Designations; however, not all properties on the City's list of historic resources have been evaluated for significance. To provide a greater level of certainty regarding the City's preservation goals, the City's Development Code includes a tier system with standard criteria and procedures for evaluating the significance of historic or potentially historic resources threatened by major modifications or demolition.

For properties that have been surveyed for historic resources, the Development Code establishes criteria for Tier I, Tier II, or Tier III properties, with Tiers I and II having the highest value. The tier system identifies resources that have the highest preservation value in terms of their architectural and/or historical contribution to the City and method to evaluate the significance of their loss in the case of major modification or demolition. The tier system also includes minimum mitigation measures and a mitigation fee structure for Tier III properties. Tier I and Tier II properties outside of the Ontario Ranch area would require separate environmental analysis if demolition or inappropriate alterations are proposed in accordance with the requirements of the City's Development Code.

- Tier I consists of properties that should not be demolished or significantly altered under any circumstances, regardless of their designation status.

- Tier II consists of properties where demolition of these properties should be avoided. However, there is a possibility that Tier II resources in Ontario Ranch could be impacted over the course of the proposed project.

- Tier III consists of all properties that are Designated Historic Landmarks, are contributing structures in Designated Historic Districts, or are Eligible Historical Resources, as defined by the Development Code. Demolition of these properties should be avoided where possible, but may be appropriate under certain circumstances. If demolition occurs, the City requires historic resources to be documented and historic features to be salvaged, and requires a demolition mitigation fee.

The City's Development Code requires that any historic resource determined to be within Tier I or Tier II that is proposed for demolition prepare and certify an EIR pursuant to the requirements of CEQA and the implementing guidelines, and City's Local Guidelines For Implementing CEQA, in conjunction with the approval of Certificate of Appropriateness and Demolition applications. Therefore, while the Development Code requires an EIR for impacts to Tier I and Tier II historic resources, the Development Code does not provide a high level of protection for Tier III historic resources. Additionally, the Ontario Ranch Historic Context Statement and Resource Survey identified the presence of Tier II historic resources in Ontario Ranch but did not identify the presence of Tier I historic resources in Ontario Ranch. Therefore, the Policy Plan Amendment could also impact Tier II historic resources in Ontario Ranch. Additionally, there are properties that have yet to be formally designated within Ontario Ranch under the City's tier system; and as a result, the Policy Plan Amendment could impact potentially historic (i.e., properties that have not been surveyed that may have potential historic resources). As identified in Table 5.3-2, the following Tier II historic resources in Ontario Ranch are vulnerable to development associated with buildout of the Policy Plan Amendment:

- 8314 Edison Avenue (De Groot Dairy)
- 8484 Schaefer Avenue (Basque American Dairy)
- 8185 Edison Avenue (Not Identified)
- 14251 Euclid Avenue (Peter De Witt Dairy, Basque American Dairy)
- 13948 S. Walker Avenue (Gorzeman Dairy #2)

Tier II historic resources and potentially historic resources in Ontario Ranch (i.e., properties that have been surveyed, but no formal City action has been taken to include on the Ontario Register), in addition to Tier III resources citywide could potentially be impacted with implementation of the Policy Plan Amendment.

Compared to the approved project, the proposed project would have similar impacts associated with historic resources. While the proposed project would result in an increase in land use intensity compared to the approved project, it would not result in development of new,

previously undeveloped areas in the City that were not planned for under the approved project. Like the approved project, historical resources could potentially be impacted with implementation of the Policy Plan Amendment. Therefore, this impact is **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

The 15 historic-age sites listed in Table 3.5-4 and illustrated in Figure 3.5-2 were evaluated under the seven aspects of integrity, as well as NRHP and CRHR eligibility criteria. Resources were also evaluated under the City of Ontario Historic Landmark Designation criteria. These sites collectively contain 25 historic single-family residences, 15 historic detached garages, 12 historic dairy farms, one historic farm, and several ancillary structures.

Twelve of the sites were determined not eligible for the NRHP, CRHR or local listing under the City of Ontario's Historic Landmark Designation. Therefore, removal of any structures within these sites would not cause a substantial adverse change in the significance of a historical resource. These sites include 7634, 7556 Eucalyptus Avenue; 14330 Bon View Avenue; 14366, 14316, 14306 Bon View Avenue; 14451, 14457, 14343, 14353 Bon View Avenue; 14213, 14239, 14297, 14283 Bon View Avenue; 14400 South Grove Avenue; 14441, 14474 South Grove Avenue; 14361 South Grove Avenue; 14350 Walker Avenue, 8485 Edison Avenue; 7721-7891 Edison Avenue, 14203 Bon View Avenue; 8061 Edison Avenue; and 8245-8295 Edison Avenue.[1]

Several buildings associated with 7587-7697 Edison Avenue; 8185 Edison Avenue, 14117 South Grove Avenue; and 8335-8381 Edison Avenue are eligible under NRHP, CRHR, and City of Ontario criteria. These findings are consistent with the Ontario Ranch Historic Resources Survey (Appendix E2). However, as previously noted, no historic-age buildings or structures within these sites would be directly impacted by development of the Specific Plan. The portions of these parcels that may be affected by development of the EBPSP would not adversely impact the resources' integrity or NRHP and CRHR eligibility since the buildings being removed are modern and non-contributing elements.

Accordingly, development of the EBPSP would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the approved project. This impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

[1] Note that some sites include more than one street address. Refer to Table 3.5-3 and Figure 3.5-2.

Impact CUL-1: Implementation of the Policy Plan Amendment could impact historical resources.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The following mitigation measures were taken from the 2022 Certified EIR. Any modifications to the mitigation measures from the Certified EIR are shown in strikethrough for deleted text and underline for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the Certified EIR identified in parenthesis [Former MM].

Mitigation Measure CUL-1-PPA [Former MM 5-1]: Historic or potentially historic resources in the City shall be evaluated for historic significance through the City's tier system prior to the issuance of plan or development approvals. Pursuant to the City's Development Code (Chapter 4, Permits, Actions, and Decisions, and Chapter 7, Historic Preservation), mitigation measures for ~~all~~ Tier III Historic Resources citywide, Tier II historic resources in Ontario Ranch, or potentially significant historic resources in Ontario Ranch shall include the following:

a) Each historic resource shall be fully documented and cataloged pursuant to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards, to provide a record of the resource, including, but not limited to: [i] the preparation of site plans, floor plans, exterior and interior elevations, and detail drawings of character defining features (such as moldings, stairs, etc.); and [ii] photographs of the resource, including the exterior, interior, and interior and exterior character defining features (such as moldings, light fixtures, trim patterns, etc.).

b) A mitigation fee ~~established pursuant to Section 7.01.030 (Historic Preservation Mitigation Fee)~~ shall be paid to the City and deposited into the Historic Preservation Trust Fund prior to the issuance of a demolition permit for Tier III historic resources, Tier II Historic Resources located in Ontario Ranch, or a potentially significant historic resource in Ontario Ranch. Fees for Tier III Historic Resources citywide shall be 10 percent and fees for Tier II historic resources in Ontario Ranch and potentially significant historic properties in Ontario Ranch shall be 30 percent of the price per square foot construction cost, as established in the most current ICC Building Valuation Data. Fees for Tier I citywide and II historic resources outside of Ontario Ranch shall be determined during the Environmental Impact Report process. ~~The~~

~~fees established for Tier III will be used as a reference point for establishing fees for Tier I and II historic resources.~~

c) Issuance of a ~~A~~ Certificate of Appropriateness shall be required ~~not be issued~~ for the demolition of a~~n~~ Tier III historic resource citywide or a Tier II historic resource in Ontario Ranch, either in whole or in part~~,~~ However, it shall not be issued until such time that a demolition permit application and a replacement structure has been approved by the City, and appropriate permits have been issued for its construction, unless: [i] a waiver is granted pursuant to Subsection H (Replacement Structure Waiver for Historic Resources Located within Industrial Zoning Districts) of Section 4.02.050; [ii] a deferral of the replacement structure requirement is granted pursuant to Subsection G (Replacement Structure Deferral) of Section 4.02.050; or [iii] demolition is required pursuant to Section 7.01.050 (Unsafe or Dangerous Conditions)~~ of this Development Code~~.

d) In an effort to preserve features and artifacts from historic resources, a determination whether items within or on the resource should be salvaged must be made by the Planning Department and may include the local historical society prior to the issuance of the demolition permit. The applicant shall be responsible for the removal, relocation, storage, and donation of such items selected for salvaging. The applicant shall provide an inventory of salvaged items to the Planning Department, and shall include a list of each item name, description, and dimension (as necessary), and the location of each item on a floor plan.

New Mitigation Measures

Policy Plan Amendment

Mitigation Measure CUL-1-PPA includes edits to reflect additional requirements for Tier II historic properties and potentially significant historic properties in Ontario Ranch. In addition, the following mitigation measure has been identified for potentially significant historic properties in Ontario Ranch and Tier II historic resources in the Ontario Ranch.

> **Mitigation Measure CUL-2-PPA:** Project applicants for development projects that contain Tier II Historic Resources in Ontario Ranch pursuant to the City's historic resource evaluation system (i.e., 8314 Edison Avenue, 8484 Schaefer Avenue, 8185 Edison Avenue, 14251 Euclid Avenue, and 13948 S. Walker Avenue) and all other potentially historic properties in Ontario Ranch shall be subject to the following additional mitigation requirements prior to the issuance of any grading, demolition, or development approvals:

a) **Documentation.** A complete chain of title with copies of recorded deeds / documents for each parcel within the eligible property boundaries shall be provided to the Planning Department by the project applicant to ensure that all ethnic groups associated with each significant parcel / property are identified. The information shall be integrated into the HABS-Like Local Documentation Package prepared for each property. For properties with Basque or Portugues Associations, the following additional measures are required:

- **Basque Associations**. For properties with Basque associations, the project applicant shall contact the Chino Basque Club to inquire if the organization possesses any historic materials relating to the property or the owners identified in the complete chain of title. New materials resulting in this effort shall be integrated with HABS-like documentation; and
- **Portuguese Associations**. For properties with Portuguese associations, the project applicant shall contact the Chino Valley Divino Espirito Santo (DEA) Club to inquire if the organization possesses any historic materials relating to the property or the owners identified in the complete chain of title. New materials resulting in this effort shall be integrated with HABS-like documentation.

b) **Avoidance.** All efforts to avoid demolition of historic resources shall be made by the project applicant. Alternatives to demolition that shall include:

- **Adaptive Reuse Study.** Prior to approval of demolition, an adaptive reuse study shall be prepared by a qualified professional meeting the minimum qualifications standards of the Secretary of the interior Professional Qualifications (Code of Federal Regulations, 36 CFR Part 61). The adaptive reuse study shall make recommendations on the possible reuse of the historic resource into the proposed project. If feasible and determined appropriate, the historic resource shall be integrated into the project, thereby avoiding demolition.
- **Structural Analysis for Relocation and/or Reconstruction**. Prior to approval of demolition, a structural analysis shall be prepared by a California licensed engineer meeting the minimum qualifications standards of the Secretary of the interior Professional Qualifications (Code of Federal Regulations, 36 CFR Part 61). The analysis shall identify the building components and materials and determine the feasibility of relocation and reconstruction.

- If determined that relocation is feasible and a receiver site is available, the project applicant shall facilitate the relocation, affixing the building or structure to a permanent foundation, with approved relocation plans and required permit issuance.
- If a receiver site is not available, the historic resource shall be advertised and shall be offered at no cost for those who can relocate the structures off-site. Advertisements notifying the public of the opportunity to relocate the structures shall be placed for a minimum of 30 days: on-site with temporary signage, in at least 3 local publications (newspapers, magazines, local organization newsletters), and on local bulletin boards (realtor's offices, local business). A social media campaign, posted on the applicant's website or on a local non-profit heritage site, including a dedicated web page with the structure's information (description, square footage, photographs) and contact information should be incorporated into the relocation advertisement.

c) **Interpretive Plan**. An interpretative plan highlighting the history, architectural styles, businesses, or individuals that have historic significance and have contributed to the development of the dairy industry shall be prepared by a qualified historian to further educate and increase community awareness of the local dairy history. The interpretive plan may be developed and constructed at a site-specific location, as determined by the City, or development in an on-line format.

Specific Plan

No additional mitigation measures are warranted.

Significance After Mitigation

Policy Plan Amendment

Mitigation Measure CUL-1-PPA would require historic or potentially historic resources to be evaluated for historic significance through the City's Development Code tier system, except those located in Ontario Ranch. Mitigation Measures CUL-1-PPA and CUL-2-PPA establishes requirements for historic resources classified as Tier III and II (in Ontario Ranch), and potentially historic resources (identified through survey evaluation) in Ontario Ranch to minimize significant impacts. Major modification or demolition of historic resources may be appropriate under certain circumstances. If demolition occurs, the City requires historic resources to be documented and historic features to be salvaged and requires a demolition mitigation fee. Therefore, the Development Code does not provide a high level of protection for Tier III historic

resources or Tier II historic resources in Ontario Ranch and potentially significant historic resources identified through a survey in Ontario Ranch. Impact CUL-1 would remain **significant and unavoidable**.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

The 2022 Certified SEIR found that buildout of the approved project could impact archeological resources; however, the 2022 Certified EIR identified that existing federal, state, and local regulations and Mitigation Measure CUL-3-PPA [Former MM 5-2] would reduce impacts to archeological resources to less than significant.

Policy Plan Amendment

A records review at the SCCIC conducted for the approved project identified 20 archeological resources in the City. Based on the results of the research, there is potential archaeological sensitivity throughout the City (see Appendix E1).

The proposed project primarily involves modifying the TOP land use pattern and making associated updates to the various elements of the TOP Policy Plan. Adoption of the proposed project would not directly affect archaeological resources. TOP is a regulatory document that sets the framework for future growth and development but does not result in development in and of itself. However, long-term implementation of TOP land use plan under the proposed project could allow development (e.g., new development, infill development, redevelopment, and revitalization/restoration), including grading, of known and unknown sensitive areas. Grading and construction activities of undeveloped areas or redevelopment that requires more intensive soil excavation than in the past could potentially cause the disturbance of archeological resources. Therefore, future development that would be accommodated by the proposed project could potentially unearth previously unrecorded resources.

Existing federal, state, and local regulations address the provisions of studies to identify archaeological resources, review applications for projects that would potentially involve land disturbance, provide a project-level standard condition of approval that addresses unanticipated archeological discoveries and enforces requirements to develop specific mitigation measures if resources are encountered during any development activity. The Historic Preservation section of TOP's Community Design Element addresses the management of artifacts through Policy CD-4.1, Cultural Resources Management, and the collaboration and promotion of public involvement in preservation through Policies CD-4.2, Collaboration with Property Owners and Developers; CD-4.6, Promotion of Public Involvement in Preservation; and CD-4.7, Public Outreach.

Archaeological sites are also protected by a wide variety of state policies and regulations under the PRC. Cultural resources are recognized as nonrenewable and therefore receive protection under the PRC and CEQA. Review and protection of archaeological resources are afforded by CEQA for individual development projects accommodating the Policy Plan Amendment, subject to discretionary actions that are implemented in accordance with the land use plan of TOP under the Policy Plan Amendment. According to CEQA, the lead agency is required to determine whether a development project may have a significant effect on archaeological resources (PRC Section 21083.2). If the lead agency determines that the project may have a significant effect on unique archaeological resources, the project-level CEQA document being prepared for the development project is required to address and mitigate the impacts of those resources.

The proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to archeological resources compared to the approved project; however, like the approved project, impacts to archeological resources are **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

No previously recorded archeological resources have been mapped as overlapping the Specific Plan area or the proposed off-site improvements. Regardless, there is potential for buried deposits that may be related to the occupation of the Specific Plan area since the early twentieth century. Therefore, if previously undiscovered cultural materials were encountered during ground-disturbing activities, impacts would be **potentially significant**.

Specific Plan Significance without Mitigation: Potentially significant.

Impact CUL-2: Implementation of the proposed project could impact archeological resources in the City.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The following mitigation measures were taken directly from the 2022 Certified EIR. Any modifications to the mitigation measures from the certified EIR are shown in strikethrough for deleted text and underline for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the Certified EIR identified in parenthesis [Former MM].

> **Mitigation Measure CUL-3-PPA [Former MM 5-2]:** In areas of documented or inferred ~~from evident~~ archaeological ~~and/or paleontological~~ resource presence, City staff shall require applicants for development permits to provide studies to document the

presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements:

- Archaeologists ~~and/or paleontologist~~ shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.
- Should any archaeological ~~cultural resources~~ be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources.
- Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional Archaeologist~~/Paleontologist~~. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including a catalog with museum numbers.

New Mitigation Measures

Policy Plan Amendment

No additional mitigation measures are warranted.

Specific Plan

Mitigation Measure CUL-1-SP: An archaeological monitor shall be present full-time during all soil-disturbing and grading/excavation/trenching activities. In the event that cultural resources are discovered by the archaeological (or Native American monitor), all work shall be suspended 50 feet around the resource(s) and a qualified archaeologist meeting the Secretary of the Interior's Standards (principal investigator (PI)) shall assess the discovery. Work on the overall project may continue during this period if the following activities are initiated:

- If the discovery is a prehistoric resource, initiate consultation between the qualified archaeologist, the appropriate Native American tribal entity, and the City/Applicant;

- Include the appropriate Native American entity (as determined by a qualified archaeologist meeting the Secretary of the Interior's Standards) in the cultural resources investigations as soon as possible; and
- If the qualified archaeologist determines the resource(s) to be a "unique archaeological resource" consistent with PRC Section 21083.2 or a "tribal cultural resource" consistent with PRC Section 21074, a Cultural Resources Management Plan shall be prepared by the project archaeologist and submitted to the City Planning Division for approval and subsequent implementation.

During Construction

A. Monitor(s) Shall be Present During Grading/Excavation/Trenching

- The archaeological monitor shall be present full-time during all soil-disturbing and grading/excavation/trenching activities of native soil that could result in impacts to archaeological resources.
- The PI may submit a detailed letter to the lead agency during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present.

B. Discovery Notification Process

- In the event of an archaeological discovery, either historic or prehistoric, the archaeological monitor shall direct the contractor to temporarily divert all soil-disturbing activities, including but not limited to, digging, trenching, excavating, or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the Native American monitor and client, as appropriate.
- The monitor shall immediately notify the PI (unless the monitor is the PI) of the discovery.

C. Determination of Significance

- The PI shall evaluate the significance of the resource. If human remains are involved, the protocol provided in Section D, below, shall be followed.

- The PI shall immediately notify the City of Ontario to discuss the significance determination and shall also submit a letter indicating whether additional mitigation is required.
- If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) and obtain written approval from the City of Ontario to implement that program. In the event that prehistoric deposits are discovered, the ADRP should also be reviewed by the Native American consultant/monitor. Impacts to significant resources must be mitigated before ground-disturbing activities in the area of discovery will be allowed to resume.
- If the resource is not significant, the PI shall submit a letter to the City of Ontario indicating that artifacts will be collected, curated, and documented in the final monitoring report. The letter shall also indicate that that no further work is required.

D. Discovery of Human Remains

- If human remains are discovered, work shall halt in that area until a determination can be made regarding the provenance of the human remains; and the following procedures as set forth in CEQA Section 15064.5(e), the California PRC (Section 5097.98), and the State Health and Safety Code (Section 7050.5) shall be undertaken:
- Notification
  - The archaeological monitor shall notify the PI if the monitor is not qualified as a PI.
  - The PI shall notify the Coroner's Division of the San Bernardino County Sheriff's Department after consultation with the City of Ontario, either in person or via telephone.
- Isolate discovery site
  - Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the sheriff-coroner in consultation with the PI concerning the provenance of the remains.
  - The sheriff-coroner, in consultation with the PI, will determine the need for a field examination to determine the provenance.

- If a field examination is not warranted, the sheriff-coroner will determine, with input from the PI, if the remains are or are most likely to be of Native American origin.

- If Human Remains are determined to be Native American
  - The medical examiner will notify the NAHC within 24 hours. By law, only the medical examiner can make this call.
  - The NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information.
  - The MLD will contact the PI within 24 hours or sooner after the sheriff/coroner has completed coordination to begin the consultation process in accordance with CEQA Section 15064.5(e), the California PRC, and the State Health and Safety Code.
  - The MLD will have 48 hours to make recommendations to the property owner or representative for the treatment or disposition with proper dignity of the human remains and associated grave goods.
  - Disposition of Native American human remains will be determined between the MLD and the PI, and, if:
    - The NAHC is unable to identify the MLD; or
    - The MLD failed to make a recommendation within 48 hours after being notified by the NAHC; or
    - The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94(k) by the NAHC fails to provide measures acceptable to the landowner; then
    - Upon the discovery of multiple Native American human remains during a ground-disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree upon the appropriate treatment

measures, the human remains and grave goods buried with the Native American human remains shall be reinterred with appropriate dignity.

- If Human Remains are not Native American
  - The PI shall contact the sheriff-coroner and notify them of the historic era context of the burial.
  - The sheriff-coroner will determine the appropriate course of action with the PI and City staff (PRC 5097.98).
  - If the remains are of historic origin, they shall be appropriately removed and conveyed to the City of Ontario. The decision for internment of the human remains shall be made in consultation with City, the applicant/landowner, and any known descendant group.

Post-Construction

A. Preparation and Submittal of Draft Monitoring Report

- The PI shall submit to the City of Ontario a draft monitoring report (even if negative) prepared in accordance with the agency guidelines, which describes the results, analysis, and conclusions of all phases of the archaeological monitoring program (with appropriate graphics).
  - For significant archaeological resources encountered during monitoring, the ADRP shall be included in the draft monitoring report.
  - Recording sites with the State of California DPR shall be the responsibility of the PI, including the recording (on the appropriate forms-DPR 523 A/B) any significant or potentially significant resources encountered during the archaeological monitoring program.
- The PI shall submit a revised draft monitoring report to the City of Ontario for approval, including any changes or clarifications requested by the City.

B. Handling of Artifacts

- The PI shall be responsible for ensuring that all cultural remains collected are cleaned and cataloged.
- The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that

faunal material is identified as to species; and that specialty studies are completed, as appropriate.

- The cost for curation is the responsibility of the property owner.

C. Curation of Artifacts

- Cultural materials shall be offered to a local museum for permanent curation. If the local museum chooses not to curate the item, it shall be offered to another curation facility that meets the California State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources, as chosen by the City. The PI shall provide a comprehensive final report including a catalog with museum numbers.

D. Final Monitoring Report(s)

- The PI shall submit the approved final monitoring report to the City of Ontario and any interested parties.

Significance After Mitigation

Policy Plan Amendment

Mitigation Measure CUL-3-PPA would require preservation and curation of archeological resources if uncovered during development. Mitigation Measure CUL-3-PPA would reduce potential impacts to archeological resources to a level that is **less than significant**.

Policy Plan Amendment Significance with Mitigation: Less than significant.

Specific Plan

With the implementation of Mitigation Measure CUL-1-SP, impacts to archeological resources would be **less than significant**. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance with Mitigation: Less than significant.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

The 2022 Certified EIR found that grading activities in Ontario would comply with PRC Section 5079.98 so as not to disturb human remains.

Policy Plan Amendment

There are known Native American gravesites and cemeteries in the City, including Bellevue Memorial Park on the north side of G Street, between Benson Avenue and Mountain Avenue. The proposed project in itself does not involve grading activities and would not directly disturb any human remains. Long-term implementation of the proposed project would allow development and redevelopment, including grading, of sensitive areas, possibly disturbing human remains, including those outside of formal cemeteries.

California Health and Safety Code Section 7050.5; CEQA Section 15064.5; and PRC Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Specifically, the California Health and Safety Code requires that if human remains are discovered on a project site, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in PRC Section 5097.98. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Although soil-disturbing activities associated with development in accordance with the proposed project could result in the discovery of human remains, compliance with existing law would ensure that significant impacts to human remains would not occur. Therefore, impacts are **less than significant**.

The proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to human remains compared to the approved project.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan area does not contain a cemetery, and no known cemeteries are within the immediate site vicinity. Field surveys did not identify the presence of any human remains and no human remains are known to exist beneath the surface of the Specific Plan area. Nevertheless, the remote potential exists that human remains may be unearthed during grading and excavation activities associated with construction.

If human remains are unearthed during construction, the construction contractor would be required by law to comply with California Health and Safety Code Section 7050.5 “Disturbance of Human Remains.” According to Section 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American,

the Coroner is required to contact the NAHC by telephone within 24 hours. Pursuant to California Public Resources Code Section 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or their authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code Section 5097.94(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.

With mandatory compliance to California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, any potential impacts to human remains, including human remains of Native American ancestry, that may result from development of the Specific Plan would be **less than significant**. These actions are also required by Mitigation Measure CUL-2-SP, presented previously. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact CUL-3: The proposed project could result in the discovery of human remains; however, compliance with existing law would ensure that significant impacts to human remains would not occur.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant impacts associated with discovery of human remains, and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No additional mitigation measures are warranted.

3.5.6 Cumulative Impact Analysis

The area considered for cumulative impacts is the City of Ontario.

HISTORICAL RESOURCES

Projects in the City could destroy or otherwise diminish the historical significance of historical resources. As described above, historical resources could potentially be impacted with implementation of the Policy Plan Amendment and would be potentially **significant**, and therefore, cumulatively considerable.

ARCHAEOLOGICAL RESOURCES AND HUMAN REMAINS

Projects in the City would disturb soil and thus could damage archaeological resources and/or uncover human remains. Projects in the City of Ontario would comply with federal and state regulations governing the treatment of archeological resources and discovery of human remains. Additionally, Mitigation Measure CUL-3-PPA for the Policy Plan Amendment and Mitigation Measure CUL-2-SP for the Specific Plan would ensure that impacts to archeological resources are **less than significant** and would be less than cumulatively considerable.

Cumulative Impacts: The proposed project could result in potential impacts to historic resources within the City; and therefore, impacts to historic resources are considered cumulatively considerable.

3.5.7 References

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3.6 ENERGY

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the energy implications of the TOP 2050 Policy Plan Amendment and EBPSP (proposed project) in comparison to the current TOP (approved project) and impacts identified in the 2022 Certified EIR. This analysis focuses on energy impacts in a local and regional context. The potential energy impacts of the EBPSP are evaluated at project level, and those of the Policy Plan Amendment are evaluated at a program level. The energy calculation sheets for the Policy Plan Amendment are included in Appendix C1. The analysis for the EBPSP is based on the EBPSP Energy Analysis in Appendix C5.

TERMINOLOGY

The following are definitions for terms used throughout this section.

- **BTU:** British thermal unit; a standard unit of measurement that is used to represent the energy content of heating fuels (e.g., natural gas, propane) and is equal to the amount of heat needed to raise the temperature of one pound of water by one degree Fahrenheit.
- **CALGreen:** California Green Building Code (California Code of Regulations [CCR], Title 24, Part 11); encompasses Part 11 of the California Building Standards Code and stipulates water, waste, and design efficiencies as well as electric vehicle charging standards.
- **CEC:** California Energy Commission; a State agency within the California Natural Resources Agency that sets energy policy and building energy efficiency standards, develops the State's energy growth demand projections, engages in long-term power generation resource planning, and approves power plant siting.
- **CPUC:** California Public Utilities Commission; an independent State regulatory commission that oversees investor-owned utilities (e.g., electric, gas, water, telecommunications) by setting rates and procurement requirements in alignment with CEC energy policy and California Independent System Operator grid operations.
- **CBSC:** California Building Standards Code; includes all individual parts of CCR Title 24.
- **Energy Code:** California Building Energy Efficiency Standards (24 CCR Part 6); encompasses Part 6 of the CBSC, which stipulates energy-efficiency standards for new projects.
- **kWh:** Kilowatt-hour, a standard unit of measurement that is used to represent the amount of electricity consumed or supplied and is equivalent to approximately 3,412 British thermal units (BTU).
- **MWh:** Megawatt-hour; one MWh is equal to 1,000 kWh.
- **GWh:** Gigawatt-hour; one GWh is equal to 1,000 MWh or 1,000,000 kWh.
- **VMT:** Vehicle miles traveled.

3.6.1 Regulatory Framework

FEDERAL

Federal, state, and local laws, regulations, plans, or guidelines related to energy that are potentially applicable to the proposed project are summarized herein.

Federal Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 was established in response to the 1973 oil crisis. The act created the Strategic Petroleum Reserve, established vehicle fuel economy standards, and prohibited the export of U.S. crude oil (with a few limited exceptions). It also created Corporate Average Fuel Economy (CAFE) standards for passenger cars starting in model year 1978. The CAFE Standards are updated periodically to account for changes in vehicle technologies, driver behavior, and/or driving conditions.

The federal government issued new CAFE standards in 2012 for model years 2017 to 2025, which required a fleet average of 54.5 miles per gallon (mpg) in 2025. On March 30, 2020, the US Environmental Impact Agency (EPA) finalized updated CAFE and greenhouse gas (GHG) emissions standards for passenger cars and light trucks and established new standards covering model years 2021 through 2026, known as the Safer Affordable Fuel Efficient (SAFE) Vehicles Final Rule for Model Years 2021 to 2026.

On June 7, 2024, National Highway Traffic Safety Administration (NHTSA) announced final CAFE standards for passenger cars and light trucks built in model years 2027 to 2031 and final fuel efficiency standards for heavy-duty pickup trucks and vans built in model years 2030 to 2035. The final rules establish standards that would require an industry fleetwide average of approximately 50.4 mpg for passenger cars and light trucks in model year 2031, by increasing fuel economy by 2 percent year over year for passenger cars (model years 2027–2031) and for light trucks (model years 2029–2031). For heavy-duty pickup trucks and vans, the final rule would increase fuel efficiency at a rate of 10 percent per year (model years 2030–2032) and 8 percent per year (model years 2033–2035) (NHTSA 2024).

Multi-pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles

In 2024, the EPA issued a final rule, “Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles,” that sets new, more protective standards to reduce harmful air pollutant emissions from light-duty and medium-duty vehicles starting with model year (MY) 2027 (USEPA 2025a).

2025 Rollback of CAFE and Federal Fuel Standards

While both the new CAFE standards and fuel standard are currently in effect, the Trump Administration directed the Department of Transportation to rescind and replace all existing CAFE standards and emissions standards on January 29, 2025. This action targeted regulations covering MY 2024 through 2035 for both light-duty and heavy-duty vehicles.

On June 6, 2025, the NHTSA published an interpretive rule that establishes the NHTSA's authority to revise the CAFE standards without consideration of electric vehicles (EV). California currently has no authority to implement these standards.

On June 11, 2025, the NHTSA published the final rule, "Resetting the Corporate Average Fuel Economy Program." This rule does not immediately change current fuel economy standards; however, the rule clarifies the NHTSA's interpretation of its obligations for CAFE standards stemming from the Energy Policy and Conservation Act of 1975 and the Energy Independence and Security Act of 2007. The rule asserts that some regulations, such as those established under previous presidential administrations, improperly considered EVs when identifying the "maximum feasibility" average fuel economy level upon which CAFE standards are developed, thereby establishing a legal foundation for future rollbacks of CAFE standards (NHTSA 2025).

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (Public Law 110-140) seeks to provide the nation with greater energy independence and security by increasing the production of clean renewable fuels; improving vehicle fuel economy; and increasing the efficiency of products, buildings, and vehicles. It also seeks to improve the energy performance of the federal government. The act sets increased corporate average fuel economy standards; the renewable fuel standard; appliance energy-efficiency standards; building energy-efficiency standards; and accelerated research and development tasks on renewable energy sources (e.g., solar energy, geothermal energy, and marine and hydrokinetic renewable energy technologies), carbon capture, and sequestration (USEPA 2025b).

Energy Policy Act of 2005

Passed by Congress in July 2005, the Energy Policy Act includes a comprehensive set of provisions to address energy issues. This Act includes tax incentives for energy conservation improvements in commercial and residential buildings, fossil fuel production and clean coal facilities, and construction and operation of nuclear power plants, among other things. Subsidies are also included for geothermal, wind energy, and other alternative energy producers.

National Energy Policy

Established in 2001 by the National Energy Policy Development Group, the National Energy Policy is designed to help the private sector and state and local governments promote dependable, affordable, and environmentally sound production and distribution of energy for the future. Key issues addressed by the energy policy are energy conservation, repair and expansion of energy infrastructure, and ways of increasing energy supplies while protecting the environment.

Natural Gas Pipeline Safety Act of 1968

The Natural Gas Pipeline Safety Act of 1968 authorizes the United States Department of Transportation to regulate pipeline transportation of flammable, toxic, or corrosive natural gas and other gases as well as the transportation and storage of liquefied natural gas. The Pipeline and Hazardous Materials Safety Administration within the Department of Transportation develops and enforces regulations for the safe, reliable, and environmentally sound operation of the nation's 2.6-million-mile pipeline transportation system.

STATE

Warren-Alquist Act

Established in 1974, the Warren-Alquist Act created the California Energy Commission (CEC) in response to the energy crisis of the early 1970s and the state's unsustainable growing demand for energy resources. The CEC's core responsibilities include advancing State energy policy, encouraging energy efficiency, certifying thermal power plants, investing in energy innovation, developing renewable energy, transforming transportation, and preparing for energy emergencies. The Warren-Alquist Act is updated periodically through legislative bills to address current energy needs and issues. The Warren-Alquist Act is updated annually to address current energy needs and issues, and its latest edition was in January 2023.

California Long-Term Energy Efficiency Strategic Plan

In September 2008, the California Public Utilities Commission (CPUC) adopted the Long-Term Energy Efficiency Strategic Plan, which provides a framework for energy efficiency in California through the year 2020 and beyond. It articulates a long-term vision and goals for each economic sector, identifying specific near-term, midterm, and long-term strategies to assist in achieving these goals. This plan sets the following 4 goals, known as Big Bold Energy Efficiency Strategies, to achieve significant reductions in energy demand:

- All new residential construction in California will be zero net energy by 2020.[1]
- All new commercial construction in California will be zero net energy by 2030.
- Heating, ventilation and air conditioning, commonly referred to as "HVAC," will be transformed to ensure that its energy performance is optimal for California's climate.
- All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.

With respect to the commercial sector, the Long-Term Energy Efficiency Strategic Plan notes that commercial buildings, which include schools, hospitals, and public buildings, consume more electricity than any other end-use sector in California. The commercial sector's 5-billion-plus square feet of space accounts for 38 percent of the state's power use and over 25 percent of natural gas consumption. Lighting, cooling, refrigeration, and ventilation account for 75 percent of all commercial electric use, and space heating, water heating, and cooking account for over 90 percent of gas use. In 2006, schools and colleges were in the top 5 facility types for electricity and gas consumption, accounting for approximately 10 percent of State's electricity and gas use (CPUC 2011).

The CPUC and CEC have adopted the following goals to achieve zero net energy levels by 2030 in the commercial sector:

Goal 1: New construction will increasingly embrace zero net energy performance (including clean, distributed generation), reaching 100 percent penetration of new starts in 2030.

Goal 2: 50 percent of existing buildings will be retrofit to zero net energy by 2030 through achievement of deep levels of energy efficiency and with the addition of clean distributed generation.

Goal 3: Transform the commercial lighting market through technological advancement and innovative utility initiatives.

California Energy Action Plan

The 2008 Energy Action Plan Update provides a status update to the 2005 Energy Action Plan II, which is the state of California's principal energy planning and policy document. The 2008 Update is the latest update and continues the original Energy Action Plan (adopted in 2003), describes a coordinated implementation plan for state energy policies, and identifies specific action areas to ensure that California's energy is adequate, affordable, technologically advanced, and environmentally sound. First-priority actions to address California's increasing energy demands are energy efficiency, demand response (i.e., reduction of customer energy

[1] Zero net energy buildings are buildings where the total amount of energy used by the building on an annual basis is equal to or less than the amount of renewable energy created on the site.

usage during peak periods in order to address system reliability and support the best use of energy infrastructure), and the use of renewable sources of power. If these actions are unable to satisfy the increasing energy and capacity needs, the plan supports clean and efficient fossil-fuel generation.

Renewable Portfolio: Carbon Neutrality Regulations

Senate Bills 1078, 107, X1-2, and Executive Order S-14-08

The California Renewables Portfolio Standard (RPS) was established in 2002 under Senate Bill (SB) 1078 and was amended in 2006, 2011, and 2018. The RPS program requires investor-owned utilities, electric service providers, and community choice aggregators to increase the use of eligible renewable energy resources to 33 percent of total procurement by 2020. Initially under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent and to reach at least 20 percent by December 30, 2010. Executive Order (EO) S 14 08 was signed in November 2008, which expanded the state's Renewable Energy Standard to 33 percent renewable power by 2020. This standard was adopted by the California legislature in 2011 (SB X1-2). The CPUC is required to provide quarterly progress reports on progress toward RPS goals. This has accelerated the development of renewable energy projects throughout the state.

Clean Energy and Pollution Reduction Act

The Clean Energy and Pollution Reduction Act, commonly known by its legislative bill number SB 350, was enacted on October 7, 2015, and expands the RPS by establishing a goal of 50 percent of the total electricity sold to retail customers in California per year by December 31, 2030. In addition, this Act includes the goal to double the energy efficiency savings in electricity and natural gas final end uses (such as heating, cooling, lighting, or class of energy uses upon which an energy efficiency program is focused) of retail customers through energy conservation and efficiency. This Act also requires the CPUC, in consultation with the CEC, to establish efficiency targets for electrical and gas corporations consistent with this goal. This Act also provides for the transformation of the California Independent System Operator (CAISO) into a regional organization to promote the development of regional electricity transmission markets in the western states and to improve the access of consumers served by CAISO to those markets, pursuant to a specified process.

Senate Bill 100

On September 10, 2018, SB 100 was signed into law to replace the Clean Energy and Pollution Reduction Act (SB 350) requirements. Under SB 100, the RPS for public owned facilities and retail sellers consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. Additionally, SB 100 also established a new RPS requirement of 50 percent by

2026. Furthermore, the bill also establishes an overall State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under SB 100, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

The Clean Energy, Jobs, and Affordability Act of 2022

The Clean Energy, Jobs, and Affordability Act of 2022, commonly known as its legislative bill number SB 1020, was signed into law on September 16, 2022. This Act requires renewable energy and zero-carbon resources to supply 90 percent of all retail electricity sales by 2035 and 95 percent by 2040. Additionally, this Act requires all state agencies to procure 100 percent of electricity from renewable energy and zero-carbon resources by 2035.

Energy Storage

California has set ambitious long-term goals for energy storage beyond 2026 to support its clean energy and climate goals. The state aims to reach 100 percent carbon-free electricity by 2045, which will require significant investment in renewable energy sources like wind and solar, as well as energy storage technologies to balance the variability of these sources.

The California Independent System Operator has a total energy storage capacity of more than 3,160 megawatts (MW) as of June 2022 (CAISO 2022). This includes both large-scale and distributed energy storage systems, such as batteries, pumped hydroelectric storage, and thermal storage. CAISO is responsible for managing the electricity grid for much of California, and it has set a target of adding 3,300 MW of additional energy storage capacity by 2024 to support the integration of more renewable energy sources like wind and solar. As part of SB 100, load serving entities (LSE) were required to procure no less than 1.3 gigawatts (GW) of energy storage capacity by 2020, and 3 GW by 2030. Additionally, the CPUC has established a target of 15 GW of energy storage capacity by 2030 (CPUC 2022).

The Integrated Resource Plan

CAISO develops a coordinated grid management plan to integrate the generation and storage capacities of LSEs, called the Integrated Resource Plan (IRP). The IRP is a comprehensive planning document that outlines CAISO's forecasts for electricity demand, supply, and transmission needs over a 20-year planning horizon, as well as its strategies for integrating renewable energy resources and other grid services to meet those needs. The plan is developed in collaboration with LSEs, regulators, and other stakeholders, and is updated periodically to reflect changes in the energy landscape and evolving policy goals. Overall, the IRP plays a critical role in ensuring the reliability and resilience of California's electricity grid as the state continues to transition to a cleaner and more sustainable energy system.

When an individual battery energy storage (BES) facility or generation infrastructure (i.e., solar panels) comes online in California, it is typically included in the IRP through a process known as the Interconnection Queue. The Interconnection Queue is managed by the CAISO, which oversees the operation of the State's electricity grid.

The Interconnection Queue

The Interconnection Queue is an application process that functions as a waiting list of proposed electricity generation and storage projects that are seeking to connect to the grid. When a new BES facility or generation infrastructure is proposed, the developer submits an application to CAISO to request an interconnection to the grid. CAISO evaluates the application to ensure that the facility meets technical and operational requirements, such as voltage regulation and frequency response, and that it can be integrated effectively into the grid.

Once the BES facility or generation infrastructure is approved by CAISO, it is assigned a point of interconnection on the grid, and its output is added to the IRP as a resource that can provide electricity and other grid services, such as frequency regulation or ramping support. The facility is then dispatched by CAISO based on its bids into the day-ahead and real-time electricity markets, and its output is used to help balance supply and demand on the grid in real-time.

Overall, the interconnection queue is an important mechanism for integrating new BES facilities and other electricity resources into the California grid, and for ensuring that the grid remains reliable and resilient as the state continues to transition to a cleaner and more sustainable energy system.

Energy-Related Regulations

Table 3.6-1, *State Energy Efficiency Regulations*, provides a summary list of energy-efficiency regulations in California that apply to individual development projects.

Table 3.6-1 State Energy Efficiency Regulations

Regulation	Summary
Title 20 Appliance Energy Efficiency	California's Appliance Efficiency Regulations contain energy performance, energy design, water performance, and water design standards for appliances (including refrigerators, ice makers, vending machines, freezers, water heaters, fans, boilers, washing machines, dryers, air conditioners, pool equipment, and plumbing fittings) that are sold or offered for sale in California (California Code of Regulations [CCR] Title 20, Parts 1600–1608). These standards are updated regularly to allow consideration of new energy efficiency technologies and methods (CEC 2017).

Table 3.6-1 State Energy Efficiency Regulations

Regulation	Summary
24 CCR Part 6, Building Energy Efficiency Standards	The California Energy Code establishes statewide energy efficiency requirements for new and renovated buildings, and is codified in Title 24, Part 6 of the CCR. Energy conservation standards for new residential and non-residential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 and most recently updated in 2024 (24 CCR Part 6). Title 24, Part 6 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The CEC adopted the 2025 Building Energy Efficiency Standards on September 11, 2024, which were approved by the California Building Standards Commission and became effective January 1, 2026. These standards build on the 2022 Code by expanding requirements for energy-efficient electric heat pumps, electric-ready buildings, updated photovoltaic (PV) and battery storage provisions, and stronger ventilation standards to further improve energy efficiency and indoor air quality (CEC 2024).
24 CCR Part 11, Green Building Standards	On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (24 CCR, Part 11, known as "CALGreen") was adopted as part of the California Building Standards Code. It includes mandatory requirements for new residential and nonresidential buildings throughout California. CALGreen is intended to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the directives by the Governor. The mandatory provisions of CALGreen became effective January 1, 2011. Overall, the code is established to reduce construction waste, make buildings more efficient in the use of materials and energy, and reduce environmental impact during and after construction. CALGreen contains requirements for construction site selection, stormwater control during construction, construction waste reduction, indoor water use reduction, material selection, natural resource conservation, site irrigation conservation, and more. The code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The code also requires building commissioning, which is a process for verifying that all building systems (e.g., heating and

Table 3.6-1 State Energy Efficiency Regulations

Regulation	Summary
	cooling equipment and lighting systems) are functioning at their maximum efficiency (24 CCR Part 11). The CEC adopted the final code language for the 2025 CALGreen standards on September 11, 2024. The 2025 CALGreen standards replaced the 2022 CALGreen and became effective on January 1, 2026.
Assembly Bill 1493 (Pavley Law)	California vehicle GHG emission standards were enacted under Assembly Bill (AB) 1493 (Pavley I). Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016 and is anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implements the Pavley I standards through a waiver granted to California by the EPA. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model year 2017 through 2025 light-duty vehicles (see also the discussion on the update to the CAFE standards under *Federal*, above). In January 2012, the California Air Resources Board (CARB) approved the Pavley Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards. Under California's Advanced Clean Car program, by 2025, new automobiles will have emitted 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions (CARB 2017).
13 CCR Chapter 9, Article 4.8, Section 2449	Section 2449 of the CCR, Title 13, Chapter 9, Article 4.8 was adopted on May 2, 2008, and limits non-essential idling of fleets to no more than five consecutive minutes at any location. This idling restriction applies to all vehicles in California with a diesel-fueled or alternative diesel-fueled off-road engine, unless a waiver provides sufficient justification that such idling is necessary.
Advanced Clean Cars II	On September 23, 2020, EO N-79-20 was issued, which sets a time frame for the transition to zero-emission (ZE) passenger vehicles and trucks in addition to off-road equipment. It directs CARB to develop and propose the following: ▪ Passenger vehicle and truck regulations requiring increasing volumes of new zero-emission vehicles (ZEV) sold in California toward the target of 100 percent of in-state sales by 2035. ▪ Medium- and heavy-duty vehicle regulations requiring increasing volumes of new ZE trucks and buses sold and operated in California toward the target of 100 percent of the fleet transitioning to ZEVs by 2045 everywhere feasible, and for all drayage trucks to be ZE by 2035.

Table 3.6-1 State Energy Efficiency Regulations

Regulation	Summary
	▪ Strategies to achieve 100 percent zero emissions from all off-road vehicles and equipment operations in California by 2035, in cooperation with other State agencies, the EPA, and local air districts. On August 25, 2022, CARB adopted the Advanced Clean Cars II regulations that codify the EO goal of 100 percent of in-state sales of new passenger vehicles and trucks be ZE by 2035. Starting in year 2026, Advanced Clean Cars II requires that 35 percent of new vehicles sold be ZE or plug-in hybrids, which is still in effect at the time of this writing.
Advanced Clean Trucks	In March 2021, CARB approved the Advanced Clean Trucks (ACT) regulation to accelerate the transition to zero-emission Class 2b and Class 8 medium- and heavy-duty trucks through manufacturer sales requirements. The regulation has two components including a manufacturer sales requirement, and a reporting requirement: ▪ ZE Truck Sales: Manufacturers who certify Class 2b through 8 chassis or complete vehicles with combustion engines are required to sell ZE trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, ZE truck/chassis sales need to be 55 percent of Classes 2b to 3 truck sales, 75 percent of Classes 4 to 8 straight truck sales, and 40 percent of truck tractor sales. ▪ Company and Fleet Reporting: Large employers including retailers, manufacturers, brokers and others would be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, would be required to report about their existing fleet operations. This information would help identify future strategies to ensure that fleets purchase available ZE trucks and place them in service where suitable to meet their needs. The ACT regulation was granted a separate waiver in 2023 by the Biden administration. On May 22, 2025, the U.S. Senate voted to revoke the waiver granted by the Biden administration for California's ACT rule through House Joint (H.J.) Resolution 87. On June 12, 2025, President Trump formally nullified California's ACT rule. California currently has no authority to implement ACT.
Advanced Clean Fleets	In April 2023, CARB released the Advanced Clean Fleets (ACF) regulation to accelerate the transition to zero-emission medium- and heavy-duty vehicles (CARB 2025). In conjunction with the Advanced Clean Trucks regulation, the ACF regulations helps to ensure that medium- and heavy-duty ZEVs are brought to the market, by requiring certain fleets to purchase ZEVs. The ACF ZEV phase-in approach which provides initial focus where the best fleet electrification opportunities exist, sets clear targets for regulated fleets to make a full conversion to ZEVs, and creates a

Table 3.6-1 State Energy Efficiency Regulations

Regulation	Summary
	catalyst to accelerate development of a heavy-duty public infrastructure network. The ACF regulations cover four main elements: ▪ **Manufacturer sales mandate.** Manufacturers may sell only zero-emission medium- and heavy-duty vehicles starting in 2036. ▪ **Drayage fleets.**[2] Beginning January 1, 2024, trucks must be registered in the CARB Online System to conduct drayage activities in California. Non-zero-emission "legacy" drayage trucks may register in the CARB Online System through December 31, 2023. Legacy drayage trucks can continue to operate through their minimum useful life. Beginning January 1, 2024, only zero-emission drayage trucks may register in the CARB Online System. All drayage trucks entering seaports and intermodal railyards would be required to be zero-emission by 2035. ▪ **High priority and federal fleets.** High priority and federal fleets must comply with the Model Year Schedule or may elect to use the optional ZEV Milestones Option to phase in ZEVs into their fleets: o Model Year Schedule: Fleets must purchase only ZEVs beginning 2024 and, starting January 1, 2025, must remove internal combustion engine vehicles at the end of their useful life as specified in the regulation. o ZEV Milestones Option (Optional): Instead of the Model Year Schedule, fleets may elect to meet ZEV targets as a percentage of the total fleet starting with vehicle types that are most suitable for electrification. ▪ **State and local agencies.** State and local government fleets, including city, county, special district, and State agency fleets, would be required to ensure 50 percent of vehicle purchases are ZE beginning in 2024 and 100 percent of vehicle purchases are ZE by 2027. Small government fleets (10 or fewer vehicles) and those in designated counties would start their ZEV purchases beginning in 2027. Alternately, State and local government fleet owners may elect to meet ZEV targets using the ZEV Milestones Option. State and local government fleets may purchase either ZEVs or near-ZEVs, or a combination of ZEVs and near-ZEVs, until 2035. Starting in 2035, only ZEVs will meet the requirements.

[2] Drayage trucks are in-use class 7 and 8 on-road vehicles that transport containers and bulk goods to and from seaports and intermodal railyards. Land ports of entry, which provide controlled entry to or departure from the United States, are not considered seaports or intermodal railyards.

Table 3.6-1 State Energy Efficiency Regulations

Regulation	Summary

	The ACF regulations would also establish requirements that transform the medium- and heavy-duty vehicle sector and demonstrate independent utility through achievement of the following objectives:
	▪ Achieve criteria and GHG emissions reductions consistent with the goals identified in the State Implementation Plan Strategy and Scoping Plan.
	▪ Provide emissions reductions in disadvantaged communities, thereby supporting the implementation of AB 617 (Garcia, C., Chapter 136, Statutes of 2017).
	▪ Support the goals of EO N-79-20 which calls for accelerated ZEV deployment with these targets:
	  ○ 100 percent ZE drayage by 2035
	  ○ 100 percent ZE trucks and buses where feasible by 2045
	▪ Ensure requirements, such as ZEV deployment schedules and related infrastructure build-out, are technologically feasible, cost-effective, and support market conditions.
	▪ Lead the transition away from petroleum fuels and towards electric drivetrains.
	▪ Contribute to achieving carbon neutrality in California pursuant to SB 100 and in accordance with EO B-55-18.
	▪ Mindfully set requirements to allow time for public ZE infrastructure buildout for smaller fleets or for regional haul applications who would be reliant on a regional network of public chargers.
	▪ Ensure manufacturers and fleets work together to place ZEVs in service suitably and successfully as market expands.
	▪ Establish a fair and level playing field among fleet owners.
	▪ Craft projects in a way that ensures institutional capacity for CARB to manage, implement, and enforce requirements.
	
	As of this writing, the ACF remains in effect; however, the Drayage Fleet and High-Priority Private Fleet rules may not be enforceable unless the State's Clean Air Act Waiver is resubmitted to and approved by the EPA.

Small Off-Road Engine Regulations	Small Off-Road Engines (SORE) Regulation applies to spark-ignition engines rated at or below 19 kilowatts (25 horsepower), including lawn and garden, industrial, logging, airport ground support, and commercial utility equipment, golf carts, and specialty vehicles. CARB's SORE Regulation, last amended in December 2021, establishes new emission standards starting with the 2024 model year of zero grams of exhaust and

Table 3.6-1 State Energy Efficiency Regulations

Regulation	Summary
	evaporative emissions per kilowatt-hour, effectively requiring zero-emission or electric engines for those subject to the SORE Regulation.

LOCAL

City of Ontario 2022 Community Climate Action Plan

The City of Ontario adopted a Community Climate Action Plan (CCAP) in August 2022. The purpose of the CCAP is to implement a plan to reduce GHG emissions to achieve SB 32 emission reduction targets by year 2030 and additional reductions beyond year 2030. The CCAP is an update to the 2014 Community Climate Action Plan and provides an updated emissions inventory, emissions forecast, and reduction strategy analysis. The CCAP is consistent with Section 15183.5 of the CEQA Guidelines through 2030 because the emissions reductions demonstrated therein are consistent with statewide 2030 reduction targets; however, the CCAP's post-2030 reduction targets predate and are not aligned with the State's current 2045 emission reduction targets and carbon neutrality goal (Ontario 2022). The CCAP provides a strategic roadmap for reducing GHG emissions generated in Ontario through measures that include improving energy efficiency, reducing nonrenewable energy consumption, and promoting the consumption of renewable energy.

City of Ontario Municipal Code

The City's municipal code is organized by volume, title, chapter, and article. The following regulations relate to energy impacts.

- **Volume II, Title 8, Building Regulations,** adopts the 2022 California Building Code.
- **Volume II, Title 8, Chapter 9, Electric Vehicle Charging Stations,** provides requirements for electric vehicle charging stations as well as expedited permit review and inspection requirements by the Building Department.
- **Volume II, Title 8, Chapter 10, Energy Code,** adopts the 2022 California Energy Code.

3.6.2 Existing Conditions

POLICY PLAN AMENDMENT

Electricity

The plan area is in Southern California Edison's (SCE) service area, which spans much of southern California from Orange and Riverside counties on the south to Santa Barbara County on the west to Mono County on the north (SCE 2025). Total electricity demand in the SCE service area for the county was 16.206 billion kWh for 2024 (CEC 2025a).

Sources of electricity sold by SCE in 2023 were (CEC 2025b):

- 37.6 percent eligible renewable resources:
  - 0.1 percent biomass and biowaste
  - 5.2 percent geothermal
  - 0.7 percent small hydroelectric
  - 19.8 percent solar
  - 11.7 percent wind
- 13.5 percent eligible carbon-free resources:
  - 4.5 percent large hydroelectric
  - 9.1 percent nuclear
- 48.8 percent non-RPS eligible resources:
  - 0 percent coal
  - 20 percent natural gas
  - 0.1 percent other
  - 28.8 percent unspecified power (i.e., not traceable to specific sources)

Natural Gas

The Southern California Gas Company (SoCalGas) provides natural gas to the City of Ontario. SoCalGas' service area spans much of the southern half of California, from Imperial County on the southeast to San Luis Obispo County on the northwest, to part of Fresno County on the north, to Riverside County and most of San Bernardino County on the east (CEC 2022). Total natural gas consumption in SoCalGas's service area for the county was approximately 547.2 million therms in 2024 (CEC 2025c).

Transportation Fuels

California is one of the top consumers of fuel for transportation. The CEC produces a California Annual Retail Fuel Outlet Report every year, which is a compilation of gasoline and diesel fuel sales across the state, available at the county level. According to the CEC, San Bernardino County fuel sales totaled an estimated 920 million gallons of gasoline and 390 million gallons of diesel fuel in 2024 (CEC 2025d).

SPECIFIC PLAN

Electricity

Electrical service to the Specific Plan area is provided by SCE. Existing power poles are located adjacent to the Specific Plan area along Eucalyptus Avenue and on the east side of Walker Avenue, and within the Specific Plan boundary along Grove Avenue, and Bon View Avenue.

Natural Gas

SoCalGas provides gas service to the Specific Plan area. Gas lines currently exist in Eucalyptus Avenue (3 inch and 12 inch), Bon View Avenue (2 inch and 12 inch), Grove Avenue (4 inch), and Walker Avenue (2 inch).

Transportation Fuels

Diesel fuel is supplied by a number of existing industrial fuel providers serving the region.

3.6.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to energy if it would:

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

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

To determine whether the proposed project would result in wasteful, inefficient, or unnecessary consumption of energy resources, this analysis utilizes the guidance provided in Appendix F,

Energy Conservation, of the CEQA Guidelines as well as the analytical precedent set by *League to Save Lake Tahoe Mountain etc. v. County of Placer* (2022) (75 Cal.App.5th 63, 164–168).

Based on CEQA Guidelines Appendix F, Energy Conservation, to ensure energy implications are considered in project decisions, CEQA identifies that EIRs include a discussion of the potential impacts of proposed projects, with particular emphasis on avoiding or reducing wasteful, unnecessary, or inefficient use of energy resources as applicable. Environmental effects may include the proposed project's energy requirements and its energy use efficiencies by amount and fuel type during demolition, construction, and operation; the effects of the proposed project on local and regional energy supplies; the effects of the proposed project on peak and base period demands for electricity and other forms of energy; the degree to which the proposed project complies with existing energy standards; the effects of the proposed project on energy resources; and the proposed project's projected transportation energy use requirements and its overall use of efficient transportation alternatives, if applicable.

To assist in analyzing whether the proposed project's energy consumption is considered wasteful, inefficient, or unnecessary, the following energy conservation goals from Appendix F of the CEQA Guidelines are used:

- Decrease overall per capita energy consumption.
- Decrease reliance on fossil fuels such as coal, natural gas, and oil.
- Increase reliance on renewable energy sources.

It is important to note that these energy conservation goals are not used herein as bright-line significance thresholds but as an informative guide in assessing whether the proposed project could result in a potentially significant energy impact. In other words, even though a project may result in an increase in per capita energy consumption, that does not necessarily mean that the project would result in wasteful, inefficient, or unnecessary energy consumption because the consumption of energy alone does not constitute the wasteful, inefficient, or unnecessary use of energy resources. Therefore, this analysis focuses on whether the use of that energy resource is carried out in a wasteful, inefficient, or unnecessary manner in the context of the Appendix F energy conservation goals and explores whether mitigation may be warranted to ensure that the use of energy resources is not considered wasteful, inefficient, or unnecessary.

METHODOLOGY

Policy Plan Amendment

Community Emissions

The provided energy and fuel usage information for the proposed project is based on the following.

- **Energy (Natural Gas and Electricity)**: Energy use for residential and nonresidential land uses in the plan area were estimated based on the energy forecast without state actions conducted for the emissions inventory for the Community Climate Action Plan (2022). Forecasts for the proposed project were adjusted for increases in dwelling units for residential energy usage and non-residential square footage for non-residential energy usage in the city.
- **On-Road Fuel Use:** Fuel use was based on origin-destination method VMT provided by Fehr & Peers and modeled using CARB's EMFAC2021 V.1.0.2 web database for calendar year 2050 emission rates.

Specific Plan

CalEEMod

Information from the CalEEMod Version 2022.1 outputs from the EBPSP Air Quality Technical Study was utilized in this analysis, detailing project-related construction equipment, transportation energy demands, and facility energy demands (Appendix C5).

Emission Factors Model

On May 2, 2022, the EPA approved the 2021 version of the EMissions FACtor model (EMFAC2021) web database for use in State Implementation Plan and transportation conformity analyses. EMFAC2021 is a mathematical model that was developed to calculate emission rates, fuel consumption, VMT from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by CARB to project changes in future emissions from on-road mobile sources. On November 21, 2025, the EPA approved the use of EMFAC 2021 off-model adjustment factors. These adjustment factors remove the estimated emission benefits that were attributed to California's Advanced Clean Trucks, Zero-Emission Airport Shuttle, Heavy-Duty Vehicle and Engine Emission Warranty and Maintenance Provisions, and Heavy Duty Omnibus regulations from EMFAC 2021. Because the preemption waivers for these regulations no longer have effect, these regulations are no longer enforceable. Any effects on fuel efficiency are unknown and unquantifiable at this time.

The EBPSP Energy Study utilizes the different fuel types for each vehicle class from the annual EMFAC2021 emission inventory in order to derive the average vehicle fuel economy which is then used to determine the estimated annual fuel consumption associated with vehicle usage during construction and operational activities. For purposes of analysis, the 2027 through 2029 analysis years were utilized to determine the average vehicle fuel economy (Appendix C5).

3.6.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.6.5 Environmental Impacts

2022 Certified EIR

The 2022 Certified EIR identified that the approved project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. The approved project includes policies related to land use and transportation planning and design, energy efficiency, public and active transit, and renewable energy generation that minimize building and transportation-related energy demands overall and demands on nonrenewable sources of energy.

The 2022 Certified EIR identified that implementation of the approved project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The approved project includes an Environmental Resources Element and Safety Element that supports the statewide goal of transitioning the electricity grid to renewable sources and employ best practices regarding energy-saving standards.

Proposed Project

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?

The 2022 Certified EIR identified that the approved project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.

CONSTRUCTION ENERGY USE

Policy Plan Amendment

Development projects constructed under the proposed project would create temporary demand for electricity. Natural gas is not generally required to power construction equipment, and its use is not anticipated during construction phases. Electricity use would fluctuate according to the phase of construction. Additionally, it is anticipated that most electric-powered

construction equipment would be hand tools (e.g., power drills, table saws, compressors) and lighting, which would use minimal electricity during construction activities.

Construction of development projects facilitated by the proposed project would also temporarily increase demands for energy associated with transportation fuels. Transportation energy use depends on the type and number of trips, VMT, fuel efficiency of vehicles, and travel mode. Energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel or gasoline fuel. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. It is anticipated that most off-road construction equipment, such as those used during demolition and grading, would be gasoline or diesel powered. In addition, operation of construction equipment would cease upon completion of construction for individual development projects. Moreover, the construction contractors would be required to minimize nonessential idling of construction equipment during construction in accordance with the CCR Title 13, Chapter 9, Article 4.8, Section 2449. Such required practices would limit wasteful and unnecessary energy consumption.

Overall, the proposed project does not envision any unusual development or project characteristics that require less energy-efficient construction equipment. Construction processes would be comparable to those used at similar sites citywide and projects accommodated under the approved project. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to that of the approved project and impacts identified in the 2022 Certified EIR. Accordingly, the proposed project would not result in wasteful, inefficient, or unnecessary consumption of fuel use during construction. Impacts would be **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Electricity Usage

The total construction electricity usage is the summation of the products of the power cost by the utility provider cost per kWh of electricity. Total electricity usage from on-site EBPSP construction-related activities is estimated to be approximately 886,886 kWh.

Equipment Fuel Consumption

Fuel consumed by construction equipment would be the primary energy resource expended over the course of construction associated with EBPSP. Construction activities would consume an estimated total of 311,914 gallons of diesel fuel.

Worker Fuel Estimates

It is assumed that 50 percent of all worker trips are from light-duty-auto vehicles (LDA), 25 percent are from light-duty-trucks (LDT1[3]), and 25 percent are from light-duty-trucks (LDT2[4]). Approximately 269,810 gallons of fuel would be consumed related to construction worker trips during full construction.

Vendor and Hauling Fuel Estimates

It is assumed that 50 percent of all vendor trips are from medium-heavy-duty trucks (MHDT) and 50 percent of vendor trips are from heavy-heavy-duty trucks (HHDT). All hauling trips were assumed to be performed by HHDT vehicles. Approximately 214,130 gallons of fuel would be consumed related to construction vendor and hauling trips during full construction.

Construction Energy Efficiency/Conservation Measures

Starting in 2014, CARB adopted the nation's first regulation aimed at cleaning up off-road construction equipment such as bulldozers, graders, and backhoes. These requirements ensure fleets gradually turn over the oldest and dirtiest equipment to newer, cleaner models and prevent fleets from adding older, dirtier equipment. Therefore, the equipment used for EBPSP construction would conform to CARB regulations and California emissions standards. It should also be noted that there are no unusual characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in the construction of the EBPSP would therefore not result in wasteful, inefficient, or unnecessary consumption of fuel.

Construction contractors would be required to comply with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other toxic air contaminants. Compliance with anti-idling and emissions regulations would result in a more efficient use of construction-related energy and the minimization or elimination of wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additional construction-source energy efficiencies would occur due to required California regulations and best available control measures (BACM). For example, 13 CCR

[3] Vehicles under the LDT1 category have a gross vehicle weight rating (GVWR) of less than 6,000 lbs. and equivalent test weight (ETW) of less than or equal to 3,750 lbs.

[4] Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.

Section 2449(d)(3), Idling, limits idling times of construction vehicles to no more than 5 minutes, precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Section 2449(d)(3) requires that grading plans reference the requirement that a sign shall be posted on-site stating that construction workers need to shut off engines at or before 5 minutes of idling. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials and/or in response to citizen complaints.

In general, commercial construction processes promote conservation and efficient use of energy by reducing raw materials demands, with related reduction in energy demands associated with raw materials extraction, transportation, processing, and refinement. Use of materials in bulk for large-scale projects reduces energy demands associated with preparation and transport of construction materials as well as the transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations.

Summary

EBPSP land uses would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the CCR Title 24 energy efficiency standards (Part 6 and Part 11 of the California Building Standards Code). Title 24 standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building.

Due to the temporary nature of construction and the financial incentives for developers and contractors to use energy-consuming resources in an efficient manner, the construction phase would not result in wasteful, inefficient, or unnecessary consumption of energy. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, impacts would be **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact ENE-1: The proposed project would not result in significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant energy impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

OPERATION ENERGY USE

Policy Plan Amendment

Operation of potential future development accommodated under the proposed project would create additional demands for energy resources compared to existing conditions. Operational use of electricity and heating fuels (e.g., natural gas) would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems; use of on-site equipment and appliances; lighting; and charging electric vehicles. Land uses accommodated under the proposed project would also result in additional demands for transportation fuels (e.g., gasoline, diesel, compressed natural gas, and electricity) associated with on-road vehicles.

Nontransportation Energy

Electrical service to future individual development projects in the City would be provided by SCE through connections to existing off-site electrical lines and new on-site infrastructure. As shown in Table 3.6-2, *Year 2050 Policy Plan Amendment Forecast Electricity Consumption*, by horizon year 2050, electricity use in the Ontario under the proposed project is estimated to increase by 92,312,370 kWh/year, or approximately 3 percent, compared to the approved project.

Table 3.6-2 Year 2050 Policy Plan Amendment Forecast Electricity Consumption

Area	Electricity Usage (kWh per Year)		
	Current TOP[1]	Policy Plan Amendment[2]	Net Change
Residential	815,532,580	860,880,738	45,348,158
Nonresidential	2,858,631,210	2,905,595,423	46,964,213
Total	**3,674,163,790**	**3,766,476,160**	**92,312,370**

Source: Appendix C1.

1. Electricity usage based on emissions inventory from Community Climate Action Plan (2022), excludes State actions.

2. Residential and nonresidential energy forecasts are adjusted for increases in dwelling units and increases in nonresidential square footage in the plan area. Forecasts do not account for reductions due to increase in energy efficiency from compliance with future Building Energy Efficiency Standards and updates to CALGreen.

As shown in Table 3.6-3, *Year 2050 Policy Plan Amendment Forecast Natural Gas Consumption*, natural gas use under the proposed project would increase by 3,416,970 therms annually, or approximately 3 percent, compared to the approved project. While the electricity and natural gas demand would both slightly increase for the City compared to the estimates for the

approved project, developments accommodated under the proposed project would continue to be required to comply with the current and future updates to the Building Energy Efficiency Standards and CALGreen, which would contribute to reducing the energy demands shown in the table. New and replacement buildings in compliance with these standards would generally have greater energy efficiency than existing buildings. It is anticipated that each update to the Building Energy Efficiency Standards and CALGreen would result in greater building energy efficiency and move closer to buildings achieving zero net energy.

Table 3.6-3 Year 2050 Policy Plan Amendment Forecast Natural Gas Consumption

Area	Natural Gas Usage (Therms per Year)		
	Current TOP[1]	Policy Plan Amendment[2]	Net Change
Residential	43,659,430	46,087,138	2,427,708
Nonresidential	60,214,690	61,203,952	989,262
Total	**103,874,120**	**107,291,090**	**3,416,970**

Source: Appendix C1.

1. Natural gas usage based on emissions inventory from Community Climate Action Plan (2022).

2. Residential and nonresidential energy forecasts are adjusted for increases in dwelling units and increases in nonresidential square footage in the plan area. Forecasts do not account for reductions due to increase in energy efficiency from compliance with future Building Energy Efficiency Standards and updates to CALGreen.

In addition to the Building Energy Efficiency Standards and CALGreen, the Policy Plan Amendment includes various goals and policies to increase energy efficiency and reduce wasteful, inefficient, and unnecessary use of energy resources. The Environmental Resources (ER) Element policies ER-3.1 and ER-3.6 would promote applicable energy-saving standards and the use of renewable energy sources (e.g., solar, wind, biomass) in public and private sector development. Policies ER-3.2 and ER-3.4 would encourage implementation of the LEED Neighborhood Development rating system in new communities and LEED Silver Certification for certain new and substantially renovated City buildings. Policy ER-3.3 would require energy-efficient building and site design strategies for future development projects. Encouraging sustainable and energy-efficient building practices and using more renewable energy strategies will further reduce energy consumption in the city and move closer to achieving zero net energy.

Transportation Energy

The growth accommodated under the proposed project would consume transportation energy from the use of motor vehicles (e.g., gasoline, diesel, compressed natural gas, and electricity). Table 3.6-4, *Policy Plan Amendment Operation-Related Annual Fuel Usage,* shows the net

change in VMT, fuel usage, and fuel efficiency under forecast year 2050 of the proposed project compared to the conditions under the approved project.

Table 3.6-4 Policy Plan Amendment Operation-Related Annual Fuel Usage

Fuel Type	Current TOP	Policy Plan Amendment	Net Change from Current TOP
Gasoline			
VMT[1]	3,849,391,590	3,948,781,246	99,389,657
Gallons	118,829,803	121,916,809	3,087,007
Miles per Gallon	32.39	32.39	-0.01
Diesel			
VMT[1]	355,432,627	369,475,972	14,043,345
Gallons	42,804,468	44,511,155	1,706,686
Miles per Gallon	8.30	8.30	0.00
Compressed Natural Gas			
VMT[1]	16,988,288	17,667,531	679,243
Gallons	2,276,309	2,367,323	91,014
Miles Per Gallon	7.46	7.46	0.00
Electricity			
VMT[1]	554,000,244	570,519,511	16,519,267
kWh	346,693,954	358,483,671	11,789,716
Miles per kWh	1.60	1.59	-0.01
Total VMT	4,775,812,748	4,906,444,260	130,631,512

Source: EMFAC 2021 (v.1.0.2); see Appendix C1.

1. Based on daily VMT provided by Fehr & Peers. VMT per year based on a conversion of VMT x 347 days per year to account for less travel on weekends, consistent with CARB statewide GHG emissions inventory methodology (CARB 2008).

As shown in Table 3.6-4, when compared to the approved project, the proposed project would result in an overall increase in VMT for gasoline-, diesel-, compressed natural gas-, and electricity-powered vehicles. Therefore, the proposed project would result in an increase in annual VMT and fuel usage for all vehicles, primarily due to the increase in projected population growth. Fuel efficiency will be the same as the approved project, and implementation of the proposed project would not result in less efficiency in transportation fuel usage.

The overall VMT shown in the Table 3.6-4 would be primarily attributable to the increase in population compared to the approved project. Although fuel efficiency between the proposed project and the approved project would be the same, the VMT per service person (VMT/SP) would slightly increase under the proposed project (see Section 3.17, T*ransportation*, Table

3.17-4, *VMT Comparison of Policy Plan Amendment to TOP 2050*). An increase in VMT/SP suggests more vehicle trips and longer trip distances as the number of residents in employees living and/or working in Ontario increases.

While VMT related to electric vehicles and electricity use are expected to increase under the proposed project compared to the approved project, improvements in electric vehicle energy efficiency are anticipated. Consistent with broader market trends and advancements in energy generation, a greater share of electricity used to power electric vehicles is anticipated to be derived from renewable sources in future years, such as onsite photovoltaic systems, community choice aggregation programs, and utility-supplied renewable electricity.

The Policy Plan Amendment also includes various policies that contribute to minimizing overall VMT, and thus fuel usage. These proposed policies focus on minimizing VMT through land use and transportation planning efforts that work in combination. The Mobility (M) Element policy M-3.3 and Land Use (LU) Element policies LU-1.4, LU-1.5, and LU-1.6, focus on situating residential development near commercial land uses to promote public transit use. Policies M-2.1, M-2.2, M-2.3, and M-2.4, and Community Design (CD) Element policy CD-3.2 would promote improvements for public transportation and active transit (e.g., biking and walking) infrastructure in the City. Locating residential and nonresidential uses near one another through mixed-use development can shorten distances between homes, jobs, and amenities, reducing average vehicle trip lengths and overall VMT. These shorter distances can also encourage walking, biking, and public transit use, further minimizing VMT.

Summary

Overall, implementation of TOP 2050 policies, together with applicable federal, State, and local regulations, would ensure that energy demand from future growth is not inefficient, wasteful, or unnecessary. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and that identified in the 2022 Certified EIR. Therefore, energy impacts associated with implementation and operation of land uses accommodated under the proposed project would be **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Transportation Energy Demands

Annual vehicular trips and related VMT generated by the operation of the EBPSP would result in a fuel demand of 4,213,944 gallons.

Fuel would be provided by current and future industrial vendors. Trip generation and VMT generated by the EBPSP are consistent with other industrial uses of similar scale and

configuration, as reflected, respectively, in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th ed.) and CalEEMod. Therefore, operations would not result in excessive and wasteful vehicle trips and VMT, nor excess and wasteful vehicle energy consumption compared to other industrial uses.

It should be noted that the State strategy for the transportation sector for medium- and heavy-duty trucks is focused on making trucks more efficient and expediting truck turnover rather than reducing VMT from trucks. This is in contrast to the passenger vehicle component of the transportation sector, where both per-capita VMT reductions and an increase in vehicle efficiency would be needed to achieve the overall state emissions reductions goals.

Heavy-duty trucks involved in goods movements are generally controlled on the technology side and through fleet turnover of older trucks and engines to newer and cleaner trucks and engines. The first battery-electric heavy-heavy duty trucks are being tested this year, and South Coast Air Quality Management District (AQMD) is looking to integrate this new technology into large-scale truck operations. The following state strategies reduce GHG emissions from the medium- and heavy-duty trucks and would also contribute to reductions in transportation-related energy consumption:

- **CARB's Mobile Source Strategy** focuses on reducing GHGs through the transition to zero and low emission vehicles and from medium-duty and heavy-duty trucks.
- **CARB's Sustainable Freight Action Plan** establishes a goal to improve freight efficiency by 25 percent by 2030, deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.
- **CARB's Emissions Reduction Plan** for Ports and Goods Movement (Goods Movement Plan) in California focuses on reducing heavy-duty truck-related emissions, fleet turnover, truck retrofits, and restriction on truck idling (CARB 2006). While the focus of Goods Movement Plan is to reduce criteria air pollutant and air toxic emissions, the strategies to reduce these pollutants would also generally have a beneficial effect in reducing GHG emissions.
- **CARB's On-Road Truck and Bus Regulation (2010)** requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. As of January 1, 2023, nearly all trucks and buses have 2010 model year engines or equivalent.
- **CARB's Heavy-Duty (Tractor-Trailer) GHG Regulation** requires SmartWay tractor trailers that include idle-reduction technologies, aerodynamic technologies, and low-rolling resistant tires that would reduce fuel consumption and associated GHG emissions.

Enhanced fuel economies realized pursuant to federal and state regulatory actions and the transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels,

hydrogen cells) would likely decrease future gasoline fuel demands per VMT. The EBPSP's location near regional and local road networks helps decrease VMT in the area, which in turn reduces the overall energy demand for vehicles in the region. Specifically, the EBPSP would implement sidewalks to encourage pedestrian and bicycle access, which would help reduce VMT and associated energy consumption.

Emergency Engine Fuel Demands

The EBPSP was conservatively assumed to include a total of 2 emergency fire pumps in Phase 1, 4 emergency fire pumps in Phase 2, and 5 emergency fire pumps in Phase 3. Emergency engine operation for maintenance and testing purposes would consume an estimated 2,070 gallons of diesel fuel per year at buildout.

On-Site Cargo Handling Equipment Fuel Demands

Assuming the operation of 5 pieces of equipment in Phase 1, 9 pieces of equipment in Phase 2, and 11 pieces of equipment in Phase 3, on-site operational cargo handling equipment is estimated to consume approximately 51,071 gallons of fuel per year at buildout.

Facility Energy Demands

EBPSP facility operational energy demands are estimated to result in 15,807,558 kWh per year of electricity demand, which would be supplied through rooftop solar as well as SCE. The EBPSP would not use natural gas for the building envelope. The Specific Plan proposes conventional business park uses reflecting contemporary energy efficient/energy conserving designs and operational programs. The Specific Plan does not propose uses that are inherently energy intensive, and the energy demands in total would be comparable to other industrial uses of similar scale and configuration.

The EBPSP would comply with the applicable CCR Title 24 standards. Compliance with applicable Title 24 standards ensures that the energy demands would not be wasteful, inefficient, or unnecessary.

Operational Energy Efficiency/Conservation Measures

Energy efficiency/energy conservation attributes of the EBPSP would be complemented by increasingly stringent State and federal regulatory actions addressing vehicle fuel economies and vehicle emissions standards and by enhanced building/utilities energy efficiencies mandated under California building codes (i.e., CCR Title 24).

The Specific Plan incorporates a series of measures that generally serve to reduce energy demands. As previously stated, the EBPSP would comply with CCR Title 24 Standards, which include incorporating contemporary design features such as photovoltaic systems or renewable

energy. Specifically, the EBPSP would install rooftop solar systems to offset 45 percent of electrical demands.

The EBPSP would also not result in a substantial increase in demand for transmission service, resulting in the need for new or expanded sources of energy supply or new or expanded energy delivery systems or infrastructure (other than site-adjacent and on-site connections to local utilities).

Annual fuel consumption estimates likely represent potential maximums. Under future conditions, average fuel economies of vehicles accessing the site can be expected to improve as older, less fuel-efficient vehicles are removed from circulation. Enhanced fuel economies and transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT.

Summary

It is also noted that the measures to be implemented by the EBPSP pursuant to the City CCAP (see Table 3.8-12, in Section 3.8, *Greenhouse Gas Emissions*) would also reduce energy consumption through energy efficiency and the generation of renewable energy. Additionally, although Mitigation Measures AIR-5-SP through AIR-13-SP (see Section 3.3, *Air Quality*) are designed to reduce EBPSP air emissions, they would also reduce energy consumption.

The Specific Plan area is surrounded by existing transportation facilities and infrastructure that would give future visitors and employees access to a mix of land uses in the area, thus further reducing fuel consumption demand.

Based on the preceding discussions, impacts would be **less than significant**. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact ENE-2: The proposed project would not result in significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during operation.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant energy impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

CONSISTENCY WITH RENEWABLE OR ENERGY EFFICIENCY PLANS

The approved project includes an Environmental Resources Element and Safety Element that support the statewide goal of transitioning the electricity grid to renewable sources and employ best practices regarding energy-saving standards. Therefore, the 2022 Certified EIR identified that implementation of the approved project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

The Policy Plan Amendment's and Specific Plan's consistency with the California Energy Action Plan, Long-Term Energy Efficiency Strategic Plan, and the City's CCAP are discussed separately below.

Policy Plan Amendment

Energy Action Plan

As discussed in Section 3.6.1, *Regulatory Framework*, the Energy Action Plan was last updated in 2008 and was developed by the CPUC, CEC, and California Power Authority to create a unified State energy policy framework. It serves as one of the State's strategies for planning for reliable, affordable, and environmentally responsible energy procurement and supply. The Energy Action Plan further establishes a "loading order" for statewide energy planning efforts, which translates into first prioritizing meeting existing demand with cost-effective energy efficiency and demand response efforts, then using renewable energy resources and distributed generation, and finally meeting the remaining energy demand with renewable or otherwise "clean" fossil-fuel power generation resources (e.g., renewable natural gas). Other priorities identified in the Energy Action Plan but not directly related to local agencies include modernizing transmission and distribution infrastructure, enhancing reliability in electricity and natural gas markets, and ensuring affordable access to all Californians. Therefore, the proposed project can be assessed for consistency with the Energy Action Plan by examining how its policies generally support or conflict with the strategies of the plan, such as promoting energy resource deployment consistent with the plan's loading order.

TOP 2050 includes several goals and policies that would support the continued implementation of the Energy Action Plan. For instance, Policy M-1.6, Goal M-2, and Policies M-2.1 and M-2.3 support reduced VMT and active transportation by integrating housing, jobs, and services

closely together. Policy M-2.4 further promotes mixed use development and walkable design, reducing reliance on fossil fuels for vehicular transportation. Goal ER-3 and Policy ER-3.6 promote the use of renewable energy sources (e.g., solar, wind, biomass) in public- and private-sector development, further supporting the Energy Action Plans' loading order prioritization. Lastly, Policy ER-3.5 requires the purchase of vehicles and equipment that are fuel efficient, aligning with the Energy Action Plan's energy efficiency and clean energy supply objectives. Therefore, the proposed project would be considered consistent with the Energy Action Plan strategies.

Long-Term Energy Efficiency Strategic Plan

As discussed in Section 3.6.1, *Regulatory Framework*, the Long-Term Energy Efficiency Strategic Plan was last updated in 2011 and serves as the State's long-term roadmap to make energy efficiency a top priority in supporting California's grid harmonization and renewable energy integration efforts. As discussed, its key policies include achieving a zero net energy performance for all new residential construction by 2020 and all new commercial construction by 2030. While the 2020 benchmark goal for new residential construction has passed, the goal continues to underpin the triennial updates to the California Building Standards Code. The Long-Term Energy Efficiency Strategic Plan is a living strategic document for State and local agencies and emphasizes the integration of energy-efficiency policies and measures into planning efforts as a critical component to advancing the objectives of the plan. Therefore, the proposed project can be assessed for consistency with the Long-Term Energy Efficiency Strategic Plan by examining how its policies generally support or conflict with the strategies of the plan, such as promoting compact in-fill development, green building standards, and zero net energy readiness.

TOP 2050 includes several goals and policies that would support the continued implementation of the Long-Term Energy Efficiency Strategic Plan. Goal ER-3 and Policy ER-3.1 directly advance the energy-efficiency objectives of the Long-Term Energy Efficiency Strategic Plan by highlighting the importance of conservation strategies as the preferred mechanism to meet energy needs. Policy ER-3.3 requires new construction to incorporate energy efficient building and site design strategies, supporting the plan's objectives for achieving zero net energy design for new residential and commercial development. Policy ER-3.6 supports the use of renewable energy sources in public and private sector development, directly advancing the plan's objectives for integrating demand-side efficiency, distributed energy resources, and energy resiliency. Finally, Policy ER-1.3 promotes energy-efficient water use by working with regional water providers to conserve water and ensure sustainable local water supplies. Therefore, the proposed project would be considered consistent with the Long-Term Energy Efficiency Strategic Plan strategies.

Ontario CCAP

The CCAP provides a strategic roadmap for reducing GHG emissions and energy consumption generated in Ontario through measures that include improving energy efficiency, reducing nonrenewable energy consumption, and promoting the consumption of renewable energy. As identified in Table 3.6-5, *Policy Plan Amendment CCAP Consistency Analysis*, the proposed project would be consistent with the applicable CCAP strategies.

Table 3.6-5 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
ENERGY	
Strategy 1: Building electrification. Promote and incentivize the phase-out of gas appliances in new and existing homes and businesses throughout the community to advance GHG reductions, increase energy efficiency, and protect public safety and environmental health.	**Consistent.** TOP 2050 contains various policies related to the promotion of building electrification. Policies ER-3.2, ER-3.6, and S-9.2 support building electrification and encourage sustainable development by promoting the use of LEED Neighborhood Development rating systems and renewable energy sources (e.g., solar, wind, biomass) in public and private sector development. Moreover, future development under the proposed project would be required to be constructed in accordance with State and City building codes current at the time, which include provisions that support building electrification through electric readiness design requirements.
Strategy 2: Onsite solar energy for existing residential development. Continue to support and facilitate installation of rooftop solar photovoltaic and onsite solar energy systems in existing residential development.	**Consistent.** TOP 2050 contains a policy related to the promotion of on-site solar installations for existing homes, particularly for resilience during power outages. Policy S-9.1 would encourage and incentivize the installation of residential solar panels and battery storage systems that can provide electricity during power outages. Additionally, per the City's Municipal Code, Chapter 8, "Small Residential Rooftop Solar Energy Systems," the City provides an expedited permit review and streamlined inspection requirements for residential rooftop solar installations.
Strategy 3: Onsite Solar Energy Systems for Nonresidential Development. Ensure new large non-residential development, including City facilities, includes onsite renewable energy to	**Consistent.** TOP 2050 contains policies related to the promotion of on-site solar installations for nonresidential development.

Table 3.6-5 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
support the site's energy needs by requiring solar photovoltaic panels or other appropriate onsite renewable energy generation systems for the following types of projects: ▪ New commercial and office buildings, or existing commercial and office building expansions greater or equal to 45,000 square feet in size. ▪ New industrial or existing industrial buildings expansions greater or equal to 100,000 square feet in size.	Policies ER-3.3 and ER-3.6 aim to incorporate technologies and best practices in building design that reduce the burning of fossil fuels by providing alternative energy sources, including passive and active solar. Policy S-9.1 would encourage and incentivize the installation of commercial solar panels and battery storage systems that can provide electricity during power outages. Moreover, future development under the proposed project would be required to be constructed in accordance with State and City building codes current at the time. Compliance with the California Energy Code (24 CCR Part 6) would ensure solar photovoltaic systems are installed for most new nonresidential development or require improved energy efficiency and design performance to offset its omission.
Strategy 4: Green Roofs. Promote and incentivize residents and business owners to install green roofs to conserve energy and reduce surface water runoff.	**Consistent.** TOP 2050 contains policies ER-1.6, ER-3.2, and ER-3.4, which promote sustainable building design and low impact development strategies through compliance with the LEED Neighborhood Development rating system and the LEED Silver Certification standard for new development, which provide scoring options for including green roofs.
Strategy 5: Urban Cooling. Maintain and expand the City's existing tree canopy, with a goal of planting 500 trees annually through 2050 and promote the use of pervious concrete and cool pavement for pavement projects.	**Consistent.** TOP 2050 contains policies related to planting trees and the implementation of pervious surfaces. Policies ER-4.8, CD-1.5, and CD-2.5 aim to protect healthy trees and expand the tree canopy in environmental justice areas to enhance air quality and reduce the "heat island" effect. Policy CD-2.10 would require all development to minimize the visual impact of parking areas in a safe and environmentally sensitive manner, which could include shade trees and pervious surfaces. Additionally, the City's Municipal Code, Chapter 2, "Parkway Trees," provides provisions related to preservation, maintenance, and removal of parkway trees.

Table 3.6-5 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
Strategy 6: Energy efficiency retrofits for low-income households. Promote and incentivize voluntary energy efficiency retrofits of homes to reduce natural gas and electricity usage, with the goal of retrofitting 9,000 low-income homes by 2050. Partner with community services agencies to fund energy efficiency projects, including heating, ventilation, air conditioning, indoor lighting, water heating equipment, insulation, and weatherization for low-income residents.	**Consistent.** TOP 2050 contains policies that would support energy efficient practices and renewable energy systems. Policy S-9.1 would encourage and incentivize the installation of residential solar panels and battery storage systems that can provide electricity during power outages. Policy S-9.3 would support and provide incentives for energy-efficient retrofits in residential buildings, prioritizing low-income applicants.
Strategy 7: Energy efficiency retrofits. Promote and incentivize voluntary energy efficiency retrofits to reduce natural gas and electricity usage. Partner with regional agencies to expand access to existing energy efficiency and conservation opportunities, incentives, and technical assistance for residents and businesses.	**Consistent.** TOP 2050 contains Policy S-9.3, which would support and provide incentives for energy-efficient retrofits in residential buildings, prioritizing low-income applicants.
Strategy 8: Smart Growth and Infill. Encourage revitalization of neighborhoods through higher-density, mixed-use, infill development and creative reuse of underutilized sites within the urban core.	**Consistent.** TOP 2050 contains various policies to support higher density and mixed-use development in underutilized public and private spaces. Policies LU-1.6, LU-4.4, M-1.4, and M-2.4 promote mixed use and transit-oriented development, along with enhancements to pedestrian and bicycle connectivity in underutilized spaces.
TRANSPORTATION	
Strategy 9: Transit-Oriented Development. Encourage development of compact, mixed-use, and transit-oriented development to improve the regional jobs-housing balance, especially on corridors served by high-ridership transit and bus rapid transit, such as Holt Avenue.	**Consistent.** TOP 2050 contains various policies to support compact and mixed-use development to improve regional jobs-housing balance. Policies CD-3.3, ER-4.1, ER-4.5, LU-1.6, LU-4.4, M-1.4, M-2.4, and M-3.1 through M-3.11 promote mixed-use and transit-oriented development while encouraging proactive partnerships with transit providers to ensure adequate public transit service for residents in environmental justice areas.
Strategy 10: Increase Transportation Ridership. Ensure a reliable and responsive transit system with dedicated and secure funding and resources to support increased ridership.	**Consistent.** TOP 2050 contains various policies to support reliable and safe transit system. Policies M-3.1 through M-3.11 aim to support a viable alternative to automobile travel and meet the

Table 3.6-5 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
	basic transportation needs of the transit-dependent.
Strategy 11: Traffic signal synchronization and roadway management. Implement traffic and roadway management strategies to improve mobility and efficiency and reduce associated emissions.	**Consistent.** TOP 2050 contains policies promoting the efficient flow of all modes of traffic. Policies CD-2.2, CD-2.6, M-1.1, and M-1.5 would require roadways to be designed to reduce traffic congestion through intelligent transportation system and travel demand management strategies. While the policies of the Policy Plan Amendment would not require traffic signal synchronization, the Policy Plan Amendment would not conflict with or obstruct the City's ability to implement such a measure when determined feasible.
Strategy 12: Community vehicle electrification. Promote and incentivize the adoption of electric vehicles (EV) citywide, including light-duty and heavy-duty vehicles, for municipal, commercial, and residential uses.	**Consistent.** Advanced Clean Cars II would require new cars sold in 2035 and beyond to be zero-emission vehicles, which includes battery electric vehicles, plug-in hybrid electric vehicles, and fuel cell electric vehicles; however, due to federal legal constraints, Advanced Clean Cars II cannot be enforced by the State. Nonetheless, future development under the Policy Plan Amendment would not obstruct implementation of Advanced Clean Cars II program since this applies to automobile manufacturers in California. In addition, the Policy Plan Amendment would not conflict with or obstruct the City's ability to implement transportation electrification measures when determined feasible.
Strategy 13: Active Transportation Networks. Work with transit agencies, school districts, and employers to facilitate an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling, and walking.	**Consistent.** TOP 2050 contains various policies to support an interconnected transportation system. Policies CD-3.3, ER-4.1, ER-4.5, LU-1.1, LU-1.4, LU-1.6, LU-4.4, M-1.4, M-2.1 through M-2.4, and M-3.1 through M-3.11 promote mixed-use and transit-oriented development while encouraging proactive partnerships with transit providers to ensure adequate public transit service for residents in environmental justice areas.
Strategy 14: Vehicle Idling. Limit idling of heavy-duty trucks. Support the South Coast AQMD and CARB anti-idling requirements and provide	**Consistent.** Diesel-fueled commercial vehicles under the proposed project would be required to comply with 13 CCR Section 2485, limiting truck

Table 3.6-5 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
signage in key areas where idling that is not consistent with South Coast AQMD or CARB requirements might occur.	idling to 5 minutes or less when the vehicles are not in use. Construction contractors would minimize nonessential idling of construction equipment during construction in accordance with 13 CCR Article 4.8, Chapter 9, Section 2449.
OFF-ROAD EQUIPMENT	
Strategy 16: Electrification of construction and landscaping equipment. Promote and incentivize the transition to electric construction and landscaping equipment.	**Consistent.** This measure is specific to the City to adopt an ordinance that promotes the transition to electric construction and landscaping equipment. While the policies of the Policy Plan Amendment would not require electrification of construction and landscaping equipment, the Policy Plan Amendment would not conflict with or obstruct the City's ability to implement such a measure when determined feasible.
Strategy 17: Idling Ordinance for Construction Equipment. Limit idling of heavy-duty off-road construction equipment to reduce air pollution and GHG emissions from construction activity.	**Consistent.** Vehicle activity associated with the development allowed under the proposed project would be required to comply with 13 CCR Sections 2485 and 2499 to limit truck idling to 5 minutes or less when the vehicles are not in use.
WASTE	
Strategy 19: Waste Diversion. Exceed waste diversion goals recommended by AB 939 and CALGreen by adopting a citywide diversion target of at least 75 percent of waste.	**Consistent.** Future development under the proposed project would be required to comply with all applicable federal, State, and local nonhazardous waste diversion requirements, including those in the applicable mandatory measures of CALGreen. Additionally, Policy ER-2.1 supports meeting or exceeding the waste diversion targets established by AB 939. Moreover, while the Policy Plan Amendment would not require waste diversion in new development that exceeds goals established by AB 939 and CALGreen, the Policy Plan Amendment would not conflict with or obstruct the City's ability to implement such a measure when determined feasible.

Table 3.6-5 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
Strategy 20: Construction and Demolition Waste Recovery Ordinance. Increase the amount of waste recycled during construction and demolition of buildings.	**Consistent.** Future development under the proposed project would be required to comply with the City's Municipal Code Section 6-3.602, "Construction and demolition recycling plan," which ensures diversion of construction and demolition waste from landfills to the greatest extent possible by recycling, deconstruction for reuse, or by use of "green building" practices.
WATER	
Strategy 21: Indoor water efficiency. Encourage water-efficient retrofits of new and existing buildings by working with water providers and regional agencies.	**Consistent.** Future development under the proposed project would be required to be constructed in accordance with State and City building codes current at the time. Compliance with the latest California Building Standards Code and CALGreen mandatory measures would require installation of water-efficient appliances and fixtures. The Policy Plan Amendment also contains various policies supporting water-efficient retrofits of new and existing development. Additionally, Policies ER-1.3 and ER-3.1 encourage the conservation of water supply and the implementation of energy-saving standards in buildings.
Strategy 22: Water Efficient Landscapes and Water Recycling. Promote drought-tolerant and fire-wise landscaping. Encourage increased use of reclaimed water for landscape irrigation, agricultural, and industrial use.	**Consistent.** Future development under the proposed project would be required to be constructed in accordance with current State and City development standards in existence at the time. The City has Landscape Development Guidelines that require landscapes to be designed for efficient water use, minimizing waste, and in compliance with the State's Model Water Efficient Landscape Ordinance (MWELO). These guidelines also promote recycled water irrigation where available and feasible.
Strategy 23: Water system and wastewater operations efficiency. Maximize efficiency at drinking water treatment, pumping, and distribution facilities, including development of off-peak demand schedules for heavy commercial and industrial users.	**Consistent.** Future development under the proposed project would be required to be constructed in accordance with current State and City development standards in existence at the time. Future compliance with the most recent California Building Standards Code and CALGreen

Table 3.6-5 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
	mandatory measures will require the installation of water-efficient appliances and fixtures, such as low-flow toilets, faucets, showerheads, and other plumbing fittings. Additionally, Chapter 8A, Water Conservation Plan, of the City's Municipal Code contains a Water Conservation Plan designed to minimize potential water shortages through the practice of water conservation and reducing inefficient water use.

Source: Ontario 2022.

Summary

As discussed previously, the proposed project would include policies which directly support the strategies outlined in the Energy Action Plan, Long-Term Energy Efficiency Strategic Plan, and the City's CCAP. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and that identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As described in Chapter 2, *Project Description*, the EBPSP establishes development standards and design guidelines to guide development of the Specific Plan that would support the continued implementation of the Energy Action Plan and the Long-Term Energy Efficiency Strategic Plan. Additionally, the EBPSP would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the energy efficiency standards in CCR Title 24, Part 6. These standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building. Standards throughout CCR Title 24 Part 6 are widely regarded as the most advanced energy efficiency standards and would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation.

Specifically, key objectives of the EBPSP include promoting mixed-use development; reducing automobile dependency; and encouraging green building design, including sustainable technologies such as rooftop photovoltaic energy systems to offset warehouse electrical demands. Furthermore, as described above, TOP 2050 includes various policies that would continue to support a community-wide shift to renewable energy and promotion of energy-efficient and green construction. These policies would directly help the growth under the EBPSP

to be aligned with the Energy Action Plan, Long-Term Energy Efficiency Strategic Plan, and the City's CCAP strategies. Therefore, the EBPSP would be consistent with the Energy Action Plan, Long-Term Energy Efficiency Strategic Plan, and the City's CCAP strategies, and impacts would be **less than significant**. The EBPSP would not result in new or a substantial increase in magnitude of impacts compared to that identified in the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact ENE-3: The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant energy impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

3.6.6 Cumulative Impact Analysis

As this analysis assesses whether energy consumption from the proposed project would result in wasteful, inefficient, or unnecessary consumption of resources, the geographic area relevant to cumulative energy impacts is the plan area. The area considered for cumulative impacts to electricity and natural gas supplies and facilities is SCE and SoCalGas service areas. Analysis of whether the proposed project's energy demand would be within SCE's and SoCalGas's service capacity and require new or expanded facilities is in Section 3.19, *Utilities and Service Systems*, of this SEIR.

Other future development in the SCE and SoCalGas service areas would be subject to existing state regulations, such as the California Energy Code and CALGreen Code. New buildings would use new energy-efficient appliances and equipment, pursuant to the Appliance Efficiency Regulations. These measures would reduce the overall consumption of electricity and natural gas. Moreover, the proposed project includes various goals, policies, and standards to reduce energy consumption and promote renewable energy sources consistent with applicable local plans for renewable energy or energy efficiency. Consequently, the proposed project's potential contribution to cumulative impacts on energy would be **less than significant**.

Cumulative Impacts: The proposed project, together with cumulative projects, would not substantially impact energy resources.

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3.7 GEOLOGY AND SOILS

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential for implementation of the Ontario Policy Plan Amendment and the EBPSP to impact geological and soil resources, paleontological resources, or unique geologic features in the City of Ontario compared to the current TOP 2050 (approved project) and impacts identified in the 2022 Certified EIR. See Section 5.5, *Cultural Resources*, of this SEIR for a discussion regarding archeological resources. The following studies were referenced in preparation of this section.

- *Geotechnical Feasibility Study Proposed Commercial/Industrial and Residential Development, NWC Eucalyptus Avenue and Grove Avenue, Ontario, California, for Sares Regis Group*, Southern California Geotechnical (SocalGeo), March 15, 2022. (Appendix F1)
- *Geotechnical Feasibility Study Proposed Warehouse Development, NEC Eucalyptus Avenue and Grove Avenue, Ontario, California, for Sares Regis Group*, Southern California Geotechnical (SocalGeo), January 7, 2022. (Appendix F2)
- *Paleontological Assessment for the Eucalyptus Business Park Specific Plan Project*, BFSA Environmental Services, July 20, 2025. (Appendix F3)

3.7.1 Regulatory Framework

FEDERAL

Paleontological Resources

Paleontological Resources Preservation, Omnibus Public Lands Act, Public Law 111-011, Title VI, Subtitle D, 2009

The Paleontological Resources Preservation, Omnibus Public Lands Act (PRPA) directs the secretaries of the Interior and of Agriculture to manage and protect paleontological resources on federal land using "scientific principles and expertise." To formulate a consistent paleontological resources management framework, the PRPA incorporates most of the recommendations from the report of the Secretary of the Interior, "Assessment of Fossil Management on Federal and Indian Lands" (USDI 2000). In passing the PRPA, Congress officially recognized the scientific importance of paleontological resources on some federal lands by declaring that fossils from these lands are federal property that must be preserved and protected. The PRPA codifies existing policies of the Bureau of Land Management, National Park Service, US Forest Service, Bureau of Reclamation, and US Fish and Wildlife Service, and provides the following:

- Uniform criminal and civil penalties for illegal sale and transport, and theft and vandalism of fossils from federal lands.
- Uniform minimum requirements for paleontological resource-use permit issuance (terms, conditions, and qualifications of applicants).
- Uniform definitions for “paleontological resources” and “casual collecting.”
- Uniform requirements for curation of federal fossils in approved repositories.

National Environmental Policy Act of 1969

The National Environmental Policy Act of 1969, as amended, recognizes the continuing responsibility of the federal government to "preserve important historic, cultural, and natural aspects of our national heritage…” (Sec. 101 [42 US Code sec. 4321] #382). With the passage of the PRPA, paleontological resources are considered a significant resource, and it is now standard practice to include paleontological resources in National Environmental Policy Act studies in all instances where there is a possible impact.

Antiquities Act of 1906

The Antiquities Act of 1906 states, in part:

> That any person who shall appropriate, excavate, injure or destroy any historic or prehistoric ruin or monument, or any object of antiquity, situated on lands owned or controlled by the Government of the United States, without the permission of the Secretary of the Department of the Government having jurisdiction over the lands on which said antiquities are situated, shall upon conviction, be fined in a sum of not more than five hundred dollars or be imprisoned for a period of not more than ninety days, or shall suffer both fine and imprisonment, in the discretion of the court. (16 US Code secs. 431–433)

Although there is no specific mention of natural or paleontological resources in the act itself, or in the act's uniform rules and regulations (Title 43 Part 3, Code of Federal Regulations [43 CFR 3]), the term “objects of antiquity” has been interpreted to include fossils by the National Park Service, Bureau of Land Management, the US Forest Service, and other federal agencies. Permits to collect fossils on lands administered by federal agencies are authorized under this act; however, due to the large gray areas left open to interpretation due to the imprecision of the wording, agencies are hesitant to interpret this act as governing paleontological resources.

STATE

Soil Hazards

California Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was signed into state law in 1972. Its primary purpose is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The act delineates "Earthquake Fault Zones" along faults that are "sufficiently active" and "well defined." The act also requires that cities and counties withhold development permits for sites within an earthquake fault zone until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting. Pursuant to this act, structures for human occupancy are not allowed within 50 feet of the trace of an active fault.

Seismic Hazard Mapping Act

The Seismic Hazard Mapping Act was adopted by the state in 1990 to protect the public from the effects of earthquake hazards other than surface fault rupture, including strong ground shaking, liquefaction, seismically induced landslides, or other ground failure caused by earthquakes. The goal of the act is to minimize loss of life and property by identifying and mitigating seismic hazards. The California Geological Survey prepares and provides local governments with seismic hazard zone maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures. The act requires responsible agencies to only approve projects within seismic hazard zones following a site-specific investigation to determine if the hazard is present, and if so, the inclusion of appropriate mitigation. In addition, the act requires real estate sellers and agents at the time of sale to disclose whether a property is within one of the designated seismic hazard zones.

California Building Code

Current law states that every local agency enforcing building regulations, such as cities and counties, must adopt the provisions of the California Building Code (CBC) within 180 days of its publication. The publication date of the CBC is established by the California Building Standards Commission and the code is also known as Title 24, Part 2 of the California Code of Regulations. The 2022 CBC is based on the 2021 International Building Code, modified for California conditions. These codes provide minimum standards to protect property and public safety by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock on-site, and the strength of ground shaking with specified probability of occurring at a site. It is generally adopted on a jurisdiction-by-

jurisdiction basis, subject to further modification based on local conditions. Commercial and residential buildings are plan-checked by city and county building officials for compliance with the CBC. The 2025 CBC, which includes updated seismic and structural provisions, became effective statewide on January 1, 2026.

Natural Hazards Disclosure Act

The Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property being sold lies within one or more state-mapped hazard areas, including a Seismic Hazard Zone. California law also requires that when houses built before 1960 are sold, the seller must give the buyer a completed earthquake hazards disclosure report and a booklet titled "The Homeowners Guide to Earthquake Safety." This publication was written and adopted by the California Seismic Safety Commission.

Soils Investigation Requirements

Requirements for soils investigations for subdivisions requiring tentative and final maps, and for other specified types of structures, are in California Health and Safety Code Sections 17953 to 17955, and in Section 1802 of the CBC. Testing of samples from subsurface investigations is required, such as from borings or test pits. Studies must be done as needed to evaluate slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness.

Paleontological Resources

California Public Resources Code

Paleontological sites are protected under a wide variety of state policies and regulations in the California Public Resources Code (PRC). In addition, paleontological resources are recognized as nonrenewable resources and receive protection under the PRC and CEQA. PRC Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244, state:

> No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

This statute prohibits the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the state or any city, county, district, authority, or public corporation, or any agency thereof. As a result, local agencies are required to comply with PRC 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. PRC Section 5097.5 establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public lands (state, county, city, and district).

LOCAL

Soil Hazards

City of Ontario Municipal Code

Site development in the City is required to comply with the CBC and all state requirements pertaining to geotechnical hazards and constraints, including soil conditions. The CBC has been incorporated and adopted in its entirety into the City's Building Code as Title 8, Chapter 1, Section 8-1.01 of the Ontario Municipal Code.

Erosion Control and Sediment Control Plan Requirements

Prior to issuance of a building permits, the City Engineering Department requires the inclusion of "Erosion and Sediment Control and Contractor Activity Notes" on the grading plan cover sheet prior to submittal. Applicants must also demonstrate conformance with applicable best management practices (BMP), including those recommended by the California Stormwater Quality Association's Construction BMP Online Handbook (December 2019) and prepare a Storm Water Pollution Prevention Plan (SWPPP) with a site map that shows the construction site perimeter; existing and proposed buildings, lots, roadways, and stormwater collection and discharge points; general topography both before and after construction; and drainage patterns. The SWPPP must list BMPs that would be implemented to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. Additionally, the SWPPP must contain a visual monitoring program, a chemical monitoring program for nonvisible pollutants if there is a failure of the BMPs, and a sediment-monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

3.7.2 Existing Conditions

POLICY PLAN AMENDMENT

Geology and Soils

Geologic Setting

The City of Ontario is in the Upper Santa Ana River Valley, which consists of a series of coalescing alluvial fans formed by streams flowing out of the San Gabriel Mountains to the north. The Upper Santa Ana River Valley has a gentle southerly slope of approximately 1 percent, and elevations in Ontario range from approximately 1,150 feet in the north to 640 feet in the south. The junction of the Upper Santa Ana River Valley and the San Gabriel Mountains marks the boundary between 2 geomorphic provinces. The valley, including Ontario, lies within the Peninsular Ranges geomorphic province, characterized by northwest-trending mountains and valleys and extending south into Mexico. The San Gabriel Mountains are part of the Transverse Ranges province, a set of west-trending mountain ranges extending from Santa Barbara County on the west to San Bernardino and Riverside Counties on the east. The San Gabriel Mountains north of Ontario rise as high as 10,064 feet at Mount San Antonio.

Geologic Units in the City of Ontario

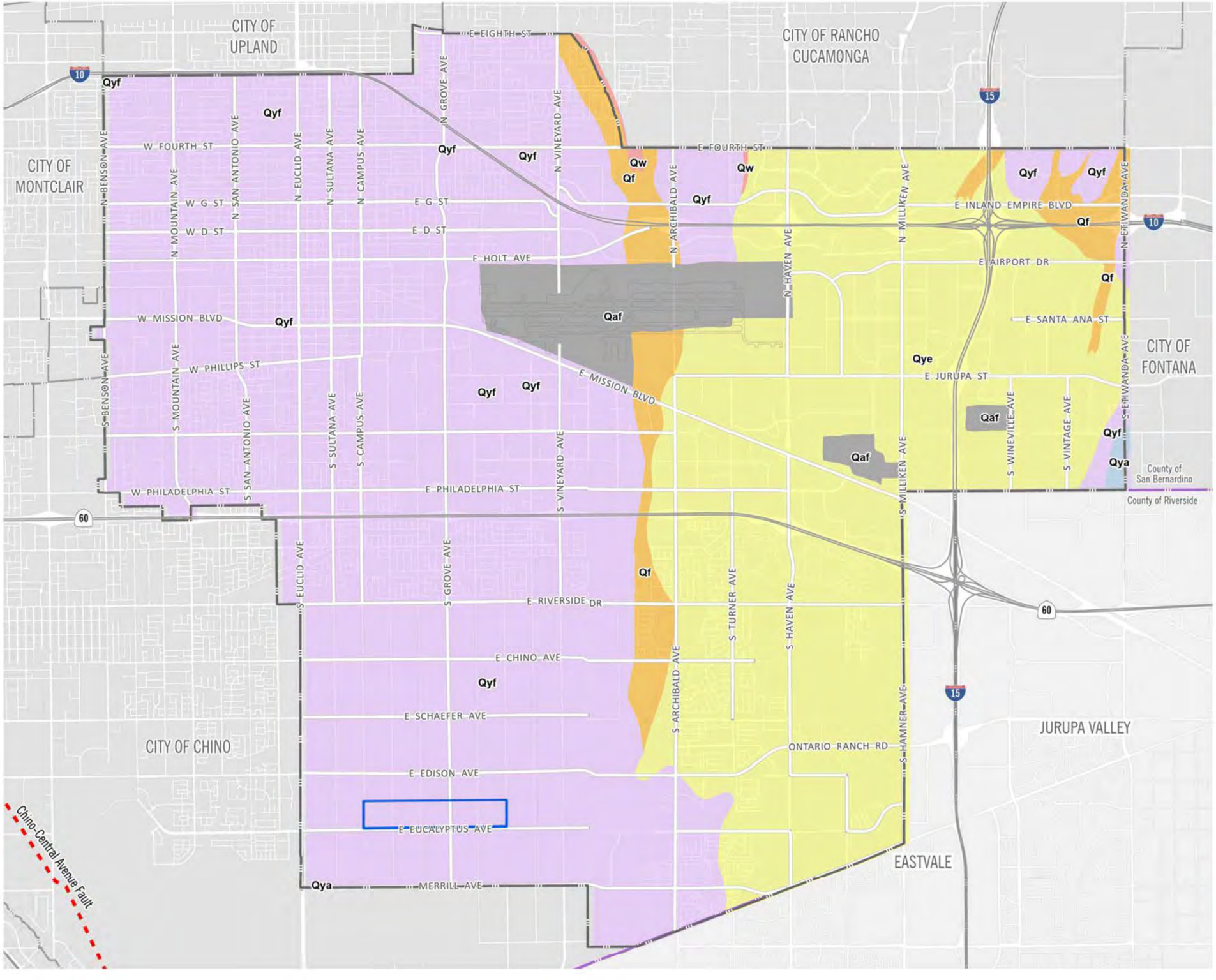
The geologic units exposed at the surface in Ontario consist of sediments less than 11,000 years old (Holocene) and deposited either by water or wind; these units are shown in Figure 3.7-1, *Geologic Map*. In general, the alluvial fan sediments are coarse grained in the northern part of the City and consist of various mixtures of sand, gravel, and cobbles. Moving south away from the mountains, the sediments gradually become finer grained, consisting primarily of silt, silty clay, and silty sand. Generally, soils with faster infiltration rates, higher levels of organic matter, and improved soil structure, such as sand, sandy loam, and loam-textured soils, have a greater resistance to erosion than silt, very fine sand, and certain-clay textured soils.

Artificial Fill (Qaf): The Ontario International Airport and the Milliken Landfill are the largest deposits of artificial fill in the City. Other deposits of man-made fill throughout the City include road and bridge embankments, retention or flood control basins, and man-made fills associated with graded developments. These deposits vary widely in size, age, and composition. Nonengineered fills are not suitable foundation materials and need to be excavated and replaced with compacted, engineered fill before they can support loads such as buildings and roads.

GEOLOGY & SOILS

Figure 3.7-1

Geologic Map



- EBPSP Boundary
- Ontario City Boundary
- County Boundary
- Artificial Fill
- Very Young Alluvial Fan Deposits
- Very Young Wash Deposits
- Young Alluvial Fan Deposits
- Young Alluvial Valley Deposits
- Young Eolian Deposits
- Fault, concealed

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: Morton and Miller 2006 Date: 12/15/2025

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Very Young Wash Deposits (Qw): These late Holocene sediments consist of unconsolidated sand, gravel, and boulders deposited in active washes or channels on the fan surface. They have essentially no soil developed on the surface, and in terms of engineering characteristics, they are typically compressible, highly permeable, nonexpansive, and very susceptible to erosion. This unit has been mapped in only one small area at the northern edge of the City, in the active channel of Cucamonga Creek.

Very Young Alluvial Fan Deposits (Qf): These sediments, also Late Holocene, consist predominantly of sand, gravel, cobbles, and boulders that form the active and recently active portions of the fan. These deposits are generally unconsolidated to slightly consolidated, and where they have not been graded, they have a network of braided channels on the surface. In most areas, these very young deposits have no soil development. This unit is more prevalent north of Ontario, closer to the mountain front; within the City it is present in a narrow band along Cucamonga Creek and in the northeast corner, in the vicinity of Day Creek and East Etiwanda Creek.

Young Alluvial Fan Deposits (Qyf): This Holocene to late Pleistocene[1] unit consists of slightly to moderately consolidated deposits of brown to grayish brown silt, sand, and gravelly sand, locally with cobbles. Where the natural surface has not been disturbed, these deposits are slightly to moderately dissected by streams emanating from the mountains. A moderately to well-developed soil is generally present. This unit is widespread throughout the valley region and is mapped in the western half of Ontario. Within Ontario, this unit varies considerably in grain size, ranging from gravelly to cobbly deposits in the north to silty, clayey deposits in the south.

Young Alluvial Valley Deposits (Qya): These Holocene to Late Pleistocene deposits occupy tributary channels of the Santa Ana River, one of which reaches into the eastern corner of Ontario near Etiwanda Avenue and Philadelphia Street. Consisting of slightly to moderately consolidated silt, sand, and gravel, the engineering characteristics of this unit are similar to the alluvial fan deposits described above.

Young Eolian Deposits (Qye): Wind-deposited Holocene sediments consisting of silt and fine- to medium-grained sand are present across the eastern half of the City. These are generally about 10 feet thick and are underlain by the alluvial fan deposits described above.

Seismic Hazards

Faults

The City of Ontario is in one of the more seismically active parts of southern California. Several faults have been identified in and adjacent to the Upper Santa Ana River Valley; these faults are

[1] The Pleistocene Epoch extends from approximately 10,000 to 1.6 million years ago.

shown on Figure 3.7-2, *Regional Faults and Fault Zones*, and are described below. An active fault is one that has had surface displacement within the Holocene epoch, that is, within the last 11,700 years. Figure 3.7-2 includes the regional faults.

Chino-Central Avenue Fault: The Chino-Central Avenue Fault extends along the eastern flank of the Chino Hills from the Los Serranos area of Chino Hills to Corona, a distance of approximately 13 miles.

San Jose Fault: The San Jose Fault extends approximately 11 miles from the base of the San Gabriel Mountains near Upland southwest to the San Jose Hills.

Sierra Madre Fault: The Sierra Madre Fault, approximately 47 miles long, extends along the southern base of the San Gabriel Mountains from the San Fernando Valley in the west to San Antonio Canyon in the east, continuing eastward as the Cucamonga Fault. A rupture in the northwestern portion of this fault resulted in the San Fernando Earthquake of 1971.

Cucamonga Fault: The Cucamonga Fault extends approximately 16 miles east–west along the southern front of the San Gabriel Mountains, from San Antonio Canyon in the west to the vicinity of Lytle Creek in the east.

San Andreas Fault: The San Andreas Fault is the main boundary between the Pacific and North American tectonic plates and extends over 750 miles from near Cape Mendocino in northern California to the Salton Sea region of southern California. The fault is divided into several segments; the closest approach is the San Bernardino Segment, approximately 14 miles northeast of the City.

Whittier Fault: The Whittier Fault extends along the southern base of the Puente Hills approximately 24 miles, from the Santa Ana River in the east to the Whittier Narrows area in the west.

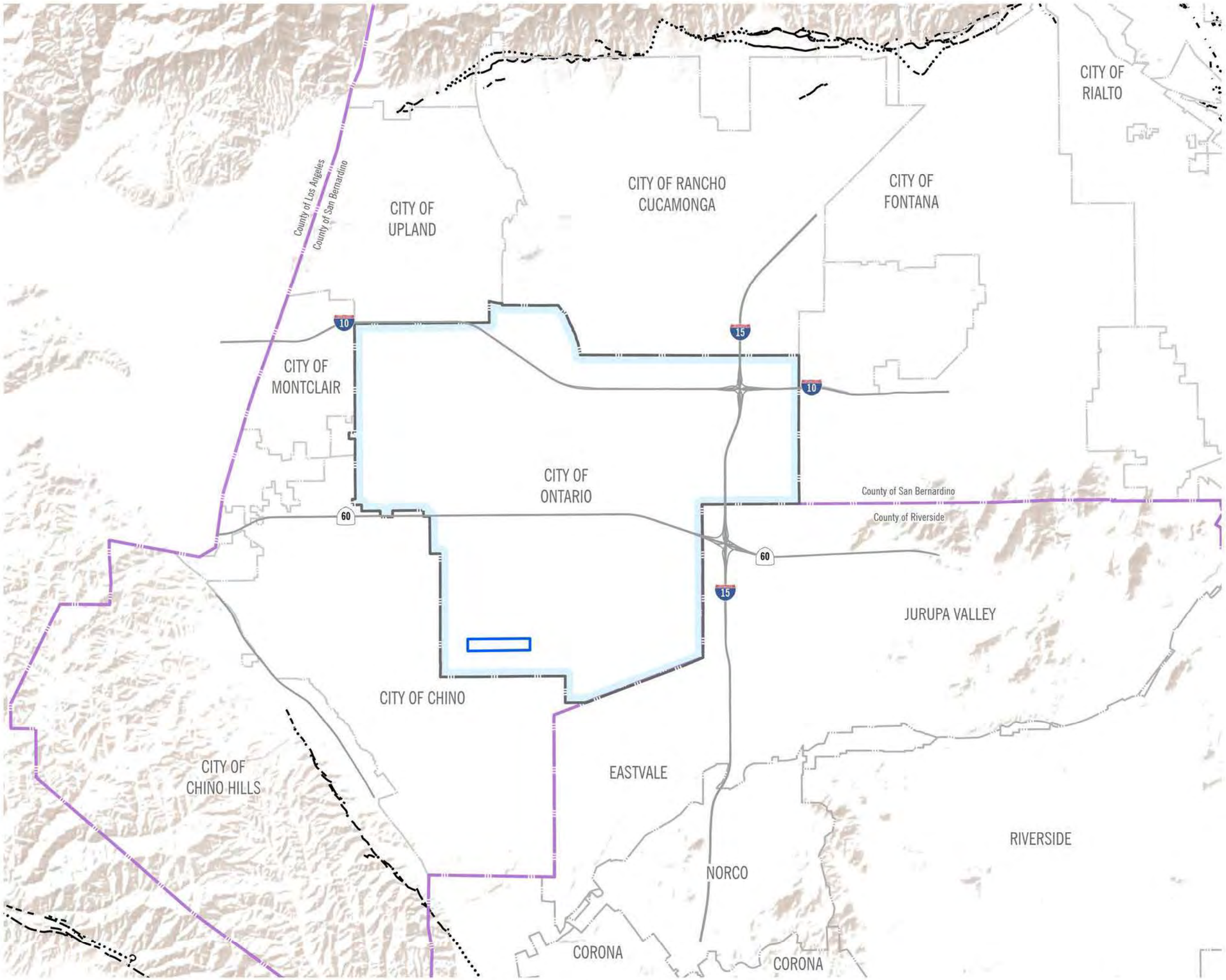
Elsinore Fault: The Elsinore Fault extends along the northeastern front of the Santa Ana Mountains from the Santa Ana River on the northwest, where it merges with the Whittier Fault, southeastward into San Diego County.

Puente Hills Blind Thrust Fault: The Puente Hills Blind Thrust Fault, which does not reach the surface, ranges from northern Orange County to the central Los Angeles area.

San Jacinto Fault Zone: The San Jacinto Fault Zone consists of a series of closely spaced faults that form the western margin of the San Jacinto Mountains. The fault zone extends from its junction with the San Andreas Fault in San Bernardino southeastward through the Imperial Valley into Mexico. The fault zone is divided into several segments, with the San Bernardino segment being the closest to Ontario.

Figure 3.7-2

Regional Faults & Fault Zones



EBPSP Boundary
Ontario City Boundary
County Boundary
Alquist Priolo Fault Traces
Inferred
Concealed

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,5005,000 10,000 FT

Source: CGS (California Geological Survey) 2022 Date: 3/2/2026

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Surface Rupture of a Fault

Primary ground rupture due to fault movement typically results in a small percentage of the total damage in an earthquake, yet being too close to a rupturing fault can result in extensive damage. It is difficult to safely reduce the effects of this hazard through building and foundation design. Therefore, the primary mitigation measure is to set structures back from the fault zone. Application of this measure is subject to requirements of the Alquist-Priolo Earthquake Fault Zoning Act and guidelines prepared by the California Geological Survey. The final approval of a fault setback lies with the local reviewing agency. There are no Alquist-Priolo Earthquake Fault Zones in the City of Ontario. The nearest such zones are along the Chino Fault, approximately 3 miles southwest of the City, and along the Cucamonga Fault, approximately 4.5 miles north (CGS 2025).

Strong Earthquakes

Horizontal ground acceleration, which frequently results in widespread damage to structures, is estimated as a percentage of *g*, the acceleration of gravity. The damage that an earthquake will cause to a structure depends on the earthquake's size, location, distance, and depth; the types of rock and soil at the surface of the site; and the type of construction of the structure.

When comparing the sizes of earthquakes, the most meaningful feature is the amount of energy released. Thus scientists most often consider seismic moment, a measure of the energy released when a fault ruptures. We are more familiar, however, with scales of magnitude, which measure amplitude of ground motion. Magnitude scales are logarithmic. Each one point increase in magnitude represents a 10-fold increase in the size of the waves as measured at a specific location, and a 32-fold increase in energy. That is, a magnitude 7 earthquake produces 100 times (10 x 10) the ground motion of a magnitude 5 earthquake. Similarly, a magnitude 7 earthquake releases approximately 1,000 times more energy (32 x 32) than a magnitude 5 earthquake. Recently, scientists have developed the moment magnitude (Mw) scale to relate energy release to magnitude.

Historical Earthquakes in the Region

Selected historical earthquakes in and near the Upper Santa Ana River Valley are listed in Table 3.7-1*, Selected Historical Earthquakes in and near the Upper Santa Ana River Valley*.

Table 3.7-1 Selected Historical Earthquakes in and near the Upper Santa Ana River Valley

Earthquake	Date	Location	Fault	Magnitude	Notable Effects
Wrightwood	1812, December 8	Near Wrightwood, approximately 43 miles northeast of Ontario	Unknown; possibly San Andreas	Approximately 7.5	40 deaths in collapse of chapel at Mission San Juan Capistrano
Cajon Pass	1899, July 22	Near Cajon Pass, approximately 26 miles northeast of Ontario	Unknown; San Andreas or San Jacinto	Approximately 5.7	Extensive structural damage in San Bernardino and Highland
San Bernardino	1907; September 20	Near San Bernardino, approximately 27 miles northeast of Ontario	Unknown	Approximately 5.4	–
North San Jacinto	1923, July 22	South of San Bernardino, approximately 15 miles east of Ontario	San Jacinto	6.3	–
Ontario	1953, May 12	Ontario, near northern City boundary	Unknown	4.6	–
Lytle Creek	1970, September 22	Lytle Creek, approximately 14 miles northeast of Ontario	San Andreas	5.2	–
Whittier Narrows	1987, October 1	South El Monte, approximately 26 miles west of Ontario	Thrust fault	5.9	8 fatalities; extensive damage to unreinforced masonry buildings in Whittier,

Table 3.7-1 Selected Historical Earthquakes in and near the Upper Santa Ana River Valley

Earthquake	Date	Location	Fault	Magnitude	Notable Effects
					Alhambra, and Pasadena
Big Bear	1992, June 28	Southeast of Big Bear Lake, approximately 55 miles east of Ontario	Unknown	6.3	Substantial damage in Big Bear Lake area
Chino Hills	2008, July 29	Chino Hills, 6 miles southwest of Ontario	Unknown	5.4	–

Sources: SCEDC 2025; USGS 2025.

Liquefaction and Related Ground Failure

Liquefaction is a process whereby strong earthquake shaking causes sediment layers that are saturated with groundwater to lose strength and behave as a fluid. This subsurface process can lead to near-surface or surface failure that can damage structures. If surface failure does occur, it is usually expressed as lateral spreading, flow failures, ground oscillation, and/or general loss of bearing strength. Sand boils (injections of fluidized sediment) can commonly accompany these different types of failure.

In order to determine a region's susceptibility to liquefaction, three major factors must be analyzed:

- The intensity and duration of ground shaking.
- The age and textural characteristic of the alluvial sediments. Generally, the younger, less compacted sediments have a higher susceptibility to liquefaction. Textural characteristics also play a dominant role in determining liquefaction susceptibility. Sand and silty sands deposited in river channels and floodplains tend to be more susceptible to liquefaction, and floodplains tend to be more susceptible to liquefaction than coarser or finer grained alluvial materials.
- The depth to the groundwater. Groundwater saturation of sediments is required for earthquake induced liquefaction. In general, groundwater depths shallower than 10 feet to the surface can cause the highest liquefaction susceptibility.

Strong earthquakes can be expected in the Ontario area on any of the faults in the region, as shown on Figure 3.7-2. Young, loose, unconsolidated sediments, the second factor in liquefaction, are present throughout the Ontario area. Fine sand and silty sand, the types of sediments most often associated with liquefaction, occur mainly in the Ontario Ranch, the southernmost portion of the City. The third factor, water-saturated sediments within about 50 feet of the surface, are not known to occur today in the Ontario area, but have in the past. Artesian water wells, that is, wells in which groundwater moves upward under pressure, were reported in the southwestern corner of the City in the early 1900s. Groundwater depths in Ontario wells from 2000 to 2024 were reported as greater than 50 feet; groundwater at such depths does not contribute to a high susceptibility to liquefaction (Chino Basin Watermaster 2025).

Seismically Induced Settlement

Strong ground shaking can cause soils to become more tightly packed and settle due to the collapse of voids and pore spaces. This type of settlement typically occurs in soils that are loose, granular, and cohesionless, either wet or dry. Unconsolidated young alluvial sediments are especially susceptible to this hazard. Seismically induced settlement can cause damage to structures and buried pipelines. The entire Ontario area is underlain by young, unconsolidated alluvial deposits and artificial fill that may be susceptible to seismically induced settlement.

Hazardous Buildings

The principal threat in an earthquake is the damage that the earthquake causes to buildings. Continuing advances in engineering design and building code standards over the past decade have greatly reduced the potential for collapse in an earthquake of most of our new buildings; however, many buildings were built before current earthquake design standards were incorporated into the building code. Several specific building types are a particular concern in this regard.

Unreinforced Masonry Buildings. In the late 1800s and early 1900s, unreinforced masonry was the most common type of construction for larger downtown commercial structures and for multistory apartment and hotel buildings. These were recognized as a collapse hazard following the San Francisco earthquake of 1906 and are generally known to be the most hazardous buildings in an earthquake. Per Senate Bill 547, local jurisdictions are required to enact structural hazard reduction programs by inventorying pre-1943 unreinforced masonry buildings and developing mitigation programs to correct the structural hazards.

Precast Concrete Tilt-up Buildings. This building type was introduced after World War II and gained popularity in light industrial buildings during the late 1950s and 1960s. Extensive damage to concrete tilt-up buildings in the 1971 San Fernando earthquake revealed the need for better anchoring of walls to the of, floor, and foundation elements of the building and for

stronger roof diaphragms.[2] In the typical damage to these buildings, the concrete wall panels would fall outward and the roof would collapse.

Soft-Story Buildings. Soft-story buildings are those in which at least one story, commonly the ground floor, has significantly less rigidity and/or strength than the rest of the structure. This can form a weak link in the structure unless special design features are incorporated to give the building adequate structural integrity. Typical examples of soft-story construction are buildings with glass curtain walls on the first floor only, or buildings placed on stilts or columns, leaving the first story open for landscaping, street-friendly building entry, parking, or other purposes. In the early 1950s to early 1970s, soft-story buildings were a popular construction style for low- and midrise concrete frame structures.

Nonductile Concrete Frame Buildings. The brittleness of nonductile concrete frame buildings can result in major damage and even collapse under strong ground shaking. This type of construction, which generally lacks masonry shear walls, was common in the very early days of reinforced concrete buildings, and they continued to be built until the codes were changed to require ductility in the moment-resisting frame in 1973.

There were large numbers of these buildings built for commercial and light industrial use in California's older, densely populated cities. Although many of these buildings have 4 to 8 stories, many are shorter. This category also includes one-story parking garages with heavy concrete roof systems supported by nonductile concrete columns.

The City of Ontario inventoried unreinforced masonry buildings in the City and reported to the State Seismic Safety Commission in 2005 that there were 58 such buildings in the City; 42 of these are considered historically significant (SSC 2005).

Other Geologic Hazards

Ground Subsidence

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement, and most often results from human activities such as the extraction of oil, gas, or groundwater. Effects of subsidence include fissures, sinkholes, depressions, and disruption of surface drainage.

Subsidence resulting from oil and gas extraction is not an issue for Ontario. The City is above the Chino Subbasin of the Upper Santa Ana Valley Groundwater Basin, from which groundwater has been extracted for decades. The thick alluvial deposits composing the subbasin may be susceptible to compaction, with resulting subsidence at the surface, in the event of rapid

[2] A structural roof deck capable of resisting the stress produced by lateral forces, such as wind or seismic loads.

groundwater withdrawal. Surface subsidence of up to 2.5 feet and ground fissuring from groundwater production have been reported in Chino to the southwest of Ontario. Groundwater elevation trends observed in Ontario groundwater wells from 2000 to 2024 ranged between rising 40 feet to lowering of 50 feet (Chino Basin Watermaster 2025). Pursuant to the Sustainable Groundwater Management Act of 2014, the Chino Basin Watermaster is responsible for monitoring subsidence and making adjustments to groundwater storage and pumping within the adjudicated Chino Basin as needed to prevent future subsidence and fissuring.

Collapsible Soils

When collapsible soils become saturated, their grains rearrange and lose cohesion, causing rapid, substantial settlement under relatively light loads. Soils prone to collapse are generally young, deposited by flash floods or wind. Increased surface water infiltration, such as from irrigation or a rise in the groundwater table, combined with the weight of a building can cause rapid settlement and cracking of foundations and walls. Most of the alluvium that underlies the Ontario area is generally not susceptible to collapse due to the granular nature of the soils and the lack of clay needed to form dry bonds between grains.

Compressible Soils

Compressible soils are typically unconsolidated, low-density Holocene sediments that may compress under the weight of structures and fill soil. The young sediments underlying the City are generally dry and loose in the upper few feet, and therefore are susceptible to compression. Areas that have been intensely farmed, such as much of Ontario Ranch, are especially susceptible to compression.

Expansive Soils

Soils containing expansive clay minerals can shrink or swell substantially as the moisture content decreases or increases. Structures built on these soils may experience shifting, cracking, and breaking as soils shrink and subside or expand. The near-surface sediments in the northern and central parts of the City are composed primarily of granular soils, that is, silty sand, sand, and gravel. Such sediments are usually nonexpansive or have very low expansion potential. Expansive soils are more likely to be present in the southern parts of the City, where there are silts, sandy silts, and silty clays.

Erosion

Erosion is the movement of rock and soil due to water, wind, and gravity. Soil erosion may be a slow process that continues relatively unnoticed, or it may occur quickly, causing serious loss of topsoil. The rate and magnitude of soil erosion by water is controlled by rainfall intensity and runoff, soil texture and cohesion, slope gradient and length, and vegetation cover. The young alluvial sediment and wind-blown sand underlying the City are generally granular, poorly

consolidated, and very susceptible to erosion. Grading increases the potential for erosion by removing protective vegetation, changing natural drainage patterns, and constructing slopes.

Paleontological Resources

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These are valued for the information they yield about the history of the earth and its past ecological settings. There are two types of resources; vertebrate and invertebrate. These resources are found in geologic strata conducive to their preservation, typically sedimentary formations. Paleontological sites are those areas that show evidence of prehuman activity. Often they are simply small outcroppings visible on the surface or sites encountered during grading. While the sites are important, it is the geologic formations that are the most important, since they may contain important fossils. Potential sensitivity for the presence of paleontological resources is based on the underlying geologic formation. Fossil remains may occur throughout Ontario, although the area of their distribution is not known. The potential for fossil occurrence depends on the rock type exposed at the surface in a given area.

The San Bernardino County Museum, Division of Geological Sciences, conducted the paleontological records search and found one previously known paleontological resource locality recorded by the Regional Paleontologic Locality Inventory, a computer database with positional and contextual data for more than 3,000 fossil localities throughout California and the southwestern United States. This review found one paleontological locality for the City area (SBCM 5.1.8). This locality yielded the remains of a mammoth from approximately 20 feet below the ground surface.

The possibility of finding additional paleontological resources within City boundaries is moderate to high. Geologic maps indicate that the proposed project area is situated on surface exposures of recent alluvium. These sediments have low potential to yield fossil resources or to contain significant nonrenewable paleontological resources. These recent sediments overlie older Pleistocene sediments with high potential to contain paleontological resources. Older Pleistocene alluvial sediments have yielded significant fossils of extinct plants and animals elsewhere in the Inland Empire. These older sediments, often found at depths of 10 feet or more below the ground surface, have yielded the fossil remains of plants and extinct terrestrial Pleistocene vertebrates. Significant vertebrate fossils from this age include Ice Age mammals such as camels, mammoths, mastodons, and ground sloths.

SPECIFIC PLAN

The geotechnical analysis prepared for the Specific Plan area was conducted in 2 parts, splitting the site between properties located east and west of Grove Avenue. The following discussions make this distinction where necessary.

Soils

West

Artificial fill soils were encountered at the ground surface and beneath the open-graded gravel extending to depths of 1.5 to 6.5 feet below ground surface. The fill soils generally consist of loose to medium dense silty fine sands. Occasional layers of loose to medium dense silty fine to coarse sands and fine to coarse sands were encountered. The fill soils possess a disturbed and mottled appearance, with some samples possessing asphaltic concrete fragments and twine rope pieces, resulting in their classification as artificial fill.

Native alluvium was encountered beneath the fill at all of the boring locations during the geotechnical investigation. The native alluvium extends to at least 50 feet below ground surface, the maximum depth explored. The alluvial soils generally consist of loose to very dense fine sands, silty fine sands, fine sandy silts, and stiff to very stiff silty clays and fine sandy clays. Occasional layers of medium dense to very dense silts, fine to coarse sands, clayey silts and clayey fine sands were encountered. In general, the alluvial soils possess trace to extensive amounts of iron oxide staining and calcareous nodules and veining. Occasional samples possess slight cementation and porosity, within the upper approximate 10 feet below ground surface (Appendix F1).

East

Artificial fill soils were encountered at the ground surface and below the pavements extending to depths of approximately 2.5 to 5.5 feet below ground surface. The fill soils generally consist of loose to medium dense fine sands, silty fine to coarse sands, loose/medium stiff clayey fine sands to fine sandy clays. The fill soils possess a disturbed and mottled appearance, resulting in their classification as artificial fill.

Native alluvium was encountered at the ground surface and beneath the fill or topsoil at the remaining borings. The native alluvium extends to at least the maximum depth explored of approximately 50 feet below ground surface. The alluvial soils generally consist of loose to dense fine sands, silty fine sands, fine sandy silts, fine to medium sands and stiff to very stiff silty clays. Occasional layers of medium dense/hard clayey fine sands, fine sandy clay and interbedded fine sand and silty fine sand, were encountered. The alluvium generally possesses trace to little iron oxide staining and calcareous nodules/veining (Appendix F2).

Groundwater

West

Free water was not encountered during the drilling of the borings conducted as part of the geotechnical investigation. Based on the lack of water within the borings and the moisture contents of the recovered soil samples, the static groundwater table was in excess of 50 feet deep at the time of the subsurface exploration.

A monitoring well on record is located approximately 4,300 feet northwest of the site. Water level readings within this well indicate a high groundwater level of approximately 135 feet below the ground surface in April 2020 (Appendix F1).

East

Free water was not encountered during the drilling of any of the on-site borings. Based on the lack of any water within the borings and the moisture contents of the recovered soil samples, the static groundwater table was more than 50 feet deep at the time of the subsurface exploration.

A monitoring well on record is located approximately 3,800 feet southwest of the site. Water level readings within this well indicate a high groundwater level of approximately 83 feet below the ground surface in June 2021. It should be noted that the ground surface elevation of the well is approximately 20 feet lower in elevation than the Specific Plan area (Appendix F2).

Seismic Hazards

The Specific Plan area is in an area that is subject to strong ground motions due to earthquakes. Numerous faults capable of producing significant ground motions are located near the Specific Plan area. An active fault is defined by the California Geotechnical Survey (CGS) as a fault that has experienced surface displacement within the Holocene Epoch (roughly the last 11,000 years). The nearest active fault to the Specific Plan area is the Chino Fault, located approximately 3.6 miles south (CGS 2025).

Secondary hazards associated with earthquakes include surface rupture, ground failure, unstable soils and slopes. Each of these hazards is briefly described below.

Fault Rupture

The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. Review of available maps indicates that the Specific Plan area is not located within an Alquist-Priolo Earthquake

Fault Zone. Furthermore, no evidence of faulting was identified during the geotechnical investigations (Appendix F1; Appendix F2).

Liquefaction

Liquefaction is the loss of strength in generally cohesionless, saturated soils when the pore-water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors which influence the potential for liquefaction include groundwater table elevation, soil type and plasticity characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking. The depth within which the occurrence of liquefaction may impact surface improvements is generally identified as the upper 50 feet below the existing ground surface. Liquefaction potential is greater in saturated, loose, poorly graded fine sands with a mean (d50) grain size in the range of 0.075 to 0.2 mm. Non-sensitive clayey (cohesive) soils which possess a plasticity index of at least 18 are generally not considered to be susceptible to liquefaction, nor are those soils which are above the historic static groundwater table.

Research of the San Bernardino County Land Use Services website indicates that the Specific Plan area is not located within a zone of liquefaction susceptibility. In addition, based on the lack of groundwater in the upper approximate 50 feet below ground surface, the subsurface conditions at the boring locations are not considered to be conducive to liquefaction (Appendix F1; Appendix F2).

Unstable Soils and Slopes

The overall site slopes downward to the south at a gradient of approximately one percent with localized variations, including berms and detention basins. Several berms were observed throughout the Specific Plan area with heights ranging from approximately 2 to 6 feet. Some of the dirt access roads are approximately 3 to 4 feet higher than adjacent site grades. Additionally, the bottoms of the detention basins appear to be approximately one to 10 feet lower than the adjacent site grades. The maximum site elevation differential is approximately 23 feet (Appendix F1; Appendix F2).

Slope and Instability Hazards

Soil Erosion

Erosion is the movement of rock and soil due to water, wind, and gravity. Soil erosion may be a slow process that continues relatively unnoticed, or it may occur quickly, causing loss of topsoil. The rate and magnitude of soil erosion by water is controlled by rainfall intensity and runoff, soil texture and cohesion, slope gradient and length, and vegetation cover.

The near-surface soils within the Specific Plan area contain appreciable amounts of silt and occasional clay and may become unstable if exposed to significant moisture infiltration or disturbance by construction traffic. Based on their granular content, some of the on-site soils would also be susceptible to erosion (Appendix F1; Appendix F2).

Settlement Potential

Settlement refers to unequal compression of a soil foundation, shrinkage, or undue loads being applied to a building after its initial construction that affects the soil foundation. The potential for seismically induced settlement within the Specific Plan area is considered low (Appendix F1; Appendix F2).

Shrinkage/Subsidence Potential

Subsidence is a gradual settling or sudden sinking of the ground surface (i.e., loss of elevation). The principal causes of subsidence are aquifer-system compaction, drainage of organic soils, underground mining, and natural compaction. Shrinkage is the reduction in volume in soil as the water content of the soil drops (i.e., loss of volume). The potential for subsidence to affect the Specific Plan area is considered low (Appendix F1; Appendix F2).

Soil Expansion Potential

Expansive soils are soils that exhibit cyclic shrink and swell patterns in response to variations in moisture. Sites with expansive soils (expansion index>20) require special attention during design and maintenance.

The near surface soils for the western portion of the Specific Plan area generally consist of silty fine sands and sandy silts. These soils are expected to have a very low expansion potential (Appendix F2). The near surface soils for the eastern portion of the Specific Plan area generally consist of silty sands, sandy silts and fine sands with occasional thin layers of clayey sands and sandy clays. Laboratory testing indicates that these materials have a very low expansion potential (Appendix F2).

Paleontological Setting

The Specific Plan area is located on the distal margins of the broad alluvial floodplain of the ancestral Santa Ana River. The Specific Plan area is mapped as middle Holocene-aged young sandy alluvial fan deposits. These young deposits overlie middle to late Pleistocene-aged very old sandy alluvial fan deposits, which are mapped at the surface south of the Specific Plan area. The occurrence of terrestrial vertebrate fossils at shallow depths from Pleistocene alluvial fan sediments in Ontario is well documented as these soils may contain high paleontological sensitivity.

A field survey of the Specific Plan area and the entire limits of disturbance was conducted to determine if any paleontological resources were visible. Ground visibility of the Specific Plan area was limited due to active dairy operations, dense vegetation, development, pavement, and gravel. The entire Specific Plan area has been previously rough-graded, including the off-site improvement areas. No bedrock outcrops were exposed that might indicate the presence of fossils. No paleontological resources, or evidence of paleontological resources, were observed during the survey (Appendix F3).

3.7.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to geology if it would:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

   i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. (Refer to Division of Mines and Geology Special Publication 42.)

   ii) Strong seismic ground shaking.

   iii) Seismic-related ground failure, including liquefaction.

   iv) Landslides.

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

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

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

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

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

METHODOLOGY

Specific Plan

The geotechnical analyses prepared for the Specific Plan area included a visual site reconnaissance, subsurface exploration, field and laboratory testing, and geotechnical engineering analysis to evaluate the geotechnical feasibility of the proposed uses. The subsurface exploration consisted of nine hollow-stem auger borings advanced to depths of 25 to 50± feet below the existing site grades. Additionally, 2 hand augers were advanced to depths of 2± feet within the existing grasslands. The soil samples recovered from the subsurface exploration were then sent to a laboratory for further testing to evaluate selected physical and engineering properties of the soils.

A paleontological literature review and collections and locality records search was conducted for the Specific Plan area using records from the Division of Geological Sciences at the San Bernardino County Museum (SBCM) and the Western Science Center (WSC) in Hemet, and data from existing paleontological literature. The field methodology included walking evenly spaced survey transects set approximately 10 to 15 meters apart while visually inspecting the ground surface, when possible. All potentially sensitive areas where paleontological resources might be located were closely inspected.

3.7.4 Relevant New and Modified General Plan Policies

There are no new and modified general plan policies applicable to geology and soils.

3.7.5 Environmental Impacts

2022 CERTIFIED EIR

The Certified EIR identified that development of the approved project would adhere to the California Building Code to ensure residents, employees, or visitors in Ontario would not be adversely affected by potential seismic-related hazards. Additionally, the Certified EIR identified that the approved project would not result in substantial soil erosion or the loss of topsoil. The approved project would also not exacerbate geologic hazards in the City, such as on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Development associated with the approved project would not be located on expansive soil, as defined in Table 18-1B of the Uniform building Code (1994), creating substantial direct or indirect risks to life or property. Development pursuant to the approved project would not involve the use of septic tanks or alternative waste water disposal systems that would not be supported by soils in the City.

The Certified EIR concluded that implementation of the approved project could directly or indirectly destroy a unique paleontological resource; however, paleontological resources impacts would be less than significant with mitigation incorporated.

PROPOSED PROJECT

a) Would the project subject residents [or occupants, visitors, etc.] to potential seismic-related hazards, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. (Refer to Division of Mines and Geology Special Publication 42.)

ii) Strong seismic ground shaking.

iii) Seismic-related ground failure, including liquefaction.

iv) Landslides.

The 2022 Certified EIR found that policies of the Approved Project, and state regulations would ensure that the potential impacts from seismic-related hazards would be less than significant.

Policy Plan Amendment

Earthquakes

The Upper Santa Ana River Valley and vicinity contain a number of known earthquake faults, which are described above and shown on Figure 5.7-2. The City of Ontario is not within any Alquist-Priolo Earthquake Fault Zone (CGS 2025). Of the faults listed, the southern section of the San Andreas Fault is estimated to be capable of generating the greatest magnitude earthquake, 8.0. The most intense peak horizontal ground acceleration that any of these faults is estimated to be capable of generating in Ontario is approximately 0.54 g by the Chino Fault, which passes approximately 4 miles from the southwestern City boundary.

Although there are a number of know earthquake faults in the vicinity, any future projects considered for approval would be required to comply with seismic safety provisions of the CBC (Title 24, Part 2 of the California Code of Regulations). Such compliance would reduce hazards arising from ground shaking to less than significant.

Liquefaction

Based on the groundwater levels throughout the City being greater than 50 feet below ground surface, there is currently no potential for liquefaction (Chino Basin Watermaster 2025). Therefore, this impact is less than significant.

Seismically Induced Settlement

The Ontario area is underlain by young, unconsolidated alluvial deposits and artificial fill that may be susceptible to seismically induced settlement (see Figure 5.7-1). Implementation of the proposed project could indirectly increase the number of people and structures exposed to earthquake-related hazards. Projects developed under the proposed project would be required to comply with the most current seismic safety standards in the CBC. Chapter 16 of the CBC establishes design and construction requirements to address structural loads, including earthquake forces, and Chapter 18 includes standards for excavation, grading, fill, and foundation design. Therefore, this impact is less than significant.

Based on the preceding, the proposed project would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Ground Rupture

There are no known active or potentially active faults on or trending toward the Specific Plan area. Research of available maps indicates that the site is not located within an Alquist-Priolo Earthquake Fault Zone. No evidence of faulting was identified during the geotechnical investigations (Appendix F1: Appendix F2). As with the findings of the 2022 Certified EIR, the potential for the Specific Plan to expose people or structures to substantial adverse effects related to rupture of a known earthquake fault is considered less than significant.

Seismic Ground Shaking

The Specific Plan area is located in a seismically active area of southern California and is expected to experience moderate to severe ground shaking during the lifetime of the on-site uses. The risk is not substantially different than the risk to other properties throughout the southern California area. As a mandatory condition of approval, future development within the Specific Plan area would be required to construct buildings and associated structures in accordance with the California Building Standards Code (CBSC) and the Ontario Development Code. The CBSC and Ontario Development Code, which have been specifically tailored for

California earthquake conditions, provide building standards that must be met to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures. In addition, the CBSC (Chapter 18) requires development sites to be evaluated in preliminary soil reports to identify site-specific geologic and seismic conditions and provide site-specific recommendations to preclude adverse effects involving unstable soils and strong seismic ground-shaking, including, but not limited to, recommendations related to ground stabilization, selection of appropriate foundation type and depths, and selection of appropriate structural systems. The geotechnical investigations prepared for the Specific Plan area include recommendations for design, construction, and grading considerations based on the Specific Plan area's geological conditions. These geotechnical investigations comply with the requirements of Chapter 18 of the CBSC. Mandatory compliance with these standards and site-specific design and construction measures would ensure future development associated with the Specific Plan would not expose people or structures to substantial adverse effects, including loss, injury or death, involving seismic ground shaking. As with the findings of the 2022 Certified EIR, impacts would be less than significant.

Seismic-Related Ground Failure

Subsurface conditions within the Specific Plan area are not considered susceptible to liquefaction. Future development implemented pursuant to the Specific Plan would be required to be designed and constructed in accordance with applicable seismic safety guidelines, including the standard requirements of the CBSC, as noted above. Furthermore, the Specific Plan would be required (via conditions of approval, as required by the Ontario Municipal Code) to comply with the grading and construction recommendations contained within the geotechnical investigations for the Specific Plan area to further reduce the risk of seismic-related ground failure. As with the findings of the 2022 Certified EIR, the potential for the Specific Plan to expose people or structures to substantial hazards associated with seismic-related ground failure is considered less than significant.

Landslides

The Specific Plan area is essentially flat, as is the immediately surrounding area. The Specific Plan area slopes downward to the south at a gradient of about one percent with localized variations, including berms and detention basins. The geotechnical investigations prepared for the Specific Plan area include retaining wall design recommendations for future development, which would ensure their structural soundness. These recommendations would be incorporated into the design and verified by the City during the plan check and permit issuance process. Mandatory compliance with the recommendations in the geotechnical investigations would ensure that the EBPSP area is engineered and constructed to maximize stability and preclude safety hazards to on-site and abutting off-site areas. Accordingly, the Specific Plan area would not be exposed to substantial landslide risks, and implementation of Specific Plan land uses

would not pose a substantial direct or indirect landslide risk to surrounding properties. Impacts would be less than significant.

Based on the preceding, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant

Impact GEO-1: Development of proposed project would adhere to the California Building Code to ensure residents, employees, or visitors in Ontario would not be adversely affected by potential seismic-related hazards.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant geology and soils impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

b) Would the project result in substantial soil erosion or the loss of topsoil?

The 2022 Certified EIR found that policies of the approved project and state regulations would ensure that the potential impacts from erosion or the loss of topsoil would be less than significant.

Policy Plan Amendment

The young alluvial sediment and windblown sand underlying the City are generally granular, poorly consolidated, and very susceptible to erosion. Grading increases the potential for erosion by removing protective vegetation, changing natural drainage patterns, and constructing slopes. Any future project developed consistent with the proposed project would be required to comply with the CBC and undergo review of grading plans for individual projects by the City Engineer which would ensure no significant impacts would occur. In addition, construction activities on project sites larger than one acre are required to prepare a SWPPP that details BMPs to reduce the potential for erosion during construction activities. The proposed project would result in an increase in land use intensity, but would not result in the development of new or previously

undeveloped areas in the city. Therefore, with compliance of safety provision, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Construction

Development of the Specific Plan area would result in the demolition of all structures on-site. Additionally, grading and construction activities would occur that would expose and disturb soils that are currently covered by impervious surfaces. Disturbed soils would be subject to potential erosion during rainfall events or high winds due to the removal of stabilizing vegetation and building materials (e.g., existing concrete foundations) and exposure of these erodible materials to wind and water. Pursuant to the requirements of the State Water Resources Control Board (SWRCB), the applicant would be required to obtain coverage under the State's General Construction Storm Water Permit for construction activities (NPDES permit). The NPDES permit is required for all development projects that include construction activities, such as clearing, grading, and/or excavation, that disturb at least one acre of total land area. In addition, the Specific Plan would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Program. Compliance with the NPDES permit and the Santa Ana River Basin Water Quality Control Program involves the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) for construction-related activities. The SWPPP would specify the Best Management Practices (BMPs) that the applicant would be required to implement during construction activities to ensure that waterborne pollution—including erosion/sedimentation—is prevented, minimized, and/or otherwise appropriately treated prior to surface runoff being discharged from the site. Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydro-seeding. Mandatory compliance with the SWPPP would ensure that the Specific Plan's implementation does not violate any water quality standards or waste discharge requirements during construction activities.

Operations

At buildout, the Specific Plan area would be covered by buildings, landscaping, and impervious surfaces. Land uses implemented pursuant to the EBPSP would be required to implement erosion control measures pursuant to Ontario Municipal Code Title 6, Chapter 12. Stormwater runoff from the Specific Plan area would be captured, treated to reduce waterborne pollutants (including sediment), and conveyed off-site via an on-site storm drain system. Design for the on-site storm drain system improvements in the Specific Plan area would utilize a variety of Low Impact Development (LID) design concepts to detain, filter, and treat surface runoff.

The applicant would be required to prepare and implement a Water Quality Management Plan (WQMP) to demonstrate compliance with the City's NPDES municipal stormwater permit, and to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters. The WQMP is a site-specific post-construction water quality management program designed to address the potential release of pollutants of concern for downstream receiving waters and other water pollutants through the use of BMPs. Implementation of the WQMP ensures on-going, long-term protection of the watershed basin. The Preliminary WQMP for the Specific Plan is included as Technical Appendix H2 to this SEIR.

Summary

Potential erosion impacts incurred during construction activities would be less than significant with mandated compliance with a City-approved SWPPP, as well as compliance with South Coast Air Quality Management District Rules that prohibit grading activities and site disturbance during high wind events. At Specific Plan buildout, potential soil erosion impacts would not occur, as pavement, roads, buildings, and landscaping would cover previously exposed soils. Impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact GEO-2: Implementation of the proposed project would not result in substantial soil erosion or the loss of topsoil.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant geology and soils impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

The 2022 Certified EIR found that policies of the approved project and state regulations would ensure that the potential impacts from geology and soils hazards would be less than significant.

Policy Plan Amendment

Ground Subsidence

The thick alluvial deposits comprising the Chino Subbasin may be susceptible to compaction, with resulting subsidence at the surface, in the event of rapid groundwater withdrawal. Surface subsidence of up to 2.5 feet and ground fissuring from groundwater extraction have been reported in Chino. Projects considered for approval under proposed project could expose structures or persons to potentially significant hazards from ground subsidence; however, compliance with the CBC and review of grading plans for individual projects by the City Engineer would ensure no significant impacts would occur.

Compressible Soils

The young sediments underlying the City are generally dry and loose in the upper few feet, and therefore are susceptible to compression. Much of the Ontario Ranch has been intensively farmed and is especially susceptible to compression. Developments approved pursuant to proposed project could expose persons or structures to potentially significant hazards from compressible soils; however, compliance with the CBC and review of grading plans for individual projects by the City Engineer would ensure no significant impacts would occur.

Summary

The proposed project would have similar geological hazards as the current TOP 2050. This is because while the proposed project would result in an increase in land use intensity, it would not result in development of new, previously undeveloped areas of the City. After compliance with the safety provisions of the CBC implementation of proposed project would have less-than-significant impacts from geologic hazards. The proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to geology and soils compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Landslide

The Specific Plan area is relatively flat, as is the immediately surrounding area. The site slopes downward to the south at a gradient of approximately one percent with localized variations, including berms and detention basins. As noted in the response to Threshold a, the geotechnical investigations include recommendations for retaining walls and manufactured slopes which would be incorporated into the design and verified by the City during the plan check and permit issuance process.

Subsidence

There is a low potential for subsidence to affect the Specific Plan area (Appendix F1; Appendix F2). Removal and recompaction of the near-surface existing soils is estimated to result in an average shrinkage of 5 to 15 percent for the western side and 6 to 14 percent for the eastern side of the Specific Plan area. Minor ground subsidence is expected to occur in the soils below the zone of removal, due to settlement and machinery working. The subsidence is estimated to be 0.10 feet (Appendix F1; Appendix F2).

Lateral Spreading and Liquefaction

Lateral spreading is primarily associated with liquefaction hazards. As noted above, the Specific Plan area is not susceptible to liquefaction. As such, there is a low potential for lateral spreading to affect the EBPSP.

Summary

The Specific Plan would be required to comply with the site-specific ground preparation and construction recommendations contained in the geotechnical investigations through the City's conditions of approval. As such, the potential for the EBPSP be located on a geologic unit or soil that is unstable, or that would become unstable and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse is considered less than significant. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact GEO-3 The City of Ontario would not exacerbate geologic hazards in the City, such as on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant geology and soils impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

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

The 2022 Certified EIR found that policies of the approved project and state regulations would ensure that the potential impacts from geology and soils hazards would be less than significant.

Policy Plan Amendment

Expansive Soils

Expansive soils are likely in the southern parts of the City, where there are silts, sandy silts, and silty clays. Near-surface soils in the northern and central parts of the City are primarily granular, that is, silty sand, sand, and gravel; such sediments are usually nonexpansive or have very low expansion potential. Future projects in the southern part of the City could expose persons or structures to potentially significant hazards from expansive soils. However, compliance with the CBC and review of grading plans for individual projects by the City Engineer would ensure no significant impacts would occur.

The Policy Plan Amendment would have similar impacts from expansive soils as the current TOP 2050. Therefore, after compliance with the safety provisions of the CBC, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The near surface soils for the western side of the Specific Plan area generally consist of silty fine sands and sandy silts. These soils are expected to have a very low expansion potential (Appendix F1). The near surface soils for the eastern side of the Specific Plan area generally consist of silty sands, sandy silts and fine sands with occasional thin layers of clayey sands and sandy clays. Laboratory testing indicates that these materials also have a very low expansion potential (Appendix F2). No design considerations related to expansive soils are warranted for the Specific Plan area.

Accordingly, the Specific Plan would not create substantial direct or indirect risks to life or property associated with the presence of expansive soils. Impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact GEO-4: Development associated with proposed project would not be located on expansive soil, as defined in Table 18-1B of the Uniform building Code (1994), creating substantial direct or indirect risks to life or property.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant geology and soils impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The 2022 Certified EIR found that policies of the approved project, and state regulations would ensure that the potential impacts from geology and soils hazards would be less than significant.

Policy Plan Amendment

As further discussed in section 3.19, *Utilities and Service Systems*, wastewater from Ontario is treated at wastewater treatment facilities owned and operated by the IEUA. Use of septic tanks

would be limited to existing septic tanks, and new septic tanks would be constricted to areas not in practical proximity to existing sewer mains, dependent on approval by the Santa Ana Regional Water Quality Control Board on a case-by-case basis. The proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to geology and soils compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan would install new sewer lines in Walker Avenue, Grove Avenue, Bon View Avenue, and Campus Avenue, and if needed, in Public Street 'A'. All existing on-site septic systems would be removed. Land uses implemented pursuant to the Specific Plan would not utilize septic tanks or alternative wastewater systems. **No impact** related to the use of alternative wastewater systems would occur. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: No impact.

Impact GEO-5: Implementation of proposed project would not result in use of septic tanks or alternative waste water disposal systems that would not be supported by soils in the City.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant geology and soils impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The 2022 Certified EIR found that buildout of the approved project would not result in impacts to paleontological resources with mitigation.

Policy Plan Amendment

Geologic Features

As identified in Section 3.7.2, the geologic units exposed at the surface in Ontario consist of sediments less than 11,000 years old (Holocene) deposited either by water or wind. Such geology is common throughout the City and region and is not considered unique.

Paleontological Resources

Ontario is underlain by deposits of Quaternary and upper-Pleistocene sediments deposited during Pliocene and early Pleistocene time. Quaternary Older Alluvial sediments may contain significant, nonrenewable, paleontological resources and are therefore considered to have high sensitivity. Older Pleistocene alluvial sediments can yield fossil remains, often found at depths of 10 feet or more below existing ground surface. As previously discussed, the San Bernardino County Museum, Division of Geological Sciences, conducted the paleontological records search and found one previously known paleontological resource locality recorded by the Regional Paleontologic Locality Inventory, a computer database with positional and contextual data for more than 3,000 fossil localities throughout California and the southwestern United States. This review found one paleontological locality for the City area (SBCM 5.1.8). This locality yielded the remains of a mammoth from approximately 20 feet below the ground surface. As a result, the possibility of finding additional paleontological resources within City boundaries is moderate to high at depths of 10 feet or more below ground surface.

Existing federal, state, and local regulations address the provisions of studies to identify paleontological resources, review applications for projects that would potentially involve land disturbance, provide a project-level standard condition of approval that addresses unanticipated paleontological discoveries, and enforces requirements to develop specific mitigation measures if resources are encountered during any development activity.

Paleontological resources are recognized as nonrenewable; and therefore receive protection under the California Public Resources Code (Section 21083.2) and CEQA. Long-term implementation of Policy Plan Amendment would allow development (e.g., new development, infill development, redevelopment, and revitalization/restoration), including grading, of known and unknown sensitive areas. Grading and construction activities of undeveloped areas or redevelopment that requires more intensive soil excavation than in the past could potentially cause the disturbance of paleontological resources. Future development that would be accommodated by proposed project could potentially unearth previously unrecorded resources. Therefore, the potential to uncover undiscovered archeological and paleontological resources is high. Like the approved project, paleontological resources impacts of proposed project would be **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant

Specific Plan

The Specific Plan area is located on the distal margins of the broad alluvial floodplain of the ancestral Santa Ana River. The Specific Plan area is mapped as middle Holocene-aged young sandy alluvial fan deposits. These young deposits overlie middle to late Pleistocene-aged very old sandy alluvial fan deposits, which are mapped at the surface south of the Specific Plan area.

A field survey of the Specific Plan area and the entire limits of disturbance was conducted to determine if any paleontological resources were visible. No bedrock outcrops were exposed that might indicate the presence of fossils. No paleontological resources or evidence of paleontological resources were observed during the survey (Appendix F3).

Potentially fossiliferous late Pleistocene alluvial fan deposits likely occur at a shallow depth below the Specific Plan area. These deposits underlie the Holocene young alluvial fan deposits mapped at the surface. The occurrence of terrestrial vertebrate fossils at shallow depths from Pleistocene alluvial fan sediments in Ontario is well documented as these soils may contain high paleontological sensitivity.

In the event that the construction activities encroach into older alluvial fan deposits, construction could result in impacts to important paleontological resources if such resources are unearthed and not properly treated. Therefore, similar to the 2022 Certified EIR, the potential to directly or indirectly destroy a unique paleontological resource buried beneath the ground surface is potentially significant. Therefore, this impact is **potentially significant**.

Specific Plan Significance without Mitigation: Potentially significant.

Impact GEO-6: Implementation of TOP 2050 could directly or indirectly destroy a unique paleontological resource.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The following mitigation measures were taken directly from the 2022 Certified EIR. Any modifications to the mitigation measures from the certified EIR are shown in strikethrough for deleted text and underline for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the Certified EIR identified in parenthesis [Former MM].

> **Mitigation Measure GEO-1-PPA [Former MM 5-2]:** In areas of documented or inferred from evident ~~archaeological and/or~~ paleontological resource presence, City staff shall

require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements:

- ~~Archaeologists and/or p~~Paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.
- Should any cultural resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources.
- Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional ~~Archaeologist/~~Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including a catalog with museum numbers.

New Mitigation Measures

Policy Plan Amendment

No new mitigation measures are proposed.

Specific Plan

Based on the findings of the Paleontological Assessment and in accordance with previous Mitigation Measure GEO-1-PPA, a Paleontological Resources Impact Mitigation Program (PRIMP) shall be prepared and implemented as required by Mitigation Measure GEO-1-SP.

Mitigation Measure GEO-1-SP: Prior to the issuance of a grading permit, a Paleontological Resources Impact Mitigation Program (PRIMP) shall be approved by the City of Ontario Planning department, as follows

1. All mitigation programs shall be performed by a qualified professional paleontologist, defined as an individual with an M.S. or Ph.D. in paleontology or geology who has

proven experience and who is knowledgeable in professional paleontological procedures and techniques. Fieldwork may be conducted by a qualified paleontological monitor, defined as an individual who has experience in the collection and salvage of fossil materials. The paleontological monitor shall always work under the direction of a qualified paleontologist.

2. Monitoring of mass grading and excavation activities shall be performed by a qualified paleontologist or paleontological monitor. Starting at a depth of four feet below existing grade, monitoring will be conducted full-time in areas of grading or excavation in undisturbed sediments. Monitoring of artificial fill is not required.

3. If a fossil(s) is found at a shallower depth, earth disturbance activities should be halted within a radius of 50 feet from the location of the fossil, and the paleontologist shall be consulted to determine the significance of the fossilized remains. If the fossil is deemed significant by the paleontologist, fulltime monitoring should be initiated at the site.

4. Paleontological monitors will be equipped to salvage fossils as they are unearthed to avoid construction delays. The monitor must be empowered to temporarily halt or divert equipment from the affected area to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface or, if present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. The monitor shall notify the paleontologist, who will then notify the concerned parties of the discovery.

5. Paleontological salvage during trenching and boring activities is typically from the generated spoils and does not delay the trenching or drilling activities. Fossils will be collected and placed in cardboard flats or plastic buckets and identified by field number, collector, and date collected. Notes will be taken on the map location and stratigraphy of the site, which will be photographed before it is vacated, and the fossils are removed to a safe place. On mass grading projects, discovered fossil sites will be protected by flagging to prevent them from being overrun by earthmovers (scrapers) before salvage begins. Fossils will be collected in a similar manner, with notes and photographs being taken before removing the fossils. The precise location of the site is determined with the use of electronic handheld devices. If the site involves remains from a large terrestrial vertebrate, such as large bone(s) or a mammoth tusk, that is/are too large to be easily removed by a single monitor, a

fossil recovery crew shall excavate around the find, encase the find within a plaster and burlap jacket, and remove it after the plaster is set. For large fossils, use of the contractor's construction equipment may be solicited to help move the jacket to a safe location.

6. Isolated fossils will be collected by hand, wrapped in protective materials, and placed in temporary collecting flats or five-gallon buckets. Notes will be taken on the map location and stratigraphy of the site, which will be photographed before it is vacated, and the fossils are moved to a safe place.

7. Particularly small invertebrate fossils typically represent multiple specimens of a limited number of organisms, and a scientifically suitable sample can be obtained from one to several 5-gallon buckets of fossiliferous sediment. If it is possible to dry screen the sediment in the field, a concentrated sample may consist of one or two buckets of material.

8. In accordance with the "Microfossil Salvage" section of the SVP guidelines (2010:7), bulk sampling and screening of fine-grained sedimentary deposits (including carbonate-rich paleosols) must be performed if the deposits are identified to possess indications of producing fossil "microvertebrates" to test the feasibility of the deposit to yield fossil bones and teeth. If indicators of potential microvertebrate fossils are found, screening of a test sample (approximately 600 pounds) is recommended, according to the SVP guidelines. If feasible, wet screening shall be conducted on the site. If screening yields significant fossils, then removing and processing a "standard sample" of 6,000 pounds shall be performed. If the test sample screening does not yield significant fossils, the standard sample screening is not performed.

9. In the laboratory, individual fossils will be cleaned of extraneous matrix, any breaks will be repaired, and the specimen, if needed, will be stabilized by soaking in an archivally approved acrylic hardener (e.g., a solution of acetone and Paraloid B-72).

10. Recovered specimens will be prepared to a point of identification and permanent preservation (not display), including screen-washing sediments to recover small invertebrates and vertebrates. Preparation of individual vertebrate fossils is often more time-consuming than for accumulations of invertebrate fossils.

11. Recovered specimens will be identified and curated into a professional, accredited public museum repository with a commitment to archival conservation and

permanent retrievable storage (e.g., the San Bernardino County Museum). The paleontological program should include a written repository agreement prior to the initiation of mitigation activities. Prior to curation, the lead agency (the City of Ontario) will be consulted on the repository/museum to receive the fossil material.

12. A final report of findings and significance will be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location(s). The report, when submitted to and accepted by the City of Ontario, will signify satisfactory completion of the program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.

Significance After Mitigation

Policy Plan Amendment

Mitigation Measure GEO-1-PPA [Prior MM 5-2] requires that in the event of an unanticipated discovery of paleontological resources during grading and excavation of the site, a qualified paleontologist would assess the find and develop a course of action to preserve the find. Therefore, Mitigation Measure GEO-1-PPA would reduce potential impacts to paleontological resources to a level that is less than significant.

Policy Plan Amendment Significance with Mitigation: Less than significant.

Specific Plan

The paleontological monitoring plan required by Mitigation Measure GEO-1-SP would mitigate any adverse impacts (loss or destruction) to potential nonrenewable paleontological resources (fossils), if present.

Specific Plan Significance with Mitigation: Less than significant.

3.7.6 Cumulative Impact Analysis

Proposed Project

The land use changes of the Policy Plan Amendment are comprehensive and encompasses the land use changes associated with the EBPSP and the concurrent Zoning changes. Therefore, cumulative impacts for the proposed project are described below.

Geological Hazards

Geology and soils impacts related to the proposed project would be specific to the sites of each development or redevelopment project under proposed project. Compliance with applicable state and local building regulations would be required of all development projects. Site-specific geologic hazards would be addressed by the geotechnical report required for each development project. The geologic investigation would identify the specific geologic and seismic characteristics on a site and provide guidelines for engineering design and construction to maintain the structural integrity of proposed structures and infrastructure. Therefore, compliance with applicable state and local building regulations and standard engineering practices related to seismic and geologic hazard reduction would prevent significant cumulative adverse impacts associated with geologic and seismic hazards. Impacts of the proposed project on geology and soils would not be cumulatively considerable. Therefore, this impact is **less than significant.**

Paleontological Resources

The area considered for cumulative impacts for paleontological resources is the City of Ontario. Projects in the City of Ontario and would comply with federal and state regulations governing the treatment of paleontological resources. Mitigation measures for the Policy Plan Amendment (MM GEO-1-PPA) and the Specific Plan (MM GEO-1-SP) would ensure that impacts to paleontological resources are less than significant and would be less than cumulatively considerable. Therefore, this impact is **less than significant.**

Cumulative Impacts: The proposed project's contribution to cumulative geology and soils impacts would not be cumulatively considerable.

3.7.7 References

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SocalGeo. 2022a. Geotechnical Feasibility Study NWC Eucalyptus Avenue and Grove Avenue. (Appendix F1)

SocalGeo. 2022b. Geotechnically Feasibility Study NEC Eucalyptus Avenue and Grove Avenue. (Appendix F2)

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3.8 GREENHOUSE GAS EMISSIONS

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential greenhouse gas (GHG) emissions impacts of the TOP 2050 Policy Plan Amendment and the EBPSP (proposed project) compared to the current TOP (approved project) and impacts identified in the 2022 Certified EIR. Because no single project is large enough to result in a measurable increase in global concentrations of GHG, climate change impacts of a project are considered on a cumulative basis. This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (South Coast AQMD). Cumulative impacts related to GHG emissions are based on GHG emissions in California.

GHG emissions modeling for the TOP 2050 Policy Plan Amendment is included in Appendix C1 of this SEIR. Transportation-sector impacts are based on trip generation and vehicle miles traveled (VMT), as provided by Fehr & Peers (Appendix K1). The GHG analysis for the EBPSP is included in Appendix C6 of this SEIR.

Terminology

- **Greenhouse gases (GHG).** Gases in the atmosphere that absorb infrared light, thereby retaining heat in the atmosphere and contributing to a greenhouse effect.
- **Global warming potential (GWP).** Metric used to describe how much heat a molecule of a greenhouse gas absorbs relative to a molecule of carbon dioxide (CO_2) over a given period of time (20, 100, and 500 years). CO_2 has a GWP of 1.
- **Carbon dioxide-equivalent (CO_2e).** The standard unit to measure the amount of greenhouse gases in terms of the amount of CO_2 that would cause the same amount of warming. CO_2e is based on the GWP ratios between the various GHGs relative to CO_2.
- **$MTCO_2e$.** Metric ton of CO_2e.
- **$MMTCO_2e$.** Million metric tons of CO_2e.

Greenhouse Gases and Climate Change

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as GHGs, to the atmosphere. The primary source of these GHGs is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified 4 major GHGs—water vapor, carbon dioxide (CO_2), methane (CH_4), and ozone (O_3)—that are the likely cause of an increase in global average temperatures observed in the 20th and 21st centuries. Other GHGs identified by the IPCC that contribute to global warming to

a lesser extent are nitrous oxide (N_2O), sulfur hexafluoride (SF_6), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons (IPCC 2001).[1,2]

The major GHGs applicable to the proposed project are briefly described.

- **Carbon dioxide (CO_2)** enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and respiration, and also as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (sequestered) when it is absorbed by plants as part of the biological carbon cycle.

- **Methane (CH_4)** is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and from the decay of organic waste in landfills and water treatment facilities.

- **Nitrous oxide (N_2O)** is emitted during agricultural and industrial activities as well as during the combustion of fossil fuels and solid waste.

GHGs are dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Some GHGs have a stronger greenhouse effect than others. These are referred to as high GWP gases. The GWP of GHG emissions are shown in Table 3.8-1, *GHG Emissions and Their Relative Global Warming Potential*. The GWP is used to convert GHGs to CO_2-equivalence (CO_2e) to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. For example, under IPCC's Fifth Assessment Report (AR5), GWP values for CH_4, 10 MT of CH_4 would be equivalent to 280 MT of CO_2.

[1] Water vapor (H_2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals); however, water vapor is not considered a pollutant because it is considered part of the feedback loop rather than a primary cause of change.

[2] Black carbon contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon is the most strongly light-absorbing component of particulate matter (PM) emitted from burning fuels such as coal, diesel, and biomass. The share of black carbon emissions from transportation is dropping rapidly and is expected to continue to do so between now and 2030 as a result of California's air quality programs. The remaining black carbon emissions will come largely from woodstoves/fireplaces, off-road applications, and industrial/commercial combustion (CARB 2022). However, state and national GHG inventories do not include black carbon due to ongoing work resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.

Table 3.8-1 GHG Emissions and Their Relative Global Warming Potential

GHGs	Fourth Assessment Report (AR4) GWP Relative to CO_2 [1]	Fifth Assessment Report (AR5) GWP Relative to CO_2 [1]	Sixth Assessment Report (AR6) GWP Relative to CO_2 [1]
Carbon Dioxide (CO_2)	1	1	1
Methane[2] (CH_4)	25	28	30
Nitrous Oxide (N_2O)	298	265	273

Source: IPCC 2007, 2013, and 2023.

Notes: GWP = global warming potential. The IPCC published updated GWP values in its Sixth Assessment Report (AR6) that reflect latest information on atmospheric lifetimes of GHGs and an improved calculation of the radiative forcing of CO2. However, GWP values identified in AR5 are used by the 2022 Scoping Plan for long-term emissions forecasting.

1. Based on 100 year time horizon of the GWP of the air pollutant compared to CO2.
2. The methane GWP includes direct effects and indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO2 is not included.

HUMAN INFLUENCE ON CLIMATE CHANGE

For approximately 1,000 years before the Industrial Revolution, the amount of GHGs in the atmosphere remained relatively constant. During the 20th century, however, scientists observed a rapid change in the climate and the quantity of climate change pollutants in the Earth's atmosphere that is attributable to human activities.

The recent IPCC Sixth Assessment Report (AR6) summarizes the latest scientific consensus on climate change. It finds that atmospheric concentrations of CO_2 have increased by 50 percent since the Industrial Revolution and continue to increase at a rate of two parts per million each year. By the 2030s, and no later than 2040, the world will exceed 1.5°C warming (CARB 2022). These recent changes in the quantity and concentration of climate change pollutants far exceed the extremes of the ice ages, and the global mean temperature is warming at a rate that cannot be explained by natural causes alone. Human activities are directly altering the chemical composition of the atmosphere through the buildup of climate change pollutants (CAT 2006). In the past, gradual changes in the Earth's temperature changed the distribution of species, availability of water, and other conditions. Human activities are accelerating this process so that environmental impacts associated with climate change no longer occur in a geologic time frame but within a human lifetime (IPCC 2007).

Like the variability in the projections of the expected increase in global surface temperatures, the environmental consequences of gradual changes in the Earth's temperature are hard to predict. Projections of climate change depend heavily upon future human activity. Therefore, climate models are based on different emission scenarios that account for historical trends in emissions and on observations of the climate record that assess the human influence of the trend and projections for extreme weather events. Climate-change scenarios are affected by

varying degrees of uncertainty. For example, there are varying degrees of certainty on the magnitude of the trends for:

- Warmer and fewer cold days and nights over most land areas.
- Warmer and more frequent hot days and nights over most land areas.
- An increase in frequency of warm spells/heat waves over most land areas.
- An increase in frequency of heavy precipitation events (or proportion of total rainfall from heavy falls) over most areas.
- Larger areas affected by drought.
- Intense tropical cyclone activity increases.
- Increased incidence of extreme high sea level (excluding tsunamis).

POTENTIAL CLIMATE CHANGE IMPACTS FOR CALIFORNIA

There is at least a greater than 50 percent likelihood that global warming will reach or exceed 1.5°C in the near-term, even for the very low GHG emissions scenario (IPCC 2022). Climate change is already impacting California and will continue to affect it for the foreseeable future. For example, the average temperature in most areas of California is already 1°F (~0.56°C) higher than historical levels, and some areas have seen average increases in excess of 2°F (~1.1°C) (CalOES 2020). The California Fourth Climate Change Assessment identifies the following climate change impacts under a business-as-usual scenario, in which no new actions are taken to curb GHG emissions:

- Annual average daily high temperatures in California are expected to rise by 2.7°F by 2040, 5.8°F by 2070, and 8.8°F by 2100 compared to observed and modeled historical conditions. These changes are statewide averages. Heat waves are projected to become longer, more intense, and more frequent.

- Warming temperatures are expected to increase soil moisture loss and lead to drier seasonal conditions. Summer dryness may become prolonged, with soil drying beginning earlier in the spring and lasting longer into the fall and winter rainy season.

- High heat increases the risk of death from cardiovascular, respiratory, cerebrovascular, and other diseases.

- Droughts are likely to become more frequent and persistent through 2100.[3]

[3] Overall, California has become drier over time, with five of the eight years of severe to extreme drought occurring between 2007 and 2016, and with unprecedented dry years in 2014 and 2015 (OEHHA 2018).

- Climate change is projected to increase the strength of the most intense precipitation and storm events affecting California.
- Mountain ranges in California are already seeing a reduction in the percentage of precipitation falling as snow. Snowpack levels are projected to decline significantly by 2100 due to reduced snowfall and faster snowmelt.
- Marine layer clouds are projected to decrease, though more research is needed to better understand their sensitivity to climate change.
- Extreme wildfires (i.e., fires larger than 10,000 hectares or 24,710 acres) would occur 50 percent more frequently. The maximum area burned statewide may increase 178 percent by the end of the century.
- Exposure to wildfire smoke is linked to increased incidence of respiratory illness.
- Sea level rise is expected to continue to increase erosion of beaches, cliffs, and bluffs. (CalOES 2020)

Global climate change risks to California are shown in Table 3.8-2, *Summary of GHG Emissions Risks to California*, and include impacts to public health, water resources, agriculture, coastal sea level, forest and biological resources, and energy.

Table 3.8-2 Summary of GHG Emissions Risks to California

Impact Category	Potential Risk
Public Health Impacts	Heat waves will be more frequent, hotter, and longer Fewer extremely cold nights Poor air quality made worse Higher temperatures increase ground-level ozone levels
Water Resources Impacts	Decreasing Sierra Nevada snow pack Challenges in securing adequate water supply Potential reduction in hydropower Loss of winter recreation

Statewide precipitation has become increasingly variable from year to year, with the driest consecutive four years occurring from 2012 to 2015 (OEHHA 2018).

Table 3.8-2 Summary of GHG Emissions Risks to California

Impact Category	Potential Risk
Agricultural Impacts	Increasing temperature Increasing threats from pests and pathogens Expanded ranges of agricultural weeds Declining productivity Irregular blooms and harvests
Coastal Sea Level Impacts	Accelerated sea level rise Increasing coastal floods Shrinking beaches Worsened impacts on infrastructure
Forest and Biological Resource Impacts	Increased risk and severity of wildfires Lengthening of the wildfire season Movement of forest areas Conversion of forest to grassland Declining forest productivity Increasing threats from pest and pathogens Shifting vegetation and species distribution Altered timing of migration and mating habits Loss of sensitive or slow-moving species
Energy Demand Impacts	Potential reduction in hydropower Increased energy demand

Sources: CEC 2006, 2009; CCCC 2012; CNRA 2014; CalOES 2020.

3.8.1 Regulatory Framework

This section describes the federal, State, regional, and local regulations applicable to GHG emissions.

FEDERAL

United States Environmental Protection Agency

The US Environmental Protection Agency (EPA) announced on December 7, 2009, that GHG emissions threaten the public health and welfare of the American people and that GHG emissions from on-road vehicles contribute to that threat. The EPA's final findings respond to the 2007 U.S. Supreme Court decision that GHG emissions fit within the Clean Air Act definition of air pollutants. The findings do not impose any emission reduction requirements, but allow

the EPA to finalize the GHG standards proposed in 2009 for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation (USEPA 2009).

To regulate GHGs from passenger vehicles, the EPA was required to issue an endangerment finding (USEPA 2025a). The finding identified emissions of 6 key GHGs—CO_2, CH_4, N_2O, hydrofluorocarbons, perfluorocarbons, and SF_6—that have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world. The first 3 are applicable to the proposed project's GHG emissions inventory because they constitute the majority of GHG emissions, and according to guidance by the South Coast AQMD, are the GHG emissions that should be evaluated as part of a project's GHG emissions inventory. In response to President Trump's "Unleashing American Energy" EO, published on January 20, 2025, the EPA announced on March 12, 2025, its intention to reconsider regulations and actions that rely on the Endangerment Finding (Holland & Knight 2025). The March 12, 2025, announcement specifically targets the following, which impact GHG emissions:

- Advanced Clean Trucks (ACT) Plan
- Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards
- Multi-pollutant Emissions Standards for model year 2027 and Later Light- and Medium-Duty Vehicles
- Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles: Phase 3.
- Corporate Average Fuel Economy (CAFE) Standards

On February 12, 2026, EPA finalized its rescission of the 2009 Greenhouse Gas Endangerment Finding.

US Mandatory Reporting Rule for GHGs (2009)

In response to the endangerment finding, the EPA issued the Mandatory Reporting of GHG Rule that requires substantial emitters of GHG emissions (e.g., large stationary sources) to report GHG emissions data. Facilities that emit 25,000 $MTCO_2e$ or more per year are required to submit an annual report; however, under the announcement released by the USEPA on March 12, 2025, related to reconsideration of GHG reporting requirements, the EPA would rescind reporting requirements for a substantial portion of the Greenhouse Gas Reporting Program (GHGRP) (covering most source categories) and would suspend reporting obligations for the remaining sectors (those under Subpart W of the GHGRP) until reporting year 2034 (Holland & Knight 2025).

Federal Fuel Economy and Fuel Standards

Update to Corporate Average Fuel Economy Standards

The federal government issued new Corporate Average Fuel Economy (CAFE) standards in 2012 for model years 2017 to 2025, which required a fleet average of 54.5 miles per gallon (mpg) in 2025. On March 30, 2020, the EPA finalized an updated CAFE and GHG emissions standards for passenger cars and light trucks and established new standards covering model years 2021 through 2026, known as the Safer Affordable Fuel Efficient (SAFE) Vehicles Final Rule for Model Years 2021 to 2026.

On June 7, 2024, the National Highway Traffic Safety Administration (NHTSA) announced final CAFE standards for passenger cars and light trucks built in model years 2027 to 2031 and final fuel efficiency standards for heavy-duty pickup trucks and vans built in model years 2030 to 2035. The final rules establish standards that would require an industry fleetwide average of approximately 50.4 mpg for passenger cars and light trucks in model year 2031, by increasing fuel economy by 2 percent year over year for passenger cars (model years 2027 to 2031) and for light trucks (model years 2029 to 2031). For heavy-duty pickup trucks and vans, the final rule would increase fuel efficiency at a rate of 10 percent per year (model years 2030 to 2032) and 8 percent per year (model years 2033 to 2035) (NHTSA 2024).

Multi-pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles

In 2024, the EPA issued a final rule, “Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles,” that sets new, more protective standards to reduce harmful air pollutant emissions from light-duty and medium-duty vehicles starting with model year 2027 (USEPA 2025b).

2025 Rollback of CAFE and Federal Fuel Standards

While both the new CAFE standards and fuel standard are currently in effect, the Trump Administration directed the Department of Transportation to rescind and replace all existing CAFE standards and emissions standards on January 29, 2025. This action targeted regulations covering model years 2024 through 2035 for both light-duty and heavy-duty vehicles.

On June 6, 2025, the NHTSA published an interpretive rule that establishes the NHTSA’s authority to revise the CAFE standards without consideration of electric vehicles (EV). California currently has no authority to implement related standards.

On June 11, 2025, the NHTSA published the final rule, “Resetting the Corporate Average Fuel Economy Program.” This rule does not immediately change current fuel economy standards;

however, the rule clarifies the NHTSA's interpretation of its obligations for CAFE standards stemming from the Energy Policy and Conservation Act of 1975 and the Energy Independence and Security Act of 2007. The rule asserts that some regulations, such as those established under previous presidential administrations, improperly considered EVs when identifying the "maximum feasibility" average fuel economy level upon which CAFE standards are developed, thereby establishing a legal foundation for future rollbacks of CAFE standards (NHTSA 2025).

STATE

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in Executive Order (EO) S-03-05 and EO B-30-15, EO B-55-18, Assembly Bill (AB) 32, Senate Bill (SB) 32, AB 1279, and SB 375.

Executive Order S-03-05

EO S-03-05 was signed June 1, 2005, and set the following GHG reduction targets for the state:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

Assembly Bill 32, the Global Warming Solutions Act (2006)

AB 32 was passed by the California State legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 tier of emissions reduction targets established in EO S-03-05. The California Air Resources Board (CARB) prepared the 2008 Scoping Plan to outline a plan to achieve the GHG emissions reduction targets of AB 32.

Senate Bill 32 and Assembly Bill 197

In September 2016, the California Governor signed SB 32 and AB 197 into law, making the EO B-30-15 goal for year 2030 into a statewide mandated legislative target. AB 197 established a joint legislative committee on climate change policies and requires CARB to prioritize direct emissions reductions rather than the market-based cap-and-trade program for large stationary, mobile, and other sources.

Executive Order B-55-18

EO B-55-18, signed September 10, 2018, sets a goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." EO B-55-18 directs CARB to work with relevant State agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning not only should emissions be

reduced to 80 percent below 1990 levels by 2050, but that, by no later than 2045, the remaining emissions be offset by equivalent net removals of CO_2e from the atmosphere, including through sequestration in forests, soils, and other natural landscapes.

Assembly Bill 1279

On August 31, 2022, the California Legislature passed AB 1279, which requires California to achieve net-zero GHG emissions no later than 2045 and to achieve and maintain negative GHG emissions thereafter. Additionally, AB 1279 also establishes a GHG emissions reduction goal of 85 percent below 1990 levels by 2045. CARB will be required to update the scoping plan to identify and recommend measures to achieve the net-zero and GHG emissions-reduction goals.

2022 Climate Change Scoping Plan

CARB adopted the *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) on December 15, 2022, which lays out a path to achieve carbon neutrality by 2045 or earlier and to reduce the state's anthropogenic (human-caused) GHG emissions (CARB 2022). The Scoping Plan provides updates to the previously adopted 2017 Scoping Plan and addresses the carbon neutrality goals of EO B-55-18 and the ambitious GHG reduction target as directed by AB 1279. Previous Scoping Plans focused on specific GHG reduction targets for our industrial, energy, and transportation sectors—to meet 1990 levels by 2020, and then the more aggressive 40 percent below that for the 2030 target. The 2022 Scoping Plan updates the target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045. Carbon neutrality takes it one step further by expanding actions to capture and store carbon including through natural and working lands and mechanical technologies, while drastically reducing anthropogenic sources of carbon pollution at the same time.

The path forward was informed by the recent Sixth Assessment Report (AR6) of the IPCC and the measures would achieve 85 percent below 1990 levels by 2045 in accordance with AB 1279. CARB's 2022 Scoping Plan identifies strategies as shown in Table 3.8-3, *Priority Strategies for Local Government Climate Action Plans*, which would be most impactful at the local level for ensuring substantial progress toward the State's carbon neutrality goals.

Table 3.8-3 Priority Strategies for Local Government Climate Action Plans

Priority Area	Priority Strategies
Transportation Electrification	Convert local government fleets to zero-emission vehicles (ZEV) and provide EV charging at public sites.
	Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans).
VMT Reduction	Reduce or eliminate minimum parking standards.
	Implement Complete Streets policies and investments, consistent with general plan circulation element requirements.
	Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.
	Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking
	Implement parking pricing or transportation demand management pricing strategies.
	Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing allowable density of the neighborhood).
	Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert “greenfield” land to urban uses (e.g., green belts, strategic conservation easements)
Building Decarboni-zation	Adopt all-electric new construction reach codes for residential and commercial uses.
	Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers).
	Adopt policies and incentive programs to electrify all appliances and equipment in existing buildings such as appliance rebates, existing building reach codes, or time of sale electrification ordinances.
	Facilitate deployment of renewable energy production and distribution and energy storage on privately owned land uses (e.g., permit streamlining, information sharing).
	Deploy renewable energy production and energy storage directly in new public projects and on existing public facilities (e.g., solar photovoltaic systems on rooftops of municipal buildings and on canopies in public parking lots, battery storage systems in municipal buildings).

Source: CARB 2022.

Based on Appendix D of the 2022 Scoping Plan, for residential and mixed-use development projects, CARB recommends first demonstrating that these land use development projects are aligned with State climate goals based on the attributes of land use development that reduce operational GHG emissions while advancing fair housing. Attributes that accommodate growth in a manner consistent with the GHG and equity goals of SB 32 have all the following attributes:

- Transportation Electrification
  - Provide electric vehicle (EV) charging infrastructure that, at a minimum, meets the most ambitious voluntary standards in the California Green Building Standards Code at the time of project approval.
- Vehicle Miles Traveled (VMT) Reduction
  - Locate projects on infill sites that are surrounded by existing urban uses and reuse or redevelop previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer).
  - The project does not result in the loss or conversion of the State's natural and working lands.
  - The project consists of transit-supportive densities (minimum of 20 residential dwelling units/acre), or is in proximity to existing transit stops (within a half mile), or satisfies more detailed and stringent criteria specified in the region's Sustainable Communities Strategy (SCS).
  - The project reduces parking requirements by:
    - Eliminating parking requirements or including maximum allowable parking ratios (i.e., the ratio of parking spaces to residential units or square feet); or
    - Providing residential parking supply at a ratio of <1 parking space per dwelling unit; or
    - For multifamily residential development, require parking costs to be unbundled from costs to rent or own a residential unit.
  - At least 20 percent of the units are affordable to lower-income residents.
  - Result in no net loss of existing affordable units.
- Building Decarbonization
  - Uses all electric appliances without any natural gas connections and does not use propane or other fossil fuels for space heating, water heating, or indoor cooking. (CARB 2022)

The second approach to project-level alignment with State climate goals is net-zero GHG emissions, especially for new residential development. The third approach to demonstrating project-level alignment with State climate goals is to align with GHG thresholds of significance,

which many local air quality management and air pollution control districts have developed or adopted (CARB 2022).

Senate Bill 375

SB 375, the Sustainable Communities and Climate Protection Act, was adopted in 2008 to connect the GHG emissions reduction targets established in the 2008 Scoping Plan for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce VMT and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions reduction targets for each of the 18 metropolitan planning organizations (MPO). The Southern California Association of Governments (SCAG) is the MPO for the Southern California region, which includes Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial Counties. Pursuant to the recommendations of the Regional Transportation Advisory Committee, CARB adopted per capita reduction targets for each of the MPOs rather than a total magnitude reduction target.

Update to the SB 375 Targets

Pursuant to the recommendations of the Regional Transportation Advisory Committee, CARB adopted per capita reduction targets for each of the MPOs rather than a total magnitude reduction target. CARB is required to update the targets for the MPOs every eight years. In June 2017, CARB released updated targets and technical methodology, and then released another update in February 2018, which became effective in October 2018 (CARB 2018). All sustainable communities strategies (SCS) adopted after October 1, 2018, are subject to these new targets. The SB 375 targets are in units of percent per capita reduction in GHG emissions from automobiles and light trucks compared to 2005. This excludes reductions anticipated from implementation of state technology and fuels strategies and any potential future state strategies such as statewide road user pricing. The proposed targets call for greater per capita GHG emission reductions from SB 375 than are currently in place, which for 2035 translates into proposed targets that either match or exceed the emission reduction levels in an MPO's currently adopted SCS. CARB staff began the target update process in 2024 with a public workshop and plans to conclude it in 2026 with Board approval of the new targets (CARB 2025a).

Additional GHG Sector-Specific Regulations

Table 3.8-4, *GHG Sector-Specific Regulations*, lists specific sector regulations that help reduce GHG emissions.

Table 3.8-4 GHG Sector-Specific Regulations

Sector	Regulations
Transportation	AB 1493, EO S-01-07, EO B-16-2012, EO N-79-20
Renewables Portfolio: Carbon Neutrality Regulations	SB 1078, SB 107, SB X1-2, EO S-14-08, SB 350, SB 100, SB 1020
Energy Efficiency	California Building Code: Building Energy Efficiency Standards, California Building Code: CALGreen, 2006 Appliance Efficiency Regulations
Solid Waste Diversion	AB 939, AB 341, AB 1327, AB 1826
Water Efficiency	SBX7-7, AB 1881
Short-Lived Climate Pollution Reduction Strategy	SB 1383

Source: Appendix C1.

REGIONAL

SCAG's 2024-2050 RTP/SCS

SB 375 requires each MPO to prepare an SCS in its regional transportation plan (RTP/SCS). For the SCAG region, the 2024-2050 RTP/SCS, Connect SoCal, was adopted on April 4, 2024, and is an update to the 2020-2045 RTP/SCS. In general, the RTP/SCS outlines a development pattern for the region that, when integrated with the transportation network and other transportation measures and policies, would reduce VMT from automobiles and light-duty trucks and thereby reduce GHG emissions from these sources.

Connect SoCal focuses on the continued efforts of the previous RTP/SCSs to integrate transportation and land use strategies in development of the SCAG region through the horizon year 2050 (SCAG 2024). Connect SoCal forecasts that the SCAG region will meet its GHG per capita reduction targets of 8 percent by 2020 and 19 percent by 2035. It also forecasts that implementation of the plan will reduce VMT per capita in year 2050 by 6.3 percent compared to baseline conditions for that year. Connect SoCal includes a "Core Vision" that centers on maintaining and better managing the transportation network for moving people and goods while expanding mobility choices by locating housing, jobs, and transit closer together, and increasing investments in transit and complete streets (SCAG 2024).

Riverside-San Bernardino-Ontario MSA Priority Climate Action Plan

In March 2024, the regional Riverside-San Bernardino-Ontario metropolitan statistical area (MSA) Priority Climate Action Plan (PCAP) was developed by 3 councils of governments: Coachella Valley Association of Governments (CVAG), San Bernardino County Transportation Agency (SBCTA), and Western Riverside Council of Governments (WRCOG). The City of Ontario is a beneficiary of the PCAP, which provides a plan to reduce GHG emissions for the entire Riverside-San Bernardino-Ontario MSA based on a compilation of existing and new analysis that includes GHG inventories across all sectors, assessment of reduction potential across each sector, and the development of 3 regional measures (i.e., light-duty vehicle infrastructure, building decarbonization, and goods movement decarbonization) (SBCTA 2024). The PCAP includes a broad range of measures geared to addressing climate change and its impacts by reducing GHG emissions associated with sectors of energy, transportation, water, waste, off-road transportation, and agriculture. The PCAP contains existing and forecast emissions inventories for each of the 3 subregions and planned GHG emission reductions by 2030 for each jurisdiction within the region. The City has adopted its own Community Climate Action Plan (CCAP) to guide local strategies for reducing GHG emissions at the community level. A discussion regarding the CCAP is provided in the following section, “Local.”

LOCAL

City of Ontario Municipal Code

The City’s Municipal Code is organized by volume, title, chapter, and article. The following regulations relate to GHG emissions impacts.

- **Volume II, Title 8, Building Regulations,** adopts the 2022 California Building Code.
- **Volume II, Title 8, Chapter 9, Electric Vehicle Charging Stations,** provides requirements for electric vehicle charging stations as well as expedited permit review and inspection requirements by the Building Department.
- **Volume II, Title 8, Chapter 10, Energy Code,** adopts the 2022 California Energy Code.
- **Volume I, Title 3, Chapter 10, Mobile Source Air Pollution Fees,** supports South Coast AQMD’s imposition of vehicle registration fee and to bring the City into compliance with the requirements in Health & Safety Code Section 44243 in order to receive fee revenues for the purpose of implementing programs to reduce air pollution from motor vehicles.

City of Ontario 2022 Climate Action Plan

The City of Ontario adopted the CCAP in August 2022 to reduce GHG emissions and achieve SB 32 emission reduction targets by year 2030 and additional reductions beyond year 2030. The CCAP is an update to the 2014 Community Action Plan and provides an updated emissions

inventory, emissions forecast, and reduction strategy analysis. The CCAP is consistent with CEQA Guidelines Section 15183.5 through 2030 because the emission reductions it demonstrates are consistent with Statewide 2030 reduction targets; however, the CCAP post-2030 reduction targets predate the State's current 2045 emission reduction targets and carbon neutrality goal and so are not aligned with them (Ontario 2022).

3.8.2 Existing Conditions

CALIFORNIA'S GHG SOURCES AND RELATIVE CONTRIBUTION

In 2025, the statewide GHG emissions inventory was updated for 2000 to 2023 emissions using the GWPs in IPCC's AR4 and reported that California produced 360.4 $MMTCO_2e$ GHG emissions in 2023 (3.0 percent lower than 2022 levels). Since peak levels in 2004, California's GHG emissions have generally followed a decreasing trend. By 2014, statewide GHG emissions dropped below the 2020 GHG limit (AB 32 target for year 2020) and have remained below that limit ever since. Additionally, the carbon intensity of California's economy (the amount of carbon pollution per million dollars of gross state product) is declining (CARB 2025b).

California's transportation sector remains the largest source of GHG emissions, producing 37.1 percent of the state's total emissions. Industrial sector emissions make up 18.6 percent, and electric power generation make up 15.9 percent of the state's emissions inventory. Other major sectors of GHG emissions include residential and commercial (12.0 percent), agriculture and forestry (8.1 percent), high GWP emissions (5.9 percent), and recycling and waste (2.4 percent).

Emissions from the transportation sector (e.g., on-road vehicles) have generally decreased since their peak in 2002, but this sector has experienced periods of growth and decline. A decrease through 2023 was primarily due to reductions from on-road sources, likely from an increased use in EVs and more fuel-efficient vehicles over that timeframe, and the subsequent decrease in the amount of fuel used. Electricity emissions also have decreased since the early 2000s due to the deployment of renewable and less carbon-intensive resources, leading to reduced dependence on fossil-fuel electricity generation. Emissions from the industrial sector decreased from 2022, largely due to the continued downward trend in oil and gas production (CARB 2025b).

POLICY PLAN AMENDMENT

City of Ontario Existing Emissions

The land uses under the approved project consist primarily of residential, mixed-use subareas, retail/service, business park and industrial areas, and open spaces. These operations currently

generate GHG emissions from vehicle trips, building energy use, water use, solid waste generation, and refrigerants.

SPECIFIC PLAN

The Specific Plan area is currently used for mostly agricultural uses, including dairy farming. GHGs commonly generated by these types of uses include Methane (CH_4) from enteric fermentation, Nitrous Oxide (N_2O) from manure and fertilizers, and Carbon Dioxide (CO_2) from soil liming, fertilizer, and fuel. CH_4 is the leading GHG associated with milk production, making up about 62 percent of the farm-gate life cycle GHG emissions.

3.8.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to greenhouse gas emissions if it would:

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

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

THRESHOLD GUIDANCE

Policy Plan Amendment

Consistency with a GHG Reduction Plan

CEQA Guidelines Section 15183.5, Tiering and Streamlining the Analysis of Greenhouse Gas Emissions, allows for lead agencies to analyze and mitigate the significant effects of GHG emissions at a programmatic level. Pursuant to CEQA Guidelines Section 15183.5, later project-specific environmental documents may tier from and/or incorporate by reference the GHG reduction plan so long as they include the following plan elements.

- Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area.
- Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable.

- Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area.
- Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level.
- Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels.
- Be adopted in a public process following environmental review.

The CCAP was adopted in a public process following environmental review in August 2022. The CCAP included and updated a GHG inventory for Ontario based on the latest community protocols and GWPs. The CCAP provided emissions forecasts for 2030 and 2050 and established GHG emissions targets for 2030 consistent with SB 32. The CCAP identified State and local measures to reduce GHG emissions and quantified GHG reductions associated with these measures. With implementation of the GHG reduction measures, the CCAP provides a flexible path to reduce the community's GHG emissions to achieve the 2030 target pursuant to SB 32. While the CCAP includes a forecast with reductions for the 2050 horizon, it was based on the reductions needed to achieve the 2050 target set by EO S-03-05 and predates the passage of AB 1279 that established updated reduction targets through year 2045. Consequently, the CCAP is a qualified GHG reduction plan through 2030 but does not provide a tiering opportunity that is aligned with existing legislative reduction targets for subsequent projects with a post-2030 buildout horizon.

Because the CCAP is the City's current GHG reduction strategy for the City, the proposed project will be assessed for consistency with the strategies of the City's CCAP as the applicable plan adopted for reducing GHG emissions. For the City's CCAP, impacts of the Policy Plan Amendment are further assessed against the per capita threshold identified in the CCAP. The 2050 GHG per capita goal in the CCAP is:

- 2.0 $MTCO_2e$ per person (service population)

CARB 2022 Scoping Plan

The Policy Plan Amendment forecasts growth in the City through year 2050; therefore, this Draft SEIR analyzes the potential for the Policy Plan Amendment to conflict with statewide GHG reduction goals identified in the CARB 2022 Scoping Plan that are applicable to local

governments, which reflect the legislative reduction targets of AB 1279.[4] AB 1279 established a carbon neutrality goal of 85 percent below 1990 levels by 2045. The State's 2022 Scoping Plan provides statewide strategies to achieve the GHG reduction goals of AB 1279. To provide a GHG emissions target for the City's community emissions in line with the AB 1279 targets, the City's AB 1279 reduction target was estimated based on the baseline emissions in the City's CCAP. The City's 2008 emissions were 2,212,900 $MTCO_2e$, which corresponds to an estimated 1990-equivalent level of 1,880,970 $MTCO_2e$, based on state guidance that 1990 emissions for local governments are 15 percent below 2005-2010 levels (Ontario 2022). An 85 percent reduction from estimated 1990 levels would require the City's 2050 emissions[5] to achieve the following annual GHG emissions target in 2050 to be consistent with AB 1279 for the Policy Amendment component of the proposed project:

- 282,140 $MTCO_2e$

Specific Plan

To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, South Coast AQMD convened a GHG CEQA Significance Threshold Working Group. Based on the last Working Group meeting (Meeting No. 15) in September 2010, South Coast AQMD identified a tiered approach for evaluating GHG emissions for development projects where South Coast AQMD is not the lead agency, which is based on an emissions capture rate of 90 percent. A 90 percent emission capture rate means that 90 percent of total emissions from all projects would be subject to a CEQA analysis. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial fraction of future stationary source projects that will be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate contribute a relatively small fraction of the cumulative statewide GHG emissions.

[4] The 2022 Scoping Plan includes statewide measures to achieve the state's carbon neutrality goals under EO B-55-18 such as carbon dioxide removal (CDR) that are not applicable to local governments. Carbon neutrality goals are a "no impact" level and not a "less than significant" impact level for climate change effects. There are presently no reliable means of forecasting how future technological developments related to carbon dioxide removal may affect future emissions in a planning jurisdiction. Therefore, carbon neutrality targets are not directly applicable to local governments and CEQA projects to mitigate GHG emissions impacts of a proposed project. Moreover, AB 1279 GHG reduction targets for 2045 are in line with the scientifically established levels needed in the U.S. to limit global warming below 1.5 to 2.0 degrees Celsius, the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea levels. For these reasons, the targets of AB 1279 are applicable to the SEIR. However, the CCAP includes measures that align with the state's carbon neutrality goals under EO B-55-18 and per capita targets under SB 32.

[5] The State has not adopted a quantitative GHG emissions reduction target beyond 2045; however, the State aspires to achieve net zero GHG emissions as soon as possible, but no later than 2045, and to achieve and maintain net negative GHG emissions thereafter.

In determining this level of emissions, data available from South Coast AQMD was utilized. South Coast AQMD used a database of projects that contained 798 projects, 60 of which were extremely large General Plan Updates, Master Plans, or Specific Plan projects. The 60 very large projects were removed from the database in order not to skew the emissions value, leaving a net of 738 projects. In addition, 27 projects were found to be outliers that would skew the emission value too high, leaving 711 as the sample population to use in determining the 90th percentile capture rate.

The South Coast AQMD analysis of the 711 projects within the sample population combined commercial, residential, and mixed-use projects. It should be noted that the sample of projects included warehouses and other light industrial land uses but did not include industrial processes (i.e., oil refineries, heavy manufacturing, electric generating stations, mining operations, etc.). Emissions from each of these projects were calculated by South Coast AQMD to provide a consistent method of emissions calculations.

The South Coast AQMD analysis determined that the 90th percentile ranged from 2,983 to 3,143 MT CO_2e per year. Therefore, a 3,000 MT CO_2e per year value is the low-end value within that range rounded to the nearest hundred tons of emissions and is used in defining small projects that are considered less than significant and do not need to provide further analysis.

Although the 3,000 MT CO_2e per year threshold was never adopted, it was developed and recommended by South Coast AQMD, an expert agency, based on substantial evidence as provided in the Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold document and subsequent Working Group meetings. Further, this threshold has been used for hundreds, if not thousands, of GHG analyses performed for projects located within the South Coast AQMD jurisdiction. As such, EBPSP emissions would be considered significant if the 3,000 MT CO_2e per year threshold was exceeded.

Mass Emissions and Health Effects

On December 24, 2018, in *Sierra Club et al. v. County of Fresno et al.* (Friant Ranch), the California Supreme Court determined that the EIR for the proposed Friant Ranch project failed to adequately analyze the project's air quality impacts on human health. The EIR prepared for the project, which involved a master planned retirement community in Fresno County, showed that project-related mass emissions would exceed the San Joaquin Valley Air Pollution Control District's regional significance thresholds. In its findings, the California Supreme Court affirmed the holding of the Court of Appeal that EIRs for projects must not only identify impacts to human health, but also provide an "analysis of the correlation between the project's emissions and human health impacts" related to each criterion air pollutant that exceeds the regional significance thresholds or explain why it could not make such a connection. In general, the ruling focuses on the correlation of emissions of toxic air contaminants and criteria air pollutants and their impact to human health.

In 2009, the EPA issued an endangerment finding for six GHGs—CO_2, CH_4, N_2O, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and SF_6—to regulate GHG emissions from passenger vehicles. The endangerment finding is based on evidence that shows an increase in mortality and morbidity associated with increases in average temperatures, which increase the likelihood of heat waves and ozone levels. The effects of climate change are identified in Table 3.8-2. Though identified effects such as sea level rise and increased extreme weather can indirectly impact human health, neither the EPA nor CARB has established ambient air quality standards for GHG emissions. The state's GHG reduction strategy outlines a path to avoid the most catastrophic effects of climate change, and the state's GHG reduction goals and strategies are based on the path to reducing statewide cumulative GHGs as outlined in AB 32, SB 32, and EO S-03-05.

Because no single project is large enough to result in a measurable increase in global concentration of GHG emissions, climate change impacts of a project are considered on a cumulative basis. Without federal ambient air quality standards for GHG emissions and given the cumulative nature of GHG emissions and the South Coast AQMD's significance thresholds, which are tied to reducing the state's cumulative GHG emissions, it is not feasible at this time to connect the project's specific GHG emissions to the potential health impacts of climate change.

METHODOLOGY

Policy Plan Amendment

This GHG evaluation was prepared in accordance with the requirements of CEQA to determine if significant GHG impacts are likely to occur in conjunction with future development that would be accommodated by the proposed project.

The emissions inventory and forecast for the Policy Plan Amendment utilizes a community emissions accounting method that includes sources that are in the indirect and direct jurisdictional control of the City of Ontario (geographic region).[6] The community GHG emissions inventory and forecast is based on activity data compiled for TOP 2050 (see Appendix C1). The community emissions inventory was compiled using the United States Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions (U.S. Community Protocol) accounting protocols, which were first developed in 2012 and last updated in 2019. The following is a summary of the assumptions used for the community GHG emissions analysis:

- **Building Energy.** Emissions associated with electricity and natural gas use for residential and nonresidential land uses in the city were based on the energy forecast without state actions

[6] Emissions from permitted sources are excluded from the existing emissions inventory because the reductions associated with the Industrial sector are regulated separately by South Coast AQMD or are otherwise not under the jurisdiction of the City.

conducted for the emissions inventory for the CCAP. Forecasts are adjusted for increases in dwelling units for residential electricity and natural gas use and non-residential square footage for non-residential electricity and natural gas use in the city. Southern California Edison (SCE) carbon intensity factors for year 2050 are based on statutory compliance with SB 100 to provide 100 percent of in-state electricity sales sourced from eligible renewable and carbon-free sources by 2045.

- **Transportation.** Transportation emissions forecasts were modeled using emissions data with adjusted factors from CARB's EMFAC2021 V1.0.2 web database.[7] Model runs were based on daily VMT data provided by Fehr & Peers (see Appendix K1) and calendar year 2050 emission rates. The VMT is based on the origin-destination methodology using the San Bernardino Transportation Analysis Model+ (SBTAM+) and includes the full trip length for land uses in the city and a 50 percent reduction in the trip length for external-internal/internal-external trips based on the recommendations of CARB's Regional Targets Advisory Committee (RTAC) under SB 375.[8] Consistent with CARB's methodology within the Climate Change Scoping Plan Measure Documentation Supplement, daily VMT was multiplied by 347 days per year to account for reduced traffic on weekends and holidays to determine annual emissions.

- **Off-Road Equipment.** Estimates for the Approved TOP are based on air quality and greenhouse gas emissions modeling conducted for the 2022 Certified EIR. The modeling used CARB's OFFROAD2021 V1.0.1 web database to estimate emissions from agricultural, light commercial, and construction within the City. The agricultural equipment forecast for the proposed project assumes there is no remaining farmland in the city. The construction equipment forecast for the proposed project was assumed to be similar to historic levels. The lawn and garden forecast for the proposed project is adjusted for changes in housing

[7] EMFAC2021 emissions projections assumed implementation of California's Advanced Clean Trucks (ACT) Regulation and the Heavy-Duty Low NO_X Omnibus Regulation, which had been authorized by EPA waivers under the CAA. The ACT and Omnibus regulations were disapproved by congressional resolutions H.J. Resolution 87 and H.J. Resolution 89, respectively, both of which were signed by the president on June 12, 2025. The CARB adjustment factors released for EMFAC2021 address the effects of the resolutions on the forecast emissions data in EMFAC2021.

[8] For accounting purposes, there are three types of trips:
Internal-Internal. Vehicle trips that originated and terminated within the city (Internal-Internal, I-I). Using the accounting rules established by RTAC, 100 percent of the length of these trips and their emissions are attributed to the city.
Internal-External/External-Internal. Vehicle trips that either originated or terminated (but not both) in the city (Internal-External or External-Internal, I-X and X-I). Using the accounting rules established by RTAC, 50 percent of the trip length for these trips is attributed to the city.
External-External. Vehicle trips that neither originated nor terminated in the city. These trips are commonly called pass-through trips (External-External, X-X). Using the accounting rules established by RTAC, these trips are not counted toward the city's VMT or emissions.

growth in the City. The light commercial/industrial equipment forecast for the proposed project is adjusted for changes in employment in the City.

- **Refrigerant Leakage.** Refrigerants are based on the statewide 2021 refrigerant use and statewide population based on the 2021 census data in order to derive emissions per person. Emissions from this sector are based on AR5.

- **Solid Waste Disposal.** GHG emissions released from trash collected from residents and businesses were quantified using the 2050 forecast per capita GHG emissions from the 2019 inventory developed for the CCAP.

- **Water Use and Wastewater Treatment.** GHG emissions from this sector include indirect GHG emissions from the embodied energy associated with water use and wastewater generation and fugitive GHG emissions from processing wastewater. The total annual existing and proposed water demand/wastewater generation in the city are based on the water demand factors from the City of Ontario, 2024 Water Demand and Sewer Flow Factors Technical Memorandum (see Appendix L1). Electricity use from water use is estimated using energy rates identified by in the 2022 CalEEMod Users Guide (CAPCOA 2022). Then energy is multiplied by the carbon intensity of energy. Wastewater treatment also results in direct CH_4 emissions from wastewater processing, which are based on the emission rates identified in the 2022 CalEEMod Users Guide (CAPCOA 2022).

Life-cycle emissions are not included in this analysis because not enough information is available for the proposed project, and therefore they would be speculative.[9] Black carbon emissions are not included in the GHG analysis because CARB does not include this short-lived climate pollutant in the State's GHG emissions inventory but treats it separately.[10]

[9] Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. The California Resources Agency, in adopting the CEQA Guidelines Amendments on GHG emissions found that lifecycle analysis was not warranted for project-specific CEQA analysis in most situations, for a variety of reasons, including lack of control over some sources, and the possibility of double-counting emissions (see Final Statement of Reasons for Regulatory Action, December 2009). Because the amount of materials consumed during the operation or construction of the proposed project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials is also not known, calculation of life cycle emissions would be speculative. A life-cycle analysis is not warranted (LCI 2008).

[10] Particulate matter emissions, which include black carbon, are analyzed in Section 3.3, *Air Quality*. The majority of anthropogenic sources come from transportation—specifically, heavy-duty vehicles. The share of black carbon emissions from transportation is dropping rapidly and is expected to continue to do so between now and 2030 as a result of California's air quality programs. The remaining black carbon emissions will come largely from woodstoves/fireplaces, off-road applications, and industrial/commercial combustion (CARB 2022).

Specific Plan

CalEEMod

The California Air Pollution Control Officers Association (CAPCOA) in conjunction with other California air districts, including South Coast AQMD, released CalEEMod 2022 in May 2022. The purpose of the model is to calculate construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used to determine the GHG emissions associated with the EBPSP. CalEEMod includes GHG emissions from the following source categories: construction, area, energy, mobile, waste, water, refrigerants, and stationary sources.

3.8.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.8.5 Environmental Impacts

2022 CERTIFIED EIR

The 2022 Certified EIR identified that implementation of Ontario's Community Climate Action Plan would meet the GHG reduction target established under SB 32 and Executive Order S-03-05 and progress toward the State's carbon neutrality goal, and thus result in less than significant GHG emissions impacts associated with the approved project with respect to established legislative reduction targets at the time. Goals and policies in TOP and actions in the CCAP were determined to minimize GHG emissions generated by the residential and nonresidential land uses in the City.

PROPOSED PROJECT

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The 2022 Certified EIR identified that with implementation of the CCAP, the approved project would achieve the EO S-03-05 GHG emissions reduction targets, resulting in an 80 percent decrease in the GHG emissions in the City by 2050 from existing conditions, and would make substantial progress toward the State's carbon neutrality goals under EO B-55-18. Impacts related to GHG emissions were identified as less than significant.

Policy Plan Amendment

Horizon Year 2050 Emissions Forecast

Buildout of the proposed project is not linked to a specific development time frame but is assumed over a 25-year horizon. The proposed project is an update to the current TOP 2050 to guide the City's development and conservation through 2050. The community GHG emissions inventory for the proposed project compared to the approved project is shown in Table 3.8-5, *City of Ontario GHG Emissions Forecast*. As shown in this table, the increase in development and population associated with the proposed project compared to the approved project would result in a slight increase in total GHG emissions across all sectors; however, the GHG emissions efficiency of the proposed project, expressed in GHG emissions per service population, would remain the same as the approved project because of regulations adopted to reduce GHG emissions and the natural turnover of California's on-road vehicle fleets, where newer, more efficient vehicles gradually replace older, less efficient ones. Overall, GHG emissions associated with the proposed project would be slightly higher compared to those of the approved project in the absence of local measures identified in the CCAP and would not meet AB 1279 carbon neutrality target.

Table 3.8-5 City of Ontario GHG Emissions Forecast

Emissions Sector	GHG Emissions ($MTCO_2e$/year)					
	Current TOP 2050	**%**	**Proposed Project**	**%**	**Net Change**	**%**
Building Electricity	0	0%	0	0%	0	0%
Building Natural Gas	552,783	22%	570,967	22%	18,184	3%
On-Road Transportation	1,594,833	63%	1,644,577	63%	49,744	3%
Off-Road Vehicles and Equipment	75,897	3%	76,077	3%	180	0%
Solid Waste/Landfills	111,042	4%	115,490	4%	4,448	4%
Refrigerants	185,362	7%	192,786	7%	7,425	4%
Water Use	15,400	1%	15,685	1%	285	2%
Wastewater Treatment	4,482	<1%	4,676	<1%	194	4%
Total Community Emissions	**2,539,799**	**100 %**	**2,620,257**	**100 %**	**80,459**	**3%**
AB 1279 Target – 282,140 $MTCO_2e$	**Does Not Achieve Target**	**—**	**Does Not Achieve Target**	**—**	**—**	**—**

Table 3.8-5 City of Ontario GHG Emissions Forecast

Emissions Sector	GHG Emissions ($MTCO_2e$/year)					
	Current TOP 2050	%	Proposed Project	%	Net Change	%
Service Population (SP)	710,472	—	728,776	—	18,304	3%
$MTCO_2e$/SP	3.6	—	3.6	—	0.0	<1%
CCAP 2050 per capita goal	2.0	—	2.0	—	—	—
Achieves CCAP 2050 per capita goal?	**Does Not Achieve Per Capita Goal**	**—**	**Does Not Achieve Per Capita Goal**	**—**	**—**	**—**

Source: Appendix C1.

Note: Based on GWPs in the IPCC Fifth Assessment Report (AR5). Emissions may not total to 100 percent due to rounding.

While growth in the City would cumulatively contribute to GHG emissions impacts, implementation of the TOP 2050 policies could help minimize energy and mobile-source emissions, as listed below. For example, Environmental Resources Element policies ER-3.1 through ER-3.6 would contribute to reducing emissions from energy consumption by increasing energy efficiency and transitioning from natural gas to renewable energy systems. Policies ER-4.1, ER-4.5, M-1.4, M-1.6, M-2.1 through M-2.4, M-3.3, and M-3.10 would contribute to reducing emissions from mobile sources by supporting transit-oriented development and non-motorized mobility options.

- **ER-3.1: Conservation Strategy.** We require conservation as the first strategy to be employed to meet applicable energy-saving standards.
- **ER-3.2: Green Development – Communities.** We encourage the use of the LEED Neighborhood Development rating system, or similar mechanism, to guide the planning and development of all new communities.
- **ER-3.3: Building and Site Design**. We require new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive solar, and natural ventilation.
- **ER-3.4: Green Development – Public Buildings.** We require all new and substantially renovated City buildings in excess of 10,000 square feet achieve a LEED Silver Certification standard, as determined by the U.S. Green Building Council.

- **ER-3.5: Fuel-Efficient and Alternative Energy Vehicles and Equipment.** We require purchase and use vehicles and equipment that are fuel efficient and meet or surpass state emissions requirements and/or use renewable sources of energy.
- **ER-3.6**: **Generation – Renewable Sources.** We promote the use of renewable energy sources (e.g., solar, wind, biomass) in public and private sector development.
- **ER-4.1: Land Use.** We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.
- **ER-4.5: Transportation.** We promote mass transit and non-motorized mobility options (walking, biking) to reduce air pollutant emissions.
- **M-1.4: Complete Streets.** We work to provide a complete, balanced, context-aware, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.
- **M-1.6: Reduce Vehicle Miles Traveled.** We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.
- **M-2.1: Active Transportation.** We maintain our Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways and pedestrian facilities that are safe, comfortable, and accessible and connect residential areas, businesses, schools, parks, and other key destination points.
- **M-2.2: Bicycle System.** We provide off-street multipurpose trails and Class II bikeways as our preferred paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right-of-way, we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas.
- **M-2.3: Pedestrian Walkways**. We require streets to include sidewalks and visible crosswalks at major intersections where necessary to promote safe and comfortable mobility between residential areas, businesses, schools, parks, recreation areas, and other key destination points.

- **M-2.4: Network Opportunities.** We use public rights-of-way and easements such as, utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options to maintain and expand our bicycle and pedestrian network. In urban, mixed- use, and transit-oriented Place Types, we encourage the use of underutilized public and private spaces to expand our public realm and improve pedestrian and bicycle connectivity.

- **M-3.3: Transit-Oriented Development.** We may provide additional development-related incentives to those inherent in the Land Use Plan for projects that promote transit use and reduce vehicle miles traveled.

- **M-3.10: Multimodal Transportation Center.** We intend to ensure the development of a multimodal transportation center near ONT airport to serve as a transit hub with amenities for transit riders, pedestrians, and bicyclists transitioning to local buses, BRT, the Gold Line, high-speed rail, the proposed Ontario Airport Metro Center Circulator, and other future transit modes. We support locations for the multimodal transportation center that are north of ONT airport, between Vineyard Avenue and Interstate 15.

Implementation of the TOP 2050 policies would contribute to minimizing GHG emissions in the City to the extent feasible. However, GHG emissions are projected to increase 3 percent more than the approved project and would not achieve the State's carbon neutrality targets of AB 1279.

Therefore, the proposed project's GHG emissions compared to the approved project are considered **potentially significant** in regard to meeting the State's long-term reduction goals and achieving substantial progress toward carbon neutrality. As identified above, the 2022 Certified EIR identified less than significant impacts with regard to GHG emissions. Therefore, the proposed project would result in a new impact compared to that identified in the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

Construction

Construction-related emissions are expected from the following activities.

- Demolition
- Site Preparation
- Grading
- Building Construction
- Paving

- Architectural Coating

For construction phase emissions, GHGs are quantified and amortized over the life of a project. To amortize the emissions over the life of the EBPSP, the South Coast AQMD recommends calculating the total GHG emissions for construction activities, dividing it by a 30-year project life then adding that number to the annual operational phase GHG emissions. As such, construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions. The total and amortized construction emissions for each phase of construction are presented in Tables 3.8-6, *Amortized Annual EBPSP Construction Emissions – Phase 1*, 3.8-7, *Amortized Annual EBPSP Construction Emissions – Phase 2*, and 3.8-8, *Amortized Annual EBPSP Construction Emissions – Phase 3*. As shown in Tables 3.8-6 through 3.8-8, the total amortized GHG emissions at buildout of Phases 1, 2, and 3 would total 262 MT CO2e/yr.

Table 3.8-6 Amortized Annual EBPSP Construction Emissions – Phase I

	Emissions (MT/yr)				
Year	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
2027	1,829	0.08	0.11	1	1,864
2028	1,408	0.05	0.09	1	1,438
Total	3,238	0.13	0.20	3	3,302
Amortized	108	<0.01	0.01	0.09	110

Source: Appendix C6

Note: totals may not add up to 100 percent due to rounding

Table 3.8-7 Amortized Annual EBPSP Construction Emissions – Phase 2

	Emissions (MT/yr)				
Year	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
2028	852	0.05	0.06	0.35	871
2029	1,723	0.06	0.09	1	1,753
Total	2,575	0.11	0.15	2	2,624
Amortized	86	<0.01	<0.01	0.05	87

Source: Appendix C6

Note: totals may not add up to 100 percent due to rounding

Table 3.8-8 Amortized Annual EBPSP Construction Emissions – Phase 3

Year	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
2030	1,273.05	0.06	0.07	0.49	1,296.63
2031	637.03	0.02	0.03	0.28	646.03
Total	1,910.08	0.08	0.10	0.77	1,942.67
Amortized	63.67	0.00	0.00	0.03	64.76

Source: Appendix C6

Note: totals may not add up to 100 percent due to rounding

Operation

Operations of the EBPSP would generate CO_2, CH_4, N_2O, and Refrigerant emissions. Primary emissions sources would include:

- Mobile Source Emissions
- Area Source Emissions
- Energy Source Emissions
- Water Supply, Treatment, and Distribution
- Solid Waste
- Refrigerants
- Stationary Source Emissions
- Cargo Handling Equipment Source Emissions.

The estimated EBPSP-related GHG emissions for all phases are summarized in Table 3.8-9, *EBPSP GHG Emissions – Phase 1 (Unmitigated),* Table 3.8-10, *EBPSP GHG Emissions – Phases 1 and 2 (Unmitigated)*, and Table 3.8-11, *EBPSP GHG Emissions – Phases 1, 2, and 3 (Unmitigated) based on the project phasing*. As shown in these tables, the EBPSP would result in GHG emissions of approximately 46,847 $MTCO_2e$/yr at buildout and would exceed the numeric threshold of 3,000 $MTCO_2e$/yr. Thus, the EBPSP would result in a **potentially significant** impact with respect to GHG emissions. The 2022 Certified EIR identified less than significant impacts with regard to GHG emissions. Therefore, the proposed project would result in a new impact compared to that identified in the 2022 Certified EIR.

Table 3.8-9 EBPSP GHG Emissions – Phase 1 (Unmitigated)

Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction emissions	108	0	0.01	0.09	110
Mobile	15,525	0.88	2	17	16,093
Area	36	0	0	0	36
Energy	1,645	0.16	0.02	0	1,655
Water	396	9.21	0.22	0	692
Waste	112	11.17	0	0	391
Refrigeration	0	0	0	5	5
Stationary	8	0	0	0	8
Cargo Handling Equipment	—				237
Total CO_2e (All Sources)	19,227				

Source: Appendix C6

Note: totals may not add up to 100 percent due to rounding. Construction emissions are amortized over a 30-year project lifetime.

Table 3.8-10 EBPSP GHG Emissions – Phases 1 and 2 (Unmitigated)

Source	Emissions (MT/yr)				
	CO_2T	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction emissions	194	0.01	0.01	0.14	197.52
Mobile	32,016	1.71	3	33	33,115
Area	48	0	0.00	0	48
Energy	3,252	0.31	0.04	0	3,271
Water	758	17.62	0.42	0	1,325
Waste	250	24.98	0	0	874
Refrigeration	0	0	0	10	10
Stationary	17	0	0	0	17
Cargo Handling Equipment	—				426
Total CO_2e (All Sources)	39,284				

Source: Appendix C6

Note: totals may not add up to 100 percent due to rounding. Construction emissions are amortized over a 30-year project lifetime.

Table 3.8-11 EBPSP GHG Emissions – Phases 1, 2, and 3 (Unmitigated)

Source	Emissions (MT/yr)				
	CO_2T	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction emissions	257	0.01	0.01	0.17	262
Mobile	38,873	2	4	33	40,217
Area	60	0.00	0	0	60
Energy	3,168	0.40	0.05	0	3,192
Water	767	22	0.53	0	1,476
Waste	309	31	0	0	1,082
Refrigeration	0	0	0	16	16
Stationary	21	0	0	0	21
Cargo Handling Equipment	—				521
Total CO_2e (All Sources)	46,847				

Source: Appendix C6

Note: totals may not add up to 100 percent due to rounding. Construction emissions are amortized over a 30-year project lifetime.

Specific Plan Significance without Mitigation: Potentially significant.

Impact GHG-1: Implementation of the proposed project would result in an increase in GHG emissions compared to the approved project and would not achieve the carbon neutrality threshold of AB 1279.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant GHG emissions impacts and therefore did not identify mitigation measures.

New Mitigation Measures

Policy Plan Amendment

Mitigation Measure GHG-1-PPA is applicable to the Policy Plan Amendment.

> **Mitigation Measure GHG-1-PPA:** The City of Ontario shall prepare an update to the Community Climate Action Plan (CCAP) to align GHG emissions targets in the City with the GHG reduction targets of Assembly Bill (AB) 1279. The CCAP update shall be completed within 48 months of certification of the Ontario Policy Amendment SEIR.

Following the initial update within 48 months, the CCAP shall be updated at a frequency of no less than every 5 years to ensure the City is monitoring the plan's progress toward achieving the City's greenhouse gas (GHG) reduction target. The initial and subsequent updates shall consider a trajectory consistent with the GHG emissions reduction goal established under AB 1279 for year 2045, and the latest applicable statewide legislative GHG emissions reduction that may be in effect at the time of the update. If it is determined that the CCAP is not achieving the GHG emissions reduction targets established therein, the plan shall be amended as appropriate to ensure the established GHG emissions reduction target is achieved by 2045 or other benchmark year(s) identified by the latest statewide GHG emissions reduction legislation. The CCAP shall include the following:

- GHG inventories of existing- and forecast-year GHG levels.
- Tools and strategies for reducing GHG emissions to ensure a trajectory with the long-term GHG reduction target and carbon neutrality goal for year 2045 in Assembly Bill 1279 or subsequent GHG emissions reduction legislation in effect at the time of the CCAP update. These measures may include but are not limited to:
    - Encouraging electric vehicle adoption through incentives or education programs.
    - Adopting local ordinances or policies that require greater energy efficiency, waste reduction, and water conservation in new construction, additions, and/or alterations.
    - Encouraging the construction of solar arrays above parking lots and the integration of solar and other renewable energy generation technologies in new construction, additions, and/or alterations.
    - Encouraging the incorporation of energy storage and other grid-harmonizing infrastructure in new construction, additions, and/or alterations.
    - Collaborating with Southern California Edison to encourage existing developments to upgrade natural gas equipment (e.g., furnaces) with electric equipment (e.g., heat pumps), to the extent feasible.

- Plan implementation guidance that includes, at minimum, the following components:
  - Administration and Staffing
  - Finance and Budgeting
  - Timelines for Measure Implementation
  - Community Outreach and Education
  - Monitoring, Reporting, and Adaptive Management
  - Tracking Tools

Specific Plan

As previously mentioned, if the GHG emissions of a given project exceed 3,000 MTCO2e/yr, impacts would be considered significant. Additionally, the EBPSP would be required to achieve a minimum of 100 points pursuant to measures identified in the CCAP Screening Tables. To this end, Mitigation Measure GHG-1-SP is incorporated. Mitigation Measures AIR-1-SP through AIR-8-SP (presented in Section 3.3, *Air Quality*) would also aid in the reduction of GHG emissions.

Mitigation Measure GHG-1-SP: Project development proposals pursuant to the EBPSP shall implement CCAP Screening Table Measures that achieve at least 100 points per the Screening Tables. The City shall verify that Screening Table Measures achieving the 100-point performance standard are incorporated in development plans prior to the issuance of building permit(s) and/or site plans (as applicable). The City shall verify implementation of the selected Screening Table Measures prior to the issuance of Certificate(s) of Occupancy. At the discretion of the City, measures that provide GHG reductions equivalent to GHG emissions reductions achieved via the Screening Table Measures may be implemented. Multiple development proposals may, at the discretion of the City, be allowed to collectively demonstrate achievement of at least 100 points per the Screening Tables. Measures that shall be considered include:

- Reduction Measure 1: Building Electrification
- Reduction Measure 2: Solar Energy Systems for New Warehouse Development only
- Reduction Measure 7: Vehicle Electrification
- Reduction Measure 8: Active Transportation
- Reduction Measure 11: Waste diversion

- Reduction Measure 12: Water conservation
- Reduction Measure AR-1: Charging stations for large trucks.
- Reduction Measure AR-3: Installation of EV charging stations for employee vehicle parking spaces.
- Reduction Measure AR-4 Recycled Water.
- Reduction Measure AR-5 Reflective Paving.
- Reduction Measure AR-6 Zero Emission Cargo Equipment.

Mitigation Measure GHG-2-SP: Implement Mitigation Measure AIR-1-SP through AIR-8-SP.

Significance After Mitigation

Policy Plan Amendment

Implementation of Mitigation Measure GHG-1-PPA would ensure that the City aligns the CCAP update with the GHG reduction targets of AB 1279 and the statewide legislative GHG emission reduction targets that are in effect at the time of the CCAP update. Implementation of CCAP measures that increase the efficiency of energy and water use and offset electricity use through solar panels would reduce GHG emissions from land uses accommodated under the proposed project to the extent feasible.

Given the growth in population and employment in the City, the emissions reductions needed from existing development, the overall magnitude of emissions reductions needed to achieve the GHG reduction target from existing and new development, and federal legal constraints on the implementation and effectiveness of State actions for emissions reduction, it is uncertain whether implementation of Mitigation Measure GHG-1-PPA would achieve the substantial reductions needed to align with the GHG reduction targets of AB 1279. In addition, the City cannot ensure that Mitigation Measure GHG-1-PPA would be implemented prior to the generation of new GHG emissions from development facilitated under the proposed project, which could further limit the effectiveness of this mitigation measure in achieving the required emissions reductions. Therefore, GHG emissions impacts of the proposed project compared to the approved project are considered **significant and unavoidable**.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

Specific Plan

Preliminary CCAP measures to be implemented by the EBPSP are presented in Table 3.8-12, *EBPSP CCAP Screening Table*. These measures are subject to change throughout the

development process, so long as the requisite 100 points are achieved, as required through Mitigation Measure GHG-1-SP. As shown in this table, measures to be implemented by the EBPSP would achieve a total of 101 points.

Table 3.8-12 EBPSP CCAP Screening Table

Description	Feature	EBPSP Points
Reduction Measure 1: Building Electrification		
Replacement of gas appliance with electric appliance.	Electric space heater.	5
	Electric water heater.	8
	Electric stove.	2
Lack of natural gas infrastructure.	No natural gas infrastructure.	8
Reduction Measure 2: Solar Energy Systems for New Warehouse Development only		
Installation of rooftop solar energy systems at new warehouse/logistics facilities.	Installation of rooftop solar energy system which generates enough electricity to meet 45 percent of annual warehouse electricity demand.	22
Reduction Measure 7: Vehicle Electrification		
Installation of EV charging stations for truck parking spaces.	Installation of Level 2 or higher EV charging stations at a rate of 10-19 percent of planned truck parking spaces.	4
Reduction Measure 8: Active Transportation		
Installation or improvement of bicycle facilities.	Bicycle parking facilities with 1:20 ratio of bicycle parking to employee vehicle parking space.	2
	Construct or improve a single bicycle lane facility (only Class I, II, or IV) that 1) connects to a larger existing bikeway network or 2) closes an existing bikeway network gap that is at least 0.5 miles long.	3
Reduction Measure 11: Waste diversion		
Site design for non-residential warehouse development includes site(s) for green waste/ organics and recycling collection bins	Site design allocates sufficient space for storage and collection of green waste, organic waste, and recyclables.	20

Table 3.8-12 EBPSP CCAP Screening Table

Description	Feature	EBPSP Points
Reduction Measure 12: Water conservation		
Implement indoor water efficiency measures	Install water-efficient faucets and showerheads.	1
	Install on-demand water circulators on commercial sinks or dishwashing equipment.	2
Incorporate outdoor water efficiency measures.	Design and plan outdoor landscapes planted with drought-tolerant, low maintenance plants with a 1) drip irrigation system or 2) sprinkler irrigation system with a weather-based irrigation controller.	4
Additional Recommended Measures		
AR-1: Charging stations for large trucks.	Installation of conduit for charging stations for zero emission trucks larger than two-axles (class 8 and 9, and semi-trucks) so that facilities are prepared for the transition to electric trucks.	4
AR-3: Installation of EV charging stations for employee vehicle parking spaces.	Installation of Level 2 or higher EV charging stations at a rate of 10-19 percent of planned employee vehicle parking spaces with Level 2 EV charging stations.	6
AR-4 Recycled Water.	Use recycled water for at least 80 percent of outdoor water needs.	2
AR-5 Reflective Paving.	Use high-reflectivity pavement for all hardscaped areas, including parking areas, walking paths, and patios.	4
AR-6 Zero Emission Cargo Equipment.	Use of zero-emission cargo handling equipment for a minimum of 50 percent of all operations.	4
EBPSP Total Points		**101**

As part of the EBPSP's CCAP compliance measures, the EBPSP has committed to a rooftop solar system with sufficient capacity to offset 45 percent of the electrical demands. Tables 3.8-13, *EBPSP GHG Emissions – Phase 1 (Mitigated),* 3.8-14, *EBPSP GHG Emissions – Phases 1 and 2 (Mitigated),* and 3.8-15, *EBPSP GHG Emissions – Phases 1, 2, and 3 (Mitigated)*, present the estimated operational EBPSP-related GHG emissions for all phases with the incorporation of the rooftop solar system.

Table 3.8-13 EBPSP GHG Emissions – Phase 1 (Mitigated)

Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction emissions	108	0	0.01	0.09	110
Mobile	15,525	0.88	2	17	16,093
Area	36	0	0	0	36
Energy	938	0.09	0.01	0	944
Water	396	9	0.22	0	692
Waste	112	11	0	0	391
Refrigeration	0	0	0	5	5
Stationary	8	0	0	0	8
Cargo Handling Equipment	—				237
Total CO_2e (All Sources)	18,516				

Source: Appendix C6

Note: totals may not add up to 100 percent due to rounding. Construction emissions are amortized over a 30-year project lifetime.

Table 3.8-14 EBPSP GHG Emissions – Phases 1 and 2 (Mitigated)

Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction emissions	1934	0.01	0.01	0.14	198
Mobile	32,016	2	3	33	33,115
Area	48	0	0	0	48
Energy	1,941	0.19	0.02	0	1,953
Water	758	18	0.42	0	1,325
Waste	250	25	0	0	874
Refrigeration	0	0	0	10	10
Stationary	17	0	0	0	17
Cargo Handling Equipment	—				426
Total CO_2e (All Sources)	37,966				

Source: Appendix C6

Note: totals may not add up to 100 percent due to rounding. Construction emissions are amortized over a 30-year project lifetime.

Table 3.8-15 EBPSP GHG Emissions – Phases 1, 2, and 3 (Mitigated)

Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction emissions	257	0.01	0.01	0.17	262
Mobile	38,873	2	4	33	40,217
Area	60	0	0	0	60
Energy	1,870	0.24	0.03	0	1,884
Water	767	22	0.53	0	1,476
Waste	309	31	0	0	1,082
Refrigeration	0	0	0	16	16
Stationary	21	0	0	0	21
Cargo Handling Equipment	—				521
Total CO_2e (All Sources)	45,539				

Source: Appendix C6

Note: totals may not add up to 100 percent due to rounding. Construction emissions are amortized over a 30-year project lifetime.

As shown above, even with the incorporation of rooftop solar, the EBPSP would result in GHG emissions of approximately 45,539 $MTCO_2e$/yr at buildout and would still exceed the numeric threshold of 3,000 $MTCO_2e$/yr. Other features to be implemented through compliance with Mitigation Measure GHG-1-SP and Mitigation Measures AIR-1-SP through AIR-8-SP, as listed in Table 3.8-14, would also act to reduce GHG emissions, however these are not quantifiable. Accordingly, no additional feasible mitigation measures are available at this time that would substantially lessen the identified impacts associated with full buildout of the EBPSP area. Therefore, the EBPSP would result in **significant and unavoidable** GHG emissions**.**

Specific Plan Significance with Mitigation: Significant and unavoidable.

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

The 2022 Certified EIR identified that the approved project was consistent with statewide strategies adopted for the purpose of reducing GHG emissions. Applicable plans adopted for the purpose of reducing GHG emissions include the City's CCAP, the PCAP, CARB's Scoping Plan, and SCAG's Connect SoCal. A consistency analysis with these plans is presented below.

Policy Plan Amendment

CCAP

Consistency with CCAP 2050 Per Capita Goal

The City's CCAP stands as a comprehensive strategy to reduce communitywide GHG emissions (Ontario 2022). The City established per-capita emissions targets are 6.0 $MTCO_2e$ per capita by 2030 per SB 32 and 2.0 $MTCO_2e$ per capita below 1990 levels by 2050 per EO S-03-05. As identified in Table 3.8-5, the proposed project and approved project would not achieve the CCAP 2050 per capita goal of 2.0 $MTCO_2e$ per person without additional State and local GHG reduction measures. Therefore, the proposed project would not be consistent with the City's CCAP.

Consistency with CCAP Strategies

To ensure new development projects are consistent with the City's CCAP, the CCAP includes implementation of a development review process to reduce GHG emissions associated with new development. The development review process sets procedures for evaluating GHG impacts and determining significance for CEQA purposes by using the "Greenhouse Reduction Measures Screening Thresholds Tables" to mitigate project GHG emissions that exceed the threshold level. The Screening Tables provide a menu of options that both ensure implementation of the reduction strategies and flexibility for projects to reduce GHG emissions to levels that align with the City's reduction goals. As identified in Table 3.8-16, *Policy Plan Amendment CCAP Consistency Analysis*, the proposed project would be consistent with the applicable CCAP strategies.

Table 3.8-16 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
Energy	
Strategy 1: Building electrification. Promote and incentivize the phase-out of gas appliances in new and existing homes and businesses throughout the community to advance GHG reductions, increase energy efficiency, and protect public safety and environmental health.	**Consistent.** TOP 2050 contains various policies related to the promotion of building electrification. Policies ER-3.2, ER-3.6, and S-9.2 support building electrification and encourage sustainable development by promoting the use of LEED Neighborhood Development rating systems and renewable energy sources (e.g., solar, wind, biomass) in public and private sector development. Moreover, future development under the proposed project would be required to be constructed in accordance with State and City building codes current at the time, which include

Table 3.8-16 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
	provisions that support building electrification through electric readiness design requirements.
Strategy 2: Onsite solar energy for existing residential development. Continue to support and facilitate installation of rooftop solar photovoltaic and onsite solar energy systems in existing residential development.	**Consistent.** TOP 2050 contains a policy related to the promotion of on-site solar installations for existing homes, particularly for resilience during power outages. Policy S-9.1 would encourage and incentivize the installation of residential solar panels and battery storage systems that can provide electricity during power outages. Additionally, per the City's Municipal Code Chapter 8, Small Residential Rooftop Solar Energy Systems, the City provides an expedited permit review and streamlined inspection requirements for residential rooftop solar installations.
Strategy 3: Onsite Solar Energy Systems for Nonresidential Development. Ensure new large non-residential development, including City facilities, includes onsite renewable energy to support the site's energy needs by requiring solar photovoltaic panels or other appropriate onsite renewable energy generation systems for the following types of projects: ▪ New commercial and office buildings, or existing commercial and office building expansions greater or equal to 45,000 square feet in size. ▪ New industrial or existing industrial buildings expansions greater or equal to 100,000 square feet in size.	**Consistent.** TOP 2050 contains policies related to the promotion of on-site solar installations for nonresidential development. Policies ER-3.3 and ER-3.6 aim to incorporate technologies and best practices in building design that reduce the burning of fossil fuels by providing alternative energy sources, including passive and active solar. Policy S-9.1 would encourage and incentivize the installation of commercial solar panels and battery storage systems that can provide electricity during power outages. Moreover, future development under the proposed project would be required to be constructed in accordance with State and City building codes current at the time. Compliance with the California Energy Code (CCR, Title 24, Part 6) would ensure solar photovoltaic systems are installed for most new nonresidential development or require improved energy efficiency and design performance to offset its omission.
Strategy 4: Green Roofs. Promote and incentivize residents and business owners to install green roofs to conserve energy and reduce surface water runoff.	**Consistent.** TOP 2050 contains policies ER-1.6, ER-3.2, and ER-3.4, which promote sustainable building design and low impact development strategies through compliance with the LEED Neighborhood Development rating system and

Table 3.8-16 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
	the LEED Silver Certification standard for new development, which provide scoring options for including green roofs.
Strategy 5: Urban Cooling. Maintain and expand the City's existing tree canopy, with a goal of planting 500 trees annually through 2050 and promote the use of pervious concrete and cool pavement for pavement projects.	**Consistent.** TOP 2050 contains policies related to planting trees and the implementation of pervious surfaces. Policies ER-4.8, CD-1.5, and CD-2.5 aim to protect healthy trees and expand the tree canopy in environmental justice areas to enhance air quality and reduce the "heat island" effect. Policy CD-2.10 would require all development to minimize the visual impact of parking areas in a safe and environmentally sensitive manner, which could include shade trees and pervious surfaces. Additionally, the City's Municipal Code Chapter 2, Parkway Trees, provides provisions related to preservation, maintenance, and removal of parkway trees.
Strategy 6: Energy efficiency retrofits for low-income households. Promote and incentivize voluntary energy efficiency retrofits of homes to reduce natural gas and electricity usage, with the goal of retrofitting 9,000 low-income homes by 2050. Partner with community services agencies to fund energy efficiency projects, including heating, ventilation, air conditioning, indoor lighting, water heating equipment, insulation, and weatherization for low-income residents.	**Consistent.** TOP 2050 contains policies that would support energy efficient practices and renewable energy systems. Policy S-9.1 would encourage and incentivize the installation of residential solar panels and battery storage systems that can provide electricity during power outages. Policy S-9.3 would support and provide incentives for energy-efficient retrofits in residential buildings, prioritizing low-income applicants.
Strategy 7: Energy efficiency retrofits. Promote and incentivize voluntary energy efficiency retrofits to reduce natural gas and electricity usage. Partner with regional agencies to expand access to existing energy efficiency and conservation opportunities, incentives, and technical assistance for residents and businesses.	**Consistent.** TOP 2050 contains Policy S-9.3, which would support and provide incentives for energy-efficient retrofits in residential buildings, prioritizing low-income applicants.
Strategy 8: Smart Growth and Infill. Encourage revitalization of neighborhoods through higher-density, mixed-use, infill development and creative reuse of underutilized sites within the urban core.	**Consistent.** TOP 2050 contains various policies to support higher density and mixed-use development in underutilized public and private spaces. Policies LU-1.6, LU-4.4, M-1.4, and M-2.4 promote mixed use and transit-oriented development, along with enhancements to

Table 3.8-16 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
	pedestrian and bicycle connectivity in underutilized spaces.
Transportation	
Strategy 9: Transit-Oriented Development. Encourage development of compact, mixed-use, and transit-oriented development to improve the regional jobs-housing balance, especially on corridors served by high-ridership transit and bus rapid transit, such as Holt Avenue.	**Consistent.** TOP 2050 contains various policies to support compact and mixed-use development to improve regional jobs-housing balance. Policies CD-3.3, ER-4.1, ER-4.5, LU-1.6, LU-4.4, M-1.4, M-2.4, and M-3.1 through M-3.11 promote mixed-use and transit-oriented development while encouraging proactive partnerships with transit providers to ensure adequate public transit service for residents in environmental justice areas.
Strategy 10: Increase Transportation Ridership. Ensure a reliable and responsive transit system with dedicated and secure funding and resources to support increased ridership.	**Consistent.** TOP 2050 contains various policies to support reliable and safe transit system. Policies M-3.1 through M-3.11 aim to support a viable alternative to automobile travel and meet the basic transportation needs of the transit-dependent.
Strategy 11: Traffic signal synchronization and roadway management. Implement traffic and roadway management strategies to improve mobility and efficiency and reduce associated emissions.	**Consistent.** TOP 2050 contains policies promoting the efficient flow of all modes of traffic. Policies CD-2.2, CD-2.6, M-1.1, and M-1.5 would require roadways to be designed to reduce traffic congestion through intelligent transportation system and travel demand management strategies. While the policies of the Policy Plan Amendment would not require traffic signal synchronization, the Policy Plan Amendment would not conflict with or obstruct the City's ability to implement such a measure when determined feasible.
Strategy 12: Community vehicle electrification. Promote and incentivize the adoption of electric vehicles (EV) citywide, including light-duty and heavy-duty vehicles, for municipal, commercial, and residential uses.	**Consistent.** The Advanced Clean Cars II would require new cars sold in 2035 and beyond to be zero-emission vehicles, which includes battery electric vehicles, plug-in hybrid electric vehicles, and fuel cell electric vehicles; however, due to federal legal constraints, Advanced Clean Cars II cannot be enforced by the State. Nonetheless, future development under the Policy Plan Amendment would not obstruct implementation

Table 3.8-16 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
	of Advanced Clean Cars II program since this applies to automobile manufacturers in California. In addition, the Policy Plan Amendment would not conflict with or obstruct the City's ability to implement transportation electrification measures when determined feasible.
Strategy 13: Active Transportation Networks. Work with transit agencies, school districts, and employers to facilitate an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling, and walking.	**Consistent.** TOP 2050 contains various policies to support an interconnected transportation system. Policies CD-3.3, ER-4.1, ER-4.5, LU-1.1, LU-1.4, LU-1.6, LU-4.4, M-1.4, M-2.1 through M-2.4, and M-3.1 through M-3.11 promote mixed-use and transit-oriented development while encouraging proactive partnerships with transit providers to ensure adequate public transit service for residents in environmental justice areas.
Strategy 14: Vehicle Idling. Limit idling of heavy-duty trucks. Support the South Coast AQMD and CARB anti-idling requirements and provide signage in key areas where idling that is not consistent with South Coast AQMD or CARB requirements might occur.	**Consistent.** Diesel-fueled commercial vehicles under the proposed project would be required to comply with 13 CCR Section 2485, limiting truck idling to 5 minutes or less when the vehicles are not in use. Additionally, as described in Section 3.6, *Energy*, construction contractors would minimize nonessential idling of construction equipment during construction in accordance with 13 CCR Article 4.8, Chapter 9, Section 2449.
Strategy 15: Parking policy and event parking. Adopt a comprehensive parking policy that encourages carpooling and the use of alternative transportation, including providing parking spaces for car-share vehicles at convenient locations with access to public transportation.	**Consistent.** TOP 2050 contains policies to support carpooling and use of alternative modes of transportation. Policies M-3.9 through M-3.11 support a convenient mobility system for the Ontario Airport Metro Center, Ontario International Airport, and community-serving facilities.
Off-Road Equipment	
Strategy 16: Electrification of construction and landscaping equipment. Promote and incentivize the transition to electric construction and landscaping equipment.	**Consistent.** This measure is specific to the City to adopt an ordinance that promotes the transition to electric construction and landscaping equipment. While the policies of the Policy Plan Amendment would not require electrification of construction and landscaping equipment, the Policy Plan Amendment would not conflict with

Table 3.8-16 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
	or obstruct the City's ability to implement such a measure when determined feasible.
Strategy 17: Idling Ordinance for Construction Equipment. Limit idling of heavy-duty off-road construction equipment to reduce air pollution and GHG emissions from construction activity.	**Consistent.** Vehicle activity associated with the development allowed under the proposed project would be required to comply with 13 CCR Sections 2485 and 2499 to limit truck idling to 5 minutes or less when the vehicles are not in use.
Waste	
Strategy 18: Methane capture at landfills. Support efforts to reduce methane emissions from regional landfills.	**Consistent.** This measure is not directly applicable to the City, because the City does not own or operate any landfills. However, development allowed under the proposed project would be required to comply with SB 1383, setting strict organic waste collection to reduce landfill methane emissions, thereby supporting efforts to reduce methane emissions from regional landfills serving the city.
Strategy 19: Waste Diversion. Exceed waste diversion goals recommended by AB 939 and CALGreen by adopting a citywide diversion target of at least 75 percent of waste.	**Consistent.** Future development under the proposed project would be required to comply with all applicable federal, State, and local nonhazardous waste diversion requirements, including those in the applicable mandatory measures of CALGreen. Additionally, Policy ER-2.1 supports meeting or exceeding the waste diversion targets established by AB 939. Moreover, while the Policy Plan Amendment would not require waste diversion in new development that exceeds goals established by AB 939 and CALGreen, the Policy Plan Amendment would not conflict with or obstruct the City's ability to implement such a measure when determined feasible.
Strategy 20: Construction and Demolition Waste Recovery Ordinance. Increase the amount of waste recycled during construction and demolition of buildings.	**Consistent.** Future development under the proposed project would be required to comply with the City's Municipal Code Section 6-3.602, "Construction and demolition recycling plan," which ensures diversion of construction and demolition waste from landfills to the greatest extent possible by recycling, deconstruction for reuse, or by use of "green building" practices.

Table 3.8-16 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
Water	
Strategy 21: Indoor water efficiency. Encourage water-efficient retrofits of new and existing buildings by working with water providers and regional agencies.	**Consistent.** Future development under the proposed project would be required to be constructed in accordance with current State and City building codes in existence at the time. Compliance with the latest California Building Standards Code and CALGreen mandatory measures would require installation of water-efficient appliances and fixtures. The Policy Plan Amendment also contains various policies supporting water-efficient retrofits of new and existing development. Additionally, Policies ER-1.3 and ER-3.1 encourage the conservation of water supply and the implementation of energy-saving standards in buildings.
Strategy 22: Water Efficient Landscapes and Water Recycling. Promote drought-tolerant and fire-wise landscaping. Encourage increased use of reclaimed water for landscape irrigation, agricultural, and industrial use.	**Consistent.** Future development under the proposed project would be required to be constructed in accordance with current State and City development standards in existence at the time. The City has Landscape Development Guidelines that require landscapes to be designed for efficient water use, minimizing waste, and in compliance with the State's Model Water Efficient Landscape Ordinance (MWELO). These guidelines also promote recycled water irrigation where available and feasible.
Strategy 23: Water system and wastewater operations efficiency. Maximize efficiency at drinking water treatment, pumping, and distribution facilities, including development of off-peak demand schedules for heavy commercial and industrial users.	**Consistent.** Future development under the proposed project would be required to be constructed in accordance with current State and City development standards in existence at the time. Future compliance with the most recent California Building Standards Code and CALGreen mandatory measures will require the installation of water-efficient appliances and fixtures, such as low-flow toilets, faucets, showerheads, and other plumbing fittings. Additionally, Chapter 8A, Water Conservation Plan, of the City's Municipal Code contains a Water Conservation Plan designed to minimize potential water shortages through the

Table 3.8-16 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
	practice of water conservation and reducing inefficient water use.
Strategy 24: Methane capture for wastewater treatment. Work with Inland Empire Utilities Agency (IEUA), the local wastewater treatment provider, to increase methane capture rate.	**Consistent.** TOP 2050 includes Policies ER-1.8 and S-6.9, which require wastewater discharge and collection systems to comply with Regional Water Quality Control Board requirements, and require new development to mitigate potential methane hazards associated with industrial activities.
Strategy 25: Methane capture for dairy operations. Encourage and incentivize local dairy operations to reduce methane emissions through methane capture technology.	**Consistent.** This measure applies to dairy operations, and there are no dairy farms in the City of Ontario. However, the Policy Plan Amendment includes Policies ER-5.4 and LU-2.9, which protect existing farms and sensitive uses around them and require sensitive land uses on former dairy farms or methane-producing sites to be designed to minimize health risks.
Strategy 26: Climate change awareness and education. Promote climate change awareness and GHG reduction community-wide through a variety of mechanisms, including through support of climate change education in schools or community colleges.	**Consistent.** The State has several climate change education programs and requirements. AB 285 mandates that California public schools include instruction on the causes, effects, and mitigation of climate change in grades 1–12. Additionally, the California Education and the Environment Initiative provides a standards-based K–12 curriculum that teaches environmental literacy, including climate change and impacts. The Policy Plan Amendment would not obstruct implementation of these climate change education programs and requirements.
Strategy 27: Carbon Sequestration. Establish a citywide carbon sequestration project and sequestration goal of 5,000 MT CO_2 per year.	**Consistent.** TOP 2050 contains Policy ER-4.8, which aim to protect and expand the tree canopy. Moreover, the Policy Plan Amendment would not conflict with or obstruct the City's ability to implement a strategy to achieve this sequestration goal when determined feasible.
Strategy 28: Green Jobs. Support green job training and opportunities to create sustainable, living wage, quality employment opportunities.	**Consistent.** TOP 2050 contains Policies ER-3.2 through ER-3.4, which encourage energy efficient building and site design strategies in new construction and City buildings. Encouraging more energy-efficient building construction directly supports green job training and employment opportunities by increasing demand

Table 3.8-16 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
	for specialized skills across the construction and building-services sectors. Accordingly, the Policy Plan Amendment would not conflict with or obstruct the City's ability to support and promote green jobs.

Source: Ontario 2022.

PCAP

The regional PCAP serves as a high-level roadmap for reducing GHG emissions throughout the MSA. Specifically, the PCAP includes a broad range of measures geared towards addressing climate change and its impacts by reducing GHG emissions associated with sectors of energy, transportation, water, waste, offroad transportation, and agriculture. The CCAP, adopted in August 2022, provides an expanded set of GHG reduction strategies that align with the strategies in the PCAP. Therefore, implementation of the proposed project would not obstruct implementation of the regional PCAP to reduce subregional GHG emissions.

CARB Scoping Plan

CARB's Scoping Plan is applicable to state agencies but is not directly applicable to cities/counties and individual projects (i.e., the Scoping Plan does not require local jurisdictions to adopt its policies, programs, or regulations to reduce GHG emissions); however, new regulations adopted by the State agencies from the Scoping Plan result in GHG emissions reductions at the local level. So local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building and landscape sectors, and other statewide actions that affect a local jurisdiction's emissions inventory from the top down. Statewide strategies to reduce GHG emissions include the low carbon fuel standard, changes in the corporate average fuel economy standards, Renewable Portfolio Standards (RPS), and triennial updates to the California building codes.

The GHG emissions shown in Table 3.8-5 include reductions associated with statewide strategies that have been adopted since AB 32, SB 32, and AB 1279. The GHG emissions from energy use also accounted for SB 100, which accelerates the State's RPS program and requires power utility providers to supply 100 percent of in-state electricity sales sourced from eligible renewable and carbon-free generation sources. Because compliance with the RPS is evaluated on a 3-year average, power utility providers such as SCE will be required to provide 100 percent renewable and carbon-free electricity by 2050. Development projects accommodated under the proposed project would be required to adhere to the programs and regulations identified by the Scoping

Plan that are implemented and enforced by State, regional, and local agencies to achieve the statewide GHG reduction goals of AB 32, SB 32, and AB 1279. Furthermore, as listed under Impact a), the Policy Plan Amendment includes various policies that would help reduce long-term GHG emissions in the city.

However, as identified in Impact GHG-1, the proposed project would not achieve the carbon neutrality targets of AB 1279. Therefore, the proposed project would potentially conflict with the GHG reduction targets of the 2022 Scoping Plan.

SCAG's Connect SoCal

SCAG adopted the 2024-2050 RTP/SCS, Connect SoCal, in April 2024. Connect SoCal is a long-term plan for Southern California region that details the development, integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area (SCAG 2024). This plan outlines a forecast development pattern that demonstrates how the region can sustainably accommodate needed housing and job centers with multimodal mobility options. The overarching vision is to expand alternatives to driving, advance the transition to clean-transportation technologies, promote integrated and safe transit networks, and foster transit-oriented development in compact and mixed-use developments (SCAG 2024). In addition, Connect SoCal is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG-emission-reduction goals and federal Clean Air Act requirements.

As demonstrated in Section 3.11, *Land Use and Planning*, the proposed project would be generally supportive and consistent with the Connect SoCal goals (refer to Table 3.11-1). Additionally, the Policy Plan Amendment's policies M-1.4, M-3.3, M-3.10, and M-2.1 through M-2.4 would reduce VMT per service population consistent with the regional goals. As discussed in Section 3.14, *Population and Housing,* implementation of the proposed project would promote growth consistent with Connect SoCal's Priority Growth Areas and would maintain the City's jobs-housing balance. As a result, the proposed project would continue to provide for residents to both live and work in the City instead of commuting to other areas, which would contribute to minimizing VMT and VMT per service population. Therefore, the proposed project would not interfere with SCAG's ability to implement the regional strategies in Connect SoCal.

Summary

The proposed project would potentially conflict with the GHG reduction targets in the City's CCAP and the carbon neutrality targets identified in the 2022 Scoping Plan. Therefore, GHG impacts are considered **potentially significant**. As identified above, the 2022 Certified EIR identified less than significant impacts with regard to GHG emissions. Therefore, the proposed project would result in a new impact compared to that identified in the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Potentially Significant.

Specific Plan

CCAP

The EBPSP is not consistent with the current Policy Plan land use designation or zoning, and thus would require the General Plan and Zone Change Amendment proposed as part of the proposed project. Therefore, the EBPSP is not consistent with the land use buildout assumptions contained in the City's CCAP GHG emissions forecast. Therefore, this is a **potentially significant** impact.

2022 CARB Scoping Plan Consistency

Because the 2022 CARB Scoping Plan's strategies largely apply to State agencies and entities, the EBPSP would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The EBPSP would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. Some of the current transportation sector policies the EBPSP will comply with (through vehicle manufacturer compliance) include Advanced Clean Fleets, Zero Emission Forklifts, the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, and the Low Carbon Fuel Standard. As such, the EBPSP would be consistent with the 2022 Scoping Plan.

Specific Plan Significance without Mitigation: Potentially significant.

Impact GHG-2: The proposed project would be inconsistent with the Community Climate Action Plan's objective of reducing citywide GHG emissions and the State's carbon neutrality goals.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant GHG emissions impacts and therefore did not identify mitigation measures.

New Mitigation Measures

Policy Plan Amendment

Implementation of Mitigation Measures GHG-1-PPA would reduce emissions.

Specific Plan

Implementation of Mitigation Measures GHG-1-SP would reduce emissions.

Significance After Mitigation

Policy Plan Amendment

Implementation of CCAP measures that increase energy efficiency, water use, and offset electricity use through solar panels would reduce GHG emissions from land uses accommodated under the proposed project to the extent feasible. However, given the growth in population and employment within the City, the magnitude of emissions reductions needed to achieve the CCAP's 2050 per capita target, and federal legal constraints on the implementation and effectiveness of State actions for emission reduction, it is uncertain whether implementation of Mitigation Measure GHG-1-PPA would achieve the substantial reductions needed to achieve CCAP's 2050 per capita target and the State's carbon neutrality goals. Therefore, GHG emissions impacts of the proposed project compared to the approved project are considered **significant and unavoidable**.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

Specific Plan

The CCAP provides guidance on how to analyze GHG emissions and determine impact significance during the CEQA review of proposed development projects within the City. Because the CCAP addresses GHG emissions reductions and is consistent with the requirements of AB 32, SB 32, and international efforts to reduce GHG emissions, compliance with the CCAP fulfills the requirement for mitigation pursuant to the State CEQA Guidelines. As shown in Table 3.8-12, with the implementation of Mitigation Measure GHG-SP-1, the EBPSP would attain the minimum requisite 100 Screening Table points. However, because the EBPSP is not consistent with the land use pattern and subsequent communitywide GHG emissions projections of the CCAP, the EBPSP is determined to be inconsistent with the CCAP and would result in a **significant and unavoidable** GHG impact which was not anticipated as part of the 2022 Certified EIR.

Specific Plan Significance with Mitigation: Significant and unavoidable.

3.8.6 Cumulative Impact Analysis

Project-related GHG emissions are not confined to a particular air basin but are dispersed worldwide. Therefore, impacts under Impacts GHG-1 and GHG-2 are not project-specific

impacts to global warming, but are the proposed project's contribution to this cumulative impact.

Implementation of the proposed project would not meet the State's carbon neutrality targets. Additionally, the proposed project would be inconsistent with the City's CCAP objective of reducing citywide GHG emissions and the carbon neutrality targets identified in the 2022 Scoping Plan. Moreover, implementation of the EBPSP would exceed the significance emission threshold of 3,000 $MTCO_2e$/yr and would be inconsistent with the City's' CCAP. Therefore, project-related GHG emissions associated with the proposed project and their contribution to global climate change would be cumulatively considerable, and GHG emissions impacts would remain **significant**.

Cumulative Impacts: The proposed project, together with cumulative projects, would result in substantial GHG emissions impacts.

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3.9 HAZARDS AND HAZARDOUS MATERIALS

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential hazards and hazardous materials impacts associated with implementation of the TOP 2050 Policy Plan Amendment and EBPSP (proposed project) in comparison to the current TOP 2050 (approved project) and the impacts identified in the 2022 Certified EIR. Geologic hazards and flood hazards are addressed separately in Sections 3.7, *Geology and Soils*, and 3.10, *Hydrology and Water Quality*, respectively. Water quality and pollutant discharge are also addressed in Section 3.10. Fire hazards are discussed in Section 3.20, *Wildfires*.

The analysis for the EBPSP is based on environmental site assessments prepared by Roux Associates and covers both on-site and off-site improvements and the Chino and ONT Airport Land Use Compatibility Plan (ALUCP) Consistency Determination Analysis:

- Phase I Environmental Site Assessment, Eucalyptus Avenue and Walker Avenue, Ontario, California, March 24, 2025 (Appendix G1)
- Phase II Subsurface Investigation Letter Report, Proposed Eucalyptus Business Park Specific Plan (EBPSP) Development of Ontario Ranch II, Northwest of the Intersection of Eucalyptus Avenue and Grove Avenue, Ontario, California, July 7, 2025 (Appendix G2)
- Phase II Subsurface Investigation Letter Report, Proposed Eucalyptus Business Park Specific Plan (EBPSP) Development of Ontario Ranch I, Northwest of the Intersection of Eucalyptus Avenue and Walker Avenue, Ontario, California, July 7, 2025 (Appendix G3)

Chino and ONT Airport Land Use Compatibility Plan (ALUCP) Consistency Determination Analysis, February 12, 2026 (Appendix G6)

One comment letter was received in response to the NOP related to hazards and hazardous materials. The relevant issues raised in this comment letter are addressed throughout this section. For a summary of the response letters, refer to Table 1-1 in Chapter 1, *Introduction*, or Appendix A for the comment letters.

Hazardous Materials and Waste

Hazardous materials refer generally to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Hazardous materials are used in products (household cleaners, industrial solvents, paint, pesticides, etc.) and in the manufacturing of products (e.g., electronics, newspapers, plastic products). Hazardous materials can include petroleum, natural gas, synthetic gas, acutely toxic chemicals, and other toxic chemicals that are used in agriculture, commercial, and industrial uses; businesses; hospitals; and households. Accidental releases of hazardous

materials can occur from a variety of causes, including highway incidents, warehouse fires, train derailments, shipping accidents, and industrial incidents.

Hazardous Materials and Waste Regulation

There are many federal, state, and local programs that regulate the use, storage, and transportation of hazardous materials and hazardous waste, and they are constantly changing. Federal and state statutes as well as local ordinances and plans regulate hazardous waste management. These regulations reduce the danger that hazardous substances may pose to people and businesses under normal daily circumstances and as a result of emergencies and disasters.

3.9.1 Regulatory Framework

FEDERAL AND STATE AGENCIES

The following agencies govern hazardous materials and waste in the City of Ontario.

Federal Agencies

- **US Environmental Protection Agency.** The US Environmental Protection Agency (EPA) is the primary federal agency that regulates hazardous materials and waste. In general, the EPA works to develop and enforce regulations that implement environmental laws enacted by Congress. The agency is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and tribes the responsibility for issuing permits and for monitoring and enforcing compliance. EPA programs promote handling hazardous wastes safely, cleaning up contaminated land, and reducing trash. Under the authority of the Resource Conservation and Recovery Act (RCRA) and in cooperation with state and tribal partners, the Waste Management Division manages a hazardous waste program, an underground storage tank program, and a solid waste program that includes development of waste reduction strategies such as recycling.
- **Occupational Safety and Health Administration.** The Occupational Safety and Health Administration (OSHA) oversees administration of the Occupational Safety and Health Act, which requires specific training for hazardous materials handlers, provision of information to employees who may be exposed to hazardous materials, and acquisition of material safety data sheets from manufacturers. Material safety data sheets describe the risks associated with particular hazardous materials, and proper handling and procedures. Employee training must include response and remediation procedures for hazardous materials releases and exposures.
- **US Department of Transportation.** The US Department of Transportation (USDOT) has developed regulations pertaining to the transport of hazardous materials and hazardous wastes by all modes of transportation. The US Postal Service has developed additional

regulations for the transport of hazardous materials by mail. USDOT regulations specify packaging requirements for different types of materials.

- **Federal Aviation Administration.** The Federal Aviation Administration (FAA) issues and enforces regulations covering manufacturing, operating, and maintaining aircrafts. The FAA also certifies airmen and airports (including helicopters) that serve air carriers and conducts research on and develops systems and procedures needed for a safe and efficient system of air navigation and air traffic control.

State Agencies

- **California Environmental Protection Agency.** California Environmental Protection Agency (CalEPA) was created in 1991 by governor's executive order. Six boards, departments, and an office were placed under the CalEPA umbrella to create a cabinet-level voice for the protection of human health and the environment and to ensure the coordinated deployment of state resources. CalEPA oversees hazardous materials and hazardous waste compliance throughout California. Among those responsible for hazardous materials and waste management are the Department of Toxic Substances Control, Department of Pesticide Regulation, and Office of Environmental Health Hazard Assessment. CalEPA also oversees the unified hazardous waste and hazardous materials management regulatory program (Unified Program), which consolidates and coordinates:
  - Hazardous Materials Business Plan/Emergency Response Plan
  - Hazardous Waste/Tiered Permitting
  - Underground Storage Tanks
  - Aboveground Storage Tanks Spill Prevention Control and Countermeasures
  - California Accidental Release Prevention Program (CalARP)
  - Uniform Fire Code Hazardous Materials Management Plan

California Government Code Section 65962.5 directs CalEPA to compile, maintain, and update specified lists of hazardous material release sites. CEQA (California Public Resources Code Section 21092.6) requires the lead agency to consult the lists compiled pursuant to Government Code Section 65962.5 to determine whether the project and any alternatives are identified on any of the following lists:

- **EPA NPL.** The EPA's NPL includes all sites under the EPA's Superfund program, which was established to fund cleanup of contaminated sites that pose risks to human health and the environment.
- **EPA Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) and Archived Sites.** The EPA's CERCLIS includes a list of 15,000 sites nationally identified as hazardous sites. This would also involve a review for archived sites that have been removed from CERCLIS due to No Further Remedial Action Planned status.

- **EPA RCRIS (RCRA Info).** The Resource Conservation and Recovery Act Information System (RCRIS or RCRA Info) is a national inventory system about hazardous waste handlers. Generators, transporters, handlers, and disposers of hazardous waste are required to provide information for this database.
- **DTSC Cortese List.** DTSC maintains the Hazardous Waste and Substances Sites (Cortese) list as a planning document for use by the State and local agencies to comply with CEQA requirements by providing information about the location of hazardous materials release sites. This list includes the Site Mitigation and Brownfields Reuse Program Database.
- **DTSC HazNet.** DTSC uses this database to track hazardous waste shipments.
- **SWRCB LUSTIS.** Through the Leaking Underground Storage Tank Information System (LUSTIS), SWRCB maintains an inventory of USTs and LUSTs, which tracks unauthorized releases.

- **California Department of Toxic Substances Control.** The California Department of Toxic Substances Control (DTSC) is a department of CalEPA, which authorizes DTSC to carry out the RCRA program in California to protect people from exposure to hazardous wastes. (See *Federal Regulations*, below, for discussion of the RCRA.) The department regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California primarily under the authority of RCRA and in accordance with the California Hazardous Waste Control Law (California Health and Safety Code Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (Title 22, California Code of Regulations, Divisions 4 and 4.5). Permitting, inspection, compliance, and corrective action programs ensure that people who manage hazardous waste follow state and federal requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. San Bernardino County, including the City of Ontario, is in DTSC's Southern California region.
- **California Department of Forestry and Fire Protection.** The California Department of Forestry and Fire Protection (CAL FIRE) is dedicated to the fire protection and stewardship of over 13 million acres of California's wildlands. The Office of the State Fire Marshal supports CAL FIRE's mission to protect life and property through fire prevention engineering programs, law and code enforcements, and education. It provides for fire prevention by enforcing fire-related laws in state-owned or -operated buildings; investigating arson fires; licensing those who inspect and service fire protection systems; approving fireworks for use in California; regulating the use of chemical flame retardants; evaluating building materials against fire safety standards; regulating hazardous liquid pipelines; and tracking incident statistics for local and state government emergency response agencies. The California Fire Plan is the state's road map for reducing the risk of wildfire through planning and preservation to reduce firefighting costs and property losses, increase firefighter safety, and contribute to ecosystem health. The California Fire Plan is a cooperative effort between the State Board of Forestry and Fire Protection and CAL FIRE.

- **California Division of Occupational Safety and Health.** Like OSHA at the federal level, the California Division of Occupational Safety and Health (Cal/OSHA) is the responsible State agency for ensuring workplace safety. Cal/OSHA assumes primary responsibility for the adoption and enforcement of standards regarding workplace safety and safety practices. If a work site is contaminated, a site safety plan must be crafted and implemented to project the safety of workers. Site safety plans establish policies, practices, and procedures to prevent the exposure of workers and members of the public to hazardous materials originating from the contaminated site or building.
- **California Office of Emergency Services.** The California Office of Emergency Services (Cal OES) was established as part of the Governor's Office on January 1, 2009, pursuant to Assembly Bill 38, and merged the duties, powers, purposes, and responsibilities of the former Emergency Management Agency and the Governor's Office of Homeland Security. Cal OES is responsible for the coordination of overall State agency response to major disasters in support of local government. The agency is responsible for ensuring the State's readiness to respond to and recover from all hazards—natural, man-made, emergencies, and disasters—and for assisting local governments in their emergency preparedness, response, recovery, and hazard mitigation efforts.
- **California Department of Transportation and California Highway Patrol.** The California Department of Transportation (Caltrans) and the California Highway Patrol (CHP) have primary responsibility for enforcing federal and State regulations regarding transportation and responding to hazardous materials transportation emergencies. Caltrans manages more than 50,000 miles of California's highways and freeways, provides intercity rail services, permits more than 400 public-use airports and special-use hospital heliports, and works with local agencies. Caltrans is the first responder for hazardous material spills and releases on highways, freeways, and intercity rail lines. The CHP enforces hazardous materials and hazardous waste labeling and packing regulations designed to prevent leakage and spills of materials in transit and to provide detailed information to cleanup crews in the event of an accident. Vehicle and equipment inspection, shipment preparation, container identification, and shipping documentation are all part of the responsibility of the CHP, which conducts regular inspections of licensed transporters to ensure regulatory compliance.

  The State of California regulates the transport of hazardous waste originating or passing through the state. Common carriers are licensed by the CHP, pursuant to Section 32000 of the California Vehicle Code. This section requires licensing every motor (common) carrier that transports, for a fee, in excess of 500 pounds of hazardous materials at one time, and every carrier, if not for hire, that carries more than 1,000 pounds of hazardous material of the type requiring placards. Common carriers conduct a large portion of the business in the delivery of hazardous materials.

- **State Water Resources Control Board.** In California, the State Water Resources Control Board (SWRCB) has broad authority over water quality control issues for the State. The

SWRCB is responsible for developing statewide water quality policy and exercises the powers delegated to the State by the federal government under the Clean Water Act. SWRCB's Underground Storage Tank (UST) program protects the public health and safety, and the environment from releases of petroleum and other hazardous substances from USTs. The program elements include:

- **Leak Prevention.** This program element includes requirements for tank installation, construction, testing, leak detection, spill containment, and overfill protection.
- **Cleanup.** Cleanup of leaking tanks often involves a soil and groundwater investigation and remediation, under the direction of a regulatory agency.
- **Enforcement.** The SWRCB aid local agencies enforcing UST requirements.
- **Tank Tester Licensing.** Tank integrity testing is required by law, must meet the requirements of the SWRCB, and must be conducted by State licensed tank testers.

Regional Agencies

- **Certified Unified Program Agency.** A Certified Unified Program Agency (CUPA) is a local agency that has been certified by CalEPA to implement the local Unified Program. The CUPA can be a county, city, or joint powers authority. A "participating agency" is a local agency that has been designated by the local CUPA to administer one or more Unified Programs within their jurisdiction on behalf of the CUPA. A "designated agency" is a local agency that has not been certified by CalEPA to become a CUPA but is the responsible local agency that would implement the six Unified Programs until they are certified.

  The Unified Program is related to the State Emergency Response Commission (SERC) and local emergency planning committees (LEPC) that were established under both federal (EPCRA) and state authority for the hazardous materials business plans and emergency response plans. Though the CUPA structure does not specifically incorporate the SERC and LEPCs, both SERC and CUPA have found it beneficial to establish strong communication and coordination on hazardous materials issues. The CUPA board now has a representative on the SERC, and members of LEPCs are also CUPA board members. Common issues include ensuring that hazardous materials, waste, and tank programs maintain strong coordination and communication for maximum consistency in program implementation. Shared data, joint resources, common forms, provision of emergency information, and regulatory review are other interests that are coordinated by the CUPA board and SERC/LEPCs.

  San Bernardino County is a member of the Southern California Hazardous Waste Management Authority and works on a regional level to solve hazardous waste problems. The San Bernardino County Fire Protection District (SBCFPD), Hazardous Materials Division (HMD), is designated by the state as the CUPA for the County of San Bernardino. The fire department focuses on the management of specific environmental programs at the local government level to address the disposal, handling, processing, storage, and treatment of

local hazardous materials and waste products. The CUPAs are also responsible for implementing the leak prevention element of the Underground Storage Tank (UST) Program.

FEDERAL REGULATIONS

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) of 1976 is the principal federal law that regulates the generation, management, and transportation of waste. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste. Treatment is any process that changes the physical, chemical, or biological character of the waste to reduce its potential as an environmental threat. Treatment can include neutralizing the waste, recovering energy or material resources from the waste, rendering the waste less hazardous, or making the waste safer to transport, dispose of, or store.

The RCRA gave the EPA the authority to control hazardous waste from "cradle to grave," that is, from generation to transportation, treatment, storage, and disposal. The RCRA also set forth a framework for the management of nonhazardous wastes. The 1986 amendments to RCRA enabled the EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. It should be noted that RCRA focuses only on active and future facilities and does not address abandoned or historical sites. The federal Hazardous and Solid Waste Amendments are the 1984 amendments to RCRA that required phasing out land disposal of hazardous waste. Some of the other mandates of this strict law include increased enforcement authority for the EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program.

Toxic Substances Control Act

The Toxic Substances Control Act of 1976 (Title 40, Code of Federal Regulations, Part 763, Subpart R) gives the EPA authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. The EPA repeatedly screens these chemicals and can require reporting or testing of any that may pose an environmental or human health hazard. It can ban the manufacture and import of chemicals that pose an unreasonable risk. Also, the EPA has mechanisms in place to track the thousands of new chemicals that industry develops each year with either unknown or dangerous characteristics. It can control these chemicals as necessary to protect human health and the environment. The act supplements other federal statutes, including the Clean Air Act and the Toxic Release Inventory (TRI) under the Emergency Planning and Community Right-to-Know Act (EPCRA).

Comprehensive Environmental Response, Compensation and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, commonly known as the Superfund, was enacted to protect the water, air, and land resources from the risks created by past chemical disposal practices such as abandoned and historical hazardous wastes sites. Through CERCLA, the EPA was given power to seek out those responsible for any release and ensure their cooperation in the cleanup. This federal law created a tax on the chemical and petroleum industries that went to a trust fund for cleaning up abandoned or uncontrolled hazardous waste sites. CERCLA also enabled the revision of the National Contingency Plan, which provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The National Contingency Plan also established the National Priority List of sites, which are known as Superfund sites. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.

Emergency Planning and Community Right-To-Know Act

In 1986, Congress passed the Superfund Amendments and Reauthorization Act. Title III of this regulation is called the "Emergency Planning and Community Right-to-Know Act of 1986" (EPCRA). EPCRA required the establishment of state commissions, planning districts, and local committees to facilitate the preparation and implementation of emergency plan. Under the requirements, local emergency planning committees must develop a plan that describes preparing for and responding to a chemical emergency. The plan must include:

- An identification of local facilities and transportation routes with hazardous materials.
- The procedures for immediate response in case of an accident (including a community-wide evacuation plan).
- A plan for notifying the community that an incident has occurred.
- The names of response coordinators at local facilities.
- A plan for conducting drills to test the plan.

The emergency plan is reviewed by the State Emergency Response Commission and publicized throughout the community. The local emergency planning committee is required to review, test, and update the plan each year. The SBCFPD is responsible for coordinating hazardous material and disaster preparedness planning and appropriate response efforts with City departments and local and state agencies. The goal is to improve public- and private-sector readiness and to mitigate local impacts resulting from natural or human-made emergencies.

Another purpose of the EPCRA is to inform communities and citizens of chemical hazards in their areas. Sections 311 and 312 of EPCRA require businesses to report to state and local agencies the location and quantities of chemicals stored on-site. Under Section 313 of EPCRA, manufacturers are required to report releases for more than 600 designated chemicals. In

addition to chemical releases, regulated facilities are also required to report off-site transfers of waste for treatment or disposal at separate facilities, pollution prevention measures, and chemical recycling activities. The EPA maintains the Toxic Release Inventory (TRI) database to document the information that regulated facilities are required to report annually.

Disaster Mitigation Act of 2000

The Disaster Mitigation Act of 2000 requires state and local governments to prepare mitigation plans that identify hazards, potential losses, mitigation needs, goals, and strategies. It is intended to facilitate cooperation between state and local governments.

Hazardous Materials Transportation Act

The USDOT regulates hazardous materials transportation under CFR Title 49. State agencies that have primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies are the CHP and Caltrans. These agencies also govern permitting for hazardous materials transportation. Title 49 CFR reflects laws passed by Congress as of January 2, 2006.

Federal Response Plan

The Federal Response Plan of 1999 is a signed agreement among 27 federal departments and agencies and the American Red Cross that: 1) provides the mechanism for coordinating delivery of federal assistance and resources to augment efforts of state and local government overwhelmed by a major disaster or emergency; 2) supports implementation of the Robert T. Stafford Disaster Relief and Emergency Act, as well as individual agency statutory authorities; and 3) supplements other federal emergency operations plans developed to address specific hazards. The Federal Response Plan is implemented in anticipation of a significant event likely to result in a need for federal assistance or in response to an actual event requiring federal assistance under a presidential declaration of a major disaster or emergency.

Business Plan Act

Both the federal government and the State of California require all businesses that handle more than a specified amount of hazardous waste materials or extremely hazardous materials—termed a reporting quantity—to submit a hazardous materials business plan to the local CUPA.

Such a plan must be submitted by businesses that handle hazardous materials or a mixture containing a hazardous material in quantities equal to or greater than:

- 500 pounds of a solid
- 55 gallons of a liquid
- 200 cubic feet of a compressed gas standard temperature and pressure

- The federal Threshold Planning Quantity for Extremely Hazardous Substances
- Radioactive materials in quantities for which an emergency plan is required per Parts 30, 40, or 70 of the CFR, Title 10, Chapter 1

The business plan must include the type and quantity of hazardous materials, a site map, risks of using these materials, spill prevention, emergency response, employee training, and emergency contacts.

Federal Aviation Agency Advisory Circular 150/5390-2C

FAA Advisory Circular 150/5390-2C provides recommendations for heliport design, including heliports serving helicopters with single and tandem (front and rear) rotors.

Asbestos-Containing Materials Regulations

State agencies, in conjunction with the EPA and OSHA, regulate removal, abatement, and transport procedures for asbestos-containing materials. Releases of asbestos from industrial, demolition, or construction activities are prohibited by these regulations; medical evaluation and monitoring are required for employees performing activities that could expose them to asbestos. The regulations include warnings and practices that must be followed to reduce the risk for asbestos emissions and exposure. Finally, federal, state, and local agencies must be notified prior to the onset of demolition or construction activities with the potential to release asbestos. Requirements for limiting asbestos emissions from building demolition and renovation activities are specified in the South Coast Air Quality Management District (AQMD) Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). California Government Code Sections 1529 and 1532.1 provide for exposure limits, exposure monitoring, respiratory protection and good working practice by workers exposed to lead and asbestos-containing materials.

Hazardous Waste Generators

The EPA regulates generators of hazardous waste based on the amount of waste generated. Large quantity generators produce 1,000 kilograms or more per month, or more than one kilogram per month of acutely hazardous waste. Small quantity generators produce between 100 and 1,000 kilograms of hazardous waste per month.

STATE REGULATIONS

California Health and Safety Code and Code of Regulations

The Hazardous Substances Account Act (California Health and Safety Code Sections 25300, et seq.) authorizes the State to clean up hazardous materials release sites—including abandoned sites—not qualifying for cleanup under CERCLA; provides funds to pay for the state's share of

costs of CERCLA cleanups; and provides compensation to persons injured by hazardous materials releases.

California Health and Safety Code Chapter 6.95 and California Code of Regulations (CCR), Title 19, Section 2729, describes the minimum requirements for business emergency plans and chemical inventory reporting. These regulations require businesses to provide emergency response plans and procedures, training program information, and a hazardous material inventory disclosing hazardous materials stored, used, or handled onsite. A business that uses hazardous materials in certain quantities or mixtures containing them must establish and implement a business plan.

CCR Title 8, Section 5191, Occupational Exposure to Hazardous Chemicals in Laboratories, requires that all laboratories have a written chemical hygiene plan as a fundamental chemical safety plan for the laboratory. The chemical hygiene plans are written programs that set forth procedures, equipment, personal protective equipment, and work practices that are capable of protecting employees from the health hazards presented by hazardous chemicals used in laboratories.

Tanner Act (Assembly Bill 2948)

Although numerous state policies deal with hazardous waste, the most comprehensive is the Tanner Act (Assembly Bill 2948), which was adopted in 1986. The Tanner Act governs the preparation of hazardous waste management plans and the siting of hazardous waste facilities in California. To be in compliance with the Tanner Act, local or regional hazardous waste management plans need to include provisions that define: 1) the planning process for waste management, 2) the permit process for new and expanded facilities, and 3) the appeals process to the state available for certain local decisions.

California Building Code

The state of California provided a minimum standard for building design through the California Building Code (CBC), which is in Part 2 of Title 24 of the CCR. The CBC is based on the International Building Code, modified for California conditions. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Buildings are plan checked by city and county building officials for compliance with the CBC.

The California Building Code also requires the installation and maintenance of smoke alarms in residential dwelling units, as well as carbon monoxide detectors in every hallway leading to bedrooms.

- **California Code of Regulations Title 24, Part 2, Section 907.2.11.2.** Smoke alarms shall be installed and maintained on the ceiling or wall outside of each separate sleeping area in the

immediate vicinity of bedrooms. In each room used for sleeping purposes, and in each story within a dwelling unit. The smoke alarms shall be interconnected.

State Hazardous Waste Management Programs

Underground Storage Tank Program

Releases of petroleum and other products from USTs are the leading source of groundwater contamination in the United States. The RCRA Subtitle I establishes regulations governing the storage of petroleum products and hazardous substances in USTs and the prevention and cleanup of leaks. In EPA Region 9 (California, Arizona, Hawaii, Nevada, Pacific Islands, and over 140 tribal nations) the UST program operates primarily through state agency programs with EPA oversight. In California, the SWRCB, under the umbrella of CalEPA, provides assistance to local agencies enforcing UST requirements. The purpose of the UST program is to protect public health and safety and the environment from releases of petroleum and other hazardous substances. The program consists of 4 elements: leak prevention, cleanup, enforcement, and tank tester licensing. In September 2004, the SWRCB adopted regulations that require electronic submittal of information for groundwater cleanup programs, including groundwater analytical data, the surveyed locations of monitoring wells, and other data. The SWRCB's GeoTracker system currently has information submitted by responsible parties for over 10,000 leaking UST (LUST) sites statewide and has been extended to include all SWRCB groundwater cleanup programs, including the LUST, non-LUST (Spill, Leaks, Investigation, and Cleanup), Department of Defense, and landfill programs.

California Code of Regulations, Title 22, Division 4.5

CCR Title 22, Division 4.5, sets forth the requirements for hazardous-waste generators; transporters; and owners or operators of treatment, storage, or disposal facilities. These regulations include the requirements for packaging, storage, labeling, reporting, and general management of hazardous waste prior to shipment. In addition, the regulations identify standards applicable to transporters of hazardous waste. These regulations specify the requirements for transporting shipments of hazardous waste, including manifesting, vehicle registration, and emergency accidental discharges during transportation.

Hazardous Materials Disclosure Programs

Both the federal and state governments and the state require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials, termed a reporting quantity, to submit a hazardous materials emergency/contingency plan (also known as a hazardous materials business plan) to their local CUPA (CFR, EPA, SARA, and Title III) (Health and Safety Code, Division 20, Chapter 6.95, Sections 2500-25520; 19 CCR, Chapter 2,

Subchapter 3, Article 4, Sections 2729-2734). The responsible CUPA in San Bernardino County is the SBCFPD.

Hazardous Materials Business Plans

The hazardous materials business plan includes the business owner/operator identification page, hazardous materials inventory chemical description page, and an emergency response plan and training plan. Business plans must include an inventory of the hazardous materials at the facility. The entire hazardous materials business plan needs to be reviewed and recertified every three years. Business plans are required to include emergency response plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. These plans need to identify the procedures to follow for immediate notification to all appropriate agencies and personnel of a release, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information for all emergency coordinators of the business, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel. All facilities must keep a copy of their plan onsite.

Hazardous materials business plans are designed to be used for responding agencies, such as the SBCFPD, during a release or spill to allow for a quick and accurate evaluation of each situation for appropriate response. Businesses that handle hazardous materials are required by law to provide an immediate verbal report of any release or threatened release of hazardous materials if there is a reasonable belief that the release or threatened release of hazardous materials poses a significant present or potential hazard to human health and safety, property, or the environment. If a release involves a hazardous substance listed in Title 40 of the CFR in an amount equal to or exceeding the reportable quantity for that material, a notice must be filed with the California Office of Emergency Services within 15 days of the incident. Both the federal government (Code of Federal Regulations) and the State of California (California Health and Safety Code) require all businesses that handle more than a specified amount—or "reporting quantity"—of hazardous or extremely hazardous materials to submit a hazardous materials business plan to the SBCFPD. According to City guidelines, the preparation, submittal, and implementation of a business plan is required by any business that handles a hazardous material or a mixture containing a hazardous material in specified quantities.

Business plans must include an inventory of the hazardous materials at the facility. Businesses must update their business plan and the chemical portion annually. Also, business plans must include emergency response plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. These plans need to identify the procedures for immediate notification of all appropriate agencies and personnel, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information for all company emergency coordinators, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel.

Hazardous Materials Incident Response

Under Title III of SARA, the Local Emergency Planning Committee (LEPC) is responsible for developing an emergency plan for preparing for and responding to chemical emergencies in that community. The State Emergency Response Commission (SERC) established six emergency planning districts. The SERC appointed a LEPC for each planning district and supervises and coordinates their activities.

The emergency plan developed by the LEPCs must include:

- An identification of local facilities and transportation routes where hazardous materials are present.
- The procedures for immediate response in case of an accident (this must include a community-wide evacuation plan).
- A plan for notifying the community that an incident has occurred.
- The names of response coordinators at local facilities.
- A plan for conducting exercises to test the plan.

The plan is reviewed by the SERC and publicized throughout the community. The LEPC is required to review, test, and update the plan each year.

Hazardous Material Spill/Release Notification Guidance

All significant spills, releases, or threatened releases of hazardous materials must be immediately reported. Federal and state emergency notification is required for all significant releases of hazardous materials. Requirements for immediate notification of all significant spills or threatened releases cover owners, operators, persons in charge, and employers. Notification is required regarding significant releases from facilities, vehicles, vessels, pipelines, and railroads. Many state statutes require emergency notification of a hazardous chemical release:

- Health and Safety Codes Sections 25270.7, 25270.8, and 25507
- Vehicle Code Section 23112.5
- Public Utilities Code Section 7673, (PUC General Orders #22-B, 161)
- Government Code Sections 51018, 8670.25.5 (a)
- Water Code Sections 13271, 13272
- California Labor Code Section 6409.1 (b)10

In addition, all releases that result in injuries or workers harmfully exposed must be immediately reported to California Occupational Safety and Health Administration (California Labor Code Section 6409.1[b]). Additional reporting requirements are in the Safe Drinking Water and Toxic Enforcement Act of 1986 and Section 9030 of the California Labor Code.

California Accidental Release Prevention Program (CalARP)

The California Accidental Release Prevention Program (CalARP) became effective on January 1, 1997, in response to Senate Bill 1889, and replaced the California Risk Management and Prevention Program. Under CalARP, the Governor's Office of Emergency Services must adopt implementing regulations and seek delegation of the program from the EPA. CalARP aims to be proactive and therefore requires businesses to prepare risk management plans, which are detailed engineering analyses of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. In most cases, local governments will have the lead role for working directly with businesses in this program. The SBCFPD is the CUPA designated as the administering agency for CalARP.

California Fire Code

The California Fire Code (California Code of Regulations Title 24 Part 9) sets forth requirements for building materials and methods pertaining to fire safety and life safety, fire protection systems in buildings, emergency access to buildings, and handling and storage of hazardous materials. The City adopts the update to the California Fire Code every 3 years.

Government Code Section 65302

Government Code Section 65302 requires the safety element of a general plan to address evacuation routes. The CAL FIRE Safety Element checklist also requires cities to address evacuation routes. In addition, Senate Bill 99 (2018) requires a safety element, upon the next revision of the housing element on or after January 1, 2020, to include information identifying residential developments in hazard areas that do not have at least 2 emergency evacuation routes.

Airport-Related Hazards

State Aeronautics Act

Airport authorities and other agencies regulate aircraft activity. The State Aeronautics Act (Public Utilities Code Section 21001, et seq.) is implemented by Caltrans's Division of Aeronautics. Key purposes of the act include to: 1) foster and promote safety in aeronautics; 2) ensure that state laws and regulations relating to aeronautics are consistent with federal aeronautics laws and regulations; and 3) ensure that persons residing within the vicinity of airports are protected against intrusions by unreasonable levels of aircraft noise.

The State Aeronautics Act also establishes statewide requirements for airport land use compatibility plans (ALUCP), usually prepared by airport land use commissions. These plans are intended to provide for the orderly growth of a public airport and the area surrounding the airport while safeguarding the general welfare of inhabitants near the airport and the public in

general. San Bernardino County opted for an alternative to an airport land use commission and delegated responsibility to prepare an ALUCP to each airport's jurisdiction.

State law allows local jurisdictions within San Bernardino County to be responsible for airport land use compatibility planning under the "Alternative Process" in place of a county administered ALUC. Under the provisions of the Alternative Process the City of Ontario is the designated agency having responsibility for airport compatibility planning for Ontario International Airport (ONT) and the City of Chino is responsible for Chino Airport.

Air Safety Zones

The California ALUC Planning Handbook provides planning guidance to ALUCs and counties and cities with jurisdiction over airport area land uses. This handbook allows jurisdictions flexibility in determining air safety zones that represent areas of assumed accident potential. The City of Ontario has adopted Airport Land Use Compatibility Plans for both Ontario International Airport and Chino Airport that include safety zones with policies and criteria for each airport.

REGIONAL REGULATIONS

South Coast Air Quality Management District (South Coast AQMD)

South Coast AQMD Rule 1403 governs the demolition of buildings containing asbestos materials, requiring specific work practices designed to prevent the release of these asbestos-containing materials (ACMs). These regulations mandate thorough asbestos surveys, notification procedures, controlled removal methods, defined work schedules, and proper handling, storage, and disposal of ACM to ensure that demolition and renovation activities do not emit hazardous fibers or dust in the environment.

CAL FIRE, 2025 Strategic Fire Plan for San Bernardino-Inyo-Mono Unit

The California Strategic Plan is implemented through individual "unit plans" that are prepared for different regions of the state. CAL FIRE has adopted the 2025 Strategic Fire Plan for San Bernardino-Inyo-Mono Unit that covers San Bernardino County and the agency's priorities for prevention, protection, and suppression of wildfires. The overall goal of this plan is to reduce total wildfire-related losses and costs by protecting lives, property, and natural resources through coordinated prevention, fuels management, and pre-fire planning.

LOCAL REGULATIONS

City of Ontario Office of Emergency Management

The City of Ontario's Office of Emergency Management (OEM) leads efforts to protect life, property and the environment by developing, coordinating and managing programs that prevent, prepare for, respond to, recover from, and mitigate natural and man-made disasters

and emergencies in the City of Ontario. The OEM supports the fire chief, police chief, City manager, mayor, councilmembers, and all City staff to coordinate response and recovery efforts. OEM also works with residents, businesses, and community-based organizations to be prepared. The OEM provides information and training on how to build an emergency kit, create an emergency communications plan, and stay informed (Ontario 2025a).

The OEM is responsible for the management and oversight of the City of Ontario's Emergency Operations Center, disaster preparedness, grants, Homeland Security, emergency plans, and the Community Emergency Response Team Volunteer Program. OEM ensures that City employees and residents are as prepared as possible for disasters. This is accomplished through:

- Maintaining the City's Hazard Mitigation Plan
- Maintaining the City's Emergency Operations Plan
- Providing employee and citizen education in preparedness
- Training employees in disaster response, management, and recovery (Ontario 2025a)

City of Ontario Local Hazard Mitigation Plan

In November 2023, the City of Ontario adopted a local hazard mitigation plan (LHMP) to identify the City's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to reduce or eliminate long-term risk to people and property from natural and man-made hazards. wildfire was not identified as a hazard of concern in the LHMP; instead, urban fire represents the City's primary fire-related risk. Wildfire was not identified as a hazard of concern in the LHMP; instead, urban fire represents the City's primary fire-related risk. The LHMP includes a comprehensive set of mitigation actions (see Table 5-3, *Mitigation Action Implementation Plan,* of the LHMP) designed to enhance community resilience to hazard events. The LHMP is required to be updated and readopted by Federal Emergency Management Agency (FEMA) and the City of Ontario every 5 years, with the next update scheduled for November 2028.

City of Ontario Emergency Operations Plan

The City of Ontario has prepared an Emergency Operations Plan to address the City's planned response to natural disasters, technological incidents, and national security emergencies. The plan does not address normal day-to-day emergencies or the well-established and routine procedures used in coping with such emergencies. Its operational concepts focus on potential large-scale disasters that can generate unique situations requiring unusual emergency responses.

City of Ontario Fire Department

The Ontario Fire Department (OFD) has 7 bureaus: EMS, Fire Administrative Services, Fire Prevention, Operations, Personnel and Professional Standards, Support Services, and Training & Professional Development (Ontario 2025b). The OFD employs 265 personnel, staffing 11 fire stations (OFD 2025). Fire hazard risk in Ontario is discussed in Section 3.20, *Wildfires*.

The Ontario Fire Department's Fire Prevention Bureau is responsible for the Fire and Life Safety Inspection Program, Plan Review, Public Education, Fire Investigation, and Fireworks Enforcement. The Fire Prevention Bureau also provides permitting, inspection of, and standby for events such as firework shows, concerts, conventions, etc. The Bureau enforces the 2025 California Fire, Building, Electrical, Mechanical, Plumbing, and Residential Codes, as amended by the Ontario Municipal Code; National Fire Protection Association Standards; Title 19 of the California Public Safety Code; and the California Health and Safety Code (Ontario 2025c).

City of Ontario Safety Element

The Safety Element conveys the City's goals and policies to minimize potential hazards and promote a safe environment in Ontario. It identifies the natural and human-caused hazards that affect existing and future development and provides guidelines for protecting residents, businesses, workers, and visitors. It describes present and expected future conditions and sets policies and standards for improved public safety. The Safety Element also seeks to minimize the level of property loss due to potential disasters and provides a framework for emergency management.

3.9.2 Existing Conditions

Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that a business or implementing agency has a reasonable basis for believing would be injurious to public health and safety or harmful to the environment if released into the workplace or the environment.

POLICY PLAN AMENDMENT

Hazardous Materials Sites

A search of the online Toxics Release Inventory (TRI) Toxics Tracker, EnviroStor, and GeoTracker databases on October 31, 2025, identified multiple hazardous materials sites in Ontario, as shown in Table 3.9-1, *Hazardous Sites in the City of Ontario,* and mapped on Figure 3.9-1*, Hazardous Materials Cleanup Sites in Ontario (Open Cases)* (SWRCB 2025; DTSC 2025a; EPA 2025). The Cortese List includes two facilities: Fast Fuel Service Station #920 and Aluminum – Art Plating Company, Inc. (CalEPA 2026).

Table 3.9-1 Hazardous Materials Sites in the City of Ontario

Site Name Address	Reason for Listing and Regulatory Status
EPA Toxic Release Inventory (TRI) Facilities	
Location and TRI Facility ID	**TRI Data Summary for Reporting Year 2023**
Alger Precision Machining ID: 91761LGRMF724SB	Total Releases: 0lb Total Waste Management: 23,711lb
Alltech Inc. ID: 9176WLLTCH172SC	Total Releases: 9,564lb Total Waste Management: 9,564lb
Amrep Manufacturing Co. LLC ID: 9176WMRPMN1555S	Total Releases: 0lb Total Waste Management: 180,000lb
Bluescope Coated Products LLC ID: 91730CLFRN9133C	Total Releases: 118,209lb Total Waste Management: 1,200,583lb
Danco Anodizing (DBA Danco Metal Surfacing) ID: 91761NMLDB1750M	Total Releases: 0lb Total Waste Management: 149,131lb
Danco En ID: 9176WDNCNX1745E	Total Releases: 0lb Total Waste Management: 113,557lb
Frito-Lay Inc, ID: 91730FRTLY9535A	Total Releases: 7,685lb Total Waste Management: 154,448lb
GB Manufacturing Inc. California Acrylic Ind. Inc. ID: 91766CLFRN1462E	Total Releases: 182,030lb Total Waste Management: 182,030lb
Genlabs ID: 91710GNRLC5568S	Total Releases: 0lb Total Waste Management: 0lb
Holiday Rock – Chino ID: 91710CLVRS515SC	Total Releases: 0lb Total Waste Management: 0lb
Holiday Rock – Foothill ID: 91786HLLDY2193W	Total Releases: 649lb Total Waste Management: 649lb
Holiday Rock – Ontario ID: 9176WCLPRT84SCU	Total Releases: 0lb Total Waste Management: 0lb
Holiday Rock – Mountain View ID: 9178WHLLDY1499N	Total Releases: 0lb Total Waste Management: 0lb
Hudson Technologies Co. ID: 9176WPLRTC747EF	Total Releases: 8,649lb Total Waste Management: 8,649lb
Lighting Resources LLC ID: 9176WLGHTN85EFR	Total Releases: 0lb Total Waste Management: 259,611lb
Net Shapes Inc. ID: 9176WNTSHP175SB	Total Releases: 3lb Total Waste Management: 37,707lb

Table 3.9-1 Hazardous Materials Sites in the City of Ontario

Site Name Address	Reason for Listing and Regulatory Status
Net Shapes Inc. ID: 91761NTSHP1336E	Total Releases: 7lb Total Waste Management: 101,790lb
Plaze Inc. DBA Shield Parking of California ID: 91710SHLDP5165G	Total Releases: 500lb Total Waste Management: 500lb
PRC Composites LLC ID: 91761WMBRR1400S	Total Releases: 1,500lb Total Waste Management: 1,500lb
R&D Fasteners ID: 9173WRNDDF94449	Total Releases: 251lb Total Waste Management: 110,043lb
Skyline Steel LLC ID: 9176WSKYLN155EM	Total Releases: 4lb Total Waste Management: 2,543lb
Southwest Concrete Products Ontario Plant ID: 91762STHWS519SB	Total Releases: 0lb Total Waste Management: 17lb
Summit Machine LLC ID: 9176WSMMTM288EP	Total Releases: 8lb Total Waste Management: 2,052,429lb
Vorteq – Pacific ID: 91730WSTRN8875I	Total Releases: 3,020lb Total Waste Management: 4,480lb
GeoTracker, State Water Resources Control Board	
Location, GeoTracker ID, and Address	**Cleanup Status and Contamination Information**
Alger Manufacturing Company, Inc. ID: SL208413896 724 South Bon View Avenue Ontario, CA 91761	Open (05/01/1992) – Verification Monitoring as of 11/04/2024 ▪ Contaminants of concern: Tetrachloroethylene (PCE), trichloroethylene (TCE). ▪ Medias of concern: Aquifer used for drinking water supply, indoor air, soil, and soil vapor.
Chino Ave LLC ID: T10000019836 9510 Chino Avenue Ontario, CA 91761	Open (5/20/2021) – Remediation as of 06/08/2022 ▪ Contaminants of concern: Chromium, Copper, DDD/DDE/DDT, Lead, Mercury (Elemental), Nickel, Other Insecticides/pesticides/fumigants/herbicides, Other Metal, Total Petroleum Hydrocarbons (TPH), Toxaphene, Zinc ▪ Medias of concern: Soil.
General Electric – Flat Iron ID: SL0607132486 234 Main Street Ontario, CA 91762	Open (07/01/1987) – Remediation as of 05/03/2017 ▪ Groundwater contaminants of concern: Trichloroethene (TCE), tetrachloroethene (PCE), and chromium (Cr) in both Trivalent and Hexavalent states.

Table 3.9-1 Hazardous Materials Sites in the City of Ontario

Site Name Address	Reason for Listing and Regulatory Status
	▪ Soil contaminants of concern: PCE, TCE, Cr, total xylenes, toluene, ethylbenzene, 1,1,1,-trichloroethane, and 1,1,2-trichloroethane. ▪ Medias of concern: Aquifer used for drinking water supply, indoor air, soil, and soil vapor.
General Electric Company – Jet Engine Test Cell Facility ID: SL208133868 2264 East Avion Street Ontario, CA 91761	Open (05/18/1990) – Verification Monitoring as of 02/05/2010 ▪ Contaminants of concern: Tetrachloroethylene (PCE), trichloroethylene (TCE). ▪ Media of concern: Aquifer used for drinking water supply.
South Archibald TCE Plume ID: T10000004658 East Riverside Drive and South Archibald Avenue Ontario, CA 91761	Open (03/21/2013) – Remediation as of 08/26/2021 ▪ Contaminants of concern: Nitrate, trichloroethylene (TCE). ▪ Media of concern: Aquifer used for drinking water supply.
Sunshine Cleaners ID: T10000005696 2234-2254 South Euclid Avenue Ontario, CA 91762	Open (02/28/2014) – Site Assessment as of 02/28/2014 ▪ Contaminants of concern: Tetrachloroethylene (PCE), Trichloroethylene (TCE). ▪ Media of concern: Soil and soil vapor.
Fast Fuel Service Station #920 ID: T0607100388 1315 4th Street Ontario, CA 91764	Open (05/18/1995) – Site Assessment as of 12/24/2008 ▪ Contaminant of concern: Gasoline ▪ Media of concern: Soil.
EnviroStor Database, Department of Toxic Substances Control	
Location, EnviroStor ID, and Address	**Cleanup Status and Contamination Information**
Aluminum – Art Plating Company, Inc. ID: 60001398 803 West State Street Ontario, CA 91762	Active (2/1/2011) – State Response or National Priority List ▪ Contaminants of concern: Total chromium (1:6 ratio CR VI: CR III). ▪ Media of concern: Indoor air, soil, and soil vapor.
Cadet Cleaners ID: 60003484 452 N. Mountain Avenue Ontario, CA 91762	Active (02/01/2023) – Needs Evaluation ▪ Contaminants of concern: 1,2-Dichloroethylene (CIS), 1,2-Dichloroethylene (TRANS), Tetrachloroethylene (PCE), Trichloroethylene (TCE), and Vinyl Chloride.
Ontario Plaza ID: 60001166 1028 West 4th Street	Active (10/13/2020) – Voluntary Agreement ▪ Contaminants of concern: Tetrachloroethylene (PCE). ▪ Media of concern: Soil and soil vapor.

Table 3.9-1 Hazardous Materials Sites in the City of Ontario

Site Name Address	Reason for Listing and Regulatory Status
Ontario, CA 91762	
Ontario Site Discovery ID: 60003127 Bound By West State Street and South Palmetto Avenue	Active (4/27/2021) – Needs Evaluation ▪ Contaminants of concern: None specified. ▪ Media of concern: None specified. This is a site discovery project to investigate a potential source that lead to the high concentrations of tetrachloroethylene (PCE) and trichloroethylene (TCE) observed off-site of Alumin Art Plating.
Sunshine Cleaners – Driftwood Village ID: 60002433 2238 South Euclid Avenue Ontario, CA 91762	Active (10/1/2016) – Voluntary Agreement ▪ Contaminants of concern: Tetrachloroethylene (PCE), Trichloroethylene (TCE) ▪ Media of concern: indoor air, soil, and soil vapor.

Source: SWRCB 2025; DTSC 2025a; EPA 2025.

Hazardous Material Transport

Releases of explosive, highly flammable, or toxic materials can cause fatalities and injuries, necessitate evacuations, destroy property, or result in serious environmental effects if toxic materials seep into surface or groundwater supplies. In Ontario, hazardous materials and wastes are transported on the SR-60 and I-10. The City has no direct authority to regulate the transport of hazardous materials on federal and state highways or rail lines. When transporting explosives, inhalation hazards or other potentially dangerous materials, and controlled quantities of radioactive materials, state and federal governmental agencies require transporters to include safeguards to reduce the risks of hazardous materials release.

The DTSC's active hazardous waste transporter database shows 5 active transporters in Ontario (DTSC 2025b):

- Swift Oil & Vacuum Inc., 1274 S. Almond Avenue (Registration No. 2789)
- Lighting Resources, LLC, 805 E. Francis Street (Registration No. 3379)
- Vazquez & Sons Trucking, 1028 W. Vesta Street (Registration No. 6598)
- Rincon Transport Inc, 2750 E. Oak Hill Drive Unit 35 (Registration No. 7137)
- A. Rodriguez Transportation Inc., 1758 E. Olive Street (Registration No. 7216)

Figure 3.9-1

Hazardous Materials Cleanup Sites in Ontario (Open Cases)



- Ontario City Boundary
- County Boundary
- Rail Network
- EBPSP Boundary

Hazardous Material Cleanup Sites (Open Cases)

1, Alger Manufacturing Company Inc.
2, General Electric – Flat Iron
3, General Electric Co – Jet Engine Test Cell Facility
4, Ontario International Airport Joint Investigation
5, South Archibald TCE Plume
6, Sunshine Cleaners
7, 1425 South Vineyard Avenue
8, Aluminum – Art Plating Company Inc.
9, American Metals Recycling
10, Danco
11, Mission Cleaners
12, Ontario Plaza

Cleanup sites include those where soil or groundwater has been affected or is suspected to be affected by a chemical release from past or present land uses (referred to as "environmental cases") and are identified on federal, state, and local regulatory agency lists. These lists are developed to document and record disturbance activities on identified sites.

The status of each environmental case varies and can be either active (with ongoing investigations or remediation), closed (remediation or clean-up completed and approved by the regulatory agency), or unresolved (usually indicating that efforts toward remediation have stalled or been suspended).

This exhibit shows cleanup sites with open cases in Ontario which include sites with an active or unresolved status.

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: Envirostar 2021, GeoTracker 2021

Date: 10/31/2025

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Potential Hazardous Building Materials

Some buildings in the City were built before the 1970s; based on the ages of these buildings, there is a potential for building materials to contain asbestos or lead-based paint (LBP). A potential release of hazardous materials could occur when asbestos-containing material (ACM) or LBP are disturbed during renovation or demolition activities. This disturbance could be harmful to human health. Typical hazardous materials of concern for existing older structures in the City include the following:

- **Asbestos** is a mineral fiber that is carcinogenic and harmful to respiratory health. Because of its fiber strength and heat resistance, it was widely used in a variety of building construction materials for insulation and as a fire-retardant, as well as in friction and heat-resistant products. Use of asbestos in the manufacturing of these products was common throughout California, until 1977, when it was banned. Older buildings constructed prior to 1978 could contain ACM. Asbestos can be released when ACMs are disturbed by cutting, sanding, drilling, or other remodeling activities. Improper attempts to remove these materials can release asbestos fibers into the air, increasing asbestos levels and affecting indoor air quality.
- **Lead** is a recognized harmful environmental pollutant that can pose a hazard when exposed through air, drinking water, food, contaminated soil, deteriorating paint, and dust. Lead was widely used in paint, gasoline, water pipes, and many other products prior to documentation of its health hazards. The use of LBP was banned in California in 1978, and therefore, buildings constructed prior to 1978 could contain LBP. If LBP is improperly removed from surfaces by dry scraping or sanding, LBP can be inhaled or otherwise absorbed into the body and could pose a potential public health risk.
- **Mold** can impair indoor air quality. The presence of visible water damage, damp materials, visible mold, or mold odor in buildings increases the potential risks of respiratory disease of occupants. According to the California Department of Public Health, known health risks include the development of asthma, allergies, and respiratory infections, the triggering of asthma attacks, and increased wheezing, coughing, difficulty breathing, and other symptoms.
- **Polychlorinated Biphenyls (PCBs)** are synthetic chemicals that were manufactured for use in various industrial and commercial applications—including oil in electrical and hydraulic equipment, and plasticizers in paints, plastics, and rubber products—because of their non-flammability, chemical stability, high boiling point, and electrical insulation properties. When released into the environment, PCBs persist for many years and bioaccumulate in organisms. The EPA has classified PCBs as probable human carcinogens. In 1979, the EPA banned the use of PCBs in most new electrical equipment and began a program to phase out certain existing PCB-containing equipment.
- **Radon** is a naturally-occurring odorless, tasteless, and invisible gas produced from the decay of uranium in soil and water. Structures placed on native soils with elevated levels of radon

can be impacted by the intrusion of radon gas into breathing spaces of the overlying structures, which can cause lung cancer. San Bernardino County is listed as a Zone 2 county, which predicts an average indoor radon screening level between 2 and 4 pCi/L, which is within the recommended levels assigned by the EPA (EPA 2014).

Schools

As described in Section 3.3, *Air Quality*, of this Draft SEIR, some land uses are considered more sensitive to airborne hazardous materials than others due to the types of population groups or activities involved. Because sensitive population groups include children, the California Environmental Quality Act (CEQA) requires an evaluation of hazardous emissions or handling hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school, private or public. There are currently 5 public school districts serving the City of Ontario (for list of public schools see Table 3.15-2, *Public Schools Serving the City of Ontario*).

Pipelines

Pipelines of concern carry hazardous liquids and/or gases that can be harmful to life and property. The City of Ontario does have hazardous pipelines that run through the City. A search on the US Department of Transportation (USDOT) National Pipeline Mapping System found 2 gas transmission pipelines and one hazardous liquid pipeline within the city (USDOT 2025). The risk associated with these pipelines is the exposure of people to hazardous materials or electrical currents because of breakage during an earthquake or ground excavation. Although the City does not contain any active earthquake faults, it is surrounded by areas that experience fault ruptures, liquefaction, and landslides. A seismic event that involves one of these hazards may affect a pipeline or electrical line in a surrounding area and could impact the services being provided to Ontario through pipelines and electrical lines. The excavation of areas near pipelines is required to follow the regulatory procedures of the Underground Service Alert of Southern California.

Airports

The Ontario International Airport (ONT) and the Chino Airport (CNO) operate in and around Ontario. ONT is centrally located in the northern part of the City, and the CNO borders Ontario on the south. Figure 3.9-2, *Airport Safety Zones*, shows the airport safety zones associated with ONT and CNO. Figure 3.13-2, *Airport Noise Contours*, in Section 3.13, *Noise*, identifies the noise compatibility zones for ONT and CNO.

Figure 3.9-2
Airport Safety Zones



- Ontario City Boundary
- County Boundary
- EBPSP Boundary

Ontario International Airport Safety
- ZONE-1
- ZONE-2
- ZONE-3
- ZONE-4
- ZONE-5

Chino Airport Safety Zones
- Safety Zone 1
- Safety Zone 2
- Safety Zone 3
- Safety Zone 4
- Safety Zone 6

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: City of Ontario, 2019 and 2022 Date: 12/9/2025

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Ontario International Airport

ONT has the capacity to provide regional air traffic for domestic and international commercial and cargo service, and the necessary support facilities for major and smaller airlines. Prior to the closure of the Ontario Army Airfield in 1995, the site was operated by the Ontario Air National Guard. In 1967, there was a joint powers agreement between the City of Ontario and the Los Angeles Department of Airports to operate and manage ONT. The City of Ontario and San Bernardino County formed the Ontario International Airport Authority in August 2012 by enacting a joint powers agreement (Ontario 2018). In 2024, approximately 7 million passengers and 793,371 tons of air freight traveled through the airport (ONT 2025a).

The Ontario International Airport Land Use Compatibility Plan was adopted on April 19, 2011, by the Ontario City Council to promote compatibility with surrounding land uses and amended in July 2018. The ALUCP provides guidance and promotes compatibility between the airport and the land that surrounds it to avoid potential compatibility conflicts (Ontario 2018).

The Ontario International Airport–Inter Agency Collaborative (ONT-IAC) was formed through a Cooperative Agreement by all Affected Agencies to maintain local jurisdiction control of land use planning for areas within ONT Airport Influence Area. The Affected Agencies include the City of Chino, City of Fontana, City of Montclair, City of Ontario, City of Rancho Cucamonga, City of Upland and San Bernardino County. The ONT ALUCP contains the ONT-IAC operational framework and identifies 3 framework components: 1) a technical group (ONT-IAC Technical Staff Group) comprised of senior staff members from the Affected Agencies to review projects for consistency with the ALUCP; 2) an appeals body (ONT-IAC Mediation Board) to resolve consistency evaluation disputes; and 3) an administrative function managed by the City of Ontario.

Safety Zones

The following is a summary of the safety zone information for the ONT provided in the ALUCP:

- **Safety Zone 1** reflects the airport's established Runway Protection Zone. Land use restrictions in this zone include:
  - Prohibited livestock uses; outdoor assembly areas; local parks; camping grounds; cemeteries; all residential and lodging uses; all educational and institutional uses; all commercial, offices, and services uses; all industrial, manufacturing, and storage uses; airport terminals; rail and bus stations; communication facilities; power plants; electrical substations; wastewater facilities; solid waste disposal facilities; and solid waste transfer facilities. Conditional allowance for natural land area, flood plains/reservoirs, transportation routes, and auto parking.
- **Safety Zone 2** reflects the airport's established Inner Approach/Departure. Land use restrictions in the Safety Zone 2 include:

- Prohibited outdoor major facilities, group recreation, local parks, camping grounds, all residential and lodging uses, all educational and institutional uses, major and local retail, eating establishments, vehicle fueling, hazardous materials production, heavy industrial, research and development, communication facilities, and power plants.
- Conditional allowance for flood plains/reservoirs, nonresidential agriculture, small recreation, limited retail/wholesale, offices, personal and miscellaneous services, light industrial, indoor storage, rail and bus stations, electrical substations, wastewater facilities, and solid waste disposal facilities.
- Normally compatible with natural land areas, livestock uses, cemeteries, outdoor storage, mining and extraction, airport terminals, transportation routes, auto parking, and solid waste transfer facilities.

- **Safety Zone 3** reflects the airport's established Inner Turning Zone. Land use restrictions in the Safety Zone 3 include:
  - Prohibited outdoor major facilities, residential and lodging uses (except short-term lodging), most educational and institutional uses (except what is listed below), and hazardous materials production.
  - Conditional allowance for flood plains/reservoirs, nonresidential agriculture, group recreation areas, local parks, camping grounds, short-term lodging, adult education spaces, community libraries, indoor assembly facilities, indoor recreation, in-patient and out-patient medical, public safety facilities, commercial, office, and service uses, heavy industrial uses, light industrial, research and development, communications facilities, and power plants.
  - Normally compatible with natural land areas, livestock uses, cemeteries, vehicle fueling, indoor storage, outdoor storage, mining and extraction, airport terminals, rail and bus stations, transportation routes, auto parking, electrical substations, wastewater facilities, solid waste disposal facilities, and solid waste transfer facilities.
- **Safety Zone 4** reflects the airport's established Outer Approach/Departure. Land use restrictions in the Safety Zone 4 include
  - Prohibited outdoor major facilities, residential and lodging uses (except short-term lodging), most educational and institutional uses (except what is listed below), and hazardous materials production.
  - Conditional allowance for flood plains/reservoirs, nonresidential agriculture, group recreation areas, camping grounds, local parks, short-term lodging, adult education spaces, community library, large indoor assembly facilities, indoor recreation, in-patient and out-patient medical, public safety facilities, major retail, local retail, eating establishments, offices, personal and miscellaneous services, heavy industrial uses, light industrial, research and development, communications facilities, and power plants.
  - Normally compatible with natural land areas, livestock uses, cemeteries, limited retail/wholesale, vehicle fueling, indoor storage, outdoor storage, mining and extraction,

airport terminals, rail and bus stations, transportation routes, auto parking, electrical substations, wastewater facilities, solid waste disposal facilities, and solid waste transfer facilities.

- **Safety Zone 5** reflects the airport's established Sideline Zone. Land use restrictions in the Safety Zone 5 include
  - Prohibited outdoor major facilities, group recreation areas, camping grounds, residential and lodging uses, educational and institutional uses, major retail, local retail, hazardous materials production, heavy industrial, light industrial–high intensity, research and development, power plants, solid waste disposal facilities, and solid waste transfer facilities.
  - Conditional allowance for local parks, nonresidential agriculture, public safety facilities, eating establishments, offices, personal and miscellaneous services, vehicle fueling, light industrial, rail and bus stations, communications facilities, electrical substations, and wastewater facilities.
  - Normally compatible with natural land areas, livestock uses, cemeteries, limited retail/wholesale, indoor storage, outdoor storage, mining and extraction, airport terminals, transportation routes, and auto parking.

Chino Airport

CNO is operated by San Bernardino County Department of Airports and is designated a reliever airport for ONT and San Bernardino International Airport. The CNO is south of Ontario across Merrill Avenue and operates on 1,100 acres and services private, business, and corporate tenants and customers from the Inland Empire (Ontario 2022). The City of Chino adopted an Airport Comprehensive Land Use Plan (ACLUP) in November 1991. The Chino Airport Master Plan (AMP) was adopted by the County of San Bernardino in 2006. The ACLUP dated 1991 does not reflect the latest adopted AMP and is not useful for long-range planning purposes.

Also, the existing Chino Airport Land Use Compatibility Plan does not reflect the 2011 Caltrans Airport Land Use Planning Handbook. Public Utilities Code Section 21670.1(c) that requires local jurisdictions under the "alternative process" to "rely upon" the California Airport Land Use Planning Handbook for preparing Compatibility Plans and to utilize the Handbook's height, land use, noise, safety, and density criteria. Although the City of Ontario does not have the formal responsibility under the "alternative process" to prepare a compatibility plan for CNO, the City of Ontario has adopted the CNO Overlay Zone and Reference I: Chino Airport Land Use Compatibility Plan that addresses CNO's impacts on Ontario, consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook.

Safety Zones

The following is a summary of the Safety Zone information applicable for Chino Airport consistent with the Caltrans 2011 California Airport Land Use Planning Handbook:

- **Safety Zone 1 Runway Protection Zone.** Land use restrictions in Safety Zone 1 include:
  - Normally allowed uses: none
  - Limited uses: none
  - Avoided uses: Nonresidential uses except if very low intensity in character and confined to the outer sides; and Parking lots, streets, and roads.
  - Prohibited uses: All new structures and residential land uses.

- **Safety Zone 2 Inner Approach/Departure Zone.** Land use restrictions in the Safety Zone 2 include:
  - Normally allowed uses: Agriculture, non-group recreational uses, low-hazard materials storage, warehouse, low-intensity industrial uses, auto repair, aircraft repair, and marine repair services.
  - Limited uses: Single-story office buildings and nonresidential uses to activities that attract few people.
  - Avoided uses: All residential uses except as infill in developed areas, multi-story uses, uses with high density or intensity, shopping centers, and most eating establishments.
  - Prohibited uses: Theaters, meeting halls, other assembly uses, office buildings greater than three stories, labor intensive industrial uses, children's schools, large daycare centers, hospitals, nursing homes, stadiums, group recreational uses, and hazardous uses.

- **Safety Zone 3 Inner Turning Zone.** Land use restrictions in the Safety Zone 3 include:
  - Normally allowed uses: Uses allowed in Zone 2, greenhouses, low-hazard materials storage, mini-storage, warehouses, light industrial, and vehicle repair services.
  - Limited uses: Residential uses to very low densities and office and other commercial uses to low intensities.
  - Avoided uses: Commercial and other nonresidential uses having higher usage intensities, building with more than 3 aboveground habitable floors, and hazardous uses.
  - Prohibited uses: Major shopping centers, theaters, meeting halls, other assembly facilities, children’s schools, large daycare centers, hospitals, nursing homes, stadiums, and group recreational uses.

- **Safety Zone 4 Outer Approach/Departure Zone.** Land use restrictions in the Safety Zone 4 include:
  - Normally allowed uses: Uses allowed in Zone 3, restaurant, retail, and industry.
  - Limited uses: Residential uses to low density.
  - Avoided uses: High-intensity retail or office buildings.
  - Prohibited uses: Children’s schools, large daycare centers, hospitals, nursing homes, stadiums, and group recreational uses.

- **Safety Zone 6 Traffic Pattern Zone.** Land use restrictions in the Safety Zone 6 include:
  - Normally allowed uses: Residential uses (however, noise and overflight impacts should be considered where ambient noise levels are low).
  - Limited uses: Children's schools, large daycare centers, hospitals, nursing homes, and processing and storage of bulk quantities of highly hazardous materials.
  - Avoided uses: Outdoor stadiums and similar uses with very high intensities.
  - Prohibited uses: None.

Wildfire

As further described in Section 3.20, *Wildfire*, the City is not located within a fire hazard severity zone (FHSZ) or wildland-urban interface (WUI) (CAL FIRE 2025a). However, moderate, high, and very high FHSZs are to the north of the City, outside its boundaries in the San Bernardino Mountains. Although Ontario itself is not classified within an FHSZ, wildfires originating in these nearby areas could still pose a potential threat to the City's developed areas. Wildland fire protection is the primary responsibility of the SBCFPD.

SPECIFIC PLAN

Background

The Specific Plan area consists of 11 individual properties referred to herein as the DeGroot Trust, Pietersma Family Trust, Hindelang Family Trust, B&G Cattle Co., Riley, Costa, Whitegold Ventures LLP, Alewyn, Miersma, DeHoog II, and Swager Properties. Figure 3.9-3, *Properties within the EBPSP Area,* illustrates the locations of each of these properties within the Specific Plan area.

From at least 1938 to 1953, the Specific Plan area was used for agricultural purposes (row crops and orchards) with a few residential dwellings. By the mid-1950s, the area became increasingly used for dairy farming purposes. From at least 1986 to 1992, uses such as fiberglass camper shell manufacturing, general storage yards, and a truck storage facility were also present.

Currently, land uses within the Specific Plan area include dairy farms (including associated wastewater pond(s) and various ancillary dairy farm structures including corral canopies, sheds, feed silos, and milking barns), storage and minor maintenance of semi-trailer trucks, storage and distribution of krill oil and soy sauce, storage of tires, small animal corrals and associated residencies.

The Specific Plan area is located within the Chino Groundwater Basin. Concentrated animal feeding lots such as dairy farms can be a source of local groundwater degradation due to nitrates and total dissolved solids (TDS). The Chino Basin once had the highest concentration of dairy animals in the world, with approximately 350 dairies located within a 20-square mile area. Although the number of dairies has declined significantly, historical land application of manure and process water has resulted in significant groundwater degradation due to high levels of nitrate and TDS (EPA n.d.)

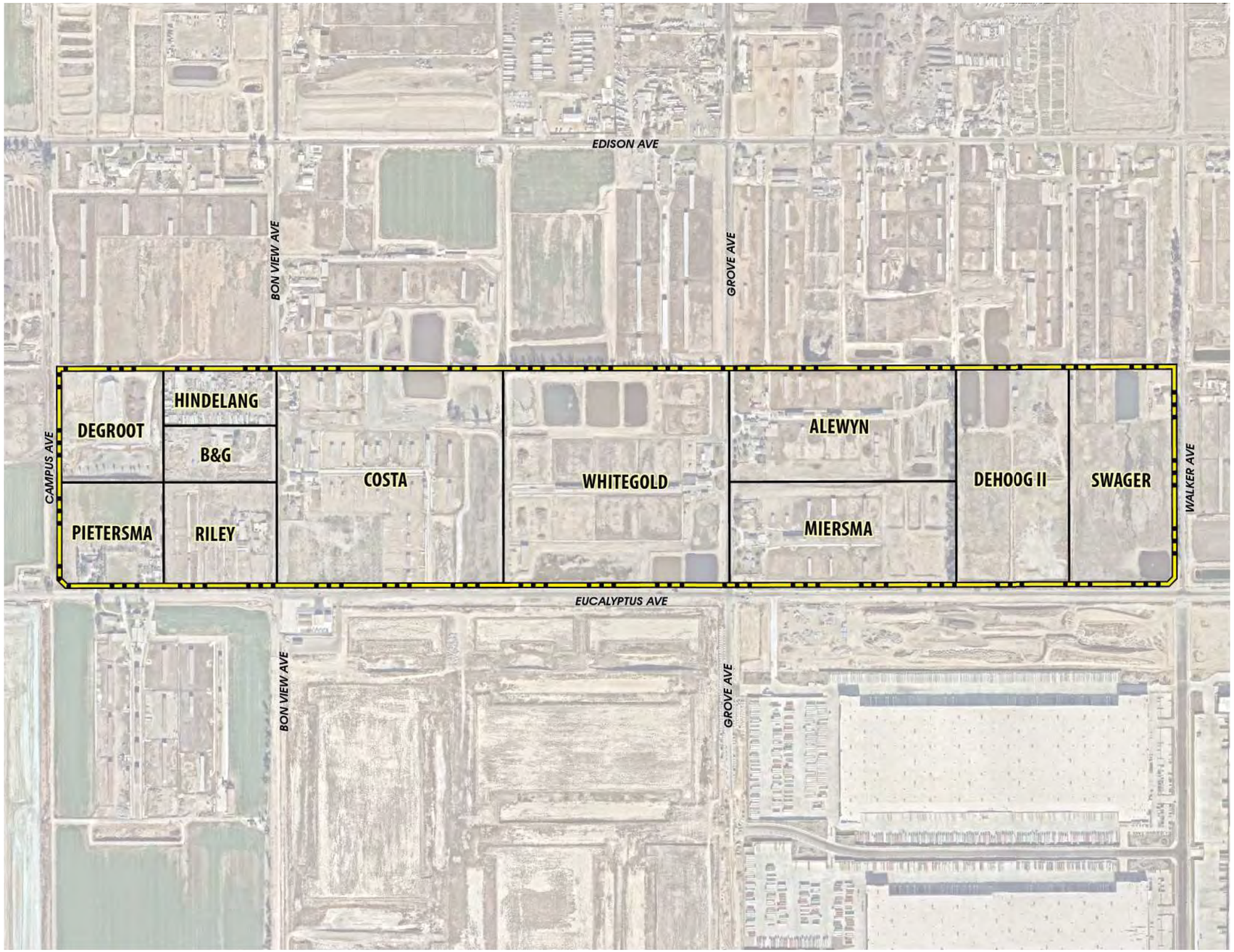
The eastern portion of the Specific Plan area is located within a large regional VOC groundwater plume comprised mostly of trichloroethylene (TCE), referred to as the South Archibald TCE Plume. This plume originates from a source approximately 1.7 miles to the northeast as a result of historical land use of numerous metal plating and finishing facilities. Low concentrations of TCE were reported from 2017 to 2022 in groundwater from two wells on the larger DeHoog II and Swager Properties at concentrations of 1.2 and 0.46 ug/l, respectively, well below the SWRCB, Division of Drinking Water maximum contaminant levels (MCLs) for TCE in drinking water of 5 ug/l. Based on the depth of groundwater and low concentrations of volatile organic compounds (VOCs) detected beneath the Specific Plan area, there is a low likelihood that a vapor intrusion issue is present. At least 2 of the Specific Plan area properties (Swager and DeHoog II) have drinking water supplied by the City of Ontario. There is a low likelihood that land use activities currently located within the Specific Plan area have contributed to the regional groundwater issue. Groundwater monitoring within the plume area is on-going and a remediation system to treat the contaminated groundwater is currently in the design and permitting phases (Appendix G1).

Site Reconnaissance

During the Phase I field reconnaissance, visual evidence of staining, unusual odors, petroleum sheens, or distressed vegetation were observed. Odors associated with dairy farm operations (manure, wastewater ponds) were identified throughout the Specific Plan area. With the exception of Pietersma, Hindelang, B&G Cattle and Riley properties, wastewater ponds associated with dairy farm operations were observed on the remaining properties located within the boundaries of the Specific Plan area. These ponds represent permitted features, and no chemical uses were noted to be associated with these features. No evidence of oil/water separators, utilities of environmental concern, landfills, or dumping was observed. On-site activities observed include dairy farm operations, storage, shipping, manufacturing processes and receiving of products. Exterior industrial features were observed including milk barns, cattle corral canopies, and feed silos. No railroad spurs, baghouses, air emissions, or barrels were observed. All properties were equipped with aboveground storage tanks (ASTs) for milk and feed silos. Interior industrial features were observed including milk pump rooms and cattle wash areas.

Figure 3.9-3

Properties within the EBPSP Area



EBPSP Boundary

Property Boundary

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 300 600 Feet

Source: T&B 2025

Date: 12/09/2025

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Several single to triple pole-mounted electrical transformers along Bon View and Eucalyptus Avenues, and a triple pole mounted transformer on each of the B&G Cattle and DeGroot properties were observed. All observed transformers are expected to be non- polychlorinated biphenyls (PCB) containing and/or dry-type transformers. No staining was observed in the areas of the pole-mounted transformers; therefore, the transformers are not considered a recognized environmental concern (REC) and do not warrant additional investigation. No hydraulic equipment was observed within the Specific Plan area.

Chemical storage, specifically within milk barns, at all properties associated with the dairy farm operations was observed. Chemicals observed in the milk barn areas included numerous 55-gallon drums of iodine, acid wash, and hydrogen peroxide for sanitation purposes. Cattle wash and other sanitation chemicals, farm waste, feed lot spoils, and wastewater ponds were observed.

Based on the age of the buildings (1930s to mid-1960s), it is possible that ACM, underground asbestos-cement pipelines (ACPs), and/or LBP are present. No water intrusion or mold was noted during the reconnaissance (Appendix G1).

Regulatory Agency Database Research

Regulatory records for the Hindelang Property indicate that the property was used to manufacture fiberglass camper shells from at least 1986 through 1992. This operation reportedly included use of a spray paint booth and used and stored hazardous materials including chlorinated and hydrocarbon solvents. Based on the documented use of chlorinated solvents (1,1,1-TCA), poor general housekeeping, and noted automobile repair operations, the Hindelang property was identified as a potential vapor encroachment concern. Additionally, environmental database records for the B&G property report hazardous wastes including 0.17-tons of halogenated solvents (chloroforms, methyl chloride, PCE, etc.) in 1997. Based on the documented use of chlorinated solvents (PCE), the B&G property was identified as a potential vapor encroachment concern.

The Whitegold property within the Specific Plan area was permitted and used for dairy farming purposes since at least 1979 with animal wastewater discharge. The HAZNET database reported approximately 0.9-tons of asbestos containing waste in 2018. This facility was also listed on the LUST and Cortese databases. Two 1,000-gallon USTs storing gasoline and diesel were removed from the property in 1994. No sampling activities were conducted at the time of removal. Soil sampling activities were conducted in 2004 and 2005 to determine the vertical and lateral extent of contamination under the direction of the Santa Ana RWQCB. Soil contaminated with Total Petroleum Hydrocarbon (TPH) and VOCs such as ethylbenzene, toluene, and xylenes were excavated and disposed of off-site. The Santa Ana RWQCB issued a No Further Action (NFA) letter for the case, dated October 18, 2006. Based on this information, the former LUST case

associated with these listings represents a historical recognized environmental concern (HREC) (Appendix G1).

Soil Sampling

Given the potential concerns identified above for the Hindelang and B&G properties, as well as potential pesticide concerns from historical dairy/agricultural uses, Phase II subsurface investigations were conducted throughout the Specific Plan area. For areas of concern associated with the Hindelang and B&G properties, a total of 8 soil borings were advanced to a depth of 5 feet below ground surface (bgs). For areas of potential pesticide concerns, a total of 220 individual soil samples were collected at a depth of approximately 0.5 feet bgs. Soil vapor sampling was also conducted at depths of 5 feet bgs.

In addition to the above, three samples were taken from several stockpiles of unknown origin, as well as four samples from the most frequently used dirt driveways/pathways at the Hindelang and B&G properties. Please refer to Figure 3.9-4, *EBPSP Soil Sample Locations*.

Samples were tested for TPH, organochlorine pesticides (OCPs), VOCs, and CAM 17 Metals. Laboratory testing concluded that none of the samples contained contaminants above the thresholds established by the USEPA or DTSC for commercial/industrial land uses. As such, the on-site soils are not significantly impacted by the historical or current land uses within the Specific Plan area (Appendix G2 and G3).

Airport-Related Hazards

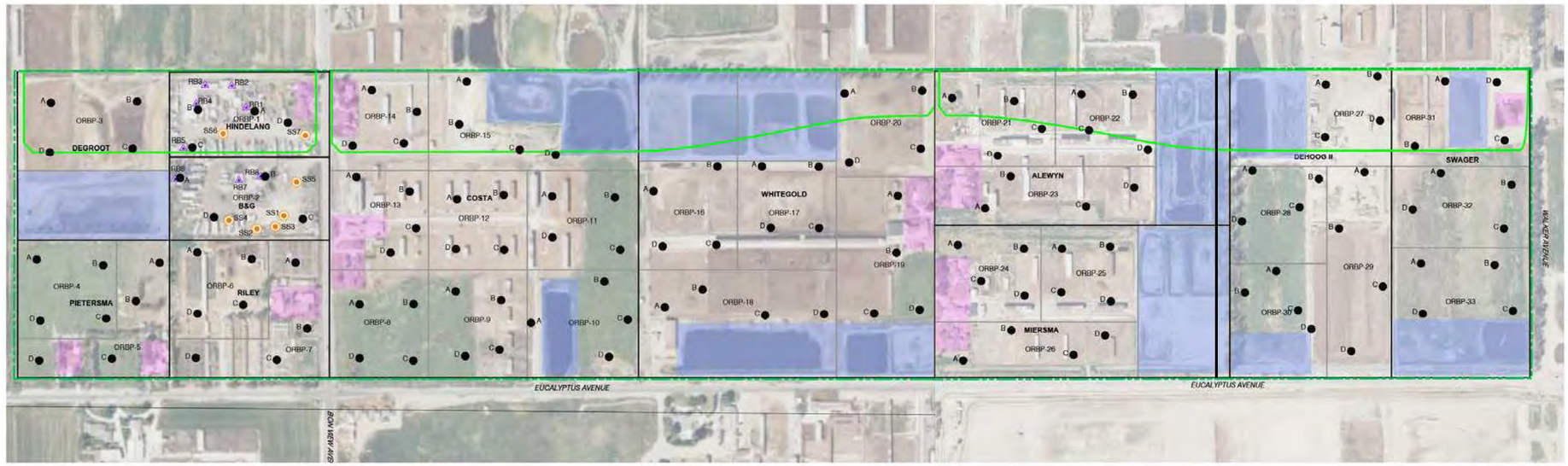
Although the Specific Plan area is located within the ONT Influence Area (AIA), it is located outside any identified safety, airspace protection, and noise impact zones. All properties located within the ONT AIA are subject to a real estate transaction disclosure notice (Ontario 2018).

The Specific Plan area is also located within the CNO AIA. The San Bernardino County Comprehensive Land Use Plan for Chino Airport was adopted in 1991 and does not reflect guidance set forth in the 2011 Caltrans Airport Land Use Planning Handbook (SBC ALUC 1991). As such, in 2022, the City of Ontario adopted the CNO Overlay District which provides maps, criteria, and policy language to guide development within the Chino AIA consistent with the 2011 Caltrans Airport Land Use Planning Handbook.

As illustrated in Figure 3.9-2, the majority of the Specific Plan area is located within CNO Safety Zone 6 (low risk), with a very small portion of the southeastern corner located within Safety Zone 4 (moderate risk). Uses permitted by the EBPSP are allowed in both of these safety zones (Ontario 2022b).

Figure 3.9-4

EBPSP Soil Sample Locations



EBPSP Boundary
Property Boundary
Grid Line
Ponds
Residential/Developed
RB2 Soil and Soil Vapor Sample Location
SS1 Stockpile/Surface Soil Sample Location
Agricultural Soil Discreet Sample
ORBP-1 Grid Designation
Proposed Open Space Area

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 275 550 Feet

Source: T&B 2025

Date: 12/09/2025

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Wildfire Hazards

The Specific Plan area is located within the limits of the City of Ontario, outside of the State Responsibility Area (SRA). The site is not located within an identified Fire Hazard Severity Zone (CAL FIRE 2025b).

According to the City's 2023 LHMP, no high fire severity zones exist within the City, nor does the City have any wildland-urban interface areas (Ontario 2023). The Specific Plan area is located within a Local Responsibility Area (LRA), with fire protection services currently provided by the OFD.

3.9.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to hazards and hazardous materials if it would:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

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

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

d) Be located on a site that is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

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

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

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

METHODOLOGY

Policy Plan Amendment

The required lists of hazardous material release sites summarized under State Agencies in Section 3.9.1, *Regulatory Framework*, are commonly and collectively referred to as the "Cortese List," named after the legislator who authored the legislation. Because the statute was enacted more than 20 years ago, some of the provisions refer to agency activities that were conducted many years ago and are no longer being implemented and, in some cases, the information required in the Cortese List does not exist. Those requesting a copy of the Cortese Lists are now referred directly to the appropriate information resources on websites hosted by the boards or departments referenced in the statute, including DTSC's online EnviroStor database and the SWRCB's online GeoTracker database. These 2 databases include hazardous material release sites, along with other categories of sites or facilities specific to each agency's jurisdiction. The following analysis is based on the hazardous materials identified for the Policy Plan Amendment in Section 3.9.2, *Existing Conditions*.

Specific Plan

The analysis of the Specific Plan area evaluates the potential impacts on human health and the environment due to potential exposure of hazardous materials or conditions associated with the site, construction, and operations. The Phase I analysis was conducted in general accordance with the American Society for Testing and Materials (ASTM) International Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM E1527-21) in an effort to identify, to the extent feasible, the presence of Recognized Environmental Conditions (RECs) with respect to the Specific Plan area. The site and surrounding areas were assessed to determine the potential presence of hazardous materials, which included a review of environmental records, a review of historical records, a site reconnaissance, and interviews with representatives of the Specific Plan area and adjoining properties. As part of the Phase II analysis, the site was subdivided into approximately uniform grids so the investigation could be conducted in a manner generally consistent with the DTSC Interim Guidance for Sampling Agricultural Properties.

3.9.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.9.5 Environmental Impacts

2022 Certified EIR

The Certified EIR concluded that the approved project would involve the transport, use, and/or disposal of hazardous materials. The Certified EIR also concluded that properties in the City are included on a list of hazardous materials sites. The approved project would comply with federal, state, and local regulations. Furthermore, the approved project concluded that consistency reviews of the proposed land uses with the Airport Land Use Compatibility Plan for the ONT and CNO would prevent significant impacts. In addition, buildout of the approved project would not affect the implementation of an emergency response or evacuation plan. With regard to urban and wildland fire threats, adherence to existing regulations and review of building plans by the Ontario Fire Department would reduce risks from fires to the City. Impacts resulting from the approved project were identified as less than significant upon implementation of regulatory requirements in the Certified EIR.

Proposed Project

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The Certified EIR concluded that federal and state regulations, City ordinances, and approved project's policies would help regulate the routine transport, use, and disposal of hazardous materials and wastes. As such, impacts were found to be less than significant.

Policy Plan Amendment

Similar to the approved project, the proposed project involves the designation of commercial, industrial, and residential land uses in Ontario as well as continued redevelopment and large amounts of infill development. Development associated with the proposed project would result in a concentration of commercial, hospitality, office, and industrial uses around ONT and numerous mixed-use projects throughout the City. The potential buildout of the proposed project would increase the number of businesses and residents in the City, thereby increasing the amount of hazardous materials being transported, stored, and manufactured, and the number of people exposed to these materials (refer to Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*). Buildout in accordance with the proposed project would result in an increase in the frequency of transport, use, and disposal of hazardous materials associated with commercial and industrial growth in Ontario, especially in the Ontario Ranch (see Figure 2-6, *Areas of Change*). Though businesses and users are required by federal, state, and local regulations to properly transport, use, and dispose of hazardous material, it is possible that

upset or accidental conditions may arise that result in the release of hazardous materials into the environment.

As noted in Section 3.9.2, *Existing Conditions*, the City also has a number of hazardous pipelines. A major high-pressure distribution pipeline, operated by Kinder Morgan, serves ONT with jet fuel. However, this pipeline and others running throughout the City are monitored by pipeline operators who are responsible for the upkeep of pipelines and the authorization of excavations around pipeline locations. Buildout of the proposed project would increase the exposure of people and the environment to potential hazards related to pipeline or electrical line rupture. As with all development in California, development in Ontario would be required to follow the procedural requirements of the Underground Service Alert of Southern California, or DigAlert.

Additionally, because demolition activities have the potential to expose construction workers and/or the public to ACMs or LBP, such activities would be conducted in accordance with applicable regulations, including, but not limited to: South Coast Air Quality Management District's Rule 1403; California Health and Safety Code Section 39650 et seq.; California Code of Regulations Title 8, Section 1529; California Occupational Safety and Health Administration regulations (8 CCR Section 1529 [Asbestos] and Section 1532.1 [Lead]); and the Code of Federal Regulations, Title 40, Part 61 (asbestos); Title 40, Part 763 (asbestos); and Title 29, Part 1926 (asbestos and lead).

In conclusion, existing federal and state regulations, City ordinances, and the Policy Plan Amendment policies would continue to regulate the handling of hazardous substances to minimize potential releases, exposure, storage, treatment, and disposal of hazardous materials and wastes. Compared to the approved project, implementation of the proposed project would result in similar impacts because it would increase land use intensity rather than expand development into previously undeveloped areas that require substantial landform modification. Therefore, like the approved project, any additional hazardous materials transport, use, or disposal occurring under the proposed project would be **less than significant** with continued compliance with applicable regulations. The Policy Plan Amendment would not result in new or substantially greater impacts compared to the approved project.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Construction

Construction activities may require limited transport of potentially hazardous materials (e.g., paints, solvents, fertilizer, etc.) to and from the site. This type of storage, transfer, use and disposal of potentially hazardous materials is extensively regulated at the local, State and federal levels.

Additionally, based on the age of the on-site structures (1930s to mid-1960s), there is a potential for ACMs, ACPs, and/or LBP to be present within the Specific Plan area. Demolition activities within the Specific Plan area would be required to comply with all applicable federal, State, and local hazardous materials regulations, which include mandatory provisions for the safe removal, transport, and disposal of ACMs, ACPs, and LBP. South Coast AQMD Rule 1403 (Asbestos Emissions) and Title 17 of the California Code of Regulations (CCR), Division 1, Chapter 8: Accreditation, Certification, and Work Practices for Lead-Based Paint and Lead Hazards would apply.

Compliance with the existing federal and state regulations, City ordinances, and the Policy Plan Amendment policies would ensure that removal of these materials would not result in a significant hazard to the public or the environment. Therefore, like the approved project, construction activities associated with implementation of the EBPSP would not pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials. Accordingly, construction of the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Impacts associated with construction would be **less than significant**.

Operations

Although the end users are unknown at this time, it is possible that hazardous materials could be used during the future building users' daily operations. State and federal Community-Right-to-Know laws allow public access to information about the amounts and types of chemicals in use at local businesses. Laws also are in place that require businesses to plan and prepare for possible chemical emergencies.

Any business that occupies the buildings within the Specific Plan area and that handles hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) would require a permit from the SBCFPD Hazardous Materials Division in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the SBCFPD and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business, and to prepare a Hazardous Materials Business Emergency Plan (HMBEP). An HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. With mandatory regulatory compliance, the operations of uses implemented pursuant to the EBPSP would not pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials. Accordingly, operations of EBPSP land uses would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, impacts associated with long-term operation of the EBPSP would be **less than significant**.

Specific Plan Significance without Mitigation: Less than significant

Impact HAZ-1: Compliance with existing regulations and policies would ensure that implementation of the proposed project would not adversely affect the environment through transport, use, and/or disposal of hazardous materials

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hazards and hazardous materials impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified, and no mitigation measures are needed.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

The Certified EIR concluded that compliance with federal and state regulations, City ordinances, and approved project's policies would help regulate the handling of hazardous substances, thereby reducing the potential for their release and exposure in the environment. Impacts were found to be less than significant.

Policy Plan Amendment

As listed in Table 3.9-1, the City of Ontario has around 36 TRI facilities or active sites that generate, transport, treat, store, and/or dispose of hazardous waste. Figure 3.9-1 shows the known contaminated sites and facilities in Ontario based on the EnviroStor database. An increase in the transport of hazardous waste from an increased demand for transport, use, and disposal within or outside the City could result in more accidents, leading to the release of hazardous materials. An increase in the transport of hazardous materials as a result of the commercial and industrial growth in the City would be limited to areas along interstates and rail lines, where commercial and industrial uses would be concentrated. Some transport of hazardous materials may occur near small commercial pockets proposed throughout various areas of the City.

As stated previously in Impact Discussion a), existing federal and state regulations, City ordinances, and the Policy Plan Amendment policies would continue to regulate the handling of hazardous substances to minimize potential releases, exposure, storage, treatment, and disposal of hazardous materials and wastes. Compared to the approved project,

implementation of the Policy Plan Amendment would result in similar impacts because it would increase land use intensity rather than expand development into previously undeveloped areas that require substantial landform modification. Therefore, like the approved project, any potential release and exposure of hazardous materials into the environment under the Policy Plan Amendment would be **less than significant** with continued compliance with applicable regulations. The Policy Plan Amendment would not result in new or substantially greater impacts compared to the approved project.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

On-Site Conditions

As discussed above, Phase II subsurface investigations were conducted throughout the Specific Plan area. For areas of concern associated with the Hindelang and B&G properties, a total of 8 soil borings were advanced to a depth of 5 feet bgs. For areas of potential pesticide concerns, a total of 220 individual soil samples were collected at a depth of approximately 0.5 feet bgs. Soil vapor sampling was also conducted at depths of 5 feet bgs.

In addition to the above, 3 samples were taken from several stockpiles of unknown origin, as well as 4 samples from the most frequently used dirt driveways/pathways at the Hindelang and B&G properties. Samples were tested for TPH, OCPs, VOCs, and CAM 17 Metals.

Laboratory testing concluded that none of the samples contained contaminants above the thresholds established by the USEPA or DTSC for commercial/industrial land uses. As such, the on-site soils are not significantly impacted by the historical or current land uses within the Specific Plan area (Appendix G2 and Appendix G3).

Nonetheless, construction activities have the potential to encounter unknown soil/soil vapor contamination or unknown subsurface structures within the Specific Plan area. As a result, the potential for accidental release of hazardous materials during construction associated with the Specific Plan area would represent a greater impact than the previously approved project. This is considered a **potentially significant** impact.

Construction

Construction activities may require limited transport of potentially hazardous materials (e.g., paints, solvents, fertilizer, etc.) to and from the site. This type of storage, transfer, use and disposal of potentially hazardous materials is extensively regulated at the local, State and federal levels.

As previously discussed in Impact Discussion a), above, there is a potential for ACMs, ACPs, and LBP to be present within the Specific Plan area. Demolition activities within the Specific Plan area would comply with all applicable federal, State, and local hazardous materials regulations. Compliance with regulatory requirements would ensure that removal of these materials would not result in a foreseeable upset or accident conditions involving the release of hazardous materials into the environment.

Any potential release or exposure of hazardous materials into the environment due to the construction of the EBPSP would be **less than significant** with continued compliance with applicable regulations. The EBPSP would not result in new or substantially greater impacts compared to the approved project.

Operations

Operations could involve the temporary storage and handling of potentially hazardous materials such as pesticides, fertilizers, or paint products that are pre-packaged for distribution and use, which is regulated at the local, State and federal levels.

As previously mentioned, any business that occupies the buildings within the Specific Plan area and that handles hazardous materials would require a permit from the SBCFPD Hazardous Materials Division in order to register the business as a hazardous materials handler. Such businesses would also be required to prepare a HMBEP.

Operations of the EBPSP would not result in conditions that are not currently addressed by existing regulations, precluding foreseeable upset or accident conditions involving the release of hazardous materials into the environment. Therefore, like the approved project, this impact is **less than significant**. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Potentially significant.

Impact HAZ-2: Existing regulations and policies of TOP 2050 would ensure that development associated with the Policy Plan Amendment would not exacerbate the potential release of hazardous materials into the environment. However, development of the EBPSP, as well as existing site conditions, may reveal unknown soil or soil vapor contamination or unknown subsurface structures.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hazards and hazardous materials impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Policy Plan Amendment

No additional mitigation measures have been identified.

Specific Plan

Development of the EBPSP has the potential to encounter unknown soil/soil vapor contamination or unknown subsurface structures within the Specific Plan area.

> **Mitigation Measure HAZ-1-SP:** Prior to the issuance of a grading permit, the Applicant shall prepare a Soil Management Plan (SMP) to address potentially unknown soil/soil vapor contamination or unknown subsurface structures (e.g., clarifiers, underground storage tanks [USTs], asbestos containing pipelines [ACPs], etc.) that may be encountered during redevelopment activities. The SMP shall include explicit instructions for the appropriate handling, storage, and disposal of any known or potentially impacted soil during soil moving activities. The general contractor shall follow the requirements of the SMP and stop work to make notification to the environmental team if any potential impacts are observed at any time the environmental team is not already on-site. The SMP shall also require air monitoring activities to monitor the air downwind of the Specific Plan area and appropriate Health and Safety Plans that will be employed by site workers. The SMP shall identify specific requirements intended to protect human health when soil in certain areas of known or suspected impacts are disturbed for any reason, including, without limitation, as a result of demolition, utility installation/repair, soil excavation, drilling, grading/filling activities, stockpile generation, soil management, loading, and transportation.

Significance After Mitigation

Specific Plan

Mitigation Measure HAZ-1-SP would ensure that no significant impacts due to unknown soil/soil vapor contamination or unknown subsurface structures would occur. Adherence to the SMP would ensure compliance with existing laws and regulations. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance with Mitigation: Less than significant.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of an existing or proposed school?

The Certified EIR concluded that compliance with federal and state regulations, City ordinances, and approved project's policies would help regulate the handling of hazardous substances, thereby reducing the potential for their release and exposure in the environment, including in proximity to existing and proposed schools. As such, impacts were found to be less than significant.

Policy Plan Amendment

Although implementation of the proposed project would increase overall commercial and industrial activity within the City, thereby potentially increasing the use or transport of hazardous materials near existing or proposed schools, future development would remain subject to all applicable federal, state, and local regulations governing the safe handling of such materials. Compliance with these regulations would ensure that hazardous substances are properly managed, stored, and disposed of to prevent releases to the environment near existing or proposed schools. Additionally, the areas of change are concentrated in the southern part of the City, and there are no schools in this area (refer to Figure 2-6). Moreover, any future projects located near schools would be required to demonstrate compliance with regulatory standards designed to protect sensitive receptors and ensure that hazardous emissions or waste are not generated in proximity to these facilities.

As stated previously in Impact Discussion a), existing federal and state regulations, City ordinances, and the Policy Plan Amendment policies, including policies S-6.1 through S-6.9, would continue to regulate the handling of hazardous substances to minimize potential releases, exposure, storage, treatment, and disposal of hazardous materials and wastes, including in proximity to schools. Compared to the approved project, implementation of the proposed project would result in similar impacts because it would increase land use intensity rather than expand development into previously undeveloped areas that require substantial landform modification. Therefore, like the approved project, any potential release and exposure of hazardous materials near existing or proposed schools under the proposed project would be **less than significant** with continued compliance with applicable regulations. The proposed project would not result in new or substantially greater impacts compared to the approved project.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan area is not located within one-quarter mile of an existing or proposed school. The nearest school is the Park View Elementary School, which is located approximately 1.87

miles southeast of the Specific Plan area. Accordingly, the EBPSP would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, and/or waste within one-quarter mile of an existing or proposed school. Therefore, like the approved project, impacts would be **less than significant**. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact HAZ-3: Existing regulations and policies identified in the Policy Plan Amendment would ensure that the proposed project would have no adverse impacts to schools from facilities that handle hazardous materials.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hazards and hazardous materials impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified, and no mitigation measures are needed.

d) Would the project be located on a site that is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?

The Certified EIR concluded that implementation of the approved project's policies in addition to compliance with existing regulations ensured that development of the approved project would not exacerbate existing hazards associated with existing hazardous materials sites. As such, impacts were found to be less than significant.

Policy Plan Amendment

The Policy Plan Amendment guides growth in development within the City and is not a development project. The proposed project primarily involves modifying the currently permitted and planned TOP land use pattern across nearly 1,000 acres in southern Ontario (see Figure 2-6). Development in accordance with the Policy Plan Amendment land use plan would involve redevelopment and reuse of some sites listed as hazardous materials sites on environmental databases (see Section 3.9.2 under "Hazardous Materials Sites"). The listings document the presence of hazardous materials on those sites but do not document hazardous releases. As a result, redevelopment of these sites could potentially expose future residents and workers to hazards from known hazardous materials releases on and near the sites.

Site assessments for hazardous materials and remediation of hazardous materials releases would be required for redevelopment projects developed in accordance with the Policy Plan Amendment and the regulations and policies of the agency assigned to the site (i.e., DTSC, Water Quality Control Board, CUPA, EPA). Furthermore, there are several Policy Plan Amendment policies that address development on and around known hazardous waste sites. These policies include:

- **LU-2.1: Land Use Decisions.** We minimize adverse impacts on adjacent properties when considering land use and zoning requests.
- **LU-2.3: Hazardous Uses.** We regulate the development of industrial and similar uses that use, store, produce, or transport toxic substances, air emissions, other pollutants, or hazardous materials.
- **LU-2.9: Methane Gas Sites.** We require sensitive land uses and new uses on former dairy farms or other methane-producing sites be designed to minimize health risks.
- **S-6.2: Response to Hazardous Materials Releases.** We respond to hazardous materials incidents and coordinate these services with other jurisdictions.
- **S-6.5: Location of Hazardous Material Facilities.** We regulate facilities that will be involved in the production, use, storage, or disposal of hazardous materials, pursuant to federal, state, county, and local regulations, so that impacts to the environment and sensitive land uses are mitigated. We prohibit new hazardous waste facilities in close proximity to sensitive land uses and environmental justice areas.
- **S-6.6: Location of Sensitive Land Uses.** We prohibit new sensitive land uses from locating within airport safety zones and near existing sites that use, store, or generate large quantities of hazardous materials.
- **S-6.8: Mitigation and Remediation of Groundwater Contamination.** We actively participate in local and regional efforts directed at both mitigating environmental exposure to contaminated groundwater and taking action to clean up contaminated groundwater once exposure occurs.
- **S-6.9: Remediation of Methane.** We require development to assess and mitigate the presence of methane, per regulatory standards and guidelines.

Compared to the approved project, buildout under the proposed project would result in similar impacts because it would increase land use intensity rather than expand development into previously undeveloped areas that require substantial landform modification. Therefore, like the approved project, the proposed project would not expose people to substantial hazards from sites containing hazardous materials listed on environmental databases and impacts would be **less than significant**. Overall, the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the approved project.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The SWRCB GeoTracker database and the DTSC online EnviroStor database were searched for records related to the Specific Plan area.

The Whitegold property has been permitted and used for dairy farming purposes since at least 1979 with animal wastewater discharge. This facility was listed on the LUST and Cortese databases (CalEPA 2026). Two 1,000-gallon USTs storing gasoline and diesel were removed from the property in 1994. No sampling activities were conducted at the time of removal. Subsequent soil sampling activities were conducted in 2004 and 2005 to determine the vertical and lateral extent of contamination under the direction of the Santa Ana RWQCB. Soils impacted with TPH and VOCs were reportedly excavated at depths ranging from approximately 32 to 50 feet bgs and disposed offsite, totaling approximately 500 cubic yards (752 tons) of impacted soil. Residual petroleum hydrocarbons were detected at a depth of approximately 30 feet bgs. Based on these remediation activities, the low residual concentrations of TPH and the depth to groundwater (approximately 120 feet bgs), the Santa Ana RWQCB issued a No Further Action letter for the case on October 18, 2006 (Appendix G1). As the site has received a status of Completed – Case Closed, it would not create a significant hazard to the public or the environment. No other properties within the Specific Plan area are identified on a list compiled pursuant to Government Code Section 65962.5. The 2022 Certified EIR acknowledged that development in accordance with TOP 2050 would affect properties identified on hazardous materials databases. Site assessments for hazardous materials and the remediation of any hazardous materials releases would be required for redevelopment projects implemented under the proposed project, in accordance with the regulations and policies of the agency with jurisdiction over the site (i.e., DTSC, Water Quality Control Board, CUPA, EPA).

Therefore, like the approved project, impacts would be **less than significant.** Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact HAZ-4: Existing regulations and policies of the Policy Plan Amendment would ensure that development associated with the proposed project would not exacerbate existing hazards.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hazards and hazardous materials impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified, and no mitigation measures are needed.

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

The Certified EIR concluded that the development allowed under the approved project near the airport influence areas would be consistent with the adopted ALUCP for ONT and meet the conditions of the CNO Authority and the 2011 Caltrans Airport Land Use Planning Handbook. As a result, impacts were identified as less than significant.

Airport safety hazards include hazards posed to aircraft and hazards posed by aircraft to people and property on the ground. With proper land-use planning, aircraft safety risks can be reduced, primarily by avoiding incompatible land uses. The Federal Aviation Administration and Caltrans Division of Aeronautics provide guidance for land use safety near airports. With adherence to these guidelines, high concentrations of people are not exposed to potential airplane accidents along runways or near airports while airplanes are departing and arriving. There are also guidelines on the placement of housing, schools, and other sensitive land uses near airports because of the noise pollution caused by airplanes (see also Section 3.13, *Noise*).

Policy Plan Amendment

Ontario International Airport

ONT has the capacity to provide regional air traffic for domestic and international commercial and cargo service, and the necessary support facilities for major and smaller airlines. It operates as a medium-hub, full-service airport serving major US cities and international cities with an average of 90 daily departures (ONT 2025b). The City of Ontario prepared an ALUCP for ONT in accordance with the Caltrans Division of Aeronautics' 2011 *California Airport Land Use Planning Handbook*.

The proposed project would redesignate the area along Holt Boulevard from Business Park to Mixed Use land use and a portion along Grove Avenue from Airport to Industrial land use. Although the proposed project would redesignate land uses near ONT, any future development facilitated by these changes would remain subject to meet the applicable safety zone restrictions, noise compatibility requirements, and airspace protection policies of the adopted ONT ALUCP. Additionally, the policies under Land Use-5 (LU-5), Airport Planning, of the Policy Plan Amendment require that all new development surrounding ONT be consistent with the adopted ALUCP and be coordinated with airport authorities to ensure that the public is

protected from excessive noise and safety hazards. Furthermore, a consistency determination analysis for the ONT was prepared by the City and found that the Policy Plan Amendment is consistent with ALUCP for ONT (Appendix G6). Therefore, the approved project, the Policy Plan Amendment maintains consistency with the ALUCP for ONT since the land use designation change within the airport influence area are consistent.

Chino Airport

The CNO is predominantly a recreational airport. Because the airport is not planned for expansion and would remain primarily recreational, and because only lower-elevation buildings surround it and would continue to surround it upon project implementation, the CNO poses no unique hazards. Similar to the approved project, buildout of the Policy Plan Amendment would involve development within the CNO influence area. The proposed land uses within the Chino Airport Overlay include Business Park, Industrial, Medium Density Residential, Mixed Use, and Open Space–Recreation.

The proposed project would redesignate land south of Edison Avenue from General Commercial, Medium Density Residential, and Mixed Use to Business Park and Open Space–Recreation. In general, these changes would result in a reduction in residential land use within the safety zones of Chino Airport. Any future development in these areas of change would remain subject to meet the applicable safety zone restrictions, and airspace protection policies of the CNO Authority and the Caltrans 2011 Handbook. These requirements include appropriate land uses, maximum population density, maximum site coverage, height restrictions, and required notification/disclosure areas based on the noise contours and runway protection, approach, and Part 77 zones of the adopted Chino Airport Master Plan. A consistency determination analysis for the CNO was also prepared by the City of Ontario found that the Policy Plan Amendment is consistent with ALUCP for CNO (Appendix G6).

Furthermore, the policies under Land Use-5 (LU-5), Airport Planning, of the Policy Plan Amendment promote coordination with airport authorities to ensure land uses near the airport are compatible and that the public is protected from excessive noise and safety hazards. These policies include:

- **LU-5.1: Coordination with Airport Authorities.** We collaborate with FAA, Caltrans Division of Aeronautics, airport owners, neighboring jurisdictions, and other shareholders in the preparation, update, and maintenance of airport-related plans.
- **LU-5.2: Airport Planning Consistency.** We coordinate with airport authorities to ensure The Ontario Plan is consistent with state law, federal regulations, and/or adopted master plans, and airport land use compatibility plans for ONT and Chino Airport.
- **LU-5.3: Airport Impacts.** We work with agencies to maximize resources to mitigate the impacts and hazards related to airport operations – their homes.

- **LU-5.4: ONT Growth Forecast.** We support and promote an ONT that accommodates 30 million annual passengers and 1.6 million tons of cargo per year, as long as the impacts associated with that level of operations are planned for and mitigated.
- **LU-5.5: Airport Compatibility Planning for ONT.** We create and maintain the Airport Land Use Compatibility Plan for ONT.
- **LU-5.6: Alternative Process.** We fulfill our responsibilities and comply with state law with regard to the Alternative Process for proper airport land use compatibility planning.
- **LU-5.7: ALUCP Consistency with Land Use Regulations.** We comply with state law that requires general plans, specific plans, and all new development to be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public-use airport.
- **LU-5.8: Chino Airport.** We will support the creation and implementation of the Airport Land Use Compatibility Plan for Chino Airport.
- **M-5.2. Land Use Compatibility with Regional Transportation Facilities.** We work with ONT, railroads, Caltrans, SBCTA, and other transportation agencies to minimize impacts.

Overall, the proposed project ensures compatibility with ONT and CNO. As a result, the proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan area is located approximately 4.5 miles south of ONT. Although the Specific Plan area is located within the ONT AIA, it is located outside any identified safety, airspace protection, and noise impact zones. All properties located within the ONT AIA are subject to a real estate transaction disclosure notice (Ontario 2018).

The Specific Plan area is approximately one-half mile north of CNO, within the CNO AIA. The San Bernardino County Comprehensive Land Use Plan for Chino Airport was adopted in 1991 and does not reflect guidance in the 2011 Caltrans Airport Land Use Planning Handbook (SBC ALUC 1991). As such, in 2022, the City of Ontario adopted the CNO Overlay District and Reference I: Chino Airport Land Use Compatibility Plan, which provides maps, criteria, and policy language to guide development within the Chino AIA consistent with the Caltrans 2011 Handbook.

The majority of the Specific Plan area is within CNO Safety Zone 6 (low risk), with a very small portion of the southeastern corner located within Safety Zone 4 (moderate risk). Uses permitted by the EBPSP are allowed in both of these safety zones, subject to the criteria and policies of Reference I: Chino Airport Land Use Compatibility Plan in Table 3.9-2, *CNO Compatibility Criteria Matrix* (Ontario 2022b).

Table 3.9-2 CNO Compatibility Criteria Matrix

Safety Zones	Residential Density Limits	Non-Residential Intensity Limits (People per acre)	Open Land Requirement for Entire Zone	Other Criteria	Boundary Determinations
Zone 1 Runway Protection Zone	0	0	All Remaining	Avigation Easement and Airspace Review Required	RPZ
Zone 2 Inner Approach/Departure Zone	0	60 (avg.) 120 (single acre)	25%; preserve open land nearest runway end	Avigation Easement and Airspace Review Required	Safety Zone 2
Zone 3 Inner Turning Zone	dwelling unit per 2-acre lot	100 (avg.) 300 (single acre)	15%; preserve open land along extended runway centerline	Avigation Easement and Airspace Review Required	Safety Zone 3
Zone 4 Outer Approach/Departure Zone	2 dwelling units per 2-acre lot	150 (avg.) 450 (single acre)	15%; preserve open land along extended runway centerline	Avigation Easement and Airspace Review Required	Safety Zone 4
Zone 6 Traffic Pattern Zone	No Limit	300 (avg.) 1,200 (single acre)	10%; preserve open land every 1/4 to 1/2 mile	Deed Notice and Airspace Review Required	Safety Zone 6

Source : Ontario 2022b.

Note: Excerpt from Chino Airport Land Use Compatibility Plan (CNO ALUCP), Table I-1: Compatibility Criteria Matrix, Reference I.

As discussed within Section 3.14, *Population and Housing*, of this Draft SEIR the EBPSP uses have the potential to create up to 1,590 employees within the project site. This would equate to an average of 8.41 people per acre. Even with the addition of visitors to the site, the intensity limits set forth above would not be exceeded. Furthermore, the policies under Land Use-5 (LU-

5), Airport Planning, of the Policy Plan Amendment promote coordination with airport authorities to ensure land uses near the airport are compatible and that the public is protected from excessive noise and safety hazards.

Therefore, the EBPSP would not result in greater impacts related to safety hazards or excessive noise for people residing or working in the area compared to the approved project, and impacts would be **less than significant**. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact HAZ-5: The proposed project is within the airport influence area of the Ontario International Airport and Chino Airport; however, land uses are consistent with the airport safety zones.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hazards and hazardous materials impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified, and no mitigation measures are needed.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The Certified EIR concluded that substantial transportation infrastructure improvements are planned to accommodate population growth in the City in the event of an emergency; therefore, the approved project would not interfere with an emergency evacuation plan. As a result, impacts were found to be less than significant.

Policy Plan Amendment

The threat of flood is one of Ontario's greatest hazard because large portions of the City are within the flood zone. The majority of the population growth associated with the proposed project would occur in Ontario Ranch. As identified in the City's Roadway Classification map (see Figure 3.17-1, *Roadway Classifications*), there are substantial improvements in transportation infrastructure planned to accommodate the increase in population in the City in the event of an emergency. Interstate highways would also serve as major emergency response and evacuation routes. As further described in Chapter 3.20, *Wildfire*, the Policy Plan Amendment land use plan

would not introduce new roadways or modify existing ones in a manner that would impede emergency vehicle access or evacuation operations. Furthermore, City design review procedures would ensure that all roadway and site designs maintain compliance with emergency access standards and the City's adopted emergency response plans.

As described in Section 3.9.1, *Regulatory Framework*, the City's OEM oversees the City's emergency plans, which address planned responses to natural disasters, technological incidents, and national security emergencies (Ontario 2025a). Compliance with the City's Emergency Operations Plan and LHMP would help ensure adequate emergency accessibility is provided to the community. Additionally, the OFD reviews development applications to ensure that adequate emergency accessibility is provided based on local and state guidance. Consequently, the development allowed under the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan area does not contain any emergency facilities, nor do adjacent roadways serve as emergency evacuation routes. The nearest evacuation routes are Edison Avenue/Ontario Ranch Road (east-west direction), Merrill Avenue (east-west direction), Euclid Avenue (north-south direction) and Grove Avenue (north-south direction) above Edison Avenue/Ontario Ranch Road.

Additionally, the City's LHMP identifies potential hazards within the City and includes hazard mitigation strategies and actions to be implemented in an effort to minimize risk. Land uses implemented pursuant to the Specific Plan would not interfere with the City's implementation of any of the actions identified therein.

The EBPSP does not propose or require permanent alteration of major vehicle circulation routes. In addition, no facilities or operations that would interfere with any identified emergency response or emergency evacuation plan are proposed in the Specific Plan area. In accordance with the City's OEM, LHMP, and coordination with the local fire and police departments during construction would ensure that potential interference with emergency response and evacuation efforts are avoided. Further, potential temporary traffic/access disruption that may occur during construction would be addressed through the implementation of a Temporary Traffic Control Plan, as required by the City. The City, as part of its discretionary review process, would review future development application materials to ensure that appropriate emergency ingress and egress is provided.

Based on the preceding, the EBPSP would not physically interfere with an adopted emergency response plan or emergency evacuation plan. Accordingly, the EBPSP would not result in a new

or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact would be **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact HAZ-6: Implementation of the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hazards and hazardous materials impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified, and no mitigation measures are needed.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

The Certified EIR found that, with the adherence to applicable state and local building standards, development and infrastructure associated with the approved project would result in less than significant risks related to wildfire hazards.

Policy Plan Amendment

Buildout of the proposed project modifies the land-use pattern and updates related Policy Plan elements while maintaining the overall planning and regulatory framework established by the approved project. As further described in Section 3.20, *Wildfire*, the adopted 2025 CAL FIRE Local Responsibility Area Fire Hazard Severity Zone map does not identify areas in Ontario within a Fire Hazard Severity Zone. However, the City recognizes that even though fuel loading is light and fire risk comes primarily from urban fires, not wildfires, there is some risk related to wildfire events.

Ontario is supported by multiple local and regional programs for fire prevention and for addressing wildland fires should they arise, including the California Building Code, the California Fire Code, CAL FIRE *2024 Strategic Fire Plan for California*, County of San Bernardino Multi-jurisdiction Hazard Management Plan, the Ontario LHMP, and fire services from OFD. Continued adherence to these regulations and practices would ensure that future development and infrastructure associated with the proposed project do not exacerbate risk in wildfire hazards or result in post-wildfire hazards (e.g., landslides, mudflows, and flooding).

In addition, the Safety Element contains the following policies to prevent wildfire hazards and support the community during wildfire events:

- **S-3.4: Special Team Services.** We maintain effective special rescue services.
- **S-3.6: Interagency Cooperation.** In order to back up and supplement our capabilities to respond to emergencies, we participate in the California Fire Rescue and Mutual Aid Plan.
- **S-3.8: Fire Prevention through Environmental Design.** We require new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces, and buildings.
- **S-3.9: Resource Allocation.** We analyze fire data to evaluate the effectiveness of our fire prevention and reduction strategies and allocate resources accordingly.
- **S-8.3: Emergency/Disaster Training and Exercises.** We conduct training and exercises to prepare for and evaluate emergency/disaster response and recovery procedures.
- **S-8.5: Interdepartmental Coordination.** We utilize all City departments to help support emergency/disaster mitigation, preparedness, response, mitigation, and recovery.
- **CD-2.8: Safe Design**. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintaining visibility and accessibility, and using lighting.

Because the proposed project would not alter topography, slope conditions, or emergency infrastructure design standards, and would continue to implement existing fire-safety programs and policies, it would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Accordingly, the Policy Plan Amendment would not result in new or substantially more severe impacts compared to the approved project, and wildfire-related risks would be **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As detailed in Section 3.20, *Wildfire*, of this SEIR the Specific Plan area is located within the limits of the City of Ontario, outside of the SRA, and is not located within an identified Fire Hazard Severity Zone (CAL FIRE 2025b).

According to the City's 2023 LHMP, no high fire severity zones exist within the City, nor does the City have any wildland-urban interface areas (Ontario 2023). The Specific Plan area is located within an LRA, with fire protection services currently provided by the OFD.

Uses implemented pursuant to the EBPSP would comply with the California Building Code, California Fire Code, CAL FIRE *2024 Strategic Fire Plan for California*, County of San Bernardino Multi-jurisdiction Hazard Management Plan, the Ontario LHMP, and applicable City policies.

Compliance with these standards and plans would act to prevent or minimize wildfire hazards and would avoid or reduce exposure to wildfire risks. Accordingly, the EBPSP would not result in new or substantially more severe impacts compared to the approved project. The potential for the EBPSP to expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires is considered **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact HAZ-7: The proposed project would not exacerbate wildfire risks in Ontario.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hazards and hazardous materials impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified, and no mitigation measures are needed.

3.9.6 Cumulative Impact Analysis

Proposed Project

The land use changes of the Policy Plan Amendment are comprehensive and encompasses the land use changes associated with the EBPSP and the concurrent Zoning changes. Therefore, cumulative impacts for the proposed project are described below.

Hazardous Materials

The cumulative setting for hazardous materials is the City of Ontario. Impacts arising from hazardous materials and hazardous materials releases are site specific and generally do not combine to cause cumulative impacts; however, the cumulative impact analysis considers the Specific Plan and nearby related projects.

As discussed previously, the EBPSP does not propose uses or activities that would require substantial handling or use of hazardous materials, hazardous substances, or hazardous waste that could result in potential adverse effects. Mitigation Measure HAZ-1-SP has been incorporated to ensure proper handling of unknown hazardous materials that may be encountered during grading activities. To the extent that such materials or substances may be

present during construction or operations they will be transported, stored, used and disposed of consistent with multiple and broad regulatory requirements. As with the Specific Plan, other related projects within the cumulative impact area would be required to comply with applicable federal, State, and local regulations, and such uses would be subject to additional review and permits from their local oversight agency. Therefore, the potential for release of hazardous materials into the environment, whether through accident or due to routine transport, use, or disposal of such materials would comply with regulatory requirements for each development and would not result in a cumulatively considerable impact.

Schools

Any future development located near schools would be required to comply with applicable federal, state, and local regulations governing the safe handling of hazardous materials near existing or proposed schools. Furthermore, the areas of change are concentrated in the southern portion of the City, where there are no schools, and the Specific Plan area is not located within one-quarter mile of an existing or planned school. Implementation of the proposed project would not contribute to a cumulatively-considerable impact associated with emissions within one-quarter mile of an existing or planned school.

Therefore, hazards and hazardous materials impacts are less than significant and would not be cumulatively considerable.

Airport Hazards

The areas considered for cumulative airport-related hazards impacts are the airport influence areas of ONT and CNO. Development proposed within the airport influence areas of ONT and CNO would be required to undergo evaluation under the ALUCP for ONT and the CNO Land Use Compatibility Plan to ensure that the projects comply with the land use regulations for the respective safety zones established by the responsible agencies. Cumulative impacts would be less than significant after compliance with such regulations and impacts of the proposed project would not be cumulatively considerable.

Fire Hazards

The areas considered for cumulative impacts related to wildfires are fire hazard severity zones in the City. Projects within wildfire hazards zones are required to comply with applicable regulations, including the California Building Code Chapter 7A, California Fire Code Chapter 49, and California Public Resources Code Sections 4291, et seq. In addition, policies under the Policy Plan Amendment's Safety Element would help reduce wildfire- and emergency-related risks. As a result, the risk of wildfire associated with the development under the proposed project would not be cumulatively considerable.

Emergency Response and Evacuation

The areas considered for cumulative impacts related to emergency response and evacuation are primarily the regional transportation networks (e.g., interstates) that support evacuation and emergency response in the City. Planned improvements to the City's transportation infrastructure would accommodate increased population and facilitate emergency response and evacuation, with interstate highways serving as primary evacuation routes. The proposed project would not introduce or modify roadways in a manner that impedes emergency vehicle access, and City design review procedures ensure compliance with emergency access standards and adopted emergency response plans. Additionally, the OFD reviews development applications to ensure adequate emergency accessibility. Compliance with the City's Emergency Operations Plan and the LHMP would further help maintain safe and accessible emergency routes for the community. Therefore, impacts to emergency response and evacuation are less than significant; and therefore, less than cumulatively considerable.

Cumulative impacts associated with hazards and hazardous materials are **less than significant**.

Cumulative Impacts: Implementation of the proposed project, in combination with other development in the city, would not result in a cumulatively considerable contribution to hazards and hazardous materials impacts.

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3.10 HYDROLOGY AND WATER QUALITY

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential hydrology and water quality impacts associated with implementation of the Ontario Policy Plan Amendment and EBPSP (proposed project) in comparison to TOP (approved project) and the impacts identified in the 2022 Certified EIR.

Hydrology deals with the distribution and circulation of water, both on land and underground. Water quality deals with the quality of surface water and groundwater. Surface water includes lakes, rivers, streams, and creeks; groundwater is under the earth's surface. Groundwater supply and management is discussed in Section 3.19, *Utilities and Service Systems*.

The site-specific analysis for the EBPSP is based on the "Preliminary Hydrology Study for Ontario Ranch" prepared by JLC Engineering & Consulting, Inc. and considers both on-site and off-site impacts associated with the EBPSP (see Appendix H1). In addition, the "Preliminary Water Quality Management Plan" for the EBPSP is also provided (Appendix H2). The "Eucalyptus Business Park Specific Plan Water Supply Assessment" includes the water demand and supply for the Specific Plan (Appendix L2).

The City received one comment letter for the NOP related to the San Bernardino County Flood Control District's (SBCFCD) facilities. The relevant hydrology and water quality issues raised in this comment letter is addressed in this section. For a summary of the comment letters, refer to Table 1-1 in Chapter 1, *Introduction*, or to Appendix A for the full comment letters.

Terminology

- **BMPs:** best management practices
- **Design capture volume:** required amount of stormwater to be retained due to a development project
- **LID:** low impact development
- **MS4:** municipal separate storm sewer system
- **SWPPP:** Stormwater Pollution Prevention Plan
- **TMDL:** Total Maximum Daily Load. A TMDL is an estimate of the total load of pollutants from point, nonpoint, and natural sources that a water body may receive without exceeding applicable water quality standards, with a factor of safety included. Required by Clean Water Act for impaired water bodies.

- **100-year storm:** rainfall total that has a 1 percent probability of occurring in a year.

3.10.1 Regulatory Framework

Federal, state and regional laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized below.

FEDERAL

Clean Water Act

The Clean Water Act (CWA) (Title 33 United States Code Sections 1251 to 1376) of 1972 is the primary federal law that governs and authorizes water quality control activities by the United States Environmental Protection Agency (EPA), as well as the states. The statute's goal is to restore, maintain, and preserve the integrity of the nation's waters. The CWA regulates both the direct and indirect discharge of pollutants into the nation's waters and sets water quality standards for all contaminants in surface waters. It is unlawful for any person to discharge any pollutant from a point source into navigable waters unless a permit is obtained under its provisions. The CWA mandates permits for wastewater and stormwater discharges, requires states to establish site-specific water quality standards, and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The CWA also funded the construction of sewage treatment plants and recognized the need for planning to address nonpoint sources of pollution. Section 402 of the CWA requires a permit for all point source (a discernible, confined, and discrete conveyance, such as a pipe, ditch, or channel) discharges of any pollutant into waters of the United States.

Section 303 of the CWA requires states to adopt water quality standards for all surface waters of the United States. As defined by the CWA, water quality standards consist of 2 elements: (1) designated beneficial uses of the water body in question and (2) criteria that protect the designated uses. Section 304(a) requires the EPA to publish advisory water quality criteria that accurately reflect the latest scientific knowledge on the kind and extent of all effects on health and welfare that may be expected from the presence of pollutants in water. Where multiple uses exist, water quality standards must protect the most sensitive use. In California, the EPA has delegated authority to the State Water Resources Control Board (SWRCB) and its 9 Regional Water Quality Control Boards (RWQCBs) to identify beneficial uses and adopt applicable water quality objectives.

When water quality does not meet CWA standards and compromises designated beneficial uses of a receiving water body, Section 303(d) of the CWA requires that water body be listed as "impaired," and a total maximum daily load (TMDL) must be developed for the impairing pollutant(s). Once established, the TMDL allocates the load among the pollutant sources to the water body.

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) program under Section 402 of the CWA was established to regulate municipal and industrial discharges to surface waters of the United States. Federal NPDES permit regulations include both point-source municipal waste discharge and nonpoint source stormwater runoff. All facilities that discharge stormwater into surface water from their municipal separate storm water systems (MS4s) are required to obtain an NPDES permit. Ontario lies within the jurisdiction of the Santa Ana RWQCB and is subject to the waste discharge requirements of the San Bernardino County MS4 permit, Order No. R8-2010-0036, NPDES No. CAS618036.

Under NPDES Permit Provision XI, New Development (Including Significant Re-Development), the co-permittees are required to include appropriate source control, site design, and stormwater treatment measures in new development and redevelopment projects to address stormwater runoff pollutant discharges and prevent increases in runoff flows from new development and redevelopment projects (SWRCB 2010). In addition, projects must address the potential for causing hydrologic conditions of concern if they disturb more than one acre of land and are not in an exempt area, as shown on the San Bernardino Hydrologic Conditions of Concern (HCOC) Exemption Map (San Bernardino County 2025).

Federal Emergency Management Agency

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program to provide subsidized flood insurance to communities that comply with FEMA regulations limiting development in floodplains. FEMA also issues Flood Insurance Rate Maps (FIRMs) that identify which land areas are subject to flooding. These maps provide flood information and identify flood hazard zones in the community. The design standard for flood protection is established by FEMA. FEMA's minimum level of flood protection for new development is the 100-year flood event, also described as a flood that has a 1-in-100 chance of occurring in any given year.

STATE

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Act (Water Code sections 13000 et seq.) is the basic water quality control law for California. This act established the SWRCB and divided the state into 9 regional basins, each under the jurisdiction of an RWQCB. The SWRCB is the primary State agency responsible for the protection of California's water quality and groundwater supplies. The RWQCBs carry out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a water quality control plan or basin plan that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems.

The Porter-Cologne Act also authorizes the SWRCB and RWQCBs to issue and enforce waste discharge requirements, NPDES permits, Section 401 water quality certifications, and other approvals. Other State agencies with jurisdiction over water quality regulation in California include the California Department of Health Services for drinking water regulations, the CDFW, and the Office of Environmental Health and Hazard Assessment.

The City of Ontario is in the Santa Ana River Basin, Region 8, in the Upper Santa Ana Watershed. The Basin Plan was updated in October 2025 to comply with the current regulations and improve accessibility and Chapters 3 through 6 of the Basin Plan were updated to incorporate recent amendments effective on or before July 27, 2023 (Santa Ana RWQCB 2025a). It gives directions on the beneficial uses of the state waters in Region 8; describes the water quality that must be maintained to support such uses; and provides programs, projects, and other actions necessary to achieve the established standards (Santa Ana RWQCB 2025a).

SWRCB General Construction Permit

Construction activities that disturb one or more acres of land that could impact hydrologic resources must comply with the requirements of the newly reissued SWRCB Construction General Permit (CGP) (Order WQ 2022-0057-DWQ). Under the terms of the permit, applicants must file Permit Registration Documents (PRDs) with the SWRCB before the start of construction. The PRDs include a Notice of Intent, risk assessment, site map, Storm Water Pollution Prevention Plan (SWPPP), annual fee, and a signed certification statement. The PRDs are submitted electronically to the SWRCB via the Stormwater Multiple Application and Report Tracking System (SMARTS) website.

Applicants must also demonstrate conformance with applicable best management practices (BMPs) and prepare a SWPPP containing a site map that shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project site. The SWPPP must list BMPs that would be implemented to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. Additionally, the SWPPP must contain a visual monitoring program, a sampling program to ensure compliance with water quality standards, and on-site collection of samples and inspection of BMPs during a qualifying precipitation event.

SWRCB General Industrial Permit

The Statewide General Permit for Storm Water Discharges Associated with Industrial Activities, Order No. 2014-0057-DWQ and amended by 2015-0122-DWQ (2018) implements the federally required storm water regulations in California for storm water associated with industrial activities that discharge to waters of the United States. This regulation covers facilities that are required by federal regulations or by the RWQCBs to obtain an NPDES permit. Dischargers are required to eliminate non-storm water discharges, develop SWPPPs that include BMPs, conduct

monitoring of stormwater runoff, and submit all compliance documents via the SWRCB's SMARTS program.

SWRCB Trash Amendments

On April 7, 2015, the SWRCB adopted an amendment to the Water Quality Control Plan for Ocean Waters of California to control trash and Part 1, Trash Provisions, of the Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California (SWRCB 2025a). They are collectively referred to as "the Trash Amendments." The Trash Amendments apply to all surface waters of California and include a land use-based compliance approach to focus trash controls on areas with high trash-generation rates. Areas such as high-density residential, industrial, commercial, mixed urban, and public transportation stations are considered priority land uses.

The Trash Amendments provide a framework for permittees to implement their provisions. Full compliance must occur within 10 years of the permit, and permittees must also meet interim milestones such as average load reductions of 10 percent per year. The amendment mandates that the City needs to install catch basin filters on all City catch basins by December 2, 2030.

Water Conservation in Landscaping Act of 2006

The Water Conservation in Landscaping Act includes the State of California's Model Water Efficient Landscape Ordinance (MWELO), which requires cities and counties to adopt landscape water conservation ordinances. The MWELO was revised in July 2015 via Executive Order B-29-15 to address the ongoing drought and build resiliency for future droughts. State law requires all land use agencies, which includes cities and counties, to adopt a Water Efficient Landscape Ordinance that is at least as efficient as the MWELO prepared by the DWR. The 2015 revisions to the MWELO improve water conservation in the landscaping sector by promoting efficient landscapes in new developments and retrofitted landscapes. The revisions increase water efficiency by requiring more efficient irrigation systems, incentives for grey water usage, improvements in on-site stormwater capture, and limiting the portion of landscapes that can be covered in high-water-use plants and turf. New development projects that include landscape areas of 500 square feet or more are subject to the MWELO. This applies to residential, commercial, industrial, and institutional projects that require a permit, plan check, or design review. The size threshold for rehabilitated landscapes has not changed and remains at 2,500 square feet. The City of Ontario has enacted these provisions into its Landscape Development Guidelines.

Senate Bill 92

On June 27, 2017, Governor Brown signed Senate Bill (SB) 92, which set new requirements focused on dam safety. As part of this legislation, dam owners must ow submit inundation maps to the DWR. After the maps are approved, the dam owner must submit an emergency action

plan to the California Office of Emergency Services. The dam owner must submit updated plans and inundation maps every 10 years, or sooner under certain conditions. The California Office of Emergency Services reviews and approves the emergency action plans. This legislation set forth additional provisions for the emergency action plans including compliance requirements, exercises of the plan, and coordination with local public safety agencies (Cal OES 2025).

California Water Code Section 13751

In 1949, the California Legislature concluded that collecting information on newly constructed, modified, or destroyed wells would be valuable in the event of underground pollution, and would also provide geologic information to better manage California's groundwater resources. Section 13751 of the Water Code requires Well Completion Report forms to be filed with DWR within 60 days from the date that construction, alteration, abandonment, or destruction of a well is completed. Completed forms are sent to the DWR regional office whose boundaries include the well (DWR 2025a).

REGIONAL

Santa Ana RWQCB

The Santa Ana Regional Water Quality Control Board (RWQCB, Region 8) regulates water quality within the Santa Ana River watershed and adjacent coastal drainages. Its Water Quality Control Plan (Basin Plan) is the region's primary water quality planning document. The Basin Plan identifies the beneficial uses of surface waters and groundwater, establishes water quality objectives necessary to protect those uses, and outlines an implementation program consisting of projects, policies, and actions designed to achieve and maintain compliance with state and federal water quality standards.

The Basin Plan was originally adopted in 1995 and has since been amended multiple times, most recently in October 2025, which incorporated updates to Chapters 3 through 6 and revisions to salt and nutrient management provisions. The Basin Plan guides the RWQCB's permitting, enforcement, and monitoring programs and provides the regulatory basis for the issuance of the NPDES permits and other waste discharge requirements in Region 8 (Santa Ana RWQCB 2025a). Additional information regarding the NPDES permit is provided in the San Bernardino County Regional MS4 Permit section, below.

San Bernardino County Regional MS4 Permit

In the San Bernardino County area of the Santa Ana River Basin, management and control of the municipal separate storm sewer system is shared by a number of agencies, including the San Bernardino County Flood Control District, San Bernardino County, and the cities of Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa.

On January 29, 2010, the Santa Ana RWQCB issued an area-wide MS4 permit to the San Bernardino County and municipalities in the county. Waste discharge requirements for stormwater entering municipal storm drainage systems are in the MS4 permit, Order No. R8-2010-0036, NPDES No. CAS618036. This permit expired on January 29, 2015. On August 1, 2014, the San Bernardino County Flood Control District submitted a Report of Waste Discharge on behalf of San Bernardino County and its 16 incorporated cities. The submitted report serves as the permit renewal application for the MS4 permit.

San Bernardino County Stormwater Program

The Technical Guidance Document for Water Quality Management Plans (WQMP) for the Region 8 area of San Bernardino County is the guidance document for the project's stormwater design in compliance with Santa Ana RWQCB requirements for Priority Projects or Transportation Projects. The MS4 permit requires that a preliminary project-specific WQMP be prepared early in the project development process and that a Final WQMP be submitted prior to the start of construction. A project specific WQMP is required to address the following (Santa Ana RWQCB 2013):

- Develop site design measures using low impact development (LID) principles.
- Establish project-specific design capture volume and applicable hydrologic conditions of concern requirements.
- Evaluate feasibility of on-site LID BMPs.
- Maximum hydrologic source control, infiltration, and biotreatment BMPs.
- Select applicable source control BMPs.
- Address post-construction BMP maintenance requirements

San Bernardino County Flood Control District

The San Bernadino County Flood Control District (SBCFCD) is the regional drainage authority for San Bernardino County. The SBCFCD operates and maintains the county's extensive flood control facilities, including dams, conservation basins, channels, and storm drains. The SBCFCD issues encroachment permits for development within its facility or rights-of-way.

Chino Basin Watermaster 2020 Optimum Basin Management Program Update Report

The Chino Basin adjudication is the 2020 Optimum Basin Management Program (OBMP) Update Report published by the Chino Basin Watermaster. This comprehensive report documents the update process of the OBMP, continuing the original program's 9 core elements such as monitoring, recharge, water supply for impaired areas, and groundwater management. It also confirms the Chino Basin was adjudicated in 1978 by the San Bernardino County Superior Court, which established the legal framework including the Watermaster to oversee sustainable

groundwater management among agricultural, non-agricultural, and appropriative water users. The adjudication established the physical solution to stop declining groundwater levels and mandated ongoing court jurisdiction for basin management, which led to the development of the OBMP (CBW 2020).

Sustainability Groundwater Management Act

The Chino Basin is exempt from the Sustainable Groundwater Management Act (SGMA) requirements because it is an adjudicated basin with an established physical solution and court oversight for sustainable management. This exemption means that the basin does not need to develop a separate Groundwater Sustainability Plan (GSP) under SGMA, as sustainable management is governed by the court judgment and implemented through the Watermaster and the OBMP. The court retains continuing jurisdiction to ensure beneficial use and avoid unreasonable groundwater use consistent with SGMA's sustainability goals, effectively fulfilling the state's groundwater sustainability objectives for this basin (DWR 2025b; CBW 2016).

LOCAL

City of Ontario Master Plan of Drainage

The City of Ontario's Master Plan of Drainage is a planning level drainage study that includes the following (Ontario 2012):

- Update and evaluation of inventory and capacities of the existing City-owned storm drain facilities.
- Preparation of hydrology studies to quantify peak flow rates for runoffs during major storm events, that are based on built-out conditions as per the Land Use Plan adopted by City Council on January 27, 2010, and the current TOP.
- Identification and quantification of upgrades to existing City-owned storm drain systems to provide adequate flood protection and mitigate development impacts, based on the City's latest policies and goals.
- Evaluation of alternatives to eliminate drainage deficiencies using the existing facilities to the maximum extent.
- Development of a master plan that establishes preliminary alignment and sizes for recommended future backbone drainage facilities that ensures adequate flood protection.
- Development of project costs and prioritization for the implementation of the recommended master plan facilities.

City of Ontario Capital Improvement Program

The City of Ontario regularly updates its CIP to prepare and budget for infrastructure improvements over a 5-year planning period. The CIP includes projects related to sewer improvements, storm drain improvements, and water system improvements.

City of Ontario Local Hazard Mitigation Plan

The City of Ontario Local Hazard Mitigation Plan (LHMP) is a comprehensive planning document prepared in accordance with the federal Disaster Mitigation Act of 2000. The LHMP identifies the natural and human-caused hazards that pose risks to the City, such as earthquakes, flooding, wildfires, drought, extreme heat, and hazardous materials incidents. The plan evaluates the City's vulnerability to these hazards and establishes long-term strategies to reduce risks, enhance community resilience, and minimize future disaster-related losses.

The LHMP was developed through coordination with City departments, regional and state agencies, and community stakeholders to ensure a collaborative and inclusive approach to hazard mitigation. The plan is reviewed and updated every five years to reflect changing conditions, new data, and community priorities. Adoption of the LHMP maintains the City's eligibility for federal and state hazard mitigation funding, which supports implementation of identified projects and programs that protect lives, property, and critical infrastructure. The current adopted version of the City of Ontario Local Hazard Mitigation Plan (LHMP) was approved by the City Council in November 2023 (Ontario 2023).

City of Ontario Standard Conditions of Approval for New Development

The City's standard conditions of approval for new development for the Original Model Colony (OMC) and Ontario Ranch projects (Resolution No. 2017-027) include the following regulations (Ontario 2017):

- **SC 3.65 (OMC); SC 3.66 (Ontario Ranch):** A hydrology study and drainage analysis, prepared in accordance with the San Bernardino County Hydrology Manual and the City of Ontario's Standards and Guidelines, and signed by a Civil Engineer registered in the State of California, shall be submitted to the Engineering Department prior to Grading Plan approval. Additional drainage facilities may be required as a result of the findings of the study.

- **SC 3.67 (OMC); SC 3.68 (Ontario Ranch):** Prior to Grading Plan approval and the issuance of a grading permit, an Erosion and Sediment Control Plan (ESCP) shall be submitted to, and approved by, the Engineering Department. The ESCP shall identify the BMPs that would be implemented by development projects during construction in order to reduce the discharge of sediment and other pollutants into the City's storm drain system.

- **SC 3.68 (OMC); SC 3.69 (Ontario Ranch):** Prior to Grading Plan approval and the issuance of a grading permit, a completed WQMP shall be submitted to, and approved by, the

Engineering Department. The WQMP shall be submitted using the San Bernardino County Stormwater Program's model template and shall identify all Post Construction, Site Design, Source Control, and Treatment Control BMPs, that will be incorporated into development project, in order to minimize any potential adverse impacts to receiving waters.

City of Ontario Municipal Code

Title 8, Chapter 13: Flood Damage Prevention Program

The City of Ontario's Flood Damage Prevention Program is in Title 8, Chapter 13 of the City's Municipal Code. The program applies to all areas of special flood hazards, areas of flood-related erosion hazards, and areas of mudflow hazards in the City. It includes standards for construction, for utilities, subdivisions, manufactured homes, and floodways. Construction standards include requirements for anchoring, floodproofing, and minimum elevations of floors.

Title 6, Chapter 6: Stormwater Drainage Systems

Section 6-6.206 prohibits specified types of discharges into the City's stormwater drainage system or into any street leading to the drainage system. Section 6-6.208 requires that any persons conducting activities that could potentially contribute to stormwater pollution comply with all applicable BMPs as listed in the California Stormwater Best Management Practice Handbooks or the current San Bernardino County Stormwater Program's "Report of Waste Discharge," to reduce pollutants in stormwater runoff and reduce non-stormwater discharges to the City's stormwater drainage system to the maximum extent practicable or to the extent required by law. Sections 6-6.501 through 6-6.506 govern discharges into stormwater from construction activities.

City of Ontario Departments

The City has several departments that involve design, construction, and maintenance of the City's storm drain system. The Engineering Department is responsible for the preparation and periodic revision of the MPD; developing storm drain standards and specifications; and reviewing and approving storm drain improvement plans provided by developers and businesses. The CIP and Field Services Divisions of the Engineering Department provides the planning, design, surveying, bidding, construction inspection, and project management functions for the City's CIP projects. The work includes repairing and constructing storm drain improvements at various locations throughout the City. The Land Development Division of the Engineering Department is responsible for the development of all public infrastructure and improvements associated with new development within the public right-of-way, which includes storm drains. The Parks and Street Maintenance Division under the Public Works Agency services and cleans the City's storm drains of debris and sediment. The City also collects development impact fees from project developers that are used to construct regional and local storm drain facilities and mitigate the impact of future development.

The City's Environmental Services Section under the Engineering Department is responsible for implementation of the MS4 permit and education of residents, business owners, and developers on stormwater pollution issues and regulatory requirements. The Environmental Services Section conducts the following activities:

- Represents the City as co-permittee of the San Bernardino County MS4 permit.
- Regulates stormwater runoff as required by the MS4 permit.
- Inspects commercial and industrial businesses identified as potential stormwater polluters and enforces the NPDES permit requirements.
- Inspects construction sites for compliance with the Ontario Municipal Code, San Bernardino County MS4 permit, and the State's General Construction Permit.
- Requires new development/redevelopment projects to prepare a WQMP and SWPPP in compliance with the regional MS4 permit and State Construction General Permit and reviews and approves these documents prior to the issuance of grading permits.
- Educates developers, contractors, business owners, residents, and municipal employees on stormwater BMPs.
- Controls illicit connections to storm drains.
- Controls or mitigates illegal discharges to storm drains.
- Controls municipal facility operations and practices to prevent discharges of pollutants to storm drains.

3.10.2 Existing Conditions

POLICY PLAN AMENDMENT

Regional Hydrology

The vast majority of the City of Ontario is within the Chino Creek subwatershed, which is part of the larger Santa Ana River Watershed. As shown on Figure 3.10-1, *Subwatersheds*, the Chino Creek subwatershed encompasses parts of San Bernardino County, Riverside County, and Los Angeles County and includes the cities of Rancho Cucamonga, Upland, Montclair, Ontario, Fontana, Chino, and Chino Hills. It drains a basin of approximately 218 square miles from the San Gabriel Mountains to the Santa Ana River near Corona. The portion of Ontario east of Interstate 15 (I-15) is in the Middle Santa Ana River subwatershed, which encompasses 292

square miles, including the cities of Fontana, Bloomington, Rancho Cucamonga, Eastvale, Jurupa Valley, Corona, Norco, and Riverside (Ontario 2012).

Local Hydrology

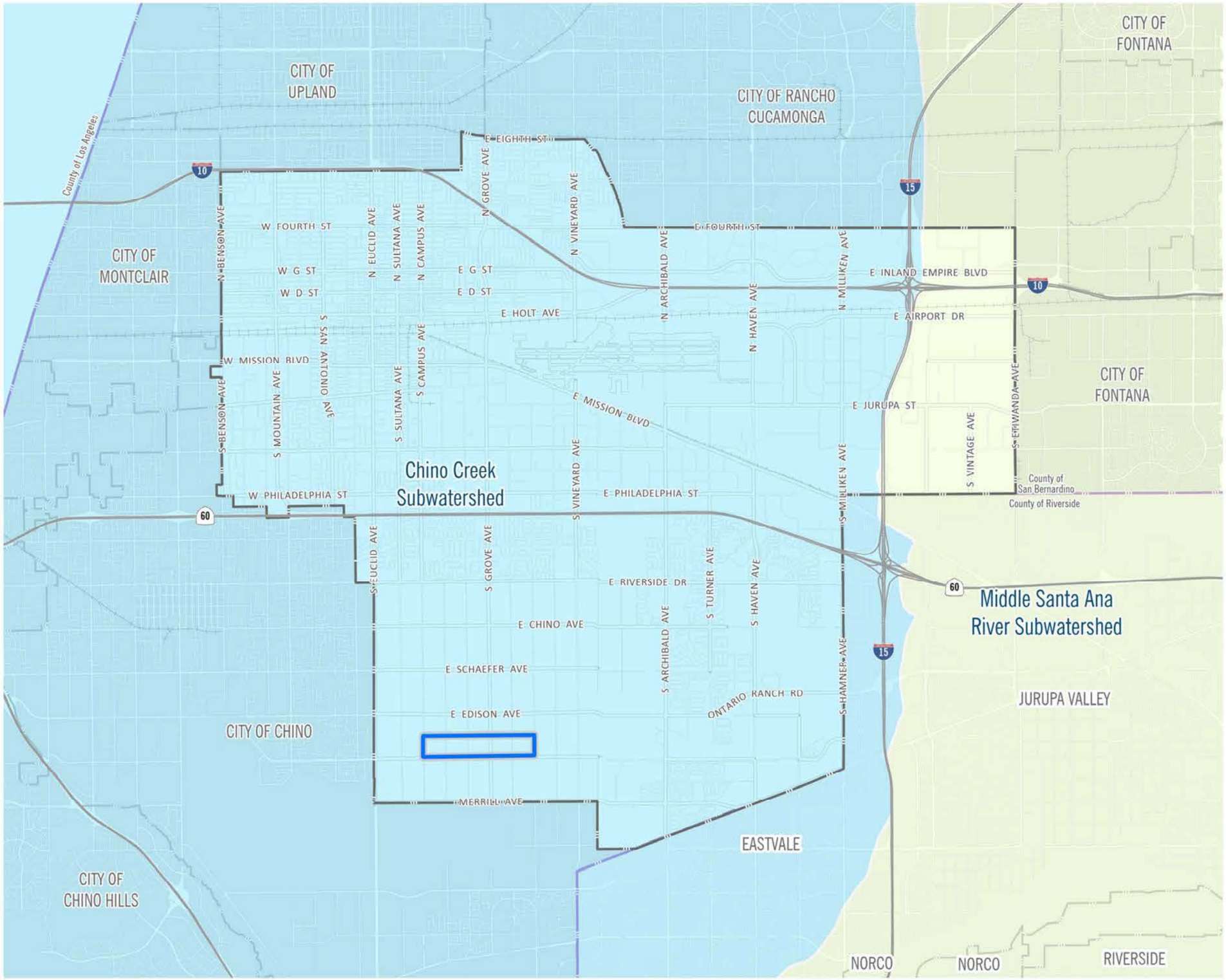
The City of Ontario is divided into 2 distinct areas generally divided by Riverside Drive: Original Model Colony (OMC) and Ontario Ranch (OR). The City presently owns and maintains over 136 miles of storm drains, mostly serving the OMC area of the City. In addition to the City-owned storm drains are the State-owned storm drains along Caltrans's I-10 and SR-60 corridors. All the City and State storm drain facilities discharge to regional backbone facilities owned and operated by San Bernardino County Flood Control District. The City of Ontario lies in the western portion of the Santa Ana River's watershed, upstream of the Prado Flood Control Basin. It is in a 277-square-mile area referred to as Zone 1 by San Bernardino County Flood Control District. Zone 1 generally slopes toward the south. There are three major regional channels that convey stormwater from the City: San Antonio Channel, Cucamonga Channel, and Day Creek Channel. Areas located in the southwest portion of the City that do not drain to these areas are diverted via other regional and backbone facilities in the City of Chino to the Prado Flood Control Basin (Ontario 2012).

Surface Water Quality

Section 303(d) of the 1972 Federal Clean Water Act requires states to identify water bodies that do not meet water quality objectives and are not supporting their beneficial uses. Each state must submit an updated list, called the 303(d) list, to the EPA every 2 years. In addition to identifying the water bodies that do not support beneficial uses, the list identifies the pollutant or stressor causing impairment and establishes a priority for developing a control plan to address the impairment. The list also identifies water bodies where 1) a total maximum daily load has been approved by the EPA and an implementation is available, but water quality standards are not yet met, and 2) water bodies where the water quality problem is being addressed by an action other than a TMDL, and water quality standards are not yet met.

The Santa Ana RWQCB monitors surface water quality through implementation of the Basin Plan and designates beneficial uses for surface water bodies within the City. The Basin Plan lists Cucamonga Creek, Reach 1, Deer Creek (Valley Reach) and Day Canyon Creek as the only surface water body within the City of Ontario (Santa Ana RWQCB 2025c). The beneficial uses listed for Cucamonga Creek, Reach 1 are for groundwater recharge (GWR), limited warm freshwater habitat (LWRM), and wildlife habitat (WILD). The beneficial uses listed for Day Canyon Creek includes Municipal and Domestic Supply (MUN), Industrial Process Supply (PROC), Water Contact Recreation (REC1), Non-contact Water Recreation (REC2), Cold Freshwater Habitat (COLD), GWR, and WILD (Santa Ana RWQCB 2025c).

Figure 3.10-1
Subwatersheds



Chino Creek Watershed
Middle Santa Ana River Watershed
EMPSP Boundary
Ontario City Boundary
County Boundary
Rail Network

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: USGS 2012
Date: 12/8/2025

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The EPA denotes surface water bodies on its list of Water Quality Limited Segments pursuant to Section 303(d) of the Clean Water Act. For 303(d) listed water bodies, a limit is established that defines the maximum amount of pollutants that can be received by that water body. Listed impaired water bodies to which stormwater from the City drains and their associated pollutants of concern are presented in Table 3.10-1, *Listed Impaired Water Bodies*.

Table 3.10-1 Listed Impaired Water Bodies

Name	Pollutants of Concern
Cucamonga Creek, Reach 1	Zinc, copper, cadmium, lead
San Antonio Creek	pH
Chino Creek, Reach 2	Indicator bacteria, pH
Chino Creek, Reach 1B	Toxicity, pyrethroids, bifenthrin, nutrients, indicator bacteria, chemical oxygen demand
Prado Basin Management Zone	pH
Prado Park Lake	Microcystins, nutrients, indicator bacteria

Sources: SWRCB 2025b.

Once a water body has been placed on the 303(d) list of impaired waters, states are required to develop a TMDL threshold to address each pollutant causing impairment. A TMDL defines how much of a pollutant a water body can tolerate and still meet water quality standards. A TMDL has been approved by the EPA for indicator bacteria in Chino Creek Reach 2, Chino Creek Reach 1B and Prado Park Lake.

Groundwater

The City of Ontario obtains its groundwater from the Chino Groundwater Basin. The Chino Basin is one of the largest groundwater basins in southern California and encompasses approximately 200 square miles of the Upper Santa Ana River watershed. It lies in portions of San Bernardino, Riverside, and Los Angeles counties. The Chino Basin has approximately 6 million acre-feet of water in storage and an estimated one million acre-feet of additional unused storage capacity. Since 1978, the Chino Basin has been managed via adjudication by the Chino Basin Watermaster. The Chino Basin Watermaster has determined the safe yield for the basin and has assigned individual pumping allocations to each water purveyor to ensure that the total groundwater production does not exceed the safe yield (CBW 2020; CDA 2025). Groundwater supply and management is discussed further in Section 3.19, *Utilities and Service Systems*.

Chino Basin Watermaster 2022 State of the Basin Report

The 2022 State of the Basin Report addresses groundwater supply and demand trends across the Chino Groundwater Basin. The report noted groundwater levels increased by between 10 to 40 feet in the western portion of Ontario and decreased by between 10 to 60 feet in the eastern portion of the City between 2000 and 2022. These groundwater-level changes are consistent with Watermaster groundwater modeling projections and reflect long-term basin management strategies, including desalter production in the southern Basin, controlled overdraft to achieve hydraulic control, subsidence management and mandatory supplemental water recharge in Management Zone 1, expanded use of recycled water and alternative water supplies, and facility improvements to enhance recharge of stormwater, recycled, and imported waters (CBW 2023).

Groundwater Quality

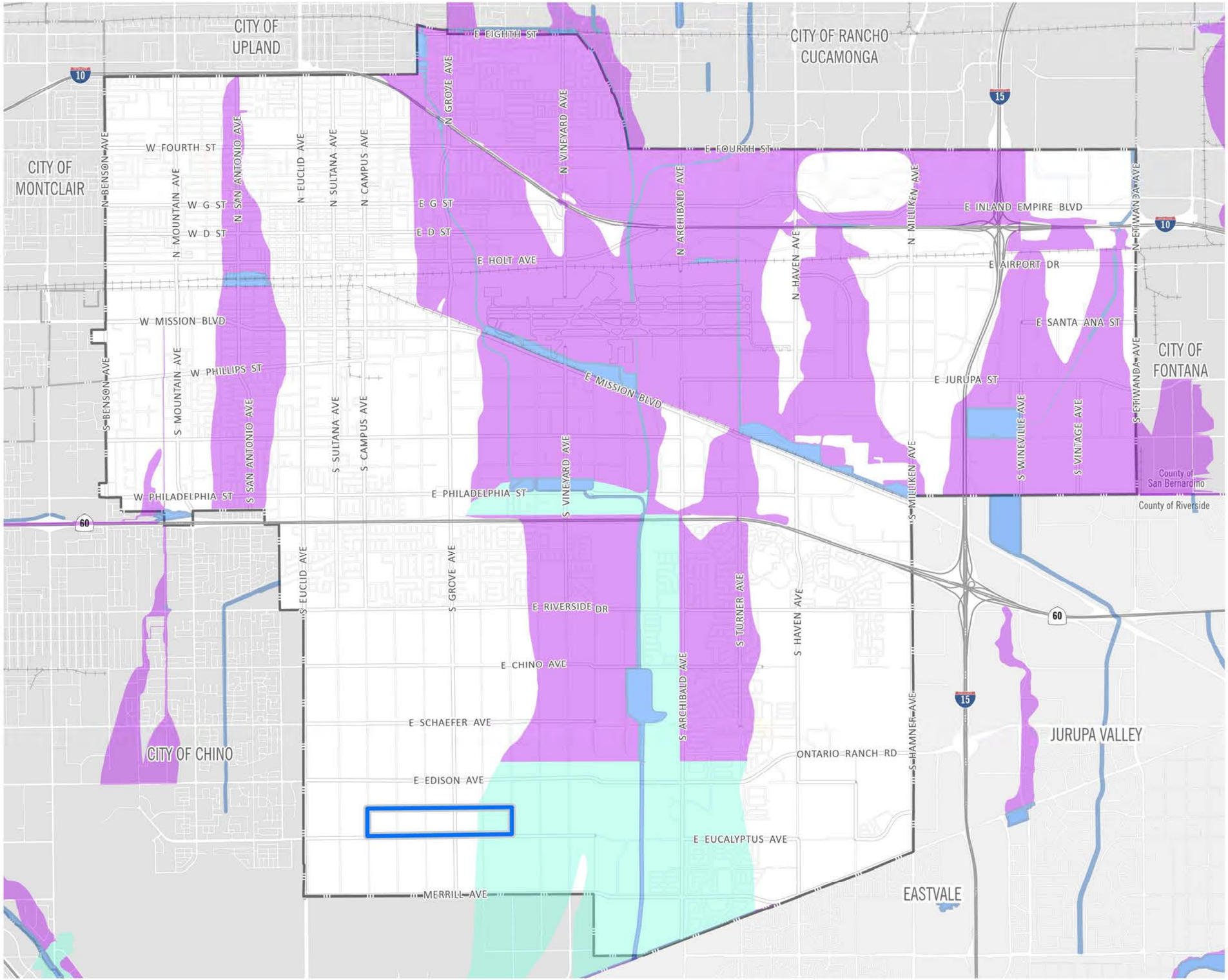
The groundwater quality in Chino Basin is described to have better quality in the northern portion of the basin where recharge occurs. Salinity, measured as total dissolved solids, exceeds 500 milligrams per liter, and nitrate concentrations exceed 50 milligrams per liter south of Riverside Drive (CBW 2023). This spatial pattern of water quality, where lower salinity and nitrate levels correspond with areas of active recharge in the northern basin and higher concentrations occur in the south, indicates that recharge processes help dilute and improve groundwater quality. There also are several groundwater contamination plumes that affect the City of Ontario's groundwater supply—General Electric Flatiron, Alger Manufacturing Inc., General Electric Jet Engine Test Cell Plume, South Archibald, and Milliken Landfill (CBW 2023). See Section 3.9, *Hazards and Hazardous Materials*, which discusses the effect of groundwater contamination on potable water supply for the City.

Flood Zones

FEMA identifies floodplain zones to assist cities with mitigating flooding hazards through land use planning. FEMA also outlines specific regulations for any construction within a 100-year floodplain. The 100-year floodplain is defined as an area that has a one percent chance of being inundated during a 12-month period. FEMA also prepares maps for 500-year floods, which means that in any given year, the risk of flooding in the designated area is 0.2 percent (FEMA 2020).

The portions of the City that are within the 100-year floodplain and 500-year floodplain are shown on Figure 3.10-2, *Flood Hazard Zones*. There are some portions of the City that are adjacent to areas with reduced flood risk due to levee within the 100-year floodplain.

Figure 3.10-2
Flood Hazard Zones



EBPSP Boundary
Ontario City Boundary
County Boundary
Rail Network

Flood Zone
FEMA 100-Year Floodplain
FEMA 500-Year Floodplain
Area with Reduced Flood Risk Due to Levee

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025, FEMA 2025 Date: 2/17/2026

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Dam Inundation

Dam and levee failure can result from several causes, such as earthquakes, rapidly rising floodwaters, and structural design flaws (Ontario 2023). There are three dams that provide flood protection and water storage north of the City, and dam failure could potentially inundate parts of Ontario. These dams include (Ontario 2023):

- **San Antonio Dam.** An embankment flood control and debris dam located along San Antonio Creek in San Bernardino County, approximately 6.5 miles northwest of Ontario. Dam construction was completed in 1956 and is owned and maintained by the USACE, which continues to monitor and improve the structure. The dam is 3,850 feet long, 160 feet above the foundation, and 130 feet above the riverbed. The reservoir behind the dam is usually dry but can fill up to 11,880 acre-feet of water after large flooding events. San Antonio Dam is classified as a High Urgency of Action dam by the USACE.
- **Jurupa Basin.** A 29-foot-high earthen dam built in 2001 by the County of San Bernardino Department of Public Works. With a 7,000-foot crest length, this dam impounds up to 1,680-acre feet of water and is considered to have an extremely high downstream hazard classification. This basin is located west of Mulberry Avenue; east of Etiwanda Avenue; immediately north of Jurupa Avenue; and south of Santa Ana Avenue in the City of Fontana (IEUA 2001).
- **Hickory Basin.** A 19-foot-high earthen dam built in 2001 by the County of San Bernardino Department of Public Works. With a 4,600-foot crest length, this dam impounds up to 220-acre feet of water, a significant downstream hazard. This basin is located south of Whittram Road; east of Etiwanda Avenue; and west of Cottonwood Avenue. (IEUA 2001).

The western and southern portions of the City are in the dam inundation zone for the San Antonio Dam, shown on Figure 3.10-3*, Dam Inundation Zones*. The Hickory and Jurupa Basin inundation zones only affect small areas of the City east of I-15.

There are no State or local restrictions for development in dam inundation zones; however, each dam owner is required to prepare an emergency action plan (EAP) and coordinate its response to a dam break with local authorities. The EAP is required to include warning and notification procedures that typically involve the Standard Emergency Management System, the San Bernardino County Sheriff's Department, the County, the Ontario Police Department, and the Ontario Fire Department.

Seiches and Tsunamis

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin such as a reservoir, harbor, lake, or storage tank. Seiches can be created by winds, earthquakes, or tsunamis. Bodies of water such as bays, harbors, lakes, reservoirs, or large aboveground storage

tanks can experience seiches. There are twelve (12) active reservoirs, combined for a total capacity of 75 million gallons (MG) (Ontario 2021). The nearest body of water is the San Antonio Dam, approximately 6.5 miles to the northwest. A seiche at San Antonio Dam would cover a much smaller area than a catastrophic failure of the dam, and it is highly unlikely that any flood waters would reach the City. Additionally, seismic activity at enclosed aboveground water tanks in the City are unlikely to result in a seiche. Seismic seiche generation requires sufficient water volume and geometry to sustain standing wave motion and is generally evaluated in larger water bodies in hazard analyses (USGS 2025).

A tsunami is a great sea wave produced by undersea disturbances such as tectonic displacement or large earthquakes. The project site is approximately 30 miles from the ocean and therefore not at risk of flooding from a tsunami.

SPECIFIC PLAN

The existing topography of the Specific Plan area is relatively flat with a north-to-south sheet flow drainage pattern. The Specific Plan area currently receives flows from properties to the north. The Specific Plan area is located within three City of Ontario Master Drainage Plan (MDP) areas: Area XII, Area XIII, and Area XIV. There currently are no improved drainage facilities other than earthen ditches located within the Specific Plan area.

3.10.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, “Environmental Checklist Form,” of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to hydrology if it would:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

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

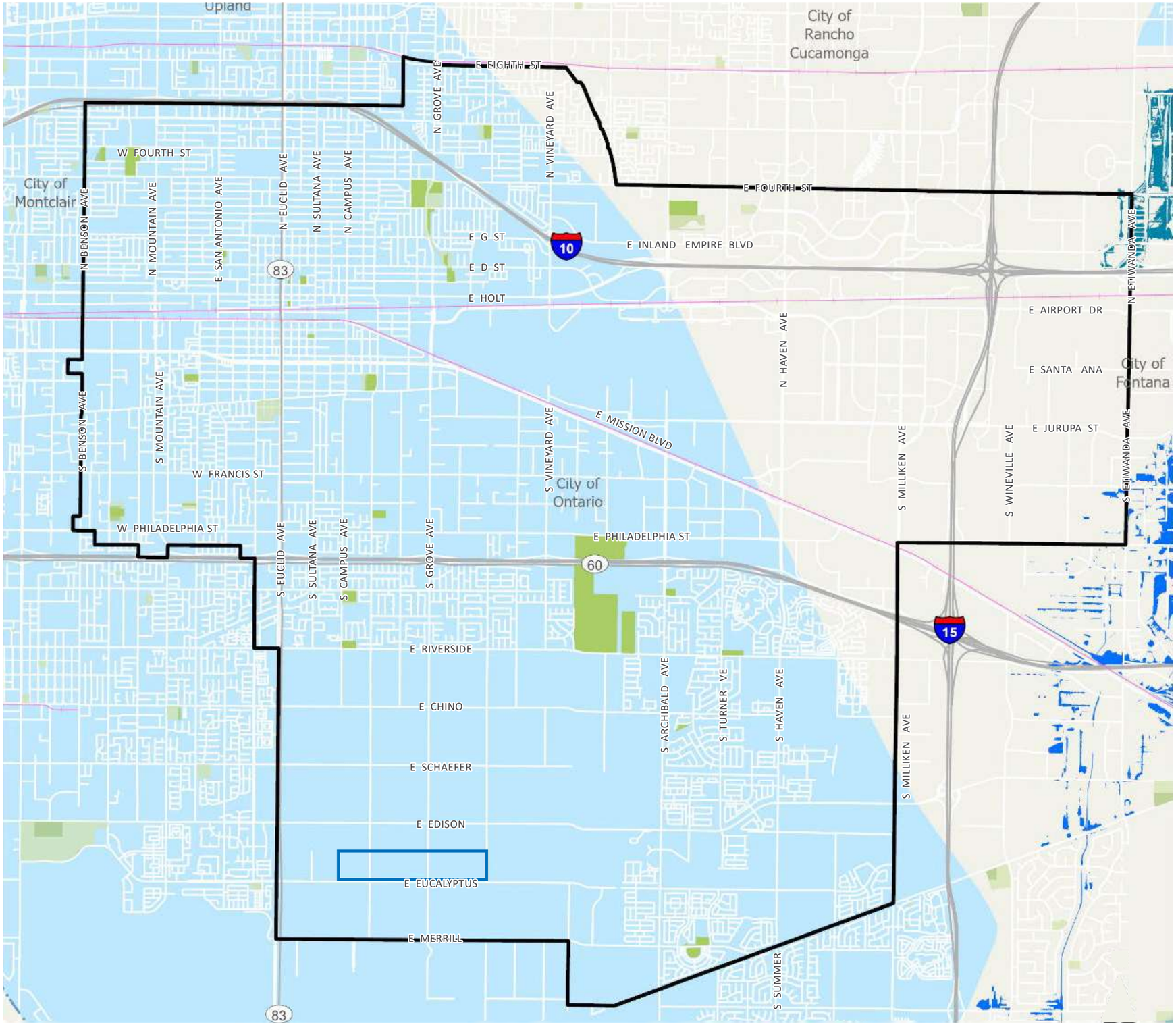
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

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

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

Figure 3.10-3

Dam Inundation Zones



EBPSP Boundary

Ontario City Boundary

Rail Line

Park

Dam Inundation Areas

San Antonio Dam

Hickory Basin

Jurupa Basin

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 0.5 1 Miles

Source: The City of Ontario 2023

Date: 10/30/2025

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

iv) Impede or redirect flood flows.

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

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

METHODOLOGY

Specific Plan

Information from the Specific Plan's Preliminary Hydrology Calculations, Water Quality Management Plan (WQMP), Water Supply Assessment (WSA), and FEMA Flood Insurance Rate Maps (FIRMs) were utilized in the analyses of the Specific Plan's potential impacts to hydrology and water quality. Hydrologic and hydraulic calculations were performed per the San Bernardino County Rational Method program (AES Software). The Specific Plan's preliminary WQMP was prepared in accordance with the requirements of State of California Water Resources Control Board Order No. 2013-0001-DWQ.

3.10.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.10.5 Environmental Impacts

2022 CERTIFIED EIR (APPROVED PROJECT)

The Certified EIR concluded that the approved project would increase impervious surfaces in the City and surface-water flows into drainage systems within the watershed. The Certified EIR also identified that the approved project would increase pollutant concentrations during construction activities. The approved project would comply with federal, state, and local regulations, and stormwater infrastructure would be designed to accommodate flows in accordance with the San Bernardino County Hydrology Manual. Additionally, construction and post-construction related pollutant discharges would be minimized through implementation of BMPs specified in the Statewide CGP and the County's Technical Guidance Document for Water Quality Management Plans.

The Certified EIR identified that the increase of impervious surfaces in the City would not hinder the groundwater supply or recharge efforts of the Chino Basin Watermaster. Lastly, the Certified EIR identified that portions of the City are in the 100-year flood hazard zone, but the City would require structures to be above the base flood elevation. Portions of the City are within the inundation area for the San Antonio Dam, but the probability of catastrophic failure is low, especially when coupled with existing emergency evacuation procedures. The Certified EIR concluded that with compliance with state, County, and local regulations, all hydrology and water quality impacts would be less than significant.

PROPOSED PROJECT

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

The Certified EIR identified less than significant impacts related to water quality from development activities associated with the approved project.

Policy Plan Amendment

Construction

The proposed project involves the designation of commercial, industrial, and residential land uses in Ontario, as well as continued redevelopment and large amounts of infill development. The potential buildout of the proposed project would increase the number of populations, dwelling units, non-residential building square footage, and employment compared to the approved project (refer to Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*). Buildout in accordance with the proposed project would result in an increase in construction activities, which could impact water quality and waste discharge throughout the City of Ontario.

Clearing, grading, excavation, and construction activities associated with proposed project have the potential to impact water quality through soil erosion and by increasing the amount of silt and debris carried in runoff. Additionally, the use of construction materials, such as fuels, solvents, and paints, may present a risk to surface water quality. Finally, the refueling and parking of construction vehicles and other equipment on-site during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the storm drain system.

To minimize these potential impacts, future development associated with proposed project would require compliance with the SWRCB CGP (Order WQ 2022-0057-DWQ). The SWRCB mandates that projects that disturb one or more acres of land must obtain coverage under the Statewide CGP. The CGP also requires that prior to the start of construction activities, the

project applicant must file PRDs with the SWRCB, which includes notice of intent, risk assessment, site map, annual fee, signed certification statement, and SWPPP.

A SWPPP requires the incorporation of BMPs to control sediment, erosion, and hazardous materials contamination of runoff during construction and prevent contaminants from reaching receiving water bodies. The construction contractor is always required to maintain a copy of the SWPPP at the site and implement all construction BMPs identified in the SWPPP during construction activities. Prior to the issuance of a grading permit, the project applicant is required to provide proof of filing of the PRDs with the SWRCB, which include preparation of SWPPP.

In addition, the City of Ontario requires that an ESCP be submitted prior to grading plan approval and the issuance of a grading permit (Ontario 2017). Implementation of the erosion control plan would address any potential erosion issues associated with proposed grading and site preparation activities associated with future buildout under the proposed project. Submittal of the PRDs, implementation of the SWPPP, and the erosion control plan throughout the construction phase of the proposed project would address anticipated and expected pollutants of concern as a result of construction activities.

While the proposed project would accommodate additional development intensity and associated construction activity, compliance with existing state and local regulatory requirements—such as the CGP, preparation and implementation of a SWPPP, and submittal of ESCP —would ensure that construction-related pollutants are effectively managed. The City's established regulatory framework, combined with BMPs, would continue to minimize potential erosion, sedimentation, and contaminant discharges during construction.

Operation

Pollutants commonly generated during the post-construction phase of urban development include sediment, metals, nutrients, pesticides, hydrocarbons, and other contaminants associated with vehicular use, landscaping, and impervious surfaces. Under the proposed project, future development would continue to comply with the City's adopted stormwater quality policies and applicable regional and state water quality regulations. Specifically, the Policy Plan Amendment incorporates policies ER-1.5, ER-1.6, and ER-1.7 from the approved project, which direct the City to protect and enhance water quality through coordinated water resource management, implementation of LID strategies, and management of urban runoff in accordance with RWQCB requirements:

- **ER-1.5: Water Resource Management.** Environmental justice areas are prioritized as we coordinate with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater.

- **ER-1.6: Urban Run-off Quantity.** We encourage the use of low impact development strategies, to intercept run-off, slow the discharge rate, increase infiltration and ultimately reduce discharge volumes to traditional storm drain systems.

- **ER-1.7: Urban Run-Off Quality.** We require the control and management of urban runoff, consistent with Regional Water Quality Control Board regulations.

In addition, new development under the proposed project would be required to comply with NPDES Permit No. CAS618036 through the preparation of a WQMP. Each WQMP must identify and integrate BMPs to minimize pollutant discharges and protect receiving waters during the operational phase. These measures include:

- **Site Design BMPs:** Incorporation of permeable surfaces, preservation of natural drainage features such as swales, and use of detention and retention basins to reduce runoff volumes and promote infiltration.

- **Source Control BMPs:** Minimizing pollutant exposure through impervious paving in fueling and trash storage areas, directing run-on away from pollutant sources, implementing spill containment, and ensuring proper waste handling.

- **Non-structural BMPs:** Public education, employee training, operational restrictions (e.g., prohibiting fertilizer, pesticide, and waste discharges to streets or storm drains), and routine inspection and maintenance programs.

- **Treatment Control BMPs:** On-site pollutant removal through vegetated biofiltration swales, infiltration systems, and hydrodynamic separators, designed in accordance with the San Bernardino County Technical Guidance Document for WQMPs (Santa Ana RWQCB 2013).

These regulatory mechanisms and engineering controls would ensure that urban runoff is managed to meet or exceed applicable water quality standards. Implementation of these requirements would minimize pollutant loads to the City's storm drain system and prevent degradation of surface water or groundwater quality.

The SEIR evaluates whether the proposed project would result in new or more severe operational water quality impacts compared to the approved project. While the proposed project would accommodate additional development intensity and associated increases in impervious surfaces, all new development would remain subject to the same comprehensive regulatory framework governing stormwater quality. Mandatory preparation and implementation of project-specific WQMPs, adherence to LID principles, and enforcement of NPDES permit requirements would continue to ensure that post-construction discharges are effectively controlled and treated prior to entering the storm drain system.

Although the proposed project could incrementally increase the potential for pollutant generation, compliance with existing regulations, City policies, and RWQCB standards would prevent violations of water quality objectives or substantial degradation of water resources.

The proposed project would not result in new or substantially more severe operational water quality impacts compared to the approved project and that was identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Construction

Construction of the Specific Plan would require compliance with the CGP, which requires the preparation and implementation of a SWPPP. Additionally, the City requires the implementation of an ESCP, which would ensure that appropriate BMPs are implemented to prevent, to the maximum extent practicable, pollutants from reaching the City's storm drain system. Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydroseeding. Submittal, review, and approval of the ESCP by the City are required prior to the issuance of grading permits for development.

Mandatory compliance with the CGP, SWPPP, and ESCP would ensure that implementation of the Specific Plan would not result in a violation of any water quality standards or waste discharge requirements during construction activities.

Operation

The applicant would be required to implement a Water Quality Management Plan (WQMP) to demonstrate compliance with the City's NPDES municipal stormwater permit, and to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters. As identified within the preliminary WQMP (Appendix H2), the Specific Plan has been designed to include onsite structural-source control BMPs, as well as operational-source controls. Submittal, review, and approval of the WQMP by the City are required prior to the issuance of grading permits for development.

The Specific Plan would be required to comply with all State, County, and local regulations regarding stormwater runoff during operations. Compliance with these existing requirements would ensure water quality standards and waste discharge requirements would not be exceeded, and surface water and groundwater quality would not be degraded. Impacts would be **less than significant**. The 2022 Certified EIR did not identify any significant water quality

impacts. Accordingly, the Specific Plan would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact HYD-1: Compliance with existing regulations, City policies, and RWQCB standards would prevent violations of water quality objectives or substantial degradation of water resources associated with the proposed project.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hydrology and water quality impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

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

The 2022 Certified EIR identified less than significant impacts related to groundwater recharge and supply for the approved project.

Policy Plan Amendment

Buildout of proposed project is forecast to increase residential units by 7,225 and increase nonresidential square footage by 4,334,416 square feet compared to the approved project. Future development would increase the amount of impermeable surfaces in the City and reduce the amount of permeable surfaces available for groundwater recharge. Projects considered for approval under the proposed project, like the approved project, would have to meet the following requirements for limiting impacts to groundwater recharge:

- BMPs for compliance with NPDES regulations, for instance, preservation of existing vegetation.
- Preparation of project-specific hydrology studies estimating project impacts on drainage, in accordance with procedures in the San Bernardino County Technical Guidance Document for WQMPs (2013).

In addition, TOP 2050 includes policies that would promote infiltration of runoff and groundwater recharge, including Policies ER-1.5 and ER-1.6. Policy ER-1.5 prioritizes environmental justice areas in coordination with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater. Policy ER-1.6 encourages the use of LID and green infrastructure to intercept runoff, slow discharge rates, increase infiltration, and reduce discharge volumes to traditional storm drain systems. Groundwater supply and management are discussed further in Section 3.19, *Utilities and Service Systems*.

The Chino Basin Watermaster Rules & Regulations require monitoring, reporting, and limiting groundwater extractions to ensure sustainable yield of the basin (CBW 2022). New or modified wells must comply with Watermaster rules and state/county permitting requirements, ensuring that project operations would not substantially decrease groundwater supplies or interfere with groundwater recharge in a manner that impedes sustainable groundwater management.

With the implementation of policies that promote LID and infiltration for new development projects and compliance with the Chino Basin Watermaster's safe yield restrictions, the potential for the proposed project to substantially decrease groundwater supplies or interfere substantially with groundwater recharge, such that the project may impede sustainable groundwater management of the basin, is considered less than significant.

The Chino Groundwater Basin is adjudicated and is considered by DWR to be a very low priority groundwater basin (GE 2025). Each water purveyor has an allotted amount of water that can be pumped from the basin so that the safe yield is not exceeded. The City has access to additional water supplies that can accommodate the proposed increase in growth. Buildout of the proposed project would not interfere with sustainable management of the groundwater basin.

Therefore, this impact is **less than significant**. The proposed project would not result in new or substantially more severe impacts to groundwater supply or recharge compared to the approved project and impacts identified in the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Construction

Direct additions or withdrawals of groundwater are not proposed by the Specific Plan. Further, construction would not involve substructures or other intrusions at depths that would significantly impair or alter the direction or rate of flow of groundwater.

Operation

Water is provided to the Specific Plan area by the Ontario Municipal Utilities Company (OMUC). According to the Specific Plan's Water Supply Assessment (WSA) prepared by the OMUC, the projected operational water demand for the Specific Plan is 572.6 acre-feet per year (AFY). The OMUC has determined that it can meet Citywide water demands (including the Specific Plan) during normal, dry year, and multiple dry years through 2045 (OMUC 2025)

Groundwater which may be consumed by the Specific Plan, and the service area as a whole, would be recharged pursuant to the OMUCs policies and programs. The Specific Plan area is not a designated groundwater recharge area. The Specific Plan does not propose or require facilities or operations that would otherwise adversely affect designated recharge areas.

Based on the preceding, the potential for the Specific Plan to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that sustainable groundwater management of the basin may be impeded is considered **less than significant**.

The 2022 Certified EIR did not identify any significant groundwater supply or recharge impacts. Accordingly, the Specific Plan would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact HYD-2: Buildout of the proposed project would not interfere with sustainable management of the groundwater basin.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hydrology and water quality impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:

i) Result in a substantial erosion or siltation on- or off-site?

ii) Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or offsite?

iii) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

iv) Impede or redirect flood flows?

The 2022 Certified EIR identified less than significant impacts related to increased surface runoff, flooding, stormwater drainage, and flood flows for the approved project.

Policy Plan Amendment

Erosion and Siltation

Similar to the approved project, future development associated with the proposed project would involve site improvements that require grading, excavation, and soil exposure during construction, with the potential for erosion or siltation to occur. If not controlled, the transport of these materials to local waterways could temporarily increase suspended sediment concentrations and release pollutants attached to sediment particles. To minimize this impact, future projects under the proposed project would be required to comply with the requirements in the State's Construction General Permit, including preparation of a notice of intent and SWPPP prior to the start of construction activities (see Impact a). The SWPPP would describe the BMPs to be implemented during the project's construction activities. The implementation of the BMPs during the construction phase would include the following measures to minimize erosion and siltation:

- Minimize disturbed areas of the site.
- Install on-site sediment basins to prevent off-site migration of erodible materials.
- Implement dust control measures, such as silt fences and regular watering of open areas.
- Stabilize construction entrances/exits.
- Install storm drain inlet protection measures.

- Install sediment control measures around the site, including silt fences or gravel bag barriers.

In addition, the City of Ontario requires preparation of an erosion and sediment control plan and implementation of BMPs to control erosion, debris, and construction-related pollutants. This would further reduce the potential for erosion and siltation during the construction phase.

For post-construction, projects approved under the proposed project would be required to control stormwater discharges under NPDES Permit No. CAS618036 through preparation of a WQMP identifying BMPs for reducing or eliminating runoff (see Impact a). Additionally, the Policy Plan Amendment would follow policies ER-1.5 through ER-1.7 which collectively direct the City to incorporate strategies to capture, slow, or treat run-off that would reduce the potential for erosion and siltation during the operational phase of future development projects. Collectively, implementation of BMPs outlined in SWPPPs, erosion and sediment control plans, WQMPs, and TOP 2050 policies would address anticipated erosion and siltation impacts.

Flooding On- and Off-Site

Buildout of proposed project is forecast to increase residential units by 7,225 and increase non-residential square footage by 4,334,416 square feet compared to the approved project (refer to Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*). Future development would increase the amount of impermeable surfaces in the City, which could result in future on- and off-site flooding.

As discussed above, under “Erosion and Siltation,” future development projects would implement BMPs outlined in SWPPPs to reduce flooding impacts due to runoff during construction and BMPs included in WQMPs to reduce the potential for post-construction flooding impacts. The City’s standard conditions of approval for new development also require the preparation of hydrology studies and drainage analyses that document the peak runoff rates from the developed site and evaluate the capacity of the storm drain system to accept these flow rates.

Additionally, the Policy Plan Amendment would continue and implement the following TOP policies:

- **ER-1.6. Urban Run-off Quantity.** We encourage the use of low impact development strategies, to intercept run-off, slow the discharge rate, increase infiltration and ultimately reduce discharge volumes to traditional storm drain systems.

- **ER-1.7. Urban Run-off Quality.** We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.

- **S-2.1. Entitlement and Permitting Process.** We require hydrological studies prepared by a state-certified engineer when new development is located in a 100-year or 500-year floodplain to assess the impact that the new development will have on the flooding potential of existing development down-gradient.

- **S-2.5 Stormwater Management.** We maintain the storm drain system to convey a 100-year storm, when feasible, and encourage environmental site design practices to minimize flooding and increase groundwater recharge, including natural drainage, green infrastructure, and permeable ground surfaces.

- **S-2.6 Use of Flood Control Facilities.** We encourage joint use of flood control facilities as open space or other types of recreational facilities.

These policies direct the City to incorporate strategies to capture, slow, or treat runoff and to reduce the flooding potential down-gradient of new development. These policies would reduce the potential for on- and off-site flooding during the operational phase of future development projects.

Surface Runoff and Capacity of Storm Drain System

There are three major regional drainage channels that convey stormwater runoff from the City's storm drain system—San Antonio Channel, Cucamonga Channel, and Day Creek Channel. There are also several flood retentions and spreading basins in the City that are used to retain flood flows and recharge the Chino Groundwater Basin.

Projects considered for approval under the proposed project would be required to comply with the City's standard conditions of approval for new development under Resolution No. 2017-027, such as prepare project-specific hydrology and hydraulic studies following the methodology in the San Bernardino County Hydrology Manual, which describes the approach for estimating stormwater runoff and peak flow rates, for the 100-year storm event (San Bernardino County 1986). In compliance with the MS4 Permit and San Bernardino County Stormwater Program, new development projects would also be mandated to install stormwater treatment BMPs that retain the 2-year, 24-hour rainfall event (Santa Ana RWQCB 2013).

Furthermore, new development under the Policy Plan Amendment would continue and comply with TOP 2050 policies, such as Policy ER-1.6, which encourages the use of LID strategies to intercept runoff, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems. In addition, Policy S2-5 would maintain the storm drain system to convey a 100-year storm, when feasible, and encourage environmental site design practices to minimize flooding, thus reducing the impacts of any increases in surface water flows that enter the storm drainage systems.

Although the proposed project would result in an increase in impervious surfaces and potentially increase surface runoff, development in the City would follow the same regulations as identified in the Certified EIR for the approved project, such as preparing a hydrology study and drainage analysis, following the San Bernardino County Stormwater Program, and continuing to follow TOP 2050 policies.

Flood Flows

As shown in Figure 3.10-2, there are 100-year and 500-year flood zones throughout the City. FEMA periodically updates its FIRMs to incorporate improved topographic data, updated hydrologic and hydraulic modeling, and revised flood risk information. As a result, floodplain boundaries may shift between map versions. These updates do not necessarily indicate an increase in flood risk but reflect improved mapping accuracy. Future development under the proposed project would be required to comply with applicable flood hazard regulations and policies based on the most current FEMA mapping.

Flood hazards are among the most significant environmental concerns in the Ontario Ranch area. New development within Ontario Ranch is assumed to implement the Ontario Master Plan of Drainage, which outlines the regional facilities needed to manage stormwater and reduce flood risk. The San Bernardino County Flood Control District's comment letter identifies a parcel (APN 1052-161-03), which is owned by the District and cannot be developed at this time because it is currently occupied by the Grove Basin flood control facility, which provides flood protection for downstream properties (see full comment letter in Appendix A). This indicates that regional drainage improvements, including the Grove Basin project, are active components of flood management within Ontario Ranch.

In addition, the Policy Plan Amendment would not change policies established in the approved project. Therefore, the City would take the following actions to reduce impacts of potential developments within 100-year and 500-year flood zones:

- **S-2.1: Entitlement and Permitting Process**. We require hydrological studies prepared by a state-certified engineer when new development is located in a 100-year or 500-year floodplain to assess the impact that the new development will have on the flooding potential of existing development down-gradient.

- **S-2.2: Floodplain Mapping**. We require any new development partially or entirely in 100-year flood zones to provide detailed floodplain mapping for 100- and 200-year storm events as part of the development approval process.

- **S-2.3: Facilities that Use Hazardous Materials**. We comply with state and federal law and do not permit facilities using, storing, or otherwise involved with substantial quantities of onsite hazardous materials to be located in the 100-year flood zone or 500-year flood zone

unless all standards of elevation, flood-proofing, and storage have been implemented to the satisfaction of the Building Department.

- **S-2.4: Prohibited Land Uses**. We prohibit the development of new essential and critical facilities in the 100-year floodplain and discourage the development of new essential and critical facilities in the 500-year floodplain unless all standards of elevation and flood proofing demonstrate that a facility can be safe and operational during a flood event, implemented to the satisfaction of the Building Department.

- **S-2.5: Stormwater Management**. We maintain the storm drain system to convey a 100-year storm, when feasible, and encourage environmental site design practices to minimize flooding and increase groundwater recharge, including natural drainage, green infrastructure, and permeable ground surfaces.

In addition to these policies, the Ontario Municipal Code, Chapter 13, Flood Damage Prevention Program, requires that a development permit be obtained prior to development in a special flood hazard area to ensure that the site is reasonably safe from flooding and flood hazards. The City requires that all new structures in a special flood hazard area have elevations above the base flood elevation.

Summary

Implementation of TOP 2050 policies and existing regulations would ensure less than significant impact associated with erosion and siltation, flooding on- and off-site, surface runoff and capacity of the storm drain system, and flood flows. The proposed project would not result in a new or a substantial increase in magnitude of impacts related to flood hazards compared to the approved project and impacts identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Construction

During site preparation activities, any existing groundcover would be removed from the Specific Plan area, exposing the area to increased wind and water erosion potential. Further, construction site runoff may carry increased loads of sediment, heavy metals and petroleum hydrocarbons (from machinery) which could degrade water quality. As previously mentioned, in accordance with NPDES requirements, the applicant would be required to prepare and implement an ESCP to alleviate potential erosion, sedimentation and stormwater discharge contamination impacts.

The applicant would also be responsible for compliance with the CGP by filing a Notice of Intent to Commence Construction Activities. Under the CGP, discharge of materials other than stormwater is prohibited. The CGP stipulates further that the applicant shall prepare, retain at the construction site, and implement a SWPPP which identifies the sources of sediments and other pollutants that affect the quality of stormwater discharge, and implement practices to reduce sediment and other pollutants to stormwater discharge. SWPPP requirements include identification of construction and post-construction BMPs that would act to reduce sediments and other pollutants.

Implementation of the SWPPP and compliance with applicable NPDES and RWQCB requirements would ensure that potential construction-source erosion and water quality impacts of the Specific Plan are reduced to levels that would be less than significant.

Operation

The Specific Plan would implement a storm drainage system to convey stormwater runoff. The storm drainage system would include a series of detention and underground filtration systems. Water quality features within the proposed system include hydrodynamic separators and biofiltration units. Flows would then be routed to existing City storm drain lines located in Campus Avenue, Bon View Avenue, Grove Avenue, and Walker Avenue. In larger storm events, the underground detention systems, located downstream of the underground infiltration systems and upstream of the City's storm drain lines would detain excess runoff. Final design, configuration, and locations of proposed drainage system improvements will be reviewed and approved by the City prior to, or concurrent with, application for grading permits.

Over the life of the Specific Plan, contaminants such as oil, fuel and grease that are spilled or left behind by vehicular traffic collect and concentrate on paved surfaces. During storm events, these contaminants are washed into the storm drain system and may potentially degrade receiving water quality. Stormwater runoff from paved surfaces within the developed Specific Plan area could carry a variety of urban wastes, including greases and oils and small amounts of metals which are common by-products of vehicular travel. In addition, storm runoff will likely contain residual amounts of fertilizers and plant additives washed off from landscaped areas.

Recognizing the potential hazards of such urban runoff, the EPA has issued regulations which require municipalities to participate in the NPDES program. Compliance with applicable NPDES requirements and performance standards would be achieved through implementation of the WQMP. To ensure adequate and appropriate treatment of stormwater discharges, the stormwater management concept and associated WQMP would implement water quality BMPs that would treat stormwaters onsite prior to release to the regional stormwater system or infiltration to groundwater.

In combination, implementation of the SWPPP, on-site stormwater management system and associated WQMP, and compliance with NPDES Permit requirements, act to protect local and regional water quality by preventing or minimizing potential stormwater pollutant discharges to the watershed.

The Specific Plan would construct portions of four City MDP facilities, including portions of the Walker Storm Drain System, Grove Storm Drain System, Bon View Storm Drain System, and the Campus Storm Drain System. To assess the capacity of these facilities to accommodate flows from the Specific Plan, the design flow rates were compared to the rates that would be expected from the developed Specific Plan, as presented in Table 3.10-2, *Flow Rates for MDP Facilities to be Constructed by the Specific Plan*.

Table 3.10-2 Flow Rates for MDP Facilities to be Constructed by the Specific Plan

Storm Drain System Name	MDP Facility Name	Design Flow Rate (ft^3/second)	Proposed Condition Flow Rate (ft^3/second)[1]
Walker Storm Drain System	WLKR-XII-1	928	947.3
Grove Storm Drain System	GROV-XIII-1	1050	1025.6
Bon View Storm Drain System	BNVW-XIV-1	746	727.6
Campus Storm Drain System	MERL-XIV-2	124	129.5

Source: Appendix H1

1 It is noted that proposed condition flow rates include flows from properties located to the north, outside of the Specific Plan boundary.

As shown in this table, the proposed flow rate of WLKR-XII-1 would be 19.3 cubic foot per second (ft^3/s) higher than the design flow rate. This increase represents approximately 2 percent of the design flow rate. Additionally, the proposed flow rate of MERL-XIV-2 would be 5.5 ft^3/s higher than the design flow rate. This increase represents approximately 4 percent of the design flow rate. The RWQCB allows for 10 percent error on hydromodification criteria. As such, the increases under the proposed condition are within the acceptable range for hydrological error tolerances and are considered negligible. Proposed flow rates for all other facilities would be less than their respective design flow rates.

Summary

The Specific Plan would incorporate necessary drainage and stormwater management systems, and would comply with stormwater system design, construction, and operational requirements mandated under the City Development Code, and with regulations established by other agencies, including the RWQCB and California Department of Water Resources. Based on the preceding, the Specific Plan would not alter the existing drainage pattern of the site in a manner

that would result in substantial erosion, water quality, flooding, or downstream capacity impacts. Impacts would be **less than significant**.

Similarly, the 2022 Certified SEIR did not identify any significant impacts in this regard. Accordingly, the Specific Plan would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified SEIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact HYD-3: Implementation of BMPs outlined in project SWPPPs, erosion and sediment control plans, WQMPs, and adherence to TOP policies would address hydrology and water quality impacts related to erosion and flooding.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hydrology and water quality impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

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

The 2022 Certified EIR determined that the approved project would result in less-than-significant impacts related to flood hazards, tsunamis, seiches, or dam inundation.

Policy Plan Amendment

Flood Hazard

As shown in Figure 3.10-2, portions of the city are in the 100-year and 500-year floodplains. FEMA periodically updates its Flood Insurance Rate Maps (FIRMs) using improved topographic and hydrologic data, which may shift floodplain boundaries. These updates primarily reflect enhanced mapping accuracy rather than increased flood risk.

Development associated with the proposed project would continue to implement existing City flood hazard policies, including:

- **S-2.2: Floodplain Mapping**. We require any new development partially or entirely in 100-year flood zones to provide detailed floodplain mapping for 100- and 200-year storm events as part of the development approval process.

- **S-2.3: Facilities that Use Hazardous Materials**. We comply with state and federal law and do not permit facilities using, storing, or otherwise involved with substantial quantities of onsite hazardous materials to be located in the 100-year flood zone or 500-year flood zone unless all standards of elevation, flood-proofing, and storage have been implemented to the satisfaction of the Building Department.

Future development under the proposed project would be required to comply with the most current FEMA flood hazard regulations and applicable City policies.

Tsunami

The City is located approximately 30 miles inland from the Pacific Ocean and is not subject to tsunami inundation hazards.

Seiche

There are no large natural water bodies within or adjacent to the city that could generate a seiche during seismic activity. Existing reservoirs and aboveground storage tanks are enclosed and engineered to prevent sloshing or overflow, minimizing any potential for seiche-related impacts.

Dam Inundation

The western and southern portions of the City are in the dam inundation zone of San Antonio Dam (see Figure 3.10-3). The dam is owned and operated by the USACE and functions as a flood control and debris dam for San Antonio Creek. Additionally, there are 2 debris basins in the surrounding areas that impact small areas of the City east of I-15.

The probability of dam failure is very low (Ontario 2023). Dam owners are required to maintain emergency action plans that include procedures for damage assessment and emergency warnings. An EAP identifies potential emergency conditions at a dam and specifies preplanned actions to help minimize property damage and loss of life should those conditions occur. EAPs contain procedures and information that instruct dam owners to issue early warning and notification messages to downstream emergency management authorities, such as the Ontario Fire Department. Because the likelihood of dam or debris basin failure is low and emergency response and notification procedures are in place, the potential for the release of pollutants due to inundation is less than significant.

The proposed project would not increase exposure to flood zones, tsunami, seiche, or dam inundation hazards beyond what was evaluated in the 2022 Certified EIR. With continued implementation of applicable City policies, FEMA regulations, and emergency management procedures, impacts related to the release of pollutants due to project inundation would remain less than significant. Therefore, this impact is **less than significant**. The proposed project would not increase exposure to flood hazards compared to the approved project and impacts identified in the Certified EIR.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Dam Inundation

The Specific Plan area is located within the dam inundation zone of San Antonio Dam.

According to the 2022 Certified EIR, the probability of dam failure is very low, and Ontario has never been impacted by a major dam failure. In addition, dam owners are required to maintain Emergency Action Plans (EAPs) that include procedures for damage assessment and emergency warnings. An EAP identifies potential emergency conditions at a dam and specifies preplanned actions to help minimize property damage and loss of life should those conditions occur. EAPs contain procedures and information that instruct dam owners to issue early warning and notification messages to downstream emergency management authorities, such as the Ontario Fire Department (Ontario 2022).

Flood Hazard, Tsunami, and Seiche

The Specific Plan area is not within a 100-year floodplain, nor are there nearby water bodies or streams that would result in flooding at the Specific Plan area (Ontario 2023). The Specific Plan area is located approximately 30 miles inland; as such, tsunamis are not a concern at the Specific Plan area. The nearest large body of surface water (Lake Norconian) is located approximately 5.5 miles southeast of the Specific Plan area. At this distance, seiches are not a concern.

Based on the preceding, the potential for risk release of pollutants due to inundation is considered less than significant. The 2022 Certified EIR did not identify any significant inundation impacts. Accordingly, the Specific Plan would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact HYD-4: With continued implementation of applicable City policies, FEMA regulations, and emergency management procedures, impacts related to the release of pollutants due to project inundation would be less than significant.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hydrology and water quality impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The 2022 Certified EIR identified less than significant impacts related to consistency with a water quality control plan or sustainable groundwater management plan.

Policy Plan Amendment

The City's groundwater supplies are from the Chino Groundwater Basin, which is adjudicated and managed by the Chino Basin Watermaster. The Chino Basin is exempt from legislative requirements under the Sustainable Groundwater Management Act (SGMA) because it is an adjudicated basin and is not required to prepare a groundwater sustainability plan (DWR 2025b; CBW 2016).

During construction, adherence to the State Construction General Permit, implementation of a SWPPP, and compliance with the City's Erosion and Sediment Control Plan would ensure that surface water and groundwater quality are not adversely affected. During long-term operation, development under the proposed project would be required to comply with the Santa Ana River Basin Plan and the NPDES Permit No. CAS618036. Projects would prepare WQMPs identifying BMPs for the prevention of stormwater pollution, including site design, source control, and treatment measures.

Development projects in the City would also continue to implement Policy ER-1.5, which prioritizes coordination with local agencies to protect water quality, prevent pollution, and remediate contaminated surface water and groundwater, particularly within environmental justice areas. Implementation of this policy further supports consistency with regional and state water quality objectives.

Through compliance with applicable regulatory requirements and continued implementation of Policy ER-1.5, the proposed project would not conflict with or obstruct implementation of the Basin Plan or any groundwater management plan. The proposed project would not result in new or more severe impacts related to consistency with a water quality control plan or sustainable groundwater management plan compared to those identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Adherence to the State CGP, implementation of the SWPPP, and adherence to the City's ESCP requirements would ensure that surface and groundwater quality are not adversely impacted during construction. In addition, installation of on-site treatment facilities such as hydrodynamic separators and biofiltration units would ensure that water quality is not impacted during operations. As a result, site development will not obstruct or conflict with the implementation of the Santa Ana River Basin Water Quality Control Plan. The Specific Plan area currently uses groundwater from onsite groundwater wells for the irrigation of crops and other agricultural-related uses, which would cease with implementation of the Specific Plan. All onsite groundwater wells would be abandoned per the California Department of Water Resources Standards and completion of a DWR Well Completion Form. Upon development, the Specific Plan area would be connected to the City's public water supply and there would be no onsite wells for use of groundwater. The City manages both the potable and non-potable supplies to ensure withdrawals from the Chino Groundwater Basin do not exceed the safe yield for the Basin, as per the Chino Basin Watermaster's Optimum Basin Management Program (OBMP). Therefore, the Specific Plan would not obstruct or conflict with the OBMP and impacts would be less than significant.

Implementation of the SWPPP and WQMP would ensure the Specific Plan would not conflict with a water quality control plan or sustainable groundwater management plan. Impacts in this regard would be less than significant. The 2022 Certified SEIR did not identify any significant conflicts with groundwater management or controls plans. Accordingly, the Specific Plan would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified SEIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact HYD-5: Compliance with applicable regulatory requirements and TOP 2050 policies would ensure that the proposed project would not conflict with or obstruct implementation of the Basin Plan or any groundwater management plan.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hydrology and water quality impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

3.10.6 Cumulative Impact Analysis

Proposed Project

Cumulative impacts to hydrology, drainage, flooding, and water quality are considered for the Chino Creek subwatershed and the Middle Santa Ana River subwatershed, which are part of the larger Santa Ana River Watershed. The land use changes of the Policy Plan Amendment are comprehensive and encompasses the land use changes associated with the EBPSP and the concurrent Zoning changes. Therefore, cumulative impacts for the proposed project are described below.

Development in the City of Ontario and other projects in these watersheds would increase impervious areas, thus increasing runoff and flows into storm drainage systems. Within San Bernardino County, other projects would be required to prepare hydrology and hydraulic studies in accordance with the County Hydrology Manual and analyze stormwater flows that result from the 100-year storm event to ensure that the capacities of the storm drain systems are not exceeded. Additionally, other projects would be required to comply with MS4 permits applicable in those watersheds. The Santa Ana RWQCB MS4 permit applies to portions of three counties in the Santa Ana Basin. Other projects' compliance with the requirements of the Santa Ana RWQCB MS4 permit, the San Bernardino County Stormwater Program, and San Bernardino County Hydrology Manual guidance would reduce cumulative impacts to hydrology and drainage to less than significant and would not be cumulatively considerable.

If projects in the watersheds are within 100-year flood zones, they would be mandated to comply with National Flood Insurance Program requirements. Cumulative impacts to hydrology, drainage, and flooding would be less than significant, and impacts of the proposed project would not be cumulatively considerable.

Cumulative projects could generate pollutants that would contaminate stormwater. Compliance with the MS4 permit includes implementation of site design and source control BMPs that reduce the potential for pollutants to enter runoff and treatment control BMPs that remove pollutants from stormwater. Cumulative water quality impacts would be less than significant after compliance with such permits, and project impacts would not be cumulatively considerable.

The proposed project would not result in new or more severe cumulative impacts related to hydrology and water quality compared to those identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Cumulative Impacts: Cumulative water quality, hydrology, drainage, and flooding impacts would not be cumulatively considerable.

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3.11 LAND USE AND PLANNING

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential impacts to land use in the City of Ontario from implementation of TOP 2050 Policy Plan Amendment and EBPSP (proposed project) compared to the current TOP 2050 (approved project) and impacts identified in the 2022 Certified EIR. Land use impacts can be either direct or indirect. Direct impacts are those that result in land use incompatibilities; division of neighborhoods or communities; or interference with other land use plans, including habitat or wildlife conservation plans. This section focuses on whether implementation of the proposed project would result in direct physical impacts to the environment associated with land use and consistency with land use policies and plans. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other sections of this Draft SEIR.

The Policy Plan Amendment impacts are based on the proposed land use plan, described in detail in Chapter 2, *Project Description*, and shown on Figure 2-5, *Proposed TOP 2050 Land Use Plan,* and Figure 2-6*, Proposed TOP 2050 Land Use Plan with Areas of Change*. TOP 2050 goals and policies have been evaluated to determine their consistency with other relevant sections of TOP 2050 Policy Plan Amendment.

In addition, compatibility of the proposed land use changes for the Policy Plan Amendment and the EBPSP with the existing land uses in the surrounding area is discussed in this section. TOP 2050 Policy Plan Amendment and EBPSP are also evaluated for consistency with the Southern California Association of Governments (SCAG) Regional Comprehensive Plan and Guide and the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal.

There were several comment letters received in response to the NOP related to changes in the TOP 2050 land use designation and zoning as a result of the proposed project. The relevant issues raised in those comment letters are addressed throughout this section. For a summary of the comment letters, refer to Table 1-1 in Chapter 1, *Introduction*, or to Appendix A for the full comment letters.

3.11.1 Regulatory Framework

STATE

Housing Accountability Act

The Housing Accountability Act requires that cities approve applications for residential development that are consistent with a city's general plan and zoning code development standards without reducing the proposed density. Examples of objective standards are those that are measurable and have clear criteria that are determined in advance, such as numerical setback, height limit, universal design, lot coverage requirement, or parking requirement.

Senate Bill 330: Housing Crisis Act of 2019

Among other changes that promote housing, the Housing Crisis Act of 2019 strengthened the Housing Accountability Act by stating that a housing development project that complies with the objective standards of the general plan and zoning ordinance must be approved by the city, unless the city is able to make written findings based on the preponderance of the evidence in the record that: (1) the city has already met its Regional Housing Needs Assessment (RHNA) requirement; (2) there is an impact to the public health and safety that cannot be mitigated; (3) the property is agricultural land; (4) approval of the project would violate State or federal law and this violation cannot be mitigated; or (5) the project is inconsistent with the zoning and land use designation and not identified in the general plan housing element RHNA inventory.

Senate Bill 166: No Net Loss Law

SB 166 builds on existing laws and regulations to ensure a local agency meets its allocated housing units for lower- and moderate-income households. This bill requires adequate housing development capacities to be available throughout the housing element planning period to meet the unmet RHNA needs. SB 166 prevents a local jurisdiction from permitting an identified lower- and moderate-income residential housing site to develop another use or a lower density residential development. If a site identified for housing development is permitted for another use or developed at a lower density, and this prevents the local agency from meeting its RHNA for lower- and moderate-income residential housing, the local agency must identify another site for housing development within 180 days that will meet the RHNA.

REGIONAL

Southern California Association of Governments

SCAG is a regional council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, which encompass over 38,000 square miles. SCAG is the federally recognized metropolitan planning organization for this region and a forum

for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's metropolitan planning organization, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives, as discussed below.

Regional Transportation Plan/Sustainable Communities Strategy

SCAG adopted its current RTP/SCS, "Connect SoCal 2024," in April 2024. The document provides the long-range vision for the SCAG region (SCAG 2024). Connect SoCal 2024 expands land use and transportation strategies established in previous cycles of the RTP/SCS to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal 2024 contains plans and projections for the region's future. Like other RTPs/SCSs, Connect SoCal 2024 provides a policy framework for preparing local plans and handling issues of regional significance, such as land use and housing, open space and biological habitats, water, energy, air quality, solid waste, transportation, security and emergency preparedness, economy, and education. Connect SoCal 2024 also strives to achieve broader regional objectives, such as encouraging diverse housing construction in areas supported by multiple transportation options; promoting development of complete streets that prioritize safe opportunities to walk, bike, and pursue other forms of active transportation; leveraging new transportation technologies and data-driven solutions to efficient travel; and promoting conservation of natural lands. Connect SoCal 2024 advances regional planning by incorporating an integrated approach between SCAG, state and local governments, transportation commissions, resources agencies and conservation groups, the private sector, and the general public (SCAG 2024).

San Bernardino Council of Governments

The San Bernardino Council of Governments represents 24 cities and towns, including Ontario. It fosters intergovernmental communication and coordination, undertakes comprehensive regional planning with an emphasis on transportation, provides for citizen involvement in the planning process, and supplies technical services to its member governments. The City of Ontario is a member jurisdiction of the San Bernardino Council of Governments, and a participating agency in SCAG's Connect SoCal.

LOCAL

City of Ontario Development Code

The City of Ontario Development Code is designed to assist in the implementation of the goals and policies of TOP in order to promote and protect the public health, safety, and general

welfare in the community. Development Code Chapter 5 (Zoning and Land Use) establishes zoning designations and development standards to regulate orderly development. Currently, the Ontario Development Code identifies 7 special policy overlay zones: Agriculture (AG), Euclid Avenue (EA), Emergency Shelter (ES), Multimodal Transit Center (MTC), Interim Community Commercial (ICC), and Affordable Housing (AH), and Chino Airport (CNO). The land uses and regulations allowed in each of these overlay zones are outlined in Chapter 5 of the Ontario Development Code (Ontario 2025).

Ontario International Airport Land Use Compatibility Plan

State law allows local jurisdictions within San Bernardino County to be responsible for airport land use compatibility planning under the "Alternative Process" in place of a county administered ALUC. Under the provisions of the Alternative Process the City of Ontario is the designated agency having responsibility for airport compatibility planning for Ontario International Airport (ONT). The ONT Land Use Compatibility Plan (ALUCP) was adopted on April 19, 2011, by the Ontario City Council to promote compatibility with surrounding land uses and amended in July 2018. The ALUCP provides guidance to local jurisdictions that may be affected by ONT and the objective of the Plan is to promote compatibility between the airport and the land that surrounds it to avoid future compatibility conflicts (Ontario 2025). Figure 3.9-2, *Airport Safety Zones*, in Section 3.9, *Hazards and Hazardous Materials*, maps the compatibility zones and land uses surrounding the ONT.

The Ontario International Airport–Inter Agency Collaborative (ONT-IAC) was formed through a Cooperative Agreement by all Affected Agencies to maintain local jurisdictional control of land use planning for areas within the ONT Airport Influence Area. The Affected Agencies include the City of Chino, City of Fontana, City of Montclair, City of Ontario, City of Rancho Cucamonga, City of Upland and San Bernardino County. The ONT ALUCP contains the ONT-IAC operational framework and identifies 3 framework components: 1) a technical group (ONT-IAC Technical Staff Group) comprised of senior staff members from the Affected Agencies to review projects for consistency with the ALUCP; 2) an appeals body (ONT-IAC Mediation Board) to resolve consistency evaluation disputes; and 3) an administrative function managed by the City of Ontario.

Chino Airport Master Plan

The City of Ontario is also within the Chino Airport Influence Area. The Chino Airport is south of the City of Ontario across Merrill Avenue and is owned and operated by San Bernardino County. The City of Chino adopted its own Airport Comprehensive Land Use Plan (ACLUP) in November 1991. The Chino Airport Master Plan (AMP) was adopted by the County of San Bernardino in 2006. The 1991 Chino ACLUP does not reflect the 2006 Chino AMP nor does it reflect the 2011 Caltrans Airport Land Use Planning Handbook. Public Utilities Code Section 21670.1(c) requires local jurisdictions that are under the “alternative process” to “rely upon” the California Airport

Land Use Planning Handbook published by Caltrans Division of Aeronautics in October 2011, for preparing Compatibility Plans and to utilize the Handbook's height, land use, noise, safety, and density criteria. Although the City of Ontario does not have the formal responsibility under the "alternative process" to prepare a compatibility plan for Chino Airport, the City of Ontario has adopted the Chino Airport Overlay Zone that addresses Chino Airport's impacts on Ontario, consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook (Caltrans 2011). Figure 3.9-2, *Airport Safety Zones*, in Section 3.9, *Hazards and Hazardous Materials*, maps the compatibility zones and land uses surrounding Chino Airport within the City of Ontario.

3.11.2 Existing Conditions

POLICY PLAN AMENDMENT

The City of Ontario developed from a small agricultural town centered mainly on the citrus industry to a suburban community with a large manufacturing and industrial base. Figure 2-4, *Current Land Use Plan*, and Table 2-1, *Approved TOP 2050 Land Use Designation,* in Chapter 2, *Project Description*, show the existing land uses of Ontario. The City has a total population of 184,404 residents, the majority of whom live in the developed lands north of Riverside Drive (DOF 2025). This area was the City's boundary prior to the annexation of Ontario Ranch (formerly known as the New Model Colony) in 1999 and is called the Original Model Colony (OMC). Ontario Ranch was predominantly used for citrus and dairy agriculture. It is still used for dairy, poultry, and row crop agriculture, and it has some residential land uses. These residential land uses are older, single-family land uses and newer planned communities. Portions of the land are under contract with the City through the Williamson Act of 1964 to preserve agriculture land; however, as Ontario Ranch continues to develop, these contracts would expire or would be terminated.

Existing residential areas tend to be in the older portions of the City west of Grove Avenue and north of Riverside Drive, and scattered throughout Ontario Ranch. Business land uses include commercial and industrial land uses. Commercial land uses are prominent in the historic downtown area, mostly along Euclid and Holt Avenues; around the ONT and the business parks and industrial areas surrounding the airport; and around the Ontario Mills commercial and entertainment complex. Industrial and employment-based centers are prominent in Ontario, especially in the eastern portions of the City and areas surrounding the ONT and Chino Airport in Ontario Ranch. In these areas, types of businesses include light manufacturing, research and development, and technology development as well as medical services, entertainment venues, retail stores, galleries, health clubs, financial institutions, day care facilities, and professional offices. Public open space areas in the City include the Whispering Lakes Golf Course north of Riverside Drive, the Cucamonga-Guasti Regional Park in northern Ontario, with the Grand Park Phase 1 and the Ontario Sports Empire in southern Ontario.

SPECIFIC PLAN

On-Site Land Uses

The majority of the Specific Plan area is currently utilized as active dairy facilities, including dry lots, milking parlors, feed storage facilities, and associated residential uses. Other land uses include storage and minor maintenance of semitrailer trucks, storage and distribution of krill oil and soy sauce, tire storage, and small animal keeping.

The site is relatively flat, with variable topography on-site in the form of berms, fill material stockpiles, and a water retention basin. The site has been subjected to roughly a century of anthropogenic disturbances associated with these historic and ongoing land uses (Appendix D).

Surrounding Uses

Surrounding land uses are described below and illustrated in Figure 3.1-2 in Section 3.1, *Aesthetics*.

North: Dairy farms and residences, similar to existing land uses within the Specific Plan area, are adjacent to the site on the north.

South: Eucalyptus Avenue borders the Specific Plan area to the south, beyond which are industrial/business park uses, a fire station, and a dairy farm and residence.

East: Dairy farms and residences are east of the site, across Walker Avenue.

West: Additional dairy/agricultural uses are west of the site across Campus Avenue.

General Plan Designations

The current General Plan designations of the site include Medium Density Residential (with Affordable Housing Overlay), Mixed Use with Chino Airport Overlay (and Affordable Housing Overlay), and Open Space–Parkland.

The Medium Density Residential designation is intended for single and multi-family attached and detached residences, including townhouses, stacked flats, courtyard homes, and small lot single-family subdivisions. The Mixed Use designation is envisioned to primarily accommodate employee-intensive office, entertainment facilities, live-work, and supporting retail uses. The Affordable Housing Overlay identifies housing opportunities in the City to implement required rezone programs in compliance with State housing element law. The Open Space–Parkland designation allows recreational facilities, such as tot-lots, parks, golf courses, and sports complexes and joint-use facilities with schools, utilities, and drainage facilities.

Zoning Designation

The City of Ontario's Zoning Map designates the Specific Plan area's zoning as Specific Plan with an Agricultural Overlay and Affordable Housing Overlay. The Agricultural Overlay serves to accommodate the continuation of agricultural uses within the City, on an interim basis, until such time that development is slated to occur. The Affordable Housing Overlay facilitates housing opportunities within the City by implementing required rezone programs in compliance with State Housing Element law.

Airport Considerations

Although the Specific Plan area is in the ONT Airport Influence Area, it is outside any identified safety, airspace protection, and noise impact zones. All properties within the ONT Influence Area are subject to a real estate transaction disclosure notice (Ontario 2018).

The Specific Plan area is also in the Chino Airport (CNO) Influence Area. The San Bernardino County Comprehensive Land Use Plan for Chino Airport was adopted in 1991 and does not reflect guidance in the 2011 Caltrans Airport Land Use Planning Handbook. (SBC ALUC 1991) As such, in 2022, the City of Ontario adopted the CNO Overlay District, which provides maps, criteria, and policy language to guide development within the Chino Influence Area, consistent with the 2011 Caltrans Airport Land Use Planning Handbook.

As illustrated in Figure 3.9-2, *Airport Safety Zones*, the majority of the Specific Plan area is within CNO Safety Zone 6 (low risk), with a very small portion of the southeastern corner within Safety Zone 4 (moderate risk). Uses permitted by the EBPSP are allowed in both of these safety zones (Ontario 2022).

3.11.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to land use if it would:

a) Physically divide an established community.

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

METHODOLOGY

Specific Plan

The following analysis considers whether the EBPSP would conflict with applicable planning documents, plans, or policies from the City and other agencies that were adopted for the purposes of avoiding or mitigating an environmental effect and whether those conflicts, if any, would cause significant environmental effects. A determination regarding a project's consistency with an applicable plan is made by the Lead Agency. Consistency is achieved where a project furthers the overall objectives and policies of a plan and where it would not obstruct their attainment. EBPSP consistency was analyzed for the following plans: SCAG's 2024-2050 Connect SoCal, the City of Ontario Policy Plan, and City Municipal Code. Additionally, the Specific Plan's consistency with nearby airport requirements was considered.

A project's conflict with a policy is considered significant if such inconsistency would cause significant physical environmental impacts. A policy conflict is not in and of itself considered a significant impact but may be evidence that an underlying physical impact is significant and adverse.

Relevant New and Modified General Plan Policies

There are no new and modified general plan policies applicable to land use and planning.

3.11.4 Environmental Impacts

2022 Certified EIR

The Certified EIR concluded that the approved project would not divide an established community, and is consistent with the ONT and Chino airport land use compatibility plans and the SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Connect SoCal). Implementation of regulatory requirements and standard conditions of approval ensured that no significant impacts would occur.

Proposed Project

a) Would the project physically divide an established community?

Division of an established community commonly occurs with construction and development of physical features that constitute a barrier to easy and frequent travel between two or more constituent parts of a community. For example, a large freeway structure with few crossings

could effectively split a community. The Certified EIR found that the approved project would not conflict with existing land uses and would not divide an established community.

POLICY PLAN AMENDMENT

Implementation of Policy Plan Amendment would guide future growth within the City of Ontario. Table 2-1, *Approved TOP 2050 Land Use Designations*, Table 2-3, *TOP 2050 Policy Plan Amendment Proposed Land Use Summary*, and Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*, in Chapter 2, *Project Description*, detail the buildout statistics associated with the current TOP 2050 and the proposed Policy Plan Amendment.

Implementation of the proposed project would not result in the physical division of an established community. As shown in Figure 2-6, *Policy Plan Amendment: Areas of Change*, the proposed project would redesignate land currently designated for residential to business park, increase residential densities, and allow mixed uses in developed areas primarily on land within the Ontario Ranch that is currently used for agricultural purposes. More specifically, the proposed project would redesignate the area along Holt Boulevard from Business Park to Mixed Use land use and a portion along Grove Avenue from Airport to Industrial. These land use changes are consistent with the existing development pattern and would align with the surrounding land uses. Another concentrated area of land use redesignations would occur on the land south of Edison Avenue from General Commercial, Medium Density Residential, and Mixed Use to Business Park and Open Space–Recreation. In general, these changes would result in a reduction in residential land uses and align with the surrounding land uses. In addition, a new mixed use designation would be added for land surrounding the Ontario Sports Empire to align with recreational uses currently under development. Overall, by providing a mix of compatible uses that support connectivity, accessibility, and cohesive development, the redesignations would not create physical barriers or fragment the area.

Additionally, t TOP 2050 Policy Plan includes policies and programs that promote preservation and enhancement of existing neighborhoods and reduce potential conflicts between adjacent land uses. Therefore, the proposed project would not divide an established community or introduce incompatible land uses.

The proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to the division of a community compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

SPECIFIC PLAN

Although the Specific Plan would result a change of land use when compared to existing conditions, the EBPSP would act to implement the amended Policy Plan land use designations

(Business Park and Open Space–Parkland) that are being processed as a companion action to the Specific Plan. The site is zoned Specific Plan, indicating the site's anticipated transition to more urban uses. Additionally, the proposed business park uses would act as a logical transition from the industrial uses currently located to the south of the Specific Plan area toward the park and residential uses envisioned to the north. The Specific Plan would not physically divide an established community. Therefore, this impact is **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact LUP-1: Project implementation would not divide an established community.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant land use and planning impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

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

Pursuant to CEQA, impacts are considered significant if being inconsistent with a plan or policy would result in a physical impact to the environment. The Certified EIR found that buildout of the approved project would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.

Policy Plan Amendment

The preparation of the Policy Plan Amendment must be consistent with the policies and regulations of existing regional and local plans that are meant to prevent environmental impacts related to population growth and land use conflicts.

Consistency with SCAG's Regional Plans and Policies

The consistency of Policy Plan Amendment with SCAG's Connect SoCal is shown in Table 3.11-1, *Policy Plan Amendment Consistency with SCAG Connect SoCal*. Connect SoCal is a major advisory

plan prepared by SCAG that addresses important regional issues like housing, traffic/transportation, water, and air/quality. Connect SoCal serves as an advisory document to local agencies in the Southern California region for their information and voluntary use when preparing local plans and handling local issues of regional significance. Connect SoCal is advisory only and cannot be used for intergovernmental review. The Policy Plan Amendment is consistent with the majority of Connect SoCal's goals (see Section 3.14, *Population and Housing*, for a discussion on consistency with SCAG demographic projections). As shown in this table, the Policy Plan Amendment would be generally supportive of or consistent with the relevant policies and objectives in Connect SoCal 2024.

Table 3.11-1 Policy Plan Amendment Consistency with SCAG Connect SoCal

Connect SoCal Policy/Objective Number	Policy Plan Amendment Consistency Analysis
Mobility: Build and maintain an integrated multimodal transportation network.	**Consistent.** Ontario's Vision is to increase mobility options as the City and region grow. The mobility system would be coordinated with future land use patterns and levels of buildout. Access and connectivity to mobility options would be integrated into neighborhoods, villages, and districts. The Policy Plan Amendment includes updates to the mobility element to the City's multipurpose trails and bikeways to better align with changes under the Policy Plan Amendment. These changes would ensure multimodal transportation network throughout the city.
Communities: Develop, connect and sustain communities that are livable and thriving.	**Consistent.** The Policy Plan Amendment would not result in a reduction in housing capacity and would ensure that land uses are consistent with surrounding development. In addition, the Policy Plan Amendment would evaluate opportunities to reduce the impacts of truck routes on sensitive receptors, thereby promoting a more livable and thriving community.
Environment: Create a healthy region for the people of today and tomorrow.	**Consistent.** The Policy Plan Amendment does not propose changes to the Social Resources Element of TOP 2050, which identifies quality and accessible health care, education, community services, and cultural activities as critical components to achieving Ontario's Vision. The Policy Plan Amendment represents an efficient use of available land within the city, contributes to local and regional economies, and expands and diversifies employment and housing opportunities. As such the Policy Plan Amendment would remain consistent with the environment and social resources in Ontario.

Table 3.11-1 Policy Plan Amendment Consistency with SCAG Connect SoCal

Connect SoCal Policy/Objective Number	Policy Plan Amendment Consistency Analysis
Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents.	**Consistent.** The Policy Plan Amendment does not propose any changes to the Community Economics Element as included in the TOP 2050, which outlined goals and policies for decision-making in Ontario that incorporate the full short-term and long-term economic and fiscal implications of proposed City Council actions. As such, the Policy Plan Amendment would remain consistent with the economic environment in Ontario.

Sources: SCAG 2024.

Airport Plans

Airport operations and their accompanying noise and safety hazards require careful land use planning on adjacent lands to ensure the safety of residents and passengers, and to protect Ontario businesses and property owners from the potential hazards that could be created by airport operations. The Federal Aviation Administration and Caltrans Division of Aeronautics provide guidance for land use safety near airports. With adherence to these guidelines, high concentrations of people are not exposed to potential airplane accidents along runways or near airports while airplanes are departing and arriving. There are also guidelines on the placement of housing, schools, and other sensitive land uses near airports because of the noise pollution caused by airplanes.

Ontario International Airport

Ontario International Airport (ONT) provides regional air service for domestic and international commercial and cargo operations and includes the necessary support facilities for both major and smaller airlines. ONT operates as a medium-hub, full-service airport serving major U.S. and international destinations. The City of Ontario has adopted an Airport Land Use Compatibility Plan (ALUCP) for ONT in accordance with the Caltrans Division of Aeronautics' California Airport Land Use Planning Handbook.

The Policy Plan Amendment would redesignate the area along Holt Boulevard from Business Park to Mixed Use land use and a portion along Grove Avenue from Airport to Industrial land use. Although the Policy Plan Amendment would redesignate land uses near ONT, any future development facilitated by these changes would remain subject to meet the applicable safety zone restrictions, noise compatibility requirements, and airspace protection policies of the adopted ALUCP. The Land Use Element of the existing TOP 2050 requires that all new development surrounding ONT be consistent with the adopted ALUCP and comply with the

standards and recommendations of Federal Aviation Administration (FAA) Part 77, as adopted through Ordinance 2758 of the Ontario Municipal Code.

A consistency determination analysis for ONT was prepared by the City of Ontario, which found that TOP 2050 is consistent with the ALUCP for ONT (ONT–IAC 2018) (Appendix G6). The Policy Plan Amendment would be consistent with the existing policies related to the ONT in the Land Use Element; therefore, the Policy Plan Amendment would remain consistent with the approved project.

Chino Airport

Chino Airport is operated by the San Bernardino County Department of Airports and functions as a reliever airport for ONT and San Bernardino International Airport. The airport encompasses approximately 1,100 acres and serves private, business, and corporate tenants and customers throughout the Inland Empire. The City of Ontario is also within the Chino Airport Influence Area. The Chino Airport is south of the City of Ontario across Merrill Avenue. The City of Chino adopted its own Airport Comprehensive Land Use Plan (ACLUP) in November 1991. The Chino Airport Master Plan (AMP) was adopted by the County of San Bernardino in 2006. The 1991 Chino ACLUP does not reflect the 2006 Chino AMP nor does it reflect the 2011 Caltrans Airport Land Use Planning Handbook. Public Utilities Code Section 21670.1(c) requires local jurisdictions that are under the "alternative process" to "rely upon" the California Airport Land Use Planning Handbook published by Caltrans Division of Aeronautics in October 2011, for preparing Compatibility Plans and to utilize the Handbook's height, land use, noise, safety, and density criteria. Although the City of Ontario does not have the formal responsibility under the "alternative process" to prepare a compatibility plan for Chino Airport, the City of Ontario has adopted the Chino Airport Overlay Zone and Reference I: Chino Airport Land Use Compatibility Plan that addresses Chino Airport's impacts on Ontario, consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook (Caltrans 2011). Figure 3.9-2, *Airport Safety Zones*, in Section 3.9, *Hazards and Hazardous Materials*, maps the compatibility zones and land uses surrounding Chino Airport within the City of Ontario.

Land uses within the Chino Airport Overlay Zone include Medium Density Residential, Mixed Use, Business Park, Industrial, and Open Space–Recreation. The Policy Plan Amendment would redesignate land south of Edison Avenue from General Commercial, Medium Density Residential, and Mixed Use to Business Park and Open Space–Recreation. In general, these changes would result in a reduction of residential land use within the safety zones of Chino Airport. Future projects within this area would be required to comply with the conditions of the Chino Airport Overlay Zone , Reference I: Chino Airport Land Use Compatibility Plan and the 2011 Caltrans Airport Land Use Planning Handbook, that include standards governing allowable land uses, maximum population density, maximum site coverage, height restrictions, and notification/disclosure requirements based on noise contours and the runway protection,

approach, and Part 77 zones established by the FAA (Caltrans 2011). The Policy Plan Amendment does not include any changes to policies or plans related to Chino Airport; therefore, the Policy Plan Amendment would remain consistent with the approved project. As such, impacts would be **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

This section includes an analysis of the EBPSP's consistency with TOP 2050, the City's Development Code, and SCAG's Connect SoCal. Additionally, the Specific Plan's consistency with nearby airport requirements is discussed.

The Ontario Plan

As part of the Policy Plan Amendment being processed in conjunction with the EBPSP, the land use designations for the site would be changed as shown in Table 3.11-2, *Land Use Designations: Affected Acreage*.

Table 3.11-2 Land Use Designation: Affected Acreage

Current Land Use Designation	New Land Use Designation	Acreage Affected
Medium Density Residential (with Affordable Housing Overlay)	Business Park	47.74 acres
Mixed Use (with Chino Airport Overlay and Affordable Housing Overlay)	Business Park	81.70 acres
Open Space–Parkland	Business Park	19.18 acres
Total		**148.62 acres**[1]

1 The remaining Specific Plan acreage is designated as Open Space–Parkland and would be unaffected by the Policy Plan Amendment.

The Specific Plan would be implemented consistent with these land use designations, as amended. The following Table 3.11-3, *EBPSP Policy Plan Consistency Analysis*, provides an analysis of the EBPSP's consistency with applicable TOP 2050 policies. As demonstrated, no conflicts would occur.

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
Land Use Element	
LU-1: A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.	
LU-1.1: Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, foster the development of transit, and support the expansion of the active and multimodal transportation networks throughout the City.	**Consistent**. The Specific Plan area is located in the Ontario Ranch area of the City, which is an area planned for future growth. The City's Master Plans for water, sewer, and storm drainage identify planned infrastructure facilities to support growth in this area. The developer(s) of the EBPSP would be required to participate in the installation of the Master Planned infrastructure. Additionally, streets within the Specific Plan area would be designed to be safe and accessible to accommodate different modes of non-vehicular transportation.
LU-1.2: Sustainable Community Strategy. We integrate state, regional, and local Sustainable Community /Smart Growth principles into the development and entitlement process.	**Consistent**. The EBPSP features numerous sustainable features. The Specific Plan encourages non-motorized circulation by employees and visitors via its provision of an integrated network of sidewalks, bikeways, and trails. In accordance with Policy Plan Exhibit M-02, Multipurpose Trails & Bikeway, Class II bike lanes would be provided along both sides of Campus Avenue and Walker Avenue. Additionally, the Specific Plan area would also include an 8-foot multi-purpose trail along Eucalyptus Avenue, Grove Avenue and Walker Avenue. All development in the Specific Plan area would be required to conform to the California Green Building Standards Code (CALGreen Code), and the Specific Plan includes energy efficiency guidelines. In addition, the EBPSP includes a rooftop solar energy system which would generate enough electricity to meet 45% of annual electricity demand. The plant palette for the Specific Plan area consists of water-efficient species native to southern California or naturalized to the arid southern California climate, and the use of turf would be minimized. As such, the EBPSP is consistent with this policy.
LU-1.3: Adequate Capacity. We require adequate infrastructure and services for all development.	**Consistent**. The developer(s) of the EBPSP would be required to install adequate roadway and utility infrastructure improvements to meet the demands of the Specific Plan while maintaining adequate service

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
	levels for existing, surrounding development. Refer to SEIR Section 2.0, *Project Description*, for a detailed analysis of the adequacy of the Specific Plan's infrastructure improvements.
LU-1.4: Multimodal Mobility. We require development and urban design, where appropriate, that reduces reliance on the automobile and capitalizes on active transportation, transit, electric vehicles, and multimodal transportation opportunities	**Consistent**. The EBPSP would offer numerous opportunities for nonvehicular circulation, including multi-purpose trails, bikeways, and sidewalks. Class II bike lanes would largely be provided along both sides of Campus Avenue, between Riverside Drive and Holt Avenue, and along Walker Avenue, between Euclid Avenue and Hamner Avenue. Additionally, the Specific Plan would include an 8-foot multi-purpose trail along Eucalyptus Avenue, Grove Avenue, and Walker Avenue to encourage connectivity and circulation by employees, visitors, and the passersby that is not completely dependent on a motorized vehicle. Additionally, bike storage facilities would be required to be installed in each building to further promote alternative transportation.
LU-1.5: Jobs-Housing Balance. We coordinate land use, infrastructure, and transportation planning and analysis with regional, county, and other local agencies to further regional and subregional goals for jobs-housing balance.	**Consistent**. The EBPSP would construct roadway and utility improvements in accordance with the City's infrastructure master plans. Furthermore, the Specific Plan area would generate employment opportunities for residents and reduce the need for residents in the region to commute to other regions for employment opportunities.
LU-1.6: Complete Community. We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers, and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario.	**Consistent.** The EBPSP land use plan provides business park uses that would accommodate a variety of employment uses arranged in a sensible and efficient manner that allow ease of access and complement the surrounding community. The 36.15 acres of parkland would provide recreational amenities for residents of and visitors to the City of Ontario. The business park uses are intended to attract local, national, and international businesses and would assist in diversifying the mix of employment opportunities available in the City. Potential retail uses would serve both on-site uses and the broader community.

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
LU-2: Compatibility between a wide range of uses and resultant urban patterns and forms.	
LU-2.1: Land Use Decisions. We minimize adverse impacts on adjacent properties when considering land use and zoning requests.	**Consistent**. The Development Standards and Design Guidelines presented in the Specific Plan would act to minimize or preclude potential adverse impacts affecting adjacent properties. Proposed roadway improvements would allow for improved vehicle travel in the vicinity. Additionally, business park uses proposed by the EBPSP would act as a logical transition between the industrial uses currently being constructed to the south of the Specific Plan area and the park and residential uses envisioned to the north.
LU-2.2: Buffers. We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur. Additional mitigation is required when new uses could negatively impact environmental justice areas.	**Consistent**. The EBPSP provides conceptual streetscapes for Eucalyptus Avenue, Campus Avenue, Walker Avenue, and Public Street 'A'; primary and secondary corner treatments at Specific Plan entry points; and landscaped screening walls between truck courts and parking areas and adjacent public rights-of-way. Implementation of these features would provide a visual buffer between on-site/off-site uses. Additionally, the Specific Plan includes Open Space–Parkland along the northern boundary to separate the business park uses from the residential uses planned to the north. As such, the EBPSP is consistent with this policy.
LU-2.3: Hazardous Uses. We regulate the development of industrial and similar uses that use, store, produce, or transport toxic substances, air emissions, other pollutants, or hazardous materials.	**Consistent**. Building occupants within the Specific Plan area would be required to comply with all local and State requirements for using, storing, producing, or transporting toxic substances, air emissions, other pollutants, or hazardous materials.
LU-2.5: Regulation of Uses. We regulate the location, concentration, and operation of uses that have impacts on surrounding land uses.	**Consistent**. Refer to Policy LU-2.1, above.
LU-2.6: Infrastructure Compatibility. We require infrastructure to be aesthetically pleasing and in context with the community character.	**Consistent**. Water, sewer, storm drain, and dry utility improvements would be located underground and out of view, with the exception of stormwater inlets and channels that are required to be exposed at the surface. Roadway infrastructure improvements would be designed to be landscaped with a combination of evergreen and deciduous trees, including flowering varieties; shrubs; and groundcovers in an aesthetically

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
	pleasing manner to establish the Specific Plan's design theme.
LU-2.8: Transitional Areas. We require development in transitional areas to protect the quality of life of current residents.	**Consistent**. The Specific Plan stipulates landscaping and building setbacks along all of the Specific Plan's perimeter streets that separate the Specific Plan area from adjacent properties. Additionally, the proposed business park uses would act as a logical transition from the industrial uses currently being constructed south of the Specific Plan area to the park and residential uses envisioned in the north. Trucks traveling to and from the Specific Plan area would be required to utilize the City's approved truck routes, thereby minimizing exposure of nearby residents to truck-related impacts. Development within the Specific Plan area would comply with the Design Guidelines in Chapter 6 of the Specific Plan, which would provide for a high-quality, attractive, and contemporary environment.
LU-2.9: Methane Gas Sites. We require sensitive land uses and new uses on former dairy farms or other methane-producing sites be designed to minimize health risks.	**Consistent.** As detailed in SEIR Section 3.9, *Hazards and Hazardous Materials*, laboratory testing of on-site soils concluded that none of the samples contained contaminants above the thresholds established by the EPA or DTSC for commercial/industrial land uses. Nonetheless, Mitigation Measure HAZ-1-SP is included to preclude impacts related to potential unknown soil/soil vapor contamination within the Specific Plan area.
LU-4: Development that provides short-term value only when the opportunity to achieve our Vision can be preserved.	
LU-4.2: Interim Development. We allow development in urban, mixed use, and transit-oriented Place Types that is not immediately reflective of our ultimate Vision for the Place Type, provided it can be modified or replaced when circumstances are right to support development aligned with the Place Type Vision. We will not allow development that impedes,	**Consistent**. The central theme of the Ontario Vision is "[a] sustained, community-wide prosperity which continuously adds value and yields benefits." The open space/park area would introduce and sustain recreational amenities in the long term for use by City residents and visitors. The phased development of the business park uses would attract new businesses, provide employment opportunities for residents, contribute to the City's tax base, and construct circulation and utility infrastructure improvements that

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
precludes, or compromises our ability to achieve our Vision.	are critical to allow for the growth of the region. As such, implementation of the Specific Plan would help the City achieve its Vision by continuously adding value, yielding benefits, and contributing to the prosperity of the City and the Inland Empire region.
LU-4.3: Infrastructure Timing. We require that the necessary infrastructure and services be in place prior to or concurrently with development.	**Consistent**. Chapter 7, *Implementation Plan*, of the EBPSP includes a development phasing plan that requires infrastructure needed to support the buildout of the Specific Plan to be adequately phased concurrently with development.
LU-5: Integrated airport systems and facilities that minimize negative impacts to the community and maximize economic benefits.	
LU-5.5: Airport Compatibility Planning for ONT. We create and maintain the Airport Land Use Compatibility Plan for ONT.	**Consistent**. The land uses provided by the EBPSP would be consistent with the Airport Land Use Compatibility Plan (ALUCP) requirements for the Ontario International Airport. Furthermore, future development on the Specific Plan property would be required to comply with the Development Standards and Design Guidelines established in the Specific Plan, as well as the applicable requirements of the City of Ontario Development Code, which would preclude any potential inconsistencies with the Ontario International Airport ALUCP.
LU-5.7: ALUCP Consistency with Land Use Regulations. We comply with state law that requires general plans, specific plans, and all new development to be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public-use airport.	**Consistent**. The land uses provided by the EBPSP would be consistent with the Airport Land Use Compatibility Plan (ALUCP) requirements for both the Ontario International Airport and the Chino Airport. All proposed development would be reviewed by the Airport Land Use Commission in the Development Plan review process.
LU-5.8: Chino Airport. We will support the creation and implementation of the Airport Land Use Compatibility Plan for Chino Airport.	**Consistent**. The land uses provided by the EBPSP would be consistent with the Airport Land Use Compatibility Plan (ALUCP) requirements for the Chino Airport. Proposed development within the Specific Plan area would be reviewed by the Airport Land Use Commission in the site plan review process.

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
Housing Element	
H-1: Stable neighborhoods of quality housing, ample community services and public facilities, well-maintained infrastructure, and public safety that foster a positive sense of identity.	
H-1.4: Historical Preservation. We support the preservation and enhancement of residential structures, properties, street designs, lot configurations, and other reminders of Ontario's past that are considered to be local historical or cultural resources.	**Consistent**. As detailed in Section 3.5, *Cultural Resources*, no historical resources would be impacted by the EBPSP.
Parks and Recreation Element	
PR-1: A system of safe and accessible parks that meets the needs of the community.	
PR-1.9: Phased Development. We require parks be built in new communities before a significant proportion of residents move in.	**Consistent**. The EBPSP does not include the creation of new residential units, but includes 36.15 acres of the City's Grand Park, providing amenities such as pedestrian paths, gathering areas, turf areas, and botanical gardens. Phasing of Specific Plan development is discussed in Chapter 7, *Implementation Plan*, of the EBPSP.
PR-1.15: Trail Connectivity. We strengthen and improve equestrian, bike, and multipurpose trail connections within the City and work to improve trail connections into adjacent jurisdictions.	**Consistent**. The EBPSP would include an 8-foot-wide multi-purpose trail along Eucalyptus Avenue and 13-foot-wide multi-purpose trails along Grove Avenue and Walker Avenue to encourage connectivity and circulation by employees, visitors, and passersby that is not completely dependent on a motorized vehicle. The multi-purpose trail system in the Specific Plan area implements the multipurpose trail system shown in Exhibit M-3, Multipurpose Trails & Bikeway Corridor Plan, of the Policy Plan.
Environmental Resources Element	
ER-1: A reliable and cost-effective system that permits the City to manage its diverse water resources and needs.	
ER-1.3: Conservation and Sustainable Water Supply. We work with regional water providers and users to conserve water and ensure sustainable local water supplies as more frequent droughts reduce long term local and regional water availability	**Consistent.** The Specific Plan proposes a drought-tolerant plant palette and water-efficient irrigation system design to minimize the water demands of planned development. In addition, implementing development projects would be required to comply with the water-efficiency mandates of the California

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
	Green Building Standards Code, including the provision of water-efficient fixtures.
ER-1.4: Supply-Demand Balance. We require that available water supply and demands be balanced.	**Consistent**. Section 3.19, *Utilities and Service Systems*, evaluates the potential impacts related to water supply based on the results of a Water Supply Assessment. As concluded, implementation of the EBPSP would not obstruct the City's ability to meet water demands of its customers in normal, single dry, and multiple dry years.
ER-1.5: Water Resource Management. Environmental justice areas are prioritized as we coordinate with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater.	**Consistent.** As discussed in Section 3.10, *Hydrology and Water Quality*, implementation of the Specific Plan would not result in new, substantial sources of urban runoff, nor would it violate applicable stormwater quality requirements. Also, the EBPSP area includes permeable surfaces (e.g., Open Space–Parkland, landscaped areas, water quality/infiltration basins) that would allow surface water to percolate and contribute to recharge of the aquifer.
ER-1.6: Urban Run-off Quantity. We encourage the use of low impact development strategies, including green infrastructure, to intercept run-off, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.	**Consistent.** Please refer to Policy ER-1.5, above.
ER-1.7: Urban Run-off Quality. We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.	**Consistent.** Please refer to Policy ER-1.5, above.
ER-1.8: Wastewater Management. We require the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.	**Consistent.** All sewer conveyance infrastructure needed to serve the Specific Plan area would be installed in accordance with City design standards. Accordingly, implementation of the EBPSP would not violate any applicable waste discharge requirements.
ER-3: Cost-effective and reliable energy system sustained through a combination of low impact buildings, site and neighborhood energy conservation, and diverse sources of energy generation that collectively helps to minimize the region's carbon footprint.	
ER-3.3: Building and Site Design. We require new construction to incorporate energy efficient building and site design strategies, which could include	**Consistent.** The EBPSP Design Guidelines encourage all new construction to utilize design features, fixtures, appliances, and heating and cooling controls to conserve energy and water. In addition, all

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
appropriate solar orientation, maximum use of natural daylight, passive solar, and natural ventilation.	development would be required to comply with the California Green Building Standards Code.
ER-3.6: Generation- Renewable Sources. We promote the use of renewable energy sources (e.g., solar, wind, biomass) in public and private sector development.	**Consistent.** The EBPSP proposes a rooftop solar energy system which generates enough electricity to meet 45% of annual electricity demand.
ER-4: Improved indoor and outdoor air quality and reduced locally generated pollutant emissions.	
ER-4.1: Land Use. We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.	**Consistent.** The EBPSP would provide employment land uses in close proximity to major transportation corridors (Interstate 10, Interstate 15, State Route 60, State Route 83, State Route 71, and State Route 91) and near bus rapid transit (BRT) corridors along Edison Avenue/Ontario Ranch Road and Euclid Avenue. Therefore, the Specific Plan area provides local employment opportunities for residents and serves to improve the regional jobs-housing balance. Additionally, the Specific Plan area provides an integrated system of sidewalks, bikeways, and multi-purpose trails on internal and perimeter roadways to encourage non-vehicular modes of transportation.
ER-4.3: Greenhouse Gases (GHG) Emissions Reductions. We will reduce GHG emissions in accordance with regional, state, and federal regulations.	**Consistent.** As discussed in Section 3.8, *Greenhouse Gas Emissions*, the Specific Plan would be consistent with applicable regional, State, and federal regulations related to the reduction of GHG emissions and would not obstruct implementation of any GHG reduction plans/programs.
ER-4.8: Tree Planting. We protect healthy trees within the City and plant new trees to increase carbon sequestration and help the regional/local air quality. We expand the tree canopy in environmental justice areas to enhance air quality and reduce the "heat island" effect.	**Consistent.** The EBPSP is not located within an environmental justice area; regardless, numerous trees would be planted within the Specific Plan area, and in particular, along roadway street frontages, near building entrances, and in passenger car parking lots. In addition, trees would be planted in the Open Space–Parkland planning areas.
ER-5: Protected high value habitat and farming and mineral resource extraction activities that are compatible with adjacent development.	
ER-5.1: Habitat Conservation Areas. We support the protection of biological resources through the establishment,	**Consistent.** As presented with SEIR Section 3.4, *Biological Resources*, the site consists of disturbed and developed land that has been subject to a variety of anthropogenic disturbances which have eliminated the

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
restoration, and conservation of high-quality habitat areas.	natural plant communities that once grew there. No native plant communities or natural communities of special concern are present within or adjacent to the Specific Plan area.
ER-5.2: Entitlement and Permitting Process. We comply with state and federal regulations regarding protected species.	**Consistent.** SEIR Section 3.4, *Biological Resources*, includes Mitigation Measures BIO-1-SP through BIO-3-SP which require pre-construction surveys for nesting birds, burrowing owl, and roosting bat species, thus precluding significant impacts to protected species that may occur on-site.
ER-5.3: Right to Farm. We support the right of existing farms to continue their operations within the Ontario Ranch.	**Consistent.** As shown in Table 5-1, Permitted Uses, of the EBPSP, existing agricultural and dairy farms in the Specific Plan area are permitted uses in all Planning Areas.
ER-5.4: Transition of Farms. We protect both existing farms and sensitive uses around them as agricultural areas transition to urban uses.	**Consistent.** Please refer to Policy ER-5.3, above.
Community Economics Element	
CE-1: A complete community that provides for all incomes and stages of life.	
CE-1.1: Jobs-Housing Balance. We pursue improvement to the Inland Empire's balance between jobs and housing by promoting job growth that reduces the regional economy's reliance on out-commuting.	**Consistent.** The EBPSP would provide approximately 138 acres of new employment-generating land uses in close proximity to existing and planned residential land uses. The Specific Plan would provide an estimated 1,590 employees and would assist efforts to promote job growth and improve the balance between jobs and housing in the Inland Empire.
CE-1.12: Circulation. We continuously plan and improve public transit and non-vehicular circulation for the mobility of all, including those with limited or no access to private automobiles.	**Consistent.** BRT corridors are located along Edison Avenue and Euclid Avenue, in close proximity to the Specific Plan area. The EBPSP would construct a bus turnout near the intersection of Grove Avenue and Eucalyptus Avenue in anticipation of future Omnitrans service. Additionally, the Specific Plan area would provide Class II bikeways along Walker Avenue and Campus Avenue. Sidewalks would be provided along all streets within the Specific Plan area.

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
CE-2: A City of distinctive neighborhoods, districts, corridors, and centers where people choose to be.	
CE-2.1: Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community.	**Consistent.** The EBPSP would provide for the development of a high-quality and contemporary business park. The Specific Plan's Design Guidelines establish criteria for architecture, lighting, signage, and landscape design to promote the development of an attractive business park with timeless design features, for an inviting place to work and conduct business. The adjacency of the park and retail development would enhance the attractiveness of the Specific Plan area.
CE-2.2: Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional, and sustainable places that will compete well with their competition within the region.	**Consistent.** Implementing development projects within the Specific Plan area would be reviewed and approved pursuant to the provisions of the City's Subdivision Ordinance and Development Plan Review process. This provides for review by the City's Planning Department, which would require the development to demonstrate how appropriately unique, functional, and sustainable places would be created. Furthermore, development projects in the Specific Plan area would be required to be designed in accordance with the architectural and landscape Design Guidelines established in Chapter 6, Design Guidelines, of the EBPSP, which would result in a unique, aesthetically attractive, and contemporary business park that would be highly competitive with similar developments in the region.
CE-2.4: Protection of Investment. We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.	**Consistent.** Development projects in the EBPSP would be required to be designed in accordance with the architectural and landscape design guidelines in Chapter 6, Design Guidelines, of the Specific Plan, which would result in a unique, aesthetically attractive, and contemporary business park that reflects high-quality architectural design.
Mobility Element	
M-1: A system of roadways that meets the mobility needs of a dynamic and prosperous Ontario.	
Policy M1-1: Roadway Design and Maintenance. We require our roadways to: • Comply with federal, state, and local design and safety standards;	**Consistent**. The Specific Plan proposes roadway improvements consistent with the City of Ontario Master Plan of Streets and Highways, as described in EBPSP Chapter 4, Infrastructure Plan. Perimeter and internal streets would be constructed to City standards

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
• Meet the needs of multiple transportation modes and users; • Handle the capacity envisioned in the City of Ontario Master Plan of Streets and Highways; • Be maintained in accordance with best practices; • Be compatible with the streetscape and surrounding land uses; and Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand management strategies.	and designed to accommodate vehicles, pedestrians, and bicyclists through the inclusion of sidewalks, Class II bike lanes, and multi-purpose trails. Roadway designs include parkways and landscaping to support circulation and enhance compatibility with adjacent land uses. Maintenance responsibilities are outlined in EBPSP Chapter 7, Implementation Plan.
Policy M1-2: Mitigation of Impacts. We require development to mitigate its traffic impacts.	**Consistent**. The EBPSP mitigates potential VMT impacts to the extent feasible. Additionally, the Traffic Analysis identifies improvements and fair share contributions to be assessed of the EBPSP.
Policy M1-4: Complete Streets. We work to provide a complete, balanced, context-aware, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.	**Consistent.** The Specific Plan establishes a multimodal circulation network that includes sidewalks, Class II bike lanes, and multi-purpose trails along major roadways such as Campus Avenue and Walker Avenue, as described in EBPSP Chapter 4, Infrastructure Plan. The plan is designed to accommodate pedestrians, bicyclists, and vehicles through coordinated roadway and non-vehicular improvements. Design guidelines in EBPSP Chapter 6 address pedestrian connectivity and require consistent treatment of sidewalks, parkways, and landscape buffers to support safe and functional circulation throughout the Specific Plan area.
Policy M1-5: Level of Service. Maintain a peak hour Level of Service (LOS) E or better at all intersections. Maintain Level of Service D or better on arterial streets in the City. Develop and maintain a list of locations where LOS E or LOS F are considered acceptable and would be exempt from this level of service policy. Considerations for LOS exemption include	**Consistent.** The Traffic Analysis identifies improvements and fair share contributions to be assessed of the EBPSP to maintain acceptable LOS at affected intersections.

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
being restricted by environmental constraints, lacking available right-of-way, deterring an increase in VMT, or degrading other modes of travel (such as bicycle or pedestrian infrastructure).	
Policy M1-6: Reduced Vehicle Miles Traveled. We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.	**Consistent.** Uses internal to the Specific Plan would be connected through internal circulation systems, including sidewalks, bike lanes, and multi-purpose trails, reducing vehicle miles traveled.
M-2: A system of trails and corridors that facilitate and encourage active modes of transportation.	
Policy M2-1: Active Transportation. We maintain our Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways and pedestrian facilities that are safe, comfortable, and accessible and connect residential areas, businesses, schools, parks, and other key destination points.	**Consistent.** The Specific Plan includes the construction of Class II bike lanes along Campus Avenue and Walker Avenue, as well as multi-purpose trails along Eucalyptus Avenue, Grove Avenue, and Walker Avenue, as detailed in EBPSP Chapter 4, Infrastructure Plan. These facilities are integrated with a network of sidewalks throughout the Specific Plan area to support safe and accessible travel for pedestrians and bicyclists. The circulation improvements are designed to enhance connectivity within the business park and to adjacent areas, consistent with the City's active transportation goals.
Policy M2-2: Bicycle System. We provide off-street multipurpose trails and Class II bikeways as our primary paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right-of-way, we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas.	**Consistent.** The EBPSP includes Class II bikeways and multi-purpose trails throughout the circulation network to support bicycle travel. All development in the Specific Plan area would be required to comply with City of Ontario bicycle facility standards, including provisions for bike lanes, trails, and secure bicycle parking and storage.
Policy M2-3: Pedestrian Walkways. We require walkways that promote safe and convenient travel between residential	**Consistent.** The EBPSP includes sidewalks and multi-purpose trails along all major perimeter roadways, including Eucalyptus Avenue, Grove Avenue, Walker

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
areas, businesses, schools, parks, recreation areas, and other key destination points.	Avenue, Bon View Avenue, and Campus Avenue, to ensure safe and convenient pedestrian access throughout the area. Internal private drive aisles and public streets would provide additional pedestrian connections between planned business park uses and open space areas. All pedestrian facilities would be constructed in accordance with City standards and designed to promote visibility and safety.
M-2.4 Network Opportunities. We use public rights-of-way and easements such as utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options to maintain and expand our bicycle and pedestrian network. In urban, mixed- use, and transit-oriented Place Types, we encourage the use of underutilized public and private spaces to expand our public realm and improve pedestrian and bicycle connectivity. (Link to Community Design Element Urban, Mixed Use, and Transit-oriented Place Types Section)	**Consistent.** The EBPSP utilizes public rights-of-way to establish a connected bicycle and pedestrian network, including sidewalks and multi-purpose trails within the ROWs of Eucalyptus Avenue, Grove Avenue, Walker Avenue, and other major corridors. The EBPSP incorporates parkways, landscape buffers, and trail corridors to expand the public realm and improve non-vehicular connectivity throughout the Specific Plan area in alignment with City goals.
Goal M-4: An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.	
Policy M4-1: Truck Routes. We designate and maintain a network of City truck routes that provide for the safe and efficient transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses, as shown on Exhibit M-04, Truck Routes. We will minimize conflicts on truck routes through the design and implementation of buffers between travel lanes and pedestrian and bicycle facilities on designated truck routes.	**Consistent.** Trucks accessing the Specific Plan area would be required to travel along City-designated truck routes. Mandatory use of truck routes would minimize potential conflicts between truck traffic and other motorized and non-motorized transportation modes.
Policy M4-4: Environmental Considerations. We support both local and regional efforts to reduce/eliminate the negative environmental impacts of goods movement	**Consistent.** The EBPSP supports regional goods movement through planned improvements to surrounding roadways. The Specific Plan incorporates circulation and site planning strategies that accommodate truck access and loading while

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
through the planning and implementation of truck routing and the development of a plan to evaluate the future needs of clean fueling/recharging and electrified truck parking.	minimizing conflicts with non-vehicular travel. These improvements provide a framework that can support future environmental initiatives related to sustainable goods movement.
Community Design Benefit	
CD-1: A dynamic, progressive city containing distinct neighborhoods and commercial districts that foster a positive sense of identity and belonging among residents, visitors, and businesses.	
Policy CD1-3: Existing Neighborhoods. We require the existing character of viable residential and non-residential neighborhoods be preserved, protected and enhanced.	**Consistent.** The EBPSP is designed to preserve and protect the character of surrounding neighborhoods by incorporating a thoughtful land use plan, site design, and buffer treatments. Landscaped setbacks would be located along perimeter roadways to provide a visual and physical buffer between business park uses and adjacent properties. Building orientation, screening walls, and enhanced landscaping would be used to minimize visual and operational impacts on neighboring land uses. EBPSP Design Guidelines and Development Standards would ensure that lighting is directed away from adjacent areas and that loading and service areas are screened from public view, thereby reducing potential edge effects and maintaining compatibility with the surrounding community.
Policy CD1-4: Transportation Corridors. We will enhance our major transportation corridors within the City through landscape, hardscape, signage and lighting. The extent of enhancement should be appropriate to the use, type, and context of each corridor.	**Consistent.** The EBPSP would enhance major transportation corridors through a cohesive streetscape design that includes landscaping, parkways, and multi-purpose trails along Eucalyptus Avenue, Grove Avenue, Walker Avenue, Bon View Avenue, and Campus Avenue. These improvements include a combination of canopy trees, shrubs, and groundcover to frame the corridor edges and provide visual continuity. Class II bike lanes and an internal pedestrian network to promote safe, multimodal travel would also be provided. Entry monuments, consistent signage, and corner treatments would be integrated into the streetscape to reinforce the design character of the business park and create a welcoming environment for employees and visitors. EBPSP Design Guidelines establish architectural and landscape elements appropriate to the context of each corridor.

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
Policy CD1-3: Existing Neighborhoods. We require the existing character of viable residential and non-residential neighborhoods be preserved, protected and enhanced.	**Consistent.** The EBPSP is designed to preserve and protect the character of surrounding neighborhoods by incorporating a thoughtful land use plan, site design, and buffer treatments. Landscape setbacks and open space parkland would be located along perimeter roadways to provide a visual and physical buffer between business park uses and adjacent properties. Building orientation, screening walls, and enhanced landscaping would be used to minimize visual and operational impacts on neighboring land uses. EBPSP Design Guidelines and Development Standards would ensure that lighting is directed away from adjacent areas and that loading and service areas are screened from public view, thereby reducing potential edge effects and maintaining compatibility with the surrounding community.
Policy CD1-5: View Corridors. We require all major north-south streets be designed and redeveloped to feature views of the San Gabriel Mountains, which are part of the City's visual identity and a key to geographic orientation. Such views should be free of visual clutter, including billboards and may be enhanced by framing with trees.	**Consistent.** The Specific Plan does not include any design features that would obstruct views along major north-south corridors such as Campus Avenue, Grove Avenue, Bon View Avenue, and Walker Avenue. As outlined in EBPSP Chapter 6, Design Guidelines, and EBPSP Chapter 4, Infrastructure Plan, landscaping (including street trees and parkways) would be installed along these corridors as part of roadway improvements. These enhancements would be implemented concurrently with development to create a cohesive streetscape while maintaining an open visual character consistent with City policies.
CD-2: A high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct.	
Policy CD2-1: Quality Architecture. We encourage all development projects to convey visual interest and character through: • Building volume, massing, and height to provide appropriate scale and proportion; • A true architectural style which is carried out in plan, section and elevation through all aspects of the building and site design and	**Consistent.** Future development within the EBPSP area would be guided by the Specific Plan's Design Guidelines (Chapter 6), which promote high-quality architectural design through appropriate building massing, scale, and articulation. The guidelines require a unified architectural theme and consistent application of materials, colors, and detailing across all visible building elevations. While the Specific Plan does not prescribe specific materials, it emphasizes the use of durable and visually appealing finishes appropriate to a modern business park setting. These standards would

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
appropriate for its setting; and Exterior building materials that are visually interesting, high quality, durable, and appropriate for the architectural style.	ensure that new development contributes positively to the City's visual character.
Policy CD2-5: Streetscapes. We design new and, when necessary, retrofit existing streets to improve walkability, bicycling and transit integration, strengthen connectivity, and enhance community identity through improvements to the public right of way such as sidewalks, street trees, parkways, curbs, street lighting and street furniture.	**Consistent.** As part of implementation of the EBPSP, improvements would be made to existing public streets including Eucalyptus Avenue, Grove Avenue, Walker Avenue, Bon View Avenue, and Campus Avenue, as outlined in EBPSP Chapter 4, Infrastructure Plan. Planned improvements would include the addition of sidewalks, Class II bike lanes, and multi-purpose trails to support safe and efficient travel for pedestrians, bicyclists, and vehicles. Landscaped parkways with trees and other plantings would be provided along all major roadways to enhance the visual character of the street network and reinforce the Specific Plan's design framework as described in EBPSP Chapter 6, Design Guidelines. These enhancements are intended to improve connectivity and promote a cohesive streetscape identity throughout the plan area.
Policy CD2-7: Sustainability. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials and construction techniques.	**Consistent.** The Specific Plan supports sustainable development principles through its location near regional transportation corridors and within close driving distance of existing residential neighborhoods. The land use plan promotes a mix of employment-generating uses intended to serve both the local and regional workforce, aligning with smart growth objectives. As described in EBPSP Chapter 6, Design Guidelines, the landscaping strategy emphasizes the use of drought-tolerant plant species appropriate for the Inland Southern California climate, with an emphasis on low water use and long-term maintenance efficiency. These measures, combined with coordinated site planning and infrastructure improvements, would contribute to reduced resource demand and enhanced environmental performance across the Specific Plan area.
Policy CD2-8: Safe Design. We incorporate defensible space design into new and existing developments to	**Consistent.** The EBPSP serves as the framework for implementing development projects within the Specific

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintenance of visibility and accessibility, and use of lighting.	Plan area, and includes design specifications for walls, fences, sidewalks, building entrances, and lighting.
Policy CD2-9: Landscape Design. We encourage durable landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.	**Consistent.** The landscape concept for the EBPSP incorporates the use of attractive, durable landscaping materials, and an irrigation system designed to keep plant materials in good health while conserving water. Landscaping would be provided throughout the Specific Plan area, including along roadways, within passenger car parking lots, at monuments/entries, within common open space areas, and adjacent to buildings.
Policy CD2-10: Parking Areas. We require all development, including single-family residential, to minimize the visual impact of surface, structured, and garage parking areas visible from the public realm in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include: 1. Surface parking: Shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field. 2. Structured parking: facade articulation, screening, appropriate lighting, and landscaping. Garage parking: providing access to single-family residential garages through alley access, recessing garages from the frontage to emphasize front doors or active living spaces.	**Consistent.** Surface parking lots, truck courts, and loading areas would be designed in accordance with the City's Development Code and the Specific Plan's Design Guidelines (Chapter 6), which require the incorporation of landscaping, screening, and clearly defined pedestrian pathways and drive aisles. Additionally, each building's surface parking area would be designed to treat urban runoff through the respective site's storm drain design.
Policy CD2-11: Entry Statements. We encourage the inclusion of amenities, signage and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial developments, and	**Consistent.** The EBPSP includes guidelines for building entry treatments, primary and secondary corner treatments, and tenant monument treatments to identify the development and distinguish individual planning areas, in conformance with the intent of Policy

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
public places that reinforce them as uniquely identifiable places.	CD2-11. The entry treatments, corner treatments, and tenant monuments which are illustrated in EBPSP Chapter 6, Design Guidelines, incorporate landscaping and enhanced signage to provide attractive and distinctive visual statements.
Policy CD2-12: Site and Building Signage. We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.	**Consistent.** The Design Guidelines (Chapter 6 of the Specific Plan) include signage guidelines to ensure that future development would construct clear, concise, easy-to-read signs that reflect and complement the Specific Plan's design theme, provide for safe and efficient circulation of vehicle traffic, and facilitate pedestrian travel. Signs would be of high quality, and the use of distracting sign elements, such as flashing lights or moving parts, is prohibited. Additionally, a sign program would be provided along with the Specific Plan to further provide design standard for signs within the Specific Plan area.
Goal CD3: Vibrant urban environments that are organized around intense buildings, pedestrian and transit areas, public plazas, and linkages between and within developments that are conveniently located, visually appealing and safe during all hours.	
Policy CD3.2: Comfortable, Human-Scale Public Realm. We require that public spaces, including streets, parks, and plazas on both public and private property be designed to maximize safety, comfort and aesthetics and connect to the citywide pedestrian, vehicular, and bicycle networks.	**Consistent.** The Specific Plan promotes a comfortable, human-scale public realm through the coordinated design of its streetscapes, sidewalks, and multi-purpose trails, as described in EBPSP Chapter 4, Infrastructure Plan, and Chapter 6, Design Guidelines. Sidewalks and trails are integrated throughout the area to enhance pedestrian and bicycle connectivity, while landscaped parkways and consistent setbacks create a visually appealing and walkable environment. These improvements are designed to provide safe, accessible, and aesthetically cohesive connections to the citywide transportation network. Additionally, the Open Space–Parkland planning areas would provide both passive and active open space use for visitors, employees, and surrounding residents of the Specific Plan area.
Policy CD3.3: Complete and Connected Network We require that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated to provide connections internally and externally to	**Consistent.** The Specific Plan provides a coordinated and interconnected circulation network for vehicles, bicycles, and pedestrians, as illustrated in EBPSP Chapter 4, Infrastructure Plan, and EBPSP Chapter 6, Design Guidelines. Public roadways and private drive aisles would include sidewalks, Class II bike lanes, and

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
adjacent neighborhoods and properties (existing and planned) through a system of local roads and trails that promote walking and biking to nearby destinations (including existing and planned parks, commercial areas, and transit stops) and are designed to maximize safety, comfort, and aesthetics.	multi-purpose trails to ensure internal mobility and connectivity to surrounding areas. Improvements along major corridors such as Eucalyptus Avenue, Grove Avenue, and Walker Avenue support access to regional transit and commercial destinations. All future development would be required to comply with City standards for sight visibility, safety, and landscape placement to ensure a comfortable and secure travel experience for all users.
Policy CD 3.4: Context-Aware and Appropriate Design We require appropriate building and site design that complements existing development, respects the intent and identity of the Place Type, and provides appropriate transitions and connections between adjacent uses to ensure compatibility of scale, maintain an appropriate level of privacy for each use, and minimize potential conflicts.	**Consistent.** The Specific Plan establishes building and site design standards that ensure compatibility with surrounding development and land uses, as detailed in EBPSP Chapters 5, Development Regulations, and 6, Design Guidelines. The plan incorporates landscaped setbacks, internal circulation buffers, and screening treatments along perimeter roadways to create appropriate transitions between the business park and adjacent uses. Building height, massing, and orientation are designed to respect the scale of surrounding development and minimize potential land use conflicts, supporting a context-sensitive and visually cohesive environment.
Policy CD 3.5: Active Frontages. We create lively pedestrian streetscapes by requiring primary building, business, and residential entrances, outdoor dining, and storefronts be located on ground floors adjacent to sidewalks or public spaces and designed to maximize safety, comfort, aesthetics, and the intended functionality (as defined by the Place Type).	**Consistent.** The Specific Plan incorporates design elements that support active and engaging frontages along key pedestrian corridors. As described in EBPSP Chapter 6, Design Guidelines, primary building entrances are oriented toward public streets or internal circulation routes, with pedestrian connections provided from sidewalks and trails. Landscaping, lighting, and pathway design contribute to a safe and comfortable pedestrian experience, reinforcing the plan's intent to create a cohesive and visually appealing business park environment.
Policy CD 3.6: Managed Infrastructure. We collaborate with developers and property owners to facilitate development that realizes the envisioned character and functionality of the Place Type through the use of green and shared infrastructure within each Place Type.	**Consistent.** The Specific Plan supports coordinated infrastructure planning to achieve the intended character and functionality of a modern business park. As outlined in EBPSP Chapter 4, Infrastructure Plan, the Specific Plan includes shared infrastructure improvements such as integrated roadway systems, stormwater facilities, and utility corridors designed to serve multiple parcels efficiently. The Specific Plan also

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
	promotes sustainable practices through the use of drought-tolerant landscaping and multi-purpose trails within public rights-of-way, contributing to a cohesive, functional, and environmentally responsible development pattern.
Goal CD-5: A sustained level of maintenance and improvement of properties, buildings and infrastructure that protects the property values and encourages additional public and private investments.	
Policy CD5-1: Maintenance of Buildings and Property. We require all public and privately-owned buildings and property (including trails and easements) to be properly and consistently maintained.	**Consistent.** The Specific Plan defines the responsible parties for maintaining both public and private improvements, including roadways, utilities, landscaping, and pedestrian infrastructure, as outlined in EBPSP Chapter 7, Implementation Plan. A maintenance responsibility matrix is included to ensure long-term upkeep of all improvements, including trails and easements, in accordance with City standards. This framework ensures that all development within the Specific Plan area would be properly and consistently maintained.
Policy CD5-2: Maintenance of Infrastructure. We require the continual maintenance of infrastructure.	**Consistent.** Please refer to Policy CD5-1, above.

Sources: Ontario 2022b.

Ontario Development Code

Upon adoption of the Specific Plan, the EBPSP Development Regulations and Design Standards would apply to the Specific Plan area and would establish the applicable zoning regulations and development standards. The Specific Plan would become the land use implementation tool for the site as a whole. As stated in Ontario Development Code Section 1.01.035, in the event of any conflict between the requirements of the Development Code and the standards contained within an adopted project, the requirements of the project would govern, and when the provisions of a project are silent on a specific matter, the regulations in the Development Code shall apply (Ontario 2020). As such, the EBPSP would not result in conflicts with the Ontario Development Code, and impacts would be less than significant.

SCAG's Connect SoCal

SCAG's Connect SoCal goals are meant to provide guidance for municipalities throughout the SCAG jurisdictional area within the context of regional goals and policies. On April 4, 2024, SCAG's Regional Council adopted the 2024-2050 Connect SoCal (SCAG 2024). Table 3.11-4, *EBPSP Consistency with Connect SoCal*, provides an analysis of the Specific Plan's consistency with applicable policies of the 2024-2050 Connect SoCal. As shown, no conflicts would occur.

Table 3.11-4 EBPSP Consistency with Connect SoCal

2024-2050 RTP/SCS Regional Planning Policies	EBPSP Consistency
Mobility	
Complete Streets	
03. Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit).	**No Conflict.** Pedestrian and bicycle circulation would be accommodated within the Specific Plan area through a network of sidewalks, multi-purpose trails, and bike lanes. Additional pedestrian and bicycle facilities would be designed on individual business park building sites at the time buildings are designed and positioned in each planning area as part of implementing development projects.
05. Facilitate the implementation of Complete Streets and curb space management strategies that accommodate and optimize new technologies, micromobility devices and first/last mile connections to transit and last-mile delivery.	**No Conflict.** The EBPSP would include roadways improvements consistent with City requirements to accommodate site access and maintain acceptable peak hour operations. Additionally, the applicant would be required to pay Developer Impact Fees (DIF) to contribute to regional and local street improvements within the City. Due to the Specific Plan's proximity to the State highway system, uses implemented pursuant to the Specific Plan would facilitate first/last mile delivery for the movement of goods.
Communities	
Priority Development Areas	
34. Seek to realize scale economies or a critical mass of jobs and destinations in areas across the region that can support non- single occupant vehicle (SOV) options and shorter trip distances, combined trips and reduced vehicle miles traveled.	**No Conflict.** The Specific Plan would increase employment opportunities in the Inland Empire area, reducing the need for members of the local workforce to commute outside the area for employment. Additionally, the EBPSP would establish development intensities that could support future transit in the local area.

Table 3.11-4 EBPSP Consistency with Connect SoCal

2024-2050 RTP/SCS Regional Planning Policies	EBPSP Consistency
Environment	
Sustainable Development	
48. Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience.	**No Conflict.** The EBPSP promotes sustainable development practices that align with California's long-term environmental goals and energy efficiency standards. Section 6.6 of the Specific Plan includes energy efficiency guidelines. In addition to meeting or exceeding the California Green Building Standards Code and Title 24 energy efficiency requirements, future land uses would be required to accommodate solar photovoltaic (PV) systems and use zero-emission equipment for building operations. Compliance with applicable federal and State regulations and requirements, including the provisions of the Title 24 Building Energy Standards, would reduce the Specific Plan's resource consumption and help promote sustainable development.
Air Quality	
51. Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts.	The EBPSP would implement measures to reduce operational-source criteria pollutant emissions (refer to Mitigation Measures AIR-5-SP through AIR-12-SP and GHG-1-SP).

Source: SCAG 2024.

Airport Considerations

Although the Specific Plan area is within the ONT Airport Influence Area, it is outside any identified safety, airspace protection, and noise impact zones. All properties within the ONT Airport Influence Area are subject to a real estate transaction disclosure notice (Ontario 2018).

The Specific Plan area is also within the CNO Influence Area. The San Bernardino County Comprehensive Land Use Plan for Chino Airport was adopted in 1991 and does not reflect guidance in the 2011 Caltrans Airport Land Use Planning Handbook (SBC ALUC 1991). As such, in 2022, the City of Ontario adopted the CNO Overlay District and Reference I: Chino Airport Land Use Compatibility Plan, which provides maps, criteria, and policy language to guide development within the Chino Influence Area, consistent with the 2011 Caltrans Airport Land Use Planning Handbook.

The majority of the Specific Plan area is within CNO Safety Zone 6 (low risk), with a very small part of the southeastern corner in Safety Zone 4 (moderate risk). Uses permitted by the EBPSP are allowed in both of these safety zones, subject to the criteria and policies of Reference I: Chino Airport Land Use Compatibility Plan in Table 3.11-5, *CNO Compatibility Criteria Matrix* (Ontario 2022).

Table 3.11-5 CNO Compatibility Criteria Matrix

Safety Zones	Residential Density Limits	Non-residential Intensity Limits (People per acre)	Open Land Requirement for Entire Zone	Other Criteria	Boundary Determina-tions
Zone 1 Runway Protection Zone	0	0	All Remaining	Avigation Easement and Airspace Review Required	RPZ
Zone 2 Inner Approach/ Departure Zone	0	60 (avg.) 120 (single acre)	25%; preserve open land nearest runway end	Avigation Easement and Airspace Review Required	Safety Zone 2
Zone 3 Inner Turning Zone	dwelling unit per 2-acre lot	100 (avg.) 300 (single acre)	15%; preserve open land along extended runway centerline	Avigation Easement and Airspace Review Required	Safety Zone 3
Zone 4 Outer Approach/ Departure Zone	2 dwelling units per 2-acre lot	150 (avg.) 450 (single acre)	15%; preserve open land along extended runway centerline	Avigation Easement and Airspace Review Required	Safety Zone 4
Zone 6 Traffic Pattern Zone	No Limit	300 (avg.) 1,200 (single acre)	10%; preserve open land every 1/4 to 1/2 mile	Deed Notice and Airspace Review Required	Safety Zone 6

Source: Ontario 2022.

Note: Excerpt from Chino Airport Land Use Compatibility Plan (CNO ALUCP), Table I-1: Compatibility Criteria Matrix, Reference I

As discussed in SEIR Section 3.14, *Population and Housing*, the EBPSP uses have the potential to create up to 1,590 jobs. This would equate to an average of 8.41 people per acre, which would not exceed the non-residential intensity limits for Safety Zones 4 or 6. Even with the addition of visitors to the site, the intensity limits set forth above would not be exceeded. Future land uses implemented pursuant to the EBPSP would not conflict with the regulations for the applicable Safety Zone in which it is located.

Summary

Based on the preceding discussions, the EBPSP would not result in a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts are considered **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact LUP-2: Project implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant land use and planning impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Policy Plan Amendment

No mitigation measures were required.

Specific Plan

No mitigation measures were required.

3.11.5 Cumulative Impact Analysis

Cumulative projects in the City would have the potential to result in a cumulative impact if they would, in combination, conflict with existing land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental impact. Projects in the City would utilize TOP 2050 and regional planning documents such as SCAG's Connect SoCal during planning, to the extent that they are applicable. Cumulative projects would be required to

comply with the proposed project or they would not be approved without a general plan amendment. As discussed above, implementation of the proposed project would not conflict with existing land use plans, policies, or regulations. In addition, the proposed project would not physically divide an established community. Therefore, proposed project would not contribute to a significant cumulative impact, and this impact is **less than significant**.

Cumulative Impacts: The proposed project would not result in a cumulatively considerable impact to land use and planning.

3.11.6 References

DOF (California Department of Finance). 2025. E-5 Population Estimates for Cities, Counties, and the State, 2020–2025. https://www.dof.ca.gov/forecasting/demographics/Estimates/e-5/.

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3.12 MINERAL RESOURCES

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates potential mineral resource impacts of TOP 2050 Policy Plan Amendment and the EBPSP (proposed project) compared to the current TOP (approved project) and impacts identified in the 2022 Certified EIR. Minerals are defined as any naturally occurring chemical elements or compounds, formed from inorganic processes and organic substances. Minable minerals or an "ore deposit" is defined as a deposit of ore or mineral having a value materially in excess of the cost of developing, mining, and processing the mineral and reclaiming the area.

3.12.1 Regulatory Framework

STATE

Surface Mining and Reclamation Act

California's Surface Mining and Reclamation Act of 1975 (SMARA) was enacted to address the need for a continuing supply of mineral resources, and to prevent or minimize the negative impacts of surface mining to public health, property, and the environment. Requirements for SMARA are codified under Public Resources Code Section 2710, et. seq. Under State law, all mining operations are required to obtain permits prior to commencing operations and to abide by local and state operating requirements. Mining operations are also required to have appropriate reclamation plans in place, provide financial assurances, and abide by State and local environmental laws.

Classification

The California Geological Survey Mineral Resources Project provides information about California's nonfuel mineral resources. The Mineral Resources Project classifies lands throughout the state that contain regionally significant mineral resources per SMARA. Nonfuel mineral resources include metals such as gold, silver, iron, and copper; industrial metals such as boron compounds, rare-earth elements, clays, limestone, gypsum, salt and dimension stone; and construction aggregate including sand, gravel, and crushed stone. Development generally results in a demand for minerals, especially construction aggregate. Urban preemption of prime deposits and conflicts between mining and other uses throughout California led to passage of SMARA, which requires all city and county general plans to incorporate the mapped designations approved by the State Mining and Geology Board.

The classification process involves the determination of Production-Consumption (P-C) region boundaries based on identification of active aggregate operations (Production) and the market area served (Consumption). The P-C regional boundaries are modified to include only the parts

of the region that are urbanized or urbanizing and are classified for their aggregate content. An aggregate appraisal further evaluates the presence or absence of significant sand, gravel, or stone deposits that are suitable sources of aggregate. The classification of these mineral resources is a joint effort of the state and the local governments. It is based on geologic factors and requires that the State Geologist classify the mineral resources area as one of 4 mineral resource zones (MRZ).

- **MRZ-1.** Adequate information indicates that no significant mineral deposits are present or likely to be present.
- **MRZ-2.** Adequate information indicates that significant mineral deposits are present, or a likelihood of their presence, and development should be controlled.
- **MRZ-3.** The significance of mineral deposits cannot be determined from the available data.
- **MRZ-4.** There is insufficient data to assign any other MRZ designation.

As part of the classification process, an analysis of site-specific conditions is used to calculate the total volume of aggregates in individually identified resource sectors. Resource sectors are MRZ-2 areas of regional or statewide significance. Anticipated aggregate demand in the P-C regions for the next 50 years is then estimated and compared to the total volume of aggregate reserves identified in the P-C region.

Designation

Once a classification report has been completed, the State Mining and Geology Board may choose, based on recommendations from the State Geologist, to proceed with the second step in SMARA's mineral land identification process, which is designation of mineral deposits that are of regional or statewide significance. In contrast to classifications, which inventories mineral deposits without regard to land use or land ownership, the purpose of a designation is to identify deposits that are potentially available from a land-use perspective and are of prime importance in meeting future needs of the region or state.

3.12.2 Existing Conditions

POLICY PLAN AMENDMENT

Mineral Resource Zones

Areas with known mineral resources in Ontario are shown in Figure 3.12-1, *Areas of Mineral Resource Significance*. Two areas in the City are classified as MRZ-2. One is in the northwestern part of the City, and the second is along the eastern City boundary (CDOC 1984). These 2 areas total 6,132 acres, or approximately 19 percent of the City's total area (Ontario 2022). The

remaining 81 percent of the City's area is MRZ-3, where the significance of mineral deposits is unknown. Mineral resources in the City are limited to construction aggregates such as sand and gravel. There are currently no permitted mining operations in the City.

Production-Consumption Regions

The City is in 3 P-C Regions. The northwestern portion is in the Claremont Upland Region, the eastern portion is in the San Bernardino Region, and the southwestern portion is in the Orange County-Temescal Region, as shown in Figure 3.12-1. All 3 regions are in the Greater Los Angeles Sand and Gravel Resource Area (Ontario 2022).

Regionally Significant Aggregate Resource Sectors

There is one area in Ontario that is designated by the California Geological Survey as Resource Sectors containing construction aggregate of "regional significance" (Ontario 2022). This area, known as the Day Creek Fan, Mira Loma Area Resource Sector, covers approximately 975 acres, a portion of which lies within the City of Ontario. The Day Creek Fan, Mira Loma Area Resource Sector is in the San Bernardino P-C Region and is divided into three aggregate resource sectors in the City of Ontario, identified as D-2, D-3, and D-5 (refer to Figure 3.12-1).

Since the mineral land classification was conducted in 1987, much of the Day Creek Fan, Mira Loma Area Resource Sector, has been developed for industrial park and warehousing uses. Aggregate resource sectors D-3 and D-5, totaling 385 acres, have been developed entirely with nonmineral uses and only small parcels remain. Portions of aggregate resource sector D-2, which totals approximately 106 acres, have been developed with industrial and warehouse uses (Ontario 2010). Industrial uses in aggregate resource sector D-2 do not necessarily preclude mining activities, but significant structural improvements in this part of the City may inhibit development of the Day Creek Fan, Mira Loma Area Resource Sector, for mineral extraction.

As defined by Section 2726 of SMARA, an area of regional significance is

> ... an area which is known to contain a deposit of minerals, the extraction of which is judged to be of prime importance in meeting future needs for minerals in a particular region of the state within which the minerals are located and which, if prematurely developed for alternate incompatible land uses, could result in the permanent loss of minerals that are of more than local significance.

Land uses inherently incompatible with mining include residential, commercial, public facilities, and geographically limited but impact-intensive industrial. According to Section 2762 of SMARA, prior to permitting a use that would threaten the potential to extract minerals in that area, the City would be required to prepare a statement specifying its reasons for permitting the proposed use and consider the importance of these minerals to their market region as a whole and not just their importance to Ontario.

SPECIFIC PLAN

As described previously, approximately 19 percent of the City's area is classified as MRZ-2. The remaining 81 percent of the City's area, including the Specific Plan area, is classified as MRZ-3, where the significance of mineral deposits is unknown (CDOC 2024). The location of the Specific Plan area within the City's MRZs is illustrated in Figure 3.12-1.

3.12.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to mineral resources if it would:

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

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

METHODOLOGY

Specific Plan

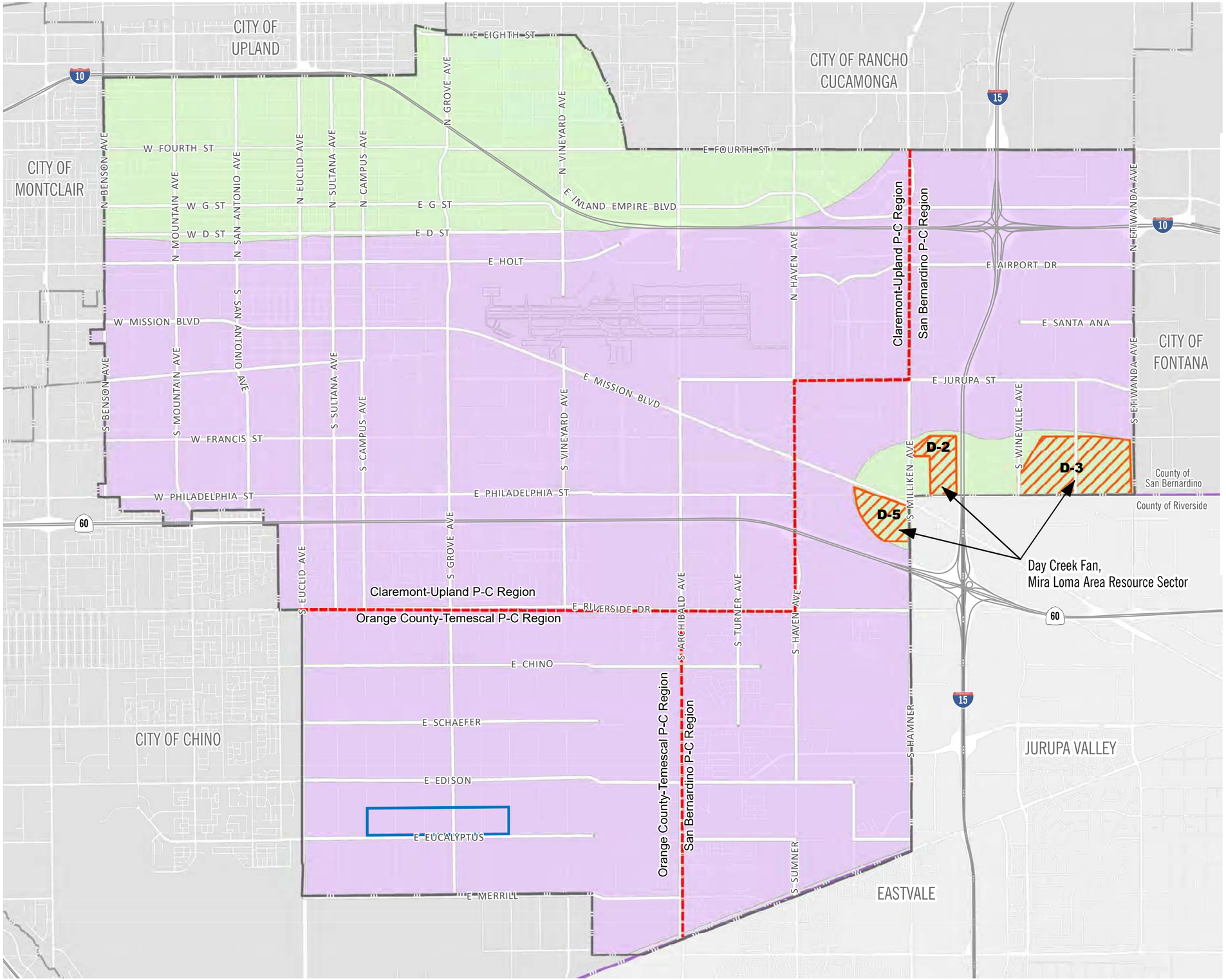
The Department of Conservation's Mineral Resources Data Portal and the EBPSP's Phase I Environmental Site Assessment were reviewed to determine whether there were any past or current mineral resources extraction activities within the Specific Plan area. This information was used to determine the potential to affect any mineral resources.

3.12.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

Figure 3.12-1

Areas of Mineral Resource Significance



EBPSP Boundary
Ontario City Boundary
County Boundary
Production-Consumption (P-C) Region Boundaries

Aggregate Resource Sectors
- D-2
- D-3
- D-5

Mineral Resource Zones
- MRZ-2
- MRZ-3

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2021, CGS 2007 and 2008

Date: 3/2/2022

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3.12.5 Environmental Impacts

2022 CERTIFIED EIR

The Certified EIR concluded that the approved project would not result in the loss of availability of a known mineral resource due to existing regulations and land uses. Upon implementation of regulatory requirements and standard conditions of approval, impacts of the approved project would be less than significant.

PROPOSED PROJECT

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

The Certified EIR identified that the approved project's land use plan would not alter existing conditions within areas designated as MRZ-2 and would not result in the loss of availability of known mineral resources in Ontario. As such, impacts were found to be less than significant.

Policy Plan Amendment

As described in Section 3.12.2, *Existing Conditions*, there are two areas in Ontario that are designated MRZ-2, where mineral resources are known or are likely. However, only one of these areas contains mineral resources that are regionally significant (Day Creek Fan, Mira Loma Area Resource Sectors D-2, D-3, and D-5). The remainder of the City is designated MRZ-3, where the significance of mineral deposits is unknown. Development in an MRZ-3 area would not result in significant impacts because mineral resources of statewide or local importance are not identified on the California Geological Survey's P-C maps. Aggregate resource sectors D-3 and D-5 have been completely developed, along with portions of sector D-2.

Prior to permitting a use that would threaten the potential to extract minerals in an MRZ-2 area, the City of Ontario is required under SMARA to prepare a statement specifying its reasons for permitting the proposed use and to consider the importance of these minerals to their market region as a whole and not just their importance to the City.

As shown in Figure 2-5, *Proposed Land Use Plan Map*, in Chapter 2, *Project Description*, the proposed project would primarily modify the planned TOP land use pattern across nearly 1,000 acres in southern Ontario and would not alter the existing land use designations for areas classified as MRZ-2 or aggregate resource sectors. Additionally, the parts of the City that are designated MRZ-2 but are outside of aggregate resource sectors are developed with urban uses and would continue to be designated for urban uses by the proposed project. Areas designated MRZ-2 outside of aggregate resource sectors are not available for extraction of mineral resources, and the proposed project would not result in changes to the existing conditions of

these areas. Therefore, the proposed project would not result in the loss of availability of a known mineral resource in Ontario. Additionally, the proposed project includes Environmental Resources (ER) Element Goal 5, which aims to protect high value habitat and ensure that mineral resource extraction activities that are compatible with adjacent land uses. Thus, the proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As shown in Figure 3.12-1, the Specific Plan area is designated as MRZ-3. Areas designated by the State of California Geologist as MRZ-3 include land that the significance of mineral deposits cannot be determined from the available data. There are no known mineral resources in Specific Plan area. Additionally, the proposed project includes Environmental Resources (ER) Element Goal 5, which aims to protect high value habitat and ensure that mineral resource extraction activities that are compatible with adjacent land uses. Therefore, the EBPSP would not result in the loss of availability of a known mineral resource. **No impacts** are anticipated. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the approved project.

Specific Plan Significance without Mitigation: No Impact.

Impact MIN-1: The proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant regional or state mineral resources impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new Mitigation Measures are required.

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

The Certified EIR identified that the approved project would not result in the loss of availability of locally important mineral resource recovery sites in Ontario, and impacts were identified as less than significant.

Policy Plan Amendment

As shown in Figure 2-5, the proposed project would primarily modify the planned TOP land use pattern across nearly 1,000 acres in southern Ontario and would not alter the existing land use designations for areas classified as MRZ-2 or aggregate resource sectors. As described previously in impact discussion a), the parts of the City that are designated MRZ-2 but are outside of aggregate resource sectors are developed with urban uses and would continue to be designated for urban uses by the proposed project. Areas designated MRZ-2 outside of aggregate resource sectors are not available for extraction of mineral resources, and the proposed project would not result in changes to the existing conditions of these areas. Additionally, the proposed project includes Goal ER-5, shown below, which aims to protect high value habitat and ensure that mineral resource extraction activities that are compatible with adjacent land uses.

- Goal ER-5: Protected high value habitat and farming and mineral resource extraction activities that are compatible with adjacent development.

Therefore, the proposed project would not result in the loss of availability of a locally important mineral resources recovery site. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As discussed above, there are no known mineral resources in the Specific Plan area, nor are there any permitted mining operations within the City. The Specific Plan area is not a mineral resource recovery site, and is currently developed with mostly dairy farms and associated residences. The EBPSP would not result in the loss of availability of locally important mineral resource recovery site. **No impacts** are anticipated. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the approved project.

Specific Plan Significance without Mitigation: No Impact.

Impact MIN-2: The proposed project would not result in the loss of availability of a locally important mineral resource area.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant locally important mineral resources impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new Mitigation Measures are required.

3.12.6 Cumulative Impact Analysis

The area considered for cumulative impacts to mineral resources is the P-C regions overlapping the City of Ontario and extending into other counties within the Greater Los Angeles Sand and Gravel Resources Area: the Claremont-Upland P-C region extends into Los Angeles County; the Orange County-Temescal Region extends into Orange County and Western Riverside County, and the San Bernardino P-C region encompasses San Bernardino and most western Riverside County. Other projects in the referenced areas could be proposed within areas designated by the California Geological Survey as Resource Sectors containing construction aggregate of "regional significance." Development of these projects within these areas of regional or statewide significance could cause loss of availability of known mineral resources valuable to the region; however, such projects would be subject to independent CEQA review, including an evaluation of potential impacts to MRZ areas and mining sites. Implementation of all feasible mitigation measures would be required to reduce any significant impacts identified.

As identified above, the proposed project would not impact mineral resources of statewide, regional, or local value. Specifically, the Specific Plan area is designated as MRZ-3 and does not contain known mineral resource deposits or any locally important mineral resource recovery sites on or within proximity to the Specific Plan area. Additionally, the proposed project includes Goal ER-5, which aims to protect high value habitat and ensure that mineral resource extraction activities that are compatible with adjacent land uses, which would help minimize cumulative impacts. Therefore, the proposed project would not cumulatively contribute to a significant cumulative impact. Impacts are **less than significant**.

Cumulative Impacts: Implementation of the proposed project would not result in cumulative mineral resource impacts.

3.12.7 References

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3.13 NOISE

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential for the TOP 2050 Policy Plan Amendment and EBPSP (proposed project) to result in noise and vibration impacts in the local environment in comparison to the current TOP (approved project) and impacts identified in the 2022 Certified EIR. Specifically, this section summarizes relevant federal, State and local noise guidelines, policies, and standards; reviews noise levels at existing receptor locations, and evaluates potential noise impacts. This evaluation uses procedures and methodologies specified by the Federal Transit Administration (FTA). The traffic noise analysis focuses on traffic noise increases due to the proposed truck route changes within the City.

The analysis for the Policy Plan Amendment is based in part on the noise modeling data included in Appendix I1 in this SEIR. The analysis for the EBPSP component is based on the noise technical study included as Appendix I2 in this SEIR.

One comment letter and one written comment were received in response to the NOP and related to noise impacts due to increased truck traffic and existing and future vibration impacts due to heavy truck traffic along Ontario Ranch Road. The relevant issues raised in those comment letters are addressed throughout this section. For a summary of the comment letters, refer to Table 1-1 in Chapter 1, *Introduction*, or see Appendix A for the entire comment letters.

Terminology

The following are definitions for terms used throughout this section.

- **Sound.** A disturbance created by a vibrating object, which, when transmitted by pressure waves through a medium such as air, is capable of being detected by a receiving mechanism, such as the human ear or a microphone.
- **Noise.** Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
- **Decibel (dB).** A unitless measure of sound on a logarithmic scale.
- **A-Weighted Decibel (dBA).** An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
- **Equivalent Continuous Noise Level (Leq)**; also called the Energy-Equivalent Noise Level. The value of an equivalent, steady sound level that, in a stated time period (often over an hour) and at a stated location, has the same A-weighted sound energy as the time-varying sound. Thus, the L_{eq} metric is a single numerical value that represents the equivalent amount of variable sound energy received by a receptor over the specified duration.

- **Statistical Sound Level (L_n).** The sound level that is exceeded "n" percent of time during a given sample period. For example, the L_{50} level is the statistical indicator of the time-varying noise signal that is exceeded 50 percent of the time (during each sampling period); that is, half of the sampling time, the changing noise levels are above this value and half of the time they are below it. This is called the "median sound level." The L10 level, likewise, is the value that is exceeded 10 percent of the time (i.e., near the maximum) and this is often known as the "intrusive sound level." The L_{90} is the sound level exceeded 90 percent of the time and is often considered the "effective background level" or "residual noise level."

- **Day-Night Sound Level (L_{dn} or DNL).** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the sound levels occurring during the period from 10:00 PM to 7:00 AM.

- **Community Noise Equivalent Level (CNEL).** The energy average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added from 7:00 PM to 10:00 PM and 10 dB from 10:00 PM to 7:00 AM. For general community/environmental noise, CNEL and Ldn values rarely differ by more than 1 dB (with the CNEL being only slightly more restrictive, that is, higher than the Ldn value). As a matter of practice, L_{dn} and CNEL values are interchangeable and are treated as equivalent in this assessment.

- **Peak Particle Velocity (PPV).** The peak signal value of an oscillating vibration velocity waveform usually expressed in inches per second (in/sec).

- **Sensitive Receptor.** Noise- and vibration-sensitive receptors include land uses where quiet environments are necessary for enjoyment and public health and safety. Residences, schools, motels and hotels, libraries, religious institutions, hospitals, and nursing homes are examples.

Noise and Vibration Fundamentals

Noise is defined as unwanted sound and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms such as "noisiness" or "loudness." Based on these known adverse effects of noise, the federal government, the State of California, and many local governments have established criteria to protect public health and safety and to prevent disruption of certain human activities.

SOUND FUNDAMENTALS

Sound is a pressure wave transmitted through the air. It is described in terms of loudness or amplitude (measured in decibels), frequency or pitch (measured in Hertz [Hz] or cycles per second), and duration (measured in seconds or minutes). The standard unit of measurement of the loudness of sound is the decibel (dB). Changes of 1 to 3 dBA are detectable under quiet, controlled conditions, and changes of less than 1 dBA are usually indiscernible. A 3 dBA change in noise levels is considered the minimum change that is detectable with human hearing in outside environments. A change of 5 dBA is readily discernable to most people in an exterior environment, and a 10 dBA change is perceived as a doubling (or halving) of the sound.

The human ear is not equally sensitive to all frequencies. Sound waves below 16 Hz are not heard at all and are "felt" more as a vibration. Similarly, while people with extremely sensitive hearing can hear sounds as high as 20,000 Hz, most people cannot hear above 15,000 Hz. In all cases, hearing acuity falls off rapidly above about 10,000 Hz and below about 200 Hz. Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale is usually used to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise is defined as unwanted sound and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the federal government, the State of California, and many local governments have established criteria to protect public health and safety and to prevent disruption of certain human activities.

NOISE FUNDAMENTALS

Noise intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies.

Unlike linear units such as inches or pounds, decibels are measured on a logarithmic scale, representing points on a sharply rising curve. On a logarithmic scale, an increase of 10 dBA is 10 times more intense than 1 dBA, while 20 dBA is 100 times more intense, and 30 dBA is 1,000 times more intense. A sound as soft as human breathing is about 10 times greater than 0 dBA. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. This

phenomenon is known as “spreading loss.” For a single point source, sound levels decrease by approximately 6 dBA for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by on-site operations from stationary equipment or activity at a project site. If noise is produced by a line source, such as highway traffic, the sound decreases by 3 dBA for each doubling of distance in a hard site environment. Line source noise in a relatively flat environment with absorptive vegetation decreases by 4.5 dBA for each doubling of distance.

Time variation in noise exposure is typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called Leq), or alternately, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. For example, the L50 noise level represents the noise level that is exceeded 50 percent of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. This level is also representative of the level that is exceeded 30 minutes in an hour. Similarly, the L2, L8, and L25 values represent the noise levels that are exceeded 2, 8, and 25 percent of the time or 1, 5, and 15 minutes per hour. These “L” values are typically used to demonstrate compliance for stationary noise sources with a city’s noise ordinance, as discussed below. Other values typically noted during a noise survey are the Lmin and Lmax. These values represent the minimum and maximum root-mean-square noise levels obtained over the measurement period.

Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, an artificial dB increment is added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL) or Day-Night Noise Level (Ldn). The CNEL descriptor requires that an artificial increment of 5 dBA be added to the actual noise level for the hours from 7:00 AM to 10:00 PM and 10 dBA for the hours from 10:00 PM to 7:00 AM The Ldn descriptor uses the same methodology except that there is no artificial increment added to the hours between 7:00 PM and 10:00 PM. Both descriptors give roughly the same 24 hour level with the CNEL being only slightly more restrictive (i.e., higher).

Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects our entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, and thereby affecting blood pressure, functions of the heart, and the nervous system. In comparison, extended periods of noise exposure above 90 dBA could result in permanent hearing damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 190 dBA will rupture the eardrum and permanently damage the inner ear.

VIBRATION FUNDAMENTALS

Vibration is an oscillatory motion through a solid medium, such as the ground or a building. Vibration is normally associated with activities stemming from operations of railroads or vibration-intensive stationary sources but can also be associated with construction equipment such as jackhammers, pile drivers, and hydraulic hammers.

Amplitude

Vibration amplitudes are usually described in terms of either the peak particle velocity (PPV) or the root mean square (RMS) velocity. PPV is the maximum instantaneous peak of the vibration signal, and RMS is the square root of the average of the squared amplitude of the signal. PPV is more appropriate for evaluating potential building damage. The units for PPV are normally inches per second (in/sec). Typically, groundborne vibration generated by human activities attenuates rapidly with distance from the source of the vibration.

The way in which vibration is transmitted through the earth is called propagation. As vibration waves propagate from a source, the energy is spread over an ever-increasing area such that the energy level striking a given point is reduced with the distance from the energy source. This geometric spreading loss is inversely proportional to the square of the distance. The amount of attenuation provided by material damping varies with soil type and condition as well as the frequency of the wave.

As with airborne sound, annoyance with vibrational energy is a subjective measure, depending on the level of activity and the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Persons accustomed to elevated ambient vibration levels, such as in an urban environment, may tolerate higher vibration levels. Table 3.13-1, *Human Reaction to Typical Vibration Levels*, shows the human response and the effects on buildings resulting from continuous vibration (in terms of various levels of PPV).

Table 3.13-1 Human Reaction to Typical Vibration Levels

Vibration Level (PPV)	Human Reaction	Effect on Buildings
0.006–0.019 in/sec	Threshold of perception, possibility of intrusion	Vibrations unlikely to cause damage of any type
0.08 in/sec	Vibrations readily perceptible	Recommended upper level of vibration to which ruins and ancient monuments should be subjected
0.10 in/sec	Level at which continuous vibration begins to annoy people	Virtually no risk of “architectural” (i.e., not structural) damage to normal buildings

Table 3.13-1 Human Reaction to Typical Vibration Levels

Vibration Level (PPV)	Human Reaction	Effect on Buildings
0.20 in/sec	Vibrations annoying to people in buildings	Threshold at which there is a risk to "architectural" damage to normal dwellings – houses with plastered walls and ceilings

Source: Caltrans 2020.

Notes: in/sec = inches per second; PPV = peak particle velocity; Caltrans = California Department of Transportation.

3.13.1 Regulatory Framework

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the federal government, the State of California, and local governments have established standards and ordinances to control noise.

FEDERAL

Federal Highway Administration

Proposed federal or federal-aided highway construction projects at a new location, or the physical alteration of an existing highway that significantly changes the horizontal or vertical alignment or increases the number of through-traffic lanes, require an assessment of noise and consideration of noise abatement per 23 CFR Part 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise." The Federal Highway Administration (FHWA) has adopted noise abatement criteria for sensitive receivers—such as picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals—when "worst-hour" noise levels approach or exceed 67 dBA Leq (Caltrans 2020).

US Environmental Protection Agency

In addition to FHWA standards, the EPA has identified the relationship between noise levels and human response. The EPA has determined that over a 24-hour period, an Leq of 70 dBA will result in some hearing loss. Interference with activity and annoyance will not occur if exterior levels are maintained at an Leq of 55 dBA and interior levels at or below 45 dBA. These levels are relevant to planning and design and useful for informational purposes, but they are not land use planning criteria because they do not consider economic cost, technical feasibility, or the needs of the community; therefore, they are not mandated.

The EPA also set 55 dBA Ldn as the basic goal for exterior residential noise intrusion; however, other federal agencies, in consideration of their own program requirements and goals, as well as the difficulty of actually achieving 55 dBA Ldn, have settled on the 65 dBA Ldn level as their

standard. At 65 dBA Ldn, activity interference is kept to a minimum, and annoyance levels are still low. It is also a level that can realistically be achieved.

US Department of Housing and Urban Development

The US Department of Housing and Urban Development (HUD) has set the goal of 65 dBA Ldn as a desirable maximum exterior standard for residential units developed under HUD funding (this level is also generally accepted within the State of California). Although HUD does not specify acceptable interior noise levels, standard construction of residential dwellings typically provides 20 dBA or more of attenuation with the windows closed. Based on this premise, the interior Ldn should not exceed 45 dBA Ldn.

Federal Transit Administration

The Federal Transit Administration (FTA) oversees safety measures related to noise and vibration. The FTA's Transit Noise and Vibration Impact Assessment manual indicates that 80 dBA equivalent sound level (Leq) is reasonable criteria for assessing construction noise levels at residential uses (FTA 2018). In the absence of local construction noise limits, the FTA recommends 80 dBA Leq criteria to assess the significance of construction noise levels at residential receivers. Recommended criteria for residential, commercial, and industrial receivers are shown in Table 3.13-2, *FTA Detailed Analysis Construction Noise Criteria*.

Table 3.13-2 FTA Detailed Analysis Construction Noise Criteria

Building/Structural Category	Daytime Leq (8-hour) dBA	Nighttime Leq (8-hour) dBA	30-Day Average Ldn (dBA)
Residential	80	70	75[1]
Commercial	85	85	80[2]
Industrial	90	90	85[2]

Source: FTA 2018.

Notes: dBA = A-weighted decibels; FTA = Federal Transit Administration; Leq = equivalent continuous sound level

1In urban areas with very high ambient noise levels (Ldn greater than 65 dB), Ldn from construction operations should not exceed existing ambient + 10 dB.

24-hour Leq, not Ldn.

The FTA also provides criteria for acceptable levels of groundborne vibration for various types of buildings. Structures amplify groundborne vibration; wood-frame buildings, such as typical residential structures, are more affected by ground vibration than heavier buildings. The level at which groundborne vibration is strong enough to cause architectural damage has not been determined conclusively, but the standards recommended by the FTA are shown in Table 3.13-3, *FTA Construction Vibration Damage Criteria*.

Table 3.13-3 FTA Construction Vibration Damage Criteria

Building/Structural Category	Peak Particle Velocity (PPV) (in/sec)	Approximate Vibration VdB
I. Reinforced-concrete, steel, or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Nonengineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

Source: FTA 2018.

Notes: VdB = vibration decibels; in/sec = inches per second; PPV = peak particle velocity; FTA = Federal Transit Administration

STATE

General Plan Guidelines

The State of California, through its General Plan Guidelines, discusses how ambient noise should influence land use and development decisions and includes a table of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable uses at different noise levels, expressed in CNEL (LCI 2017). A conditionally acceptable designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use and needed noise insulation features are incorporated in the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements. The general plan guidelines provide cities with recommended community noise and land use compatibility standards that can be adopted or modified at the local level based on conditions and types of land uses specific to that jurisdiction.

California Building Code

The California Building Code (CBC) is Title 24 of the California Code of Regulations. CBC Part 2, Volume 1, Chapter 12, Section 1206.4, Allowable Interior Noise Levels, requires that interior noise levels attributable to exterior sources not exceed 45 dBA in any habitable room. The noise metric is evaluated as either Ldn (the day-night average sound level) or CNEL (the community noise equivalent level), whichever is consistent with the noise element of the local general plan.

The State of California's noise insulation standards for non-residential uses are codified in the California Code of Regulations, Title 24, Part 11, California Green Building Standards Code (CALGreen). CALGreen noise standards are applied to new or renovation construction projects in California to control interior noise levels resulting from exterior noise sources. Proposed

projects may use either the prescriptive method (Section 5.507.4.1) or the performance method (Section 5.507.4.2) to show compliance. Under the prescriptive method, a project must demonstrate transmission loss ratings for the wall and roof-ceiling assemblies and exterior windows when located within a noise environment of 65 dBA CNEL or higher. Under the performance method, a project must demonstrate that interior noise levels do not exceed 50 dBA Leq(1hr).

Airport Noise Standards

California Code of Regulations Title 21, Subchapter 6, Airport Noise Standards, establishes 65 dBA CNEL as the acceptable level of aircraft noise for persons living in the vicinity of airports. Noise-sensitive land uses are generally incompatible in locations where the aircraft exterior noise level exceeds 65 dBA CNEL unless an aviation easement for aircraft noise has been acquired by the airport proprietor or the residence is a high-rise with an interior CNEL of 45 dBA or less in all habitable rooms and an air circulation or air conditioning system, as appropriate. Assembly Bill (AB) 2776 requires any person who intends to sell or lease residential properties in an airport influence area to disclose that fact to the person buying the property.

REGIONAL

Ontario International Airport Authority

The City of Ontario and San Bernardino County formed the Ontario International Airport (ONT) Authority in August 2012 by enacting a joint powers agreement (Ontario 2018). The Ontario International Airport Land Use Compatibility Plan (ALUCP) was adopted on April 19, 2011, by the Ontario City Council to promote compatibility with surrounding land uses and was amended in July 2018. The ALUCP provides guidance and promotes compatibility between the airport and the land that surrounds it to avoid potential compatibility conflicts (Ontario 2018). The ONT ALUCP identifies noise compatibility zones in the form of airport noise contour graphics that are intended to prevent development that is incompatible with airport operations.

Chino Airport

The City of Ontario is also within the Chino Airport Influence Area. Chino Airport (CNO) is south of the City of Ontario across Merrill Avenue and is owned and operated by San Bernardino County. The City of Chino adopted its own Airport Comprehensive Land Use Plan (ACLUP) in November 1991. The Chino Airport Master Plan (AMP) was adopted by the County of San Bernardino in 2006. The 1991 Chino ACLUP does not reflect the 2003 Chino AMP nor does it reflect the 2011 Caltrans Airport Land Use Planning Handbook. Public Utilities Code Section 21670.1(c) requires local jurisdictions that are under the “alternative process” to “rely upon” the California Airport Land Use Planning Handbook published by Caltrans Division of Aeronautics in October 2011, for preparing Compatibility Plans and to utilize the Handbook’s height, land use, noise, safety, and density criteria. Although the City of Ontario does not have

the formal responsibility under the "alternative process" to prepare a compatibility plan for Chino Airport, the City of Ontario has adopted the Chino Airport Overlay Zone that addresses Chino Airport's impacts on Ontario, consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook (Caltrans 2011). Figure 3.9-2, *Airport Safety Zones*, in Section 3.9, *Hazards and Hazardous Materials*, maps the compatibility zones and land uses surrounding Chino Airport within the City of Ontario.

LOCAL

The Ontario Plan 2050

TOP 2050 goals, policies, and programs that are relevant to noise are primarily in the Safety Element. The Safety Element aims to limit the exposure of the community to excessive noise levels by guiding decisions concerning land use and location of new roads and transportation facilities. The City's land use compatibility standards, shown in Table 3.13-4, *Ontario Noise Level Exposure and Land Use Compatibility Guidelines*, provide urban planners with a tool to gauge the compatibility of land uses relative to existing and future noise levels.

Table 3.13-4 Ontario Noise Level Exposure and Land Use Compatibility Guidelines

Land Use Categories		Community Noise Equivalent Level (CNEL)			
Category	**Uses**	**Clearly Acceptable[1]**	**Normally Acceptable[2]**	**Normally Unacceptable[3]**	**Clearly Unacceptable[4]**
Residential / Lodging	Single Family / Duplex	<60	60-65	65-70	70-85
	Multifamily	<60	60-65	65-75	75-85
	Mobile Homes	<60	60-65	—	65-85
	Hotel / Motel	<65	65-70	70-80	80-85
Public / Institutional	Schools / Hospitals	<60	60-65	65-70	70-85
	Churches / Libraries	<60	60-65	65-70	70-85
	Auditoriums / Concert Halls	<55	55-60	60-70	70-85
Commercial	Offices	<65	65-75	75-80	80-85
	Retail	<70	70-75	75-80	80-85
Industrial	Manufacturing	<70	70-75	75-85	—
	Warehousing	<70	70-80	80-85	—

Table 3.13-4 Ontario Noise Level Exposure and Land Use Compatibility Guidelines

Land Use Categories		Community Noise Equivalent Level (CNEL)			
Category	**Uses**	**Clearly Acceptable[1]**	**Normally Acceptable[2]**	**Normally Unacceptable[3]**	**Clearly Unacceptable[4]**
Recreational / Open Space	Parks / Playgrounds	<65	65-70	70-75	75-85
	Golf Course / Riding Stables	<65	65-70	70-75	75-85
	Outdoor Spectator Sports	<60	60-65	65-70	—
	Outdoor Music Shells / Amphitheaters	—	<60	60-65	65-85
	Livestock / Wildlife Preserves	<70	—	70-75	75-85
	Crop Agriculture	<55-85	—	—	—

Source: Ontario 2022a.

1. No special noise insulation required, assuming buildings of normal conventional construction.

2. Acoustical reports will be required for major new residential construction. Conventional construction with closed windows and fresh air supply systems of air conditions will normally suffice.

3. New construction should be discouraged. Noise/aviation easements required for all new construction. If new construction does proceed, a detailed analysis of noise reduction requirements must be made, and necessary noise insulation features included.

4. No new construction should be permitted.

City of Ontario Municipal Code

The City of Ontario enforces noise limits through its Municipal Code Chapter 29, Noise, Section 5.29. The Ontario Municipal Code provides exterior noise standards that limit noise exposure to sensitive receptors, as summarized in Table 3.13-5, *Ontario Exterior Noise Standards*.

Table 3.13-5 Ontario Exterior Noise Standards

Noise Zone	Land Use	Allowed Equivalent Noise Level, Leq	
		7:00 AM to 10:00 PM	10:00 PM to 7:00 AM
I	Single-Family Residential	65 dBA	45 dBA
II	Multi-Family Residential, Mobile Home Parks	65 dBA	50 dBA
III	Commercial Property	65 dBA	60 dBA
IV	Residential Portion of Mixed Use	70 dBA	70 dBA
V	Manufacturing and Industrial, Other Uses	70 dBA	70 dBA

Source: Ontario Municipal Code Section 5.29.

Notes: dBA = A-weighted decibels

The following supplemental standards shall apply to this table:

The noise limits summarized in Table 3.13-5 shall not exceed 1) the noise standard for the applicable zone for any 15-minute period (L25) and 2) a maximum instantaneous noise level equal to the value of the noise standard plus 20 dBA for any period of time (Lmax).

- In the event the ambient noise level exceeds the noise standard, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.
- The Noise Zone IV (residential portion of mixed use) standard shall apply to that portion of residential property falling within 100 feet of a commercial property or use, if the noise originates from that commercial property or use.
- If the measurement location is on a boundary between two different noise zones, the lower noise level standard applicable to the noise zone shall apply.
- Per Section, 5-29.11, the noise standards assigned to Noise Zone I (single-family residential) also apply to the outdoor use area of any school, day care center, hospital or similar health care institution, library, or museum while it is in use.

Exemptions

Section 5-29.06, Exemptions, of the Noise Chapter exempts:

- Any activity conducted on public property, or on private property with the consent of the owner, by any public entity or its officers, employees, representatives, agents, subcontractors, permittees, licensees or lessees that the public entity has authorized are exempt from the provisions of this chapter. This includes, without limitation, sporting and recreational activities that are sponsored, co-sponsored, permitted or allowed by the City or any school district within the City's jurisdictional boundaries. This also includes, without limitation, occasional outdoor gatherings, public dances, shows or sporting and entertainment events, provided such events are conducted pursuant to an approval,

authorization, contract, lease, permit or sublease by the appropriate public entity, specifically the planning commission or City Council.

- Occasional outdoor gatherings, public dances, show, sporting, and entertainment events, provided said events are conducted pursuant to a permit or license issued by the appropriate jurisdiction relative to the staging of said events.
- Noise sources associated with construction, repair, remodeling, demolition, or grading of public rights-of-way or during authorized seismic surveys.
- All mechanical devices, apparatus, or equipment associated with agriculture operations provided that:
- Operations do not take place between 8:00 PM and 7:00 AM.
- Such operations and equipment are utilized for the protection or salvage of agricultural crops during periods of potential or actual frost damage or other adverse weather conditions.
- Such operations and equipment are associated with agricultural pest control through pesticide application, provided the application is made in accordance with permits issued by or regulations enforced by the California Department of Agriculture.

Construction Noise

As stated above, noise sources associated with construction, repair, remodeling, demolition or grading of a public right-of-way is exempt from the provisions of the Municipal Code. Section 5-29.09 addresses construction noise and states that no person, while engaged in construction, remodeling, digging, grading, demolition or any other related building activity, shall operate any tool, equipment, or machine in a manner that produces loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a police or code enforcement officer, on any weekday except between the hours of 7:00 AM and 6:00 PM or on Saturday or Sunday between the hours of 9:00 AM and 6:00 PM

3.13.2 Existing Conditions

POLICY PLAN AMENDMENT

Sensitive Receptors

Certain land uses, such as residences, schools, and hospitals, are particularly sensitive to noise and vibration. Sensitive noise receptors include residences, senior housing, schools, places of worship, and recreational areas. These uses are regarded as sensitive because they are where

citizens most frequently engage in activities which are likely to be disturbed by noise, such as reading, studying, sleeping, resting, working from home, or otherwise engaging in quiet or passive recreation. Commercial and industrial uses are not particularly sensitive to noise. Non-residential structures are still analyzed for potential vibration impacts, such as architectural damage to a structure due to construction or demolition activities in close proximity.

Traffic Noise

On-road vehicles are the most prominent source of noise in the proposed project area. Traffic noise levels were estimated using a version of the FHWA traffic noise prediction model (FHWA-RD-77-108). Segment volume data, vehicle mix, and day, evening, and night percentage splits were provided by Fehr & Peers. Figure 3.13-1, *Existing Traffic Noise Contours*, provides a graphical representation. Appendix I1 contains the inputs and outputs used in existing traffic noise modeling.

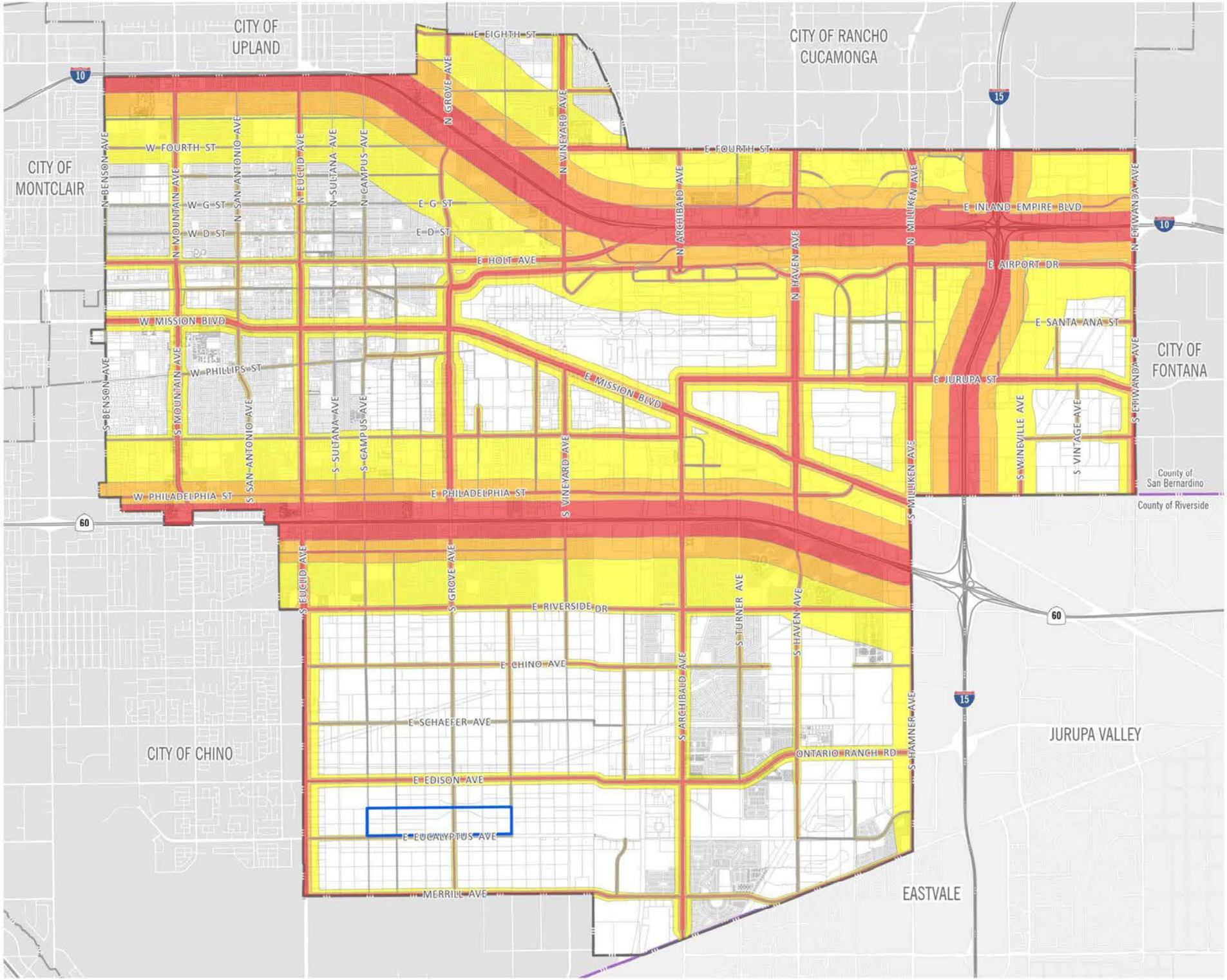
Aircraft Noise

Figure 3.13-2, *Airport Noise Contours*, shows the ALUCP noise contours based on the latest data provided by the City of Ontario and Chino Airport Master Plan for ONT and CNO, respectively. The noise contours are elongated in an east-west orientation aligned with the tarmacs. Currently sensitive uses, such as residential, are within the 65 dBA CNEL noise contour. The 65 dBA airport noise contour for CNO does not extend into the City.

Rail Noise

Railroad operations are also a substantial source of noise in some parts of the City. Day-night average noise levels vary by the number of trains per day along a given rail line, the timing and duration of train pass-by events, and whether or not trains must sound their warning whistles near “at-grade” crossings. Train warning whistles typically generate maximum noise levels of 105 to 110 dBA at 100 feet. Existing railroad noise levels were estimated using the Federal Transit Administration (FTA) CREATE rail noise model and the Federal Rail Administration (FRA) Grade Crossing Horn Model. Current freight and passenger train traffic on the rail lines in Ontario were estimated based on the number of locomotives and rail cars published by the Metrolink website, Union Pacific (UP) Los Angeles and Alhambra Subdivision videos, and FRA crossing and accident data. (FRA 2026; Amtrak 2026, Metrolink 2026).

Figure 3.13-1
Existing Traffic Noise Contours



Existing Noise Contours
- 60-65 dBA CNEL
- 65-70 dBA CNEL
- 70+ dBA CNEL
- Ontario City Boundary
- County Boundary
- EBPSP Boundary

2·0·5·0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: Fehr & Peers 2025; PlaceWorks 2025 Date: 2/19/2026

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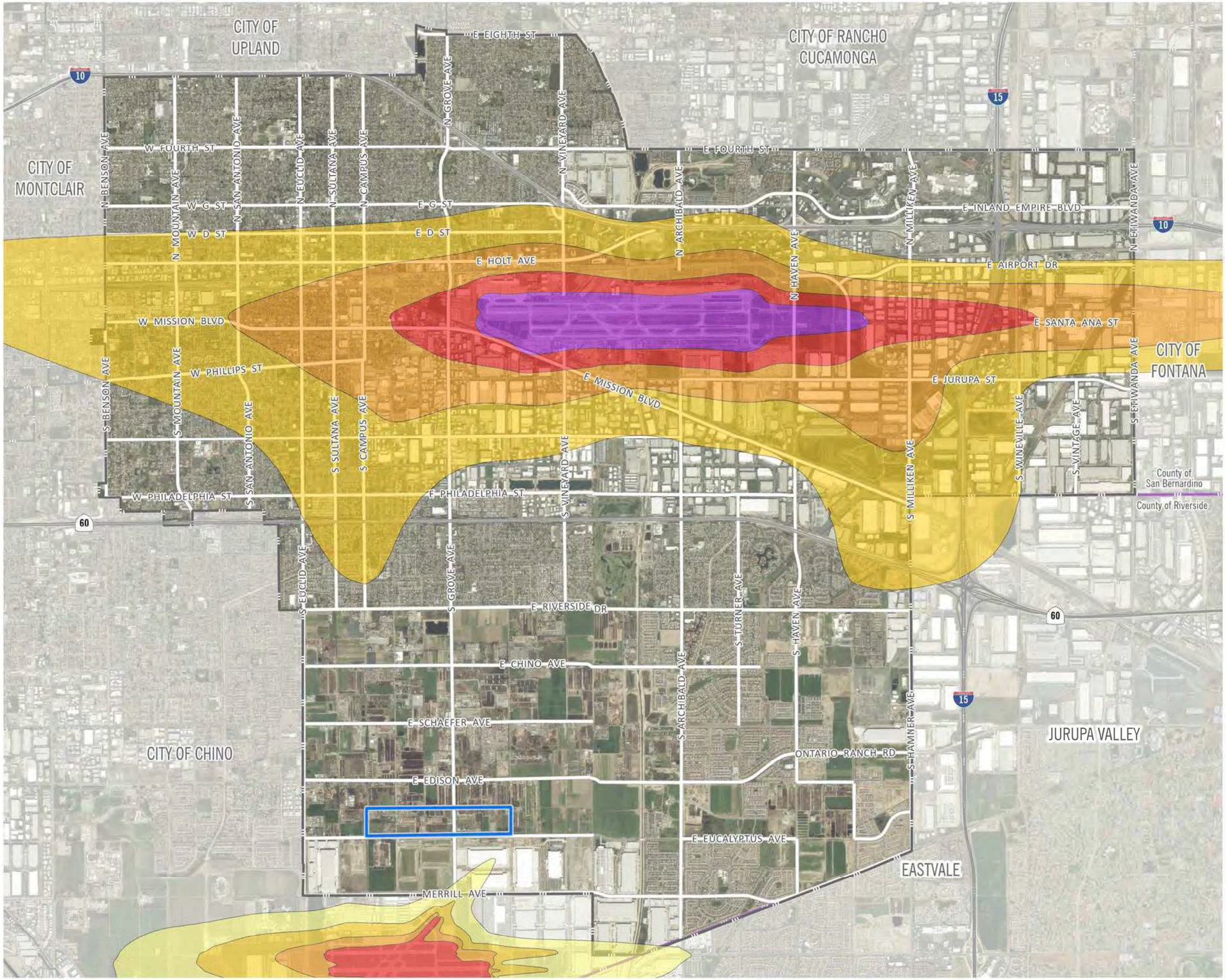
Figure 3.13-2
Airport Noise Contours



EBPSP Boundary
Ontario City Boundary
County Boundary

Ontario Airport Noise Contours
- 60-65 dBA CNEL
- 65-70 dBA CNEL
- 70-75 dBA CNEL
- 75+ dBA CNEL

Chino Airport Noise Contours 2028
- 55-60 dBA CNEL
- 60-65 dBA CNEL
- 65-70 dBA CNEL
- 70+ dBA CNEL

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2020, 2022; Riverside County ALUCP 2020

Date: 2/19/2026

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Table 3.13-6, *Existing Railroad Noise Levels*, contains the calculated distances to the 65 dBA CNEL contours from existing railroad noise, both from the main lines and within a quarter mile of grade crossings where horn warnings are required.

Table 3.13-6 Existing Railroad Noise Levels

Operator	Subdivision	Distance (feet) to 65 dBA CNEL Contour (Main Line)	Distance (feet) to 65 dBA CNEL Contour (Within ¼ Mile of Grade Crossing)
UP	Los Angeles	200	368
UP	Alhambra	490	509
UP	Spurs	8	71
SCRRA	San Gabriel	45	139
UP	Los Angeles	200	368

Source: Calculated using the FTA CREATE Model and FRA Grade Crossing Horn Model. See Appendix I1.
Notes: UP = Union Pacific; SCRAA = Southern California Regional Rail Authority

Stationary Noise

Stationary sources of noise occur on all types of land uses. Residential uses generate noise from landscaping, maintenance activities, and air conditioning systems. Commercial uses generate noise from heating, ventilation, and air conditioning (HVAC) systems; loading docks; and other sources. Industrial uses may generate noise from HVAC systems, loading docks, and machinery. Noise generated by residential or commercial uses is generally short and intermittent. Industrial uses may generate noise on a more continual basis. Nightclubs, outdoor dining areas, gas stations, car washes, fire stations, drive-throughs, swimming pool pumps, school playgrounds, athletic and music events, and public parks are other common noise sources.

Vibration

Commercial and industrial operations in the plan area can generate varying degrees of ground vibration, depending on the operational procedures and equipment. Such equipment-generated vibrations spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the vibration source depends on soil type, ground strata, and receptor-building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. In addition, substantial vibration levels can be generated at close distances to existing railroad lines and heavily travelled roadways at high rates of speed consisting of heavy truck traffic in the plan project area.

SPECIFIC PLAN

Noise Monitoring

To assess the existing noise level environment, 24-hour noise level measurements were taken at 7 locations in the vicinity of the Specific Plan area (see Appendix I2, Exhibit 5-1). The receiver locations were selected to describe and document the existing noise environment. The long-term noise level measurements were positioned as close to the nearest sensitive receiver locations as possible. Table 3.13-7, *EBPSP Ambient Noise Levels*, provides the ambient noise level measurements in the Specific Plan area.

Table 3.13-7 EBPSP Ambient Noise Levels

Location	Description	Energy Average Noise Level (dBA L_{eq})		CNEL
		Daytime	Nighttime	
L1	Located near the residence at 14353 Bon View Ave.	69.8	62.9	71.5
L2	Located near the residence at 14333 Bon View Ave.	64.9	57.6	66.4
L3	Located north of the site near the residence at 14117 S. Grove Ave.	69.4	60.8	70.6
L4	Located north of the site near the residence at 8377 Edison Ave.	69.9	60.0	70.5
L5	Located north of the site near the residence at 14350 Walker Ave.	59.8	51.4	61.2
L6	Located south of the site near the residence at 7566 Eucalyptus Ave.	62.3	52.5	62.8
L7	Located west of the site near the residence at 7511 Eucalyptus Ave.	49.9	47.7	54.9

Sources: Appendix I2

3.13.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to noise if it would:

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

b) Generate excessive groundborne vibration or groundborne noise levels.

c) For a project within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, if the project would expose people residing or working in the project area to excessive noise levels.

THRESHOLD GUIDANCE

Construction Noise Thresholds

The City of Ontario does not have an established construction noise threshold; therefore, the FTA's criteria for temporary construction noise is used. The FTA recommends a noise limit of 80 dBA Leq at property lines of receiving noise-sensitive receptors. A significant impact would occur if daytime construction noise would exceed 80 dBA Leq at noise-sensitive receptors (e.g., residential).

Since there are no measurable construction noise level limits set by the City of Ontario, thresholds from adjacent municipalities were reviewed. The City of Los Angeles recently proposed an update to its guidance, in accordance with CEQA, for assessing impacts from construction noise and vibration to account for reasonable expectations regarding construction noise and vibration during daytime and nighttime hours, and also include absolute maximum noise levels to protect human health (see Appendix I).

Daytime Construction. Construction activities between 7 AM and 7 PM Monday through Friday and between 8 AM and 6 PM on Saturdays would be limited to a maximum noise level of 80 dBA Leq, 8-hour at sensitive uses (at the property line with outdoor uses or at the exterior of the building), including outdoor public recreational areas. This threshold is based on the recommended criteria in the FTA Manual.

Nighttime Construction. For construction activities between 7 PM and 7 AM Monday through Friday, between 6 PM and 8 AM on Saturdays, and anytime on Sundays or national holidays, noise levels at sensitive uses would not exceed 5 dBA above the ambient noise level at the receptor. Mat pour activities (and other types of concrete pour, which require an extended continuous pour beyond the allowable construction hours) that are required to occur during nighttime hours for less than 5 days are exempt from this provision.

Nighttime-Absolute Noise

- Maximum 55 dBA Leq (Equivalent Continuous Sound Pressure Level) for sensitive uses within older buildings that would have operable windows that may be open;
- Maximum 65 dBA Leq for sensitive uses with windows closed that are not operable and are single-glazed;
- Maximum 70 dBA Leq for sensitive uses that have newer construction (i.e., the structures have been designed to ensure that an interior 45 dBA is obtained with double- paned windows). Certain mat pour activities are exempt from this provision.

Transportation and Operational Noise Thresholds

A project will normally have a significant effect on the environment related to traffic noise if it would substantially increase the ambient noise levels for adjoining areas. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions, and changes of 1 to 3 dBA under quiet, controlled conditions. Changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is readily discernible to most people in an outdoor environment. Based on this, the following thresholds of significance, similar to those recommended by the Federal Aviation Administration (FAA), are used to assess traffic noise impacts at sensitive receptor locations. A significant impact would occur if the traffic noise increase at sensitive receptors would exceed:

- 1.5 dBA for ambient noise environments of 65 dBA CNEL and higher.
- 3 dBA for ambient noise environments of 60 to 64 CNEL.
- 5 dBA for ambient noise environments of less than 60 dBA CNEL.

For the EBPSP, a significant impact would occur if the traffic noise increase at non-sensitive receptors would exceed:

- 3 dBA for ambient noise environments of 75 dBA CNEL and higher.

Stationary Noise Thresholds

As discussed in Section 3.13.1.2, Regulatory Background, the City's exterior noise standards are established in the Municipal Code, Chapter 29, Noise, Section 5.29 (Table 3.13-5). For the purposes of this analysis, these exterior noise standards are used to determine potentially significant stationary noise impacts.

Vibration Thresholds

The City of Ontario does not provide a quantified vibration perception (human annoyance) standard, nor does it establish a specific vibration damage standard. Structural damage is based on the PPV of the vibrations, and the criteria for assessing damage are based on building

material. Vibration annoyance is evaluated based on vibration velocity levels (Lv) measured in units of VdB. The FTA criterion for acceptable vibration damage levels for various types of buildings are shown in Table 3.13-8, *Groundborne Vibration Damage Criteria*.

Table 3.13-8 Groundborne Vibration Damage Criteria

Building/Structural Category	Peak Particle Velocity (PPV) (in/sec)
I. Reinforced-concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Nonengineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

Source: FTA 2018.

Notes: in/sec = inches per second; PPV = peak particle velocity; FTA = Federal Transit Administration

According to FTA's *Transit Noise and Vibration Impact Assessment Manual*, a vibration velocity (VdB) of 75 to 80 VdB will annoy individuals. Table 3.13-9, *Human Response to Different Levels of Groundborne Vibration and Noise*, presents the human response to different levels of ground-borne vibration and noise.

Table 3.13-9 Human Response to Different Levels of Groundborne Vibration and Noise

Vibration Velocity Level	Nosie Level		Human Response
	Low Frequency	Mid Frequency	
65 VdB	25 dBA	40 dBA	Approximate threshold of perception for many humans. Low-frequency sound: usually inaudible. Mid-frequency sound: excessive for quiet sleeping areas.
75 VdB	35 dBA	50 dBA	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find transit vibration at this level annoying. Low-frequency noise: tolerable for sleeping areas. Mid-frequency noise: excessive in most quiet occupied areas.
85 VdB	45 dBA	60 dBA	Vibration tolerable only if there are an infrequent number of events per day. Low-frequency noise: excessive for sleeping areas. Midfrequency noise: excessive even for infrequent events for some activities.

Source: FTA 2018, Table 5-5.

Low Frequency= Approximate noise level when vibration spectrum peak is near 30 hertz (Hz).

Mid Frequency= Approximate noise level when vibration spectrum peak is near 60 Hz.

The nearest buildings adjacent to the Specific Plan area can best be described as non-engineered timber and masonry buildings with a maximum acceptable continuous vibration threshold of 0.2 PPV (in/sec). For purposes of this analysis, the threshold of 75 VdB will be applied to human vibration annoyance.

METHODOLOGY

Policy Plan Amendment

The SEIR noise evaluation was prepared in accordance with the requirements of CEQA to fully disclose new impacts or changes in impacts that would occur because of the proposed project. The net change in traffic noise levels is determined by comparing the approved project average daily traffic (ADT) baseline to the proposed project's ADT volumes using a version of the Federal Highway Traffic Noise Prediction Model (FHWA-RD-77-108). Railroad noise levels were estimated using the FTA CREATE rail noise model and the FRA Grade Crossing Horn Model.

Specific Plan

Ambient Noise

Ambient noise levels were measured during typical weekday conditions over a 24-hour period. The long-term noise readings were recorded using Piccolo Type 2 integrating sound level meter and dataloggers. The Piccolo sound level meters were calibrated using a Larson-Davis calibrator, Model CAL 150. All noise meters were programmed in "slow" mode to record noise levels in "A" weighted form. The sound level meters and microphones were equipped with a windscreen during all measurements. All noise level measurement equipment satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013.

Construction Noise

To describe construction noise activities, the analysis was prepared using reference construction equipment noise levels from the Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM), which includes a national database of construction equipment reference noise emission levels. The RCNM equipment database provides a comprehensive list of the noise generating characteristics for specific types of construction equipment. In addition, the database provides an acoustic usage factor to estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation. Reference noise levels used in the analysis are shown in Table 3.13-10, *Construction Reference Noise Levels*.

Table 3.13-10 Construction Reference Noise Levels

Construction Stage	Reference Construction Equipment	Reference Noise Level @ 50 Feet (dBA L_{eq})	Composite Reference Noise Level (dBA L_{eq})	Reference Power Level (dBA L_w)
Demolition	Concrete Saw	83	86.8	118.4
	Grapple (on backhoe)	83		
	Gradall (Forklift)	79		
Site Preparation	Tractor	80	84.0	115.6
	Backhoe	74		
	Grader	81		
Grading	Scraper	80	83.3	114.9
	Excavator	77		
	Dozer	78		
Building Construction	Crane	73	81.1	112.8
	Tractor	80		
	Welder/Torch	70		
Paving	Paver	74	77.8	109.5
	Dump Truck	72		
	Roller	73		
Architectural Coating	Man Lift	68	79.8	111.4
	Compressor (air)	74		
	Generator	78		

Source: Appendix I2

Nighttime Pours

To estimate the noise levels due to nighttime concrete pour activities, sample reference noise level measurements were taken during a nighttime concrete pour at an unrelated construction site. Short-term nighttime concrete pour reference noise level measurements were taken during the noise-sensitive nighttime hours between 1:00 AM to 2:00 AM at 27334 San Bernardino Avenue in the City of Redlands. The reference noise levels describe the expected concrete pour noise sources that may include concrete mixer truck movements and pouring activities, concrete paving equipment, rear mounted concrete mixer truck backup alarms, engine idling, air brakes, generators, and workers communicating/whistling. To describe the nighttime concrete pour noise levels associated with the construction of the EBPSP, the analysis relies on reference sound pressure level of 67.7 dBA L_{eq} at 50 feet represented by a sound power level (L_w) of 100.3 dBA L_w.

Operational Noise

To estimate operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with operations of the EBPSP. The reference noise level measurements shown in Table 3.13-11, *Operational Reference Noise Levels*, were used to estimate the EBPSP operational noise impacts. It is important to note that the following projected noise levels assume the worst-case noise environment with all noise source activity all operating at the same time. These sources of noise activity will likely vary throughout the day.

Table 3.13-11 Operational Reference Noise Levels

Reference Noise Source	Noise Source Height (Feet)	Min./ Hour		Reference Noise Level (dBA L_{eq}) @ 50 Feet	Sound Power Level (dBA)
		Day	Night		
Loading Dock Activity	8'	60	60	65.7	111.5
Tractor Trailer Storage Activity	8'	60	60	62.8	103.4
Truck Movements	8'	60	60	59.8	93.2
Trash Enclosure Activity	5'	60	30	57.3	89.0
Roof-Top Air Conditioning Units	5' (above roofline)	39	28	57.2	88.9
Drive-Through Speakerphone	3'	60	30	54.8	84.0
Parking Lot Vehicle Movements	5'	60	30	52.6	81.1
Park Activities	5’	60	0	49.4	78.0

Source: Appendix I2

Traffic Noise

The expected roadway noise level increases from vehicular traffic were calculated using a computer program that replicates the FHWA Traffic Noise Prediction Model- FHWA-RD-77-108. This methodology is commonly used to describe the off-site traffic noise levels throughout southern California. The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL) by vehicle type. REMEL represents the maximum sound level (Lmax) of individual vehicle “pass by” events by vehicle type when measured at a “reference distance” of 50 feet from the center of the travel lane.

In California, the national REMELs are substituted with the California Vehicle Noise (Calveno) Emission Levels. Adjustments are then made to the REMEL to account for: the roadway classification (e.g., collector, secondary, major or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium

trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period. Research conducted by Caltrans has shown that the use of soft site conditions is appropriate for the application of the FHWA traffic noise prediction model used in this analysis.

Vibration

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. As provided by FTA, ground vibration levels associated with various types of construction equipment are summarized in Table 3.13-12. Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the potential for building damage using the following vibration assessment methods defined by the FTA. To describe the vibration impacts the FTA provides the following equation:
$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$.

Table 3.13-12 Vibration Source Levels for Construction Equipment

Equipment	PPV (in/sec) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089
Vibratory Roller	0.210

Source: Appendix I2

Receiver Locations

To describe the potential off-site noise levels, eight receiver locations in the vicinity of the Specific Plan area were identified. Other sensitive land uses in the study area that are located at greater distances than those identified would experience lower noise levels due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the Specific Plan boundary to each receiver location. Receiver locations are described below and illustrated in Figure 3.13-3, *EBPSP Noise Receiver Locations*.

- **Location R1** represents the existing residence at 7697 Edison Avenue, approximately 668 feet north of the site. Since there are no private outdoor living areas (backyard) facing the

site, receiver R1 is placed at the building's façade. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.

- **Location R2** represents the existing residence at 14213 Bon View Avenue, approximately 89 feet north of the site. Since there are no private outdoor living areas (backyard) facing the site, receiver R2 is placed at the building's façade. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.

- **Location R3** represents the existing residence at 14117 Grove Avenue, approximately 900 feet north of the site. Since there are no private outdoor living areas (backyard) facing the site, receiver R3 is placed at the building's façade. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.

- **Location R4** represents the existing residence at 8377 Edison Avenue, approximately 639 feet north of the site. Receiver R4 is placed in the private outdoor living area (backyard) facing the site. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.

- **Location R5** represents the existing residence at 14350 Walker Avenue, approximately 109 feet east of the site. Since there are no private outdoor living areas (backyard) facing the site, receiver R5 is placed at the building's façade. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment.

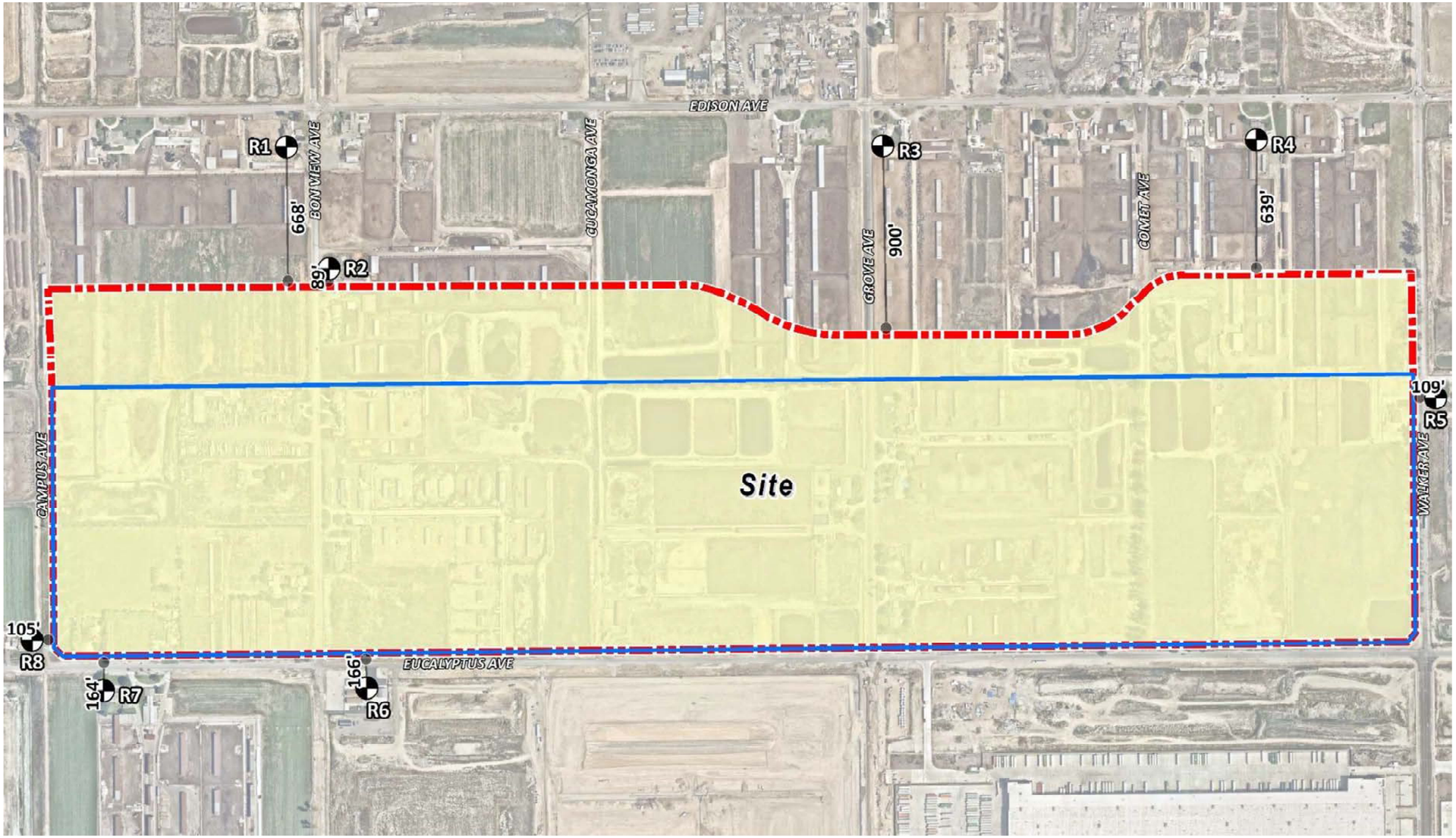
- **Location R6** represents the Ontario Fire Station 11 located at 7721 Eucalyptus Avenue, approximately 166 feet south of the site. R6 is placed at the nearest building façade facing the site. Since there are no private outdoor living areas (backyard) facing the site, receiver R6 is placed at the building's façade. A 24-hour noise measurement was taken near this location, L6, to describe the existing ambient noise environment.

- **Location R7** represents the existing residence at 7566 Eucalyptus Avenue, approximately 164 feet south of the site. Since there are no private outdoor living areas (backyard) facing the site, receiver R7 is placed at the building's façade. A 24-hour noise measurement was taken near this location, L6, to describe the existing ambient noise environment.

- **Location R8** represents the existing residence at 7511 Eucalyptus Avenue, approximately 105 feet west of the site. Since there are no private outdoor living areas (backyard) facing the site, receiver R8 is placed at the building's façade. A 24-hour noise measurement was taken near this location, L7, to describe the existing ambient noise environment.

Figure 3.13-3

EBPSP Noise Receiver Locations



Site Boundary

EBPSP Boundary

Receiver Locations

Distance from Receiver to Project Site Boundary (in feet)

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 300 600 FT

Source: Urban Crossroads 2025

Date: 01/15/2026

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3.13.4 Relevant New and Modified General Plan Policies

The proposed project includes modifications to the following TOP 2050 policy related to noise.

- **M-4.1 Truck Routes**. We designate and maintain a network of City truck routes that provide for the safe and efficient transport of goods while minimizing negative impacts on local circulation and noise- and- vibration- sensitive land uses, as shown on Exhibit M-04, Truck Routes. We will minimize conflicts on truck routes through the design and implementation of buffers between travel lanes and pedestrian and bicycle facilities on designated truck routes.

3.13.5 Environmental Impacts

2022 Certified EIR

The 2022 Certified EIR concluded that implementation of the approved project would not result in long-term operation-related stationary noise impacts and that stationary noise sources as a result of the approved project exceed City noise standards.

The 2022 Certified EIR identified that sensitive land uses within the 65 dBA CNEL (community noise equivalent-level) noise contour of the ONT airport would be exposed to substantial levels of airport-related noise. Mitigation Measure NOI-3-PPA (former MM 12-1) would reduce airport noise impacts to the extent feasible; however, this impact was identified as a significant unavoidable impact of the approved project.

The 2022 Certified EIR identified that construction activities associated with the approved project would expose sensitive uses to strong levels of groundborne vibration and construction noise. In addition, construction activities would substantially elevate noise levels in the vicinity of existing and future sensitive receptors. Mitigation Measures NOI-3-PPA (former MM 12-2) and NOI-1-PPA (former MM 12-4) would reduce construction-related noise and vibration impacts to the extent feasible; however, construction noise and vibration were identified as significant unavoidable impacts of the approved project.

Proposed Project

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

CONSTRUCTION NOISE

The 2022 Certified EIR identified that TOP buildout could result in individual construction developments near noise sensitive receptors and expose receptors to prolong periods of construction activity. Mitigation Measure NOI-1-PPA (former MM 12-4) was identified to reduce construction noise to the extent feasible; however, construction noise impacts of the approved project were identified as significant and unavoidable.

Policy Plan Amendment

Under the proposed project, the primary source of temporary noise within the City would be construction activities associated with new development projects. The proposed project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the City that would require substantial landform modification. Construction activities would involve both off-road demolition/construction equipment (e.g., excavators, dozers, cranes, etc.), general demolition/construction equipment (e.g., compressors, jack hammers, saws), and transport of workers and equipment to and from construction sites. The dominant equipment noise source is typically the engine, although work-piece noise (such as dropping of materials) can also be noticeable. Table 3.13-13, *Construction Equipment Noise Emission Levels*, lists typical construction equipment noise levels recommended for noise impact assessments, based on a distance of 50 feet from the equipment. It is noted that future development under the proposed project could potentially require installation of pile foundations that utilize impact pile drivers or similar equipment that generates high noise levels.

Table 3.13-13 Construction Equipment Noise Emission Levels

Construction Equipment	Typical Noise Levels at 50 feet, dBA	Construction Equipment	Typical Noise Levels at 50 feet, dBA
Air Compressor	80	Pile-Driver (Impact)	101
Backhoe	80	Pile-Driver (Sonic)	95
Ballast Equalizer	82	Pneumatic Tool	85
Ballast Tamper	83	Pump	77
Compactor	82	Rail Saw	90
Concrete Mixer	85	Rock Drill	95
Concrete Pump	82	Roller	85
Concrete Vibrator	76	Saw	76
Crane, Derrick	88	Scarifier	83
Crane, Mobile	83	Scraper	85
Dozer	85	Shovel	82
Generator	82	Spike Driver	77
Grader	85	Tie Cutter	84
Impact Wrench	85	Tie Handler	80
Jack Hammer	88	Tie Inserter	85
Loader	80	Truck	84
Paver	85		

Source: FTA 2018.
dBA = A-weighted decibels.

Table 3.13-14, *Typical Construction Noise Levels at Receptors,* shows construction noise levels for individual construction activities for proposed project phases at varying distances. Program level data for individual developments for TOP 2050 (such as construction equipment, duration, and phasing) is based on equipment list shown in this table and could generate noise levels in excess of 84 dBA Leq at 50 feet. Because multiple phases are proposed, project construction activities could generate noise disturbances for prolonged periods of time at noise-sensitive receptors throughout all phases of the proposed project.

Table 3.13-14 Typical Construction Noise Levels at Receptors

Construction Activity Phase	Noise Levels in dBA Leq				
	RCNM Reference Noise Level	Receptor at 100 feet	Receptor at 200 feet	Receptor at 300 feet	Receptor at 400 feet
Demolition	81	75	69	66	63
Site Prep	82	76	70	66	64
Grading	84	78	72	68	66
Building Construction	76	70	64	60	58
Paving	84	77	71	68	65
Architectural Coating	79	73	67	63	61
Exceeds FTA 80 Leq Standard?		**No**	**No**	**No**	**No**

Source: Appendix I1 (FHWA's CRAM software)

Notes. Distance measurements were taken using Google Earth (2025) from the area of anticipated construction to the property line of the nearest receptors.

dBA Leq = Energy Average Sound Levels

Safety Element Policy S4-1, Noise Mitigation, would help minimize the construction noise impacts through enforcement of the City's Noise Ordinance. This includes Municipal Code Chapter 29, Section 5-29.09, which limits construction, remodeling, digging, grading, demolition, or any other related building activity to between the hours of 7:00 AM and 6:00 PM, Monday through Friday, and 9:00 AM to 6:00 PM on weekends. The proposed project would not result in new or a substantial increase in the magnitude of impacts compared to the approved project. Nevertheless, construction-related noise impacts from the proposed project would be **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

Construction Equipment Noise Level Summary

Each construction stage has a specific equipment mix, depending on the work to be completed during that stage. As a result of the equipment mix, each stage has its own noise characteristics; some stages have higher continuous noise levels than others, and some have higher impact noise levels than others. Figure 3.13-4, *EBPSP Construction Noise Source Locations*, illustrates the boundaries of construction activities. Construction activities are expected to occur in the following stages:

- Demolition
- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

As previously mentioned, the construction noise analysis relies on reference construction equipment noise levels from the FHWA's RCNM, which includes a national database of construction equipment reference noise emission levels. Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the EBPSP construction noise level impacts at the nearest sensitive receiver locations were completed. To account for the dynamic nature of construction activities, the CadnaA construction noise analysis evaluates the noise source activities as multiple moving point sources, or construction crews, within the limits of construction. Construction impacts are based on the loudest activity and the highest noise level calculated at each receiver location, as shown in Table 3.13-15, *Construction Equipment Noise Level Summary*. As shown in this table, the construction noise levels are expected to range from 60.3 to 66.1 dBA L_{eq} at the nearby receiver locations.

Table 3.13-15 EBPSP Construction Equipment Noise Level Summary

Receiver Location	Construction Noise Levels (dBA L_{eq})						
	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels
R1	61.0	58.2	57.5	55.3	52.0	54.0	61.0
R2	66.1	63.3	62.6	60.4	57.1	59.1	66.1
R3	60.8	58.0	57.3	55.1	51.8	53.8	60.8
R4	60.3	57.5	56.8	54.6	51.3	53.3	60.3
R5	65.0	62.2	61.5	59.3	56.0	58.0	65.0
R6	64.9	62.1	61.4	59.2	55.9	57.9	64.9
R7	63.6	60.8	60.1	57.9	54.6	56.6	63.6
R8	63.8	61.0	60.3	58.1	54.8	56.8	63.8

Source: Appendix I2

Construction Noise Compliance

To evaluate whether the Specific Plan would generate potentially significant short-term noise levels at nearest receiver locations, a construction-related daytime noise level threshold of 80 dBA Leq is used as a reasonable threshold to assess the daytime construction noise level impacts pursuant to FTA guidance. Table 3.13-16, *EBPSP Construction Noise Compliance*, shows that the noise levels at the nearest receiver locations would satisfy the daytime 80 dBA Leq significance threshold during construction activities.

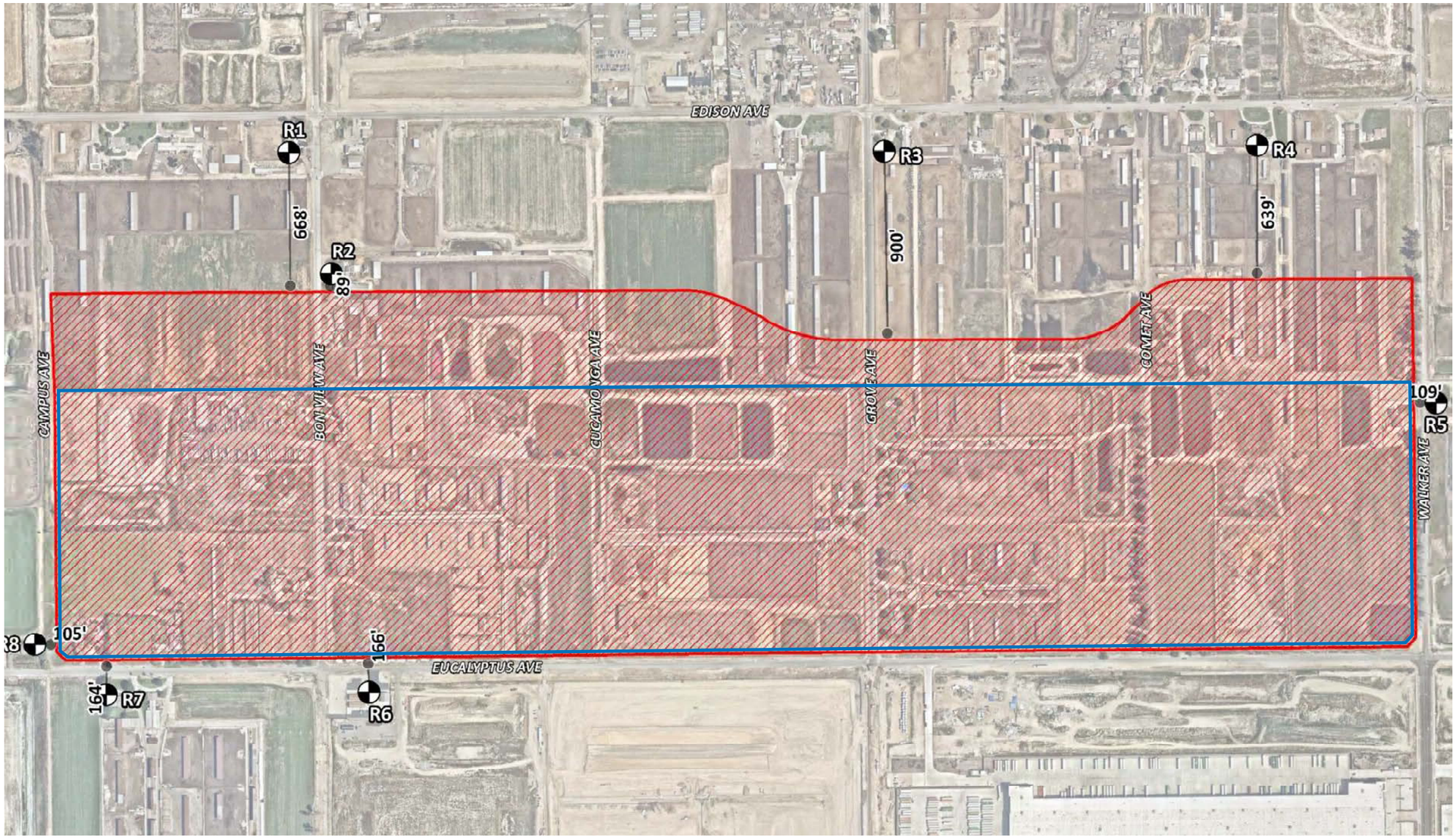
Table 3.13-16 EBPSP Construction Noise Compliance

Receiver Location	Construction Noise Levels (dBA L_{eq})		
	Highest Construction Noise Levels	Threshold	Threshold Exceeded?
R1	61.0	80	No
R2	66.1	80	No
R3	60.8	80	No
R4	60.3	80	No
R5	65.0	80	No
R6	64.9	80	No
R7	63.6	80	No
R8	63.8	80	No

Source: Appendix I2

Figure 3.13-4

EBPSP Construction Noise Source Locations



- Construction Boundary
- EBPSP Boundary
- Receiver Locations
- Distance from Receiver to Project Site Boundary (in feet)

2·0·5·0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 300 600 FT

Source: Urban Crossroads 2025

Date: 01/15/2026

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Temporary Construction Noise Increases

To describe the temporary construction noise contributions to the ambient noise environment, the Specific Plan construction noise levels were combined with the existing ambient noise level measurements at the nearest off-site receiver locations. The difference between the combined noise levels is used to describe the construction noise level contributions. Temporary noise level increases that would be experienced at sensitive receiver locations when construction-source noise is added to the ambient daytime conditions are presented in Table 3.13-17, *EBPSP Daytime Construction Noise Increases*. As indicated in this table, the Specific Plan would contribute construction noise increases ranging from 0.5 to 14.1 dBA L_{eq} during the daytime hours at the nearest receiver locations. The construction noise analysis shows that the nearest receiver locations would not exceed the 20 dBA L_{eq} noise significance threshold during construction activities.

Table 3.13-17 EBPSP Daytime Construction Noise Increases

Receiver Location	Typical EBPSP Construction Noise Level	Measure-ment Location	Reference Ambient Noise Levels	Combined EBPSP and Ambient	EBPSP Increase	Increase Criteria	Increase Criteria Exceeded?
R1	61.0	L1	69.8	70.3	0.5	20	No
R2	66.1	L2	64.9	68.6	3.7	20	No
R3	60.8	L3	69.4	70.0	0.6	20	No
R4	60.3	L4	69.9	70.4	0.5	20	No
R5	65.0	L5	59.8	66.1	6.3	20	No
R6	64.9	L6	62.3	66.8	4.5	20	No
R7	65.4	L6	62.3	67.1	4.8	20	No
R8	63.8	L7	49.9	64.0	14.1	20	No

Source: Appendix I2

Nighttime Concrete Pour Analysis

Nighttime concrete pouring activities are often used to support reduced concrete mixer truck transit times and to take advantage of lower air temperatures. Since nighttime concrete pours would take place outside the hours permitted by Section 5-29.09[a] of the City's Municipal Code, the Applicant would be required to obtain authorization from the City. Table 3.13-18, *EBPSP Nighttime Concrete Pour Noise Compliance*, provides the noise levels associated with these activities. As shown in this table, the noise levels associated with the nighttime concrete pour activities are estimated to range from 42.2 to 48.0 dBA Leq and would satisfy the FTA nighttime exterior noise level thresholds at all the receiver locations.

Table 3.13-18 EBPSP Nighttime Concrete Pour Noise Compliance

Receiver Location	Concrete Pour Construction Noise Levels (dBA L_{eq})		
	Exterior Noise Levels	Threshold	Threshold Exceeded?
R1	42.9	70	No
R2	48.0	70	No
R3	42.7	70	No
R4	42.2	70	No
R5	46.9	70	No
R6	46.8	70	No
R7	45.5	70	No
R8	45.7	70	No

Source: Appendix I2

To describe the temporary concrete pour noise contributions, the concrete pour noise levels were combined with the existing nighttime ambient noise levels measurements at the nearest off-site receiver locations, as shown in Table 3.13-19, *EBPSP Nighttime Concrete Pour Noise Increases*. As indicated above, the nighttime concrete pour activities will generate noise increases ranging from 0.0 to 2.1 dBA L_{eq} during the nighttime hours at the nearest receiver locations. As such, the nearest receiver locations would not exceed the nighttime 5 dBA noise increase threshold during nighttime concrete pour activities.

Table 3.13-19 EBPSP Nighttime Concrete Pour Noise Increases

Receiver Location	Typical EBPSP Construction Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined EBPSP and Ambient	EBPSP Increase	Increase Criteria	Increase Criteria Exceeded?
R1	42.9	L1	62.9	62.9	0.0	5	No
R2	48.0	L2	57.6	58.1	0.5	5	No
R3	42.7	L3	60.8	60.9	0.1	5	No
R4	42.2	L4	60.0	60.1	0.1	5	No
R5	46.9	L5	51.4	52.7	1.3	5	No
R6	46.8	L6	52.5	53.5	1.0	5	No
R7	45.5	L6	52.5	53.3	0.8	5	No
R8	45.7	L7	47.7	49.8	2.1	5	No

Source: Appendix I2

Off-Site Improvements

To support Specific Plan development, there would be milling, trenching, and paving for off-site improvements associated with roadway construction and utility installation. These off-site improvements would be constructed mostly within the existing public right-of-way (ROW). It is expected that the off-site construction activities would not take place at any one location for more than several days due to the nature of the linear construction activity. Construction noise from this off-site work would, therefore, be relatively short-term and the noise levels would be reduced as construction work moves linearly along with the selected alignment and farther from sensitive uses.

The loudest phase of construction associated with off-site improvements would likely be demolition/site preparation activities, which would generate similar noise levels compared to the construction noise source activities previously outlined. Using the loudest stage of demolition/site preparation construction activity, Table 3.13-20, *Off-site Improvements Noise Levels*, presents the estimated off-site construction noise levels at distances ranging from 25 to 200 feet. As shown in this table, the off-site construction noise levels are estimated to range from 64.6 to 68.45 dBA Leq. Since the off-site construction activities would not exceed the 80 dBA Leq construction noise level standard, the noise impacts due to these off-site activities would be less than significant.

Table 3.13-20 Off-site Improvements Noise Levels

Distance from Construction	Construction Noise Levels (dBA L_{eq})		
	Construction Noise Levels	Threshold	Threshold Exceeded?
25 Feet	68.4	80	No
50 Feet	67.3	80	No
100 Feet	66.1	80	No
200 Feet	64.6	80	No

Source: Appendix I2

Summary

Based on the preceding discussions, construction of EBPSP land uses and associated infrastructure would not exceed the thresholds set forth in previous Table 3.13-15 through Table 3.13-20. Additionally, increases in ambient noise levels would not exceed applicable thresholds. As such, construction-source noise would not result in a substantial temporary increase in ambient noise levels in the vicinity of the Specific Plan area in excess of established standards. Construction noise impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact NOI-1: Construction activities associated with buildout of the Policy Plan Amendment would result in intermittent, temporary increases in noise levels at sensitive receptors due to construction activities. Construction of the EBPSP would not exceed applicable thresholds or significantly increase ambient noise levels.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The following mitigation measures were taken directly from the 2022 Certified EIR. Any modifications to the mitigation measures from the 2022 Certified EIR are shown in strikethrough for deleted text and underline for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the 2022 Certified EIR identified in parenthesis [Former MM].

> **Mitigation Measure NOI-1-PPA [Former MM 12-4]:** Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. Construction contractors shall implement the following measures for construction activities conducted in the City of Ontario. Construction plans submitted to the City shall identify these measures on demolition, grading, and construction plans submitted to the City. The City of Ontario Planning and Building Departments shall verify that grading, demolition, and/or construction plans submitted include these notations prior to issuance of demolition, grading, and/or building permits.
>
> - Construction activity is limited to the hours between 7:00 AM and 6:00 PM Monday through Friday and 9:00 AM to 6:00 PM Saturdays and Sundays, as prescribed in Municipal Code Section 5-29.09.
> - During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques (e.g., improved mufflers, equipment re-design, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible.
> - Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools.

- Stationary equipment, such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses.
- Stockpiling shall be located as far as feasible from nearby noise-sensitive receptors.
- Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City Planning and Building Departments.
- At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City.
- Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.
- During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws.
- Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the performance standard of 80 dBA Leq. Barriers shall be constructed with a solid material that has a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier and may be lined on the construction side with an acoustical blanket, curtain, or equivalent absorptive material.

New Mitigation Measures

Policy Plan Amendment

Mitigation Measure NOI-1-PPA is applicable to the proposed project. No additional mitigation measures have been identified.

Specific Plan

Construction of the Specific Plan would not result in exceedances of applicable noise thresholds; and therefore, no EBPSP-specific mitigation measures are necessary. In accordance with Policy Plan Mitigation Measure NOI-1-PPA, the listed measures shall be identified on applicable EBPSP construction plans.

Significance After Mitigation

Policy Plan Amendment

Mitigation Measure NOI-1-PPA would reduce potential impacts associated with construction from individual development projects to the extent feasible; however, due to the potential for proximity of construction activities to sensitive uses, the number of construction projects occurring simultaneously, and the potential duration of construction activities, Impact NOI-1 could still result in a temporary substantial increase in noise levels above ambient conditions and exceedance of the 80 dBA Leq threshold. Therefore, project and cumulative impacts would remain **significant and unavoidable**. It should be noted that the identification of this program-level impact does not preclude the finding of less than significant impacts for subsequent projects analyzed at the project level.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

OPERATION NOISE

The 2022 Certified EIR identified that TOP buildout would not result in operational noise impacts at noise sensitive receptors due to stationary and traffic noise sources. Future stationary noise sources would be designed to comply with the City's Noise Ordinance, building codes, and subdivision and development code regulations to reduce noise from future development projects. Buildout of the TOP traffic noise would not result in a substantial noise increase in the vicinity of noise-sensitive receptors that would exceed the City's noise standards.

Policy Plan Amendment

Stationary Noise

The proposed project would introduce a variety of new mechanical equipment throughout the project site. This could include rooftop heating, ventilation and air conditioning (HVAC) equipment, chillers, cooling towers, pumps, boilers, air handling units, emergency power equipment, loading and unloading activities, leaf blowers, street sweepers, and parking areas. Stationary noise sources as part of future projects under the TOP would be required to comply with the exterior and interior noise level standards in the City's Municipal Code Section 5.29, shown in Table 3.13-5.

Design features commonly employed to achieve compliance, such as rooftop or ground-mounted equipment enclosures, parapet walls, acoustical screening, and silencers for exhaust and intake openings, would be incorporated as necessary based on final equipment specifications and acoustical evaluation. Due to the size of the project site, much of the mechanical equipment would be at large distances from off-site sensitive receptors and/or would be shielded by intervening structures. Furthermore, the Policy Plan Amendment Safety Element Policy S-4.1 requires implementation of noise mitigation measures based on ordinance and code threshold compliance.

- **Policy S4-1: Noise Mitigation.** We utilize the City's Noise Ordinance, building codes, and subdivision and development codes to mitigate noise impacts.

Individual projects accommodated under the proposed project would not exceed operational noise significance thresholds. Compared to the approved project, the proposed project would not result in new or a substantial increase in magnitude of impacts. Therefore, like the approved project, stationary noise impacts of developments that would be accommodated by the proposed project would be less than significant.

Traffic Noise

Individual projects and activities under the proposed project are expected to affect the community noise environment by generating additional traffic. The proposed project would revise existing truck routes to better accommodate future planned uses, align with adjacent jurisdictions truck routes, and alleviate truck traffic noise levels at existing and future noise sensitive uses. Project truck route traffic noise was analyzed for 203 roadway segments in the City to account for project related daily truck volume increases and decreases along existing and proposed truck route roadway segments. Of the 203 roadway segments analyzed, 34 segments resulted in daily traffic noise level increases, and for some of these roadway segments, a decrease in daily traffic noise levels.

Traffic-source noise levels were calculated using the FHWA-RD-77-108 with traffic data provided by Fehr and Peers. The model calculates the average noise level along specific roadway segments based on traffic volumes, average speeds, roadway geometry, vehicle type, and site environmental conditions. The average vehicle noise rates (energy rates) used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by Caltrans. Figure 3.13-5, *Project-Related Traffic Noise Contours*, provides a graphical representation. Table 3.13-21, *Project-Related Increase in Traffic Noise*, shows the no-project and with-project predicted noise levels at 100 feet from the nearest travel centerline as well as the predicted traffic noise increase with implementation of the proposed project. This table shows 34 roadway segments analyzed; the other 169 roadway segments analyzed resulted in a less than 1 dBA change in traffic noise with implementation of the proposed project.

Table 3.13-21 Project-Related Increase in Traffic Noise

Roadway	Segment		dBA CNEL at 50 Feet		Buildout Noise Increase, CNEL	Existing Sensitive Receptors	Significant Increase?
	From	To	2050 No Project	2050 with Project			
Mountain Avenue	Holt Blvd	State St	70	66	-4	No	No
Euclid Avenue	Mission Blvd	Phillips St	68	64	-4	Yes	No
Euclid Avenue	SR 60 Pomona Fwy	Walnut St	70	67	-3	No	No
Euclid Avenue	Walnut St	Riverside Dr	71	67	-4	Yes	No
Grove Avenue	5th St	4th St	62	64	2	No	No
Walker Avenue	Ontario Ranch Rd	Eucalyptus Ave	66	70	**4**	**No**	**Yes**
Walker Avenue	Eucalyptus Ave	Merrill Ave	64	69	**5**	**No**	**Yes**
Ontario Avenue	Eucalyptus Ave	Merrill Ave	60	66	**6**	**No**	**Yes**
Archibald Avenue	SR 60 Pomona Fwy	Riverside Dr	74	73	-1	Yes	No
Archibald Avenue	Riverside Dr	Chino Ave	72	71	-1	Yes	No
Archibald Avenue	Chino Ave	Schaefer Ave	71	70	-1	Yes	No
Archibald Avenue	Schaefer Ave	Ontario Ranch Rd	71	70	-1	Yes	No
Archibald Avenue	Ontario Ranch Rd	Eucalyptus Ave	72	70	-2	Yes	No
Archibald Avenue	Eucalyptus Ave	Merrill Ave	71	70	-1	Yes	No
Archibald Avenue	Merrill Ave	the South	68	65	-3	Yes	No
Milliken Avenue	I-10 San Bernardino Fwy	Airport Dr	70	76	**6**	**No**	**Yes**
Milliken Avenue	Santa Ana St	Jurupa St	67	73	**6**	**No**	**Yes**
Milliken Avenue	Jurupa St	Francis St	69	71	**2**	**No**	**Yes**
Milliken Avenue	Mission Blvd	SR 60 Pomona Fwy	69	74	**5**	**No**	**Yes**
Milliken Avenue	Chino Ave	Ontario Ranch Rd	65	67	**2**	**No**	**Yes**

Table 3.13-21 Project-Related Increase in Traffic Noise

Roadway	Segment		dBA CNEL at 50 Feet		Buildout Noise Increase, CNEL	Existing Sensitive Receptors	Significant Increase?
	From	To	2050 No Project	2050 with Project			
Etiwanda Avenue	Ontario Mills Pky	1-10 San Bernardino Fwy	74	71	-3	No	No
Jurupa Street	Milliken Ave	I-15/Ontario Fwy	75	71	-4	No	No
Mission Boulevard	San Antonio Ave	Euclid Ave	69	66	-3	Yes	No
Philadelphia Street	Parco Ave	Baker Ave	65	71	**6**	**Yes**	**Yes**
Edison Ave	Euclid Ave	Campus Ave	70	69	-1	Yes	No
Edison Ave	Campus Ave	Bon View Ave	70	68	-2	Yes	No
Edison Ave	Bon View Ave	Grove Ave	70	69	-1	Yes	No
Edison Ave	Grove Ave	Walker Ave	70	69	-1	Yes	No
Eucalyptus Avenue	Euclid Ave	Campus Ave	68	72	**4**	**Yes**	Yes
Eucalyptus Avenue	Campus Ave	Bon View Ave	67	71	**4**	**Yes**	Yes
Eucalyptus Avenue	Bon View Ave	Grove Ave	66	70	**4**	**No**	Yes
Eucalyptus Avenue	Grove Ave	Walker Ave	64	69	**5**	**No**	Yes
Eucalyptus Avenue	Walker Ave	Vineyard Ave	63	68	**5**	**No**	Yes
Eucalyptus Avenue	Vineyard Ave	Ontario Ave	63	68	**5**	**No**	Yes

Source: Appendix I1. FHWA Highway Traffic Noise Prediction

Notes: Model based on traffic volumes and truck mix use percentages provided by Fehr and Peers.

Bold text signifies a significant increase.

Appendix I1 contains the traffic noise modeling inputs and outputs for all truck route roadway segments analyzed.

For roadways with existing ambient noise environments of 65 dBA CNEL and higher, an increase of 1.5 dBA CNEL or greater would be considered a significant impact. For roadways with existing ambient noise environments of 60 dBA to 64 dBA CNEL, an increase of 3 dBA CNEL or greater would be considered a significant impact. As shown in Table 3.13-21, *Project-Related Increase in Traffic Noise,* with implementation of the proposed project, receptors along Mountain Avenue, Euclid Avenue, Archibald Avenue, Etiwanda Avenue, Jurupa Avenue, Mission Avenue, and Edison Avenue would experience a decrease of -1 dBA to -4 dBA CNEL in daily traffic noise levels. This decrease, or benefit, is attributable to proposed truck route changes. This table also shows that 15 roadway segments of Walker Avenue, Ontario Avenue, Milliken Avenue, Philadelphia Avenue, and Eucalyptus Avenue would experience a significant impact of 2 dBA to 6 dBA CNEL traffic noise increases with buildout of the proposed project. There are no noise-sensitive land uses along Walker Avenue, Ontario Avenue, or Milliken Avenue roadway segments; however, existing noise sensitive land uses are along the impacted roadway segments of Philadelphia Avenue and Eucalyptus Avenue.

Policy Plan Amendment Safety Element Policies S4-2, S4-4, and S4-5 encourage collaboration with other agencies, manage truck traffic, and minimize noise impacts through street design.

- **Policy S4-2: Coordination with Transportation Authorities.** We collaborate with airport owners, FAA, Caltrans, SBCTA, SCAG, neighboring jurisdictions, and other transportation providers in the preparation and maintenance of, and updates to transportation-related plans to minimize noise impacts and provide appropriate mitigation measures.

- **Policy S4-4: Truck Traffic.** We manage truck traffic to minimize noise impacts on sensitive land uses.

- **Policy S4-5: Roadway Design.** We design streets and highways to minimize noise impacts.

The proposed project would not result in new or a substantial increase in the magnitude of impacts compared to the approved project. Nevertheless, traffic-related noise impacts from the proposed project would be significant.

Summary

Stationary noise impacts of the proposed project would not exceed the City's operational noise thresholds; however, traffic noise generated by the proposed project would result in noticeable increase in traffic noise levels above the City's noise standards. Therefore, this impact is **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Figure 3.13-5

Future Project Traffic-Related Noise Contours

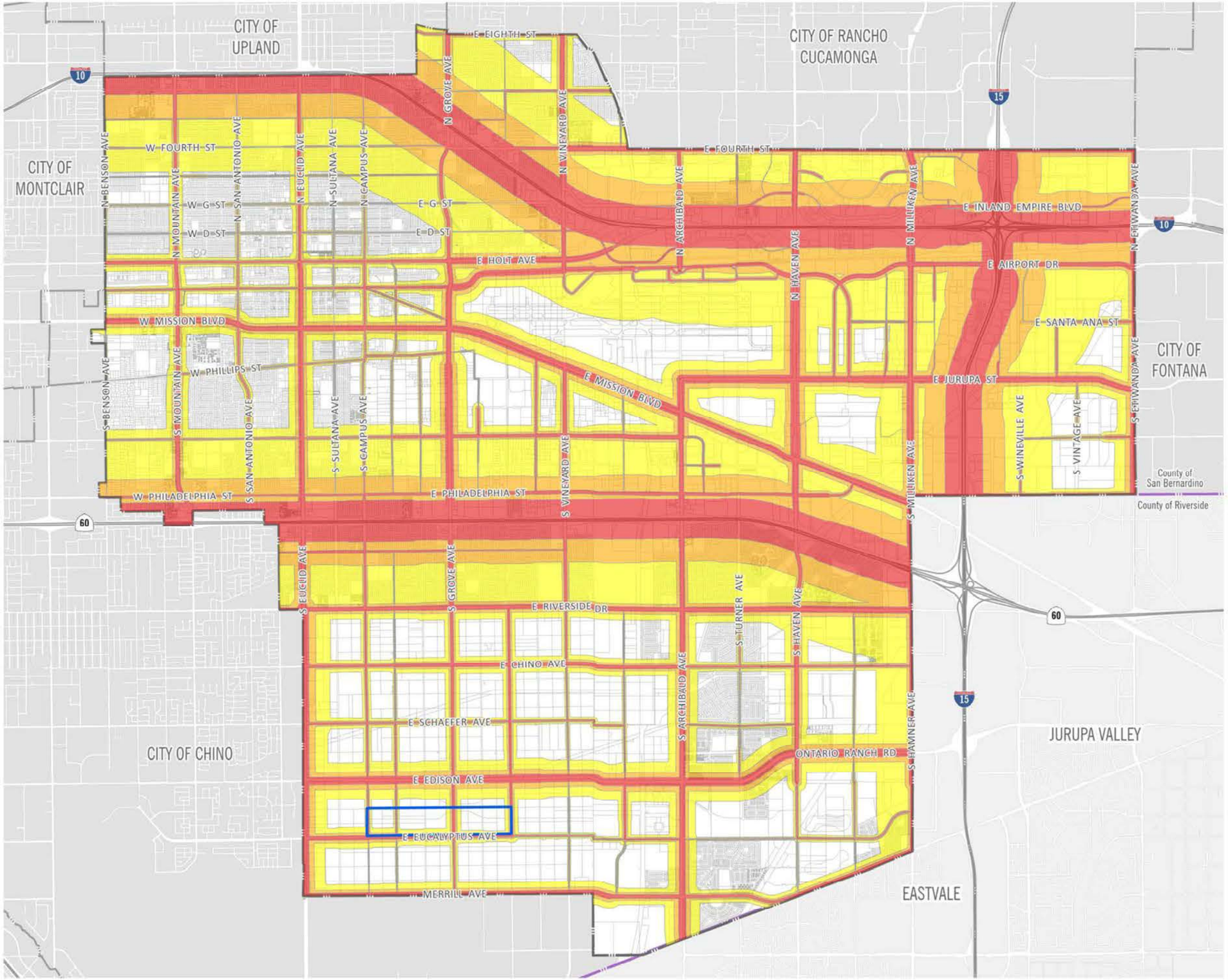

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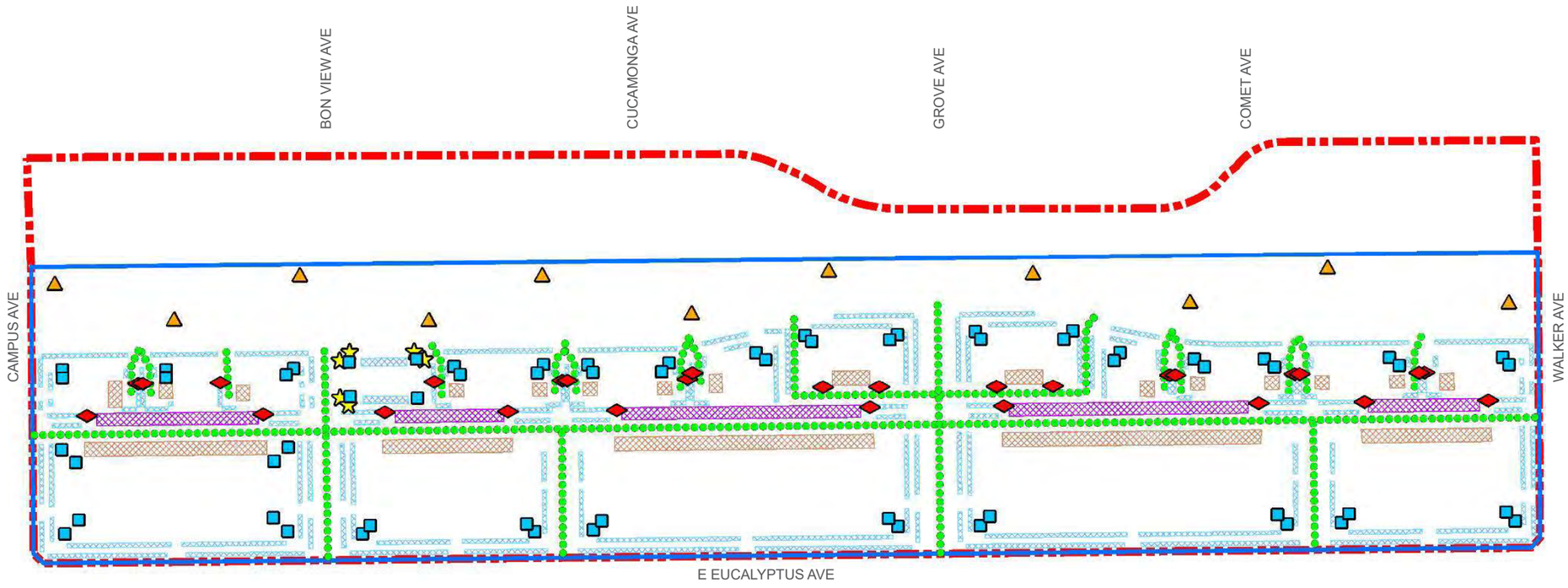
Figure 3.13-6

EBPSP Operational Noise Source Locations



- Site Boundary
- EBPSP Boundary
- Tractor Trailer Storage Activity
- Loading Dock Activity
- Parking Lot Vehicle Movements
- Truck Movements
- Park Activities
- Drive-Through Speakerphone
- Trash Enclosure Activity
- Roof-Top Air Conditioning Unit

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 300 600 FT

Source: Urban Crossroads 2025

Date: 01/15/2026

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Specific Plan

Operation

EBPSP-related operational noise sources are expected to include loading dock activity, tractor trailer storage activity, truck movements, trash enclosure activity, roof-top air conditioning units, drive-through speakerphones, parking lot vehicle movements, and park activities. Figure 3.13-6, *EBPSP Operational Noise Source Locations,* illustrates the operational noise source locations.

To present the potential worst-case noise conditions, the following analysis assumes the EBPSP land uses would be operational 24 hours per day, 7 days per week. Table 3.13-22, *EBPSP Daytime Operational Noise Levels*, and Table 3.13-23, *EBPSP Nighttime Operational Noise Levels*, present the daytime (7:00 AM-10:00 PM) and nighttime (10:00 PM-7:00 AM) operational noise levels, respectively, that can be expected at each of the receiver locations. As shown in these tables, the daytime hourly noise levels at the off-site receiver locations are expected to range from 43.3 to 52.8 dBA L_{eq} and the nighttime hourly noise levels are expected to range from 42.7 to 52.7 dBA L_{eq}.

Table 3.13-22 EBPSP Daytime Operational Noise Levels

Noise Source	Operational Noise Levels by Receiver Location (dBA L_{eq})							
	R1	R2	R3	R4	R5	R6	R7	R8
Loading Dock Activity	48.9	52.3	49.0	47.0	47.5	45.2	42.4	37.8
Tractor Trailer Storage Activity	36.0	38.4	29.5	33.6	29.7	30.0	29.5	25.5
Truck Movements	35.2	37.8	34.7	34.5	35.1	36.7	26.0	24.7
Trash Enclosure Activity	29.9	32.6	27.4	29.4	21.7	21.5	20.1	17.4
Roof-Top Air Conditioning Units	33.6	36.4	34.4	32.6	35.9	39.3	36.5	37.9
Drive-Through Speakerphone	21.5	25.8	15.6	10.5	7.8	10.4	5.8	2.8
Parking Lot Vehicle Movements	28.6	31.2	28.6	27.6	33.9	37.2	35.2	39.2
Park Activities	20.0	23.8	19.9	18.8	28.1	6.8	5.8	14.4
Total (All Noise Sources)	49.5	52.8	49.4	47.7	48.3	47.2	44.2	43.3

Source: Appendix I2

Table 3.13-23 EBPSP Nighttime Operational Noise Levels

Noise Source	Operational Noise Levels by Receiver Location (dBA Leq)							
	R1	R2	R3	R4	R5	R6	R7	R8
Loading Dock Activity	48.9	52.3	49.0	47.0	47.5	45.2	42.4	37.8
Tractor Trailer Storage Activity	36.0	38.4	29.5	33.6	29.7	30.0	29.5	25.5
Truck Movements	35.2	37.8	34.7	34.5	35.1	36.7	26.0	24.7
Trash Enclosure Activity	25.9	28.6	23.4	25.5	17.7	17.6	16.1	13.4
Roof-Top Air Conditioning Units	31.2	34.0	32.0	30.2	33.5	36.9	34.1	35.5
Drive-Through Speakerphone	21.5	25.8	15.6	10.5	7.8	10.4	5.8	2.8
Parking Lot Vehicle Movements	28.6	31.2	28.6	27.6	33.9	37.2	35.2	39.2
Park Activities	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total (All Noise Sources)	49.4	52.7	49.3	47.6	48.1	46.9	43.9	42.7

Source: Appendix I2

To demonstrate compliance with local noise regulations, the operational noise levels were evaluated against the City of Ontario exterior noise level standards, as shown in Table 3.13-24, *EBPSP Operational Noise Level Compliance*. As shown in this table, the operational noise levels associated with the EBPSP would not exceed applicable exterior noise level standards (adjusted to reflect the ambient noise levels per Section 5-29.04[a][1] of City of Ontario Municipal Code).

Table 3.13-24 EBPSP Operational Noise Level Compliance

Receiver Location	EBPSP Operational Noise Levels (dBA L_{eq})		Noise Level Standards (dBA L_{eq})		Noise Level Standards Exceeded?	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	49.5	49.4	69.8	62.9	No	No
R2	52.8	52.7	65.0	57.6	No	No
R3	49.4	49.3	69.4	60.8	No	No
R4	47.7	47.6	69.9	60.0	No	No
R5	48.3	48.1	65.0	51.4	No	No
R6	47.2	46.9	65.0	52.5	No	No
R7	44.2	43.9	65.0	52.5	No	No
R8	43.3	42.7	65.0	47.7	No	No

Source: Appendix I2

To describe the EBPSP operational noise level increases, the operational noise levels were combined with the ambient noise levels measurements for the nearby receiver locations. Table 3.13-25, *EBPSP Daytime Operational Noise Increases*, and Table 3.13-26, *EBPSP Nighttime Operational Noise Increases*, present the daytime and nighttime operational noise level

increases that can be expected at each of the receiver locations. As indicated in these tables, the EBPSP would generate daytime operational noise increases ranging from 0.0 to 0.9 dBA L_{eq} and nighttime operational noise increases ranging from 0.2 to 1.7 dBA L_{eq} at the nearest receiver locations. As such, noise increases associated with operations of the EBPSP would not exceed the applicable increase criteria.

Table 3.13-25 EBPSP Daytime Operational Noise Increases

Receiver Location	Total EBPSP Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined EBPSP and Ambient	EBPSP Increase	Increase Criteria	Increase Criteria Exceeded?
R1	49.5	L1	69.8	69.8	0.0	1.5	No
R2	52.8	L2	64.9	65.2	0.3	5.0	No
R3	49.4	L3	69.4	69.4	0.0	1.5	No
R4	47.7	L4	69.9	69.9	0.0	1.5	No
R5	48.3	L5	59.8	60.1	0.3	5.0	No
R6	47.2	L6	62.3	62.4	0.1	5.0	No
R7	44.2	L6	62.3	62.4	0.1	5.0	No
R8	43.3	L7	49.9	50.8	0.9	5.0	No

Source: Appendix I2

Table 3.13-26 EBPSP Nighttime Operational Noise Increases

Receiver Location	Total EBPSP Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined EBPSP and Ambient	EBPSP Increase	Increase Criteria	Increase Criteria Exceeded?
R1	49.4	L1	62.9	63.1	0.2	5.0	No
R2	52.7	L2	57.6	58.8	1.2	5.0	No
R3	49.3	L3	60.8	61.1	0.3	5.0	No
R4	47.6	L4	60.0	60.2	0.2	5.0	No
R5	48.1	L5	51.4	53.1	1.7	5.0	No
R6	46.9	L6	52.5	53.6	1.1	5.0	No
R7	43.9	L6	52.5	53.1	0.6	5.0	No
R8	42.7	L7	47.7	48.9	1.2	5.0	No

Source: Appendix I2

Off-Site Traffic Noise

To assess the off-site transportation CNEL noise level impacts associated with development of the Specific Plan, noise contours were developed for each of the scenarios outlined in the EBPSP

Traffic Analysis (Existing, Opening Year 2031, Horizon Year 2050). The noise contours were used to assess the incremental 24-hour dBA CNEL traffic-related noise impacts at land uses adjacent to roadways conveying EBPSP traffic. The noise contours represent the distance to noise levels of constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA CNEL noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the study area.

Existing with EBPSP Scenario

Based on the developed noise contours, Table 3.13-27, *Existing with EBPSP (Phase 1) Traffic Noise Increases*, Table 3.13-28, *Existing with EBPSP (Phase 2) Traffic Noise Increases*, and Table 3.13-29, *Existing with EBPSP (Buildout) Traffic Noise Increases*, present the off-site traffic noise increases that would be attributable to the EBPSP for the existing with EBPSP scenario. It is noted that the Existing With EBPSP (Phase 1 through Buildout) condition is provided solely for informational purposes and would not occur, since the Specific Plan would not be fully developed and occupied under Existing conditions.

EBPSP Phase 1 off-site traffic noise increases would range from -0.4 to 2.2 dBA CNEL (see Table 3.13-27).[1] Based on the significance criteria for off-site traffic noise, the noise increase threshold would be exceeded along the following two roadway segments under this scenario:

- Walker Avenue south of Ontario Ranch Road (Segment #9)
- Eucalyptus Avenue east of Euclid Avenue (Segment #17)

Table 3.13-28 shows that EBPSP Phase 2 off-site traffic noise increases would range from -0.4 to 3.2 dBA CNEL. Based on the significance criteria for off-site traffic noise, the same two study area roadway segments (Segments 9 and 17) would continue to experience noise increases in excess of the threshold under this scenario.

[1] It is noted that the City truck route modifications proposed as part of the Policy Plan Amendment may result in certain reductions in with EBPSP traffic volumes, and subsequently, the with EBPSP off-site traffic noise levels.

Table 3.13-27 Existing with EBPSP (Phase I) Traffic Noise Increases

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase Threshold	
				No EBPSP	With EBPSP	EBPSP Addition	Limit	Exceeded?
1	Euclid Ave (SR-83)	n/o Ontario Ranch Rd	Sensitive	79.8	79.9	0.1	1.5	No
2	Euclid Ave (SR-83)	n/o Eucalyptus Ave	Sensitive	78.8	79.1	0.3	1.5	No
3	Euclid Ave (SR-83)	s/o Eucalyptus Ave	Sensitive	80.6	80.7	0.1	1.5	No
4	Bon View Ave	n/o Ontario Ranch Rd	Sensitive	68.7	68.6	-0.1	1.5	No
5	Bon View Ave	s/o Ontario Ranch Rd	Sensitive	67.3	67.3	0.0	1.5	No
6	Grove Ave	n/o Ontario Ranch Rd	Sensitive	73.7	73.7	0.0	1.5	No
7	Grove Ave	s/o Ontario Ranch Rd	Sensitive	72.3	72.4	0.1	1.5	No
8	Walker Ave	n/o Ontario Ranch Rd	Sensitive	72.4	72.3	-0.1	1.5	No
9	Walker Ave	s/o Ontario Ranch Rd	Sensitive	70.5	72.7	2.2	1.5	Yes
10	Archibald Ave	n/o Ontario Ranch Rd	Sensitive	78.6	78.3	-0.3	1.5	No
11	Archibald Ave	s/o Ontario Ranch Rd	Sensitive	79.8	79.4	-0.4	1.5	No
12	Ontario Ranch Rd	e/o Euclid Ave (SR-83)	Sensitive	75.3	74.9	-0.4	1.5	No
13	Ontario Ranch Rd	w/o Grove Ave	Sensitive	74.4	74.0	-0.4	1.5	No
14	Ontario Ranch Rd	e/o Grove Ave	Sensitive	74.5	74.1	-0.4	1.5	No
15	Ontario Ranch Rd	w/o Archibald Ave	Non-Sensitive	76.3	77.5	1.2	3.0	No
16	Ontario Ranch Rd	e/o Archibald Ave	Sensitive	77.1	77.9	0.8	1.5	No
17	Eucalyptus Ave	e/o Euclid Ave (SR-83)	Sensitive	71.0	72.8	1.8	1.5	Yes
18	Eucalyptus Ave	w/o Grove Ave	Non-Sensitive	69.8	71.8	2.0	n/a	No
19	Eucalyptus Ave	e/o Grove Ave	Non-Sensitive	73.5	74.4	0.9	n/a	No
20	Eucalyptus Ave	e/o Walker Ave	Non-Sensitive	72.9	73.0	0.1	n/a	No

Source: Appendix I2

Table 3.13-28 Existing with EBPSP (Phase 2) Traffic Noise Increase

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase Threshold	
				No EBPSP	With EBPSP	EBPSP Addition	Limit	Exceeded?
1	Euclid Ave (SR-83)	n/o Ontario Ranch Rd	Sensitive	79.8	80.0	0.2	1.5	No
2	Euclid Ave (SR-83)	n/o Eucalyptus Ave	Sensitive	78.8	79.2	0.4	1.5	No
3	Euclid Ave (SR-83)	s/o Eucalyptus Ave	Sensitive	80.6	80.8	0.2	1.5	No
4	Bon View Ave	n/o Ontario Ranch Rd	Sensitive	68.7	68.6	-0.1	1.5	No
5	Bon View Ave	s/o Ontario Ranch Rd	Sensitive	67.3	67.4	0.1	1.5	No
6	Grove Ave	n/o Ontario Ranch Rd	Sensitive	73.7	73.8	0.1	1.5	No
7	Grove Ave	s/o Ontario Ranch Rd	Sensitive	72.3	72.5	0.2	1.5	No
8	Walker Ave	n/o Ontario Ranch Rd	Sensitive	72.4	72.4	0.0	1.5	No
9	Walker Ave	s/o Ontario Ranch Rd	Sensitive	70.5	73.7	3.2	1.5	Yes
10	Archibald Ave	n/o Ontario Ranch Rd	Sensitive	78.6	78.3	-0.3	1.5	No
11	Archibald Ave	s/o Ontario Ranch Rd	Sensitive	79.8	79.5	-0.3	1.5	No
12	Ontario Ranch Rd	e/o Euclid Ave (SR-83)	Sensitive	75.3	74.9	-0.4	1.5	No
13	Ontario Ranch Rd	w/o Grove Ave	Sensitive	74.4	74.1	-0.3	1.5	No
14	Ontario Ranch Rd	e/o Grove Ave	Sensitive	74.5	74.2	-0.3	1.5	No
15	Ontario Ranch Rd	w/o Archibald Ave	Non-Sensitive	76.3	77.8	1.5	3.0	No
16	Ontario Ranch Rd	e/o Archibald Ave	Sensitive	77.1	78.3	1.2	1.5	No
17	Eucalyptus Ave	e/o Euclid Ave (SR-83)	Sensitive	71.0	73.5	2.5	1.5	Yes
18	Eucalyptus Ave	w/o Grove Ave	Non-Sensitive	69.8	72.8	3.0	n/a	No
19	Eucalyptus Ave	e/o Grove Ave	Non-Sensitive	73.5	75.2	1.7	n/a	No
20	Eucalyptus Ave	e/o Walker Ave	Non-Sensitive	72.9	73.1	0.2	n/a	No

Source: Appendix I2

Table 3.13-29 shows that EBPSP Buildout off-site traffic noise increases would range from -0.4 to 3.7 dBA CNEL. Based on the significance criteria for off-site traffic noise, the same 2 study area roadway segments (Segments 9 and 17) would continue to experience noise increases in excess of the threshold under this scenario.

Opening Year with EBPSP Scenario

Based on the developed noise contours, Table 3.13-30, *Opening Year (2031) with EBPSP Traffic Noise Increases,* present the off-site traffic noise increases that would be attributable to the EBPSP for the opening year scenario. As shown in this table, the Opening Year (2031) off-site traffic noise increases would range from 0.0 to 2.3 dBA CNEL. Based on the significance criteria for off-site traffic noise, the noise increase threshold would be exceeded along the following roadway segment under this scenario:

- Walker Avenue south of Ontario Ranch Road (Segment #9)

Horizon Year with EBPSP Scenario

Based on the developed noise contours, Table 3.13-31, *Horizon Year (2050) with EBPSP Traffic Noise Increases,* present the off-site traffic noise increases that would be attributable to the EBPSP for the opening year scenario. As shown, Horizon Year (2050) off-site traffic noise increases would range from 0.0 to 0.7 dBA CNEL. Noise increases along all roadway segments would not exceed the significance criteria.

Summary

Operational Noise Summary

As shown in Table 3.13-22 through 3.13-26, noise associated with EBPSP operations would not exceed applicable thresholds for daytime or nighttime conditions. Additionally, noise level increases associated with operation of the Specific Plan would not exceed the increase criteria thresholds. Based on the preceding discussions, operational noise impacts of the EBPSP would be **less than significant**. Accordingly, EBPSP operations would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Off-Site Traffic Noise Summary

Based on the information presented in Tables 3.13-27 through 3.13-31, certain roadway segments would experience noise level increases in excess of the significance threshold under Existing with EBPSP (Phase 1 though Buildout) and Opening Year (2031) conditions. The EBPSP would not result in new or a substantial increase in the magnitude of impacts compared to that identified in the 2022 Certified EIR. Nevertheless, this would be a **potentially significant** impact.

Specific Plan Significance without Mitigation: Potentially significant.

Table 3.13-29 Existing with EBPSP (Buildout) Traffic Noise Increases

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase Threshold	
				No EBPSP	With EBPSP	EBPSP Addition	Limit	Exceeded?
1	Euclid Ave (SR-83)	n/o Ontario Ranch Rd	Sensitive	79.8	80.1	0.3	1.5	No
2	Euclid Ave (SR-83)	n/o Eucalyptus Ave	Sensitive	78.8	79.3	0.5	1.5	No
3	Euclid Ave (SR-83)	s/o Eucalyptus Ave	Sensitive	80.6	80.8	0.2	1.5	No
4	Bon View Ave	n/o Ontario Ranch Rd	Sensitive	68.7	68.7	0.0	1.5	No
5	Bon View Ave	s/o Ontario Ranch Rd	Sensitive	67.3	67.5	0.2	1.5	No
6	Grove Ave	n/o Ontario Ranch Rd	Sensitive	73.7	73.8	0.1	1.5	No
7	Grove Ave	s/o Ontario Ranch Rd	Sensitive	72.3	72.7	0.4	1.5	No
8	Walker Ave	n/o Ontario Ranch Rd	Sensitive	72.4	72.4	0.0	1.5	No
9	Walker Ave	s/o Ontario Ranch Rd	Sensitive	70.5	74.2	3.7	1.5	Yes
10	Archibald Ave	n/o Ontario Ranch Rd	Sensitive	78.6	78.3	-0.3	1.5	No
11	Archibald Ave	s/o Ontario Ranch Rd	Sensitive	79.8	79.5	-0.3	1.5	No
12	Ontario Ranch Rd	e/o Euclid Ave (SR-83)	Sensitive	75.3	74.9	-0.4	1.5	No
13	Ontario Ranch Rd	w/o Grove Ave	Sensitive	74.4	74.2	-0.2	1.5	No
14	Ontario Ranch Rd	e/o Grove Ave	Sensitive	74.5	74.2	-0.3	1.5	No
15	Ontario Ranch Rd	w/o Archibald Ave	Non-Sensitive	76.3	78.1	1.8	3.0	No
16	Ontario Ranch Rd	e/o Archibald Ave	Sensitive	77.1	78.5	1.4	1.5	No
17	Eucalyptus Ave	e/o Euclid Ave (SR-83)	Sensitive	71.0	73.9	2.9	1.5	Yes
18	Eucalyptus Ave	w/o Grove Ave	Non-Sensitive	69.8	73.2	3.4	n/a	No
19	Eucalyptus Ave	e/o Grove Ave	Non-Sensitive	73.5	75.6	2.1	n/a	No
20	Eucalyptus Ave	e/o Walker Ave	Non-Sensitive	72.9	73.1	0.2	n/a	No

Source: Appendix I2

Table 3.13-30 Opening Year (2031) with EBPSP Traffic Noise Increases

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase Threshold	
				No EBPSP	With EBPSP	EBPSP Addition	Limit	Exceeded?
1	Euclid Ave (SR-83)	n/o Ontario Ranch Rd	Sensitive	80.4	80.6	0.2	1.5	No
2	Euclid Ave (SR-83)	n/o Eucalyptus Ave	Sensitive	79.7	80.0	0.3	1.5	No
3	Euclid Ave (SR-83)	s/o Eucalyptus Ave	Sensitive	81.3	81.4	0.1	1.5	No
4	Bon View Ave	n/o Ontario Ranch Rd	Sensitive	70.7	70.7	0.0	1.5	No
5	Bon View Ave	s/o Ontario Ranch Rd	Sensitive	69.7	69.9	0.2	1.5	No
6	Grove Ave	n/o Ontario Ranch Rd	Sensitive	75.2	75.4	0.2	1.5	No
7	Grove Ave	s/o Ontario Ranch Rd	Sensitive	73.9	74.1	0.2	1.5	No
8	Walker Ave	n/o Ontario Ranch Rd	Sensitive	73.8	73.8	0.0	1.5	No
9	Walker Ave	s/o Ontario Ranch Rd	Sensitive	72.6	74.9	2.3	1.5	Yes
10	Archibald Ave	n/o Ontario Ranch Rd	Sensitive	79.7	79.7	0.0	1.5	No
11	Archibald Ave	s/o Ontario Ranch Rd	Sensitive	80.7	80.8	0.1	1.5	No
12	Ontario Ranch Rd	e/o Euclid Ave (SR-83)	Sensitive	76.4	76.4	0.0	1.5	No
13	Ontario Ranch Rd	w/o Grove Ave	Sensitive	75.6	75.7	0.1	1.5	No
14	Ontario Ranch Rd	e/o Grove Ave	Sensitive	75.6	75.6	0.0	1.5	No
15	Ontario Ranch Rd	w/o Archibald Ave	Non-Sensitive	77.6	78.5	0.9	3.0	No
16	Ontario Ranch Rd	e/o Archibald Ave	Sensitive	78.6	79.4	0.8	1.5	No
17	Eucalyptus Ave	e/o Euclid Ave (SR-83)	Sensitive	73.3	74.8	1.5	1.5	No
18	Eucalyptus Ave	w/o Grove Ave	Non-Sensitive	72.0	74.0	2.0	n/a	No
19	Eucalyptus Ave	e/o Grove Ave	Non-Sensitive	74.8	76.2	1.4	n/a	No
20	Eucalyptus Ave	e/o Walker Ave	Non-Sensitive	73.1	73.4	0.3	n/a	No

Source: Appendix I2

Table 3.13-31 Horizon Year (2050) with EBPSP Traffic Noise Increases

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase Threshold	
				No EBPSP	With EBPSP	EBPSP Addition	Limit	Exceeded?
1	Euclid Ave (SR-83)	n/o Ontario Ranch Rd	Sensitive	81.1	81.3	0.2	1.5	No
2	Euclid Ave (SR-83)	n/o Eucalyptus Ave	Sensitive	81.4	81.6	0.2	1.5	No
3	Euclid Ave (SR-83)	s/o Eucalyptus Ave	Sensitive	82.4	82.5	0.1	1.5	No
4	Bon View Ave	n/o Ontario Ranch Rd	Sensitive	76.8	76.8	0.0	1.5	No
5	Bon View Ave	s/o Ontario Ranch Rd	Sensitive	77.3	77.4	0.1	1.5	No
6	Grove Ave	n/o Ontario Ranch Rd	Sensitive	80.0	80.0	0.0	1.5	No
7	Grove Ave	s/o Ontario Ranch Rd	Sensitive	78.7	78.8	0.1	1.5	No
8	Walker Ave	n/o Ontario Ranch Rd	Sensitive	78.1	78.1	0.0	1.5	No
9	Walker Ave	s/o Ontario Ranch Rd	Sensitive	79.1	79.8	0.7	1.5	No
10	Archibald Ave	n/o Ontario Ranch Rd	Sensitive	82.5	82.5	0.0	1.5	No
11	Archibald Ave	s/o Ontario Ranch Rd	Sensitive	82.8	82.8	0.0	1.5	No
12	Ontario Ranch Rd	e/o Euclid Ave (SR-83)	Sensitive	79.4	79.5	0.1	1.5	No
13	Ontario Ranch Rd	w/o Grove Ave	Sensitive	78.7	78.8	0.1	1.5	No
14	Ontario Ranch Rd	e/o Grove Ave	Sensitive	78.3	78.3	0.0	1.5	No
15	Ontario Ranch Rd	w/o Archibald Ave	Non-Sensitive	81.2	81.6	0.4	3.0	No
16	Ontario Ranch Rd	e/o Archibald Ave	Sensitive	82.3	82.7	0.4	1.5	No
17	Eucalyptus Ave	e/o Euclid Ave (SR-83)	Sensitive	79.4	79.8	0.4	1.5	No
18	Eucalyptus Ave	w/o Grove Ave	Non-Sensitive	78.2	78.7	0.5	3.0	No
19	Eucalyptus Ave	e/o Grove Ave	Non-Sensitive	78.8	79.2	0.4	3.0	No
20	Eucalyptus Ave	e/o Walker Ave	Non-Sensitive	74.0	74.1	0.1	n/a	No

Source: Appendix I2

Impact NOI-2: Implementation of the Policy Plan Amendment and EBPSP would expose sensitive receptors to substantial permanent traffic noise increases.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant operational noise impacts, and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Policy Plan Amendment

TOP 2050 Policies (see Policies M-1.1 and M-4.1) would reduce roadway noise, to the extent feasible; however, no mitigation measures are available that would reduce the proposed project's substantial increase in traffic noise levels.

Specific Plan

To address potentially significant off-site traffic noise increases along study areas roadway segments, both quiet pavement and off-site noise barriers were considered as potential noise mitigation measures, as discussed below.

Quiet Pavement

The application of quieter pavements reduces traffic noise levels at the tire/pavement interface, which has been shown to be the primary source of traffic noise when vehicles travel faster than about 30 mph. Additionally, quiet pavement does not have the same physical site limitations as barriers and typically has a lower upfront cost. The noise performance of quieter pavement can degrade over time, typically 10 years, resulting in increased maintenance and rehabilitation needs for purposes of noise reduction.

Changing the pavement type of a roadway has been shown to reduce the amount of tire/pavement noise produced at the source under both near-term and long-term conditions. Traffic noise is generated primarily by the interaction of the tires and pavement, the engine, and exhaust systems. For automobile noise, as much as 75 to 90 percent of traffic noise is generated by the interaction of the tires and pavement, especially when traveling at higher speeds. According to research conducted by Caltrans, these types of pavements typically provide noise attenuation of 6 dBA for automobile traffic noise levels.

The effectiveness of reducing traffic noise levels is higher on roadways with low percentages of heavy trucks, since the heavy truck engine and exhaust noise is not reduced by quiet pavement.

This is due to the height of the truck engine exhaust stack above the pavement. Per Caltrans guidance a truck stack height is modeled using a height of 11.5 feet above the road. Based on Calveno REMELs, one heavy truck traveling at 55 mph generates as much noise as approximately 13 autos at the same speed. This is due to a combination of factors including the difference between the noise source height for heavy trucks of 11.5 feet versus autos with a noise source height of less than 2 feet. With the primary off-site traffic noise levels for the EBPSP consisting of heavy trucks with a stack height of 11.5 feet off the ground, the tire/pavement noise reduction benefits associated with quiet pavement would be primarily limited to autos.

Although the use of quiet pavement could theoretically reduce off-site traffic noise levels, such reductions would not provide reliable or meaningful benefits for noise generated by heavy truck traffic. Quiet pavement is primarily effective at reducing tire-on pavement noise at higher speeds and does not substantially reduce noise from truck engines and exhaust stacks. Consequently, quiet pavement would not reduce off-site truck-related traffic noise to less than significant levels.

Off-Site Noise Barriers

While noise barriers are commonly used to reduce the potential traffic noise levels from nearby transportation noise source activities, they are typically developed in coordination with new noise sensitive residential development or as part of a roadway widening project. Even though off-site noise barriers are typically not developed by individual off-site projects that contribute to the cumulative off-site traffic noise levels, off-site noise barriers were considered in the analysis as a potential traffic noise mitigation measure to reduce the EBPSP-related impacts.

However, noise barriers are not considered feasible as barriers would require openings for driveway access to individual residential lots fronting the road, thus greatly reducing their effectiveness. As such, off-site noise barriers would not be expected to lower the off-site traffic noise levels below a level of significance.

Significance After Mitigation

Policy Plan Amendment

Measures applied to individual development projects, such as constructing noise walls, evaluating and installing upgraded windows and doors, or applying rubberized asphalt on impacted roadway segments could reduce potential traffic noise impacts; however, impacted homes are on private property outside of the control of future project developers, so there may be limited admittance onto these properties to construct such walls. The cost versus benefit ratio in relation to the number of households benefited may not be feasible and reasonable in all cases. There are no funding mechanisms and procedures that would guarantee that the

implementation of sound insulation features at each affected home would reduce traffic noise in interior areas. Therefore, project impacts would remain **significant and unavoidable**. It should be noted that the identification of this program-level impact does not preclude the finding of less than significant impacts for subsequent projects analyzed at the project level.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

Specific Plan

Due to the infeasibility of both quiet pavement and off-site noise barriers, EBPSP-related off-site traffic noise increases at adjacent noise-sensitive land uses are considered a **significant and unavoidable** impact.

Specific Plan Significance with Mitigation: Significant and unavoidable.

b) Would the project generate excessive groundborne vibration or groundborne noise levels?

CONSTRUCTION VIBRATION

The 2022 Certified EIR identified that TOP buildout could result in individual construction developments near noise sensitive receptors and expose receptors to prolong periods of construction activity. Mitigation Measure NOI-2-PPA (former MM 12-2) was identified to reduce construction vibration to the extent feasible; however, construction vibration impacts of the approved project were identified as significant and unavoidable.

Policy Plan Amendment

Under the proposed project, the primary source of temporary vibration within the City would be construction activities associated with new development projects. The proposed project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the City that would require substantial landform modification.

Construction activity in the proposed project area would generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the construction site varies depending on soil type, ground strata, and receptor-building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures but can achieve the audible and perceptible ranges in buildings close to the construction site. It is

noted that future development under the proposed project could potentially require installation of pile foundations that utilize impact pile drivers or similar equipment that generates high noise levels. Groundborne vibration is almost never annoying to people who are outdoors, so it is usually evaluated in terms of indoor receivers (FTA 2018). Table 3.13-32, *Vibration Levels for Construction Equipment*, lists reference vibration levels for construction equipment.

Table 3.13-32 Vibration Levels for Construction Equipment

Equipment	Approximate RMS Vibration Level at 25 Feet (VdB)	Approximate PPV Vibration Level at 25 Feet (in/sec)
Pile Driver, Impact (Upper Range)	112	1.518
Pile Driver, Impact (Typical)	104	0.644
Pile Driver, Sonic (Upper Range)	105	0.734
Pile Driver, Sonic (Typical)	93	0.170
Vibratory Roller	94	0.210
Large Bulldozer	87	0.089
Caisson Drilling	87	0.089
Loaded Trucks	86	0.076
Jackhammer	79	0.035
Small Bulldozer	58	0.003

Source: FTA 2018.

Notes: in/sec = inches per second; RMS = root-mean-square; PPV = peak particle velocity; VdB = vibration decibel.

As shown in the table, vibration generated by construction equipment has the potential to be substantial since it has the potential to exceed the FTA criteria for architectural damage thresholds shown in the table (e.g., 0.2 in/sec PPV for non-engineered timber and masonry buildings). Construction details and equipment for future project-level developments under the proposed project are not known at this time but may cause vibration impacts. Therefore, this impact is **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. The FTA provides representative ground vibration levels associated with various types of construction equipment. Based on the representative vibration levels, it is possible to estimate the potential vibration levels received at vicinity sensitive receiver locations. As shown in Table 3.13-33, *EBPSP Construction Vibration Levels*, at distances ranging from 89 to 900 feet from construction

activities, construction vibration velocity levels are estimated to range from 0 to 0.031 PPV in/sec. Based on maximum acceptable continuous vibration threshold of 0.2 PPV (in/sec), the typical construction vibration levels would fall below the damage thresholds at all the receiver locations. Therefore, EBPSP-related vibration impacts are considered **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Table 3.13-33 EBPSP Construction Vibration Levels

Location	Distance to Const. Activity (Feet)	Typical Construction Vibration Levels PPV (in/sec)						Thresholds PPV (in/sec)	Thresholds Exceeded?
		Small bulldozer	Jack-hammer	Loaded Trucks	Large bulldozer	Vibratory Roller	Highest Vibration Level		
R1	668'	0.000	0.000	0.001	0.001	0.002	0.002	0.2	No
R2	89'	0.000	0.005	0.011	0.013	0.031	0.031	0.2	No
R3	900'	0.000	0.000	0.000	0.000	0.001	0.001	0.2	No
R4	639'	0.000	0.000	0.001	0.001	0.002	0.002	0.2	No
R5	109'	0.000	0.004	0.008	0.010	0.023	0.023	0.2	No
R6	166'	0.000	0.002	0.004	0.005	0.012	0.012	0.2	No
R7	164'	0.000	0.002	0.005	0.005	0.012	0.012	0.2	No
R8	105'	0.000	0.004	0.009	0.010	0.024	0.024	0.2	No

Source: Appendix I2

Specific Plan Significance without Mitigation: Less than significant.

Impact NOI-3: Construction activities associated with buildout of the Policy Plan Amendment may expose sensitive uses to excessive levels of groundborne vibration.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The following mitigation measures were taken directly from the 2022 Certified EIR. Any modifications to the mitigation measures from the 2022 Certified EIR are shown in strikethrough for deleted text and underline for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the 2022 Certified EIR identified in parenthesis [Former MM].

Mitigation Measure NOI-2-PPA [Former MM 12-2]: Prior to issuance of a building permit for individual projects that involve vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers occurring near sensitive receptors shall be evaluated for potential vibration impacts. Construction within 135 feet of fragile structures, such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration (FTA) architectural damage thresholds (e.g., 0.12 inches per second [in/sec] peak particle velocity [PPV] for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers shall be used. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.

New Mitigation Measures

Policy Plan Amendment

No additional mitigation measures are available to reduce construction-related vibration.

Specific Plan

The EBPSP would not result in significant construction-related vibration impacts. No mitigation is necessary.

Significance After Mitigation

Policy Plan Amendment

Mitigation Measure NOI-2-PPA would reduce potential impacts associated with construction vibration from individual development projects to the extent feasible. However, due to the potential for proximity of construction activities to sensitive uses, the number of construction projects occurring simultaneously, and the potential duration of construction activities, construction vibration impacts would be **significant and unavoidable**. Therefore, construction

vibration impacts associated with the proposed project would remain significant and unavoidable. It should be noted that the identification of this program-level impact does not preclude the finding of less than significant impacts for subsequent projects analyzed at the project level.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

OPERATION VIBRATION

The 2022 Certified EIR identified that the majority of commercial and industrial uses would not be immediately adjacent to vibration-sensitive uses, the use of heavy equipment associated with industrial activities would occur indoors, and no significant vibration impacts would occur from vibration generated by these uses. The 2022 Certified EIR also identified that potential impacts from on-road vehicles would not generate more than 0.8 in/sec PPV at vibration-sensitive receptors and approved project operational vibration impacts were less than significant.

Policy Plan Amendment

Commercial and Industrial Vibration

Commercial and industrial operations in the City would generate varying degrees of ground vibration, depending on the operational procedures and equipment. Such equipment-generated vibrations would spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the vibration source varies depending on soil type, ground strata, and receptor-building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Individual projects accommodated under the proposed project would not exceed operational vibration significance thresholds. Compared to the approved project, the proposed project would not result in new or a substantial increase in magnitude of impacts. Therefore, like the approved project, operational vibration impacts of developments that would be accommodated by the proposed project would be less than significant.

Truck Route Vibration

Caltrans has studied the effects of propagation of vehicle vibration on sensitive land uses and notes that heavy trucks and buses generate the highest earth-borne vibrations of normal traffic. Caltrans further notes that the highest traffic-generated vibrations are along freeways and state routes. Its study finds that,

> ... vibrations measured on freeway shoulders (five meters from the centerline of the nearest lane) have never exceeded 0.08 inches per second, with the worst

> combinations of heavy trucks and poor roadway conditions (while such trucks were moving at freeway speeds). This level coincides with the maximum recommended safe level for ruins and ancient monuments (and historic buildings). (Caltrans 2013)

Truck route operations would generate varying degrees of ground vibration, depending on the truck weight, speed, travel lane distance from sensitive receptors, and roadway condition. As noted from public comments, residential receptors along existing truck routes have experienced heavy truck travel vibration annoyance. Reducing speed limits of heavy trucks and increasing the travel lane distance to sensitive receptors would reduce truck route vibration impacts at existing and future sensitive receptors along the City's truck routes. The proposed project would result in a new, or substantial heavy truck-related vibration annoyance impact compared to the approved project. Therefore, this impact is potentially significant.

Summary

Individual projects accommodated under the proposed project would not exceed operational vibration significance thresholds; however, the proposed project would result in a new, or substantial heavy truck-related vibration annoyance impact compared to the approved project. Therefore, this impact is **potentially significant.**

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

As identified above for the Policy Plan Amendment, individual projects accommodated under the proposed project would not exceed operational vibration significance thresholds. Under long-term conditions, the EBPSP would not include or require equipment or activities that would result in perceptible groundborne vibration beyond the Specific Plan area. Trucks would travel to and from the site along local roadways; however, vibration levels for heavy trucks operating at the posted speed limits on paved surfaces are not generally perceptible beyond the roadway. Therefore, this impact is **less than significant**. The EBPSP would not result in new impacts or an increase in magnitude of impacts compared to that identified in the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant

Impact NOI-4: Heavy truck traffic annoyance along City haul routes associated with buildout of the Policy Plan Amendment may expose sensitive uses to excessive levels of groundborne vibration annoyance.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant long-term vibration impacts, and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Policy Plan Amendment

TOP 2050 Policy M-1.1 would reduce vibration levels due to heavy truck routes, to the extent feasible, through roadway maintenance. Additionally, the Policy Plan Amendment includes revisions to Policy M-4.1 that would provide safe and efficient transport of goods and minimizing negative impacts to vibration sensitive receptors.

Specific Plan

The EBPSP would not result in significant long-term operational vibration impacts. No mitigation is necessary.

Significance After Mitigation

Policy Plan Amendment

Revisions to Policy M-4.1 of TOP 2050 would reduce vibration annoyance impacts associated with heavy truck travel along City haul routes from individual development projects to the extent feasible. Reducing heavy truck travel speeds provide safe and efficient transport of goods on impacted roadway segments could reduce potential heavy truck vibration annoyance impacts. However, impacted receptors may still perceive an annoyance. Therefore, heavy truck vibration impacts associated with the proposed project would remain **significant and unavoidable**. It should be noted that the identification of this program-level impact does not preclude the finding of less than significant impacts for subsequent projects analyzed at the project level.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

c) For a project within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

AIRPORT NOISE HAZARDS

The 2022 Certified EIR identified that TOP buildout could expose noise sensitive uses to excessive noise levels from ONT. No impacts were identified from aircraft noise at CNO. Mitigation Measure NOI-3-PPA (former MM 12-1) was identified to reduce construction aircraft noise to the extent feasible. However, ONT noise impacts of the approved project were identified as significant and unavoidable.

Policy Plan Amendment

The City of Ontario's noise and land use compatibility standards considers a noise environment up to 60 dBA CNEL to be "clearly acceptable" for residential uses. Residential uses in exterior noise environments of up to 65 dBA CNEL are "normally acceptable." Normally acceptable conditions would require an acoustical report for major new residential construction. CBC Part 2, Volume 1, Chapter 12, Section 1206.4, Allowable Interior Noise Levels, requires that interior noise levels attributable to exterior sources not exceed 45 dBA in any habitable room.

The 2022 Certified EIR found that residents and other sensitive receptors within the 65 dBA noise contour of ONT would be exposed to excessive noise levels from airport operations, and consequently indoor and exterior noise environments would be exposed to elevated noise levels from aircraft overflights. No impacts would occur from aircraft overflights at CNO because the 65 dBA noise contour for CNO does not extend into the City.

The Policy Plan Amendment would redesignate the area along Holt Boulevard from Business Park to Mixed Use land use and a portion along Grove Avenue from Airport to Industrial land use. Although the Policy Plan Amendment would redesignate land uses near ONT, future development facilitated by these changes would remain subject the noise compatibility requirements of the adopted ALUCP. The Land Use Element of the existing TOP 2050 requires that new development surrounding ONT be consistent with the adopted ALUCP and comply with the standards and recommendations of Federal Aviation Administration (FAA) Part 77, as adopted through Ordinance 2758 of the Ontario Municipal Code.

A consistency determination analysis for ONT was prepared by the City of Ontario, which found that TOP 2050 is consistent with the ALUCP for ONT (ONT–IAC 2018) (Appendix G6). As stated in the consistency analysis, the proposed mixed-use land use designation allows for a combination of multi-family residential greater than 8 dwelling units per acre, office and commercial uses. The proposed mixed-use land use is consistent with the ONT ALUCP Noise Policy N2a, which allows new multi-family residential within the 65 to 70 dB CNEL noise contour provided that the

development can achieve a density that is 8 dwelling units per acre or greater and incorporate interior common space and recreational facilities.

Furthermore, Safety Element Policy S4-6, Airport Noise Compatibility, would minimize impacts. Policy S4-6 states that information from the ALUCPs shall be utilized to prevent the construction of new noise-sensitive land uses within airport noise impact zones. Future sensitive uses within the ONT Airport 65 dBA CNEL noise contour would be required to conduct a noise assessment and mitigate, as feasible, to achieve an interior noise level 45 dBA CNEL in any habitable room.

Policy Plan Amendment Safety Element Policies S4-2, S4-3, and S4-6 help minimize airport noise impacts.

- **Policy S4-2 Coordination with Transportation Authorities.** We collaborate with airport owners, FAA, Caltrans, SBCTA, SCAG, neighboring jurisdictions, and other transportation providers in the preparation and maintenance of and updates to transportation-related plans to minimize noise impacts and provide appropriate mitigation measures.
- **Policy S4-3 Airport Noise Mitigation**. We aggressively pursue funding and utilize programs to reduce the effects of aircraft noise in impacted areas of our community.
- **Policy S4-6 Airport Noise Compatibility.** We utilize information from Airport Land Use Compatibility Plans to prevent the construction of new noise -sensitive land uses within airport noise impact zones.

While the consistency determination for ONT identified that Policy Plan Amendment changes are consistent with the ONT ALUCP (Appendix G6), individual projects accommodated under the TOP 2050 could locate sensitive receptors within the 65 dBA noise contour of ONT and expose people residing or working in the City to excessive aircraft noise levels. Compared to the approved project, the Policy Plan Amendment would not result in new or a substantial increase in magnitude of impacts. Therefore, like the approved project, aircraft noise impacts of developments that would be accommodated by the Policy Plan Amendment would be **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

Although the Specific Plan area is located within the ONT Influence Area (AIA), it is located outside any identified safety, airspace protection, and noise impact zones. All properties located within the ONT AIA are subject to a real estate transaction disclosure notice. (Ontario 2018)

The Specific Plan area is also located within the CNO AIA. The San Bernardino County Comprehensive Land Use Plan for Chino Airport was adopted in 1991 and does not reflect

guidance set forth in the 2011 Caltrans Airport Land Use Planning Handbook. (SBC ALUC, 1991) As such, in 2022, the City of Ontario adopted the CNO Overlay District which provides maps, criteria, and policy language to guide development within the Chino AIA consistent with the 2011 Caltrans Airport Land Use Planning Handbook.

CNO overlay guidance illustrates that the Specific Plan area is located outside all identified noise contours of the Chino Airport. (Ontario 2022b) Similarly, the 2022 Certified EIR determined that the CNO noise contours would not result in significant impacts to the City of Ontario. The EBPSP would not result in a new or substantial increase in the severity of aircraft-related noise impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact NOI-5: Implementation of the Policy Plan Amendment could expose noise sensitive uses to excessive noise levels from the Ontario International Airport (ONT).

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The following mitigation measures were taken directly from the 2022 Certified EIR. Any modifications to the mitigation measures from the 2022 Certified EIR are shown in strikethrough for deleted text and underline for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the 2022 Certified EIR identified in parenthesis [Former MM].

> **Mitigation Measure NOI-3-PPA [Former MM 12-1]:** Prior to the issuance of building permits for any project that involves a noise-sensitive use within the 65 dBA CNEL contour of the Ontario International Airport, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City's Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Titles 24 and 21 of the California Code of Regulations).

New Mitigation Measures

Policy Plan Amendment

Mitigation Measure NOI-3-PPA is applicable to the proposed project. No additional mitigation measures have been identified.

Specific Plan

The EBPSP would not be subject to excessive aircraft noise; No mitigation is necessary. Additionally, the Specific Plan area is not located within the 65 dBA CNEL contour of the Ontario International Airport, as such, Mitigation Measure NOI-3-PPA would not apply.

Significance After Mitigation

Policy Plan Amendment

With the implementation of Mitigation Measure NOI-3-PPA and TOP 2050 policies, impacts to future sensitive receptors from excessive airport-related noise from operations at ONT would be reduced to comply with interior noise level thresholds of 45 dBA CNEL or less. While interior noise levels are required to achieve the interior noise limits of the California Building Standards, Title 24 and Title 25 of the California Code of Regulations, exterior noise levels may continue to exceed the noise compatibility criteria for the City. It should be noted that the identification of this program-level impact does not preclude the finding of less than significant impacts for subsequent projects analyzed at the project level. Consequently, airport noise compatibility impacts of the proposed project would remain **significant and unavoidable**.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

3.13.6 Cumulative Impact Analysis

The area considered for cumulative impacts for construction noise and vibration is the City of Ontario. Since details of individual development projects as a result of the proposed project are currently unknown, it cannot be determined whether proposed mitigation measures would reduce potentially significant impacts to less than significant levels for cumulative project-related noise impacts.

Construction

Construction activities may occur simultaneously and close to noise-sensitive receptors, which could result in significant impacts. For the EBPSP, there are no known projects that would overlap with the EBPSP's proposed construction schedule, with the exception of the Center Park Specific Plan to the north. Given the acreage associated with both the EBPSP and the Center Park Specific Plan and distance to the nearest noise-sensitive receptors, construction noise levels from the individual projects are not loud enough to result in a doubling of noise energy. Thus, the EBPSP would not substantially contribute to construction noise levels at noise sensitive receptors. EBPSP construction-source noise would not exceed applicable thresholds and would not substantially contribute to ambient noise conditions or to other related noise sources. There are no known or probable related projects that would interact with the less than significant effects of the EBPSP and thereby result in cumulatively significant impacts; however,

for the larger Policy Plan Amendment, the phasing of construction activities is speculative. As details of individual development projects in the project area are currently unknown, it cannot be determined whether Mitigation Measure NOI-1-PPA would reduce potentially significant impacts to less than significant. The proposed project's contribution to construction-related noise and vibration would therefore be cumulatively considerable, and the cumulative impact would be significant and unavoidable.

Operation

Stationary Sources

Stationary noise sources as part of future projects under the proposed project would be required to comply with the exterior and interior noise level standards in the City's Municipal Code Section 5.29, shown in Table 3.13-5, and Policy Plan Amendment Policy S4-1, Noise Mitigation. Design features commonly employed to achieve compliance, such as rooftop or ground-mounted equipment enclosures, parapet walls, acoustical screening, and silencers for exhaust and intake openings, would be incorporated as necessary based on final equipment specifications and acoustical evaluation. Due to compliance with stationary noise standards at the project level, much of the mechanical equipment would be located at large distances from off-site sensitive receptors and/or would be shielded by intervening structures. The proposed project would therefore not contribute to cumulatively considerable stationary source-related noise, and the cumulative impact would be less than significant.

Traffic Sources

To specifically estimate the proposed project's contribution to traffic noise, no-project noise levels were compared to those projected with completion of the proposed project. As demonstrated above, the proposed project's contribution to increases in ambient noise levels results in a significant impact. The proposed project would, therefore, contribute to cumulatively considerable traffic-related noise, and the cumulative impact would be significant and unavoidable.

Vibration

Construction

For the EBPSP, there are no known projects that would overlap with the EBPSP's proposed construction schedule, with the exception of the Center Park Specific Plan to the north. Given the acreage associated with both the EBPSP and the Center Park Specific Plan and distance to the nearest noise-sensitive receptors, construction noise levels from the individual projects are not loud enough to result in a doubling of noise energy. Thus, the EBPSP would not substantially contribute to construction noise levels at noise sensitive receptors. Accordingly, there is no

potential for the EBPSP to contribute to the exposure of persons to substantial cumulative temporary groundborne vibration or noise. For the Policy Plan Amendment construction activities may occur simultaneously and close to vibration-sensitive receptors, that could result in significant impacts. As details of individual development projects in the project area are currently unknown, it cannot be determined whether Mitigation Measure NOI-2-PPA would reduce potentially significant impacts to less than significant.

Operation

Groundborne vibration levels from heavy truck travel along City-designated truck routes of the proposed project could expose existing and future sensitive receptors to annoying vibration levels, as discussed above. Therefore, the proposed project's contribution to truck route-related vibration annoyance would therefore be cumulatively considerable, and the cumulative impact would be significant and unavoidable.

Summary

The above analysis of proposed project addresses cumulative impacts with regard to operational and construction noise as well as groundborne noise and vibration in the City. The project proposes the long-term buildout and operation of many different uses. Although multiple simultaneous nearby noise sources may, in combination, result in higher overall noise levels, this effect is captured and accounted for by the community noise level metrics that form the basis of the standards of significance for noise analysis. As described above, cumulative impacts for short-term construction noise and long-term operation (traffic noise and vibration from heavy trucks) are cumulatively considerable; and therefore, **significant**.

Cumulative Impacts: The proposed project, in combination with past, present, and reasonably foreseeable projects, could result in a substantial impact related to cumulative construction noise and vibration impacts and operational truck route traffic vibration impacts.

3.13.7 References

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3.14 POPULATION AND HOUSING

This section of the Draft Supplemental Environmental Impact Report (SEIR) examines the potential for socioeconomic impacts of TOP 2050 Policy Plan Amendment and EBPSP (proposed project) compared to that of the TOP 2050 (approved project) and 2022 Certified EIR. Population and housing impacts in the City of Ontario include changes in population, employment, and demand for housing, particularly housing cost/rent ranges defined as "affordable." Current website information and pertinent documents from the City of Ontario and other appropriate agencies were used in preparation of this section. The analysis in this section is based, in part, on information from:

- Southern California Association of Governments (SCAG)
- United States Census Bureau (US Census)
- California Department of Finance (DOF)

3.14.1 Regulatory Framework

STATE

California Housing Element Law

California planning and zoning law requires each city and county to adopt a general plan for future growth (California Government Code Section 65300). This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. At the state level, the Housing and Community Development Department (HCD) estimates the relative share of California's projected population growth that would occur in each county based on California DOF population projections and historical growth trends. These figures are compiled by HCD in a Regional Housing Needs Assessment (RHNA) for each region of California. Where there is a regional council of governments, HCD provides the RHNA to the council. The council then assigns a share of the regional housing need to each of its cities and counties. The process of assigning shares gives cities and counties the opportunity to comment on the proposed allocations. HCD oversees the process to ensure that the council of governments distributes its share of the state's projected housing need.

California housing element laws (California Government Code Sections 65580–65589) require that each city and county identify and analyze existing and projected housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community commensurate with local housing needs. State law recognizes the vital role local governments

play in the supply and affordability of housing. To that end, California Government Code requires that the housing element achieve legislative goals to:

- Identify adequate sites to facilitate and encourage the development, maintenance, and improvement of housing for households of all economic levels, including persons with disabilities.
- Remove, as legally feasible and appropriate, governmental constraints to the production, maintenance, and improvement of housing for persons of all incomes, including those with disabilities.
- Assist in the development of adequate housing to meet the needs of low- and moderate-income households.
- Conserve and improve the condition of housing and neighborhoods, including existing affordable housing. Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.
- Preserve for lower-income households the publicly assisted multifamily housing developments in each community.

REGIONAL

Southern California Association of Governments

SCAG is a regional council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, which encompass over 38,000 square miles. SCAG is the federally recognized metropolitan planning organization for this region and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's metropolitan planning organization, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents. The City of Ontario is within the San Bernardino County Transportation Agency (SBCTA) subregion of SCAG.

SCAG adopted its current RTP/SCS, "Connect SoCal 2024," in April 2024 to provide a long-range vision for the SCAG region (SCAG 2024a). Connect SoCal 2024 expands land use and transportation strategies established from previous cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal 2024 contains plans and projections for the region's future. Like other RTPs/SCSs, Connect SoCal 2024 provides a policy framework for preparing local plans and handling issues of regional significance, such as land use and

housing, open space and biological habitats, water, energy, air quality, solid waste, transportation, security and emergency preparedness, economy, and education. Connect SoCal 2024 also strives to achieve broader regional objectives, such as encouraging diverse housing construction in areas supported by multiple transportation options; promoting development of complete streets that prioritize safe opportunities to walk, bike, and pursue other forms of active transportation; leveraging new transportation technologies and data-driven solution to efficient travel; and promoting conservation of natural lands. Connect SoCal 2024 advances regional planning by incorporating an integrated approach between SCAG, state and local governments, transportation commissions, resources agencies and conservation groups, the private sector, and the general public. See Section 3.11, *Land Use and Planning*, of this SEIR.

LOCAL

City of Ontario Housing Element

The City's 6th-cycle housing element for the 2021-2029 period was adopted on March 1, 2022. The housing element is the City's plan for achieving local housing goals and compliance with the applicable statutes that are required of all local governments when updating their housing elements. The housing element includes housing programs that the City will implement to achieve the goals, policies, and objectives of the element. Program 11 of the housing element addresses development within the Ontario Ranch community. Goal 1 and its associated policies express the City's commitment to providing parks and recreational amenities for City neighborhoods.

3.14.2 Existing Conditions

POLICY PLAN AMENDMENT

Population

As of May 2025, according to the California Department of Finance, the City of Ontario and San Bernardino County have current populations of approximately 184,404 persons and 2,207,424 persons, respectively (DOF 2025). Table 3.14-1, *Population Trends in the City of Ontario and San Bernardino County,* exhibits the population growth trends in the City and County, collected by the DOF. According to the data, population has steadily increased in the City from 2020 to 2025, with the largest percentage increase for the City being 1.53 percent from 2021 to 2022. Countywide population has fluctuated year to year, but overall increased over the last 6 years.

Table 3.14-1 Population Trends in the City of Ontario and San Bernardino County

Year	City of Ontario		San Bernardino County	
	Population	Percent Change	Population	Percent Change
2020	175,297	N/A	2,181,654	N/A
2021	175,907	0.35%	2,179,941	-0.08%
2022	178,591	1.53%	2,183,077	0.14%
2023	180,707	1.18%	2,182,351	-0.03%
2024	182,875	1.20%	2,200,351	0.82%
2025	184,404	0.84%	2,207,424	0.32%

Sources: DOF 2025

Housing

As shown in Table 3.14-2, *Historical Housing Growth Trends in the City of Ontario and San Bernardino County*, the rate of housing growth has varied over the years.

Table 3.14-2 Historical Housing Growth Trends in the City of Ontario and San Bernardino County

Year	City of Ontario		San Bernardino County	
	Total Housing Units	Percent Change	Total Housing Units	Percent Change
2020	53,219	N/A	731,899	N/A
2021	53,666	0.84%	734,848	0.40%
2022	54,918	2.33%	740,893	0.82%
2023	55,981	1.94%	746,006	0.69%
2024	56,836	1.53%	751,646	0.76%
2025	57,621	1.38%	758,120	0.86%

Sources: DOF 2025.

Housing units in the City of Ontario are primarily single-family homes, although the City has a greater share of multifamily homes compared to San Bernardino County as a whole. Table 3.14--3, *Housing Units by Type in the City of Ontario and County of San Bernardino*, identifies the prevalence of housing types in the City and county. As shown in Table 3.14-3, in 2025, 58 percent of housing units in Ontario and 71 percent of housing units in the county were detached single-family homes. In 2025, 31 percent of housing units in Ontario were multifamily homes with 2 or more units, compared to 20 percent of housing units in the county.

Table 3.14-3 Housing Units by Type in the City of Ontario and County of San Bernardino

Type	City of Ontario		San Bernardino County	
	Total Housing Units	Percent	Total Housing Units	Percent
Single-Family Detached	33,638	58%	537,845	71%
Single-Family Attached	3,775	7%	28,069	4%
Multifamily (2 to 4 Units)	5,217	9%	47,351	6%
Multifamily Homes (5 or More Units)	12,827	22%	102,452	14%
Mobile Homes	2,164	4%	42,403	6%
Total	57,621	100%	758,120	100%
Vacancy Rate	Percent Vacant = 3.8%		Percent Vacant = 8.8%	
Household Size	Household Size = 3.31		Household Size = 3.14	

Sources: DOF 2025.

Employment

According to the California Employment Development Department, the growth rate of employment in the City of Ontario and San Bernardino County increased from 2020 to 2024. The City of Ontario and San Bernardino County employment among local residents and annual employment change percentages are shown in Table 3.14-4, *City of Ontario and San Bernardino County Employment Trends*. In 2024, Ontario's employed residents made up 9.2 percent of San Bernardino County's total employment of 975,200.

Table 3.14-4 City of Ontario and San Bernardino County Employment Trends

Year	City of Ontario		San Bernardino County	
	Employment (Persons)	Percent Change	Employment (Persons)	Percent Change
2020	78,200	N/A	879,600	N/A
2021	82,200	5.12%	915,500	4.08%
2022	87,000	5.84%	958,100	4.65%
2023	88,800	2.07%	967,900	1.02%
2024	89,500	0.79%	975,200	0.75%

Sources: EDD 2025.

Jobs-Housing Balance

The ratio of jobs to housing is important because an imbalanced ratio can lead to physical impacts on the environment. The "jobs-housing ratio" or "jobs-housing balance" is generally

measured by comparing the total number of jobs compared to the number of housing units or employed residents in a defined geographic area, without regard to economic constraints or individual preferences. The jobs-housing balance has implications for mobility, air quality, and the distribution of tax revenues and is one indicator of a project's effect on growth and quality of life in the project area. There is no ideal ratio adopted in state, regional, or city policies. The American Planning Association (APA) is an authoritative resource for community planning best practices, including the following recommendations for assessing job-housing balance:

- Jobs-housing ratio
  - Recommended target: 1.5 jobs per housing unit
  - Recommended range: 1.3 to 1.7 jobs per housing unit
- Jobs-employed resident ratio
  - Recommended target: 1 job per employed resident
  - Recommended range: 0.8 to 1.25 jobs per employed resident (Weitz 2003)

The APA recognizes that an ideal ratio will vary across jurisdictions and that, beyond the numerical ratio, it is also important for there to be a match between the types of jobs available in a community, the skills of the local labor force, and the characteristics of available housing, such as price, size, and location (Weitz 2003).

According to the Census Bureau's Longitudinal Employer-Household Dynamics data, in 2022 (the most recent year for which data are available) the City of Ontario had 137,623 jobs (US Census 2025). As shown in Table 3.14-4, in 2022 Ontario had 54,918 housing units. Therefore, in 2022 Ontario had a jobs-housing ratio of 2.51 (137,623 jobs/54,918 housing units). In 2022 Ontario had 80,700 employed residents (EDD 2025). Therefore, in 2022 Ontario had a jobs–to–employed residents ratio of 1.7 (137,623 jobs/80,700 employed residents), which is considered slightly imbalanced using the APA's recommended range of 0.8 to 1.25 jobs per employed resident (Weitz 2003).

Forecast

Regional Growth Forecast

Table 3.14-5, *SCAG Projections, City of Ontario and County of San Bernardino,* shows SCAG's regional forecast population and job projections for 2019 to 2050 for Ontario and the county. According to SCAG, the City and county are forecast to experience high growth in the next 2 decades. The number of households in the City are forecast to increase from 50,500 to 95,500, a difference of 45,000 (89.1 percent increase) between 2019 and 2050. The number of jobs in the City are forecast to increase from 122,000 to 187,700, a difference of 65,700 (53.9 percent increase) between 2019 and 2050. As shown in Table 3.14-5, SCAG projects a lower rate of

growth in San Bernardino County as a whole, with a projected 20.6 percent population growth, 45.1 percent household growth, and 33.1 percent job growth.

Table 3.14-5 SCAG Projections, City of Ontario and County of San Bernardino

Category	2019	2050	Projected Change 2019–2050	Percent Change 2019–2050
County of San Bernardino				
Population	2,175,000	2,623,000	448,000	20.6%
Households	657,000	953,000	296,000	45.1%
Jobs	860,000	1,145,000	285,000	33.1%
City of Ontario				
Population[1]	174,800	N/A	N/A	N/A
Households	50,500	95,500	45,000	89.1%
Jobs	122,000	187,700	65,700	53.9%

Source: SCAG 2024b.

1 SCAG no longer forecasts population by jurisdiction in the Regional Transportation Plan.

Regional Housing Needs Assessment

As shown in Table 3.14-6, *City of Ontario 2021–2029 Regional Housing Needs Assessment*, the City of Ontario's RHNA allocation for the 2021–2029 planning period is 20,854 units.

Table 3.14-6 City of Ontario 2021–2029 Regional Housing Needs Assessment

Income Category (Based on County AMI)	Number of Units	Percentage
Very Low	5,640	27%
Low	3,286	16%
Moderate	3,329	16%
Above Moderate	8,599	41%
Total	**20,854**	**100%**

Source: SCAG 2021.

Note: AMI = Area Median Income

SPECIFIC PLAN

Under existing conditions, 10 residential units are located within the EBPSP area. Certain areas of the EBPSP area are currently designated Medium Density Residential (with an Affordable Housing Overlay) and Mixed Use (with an Affordable Housing Overlay) under the approved

project. Under the current TOP 2050, these EBPSP parcels were planned to accommodate up to 2,195 housing units, including 1,098 low- and very-low income units.

3.14.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to population and housing if it would:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

METHODOLOGY

The project area's demographics are examined in the context of existing and projected populations and housing units for San Bernardino County and the City of Ontario. Information on population, housing, and employment for the project area is available from several sources, including:

- **California Department of Finance.** The DOF prepares and administers California's annual budget. Other duties include estimating population demographics and enrollment projections.
- **Southern California Association of Governments.** Policies, programs, employment, housing, and population projections adopted by SCAG to achieve regional objectives are expressed in its 2020-2045 RTP/SCS.
- **United States Census Bureau.** The official United States Census is described in Article I, Section 2 of the Constitution of the United States. It calls for an actual enumeration of the people every 10 years, to be used for apportionment among the states of seats in the House of Representatives. The United States Census Bureau publishes population and household data gathered in the decennial census.
- **American Community Survey.** The American Community Survey is facilitated by the U.S. Census Bureau and provides estimates of population, housing, household, economic, and transportation trends between decennial census.

3.14.4 Relevant New and Modified General Plan Policies

There are no new and modified general plan policies applicable to population and housing.

3.14.5 Environmental Impacts

2022 CERTIFIED EIR

The Certified EIR concluded that the approved project would directly result in population growth in the City. Buildout of the approved project would not displace people or housing and would not necessitate the construction of replacement housing. No significant adverse impacts were anticipated upon regulatory compliance and compliance with the approved project policies and programs.

PROPOSED PROJECT

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The Certified EIR identified that implementation of the approved project would accommodate population growth through land-use designations, goals, and policies that would provide a vision and guide growth in the City. One of the purposes of TOP 2050 is to adequately plan and accommodate future growth. Implementation of TOP 2050 accommodates population growth through land use designations, goals, and policies that provide a vision and guide growth in the City.

POLICY PLAN AMENDMENT

The proposed project includes changes in land use, with the majority of changes concentrated in Ontario Ranch. These land use changes are intended to improve growth areas by growing business and industrial uses in the city, adjust housing types, and meet state housing laws (see Chapter 2, *Project Description*).

The proposed project would increase population, dwelling units, nonresidential buildings, and employment when compared to the approved project (see Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*). The increase in housing capacity would be aligned with State initiatives to increase housing production in California in response to the State housing crisis (see Section 3.14.1, *Regulatory Framework*). The proposed project would ensure continued compliance with the objectives of the Housing Element. Also, the increase in employment would be aligned with the City's objectives to align with the jobs market.

Table 3.14-7*, Buildout Comparison of Approved TOP 2050 and Proposed Project to SCAG Forecasts*, compares the City's buildout projections for population, housing, and jobs to SCAG projections and includes buildout projections under both the approved project and the proposed project.

SCAG forecasts the City to be jobs-rich, with a jobs-housing ratio of 2.2 in 2045, which is the same as that of the proposed project. According to the California EDD, unemployment in the City was 5,000 in August 2025 (5.3 percent unemployment rate) and 61,700 for San Bernardino County (5.9 percent unemployment rate) (EDD 2025).

Table 3.14-7 Comparison of Approved TOP 2050 and Proposed Project to SCAG Forecasts

Category	SCAG Projections (2050)	Approved TOP 2050	Proposed Project (2050)
Population[1]	N/A	411,268	427,741
Housing Units	95,500	129,951	137,177
Jobs	187,700	299,204	301,035
Jobs-Housing Ratio	2.2	2.3	2.2

Source: SCAG 2024b.

[1] SCAG no longer forecasts population by jurisdiction in the Regional Transportation Plan.

SCAG's Connect SoCal identifies several types of "priority growth areas" in Ontario, including high-quality transit areas, transit priority areas, neighborhood mobility areas, and livable corridors. TOP 2050 would promote growth consistent with these priority growth areas because proposed land use changes under the proposed project are intended to encourage walking and biking, put residents in proximity to resources, and align future growth in Ontario with planned infrastructure improvements and regional transportation goals.

Although the increase in housing, and employment under the proposed project would exceed SCAG's regional forecasts for the City of Ontario, the proposed project would maintain the City's jobs-housing balance. Furthermore, TOP 2050 is consistent with SCAG's Connect SoCal strategies (see Section 3.11, *Land Use and Planning*). Therefore, while buildout under the proposed project would result in substantial population and employment growth, this growth is in line with the City's goals and policies to update business centers, adjust housing types, and meet state housing laws.

The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and that identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant

Specific Plan

Direct Impacts

Construction activities would generate temporary employment opportunities, including short-term design, engineering, and construction jobs. These types of employment are typical of the region and would not induce substantial population growth, if any.

Operations of the EBPSP land uses has the potential to generate up to 1,590 employees. SCAG projects 187,700 employees within the City by 2050. Table LU-03, *Future Buildout*, of the City's TOP 2050 Policy Plan Amendment projects 301,035 employees during the same timeframe. There are currently approximately 89,500 employees in the City of Ontario (EDD 2025). SCAG forecasts 187,700 employees by 2050 (SCAG 2024b). The EBPSP's estimated 1,590 employees represents 1.6 percent of SCAG's projected employment growth[1] and 0.8 percent of TOP's projected employment growth.[2] Therefore, the EBPSP's contribution to employment is well within current regional and local growth projections. Long-term employment demands would likely be filled by the available personnel pools within the City of Ontario, and/or neighboring communities. These types of employment positions are relatively common throughout Southern California and are unlikely to generate significant population migration.

Based on the preceding, the EBPSP's potential to directly induce substantial unplanned population growth in the area is considered less than significant.

Indirect Impacts

As detailed in Section 2, *Project Description*, of this SEIR, the EBPSP would require construction of roadways and utility infrastructure to serve the development. The EBPSP would implement infrastructure improvements that are consistent with the City and purveyor master plans. Environmental impacts of growth that would result from roadways and utilities pursuant to the Policy Plan have been previously evaluated and addressed in the 2022 Certified EIR. Growth that may result from or be facilitated by the EBPSP infrastructure improvements would not result in impacts not previously considered and addressed in the Policy Plan EIR.

Neither the EBPSP nor any related component would directly or indirectly result in substantial unplanned population growth that would cause a significant impact to the environment. Impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

[1] 1,590/(187,700-89,500) = 1.6%
[2] 1,590/(296,204-89,500) = 0.8%

Specific Plan Significance without Mitigation: Less than significant.

Impact POP-1: The Policy Plan Amendment and Specific Plan would directly result in population growth in the City of Ontario. [Threshold P-1]

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant population and housing impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The Certified EIR identified that the approved project would not displace people or housing and would not necessitate the construction of replacement housing.

Policy Plan Amendment

One of the purposes of Policy Plan Amendment is to adequately plan and accommodate future growth through the distribution, location, balance, and extent of land uses. Implementation of the Policy Plan Amendment would accommodate population growth through land use designations, goals, and policies that provide a vision and guide growth in the City. Land use changes under the proposed project would increase opportunities for housing in the City—for example, by increasing residential density in existing residential areas. The proposed project would provide land use designations for a variety of housing types and provide for additional residential opportunities throughout Ontario. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and that identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Under existing conditions, the Specific Plan area contains 10 residential units. The loss of these units is not considered substantial, given the City's overall housing stock. Implementation of the EBPSP would not displace a substantial number of people or housing and would not necessitate

the construction of replacement housing elsewhere. Therefore, the EBPSP would not result in significant impacts in this regard.

It is noted that development of the EBPSP area with the uses proposed under the EBPSP would result in the loss of the potential housing units anticipated under the current Policy Plan land use designations. To offset this loss consistent with SB 330, the Policy Plan Amendment is being processed in conjunction with the EBPSP and would redesignate various properties throughout the City to a more intensive residential land use designation. In summary, Citywide residential capacity would increase from 129,551 units to 137,177 units. Please refer to the Policy Plan discussions presented previously. Impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact POP-2: Buildout of Policy Plan Amendment and Specific Plan would not displace people or housing and would not necessitate the construction of replacement housing. [Threshold P-2].

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant population and housing impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

3.14.6 Cumulative Impact Analysis

The area considered for cumulative impacts is the SCAG region. As described above, the approved project exceeds SCAG's regional forecasts for the City of Ontario and therefore the increase in population, housing, and employment as part of the proposed project would also exceed SCAG's regional forecast for the City. The proposed project would comply with SB 330 and SB 166 (see Section 3.11, *Land Use and Planning*), and there would be no net loss of residential units in the City with implementation of the proposed project. The proposed project would align jobs with the current employment market. Employment generated by the proposed project is expected to be filled by the local and regional labor force. Regionally, The City of Ontario represents approximately 8 percent of the population, 8 percent of the housing, and 9

percent of the employment within San Bernardino County. Therefore, the proposed increase in population, housing units, and jobs would comprise a small portion of the countywide total.

SCAG identifies several Priority Growth Areas in Ontario, including high-quality transit areas, transit priority areas, neighborhood mobility areas, and livable corridors. The proposed project would promote growth consistent with these Priority Growth Areas, as proposed land use changes under the Policy Plan Amendment would promote mixed-use areas which would encourage walking and biking, put residents in proximity to resources, and align future growth in Ontario with planned infrastructure improvements and regional transportation goals.

Impacts of the proposed project would be less than cumulatively considerable. Therefore, this impact is **less than significant**.

Cumulative Impacts: The proposed Policy Plan Amendment and Specific Plan would not cause a cumulative impact to population and housing.

3.14.7 References

DOF (California Department of Finance). 2025. E-5 Population Estimates for Cities, Counties, and the State, 2020–2025. https://www.dof.ca.gov/forecasting/demographics/Estimates/e-5/.

EDD (California Employment Development Department). 2025. County of San Bernardino Labor Force. Accessed 10/1/2025. https://labormarketinfo.edd.ca.gov/cgi/dataanalysis/labForceReport.asp?menuchoice=LABFORCE.

SCAG (Southern California Association of Governments). 2021. SCAG 6th Cycle RHNA Allocation Plan. https://scag.ca.gov/sites/main/files/file-attachments/6th-cycle-rhna-final-allocation-plan.pdf?1625161899.

SCAG. 2024a. Connect So Cal. https://scag.ca.gov/sites/default/files/2024-05/23-2987-connect-socal-2024-final-complete-040424.pdf.

SCAG. 2024b, April 4. Connect SoCal 2024 Demographics and Growth Forecast. https://scag.ca.gov/sites/default/files/2024-05/23-2987-tr-demographics-growth-forecast-final-040424.pdf.

3.15 PUBLIC SERVICES

This section of the Draft Supplemental Environmental Impact Report (SEIR) addresses the impacts of Policy Plan Amendment Project and EBPSP (proposed project) compared to TOP 2050 (approved project), as identified in the 2022 Certified EIR, to public services providing fire protection services, police protection services, school services, and parks (see Table 3.15-1, *Public Service Providers*). Parks and recreation services are also addressed in Section 3.16, *Recreation*. Public and private utilities and service systems, including water, wastewater, and solid waste services and systems, are addressed in Section 3.19, *Utilities and Service Systems*. Public agency responses to service questionnaires are in Appendix J to this SEIR.

Table 3.15-1 Public Service Providers

Public Service	Agency Name
Police	City of Ontario Police Department (OPD) San Bernardino County Sheriff's Department
Fire Protection and Emergency Medical Services	City of Ontario Fire Department (OFD) San Bernardino County Fire Department California Department of Forestry and Fire Protection (CAL FIRE) United States Forest Service (USFS)
Public Schools	Chaffey Joint Union High School District (CJUHSD) Ontario-Montclair School District (OMSD) Mountain View School District (MVSD) Cucamonga School District (CSD) Chino Valley Unified School District (CVUSD) Chaffey Community College District
Library	Lewis Family Branch Library Ovitt Family Community Library

3.15.1 Regulatory Framework

FEDERAL

International Fire Code

The International Fire Code (IFC) includes specialized technical fire and life safety regulations that apply to the construction and maintenance of buildings and land uses. Topics addressed in the code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions

intended to protect and assist fire responders, industrial processes, and many other general and specialized fire safety requirements for new and existing buildings.

STATE

California Health and Safety Code

State fire regulations in Sections 13000, et seq., of the California Health and Safety Code include regulations for building standards (also in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

California Fire Code

The California Fire Code (CFC) (California Code of Regulations, Title 24, Part 9) is based on the 2021 IFC and includes amendments from the State of California fully integrated into the code. The CFC contains fire safety-related building standards that are referenced in other parts of Title 24 of the California Code of Regulations. The CFC is updated once every 3 years; the 2022 CFC took effect on January 1, 2023, and the 2025 CFC, published on July 1, 2025, became effective January 1, 2026.

California State Assembly Bill 2926: School Facilities Act of 1986

To assist in providing school facilities to serve students generated by new development, Assembly Bill (AB) 2926 was enacted in 1986 and authorizes a levy of impact fees on new residential and commercial/industrial development. The bill was expanded and revised in 1987 through the passage of AB 1600, which added Sections 66000, et seq., to the Government Code. Under this statute, payment of impact fees by developers serves as CEQA mitigation to satisfy the impact of development on school facilities.

California Education Code Section 17620

California Education Code Section 17620 gives school districts the authority to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities, subject to any limitations set forth in Chapter 4.9 (commencing with Section 65995) of Division 1 of Title 7 of the Government Code.

California Senate Bill 50

Senate Bill (SB) 50, passed in 1998, provides a comprehensive school facilities financing and reform program and enables a statewide bond issue to be placed on the ballot. Under the provisions of SB 50, school districts are authorized to collect fees to offset the costs associated with increasing school capacity as a result of development and related population increases.

The funding goes to acquiring school sites, constructing new school facilities, and modernizing existing school facilities. SB 50 establishes a process for determining the amount of fees developers would be charged to mitigate the impact of development on school districts from increased enrollment. According to Section 65996 of the California Government Code, development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation."

Under this legislation, there are 3 levels of developer fees that may be imposed upon new development by the governing school district. Level I fees are assessed based upon the proposed square footage of residential, commercial/industrial, and/or parking structure uses. Level II fees require the developer to provide one-half of the costs of accommodating students in new schools, and the state provides the remaining half. To qualify for Level II fees, the governing board of the school district must adopt a School Facilities Needs Analysis and meet other prerequisites in accordance with Section 65995.6 of the California Government Code. Level III fees apply if the state runs out of bond funds, allowing the governing school district to impose 100 percent of the cost of school facility or mitigation minus any local dedicated school monies on the developer.

LOCAL

City of Ontario Municipal Code

- **Title 4, Chapter 4, Fire Code,** states that the 2022 edition of the California Fire Code in its entirety, together with the amendments, additions, deletions, exceptions in Chapter 4, are the adopted Fire Code of the City.

- **Title 4, Chapter 9, Alarm Systems,** provides the City's standards regarding private alarm systems including: police response, fees, fines, conditions for the suspension of a police response and a public education and training program.

- **Title 4, Chapter 11, Security Standards for Buildings,** provides standards for security measures in new and existing buildings in the City. The Chief of Police is responsible for the implementation of these standards during building plan checks and inspections.

- **Title 9, Chapter 6, Development and Subdivision Regulations,** establishes park dedication and in-lieu development fees for new subdivisions in Section 6.08.030, Park Dedication and In-Lieu Fee Regulations. This section establishes a park area standard ratio of 0.005 (five acres of park area per 1,000 residents) to calculate maximum amount of public park land required and a park area fee standard ratio of 0.003 (three acres of park area per 1,000 residents) to calculate the park impact fee in lieu of making an offer of parkland dedication.

Development Impact Fees

City of Ontario Services

The City uses development impact fees collected at building permit issuance to provide funding for police, fire, roadways, storm drainage, water and sewer infrastructure, solid waste infrastructure, general public facilities, libraries, public meetings, aquatics, and parks. Specific public infrastructure, facilities, and improvements projects are identified in the City's Master Facilities Plan and Development Impact Fee Nexus Report, which was most recently updated in 2025 (Ontario 2025a). The City also levies citywide development impact fees in addition to fees specific to development in Ontario Ranch. The most recent fee schedule was adopted by resolution (Resolution No. 2025-10) and became effective on July 1, 2025.

School Services

In accordance with Government Code Section 65995, et. seq, all 5 school districts serving the City currently levy developer fees on new development within their respective boundaries. These fees are levied for both residential and non-residential development and support the costs of providing school services.

Ontario Recreation and Parks Master Plan

The City of Ontario adopted the Ontario Recreation and Parks Master Plan in August 2021. The Master Plan includes an inventory of the City's existing parks and recreation facilities and analyzes the City's existing park level of service. This analysis is used to inform the Master Plan's recommendations for facility improvements.

3.15.2 Existing Conditions

FIRE PROTECTION

Policy Plan Amendment

The City of Ontario Fire Department (OFD) operates 11 fire stations throughout the City, including the Ontario International Airport fire station. The OFD has 265 personnel, including 213 sworn firefighters and 52 professional staff members that make up 7 bureaus—Operations, Fire Prevention, Support Services, Emergency Medical Services (EMS), Training and Professional Development, Personal and Professional Standards, and Administrative Services—and operates with a daily staff of 59 sworn firefighters. Throughout the 11 fire stations, there are ten 4-person paramedic engine companies, four 4-person truck companies, an 8-person aircraft rescue and firefighting (ARFF) station, 2 fire investigation supervisors, and 2 battalion chiefs (OFD 2025a).

The National Fire Protection Association (NFPA) Fire Code section 1710 recommends that a first-responder unit arrive at the scene in a travel time of 4 minutes or less at least 90 percent of the time. NFPA recommends that full response to a low/medium hazard fire occur within 8 minutes of the 911 call at least 90 percent of the time and within 10 minutes for a high hazard. The California Emergency Medical Services Authority (EMSA) is responsible for coordinating the planning, development, and implementation of 32 local EMS systems throughout California.

The OFD's total response time for the first arriving engine/unit is 10 minutes and 45 seconds on fire calls and 10 minutes and 17 seconds for EMS calls, 90 percent of the time, as of September 2025. OFD noted that its ideal response time 90 percent of the time is 6 minutes 39 seconds for arrival of the first fire suppression unit and 6 minutes 19 seconds for first arrival of a unit with minimum life support capabilities. Between July 2024 and June 2025, the OFD responded to 24,477 incidents (OFD 2025b).

The OFD has Automatic Aid Agreements with the cities that border Ontario—Upland, Rancho Cucamonga, Fontana, and Chino. The OFD participates in the State of California Master Mutual Aid System, which provides statewide resources if necessary, assisting with emergency response, fire services for all structural fires, and advanced life support (Ontario 2023; San Bernardino 2024).

Specific Plan

As previously stated, the City of Ontario, inclusive of the Specific Plan area, is currently served by the OFD. The nearest fire stations that serve the Specific Plan area are Fire Station 11, immediately south of the Specific Plan area at 7721 Eucalyptus Avenue, and Fire Station 9, 1.35 miles east of the Specific Plan area at 2661 East Grand Park Street. Station 11 is staffed with Engine 141 and Truck 141, which have 4 firefighters on each unit.

POLICE PROTECTION

Policy Plan Amendment

The City of Ontario Police Department (OPD) provides police protection services to the City, organized into three geographic areas: West Area Command, East Area Command, and South Area Command. Each area has a dedicated team of officers who operate 24/7 patrols as well as traffic officers, community engagement officers, narcotics investigators, and detectives (OPD 2025a). The OPD responded to approximately 208,000 calls for service in 2024 and had an average response of 3 minutes and 11 seconds in 2024 (OPD 2025b). The OPD currently has a 1.67 police officers per citizen ratio and an average response time of 1.16 minutes (OPD 2025c). Currently, the OPD has a total of 429 employees, 314 of which are sworn personnel (OPD 2025b). The main OPD station is at 2500 South Archibald Avenue in central Ontario. The OPD also has a substation called the Mills Station at 1 Mills Circle in the northeastern part of the City (OPD 2025a).

The Ontario Police Department's Airport Operations Bureau serves the Ontario International Airport (ONT) and consists of police officers, explosive detection canines, narcotic detection canines, and community service officers. The Airport Operations Bureau patrols all areas of the airport, investigates crimes, manages traffic flow, and responds to airport emergencies, all while enforcing Transportation Safety Administration regulations and airport security programs (OPD 2025c).

In addition to serving the City of Ontario, the OPD participates in mutual aid agreements with different public agencies to provide the optimum level of service during times of emergency. The OPD holds a mutual aid agreement with the San Bernardino County Sheriff and various jurisdictions surrounding Ontario (San Bernadino 2025). The OPD also participates in a statewide mutual aid program facilitated by the Governor's Office of Emergency Services (Cal OES). This enables the OPD to request assistance from other police and sheriff departments located within its designated Cal OES region when its resources are inadequate to meet service demands (Cal OES 2019).

Specific Plan

The Specific Plan area is currently served by the OPD and is at the southern end of the South Area Command. The nearest police facility is approximately 3 miles to the northeast at 2500 S. Archibald Avenue.

SCHOOL SERVICES

Policy Plan Amendment

There are 5 public school districts that serve the City of Ontario:

- **Chaffey Joint Union High School District (CJUHSD)** serves grades 9 through 12, except in the southwestern portion of Ontario Ranch, which is covered by CVUSD.
- **Chino Valley Unified School District (CVUSD)** serves TK through 12 in the western half of Ontario Ranch.
- **Ontario-Montclair School District (OMSD)** serves grades TK through 8 in the western half of the Original Model Colony (OMC).
- **Mountain View School District (MVSD)** serves grades K through 8 in the eastern half of Ontario Ranch and a portion of OMC.
- **Cucamonga School District (CSD)** serves grades K through 8 in the eastern half of the OMC and has one school (the Ontario Center School) within the City's boundaries.

Figure 3.15-1, *School Facilities and Districts*, shows the areas of Ontario covered by each school district. Table 3.15-2, *Public Schools Serving the City of Ontario*, lists schools in Ontario under each school district.

Table 3.15-2 Public Schools Serving the City of Ontario

School District	Schools
Chaffey Joint Union High School District	Chaffey High School Colony High School Ontario High School
Chino Valley Unified School District	Levi Dickey Elementary School Liberty Elementary School Woodcrest Junior High School
Cucamonga School District	Cucamonga Elementary School Los Amigos Elementary School The Ontario Center School
Mountain View School District	Creek View Elementary School Mountain View Elementary School Park View Elementary School Ranch View Elementary School Grace Yokley Junior High School
Ontario-Montclair School District	Arroyo Elementary School Berlyn Elementary School Bon View Elementary School Central Language Academy Corona Elementary School Del Norte Elementary School Edison Academy El Camino Elementary School Elderberry Elementary School Euclid Elementary School Hawthorne Elementary School Haynes Elementary School Lincoln Elementary School Mariposa Elementary School Sultana Elementary School Vista Grande Elementary School Vineyard STEM Academy De Anza Middle School Oaks Middle School Vina Danks Middle School Wiltsey Middle School

Source: CDE 2025a.

Table 3.15-3, *School District (K-12) Enrollment*, shows historical enrollment for each school district from 2021 to 2025 based on school year. As shown in the table, school district enrollment has remained steady during this time.

Table 3.15-3 School District (K-12) Enrollment

School District	2021-22	2022-23	2023-24	2024-25
Chaffey Joint Union High School District	23,566	23,145	22,628	22,116
Chino Valley Unified School District	26,822	26,601	26,473	26,529
Cucamonga School District	2,395	2,299	2,296	2,360
Mountain View School District	2,707	3,035	3,156	3,318
Ontario-Montclair School District	18,909	18,471	17,944	17,695

Source: CDE 2025b.

Note: Not all school districts offer the full range of grades K-12.

All 5 school districts serving the City currently levy developer fees on new development within their respective boundaries. For the purpose of calculating these fees, 4 of the districts have developed student generation rates that represent the average number of students per dwelling unit. The rates for each school district are shown in Table 3.15-4, *Student Generation Rates*.

Table 3.15-4 Student Generation Rates

School District	Elementary School[1]	Middle School[1]	High School[1]
Chaffey Joint Union High School District	--	--	0.133
Chino Valley Unified School District	0.241	0.063	0.144
Mountain View School District	0.155	0.023	--
Ontario-Montclair School District	0.306	0.093	--

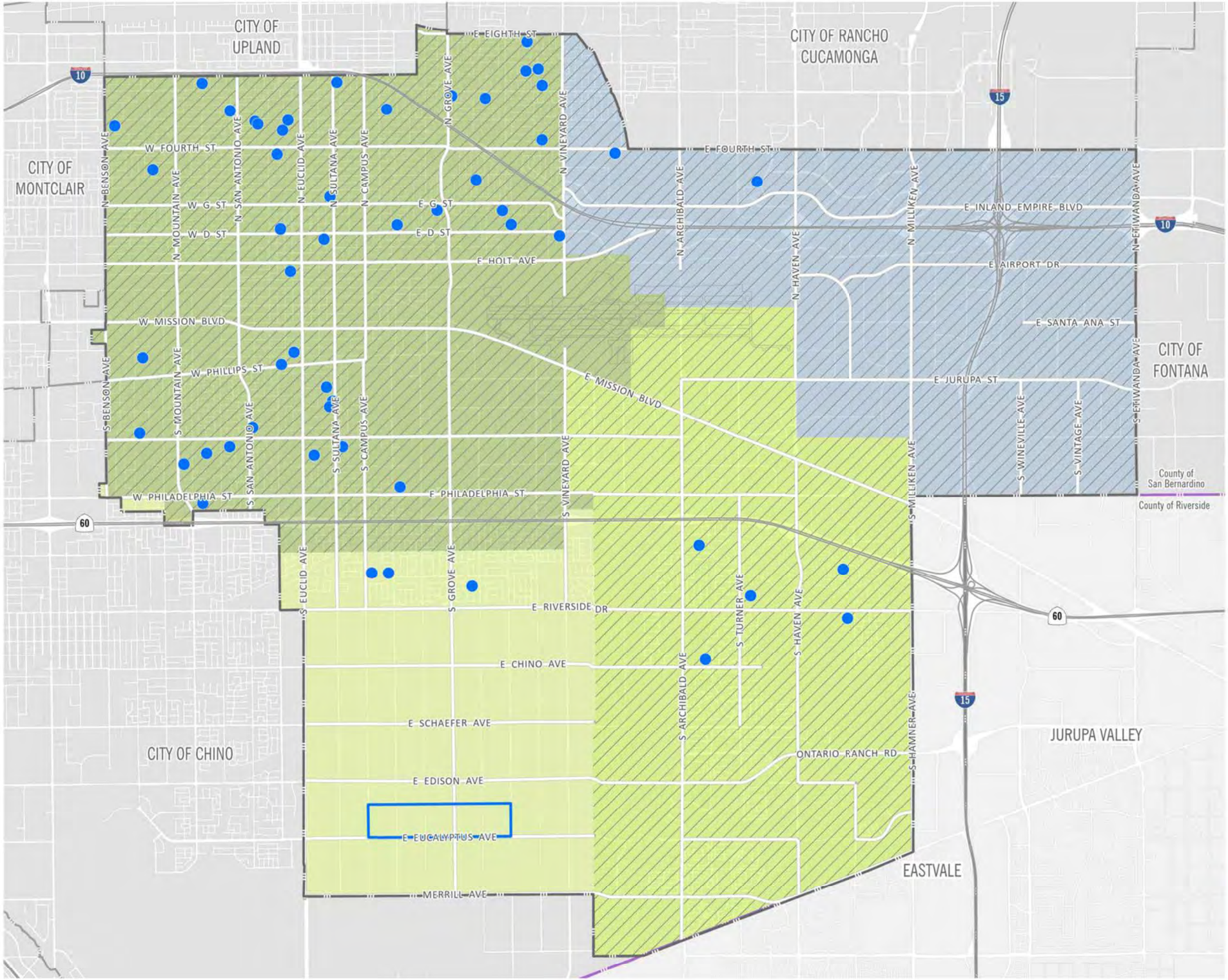
Source: CJUHS 2024; CVUSD 2024; MVSD 2025; OMSD 2024

Note: N/A = not available.

1 Notes average generation rate across all dwelling unit types.

Figure 5.15-1

School Facilities & Districts



- EBSP Boundary
- Ontario City Boundary
- County Boundary
- Public & Private Schools
- Chaffey Joint Union High School District
- Ontario-Montclair School District
- Cucamonga School District
- Mountain View School District
- Chino Valley Unified School District

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: CDE 2025; OMSD 2014; CSD 2025 Date: 12/15/2025

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Specific Plan

The Specific Plan area is located within the boundaries of CVUSD. CVUSD, which also serves the City of Chino, consists of 35 schools, including 4 alternative education schools, 3 K-8 schools, 20 elementary schools, 5 junior high schools, and 5 high schools. The EBPSP is within the attendance boundaries of Dickey Elementary School, Liberty Elementary School, Woodcrest Junior High School, and Chino High School (CVUSD n.d.).

PARKS

Policy Plan Amendment

Parks and recreational facilities in the City of Ontario are discussed in detail in Section 3.16 of this SEIR. The City has approximately 727 acres of parkland, consisting of 7 miniparks, 15 neighborhood parks, 6 community parks, 4 linear and special use parks, and 2 regional parks, each described in Table 3.16-2, *Park/Recreational Facilities in Ontario*. The City's population is 184,404 people (DOF 2025). Based on the City's established parkland standard of 3 acres per 1,000 residents, the City currently requires 553 acres of parkland.

Regional and state parks and recreation facilities in the vicinity of the City also provide parks and recreation opportunities for residents. These include the San Bernardino National Forest, Clevland National Forest, Silverwood Lake State Recreation Area, Chino Hill State Recreation Area, Cucamonga-Guasti Regional Park, and Prado Regional Park. Additional recreational facilities in the City separate from those associated with the parks in Table 3.16-2 include facilities on school sites. The City's joint use agreements with CVUSD and CJUHSD allow for public use of district facilities. The City also maintains 2.4 miles of paved hiking and biking trails and 1.3 miles of equestrian trails in the West Cucamonga Creek Trail System.

Specific Plan

The Ontario Recreation & Community Services Department provides community services such as parks, community centers, school recreation facilities, private golf courses, and recreational trails. As noted in Section 3.15.2, the City maintains a Recreation & Parks Master Plan that provides goals for infrastructure and program improvements throughout the City. Centennial Park, North Celebration Park, and South Celebration Park are all within 2 miles of the Specific Plan area.

A 36.15-acre segment of the City's "Grand Park" lies within the Specific Plan boundaries between Walker Avenue and Campus Avenue. Grand Park is planned as a 3.7-mile, 340-acre greenbelt between Haven Avenue and Euclid Avenue. The on-site segment of Grand Park would be developed as part of the Specific Plan.

OTHER PUBLIC SERVICES

Policy Plan Amendment

Other public services analyzed in the 2022 Certified EIR include library services. The City of Ontario has two facilities in its library system: the Ovitt Family Community Library at 215 East C Street, and the Lewis Family Branch at 3850 East Riverside Drive.

The Ontario library system has phases for proposed growth in alignment with population growth as part of its Library Facility Master Plan, which projects to a horizon year of 2035. Currently, the Ontario library system offers approximately 43 square feet per 100 capita among its 2 library branches. The Library Facility Master Plan outlines 8 projects, referred to as phases, that would each add facility space corresponding with growth in the City's population. The first permanent addition of a new library facility would occur when the City reaches a population of 205,000 residents under Phase 2a and each subsequent phase would add new facilities (Ontario 2020). The City currently levies development impact fees to offset costs for library facilities.

Specific Plan

As noted, the City's library system includes the Ovitt Family Community Library, located at 215 East C Street, and the Lewis Family Branch, located at 3850 East Riverside Drive. These facilities contain over 315,000 items, including books, magazines, DVDs, audio books, and a local history collection. A wide variety of technology is available for the public including internet, several software, eBooks, and state-of-the-art technology through Lightspeed makerspace that offers access to equipment such as 3D printers and a laser cutter (Ontario 2025b).

3.15.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to public services if it would:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:
   - Fire protection
   - Police protection

- Schools
- Parks
- Other public facilities

METHODOLOGY

The following analysis utilizes performance objectives provided by service providers in the questionnaires to assess the project's impact with respect to service levels. While a project's impact on performance objectives can be used to inform whether new or expanded facilities will be needed, public service provider impacts under CEQA concern the environmental impacts associated with the provision of new or expanded facilities. Therefore, despite whether a project results in diminished service levels, a significant impact would only occur if the construction/operation of new or expanded government facilities necessitated by the project results in a significant environmental impact.

Service provider questionnaires (see Appendix J) were prepared and distributed to the OFD, OPD, and the 5 school districts serving the City of Ontario to identify potential impacts related to public services associated with the proposed project. Each questionnaire included project buildout information and a site description to assist the agencies in evaluating whether new or expanded facilities may be required as a result of the project.

3.15.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.15.5 Impact Analysis

2022 CERTIFIED EIR

The 2022 Certified EIR noted that buildout of the approved project would require expansion of fire protection, police, and library services due to the introduction of new structures, residents, and workers within the City's boundaries. The 2022 Certified EIR concluded, however, that impacts would be less than significant since projects under the approved project would be reviewed by the City and the City service providers on an individual basis and would be required to comply with requirements in effect at the time building permits are issued, including the payment of development impact fees that contribute to funding for additional staffing, facilities, and equipment.

The 2022 Certified EIR also concluded that impacts to school services would be less than significant since the capacity of existing and planned schools serving the City would be able to accommodate the increase in population under the approved project. Developer impact fees

levied by each district also reduced impacts under the approved project. Additionally, the 2022 Certified EIR identified that implementation of the approved project would increase the use of existing park and recreational facilities, but that park dedications and payment of in-lieu fees would ensure impacts are less than significant.

PROPOSED PROJECT

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives?

FIRE PROTECTION

The 2022 Certified EIR concluded that impacts to fire protection services would be less than significant under the approved project.

Policy Plan Amendment

As shown in Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*, of this SEIR, buildout of the proposed project would result in a net increase of 16,473 residents and 1,831 employees in the City when compared to buildout under the approved project, which would result in increased demand on fire protection services. Based on correspondence with the OFD, while existing staffing and equipment levels are adequate to meet current demands for services, implementation of the proposed Policy Plan Amendment would incrementally impact the OFD's service capacity and likely require the construction new stations. The OFD notes that the department anticipates construction of a permanent facility for Fire Station 11 and that 2 additional stations would be required to meet future demands within the horizon of TOP 2050 (Appendix J).

The City's Master Facilities Plan, which outlines the City's plan for allocating funds to projects from development impact fees, also discusses OFD's need for these additional fire stations to meet future demand. With implementation of these additional facilities, the OFD reports that the projected population and employment increase under the proposed project would not result in a reduction in fire protection services (Appendix J).

While the details and timelines for constructing these stations is unknown at this time, development and implementation of new or expanded OFD facilities could have physical effects on the environment, such as lighting, biological resources, noise, traffic, and air quality. Impacts associated with buildout of the proposed Land Use Plan, which includes buildout of public service facilities, are analyzed throughout this SEIR. For example, construction-related air

quality and noise impacts of the proposed project are described in Section 3.3, *Air Quality,* and Section 3.13, *Noise*. Evaluation of environmental impacts specific to these facilities would be conducted pursuant to CEQA, when individual development projects are proposed. Evaluation of site-specific impacts in this SEIR would be speculative in this program-level SEIR.

The City has existing procedures to ensure that fire protection facilities are funded. For example, new development is require to pay Development Impact Fees, which are used to fund new OFD facilities and expansions. Additionally, implementation of the City's Master Facilities Plan ensures that OFD facility needs are identified for the allocation of Development Impact Fee funds. The City also allocates funds for new OFD facilities, equipment, and service personnel through the General Fund revenue and other revenue sources collected by the City (Ontario 2025a). Allocation of General Fund revenue for new facilities would ensure that new facilities are constructed to meet the service demands of OFD as a result of buildout of the proposed project.

Additionally, several Safety Element policies direct the City and the OFD maintain adequate service levels and ensure that development incorporates fire prevention measures. This includes Policy S-3.3, Fire and Emergency Medical Services, which directs the City to maintain sufficient fire stations, equipment and staffing to respond effectively to emergencies and meet the needs of the community and state requirements. Additionally, Policy S-3.7, Fire Prevention through Environmental Design, requires new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces, and buildings.

Furthermore, future development projects would be reviewed by the City and OFD on an individual basis. Future development projects would be required to comply City and OFD requirements in effect at the time building permits are issued to ensure that OFD fire safety needs are met.

Similar to development under the approved project, the City's existing processes for funding OFD facilities, equipment, and personnel would ensure that the necessary service improvements would be provided, when needed, through buildout under the proposed project. Impacts to fire protection services would therefore be **less than significant**. Additionally, the proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and impacts identified in the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As previously discussed, fire suppression and emergency response services for the Specific Plan area are currently provided by the OFD.

A need for new or expanded public services, such as fire protection services, is typically associated with population increases. The Specific Plan does not include the construction of new homes. While there would be increased employment on-site, it would not induce substantial population growth, as concluded in Section 3.14, *Population and Housing*. It is also noted that fire stations are a permitted use within the EBPSP, should the need arise at a later date.

Incremental fire protection service demands generated by the EBPSP are offset through payment of City of Ontario Development Impact Fees, a portion of which are allocated for fire protection services. Development impact fees would be paid at issuance of building permit(s).

Future projects within the EBPSP would be reviewed by OFD on an individual basis. Additionally, to the satisfaction of the OFD, uses implemented pursuant to the EBPSP would comply with City and Fire Department fire prevention and suppression requirements, including building/site design requirements, fire flow adequacy, and provisions for emergency access, thereby reducing potential increased demands for fire protection services. Based on the preceding, the potential for the EBPSP to result in substantial adverse physical impacts associated with the provision of the new or physically altered fire protection facilities is considered **less than significant**.

The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact PUB-1: The proposed project would not result in significant environmental impacts due to the provision of new or expanded fire protection services.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant fire and emergency services impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

POLICE PROTECTION

The 2022 Certified EIR identified less than significant impacts to police services and facilities.

Policy Plan Amendment

The proposed project would increase growth in the City when compared to the approved project and would result in an increased demand for police protection services. Therefore, the OPD may require additional staffing and facilities to accommodate population increases under the proposed project. To ensure the OPD is able to meet demands in its service area, it participates in mutual aid agreements with the San Bernardino County Sherriff and various jurisdictions surrounding Ontario. This allows resources to be allocated to participating jurisdictions when service demands are not able to be met by the jurisdiction's service provider at a particular time.

To meet long-term demand for services, the OPD may require the construction and operation of new substations. While the details and timelines for constructing new facilities are unknown at this time, development and implementation of new or expanded OPD facilities could have adverse physical effects on the environment, such as lighting, biological resources, noise, traffic, and air quality. Impacts associated with buildout of the proposed Land Use Plan, which includes buildout of public service facilities, are analyzed throughout this SEIR. For example, construction-related air quality and noise impacts of the proposed project are described in Section 3.3, *Air Quality,* and Section 3.13, *Noise*. Evaluation of environmental impacts specific to these facilities would be conducted pursuant to CEQA, when individual development projects are proposed. Evaluation of site-specific impacts in this SEIR would be speculative in this program-level SEIR.

The police services required to cover the new development and population growth for Ontario would be assessed and acquired appropriately based on the needs of the City. The City's Master Facilities Plan is continually updated to identify funding for police protection facilities and equipment through Development Impact Fees. Like development under the approved project, development under the proposed project would be subject to Development Impact Fees that fund the police services and facilities identified in the Master Facilities Plan. Additionally, funds for police service personnel are provided through the City's General Fund revenue and other sources of revenue collected by the City (Ontario 2025a). Allocation of General Fund revenue for new facilities would ensure that new facilities are constructed to meet the service demands of OPD as a result of buildout of the proposed project.

Several Safety Element policies also direct the City and the OPD maintain adequate service levels and ensure that development incorporates crime prevention measures. These include Policy S-7.1, Police Unit Response, which directs OPD to respond to calls for service in a timely manner, and Policy S-7.4 which requires new development to incorporate Crime Prevention through Environmental Design principles in the design of streetscapes, sites, open spaces, and buildings. Future projects under the proposed project would also be reviewed by the City and the OPD on an individual basis and would be required to comply with regulations in effect at the time building permits are issued. This includes applicable provisions in the City's Municipal Code

that aim to reduce impacts on police services by requiring installation of crime prevention measures (see Title 4, Chapter 11, Security Standards for Buildings).

While additional facilities may be required to support the OPD within the horizon of the proposed project, the locations and details regarding these potential future facilities are unknown and would be speculative to evaluate at this time. As with the approved project, the need for additional structures and personnel would be financed through available revenue sources collected by the City, and the impacts of the proposed project on police facilities, equipment, and services would be **less than significant**. Additionally, the proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and impacts identified in the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As previously discussed, police protection services for the Specific Plan area are currently provided by the OPD.

A need for new or expanded public services, such as police protection services, is typically associated with population increases. The Specific Plan does not include the construction of new homes. While there would be increased employment on-site, it would not induce substantial population growth, as concluded in Section 3.14, *Population and Housing*. It is also noted that police stations are a permitted use within the EBPSP, should the need arise at a later date.

Incremental police protection service demands generated by the EBPSP are offset through payment of City of Ontario Development Impact Fees. Development impact fees would be paid at issuance of building permit(s).

Additionally, site plan concepts and proposed building designs would be reviewed by the OPD to ensure incorporation of appropriate safety and security elements. Such design features would include secure building designs, defensible spaces, and area and facility security lighting. These design features would act to reduce demands for police protection services. Based on the preceding, the potential for the Specific Plan to result in substantial adverse physical impacts associated with the provision of the new or physically altered police protection facilities is considered **less than significant**.

The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact PUB-2: The proposed project would not result in significant environmental impacts due to the provision of new or expanded police facilities.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant policy protection services impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

SCHOOLS

The 2022 Certified EIR identified impacts to school facilities and services as less than significant upon payment of developer impact fees.

Policy Plan Amendment

Implementation of the proposed project would result in 7,225 additional housing units when compared to implementation of the approved project. As shown in Figure 2-6, *Areas of Change*, the proposed project would revise land uses in portions of the City within the school district boundaries of CJUHSD, CVUSD, MVSD, and OMSD. No residential land use changes would occur within the boundaries of OMSD; the parcels of change in this area are currently designated for non-residential uses under the approved project and would remain designated for non-residential uses under the proposed project.

Because the majority of the land use changes associated with the proposed project are in Ontario Ranch, student generations rates for the CVUSD identified in Table 3.15-4 were utilized to provide a conservative estimate of the maximum increase in students associated with the proposed project, as shown in Table 3.15-5.

Table 3.15-5 Proposed Project Student Generation

Location	Current TOP 2050	Proposed TOP 2050	Change
Original Model Colony			
Elementary School	16,720	16,817	97
Middle School	4,371	4,396	25
High School	9,990	10,048	58
Total OMC	31,081	31,262	181
Ontario Ranch			
Elementary School	14,598	16,242	1,644
Middle School	3,816	4,246	430
High School	8,723	9,705	983
Total Ontario Ranch	27,137	30,193	3,057
Total Citywide			
Elementary School	31,318	33,060	1,741
Middle School	8,187	8,642	455
High School	18,713	19,753	1,041
Total Citywide	58,218	61,455	3,237

Note: Total may not add to 100 percent due to rounding. Based on student generation rates for the CVUSD since these rates reflect the more conservative estimate of the maximum increase in students associated with the proposed project.

As part of the development of this SEIR, the City reached out to the five school districts that serve residents of Ontario to obtain existing conditions information and information on potential impacts of the proposed project. As noted above, schools in the CVUSD, MVSD, and the CJUHSD would experience the greatest increase in enrollment as a result of development in Ontario Ranch.

Based on responses from MVSD and CVUSD (see Appendix J), MVSD and CVUSD schools have capacity to accommodate increased student population under the proposed project. MVSD noted that its schools have a total maximum capacity of 4,450 students which indicates that the MVSD's school have a residual capacity of 1,132 students when accounting for existing 2024-2025 enrollment (MVSD 2025). CVUSD noted that its schools have a residual capacity of 1,681

students when accounting for 2024-2025 school enrollments (CVUSD 2025). Enrollments for CJUHSD and OMSD in 2024-2025 were also below their 2021-2022 enrollments and have largely decreased each year over this four-year period (see Table 3.15-3), indicating that these school districts also have additional capacity. For example, in CJUSD, 1,450 more students were enrolled in 2021-2022 than in 2024-2025. Therefore, based on this assumed capacity from enrollment in 2021-2022, CJUSD schools would have existing capacity for all school students added by the proposed project. Nonetheless, additional school facilities may be needed to serve the additional growth under the proposed project, especially within the Ontario Ranch.

Each school district that serves the City assesses its needs individually based on student generation rates from residential development, and charges development impact fees accordingly. Like under the approved project, residential development in Ontario under the proposed Policy Plan Amendment would require payments to corresponding school districts, which would go towards the construction of new facilities when and if they are needed. School districts determine their own development impact fees based on their student generation rates. These payments accommodate the need for new facilities based on the increase in student population in each district.

Developers would be required to pay the impact fees levied by each school district, set within the limits of SB 50. This funding program has been found by the Legislature to constitute "full and complete mitigation of the impacts" on the provision of adequate school facilities (Government Code Section 65995[h]). SB 50 establishes three potential limits for school districts, depending on the availability of new school construction funding from the state and the particular needs of the individual school districts. The school districts serving Ontario qualify for Level 1 fees, in which each district justifies their development fees for each land use and cannot request payment of development fees for school facility construction exceeding the amount of the statutory fees expressed in Education Code Section 17620. If school districts conduct a school facility needs assessment and qualify for participation in the State Funding Program by the State Allocation Board, among meeting other requirements, they can be eligible for Level 2 and Level 3 fees.

As discussed above, the school districts that would serve the increased growth under the proposed project would have capacity to accommodate this growth. Although the increased demand on school facilities would have the potential to impact one or more of the school districts that serve Ontario, payment of impact fees in compliance with SB 50 would reduce the impacts to an acceptable level. Therefore, the proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and impacts identified in the 2022 Certified EIR and impacts would be **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan area lies within the boundaries of CVUSD. The Specific Plan does not propose residential uses that would result in populations of resident school-aged children requiring public education, and would therefore not directly cause or contribute to a need to construct new or physically altered public school facilities. Additionally, employment generated by the Specific Plan is well within growth projections and is not anticipated to result in a substantial increase in population (please also refer to Draft SEIR Section, 3.14, *Population and Housing.*)

Each school district that serves the City of Ontario assesses its needs individually and charges development impact fees accordingly pursuant to SB 50. These payments accommodate the need for new facilities based on the increase in student population in each district. Payment of school impact fees would reduce any potential impacts to school services to levels that would be less than significant.

Based on the preceding, the potential for the EBPSP to result in substantial adverse physical impacts associated with the provision of the new or physically altered school facilities is considered less than significant. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact PUB-3: Payment of Senate Bill 50 fees would result in full and complete mitigation of impacts for the provision or expansion of school facilities.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant school services impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

PARKS

The 2022 Certified EIR concluded that development of park and recreation facilities required by the City's existing park dedications and in-lieu fee regulations would be able to serve the buildout population under the approved project and ensure that the City's parks per resident standards are maintained.

Policy Plan Amendment

As discussed in Section 3.16, the City of Ontario uses the established parkland standard of 3 acres per 1,000 residents but strives for 5 acres per 1,000 residents for parks in Ontario Ranch. The City has approximately 727 acres of parkland and a population of 184,404 people (DOF 2025). Thus, the City currently requires 553 acres of parkland.[1]

Buildout of the Policy Plan Amendment would modify the planned TOP land use pattern and generate additional residents in the City, most of whom would be concentrated in the southern portion of the City (refer to Table 2-4). Changes to the land use plan associated with the Policy Plan Amendment would result in a reduction of 43 acres of parkland in the City (4 percent reduction), including land formerly designated as Open Space–Recreation southeast of Chino Avenue and Haven Avenue and land at the southwest corner of Grove Avenue and Riverside Drive (see Figure 2-6, *Policy Plan Amendment Areas of Change*). Additionally, future growth in the City in accordance with buildout of the Policy Plan Amendment would increase the demand for parks and increase existing park usage (see Section 3.16, *Recreation*, Table 3.16-3, *Proposed Project Parkland Demand*). As a result, the proposed project would result in a demand of 1,283 acres of parkland. Compared to the approved project, the proposed project would result in an increased demand of 49 acres of parkland.

The proposed project would designate approximately 998 acres for recreational use under the Open Space Parkland (including EBPSP) land use designation (refer to Table 2-3). Based on the proposed project's future buildout projections, the 998 acres designated as Open Space Parkland would not satisfy the City's existing Park Dedications and In-Lieu Fee Regulations for parkland acquisition, resulting in a shortfall of 285 acres of parkland.[2]

While the proposed project would result in a slight reduction in parkland in the City compared to the approved project, the City strives to have new development in Ontario Ranch provide an additional 2 acres of private parkland to achieve a park ratio of 5 acres per 1,000 residents. The proposed project would generate an additional demand of approximately 31 acres of private parks in Ontario Ranch compared to the approved project (see Section 3.16, *Recreation*, Table 3.16-3, *Proposed Project Parkland Demand*). As described above, subdivisions with residential land uses are required to dedicate property for park and recreational purposes on-site, or pay a fee in lieu thereof, or a shared combination of both, to help achieve the City's park standards. Therefore, residential subdivisions within the Ontario Ranch may include additional parks that are not identified on the land use plan.

[1] (184,404 people / 1,000) x 3.0 acres per person = 553

[2] Policy Plan Amendment's 1,283 acres of parkland demand – 998 acres of designated parkland = 285 acres of parkland

In addition to parkland that is managed by the City, there are at least 180 acres of regional recreational facilities, joint-use agreements with school districts, and private recreational opportunities providing services that cannot be accommodated by existing facilities. Prado Regional Park also provides approximately 2,000 acres that would offset recreational demands. Furthermore, the Ontario Sports Empire is currently under construction and would develop approximately 199 acres to provide a variety of recreational amenities, including a semi-professional minor league baseball stadium, retail uses, a recreation center and aquatic center, and baseball/softball, soccer, and multi-use fields. Therefore, regional parks would more than offset the slight reduction in parkland of the proposed project compared to the approved project.

The proposed project, similar to the approved project, provides land use opportunities for public parks to be developed in line with future development. The Parks and Recreation (PR) Element contains relevant policies and programs to acquire additional parkland; integrate new park and recreation facilities with existing and future trails, bikeways, and easements; and conduct regular reviews and updates of the City's parks and trails plans to keep pace with demographic trends and recreational needs of Ontario's residents. The policies include:

- **PR-1.1: Access to Parks.** In all new residential development areas, we strive to provide a park and/or recreational facility within walking distance (¼ mile) of every residence and prioritize the establishment of parks in environmental justice areas that do not have adequate access to parks.
- **PR-1.2: Adjacency to Schools.** We examine locating parks adjacent to school sites to promote joint-use opportunities.
- **PR-1.3: Funding.** We shall seek outside, one-time sources of funding for capital improvements and reserve ongoing City funds primarily for operations and maintenance.
- **PR-1.4: Joint-Use Opportunities.** In areas where there is a need but no City recreational facility, we explore joint-use opportunities. (e.g., school sites).
- **PR-1.5: Acreage Standard.** We strive to provide 5 acres of parkland (public and private) per 1,000 residents.
- **PR-1.6: Private Parks.** We expect development to provide a minimum of 2 acres of developed private park space per 1,000 residents.
- **PR-1.12: Trails.** We promote connections between parks and local trails including those managed by other public agencies.
- **PR-1.13: Equestrian Trails.** We require the design, construction, and maintenance of equestrian trails in Rural Residential designated areas.

- **PR-1.15: Trail Connectivity.** We strengthen and improve equestrian, bike, and multipurpose trail connections within the City and work to improve trail connections into adjacent jurisdictions.

- **PR-2.4: Access to Programs.** We provide a range of recreational and physical exercise programs that are accessible to residents of all income levels throughout the community and prioritize establishing and maintaining equitable access for residents in environmental justice areas.

These policies and regulations are intended to support the City's standard parkland acreage ratio and to address the need for recreation space and parkland, while also preserving natural assets and environmentally sensitive lands. Additionally, the Ontario Sports Empire would provide high-quality athletic facilities and recreational spaces, resulting in a net increase in the amount of publicly accessible recreational amenities within the City; however, the extent to which the City of Ontario can plan and implement parks, trails, and other recreational facilities is related to the availability of funding.

Impacts associated with the development of land uses under the proposed project, including new parks and recreation facilities identified on the Land Use Plan, are analyzed throughout this SEIR. For example, construction-related air quality and noise impacts of the proposed project, which parks identified in the Land Use Plan, are described in Section 3.3, *Air Quality,* and Section 3.13, *Noise*. Park sites within future projects in Ontario Ranch would also be reviewed by the City of Ontario on an individual basis, as development occurs, and would be required to comply with requirements in effect at the time building permits are issued (i.e., payment of development impact fees).

The City's policies and regulations would ensure that development of park facilities would keep pace with the anticipated increase in population from buildout of the proposed project. Therefore, impacts would be **less than significant**, and the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to the use of existing park and recreational facilities compared to the approved project and impacts identified in the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan includes 36.15 acres of passive recreational opportunities for future employees and visitors through features such as pedestrian paths, gathering areas, turf areas, and botanical gardens. Future open space and recreational facility development in the Specific Plan area would be required to adhere to the Development Standards and Design Guidelines of the EBPSP. The construction of these recreational facilities would occur within the boundaries of the Specific Plan and would be inherent to the EBPSP's construction phase(s). Construction

impacts are analyzed throughout this Draft SEIR and mitigation is incorporated where necessary. As concluded in this Draft SEIR, the EBPSP's construction activities would be less than significant.

It is also noted that the recreational facilities provided by the Specific Plan were assumed by the City's Recreation & Parks Master Plan. The Master Plan concluded that the City is currently underserved by park facilities, and that the proposed recreational facilities were needed to serve the City's growing population (Ontario 2021). In this regard, the EBPSP the contribute to the overall provision of parkland within the City.

Based on the preceding, impacts associated with the Specific Plan's park facilities would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact PUB-4: The proposed project would not result in significant impacts associated with the provision or expansion of parks and recreation facilities.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant park services impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

OTHER PUBLIC SERVICES

The 2022 Certified EIR analyzed impacts to library services and determined that adequate services would be provided and payment of development impact fees would offset the costs associated with library services, ensuring that impacts on library services are less than significant.

Policy Plan Amendment

The Ontario library system strives for a goal of 0.6 square feet of library facilities per capita (Ontario 2020). The library's most recent Library Facility Master Plan notes that the library's current service ratio is 0.43 square feet per capita based on its 2020 service population. The Facility Master Plan also outlines strategies for the library to expand services as population in Ontario continues to increase. In accordance with the Facility Master Plan, the library system

would continue to evaluate library needs based on facilities, staffing, and resources provided as population continues to increase. The Ontario library system also offers interlibrary exchanges with the Inland Library System as well as with participating libraries throughout the country.

Buildout under the proposed project would increase growth population in the City when compared to the approved project, resulting in an increase in demand for library services. New facilities, books, and personnel would be necessary to maintain and reach adequate levels of service. Environmental impacts could result from the construction of future facilities; however, the location and size of potential future facilities is currently unknown. Future projects would be reviewed by the City of Ontario on an individual basis and would be required to comply with requirements in effect at the time building permits are issued (i.e., payment of development impact fees). Since adequate services would be provided and payment of development impact fees would offset the costs associated with library services, impacts on library services would be **less than significant**. Additionally, the proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and impacts identified in the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Demands for other public services are typically created by residential uses, which are not proposed by the Specific Plan. Implemented land uses would increase employment opportunities on-site; however, these positions would likely be filled by the existing employment pool in the City and/or neighboring communities. Therefore, uses implemented pursuant to the EBPSP would not be likely to create a significant increase in the use of other public facilities such as libraries, community centers, post offices or animal shelters. Therefore, impacts to other public services would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact PUB-5: The proposed project would not result in significant environmental impacts due to the provision of new or expanded library services.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant other public services impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

3.15.6 Cumulative Impact Analysis

The geographic scope of cumulative impacts under the proposed project is the service areas of the respective service providers.

FIRE

Growth associated with the proposed project are cumulative impacts since the service boundary of OFD is the City. As described above, OFD would be required to meet the increased demand for population and employment growth over the buildout of the proposed project. All development within the City, is subject to payment of development impact fees to ensure the adequate provision of services and maintenance of facilities. Increased property and sales tax from future new developments would provide funding for any capital improvements necessary to maintain adequate fire and police protection facilities, equipment, and/or personnel. By maintaining a consistent level of service through expansion or facility improvements, the OFD would be able to ensure that their performance objectives are consistently met. Furthermore, development pursuant to the proposed project would be subject to review by the OFD ensuring appropriate safety requirements are met. Accordingly, the proposed project would have a less than cumulatively considerable impact on fire protection services.

POLICE

Growth associated with the proposed project are cumulative impacts since the service boundary of OPD is the City. As described above, OPD would be required to meet the increased demand for population and employment growth over the buildout of the approved project. All development within the City is subject to payment of development impact fees to ensure the adequate provision of services and maintenance of facilities. Increased property and sales tax from future new developments would provide funding for any capital improvements necessary to maintain adequate fire and police protection facilities, equipment, and/or personnel. By maintaining a consistent level of service through expansion or facility improvements, the OPD would be able to ensure that their performance objectives are consistently met. Furthermore, development pursuant to the proposed project would be subject to review by the OPD ensuring appropriate safety requirements are met. Accordingly, the proposed project would have a less than cumulatively considerable impact on police protection services.

SCHOOLS

The EBPSP does not include any residential land uses and, therefore, is not expected to result in a significant increase in demand for schools. Projects pursuant to the Policy Plan Amendment and other cumulative development that involve residential development would increase the public-school population in the region and require the construction or expansion of school facilities so that adequate service ratios are maintained. This increase in student population would require the construction or expansion of school facilities, which could result in adverse environmental impacts. As discussed above, under state law, development projects are required to pay established school impact fees in accordance with SB 50 at the time of building permit issuance. The funding program established by SB 50 has been found by the Legislature to constitute "full and complete mitigation of the impacts of any legislative or adjudicative act…on the provision of adequate school facilities" (Government Code Section 65995[h]). The fees authorized for collection under SB 50 are conclusively deemed full and adequate mitigation of impacts on school district facilities. Furthermore, cumulative school projects require discretionary actions and would be required to demonstrate compliance with CEQA prior to project approval. The proposed project would not combine with areawide growth to result in cumulatively considerable impacts to school services.

PARKS

The proposed project provides land use opportunities for public parks to be developed in line with future development. The City would continue to regularly review the City's parks and trails inventory to ensure that it keeps pace with demographic trends and the recreational needs of Ontario's residents and construct new parks and recreation facilities accordingly. Since the details of future parks and recreation projects that would the proposed project and cumulative development are unknown at this time, such projects would be reviewed when proposed and comply with applicable requirements from the City to address potential environmental impacts.

The EBPSP does not include any residential land uses, and therefore is not expected to result in a significant increase in demand for parks. As with the development allowed under the Policy Plan Amendment and EBPSP, cumulative development projects would be required to comply with all applicable existing regulations, procedures, and policies that are intended to address impacts to park and recreation facilities. Therefore, impacts are **less than significant** and would not be cumulatively considerable.

LIBRARY

Growth associated with the proposed project are cumulative impacts since the service boundary for the Ontario library system is the City. The EBPSP does not include any residential land uses and, therefore, is not expected to result in a significant increase in demand for other public facilities, including libraries. Projects pursuant to the Policy Plan Amendment and other

cumulative development that involve residential development would increase the population in the region and require the construction or expansion of library facilities so that adequate service ratios are maintained. Development within the City is subject to payment of development impact fees to ensure the adequate provision of services and maintenance of public facilities. New or expanded libraries would also be subject to environmental review to determine potential environmental impacts when development is proposed. Impacts would be less than significant, and therefore, less than cumulatively considerable.

Cumulative Impacts: Implementation of the proposed project, in combination with other cumulative development, would not result in cumulatively considerable impacts to public services.

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3.16 RECREATION

This section of the Draft SEIR evaluates the potential impacts to public parks and recreational facilities associated with the TOP 2050 Policy Plan Amendment and EBPSP (proposed project) compared to impacts to the current TOP 2050 (approved project) and impacts in the 2022 Certified EIR.

Several comment letters related to recreation were received in response to the NOP. The relevant issues raised in those comment letters are addressed throughout this section. For a summary of the response letters, refer to Table 1-1 in Chapter 1, *Introduction*, or Appendix A for the response letters.

3.16.1 Regulatory Framework

STATE

Quimby Act

The Quimby Act was established by the California Legislature in 1965 to provide parks for the growing communities in California. The act authorizes cities to adopt ordinances addressing parkland and/or fees for residential subdivisions for the purpose of providing and preserving open space and recreational facilities and improvements. The Quimby Act requires the provision of 3 acres of park area per 1,000 persons residing within a subdivision unless the amount of existing neighborhood and community park area exceeds that limit, in which case the city may adopt a higher standard, not to exceed 5 acres per 1,000 residents. The Quimby Act also specifies acceptable uses and expenditures of such funds.

Mitigation Fee Act

The California Mitigation Fee Act (Government Code Section 66000, et seq.) allows cities to establish fees that will be imposed upon development projects for the purpose of mitigating the impact that the development projects have upon cities' ability to provide specified public facilities. In order to comply with the Mitigation Fee Act, the City must follow four primary requirements:

1) Make certain determinations regarding the purpose and use of a fee and establish a nexus or connection between a development project or class of project and the public improvement being financed with the fee.

2) Segregate fee revenue from the General Fund in order to avoid commingling of capital facilities fees and general funds.

3) Make findings each fiscal year describing the continuing need for fees that have been in the possession of the City for five years or more and that have not been spent or committed to a project.

4) Refund any fees with interest for developer deposits for which the findings noted above cannot be made.

California Public Park Preservation Act

The primary instrument for protecting and preserving parkland is California's Public Park Preservation Act of 1971. Under the Public Resource Code, cities and counties may not acquire any real property that is in use as a public park for any nonpark use unless compensation, land, or both are provided to replace the parkland acquired. This provides for no net loss of parkland and facilities.

LOCAL

City of Ontario Municipal Code

Quimby Act Fees

The Quimby Act is codified in Chapter 6.08.030, Park Dedication and In-Lieu Fee Regulations, in the Ontario Development Code. As a condition of approval of a tentative tract map, final map, or parcel map for a residential subdivision or the residential portion of a mixed-use project, or for a building permit within a subdivision, the subdivider shall be required to pay an impact fee, offer for dedication of park land in lieu thereof, or both, at the sole and exclusive option of the City. Recreational facilities provided by a project must be provided in accordance with the standards, specifications, and requirements of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, any applicable specific plan, and any other applicable resolution, policy, or standard of the City.

To meet the recreational needs of current and future residents and workers, the City requires 3 acres of park area for every 1,000 persons, equivalent to a park area standard ratio of 0.003. The maximum amount of public park land required to be dedicated by a subdivision or development project shall be equal to the total number of dwelling unit types multiplied by the dwelling unit occupancy factor multiplied by the park area standard ratio of 0.003. When a fee is paid to the City, in lieu of making an offer of parkland dedication, the park impact fee is calculated based on the total number of dwelling units multiplied by the dwelling unit occupancy factor multiplied by the park area fee standard ratio of 0.003 multiplied by the fair market value of the land to be developed by the City for parkland and recreational facilities. In addition, the City strives to have new development in Ontario Ranch provide an additional 2 acres of private parkland in order to achieve a park ratio of 5 acres per 1,000 residents.

At the time of filing a tentative map application for all subdivisions with residential land uses, project applicants may indicate whether they desire to dedicate property for park and recreational purposes on-site, or whether they desire to pay a fee in lieu thereof, or a shared combination of both. If they desire to dedicate land, they must designate the area on a tentative map in conformance with the provisions of TOP; any specific plan adopted thereto; and any other adopted resolution, policy, or regulation of the City.

Development Impact Fees

The City of Ontario has a list of development impact fees (DIF) charged by the Building Department or collected by the Building Department on behalf of other departments or governmental agencies at the time permits are issued. DIF provide the means to finance adequate infrastructure and other public improvements and facilities made necessary by the impacts created by new residential (i.e., beyond just demand created by subdivisions) and nonresidential development. The City's current fees for the General City (GC) and Ontario Ranch (OR) areas took effect on July 1, 2025 (Ontario 2025). To maintain the current level of service for parks in the City, the City requires payment of specific DIF for recreational facilities to ensure the acquisition and improvement of adequate recreation facilities (Ontario 2025). The DIF relevant to recreational facilities are in Table 3.16-1, *Recreational Facility Development Impact Fees*.

Table 3.16-1 Recreational Facility Development Impact Fees

Infrastructure Category/Area	Detached Dwellings	Attached Dwellings	High Density Dwellings	Mobile Home Dwellings
	Per Dwelling Unit			
General City (GC)				
Aquatics	$122	$108	$86	$102
Parks	$17,263	$15,300	$12,106	$14,401
Ontario Ranch (OR)				
Aquatics	$122	$108	$86	N/A
Parks	$17,263	$15,300	$12,106	N/A

Source: Ontario 2025b.

Ontario Recreation and Parks Master Plan

The City of Ontario finalized the Ontario Recreation and Parks Master Plan (ORPMP) in August 2021. The ORPMP is a comprehensive planning effort that provides a clear set of goals for infrastructure and program improvements to create a premier recreation and parks system in the City. Goals of the ORPMP include evaluating existing parks and recreation programs and

facilities, engaging and listening to the community, identifying common and visionary opportunities, and establishing implementation strategies. The ORPMP also outlines short-, mid-, and long-term recommendations in the areas of capital improvement plans; financial strategy plans; prioritization of proposed recommendations; park branding, signage, and placemaking; and improvements to the trail network. Priorities and recommendations for the City include:

- Maximize active park acreage on City-owned land by adding park amenities to opportunity areas.
- Implement joint-use agreements with school districts for use of amenities such as fields, courts, and walking/running tracks on school sites.
- Continue to work with developers on providing infill parks for future populations.
- Consider other park types such as linear parks when determining deficiencies in certain areas.
- Consider non-Ontario parks and programs in determining population-based demand and requirements.
- Focus should be given to preschool programming, youth activities, swim lessons, and senior wellness activities.
- Programs that are in high demand should be expanded while programs that have lower participation and service a narrower target market segment should be divested from.
- Demand for adult sports may be met through partnerships with existing providers or the City could provide programs for adults not offered by private providers.
- Continue to enable the Teen Action Committee and shape youth programming.
- Consider developing a walking/hiking/bicycling program that aims to increase awareness of programs, parks, trails, routes, and parks' amenities.

3.16.2 Existing Conditions

Ontario provides a variety of recreational opportunities in the City and nearby open space areas, including City parks, county parks, community centers, school recreation facilities, private parks, private golf courses, and recreational trails for bicycles, horses, and hiking. Open space provides many benefits to the community, including park and recreation areas, recreational trails, conservation of natural and significant resources, buffers between land uses, and the preservation of scenic views. Ontario has convenient access to several active and passive open space areas. Active recreation areas typically include facilities such as tailored playing surfaces, buildings, parking areas, and similar modifications to a natural site. Passive recreation areas

accommodate less-structured recreational pursuits and typically include minor modifications such as trails, service vehicle access improvements, enhanced landscape materials, and similar nonintrusive changes to the site (Ontario 2022).

The City has approximately 727 acres of parkland; it has 7 miniparks, 15 neighborhood parks, 6 community parks, 4 linear and special use parks, and 2 regional parks. Figure 3.16-1, *Existing and Proposed Park Facilities*, illustrates the locations of parklands in and around the City. Table 3.16-2, *Park/Recreational Facilities in Ontario*, provides the acreage and types of parks.

Table 3.16-2 Park/Recreational Facilities in Ontario

Name	Location	Amenities	Size (Acres)
Miniparks			
Nugent's Park	200 S. Lemon Avenue	6 horseshoe courts	0.2
Mountain View School Park	2585 S. Archibald Avenue	Playground	0.5
Sam Alba Park	401 E. Sunkist Street	Playground, restroom building, multipurpose field, baseball field, basketball court, softball field	1.0
Conservation Park	303 E. B Street	Amphitheater, 2 group picnic areas, playground, aquatic feature, walking path	1.0
Ranch Park	2832 E. Clydesdale Street	Playground, basketball court, walking path	1.8
Ontario Town Square	224 N. Euclid Avenue	Amphitheater, group picnic area, playground, 3 walking paths	1.9
George Gibbs Park	1499 W. 5th Street	Group picnic area, parking lot, multipurpose field, softball	2.7
		Total Minipark Acreage	**9.1**
Neighborhood Parks			
Grove Memorial Park	1072 N. Grove Avenue	Walking path	3.1
James R. Bryant	648 W. D Street	Playground, restroom building, dog park, parking lot, exercise area, 3 basketball courts, tennis court	4.5
Centennial Park	701 E. Riverside Drive	Group picnic area, playground, restroom building, multipurpose field, exercise area, 3 basketball courts	4.6

Table 3.16-2 Park/Recreational Facilities in Ontario

Name	Location	Amenities	Size (Acres)
Cypress Park	1030 S. Cypress Avenue	2 group picnic areas, playground, restroom building, parking lot, multipurpose field, exercise area, 3 basketball courts, walking path, volleyball court	4.7
Del Rancho Park	2014 S. Cypress Avenue	Group picnic area, playground, parking lot	4.8
James Galanis Park	1259 E. D Street	Parking lot	4.8
South Bon View Park	2025 S. Bon View Avenue	Group picnic area, playground, restroom building, parking lot, multipurpose field, exercise area, walking path	4.8
North Celebration Park	4980 S. Celebration Avenue	Group picnic area, playground, restroom building, parking lot, multipurpose field, walking path	5.0
South Celebration Park	2910 E. Merrill Avenue	Amphitheater, 3 group picnic areas, restroom building, multipurpose field, 3 walking paths	5.5
Ontario Motor Speedway Park	915 N Center Avenue	Playground, restroom building, parking lot, multipurpose field, concession stand, exercise area, softball field, 2 soccer fields, 2 walking paths	6.2
Creekside Park	3151 E. Riverside Drive	2 group picnic areas, playground, restroom building, parking lot, multipurpose field, 3 basketball courts, 2 tennis courts, walking path, volleyball court	6.9
Kimball Park	773 E. Walnut Street	Restroom building, parking lot, baseball field, 2 softball fields	7.1
Veterans Memorial Park	1259 E. D Street	Group picnic area, playground, restroom building, parking lot, multipurpose field, exercise area, softball field, 2 walking paths	7.5
Vineyard Park	1400 E. Sixth Street	2 group picnic areas, playground, restroom building, parking lot, 3 basketball courts, pool, 2 walking paths	9.0

Table 3.16-2 Park/Recreational Facilities in Ontario

Name	Location	Amenities	Size (Acres)
Jay Littleton Ball Park	1076 N. Grove Avenue	Restroom building, concession stand, baseball field	9.7
		Total Neighborhood Parks Acreage	**88.2**
Community Parks			
Bon View Park	1010 S. Bon View Avenue	Group picnic area, playground, restroom building, community garden, 2 parking lots, multipurpose field, concession stand, exercise area, baseball field, basketball court, softball field, pool, 2 walking paths	10.3
Homer Briggs Park	2099 S. Oaks Avenue	3 group picnic areas, playground, restroom building, parking lot, multipurpose field, concession stand, 2 baseball fields, basketball court, horseshoe court, equestrian trail, equestrian staging area, 3 walking paths	14.4
Anthony Munoz Park	1240 W. 4th Street	Playground, restroom building, community garden, 2 parking lots, 3 basketball courts, 2 softball fields, pool, 3 soccer fields, volleyball court	15.8
De Anza Park	1405 S. Fern Avenue	Group picnic area, playground, 2 restroom buildings, 3 parking lots, exercise area, 2 basketball courts, softball field, futsal court, pickleball court, 2 horseshoe courts, 4 soccer fields, 3 walking paths, and volleyball court	19.2
Westwind Park	2455 E. Riverside Drive	Group picnic area, playground, restroom building, 4 parking lots, concession stand, exercise area, 2 baseball fields, 3 basketball courts, 2 softball fields, pool, 3 tennis courts, 2 soccer fields, 4 walking paths	23
John Galvin Park	1072 N. Grove Avenue	3 group picnic areas, playground, restroom building, dog park, 2 parking lots, multipurpose field, exercise area, 2 baseball fields, 3 basketball courts,	25.6

Table 3.16-2 Park/Recreational Facilities in Ontario

Name	Location	Amenities	Size (Acres)
		softball field, 2 futsal courts, 2 horseshoe courts, 3 tennis courts, walking path, volleyball court	
		Total Community Parks Acreage	**108.3**
Linear and Special Use Parks			
Euclid Avenue Parkway	N. Euclid Ave.	Turf, planter areas, rose gardens, benches, mule car display, bandstand, and fountain	13.4
Ontario Soccer Complex	2200 E. Philadelphia Street	2 group picnic areas, restroom building, concession stand, 6 soccer fields, walking path	23.4
West Cucamonga Creek Trail	1450 E. Mission Blvd.	Paved hiking and bicycle trail, and equestrian trails	34.0
Whispering Lakes Golf Course	2525 E. Riverside Drive	Dog park, parking lot	175.9
		Total Linear and Special Use Parks Acreage	**246.7**
Regional Parks			
Guasti Regional Park	800 N Archibald Avenue	4 group picnic areas, playground, 3 restroom buildings, 2 parking lots, 2 aquatic features, pool, splash pad	75.5
Ontario Sports Empire	Southeast corner of Riverside Drive and Vineyard Avenue	Minor League Baseball stadium, recreational center, aquatics center, 8 multiuse baseball, softball, and soccer fields, active fields, commercial retail space, an indoor athletic facility, and community recreation center	199
		Total Regional Parks Acreage	**274.5**
		Total Park Acreage	**726.8**

Source: Ontario 2021, 2025c.

Note: Greenways allow for recreational access and open space. This table does not include the Euclid Avenue greenway, which has a bandstand (C Street/Euclid), WCTU Fountain (C Street/Euclid), trees, turf, planter areas, rose garden, benches, and a mule car display. In addition, the Mission Boulevard greenway is not in this table, nor is the West Cucamonga Creek Trail (classified as a linear and special use park), which consists of a paved hiking and bicycle trail—2.4 miles long—and 1.3 miles of equestrian trails.

Figure 3.16-1

Existing and Proposed Park Facilities



- Ontario City Boundary
- County Boundary
- Rail Network
- Existing Park
- Existing Parkway
- Existing Trail
- Planned Park

★ Community Center

1. Anthony Munoz Community Center
2. Armstrong Community Center
3. De Anza Community & Teen Center
4. Dorothy A Quesada Community Center
5. Ontario Senior Center
6. Veterans Memorial Community Center
7. Westwind Community Center

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025 Date: 2/27/2026

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POLICY PLAN AMENDMENT

Natural Areas

San Bernardino National Forest

San Bernardino National Forest (SBNF) is northeast of Ontario. It is situated in the San Gabriel, San Bernardino, San Jacinto, and Santa Rosa mountains and includes the vacation resort areas of Big Bear Lake, Lake Arrowhead, Mount San Jacinto, and the San Gorgonio Wilderness. The US Forest Service manages the 677,928-acre SBNF, 456,928 acres of which are in San Bernardino County. The SBNF consists of 500 miles of trails. Aside from camping, SBNF provides outdoor activities like hunting, fishing, recreational shooting, hiking, backpacking, mountain biking, horseback riding, and boating in the warmer months; and cross-country skiing, snowboarding, and snowmobiling in the winter months. Also associated with SBNF activities are volunteer organizations and trails associations.

Cleveland National Forest

The Cleveland National Forest is the southernmost national forest in California, 10 miles south of Ontario. The forest consists of 460,000 acres that offer a variety of terrains and recreational opportunities. The Trabuco Ranger District operates out of the Corona office at 1147 East Sixth Street. The Trabuco District manages approximately 139,000 acres in Orange and Riverside counties and offers a multitude of trails for hiking, biking, horseback riding, and remote camping for those seeking an alternative to developed campgrounds.

State Parks

Silverwood Lake State Recreation Area

Silverwood Lake State Recreation Area is adjacent to the SBNF along Highway 138, approximately 35 miles northeast of Ontario. Silverwood Lake was formed by the 249-foot Cedar Springs Dam, which, at 3,350 feet, is the highest reservoir in the State Water Project. Silverwood Lake State Recreation Area is approximately 2,000 acres and includes a stretch of the Pacific Crest Trail, which is a national scenic trail spanning 2,650 miles from Mexico to Canada. Activities at Silverwood Lake State Recreation Area include camping, hiking trails, swimming, boating, waterskiing, and fishing. Silverwood Lake State Recreation Area is managed by the California State Parks Department.

Chino Hills State Recreation Area/Chino Hills State Park

Chino Hills State Recreation Area/Chino Hills State Park is a 14,100-acre preserve that stretches from San Bernardino County through parts of Orange County. This recreation area is 15 miles

southwest of Ontario and provides recreational opportunities, including over 90 miles of trails for hiking, biking, and equestrian uses, and facilities for camping. The park is also a key wildlife corridor from the Puente Hills extending south to the Cleveland National Forest.

Regional Parks

Ontario Sports Empire

Ontario Sports Empire is a multiphase regional sports and entertainment complex currently under construction that would develop approximately 199 acres to provide a variety of recreational opportunities within Ontario Ranch. This regional park would provide a variety of experiences, including a 6,000-capacity, semipro, minor league baseball stadium with supportive retail/hospitality uses and community recreation facilities, including a new recreational center; aquatics center; and baseball, softball, and soccer fields. The Ontario Sports Empire is positioned to become a premier hub for sports tourism, retail, hospitality, and community activities in Southern California.

Cucamonga-Guasti Regional Park

Regional parks consist of 50 acres or more and attract users from a service radius of up to an hour's drive. A wide range of amenities are available at regional parks, including picnic grounds, hiking trials, scenic areas, lakes, campgrounds, and major sports facilities. The Cucamonga-Guasti Park is a day-use park near the Ontario Convention Center, Ontario Mills, and Ontario International Airport. Cucamonga-Guasti Park consists of approximately 180 acres and offers two lakes, a swim complex, water slide, splash pool, vineyards, and hiking trails. The park offers activities such as swimming, fishing, hiking, mountain biking, boating, volleyball, picnicking, and various other activities.

Prado Regional Park (City of Chino)

Prado Regional Park is on Highway 83, south of Highway 60 and north of Highway 91 in Chino; therefore, the acreage associated with this regional park is not included in Table 3.16-2. The regional park encompasses approximately 2,000 acres and includes such activities as fishing, picnics, horseback riding, camping, golf, hiking, and shooting range. Facilities include a dog training facility, showers, restrooms, public phones, groceries, grills and fire rings, picnic tables and shelters, and a 1.6-acre play area.

Local Parks

Local parks in Ontario vary in size and the amenities they provide to the population. Ontario's park classification system sets standards for 5 different types of parks: mini/neighborhood parks, community parks, linear parks, regional parks, and special use parks (Ontario 2021).

- Miniparks and Neighborhood Parks are generally less than 5 acres and serve residents within a 15-minute walk. Although they tend to focus more on passive recreation, they play an important role in providing outdoor access for neighborhoods. Open grassy areas, picnic tables, walkways, and playgrounds are typical park amenities.

- Community Parks are usually 5 to 30 acres and contain larger park facilities such as multipurpose fields, pools, and sports courts. Community parks serve the daily recreational needs of their local neighborhood as well as the broader community. This means they serve residents within a 15-minute walk or a 5-minute drive. Most community parks in Ontario also have community centers that provide a wide range of programs and services and accommodate special events, recreation programs, offices, and community services.

- Linear Parks are narrow and linear open spaces that typically have limited park amenities. They typically provide passive linear recreation experiences, such as walking, jogging, and biking as well as some forms of gathering spaces, such as benches and picnic tables.

- Regional Parks are larger than 30 acres and provide for a wide range of passive and active recreation. Recreation opportunities include natural open space, sports fields and courts, cultural facilities, trails, multipurpose buildings, playgrounds, aquatic facilities, and many other amenities. Regional parks can be found within city limits and may be managed by the city or the county.

- Special Use Parks are park areas that provide unique recreation opportunities. They often serve the recreation needs of specific groups of people but are always publicly available.

Public Recreation

The City of Ontario has joint agreements with Chino Unified School District and Woodcrest Junior High for the use of Kimball Park. The City also has an agreement with Chaffey Joint Union High School District and Colony High School for use of baseball fields and outdoor basketball and tennis courts.

Trail System

Current trail opportunities are in the northern portions of the City (north of Riverside Drive). City and private trails are localized in the northeastern corner of the intersection at Philadelphia Street and Benson Avenue. There are more than 4 miles of equestrian trails in the neighborhoods north of Philadelphia Street, south of Mission Boulevard, west of Magnolia Avenue, and east of Benson Avenue. The West Cucamonga Creek Trail provides 1.3 miles of equestrian trails and 2.4 miles of paved hiking and bicycle trails. In addition, the Home Briggs Memorial Park provides equestrian facilities (Ontario 2021).

Greenways allow for recreational access and open space. Most trail use is restricted to flood control channels and other informal trails. A number of greenways are utility easements interspersed throughout the City; however, greenway utility easements are not linked to the larger regional trails network. The Euclid Avenue Parkway is a 35-acre greenbelt stretching the entire length of the City. In addition, Mission Boulevard provides a 66-acre undeveloped greenway that traverses the City (Ontario 2022).

Bike Lanes and Bikeways

The California Streets and Highway Code designates bikeways and trails Class I, II, III, or IV. Class I bikeways are dedicated for exclusive use by bicyclists along rivers, channels, and utility rights-of-way. Class II bikeways are dedicated lanes along streets, with no parking allowed in the bike lane. Class III bikeways are bike routes normally shared with motor vehicles on the street or with pedestrians on sidewalks, and parking is allowed. Class IV bikeways are dedicated for exclusive use of bicycles and are physically separated from motor traffic with a vertical feature. Many of the City's bicycle paths are combined with sidewalks along each side of major streets. Cyclists generally use these one-way bike lanes for commuter or longer recreational purposes. Most of the City's arterial streets are sufficiently wide to allow for a 4-foot-wide Class II bike lane along the curb. Bicycle corridors, multipurpose trails, and Class I, II, III, and IV bike routes in Ontario are shown on Figure 3.17-3, *Multipurpose Trails and Bikeway Corridor Plan*.

Santa Ana River Trail

The Santa Ana River Trail is a developing corridor trail system south and east of Ontario in the Santa Ana River Wash. When completed, this regional trail will run 110 miles, from the Heart Bar Ranch area in the San Bernardino National Forest to the Pacific Ocean. The trail crosses 33 miles of the SBNF and covers 18 miles in San Bernardino County. The San Bernardino County Regional Parks Division is responsible for the creation, operation, and maintenance of 22 miles of trail in 4 phases. Phase I and II are complete and consist of 7.5 miles of trail starting at Waterman Avenue in San Bernardino to the Riverside County line. Phase III consists of 3.6 miles of the trail from Waterman Avenue to California Street in Redlands, and Phase IV consists of 11 miles of the trail from California Street in Redlands to Garnet Street in Mentone and up to the San Bernardino National Forest (San Bernardino County 2025).

SPECIFIC PLAN

The Ontario Recreation & Community Services Department provides community services such as parks, community centers, school recreation facilities, private golf courses, and recreational trails. The City maintains a Recreation & Parks Master Plan which provides goals for infrastructure and program improvements throughout the City.

Centennial Park, North Celebration Park, and South Celebration Park are all within 2 miles of the Specific Plan area. No recreational facilities are currently within the Specific Plan area.

3.16.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to recreation if it would:

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

METHODOLOGY

Specific Plan

To assess potential recreational impacts of the EBPSP, existing programs and facilities available within the City and provided by the Ontario Recreation & Community Services Department were reviewed, as well as the future facilities planned as part of the Ontario Parks Recreation & Parks Master Plan.

3.16.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.16.5 Environmental Impacts

2022 CERTIFIED EIR

The Certified EIR concluded that the approved project would generate additional residents, which would increase the use of existing park and recreational facilities. Project implementation would result in environmental impacts from the provision of new and/or expanded recreational facilities. Upon implementation of regulatory requirements and compliance with TOP policies and programs, impacts of the approved project would be less than significant.

PROPOSED PROJECT

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The Certified EIR found that buildout of the approved project's land use plan would result in population growth and an associated increase in demand for recreational facilities and parkland areas. Implementation of the approved project's policies and land use opportunities for public parks, designed to be aligned with future development, would ensure that park facilities would keep pace with the anticipated increase in population growth. As a result, impacts were identified as less than significant.

Policy Plan Amendment

Currently, the City of Ontario uses the established parkland standard of 3 acres per 1,000 residents but strives for 5 acres per 1,000 residents for parks in Ontario Ranch. The City has approximately 727 acres of parkland (see Table 3.16-2) and a population of 184,404 people (DOF 2025). Thus, the City currently requires 553 acres of parkland.[1]

Buildout of the Policy Plan Amendment would modify the planned TOP land use pattern and generate additional residents in the City, most of whom would be concentrated in the southern portion of the City (refer to Table 2-4). Changes to the land use plan associated with the Policy Plan Amendment would result in a reduction of 43 acres of parkland in the City (4 percent reduction), including land formerly designated as Open Space–Recreation southeast of Chino Avenue and Haven Avenue and land at the southwest corner of Grove Avenue and Riverside Drive (see Figure 2-6, *Policy Plan Amendment Areas of Change*). Additionally, future growth in the City in accordance with buildout of the Policy Plan Amendment would increase the demand for parks and increase existing park usage, as shown in Table 3.16-3, *Proposed Project Parkland Demand*.

[1] (184,404 people / 1,000) x 3.0 acres per person = 553

Table 3.16-3 Proposed Project Parkland Demand

Infrastructure Category/Area	Population	Parkland Demand (Acres)	Ontario Ranch Additional Parkland Demand (Acres)	Total Parkland Demand (Acres)
Approved Project				
Old Model Colony	217,612	653	N/A	653
Ontario Ranch	193,656	581	387	968
Total	411,268	1,234	387	1,621
Proposed Project				
Old Model Colony	218,643	656	N/A	656
Ontario Ranch	209,098	627	418	1,045
Total	427,741	1,283	418	1,701
Net Change				
Total Net Change	16,473	49	31	80

Note: Total parkland demand was calculated based on 3 acres/1,000 residents for Old Model Colony and Ontario Ranch, with an additional 2 acres/1,000 residents for new parkland in Ontario Ranch.

The Quimby Act is a funding mechanism for parkland acquisition. Under this Act and pursuant to the City's Municipal Code, residential subdivisions must dedicate parkland or pay in lieu fees to enable the City to acquire a ratio of 3 acres of parkland per 1,000 residents. As shown in Table 3.16-3, the approved project would result in a demand of 1,234 acres of parkland, and the proposed project would result in a demand of 1,283 acres of parkland. As a result, buildout allowed under the proposed project would result in an increased demand of 49 acres of parkland compared to the approved project.

The proposed project would designate approximately 998 acres for recreational use under the Open Space Parkland (including EBPSP) land use designation (refer to Table 2-3). Based on the proposed project's future buildout projections, the 998 acres designated as Open Space Parkland would not satisfy the City's existing Park Dedications and In-Lieu Fee Regulations for parkland acquisition, resulting in a shortfall of 285 acres of parkland.[2]

[2] Policy Plan Amendment's 1,283 acres of parkland demand – 998 acres of designated parkland = 285 acres of parkland

While the proposed project would result in a slight reduction in parkland in the City compared to the approved project, the City strives to have new development in Ontario Ranch provide an additional 2 acres of private parkland to achieve a park ratio of 5 acres per 1,000 residents. As shown in Table 3.16-3, the proposed project would generate an additional demand of approximately 31 acres of private parks in Ontario Ranch compared to the approved project. As described above, subdivisions with residential land uses are required to dedicate property for park and recreational purposes on-site, or pay a fee in lieu thereof, or a shared combination of both, to help achieve the City's park standards. Therefore, residential subdivisions within the Ontario Ranch may include additional parks that are not identified on the land use plan.

In addition to parkland that is managed by the City, there are at least 180 acres of regional recreational facilities, joint-use agreements with school districts, and private recreational opportunities providing services that cannot be accommodated by existing facilities. Prado Regional Park also provides approximately 2,000 acres that would offset recreational demands. Furthermore, the Ontario Sports Empire is currently under construction and would develop approximately 199 acres to provide a variety of recreational amenities, including a semi-professional minor league baseball stadium, retail uses, a recreation center and aquatic center, and baseball/softball, soccer, and multi-use fields. Therefore, regional parks would more than offset the slight reduction in parkland of the proposed project compared to the approved project.

The proposed project, similar to the approved project, provides land use opportunities for public parks to be developed in line with future development. The Parks and Recreation (PR) Element contains relevant policies and programs to acquire additional parkland; integrate new park and recreation facilities with existing and future trails, bikeways, and easements; and conduct regular reviews and updates of the City's parks and trails plans to keep pace with demographic trends and recreational needs of Ontario's residents. The policies include:

- **PR-1.1: Access to Parks.** In all new residential development areas, we strive to provide a park and/or recreational facility within walking distance (¼ mile) of every residence and prioritize the establishment of parks in environmental justice areas that do not have adequate access to parks.
- **PR-1.2: Adjacency to Schools.** We examine locating parks adjacent to school sites to promote joint-use opportunities.
- **PR-1.3: Funding.** We shall seek outside, one-time sources of funding for capital improvements and reserve ongoing City funds primarily for operations and maintenance.
- **PR-1.4: Joint-Use Opportunities.** In areas where there is a need but no City recreational facility, we explore joint-use opportunities. (e.g., school sites).

- **PR-1.5: Acreage Standard.** We strive to provide 5 acres of parkland (public and private) per 1,000 residents.
- **PR-1.6: Private Parks.** We expect development to provide a minimum of 2 acres of developed private park space per 1,000 residents.
- **PR-1.12: Trails.** We promote connections between parks and local trails including those managed by other public agencies.
- **PR-1.13: Equestrian Trails.** We require the design, construction, and maintenance of equestrian trails in Rural Residential designated areas.
- **PR-1.15: Trail Connectivity.** We strengthen and improve equestrian, bike, and multipurpose trail connections within the City and work to improve trail connections into adjacent jurisdictions.
- **PR-2.4: Access to Programs.** We provide a range of recreational and physical exercise programs that are accessible to residents of all income levels throughout the community and prioritize establishing and maintaining equitable access for residents in environmental justice areas.

These policies and regulations are intended to support the City's standard parkland acreage ratio and to address the need for recreation space and parkland, while also preserving natural assets and environmentally sensitive lands. Additionally, the Ontario Sports Empire would provide high-quality athletic facilities and recreational spaces, resulting in a net increase in the amount of publicly accessible recreational amenities within the City; however, the extent to which the City of Ontario can plan and implement parks, trails, and other recreational facilities is related to the availability of funding.

As a result, development of park facilities would keep pace with the anticipated increase in population from buildout of the proposed project. The proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to the use of existing park and recreational facilities compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The EBPSP would result in the conversion of a site designated for residential/agricultural uses into a business park and open space – parkland development.

The Specific Plan provides for the development of 36.15 acres of the City's public "Grand Park." Grand Park is a planned 3.7-mile greenbelt extending between Haven Avenue and Campus

Avenue and encompasses approximately 340 acres citywide. The Specific Plan would implement the southern half of a 1.25-mile stretch of the park, consistent with the City's Grand Park Landscape Master Plan. The remaining half of this segment of Grand Park would be installed by the Center Park Specific Plan, which is currently proposed to the north of the EBPSP area. Passive recreational opportunities for future employees, visitors, and residents of the City would be provided through features such as pedestrian paths, gathering areas, turf areas, and botanical gardens. The park would be heavily landscaped, including forested areas, meadow areas, and open space lawn areas, consistent with the City's Grand Park Landscape Master Plan.

Development of the Specific Plan would not directly increase housing or population, which typically cause an increase in the demand for and use of existing neighborhood parks and other citywide recreational facilities. If employees of the business park uses were to occasionally use park facilities within the City, they would likely utilize those provided by the Specific Plan. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, impacts related to the physical deterioration of existing parks or recreation facilities would be **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact REC-1: The proposed project would not result in substantial physical deterioration of recreational facilities.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant recreation impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new Mitigation Measures are required.

b) Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The Certified EIR found that buildout of the approved project's land use plan would result in the development of additional parkland and recreational facilities, which could lead to the construction of new or expanded facilities that may have an adverse physical effect on the environment. However, implementation of existing federal, state, and local regulations, as well as the approved project's policies, would help reduce potential adverse environmental impacts

associated with the expansion of parks, recreational facilities, and multiuse trails. As a result, these impacts were determined to be less than significant.

Policy Plan Amendment

The Policy Plan Amendment guides growth and development within the City and is not a development project. The Policy Plan Amendment project primarily involves modifying the currently permitted and planned TOP land use pattern across nearly 1,000 acres in southern Ontario. As described in impact discussion a), buildout of the proposed project would result in an increased demand of 80 acres of total parkland compared to the approved project (refer to Table 3.16-3).

As a result of these planned park facilities, the proposed project may result in the construction of new or expansion of existing recreational facilities in Ontario. The majority of these facilities would be in Ontario Ranch, including the Grand Park. Development and implementation of the Grand Park may have an adverse physical effect on the environment, such as lighting, biological resources, noise, traffic, and air quality. Environmental impacts associated with the construction of new and/or expansions of existing recreational facilities in accordance with the Proposed Land Use Plan are addressed separately. Construction-related air quality and noise impacts of the proposed project are described in Section 3.3, *Air Quality,* and Section 3.13, *Noise*.

Existing federal, state, and local regulations as well as goals and policies in the Policy Plan Amendment would help reduce potential adverse impacts to the environment that may result from buildout of the proposed project. Furthermore, subsequent environmental review would be required for development of park projects under the Proposed Land Use Plan. Consequently, the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to the use of existing park and recreational facilities compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan includes 36.15 acres of passive recreational opportunities for future employees and visitors through features such as pedestrian paths, gathering areas, turf areas, and botanical gardens. Future open space and recreational facility development in the Specific Plan area would be required to adhere to the Development Regulations and Design Guidelines of the EBPSP and the City's Grand Park Landscape Master Plan. The construction of these recreational facilities would occur within the boundaries of the Specific Plan area and would be inherent to the EBPSP's construction phase(s). The City shall be responsible for the design and construction of all park improvements within the EBPSP area. Construction impacts are analyzed throughout this SEIR in Section 3.3, *Air Quality,* and Section 3.12, *Noise,* and mitigation is incorporated where necessary.

It is also noted that the recreational facilities provided by the EBPSP were assumed by and included in the City's Recreation & Parks Master Plan. The Master Plan concluded that the City is currently underserved by park facilities, and that the proposed Grand Park would be needed to serve the City's growing population (Ontario 2021). In this regard, the EBPSP would contribute to the overall provision of parkland within the City. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Based on the preceding, impacts associated with the EBPSP's recreational facilities would be **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact REC-2: The proposed project would not result in adverse impacts associated with new or expanded recreational facilities within the City.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant recreation impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new Mitigation Measures are required.

3.16.6 Cumulative Impact Analysis

The area considered for cumulative impacts for recreation is the City of Ontario. As described above, the proposed project provides land use opportunities for public parks to be developed in line with future development. As described under impact discussion a), the Parks and Recreation Element contains relevant goals, policies, and programs that support a regular review of the City's parks and trails plans to keep pace with demographic trends and recreational needs of Ontario's residents (see Policies PR-1.1 through PR-1.16). In addition, Policy PR-1.5 strives to provide five acres of parkland per 1,000 residents in the Ontario Ranch, and Policy PR-1.6 provides a minimum of 2 acres of developed private park space per 1,000 residents in the City.

The Specific Plan does not propose residential uses that would result in an increase in population, thereby, increasing the use of existing neighborhood and regional parks or other recreational facilities. Employees and visitors of the Specific Plan land uses who do not already reside in the area are not anticipated to utilize local recreational facilities to the extent that physical deterioration would occur or be accelerated, even when considered in the context of

cumulative developments in the area. Given the proximity to planned business park uses, if future employees were to occasionally use park facilities within the City, they would likely utilize the public facilities provided by the Specific Plan.

Additionally, as previous discussed, the recreational facilities provided within the Specific Plan were assumed by and included in the City's Recreation & Parks Master Plan. The Master Plan concluded that the City is currently underserved by park facilities. Recreational facilities implemented by the EBPSP and future developed allowed under the proposed land use plan would help to address the open space and park needs of the growing community.

As with the development allowed under the Policy Plan Amendment and Specific Plan, cumulative development projects would be required to comply with all applicable existing regulations, procedures, and policies that are intended to address impacts to park and recreation facilities. As a result, development of park facilities would keep pace with the anticipated increase in population from buildout of the proposed project. Therefore, impacts are **less than significant** and would not be cumulatively considerable.

Cumulative Impacts: The proposed project would not result in cumulative impacts to recreation in the City.

3.16.7 References

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3.17 TRANSPORTATION

This section of the Draft Supplemental Environmental Impact Report (SEIR) examines the potential for implementation of Policy Plan Amendment and EBPSP (proposed project) to impact transportation in the City of Ontario compared to the current TOP 2050 (approved project) and impacts identified in the 2022 Certified EIR. The analysis in this section is based on the following studies:

- *TOP Vehicle Miles Traveled Memorandum*, Fehr & Peers (Appendix K1)
- *EBPSP Vehicle Miles Traveled Memorandum*, Fehr & Peers (Appendix K2)
- *EBPSP Traffic Impact Analysis*, Urban Crossroads (Appendix K3)

This SEIR evaluates the cumulative effect of the proposed project on vehicle miles traveled (VMT) and uses the San Bernardino County Transportation Authority's (SBCTA) San Bernardino Traffic Analysis Model Plus (SBTAM+) travel demand forecast model.

Terminology

Level of Service. Roadway capacity is generally limited by the ability to move vehicles through intersections. LOS is a standard performance measurement to describe the operating characteristics of a street system in terms of the level of congestion or the delay experienced by motorists. Service levels range from A through F, that is, traffic conditions from best (uncongested, free-flowing conditions) to worst (total breakdown with stop-and-go operation).

- **Vehicles Miles Traveled.** VMT measures the number of trips and the lengths of those trips for the total number of miles that vehicles will travel on a roadway system. It is used to better assess traffic impacts on greenhouse gas emissions, air quality, and energy. The number of miles of vehicle travel is an indicator of the travel levels on the roadway system by motor vehicles.

- **Total VMT.** Total VMT represents all VMT generated by a project or in a defined area, such as a traffic analysis zone or city boundary, on a typical day, weekday, or weekend.

- **VMT per Service Population.** Service population (SP) counts residents and employees. VMT/SP measures the transportation "efficiency" of a project or plan and is defined as VMT generated on a typical weekday per person who lives and/or works in the designated area.

3.17.1 Regulatory Framework

STATE

Senate Bill 743

On September 27, 2013, SB 743 was signed into law, starting a process that fundamentally changed transportation impact analysis as part of CEQA compliance. With the adoption of SB 375, the State signaled its commitment to encourage land use and transportation planning decisions and investments that reduce VMT and thereby contribute to the reduction of greenhouse gas emissions, as required by the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32).

SB 743 eliminates auto delay, level of service, and similar measures of vehicular capacity or traffic congestion as the sole basis for determining significant impacts under CEQA. As part of the new CEQA Guidelines, the new criteria "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Public Resources Code Section 21099(b)(1)).

Pursuant to SB 743, the Natural Resources Agency adopted revisions to the CEQA Guidelines to implement SB 743 on December 28, 2018. The revised CEQA Guidelines establish new criteria for determining the significance of transportation impacts. Under the new Guidelines, VMT-related metric(s) were required beginning July 1, 2020, to evaluate the significance of transportation-related impacts under CEQA for development projects, land use plans, and transportation infrastructure projects. The legislation does not preclude the application of local general plan policies, zoning codes, conditions of approval, or any other planning requirements for evaluation of LOS, but such metrics may no longer constitute the sole basis for determining transportation impacts under CEQA.

AB 1358: California Complete Streets Act of 2008

The California Complete Streets Act of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 required circulation elements to address the transportation system from a multimodal perspective. The bill states that streets, roads, and highways must "meet the needs of all users…in a manner suitable to the rural, suburban, or urban context of the general plan." Essentially, this bill requires a circulation element to plan for all modes of transportation where appropriate—including walking, biking, car travel, and transit.

The Complete Streets Act also requires circulation elements to consider the various users of the transportation system, including children, adults, seniors, and the disabled. For further clarity, AB 1358 tasked the Office of Planning and Research (now the Office of Land Use and Climate Innovation) to release guidelines for compliance, which it did in December 2010.

SB 375: Sustainable Communities and Climate Protection Act

On December 11, 2008, the California Air Resources Board (CARB) adopted its proposed Scoping Plan for AB 32, the Global Warming Act. This scoping plan included the approval of SB 375 as the means for achieving regional transportation-related greenhouse gas emissions targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32.

There are 5 major components to SB 375. First, it addresses regional greenhouse gas emission targets. CARB's Regional Targets Advisory Committee guides the adoption of targets to be met by 2020 and 2035 for each metropolitan planning organization (MPO) in the state. These targets, which MPOs may propose themselves, are updated every eight years in conjunction with the revision schedule of housing and transportation elements.

Second, MPOs are required to create a sustainable communities strategy (SCS) that provides a plan for meeting regional targets. The SCS and the regional transportation plan (RTP) must be consistent with each other, including action items and financing decisions. If the SCS does not meet the regional target, the MPO must produce an Alternative Planning Strategy that details another plan to meet the target.

Third, SB 375 requires that regional housing elements and transportation plans be synchronized on 8-year schedules. In addition, Regional Housing Needs Assessment allocation numbers must conform to the SCS. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within 3 years.

Fourth, SB 375 provides CEQA streamlining incentives for preferred development types. Residential or mixed-use projects qualify if they conform to the SCS. Transit-oriented developments also qualify if they 1) are at least 50 percent residential, 2) meet density requirements, and 3) are within one-half mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences.

Finally, MPOs must use transportation and air emission modeling techniques consistent with guidelines prepared by the California Transportation Commission. Regional transportation planning agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with the commission's guidelines.

Senate Bill 99

SB 99 (Section 65302(g)(5) of the California Government Code) requires jurisdictions to review and update the safety element to include information identifying residential developments in hazard areas that do not have at least 2 emergency evacuation routes.

Assembly Bill 747

AB 747 added Section 65302.15 to the California Government Code (amended by AB 1409), which went into effect in January 2022. AB 747 requires local governments to identify the capacity, safety, and viability of evacuation routes and locations in their general plan safety element or local hazard mitigation plan.

REGIONAL

Southern California Association of Governments

SCAG is a regional council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, which encompass over 38,000 square miles. SCAG is the federally recognized metropolitan planning organization for this region and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the Southern California region's metropolitan planning organization, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents. The City of Ontario is in the San Bernardino County Transportation Agency (SBCTA) subregion of SCAG.

Connect SoCal 2024

SCAG adopted its current RTP/SCS, "Connect SoCal 2024," in April 2024 to provide a long-range vision for the SCAG region. Connect SoCal 2024 expands land use and transportation strategies established from previous cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal 2024 contains plans and projections for the region's future. Like other RTPs/SCSs, Connect SoCal 2024 provides a policy framework for preparing local plans and handling issues of regional significance, such as land use and housing, open space and biological habitats, water, energy, air quality, solid waste, transportation, security and emergency preparedness, economy, and education. Connect SoCal 2024 also strives to achieve broader regional objectives, such as encouraging diverse housing construction in areas supported by multiple transportation options; promoting development of complete streets that prioritize safe opportunities to walk, bike, and pursue other forms of active transportation; leveraging new transportation technologies and data-driven solution to efficient travel; and promoting conservation of natural lands. Connect SoCal 2024 advances regional planning by incorporating an integrated approach between SCAG, state and local governments, transportation commissions, resources agencies and conservation groups, the private sector, and the general public. See Section 3.11, *Land Use and Planning*, of this SEIR.

San Bernadino County Transportation Authority

Countywide Transportation Plan

The SBCTA, formerly known as the San Bernardino Associated Governments (SANBAG), prepared an interim update, released in 2021, to the Countywide Transportation Plan. The plan lays out a strategy for long-term investment in and management of San Bernardino County's regional transportation assets (SBCTA 2021).

Nonmotorized Transportation Plan

SBCTA updated the San Bernardino County Non-motorized Transportation Plan in June 2018. The goal of the plan is to develop an integrate nonmotorized transportation systems and identify sources of funds to implement increased bicycle and pedestrian access, increased travel by cycling and walking, routine accommodation in transportation and land use planning, and improved bicycle and pedestrian safety. The plan lays out design guidelines, bikeway and pedestrian system recommendations, implementation strategies and priorities, and funding opportunities. It points out that local jurisdictions are ultimately responsible for implementing projects in the plan. SBCTA serves in an advisory role by identifying projects on the regional network, providing advisory support for project development, supporting local education and safety efforts, encouraging the incorporation of nonmotorized facilities into general and specific plans, working to identify grant opportunities, etc. (SBCTA 2018).

Short-Range Transit Plan

SBCTA developed a short-range transit plan to help guide transit service improvements in the region over the next 5 years. The plan identifies transit service plans and helps prioritize major capital improvement projects for the region's transit needs. Goals of the short-range transit plan include connectivity between the various transit agencies in the county, facilitating transit travel between regions in the county and between the county and surrounding counties, and cost-effective accessibility programs for seniors and persons with disabilities. The short-range transit plan was released in December 2016 (SBCTA 2016b).

Long-Range Transit Plan

SBCTA developed a long-range transit plan to address the county's current and future travel challenges and create a transportation system that can increase the role of transit in the future. The plan establishes a transit vision for the next 25 years, prioritizes goals and projects for transit growth, and prioritizes connecting land use and transportation strategies. The plan developed four alternatives—"baseline" (with existing transit services), "plan" (existing transit and currently planned improvements), "vision" (existing transit, planned improvements, and rapid bus and rail), and "sustainable land use" (redistributing growth to transit corridors and

creating transit-oriented developments at station areas). The long-range transit plan was released in April 2010 (SBCTA 2010).

Points of Interest Pedestrian Plan

SBCTA developed a Countywide Points of Interest Pedestrian Plan to assist member agencies with the development of tools and guidelines for identifying and prioritizing pedestrian improvements. The project's goals include connecting various SBCTA member agencies and synchronizing project planning and implementation, given that each agency has different pedestrian accommodations, capital improvement programs, and maintenance regimes. (SBCTA 2019).

Congestion Management Program for San Bernardino County

The congestion management program for San Bernardino County, published and periodically updated by SBCTA, defines a network of state highways and arterials in the county and provides guidelines regarding LOS standards, impact criteria, and a process for mitigation of impacts on program facilities in the county. The congestion management program was last updated in June 2016 (SBCTA 2016a).

LOCAL

Development Impact Fees

The City of Ontario maintains development impact fees for projects in the City. The fees are updated periodically. They include fees assessed per dwelling unit, per hotel room, or per square foot and include fees for regional and local street improvements.

Traffic and Transportation Guidelines

The City engineer reviews proposed residential, commercial, and industrial development projects for consistency with the City's Traffic and Transportation Guidelines (Ontario 2013) and provides engineering input as well as conditions of approval for proposed projects.

3.17.2 Existing Conditions

POLICY PLAN AMENDMENT

Existing Roadway Network

The City of Ontario circulation system includes three freeways, an international airport, 2 main lines of the Union Pacific Railroad (UPRR), one Metrolink rail line, and a system of arterial and local streets.

Roadway Classification

TOP 2050 Mobility Element roadway classifications are shown on Figure 5.17-1, *Roadway Classifications*. TOP 2050's Functional Roadway Classification Plan shows the hierarchy of Ontario's roadway system, consistent with the guidelines of the Federal Highway Administration:

Freeway. Freeways are limited-access, high-speed travel ways in the state and federal highway systems.

Other Principal Arterials. Other Principal Arterials serve the major centers and corridors of activity, carry the highest volumes of traffic, and serve the longest trips of all city roadways. Other Principal Arterials typically accommodate 4 to 8 lanes of traffic and medians.

Minor Arterials. Minor arterials accommodate less traffic than Other Principal Arterials and are for trips of moderate length. Minor Arterials allow more access to abutting properties than Other Principal Arterials, so speeds are lower. Minor Arterials connect the community but ideally should not penetrate residential neighborhoods. The roadway configuration and right-of-way width vary depending on local conditions, but typically accommodate four to 6 lanes of traffic and medians.

Collector Streets. Collector streets provide access to abutting properties and traffic circulation within residential neighborhoods and business areas. Collector streets allow access to local and arterial roadways. The roadway configuration and right-of-way width vary depending on local conditions, but typically accommodate 2 to 4 lanes of traffic.

Local Streets. The primary function of a local street is to provide direct access to abutting properties. Local streets rarely have more than 2 travel lanes, and speed limits are generally low; they are not intended for through traffic. Local streets are not on the Functional Roadway Classifications map because they are not considered part of the backbone circulation system.

Enhanced Intersection. Enhanced Intersections may include additional lanes, reduced median width, increased right-of-way width, removal of on-street bike lanes, or reduction of parkway width to increase capacity, improve operations, and respond to local demands. Detailed engineering studies are necessary to identify the most effective and feasible types of improvements.

The ultimate number of lanes needed on each roadway as well as the right-of-way requirements are identified in the City's Master Plan of Street and Highways.

Traffic Management Center

The City of Ontario also maintains a traffic management center that enhances traffic signal coordination and monitoring in the City. Key functions include to:

- Implement a dynamic selection of traffic signal timings.
- Provide coordination among various agencies.
- Monitor traffic signal equipment and dispatch resources to fix malfunctioning equipment.
- Provide traffic detection and surveillance.
- Modify arterial traffic signal timing when an incident happens on a freeway.
- Manage incidents and special events or emergency evacuations.

Truck Routes

The City has designated certain roadways for the purpose of channeling large trucks through and within the City. In addition, the state of California has identified Mission Boulevard and parts of Milliken Avenue and Jurupa Street as extralegal load limit streets, as defined by the California Vehicle Code Section 320.5.[1] Figure 2-8, *Current Truck Routes*, in Chapter 2, *Project Description*, illustrates the existing designated truck routes in Ontario and the connections to truck routes in adjacent cities.

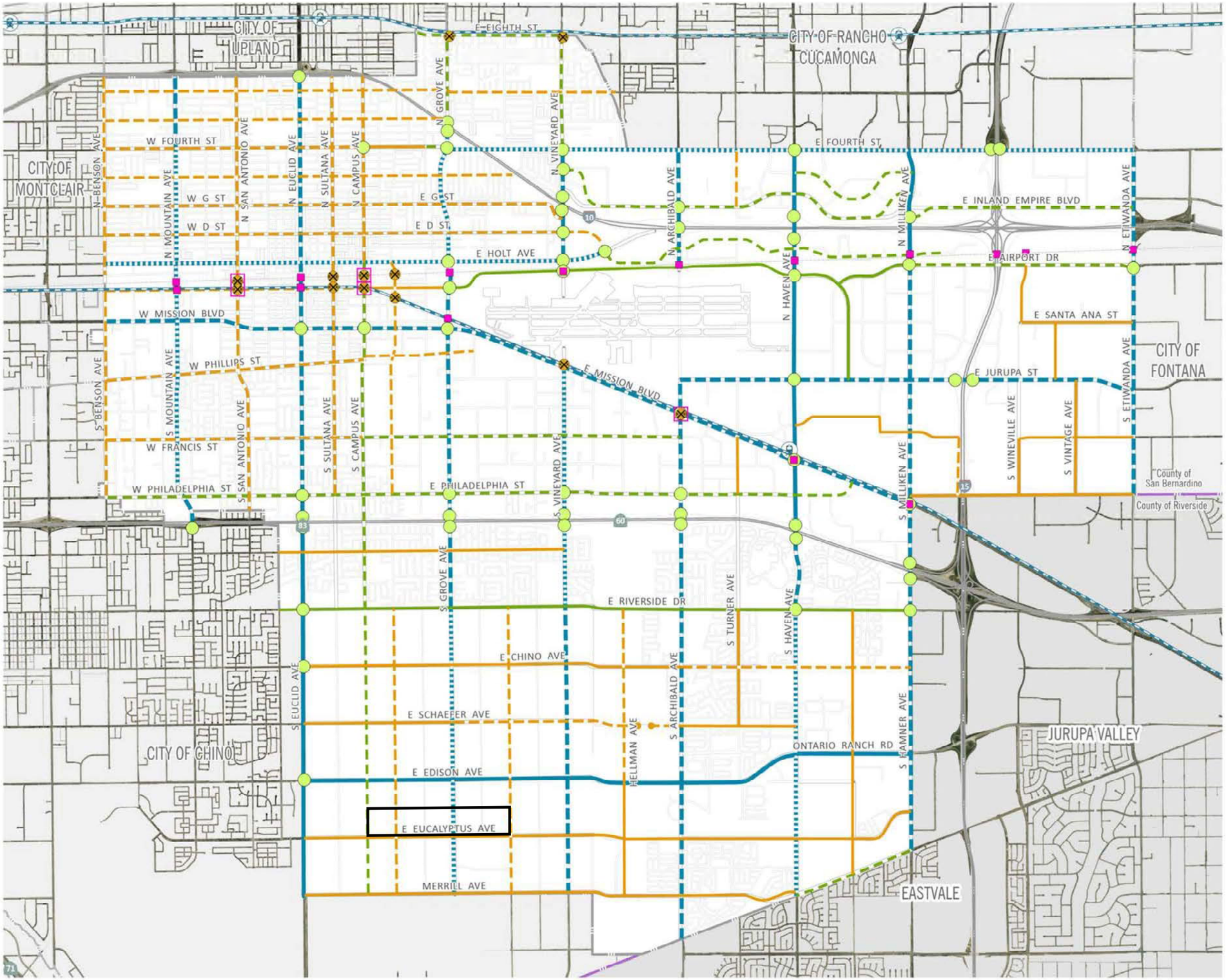
Rail Lines and Crossings

Two major east-west freight lines traverse Ontario. A third east-west line runs just north of the northern boundary of the City. The northern route through the City is the UPRR Alhambra Subdivision Line, which begins at the Ports of Los Angeles/Long Beach and runs through Los Angeles, Pomona, Colton, and points farther east. The southern route is the UPRR Los Angeles Subdivision Line, which also begins at the Ports of Los Angeles/Long Beach and runs through Pomona, but travels southeast to Riverside and points farther east.

[1] An extralegal load is a single unit or an assembled item which, due to its design, cannot be reasonably reduced or dismantled in size or weight so that it can be legally transported as a load without a permit.

Figure 3.17-1

Roadway Classifications



- Ontario City Boundary
- County Boundary

Rail Crossings

- Existing At-Grade Crossing
- Existing Grade-Separated Crossing
- Future Grade-Separated Crossing
- Enhanced Intersections
- Metrolink
- Metrolink Station

Roadway Classification

- Principal Arterial 8 Lanes
- Principal Arterial 6 Lanes
- Principal Arterial 4 Lanes
- Minor Arterial 6 Lanes
- Minor Arterial 4 Lanes
- Collector 4 Lanes
- Collector 2 Lanes
- EBPSP Boundary

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025 Date: 12/20/25

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The UPRR main lines run parallel to each other from the western boundary of the City to Campus Avenue. The Alhambra Subdivision Line continues east along the northern boundary of Ontario International Airport (ONT) north of Airport Drive, and the Los Angeles Subdivision Line turns southeast along the south side of ONT and the north side of Mission Avenue. Metrolink's Riverside County Line runs on the southern tracks, and the Amtrak Sunset Limited runs on the northern tracks. The rail line that traverses north of the City is Metrolink's San Bernardino Line. The Burlington Northern Santa Fe railroad has trackage rights on that line.

Both UPRR tracks are grade separated at Mountain Avenue and Euclid Avenue in the western part of the City. The northern tracks are grade separated at Grove Avenue, Vineyard Avenue, Archibald Avenue, Haven Avenue, and Milliken Avenue. The southern tracks are grade separated at Grove Avenue, Haven Avenue, and Milliken Avenue.

Existing Transit Facilities

Bus Transit

Omnitrans Transit Agency provides local transit service throughout San Bernardino County, including Ontario. Omnitrans provides countywide bus service and currently has 5 bus routes in the City that provide connections between rail stations, ONT, major employment and shopping centers, and residential areas.

Transit routes and transfer centers are shown on Figure 3.17-2, *Public Transit Plan*. There are 3 transfer centers in Ontario. The first is at the Civic Center on Sultana, between Holt and D; the second is at the Ontario Mills Mall; and the third is at ONT. Omnitrans provides connections to other regional bus services such as Foothill Transit, Los Angeles Metropolitan Transit Agency, and others.

Rail Facilities

Metrolink

Commuter train service in the City of Ontario is provided by Metrolink, which operates 6 commuter rail lines throughout southern California. The Riverside County Line runs between Los Angeles Union Station and downtown Riverside on Mondays through Fridays between 4:30 am and 8:00 pm, passing through Ontario. There is no Metrolink service on this line on Saturdays or Sundays. There is one Metrolink station in Ontario, off of Haven Avenue on Francis Street. This station is served by Omnitrans Bus Route 81. The Metrolink San Bernardino line is less than a mile north of the northern City limit of Ontario. Nearby stations on this line are at Milliken Avenue and Campus Avenue.

Amtrak

Amtrak has one route that regularly stops in Ontario, the Sunset Limited route, which travels between Los Angeles and New Orleans, Louisiana. The Amtrak stop in Ontario is near the Ontario transfer center on Emporia and Lemon (about one block from Holt and Sultana). This service arrives and departs on Sunday, Wednesday, and Friday.

Existing Bicycle Facilities

There are 4 bicycle facility classifications recognized by the City of Ontario:

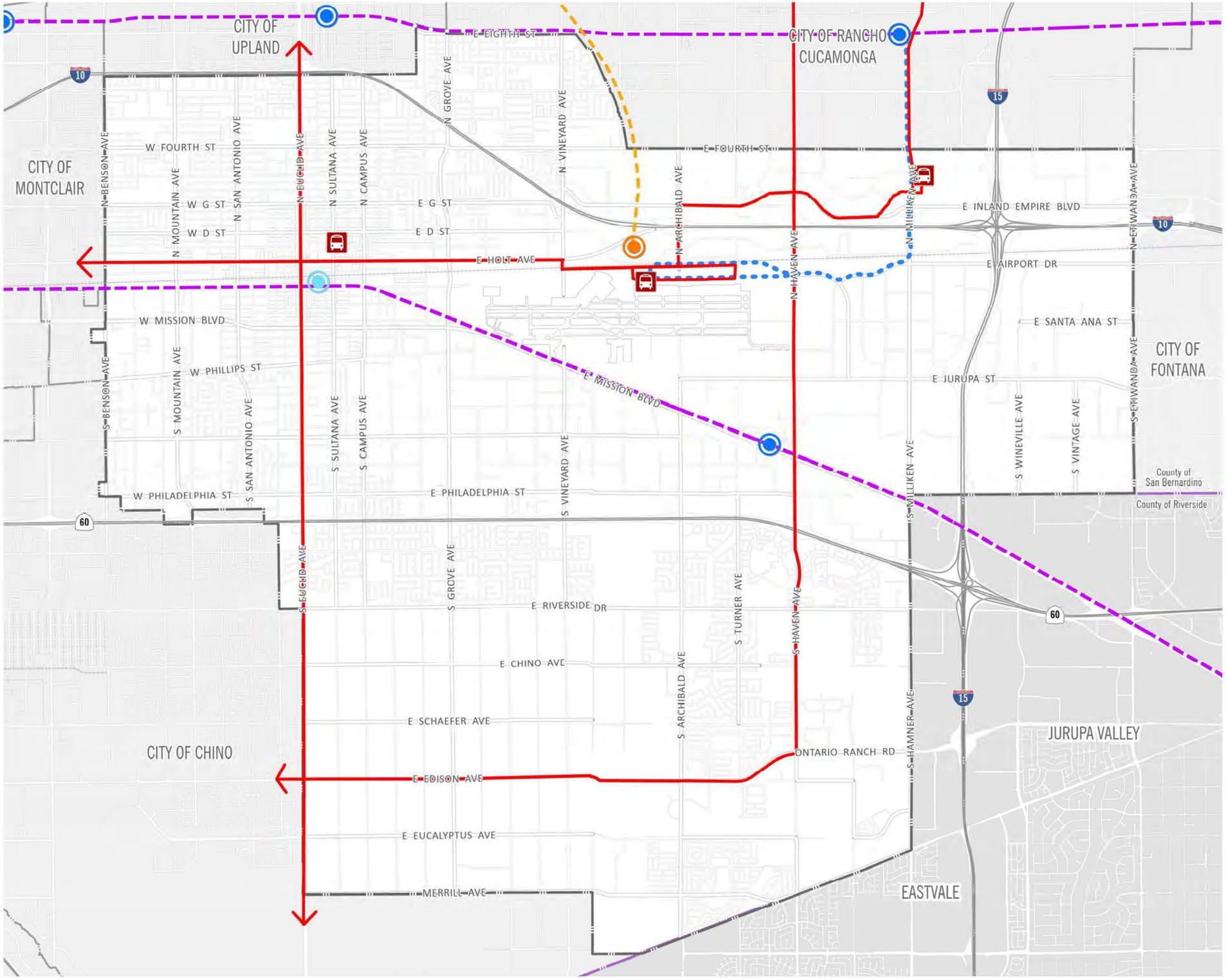
- **Class I Bikeways (Bike Paths).** Class I bicycle facilities are bicycle trails or paths that are off-street and separated from automobiles. They are a minimum of 8 feet in width for two-way travel and include bike lane signage and designated street crossings where needed. A Class I Bike Path may parallel a roadway (within the parkway) or may be a completely separate right-of-way that meanders through a neighborhood or along a flood control channel or utility right-of-way.

- **Class II Bikeways (Bike Lanes).** Class II bicycle facilities are striped lanes that provide bike travel and can be located next to either a curb or parking lane. If next to a curb, a minimum width of 5 feet is recommended;. however, a bike lane adjacent to a parking lane can be 4 feet in width. Bike lanes are exclusively for the use of bicycles and include bike lane signage, special lane lines, and pavement markings. A painted buffer can also be added to provide additional separation between motorists and cyclists.

- **Class III Bikeways (Bike Routes).** Class III Bikeways are streets providing for shared use by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, signage both by the side of the street and stenciled on the roadway surface alerts motorists to bicyclists sharing the roadway space and denotes that the street is an official bike route.

- **Class IV Bikeways (Cycle Tracks).** Class IV bicycle facilities, sometimes called cycle tracks or separated bikeways, provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and are protected from vehicular traffic via vertical separations (e.g., grade separation, flexible posts, inflexible physical barriers, on-street parking). California Assembly Bill 1193 (AB 1193) legalized and established design standards for Class IV bikeways in 2015.

Figure 3.17-2
Public Transit Plan



- County Boundary
- Ontario City Boundary
- Railroad

Transit Centers

- Existing Bus Transfer Center
- Existing Metrolink Station
- Amtrak Station/Proposed Metrolink Station
- Future Multimodal Transportation Center
- BRT Corridor
- Metro Goldline Extension
- Metrolink Line
- Ontario Airport Loop

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0 2,500 5,000 10,000 FT

Source: The City of Ontario 2020 Date: 1/5/26

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SPECIFIC PLAN

The existing roadway system, truck routes, transit service, and pedestrian facilities in the EBPSP study area are described below.

Existing Circulation System

State Route 60 (SR-60) is located approximately 2.2 miles north of the Specific Plan area and is accessible via the Grove Avenue on- and off-ramps. State Route 83 (SR-83) is located approximately 0.5 miles west of the Specific Plan area and is accessible via Ontario Ranch Road and Eucalyptus Avenue. Interstate 15 (I-15) is located approximately 4.5 miles east of the Specific Plan area and is accessible via the Edison Avenue/Ontario Ranch Road on- and off-ramps or the Limonite Avenue on- and off- ramps.

Direct access to the EBPSP area is provided by Campus Avenue to the west, Eucalyptus Avenue to the south, and Walker Avenue to the east. Additionally, Bon View Avenue and Grove Avenue provide access through the Specific Plan area in the north-south orientation.

Existing Truck Routes

Current City-designated truck routes within the Specific Plan area include Ontario Ranch Road, and Merrill Avenue in an east/west orientation, and Euclid Avenue and Archibald Avenue in a north/south orientation.

Existing Transit Services

The City of Ontario is currently served by Omnitrans, a public transit agency serving various jurisdictions within San Bernardino County. The following bus and transit facilities are located near the Specific Plan area:

- Omnitrans Bus Route 83, located approximately 0.6 miles to the west along Euclid Avenue.
- Omnitrans Bus Route 87, located approximately 1.8 miles to the north along Riverside Drive.

Bicycle and Pedestrian Facilities

There are limited pedestrian facilities in the vicinity of the Specific Plan area. Field observations indicated light pedestrian and bicycle activity in the area.

3.17.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to transportation if it would:

a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

d) Result in inadequate emergency access.

THRESHOLD GUIDANCE

VMT Thresholds

"City of Ontario Resolution Adopting Vehicle Miles Traveled Thresholds" (June 2020) outlines the methodology for VMT assessment for land use projects and defines adopted thresholds of significance for impact assessment, as shown below. This transportation impact assessment compares VMT generated by the Policy Plan Amendment and EBPSP (proposed project) to VMT generated by the current TOP 2050 (approved project), reviewing total VMT and per capita VMT to provide a comprehensive assessment.

The Ontario thresholds of significance for use as part of the environmental review process under CEQA, as defined in the City's VMT Impact Thresholds, are defined for General Plans and Specific Plans. The thresholds of significance are:

- **Project Threshold: Origin Destination (OD) Method VMT/SP.** Any increase in the citywide average VMT per service population (VMT/SP) of the proposed project compared to the current TOP 2050 (approved project) would be considered a significant impact.
- **Cumulative Impact: Boundary Method Total VMT.** Any increase in the total citywide daily VMT of the proposed project calculated using the Boundary Method compared to the current TOP (approved project) would be considered a significant impact.

Multimodal Facility Impacts

A significant impact would occur to transit, bicycle, and/or pedestrian facilities if the project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

METHODOLOGY

Policy Plan Amendment

The San Bernardino Traffic Analysis Model Plus (SBTAM+) was utilized to estimate VMT for the proposed project. The model has an updated base year land use that reflects a 2019 base year and a 2050 future year, consistent with the 2024 SCAG RTP/SCS. The future year land use datasets and roadway network in Ontario were updated to be consistent with a 2050 future year that reflects the buildout of the current TOP 2050 (approved project) and the proposed project, which includes all land use changes associated with the Policy Plan Amendment, including the EBPSP. Table 3.17-1, *Approved TOP 2050 VMT*, and Table 3.17-2, *Proposed Project VMT*, show the VMT of the approved project and proposed project, respectively, using 3 VMT methodologies (described below)—Project/Attraction (PA) VMT for informational purposes; VMT using the Origin-Destination (O-D) methodology for the Transportation (VMT/SP), Air Quality, Energy, GHG, and Noise sections; and Boundary method VMT to identify total VMT impacts under the City of Ontario VMT methodology.

Table 3.17-1 Approved TOP 2050 VMT

Scenario	Total Daily VMT	VMT/Resident or VMT/Employee	VMT/SP
Origin-Destination VMT (Trucks + Autos)	27,526,298	—	38.74
Home-Based Production VMT (Residents)	5,087,850	12.37	—
Home-Based-Work Attraction VMT (Employees)	6,551,999	21.90	—
City Boundary VMT	11,416,710	—	16.07

Source: Appendix K1 (based on SBTAM+).

Note: The approved project scenario is based on a service population of 710,472 people (411,268 residents + 299,204 employees).

Table 3.17-2 Proposed Project VMT

Scenario	Total Daily VMT	VMT/Resident or VMT/Employee	VMT/SP
Origin-Destination VMT (Trucks + Autos)	28,279,218	—	38.80
Home-Based Production VMT (Residents)	5,444,093	12.73	—
Home-Based-Work Attraction VMT (Employees)	6,660,586	22.13	—
City Boundary VMT	11,758,292	—	16.13

Source: Appendix K1 (based on SBTAM+).

Note: The proposed project scenario is based on a service population of 728,776 people (427,741 residents + 301,035 employees).

Production/Attraction VMT

The Production/Attraction (PA) method for calculating VMT sums all weekday VMT generated by trips with at least one trip end in the study area by trip purpose. The PA method tracks trips with at least one trip end in the analysis area to/from their ultimate destination unless that destination is outside of the model boundary area. Productions are land use types that generate trips (residences), and attractions are land use types that attract trips (employment). Productions and attractions are converted from person trips to vehicle trips for the purposes of calculating VMT for transportation impacts.

The PA method allows project VMT to be evaluated based on trip purpose (e.g., commute VMT), which is consistent with the Governor's Office of Land Use and Climate Innovation's (LCI) recommendations in a Technical Advisory (LCI 2018). PA matrices do not include truck trips or external trips that have one trip end outside of the model boundary, and therefore do not include these trips in the VMT estimates. This is not consistent with the LCI's recommendations, which suggest full accounting of VMT.

Origin-Destination VMT

The O-D method for calculating VMT sums all weekday VMT generated by trips with at least one trip end in the study area and tracks those trips to their estimated origins/destinations within the model boundary. The O-D method is completed after the final loops of assignment in the travel demand model (after person trips have been converted to total vehicle trips). Origins are all vehicle trips that start in a specific traffic analysis zone, and destinations are all vehicle trips that end in a specific traffic analysis zone. The O-D method accounts for external and truck trips and therefore provides a more complete estimate of all VMT in the study area. This

methodology is used to estimate VMT for the Air Quality, Noise, and Energy sections of this SEIR (see Appendix K1 for the Policy Plan Amendment and Appendix K2 for the EBPSP).[2]

Boundary Method VMT

The boundary method is the sum of all weekday VMT on a roadway network within a designated boundary. Boundary method VMT estimates VMT by multiplying the number of trips on each roadway segment by the length of that segment. This approach uses all trips, including those that do not begin or end in the designated boundary, and is another way to summarize VMT. This is the only VMT method that captures the effect of cut-through and/or displaced traffic. The boundary used in the VMT assessment is the Ontario city limits.

Specific Plan

The traffic modeling and forecasting was performed following the City's TIA Guidelines. SBTAM+ was utilized to estimate VMT for the analysis scenarios. The SBTAM+ roadway network and socio-economic data within the City of Ontario were updated to be consistent with TOP, for the horizon year 2050. Outside of the City of Ontario, this model assumes datasets consistent with the 2024 SCAG Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) with a base year of 2019 and future year of 2050.

Socio-Economic Assumptions

The EBPSP site spans the southern half of two separate Transportation Analysis Zones (TAZs) (53653201 and 53669101). Socio-Economic Data (SED) was isolated into one TAZ (53653201) to ensure the overlapping residential-based uses (isolated into the other TAZ [53669101]) would not influence the EBPSP-level VMT assessments. Furthermore, the Policy Plan Amendment land use changes were also coded in the model to represent the With EBPSP conditions. SBTAM+ SED inputs include total change in forecasted households, residents, and employment that represent the No EBPSP and With EBPSP conditions.

Truck Forecasting and Model Post-Processing

While SBTAM+ is identified as the preferred tool to forecast VMT for transportation impact analyses, there are some limitations of the model that were accounted for following the model runs to improve accuracy and best reflect the EBPSP. Specifically, the truck model within SBTAM+ was overwritten to best reflect the detailed truck trip generation, distribution and

[2] The air quality, energy, and GHG analyses also account for the recommendations of CARB's Regional Targets Advisory Committee (RTAC). Under the RTAC methodology, 100 percent of internal-to-internal trips and 50 percent of internal-to-external or external-to-internal trips are accounted for. RTAC forecasts are included in Appendix K1 (see Table 7, *RTAC VMT Forecasts*).

assignment forecast that was prepared as part of the EBPSP Traffic Study Scoping Agreement (2025), which was determined as the most appropriate representation of the EBPSP.

In addition to the truck assignment, EBPSP truck VMT from SBTAM+ was reviewed to ensure that truck trip lengths accurately reflect the heavy vehicle distribution origins and destinations. EBPSP truck trip lengths estimated in SBTAM+ were compared against statewide averages and were found to be underrepresenting truck VMT. Therefore, truck trip lengths were overwritten with City average truck trip length data extracted from the California Statewide Freight model to best estimate truck VMT.

As the EBPSP truck assignment was applied during post-processing, so was the accounting of the new City-wide truck routes. The net change in VMT was adjusted for trucks and autos between the future year no EBPSP truck routes and future year plus EBPSP truck routes. Since the latter prohibits trucks from operating along segments (i.e. Archibald Avenue between Merrill Avenue and SR-60, and Ontario Ranch Road Avenue between Euclid Avenue and Walker Avenue) trucks were rerouted, adding mileage to their journey. To calculate the net truck VMT increase, the total net increase in truck trips was multiplied by the average route net mileage increase for each route that would be impacted by the truck route prohibition. The auto backfill effect was calculated assuming one truck represents three Passenger Car Equivalents (PCE) at a 50 percent elasticity. Thus, auto trips would backfill onto more direct routes, now not allowable to trucks.

VMT Forecasts

VMT for the EBPSP using SBTAM+ is shown in Table 5.17-3, *EBPSP VMT*. Baseline EBPSP (year 2025) VMT was estimated by interpolating between VMT forecasted between the SBTAM+ base year model (year 2019) and future year model (year 2050). The City's project-level and cumulative impact thresholds were then applied to appropriate metrics to understand the EBPSP's effect on VMT.

Table 3.17-3 EBPSP VMT

Scenario	Total Daily VMT	VMT / Employee	VMT/SP
Year 2025			
Origin-Destination VMT (Trucks + Autos)	134,223	—	84.43
Home-Based-Work Attraction VMT (Employees)	34,606	21.77	—
City Boundary VMT	8,686,543	—	21.90
Year 2050			
Origin-Destination VMT (Trucks + Autos)	132,565	—	83.39
Home-Based-Work Attraction VMT (Employees)	32,603	20.51	—
City Boundary VMT	11,758,292	—	16.13

Source: Appendix K2.

Note: The EBPSP scenario is based on a service population of 1,590 people (0 residents and 1,590 employees).

EBPSP Traffic Impact Analysis

While SB 743 eliminated auto delay, level of service, and similar measures of vehicular capacity or traffic congestion as the sole basis for determining significant impacts under CEQA, a Traffic Impact Analysis was conducted for the EBPSP and is included as Appendix K3 to this Draft SEIR. The purpose of the traffic study is to evaluate the potential circulation system deficiencies that may result when the EBPSP is developed and where circulation system improvements are needed to maintain acceptable levels of service consistent with the City's General Plan level of service goals and policies. The results of the level of service (LOS) assessments for both Opening Year (2031) and Horizon Year (2050) traffic conditions are also summarized in Table 1-4 of Appendix K3. The traffic study included transportation infrastructure improvements recommendations to maintain Consistency with TOP 2050 mobility policies (see Table 1-5 and Table 1-6 in Appendix K3) and on-site circulation recommendations to maintain site access and acceptable peak hour operations for the EBPSP, which will be included as Conditions of Approval for the Specific Plan (see also Exhibits 1-5, 1-6, and 1-7 in Appendix K3).

3.17.4 Relevant New and Modified General Plan Policies

The proposed project includes modifications to the following TOP 2050 policies related to transportation.

- **M-1.9 Safe Systems Approach**. Implement a Safe Systems Approach into roadway design, evaluating roadway safety holistically to account for human behavior, vulnerable road users, and infrastructure design.
- **M-1.10 Priority Safety Corridors**. Identify roadways with a higher concentration of collisions and prioritize safety improvements to reduce collisions, with an emphasis on pedestrians, and bicyclists.
- **M-3.1 Transit Partners**. We maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available, cost-efficient, and convenient, particularly for residents in environmental justice areas, and within housing element strategy areas where sites suitable for lower-income housing development were identified in the sites inventory.
- **M-4.1 Truck Routes.** We designate and maintain a network of City truck routes that provide for the safe and efficient transport of goods while minimizing negative impacts on local circulation and noise- and- vibration- sensitive land uses, as shown on Exhibit M-04, Truck Routes. We will minimize conflicts on truck routes through the design and implementation of buffers between travel lanes and pedestrian and bicycle facilities on designated truck routes.

3.17.5 Environmental Impacts

2022 CERTIFIED EIR

The Certified EIR identified that the approved project is consistent with adopted policies, plans, or programs regarding public transit, bicycle, and pedestrian facilities and the performance and safety of such facilities and would not combine with other area projects to result in significant impacts to such facilities. Impacts associated with alternative transportation policies were identified as a less-than-significant impact. The Certified EIR identified that the approved project's impacts on emergency response and evacuation are less than significant. The Certified EIR identified that the Mobility Element adequately addresses potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access.

The Certified EIR identified that the approved project would result in a significant cumulative impact for vehicle miles traveled (VMT) as a result of a substantial increase in population in the City. The Certified EIR includes Mitigation Measure TRA-1-PP (former MM T-1), which requires

discretionary projects in the City to demonstrate compliance with the City's VMT Guidelines; however, cumulative impacts were identified as a significant and unavoidable impact of the approved project.

PROPOSED PROJECT

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

The Certified EIR found that the recommended circulation plan of the approved project would comply with adopted policies, plans, and programs for alternative transportation. The proposed project includes additional goals and policies to address alternative transportation systems. Section 3.11, *Land Use and Planning*, includes a consistency analysis with SCAG's Connect SoCal.

Policy Plan Amendment

The Policy Plan Amendment includes an update to the City network of truck routes to comply with AB 98. In addition, the Policy Plan Amendment includes minor updates to the City's multipurpose trails and bikeways, as shown on Figure 5.17-3, *Multipurpose Trails & Bikeway Corridor Plan*.

Transit

The proposed project does not include any changes to the Public Transit Plan as included in TOP 2050 (see Figure 3.17-2, *Public Transit*). The Public Transit Plan would continue to focus on providing efficient connectivity and integration via coordinated bus transfer centers and multimodal terminals. Therefore, implementation of the proposed project would not interfere with or obstruct the implementation and usage of transit.

Nonmotorized Transportation

The proposed project would include minor updates to multipurpose trails and bikeways, as shown in Figure 3.17-3. The minor updates would not change any existing policies on nonmotorized transportation as included in TOP 2050. The updates to the multipurpose trails and bikeways would be a result of the updates to the truck network and would better align the trails and bikeways in the City. Therefore, implementation of proposed project would not interfere with or obstruct the implementation and usage of nonmotorized transportation.

Connect SoCal

TOP 2050 is consistent with Connect SoCal, as shown in Section 3.11, *Land Use and Planning*. The goals of the RTP/SCS focus on transit, transportation and mobility, and protection of the environment and health of residents.

The proposed project is broadly consistent with the spirit of this plan because it encourages denser growth and more housing opportunities within a planned urban area and near existing and proposed transit, which is essential to the Sustainable Communities Strategy. Key goals and policies of the plan related to transportation were reviewed to verify consistency:

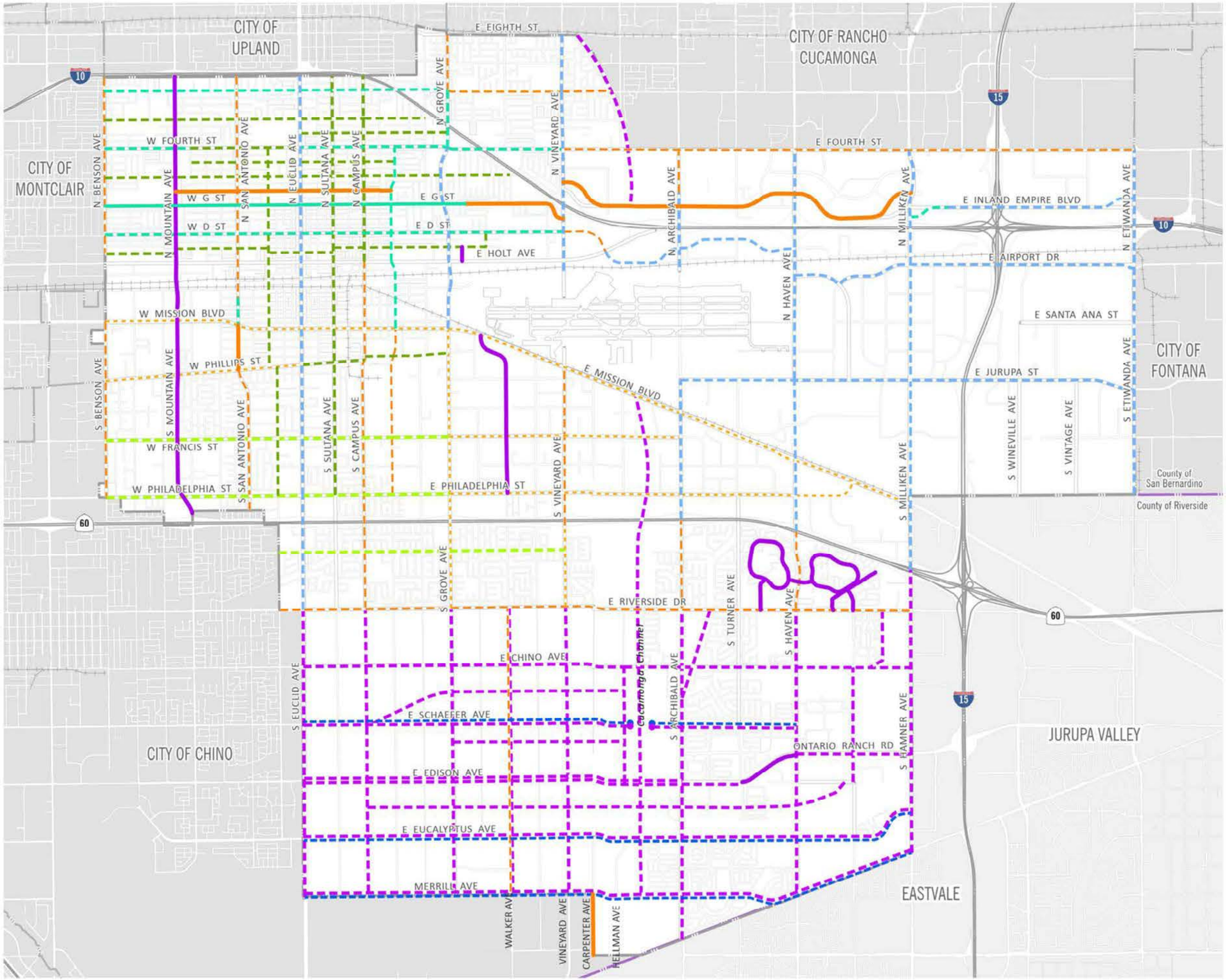
- **Mobility goals and policies** focus on system preservation and resilience, complete streets, transit and multimodal integration, transportation system management, transportation demand management, technology integration, safety, and funding the system/user fees. The land use changes associated with the Policy Plan Amendment do not propose any transportation policies or conditions that would conflict with any of these policies. There is no proposal to expand roadways or any element that would conflict with regional transportation investment strategies. Lastly, the proposed truck routes aim to remove truck routes nearest to sensitive receptors, which tend to be areas of higher pedestrian activity, therefore resulting in improved safety. Therefore, the proposed project would be consistent with SCAG's mobility goals and policies.

- **Communities goals and policies** focus on Priority Development Areas, housing in the region, 15-minute communities, and equitable engagement and decision-making. The proposed project increases housing density and results in an increase in housing in Ontario, which is in sync with these goals and objectives. The proposed project also promotes "15-minute communities" as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities) across the region. The proposed project supports the previous goals of TOP 2050 that promote accessibility and affordability to vulnerable communities. Therefore, the proposed project would be consistent with SCAG's community goals and policies.

- **Environment goals and policies** focus on sustainable development, air quality, clean transportation, natural and agricultural lands preservation, and climate resilience. The proposed truck routes (see Figure 2-9 in Chapter 2, *Project Description*) minimizes the number of people exposed to emissions along the City's truck routes, thereby promoting local and regional efforts to improve air quality for vulnerable populations and sensitive receptors (as defined by AB 98 and SB 415). The land use changes associated with the Policy Plan Amendment do not propose any change to the transportation system or planning that would conflict with environmental policies. Therefore, the proposed project would be consistent with SCAG's environmental goals and policies.

Figure 3.17-3

Multipurpose Trails & Bikeway Corridor Plan



- Ontario City Boundary
- County Boundary
- Rail Network

Existing Trail & Bike Network

- MultipurposeTrail / Bike Path (Class I)
- Bike Lane (Class II)
- Bike Route (Class III)

Proposed Trail & Bike Network

- MultipurposeTrail / Bike Path (Class I)
- Bike Lane (Class II)
- Buffered Bike Lane (Class II)
- Bike Lane (Class II)/Bike Route (Class III)
- Bike Boulevard (Class III)
- Bike Route (Class III)
- Separated Bike Lane (Class IV)
- Additional Studies Required

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Source: The City of Ontario 2026 Date: 2/27/2026

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- **Economy goals and policies** focus on goods movement, broadband, universal basic mobility, workforce development, and tourism. The proposed truck routes (see Figure 2-9) prioritize environmental justice concerns by limiting exposure of sensitive receptors. The focused higher density of the Policy Plan Amendment, specifically in Ontario Ranch, broadens safe and efficient access to a range of mobility services that improve connections to jobs, education, and basic services. The proposed land use changes associated with the Policy Plan Amendment do not propose any change to the transportation system or planning that would conflict with economic policies. Therefore, the proposed project would be consistent with SCAG's economy goals and policies.

Summary

As described above, the proposed project supports Connect SoCal 2024's VMT-reduction goals. The proposed project would not result in a new or a substantial increase in magnitude of impacts related to consistency with transit, bicycle, and pedestrian plans compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Circulation system and mobility plans and policies applicable to the EBPSP include SCAG's Connect SoCal, San Bernardino County CMP, and the City of Ontario Policy Plan Mobility Element. An analysis of the EBPSP's potential to conflict with these plans is presented below.

SCAG 2024-2050 RTP/SCS

SCAG's Connect SoCal seeks to improve mobility, promote sustainability, facilitate economic development, and preserve the quality of life for the residents in the region. Table 3.11-1, *Policy Plan Amendment Consistency with SCAG Connect SoCal*, presented in Section 3.11, *Land Use and Planning*, of this SEIR, addresses the Specific Plan's consistency with SCAG's Connect SoCal. As shown, the EBPSP would not conflict with any applicable 2024-2050 Connect SoCal policies. The Specific Plan would contribute to a safe, multimodal network and would include roadway improvements to accommodate site access. Consistency with Connect SoCal illustrates consistency with goals set forth for the region. As demonstrated, implementation of the EBPSP would not conflict with the goals and policies of SCAG's regional planning program.

San Bernardino County Congestion Management Plan

The intent of the CMP is to provide the analytical basis for transportation decisions. Although implementation of the CMP was made voluntary by the passage of AB 2419, the CMP requirement has been retained in all 5 urban counties within the SCAG region. The goals of the San Bernardino County CMP are to:

Goal 1. Maintain or enhance the performance of the multimodal transportation system and minimize travel delay.

Goal 2. Assist in focusing available transportation funding on cost-effective responses to subregional and regional transportation needs.

Goal 3. Provide for technical consistency in multimodal transportation system analysis.

Goal 4. Help to coordinate development and implementation of subregional transportation strategies across jurisdictional boundaries.

Goal 5. Anticipate the impacts of proposed new development on the multimodal transportation system, provide consistent procedures to identify and evaluate the effectiveness of mitigation measures and provide for adequate funding of mitigations.

Goal 6. Promote air quality and improve mobility through implementation of land use and transportation alternatives or incentives that reduce both vehicle trips and miles traveled and vehicle emissions.

EBPSP would not impede the ability to maintain or enhance the performance of the multimodal transportation system. The EBPSP would include roadway improvements to serve internal circulation needs and minimize impacts to travel delay. None of the proposed roadway improvements would interfere with existing or potential future improvements to the County's multimodal transportation system. The EBPSP would participate in the City's Development Impact Fee program, which is coordinated with regional planning efforts to meet regional transportation needs and to provide for adequate funding of mitigation for impacts of new development, consistent with the CMP. The CMP System LOS Element and Performance Measures Element also contain LOS standards for CMP designated highways and roadways, which are reflected in the Traffic Analysis prepared for the EBPSP (SEIR Appendix K3). Accordingly, the Specific Plan would not conflict with the San Bernardino County CMP.

City of Ontario Policy Plan Mobility Element

Table 3.11-3, *EBPSP Policy Plan Consistency Analysis*, presented in Section 3.11, *Land Use and Planning*, of this SEIR, addresses the Specific Plan's consistency with the City of Ontario Policy Plan Mobility Element. Consistency with the City's Mobility Element illustrates consistency with transportation goals set forth for the City. As demonstrated, implementation of the EBPSP would not conflict with the goals and policies of City of Ontario Policy Plan Mobility Element. The EBPSP would also be consistent with the City-wide Active Transportation Master Plan, aiding in the development of planned pedestrian and bicycle facilities.

Summary

As demonstrated above, the Specific Plan would not conflict with any program, plan, ordinance or policy addressing the circulation system. Impacts in this regard would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact TRA-1: The proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant transportation impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Implementation of the proposed project would not result in impacts not already previously disclosed. No mitigation is required.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Policy Plan Amendment

Table 3.17-4, *VMT Comparison of Policy Plan Amendment to the TOP 2050*, shows the results of the VMT impact assessment for both the project-level and cumulative VMT analysis. A significant impact would occur if the project VMT/SP (for the land use plan) exceeds the citywide average for service population under general plan buildout conditions. The project increases Origin-Destination VMT/SP (OD VMT/SP) and therefore would result in a significant transportation impact. For the cumulative scenario, a significant impact would occur if the project caused total daily VMT in the City to be higher than the no-project alternative under cumulative conditions. Since there would be a net increase in total citywide VMT associated with the proposed project (i.e., cumulative: City boundary VMT), the proposed project is also anticipated to result in a significant cumulative VMT impact.

Table 3.17-4 VMT Comparison of Policy Plan Amendment to the TOP 2050

Scenario	TOP 2050 (Approved Project)	Proposed Project	Difference	Significant
Project-Level: O-D Method (VMT/SP)	38.74	38.80	0.06	**Yes**
Cumulative: City Boundary VMT	11,416,710	11,758,292	341,582	**Yes**

Source: Appendix K1.

The following are relevant policies of TOP 2050 that may contribute to reducing potential transportation impacts as a result of implementation of the proposed project. They include VMT-reducing policies, such as land use planning policies that shorten trips between where people live, work, shop and recreate, and bicycle, pedestrian, and transit policies that increase mobility options and reduce dependency on automobiles.

- **LU-1.1 Strategic Growth.** We concentrate growth in strategic locations that help create place and identify, maximize available and planned infrastructure, and foster the development of transit.
- **LU-1.2 Sustainable Community Strategy.** We integrate state, regional and local Sustainable Community/Smart Growth principles into the development and entitlement process.
- **LU-1.4 Mobility.** We require development and urban design, where appropriate, that reduces reliance on the automobile and capitalizes on multi-modal transportation opportunities. (Refer to Mobility Element Policy M3-3)
- **CD-2.5 Streetscapes.** We design new and, when necessary, retrofit existing streets to improve walkability, bicycling, and transit integration, to strengthen connectivity, and enhance community identity through improvements to the public right of way such as sidewalks, street trees, parkways, curbs, street lighting, and street furniture.
- **CD-2.6 Connectivity.** We promote development of street patterns and pedestrian networks that create and unify neighborhoods, rather than divide them, and create cohesive and continuous corridors, rather than independent “islands” through the following means (Link to Mobility): 1) Local street patterns that provide access between subdivisions, within a neighborhood and discourage through traffic; 2) A local street system that is logical and understandable for the user. A grid system is preferred to avoid circuitous and confusing travel paths between internal neighborhood areas and adjacent arterials; and 3) Neighborhoods, centers, public schools, and parks that are linked by pedestrian greenways/open space networks. These may also be used to establish clear boundaries between distinct neighborhoods and/or centers.

- **CD-3.1 Design.** We require that pedestrian, vehicular, bicycle, and equestrian circulation on both public and private property be coordinated and designed to maximize safety, comfort, and aesthetics.
- **CD-3.2 Connectivity Between Streets, Sidewalks, Walkways, and Plazas.** We require landscaping and paving to be used to optimize visual connectivity between streets, sidewalks, walkways, and plazas for pedestrians.
- **CD-3.4 Ground Floor Usage of Commercial Buildings.** We create lively pedestrian streetscapes by requiring the location of uses, such as shopping, galleries, restaurants, etc., on ground floors adjacent to sidewalks.
- **CD-3.7 Transit Stops.** We require transit stops be well lit, safe, appealing to, and accessible by pedestrians.
- **CE-1.12 Circulation.** We continuously plan and improve public transit and non-vehicular circulation for the mobility of all, including those with limited or no access to private automobiles. (Refer to Mobility Public Transit)
- **M-1.4 Complete Streets.** We work to provide a balanced context sensitive, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.
- **M-1.6 Reduce Vehicle Miles Traveled.** We will strive to reduce VMT through a combination of land use, transportation projects, and travel demand management strategies in coordination with development projects and public capital improvement projects.
- **M-2.1 Active Transportation.** We maintain our Active Transportation Master Plan to create a comprehensive system of on-and off-street bikeways and pedestrian facilities that is safe, comfortable, accessible, and connect residential areas, businesses, schools, parks, and other key destination points.
- **M-2.2 Bicycle System.** We provide off-street multipurpose trails and Class II bikeways as our primary paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right of way we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas.

- **M-2.3 Pedestrian Walkways.** We require streets to include sidewalks and visible crosswalks to promote safe and comfortable mobility between residential areas, businesses, schools, parks, recreation areas, and other key destination points. (Link to Community Design CD3-1)

- **M-2.4 Network Opportunities.** We use public rights of way and easements such as, utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options to maintain and expand our bicycle and pedestrian network.

- **M-3.1 Transit Partners.** We maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available, cost-efficient, and convenient, particularly for residents in environmental justice areas.

- **M-3.2 Alternative Transit Facilities at New Development.** We require new development adjacent to an existing or planned transit stop to contribute to the creation of transit facilities, such as bus shelters, transit bays and turnouts, and bicycle facilities, such as secure storage areas.

- **M-3.3 Transit-Oriented Development.** We may provide additional development-related incentives to those inherent in the Land Use Plan for projects that promote transit use and reduce vehicle miles traveled.

- **M-3.4 Bus Rapid Transit (BRT) Corridors.** We work with regional transit agencies to implement BRT service and reduce vehicle miles traveled by targeting destinations and corridors with the highest number of potential riders.

- **M-3.5 Light Rail.** We support the extension of the Metro Rail Gold Line to Ontario and will work to secure station locations adjacent to the Meredith site and at the proposed multimodal transit center.

- **M-3.6 Metrolink Expansion.** We advocate expansion of Metrolink service to include the Downtown and the multimodal transit center.

- **M-3.7 High-Speed Rail.** We encourage the development of high-speed rail systems that would enhance regional mobility in southern California and serve the City of Ontario.

- **M-3.8 Feeder Systems.** We work with regional transit agencies to secure convenient feeder service from the Metrolink station and the proposed multimodal transit center to employment centers in Ontario.

- **M-3.9 Ontario Airport Metro Center Circulator.** We will explore the development of a convenient mobility system, including but not limited to shuttle service, people mover, and shared car system for the Ontario Airport Metro Center.

- **M-3.10 Multimodal Transit Center.** We intend to ensure the development of a multimodal transit center near ONT airport to serve as a transit hub with amenities for transit riders, pedestrians, and bicyclists transitioning to local buses, BRT, the Gold Line, high-speed rail, the proposed Ontario Airport Metro Center circulator, and other future transit modes. We support locations for the multimodal transportation center that are within the Ontario Airport Metro Center Growth Area.

- **M-3.11 Transit and Community Facilities**. We require the future development of community-wide serving facilities to be sited in transit-ready areas that can be served and made accessible by public transit. Conversely, we plan (and coordinate with other transit agencies to plan) future transit routes to serve existing community facilities.

While these policies and measures could help reduce VMT in the City, the applicability of these mitigations would be dependent on the significance and context of the impact. As a result, these measures are not anticipated to reduce the impact of increased VMT/SP (project level) or increased total VMT (cumulative) below the City's VMT thresholds. Therefore, the VMT impact is considered **potentially significant**. The Certified EIR identified less than significant impacts under the OD method (project-level) and significant impacts under the Boundary method (cumulative). The proposed project would result in a new project-level impact compared to the approved project. However, the proposed project would not result in a new or a substantial increase in magnitude of cumulative VMT compared to that identified in the Certified EIR.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

The Origin-Destination (O-D) and Boundary VMT forecasts for the EBPSP project scenarios are shown in Table 3.17-5, *VMT Comparison of the EBPSP to TOP 2050*. Baseline (year 2025) VMT was estimated by interpolating between VMT forecasted between the SBTAM+ base year model (year 2019) and future year model (year 2050). This table compares the EBPSP O-D VMT/SP to the applicable threshold. A significant impact would occur if the EBPSP VMT/SP exceeds the Citywide average for Service Population under TOP 2050 Buildout Conditions. This table also compares the EBPSP's cumulative VMT to the applicable threshold. A significant impact would occur if the EBPSP caused total daily VMT within the City to be higher than the No EBPSP alternative under cumulative conditions.

As shown in the table, the EBPSP would exceed the Citywide average for Service Population under TOP 2050 buildout conditions. Additionally, the total daily Citywide boundary VMT increases with the EBPSP. The Specific Plan is dominated by land uses that would potentially draw employees, visitors, and deliveries from a wide regional area rather than from nearby neighborhoods. As a result, many trips to and from the site could begin and end far from the Specific Plan area, which increases the miles traveled per trip. In addition, the area's current development pattern and limited non-auto travel options mean most travel occurs by vehicle,

and truck routing considerations can further extend travel distances by directing trucks to indirect routes. Further, because the EBPSP is employment-focused, the amount of vehicle travel associated with the site is spread over a smaller "service population," which can make the VMT efficiency metric appear especially high.

Table 3.17-5 VMT Comparison of EBPSP to TOP 2050

Scenario	Citywide (Approved Project)	Year 2025 Scenario		Year 2050 Scenario	
		EBPSP	Significant	EBPSP	Significant
Project-Level: O-D Method (VMT/SP)	38.74	84.43	**Yes**	83.39	**Yes**
Cumulative: City Boundary VMT	11,416,710	8,686,543	No	11,758,292	**Yes**

Source: Appendix K1.

It is also noted that many of the EBPSP design features act to implement the California Air Pollution Control Officers Association's (CAPCOA)-recommended measures to reduce VMT, including:

- **CAPCOA Measure T-33 – Locate Project near Bike Path/Bike Lane**. The Specific Plan area is located within a planned grid of multipurpose trails and bikeways, including proposed Class II bike lanes along Eucalyptus Avenue and parallel east–west streets, and proposed Class I multipurpose trail corridors on multiple north–south streets adjacent to the site. This integration with the City's bikeway system is consistent with the intent of CAPCOA Measure T-33 and is expected to reduce EBPSP-generated VMT when compared to a similar employment project without such bikeway access. The dense spacing of planned Class I and Class II facilities around the site shortens bicycle travel distances to nearby residential neighborhoods and services, supports mode shift away from single-occupant vehicles, and therefore contributes to a net reduction in VMT per employee. While CAPCOA does not provide a specific, empirically derived VMT reduction factor for T-33, the EBPSP's location and design clearly implement this measure and are reasonably expected to result in incremental VMT reductions.

- **CAPCOA Measure T-18 – Provide Pedestrian Network Improvements**. The EBPSP includes a non-vehicular circulation system with continuous sidewalks, marked crossings, and pedestrian connections linking each Planning Area to Eucalyptus Avenue, New Public Street "A" and connections to parks and open space areas. These facilities are designed to provide direct, comfortable, and safe walking routes between building entries, parking areas, park areas, and nearby streets, which improves the practicality of walk trips for employees and visitors. By making it easier to walk within the site and to connect to adjacent uses, the EBPSP supports the shift away from drive alone vehicle trips for short commute, lunch, and

other discretionary trips. As a result, the proposed pedestrian network is expected to reduce EBPSP-generated VMT compared to a comparable industrial project without these pedestrian improvements. CAPCOA Measure T-18 includes an empirical formula for estimating VMT reductions from enhanced pedestrian infrastructure; however, to maintain a conservative analysis and avoid introducing additional uncertainty related to input assumptions, the analysis does not quantify a numerical T-18 reduction. Instead, the VMT benefits of the EBPSP pedestrian improvements are acknowledged qualitatively.

- **CAPCOA Measure T-19 – Construct or Improve Bike Facility**. Consistent with the intent of T-33, the EBPSP's non-vehicular circulation (sidewalks, multi-purpose trails, and Class II bikeways) is designed to directly connect employees and visitors to the City's planned bikeway network identified in the General Plan. By tying each Planning Area to Eucalyptus Avenue and New Public Street "A," which in turn connect to the broader system of Class I and Class II facilities in the Ontario Ranch area, the EBPSP provides a continuous, safe, and attractive bicycle and pedestrian network between surrounding neighborhoods and employment uses. This integrated network shortens trip distances for nearby residents, makes bicycle and walking trips a viable substitute for drive alone trips (particularly for commute, lunch, and other short discretionary trips), and is therefore expected to reduce VMT relative to a comparable industrial project without such facilities. CAPCOA Measure T-19-A does include an empirical formula for estimating VMT reductions; however, to maintain a conservative analysis and avoid introducing additional uncertainty regarding input assumptions, the analysis does not quantify a numerical T-19-A reduction. Instead, the VMT benefits of the EBPSP's network and its connections to the City bikeway system are acknowledged qualitatively.

- **CAPCOA Measure T-25 – Extend Transit Network Coverage**. This measure will expand the local transit network by either adding or modifying existing transit service or extending the operation hours to enhance the service near a project area. Starting services earlier in the morning and/or extending services to late-night hours can accommodate the commuting times of alternative-shift workers. The EBPSP would construct a new bus stop along Grove Avenue at Eucalyptus Avenue to accommodate a future Omnitrans route serving the site and surrounding area. By providing a ready to use transit stop with appropriate frontage improvements, the EBPSP reduces the barriers for Omnitrans to implement or adjust service and shortens walk distances between employment uses and future transit. If a bus line is ultimately operated at this location, the stop would support a shift from drive alone commute and mid-day trips to transit, which would reduce VMT relative to a similar project without transit supportive infrastructure. However, because the decision to serve this stop and the level of future service are solely under the control of the transit agency and cannot be guaranteed, the analysis does not claim a quantitative VMT reduction under T-25. The VMT benefit of the constructed bus stop is therefore acknowledged qualitatively.

As discussed above, CAPCOA Measures T-33, T-18, T-19-A, and T-25 are design features proposed as part of the EBPSP. Although no quantitative VMT reductions have been taken in the analysis, these features would implement CAPCOA measures aimed at reducing VMT. Despite these project design features of the EBPSP, the EBPSP would result in **potentially significant** project-level and cumulative VMT impacts. The Certified EIR identified less than significant impacts under the OD method (project-level) and significant impacts under the Boundary method (cumulative). The EBPSP would result in a new project-level impact compared to the approved project. However, the EBPSP would not result in a new or a substantial increase in magnitude of cumulative VMT compared to that identified in the Certified EIR.

Specific Plan Significance without Mitigation: Potentially significant.

Impact TRA-2: The proposed project would generate a substantial increase in VMT per service population and total VMT compared to the approved project resulting in significant project-level and cumulative VMT impacts.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The following mitigation measure was taken directly from the 2022 Certified EIR. Any modifications to the mitigation measure from the Certified EIR are shown in strikethrough for deleted text and underline for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the Certified EIR identified in parenthesis [Former MM].

> **Mitigation Measure TRA-1-PPA [Former MM T-1]:** Prior to approval of discretionary projects subject to VMT reduction analysis, applicants shall demonstrate compliance with the City's VMT Guidelines for CEQA assessment of VMT impacts. For projects with VMT per Service Population exceeding the County's significance threshold, a mitigation plan shall be developed and implemented. Mitigation should consist of Transportation Demand Management (TDM) measures analyzed under a VMT-reduction methodology consistent with the California Air Pollution Control Officers Association's (CAPCOA) Final Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2021) and approved by the City of Ontario (if applicable). Examples of measures include but are not limited to:
>
> - Pedestrian Network Improvements: constructing new sidewalks and/or improving damaged or substandard sidewalks that connect to a larger pedestrian network.

- Construct or Improve Bike Facilities: constructing new or enhancing a single existing Class I, II or IV bike facility that connects to a larger bike network.
- Construct or Improve Bike Boulevards: implementing a Class III bike boulevard on a local or collector street that is one travel lane in each direction, has a design speed of 25 mph or less and a design volume of 5,000 ADT or less.
- Expand Bikeway Networks: constructing a network of interconnected new Class I, II, or IV bike facilities.
- Provide End of Trip Bicycle Facilities: constructing facilities that support cyclists such as bike parking, lockers, and showers.
- Implement Transit-Supportive Roadway Treatments: funding infrastructure improvements such as traffic signal modifications and roadway signing and striping that are dedicated to improving transit travel times and reliability.
- Transit Passes: proving discounted or free transit fare to a specific geographic area, population group, or to the general public.
- Vanpool Program: providing groups of 5 to 15 people with direct shuttle service between their workplace and residence.
- Carshare Program (conventional or EV): providing access to a shared fleet of on-demand vehicles for short-term use/rental. Best practice is to discount carshare membership and provide priority parking for carshare vehicles to encourage use of the service.
- Bikeshare Program (conventional or EV): providing access to a shared fleet of on-demand bicycles for short-term use/rental. Best practice is to discount bikeshare membership and dedicate bikeshare parking to encourage use of the service.
- Rideshare Program: providing access to and encouraging the use of a ridesharing platform or service. This could be an app, website, or other service that provides ride-matching coordination services.
- Community-Based Travel Planning (CBTP): CBTP is a residential based approach to outreach, performed by trained advisors, that provides households within a targeted geographic area with customized information,

incentives, and support to encourage the use of transportation alternatives in place of single occupancy vehicles.

- Commute Trip Reduction (CTR) Program: CTR programs can be mandatory or voluntary, and involve providing information, coordination, services, infrastructure, and/or incentives for alternative modes such as ridesharing, vanpool, transit passes, and cycling

New Mitigation Measures

Policy Plan Amendment

The proposed project would generate a substantial increase in VMT per service population and a substantial increase in total VMT compared to the approved project, resulting in significant project-level and cumulative VMT impacts. Mitigation Measure TRA-1-PPA [Former MM T-1] would be applied to the project to apply VMT reducing measures. Mitigation Measure TRA-1 would require that discretionary project provide a mitigation plans that identify TDM measures that would be required. The City requires pedestrian scale improvements at the time of project approval and maintains a Multipurpose Trails and Bikeway Corridor Plan as part of TOP 2050 to ensure a connected system of bicycle and pedestrian improvements. The City does not operate regional transit service. Therefore, no additional mitigation measures are available to reduce project or cumulative VMT impacts of the proposed project.

Specific Plan

Consistent with Certified EIR measure MM TRA-1-PPA, a VMT Mitigation Strategy Assessment has been prepared for the EBPSP, and is provided as Appendix K2 of this SEIR. As presented therein, many potential measures are already incorporated into the design of the Specific Plan. Specifically, the integration of the City's bikeway system, the installation of pedestrian infrastructure, and the provision of a new transit stop all act to reduce VMT. Additionally, the EBPSP would be required to pay City Transportation Development Impact Fees which help fund Citywide circulation improvements. Additional reductions in VMT would be realized by the following measure:

> **Mitigation Measure TRA-1-SP:** Prior to the issuance of the certificate of occupancy for each tenant, the operator or tenant shall: 1) prepare and submit a Transportation Demand Management (TDM) Program to the City for review, detailing strategies for reducing the use of single occupant vehicles by employees; and 2) provide written documentation to the satisfaction of the City that the TDM Program requirement is incorporated into any lease agreement for the site to ensure enforceability. The TDM Program shall include the following transportation measures recommended by California Air Pollution Control Officers Association (CAPCOA) and analyzed in the VMT Mitigation

Strategy Assessment (see SEIR Appendix K2) as calculated pursuant to the CAPCOA *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* or other substantial evidence:

- **T-5 Commute Trip Reduction (CTR) Program**. Employers within the EBPSP shall develop CTR programs to discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking, thereby reducing VMT.
- **T-7 Commute Trip Reduction (CTR) Marketing**. Materials shall educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT, including:
  - Onsite or online commuter information services.
  - Employee transportation coordinators.
  - Onsite or online transit pass sales.
  - Guaranteed ride home service.
- **T-8 Ridesharing Program**.
  - Designating a certain percentage of desirable parking spaces for ridesharing vehicles.
  - Designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles.
  - Providing an app or website for coordinating rides.
- **T-10 End-of-Trip Bicycle Facilities**. EBPSP land uses shall install and maintain end-of-trip facilities for employee use. End-of-trip facilities may include bike parking, bike lockers, showers, and personal lockers.

Significance After Mitigation

Policy Plan Amendment

VMT/SP and total VMT would increase under the proposed project compared to the approved project. Mitigation Measure TRA-1-PPA would reduce potential impacts for future development projects to the extent feasible. Future development projects consistent with proposed project would need to consider transportation demand management (TDM) measures consistent with

those identified in the Mobility Element. TDM techniques include incentives to use transit; incentives to form carpools rather than drive alone; and making home, work, and shopping closer together to shorten travel distances. Project-level and cumulative VMT impacts under the proposed project would remain. Therefore, the impact would be **significant and unavoidable**.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

Specific Plan

VMT/SP and total VMT would increase under the EPBSP. Mitigation Measure TRA-1-SP, above, would reduce commute-related VMT by 7.2 percent. However, the City's significance standard considers all trip types and does not isolate commute-related trips. Therefore, the 7.2 percent reduction applies only to a portion of the EBPSP's total VMT and is not sufficient to fully mitigate the overall impact. Project-level and cumulative VMT impacts under the EBPSP would remain. Therefore, the impact would be **significant and unavoidable**.

Specific Plan Significance with Mitigation: Significant and unavoidable.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The 2022 Certified EIR found that circulation improvements under the recommended circulation plan would be designed to adequately address potential hazardous conditions, and potential conflicting uses.

Policy Plan Amendment

The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

The City of Ontario has adopted engineering standards to ensure consistency in the geometric design of their mobility facilities. Additionally, all plans undergo an extensive review process at the City to ensure consistency with these adopted standards. Given that all future projects will be subject to these reviews, this impact is **less than significant**. The proposed project would not result in a new or a substantial increase in magnitude of impacts related to safety hazards compared to the approved project

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Efficient and safe access within, and access to, the EBPSP land uses would be provided by the design concept, site access improvements, and site adjacent roadway improvements included as

components of the Specific Plan. Driveways, on-site traffic signing and striping would be implemented in conjunction with detailed construction plans for the site. Sight distance at each access point would be reviewed to ensure conformance with City sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

Trucks accessing the Specific Plan area would be required to travel along City-designated truck routes. Mandatory use of truck routes would minimize potential conflicts between truck traffic and other motorized and non-motorized transportation modes.

The City of Ontario has adopted engineering standards to ensure consistency in the geometric design of their mobility facilities. All plans undergo an extensive review process at the City to ensure consistency with these adopted standards. Given that all future projects will be subject to these reviews, the EBPSP would be consistent with the City design standards.

The potential for the EBPSP to substantially increase hazards due to a geometric design feature or incompatible uses is considered **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact TRA-3: The proposed project adequately addresses potentially hazardous conditions (sharp curves, etc.) and potential conflicting uses.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant transportation impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Implementation of the proposed project would not result in impacts not already previously disclosed. No mitigation is required.

d) Would the project result in inadequate emergency access?

The Certified EIR found that circulation improvements under the recommended circulation plan would be designed to adequately address inadequate emergency access.

Policy Plan Amendment

The majority of the population growth associated with the proposed project would occur in Ontario Ranch. As identified in the City's Roadway Classification map (see Figure 3.17-1), there are substantial improvements in transportation infrastructure planned to accommodate the increase in population in the City in the event of an emergency. The City has roadway classification standards in Policy M-1.1 that include roadway design standards as part of TOP 2050, precluding the construction of any unsafe features.

- **M-1.1. Roadway Design and Maintenance.** We require our roadways to: 1) Comply with federal, state, and local design and safety standards; 2) Meet the needs of multiple transportation modes and users; 3) Handle the capacity envisioned in the City of Ontario Master Plan of Streets and Highways; 4) Be maintained in accordance with best practices; 5) Be compatible with the streetscape and surrounding land uses; and 6) Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand implementation strategies.

Therefore, the proposed project would not result in inadequate emergency access. A review of emergency access is included as part of the City's Design Review process. According to the City's Local Hazard Mitigation Plan (2018), interstate highways would serve as major emergency response and evacuation routes. Additionally, the fire department reviews all development applications to ensure that adequate emergency accessibility is provided based on local and state guidance. Since all future projects will undergo such reviews and requirements, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The EBPSP does not propose elements or aspects that would obstruct or restrict emergency access to or through the area. Additionally, representatives of the Ontario Fire Department and Ontario Police Department would review all development plans to ensure that emergency access is provided consistent with applicable requirements.

Construction

All construction materials and equipment would be stored/staged within the Specific Plan area and would not interfere with emergency vehicles traveling adjacent to the site. Any construction activities that would occur within the public right-of-way and require a partial or full closure of a sidewalk or vehicle travel lane would require a traffic control plan that complies with the California Manual on Uniform Traffic Control Devices and that must be approved by City to ensure that emergency response is not adversely affected.

Operation

The types of traffic generated during EBPSP operations (i.e., passenger cars and trucks) would be compatible with the type of traffic observed along surrounding roadways under existing conditions and would not interfere with the circulation of emergency vehicles along public streets adjacent to the site. As discussed above, development plans would be reviewed and approved by the fire and police departments to ensure that adequate emergency access is provided throughout the site.

Based on the preceding, the potential for the EBPSP to result in inadequate emergency access is considered **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact TRA-4: The proposed project adequately addresses potentially inadequate emergency access.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant transportation impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Implementation of the proposed project would not result in impacts not already previously disclosed. No mitigation is required.

3.17.6 Cumulative Impact Analysis

The cumulative effect for transportation impacts is the SBCTA region. Cumulative traffic impacts consider the impacts of future growth and development in the SBCTA region. As identified above, the proposed project would result in a significant cumulative impact for VMT as a result of a substantial increase in population within the City. Therefore, VMT impacts of proposed project are cumulatively considerable.

The proposed project is consistent with adopted policies, plans, or programs regarding public transit, bicycle, and pedestrian facilities and the performance and safety of such facilities and would not combine with other area projects to result in significant impacts to such facilities.

The City of Ontario has adopted standards related to emergency accessibility. Additionally, the fire department reviews all development applications to ensure that adequate emergency accessibility is provided based on local and state guidance. Review of emergency access is also included as part of the City's Design Review process.

Overall, because the proposed project would result in significant project-level and cumulative VMT impacts, cumulative impacts are considered **significant and unavoidable**.

Cumulative Impacts: Implementation of the proposed project would result in significant cumulative impacts to transportation.

3.17.7 References

Fehr & Peers. 2026a. TOP Vehicle Miles Traveled Memorandum. (Appendix K1)

Fehr & Peers. 2026b. EBPSP Vehicle Miles Traveled Memorandum. (Appendix K2)

Ontario, City of. 2018. 2018 Hazard Mitigation Plan.

SBCTA (San Bernardino County Transportation Authority). 2010, April. San Bernardino County Long-Range Transit Plan Final Report. Volume I. https://www.gosbcta.com/plan/long-range-transit-plan-2010/#:~:text=San%20Bernardino%20Associated%20Governments'%20Long,programming%20set%20by%20SB%20375.

SBCTA. 2016a. San Bernardino County Congestion Management Program. https://www.gosbcta.com/plan/congestion-management-plan-2016.

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SBCTA. 2019, August. SBCTA Points of Interest Pedestrian Plan. https://www.gosbcta.com/wp-content/uploads/2019/08/SBCTA-POI-PedestrianPlan.pdf.

SBCTA. 2021. San Bernardino Countywide Transportation Plan: Interim 2021 Update (Draft). Introduction and Executive Summary. https://www.gosbcta.com/wp-content/uploads/2019/10/SBCTA_CTP_2021Update_ExecutiveSumFinal.pdf.

3.18 TRIBAL CULTURAL RESOURCES

Tribal cultural resources (TCR) include landscapes, sacred places, or objects with cultural value to a California Native American tribe. This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential for implementation of TOP 2050 Policy Plan Amendment and EBPSP (proposed project) to impact TCRs in the City of Ontario compared to TOP 2050 (approved project) and impacts identified in the 2022 Certified EIR. Potential impacts to other cultural resources (i.e., prehistoric, historic, archeological, and disturbance of human remains) are evaluated in Section 3.5, *Cultural Resources.*

The analysis in this section is based on the results of the Native American consultation conducted by the City in compliance with State Bill 18 (SB 18) and Assembly Bill 52 (AB 52); a search of the Native American Heritage Commission's (NAHC) Sacred Lands File (SLF); and a search of the California Historic Resources Information System. A complete copy of the records search is included as Appendix M1 of this SEIR.

Due to their sensitive and confidential nature, the maps and records of the California Historic Resources Information System search are omitted from the Draft EIR appendices. A compilation of Senate Bill 18 (SB 18) and Assembly Bill 52 (AB 52) tribal consultation letter correspondence received by the City from Native American tribes is provided in Appendix M2.

The analysis for the EBPSP is also based on the "Cultural Resources Study for the Eucalyptus Business Park Specific Plan Project" prepared by BFSA Environmental Services and considers both on-site and off-site impacts associated with the EBPSP (see Appendix E3).

3.18.1 Regulatory Framework

FEDERAL

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites which are on federal lands and Indian lands.

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act is a federal law passed in 1990 that provides a process for museums and federal agencies to return certain Native American cultural items, such as human remains, funerary objects, sacred objects, or objects of cultural patrimony, to lineal descendants and culturally affiliated Indian tribes.

National Historic Preservation Act

The National Historic Preservation Act of 1966 coordinates public and private efforts to identify, evaluate, and protect the nation's historic and archaeological resources. The act authorized the National Register of Historic Places, which lists districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture.

Section 106 (Protection of Historic Properties) of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. Section 106 Review ensures that historic properties are considered during federal project planning and implementation. The Advisory Council on Historic Preservation, an independent federal agency, administers the review process with assistance from state historic preservation offices.

National Register of Historic Places

The National Register of Historic Places (NRHP) is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation because of their significance in American history, architecture, archeology, engineering, and culture. The NRHP recognizes resources of local, state, and national significance which have been documented and evaluated according to uniform standards and criteria.

Authorized under the NHPA, the NRHP is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archeological resources. The NHRP is administered by the National Park Service, which is part of the U.S. Department of the Interior.

To be eligible for listing in the NRHP, a resource must meet at least one of the following criteria:

- Is associated with events that have made a significant contribution to the broad patterns of our history
- Is associated with the lives of persons significant in our past
- Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction
- Has yielded, or may be likely to yield, information important in history or prehistory

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites on federal and Indian lands.

American Indian Religious Freedom Act and Native American Graves Protection and Repatriation Act

The American Indian Religious Freedom Act recognizes that Native American religious practices, sacred sites, and sacred objects have not been properly protected under other statutes. It establishes as national policy that traditional practices and beliefs, sites (including right of access), and the use of sacred objects shall be protected and preserved. The Native American Graves Protection and Repatriation Act is a federal law passed in 1990 that mandates museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Indian tribes.

STATE

California Public Resources Code

Archaeological resources are protected pursuant to a wide variety of state policies and regulations enumerated under the California Public Resources Code. Cultural resources are recognized as a nonrenewable resource and therefore receive protection under the California Public Resources Code (PRC) and CEQA.

PRC Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites; identify the powers and duties of the Native American Heritage Commission (NAHC); require that descendants be notified when Native American human remains are discovered; and provide for treatment and disposition of human remains and associated grave goods.

California Health and Safety Code

The discovery of human remains is regulated by California Health and Safety Code Section 7050.5, which states that:

> In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation…until the coroner…has determined…that the remains are not subject to…provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible…. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and…has reason to believe that they are those of a Native American, he or she shall

contact, by telephone within 24 hours, the Native American Heritage Commission.

California Register of Historical Resources

Created in 1992 and implemented in 1998, the CRHR is "an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Sections 21083.2 and 21084.1). Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest (CPHI) program, identified as significant in historical resources surveys, or designated by local landmarks programs, may be nominated for inclusion in the CRHR.

Resources eligible for listing include buildings, sites, structures, objects, or historic districts that retain historical integrity and are historically significant at the local, state, or national level under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2. It is associated with the lives of persons important in our past;

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

4. It has yielded, or has the potential to yield, information important to the prehistory or history.

Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance. Resources whose historic integrity does not meet NRHP criteria may still be eligible for listing in the CRHR.

California Senate Bill 18

Existing law provides limited protection for Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places. These places may include sanctified cemeteries, religious, ceremonial sites, shrines, burial grounds, prehistoric ruins, archaeological or historic sites, Native American rock art inscriptions, or features of Native American historic, cultural, and sacred sites.

SB 18 was signed into law in September 2004 and went into effect on March 1, 2005. It placed new requirements on local governments for developments within or near "traditional tribal cultural places" (TTCP). Per SB 18, the law requires local jurisdictions to provide opportunities for involvement of California Native Americans tribes in the land planning process for the purpose of preserving traditional tribal cultural places. The Final Tribal Guidelines recommends that the NAHC provide written information as soon as possible but no later than 30 days after receiving a request to inform the lead agency if the proposed project is determined to be in proximity to a TTCP. The Final Tribal Guidelines recommends another 90 days for tribes to respond to a local government if they want to consult to determine whether the project would have an adverse impact on the TTCP. There is no statutory limit on the consultation duration. Forty-five days before the action is publicly considered by the local government council, the local government refers action to agencies, following the CEQA public review time frame. The CEQA public distribution list may include tribes listed by the NAHC who have requested consultation or it may not. If the NAHC, the tribe, and interested parties agree upon the mitigation measures necessary for the proposed project, they are included in the project's EIR. If the lead agency and the tribe both agree that adequate mitigation or preservation measures cannot be taken, neither party is obligated to take action.

Per SB 18, a city or county is required to consult with the NAHC and any appropriate Native American tribe prior to the adoption, revision, amendment, or update of a its general plan. Although SB 18 does not specifically mention consultation or notice requirements for adoption or amendment of specific plans, the Final Tribal Guidelines advises that SB 18 requirements extend to specific plans as well, because state planning law requires local governments to use the same process for amendment or adoption of specific plans as general plans (defined in Government Code sec. 65453). In addition, SB 18 provides a new definition of TTCP, requiring a traditional association of the site with Native American traditional beliefs, cultural practices, or ceremonies or the site must be shown to actually have been used for activities related to traditional beliefs, cultural practices, or ceremonies. (Previously, the site was defined to require only an association with traditional beliefs, practices, lifeways, and ceremonial activities.) SB 18 amended Civil Code Section 815.3 and adds California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places.

Assembly Bill 52

AB 52 of 2014 amended PRC Section 5097.94 and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3.

Consultation with Native Americans

AB 52 formalizes the lead agency–tribal consultation process, requiring the lead agency to initiate consultation with California Native American groups that are traditionally and culturally

affiliated with the project area, including tribes that may not be federally recognized. Lead agencies are required to begin consultation prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report.

Tribal Cultural Resources

Section 4 of AB 52 adds Sections 21074 (a) and (b) to the PRC, which address tribal cultural resources and cultural landscapes. Section 21074 (a) defines tribal cultural resources as one of the following:

1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

    a. Included or determined to be eligible for inclusion in the California Register of Historical Resources.

    b. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Section 1(a)(9) of AB 52 establishes that "a substantial adverse change to a tribal cultural resource has a significant effect on the environment." Effects on tribal cultural resources should be considered under CEQA. Section 6 of AB 52 adds Section 21080.3.2 to the PRC, which states that parties may propose mitigation measures "capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource." Further, if a California Native American tribe requests consultation regarding project alternatives, mitigation measures, or significant effects to tribal cultural resources, the consultation shall include those topics (PRC Section 21080.3.2[a]). The environmental document and the mitigation monitoring and reporting program (where applicable) shall include any mitigation measures that are adopted (PRC Section 21082.3[a]).

3.18.2 Existing Conditions

Paleo Indian, Archaic Period Milling Stone Horizon, and the Late Prehistoric Shoshonean groups represent the three general cultural periods in San Bernardino County. The following discussion of the cultural history of San Bernardino County references the San Dieguito Complex, the Encinitas Tradition, the Milling Stone Horizon, the La Jolla Complex, the Pauma Complex, and the San Luis Rey Complex, since these culture sequences have been used to describe archaeological manifestations in the region (see also Appendix E3). The Late Prehistoric component in the southwestern area of San Bernardino County was represented by the Gabrielino and Serrano Indians.

PALEO INDIAN PERIOD (LATE PLEISTOCENE: 11,500 TO CIRCA 9,000 YBP)

The Paleo Indian Period is associated with the terminus of the late Pleistocene (12,000 to 10,000 years before present [YBP]). Paleo Indians were likely attracted to multiple habitat types, including mountains, marshlands, estuaries, and lakeshores. These people likely subsisted using a more generalized hunting, gathering, and collecting adaptation, utilizing a variety of resources including birds, mollusks, and both large and small mammals.

ARCHAIC PERIOD (EARLY AND MIDDLE HOLOCENE: CIRCA 9,000 TO 1,300 YBP)

The Archaic Period of prehistory began with the onset of the Holocene circa 9,000 YBP. The Archaic Period in southern California is associated with a number of different cultures, complexes, traditions, horizons, and periods, including San Dieguito, La Jolla, Encinitas, Milling Stone, Pauma, and Intermediate.

LATE PREHISTORIC PERIOD (LATE HOLOCENE: 1,300 YBP TO 1790)

Approximately 1,350 YBP, a Shoshonean-speaking group from the Great Basin region moved into San Bernardino County, marking the transition to the Late Prehistoric Period. This period has been characterized by higher population densities and elaborations in social, political, and technological systems. Economic systems diversified and intensified during this period, with the continued elaboration of trade networks, the use of shell-bead currency, and the appearance of more labor-intensive, yet effective, technological innovations. Technological developments during this period included the introduction of the bow and arrow between A.D. 400 and 600 and the introduction of ceramics. Atlatl darts were replaced by smaller arrow darts, including the Cottonwood series points. Other hallmarks of the Late Prehistoric Period include extensive trade networks as far reaching as the Colorado River Basin and cremation of the dead.

Traditional Tribal Cultural Territories

Gabrielino

The territory of the Gabrielino at the time of Spanish contact covered much of present-day Los Angeles and Orange counties. The southern extent of this culture area is bounded by Aliso Creek; the eastern extent is located east of present-day San Bernardino along the Santa Ana River; the northern extent includes the San Fernando Valley; and the western extent includes portions of the Santa Monica Mountains. The Gabrielino also occupied several Channel Islands, including Santa Barbara Island, Santa Catalina Island, San Nicholas Island, and San Clemente Island. Because of their access to certain resources, including a steatite source from Santa Catalina Island, this group was among the wealthiest and most populous aboriginal groups in all of southern California. Trade of materials and resources controlled by the Gabrielino extended as far north as the San Joaquin Valley, as far east as the Colorado River, and as far south as Baja California.

The Gabrielino lived in permanent villages and smaller resource gathering camps, which were occupied at various times of the year depending upon the seasonality of the resource. Larger villages were comprised of several families or clans, and smaller seasonal camps typically housed smaller family units. The coastal area between San Pedro and Topanga Canyon was the location of primary subsistence villages, and secondary sites were located near inland sage stands, oak groves, and pine forests. Permanent villages were located along rivers and streams, as well as in sheltered areas along the coast. As previously mentioned, the Channel Islands were also the locations of relatively large settlements.

Resources procured along the coast and on the islands were primarily marine in nature and included tuna, swordfish, ray, shark, California sea lion, Stellar sea lion, harbor seal, northern elephant seal, sea otter, dolphin, porpoise, various waterfowl species, numerous fish species, purple sea urchin, and mollusks such as rock scallop, California mussel, and limpet. Inland resources included oak acorn, pine nut, Mohave yucca, cacti, sage, grass nut, deer, rabbit, hare, rodent, quail, duck, and a variety of reptiles such as western pond turtle and snakes.

The social structure of the Gabrielino is little known; however, there appears to have been at least three social classes: 1) the elite, which included the rich, chiefs, and their immediate family; 2) a middle class, which included people of relatively high economic status or long-established lineages; and 3) a class of people that included most other individuals in the society. Villages were politically autonomous units comprised of several lineages. During times of the year when certain seasonal resources were available, the village would divide into lineage groups and move out to exploit them, returning to the village between forays.

Each lineage had its own leader, with the village chief coming from the dominant lineage. Several villages might be allied under a paramount chief. Chiefly positions were of an ascribed

status, most often passed to the eldest son. Chiefly duties included providing village cohesion, leading warfare and peace negotiations with other groups, collecting tribute from the village(s) under his jurisdiction, and arbitrating disputes within the village(s). The status of the chief was legitimized by his safekeeping of the sacred bundle, which was a representation of the link between the material and spiritual realms and the embodiment of power.

Shamans were leaders in the spirit realm. The duties of the shaman included conducting healing and curing ceremonies, guarding the sacred bundle, locating lost items, identifying and collecting poisons for arrows, and making rain.

Marriages were made between individuals of equal social status and, in the case of powerful lineages, marriages were arranged to establish political ties between the lineages.

Men conducted the majority of the heavy labor, hunting, fishing, and trading with other groups. Women's duties included gathering and preparing plant and animal resources, and making baskets, pots, and clothing.

Gabrielino houses were domed, circular structures made of thatched vegetation. Houses varied in size and could accommodate anywhere from one to several families. Sweathouses (semicircular, earth-covered buildings) were public structures used in male social ceremonies. Other structures included menstrual huts and a ceremonial structure called a yuvar, an open-air structure built near the chief's house.

Clothing was minimal. Men and children most often went naked, while women wore deerskin or bark aprons. In cold weather, deerskin, rabbit fur, or bird skin (with feathers intact) cloaks were worn. Island and coastal groups used sea otter fur for cloaks. In areas of rough terrain, yucca fiber sandals were worn. Women often used red ochre on their faces and skin for adornment or protection from the sun. Adornment items included feathers, fur, shells, and beads.

Hunting implements included wood clubs, sinew-backed bows, slings, and throwing clubs. Maritime implements included rafts, harpoons, spears, hook and line, and nets. A variety of other tools included deer scapulae saws, bone and shell needles, bone awls, scrapers, bone or shell flakers, wedges, stone knives and drills, metates, mullers, manos, shell spoons, bark platters, wood paddles and bowls. Baskets were made from rush, deer grass, and skunkbush. Baskets were fashioned for hoppers, plates, trays, and winnowers for leaching, straining, and gathering. Baskets were also used for storing, preparing, and serving food, and for keeping personal and ceremonial items.

The Gabrielino had exclusive access to soapstone, or steatite, procured from Santa Catalina Island quarries. This highly prized material was used for making pipes, animal carvings, ritual objects, ornaments, and cooking utensils. The Gabrielino profited well from trading steatite, since it was highly valued by groups throughout southern California.

Serrano

The Serrano occupied an area east of present-day Los Angeles. Definitive boundaries are difficult to place for the Serrano due to their sociopolitical organization and a lack of reliable data. However, researchers place the Serrano in the San Bernardino Mountains east of Cajon Pass, and at the base of and north of the mountains near Victorville, east to Twentynine Palms, and south to the Yucaipa Valley. Serrano has been broadly used for languages in the Takic family, including Serrano, Kitanemuk, Vanyume, and Tataviam.

The Serrano were part of exogamous clans, which in turn were affiliated with one of two exogamous moieties, tukwutam (Wildcat) and wahiiam (Coyote). Details such as number, structure, and function of the clans are unknown. Clans were not political, but were rather structured based upon economic, marital, or ceremonial reciprocity, a pattern common throughout Southern California. The Serrano formed alliances amongst their own clans and with Cahuilla, Chemehuevi, Gabrielino, and Cupeño clans. Clans were large, autonomous, political and landholding units organized patrilineally, with all males descending from a common male ancestor, including all wives and descendants of the males. However, even after marriage, women would still keep their original lineage and would still participate in those ceremonies.

The Serrano had a shaman, a person who acquired their powers through dreams, which were induced through ingestion of the hallucinogen datura. The shaman was mostly a curer/healer, using herbal remedies.

Serrano village locations were typically located near water sources. Individual family dwellings were likely circular, domed structures. Daily household activities would either take place outside of the house out in the open, or under a ramada constructed of a thatched willow pole roof held up by four or more poles inserted into the ground. Families could consist of a husband, wife/wives, unmarried female children, married male children, the husband's parents, and/or widowed aunts and uncles. Rarely, an individual would occupy his own house, typically in the mountains. Serrano villages also included a large ceremonial house where the lineage leader would live, which served as the religious center for lineages or lineage-sets, granaries, and sweathouses.

The Serrano were primarily hunters and gatherers. Vegetal staples varied with locality. Acorns and piñon nuts were found in the foothills, and mesquite, yucca roots, cacti fruits, and piñon nuts were found in or near the desert regions. Diets were supplemented with other roots, bulbs, shoots, and seeds. Deer, mountain sheep, antelopes, rabbits, and other small rodents were among the principal food packages. Various game birds, especially quail, were also hunted. The bow and arrow were used for large game, while smaller game and birds were killed with curved throwing sticks, traps, and snares. Occasionally, game was communally hunted, often during mourning ceremonies. Earth ovens were used to cook meat, bones were boiled to extract marrow, and blood was either drunk cold or cooked to a thicker consistency and then

eaten. Some meat and vegetables were sun-dried and stored. Food acquisition and processing required the manufacture of additional items such as knives, stone or bone scrapers, pottery trays and bowls, bone or horn spoons, and stirrers. Mortars, made of either stone or wood, and metates were also manufactured.

The Serrano were very similar technologically to the Cahuilla. In general, manufactured goods included baskets, some pottery, rabbit-skin blankets, awls, arrow straighteners, sinewbacked bows, arrows, fire drills, stone pipes, musical instruments (rattles, rasps, whistles, bullroarers, and flutes), feathered costumes, mats for floor and wall coverings, bags, storage pouches, cordage (usually comprised of yucca fiber), and nets.

Historic Period

The historic background in the vicinity of the proposed project began with the Spanish colonization of Alta California. The first Spanish colonizing expedition reached southern California in 1769 with the intention of converting and civilizing the indigenous populations, as well as expanding the knowledge of and access to new resources in the region. In the late eighteenth century, the San Gabriel (Los Angeles County), San Juan Capistrano (Orange County), and San Luis Rey (San Diego County) missions began colonizing southern California and gradually expanded their use of the interior valley (presently western Riverside County) for raising grain and cattle to support the missions. The San Gabriel Mission claimed lands in present-day areas of Jurupa, Riverside, San Jacinto, and the San Gorgonio Pass, and the San Luis Rey Mission claimed land in present-day areas of Lake Elsinore, Temecula, and Murrieta. The indigenous groups who occupied these lands were recruited by missionaries, converted, and put to work in the missions. Throughout this period, the Native American populations were decimated by introduced diseases, a drastic shift in diet resulting in poor nutrition, and social conflicts due to the introduction of an entirely new social order.

In the mid to late 1770s, Juan Bautista de Anza passed through much of what is now Riverside County while searching for an overland route from Sonora, Mexico to San Gabriel and Los Angeles, describing fertile valleys, lakes, and sub-desert areas. Spanish missionaries formed Mission San Gabriel in the San Bernardino Valley in the early nineteenth century. The mission established Rancho San Bernardino in 1819, which included the present-day areas of San Bernardino, Fontana, Rialto, Redlands, and Colton.

Since there was no reliable water source in the area, from 1819 to 1820, the missionaries developed a zanja through the use of Native American labor from the Guachama Rancheria. The creation of the zanja was implemented to divert waters from Mill Creek all the way through the city of Redlands, ending near the mission to assist with agricultural enterprises. The new water source allowed nearby ranching districts to develop during the nineteenth century.

Mexico gained independence in 1822 and desecularized the missions in 1832, signifying the end of the Mission Period. By this time, the missions owned some of the best and most fertile land

in southern California. In order for California to develop, the land would have to be made productive enough to turn a profit. The new government began distributing the vast mission holdings to wealthy and politically connected Mexican citizens. The “grants” were called “ranchos,” and many of these ranchos have lent their names to modern-day locales.

The treatment of Native Americans grew worse during the Rancho Period. Most of the Native Americans were forced off of their land or put to work on the now privately owned ranchos, most often as slave labor. Native American culture had been disrupted to the point where they could no longer rely upon prehistoric subsistence and social patterns.

Spanish colonialism (missions) was based upon utilizing human resources while integrating them into their society. However, the Mexican and American ranchers did not accept Native Americans into their social order and used them specifically for the extraction of labor, resources, and profit. Rather than being incorporated, they were either subjugated or exterminated. In 1846, war erupted between Mexico and the United States. In 1848, with the signing of the Treaty of Guadalupe Hidalgo, the region was annexed as a territory of the United States, which led to California becoming a state in 1850. These events generated a steady flow of settlers into the area, including gold miners, entrepreneurs, health-seekers, speculators, politicians, adventurers, seekers of religious freedom, and individuals desiring to create utopian colonies.

Senate Bill 18 and Assembly Bill 52 Consultation

Pursuant to SB 18, the City of Ontario contacted the NAHC for a consultation list of tribes and a Sacred Lands File search for the Policy Plan Amendment and the EBPSP. Government Code Sections 65352.3 and 65352.4 require local governments to consult with California Native American tribes identified by the NAHC for the purpose of avoiding, protecting, and/or mitigating impacts to cultural places when creating or amending general plans, specific plans, and community plans. A tribe may be the only source of information regarding the existence of a tribal cultural resource. An SLF search is another method of identifying the presence of Native American resources near or on the project area.

In accordance with AB 52 in PRC Section 21080.3.1(d), a lead agency is required to provide formal notification of intended development projects to Native American tribes that have requested to be on the lead agency’s list for receiving such notification. The formal notification is required to include a brief description of the proposed project and its location, lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation regarding potential impacts to tribal cultural resources.

On July 19, 2025, the NAHC responded with a negative SLF search, indicating no record for the presence of Native American resources within the City of Ontario. The NAHC also provided a list of 24 Native American tribes or individuals to contact for further information with traditional lands or cultural places in San Bernardino County (see Appendix M1).

The City of Ontario sent letters to the Native American contacts on August 19, 2025. The letters requested any information related to cultural resources or heritage sites within the City (see Appendix M2). The following summarizes all tribal letters received in response to the City's invitations for AB 52/SB 18 consultation:

- The **Agua Caliente Band of Cahuilla Indians** responded on August 20, 2025, stating that the project is not in the tribe's traditional use area and the tribe would defer comments to other tribes in the area.
- The **Gabrieleño Band of Mission Indians–Kizh Nation** responded on August 20, 2025, stating that they do not have any comments and are okay with the project. The tribe requested to be notified of any future ground disturbances taking place.
- The **FT. Yuma Quechan Indians** responded on August 20, 2025, stating that the tribe would defer comments to other tribes in the area. The tribe did not wish to comment further on this project.
- The **Yuhaaviatam of San Manuel Nation (San Manuel Band of Mission Indians)** responded on September 10, 2025, stating that the project is outside the Serrano ancestral territory and that they did not wish to comment further on this project.

Several tribes responded to the NOP that was released for the proposed project (see Chapter 1, *Introduction*, for more details). The following summarizes the tribal comments that were received during the NOP:

- The **FT. Yuma Quechan Indians** responded to the NOP on November 4, 2025, stating that the tribe would defer comments to other tribes in the area. The tribe did not wish to comment further on this project.
- The **Agua Caliente Band of Cahuilla Indians** responded to the NOP on November 4, 2025, stating that project is not located within the tribe's traditional use area and the tribe would defer comments to other tribes in the area.

3.18.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to tribal cultural resources if it would:

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

   i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).

   ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

METHODOLOGY

Specific Plan

The Cultural Resources Assessment included background research, communication with the NAHC and local Native American groups, a cultural resource survey of the Specific Plan area, and resource documentation and evaluation. Additionally, City outreach letters were sent to local Native American tribal groups to elicit information regarding Native American cultural resources that may be in the vicinity of the Specific Plan area.

3.18.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.18.5 Environmental Impacts

2022 CERTIFIED EIR

The Certified EIR identified impacts to prehistoric archeological resources, which include TCRs, as a potentially significant impact of the approved project. As part of the Certified EIR, the City of Ontario conducted tribal consultation pursuant to SB 18 to identify resources that may be of cultural value to California Native American tribes. Mitigation Measures TCR-1-PPA (former MM 5-3), TCR-2-PPA (former MM 5-4), TCR-3-PPA (former MM TCR-1), and TCR-4-PPA (former MM TCR-2) were incorporated into the Certified EIR to reduce impacts to TCRs to less than significant levels.

PROPOSED PROJECT

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

The 2022 Certified EIR found that the TOP 2050 would not result in new impacts or a substantial increase in the magnitude of impacts to TCRs. Grading and construction activities in undeveloped areas or redevelopment that requires deeper soil excavation than in the past could potentially disturb TCRs, but mitigation measures TCR-1-PP through TCR-4-PP provided in the 2022 Certified EIR would reduce potential impacts associated with TCRs to a level that is less than significant.

Policy Plan Amendment

The SLF search conducted by the NAHC did not indicate the presence of known tribal cultural resources within or immediately adjacent to the City boundaries. Four tribes responded to the City's invitation for tribal resources consultation, the Agua Caliente Band of Cahuilla Indians, Gabrieleño Band of Mission Indians–Kizh Nation, FT. Yuma Quechan Indians, and Yuhaaviatam of San Manuel Nation (San Manuel Band of Mission Indians). As described above, all the tribes that responded deferred to other tribes or did not wish to consult.

The Policy Plan Amendment is a regulatory document that sets the framework for future growth and development in the City and does not result in development in and of itself; however, future development as a result of the implementation of proposed project could include grading in portions of the City with sensitivity to TCRs. Though the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to TCRs compared to the approved project, there is potential to uncover tribal cultural resources during construction,

which would also include disturbing previously undisturbed soils. Since the proposed project could result in the discovery of subsurface TCRs, the disturbance of which could cause a substantial adverse change in the significance of the resource(s), impacts would be potentially significant. Therefore, this impact is **potentially significant**. However, the proposed project would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Potentially significant

Specific Plan

As discussed in Section 3.5, *Cultural Resources*, a records search at the South Central Coastal Information Center (SCCIC) indicated that no cultural resources have previously been recorded within the Specific Plan area boundaries (see Appendix E3). Additionally, results of the NAHC SLF results were negative for the presence of Native American sacred sites or locations of ceremonial importance within the vicinity of the Specific Plan area. The field survey conducted as part of the Cultural Resources Survey did not identify any tribal resources.

AB 52, which became effective on July 1, 2015, requires lead agencies to provide notice to Native American tribes that are traditionally and culturally affiliated with the geographic area of a project. SB 18 requires local (city and county) governments to consult with California Native American tribes to aid in the protection of traditional tribal cultural places ("cultural places") through local land use planning. The consultation and notice requirements apply to adoption and amendment of both general plans (defined in Government Code Section 65300 et seq.) and specific plans (defined in Government Code 65450 et seq.).

To this end, outreach letters were sent to the following local Native American tribal groups on August 29, 2025.

- Agua Caliente Band of Cahuilla Indians
- Cahuilla Band of Indians
- Gabrieleno Band of Mission Indians - Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino/Tongva Nation
- Gabrielino-Tongva Tribe
- Morongo Band of Mission Indians
- Quechan Indian Tribe of the Fort Yuma Reservation
- San Manuel Band of Mission Indians
- Santa Rosa Band of Cahuilla Indians

- Serrano Nation of Mission Indians
- Soboba Band of Luiseno Indians

The outreach letters provided formal notification of the EBPSP, elicited information on Native American cultural resources that may be in the vicinity of the Specific Plan area, and offered formal consultation pursuant to AB 52/SB18.

Outreach responses received by the City are summarized below.

- San Manuel Band of Mission Indians indicated that the Specific Plan area was outside of their ancestral territory and did not request consultation.
- Agua Caliente Band of Cahuilla Indians indicated that the Specific Plan area was outside of their ancestral territory and did not request consultation.
- Quechan Indian Tribe of the Fort Yuma Reservation declined consultation.
- Gabrieleno Band of Mission Indians - Kizh Nation requested notification of ground disturbing activities.

The consultation period ended on November 17, 2025, with no tribes requesting formal consultation. Regardless, the Cultural Resources Study concluded that there is a potential for previously undiscovered archeological resources to exist within the Specific Plan area; this is a **potentially significant** impact. However, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Potentially significant

Impact TCR-1: Tribal cultural resources could be adversely impacted by grading activities associated with the Proposed Project.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The following mitigation measures were taken directly from the 2022 Certified EIR. Any modifications to the mitigation measures from the certified EIR are shown in strikethrough for deleted text and underline for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the Certified EIR identified in parenthesis [Former MM].

> **Mitigation Measure TCR-1-PPA [Former MM 5-3]:** Upon receipt of an application for a proposed project subject to CEQA and is within the City's jurisdiction, the City's representative shall consult with the relevant tribe(s)' representative(s) to determine if the proposed project is within a culturally sensitive area to the tribe. If sufficient

evidence is provided to reasonably ascertain that the site is within a [tribal] culturally sensitive area, an archaeologist shall prepare a cultural resources assessment. The findings of the cultural resources assessment shall be incorporated into the CEQA documentation. A copy of the report shall be forwarded to the tribe(s). If mitigation is recommended in the CEQA document, the procedure described in Mitigation Measure ~~5-4~~ TCR-2-PPA shall be followed.

Mitigation Measure TCR-2-PPA [Former MM 5-4]: ~~Prior to the issuance of grading permits for a proposed project for which the CEQA document defines cultural resource mitigation for potential tribal resources, the project applicant shall contact the designated tribe(s) to notify them of the grading, excavation, and monitoring program.~~ The applicant shall coordinate with ~~the City of Ontario and the~~ tribal representative(s) to ~~develop mitigation measures that~~ address the designation, responsibilities, and participation of tribal monitors during grading, excavation, and ground-disturbing activities; scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. The City of Ontario shall be the final arbiter of the conditions for projects within the City's jurisdiction.

Mitigation Measure TCR-3-PPA [Former MM TCR-1]: Tribal Cultural Resources Monitoring. The project archaeologist, in consultation with interested tribes, the developer, and the City of Ontario, shall develop an archaeological monitoring plan (AMP) to address the details, timing, and responsibility of archaeological and cultural activities that will occur on the project site. Details in the AMP shall include:

1. Project-related ground disturbance (including, but not limited to, brush clearing, grading, trenching, etc.) and development scheduling;

2. The development of a rotating or simultaneous schedule in coordination with the developer and the project archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists (if the tribes cannot come to an agreement on the rotating or simultaneous schedule of tribal monitoring, the Native American Heritage Commission shall designate the schedule for the onsite Native American Tribal Monitor for the proposed project);

3. The protocols and stipulations that the developer, City, Tribes, and project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

At least 30 days prior to application for a grading permit and before any brush clearance, grading, excavation, and/or ground disturbing activities on the site, the developer shall retain a tribal cultural monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.

Pursuant to the AMP, a tribal monitor from the consulting tribe shall be present during the initial grading activities. If tribal resources are found during grubbing activities, the tribal monitoring shall be present during site grading activities.

Mitigation Measure TCR-4-PPA [Former MM TCR-2]: Treatment and Disposition of Cultural Resources. In the event that Native American cultural resources are inadvertently discovered during the course of any ground-disturbing activities, including but not limited to brush clearance, grading, trenching, etc., for the proposed project, the following procedures will be carried out for treatment and disposition of the discoveries:

1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on-site or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process;

2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and nonhuman remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Ontario with evidence of same:

    a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloging, basic analysis, other analyses as recommended by the project archaeologist and approved by consulting tribes, and basic recordation have been completed; all documentation should be at a level of standard professional practice to allow the writing of a report of professional quality;

    b. A curation agreement with an appropriate qualified repository in San Bernardino County that meets federal standards per 36 CFR Part 79, and therefore the resource would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title,

to an appropriate curation facility in San Bernardino County, to be accompanied by payment of the fees necessary for permanent curation;

c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, materials shall be curated at the San Bernardino County Museum by default;

d. At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pregrade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City, County Museum, and consulting tribes.

New Mitigation Measures

Policy Plan Amendment

No additional mitigation measures are warranted.

Specific Plan

Mitigation Measure TCR-1-SP: The EBPSP shall implement MM TCR-2-PPA, MM TCR-3-PPA, MM TCR-4-PPA.

Significance After Mitigation

Policy Plan Amendment

In the event that subsurface TCRs are discovered, Mitigation Measures TCR-1-PPA, TCR-2-PPA, TCR-3-PPA, and TCR-4-PPA would reduce potential impacts associated with TCRs to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating to TCRs remain.

Policy Plan Amendment Significance with Mitigation: Less than significant.

Specific Plan

Implementation of Mitigation Measures TCR-2-PPA, TCR-3-PPA, and TCR-4-PPA would preclude significant impacts to any tribal cultural resources, in the event such resources are discovered within the Specific Plan area. Additionally, Mitigation Measure TCR-2-PPA would also ensure the notification requested by Kizh Nation is conducted.

Specific Plan Significance with Mitigation: Less than significant.

3.18.6 Cumulative Impact Analysis

Cumulative impacts to tribal cultural resources occur when the impacts of the proposed project, in conjunction with past, existing, and other foreseeable projects and development in the region, result in multiple and/or cumulative impacts to tribal cultural resources in the area. Projects in the City, including the EBPSP, future development would disturb soil and thus could potentially uncover tribal cultural resources. Future projects in the City of Ontario would comply with federal and state regulations and the Mitigation Measures in this SEIR to ensure that impacts to TCRs are less than significant and would be less than cumulatively considerable. Therefore, this impact is **less than significant.**

Cumulative Impacts: The proposed project, together with cumulative projects, would not have a substantial impact related to Tribal Cultural Resources.

3.18.7 References

BFSA (BFSA Environmental Services, Inc.). 2026, January. Cultural Resources Study for the Eucalyptus Business Park Specific Plan Project. (Appendix E3)

SCCIC (South Central Coastal Information Center). July 16, 2025. Record Search Results for The Ontario Plan 2050 Policy Plan Amendment and Specific Plan.

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3.19 Utilities and Service Systems

This section of the Draft Supplemental Environmental Impact Report (SEIR) addresses the potential for implementation of the Ontario Policy Plan Amendment and EBPSP (proposed project) to impact utilities and service systems in the City of Ontario compared to the current TOP 2050 (approved project) and impacts identified in the 2022 Certified EIR.

Utilities and service systems include water supply and distribution systems; wastewater (sewage) conveyance and treatment; storm drainage systems; solid waste collection and disposal services; electricity and natural gas, and telecommunication services. Impacts to hydrology (e.g., flooding) and water quality can be found in Section 3.10, *Hydrology and Water Quality*. The regulatory framework and existing conditions for electricity and natural gas facilities can be found in Section 3.6, *Energy*.

Public services and utilities are provided in the City of Ontario by the providers listed in Table 3.19-1*, Utility Providers*.

Table 3.19-1 Utility Providers

Utility	Agency Name
Water	City of Ontario Municipal Utilities Company Chino Basin Desalter Authority Inland Empire Utilities Agency San Antonio Water Company Water Facilities Authority
Wastewater Treatment	City of Ontario Municipal Utilities Company (infrastructure) Inland Empire Utilities Agency (treatment)
Regional Flood Control	City of Ontario San Bernardino County Flood Control District
Solid Waste Collection	City of Ontario Integrated Waste Department
Solid Waste Disposal (Landfills)	USA Waste of California, a subsidiary of Waste Management, Inc. Riverside County Department of Waste Resources
Electricity	Southern California Edison
Natural Gas	Southern California Gas Company
Telecommunications	OntarioNet, AT&T, Frontier, Spectrum, Earthlink Fiber

Water demand and supply is based on the Water Supply evaluation in Appendix L1. The site-specific analysis for the EBPSP is based on the "Preliminary Hydrology Study for Ontario Ranch" prepared by JLC Engineering & Consulting which considers both on-site and off-site impacts associated with the EBPSP (see Appendix H1) and the "EBPSP Water Supply Assessment" (see Appendix L2). In addition, the "Preliminary Water Quality Management Plan" for the EBPSP (Appendix H2) and the "Draft Eucalyptus Business Park Sewer Study" are also provided (Appendix L3).

Terminology

- **BMPs.** best management practices
- **LID.** low impact development
- **MS4.** municipal separate storm sewer system
- **NPDES.** National Pollution Discharge Elimination System
- **OMUC.** Ontario Municipal Utilities Company
- **SWPPP.** stormwater pollution prevention plan
- **UWMP.** urban water management plan
- **WSA.** water supply assessment
- **WQMP.** water quality management plan

3.19.1 Regulatory Framework

FEDERAL

Water

Federal Safe Drinking Water Act

The Safe Drinking Water Act, the principal federal law intended to ensure safe drinking water to the public, was enacted in 1974 and has been amended several times since then. It authorizes the United States Environmental Protection Agency (EPA) to set national standards for drinking water, called the National Primary Drinking Water Regulations, to protect against both naturally occurring and human-made contaminants. These standards set enforceable maximum contaminant levels in drinking water and require all water providers in the United States to treat water to remove contaminants, except for private wells serving fewer than 25 people. In California, the State Water Resources Control Board (SWRCB) conducts most enforcement

activities. If a water system does not meet standards, it is the water supplier's responsibility to notify its customers.

America's Water Infrastructure Act of 2018

America's Water Infrastructure Act was signed into law on October 23, 2018, and authorizes federal funding for water infrastructure projects; expands water storage capabilities; assists local communities in complying with the Safe Drinking Water Act and Clean Water Act; reduces flooding risks for rural, western, and coastal communities; and addresses significant water infrastructure needs in tribal communities (Barasso 2018). Additionally, the act requires public water systems serving more than 3,300 people to develop or update risk assessments and emergency response plans every 5 years and certify them to the EPA within a deadline specified by America's Water Infrastructure Act.

Wastewater

Clean Water Act and National Pollution Elimination Discharge System

The federal Clean Water Act requires that wastewater be treated before it is discharged to Waters of the United States (US Code Title 33, Sections 1251, et seq.). Requirements for waste discharges from publicly owned treatment works to navigable waters are addressed in National Pollution Elimination Discharge Systems (NPDES) regulations under the Clean Water Act. NPDES permits for such discharges in the project region are issued by the Santa Ana Regional Water Quality Control Board (RWQCB).

NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable connections and/or mass emissions of pollutants contained in the discharge; prohibitions on discharges not specifically allowed under the permit; and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities. Wastewater discharge is regulated under the NPDES permit program for direct discharges into receiving waters and by the National Pretreatment Program for indirect discharges to a wastewater (sewage) treatment plant.

Stormwater

National Pollutant Discharge Elimination System

Under the NPDES program, all facilities that discharge pollutants into waters of the United States are required to obtain an NPDES permit. Requirements for stormwater discharges are also regulated under this program. The NPDES permit regulates municipal and industrial

discharges to surface water of the United States from their municipal separate storm water systems (MS4s). The MS4 permits are issued by the regional water quality control boards. The City of Ontario is regulated by the San Bernardino County MS4 Permit issued by the Santa Ana RWQCB. This is discussed in further detail under the San Bernardino County Regional MS4 Permit section.

Solid Waste

Resource Conservation and Recovery Act of 1976

The Resource Conservation and Recovery Act of 1976 (Title 40 of the Code of Federal Regulations, Part 258), contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the federal landfill criteria. The federal regulations address the location, operation, design (liners, leachate collection, run-off control, etc.), groundwater monitoring, and closure of landfills.

STATE

Water

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Act (Water Code secs. 13000, et seq.) passed in California in 1969 and was amended in 2013. It is the basic water quality control law for California. Under this act, the SWRCB has authority over state water rights and water quality policy. The act divided the state into 9 regional jurisdictions, each under the SWRCB, and oversee water quality on a day-to-day basis at the local and regional levels. RWQCBs engage in various water quality functions in their respective regions and regulate all pollutant or nuisance discharges that may affect either surface water or groundwater. The City of Ontario is under the jurisdiction of the Santa Ana RWQCB (Region 8).

Sustainable Groundwater Management Act of 2014

On September 16, 2014, a three-bill legislative package was signed into law collectively known as the Sustainable Groundwater Management Act (SGMA). The Governor's signing message states "a central feature of these bills is the recognition that groundwater management in California is best accomplished locally." Under the roadmap laid out by the legislation, local and regional authorities in medium and high priority groundwater basins must form groundwater sustainability agencies (GSA) that oversee the preparation and implementation of groundwater sustainability plans (GSP). The City of Ontario is part of the Chino Basin, an adjudicated basin which is exempt from many requirements of SGMA including the need to prepare a GSP.

Urban Water Management Planning Act

The California Urban Water Management Planning Act and Section 10610, et seq., of the Water Code require that all urban water suppliers in California that provide water to more than 3,000 customers or supply more than 3,000 acre-feet per year (AFY) to prepare and adopt an urban water management plan (UWMP) and update it every 5 years. The act is intended to support efficient use of urban water supplies. The act requires the UWMP to compare water supply and demand over the next 20 years for normal years, single dry years, and multiple dry years and to determine current and potential recycled water uses. The UWMP also provides conservation measures to ensure the efficient use of water supplies and must include a water shortage contingency plan.

Senate Bills 610 and 221

Senate Bills 610 and SB 221 amended State law to ensure better coordination between local water supply and land use decisions and confirm that there is an adequate water supply for new development. Specific projects are required to prepare a water supply assessment (WSA). The WSA is composed of information regarding existing and forecast water demands as well as information pertaining to available water supplies for the new development. The following projects that are subject to the California Environmental Quality Act (CEQA) are required to prepare a WSA:

- Residential developments consisting of more than 500 dwelling units.
- Shopping center or business establishment employing more than 1,000 people or having more than 500,000 square feet of floor area.
- Commercial office building employing more than 1,000 people or having more than 250,000 square feet of floor space.
- Hotel or motel, or both, having more than 500 rooms.
- Industrial, manufacturing, or processing plant, or industrial park employing more than 1,000 people, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
- Mixed-use project that includes one or more of the uses specified above.
- Project that would demand an amount of water equivalent to, or greater than, the amount of water required for 500 dwelling units.

SB 221 requires written verification that there is sufficient water supply available for new residential subdivisions that include over 500 dwelling units. The verification must be provided before commencement of construction for the project.

Water Conservation Act of 2009 (Senate Bill X7-7)

New mandatory requirements for increasing water use efficiency, per State law (SB X7-7), mandate the reduction of per capita water use and agricultural water use throughout the State by 20 percent by 2020. Effective in 2016, urban retail water suppliers who do not meet the water conservation requirements established by this bill are not eligible for State water grants or loans. SB X7-7 requires that urban water retail suppliers determine baseline water use and set reduction targets according to specified standards. Demonstration of compliance with this regulation is a required component of each water provider's 2020 UWMP. The 2025 UWMPs will likely be prepared and approved in 2026.

2018 Water Conservation Legislation

In 2018, the California Legislature enacted two policy bills (SB 606 and Assembly Bill [AB] 1668) to establish long-term improvements in water conservation and drought planning to adapt to climate change and longer and more intense droughts in California (DWR 2025). The framework applies to both urban and agricultural water use. The Department of Water Resources and the SWRCB will develop new standards for:

- Indoor residential water use
- Outdoor residential water use
- Commercial, industrial, and institutional water use for landscape irrigation with dedicated meters
- Water loss

Urban water suppliers are required to stay within annual water budgets based on their standards for their service areas, and to calculate and report their urban water use objectives in an annual water use report. The indoor residential water use standard was established with the passage of SB 1157 in 2022. As a result, the California Water Code defines a 47-gallon-per-person daily standard for indoor residential use beginning in 2025 and further decreases to 42 gallons by 2030.

The outdoor residential and commercial water use standards are established as landscape efficiency factors (LEF) and become progressively more efficient over time, with an LEF for residential and commercial account of 0.80 until 2035, at which time it decreases to 0.63 until 2040, and then establishes a LEF for residential outdoor accounts of 0.55 and a LEF for commercial outdoor accounts of 0.45 after 2040. The water loss standard is the maximum allowable "real" water loss measured in gallons per connection per day for each water

purveyor's service area. Real losses are defined as the volume of annual leakage from the water purveyor's distribution system.

Collectively, the water use efficiency standards and local service area characteristics (such as population and landscape area) establish the Urban Water Use Objectives (UWUO) per urban retail water supplier that cannot be exceeded on an annual basis. Urban retail water suppliers are required to calculate and report their UWUOs alongside their actual usage in an annual report. The first reports were due to the SWRCB on January 1, 2024, and are required to be submitted every January 1 thereafter. The final proposed "Making Conservation a California Way of Life" regulation was adopted by the SWRCB on July 3, 2024, and became effective in January 1, 2025 (SWRCB 2025a).

The legislation also includes changes to UWMP preparation requirements. These changes include additional requirements for Water Shortage Contingency Plans (WSCP), expansion of dry year supply reliability assessments to a 5-year drought period, and establishment of annual drought risk assessment procedures and reporting.

Water Conservation in Landscaping Act of 2006

The Water Conservation in Landscaping Act (AB 1881) requires cities and counties to adopt the State of California's Model Water Efficient Landscape Ordinance (MWELO) or a comparable landscape water conservation ordinance that is at least as effective as the State's MWELO in conserving water.

The MWELO was revised in July 2015 via Executive Order B-29-15 to address the ongoing drought and to build resiliency for future droughts. The 2015 revisions to the MWELO increased water efficiency standards for new and retrofitted landscapes through more efficient irrigation systems, greywater usage, and on-site stormwater capture and by limiting the portion of landscapes that can be covered in turf. Each city and county is required to submit annual reports to DWR that document how the agency is achieving compliance with the State MWELO and how many projects were subject to the ordinance during the annual reporting period. MWELO went through a round of revisions in 2024 to reduce ambiguity and improve clarity of the requirements as well as reorganize the content to better adhere to the landscape design process. The 2024 revisions did not modify or add new requirements to MWELO.

The City of Ontario complies with the State's current MWELO and has implemented landscape development standards. Developers are required to submit landscape plans and complete water efficient landscape worksheets prepared by a certified landscape architect prior to the start of construction.

California Building Code: CALGreen

The California Building Standards Commission adopted the nation's first green building standards in July 2008, the California Green Building Standards Code (California Code of Regulations [CCR], Title 24, Part 11), also known as CALGreen. CALGreen applies to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure in California unless otherwise indicated in the code. CALGreen establishes planning and design standards for sustainable site development, including water conservation measures and requirements that new buildings reduce water consumption by 20 percent below a baseline. CALGreen is updated every three years to allow for consideration and possible incorporation of new efficient technologies and methods.

The mandatory provisions of CALGreen became effective January 1, 2011, and the latest version, the 2022 California Green Building Standards Code, became effective on January 1, 2023 (DGS 2025). The building efficiency standards are enforced through the local building permit process.

California Plumbing Code

The latest version of the California Plumbing Code (24 CCR Part 5) was issued in 2022 and became effective as of January 1, 2023. It specifies technical standards for the design, materials, workmanship, and maintenance of plumbing systems. One of the purposes of the plumbing code is to prevent conflicting plumbing codes within local jurisdictions. Among many topics covered in the code are water fixtures, potable and non-potable water systems, and recycled water systems.

Recycled Water Regulations

Planning and implementing water recycling projects entail numerous interactions with these regulatory agencies prior to project approval. The SWRCB, specifically the Division of Drinking Water, establishes the statewide effluent bacteriological and treatment reliability standards for recycled water uses in CCR, Title 22, Division 4, Environmental Health. Title 22 establishes standards for each general type of use based on the potential for human contact with recycled water. The SWRCB is responsible for establishing and enforcing requirements for the application and use of recycled water. Permits are required from the RWQCB for a water recycling operation. As part of the permit application process, applicants are required to demonstrate that the proposed recycled water operation will not exceed the ground and surface water quality objectives in the basin management plan and that the operation is compliant with Title 22 requirements.

California Health and Safety Code: California Safe Drinking Water Act

The California Health and Safety Code (HSC) addresses water issues primarily through the California Safe Drinking Water Act. The Act establishes a regulatory program enforced by Division of Drinking Water to ensure the safety of public drinking water systems. The SWRCB adopts primary and secondary drinking water standards and the Office of Environmental Health Hazard Assessment (OEHHA) develops public health goals (PHG). Public water systems are required to test their water for contaminants and notify customers if standards are exceeded or certain notification levels are met. The California HSC also establishes accreditation procedures for environmental laboratories, programs to certify operators of water treatment plants and water distribution systems, and the Drinking Water State Revolving Fund to assist small water systems serving disadvantaged communities.

California Water Code

The California Water Code states that the water resources of the State must be put to beneficial use and that waste or unreasonable use of water should be prevented. The code is divided into several sections that include provisions regarding water quality, formation of irrigation districts and water districts, safe drinking water, and water supply and infrastructure improvements. The California Water Code also addresses water shortage emergencies, drought planning, conservation mandates, potable water reuse. appropriation of water, and water rights.

Mandatory Water Conservation

Following the declaration of a state of emergency due to drought conditions on July 15, 2014, the SWRCB adopted Resolution No. 2014-0038 for emergency regulation of statewide water conservation efforts (SWRCB 2014). These regulations went into effect on August 1, 2014, to reduce outdoor urban water use and intended that all California households would voluntarily reduce their water consumption by 20 percent. Water companies with 3,000 or more service connections were required to report monthly water consumption to the SWRCB.

In January of 2022, following the Governor's proclamation of a drought state of emergency for all counties, the SWRCB adopted the prohibited wasteful water uses emergency regulations. These include the prohibition of the following wasteful water use practices: 1) the application of potable water to outdoor landscapes in a manner that causes excess runoff; 2) the washing of vehicles without an automatic shut-off nozzle; 3) the application of potable water to driveways and sidewalks; 4) the use of potable water in nonrecirculating ornamental fountains; and 5) the application of potable water to outdoor landscapes during and within 48 hours after at least 0.25 inch of rainfall. In June of 2022, additional emergency water conservation regulations were enacted prohibiting the irrigation of nonfunctional turf at commercial, industrial, and institutional accounts, and the implementation of conservation actions under Level 2 of urban water suppliers' WSCPs. As of June 5, 2024, the emergency regulations expired.

In October of 2023, AB 1572 was signed into law by the governor, prohibiting the irrigation of nonfunctional turf at commercial, industrial, and institutional sites (with exceptions for areas irrigated with recycled water or harvested rainwater). The irrigation prohibitions become effective in stages between 2027 and 2031, beginning with state and local government facilities. Under the law, urban water suppliers must adopt the same irrigation prohibitions into their local regulations.

SWRCB Division of Drinking Water

Division of Drinking Water regulates public water systems within California; oversees water recycling projects; permits water treatment devices; and supports and promotes water system security. The Division of Financial Assistance provides funding opportunities for drinking water system improvements; provides support for small water systems and for improving technical, managerial, and financial capacity; and certifies drinking water treatment and distribution operators. The Field Operations Branch of the Division of Drinking Water is responsible for the enforcement of the federal and California Safe Drinking Water Acts and the regulatory oversight of approximately 7,500 public water systems to ensure the delivery of safe drinking water to all Californians. In this capacity, Field Operations Branch staff perform field inspections, issue operating permits and amendments, review plans and specifications for new facilities, take enforcement actions for noncompliance with laws and regulations, review water quality monitoring results, and support and promote water system security. All public water systems in San Bernardino County and the City of Ontario County are under the purview of the Division of Drinking Water.

Principles Governing CEQA Analysis of Water Supply

In *Vineyard Area Citizens for Responsible Growth, Inc., v. City of Rancho Cordova* (February 1, 2007), the California Supreme Court articulated the following principles for analysis of future water supplies for projects subject to CEQA:

- To meet CEQA's informational purposes, the EIR must present sufficient facts to decision makers to evaluate the pros and cons of supplying the necessary amount of water to the project.
- CEQA analysis for large, multiphase projects must assume that all phases of the project will eventually be built, and the EIR must analyze, to the extent reasonably possible, the impacts of providing water to the entire project. Tiering cannot be used to defer water supply analysis until future phases of the project are built.
- CEQA analysis cannot rely on "paper water." The EIR must discuss why the identified water should reasonably be expected to be available. Future water supplies must be likely rather than speculative.

- When there is some uncertainty regarding future availability of water, an EIR should acknowledge the degree of uncertainty, include a discussion of possible alternative sources, and identify the environmental impacts of such alternative sources. Where a full discussion still leaves some uncertainty about long-term water supply, mitigation measures for curtailing future development if intended sources become unavailable may become a part of the EIR's approach.

- The EIR does not need to show that water supplies are ensured, because such a degree of certainty would be "unworkable, as it would require water planning to far outpace land use planning." The requisite degree of certainty of a project's water supply varies with the stage of project approval. CEQA does not require large projects, at the early planning phase, to provide a high degree of certainty regarding long-term future water supplies.

- The EIR analysis may rely on existing urban water management plans, if the project's demand was included in the water management plan's demand accounting.

The ultimate question under CEQA is not whether an EIR establishes a likely source of water, but whether it adequately addresses the reasonably foreseeable impacts of supplying water to the project.

Wastewater

State Water Resources Control Board: General Waste Discharge Requirements

On May 2, 2006, the SWRCB adopted Statewide General Waste Discharge Requirements (Order No. 2006-0003) and a monitoring and reporting program (Order No. WQ-2013-0058-EXEC) for all publicly owned sanitary sewer collection systems in California with more than one mile of sewer pipes. The order provides a consistent statewide approach to reducing sanitary sewer overflows (SSO). The Waste Discharge Requirements require public agencies that own or operate sanitary sewer systems to develop and implement a sewer system management plan (SSMP) and report all SSOs to the California Integrated Water Quality System Project (CIWQS).

The SWRCB has delegated authority to 9 RWQCBs to enforce these requirements within their regions. The Santa Ana RWQCB (Region 8) issues and enforces NPDES permits in the portion of San Bernardino County that includes Ontario. NPDES permits allow the RWQCB to regulate where and how waste is disposed, including the discharge volume and effluent limits of waste and the monitoring and reporting responsibilities of the discharge. The RWQCB is also charged with conducting inspections of permitted discharges and monitoring permit compliance.

Storm Drainage System

SWRCB General Construction Permit

Construction activities that disturb one or more acres of land that could impact hydrologic resources must comply with the requirements of the newly reissued SWRCB Construction General Permit (Order WQ 2022-0057-DWQ). Under the terms of the permit, applicants must file Permit Registration Documents (PRD) with the SWRCB prior to the start of construction. The PRDs include a Notice of Intent, risk assessment, site map, Storm Water Pollution Prevention Plan (SWPPP), annual fee, and a signed certification statement. The PRDs are submitted electronically to the SWRCB via the Stormwater Multiple Application and Report Tracking System (SMARTS) website.

Applicants must also demonstrate conformance with applicable best management practices (BMP) and prepare a SWPPP containing a site map that shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project site. The SWPPP must list BMPs that would be implemented to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. Additionally, the SWPPP must contain a visual monitoring program, a sampling program to ensure compliance with water quality standards, and on-site collection of samples and inspection of BMPs during a qualifying precipitation event.

SWRCB General Industrial Permit

The Statewide General permit for Storm Water Discharges Associated with Industrial Activities, Order No. 2014-0057-DWQ and amended by 2015-0122-DWQ (2018) implements the federally required stormwater regulations in California for stormwater associated with industrial activities that discharge to Waters of the United States. This regulation covers facilities that are required by federal regulations or by the RWQCBs to obtain an NPDES permit. Dischargers are required to eliminate non-storm water discharges, develop SWPPPs that include BMPs, conduct monitoring of stormwater runoff, and submit all compliance documents via the SWRCB's SMARTS program

SWRCB Trash Amendment

On April 7, 2015, the SWRCB adopted an amendment to "Water Quality Control Plan for Ocean Waters of California" to control trash. In addition, "Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California" added "Part 1, Trash Provisions." Together, they are collectively referred to as the "Trash Amendments." The Trash Amendments provide statewide consistency for the RWQCBs in their regulatory approach to protect aquatic life and public health beneficial uses, reduce environmental issues associated with trash in State waters, and focus limited resources on high-trash-generating areas (SWRCB 2015).

The Trash Amendments apply to all Phase I and II permittees under the NPDES municipal separate storm sewer systems (MS4) permits. Compliance with the Trash Amendment requires municipalities to install certified trash treatment control systems on all catch basins no later than December 2, 2030 (SWRCB 2025b). The Santa Ana RWQCB implements the statewide Trash Amendments through Water Code Section 13383 Orders that contain region-specific requirements.

Solid Waste

California Integrated Waste Management Act

California's Integrated Waste Management Act of 1989 (AB 939) set a requirement for cities and counties throughout the state to divert 50 percent of all solid waste from landfills by January 1, 2000, through source reduction, recycling, and composting. In 2008, the requirements were modified to reflect a per capita requirement rather than tonnage. To help achieve this, the act requires that each city and county prepare and submit a source reduction and recycling element. AB 939 also established the goal for all California counties to provide at least 15 years of ongoing landfill capacity. In 2007, SB 1016 amended AB 939 to establish a per-capita disposal measurement system based on two factors: a jurisdiction's reported total disposal of solid waste divided by the jurisdiction's population. CalRecycle sets a per-capita disposal rate target for each jurisdiction. Each jurisdiction must submit an annual report to CalRecycle with an update of its progress in implementing diversion programs and its current per-capita disposal rate.

California Short-Lived Climate Pollutants Act

SB 1383 focuses on the elimination of methane gas created by organic materials in landfills and set targets to achieve a 50 percent reduction in the statewide disposal of organic waste by 2020 and a 75 percent reduction by 2025. Organic waste makes up half of what Californians send to landfills. SB 1383 requires all businesses and residents to divert organic materials (including food waste, yard waste, and soiled paper products) from the landfill. The regulation took effect on January 1, 2022, and requires that organics collection service be provided to all residents and businesses. The collected organic waste must be recycled into new products, such as compost, mulch, biofuel, and electricity. Each city and county have an annual procurement target based on its population. Also, an edible food recovery program must be established by 2025 with the goal of recovering 20 percent of currently disposed edible food that would otherwise be sent to landfills to feed people in need. Mandated food donors and food recovery organizations and services must keep records of the amount and dates of food donations and acceptances.

Mandatory Commercial and Multifamily Residential Recycling Requirements

AB 341 (Chapter 476) set a statewide solid waste diversion goal of 75 percent by 2020. AB 341, which was passed in 2011 and took effect July 1, 2012, mandates recycling for businesses

producing four or more cubic yards of solid waste per week or multifamily residential dwellings of five or more units. Under AB 341, businesses and multifamily dwellings of 5 or more units in the proposed project must separate recyclables from trash and either subscribe to recycling services, self-haul their recyclables, or contract with a permitted private recycler.

Mandatory Organics Recycling Act

AB 1826, which was enacted in 2014, mandates organic waste recycling for all businesses and multifamily dwellings with 5 or more units. Starting January 1, 2020, all generators of 2 cubic yards or more of garbage, recycling, and compost combined per week must recycle organic waste. Organic waste includes food scraps, food-soiled paper waste, yard trimmings, and landscape materials. Organic waste can be recycled through composting, mulching, and anaerobic digestion which produces renewable energy and fuel. In addition to recycling food scraps, donating surplus food to local food banks can be part of the AB 1826 compliance effort.

California Solid Waste Reuse and Recycling Access Act

The California Solid Waste Reuse and Recycling Access Act requires development projects to set aside areas for collecting and loading recyclable materials. This act required CalRecycle to develop a model ordinance for adoption by any local agency to provide adequate areas for the collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt a model or an ordinance of their own that establishes standards, including space allocation, for the collection and loading of recyclable materials.

California Green Building Standards Code

Sections 4.408 and 5.408 of CALGreen pertain to construction waste reduction disposal and recycling. The requirements mandate that, in the absence of a more stringent local ordinance, a minimum of 65 percent of the nonhazardous construction and demolition waste generated during most new construction must be recycled or salvaged. CALGreen requires developers to prepare and submit a waste management plan for on-site sorting of construction debris, which is submitted to the City for approval, or use a waste management company with verifiable documentation. The waste management plan must:

- Identify the materials to be diverted from disposal by recycling, reuse on the project, or salvage for future use or sale.
- Specify if materials will be sorted on-site or mixed for transportation to a diversion facility.
- Identify the diversion facility where the material collected can be taken.
- Identify construction methods employed to reduce the amount of waste generated.

- Specify that the amount of materials diverted shall be calculated by weight or volume, but not by both.

The 2025 CALGreen Code is scheduled for adoption in 2025 and will become effective January 1, 2026, as part of California's triennial building code cycle. The California Building Standards Commission adopts updates to CALGreen as part of Title 24 of the California Code of Regulations.

REGIONAL

Wastewater

Inland Empire Utilities Agency NPDES Permit

The City of Ontario conveys its wastewater via regional trunk sewers to regional wastewater treatment plants (WWTPs) operated by the Inland Empire Utilities Agency (IEUA). The IEUA operates under an NPDES permit issued by the Santa Ana RWQCB (Order No. R8-2022-0041) that covers three of its regional water recycling plants (Nos. 1, 4, and 5) and the Carbon Canyon Water Recycling Facility. The permit sets forth discharge points, effluent limitations, receiving water limitation, and monitoring and reporting requirements (Santa Ana RWQCB 2022).

Inland Empire Utilities Agency Sewer System Management Plan

The IEUA maintains and regularly updates its Sewer System Management Plan to assess infrastructure capacity and plan for necessary capacity increases with future buildout conditions. The Plan was most recently updated in March 2025, and the latest audit report is dated 2024. A key element of the program is the System Evaluation and Capacity Assurance Plan, which establishes the steps necessary to address identified hydraulic deficiencies, including prioritization, alternatives analysis, and schedules (IEUA 2025a; IEUA 2024).

Stormwater

San Bernardino County Regional MS4 Permit

The Santa Ana RWQCB regulates stormwater discharges through separate MS4 (Municipal Separate Storm Sewer System) permits for each of the three counties in the Santa Ana River watershed (Orange, Riverside, San Bernardino) since the 1990s. The City is currently subject to the requirements of the San Bernardino County MS4 Permit (Order No. R8-2010-0036, NPDES Permit No. CAS618036). The RWQCB is in the process of revising the MS4 permit to include Orange County, Riverside County, and San Bernardino County under one regional permit covering all counties and cities in the watershed (Santa Ana RWQCB 2025).

Solid Waste

San Bernardino Countywide Integrated Waste Management Plan

The California Integrated Waste Management Act of 1989 (AB 939) requires each county to prepare and adopt a Countywide Integrated Waste Management Plan (CIWMP). The plan identifies solid waste facilities in San Bernardino County and describes the countywide plan for reaching the State-mandated 50 percent recycling goal. Waste reduction and disposal facilities in the county that require solid waste facility permits must conform to policies and siting criteria in the CIWMP. The CIWMP includes, by reference, source reduction and recycling elements, household hazardous waste elements, and nondisposal facility elements as well as a plan that describes countywide diversion programs and landfill disposal needs. The elements must be reviewed every 5 years and revised if necessary. The latest 5-year review report for the CIWMP was submitted by San Bernardino County Solid Waste Management Division on April 2018. The latest CIWMP states that the County has 5 landfills that have the capacity to accept all solid waste from its customers for a period in excess of 15 years (San Bernardino County 2018).

In addition, each city, county, or regional agency must prepare an annual report for submittal to CalRecycle that summarizes its progress in reducing solid waste, as required by Public Resources Code Section 41821. Once every 2 or 4 years (depending on the compliance schedule), CalRecycle conducts its own jurisdictional review of the annual reports to determine if the jurisdiction has met the Integrated Waste Management Act goals.

San Bernardino Recycling Market Development Zone

The San Bernardino Recycling Market Development Zone (RMDZ) includes the unincorporated areas of San Bernardino County and various cities within the county, including parts of Ontario. The County Economic Development Agency administers the RMDZ in collaboration with participating cities and solid waste providers. Materials targeted in the RMDZ include mixed waste paper, glass, tires and rubber, plastic, yard waste, and inert solids. The goal of the zone is to attract businesses that can process these materials in the RMDZ.

LOCAL

Water

City of Ontario Water Master Plan

The City of Ontario Water Master Plan (WMP) was prepared by AKM Consulting Engineers to document a multi-year capital improvement program to maintain the City's water utility infrastructure in a sound operable condition and to meet the level of service expectations of the

City through 2035. The WMP describes the water distribution system in the City of Ontario, identifies system deficiencies, and recommends improvements (Ontario 2012a).

City of Ontario Water Master Plan Update Draft

The City's latest Water Master Plan was completed in 2012. The 2020 Water Master Plan Update Draft aims to update the City's water model, perform hydraulic analyses, and develop capital improvement project recommendations based on the latest available information. The capacity of the City's potable water system was assessed through an initial survey of the water infrastructure, including water supply pipes, pumps, and storage facilities in March 2019. A computer model (Innovyze Infowater) was subsequently developed to model existing flows and proposed future flows. Proposed flows were based on a combination of land use information, including the existing 2020 General Plan and specific plans; previous water studies and plans; and a City buildout table completed in 2015 (Ontario 2020a).

City of Ontario Recycled Water Master Plan

The City recognizes the need to provide customers with the most economically feasible source of water supply. With the decreasing supply and escalating costs of imported water, Recycled Water provides an alternate and more economical source of water supply for irrigation and some industrial processes. The study area aligns with the City boundary, excluding two regions served by Cucamonga Valley Water District. The City is primarily split into the Old Model Colony (OMC) in the north and Ontario Ranch in the south, with Riverside Avenue as the general divider, although a section of the OMC is located south of Riverside Avenue between Archibald Ave and the Edison Power Lines to Schaffer Avenue. The Recycled Water Master Plan builds on previous Water and Recycled Water Master Plan and aims to catalogue users, identify potential future users, assess the economic feasibility of infrastructure development, size future pipelines, and outline a long-term Capital Improvement Plan. The data model used is based on information from IEUA as of November 2010 (Ontario 2012b).

City of Ontario Recycled Water Master Plan Update Draft

The Recycled Water Master Plan is a planning tool to guide future recycled water use and expansion of the existing system for the City of Ontario. The report assesses the recycled water system for 2 phases: the near term and future buildout. The near-term phase, which would take place over the next 5 years, considered the following (Ontario 2020b):

- Recycled water system in the Ontario Ranch service area
- Recycled water to the Creekside conversion project areas
- Conversion of large irrigation meters/users to recycled water
- Conversion of parks and schools to recycled water
- Conversion of current agricultural land to recycled water

The future phase considered full buildout in Ontario Ranch and all potential conversion areas in the Original Model Colony (OMC). The Euclid Avenue conversion areas are also considered as future phase improvements (Ontario 2020b).

City of Ontario Urban Water Management Plan

The City of Ontario has an approved UWMP updated in 2020. The UWMP provides current water usage by residential and nonresidential customers, and it projects future water use for a normal year, single dry year, and multiple dry years over a 25-year planning period. The UWMP was prepared with information from the City's Water Master Plan and 2018 Hazard Mitigation Plan, the San Bernardino County's 2017 Multi-Jurisdictional Hazard Mitigation Plan, and the UWMPs from the various agencies that supply water to the City, including the IEUA (Ontario 2021).

The City is currently preparing its 2025 UWMP update, which is scheduled for adoption in 2026. As such, the proposed project's water demand analysis is based on the most current planning information and is consistent with the City's ongoing long-range water resource planning efforts.

City of Ontario Water Shortage Contingency Plan

The City's Water Shortage Contingency Plan, which is provided in Chapter 8 of the 2020 UWMP, provides a detailed approach to how the City would respond in the case of a water shortage. The plan also includes an annual water supply and demand assessment, which reviews the water demands for the current years and for a potential upcoming single dry year prior to any response actions taken by the City. The water shortage contingency plan also contains a summary of the Emergency Response Plan, which provides the actions and responses that would be implemented during a catastrophic water shortage resulting from natural disasters, system failure, or other unforeseen circumstances. Per Water Code Section 10632 (a)(3)(A), the City must include the 6 standard water shortage levels from the normal reliability, as determined by an annual assessment of water demand and supply. The 6 standard water shortage levels correspond to progressively increasing estimated shortage conditions and align with the response actions the supplier would implement to meet the severity of the impending shortages. As part of the 2025 UWMP Update, the City's Water Shortage Contingency Plan will be updated and scheduled for adoption in 2026.

City of Ontario Water Connection and Water Usage Fees

The City imposes water connection fees and water usage fees in order to maintain and expand the water supply infrastructure that supplies potable and recycled water to residential and nonresidential customers. The rate structure has 2 components: a Readiness-to-Serve charge,

which is based on the size of the meter, and a monthly usage charge, which is based on the amount of water used. There are separate tier structures for potable water and recycled water. In addition, the City collects water service connection fees for new service connections.

Wastewater

City of Ontario Sewer System Management Plan

Ontario's current Sewer System Management Plan (SSMP) is dated February 2025 and was prepared pursuant to SWRCB's Order No. 2022-0103 DWQ and its amendment. The SSMP provides a plan and schedule to properly manage, operate, and maintain all parts of the sanitary sewer system, to reduce and prevent any SSOs, and to mitigate any SSOs that occur.

The SSMP demonstrates the City's ability to comply with the State requirements through collection system use ordinances, service agreements, or other legally binding procedures. It also outlines the measures taken to prevent illicit discharges into the wastewater collection system and steps taken to minimize infiltration and inflow, stormwater, chemical dumping, and unauthorized debris. The SSMP describes the design criteria for proper construction of sewers and connections; the City's operation and maintenance program; description of cleaning methods; sewer rehabilitation and replacement program; training; and an overflow emergency response plan (OMUC 2025a).

City of Ontario Sewer Master Plan Update

The City's Sewer Master Plan analyzes the age and status of the sewer infrastructure and the capacity of the sewer collection system for existing and future peak flows under both dry- and wet-weather conditions. The Ontario Ranch area was reassessed in this document for consistency with planning documents (Ontario 2012c).

Stormwater

City of Ontario Master Plan of Drainage

The City of Ontario's Master Plan of Drainage (MPD) was updated in 2012 to analyze existing storm drain infrastructure capacity and to determine future storm drain facility needs for buildout conditions (Ontario 2012d).

City of Ontario Capital Improvements Program

The Ontario Municipal Utilities Company (OMUC) regularly updates its CIP to prepare and budget for upcoming infrastructure improvements across a five-year planning horizon. The Engineering Department also prepares a budget for upcoming infrastructure improvements over a 5-year planning period.

All Utilities and Service Systems

City of Ontario Standard Conditions of Approval for New Development

The City's standard conditions of approval for new development include the following regulations that pertain to utilities and service systems (Ontario 2017).

- **SC 3.33 (OMC), 3.34.** All refusers must be kept in proper containers within a City-approved trash enclosure that includes a solid roof to prevent rainwater contact, consistent with the City's Refuse and Recycling Planning Manual. The enclosure and roof must match the building's architectural design, and architectural details of the roofed enclosure must be included in both the Development Plan submittal and the Water Quality Management Plan.
- **SC 3.42 (OMC), 3.43** Private sewer, domestic water, and storm drainage systems, shall be designed in accordance with CPC/UPC requirements, including but not limited to, the sizing of pipes. These systems must be reviewed, approved, and inspected by the Building Department. Design standards used by other departments for public sewer, water, and storm drainage systems shall not be used for such private systems.
- **SC 3.48 (OMC), 3.49.** For non-residential projects, the applicant must complete an Industrial Wastewater Discharge Permit and comply with all relevant local, state, and federal wastewater regulations. The permit application is available online.
- **SC 3.65 (OMC), 3.66.** A hydrology study and drainage analysis, prepared in accordance with the San Bernardino County Hydrology Manual and the City of Ontario's Standards and Guidelines, and signed by a Civil Engineer registered in the State of California, shall be submitted to the Engineering Department prior to Grading Plan approval. Additional drainage facilities may be required as a result of the findings of the study.
- **SC 3.67 (OMC), 3.68.** Prior to Grading Plan approval and the issuance of a grading permit, an Erosion and Sediment Control Plan shall be submitted to, and approved by, the Engineering Department. The Erosion and Sediment Control Plan shall identify the BMPs that would be implemented by development projects during construction in order to reduce the discharge of sediment and other pollutants into the City's storm drain system.
- **SC 3.9 (OMC), 3.10.** The project shall comply with the adopted California Energy Code (California Code of Regulations, Title 24, Part 6).

City of Ontario Municipal Code

The City of Ontario Municipal Code includes various directives that pertain to utilities as codified in Title 6, Sanitation and Health:

- **Chapter 3, Integrated Solid Waste Management.** This chapter describes the requirements and regulations for the users of the City's solid waste collection services, including nonorganic waste, recycling, green waste, and other organic waste. It also requires owners and occupants of residential and commercial buildings to pay monthly integrated waste service charges. The code describes the business recycling requirements and construction and demolition diversion requirements that must be implemented for compliance with State recycling and diversion laws. Business recycling plans must be submitted for new development and certain redevelopment projects that plan to use commercial collection services. Construction and demolition recycling plans must be submitted for the construction, addition, or alteration of residential and nonresidential structures. The code also specifies mandatory business recycling and mandatory commercial business organics recycling services.

- **Chapter 6, Stormwater Drainage System**. This chapter specifies prohibited discharges to the storm drain system, required compliance with Best Management Practices (BMPs), and residential, commercial and industrial requirements. Other sections of the chapter govern discharges into stormwater from construction activities and the requirements for preparation of a stormwater quality management plan for qualifying new development and redevelopment projects. Article 8 provides the basis for establishing the stormwater pollution abatement charges that are collected for developed parcels within the City to fund future storm drain improvements and the fees imposed for business inspections to ensure compliance with the MS4 permit requirements.

- **Chapter 7, Public Sewer System**. Article 2 contains prohibited discharges and limitations on industrial waste discharges, and Article 3 provides the requirements for industrial wastewater permits. Article 4 has specifications for pretreatment and monitoring facilities, and Article 5 provides monitoring, reporting, and inspection requirements. Article 6 covers enforcement, and Article 7 provides a schedule of fees and charges for sewer connections and for maintaining service with the City's sewer system.

- **Chapter 8A, Water Conservation Plan.** This section of the code provides the steps to be taken to minimize the potential for a water shortage through water conservation and the enactment of policies to be implemented during various stages of water shortages.

Chapter 8B, Water Services. This section of the code provides the rules for the collection and payment of water, refuse, storm water abatement, and wastewater services; service disconnection; service fees and charges; water service; water meters; and the use of fire hydrants.

Chapter 8C, Recycled Water Use. The purpose of this chapter is to establish procedures, specifications, and limitations on the development and operation of recycled water facilities and

systems within the City's service area and adopt rules and regulations controlling such use. The section includes rates, fees, charges, and deposits for obtaining recycled water service.

Chapter 8D, Potable Water Facilities. This section defines the roles and responsibilities of applicants, developers, contractors, the City, and customers and provides standards and procedures for the design, construction, monitoring, inspection, and management of potable water facilities.

Chapter 8E, Cross-Connection Control. This chapter establishes the City's authority to protect the public drinking water system from contamination caused by cross-connections and backflow. It provides control mechanisms to water users through inspection, testing, notification, reporting, and enforcement. The City of Ontario Municipal Code includes the following regulation that pertain to utilities, as codified in Title 7, Public Works:

- **Chapter 6, Underground Utility Service Connections.** This section of the code requires that all utility lines and related facilities, including, but not limited to, wires for supplying and distributing electrical energy and services, including street lighting, telephone, telegraph, and cable television service, to be constructed within the City upon property which is yet undeveloped shall be placed underground.

3.19.2 Existing Conditions

WATER

Policy Plan Amendment

The City of Ontario and its associated Water Utility (OMUC) provides water service within a 49-square mile service area. The service area includes most of the City of Ontario; however, the Cucamonga Valley Water District (CVWD) operates water lines that serve 2 areas in the northeastern portion of the City, including 1) North of 4th Street and East of Vineyard Avenue, and 2) North of I-10 and East of I-15. In addition, Inland Empire Utility Agency (IEUA) maintains water lines that carry the wholesale recycled water from RP-1 that is sold to the City for distribution to customers. Finally, the Metropolitan Water District of Southern California (MWD) also has delivery/conveyance lines that run through the City (Fuscoe and PlaceWorks 2021a).

The City's distribution system consists of approximately 584 miles of water mains, between 2 and 42 inches in diameter. There are 12 active reservoirs with a total capacity of 75 million gallons (MG). Additionally, the City has 6 pumping stations and 18 groundwater wells, with a total production capacity of approximately 56 million gallons per day (MGD). The City provides an average supply of 33.14 MGD of water to its service area.

The City receives its water supply from:

- Groundwater pumped from the Chino Basin.
- Treated groundwater from the Chino Basin produced by the Chino Basin Desalter Authority.
- Purchased surface water from the State Water Project from IEUA and supplied by the Metropolitan Water District of Southern California. This water is treated locally by the Water Facilities Authority.
- Groundwater purchased from San Antonio Water Company.
- Recycled water purchased from IEUA. (Ontario 2021)

Chino Basin Groundwater

Approximately 38 percent of Ontario's water supply is groundwater pumped by the City from the Chino Groundwater Basin, which is adjudicated and managed by the Chino Basin Watermaster. The 1978 Chino Basin Judgment initially estimated the "safe yield" of the basin at approximately 140,000 AFY. The safe yield is the amount of water that can be pumped from the aquifer annually and for a number of years without depleting the source beyond its ability to be replenished naturally through recharge. The safe yield is recalculated every 10 years, and the safe yield was reset to 131,000 AFY for the next 10 years (2020 to 2030). There are 3 stakeholder groups, designated as Pools, that are governed by the Chino Basin Judgment:

- Appropriative Pool, consisting of local cities, public water districts, and private water companies
- Overlying Agricultural Pool, representing dairymen, farmers, and the State of California.
- Overlying Non-agricultural Pool, representing area industries.

Pursuant to the judgment, the City of Ontario is in the Appropriative Pool and has a "base water right," which is a percentage of the safe yield. The City has appropriative rights of approximately 21 percent of the safe operating yield from the Appropriative Pool. This amounted to 8,470 AFY in 2020 (Ontario 2021) and varies from year to year based on the safe yield; however, the judgment stipulates that water producers can pump more than their appropriative right if they either pay for replenishment water that is recharged back into the groundwater basin or purchase water rights from other users. Stakeholders in the different Pools can also transfer or lease groundwater rights. By 2020, the City had purchased rights to 3,921 AFY of "overlying non-agricultural" pool water.

In addition, the judgment provides that as agricultural uses convert to urban uses, water rights in the Overlying Agricultural Pool can be converted at 2 acre-feet per acre to the water agency that serves the urban area. As of 2025, the City had obtained an additional 7,488 AFY from land use conversions (Chino Basin Watermaster 2025).

The City is also entitled to water rights due to groundwater recharge with stormwater and recycled water in the Chino Basin, and the City has rights to store water in the Chino Basin. As of

June 30, 2025, the City has 148,935 AF in storage pursuant to appropriative rights and zero AF in storage pursuant to overlying non-agricultural rights (Ontario 2021; Chino Basin Watermaster 2025). The availability of additional storage in the basin allows the City to take advantage of wet years by storing additional water for use in dry years.

Chino Desalter Authority

The City of Ontario also receives treated groundwater for potable uses from the Chino Desalter Authority (CDA). The CDA is a joint powers authority consisting of the cities of Chino, Chino Hills, Norco, and Ontario; the Jurupa Community Services District; the Santa Ana River Water Company; IEUA; and Western Municipal Water District. The CDA operates and manages Chino Desalters I and II. These desalter facilities remove salts from brackish groundwater extracted from the lower Chino Basin. The City has an agreement to receive 8,533 AFY of treated water from the CDA (Ontario 2021). In 2024, the City received 8,064 AF from CDA, which is approximately 20 percent of its water supply (OMUC 2025b).

MWD Imported Water

In addition, the City purchases treated, imported surface water from the Water Facilities Authority (WFA). The WFA is a joint powers authority consisting of the cities of Chino, Chino Hills, Ontario, and Upland and the Monte Vista Water District. The WFA purchases untreated imported water from MWD through IEUA. The surface water is treated at the WFA-operated Agua de Lejos Treatment Plant in Upland.

In 2024, the City purchased 6,517 AF of treated water from the WFA, which is approximately 16 percent of its total water supply (OMUC 2025). The imported water supplies from the WFA may be impacted during multi-year drought conditions, which limits MWD from delivering sufficient water supplies to all its member agencies. In anticipation of a reduction in supplies, MWD developed a Water Supply Allocation Plan, which provides a means of equitably providing reduced water supplies during drought conditions.

Other Purchased Water

The City also purchases water from the San Antonio Water Company (SAWCo), which delivers domestic and irrigation water to a variety of shareholders. The City has an entitlement of 600 AF based on the active share entitlements. SAWCo's water supply sources include surface water from San Antonio Canyon, water from the San Antonio tunnel, and groundwater sources from the Chino Basin, Six Basins, and Cucamonga Basin. Most of SAWCo's water supplies are obtained from groundwater produced in the Cucamonga Basin. In 2024, the City purchased 496 AF of water from SAWCo, which is approximately 1.2 percent of its total water supply (OMUC 2025).

2020 Urban Water Management Plan

Table 3.19-2, *UWMP Existing and Projected Supply and Demand: Normal Year*, provides the annual average water supply and demand projections from the City's UWMP under normal conditions through year 2045.

Table 3.19-2 UWMP Existing and Projected Supply and Demand: Normal Year

Supply/Demand	(Acre-Feet/Year)					
	2020	2025	2030	2035	2040	2045
Groundwater Pumped from Chino Basin	18,395	20,249	22,915	24,943	31,476	31,476
Chino Desalter Authority	6,626	11,000	13,000	15,000	17,000	17,000
Water Facilities Authority	6,513	8,533	8,533	8,533	8,533	8,533
San Antonio Water Company	565	600	600	600	600	600
Recycled Water – IEUA	7,812	12,168	13,465	14,762	16,059	16,059
Total Supplies	39,921	52,550	58,513	63,838	73,668	73,668
Average Annual Demand	39,921	52,550	58,513	63,838	73,668	73,668

Source: Ontario 2021.

The 2020 UWMP also reports the City's daily per capita water demand of 161 gallons per capita per day in 2020. This demand is well below the minimum water use reduction target of 196 gallons per capita per day required by the Water Conservation Bill of 2009 (SB X7-7). Therefore, the City is in compliance with SB X7-7 (Ontario 2021).

According to the 2020 UWMP, the City would increase local groundwater production, surface water purchases from Chino Basin Desalter and imported surface water providers, and the use of recycled water from IEUA to meet its future water supply needs. The supply capacity from additional storage upgrades would add between 2,000 and 5,000 AFY for groundwater sources. Overall, the City plans on increasing its total water supply from 39,921 AFY in 2020 to 73,668 AFY in 2045 (Ontario 2021).

Recycled Water

The City's recycled water system is an important component of its total water supplies. In 2024, the City obtained 9,994 AF from IEUA, which is approximately 25 percent of the total water supply (OMUC 2025). Recycled water is received from IEUA's water recycling plants RP-1 and RP--5, and then distributed through the City's purple pipe system. The recycled water received from IEUA is used for industrial uses, landscape irrigation, agricultural irrigation, and golf course

irrigation. The recycled pipelines operated and maintained by the City currently totals approximately 65.2 miles.

The City's Recycled Water Master Plan identifies potential future recycled water customers in the City as well as plans to expand the recycled water system to additional parks, schools, nurseries, and commercial landscaping areas. The City also plans to continue retrofitting landscape irrigation systems to use recycled water where available. Economic incentives for customers to convert to recycled water are being explored, since the monthly charge for recycled water is approximately 60 percent of the charge for potable water. The City is also investigating the viability of making conversion to recycled water mandatory for customers with non-potable uses that are in proximity to an existing or planned recycled water pipeline. In 2020, recycled water demands and projected near-term and future recycled water demands were reanalyzed and are summarized in Table 3.19-3, *Recycled Water Demands*.

Table 3.19-3 Recycled Water Demands

Service Area	2020 Recycled Water Demands (AFY)	Near Term Recycled Water Demands (AFY)	Future Recycled Water Demands (AFY)
Ontario Ranch	4,465	6,740	8,158
Original Model Colony (OMC)	5,190	5,428	7,901
Total	**9,655**	**12,168**	**16,059**

Source: Ontario 2020.

Specific Plan

The 2022 Certified EIR evaluated the projected water demand and the needed infrastructure expansion for the Specific Plan area. The proposed EBPSP includes several land use changes compared to what was previously evaluated in the 2022 Certified EIR. The EBPSP establishes nine planning areas that would provide for development of the site with approximately 2,939,000 square feet of Business Park uses on 138.01 acres and 36.15 acres of Open Space. A publicly operated animal shelter that would not exceed 35,000 square feet may also be included in any of the Business Park planning areas. The remaining 14.50 acres would be utilized for roadway improvements. A Water Supply Assessment (WSA) was prepared for the EBPSP and is included in Appendix L2.

Potable Water Facilities

The OMUC provides water service to residents, businesses, and other users in the City, including the Specific Plan area. As previously stated above the City's water supply sources include: groundwater pumped from the Chino Basin; treated groundwater from the Chino Basin produced by the Chino Basin Desalter Authority; treated, imported water purchased from MWD

through IEUA and treated by WFA; groundwater purchased from San Antonio Water Company; and recycled water purchased from IEUA (OMUC 2021)

The Specific Plan area lies within the 925 Pressure Zone (PZ). Existing potable water lines are located within Eucalyptus Avenue (16-inch and 24-inch) and Grove Avenue (30-inch). Additional lines are located south of the Specific Plan area within Walker Avenue (16-inch).

Recycled Water Facilities

Recycled water lines are currently located within Eucalyptus Avenue (30-inch and 12-inch) and Bon View Avenue (30-inch). Additionally, 8-inch lines are located south of the Specific Plan area within Campus Avenue, Grove Avenue, and Walker Avenue.

WASTEWATER

Policy Plan Amendment

The City operates and maintains the sewer collection system, which currently serves the Original Model Colony area and portions of the Ontario Ranch area. The sewer collection system consists of approximately 425 miles of sewer mains. The system operates largely by gravity but also includes 4 primary pump stations and approximately 11,000 feet of associated force mains. The existing wastewater flow is approximately 10.4 MGD. The sewer lines range in size from 4 inches up to 48 inches in diameter (Fuscoe and PlaceWorks 2021b).

Inland Empire Utilities Agency Sewer Collection System and Treatment Plants

IEUA operates four WWTPs that provide recycled water to the western part of San Bernardino County. IEUA also maintains a series of regional trunk lines that transport wastewater flows from Ontario to one of IEUA's regional treatment plants, described below (Fuscoe and PlaceWorks 2021).

- **Regional Water Recycling Plant #1 (RP-1).** This WWTP serves the cities of Ontario, Chino, Fontana, Montclair, Rancho Cucamonga, and Upland. It features two separate treatment sections, one for liquids and one for solids, and has a treatment capacity of 44 MGD. The wastewater flows are treated to Drinking Water Title 22 standards; therefore, the recycled water from the plant is suitable for distribution and use for landscape irrigation and industrial processes. The plant is in the City of Ontario at 2662 East Walnut Street.
- **Regional Water Recycling Plant #5 (RP-5).** This WWTP is in Chino and serves Chino, Chino Hills, and Ontario. The plant has a current capacity of 16.3 MGD, which will increase to 22.5 MGD with its planned expansion project that is currently under construction. Wastewater treated by this facility is either discharged to Chino Creek, delivered to industrial users, or pumped to basins for groundwater recharge.

IEUA also operates a system for non-reclaimable wastewater (NRW) that consists of industrial waste, groundwater treatment, and other high-strength wastewaters and brines. This system enables IEUA to prevent high-strength wastewater from entering the water-recycling facilities so that they can meet their NPDES permit limits and wastewater quality goals. IEUA operates 3 trunk lines that are part of the NRW system, one of which passes through Ontario. The NRW system conveys wastewater to large-scale treatment facilities in Los Angeles under the jurisdiction of the Sanitation Districts of Los Angeles County, where it is treated and ultimately discharged into the Pacific Ocean.

Specific Plan

Sanitary sewer and wastewater collection for the Specific Plan area are provided by the OMUC, which conveys wastewater to the IEUA for transmission and treatment. Under existing conditions, sanitary sewer lines are located south of the Specific Plan area within Campus Avenue (15-inch), Bon View Avenue (18-inch), Grove Avenue (21-inch), and Walker Avenue (21-inch). No sanitary sewer infrastructure is currently provided within the Specific Plan area.

Wastewater generated from the Ontario Ranch area is conveyed to the IEUA Regional Water Recycling Plant No. 5. RP-5 currently treats about 9 MGD, with a total treatment capacity of 16.3 MGD. RP-5 is currently undergoing an expansion to include solids handling infrastructure, which will increase capacity to 22.5 MGD. Ultimately, RP-5 will treat 30 MGD with a peak flow of 60 MGD (IEUA 2025a).

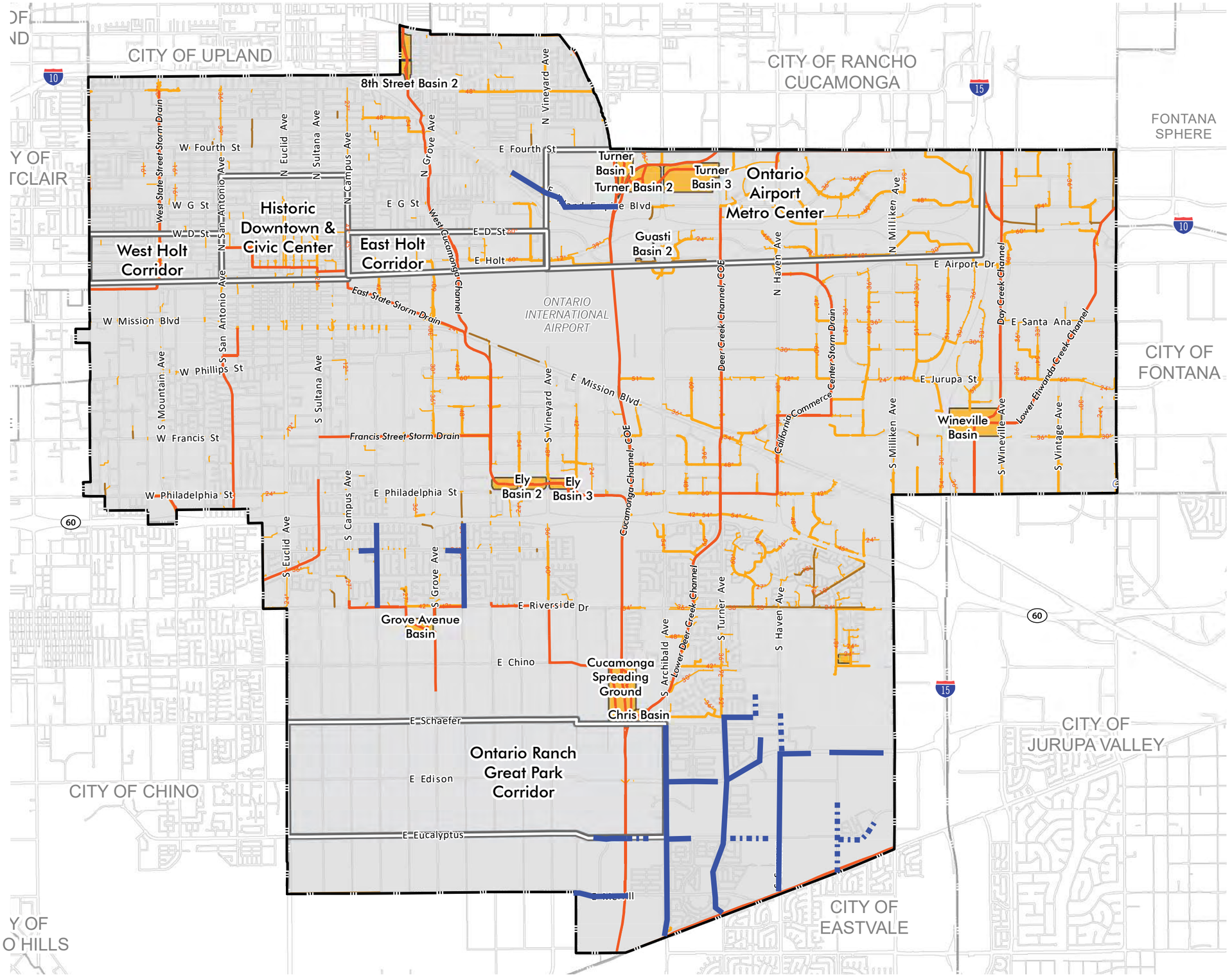
STORMWATER INFRASTRUCTURE

Policy Plan Amendment

The City owns and maintains over 136 miles of storm drains. The existing storm drain system is shown on Figure 3.19-1, *Existing Storm Drain System*. In addition, Caltrans has storm drains along Interstate 10 and State Route 60 corridors. All of the storm drains convey runoff to several regional backbone facilities owned and operated by the San Bernardino County Flood Control District (SBCFCD). The City is in Zone 1 of the SBCFCD. The following list shows the 3 major regional channels that convey stormwater from the City (Ontario 2012c).

- **San Antonio Channel.** The northwest portion of the City drains to San Antonio Channel via the city of Montclair's San Bernardino Avenue Storm Drain, SBCFCD's West State Street Storm Drain, and SBCFCD's Chino Storm Drain. San Antonio Channel runs along the western boundary of San Bernardino County through the cities of Montclair, Chino, and Chino Hills.
- **Cucamonga Channel.** This channel and a number of its tributary systems convey runoff from the central portion of the City. The regional SBCFCD storm drain systems that are tributary to Cucamonga Channel are:

Figure 3.19-1
Existing Storm Drain System



EBPSP Boundary
County Flood Control Channel
City Storm Drain - Open Channel
City Storm Drain - Underground
12” - 42”
42” - 120”
Detention Basins
Proposed Growth Areas
Ontario City Boundary
Newly Constructed City Storm Drain (accepted by City)
Newly Constructed City Storm Drain (not yet accepted by City)

Note: Does not show the SBCFCD Grove Basin Outlet Storm Drain Improvement Project along Grove Avenue, between the Grove Basin and Edison Avenue.

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Source: Fuscoe 2021 Date: 3/3/2022

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  - West Cucamonga Channel System, including the 8th Street Basins, Princeton Basin, East State Street Storm Drain, Francis Street Storm Drain, and Ely Basin
  - Riverside Drive Storm Drain #2 and Lower Cucamonga Spreading Grounds
  - Deer Creek Channel and Turner Basins
  - Lower Deer Creek Channel, Commerce Center Storm Drain, and Chris Basin
  - County Line Channel
- **Day Creek Channel.** The eastern portion of the City drains to this channel system and includes the following tributaries: Lower Etiwanda Creek Channel, Wineville Basin, and Riverside Basin.

Areas in the southwest portion of the City that do not drain to the three areas listed above instead drain to the Prado Flood Control Basin via other regional and backbone facilities in Chino, including the three listed here (Chino 2022).

- **Cypress Channel.** The channel system, which is owned and operated by the SBCFCD, includes Magnolia Storm Drain and Sultana-Cypress Storm Drain, which drain south through Chino to the Prado Flood Control Basin.

- **City of Chino, Line I.** As per Chino's Master Drainage Plan, Line I is a proposed double 10-foot by 8-foot reinforced concrete culvert (RCB) that will convey offsite runoff from the City of Ontario through a future storm drain system located at the intersection of Euclid Avenue and Merrill Avenue and eventually discharge into Prado Lakes.

- **City of Chino, Line J.** Line J currently receives runoff from the City of Ontario at the intersection of Grove Avenue and Merrill Avenue with flows routed to Kimball Basins and eventually into Prado Lakes.

SBCFCD is planning improvements to the Grove Basin outlet to address flooding issues along Grove Avenue, between Chino Avenue and Edison Avenue (SBCFCD 2025). The project includes a new 84-inch reinforced concrete pipe (RCP) and 96-inch RCP from Edison Avenue to Chino Avenue. From the Grove Basin outlet to Chino Avenue, the existing 66-inch RCP will be replaced with a 72-inch RCP. This storm drain system ultimately discharges into the Prado Basin.

Specific Plan

The existing topography within the Specific Plan area is relatively flat with a north-to-south sheet flow drainage pattern. The Specific Plan area is located within three City of Ontario Master Drainage Plan areas, including Area XII-1, Area XIII-1, Area XIV-1 and Area XIV-2. Existing storm drain infrastructure within the Specific Plan area includes portions of Eucalyptus Avenue (24-inch and 36-inch). Additional lines are located south of the Specific Plan area within Campus Avenue (60-inch), Bon View Avenue (102-inch), and Grove Avenue (120-inch).

SOLID WASTE

Policy Plan Amendment

Solid Waste Collection

The City of Ontario provides its own solid waste collection service. The Integrated Waste Department, which is part of the OMUC, provides its customers with blue containers for recyclables, green containers for grass clippings, leaves, and brush; and black containers for all nonrecyclable materials. The department has also developed a Refuse and Recycling Planning Manual to assist developers with meeting the City's requirements for refuse and recycling storage and access for service and addressing the City's recycling goals. The manual provides standards for residential, commercial, and industrial container storage and vehicle access, minimum weekly service requirements, and Ontario and San Bernardino County code requirements. The City also provides a household hazardous waste facility for residents at 1430 S. Cucamonga Avenue. Residents can recycle used computers, televisions, and other electronic waste free of charge.

Landfills

Household and business refuse, green waste, and recycling collected in Ontario are sent to the West Valley Materials Recovery Facility in Fontana for processing, recycling, or landfilling; the facility is operated by Burrtec. According to the most recent CalRecycle data, over 92 percent of the solid waste collected from the City was taken to either Badlands Sanitary Landfill or El Sobrante Landfill (CalRecycle 2025a). El Sobrante Landfill in Corona is owned and operated by USA Waste of California, a subsidiary of Waste Management, Inc. The Badlands Sanitary Landfill in Moreno Valley is owned and operated by the Riverside County Department of Waste Resources. The local enforcement agency for both landfills is the County of Riverside Department of Environmental Health. Information regarding these landfills is provided in Table 3.19-4, *Landfills Serving the City of Ontario*.

Table 3.19-4 Landfills Serving the City of Ontario

	Badlands Sanitary Landfill	El Sobrante Landfill
Total waste received in 2019 (tons)	886,389	3,419,460
Total waste received from Ontario in 2019 (tons)	47,574	218,454
Percentage of total waste from Ontario	5.4%	6.4%
Maximum permitted throughput (TPD)	5,000	16,054
Average daily disposal rate in 2024 (TPD)	2,964	10,441
Excess daily capacity (TPD)	2,036	5,613
Remaining capacity (cubic yards)	4,900,00	121,083,583
Estimate closing date	2059	2051

Sources: CalRecycle 2025a, 2025b, 2025c, 2025d.
Note: TPD = tons per day

Solid Waste Diversion and Recycling

Compliance with AB 939 is measured by comparing the CalRecycle target disposal rates for residents and employees to actual disposal rates. The latest target disposal rates for Ontario are 9.9 pounds per day (PPD) for residents and 16.4 PPD for employees. Actual disposal rates in 2024 were 10 PPD for residents and 14 PPD for employees (CalRecycle 2025e). Therefore, solid waste diversion goals for Ontario for employment are in compliance with AB 939. However, the diversion rate for residents is slightly over the target goal of 9.9 PPD.

Specific Plan

The City collects solid waste from residential, commercial, and industrial facilities, including the Specific Plan area. Based on data reported to CalRecycle, a large majority (approximately 76 percent in 2019) of the City's solid waste disposed of at landfills is transported to the El Sobrante Sanitary Landfill in the City of Corona at 10919 Dawson Canyon Road (CalRecycle 2025a)

Solid waste generated during the operation of the Specific Plan is anticipated to be collected by the City of Ontario and is anticipated to be hauled to either Badlands Sanitary Landfill or El Sobrante Landfill. As shown in Table 3.19-4, the Badlands Sanitary Landfill has a permitted disposal capacity of 5,000 tons per day with a remaining capacity of 4,900,000 cubic yards and the El Sobrante Landfill is permitted to receive 16,054 tons of solid waste per day with a remaining capacity of 121,083,583.

OTHER UTILITIES

Policy Plan Amendment

Telecommunications services include wireless internet, cell phone and land line telephone, cable television, and satellite television. There are numerous telecommunication and internet providers that serve the City, including the City's own OntarioNet. Additional telecommunication providers include AT&T, T-Mobile, Verizon, and others. Internet providers include Spectrum, Xfinity, AT&T, Frontier, T-Mobile, and others. Multiple choices give city residents and businesses a variety of options when choosing telecommunication providers. The current infrastructure is in place and sufficient to serve existing and future customers in Ontario and the surrounding area.

Specific Plan

OntarioNet and Frontier Communications provide telecommunication services to the Specific Plan area. Existing fiber optic lines exist south of Specific Plan area in Campus Avenue, Bon View Avenue, Grove Avenue, and Walker Avenue.

3.19.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to public services if it would:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

METHODOLOGY

Specific Plan

EBPSP-specific information regarding water supply and demand was obtained from the Water Supply Assessment (WSA). Water demand and wastewater generation were calculated using demand factors provided in the City's 2024 Water Demand and Sewer Flow Factors Technical Memorandum. The Specific Plan's solid waste generation was calculated using the California's Department of Resources Recycling and Recovery (CalRecycle) estimated solid waste generation rates.

3.19.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.19.5 Environmental Impacts

2022 CERTIFIED EIR

Water

Water Infrastructure

The Certified EIR determined that the approved project would increase residential and nonresidential development, leading to a higher demand for both potable and recycled water. Most of this increased demand would come from designated growth areas, with the largest share in the OMC. The Certified EIR determined that the Water Master Plan and Capital Improvement Plan developed by the City would address the growth and guide infrastructure upgrades and expansions. In addition, the City would manage growth through the requirement of development impact fees, water connection fees, and site-specific capacity studies to ensure new projects contribute fairly to the cost of expanding the water system. With these measures in place, and coordinated planning with the regional water agency, the expected impact of the proposed growth under the approved project on water infrastructure would not be significant. Impacts were determined to be less than significant.

Water Demand

The Certified EIR found that the approved project would increase water demand beyond projections in the City of Ontario's 2020 Urban Water Management Plan (UWMP) for 2040–

2045; however, this estimate was conservative and did not account for future water-saving measures, such as updated plumbing codes, greater use of recycled water, and state-mandated efficiency standards (e.g., SB 606 and AB 1668). With these measures in place—including reduced per capita water use and improved building standards—actual demand would likely remain below UWMP projections. City policies also promote water efficiency and require that infrastructure be in place before or during development. The 2020 UWMP confirms that water supplies are sufficient through 2045, even in dry years. As a result, the Certified EIR concluded that the City would meet the approved project's water needs with a less than significant impact on water supply.

Wastewater

Sewer Infrastructure

The Certified EIR concluded that the approved project would increase residential and nonresidential development, resulting in higher wastewater generation throughout the City of Ontario and its surrounding growth areas. While some locations are expected to see greater increases in sewer flow, the City has already planned and sized its sewer infrastructure to accommodate this growth. Existing policies require that necessary sewer improvements be implemented alongside new development, and the City routinely updates its Sewer Master Plan and Capital Improvement Program to maintain system capacity. In addition, site-specific studies and developer-funded fees help support ongoing upgrades. As a result, the Certified EIR found that the project would not cause a new or substantial impact on sewer infrastructure and determined the impact to be less than significant.

Wastewater Treatment Capacity

The City is served by 2 wastewater treatment facilities operated by the Inland Empire Utilities Agency. The Certified EIR concluded that these facilities have adequate capacity to accommodate both existing and future wastewater flows associated with the approved project. Planned facility expansions and ongoing infrastructure investments are in place to support anticipated regional growth, with funding provided through usage and connection fees. Additionally, water conservation efforts and compliance with modern building codes have led to a reduction in per-household wastewater generation. Regulatory agencies continue to ensure that treated water meets all applicable state and regional quality standards. Based on these factors, the Certified EIR determined that the approved project would not result in any significant impacts on wastewater collection or treatment systems. Impacts were determined to be less than significant.

Stormwater

The Certified EIR determined that potential future development under the approved project would increase impervious surfaces and stormwater runoff, potentially causing higher peak

flows and localized flooding. However, since much of the new development would occur on already paved infill sites, large increases in impervious surfaces are not expected. The City has planned storm drain improvements, especially in areas like Ontario Ranch where current drainage is limited, through its Master Plan Document (MPD) and Capital Improvement Plan (CIP). In addition, future projects under the approved project would still need to comply with stormwater regulations requiring treatment measures to control runoff and prevent increases in peak flows. City policies also require hydrological studies and adequate infrastructure to be in place before or during development. Developers must prepare drainage and water quality management plans to minimize runoff impacts. Development fees fund necessary storm drain upgrades, and ongoing maintenance and improvements will continue. Overall, compliance with these policies and plans means stormwater impacts from the approved project would be less than significant.

Solid Waste

The Certified EIR determined that the approved project would increase population and reduce employment, resulting in a net increase in solid waste generation. However, this additional waste would represent only a small fraction of the available landfill capacity, which is expected to remain sufficient well beyond 2050. The analysis assumes conservative waste generation rates and does not account for likely increases in recycling. State laws and City policies require recycling and waste diversion for construction, commercial, and organic waste, further reducing impacts. Therefore, the project would not cause significant impacts to solid waste facilities or services. Impacts were determined to be less than significant.

Other Utilities

The Certified EIR determined that the approved project would expand electric power, natural gas, and telecommunications infrastructure. Overall compliance with State laws, the City's municipal code, and the approved project policies would reduce impacts due to the expansion of energy and telecommunications infrastructure. Impacts were determined to be less than significant.

PROPOSED PROJECT

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

WATER

Policy Plan Amendment

The proposed project would result in an overall increase in the number of residential dwelling units and nonresidential square footage compared to the approved project. The breakdown for the increase in water demand is provided in Table 3.19-5, *Projected Water Demand Rates*. Full implementation of the proposed project has the potential to increase water demand by. 1,317 AFY of potable water and 68 AFY of recycled water.

Table 3.19-5 Projected Water Demand Rates

Land Use	Potable (AFY)		Recycled (AFY)	
	Approved Project	Proposed	Approved	Proposed
Residential	27,761	29,076	9,075	9,047
Mixed Use	7,477	7,109	2,104	2,036
Retail/Service	2,555	2,366	1,568	1,476
Employment	6,166	6,737	7,539	7,926
Other	1,358	1,346	9,125	8,994
Total	45,318	46,634	29,410	29,478
Increase in Water Demand	**1,317**		**68**	

Source: Appendix L1.

Notes: AFY = acre-feet-per-year.

Demand factors used to calculate water demands were from the City's 2024 Demand Factor Technical Memorandum (Ontario 2024a).

Water Infrastructure

To accommodate needed infrastructure expansion and improvements, the City has prepared a WMP and CIP. It also requires development impact fees and has construction requirements based on an evaluation of existing and projected water demands. The potable water demand

factors in the WMP are conservative and are used for sizing water pipes to convey average and peak daily flow rates. Therefore, they do not reflect the State's requirements to reduce residential indoor water demand to 47 gallons per person per day by 2025 and 42 gallons per person per day after 2030 (DWR 2021).

Because the planned development in the City for the current proposed project would result in an increase in demand for potable and recycled water, the City and the IEUA have made plans for infrastructure expansion and improvement. As part of the land development approval process, the City determines a project's fair-share costs and connection fees. Through the use of connection fees and agreements, the City maintains and expands its water distribution system as necessary and is able to ensure that new developments pay their fair-share costs. The City has the discretion to require water capacity studies associated with new development and redevelopment and currently requires site-specific studies to determine a project's impact throughout the water system. Therefore, impacts related to infrastructure expansion and improvement caused by the implementation of the proposed project would not result in significant environmental impacts.

Water Demand

Total water demand (potable plus recycled water) associated with the proposed project would be 76,112 AFY, which is an increase of approximately 3 percent compared to the 2020 UWMP calculated water demand of 73,688 AFY for the years 2040 and 2045 (Ontario 2021). The proposed project would result in an approximately 2 percent increase compared to the approved project of 74,728 AFY (potable plus recycled water).

The water demand factors used in the 2020 UWMP are conservative because they are based on the City's water demand factors from the WMP, which do not consider reductions in per capita water use in future years, the City's continuing conservation efforts, and the increased use of recycled water. Recent State laws, changes in the building code, and water service costs are anticipated to substantially lower water demand rates in the future:

- SB 606 and AB 1668 establish indoor water use standards (55 gallons per capita per day [GPCD] until 2025, 47 GPCD from 2025 to 2030, and 42 GPCD after 2030), outdoor water standards, and water loss standards that water suppliers must meet by 2028.
- New construction is subject to the latest CALGreen building code, which typically results in a 20 percent reduction in indoor water use.
- SB 407 requires all buildings in California to meet current plumbing fixture standards within this decade, which will require retrofitting of existing homes and businesses.
- Increases in water service costs, which will provide an incentive for additional water-saving practices and the use of recycled water, which is less costly, for nonpotable uses.

Therefore, applying these more conservative water demand factors by implementing a future water demand factor of 47 to 42 GPCD for all residential uses and a 20 percent reduction in nonresidential uses (compliance with CALGreen and new building code requirements) would reduce future water demand under the proposed project.

In addition, TOP 2050 includes policies that would further alleviate water demands from the proposed project such as:

- **Policy LU-1.3 Adequate Capacity.** We require adequate infrastructure and services for all development.
- **Policy LU-4.3 Infrastructure Timing.** We require that the necessary infrastructure and services be in place prior to or concurrently with development.
- **Policy ER-1.1 Local Water Supply.** We increase local water supplies to reduce our dependence on imported water. New and redevelopment projects are aligned with our available water supply and/or to enhance our available water supply.
- **Policy ER-1.2 Matching Supply to Use.** We match water supply and quality to the appropriate use.
- **Policy ER-1.3 Conservation and Sustainable Water Supply.** We work with regional water providers and users to conserve water and ensure sustainable local water supplies as more frequent droughts reduce long term local and regional water availability
- **Policy ER-1.4 Supply-Demand Balance.** We require that available water supply and demands be balanced.
- **Policy ER-1.5 Water Resource Management.** Environmental justice areas are prioritized as we coordinate with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater.
- **Policy S-3.7 Water Supply and System Redundancy.** We monitor our water system to manage and ensure adequate firefighting water supplies.

The 2020 UWMP states that there are sufficient water supplies through 2045 to meet projected demands in normal years, single dry years, and multiple dry years through 2045. Although the proposed project at buildout is estimated to generate a 3 percent increase in water demand compared to the 2020 UWMP using conservative water demand factors, new State requirements as listed above and City policies and code requirements would result in enhanced water efficiency and conservation. Applying these measures to the proposed project water demand estimates would result in total water demand below the projections in the 2020

UWMP for year 2045. Therefore, there would be sufficient water supplies to meet the demand for the proposed project buildout.

The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and impacts identified in the 2022 Certified EIR. Therefore, impacts to water infrastructure and water demand are **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Water Demand

As part of the Policy Plan Amendment being processed in conjunction with the EBPSP, a Policy Plan designation would be processed for the Specific Plan area. The Policy Plan land use designation would be changed from Medium Density Residential (with an Affordable Housing Overlay) (MDR-AH), Mixed Use (with an Affordable Housing Overlay) (MU-BC-AH), and Open Space–Parkland (OS-R) to Business Park (BP) and Open Space–Parkland (OS-R). The water demand for the EBPSP is provided in the WSA (Appendix L2) and summarized in Table 3.19-6, *EBPSP Water Demand*.

Table 3.19-6 EBPSP Water Demand

Land Use	Units	Water Demand Factor	Water Demand (GPD)	Water Demand (AFY)
Potable Water Demand				
Office Park	137.9 AC	1,800 GPD/AC	248,220	278.0
Open Space	36.15 AC	100 GPD/AC	3,615	4.0
Animal Shelter	Up to 35,000 SF	0.1 GPD/SF	3,500	3.9
			POTABLE - Sub Total (AFY)	**286.0**
Recycled Water Demand				
Office Park	137.9 AC	1,200 GPD/AC	165,480	185.4
Open Space	36.15 AC	2,500 GPD/AC	90,375	101.2
			RECYCLED - Sub Total (AFY)	**286.6**
			TOTAL EBPSP WATER DEMAND	**572.6**

Sources: Ontario 2024a; LACSD 2025.

Notes: AC = acre; SF = square feet; GPD = gallons per day; AFY = acre-feet per year.

Totals may not sum to 100 percent due to rounding.

Animal shelter water demand assumed to be 100 percent of wastewater generated from the proposed facility. Animal kennel wastewater generation rate from Los Angeles County Sanitation District (2025).

The total water demand for the EBPSP is estimated to be 572.6 AFY, which is less than the baseline water demand of 765.3 AFY for the previous land uses estimated in the 2022 Certified EIR (Appendix L2). The net reduction in water demand is 193 AFY, largely due to the removal of the residential land uses from the Specific Plan area and evaluated as part of the 2022 Certified EIR.

Water Infrastructure

As illustrated in Figure 3.19-2, *EBPSP Potable Water Infrastructure Plan*, new potable water lines would be installed in Campus Avenue and Walker Avenue to serve the Specific Plan area. Additional potable water lines would be installed in Bon View Avenue and Public Street A between Campus Avenue and Walker Avenue. These lines would connect to existing potable water facilities located adjacent to the Specific Plan area. In accordance with Ontario Municipal Code Chapter 8C, Recycled Water Use, recycled water infrastructure would be installed to serve the Specific Plan area.

As illustrated in Figure 3.19-3, *EBPSP Recycled Water Infrastructure Plan*, new recycled water lines would be installed in Grove Avenue and Walker Avenue to serve the Specific Plan area. An additional recycled water line would be installed in Campus Avenue and Public Street A between Campus Avenue and Walker Avenue, at the City's discretion. These lines would connect to existing recycled water facilities located adjacent to the Specific Plan area.

Construction of the water lines would occur within dedicated public easements/right-of-way or within the boundaries of the Specific Plan. All water system improvements would be designed and constructed consistently with City requirements. Final sizing of utility mains shall be dependent on hydraulic studies done at the time of development. Through the use of connection fees and agreements, the City maintains and expands its water distribution system as necessary and ensures that new developments pay their fair-share costs.

As described in the City's 2020 UWMP, the City has adequate supplies to serve 100 percent of its customers during normal, dry year, and multiple dry year demand through 2045 with projected population increases and future development projects. Also, the City has the flexibility to increase groundwater production from the Chino Basin and increase the amount of imported water in wet and normal years. Completion of a new ion exchange treatment facility in 2024 that treats groundwater from two existing City groundwater wells would help ensure that the City's need for safe drinking water is met. The rest of the City's water supplies are purchased from various sources. The OMUC Water Master Plan and Recycled Water Master Plan are currently being updated. The EBPSP water infrastructure would be consistent with the master plans at the time of project approval, with final sizing and design determined upon submittal of development plans.

Figure 3.19-2

EBPSP Potable Water Infrastructure Plan

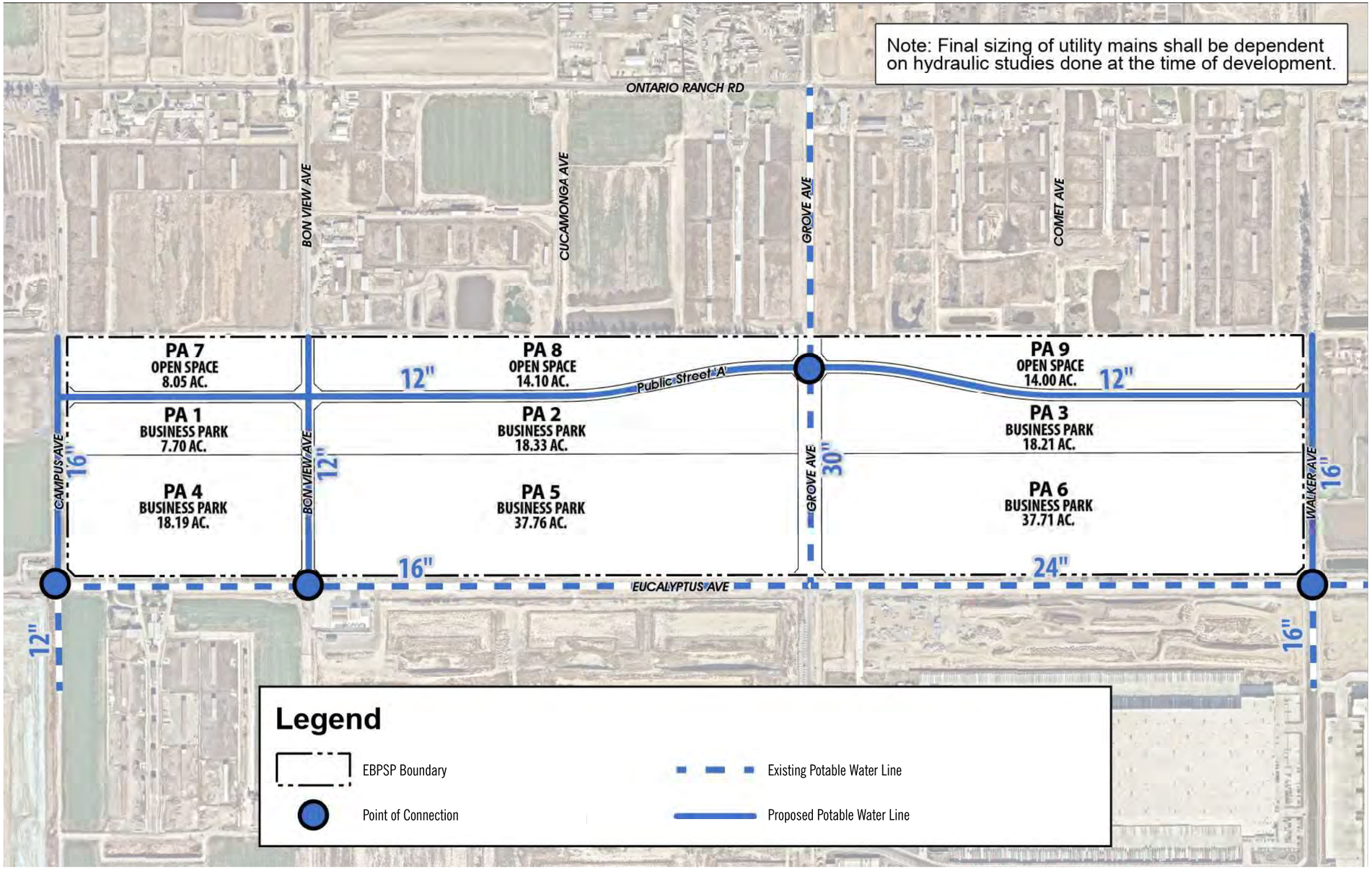

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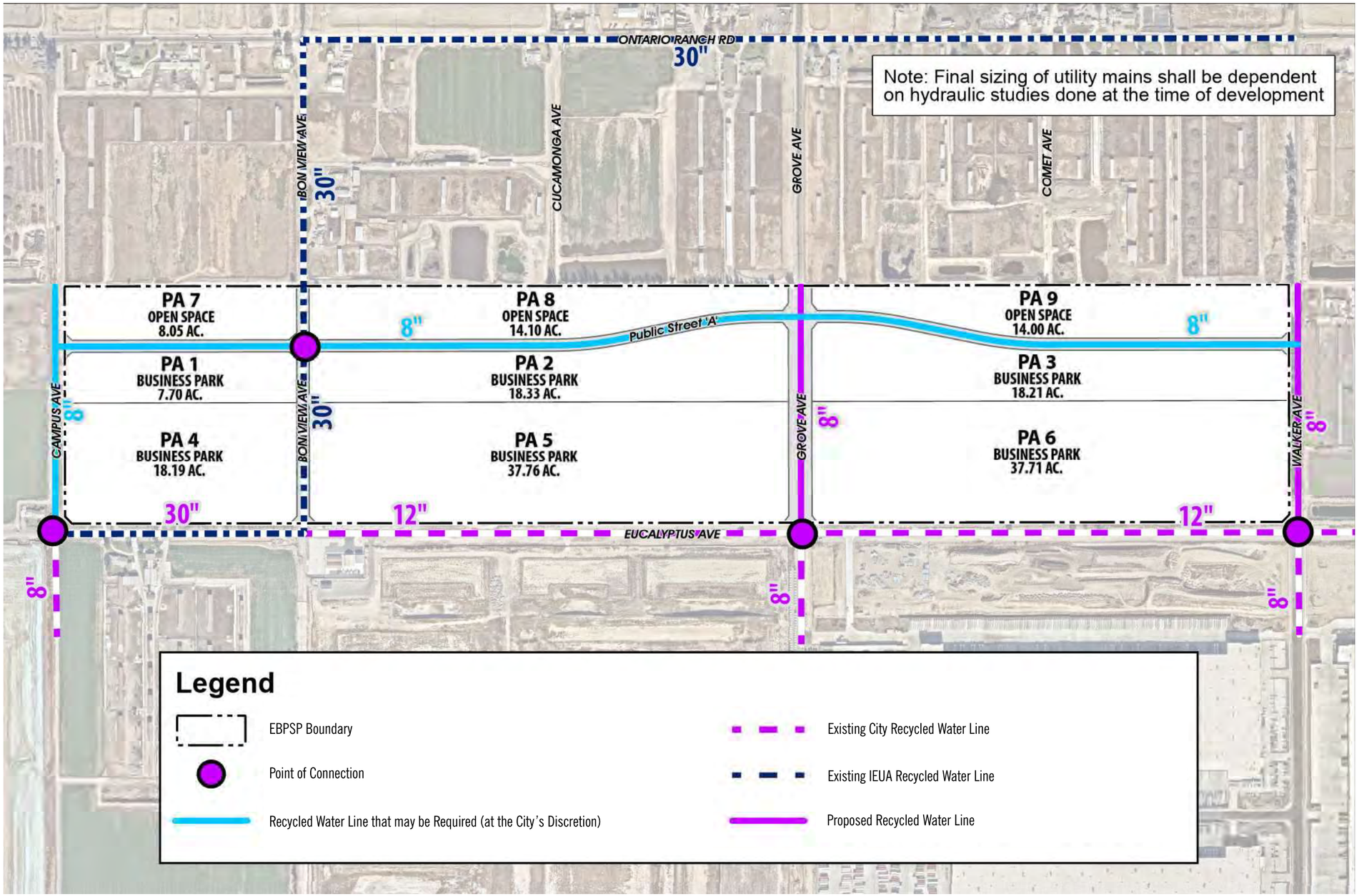
Figure 3.19-3

EBPSP Recycled Water Infrastructure Plan



2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

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Source: T&B 2025

Date: 02/24/2026

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Although the EBPSP would result in new water connections, these connections would be part of the construction phase evaluated throughout this SEIR. The construction of the water lines necessary to serve the Specific Plan would not result in any significant physical effects on the environment that are not already identified and disclosed throughout this SEIR. Impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact USS-1: Implementation of the proposed project would not result in the relocation or construction of new or expanded water facilities which would cause a significant impact.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant water infrastructure impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new mitigation measures are necessary.

WASTEWATER

Policy Plan Amendment

The 2022 Certified EIR concluded that the approved project would generate additional wastewater that would be treated in accordance with the Santa Ana RWQCB and California Department of Public Health requirements.

The proposed project would result in an overall increase in the number of residential dwellings and nonresidential square footage compared to the approved project. The breakdown for the increases in wastewater flows is provided in Table 3.19-7, *Projected Wastewater Flow Rates*.

Table 3.19-7 Projected Wastewater Flow Rates

Land Use	Approved Project (GPD)	Proposed Project (GPD)	Change in Sewer Flow (GPD)	Percent Change
Residential	15,911,428	17,226,404	1,314,976	8.3
Mixed Use	5,721,159	5,396,954	-324,205	-5.7
Retail/Service	1,547,299	1,439,336	-107,963	-7.0
Employment	3,613,182	3,938,768	325,586	9.0
Other	974,359	966,218	-8,141	-0.8
Total (GPD)	**27,767,427**	**28,967,680**	**1,200,253**	**4.3**
Total (MGD)	**27.8**	**29.0**	**1.2**	**4.3**

Notes: GPD = gallons per day; MGD = millions of gallons per day.
Totals may not sum to 100 percent due to rounding.

Sewer Infrastructure

The proposed project would have the potential to increase wastewater flows by 1.2 MGD within the City. The largest increase would happen in the residential land use category. Mixed use and retail/service categories would see a reduction in wastewater flow rates as compared to the 2022 Certified EIR.

The proposed project would continue implementation of the four previously approved capital improvement projects, including construction of a new sewer main to divert flow from Vineyard Avenue. Final sizing of utility mains shall be dependent on hydraulic studies done at the time of development. The City has confirmed that the existing sewer infrastructure is adequately sized to accommodate the projected increase in flows under the proposed project; therefore, no adverse impacts on sewer infrastructure are anticipated.

Additionally, TOP 2050 includes policies that ensure sewer infrastructure improvements are implemented in coordination with new development or redevelopment. These requirements, which would continue with the proposed project, ensure that adequate capacity and proper timing of infrastructure are maintained to support growth. Relevant policies include:

- **Policy LU-1.3 Adequate Capacity.** We require adequate infrastructure and services for all development.
- **Policy LU-4.3 Infrastructure Timing.** We require that the necessary infrastructure and services be in place prior to or concurrently with development.
- **Policy ER-1.8 Wastewater Management.** We require the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.

The City also has the discretion to require additional sewer capacity studies for new development and redevelopment and is currently performing site-specific studies of certain areas of the sewer system. The City can require development fees to fund infrastructure improvements that are required for the proposed new developments.

The City regularly updates its Sewer Master Plan and CIP and has a process to assess local sewer impacts on a project-by-project basis. The Sewer Master Plan serves as an infrastructure planning tool to make decisions as to when CIP projects are warranted. The OMUC regularly provides and prioritizes sewer projects for inclusion in the latest CIP, which includes a budget for wastewater infrastructure improvements over a five-year planning horizon.

Wastewater Treatment Capacity

The City is served by 2 wastewater treatment facilities (RP-1 and RP-5) operated by the Inland Empire Utilities Agency (IEUA). IEUA can route flows to either of the 2 facilities as needed.

RP-1 has a hydraulic design capacity of 44 MGD but the current design treatment loading capacity for liquids is 32 MGD. Currently RP-1 is treating wastewater flows of 28 MGD (IEUA 2025b). RP-5 has a design capacity of 16.3 MGD and is currently treating wastewater flows of 9 MGD (IEUA 2025b). RP-5 is currently undergoing expansion to increase its capacity to 22.5 MGD with a projected completion date of 2026. Future expansions of the facilities will result in a total treatment capacity of 70 MGD. The current and future capacities of these treatment facilities are provided in Table 3.19-8, *IEUA WWTP Flow Rates and Capacities*.

Table 3.19-8 IEUA WWTP Flow Rates and Capacities

Wastewater Treatment Plant	Current Capacity (MGD)	2025 Capacity with RP-5 Expansion (MGD)	Scheduled Expansions (MGD)
RP-1	32[1]	32	40
RP-5	16.3	22.5	30
Total Capacity	48.3	54.5[2]	70
Current Flow Rates	37	37	
Excess Capacity	11.3	17.5	--

Source: IEUA 2025b.

Notes: MGD = millions of gallons per day

1. RP-1 total hydraulic capacity without loading treatment limitations is 44 MGD.
2. The RP-5 Liquids Expansion to 30 MGD and Biosolids Facility will be substantially completed by June 30, 2026. RP-1 Liquids Treatment Recovery is anticipated to start FY 28/29; the project will recover liquids treatment capacity to 40 MGD.

Upon completion of the expansion, the total capacity of the treatment facilities will be 54.5 MGD with average flows of 37 MGD. The residual capacity will be 17.5 MGD (IEUA 2025b). The proposed increase in wastewater with implementation of the proposed project would be 1.2 MGD as compared to the 2022 Certified EIR (See Table 3.19-7), which is about 6.9 percent of the residual capacity. Therefore, the wastewater treatment facilities have adequate capacity to accommodate both existing and future wastewater flows associated with the proposed project. Anticipated future regional growth will be accommodated by additional facility expansions and ongoing infrastructure investments, with funding provided through usage and connection fees. Additionally, water conservation efforts and compliance with modern building codes have led to a reduction in per-household wastewater generation.

In summary, the City's wastewater collection system and regional wastewater treatment facilities are adequate to convey the additional 1.2 MGD that would occur with implementation of the proposed project. With funding from sewer connection/usage fees and the CIP budget, the City would continue to expand and improve the sewer infrastructure to accommodate new development and future growth. Therefore, the impact on wastewater infrastructure is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As part of the Policy Plan Amendment being processed in conjunction with the EBPSP, a Policy Plan designation would be processed for the Specific Plan area. The Policy Plan land use designation would be changed from Medium Density Residential (with an Affordable Housing Overlay) (MDR-AH), Mixed Use (with an Affordable Housing Overlay) (MU-BC-AH), and Open Space–Parkland (OS-R) to Business Park (BP) and Open Space–Parkland (OS-R). Using the wastewater demand factors provided in the City's 2024 Water Demand and Sewer Flow Factors Technical Memorandum, the previous wastewater demand for the project and the new wastewater demand for the project were calculated, as shown in Table 3.19-9, *Projected Wastewater Flow Rates for Specific Plan Area.*

Table 3.19-9 Projected Wastewater Flow Rates for Specific Plan Area

Land Use	Approved Project (GPD)	Proposed Project (GPD)	Change in Sewer Flow (GPD)
MDR	168,160	--	-168,160
HDR	160,160	--	-160,160
Commercial	8,919	--	-8,919
Office	17,839	--	-17,839
Industrial	6,980	--	-6,980
Business Park	--	158,585	158,585
Open Space	4,604	3,254	-1,351
Animal Shelter	--	3,500	3,500
Total	**366,663**	**165,339**	**-201,325**

Source: Ontario 2024a; Appendix L2.

Wastewater Treatment Capacity

With the removal of residential land uses in the currently proposed EBPSP, the projected wastewater demand has decreased significantly, with an estimated wastewater generation rate of 165,339 GPD. The wastewater demand for the EBPSP has been included in the calculations for the proposed project (see Table 3-19-7). As identified above, the two treatment facilities that serve the City of Ontario and the EBPSP area have adequate capacity to accommodate existing and future wastewater flows.

Sewer Infrastructure

As illustrated in Figure 3.19-4, *EBPSP Sanitary Sewer Infrastructure Plan*, new sewer lines would be installed to support the Specific Plan land uses. Sewer lines would be installed in Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, and Public Street A between Campus Avenue and Walker Avenue. Additional sewer improvements may also be required along Eucalyptus Avenue and 'A' Street within the EBPSP frontage where future development would not front an existing public master-planned main (see Appendix L3). Final sizing of utility mains shall be dependent on hydraulic studies done at the time of development. These lines would connect to existing sewer facilities located adjacent to the Specific Plan area.

Construction of sewer lines would occur within dedicated public easements/right-of-way or within the boundaries of the Specific Plan. Sewer system improvements would be designed and constructed consistent with City requirements. Final sizing of utility mains shall be dependent on hydraulic studies done at the time of development. Through the use of connection fees and agreements, the City maintains and expands its sanitary sewer system as necessary and ensures that new developments pay their fair-share costs. TOP 2050 policies will ensure that sewer

infrastructure improvements are implemented in coordination with new development or redevelopment.

Although the EBPSP would result in new sewer connections, these connections would be part of the construction phase evaluated throughout this SEIR. The construction of the sewer lines necessary to serve the Specific Plan would not result in any significant physical effects on the environment that are not already identified and disclosed throughout this SEIR. Impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact USS-2: Implementation of the proposed project would not result in the relocation or construction of new or expanded wastewater facilities which would cause a significant impact.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant wastewater infrastructure impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new mitigation measures are needed.

STORMWATER INFRASTRUCTURE

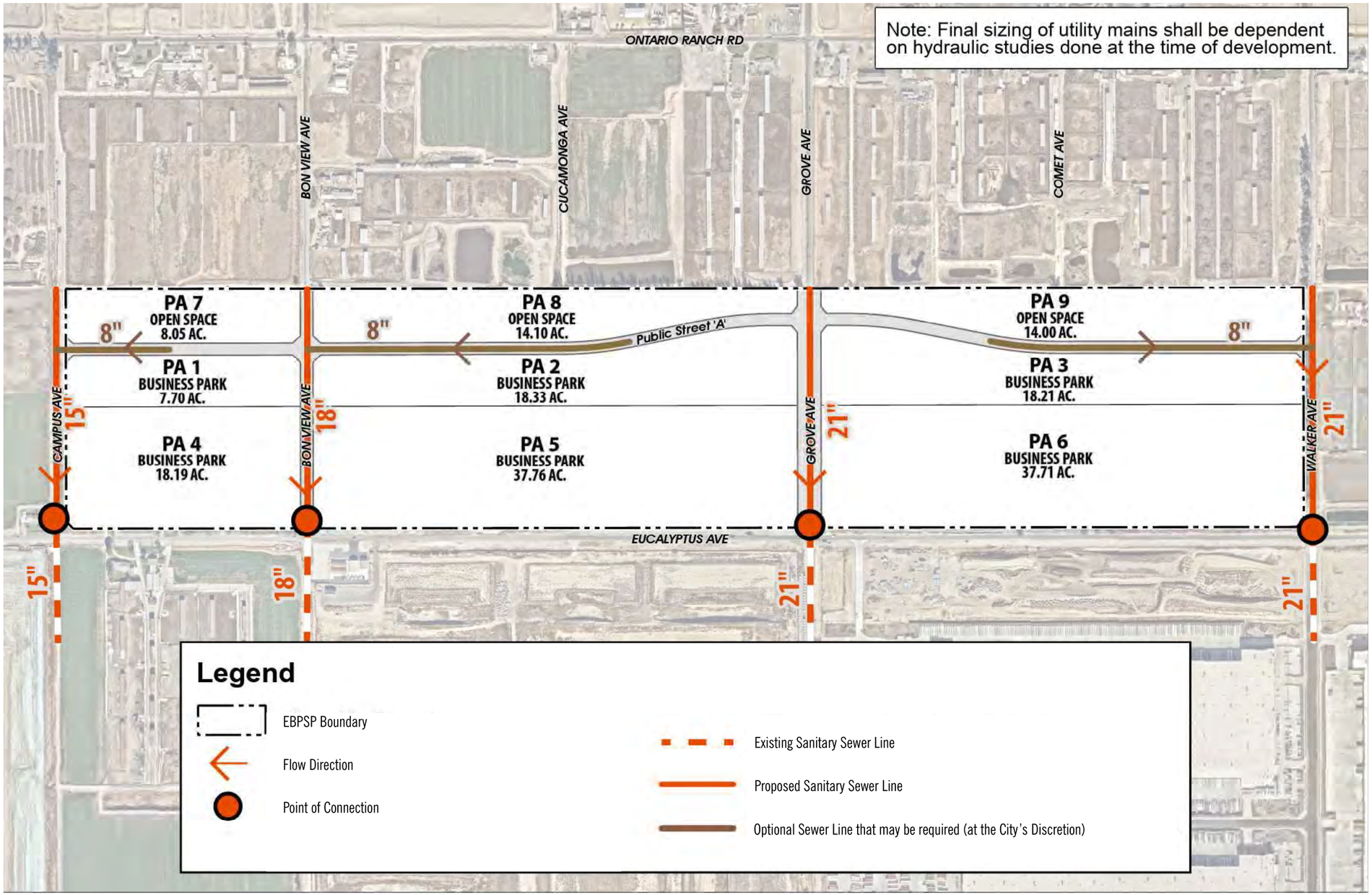
Policy Plan Amendment

Potential future development as part of the proposed project and the change in land uses could result in an increase in impervious surfaces, which in turn could result in an increase in stormwater runoff, higher peak discharges to drainage channels, and the potential to cause nuisance flooding in areas without adequate drainage facilities.

Most projects in Ontario Ranch would not be exempt from hydromodification requirements. Therefore, in this area and other portions of the City that are not exempt, all future projects would be required to install stormwater treatment measures to ensure that post-project runoff does not exceed pre-project runoff for the two-year, 24-hour storm event. This would also minimize the potential for increases in peak runoff from newly developed sites.

Figure 3.19-4

EBPSP Sanitary Sewer Infrastructure Plan



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In addition, TOP 2050 includes policies that would reduce stormwater impacts from the proposed project. Specific policies include:

- **Policy LU-4.3 Infrastructure Timing.** We require that the necessary infrastructure and services be in place prior to or concurrently with development.
- **Policy ER-1.6 Urban Run-off Quantity.** We encourage the use of low impact development strategies, including green infrastructure, to intercept run-off, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.
- **Policy ER-1.7 Urban Run-off Quality.** We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.
- **Policy S-2.1: Entitlement and Permitting Process.** We require hydrological studies prepared by a state-certified engineer when new development is located in a 100-year or 500-year floodplain to assess the impact that the new development will have on the flooding potential of existing development down-gradient.
- **Policy S-2.2 Floodplain Mapping.** We require any new development partially or entirely in 100-year flood zones to provide detailed floodplain mapping for 100- and 200-year storm events as part of the development approval process.
- **Policy S-2.5 Stormwater Management.** We maintain the storm drain system to convey a 100-year storm, when feasible, and encourage environmental site design practices to minimize flooding and increase groundwater recharge, including natural drainage, green infrastructure, and permeable ground surfaces
- **Policy S-2.6 Use of Flood Control Facilities.** We encourage joint use of flood control facilities as open space or other types of recreational facilities.

Compliance with these policies will ultimately reduce discharge volumes to the storm drain system. The proposed project would continue to implement these policies.

Each future project in the OMC and Ontario Ranch would be required to comply with the City's storm drain policies and the MS4 permit. This would require the preparation of hydrology reports and drainage plans for review and approval by the City to ensure that there are no adverse impacts to the City's storm drain system with the addition of stormwater from the project sites. Also, the developers would need to prepare a WQMP that addresses stormwater runoff and requires the construction of stormwater treatment facilities for temporary on-site retention of stormwater runoff. These requirements would minimize the amount of stormwater runoff from potential future development in these areas. Revenue from the City's development impact fees are used to fund infrastructure projects, including storm drain improvements. And

the City would continue to implement the proposed improvements to the storm drain infrastructure, as documented in the MPD and the CIP.

Compliance with the City's policies and programs that ensure adequate infrastructure and the regulatory provisions in the MS4 permit that limit runoff from new development would ensure that implementation of proposed would not result in significant increases in runoff that would contribute to the construction or expansion of new storm drains beyond what is already planned. In addition, the City would continue to repair, rehabilitate, and upgrade the storm drain system through implementation of the CIP program, and potential future development would be required to pay storm drainage fees per the City's municipal code. Therefore, impacts with respect to stormwater infrastructure would be less than significant. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

New stormwater infrastructure would be installed within the Specific Plan area to accommodate area stormwater flows. Specifically, stormwater lines would be installed in Campus Avenue, Bon View Avenue, Grove Avenue, and Walker Avenue. A storm drain line of varying diameter would be installed in Public Street A between Campus Avenue and Walker Avenue. The final sizing of utility mains shall be dependent on hydraulic studies done at the time of development. These lines would connect to existing stormwater facilities located adjacent to the Specific Plan area. Please refer to Figure 3.19-5, *EBPSP Storm Drainage Infrastructure Plan*.

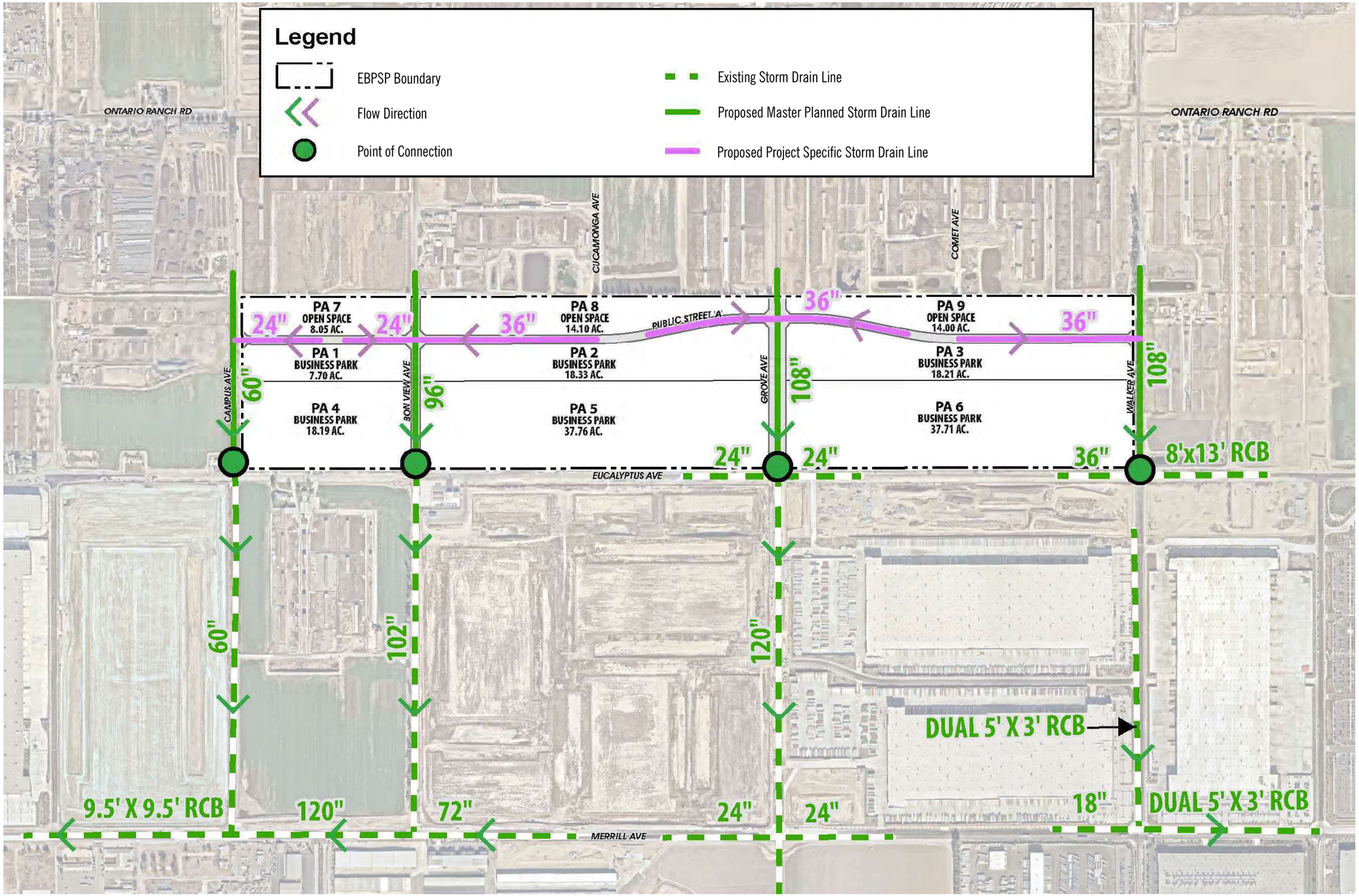
Construction of all stormwater infrastructure would occur within dedicated public easements/ right-of-way or within the boundaries of the Specific Plan. All stormwater improvements would be designed and constructed consistent with City requirements. Through the use of connection fees and agreements, the City maintains and expands its stormwater system as necessary and ensures that new developments pay their fair-share costs.

Although the EBPSP would result in new stormwater connections, these connections would be part of the construction phase evaluated throughout this SEIR. The construction of the stormwater facilities necessary to serve the Specific Plan would not result in any significant physical effects on the environment that are not already identified and disclosed throughout this SEIR. Impacts would be **less than significant.** The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Figure 3.19-5

EBPSP Storm Drain Infrastructure Plan



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Impact USS-3: Implementation of the proposed project would not result in the relocation or construction of new or expanded storm drainage facilities which would cause a significant impact.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant stormwater infrastructure impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new mitigation measures are proposed for the Policy Plan Amendment or Specific Plan.

ENERGY INFRASTRUCTURE

Policy Plan Amendment

Electricity

The proposed project is in Southern California Edison's (SCE) service area, which spans much of southern California from Orange and Riverside counties on the south to Santa Barbara County on the west to Mono County on the north. Total electricity consumption in SCE's service area was approximately 91,912 gigawatt-hours (GWh) in 2024 (CEC 2025a).

Electrical service to the City is provided by SCE through connections to existing off-site electrical lines and new on-site infrastructure. As shown in Table 3.19-10, Year 2050 Forecast Electricity Consumption, electricity use in the City due to the proposed project would increase by 92 GWh per year. The increase due to the proposed project is approximately 0.1 percent of the total electricity consumption for SCE in 2024 of 91,912 GWh.

Table 3.19-10 Year 2050 Forecast Electricity Consumption

Area	Electricity Usage, GWh per Year		
	Approved Project	Proposed Project	Net Change
Nonresidential	2,859	2,906	47
Residential	816	861	45
Total	3,674	3,766	92

Note: GWh = gigawatt=hours

Additionally, all new development as a result of the proposed project would be required to demonstrate compliance with the current Energy Code and CALGreen standards in effect at the time the individual development applications are submitted and can therefore be expected to be more energy-efficient than the current uses being replaced. This would result in reductions in electricity consumption per dwelling unit and per square foot when compared to existing development. Therefore, the proposed project would not require SCE to obtain new or expanded electricity supplies, and impacts would be less than significant.

Natural Gas

The Southern California Gas Company (SoCalGas) provides natural gas to the City of Ontario. SoCalGas' service area spans much of the southern half of California, from Imperial County on the southeast to San Luis Obispo County on the northwest, to part of Fresno County on the north, to Riverside County and most of San Bernardino County on the east (CEC 2022). Total natural gas consumption in SoCalGas's service area was approximately 495.93 trillion British thermal units (BTU) in 2024 (CEC 2025b).

Natural gas service to the City is provided by SoCalGas through connections to existing off-site natural gas pipelines and new on-site infrastructure. As shown in Table 3.19-11, *Year 2050 Forecast Natural Gas Consumption*, natural gas use in the City due to the proposed project would increase by 341,697 million BTU (MMBTU) per year. The increase due to the proposed project is less than 0.1 percent of the total natural gas consumption for SoCalGas in 2024 of 495.93 trillion BTU per year.

Table 3.19-11 Year 2050 Forecast Natural Gas Consumption

Area	Natural Gas Consumption, MMBTU per Year		
	Approved Project	Proposed Project	Net Change
Nonresidential	6,021,469	6,120,395	98,926
Residential	4,365,943	4,608,714	242,771
Total	**10,387,412**	**10,729,109**	**341,697**

Note: MMBTU = million British thermal units

Summary

Future developments implemented under the proposed project would be required to comply with the current and future updates to the Building Energy Efficiency Standards and CALGreen, which would contribute to reducing the energy demands shown in Tables 3.19-10 and 3.19-11. New and replacement buildings in compliance with these standards would generally have greater energy efficiency than existing buildings. It is anticipated that each update to the

Building Energy Efficiency Standards and CALGreen would result in greater building energy efficiency.

In addition to the Building Energy Efficiency Standards and CALGreen, the approved project includes the goals and policies to increase energy efficiency and reduce wasteful, inefficient use of energy resources (see Section 3.6, *Energy*). The Environmental Resources Element policies focus on coordinating with agencies to pursue energy-efficient goals and strategies, promoting energy-efficient development patterns and site designs, and expanding renewable energy strategies (Environmental Resources Element policies ER-3.2, ER-3.3, ER-3.4, and ER-3.6). Policy ER-3.3 would require energy-efficient building and site design strategies for future development projects. Policy ER-3.4 would require all new and substantially renovated City buildings of 10,000 square feet and greater to achieve LEED Silver Certification standard. Encouraging sustainable and energy-efficient building practices and using more renewable energy strategies will further reduce energy consumption in the City. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Energy infrastructure to serve the Specific Plan area would be installed underground or in accordance with applicable public utility standards and specifications and to the satisfaction of the City Engineer (see Figure 3.19-6, *EBPSP Dry Utilities Infrastructure Plan*). Connections to the existing energy networks are available in the vicinity, and any off-site improvements would occur within improved rights-of-way. The locations of other lateral connections, transformers, switches, pull boxes, and dry utility manholes would be determined at the time buildings are positioned and uses are established in each planning area in conjunction with implementing development. Because the Specific Plan area currently consists of agricultural and residential uses that require energy services, implementation of the EBPSP is not anticipated to limit the ability of service providers to provide service to area.

Although the EBPSP would result in new energy infrastructure connections, these connections would be part of the construction phase evaluated throughout this SEIR. The construction of the energy facilities necessary to serve the Specific Plan would not result in any significant physical effects on the environment that are not already identified and disclosed throughout this SEIR. Impacts would be **less than significant.** The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact USS-4: Implementation of the proposed project would not result in the relocation or construction of new or expanded electric power or natural gas facilities which would cause a significant impact.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant energy infrastructure impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new mitigation measures are needed.

OTHER UTILITIES

Policy Plan Amendment

Infrastructure supporting telecommunications services associated with the proposed project would be provided and installed in compliance with all State and local regulations. Furthermore, a number of franchised telecommunications providers are available in the region, including OntarioNet, and no significant expansion or construction of the telecommunications network is anticipated as a result of implementation of the proposed project. Additionally, TOP 2050 Policy LU-4.3 would ensure the necessary telecommunications infrastructure would be in place prior to future development because of the proposed project. Therefore, the proposed project would not require new or expanded telecommunication facilities, the construction or relocation of which could cause significant environmental effects. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Connections to other utilities, such as telecommunications and fiber optic networks, are available in the vicinity as shown in Figure 3.19-7, *EBPSP Fiber Optics Plan*. Infrastructure supporting telecommunications services associated with the EBPSP would be provided and installed in compliance with all State and local regulations. Telecommunication services for EBPSP would be similar as for the City, and would include OntarioNet, AT&T, Spectrum, Xfinity, Frontier, T-Mobile, and others. Dry utilities internal to the Specific Plan area would be installed underground in conjunction with the development in accordance with applicable public utility standards and specifications and to the satisfaction of the Ontario City Engineer.

Figure 3.19-6

EBPSP Dry Utilities Infrastructure Plan

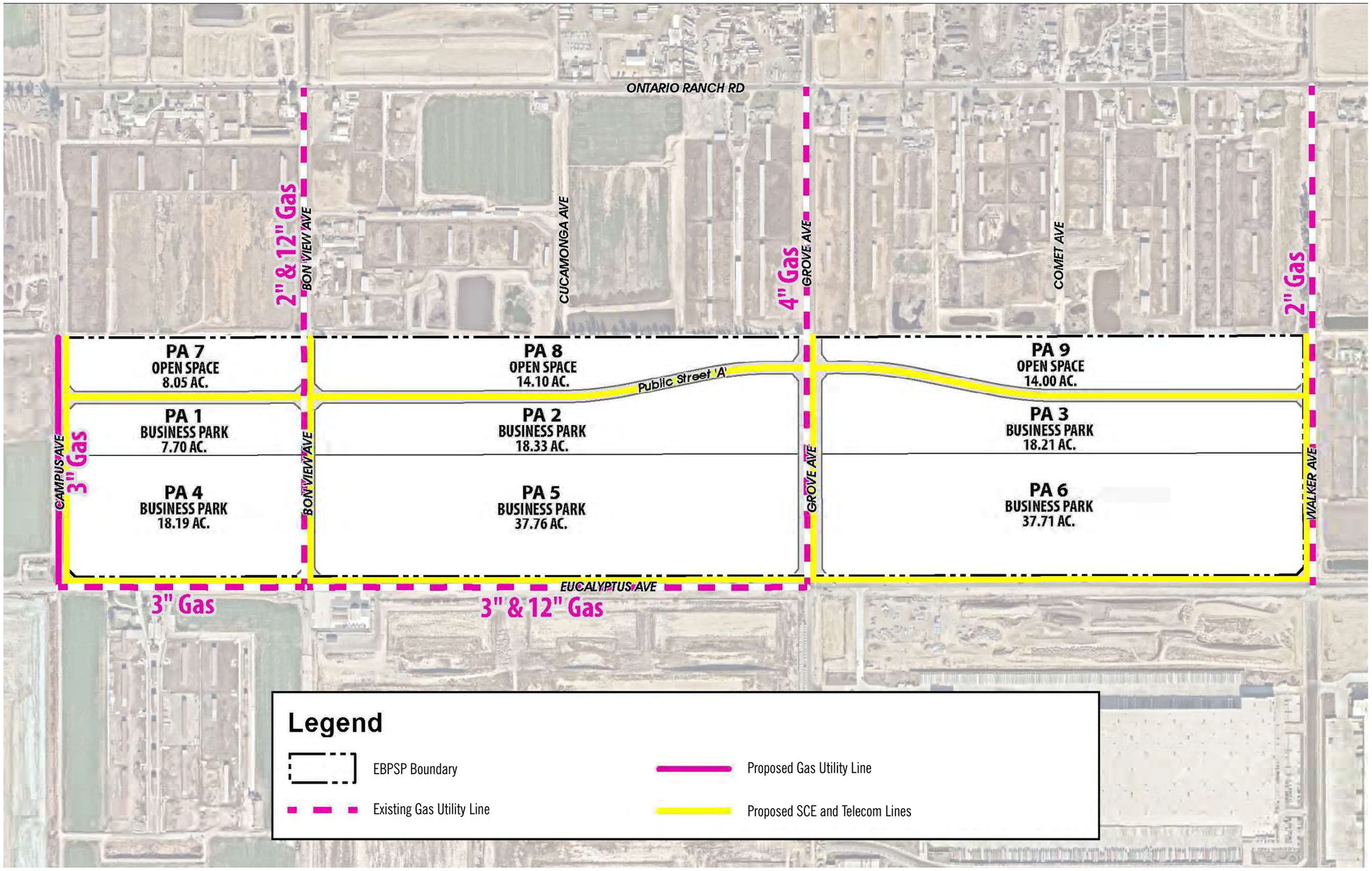

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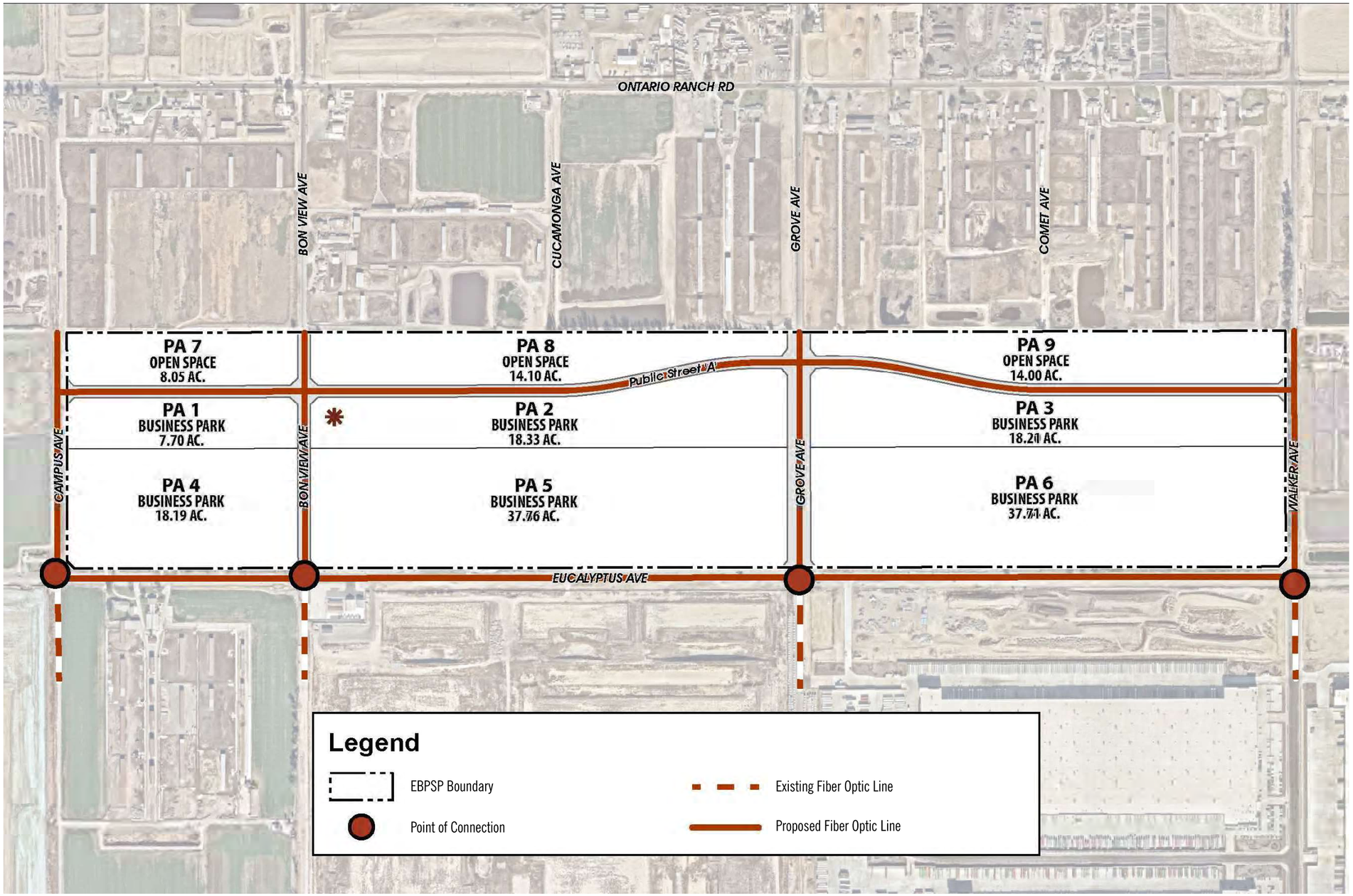
Figure 3.19-7

EBPSP Fiber Optics Plan



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Construction of any other utility network connections would occur within dedicated public easements/ right-of-way or within the boundaries of the Specific Plan. All connections would be designed and constructed consistent with City/purveyor requirements. The locations of other lateral connections, transformers, switches, pull boxes, and dry utility manholes would be determined at the time buildings are positioned and uses are established in each planning area in conjunction with implementing development. Although the EBPSP would result in new utility connections, these connections would be part of the construction phase evaluated throughout this SEIR. The construction of utility connections necessary to serve the Specific Plan would not result in any significant physical effects on the environment that are not already identified and disclosed throughout this SEIR. Impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact USS-5: Implementation of the proposed project would not result in the relocation or construction of new or expanded telecommunication facilities which would cause a significant impact.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant infrastructure impacts from telecommunication facilities and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new mitigation measures are necessary.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Policy Plan Amendment

As discussed under Impact (a), the proposed project would increase potable and recycled water demand compared to the approved project by approximately 1,317 AFY and 68 AFY, respectively. Total water demand at buildout would be approximately 76,112 AFY, representing an approximately 3 percent increase over the 73,688 AFY projected for 2040 and 2045 in the City's 2020 UWMP and a 2 percent increase over the approved project (74,728 AFY).

As detailed in Impact (a), the demand factors used in the City's WMP and 2020 UWMP are conservative and do not account for declining per-capita water use, continuing conservation efforts, increased recycled water use, or State-mandated water efficiency standards. State laws, CALGreen building code requirements, and SB 407 plumbing fixture retrofits will further reduce long-term water demand. Applying updated efficiency assumptions, such as 47 to 42 GPCD for residential uses and a 20 percent reduction in nonresidential uses, would reduce future water demand associated with the proposed project below levels estimated in the UWMP.

The City also implements TOP 2050 policies requiring adequate water supply, infrastructure timing, conservation, supply–demand balance, and water system redundancy (Policies LU-1.3, LU-4.3, ER-1.1 through ER-1.5, and S-3.7). As described under Impact (a), the City and IEUA have planned to expand the water infrastructure, apply connection fees and fair-share cost requirements, and conduct site-specific water capacity analyses for new development to ensure the system can meet future needs.

The 2020 UWMP concludes that sufficient water supplies are available through 2045 under normal, single-dry, and multiple-dry year conditions. Even with the proposed project's incremental increase in demand, updated State efficiency requirements and City policies would reduce actual water use below the conservative projections of the UWMP.

Therefore, consistent with the conclusions in Impact a), sufficient water supplies would be available to serve the proposed project and other foreseeable development during normal, dry, and multiple dry years. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As shown in Table 3.19-6, the proposed EBPSP would have a water demand of approximately 572.6 AFY, consisting of 286 AFY of potable water and 286.6 AFY of recycled water. This is less than the 765.3 AFY that was determined for the previous land uses provided in the 2022 Certified EIR, largely due to the removal of the residential land use components (Appendix L2).

As described in the City's 2020 UWMP, the City has adequate supplies to serve 100 percent of its customers during normal, dry year, and multiple dry year demand through 2045 with projected population increases and future development projects. The City has the flexibility to increase groundwater production from the Chino Basin during drought conditions and increase the amount of imported water in wet and normal years. Implementation of the proposed EBPSP will not require new water treatment facilities and there will be sufficient supplies to serve this project and future development within the City. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact USS-6: The City has sufficient water supplies to serve the proposed project and reasonably foreseeable future development during normal, dry, and multiple dry years.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant water supply impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new mitigation measures are proposed for the Policy Plan Amendment or Specific Plan.

c) Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Policy Plan Amendment

As discussed in Impact (a), IEUA has two wastewater facilities that serve the City of Ontario: RP-1 and RP-5. As provided in Table 3.19-8, the current combined capacity of these 2 facilities is 48.3 MGD and would increase to 54.5 MGD by 2026 once the expansion project for RP-5 is completed. In the future, the combined capacity of both wastewater treatment facilities will be 70 MGD.

Currently, RP-1 treats an average wastewater flow of 28 MGD and RP-5 treats an average wastewater flow of 9 MGD for a combined total of 37 MGD (IEUA 2025). The future expansion of these 2 facilities will result in a total treatment capacity of 70 MGD (IEUA 2025c). As shown in Table 3.19-7, the 2022 Certified EIR shows a wastewater demand of 27.8 MGD at buildout, and there will be an additional 1.2 MGD with implementation of the proposed project for a total wastewater flow of 29.0 MGD.

Combining the future project buildout of the proposed project of 29 MGD with the existing demand of 37 MGD, the total flow rate in the future would be 66 MGD. This is less than the total treatment capacity of 70 MGD, and therefore the proposed project would not exceed the capacity of the wastewater treatment facilities. Although the proposed project would result in a 1.2 MGD increase as compared to the approved project, this does not result in a significant increase as compared to the approved project.

IEUA continually invests in upgrades and expansion of their wastewater treatment facilities, as documented in the Ten-Year Sewer Capital Forecast report (IEUA 2025c). Over the next 10 years,

the IEUA is expected to spend 1.65 billion dollars on facility expansions and upgrades to the system. Wastewater flow forecasts are conducted annually based on future growth projections, with funding provided through usage and connection fees. Additionally, water conservation efforts and compliance with modern building codes have led to a reduction in per-household wastewater generation. IEUA has seen a decrease in the total volume of wastewater flows by 10 percent since 2010 due to an increase in indoor water use efficiency, even with an increase in the population served (IEUA 2025c).

In summary, IEUA's regional wastewater treatment facilities are adequate to convey the additional 1.2 MGD that would occur with implementation of the proposed project. Therefore, the proposed project would not exceed the capacity of the wastewater treatment providers, and this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As discussed in Impact (a), implementation of the EBPSP would result in a decrease in the projected wastewater demand as compared to the approved project. This is primarily due to the removal of residential land use from the proposed Specific Plan and the replacement with business park and open space land uses. The estimated wastewater generation rate of 165,339 GPD for the EBPSP has been included in the calculations for the proposed project (Table 3.19-9). As reported in the proposed project discussion above, there is sufficient capacity at the wastewater treatment facilities to treat the future wastewater flows for the buildout of both the EBPSP and Policy Plan Amendment.

Additionally, the EBPSP would pay applicable sewer connection fees and service fees, which act to fund wastewater treatment/reclamation improvement plans, operations, and maintenance generally. The City, in consultation with the IEUA, would determine when and in what manner area-serving facilities would be constructed and/or upgraded to meet increasing demands of area-wide development.

Lastly, the projected wastewater flows for the EBPSP area are conservative and will be lower than is estimated with the implementation of additional water conservation efforts and compliance with modern building codes that result in a reduction in wastewater generation. There is sufficient capacity for the wastewater providers to serve the EBPSP without exceeding existing and future wastewater demands. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact USS-7: The wastewater treatment provider has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant wastewater provider impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new mitigation measures are proposed for the Policy Plan Amendment or Specific Plan.

d) Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Policy Plan Amendment

The proposed project would result in an increase in population of 16,473 residents and 1,831 employees compared to the approved project. This increase in population and employment would result in more solid waste generation and could impact the capacity of the receiving landfills. Table 3.19-12, *Additional Solid Waste Generated by Policy Plan Amendment*, provides an estimate of the amount of solid waste that would be generated with the proposed project.

Table 3.19-12 Additional Solid Waste Generated by Policy Plan Amendment

	Residents	Employees
Increase in population and jobs with Policy Plan Amendment	16,473	1,831
Per capita waste generation rate (PPD)	10	14
Per capita waste generation rate (TPY)	1.83	2.56
Additional waste generated by Policy Plan Amendment (TPY)	30,146	4,687

Sources: CalRecycle 2025a, 2025b, 2025c, 2025d.
Note: PPD = pounds per day; TPY = tons per year

As shown in this table, the proposed project would generate an additional 30,146 tons per year (TPY) of solid waste from residents and 4,687 TPY from employees. This would result in a net increase in solid waste generation at buildout of the proposed project of 34,833 TPY.

This equates to about 112 TPD (assuming 312 disposal days per year). As provided in Table 3.19,4 the excess daily capacities of the Badlands Sanitary Landfill and the El Sobrante Landfill are 2,964 TPD and 10,441 TPD, respectively. The combined daily capacity for both landfills is 13,405 TPD. Therefore, these landfills would easily accommodate the additional 112 TPD from the proposed project, which is less than 1 percent of the landfills' excess capacity, and both landfills have closure dates beyond the year 2050. Additionally, these calculations conservatively assume that there is no increased diversion rate for recycling. In the future, other neighboring landfills would also be available to accept solid waste from the City, if needed. The latest update of the San Bernardino County CIWMP indicates that there is sufficient landfill capacity to meet the needs of the county for at least the next 15 years (San Bernardino County 2018).

Furthermore, future development pursuant to the proposed project would comply with Section 4.408 of the 2022 CALGreen building code, which requires that at least 65 percent of nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. Development would also comply with AB 341, which mandates recycling for commercial and multifamily residential land uses. Additionally, future businesses that generate organic waste in amounts over a certain threshold would be mandated to recycle organic matter in accordance with AB 1826. Therefore, solid waste facilities would be able to accommodate project-generated solid waste associated with the proposed project.

TOP 2050 also includes policies that describe solid waste diversion requirements, which include:

- **Policy ER-2.1 Waste Diversion**. We shall meet or exceed AB 939 requirements.
- **Policy ER-2.2 Hazardous and Electronic Waste**. We prohibit the disposal of hazardous and electronic waste into the municipal waste stream pursuant to state law.
- **Policy ER-2.3 Purchase Products Made from Recycled Materials**. We purchase recycled-content products where it is cost effective.

With continued compliance with the applicable regulations, leading to increased recycling and waste diversion, anticipated rates of solid waste disposal from the proposed project would be less than significant. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and impacts in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Solid waste generated during the operation of the Specific Plan land uses is anticipated to be collected by the City of Ontario and is anticipated to be hauled to either the El Sobrante Landfill

or the Badlands Sanitary Landfill. Construction and operation of the EBPSP land uses would be required to comply with State and local solid waste reduction, diversion, and recycling policies and regulations. Land uses implemented pursuant to the Specific Plan would not generate volumes or types of waste not already considered and addressed under existing policies, regulations, and infrastructure systems.

The Specific Plan would result in a building square footage of 2,939,000 square feet. Therefore, using US EPA's construction waste generation factor of 4.34 pounds per square feet for non-residential uses would result in approximately 12,755,260[1] pounds or 6,377.63[2] tons would be generated during the building construction phase. Additional waste would be expected from infrastructure installation and other related construction activities (EPA 2009).

During operations, based on CalRecycle's estimated waste generation rate of 1.42 pounds per 100 square feet per day for manufacturing/warehousing uses, the Specific plan land uses would generate approximately 41,733.80[3] pounds of solid waste per day or 20.8 tons per day (CalRecycle 2019).

The EBPSP's estimated solid waste generation represents 0.13 percent of the El Sobrante Landfill's daily capacity and 0.42 percent of the Badlands Sanitary Landfill daily capacity; as such, the Specific Plan would not contribute significantly to the daily throughput. Additionally, consistent with CALGreen, at least 65 percent of non-hazardous construction waste would be diverted from landfills through recycling, salvaging, or reuse. The EBPSP has also committed to providing sufficient space for storage and collection of green waste, organic waste, and recyclables, acting to help reduce solid waste generation. Accordingly, the potential for the EBPSP to generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure is considered **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact USS-8: Implementation of the proposed project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, and would not impair the attainment of solid waste reduction goals.

Mitigation Measures

[1] 2,939,000 SF x 4.34 lbs/SF =12,755,260 lbs
[2] 12,755,260 lbs x 1 ton/2000 lbs = 6,377.63 tons
[3] 2,939,000 SF x 1.42 lbs/100sf per day = 41,733.80 lbs per day

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant solid waste disposal impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new mitigation measures are proposed for the Policy Plan Amendment or Specific Plan.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Policy Plan Amendment

As discussed above, the City complies with all State requirements to reduce the volume of solid waste through recycling and organic waste diversion. In addition, all potential future development pursuant to the proposed project would comply with Division 4.4, Material Conservation and Resource Efficiency, of the CALGreen Code, which requires that at least 65 percent of nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. Potential future development would also comply with AB 341, which mandates recycling for commercial and multifamily residential land uses as well as schools and school districts. All jurisdictions in California are required to provide organic waste collection services to all residents and businesses, in accordance with SB 1383.

The City currently complies with all applicable federal, State, and local solid waste regulations, and solid waste, recycling, and green waste collection services are available to all residents and commercial businesses in Ontario. Therefore, the proposed project would comply with all current and future regulatory requirements, and impacts would be less than significant. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan would be required to comply with applicable City and State waste diversion and recycling mandates, including implementing the requirements of the City's Integrated Waste Department's Refuse & Recycling Planning Manual, which assists developers in meeting the City of Ontario's requirements for refuse and recycling (Ontario 2024b).

Moreover, the EBPSP would implement conventional land uses and would not establish uses or activities that would conflict with or obstruct local, State and federal solid waste management regulations. All solid waste generated by the EBPSP would be collected and disposed of as part of the City's municipal waste stream. In this latter regard, solid waste management services are

provided throughout the City including collection and transfer of refuse, green waste, and bulky items. Recycling services are also provided. The potential for the EBPSP conflict with federal, State, and local management and reduction statutes and regulations related to solid waste is considered **less than significant.** The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact USS-9: The proposed project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant solid waste compliance impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new mitigation measures are proposed for the Policy Plan Amendment or Specific Plan.

3.19.6 Cumulative Impact Analysis

WATER

The area considered for cumulative impacts for water supply and treatment is the City of Ontario, IEUA, and CVWD service areas. The OMUC service area includes most of the City of Ontario and will serve the Ontario Ranch. The CVWD serves two small areas in the northeastern portion of the City and the IEUA provides recycled water that is distributed by OMUC.

The 2020 UWMPs for the City, IEUA, and CVWD all state that there are sufficient water supplies through 2045 to meet projected demands in normal years, single dry years, and multiple dry years. Although the proposed project at buildout is estimated to generate an approximately 3 percent increase in water demand compared to the 2020 UWMP using conservative water demand factors, new State requirements for indoor water usage and City policies and code requirements would result in enhanced water efficiency and conservation efforts which would likely reduce the total water demand below the projections in the 2020 UWMP for year 2045. Overall, cumulative water demands would neither exceed planned levels of supply nor require building new water treatment facilities or expanding existing facilities beyond what is currently planned. In addition, future development would be required to pay connection fees, which would offset the costs of system maintenance and capital upgrades to support the new

development in the service areas. Therefore, cumulative impacts would be less than significant and impacts of the project would not be cumulatively considerable.

WASTEWATER

The area considered for cumulative impacts for wastewater is the IEUA service area. Cumulative projects in the IEUA service area could cause significant impacts if they exceed the combined capacities of the wastewater treatment plants.

Although the IEUA anticipates a significant increase in the growth of its service area in the next ten years, this will be accommodated by upgrades and expansion of their wastewater treatment facilities, as documented in the Ten-Year Sewer Capital Forecast report (IEUA 2025c). Capacity projects to address increasing demand over the next 10 years include the expansion at RP-5, the relocation of RP-2 solids handling to RP-5, and the beginning of the RP-1 liquid capacity recovery and solids treatment expansion. Over the next 10 years, the IEUA is expected to spend 1.65 billion dollars on facility expansions and upgrades to the system.

Wastewater flow forecasts are conducted annually based on future growth projections, with funding provided through usage and connection fees. Additionally, IEUA has experienced a decrease in the volume of sewage flow of approximately 10 percent since 2010 due to a decrease in indoor water consumption with compliance requirements for new development in accordance with the CALGreen and water conservation efforts. The ultimate capacity for wastewater flows to the IEUA WWTPs will be 80 MGD by 2060, with a future combined capacity of 70 MGD for RP-1 and RP-5, which serve the City of Ontario (IEUA 2025c).

Also, future development within the service area would be required to comply with all applicable regulations and ordinances issued by IEUA. The cities that discharge wastewater to the IEUA WWTPs are required to prepare SSMPs to ensure that the sewer infrastructure and treatment facilities can handle the wastewater flows within their service area. The IEUA and the cities within its service area plan for increased demand with future development. Therefore, with continued compliance with local and regional regulations, cumulative impacts would be less than significant and impacts of the project would not be cumulatively considerable.

STORM DRAINAGE

The area considered for cumulative impacts is the Chino Creek and the Middle Santa Ana River subwatershed. Other projects in this area would increase impervious areas, thus increasing runoff and flows into the storm drain systems. Within San Bernardino County, other projects would also be required to prepare hydrology and hydraulic studies in accordance with the County Hydrology Manual and analyze stormwater flows that result from the 100-year storm event to ensure that the capacities of the storm drain systems are not exceeded. Additionally, future projects would be required to comply with the MS4 permits applicable to those

watersheds. The Santa Ana RWQCB MS4 permit applies to portions of three counties in the Santa Ana Basin. Most projects would meet criteria in the MS4 permits that require LID measures and on-site stormwater bioretention facilities that would reduce the amount of runoff entering public storm drain systems. Cumulative impacts would be less than significant and would not be cumulatively considerable.

SOLID WASTE

The area considered for cumulative impacts to solid waste disposal includes all the cities and counties that dispose of their solid waste in Badlands Sanitary Landfill or El Sobrante Landfill. These landfills currently have a combined excess daily capacity of 13,405 TPD and have a remaining landfill capacity of 4,900,000 cubic yards for Badlands Sanitary Landfill and 121,083,583 cubic yards for El Sobrante Landfill. Both landfills have closure dates beyond 2050. In addition, State and local regulations and ordinances regarding the recycling of construction debris and organic waste will further reduce the amount of solid waste transported to these landfills in the future. Therefore, with continued compliance with the applicable regulations, in combination with reasonably foreseeable future development, cumulative impacts would be less than significant, and project impacts would not be cumulatively considerable.

OTHER UTILITIES

The area considered for cumulative impacts are the service areas of SCE for electricity and SoCalGas for natural gas. Other projects within the service areas would increase electricity and natural gas demands. The cumulative impacts of energy consumption and efficiency are provided in Section 3.6, *Energy*. All future projects developed within the SCE and SoCalGas service areas would implement the requirements of the California Energy Code and CALGreen Building Code. New buildings would also use new energy-efficient appliances and equipment, pursuant to the Appliance Efficiency Regulations. Counties and cities review project design plans against these codes and ensure compliance before issuing construction permits. These measures would reduce the overall consumption of electricity and natural gas.

The energy and telecommunications service providers that serve the EIR Study Area indicate that they have the capability to serve future increases in population within their service areas without significant changes to the existing infrastructure. In addition, the proposed project includes goals, policies, and actions that would contribute to minimizing inefficient, wasteful, or unnecessary energy consumption and ensure compliance with State, regional, or local plans for renewable energy, therefore avoiding the need for new or expanded electric power and natural gas facilities. Therefore, the proposed project would not result in a cumulatively considerable impact to electric power, natural gas, or telecommunication facilities and cumulative impacts would be less than significant.

Therefore, cumulative impacts are **less than significant**.

Cumulative Impact: Implementation of the proposed project, in combination with other developments in the city, would not make a cumulatively considerable contribution to cumulative utility and service systems impacts.

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3.20 WILDFIRE

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential wildfire impacts associated with implementation of the Ontario Policy Plan Amendment and EBPSP (proposed project) in comparison to TOP (approved project) and the impacts identified in the 2022 Certified EIR.

3.20.1 Regulatory Framework

FEDERAL

National Cohesive Wildfire Management Strategy

In the Federal Land Assistance, Management, and Enhancement Act of 2009 (FLAME Act), Congress mandated the development of a National Cohesive Wildland Fire Management Strategy for all lands in the United States. Wildfire management is guided by the National Cohesive Wildland Fire Management Strategy, which has three primary goals—resilient landscapes, fire-adapted communities, and safe and effective wildfire response. These 3 goals enable land managers to manage vegetation and fuels; protect homes, communities, and other values at risk; manage human-caused ignitions; and effectively and efficiently respond to wildfires. California is part of the Western Regional Strategy Committee, chartered to support and facilitate the implementation of the National Cohesive Wildland Fire Strategy.

National Fire Protection Association Standards

National Fire Protection Association (NFPA) codes, standards, recommended practices, and guides are developed through a consensus standards development process approved by the American National Standards Institute. NFPA standards are recommended (advisory) guidelines for fire protection that are referenced in the California Fire Code, which is adopted by Contra Costa County every 3 years. Specific standards applicable wildland fire hazards include, but are not limited to:

- **NFPA 1141,** Fire Protection Infrastructure for Land Development in Wildlands
- **NFPA 1142,** Water Supplies for Suburban and Rural Fire Fighting
- **NFPA 1143,** Wildland Fire Management
- **NFPA 1144,** Reducing Structure Ignition Hazards from Wildland Fire
- **NFPA 1710,** Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations

STATE

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CAL FIRE) is dedicated to the fire protection and stewardship of over 31 million acres of California's wildlands. CAL FIRE provides fire assessment and firefighting services for land in State Responsibility Areas (SRA), conducts educational and training programs, provides fire planning guidance and mapping, and reviews general plan safety elements to ensure compliance with State fire safety requirements. CAL FIRE staff, or a designee, also reviews building permit applications, parcel maps, and use permits for construction or development in SRAs and Local Responsibility Areas (LRA).

The Board of Forestry and Fire Protection is a government-appointed approval body within CAL FIRE. It is responsible for developing the general forest policy of the state, determining the guidance policies of CAL FIRE, and representing the state's interest in federal forestland in California. The Board of Forestry and Fire Protection also promulgates regulations and approves general plan safety elements that are adopted by local governments for compliance with State statutes.

The California Office of the State Fire Marshal supports the mission of CAL FIRE by focusing on fire prevention. These responsibilities include regulating buildings in which people live, congregate, or are confined; controlling substances and products that may, in and of themselves or by their misuse, cause injuries, death, and destruction by fire; providing statewide direction for fire prevention within wildland areas; regulating hazardous liquid pipelines; developing and renewing regulations and building standards; and providing training and education in fire protection methods and responsibilities. These are accomplished through major programs, including engineering, education, enforcement, and support from the Board of Forestry and Fire Protection.

Together, the Board of Forestry and Fire Protection, Office of State Fire Marshal, and CAL FIRE protect and enhance the forest resources of all wildland areas of California that are not under federal jurisdiction.

Fire Hazard Severity Zones and Responsibility Areas

CAL FIRE designates Fire Hazard Severity Zones (FHSZs) as authorized under California Government Code Sections 51175, et seq. FHSZs may be designated Very High, High, or Moderate. CAL FIRE considers many factors when designating FHSZs, including fire history, existing and potential vegetation fuel, flame length, blowing embers, terrain, and weather patterns for the area. CAL FIRE designates FHSZs in 2 types of areas depending on which level of government is financially responsible for fire protection.

- **Local Responsibility Area (LRA).** Incorporated communities are financially responsible for wildfire protection.
- **State Responsibility Area (SRA).** CAL FIRE and contracted counties are financially responsible for wildfire protection.

California Code of Regulations Section 1299.02

California Code of Regulations Section 1299.02 defines defensible space as the buffer landowners are required to create on their property between a "Building or Structure" and the plants, brush, and trees or other items surrounding the "Building or Structure" that could ignite in the event of a fire. A building or structure are defined as anything constructed that is designed or intended for support, enclosure, shelter, or protection of persons, animals, or property, having a permanent roof that is supported by walls or posts that connect to, or rest on the ground.

Public Resources Code Section 4291

Public Resources Code Section 4291, Mountainous, Forest-, Brush- and Grass-Covered Lands, is intended for any person who owns, lease, controls, operates, or maintains a building or structure in a mountainous area, forest-covered lands, shrub-covered lands, grass-covered lands, or land that is covered with flammable material, regardless of whether the property is in an SRA or Very High FHSZ. This section requires defensible space to be maintained within 100 feet from each side of a structure. An ember-resistant zone is required within 5 feet of a structure and more intense fuel reduction between 5 and 30 feet of a structure.

California Building Code

The California Buildings Standards Code (CCR Title 24) provides 12 different codes for construction and buildings in California. This code is updated every 3 years, with the most recent version effective January 1, 2023. The City of Ontario regularly adopts the most recent version of the California Building Standards Code, with local amendments, through Ontario Municipal Code Title 8, Chapter 1, Administrative and Building Code.

Building Design Standards

The California Building Code (CBC), Part 2 of 24 CCR, identifies building design standards, including those for fire safety. It is effective statewide, but a local jurisdiction may adopt more restrictive standards based on local conditions under specific amendment rules prescribed by the State Building Standards Commission. Commercial and residential buildings are plan checked by local city and county building officials for compliance with the CBC and any applicable local edits. Typical fire safety requirements of the CBC include the installation of sprinklers in buildings and other facilities; the establishment of fire-resistance standards for fire

doors and building materials; requirements for smoke-detection systems; exiting requirements; and the clearance of debris.

California Fire Code

The California Fire Code (CFC) incorporates, by adoption, the International Fire Code of the International Code Council, with California amendments. This is the official fire code for the state and all political subdivisions. It is found in 24 CCR Part 9 and, like the CBC, it is revised and published every 3 years by the California Building Standards Commission. Also like the CBC, the CFC is effective statewide, but a local jurisdiction may adopt more restrictive standards based on local conditions. The CFC is a model code that regulates minimum fire safety regulations for new and existing buildings; facilities; storage; processes, including emergency planning and preparedness; fire service features; fire protection systems; hazardous materials; fire flow requirements; and fire hydrant locations and distribution. Typical fire safety requirements include installation of sprinklers in all buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

Fire Safety During Construction and Demolition

Chapter 33 of the CFC, Fire Safety During Construction and Demolition, provides requirements for fire safety precautions during construction and demolition of a development project. The purpose of this chapter is to provide reasonable safety to life and property from fire during construction and demolition operations, including those in underground locations. Specific requirements include prohibiting smoking on-site, except for in approved areas; management of combustible materials and debris; cutting and welding; electrical wiring; and cooking. Additional requirements include the preparation of site safety plans prior to building permit issuance, providing fire watch during nonworking hours, and maintaining water supply for fire protection as soon as combustible materials arrive on a project site.

California Public Utilities Commission

In 2007, wildfires in southern California were ignited by overhead utility power lines and aerial communication facilities near power lines. In response, the California Public Utilities Commission began considering and adopting regulations to protect the public from fire hazards posed by overhead power lines and nearby aerial communication facilities. The commission published a fire threat map—under Rulemaking 15-05-006, following procedures in Decision 17-01-009, revised by Decision 17-06-024—that adopted a work plan for the development of a utility high-fire-threat district where enhanced fire safety regulations in Decision 17-12-024 apply (CPUC 2025). The fire regulations require electrical utilities to:

- Prioritize the correction of safety hazards.
- Correct nonimmediate fire risks in "Tier 2" (elevated fire threat) areas in the high fire-threat district within 12 months, and in "Tier 3" (extreme fire threat) areas within 6 months.
- Maintain increased clearances between vegetation and power lines in the high fire-threat district.
- Maintain stricter wire-to-wire clearances for new and reconstructed facilities in Tier 3 areas.
- Conduct annual inspections of overhead distribution facilities in rural areas of Tier 2 and Tier 3 areas.
- Prepare a fire prevention plan annually if overhead facilities exist in the high fire-threat district. (CPUC 2017)

Governor's Office of Land Use and Climate Innovation's Fire Hazard Technical Advisory

LCI (formerly the Governor's Office of Planning and Research) published the Fire Hazard Technical Advisory in 2015 and revised it in 2022 as a planning guide for addressing fire hazards, reducing risk, and increasing resilience across California's diverse communities and landscapes. The guide provides a range of goals, policies, and programs for fire hazard prevention and mitigation, disaster preparedness, and emergency response and recovery. The 2022 update includes specific land use strategies to reduce fire risk to buildings, infrastructure, and communities.

LOCAL

The Ontario Plan 2050

The Safety Element of TOP 2050 includes nine sections: 1) Seismic and Geologic Hazards, 2) Flood Hazards, 3) Fire and Rescue Hazards, 4) Noise Hazards, 5) Wind-Related Hazards, 6) Hazardous Materials and Waste, 7) Law Enforcement, 8) Emergency Management, and 9) Energy Resiliency. Chapter 3, Fire and Rescue Hazards, analyzes the City's risk from wildfires and structural fires as well as its firefighting capabilities, water supply, roadway standards, and emergency evacuation routes. This chapter contains specific requirements for complying with the CBC and CFC, maintaining sufficient fire services, maintaining an effective emergency notifications system, water supply redundancy, and fire prevention through environmental design.

City of Ontario Local Hazard Mitigation Plan

In 2023, the City of Ontario prepared a Local Hazard Mitigation Plan (LHMP) to identify local hazards, review and assess past disaster events, estimate the probability of future occurrences, and establish goals to reduce or eliminate long-term risks to people and property from natural and human-caused hazards. The City is not in an FHSZ or Wildland-Urban Interface (WUI). Consequently, wildfire was not identified as a hazard of concern in the LHMP; instead, urban fire represents the City's primary fire-related risk. The LHMP includes a comprehensive set of mitigation actions (see Table 5-3: *Mitigation Action Implementation Plan*) designed to enhance community resilience to hazard events. The LHMP is required to be updated and readopted by FEMA and the City of Ontario every 5 years, with the next update scheduled for November 2028.

City of Ontario Emergency Operations Plan

The City of Ontario Emergency Operations Plan, adopted in 2024, addresses the City's planned response to natural disasters, technological incidents, and national security emergencies. The plan does not address normal day-to-day emergencies or the well-established and routine procedures used in coping with such emergencies. Its operational concepts focus on potential large-scale disasters that can generate unique situations requiring unusual, large, and/or coordinated emergency responses.

City of Ontario Municipal Code

The Ontario Municipal Code includes various directives to minimize adverse impacts associated with wildfires. Most provisions related to wildfire and evacuation are in the following chapters:

- **Title 4, Chapter 4, Fire Code.** This chapter adopts the CFC by references and establishes local amendments to the CFC.
- **Title 8, Chapter 13, Flood Damage Prevention Program.** This chapter applies to any lands within areas of special flood hazards or areas of flood-related erosion hazards. This chapter provides specific development standards for development in flood hazard areas to promote public health, safety, and general welfare, and minimize losses due to flooding.

3.20.2 Existing Conditions

POLICY PLAN AMENDMENT

Wildfire Background

The term "wildfire" refers to fires that usually result from the ignition of dry grass, brush, or timber. Historically, wildfires commonly occurred in areas that are characterized by steep or

heavily vegetated areas, which make suppression of the fire difficult. More recently, wildfires have been encroaching into more urban areas, or the wildland-urban interface, threatening homes, businesses, and essential infrastructure. While wildfires play an important role in the ecology of many natural habitats, as urban development moves into areas susceptible to wildfire hazards, risks to human safety and property increase.

Wildfire Causes

Although the term "wildfire" suggests natural origins, a 2017 study that evaluated 1.5 million wildfires in the United States between 1992 and 2012 found that humans were responsible for igniting 84 percent of wildfires, accounting for 44 percent of acreage burned (Balch et al. 2017). The three most common initiators of human-caused wildfires are debris burning (logging slash, farm fields, trash, etc.), arson, and equipment use (Pacific Biodiversity Institute 2007). Lightning is the most common cause of nature-induced wildfire, with more than 40 percent of wildfires in the western United States caused by lightning between 1992 and 2015 (Balch et al. 2017; Cart 2023).

Power lines can ignite wildfires several ways, including:

- **Downed lines.** Downed power lines can produce arcing that can cause the powerlines to spark and ignite vegetation.
- **Vegetation contact.** A branch contacting two conductors for a sufficient duration may ignite the branch; a tree falling on a line can cause a downed line.
- **High winds and severe weather.** Conductors can slap together during high winds and severe weather, creating arcing of the powerlines and ejecting hot metal particles that can ignite flammable matter on the ground.
- **Equipment failures.** As circuit components deteriorate, they can arc and spark and thus ignite nearby flammable matter. (TWMP 2018)

Wildfires ignite structures in three ways: embers landing on the structure or flammable material next to the structure, direct flame contact, and radiant heat from fire close to the structure. Embers are the most common cause of home ignition. Embers ignite structures by entering through attic vents, igniting flammable materials around the home (litter in the roof gutter; wood stacks; or wood fencing), or finding their way under roofing materials (California Chaparral Institute 2025).

CAL FIRE estimated in 2017 that there were about three million housing units in California in FHSZs and potentially at risk from wildland fire—that is, just over 20 percent of all housing units in the state (CAL FIRE 2018).

Secondary Effects

Secondary effects of wildfire include debris flows postfire and air pollution from the smoke generated by fires. The following sections describe the hazardous conditions created by these secondary wildfire effects.

Postfire Debris Flows

Postfire landslide hazards include fast-moving, highly destructive debris flows that can happen soon after wildfires in response to high intensity rainfall events, and flows that are generated over a longer time because of root decay and loss of soil strength. Fires increase the potential for debris flows by increasing the imperviousness of soil so that it repels water, and by destroying vegetation that would slow and absorb rainfall, and whose roots would help stabilize soil (USGS 2018). The burning of vegetation and soil on slopes more than doubles the rate that water will run off into watercourses (CGS 2025). Postfire debris flows are particularly hazardous because they can occur with little warning, exert great impulsive loads on objects in their paths, strip vegetation, block drainage ways, damage structures, and endanger human life. Debris flows differ from mudflows in that debris flows are composed of larger particles. Postfire debris flows are most common in the 2 years after a fire; they are usually triggered by heavy rainfall. It takes much less rainfall to trigger debris flows from burned basins than from unburned areas.

Air Pollution

Smoke is made up of a complex mixture of gases and fine particles produced when wood and other organic materials burn. The biggest health threat from smoke is from fine particles ($PM_{2.5}$), which are microscopic particles that can penetrate the lungs and cause a range of health problems, from burning eyes and a runny nose to aggravated chronic heart and lung diseases. Exposure to particulate pollution is even linked to premature death. Some populations are more sensitive than others to smoke—for instance, people with heart or lung diseases, the elderly, children, people with diabetes, and pregnant women (USEPA 2021).

Wildfire in Ontario

CAL FIRE establishes FHSZs, designating each as moderate, high, or very high severity. Incorporated areas such as Ontario are considered local responsibility areas (Government Code 51178).

According to the California Office of Emergency Services, a WUI is defined as any area where structures and other human development meet or intermingle within wildland vegetation (Cal OES 2023). According to CAL FIRE, the WUI is subdivided into the “interface” zone (housing adjacent to wildland vegetation, but not mingled with it), the “intermix” zone (where houses and wildland vegetation directly mingle), and the “influence” zone (areas of wildfire-susceptible vegetation surrounding the other zones). The interface and intermix zones carry the highest risk

for wildfires affecting developed areas. Unlike wildfire in wildland areas, fires in WUI areas are more likely to damage or destroy buildings and infrastructure that support populations, the economy, and key services in the city.

The City is not located within a FHSZ or WUI; however, moderate, high, and very high FHSZs are to the north of the City, outside its boundaries in the San Bernardino Mountains. Although Ontario itself is not classified within an FHSZ, wildfires originating in these nearby areas could still pose a potential threat to the City's developed areas.

Wildfire History

CAL FIRE maintains a list of historic fires throughout the State. According to CAL FIRE, several wildfires outside the boundaries of the City of Ontario have occurred. The County of San Bernardino MJHMP lists wildfire events in the county from 2017 to 2022 (San Bernardino County 2022), none of which were in Ontario. Two historical wildfires in the City were the 1958 Pole Line fire that burned 3,960 acres and the 2007 Walker fire that burned 166 acres of pastureland (Ontario 2018).

Table 3.20-1, *Historic Wildfires in and Surrounding Ontario,* lists historic wildfire incidents surrounding Ontario from 1970 to 2024.

Table 3.20-1 Historic Wildfires in and Surrounding Ontario

Year	Fire Name	Acres Burned
1970	FPD #92	499
1974	Sunnyslope Fire	1,819
1979	Millie Fire	1,996
1979	Los Sarranos Fire	171
1980	Owl Fire	18,332
1988	Texas Fire	12,095
1990	Webb Fire II	339
1990	Yorba Fire	7,883
1996	Union Fire	269
1996	Philadelphia Fire	1,834
1998	Leroy Fire	171

Table 3.20-1 Historic Wildfires in and Surrounding Ontario

Year	Fire Name	Acres Burned
1998	Country Fire	1,111
2003	Padua Fire	10,457
2003	Grand Prix Fire	50,617
2007	Walker Fire	166
2014	Etiwanda Fire	2,141
2020	Blue Ridge Fire	13,694
2024	Bridge Fire	55,724
2024	Vista Fire	2,935
2024	Line Fire	43,975

Source: CAL FIRE 2025a.

Factors Influencing Wildfire

Several factors influence wildfire conditions and facilitate the spread of wildfires, including fuels, topography, weather conditions, and climate change. Human actions are also the leading cause of wildfires in California, increasing the risk of wildfire devastating natural lands and communities. This section describes these 5 factors in the context of the City of Ontario.

Fuel

Native habitats and vegetation communities are mostly absent throughout Ontario. According to Section 3.4, *Biological Resources,* of this Draft SEIR, natural vegetation in Ontario consists of California walnut woodland, Riversidian alluvial fan sage scrub, Southern California arroyo chub/Santa Ana sucker stream, southern cottonwood willow riparian forest, southern sycamore alder riparian forest, and southern willow scrub (CDFW 2025). Each type of vegetation contributes to fire hazard severity to varying degrees. The qualities of vegetation that directly influence fire risk include fuel type and size, loading, arrangement, chemical composition, and dead and live fuel moisture, which contribute to the flammability characteristics of the vegetation. Grass and brush fuel types react quickly to changes in weather such as low humidity or high wind speeds. Fires in areas covered by this vegetation type can spread quickly in gusty wind conditions. Low humidity, high wind, and fuel buildup conditions can also lead to crown fires in woodland fuel types, which can be fast moving and difficult to suppress.

Topography

Steep terrain or slope plays a key role in the rate and direction that wildfires spread, since fires will normally burn much faster uphill. When the gradient of a slope doubles, the rate of spread of a fire will also likely double. Terrain that forms a funneling effect, such as chimneys, chutes, or saddles on the landscape, can result in especially intense fire behavior. Conversely, flat terrain tends to have little effect on fire spread, resulting in fires that are driven by vegetation and wind. The city's topography is characterized by a mix of flat and gently rolling terrain. Ontario is part of the Inland Empire Valley, a large valley region surrounded by mountain ranges, contributing to a mix of plains and hills.

Weather and Wind

The climate in Ontario is influenced by the Pacific Ocean and a seasonal, migratory subtropical high-pressure cell. The area experiences wet winters and dry summers, with mild seasonal changes, and an average of approximately 20.78 inches of precipitation annually, with the wettest months being January and February (USA.com 2025). July and August are typically considered the hottest months of the year, with average high temperatures of 92 degrees Fahrenheit (°F) (USA.com 2025). Because the summer months are generally hot and dry, the risk of wildfires has historically been greatest in summer and fall. Relative humidity is also an important fire-related weather factor. As humidity levels drop, the dry air causes vegetation moisture levels to decrease, increasing the likelihood that plant material will readily ignite and burn; the risk of wildfire increases when lightning strikes occur during dry periods.

Wind is a primary weather factor in wildfire behavior. Santa Ana winds are warm easterly winds that flow from the Great Basin through the desert and through the passes of the San Bernardino Mountains. These winds have reported speeds of up to 80 miles per hour with sustained wind speeds of 40 miles per hour. As wind speeds increase, the rates of fire spread, intensity, and ember spread potential also increase. Gusty and erratic wind conditions, like those of the Santa Ana winds, can cause a wildfire to spread irregularly, making it difficult to predict its path and effectively deploy fire suppression forces. Santa Ana winds are especially dangerous because they are accompanied by low humidity that can dry out fuel. This can increase wildfire conditions in the area. Wind can also shift suddenly due to temperature changes, causing fires to spread unpredictably. Fall has historically been one of the most dangerous times for wildfire risk because it has periods of very high temperatures, low humidity, and strong wind increases that cause red flag warnings and extreme fire danger. Additionally, wind hazards can occur with destructive impacts to trees, power lines, and utility services, which could spark potential wildfires.

Human Actions

Most wildfires are ignited by human action, the result of direct acts of arson, carelessness, or accidents. Many fires originate in populated areas along roads and around homes and are often

the result of the careless disposal of cigarettes, mowing of dead grass, electrical equipment malfunction, use of equipment, or burning of debris. Recreation areas with increased human activity that are in high or very high fire hazard areas also increase the potential for wildfires.

Climate Change

Climate change is likely to increase annual average maximum temperatures in Ontario from a historical annual average of 78.5°F to 84.2°F by 2050 and 87.3°F by 2100 (Cal-Adapt 2025a). This will likely create warmer temperatures earlier and later in the year. Precipitation levels are projected to increase slightly over the course of the century, changing from a historical annual average of 13.2 inches to an annual average of 14.8 inches by 2099 (Cal-Adapt 2025a). Variations in precipitation patterns will also lead to an increase in frequency and intensity of heavy precipitation events as well as prolonged periods of drought. The combination of extreme heat and droughts can cause soils and vegetation to dry out, creating more fuel for wildfires. These factors are expected to increase wildfire conditions, creating the risk of more frequent and intense wildfires. Because wildfires burn the trees and other vegetation that help stabilize hillsides and absorb water, more areas burned by fire may also lead to an increase in landslides and floods. Historically, an average of 46.8 acres burned annually in the City of Ontario (Cal-Adapt 2025b). Wildfires are projected to decrease to an annual average in the city of 20.9 acres burned by 2050 and an annual average of 16.1 acres burned by 2100 (Cal-Adapt 2025b).

Fire Protection Services

Fire protection services in the plan area are provided by the Ontario Fire Department (OFD). OFD operates 11 fire stations throughout the City, including the Ontario International Airport fire station. Throughout the 11 fire stations there are ten 4-person paramedic engine companies, four 4-person truck companies, an 8-person aircraft rescue and firefighting (ARFF) station, a fire investigation supervisor, and 2 battalion chiefs (OFD 2025).

Evacuation and Access

Evacuation routes are designated roadways that allow many people to quickly leave an area due to a potential or imminent disaster. These routes should have sufficient capacity to accommodate the needs of the community, be safely and easily accessible, and allow people to travel far enough away to be safe from emergency conditions.

Primary emergency access and evacuation routes in the City of Ontario include State Route (SR-) 60, which traverses the City from west to east; SR-83, which extends from south to north through the western portion of the City; Interstate (I-) 10, which runs west to east across the northern portion of the City; and I-15, which extends south to north along the eastern portion of the City. These highways and a network of local arterial and collector roadways that connect to them, provide the City's primary evacuation routes.

As shown in the adopted General Plan Safety Element Figure S-09, Evacuation Constrained Areas, evacuation-constrained residential development in Ontario primarily consist of cul-de-sac-style neighborhoods along SR-60, in the downtown area, and along I-10. These areas are not in fire-prone areas, but may experience delays in evacuating due to the single ingress/egress nature of the neighborhoods.

SPECIFIC PLAN

The Specific Plan area is located within a Local Responsibility Area (LRA), but outside of a FHSZ or WUI area, similar to the rest of the City. The topography of the EBPSP is generally flat with existing agricultural uses and nonnative vegetation. The Specific Plan area experiences similar Santa Ana winds compared to the larger Ontario area.

Fire protection services are provided by the Ontario Fire Department. The nearest stations that serve the Specific Plan area include Fire Station 11, directly south of the Specific Plan area, located at 7721 Eucalyptus Avenue and Fire Station 9, located approximately 1.35 miles east of the Specific Plan area, at 2661 East Grand Park Street (OFD 2025).

Primary evacuation routes to the EBPSP include East Eucalyptus Avenue and South Grove Avenue. As shown in the adopted General Plan Safety Element Figure S-09, *Evacuation Constrained Areas*, the EBPSP does not contain residential evacuation constrained parcels.

3.20.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that, "If located in or near state responsibility areas or lands classified as very high fire hazard severity zones," the proposed project would result in a significant impact related to wildfire if it would:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

3.20.4 Relevant New and Modified General Plan Policies

The proposed project does not include new or modified policies relevant to wildfire.

3.20.5 Environmental Impacts

2022 CERTIFIED EIR

The City is outside of the SRA and does not contain lands within a LRA Very High FHSZ, and CAL FIRE has determined that the City contains no areas subject to very high wildfire risk. The City recognizes that even though fuel loading is light in Ontario and fire risk comes primarily from urban fires, not wildfires, there is some risk related to wildfires. The City has implemented policies as part of the approved project to help reduce risk of wildfire. Therefore, the Certified EIR concluded that impacts to wildfire, resulting from implementation of the approved project, would be less than significant.

PROPOSED PROJECT

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

The 2022 Certified EIR concluded that implementation of the approved project would not substantially impair emergency response or evacuation because the City's circulation system has been planned and designed to meet long-term safety and accessibility needs. Specifically, the majority of future population growth under the approved project would occur in Ontario Ranch, where extensive roadway improvements are planned to accommodate increased travel demand, enhance regional connectivity, and support emergency response capabilities.

As documented in the 2022 Certified EIR, Policy M-1.1, Roadway Design and Maintenance, ensures that all City roadways comply with applicable federal, State, and local safety standards; provide adequate multimodal access; and are designed to handle capacities identified in the City's Master Plan of Streets and Highways. This policy also requires maintenance consistent with best practices and promotes efficient traffic flow through intelligent transportation systems and travel demand management strategies. Emergency access and circulation consistency are further ensured through the City's design review process, during which the Ontario Fire

Department reviews proposed development plans to verify compliance with local and State emergency access standards.

The 2022 Certified EIR also noted that the City's 2018 LHMP identifies Interstates 10 and 15 and State Route 60 as major emergency response and evacuation routes that provide regional egress capacity in the event of large-scale emergencies. These facilities, along with the City's arterial network, are critical components of Ontario's coordinated emergency management framework. Based on these factors, the 2022 Certified EIR found that the approved project would not result in new or more severe impacts related to transportation hazards or emergency access, and impacts would remain less than significant.

Policy Plan Amendment

The proposed project involves adjustments to land use designations and corresponding updates to the Policy Plan elements while maintaining the overall circulation framework established under the approved project. As described in Chapter 2, *Project Description*, of this Draft SEIR, the proposed project would increase population and employees in Ontario, which would add additional vehicles to roadways in the event of an evacuation. As shown in Figure 3.17-1, *Roadway Classifications*, substantial improvements to the City's transportation infrastructure are planned to accommodate population growth and maintain safe, efficient travel during emergencies. The proposed project would not introduce new roadways or modify existing ones in a manner that would impede emergency vehicle access or evacuation operations. Furthermore, continued implementation of Policy M-1.1 and City design review procedures would ensure that all roadway and site designs maintain compliance with emergency access standards and the City's adopted emergency response plans.

Accordingly, the proposed project would result in no new or more severe impacts related to impairment of an adopted emergency response plan or emergency evacuation plan compared to the approved project. The circulation network, policy framework, and interagency review mechanisms that were found to be adequate in the 2022 Certified EIR remain in place, and the proposed project would not impede implementation of an emergency response plan or evacuation plan. The proposed project would not result in new or a substantial increase in magnitude of impacts for wildfire compared to the approved project and that identified in the 2022 Certified EIR. Therefore, impacts would remain **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The proposed Specific Plan involves adjustments to land use designations and roadway improvements consistent with federal, State, and local design and safety standards, acting to improve emergency circulation in the area. The proposed project would not, however, introduce new roadways or modify existing ones in a manner that would impede emergency vehicle

access or evacuation operations. Additionally, the City and Fire Department would review development applications to ensure adequate emergency access is provided in compliance with emergency access standards and the City's adopted emergency response plans. Compliance with existing regulations, City policies, and Fire Department recommendations would ensure impacts to emergency response plans and evacuation plans would be **less than significant**.

Accordingly, the proposed Specific Plan would result in no new or more severe impacts related to impairment of an adopted emergency response plan or emergency evacuation plan compared to the approved project. The circulation network, policy framework, and interagency review mechanisms found to be adequate in the 2022 Certified EIR remain in place, and the proposed Specific Plan would not impede implementation of an emergency response plan or evacuation plan. The proposed Specific Plan would not result in new or a substantial increase in magnitude of impacts for emergency response and evacuation compared to the approved project and that identified in the 2022 Certified EIR.

EBPSP Significance without Mitigation: Less than significant.

Impact WIL-1: Implementation of the proposed project would not impair or otherwise interfere with the City's adopted emergency response or evacuation plans.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant emergency evacuation impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and no mitigation measures are required.

b Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The 2022 Certified EIR found that implementation of the approved project would not exacerbate wildfire risks. The City of Ontario lies outside of CAL FIRE's State Responsibility Area and contains no areas designated as Very High FHSZs. Consequently, fire risk within the planning area is predominantly urban in nature, associated with localized ignition sources rather than wildland conditions.

The 2022 Certified EIR determined that compliance with applicable State and local fire-safety regulations, including CAL FIRE's 2019 Strategic Fire Plan for California, the California Fire Code, and the City's LHMP, would ensure that new development and infrastructure are designed, constructed, and maintained to minimize ignition potential, facilitate emergency response, and prevent post-fire slope or drainage instability. The 2022 Certified EIR also found that continued implementation of City policies promoting fire prevention, interagency coordination, emergency preparedness and training, and data-driven resource allocation would further reduce wildfire-related risks. These measures collectively minimize the potential for wildfire ignition or spread and limit exposure to pollutant concentrations from wildfire smoke. Based on these factors, the 2022 Certified EIR concluded that wildfire-related impacts under the approved project would be less than significant and would not result in new or more severe impacts compared to previously evaluated conditions.

Policy Plan Amendment

The proposed project modifies the land-use pattern and updates related Policy Plan elements while maintaining the overall planning and regulatory framework established by the approved project. The 2025 adopted CAL FIRE Local Responsibility Area Fire Hazard Severity Zone map do not identify areas in Ontario within a FHSZ. Although vegetation and fuel loading are light and fire hazards are primarily urban, the City acknowledges some residual risk from wildfire events.

Ontario is supported by multiple local and regional programs for fire prevention and response, including the California Building Code, the California Fire Code, the City's LHMP, and fire protection and emergency services provided by the Ontario Fire Department. Continued adherence to these regulations and practices would ensure that future development and infrastructure associated with the proposed project do not exacerbate wildfire hazards.

In addition, implementation of the following policies would directly reduce wildfire and emergency-related risks:

- **S-3.8: Fire Prevention through Environmental Design.** We require new development to incorporate fire prevention considerations in the design of streetscapes, sites, open spaces, and buildings.
- **S-3.9: Resource Allocation.** We analyze fire data to evaluate the effectiveness of our fire prevention and reduction strategies and allocate resources accordingly.
- **S-8.5: Interdepartmental Coordination.** We utilize all City departments to help support emergency/disaster mitigation, preparedness, response, mitigation, and recovery.
- **CD-2.8: Safe Design.** We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and

open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintaining visibility and accessibility, and using lighting.

These policies collectively promote fire-resilient development and reduce the potential for secondary hazards such as flooding or slope instability following fire events.

Because the proposed Policy Plan Amendment does not alter topography, slope conditions, or emergency infrastructure design standards and would continue to implement existing fire-safety programs and policies, the proposed project would not exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Additionally, development under the proposed Policy Plan would be subject to the most recent version of the California Building Code and California Fire Code, which have more stringent requirements for new development than previous versions of the code. Accordingly, the proposed project would not result in new or substantially more severe impacts compared to the approved project impacts identified in the 2022 Certified EIR, and wildfire-related impacts would remain **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As previously discussed in Section 3.20.2, *Existing Conditions*, the EBPSP is in a relatively flat area, and there are no steep slopes where high winds would exacerbate fire risks. Adjacent areas are urbanized and lack vegetation.

Further, uses implemented pursuant to the EBPSP would comply with the California Building Code, California Fire Code, and City policies, including Policy Plan policies S-3.8, S-3.9, S-8.5, and CD-2.8, acting to minimize wildfire hazards, thereby minimizing exposure to pollutant concentrations from wildfires. Based on the preceding, the potential for the EBPSP to exacerbate wildfire risks, and thereby expose occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire is considered less than significant.

Because the proposed EBPSP does not alter topography, slope conditions, or emergency infrastructure design standards and would continue to implement existing fire-safety programs and policies, the proposed Specific Plan would not exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Accordingly, the proposed EBPSP would not result in new or substantially more severe impacts compared to the approved project impacts identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact WIL-2: Implementation of the proposed project would not exacerbate wildfire risk, require infrastructure that could increase fire hazards, or expose people or structures to secondary post-fire hazards such as flooding, landslides, or drainage changes.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant wildfire impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified and no mitigation measures are required.

c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environments?

The 2022 Certified EIR found that implementation of the approved project would not require infrastructure that could increase fire hazard potential. The City of Ontario lies outside of CAL FIRE's State Responsibility Area and contains no areas designated as very high FHSZ. Consequently, fire risk within the planning area is predominantly urban in nature, associated with localized ignition sources rather than wildland conditions.

Policy Plan Amendment

The 2025 adopted CAL FIRE Local Responsibility Area Fire Hazard Severity Zone map does not identify areas in Ontario within a FHSZ. While the proposed Policy Plan Amendment would facilitate future development that includes installation of new infrastructure (e.g., roads, utilities, and related improvements), such improvements would occur in an area without very high wildfire risk and would not, in and of themselves, introduce or exacerbate wildfire risk.

Development under the proposed Policy Plan would be subject to the most recent version of the California Building Code and California Fire Code, which have more stringent requirements for new development than previous versions of the code. Additionally, implementation of Policies S-3.8, S-3.9, S-8.5, and CD-2.8 would directly reduce wildfire and emergency-related risks. These policies collectively promote fire-resilient development and reduce the potential for secondary hazards such as flooding or slope instability following fire events.

Accordingly, although new infrastructure would be constructed under the proposed Policy Plan, it would not increase wildfire hazards. Additionally, such infrastructure and maintenance activities would also be required to comply with the adopted State regulations, Ontario Municipal Code standards, and TOP policies to mitigate the impact of infrastructure on the environment. The proposed project would not result in new or substantially more severe impacts compared to the approved project and that identified in the 2022 Certified EIR, and wildfire-related impacts would remain **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The EBPSP would facilitate future development that would require the installation of new roads, utilities, and related improvements; however, infrastructure improvements proposed by the Specific Plan would be implemented in areas not within a FHSZ. Water, sewer, storm drain, and dry utility improvements under the proposed EBPSP would be installed underground. Infrastructure and utility plans would be reviewed by the City and Fire Department to ensure conformance with California Building Code, California Fire Code, Municipal Code, and TOP 2050 requirements to reduce the risk of wildfire and impacts of infrastructure on the environment.

Accordingly, although new infrastructure would be constructed under the proposed EBPSP, it would not increase wildfire hazards. The proposed EBPSP would not result in new or substantially more severe impacts compared to the approved project and that identified in the 2022 Certified EIR and impacts would remain **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact WIL-3: Implementation of the proposed project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environments.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant wildfire impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified and no mitigation measures are required.

d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The 2022 Certified EIR found that implementation of the approved project would not expose people or structures to post-fire hazards such as landslides, mudflows, or flooding. The City of Ontario lies outside of CAL FIRE's State Responsibility Area and contains no areas designated as very high FHSZ. With respect to geologic and hydrologic conditions, the Certified EIR notes that the City of Ontario is in the Upper Santa Ana River Valley, which exhibits a gentle southerly slope of approximately 1 percent, with elevations ranging from 1,150 feet in the north to 640 feet in the south. Due to this broad and gradual topography, the city does not contain steep slopes that would be susceptible to significant landslide or post-fire slope failure hazards. Additionally, the Certified EIR notes that large portions of the City are outside the 100-year floodplain, and only limited areas adjacent to flood control channels, detention basins, and creeks fall within the 100-year flood zone. A portion of the Ontario Ranch area is designated Zone D, representing areas where flood hazards are undetermined and no formal analysis has been completed.

Policy Plan Amendment

The 2025 adopted CAL FIRE Local Responsibility Area Fire Hazard Severity Zone map does not identify areas in Ontario within a Fire Hazard Severity Zone. Additionally, the City does not contain steep slopes that would be susceptible to postfire slope failure or landslides. The Policy Plan Amendment would not introduce development into steeper terrain or areas with elevated postfire runoff risk, nor would it modify land use patterns in a manner that could increase exposure to downslope or downstream flooding hazards following a wildfire.

The Policy Plan Amendment does not involve physical improvements or changes to drainage patterns, and future development would continue to be subject to City regulations that manage erosion, grading, and flooding hazards. This includes the requirement for an erosion and sediment control plan prior to grading plan approval and issuance of a grading permit, as well as compliance with Title 8, Chapter 13 (Flood Damage Prevention Program) of the Ontario Municipal Code, which establishes standards for development in flood-prone areas. Development under the amended Policy Plan would also remain subject to the most recent California Building Code and California Fire Code standards. These requirements ensure proper site drainage, erosion control, and flood protection, and therefore reduce the potential for downslope or downstream flooding, landslides, or other hazards associated with runoff or postfire slope instability. Accordingly, the proposed project would not result in new or substantially more severe impacts compared to the approved project and impacts identified in the 2022 Certified EIR, and wildfire-related impacts would remain **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan area is in the southern portion of the City, where largely flat agricultural fields dominate the topography. The flat topography of the site does not present any potential risks related to landslides or other slope instability. Additionally, as detailed in SEIR Section 3.10, *Hydrology and Water Quality*, the proposed EBPSP would not substantially alter the existing drainage pattern or result in substantial runoff when compared to existing conditions. The EBPSP's stormwater management system, Stormwater Pollution Prevention Plan (SWPPP), and Water Quality Management Plan (WQMP) would act to avoid or minimize flooding, slope instability, or adverse drainage changes.

Uses implemented pursuant to the EBPSP would also be required to comply with the recommendations identified in the Preliminary Geotechnical Investigation (see Appendix F1 and Appendix F2), which would ensure that the site and structures are engineered and constructed to maximize stability and preclude safety hazards. Additionally, future development would continue to be subject to City regulations that manage erosion, grading, and flooding hazards. This includes the requirement for an erosion and sediment control plan prior to grading plan approval and issuance of a grading permit, as well as compliance with Title 8, Chapter 13 (Flood Damage Prevention Program) of the Ontario Municipal Code, which establishes standards for development in flood-prone areas. Development under the proposed EBPSP would also remain subject to the most recent California Building Code and California Fire Code standards. These requirements ensure proper site drainage, erosion control, and flood protection, and therefore reduce the potential for downslope or downstream flooding, landslides, or other hazards associated with runoff or postfire slope instability.

Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant

Impact WIL-4: Implementation of the proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant wildfire impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified and no mitigation measures are required.

3.20.6 Cumulative Impact Analysis

The cumulative setting for wildfire includes potential future development within San Bernardino, surrounding cities, and unincorporated County areas that may exacerbate wildfire risks. Future development over the buildout horizon of the proposed project would not impair an adopted emergency response plan or emergency evacuation plan and would not result in new or substantially more severe wildfire impacts compared to the approved project. Cumulative development in the surrounding local jurisdictions and State lands in Fire Hazard Severity Zones would be subject to the same State regulations applicable to future projects, including the California Building Code, California Fire Code, California Public Resources Code Sections 4291, and SRA or Very High Fire Hazard Severity Zone Fire Safe Regulations. Continued implementation of approved project policies related to fire prevention and hazard reduction would further minimize wildfire risk. Accordingly, the proposed project would not make a cumulatively considerable contribution to cumulative wildfire impacts, and cumulative impacts would be **less than significant**.

Cumulative Impacts: Implementation of the proposed project, in combination with other development in the city, would not make a cumulatively considerable contribution to cumulative wildfire or emergency response impacts.

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4. ALTERNATIVES TO THE PROPOSED PROJECT

4.1 INTRODUCTION

This chapter presents the alternatives analysis for the proposed project, as required by the California Environmental Quality Act (CEQA). CEQA requires that an environmental impact report (EIR) include a discussion of reasonable project alternatives that would "feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any significant effects of the project and evaluate the comparative merits of the alternatives" (CEQA Guidelines sec. 15126.6[a]).

The discussion includes an explanation of the methodology used to select alternatives to the proposed project, with the intent of identifying potentially feasible alternatives that could avoid or substantially lessen the significant impacts identified for the proposed project while still meeting most of the basic project objectives, pursuant to CEQA Guidelines Section 15126.6(a). This chapter identifies a reasonable range of alternatives that meet these criteria, and these alternatives are evaluated with respect to minimizing adverse environmental effects as compared to the proposed project. It also describes other alternatives and alternative concepts that were considered but eliminated from detailed consideration and the reasons for their elimination. For the alternatives selected for analysis, this chapter evaluates the impacts of the alternatives against approved project and compares the potential impacts of the alternatives with those of the proposed project. Finally, as required under CEQA Guidelines Section 15126.6(e), based on this analysis, this chapter then discusses the environmentally superior alternative.

The discussion in this chapter is intended to inform the public and decision makers of feasible alternatives to the proposed project that would avoid or substantially lessen any of the significant effects of the proposed project. Section 15126.6, "Consideration and Discussion of Alternatives to the Proposed Project," of the CEQA Guidelines states that:

> An EIR shall describe a range of reasonable alternatives to the project, or the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for

> selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason. (sec. 15126.6[a])

4.2 FACTORS CONSIDERED WHEN DEVELOPING ALTERNATIVES

This section describes the basis for determining the range of CEQA alternatives and identifies the specific alternatives that are analyzed in this Draft EIR. The primary factors considered when determining feasible alternatives to the proposed project are the identified project objectives and the significant impacts that have been identified for the proposed project.

4.2.1 Project Objectives

Chapter 2, Section 2.3, *Statement of Project Objectives*, lists the objectives that have been established for the proposed project and will aid decision makers in their review of the project, the project alternatives, and associated environmental impacts.

4.2.2 Significant Impacts

Apart from the No Project Alternative, alternatives to a project should be evaluated because of their ability to feasibly attain most of the basic objectives of the project and avoid or lessen the project's identified significant impacts. The proposed project would result in 6 potentially significant impacts that would be reduced to less than significant levels with mitigation and 14 significant unavoidable impacts.

LESS-THAN-SIGNIFICANT IMPACTS WITH MITIGATION

The following impacts were found to be less than significant with implementation of mitigation measures:

- **Impact BIO-1 (PPA + EBPSP):** Implementation of the proposed project could impact special-status species, as well as nesting birds, burrowing owls, and roosting bat species.
- **Impact BIO-4 (PPA + EBPSP):** Implementation of the proposed project could affect wildlife movement.
- **Impact CUL-2 (PPA + EBPSP):** Implementation of the proposed project could impact archeological resources in the City.

- **Impact GEO-6 (PPA + EBPSP):** Implementation of the proposed project could directly or indirectly destroy a unique paleontological resource.
- **Impact HAZ-2 (PPA + EBPSP):** Existing regulations and policies of TOP 2050 would ensure that development associated with the Policy Plan Amendment would not exacerbate the potential release of hazardous materials into the environment. However, development of the EBPSP, as well as existing site conditions, may reveal unknown soil or soil vapor contamination or unknown subsurface structures.
- **Impact TCR-1 (PPA + EBPSP):** Tribal cultural resources could be adversely impacted by grading activities associated with the proposed project.

SIGNIFICANT AND UNAVOIDABLE IMPACTS

The following impacts were found to be significant and unavoidable even with implementation of mitigation measures:

- **Impact AQ-1 (PPA + EBPSP):** The additional population growth forecast for the Policy Plan Amendment and Specific Plan and the associated emissions would exceed the assumptions of the South Coast AQMD's AQMP.
- **Impact AQ-2 (PPA):** Construction activities associated with future development that would be accommodated under the Policy Plan Amendment could generate short-term emissions in exceedance of the South Coast AQMD's threshold criteria.
- **Impact AQ-3 (PPA + EBPSP):** Implementation of the proposed project would generate additional, long-term emissions in exceedance of South Coast AQMD's threshold criteria and cumulatively contribute to the South Coast Air Basin's nonattainment designations.
- **Impact AQ-4 (PPA):** Construction activities associated with the Policy Plan Amendment could expose sensitive receptors to substantial air pollutant concentrations.
- **Impact AQ-5 (PPA):** Operation of industrial and warehousing land uses accommodated under the Policy Plan Amendment would cumulative contribute to elevated levels of toxic air contaminants in the South Coast AQMD region.
- **Impact CUL-1 (PPA):** Implementation of the Policy Plan Amendment could impact historical resources.
- **Impact GHG-1 (PPA + EBPSP):** Implementation of the proposed project would result in an increase in GHG emissions compared to the approved project and would not achieve the carbon neutrality threshold of AB 1279.

- **Impact GHG-2 (PPA + EBPSP):** The proposed project would be inconsistent with the Community Climate Action Plan's objective of reducing citywide GHG emissions and the State's carbon neutrality goals.
- **Impact NOI-1 (PPA):** Construction activities associated with buildout of the Policy Plan Amendment would result in intermittent, temporary increases in noise levels at sensitive receptors due to construction activities. Construction of the EBPSP would not exceed applicable thresholds or significantly increase ambient noise levels.
- **Impact NOI-2 (PPA + EBPSP):** Implementation of the Policy Plan Amendment and EBPSP would expose sensitive receptors to substantial permanent traffic noise increases.
- **Impact NOI-3 (PPA):** Construction activities associated with buildout of the Policy Plan Amendment may expose sensitive uses to excessive levels of groundborne vibration.
- **Impact NOI-4 (PPA):** Heavy truck traffic annoyance along City haul routes associated with buildout of the Policy Plan Amendment may expose sensitive uses to excessive levels of groundborne vibration annoyance.
- **Impact NOI-5 (PPA):** Implementation of the Policy Plan Amendment could expose noise sensitive uses to excessive noise levels from the Ontario International Airport (ONT).
- **Impact TRA-2 (PPA + EBPSP):** The proposed project would generate a substantial increase in VMT per service population and total VMT compared to the approved project, resulting in significant project-level and cumulative VMT impacts.

4.3 ALTERNATIVES CONSIDERED BUT REJECTED

CEQA Guidelines section 15126.6(c) requires EIRs to identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. CEQA Guidelines section 15126.6(c) provides that among the factors that may be used to eliminate alternatives from detailed consideration in the EIR are (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts. Following is a discussion of alternatives considered and rejected, along with the reasons that alternative was not included in the analysis.

4.3.1 Alternative Development Areas Outside of the City

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of

the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines Section 15126[5][B][1]). The City does not have land use authority outside of the City's boundaries. Therefore, an alternative development area would be infeasible and was not analyzed.

4.3.2 Alternate EBPSP Sites Alternative

As identified above, CEQA requires that the discussion of alternatives focus on alternatives to a project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. In addition, an alternative site need not be considered when implementation is "remote and speculative," such as when the alternative site is beyond the control of a project applicant.

Given the scope of the EBPSP, a similarly sized project and land use elsewhere in the City of Ontario would result in similar impacts. Significant and unavoidable regional air quality emission impacts of the EBPSP are largely due to mobile emissions during operation and are not site specific; therefore, relocation of the EBPSP would not substantially reduce these impacts. The EBPSP's location is preferrable for business park development because of its proximity to the regional transportation network and major infrastructure, helping to reduce VMT and off-site traffic noise. Therefore, analysis of an alternative site for the EBPSP is neither meaningful nor necessary because the significant impacts resulting from the EBPSP would not be avoided or substantially lessened by its implementation in an alternate location.

Moreover, there are no existing, undeveloped sites for sale that are a similar size as the EBPSP area within close proximity to key freeway infrastructure (i.e., I-15, SR-83, and SR-60) and that could reasonably be controlled by the Applicant for the purpose of developing the EBPSP. Furthermore, the Applicant does not hold ownership control over any other parcels of land in or near the Specific Plan area that could be used as an alternative location for the proposed EBPSP. Therefore, because an alternate location is not available that would avoid or substantially lessen the significant environmental effects of the EBPSP, and because the Applicant does not have ownership control over and cannot reasonably obtain ownership control over any other parcels of land in the jurisdiction of the City that could accommodate the EBPSP, an alternate site is not feasible. As a result, this alternative was rejected from further consideration.

4.3.3 Alternative Housing Element Sites Alternative

The City received several NOP comment letters on land use and planning impacts as a result of areas in the Ontario Ranch where high density residential (HDR) land uses are proposed. The

locations are identified as Housing Element that fulfill the City's lower income RHNA obligations. Because these sites are being rezoned, specifically to make up for a shortfall of lower income sites, State law requires that these sites establish a minimum density of 20 du/ac. The City evaluated alternative locations in Ontario Ranch for opportunities to upzone from low density residential (LDR) to HDR to accommodate the City's RHNA obligations. However, locations in Ontario Ranch designated for LDR are not adjacent to proposed infrastructure, such as water and sewer, which are needed to accommodate the HDR land uses. According to OMUC, infrastructure in these areas would not be constructed until post-2030 horizon. Therefore, these sites do not meet the criteria for alternative housing site. Additionally, CEQA only requires locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines Section 15126[5][B][1]). Since the City is obligated to maintain the RHNA, shifting the location of the HDR unit to alternative areas within Ontario Ranch would not reduce or eliminate the environmental impacts of the proposed project. Therefore, an alternative housing element sites within Ontario Ranch were not analyzed.

4.3.4 Truck Route Scenario 1 Alternative

In summer 2025, the City conducted outreach and initiated an evaluation of its existing truck routes, which evaluated changes to truck routes in northern Ontario, including in the Original Model Colony. Truck Route Scenario 1 retained all existing truck routes and added an additional route along Eucalyptus Avenue. This scenario was rejected because it would increase truck volumes on designated routes, substantially worsen conditions at Grand Park, and require additional mitigation measures and funding. This alternative was considered but rejected.

4.3.5 Truck Route Scenario 2 Alternative

In summer 2025, the City conducted outreach and initiated an evaluation of its existing truck routes, which evaluated changes to truck routes in northern Ontario, including in the Original Model Colony. Truck Route Scenario 2 retained all existing truck routes and added additional routes along Eucalyptus Avenue and Walker Avenue. This scenario was rejected because it would make mitigation measures for noise, vibration, and air quality more challenging; result in significantly higher truck volumes than Truck Route Scenarios 1 and 3; and introduced new truck traffic through low-density neighborhoods. Therefore, this alternative was considered but rejected.

4.4 ALTERNATIVES SELECTED FOR ANALYSIS

The following alternatives have been determined to represent a reasonable range of alternatives that have the potential to feasibly attain most of the objectives of the proposed

project and that may avoid or substantially lessen any of the significant impacts of the proposed project.

- No Project Alternative/Current TOP 2050
- Medium High Density Residential (MHDR) Alternative
- Truck Route Scenario 3 Alternative
- Reduced Intensity Alternative

4.5 NO PROJECT ALTERNATIVE/CURRENT TOP 2050

In the No Project Alternative/Current TOP 2050, the Policy Plan Amendment and EBPSP project would not be implemented by the City. The current TOP 2050 would remain in effect and would apply to land uses within the City and land uses on the EBPSP project site. Buildout statistics for Policy Plan Amendment and EBPSP compared to the No Project Alternative are shown in Table 4-1, *No Project Alternative/Current TOP 2050 vs. Growth Projections at Buildout.*

Table 4-1 No Project Alternative/Current TOP 2050 vs. Growth Projections at Buildout

Category	Proposed Project	No Project Alternative/ Current TOP 2050	Difference
Policy Plan Amendment			
Population	427,741	411,268	-16,473
Housing Units	137,177	129,951	-7,226
Non-residential SQFT	268,162,895	263,828,479	-4,334,416
Jobs	301,035	299,204	-1,831
EBPSP Site			
Population	0	6,335	6,335
Housing Units	0	2,195	2,195
Non-residential SQFT	2,939,000	1,632,143	-1,306,857
Jobs	1,590	3,126	1,536

Note: SQFT = square feet

As shown in this table, the No Project Alternative would result in a reduction in population, housing units, and non-residential square footage but an increase in employment. In addition, the proposed project includes updated policies to comply with State laws, including AB 98. This alternative would not include revisions to the City's truck routes, which are proposed to minimize impacts to sensitive receptors.

The TOP 2050 designates the Specific Plan area for Medium Density Residential (MDR), Mixed-Use (Eucalyptus/Chino Airport) (MU-BC); and Open Space Parkland (OS-C). Buildout under these

designations would allow for up to 2,195 residential units and 1,632,143 square feet of non-residential land uses within the Specific Plan area. As shown in the table, the No Project Alternative would result in an increase in population, units, and employment but a decrease in non-residential square feet.

4.5.1 Aesthetics

Policy Plan Amendment

In this alternative, the entire City would be developed under the existing TOP 2050 land use plan and would involve new development and redevelopment in the same areas as the proposed project. The City's Municipal Code identifies development standards to ensure quality development in the City. Aesthetic impacts would be similar to the proposed project and would be less than significant.

Specific Plan

The Specific Plan area is not in an area identified for scenic preservation. There are no scenic vistas in the Specific Plan area, nor would development of the site adversely affect a designated scenic vista. The No Project Alternative would cover the same development impact area as the EBPSP and result in similar less than significant impacts.

4.5.2 Agriculture and Forestry Resources

Policy Plan Amendment

In this alternative, the entire City would be developed under the existing TOP 2050 land use plan and would involve new development and redevelopment in similar areas as the proposed project. At the time of the 2022 Certified EIR there was no land zoned for agriculture in the City. Therefore, the impacts from rezoning lands from agricultural to non-agricultural have already occurred. This alternative would have similar impacts to Farmland and lands currently under a Williamson Act contract. Therefore, impacts on agriculture and forestry resources would be similar to the proposed project and would be less than significant.

Specific Plan

Similar to the EBPSP, the existing on-site agricultural uses would be removed from the Specific Plan area under this alternative. The City of Ontario no longer has land designated for agricultural use, and impacts associated with the implementation of the EBPSP, including the conversion of grazing land and Prime Farmland to a non-agricultural use, would not result in impacts not already disclosed. Therefore, implementation of this alternative would result in the same impacts to agricultural resources that would occur from implementation of the EBPSP.

4.5.3 Air Quality

Policy Plan Amendment

As identified in Section 3.3, *Air Quality,* the proposed project would result in an increase in NOx, CO, PM_{10}, $PM_{2.5}$, and reactive organic gasses (ROG) emissions. Under this alternative, the buildout would remain the same as the existing TOP 2050. Therefore, although the impacts would remain significant and unavoidable, they would be slightly less than those of the proposed project. Impacts regarding consistency with the AQMP, cumulatively considerable net increase of pollutants for which the project region is in nonattainment, and exposing sensitive receptors to substantial pollutant concentrations would be similar to the proposed project. This alternative would also result in less industrial warehouse development; therefore, there would be fewer diesel trucks. However, this alternative would not include the revisions to the truck route map that routes trucks away from sensitive receptors on Archibald Avenue. In comparison to the proposed project, this alternative would have slightly less impact, and impacts would remain significant and unavoidable.

Specific Plan

As with the EBPSP, construction of the No Project Alternative has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the Specific Plan area. In addition, fugitive dust emissions would result from construction activities. Under this alternative, the development impact area would be the same as the EBPSP. Therefore, although the type of construction would be different under this alternative due to the proposed uses, implementation of this alternative would result in similar impacts from construction-related air quality that would occur from implementation of the EBPSP, and impacts would be less than significant.

Operational activities associated with either the EBPSP or this alternative would result in emissions of ROGs, NO_x, SO_x, CO, PM_{10}, and $PM_{2.5}$. Emissions calculated for the EBPSP under the No Project Alternative/Current TOP 2050 are shown in Table 4-2, *EPBPSP No Project Alternative/Current TOP 2050 Air Pollutant Emissions*.

Table 4-2 EBPSP No Project Alternative/Current TOP 2050 Air Pollutant Emissions

Source	Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer						
Mobile	92	125	1,073	3	308	80
Area	117	38	210	0.24	3	3
Stationary	1	21	14	0.13	2	2
On-Site Equipment	2	5	5	0.01	0.27	0.27
Maximum Daily Emissions	212	192	1,398	4	313	85
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	YES	YES	YES	NO	YES	YES
Winter						
Mobile	87	133	882	3	308	80
Area	94	36	15	0.23	3	3
Stationary	2	5	5	0.01	0.27	0.27
On-Site Equipment	1	2	97	0	0.18	0.16
Maximum Daily Emissions	185	198	1,013	3	313	85
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	YES	YES	YES	NO	YES	YES

Source: Appendix N

As shown above, operations of the No Project Alternative/Current TOP 2050 would exceed the numerical thresholds of significance established by the South Coast AQMD for emissions of VOCs, NO_x, CO, PM_{10}, and $PM_{2.5}$. The $PM_{2.5}$ exceedance occurring under this alternative would not occur under the EBPSP buildout conditions. Additionally, while both scenarios would exceed the CO threshold, emissions under this alternative (1,399/1,013) would be substantially greater when compared to the EBPSP (759/563). This is primarily due to the increased trip generation under this alternative, as discussed subsequently in Section 4.5.17. Overall, impacts would be greater than the EBPSP and would remain significant and unavoidable.

4.5.4 Biological Resources

Policy Plan Amendment

Under this alternative, biological resource impacts would be the same as the proposed project. A number of special status plant species and special status wildlife species are known to occur within or immediately adjacent to the City or are known to occur in the region based on historical data. Federal and state regulations require development projects to assess and mitigate potential biological resources within a project site. The proposed project would be

within the same footprint as the approved project. Mitigation measures identified for the proposed project would be applicable to this alternative. Therefore, impacts on biological resources would be the same as the proposed project, and impacts would be less than significant with mitigation incorporated.

Specific Plan

The No Project Alternative/Current TOP 2050 e would have the same overall impact area as the EBPSP. Potential impacts to sensitive wildlife species and migratory and nesting birds would continue to occur, and mitigation measures would be implemented to reduce impacts to such resources to a less-than-significant level. Therefore, impacts would be similar to the EBPSP.

4.5.5 Cultural Resources

Policy Plan Amendment

Cultural resource impacts are primarily associated with potential ground disturbance and development of previously undisturbed areas, or impacts to potential historic structures (building additions, demolition, etc.). Development under this alternative would be the same as the proposed project because the development footprint would be the same. Mitigation measures for the proposed project would be applicable to this alternative and would mitigate potential impacts to archeological resources; however, like the proposed project, this alternative would have the potential to impact historic buildings as a result of redevelopment. Therefore, impacts to potential cultural resources would be the same as the proposed project and would remain significant and unavoidable.

Specific Plan

The No Project Alternative/Current TOP 2050 would result in a similar development impact area as the EBPSP and would therefore result in a similar potential to adversely affect any undiscovered archaeological resources in the Specific Plan area. Like the EBPSP, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts to cultural resources from this alternative would be similar to those associated with the EBPSP.

4.5.6 Energy

Policy Plan Amendment

As identified in Section 3.6, *Energy*, this alternative would result in similar energy impacts. In general, impacts to energy use under this alternative would be slightly reduced as compared to the proposed project as development would be reduced, and would be less than significant.

Specific Plan

The No Project Alternative/Current TOP 2050 would reduce the amount of non-residential building square footage but would increase the number of residential units, residents, and employees. In general, business park uses have a higher energy demand than residential. Therefore, building energy demand would be reduced compared to the EBPSP; however, this alternative would result in a substantial increase in vehicle trips compared to the EBPSP (17,378 additional trips when compared to the EBPSP). Therefore, fuel consumption would increase under this alternative. Impacts under either the EBPSP or this alternative would be less than significant.

4.5.7 Geology and Soils

Policy Plan Amendment

As with proposed project, individual development projects under the No Project Alternative/Current TOP 2050 would be required to prepare site-specific geotechnical investigations to evaluate seismic, liquefaction, ground settlement, paleontological resources, and/or soil expansion hazards. All development projects would be required to comply with existing federal, state, and local regulations, such as the California Building Code and statewide Construction General Permit. The proposed project would also be within the same development footprint as the current TOP 2050. Impacts would be the same as proposed project and would be less than significant.

Specific Plan

Grading and development of the Specific Plan area would still occur under the No Project Alternative, and therefore, impacts to geology and soils would be similar to those that would result from the EBPSP. This alternative would also have a similar potential to impact undiscovered paleontological resources during grading. Development realized under this alternative would be required to implement mitigation measures to reduce potential impacts to less than significant. Therefore, impacts from under this alternative would be similar to those of the EBPSP.

4.5.8 Greenhouse Gas Emissions

Policy Plan Amendment

As identified in Section 3.8, *Greenhouse Gas Emissions*, the proposed project would result in 3 percent emissions increase above the current 2050 TOP. As a result, this alternative would result in lesser impacts compared to the proposed project, but impacts would remain significant and unavoidable.

Specific Plan

The No Project Alternative/Current TOP 2050 would have the same development impact area as the EBPSP. Although the type of construction would be different under this alternative due to the proposed uses, implementation of this alternative would result in similar impacts from construction related GHG emissions that would occur from implementation of the EBPSP. GHG emissions that could be expected from operations of the No Project Alternative/Current TOP 2050 are presented in Table 4-3, *EBPSP No Project Alternative/Current TOP 2050 GHG Emissions*.

Table 4-3 EBPSP No Project Alternative/Current TOP 2050 GHG Emissions

Source	Emissions (MT/yr)				
	CO_2	**CH_4**	**N_2O**	**Refrigerants**	**Total CO_2e**
Mobile	46,233	2	3	41	47,071
Area	594	0.01	0	0	595
Energy	8,812	1	0.08	0	8,859
Water	423	12	0.30	0	819
Waste	278	28	0	0	973
Refrigeration	0	0	0	3	3
Stationary	21	0	0	0	21
On-site Equipment					284
Total CO_2e (All Sources)	58,625				

Source: Appendix N

The No Project Alternative/Current TOP 2050 would result in an increase in residential units and a decrease in business park uses. As shown in the table, emissions associated with the land use mix under this alternative are estimated at 58,625 $MTCO_2e$/yr. When compared to the emissions associated with the EBPSP (45,539 $MTCO_2e$/yr), this alternative would result in an increase of 13,086 $MTCO_2e$. Both the EBPSP and this alternative would result in significant and unavoidable GHG emissions impacts.

4.5.9 Hazards and Hazardous Materials

Policy Plan Amendment

In both this alternative and proposed project, land uses throughout the City would be required to comply with existing federal, state, and local regulations governing use, storage, transport, and disposal of hazardous materials and hazardous wastes. Structures would be required to comply with building standards in the California Building Code and the California Fire Code. The proposed project would also be within the same development footprint as the current TOP 2050. Impacts would be the same as proposed project and would be less than significant.

Specific Plan

Uses implemented under the No Project Alternative/Current TOP 2050 would be subject to the same federal, state, and local regulations and permitting requirements as are applicable to the EBPSP. In addition, this alternative would also include mitigation of potentially contaminated soils that may exist on the site during construction activities. Similar to the EBPSP, this alternative would result in less than significant impacts with mitigation measures incorporated.

4.5.10 Hydrology and Water Quality

Policy Plan Amendment

This alternative would have the same hydrology and water quality impacts as the proposed project. Future project-specific water quality management plans (WQMPs), preliminary and/or final, will be prepared consistent with the prevailing terms and conditions of the City Local Implementation Plan (LIP) and Model WQMP at the time of project application. Moreover, low impact development (LID) and water quality treatment solutions prescribed in project-specific WQMPs would be designed to support or enhance the regional BMPs and efforts implemented by the City as part of Citywide efforts to improve water quality. During construction, project-specific Stormwater Pollution Prevention Plans (SWPPP) are required to be prepared in accordance with the site-specific sediment risk analyses based on the grading plans. The SWPPP must describe construction best management practices (BMP) that address pollutant source reduction, and provide measures/controls necessary to mitigate potential pollutant sources. Therefore, impacts would be similar and remain less than significant.

Specific Plan

The No Project Alternative/Current TOP 2050 would result in the same area of impervious surfaces compared to the EBPSP. This alternative would introduce new sources of water pollutants from construction and operational activities. Similar to the EBPSP, this alternative would be required to include storm drain facility improvements as well as source control, site design, and treatment control BMPs. Therefore, this alternative would result in similar less than significant impacts to hydrology and water quality.

4.5.11 Land Use and Planning

Policy Plan Amendment

This alternative would leave the current TOP 2050 in place. As a result, there would not be a need to upzone parcels within Ontario Ranch to High Density Residential (HDR). Because the changes to the land use plan would replace areas planned for residential use with nonresidential uses, the loss in residential capacity must be offset by increasing the residential

capacity by an equal amount elsewhere in the city to comply with SB 330, which mandates no net loss of residential capacity citywide. Additionally, land uses within the airport influence area identified in the land use plan are generally consistent with the Airport Land Use Compatibility Plan for Chino Airport and Ontario International Airport (ONT). Because this alternative would not trigger SB 330 or SB 166 and the associated need for additional HDR land use, this alternative would reduce land use and planning impacts of the proposed project and would be less than significant.

Specific Plan

Uses constructed under the No Project Alternative/Current TOP 2050 would be consistent with the existing land use designations of the site. Comparative land use and planning impacts under this alternative would be reduced when compared to the EBPSP.

4.5.12 Mineral Resources

Policy Plan Amendment

The proposed project and this alternative would result in similar impacts to mineral resources. The proposed project would also be within the same development footprint as the current TOP 2050. Impacts would be the same as proposed project and would be less than significant.

Specific Plan

The Specific Plan area is designated as MRZ-3 and does not contain known mineral resource deposits. The City's Policy Plan does not identify any locally important mineral resource recovery sites on or within proximity to the Specific Plan area. Therefore, like the EBPSP, the No Project Alternative/Current TOP 2050 would have no potential to impact the availability of known mineral resources or a mineral resource recovery site.

4.5.13 Noise

Policy Plan Amendment

Construction and operational noise impacts would be the same as the proposed project under this alternative. Like the proposed project, construction activities under this alternative could occur close to sensitive receptors, and impacts would be significant. This alternative would have similar operational noise impacts. Therefore, noise impacts would be the same under this alternative in comparison to the proposed project and would be significant (construction noise).

Specific Plan

Under this alternative, the types of construction activities and equipment employed would be similar to those associated with construction of the EBPSP. Additionally, this alternative would have the same development impact area as the EBPSP. Maximum construction-source noise/vibration levels would be unchanged.

Stationary operational noise could decrease under this alternative compared to the EBPSP due to the reduced scope of the business park uses. The No Project Alternative/Current TOP 2050 would generate approximately 28,836 daily vehicle trips, primarily passenger vehicles, compared to 9,596 daily trips under the EBPSP, which would include 1,218 daily truck trips. Although this alternative would substantially increase overall traffic volumes, the reduction in heavy-duty truck activity is an important consideration for traffic noise. Heavy-duty trucks contribute disproportionately to roadway noise compared to passenger vehicles due to higher engine, exhaust, and tire-pavement noise characteristics. As a result, increases in traffic volumes dominated by passenger vehicles typically result in smaller incremental noise increases than traffic streams with a higher truck component. As such, despite the substantial increase in trips, off-site vehicular noise impacts are assumed to be comparable to the EBPSP.

4.5.14 Population and Housing

Policy Plan Amendment

This alternative would result in a decrease in residential units, jobs, and population compared to the proposed project (see Table 2-4 in Chapter 2, *Project Description)* and would result in growth that is in line with that identified by SCAG for the City of Ontario. Although the proposed project would exceed SCAG's regional forecasts for the City of Ontario, the proposed project would maintain the City's jobs-housing balance. Therefore, population and housing impacts of this alternative would be similar to the proposed project but would remain less than significant.

Specific Plan

Buildout under the no project alternative would allow for up to 2,195 residential units and 1,632,143 square feet of non-residential land uses. Under TOP 2050, on-site population was estimated to be 6,335 and employment opportunities were estimated to be 3,126. As such, under this alternative, on-site employees would increase by 1,536 employees when compared to the EBPSP's estimated 1,590 employees. As shown in Table 3.14-7, SCAG estimated a total of 95,500 housing units and 187,700 jobs in 2050 and the TOP 2050 estimated a total of 411,268 residents, 129,551 housing units, and 296,204 jobs in 2050. Buildout of the Specific Plan area as forecast under the Current TOP would be consistent with the City's and SCAG's growth projections. Nevertheless, growth under this alternative would be consistent with the City's and SCAG's growth projections, and impacts would be similar and less than significant.

4.5.15 Public Services

Policy Plan Amendment

This alternative would result in a decrease in population compared to proposed project. As a result, the impacts on public services, including fire, police, school, and library services, would be reduced under this alternative and would be less than significant.

Specific Plan

Under the No Project Alternative/Current TOP 2050, buildout would result in a total of 6,335 new residents and 3,126 new employees, an increase of 1,536 employees compared to the EBPSP. Therefore, demand for fire and police protection services would increase under this alternative. In addition to the increased demands for fire and police protection services, the residential uses developed under this alternative would result in an increased population of school-aged children. This would result in an increased demand for school services that would not occur under the EBPSP. As such, public service demands would be greater than those under the EBPSP but would remain less than significant.

4.5.16 Recreation

Policy Plan Amendment

This alternative would result in a reduction in population compared to proposed project. As a result, the demand for recreation and recreational services in the City would be less. Impacts under this alternative, would be less than the proposed project, and would be less than significant.

Specific Plan

The No Project Alternative/Current TOP 2050 would result in the development of residential uses not proposed by the EBPSP. The increased population caused by this alternative would result in an increased demand for recreational facilities. Development under this alternative would include 51.16 acres of Open Space Parkland to support the recreational demand from future residents, employees and visitors. Although impacts are not anticipated to be significant, they would be increased when compared to the EBPSP.

4.5.17 Transportation

Policy Plan Amendment

As identified in Section 3.17, *Transportation*, this alternative results in a slight decrease in total VMT and VMT per service population (VMT/SP) compared to proposed project. As a result, this

alternative would reduce the project's significant VMT impact; however, impacts would remain significant and unavoidable.

Specific Plan

Using the assumptions from the TOP 2050 EIR for the site (2,195 residential units and approximately 1.6 million square feet of non-residential mixed use) the trip generation that would be expected under the No Project Alternative/Current TOP 2050 was developed and compared to the EBPSP, as shown in Table 4-4, *EBPSP No Project Alternative/Current TOP 2050*. As shown, traffic under this alternative would increase by 17,378 trips when compared to the EBPSP. Given the increase in trip generation, it can reasonably be expected that the No Project Alternative/Current TOP 2050 would also increase VMT. Therefore, VMT impacts would be greater than the EBPSP and would remain a significant and unavoidable impact.

Table 4-4 EBPSP No Project Alternative/Current TOP 2050 Trip Generation

	AM Peak Hour			PM Peak Hour			
Land Use	**In**	**Out**	**Total**	**In**	**Out**	**Total**	Daily
Actual Vehicle							
Business Park (ITE 770)	1,225	269	1,494	368	901	1,269	16,016
Internal Capture	-14	0	-14	-17	-17	-34	-406
Multi-Family Residential (ITE 220)	216	684	900	708	434	1,142	13,632
Internal Capture	0	-14	-14	-17	-17	-34	-406
Total Trips	1,427	939	2,366	1,042	1,301	2,343	28,836
EBPSP Trips	696	249	945	448	750	1,198	11,458
Net Change	**731**	**690**	**1,421**	**594**	**551**	**1,145**	**17,378**

4.5.18 Tribal Cultural Resources

Policy Plan Amendment

Impacts to tribal cultural resources would primarily be associated with potential ground disturbance and development of previously undisturbed areas. Development under proposed project and this alternative would be similar, as the TOP 2050 and proposed project would have the same development footprint. Mitigation measures for the protection of tribal cultural resources would be applicable to this alternative. Additionally, both the proposed project and this alternative would comply with federal and state regulations pertaining to the protection and preservation tribal cultural resources. Therefore, impacts to potential tribal cultural resources would be similar to the proposed project and would be less than significant.

Specific Plan

The No Project Alternative/Current TOP 2050 would result in a similar potential to adversely affect buried tribal cultural resources as the EBPSP, since the development impact area would be the same. As with the EBPSP, this alternative would be required to implement mitigation measures to reduce potential impacts to less than significant. Potential impacts to tribal cultural resources under this alternative would be similar to those associated with the EBPSP.

4.5.19 Utilities and Service Systems

Policy Plan Amendment

This alternative would result in a decrease in population compared to TOP 2050; therefore, the impact on the City's infrastructure systems would be reduced, including the demand on water supply. Overall, impacts would be reduced under this alternative compared to the proposed project, and impacts would be less than significant.

Specific Plan

Like the EBPSP, the No Project Alternative/Current TOP 2050 would implement all necessary on-site and off-site utilities and service infrastructure system improvements. In general, residential uses and commercial uses have greater water and sewer demands compared to business park uses. Based on the increased scope and intensity of development under this alternative, demands for utilities and services under this alternative would be increased. However, no significant impacts would result from either the EBPSP or this alternative

4.5.20 Wildfire

Policy Plan Amendment

The City of Ontario is not in a very high fire hazards severity zone. Additionally, the development footprint of the TOP 2050 and proposed project are the same. As a result, this alternative would result in similar risk associated with wildfire events. Overall, this alternative would have similar impacts compared to the proposed project, and impacts would be less than significant.

Specific Plan

According to the City's 2023 Local Hazard Mitigation Plan (LHMP), no high fire severity zones exist within the City, nor does the City have any wildland-urban interface areas. The No Project Alternative/Current TOP 2050 would result in a similar development impact area to the EBPSP and would therefore result in similar potential for wildfire. The impacts related to wildfire would be less than significant for both the EBPSP and this alternative.

4.5.21 Summary

Policy Plan Amendment

Impacts of the No Project Alternative/Current TOP 2050 would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, noise, tribal cultural resources, and wildfire. This alternative would reduce the proposed project's air quality, energy, GHG, land use and planning, public services, recreation, transportation, and utilities and service systems impacts. This alternative would not meet some of the objectives of the proposed project.

Specific Plan

The No Project Alternative/Current TOP 2050 would result in greater impacts to energy, construction noise, public services, recreation, and utilities and service systems. This alternative would exacerbate significant and unavoidable impacts related to operational air quality, GHG, off-site traffic-related noise, and transportation. Impacts related to aesthetics, agriculture and forestry resources, construction air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, onsite noise, population and housing, tribal cultural resources, and wildfire would be similar compared to the EBPSP. Additionally, impacts to land use and planning would decrease under this alternative.

As compared with the EBPSP, this alternative would not meet the following objectives to the same extent due to the change in the proposed land uses from business park to residential and mixed-use:

- To provide a land use plan that implements The Ontario Plan's vision and appropriately positions business park and public parkland uses north of Eucalyptus Avenue, between Campus Avenue and Walker Avenue.
- To facilitate the development of a variety of employment-generating uses in a business park setting.
- To provide business park uses that are compatible with surrounding land uses.

4.6 TRUCK ROUTE SCENARIO 3 ALTERNATIVE

In summer 2025, the City conducted outreach and initiated an evaluation of its existing truck routes, which evaluated changes to truck routes in northern Ontario, including in the Original Model Colony. Changes in southern Ontario were evaluated as part of the Policy Plan Amendment concurrent with land use changes. The City received comments regarding heavy

truck traffic passing by residential areas, especially along Ontario Ranch Road and Archibald Avenue. Specific issues identified by the public from truck travel include noise, vibration, and air quality impacts on homes and schools; safety concerns for pedestrians and cyclists; road damage from heavy vehicles; and the need for better enforcement of truck routes. Based on feedback from the public, the City identified four truck routes concepts for Ontario Ranch. Figure 2-9, *Proposed Truck Routes*, identifies the proposed truck routes selected by the City to move forward for the Policy Plan Amendment and to address the requirements of AB 98.

The Truck Route Scenario 3 is one of the four concepts evaluated by the City. Truck Route Scenario 3 Alternative would not remove Archibald Avenue as a designated truck route, as proposed under the project, and would add additional truck routes along Eucalyptus Avenue, Walker Avenue, and Hellman Avenue. The Truck Route Scenario 3 Alternative was chosen as an alternative to the proposed project because these additional routes would disperse truck traffic throughout the Ontario Ranch area to a greater extent. While the total number of trucks in the City and the Ontario Ranch area would remain the same, impacts would be spread across a broader area rather than concentrated along two specific routes. This alternative would increase impacts along Archibald Avenue and Edison Avenue while decreasing impacts along Ontario Ranch Road. See Figure 4-1, *Truck Route Scenario 3 Alternative.*

This alternative would not affect the land uses proposed for the EBPSP. Therefore, a separate analysis of this alternative for the Specific Plan component is not included below as it would be the same as that of the Policy Plan Amendment.

4.6.1 Aesthetics

In this alternative, the entire City would be developed in the same areas as TOP 2050 but with truck routes dispersed across the Ontario Ranch area. The City's Municipal Code identifies development standards to ensure quality development in the City. Aesthetic impacts would be similar to the proposed project and would be less than significant.

4.6.2 Agriculture and Forestry Resources

In this alternative, the City would be developed in similar areas as the proposed project. The alternative truck routes would be on existing roadways within the Ontario Ranch area and would have similar impacts to Farmland (City) and lands currently under a Williamson Act contract. Therefore, impacts on agriculture and forestry resources would be similar to the proposed project and would be less than significant.

4.6.3 Air Quality

The proposed project results in increases in diesel particulate matter (DPM) concentration and health risk along some truck route in Ontario Ranch as a result of changes to the City's truck routes in accordance with AB 98. While these changes are designed to reduce the number of sensitive receptors to substantial pollutant concentrations, there are some truck routes that would experience an increase in trucks when compared to the current TOP. Under this alternative, trucks would be dispersed on several north-south and east-west truck routes, including Archibald Avenue. Because Archibald Avenue would remain a truck route, localized concentrations of air pollutants would be slightly reduced at some sensitive receptors, in particular along Ontario Ranch Road, compared to the proposed project. Localized impacts associated with the revisions to the truck routes would be similar and would remain less than significant.

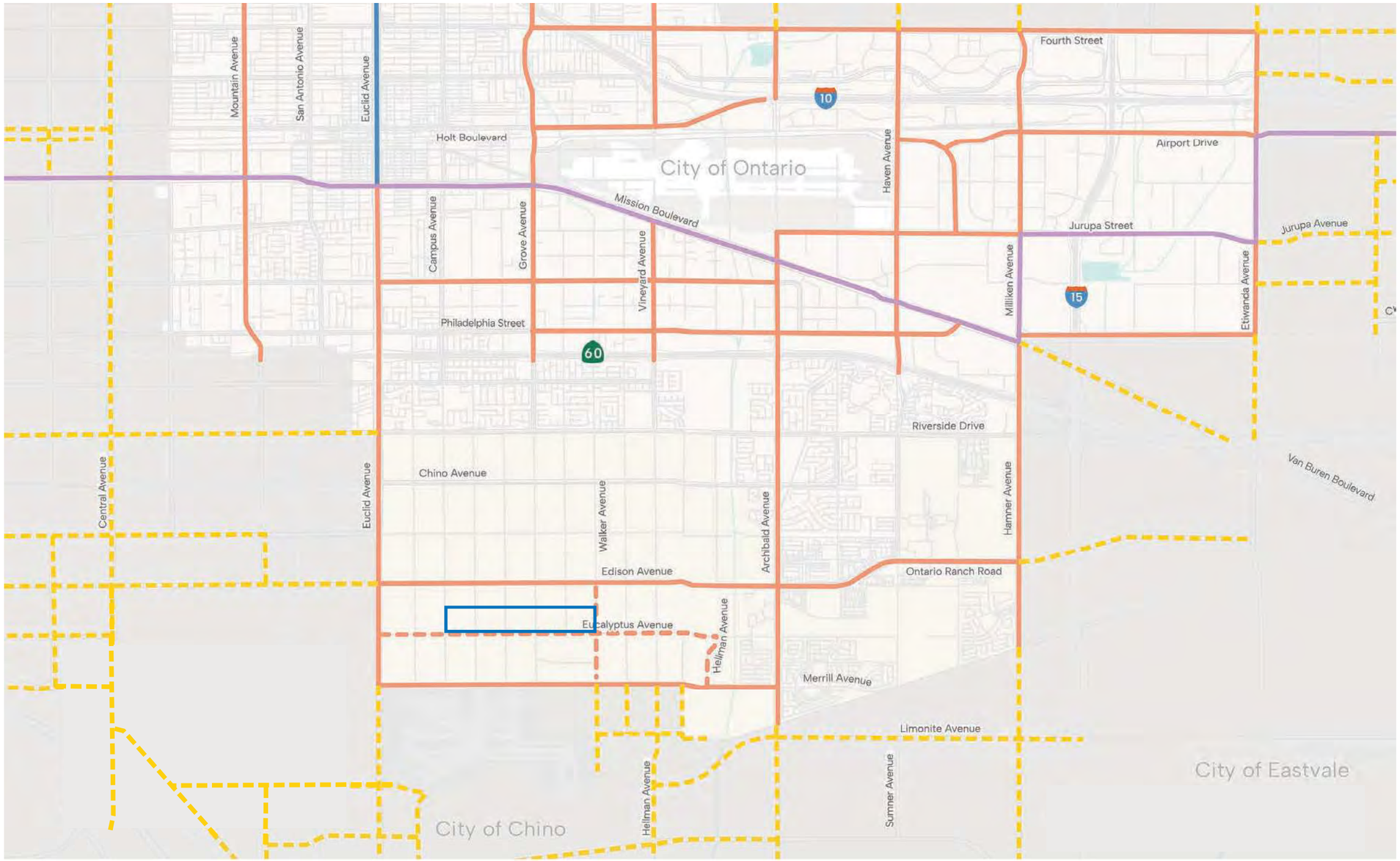
Regional emissions would be the same as the proposed project because the changes to the truck routes would not generate new truck trips or warehouses that have the potential to generate additional area and stationary sources of air pollutant emissions, which cumulative contribute to health risk impacts in the air basin. Therefore, like the proposed project, implementation of this alternative would be the same and also result in significant and unavoidable impacts regarding consistency with the AQMP, cumulatively considerable net increase of pollutants for which the project region is in nonattainment, and exposing sensitive receptors to substantial pollutant concentrations. In comparison to the proposed project, this alternative would have similar, significant and unavoidable impacts.

4.6.4 Biological Resources

Under this alternative, biological resource impacts would be the same as the proposed project. A number of special status plant species and special status wildlife species are known to occur within or immediately adjacent to the City or are known to occur in the region based on historical data. Federal and state regulations require development projects to assess and mitigate potential biological resources within a project site. This alternative would be within the same footprint as the proposed project. Mitigation measures identified for the proposed project would be applicable to this alternative. Therefore, impacts on biological resources would be the same as the proposed project, and impacts would be less than significant with mitigation incorporated.

Figure 4-1

Truck Route Scenario 3 Alternative



EBPSP Boundary

Truck Routes
- City Trruck Routes
- Adjacent Agency Truck Routes
- State DOT Network

Proposed Changes
- Truck Route Removal
- Truck Route Addition

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Date: 01/21/2026

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4.6.5 Cultural Resources

Cultural resources impacts are primarily associated with potential ground disturbance and development of previously undisturbed areas, or impacts to potential historic structures (building additions, demolition, etc.). Development under this alternative would be the same as the proposed project because the development footprint would be the same. The alternative truck routes would be on existing roadways within the Ontario Ranch area. Mitigation measures for the proposed project would be applicable to this alternative and would mitigate potential impacts to archeological resources; however, like the proposed project, this alternative would have the potential to impact historic buildings as a result of redevelopment. Therefore, impacts to potential cultural resources would be the same as the proposed project and would remain significant and unavoidable.

4.6.6 Energy

This alternative would result in the same energy use compared to the proposed project as in does not change buildout as compared to the proposed project. In general, impacts to energy use under this alternative would be the same as the proposed project and would be less than significant.

4.6.7 Geology and Soils

As with proposed project, individual development projects under this alternative would be required to prepare site-specific geotechnical investigations to evaluate seismic, liquefaction, ground settlement, paleontological resources, and/or soil expansion hazards similar to that of the proposed project. All development projects would be required to comply with existing federal, state, and local regulations, such as the California Building Code and statewide General Construction Permit. Impacts be the same as proposed project and would be less than significant.

4.6.8 Greenhouse Gas Emissions

This alternative would result in the same buildout and a similar VMT compared to the proposed project. As a result, this alternative would also have the same GHG emissions as of the proposed project, but they would be dispersed through the Ontario Ranch area. Therefore, impacts of this alternative would be the same compared to the proposed project and would remain less than significant.

4.6.9 Hazards and Hazardous Materials

In this alternative, land uses throughout the City would be required to comply with existing federal, state, and local regulations governing use, storage, transport, and disposal of hazardous materials and hazardous waste. Since truck routes would spread throughout the Ontario Ranch area, transport hazardous materials would remain the same citywide, but would be dispersed throughout residential areas, posing a slight increase of transport of hazardous materials to additional residents. Structures would be required to comply with building standards in the California Building Code and the California Fire Code. This alternative would result in similar impacts compared to the proposed project, and impacts would be less than significant.

4.6.10 Hydrology and Water Quality

This alternative would have the same hydrology and water quality impacts as the proposed project. Future project-specific WQMPs, preliminary and/or final, will be prepared consistent with the prevailing terms and conditions of the City LIP, and Model WQMP at the time of project application. Moreover, LID and water quality treatment solutions prescribed in project-specific WQMPs would be designed to support or enhance the regional BMPs and efforts implemented by the City as part of its citywide efforts to improve water quality. During construction, project-specific SWPPPs are required to be prepared in accordance with the site-specific sediment risk analyses based on the grading plans. The SWPPP must describe construction BMPs that address pollutant source reduction and provide measures/controls necessary to mitigate potential pollutant sources. Therefore, impacts would be similar and remain less than significant.

4.6.11 Land Use and Planning

This alternative would result in dispersed truck routes in the Ontario Ranch area, but truck trips in the City would remain consistent with the proposed project. The truck routes under the alternative would be through residential areas and would not be consistent with land uses, as such impacts associated with this alternative would be higher than the proposed project but would remain less than significant. Neither this alternative nor the proposed project would divide an established community. Therefore, the land use impacts would be the same and, like the proposed project, would be less than significant.

4.6.12 Mineral Resources

The proposed project and this alternative would result in similar impacts to mineral resources. The alternative truck routes would be on existing roadways within the Ontario Ranch area. Impacts would be the same as the proposed project and would be less than significant.

4.6.13 Noise

Construction and operational noise impacts would be the same as the proposed project under this alternative. Like the proposed project, construction activities under this alternative could occur close to sensitive receptors, and impacts would be significant. This alternative would have slightly reduced operational noise and vibration impacts from a reduction in truck traffic while also increasing traffic noise levels along alternate roadways, however overall traffic noise would be reduced along major arterials in the City. Noise and vibration impacts would be slightly reduced under this alternative in comparison to the proposed project but would remain significant.

4.6.14 Population and Housing

This alternative would result in the same buildout as the proposed project. Therefore, population and housing impacts of this alternative would be similar to the proposed project and would remain less than significant.

4.6.15 Public Services

This alternative would result in the same buildout as the proposed project. As a result, the impacts on public services, including fire, police, school, and library services, would be the same as the proposed project under this alternative and would be less than significant.

4.6.16 Recreation

This alternative would result in the same buildout as the proposed project. As a result, the demand for recreation and recreational services in the City would be the same. Impacts under this alternative would be the same as the proposed project and would be less than significant.

4.6.17 Transportation

This alternative would result in the same total VMT as the truck traffic would remain the same within the City, although truck routes would be spread throughout the Ontario Ranch area. This alternative would have a similar VMT per service population (VMT/SP) compared to proposed project. Impacts would be the same under this alternative and would not eliminate the significant unavoidable VMT impact under criterion 2. Overall, this alternative would have similar VMT impacts compared to the proposed project, and the VMT impact would remain significant and unavoidable.

4.6.18 Tribal Cultural Resources

Impacts to tribal cultural resources would primarily be associated with potential ground disturbance and development of previously undisturbed areas. Development under this alternative would be similar, as this alternative and proposed project would have the same development footprint. Mitigation measures for the protection of tribal cultural resources would be applicable to this alternative. Additionally, both the proposed project and this alternative would comply with federal and state regulations pertaining to the protection and preservation tribal cultural resources. Therefore, impacts to potential tribal cultural resources would be similar to the proposed project and would be less than significant.

4.6.19 Utilities and Service Systems

This alternative would result in the same buildout as the proposed project; therefore, the impact on the City's infrastructure systems would be the same. Overall, impacts would be similar under this alternative compared to the proposed project, and impacts would be less than significant.

4.6.20 Wildfire

The City of Ontario is not in a very high fire hazards severity zone. Additionally, the development footprint of this alternative and the proposed project are the same. As a result, this alternative would result in similar risk associated with wildfire events. Overall, this alternative would have similar impacts compared to the proposed project, and impacts would be less than significant.

4.6.21 Summary

This alternative would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, energy, geology and soils, GHG, hazards and hazardous materials, hydrology and water quality, land use, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and system services, and wildfire. This alternative would reduce the proposed project's air quality and noise impacts.

This alternative would meet all the objectives of the Policy Plan Amendment with the exception of objectives on truck routes and circulation changes. As compared with the proposed project, this alternative would not meet the following objectives:

- Update the City's truck routes based on proposed land use changes to ensure the City continues to comply with state law and ensures a safe and efficient goods movement network while minimizing the exposure of existing and future sensitive receptors to noise, vibration, and air pollution generated by heavy trucks.

- Update the Policy Plan component of TOP 2050 for internal consistency with proposed land use and circulation changes.

4.7 REDUCED INTENSITY ALTERNATIVE

The proposed land use plan would result in a net increase of 6,370,304 square feet of industrial and business park land use compared to the approved TOP 2050. The EBPSP represents 2,939,000 square feet of the growth in industrial and business park land uses under the proposed project (46 percent). Therefore, this alternative considers a reduced intensity alternative for the EBPSP area. The Reduced Intensity Alternative was selected to reduce overall impacts associated with air quality, noise, and transportation.

The Reduced Intensity Alternative would result in a 30 percent reduction in building area on the EBPSP project site. The buildout intensity of the remaining portions of the proposed project would remain the same; however, overall, the buildout of the proposed project would be reduced. Under this alternative, a total of 2,057,300 square feet of non-residential square feet would be developed, a reduction of 881,700 square feet. The total development impact area would remain the same as the EBPSP. Park areas are assumed to remain as proposed. Access to the site would be similar to the EBPSP, with a proportional reduction in the number of parking spaces. Table 4-5, *Reduced Intensity Alternative*, provides the buildout statistics of this alternative for the proposed project and EBPSP.

Table 4-5 Reduced Intensity Alternative

Category	Proposed Project	Reduced Intensity Alternative	Difference
Policy Plan Amendment			
Population	427,741	427,741	0
Housing Units	137,177	137,177	0
Non-residential SQFT	268,162,895	267,281,195	-881,700
Jobs	301,035	300,558	-477
EBPSP Site			
Non-residential SQFT	2,939,000	2,057,300	-881,700
Jobs	1,590	1,113	-477

Note: SQFT = square feet

4.7.1 Aesthetics

Under this alternative, land uses within the City would be built out in accordance with the proposed project, with the exception of the EBPSP, where the intensity would be reduced. Though this alternative would result in a slight reduction in land use intensity in Ontario Ranch

for the EBPSP, overall the aesthetics of the site would be similar to those of the proposed project.

The Specific Plan area is not in an area identified for scenic preservation. There are no scenic vistas in the Specific Plan area; nor would the development of the site adversely affect a designated scenic vista. The existing land uses would still be replaced with business park and open space – parkland uses, although the building square footage would be reduced. Site design and architectural features would be similar to the project under this alternative. Walls and fences would be provided for screening, buffering, and security purposes along building site perimeters and interior to building sites. Landscaping would include a variety of trees, shrubs, vines, and accent plants along the site's perimeter. Thus, impacts under this alternative would be the less than significant, similar to the EBPSP. Impacts to the remaining portions of the proposed project would remain the same and would be less than significant.

4.7.2 Agriculture and Forestry Resources

In this alternative, the City would be developed in similar areas as the proposed project. The reduction in land use intensity would be within the EBPSP, and the remaining portions of the City would have similar impacts to Farmland (City) and lands currently under a Williamson Act contract. Therefore, impacts on agriculture and forestry resources would be similar to the proposed project and would be less than significant.

Similar to the EBPSP, development realized under the Reduced Intensity Alternative would remove the existing agricultural uses from the site. The City of Ontario no longer has land designated for agricultural use, and impacts associated with the implementation of the EBPSP, including the conversion of grazing land and Prime Farmland to a non-agricultural use, would not result in significant impacts. Therefore, implementation of the Reduced Intensity Alternative would result in the same impacts to agricultural resources that would occur from implementation of the EBPSP.

4.7.3 Air Quality

This alternative would result in a less than 1 percent decrease in non-residential development citywide, but approximately 30 percent decrease in non-residential development within the EBPSP. Therefore, the citywide air pollution emission impacts and local impacts would be slightly reduced. Like the proposed project, implementation of this alternative would also result in significant and unavoidable impacts regarding consistency with the AQMP, cumulatively considerable net increase of pollutants for which the project region is in nonattainment, and exposing sensitive receptors to substantial pollutant concentrations. In comparison to the proposed project, this alternative would have slightly less impact, but impacts would remain significant and unavoidable.

Although the development impact area would be similar to the EBPSP, the Reduced Intensity Alternative would result in an approximate 30 percent reduction of allowable building square footage. Therefore, this alternative would slightly reduce the EBPSP's already less than significant construction-related air quality impacts.

At buildout, the EBPSP's operational emissions of ROGs, NO_X, CO, and PM_{10} emissions would exceed the applicable South Coast AQMD regional thresholds for these pollutants and would therefore contribute to the violation of an air quality standard and result in a cumulatively considerable net increase of an ozone precursor. No feasible mitigation measures exist that would reduce the EBPSP's emissions to levels that are less than significant.

The 30 percent reduction in development intensity under the Reduced Intensity Alternative would translate to an approximate 30 percent reduction in operational-source air pollutant emissions when compared to the EBPSP. Table 4-6, *Reduced Intensity Alternative Operation Emission Comparison at Buildout,* compares operational-source air pollutant emissions under the EBPSP and Reduced Intensity Alternative.

Table 4-6 Reduced Intensity Alternative Operational Emissions Comparison at Buildout

Pollutant	SCAQMD Threshold	EBPSP		Reduced Intensity Alternative	
		Maximum[1] Daily Emissions	Threshold Exceeded?	Maximum[2] Daily Emissions	Threshold Exceeded?
ROG - Summer	55	129	**YES**	91	**YES**
ROG - Winter		107	**YES**	75	**YES**
NO_X - Summer	55	196	**YES**	138	**YES**
NO_X - Winter		205	**YES**	143	**YES**
CO - Summer	550	759	**YES**	531	NO
CO - Winter		563	**YES**	394	NO
SO_2 - Summer	150	3	NO	2	NO
SO_2 - Winter		2	NO	2	NO
PM_{10} - Summer	150	170	**YES**	119	NO
PM_{10} - Winter		170	**YES**	119	NO
$PM_{2.5}$ - Summer	55	47	NO	33	NO
$PM_{2.5}$ - Winter		46	NO	33	NO

1. See Table 3.3-18.
2. Reflects a 30 percent reduction.

As shown above, although the reduction in intensity realized under the Reduced Intensity Alternative would be sufficient to alleviate the EBPSP's CO and PM_{10} exceedances, this alternative would still result in operational exceedances of South Coast AQMD thresholds for ROG and NO_X. Therefore, significant and unavoidable air quality impacts would persist under the Reduced Intensity Alternative but would be slightly reduced compared to the proposed project.

4.7.4 Biological Resources

The Reduced Intensity Alternative would involve the same development impact area as the proposed project and EBPSP. As such, this alternative would result in the same potential impacts to biological resources (including sensitive raptors, migratory birds, nesting birds, burrowing owl, and roosting bat species) as the EBPSP. As with the EBPSP, mitigation measures would be necessary to reduce impacts. Impacts to biological resources under the Reduced Intensity Alternative would be comparable to the EBPSP. Impacts on biological resources would be the same as the proposed project, and impacts would be less than significant with mitigation incorporated.

4.7.5 Cultural Resources

The Reduced Intensity Alternative would have the same development impact area as the EBPSP and the proposed project. No known historical or archaeological resources, as defined by CEQA Guidelines Section 15064.5, are present in the EBPSP area; however, there is a remote potential for the EBPSP site to contain unidentified surface or subsurface archaeological resources. Like the EBPSP, this alternative would be required to implement mitigation measures to reduce potential impacts. Therefore, impacts to potential cultural resources would be the same as the proposed project and would remain significant and unavoidable. Impacts to cultural resources from the Reduced Intensity Alternative would be similar to those of the EBPSP.

4.7.6 Energy

Under the Reduced Intensity Alternative, the total building square footage would be reduced by approximately less than 1 percent citywide but 29 percent with a proportional decrease in construction energy demands, operational building energy consumption, and vehicle fuel within the EBPSP. This alternative would result in a slight decrease in energy impacts and a decrease in buildout. In general, impacts to energy use under this alternative would be slightly decreased compared to the proposed project because development would be reduced, but would remain less than significant. This alternative would further reduce the EBPSP's already less than significant energy impacts.

4.7.7 Geology and Soils

This alternative would result in the same development footprint as the proposed project. As with proposed project, individual development projects under this alternative would be required to prepare site-specific geotechnical investigations to evaluate seismic, liquefaction, ground settlement, paleontological resources, and/or soil expansion hazards similar to that of the proposed project. All development projects would be required to comply with existing federal, state, and local regulations, such as the California Building Code and statewide Construction General Permit. Impacts would be the same as proposed project and would be less than significant.

Grading and development of the entire EBPSP area would still occur under the Reduced Intensity Alternative; therefore, impacts to geology and soils would be similar to those generated by the EBPSP. This alternative would also result in a similar potential to impact undiscovered paleontological resources during grading. Development realized under this alternative, like the EBPSP, would be required to implement mitigation measures to reduce potential impacts. Therefore, impacts from the Reduced Intensity Alternative would be similar to those of the EBPSP.

4.7.8 Greenhouse Gas Emissions

This alternative would result in a decrease in buildout compared to the proposed project. As a result, this alternative would also have a slight decrease in GHG emissions compared to the proposed project. Therefore, impacts of this alternative would be slightly decreased compared to the proposed project, but would remain significant and unavoidable.

With the reduced scope of facilities realized under the Reduced Intensity Alternative, greenhouse gas emissions would be reduced. At buildout and with mitigation, the EBPSP's greenhouse gas emissions of 45,539 $MTCO_2e$/yr would exceed the applicable numeric threshold of 3,000 $MTCO_2e$/yr. Under the Reduced Intensity Alternative, greenhouse gas emissions would be reduced to 31,877 $MTCO_2e$/yr. No feasible mitigation measures exist that would reduce these emissions to levels that are less than significant. Therefore, although greenhouse gas emissions would be reduced under this alternative, impacts would continue to be significant and unavoidable.

4.7.9 Hazards and Hazardous Materials

In this alternative, land uses throughout the City would still be required to comply with existing federal, state, and local regulations governing use, storage, transport, and disposal of hazardous materials and hazardous waste. Structures would be required to comply with building standards

in the California Building Code and the California Fire Code. This alternative would result in similar impacts compared to the proposed project, and impacts would be less than significant.

The Reduced Intensity Alternative would develop the same types of land uses as the EBPSP, but on a reduced scale. The use and storage of potentially hazardous materials would be subject to the same federal, state, and local regulations and permitting requirements as would occur with the EBPSP. As with the EBPSP, development of the site under this alternative would address the potentially contaminated soils that may be present within the site. This alternative would be required to implement the same type of mitigation measures that are included in Section 3.9, *Hazards and Hazardous Materials*. Similar to the EBPSP, with mitigation incorporated, hazards and hazardous materials impacts under the Reduced Intensity Alternative would be less than significant.

4.7.10 Hydrology and Water Quality

This alternative would have the same hydrology and water quality impacts as the proposed project. Future project-specific WQMPs, preliminary and/or final, will be prepared consistent with the prevailing terms and conditions of the City LIP, and Model WQMP at the time of project application. Moreover, LID and water quality treatment solutions prescribed in project-specific WQMPs would be designed to support or enhance the regional BMPs and efforts implemented as part of citywide efforts to improve water quality. During construction, project-specific SWPPPs are required to be prepared in accordance with the site-specific sediment risk analyses based on the grading plans. The SWPPP must describe construction BMPs that address pollutant source reduction and provide measures/controls necessary to mitigate potential pollutant sources. Therefore, impacts would be similar and remain less than significant.

The Reduced Intensity Alternative would result in a slight reduction in the amount of impervious surfaces when compared to the EBPSP. Regardless, this alternative would introduce new sources of water pollutants from construction and operational activities, and result in similar runoff and potential for impacts to drainage, erosion, and water quality as the EBPSP. Similar to the EBPSP, this alternative would be required to include storm drain facility improvements, source control, site design, and treatment control BMPs. Therefore, the Reduced Intensity Alternative would result in similar less than significant impacts to hydrology and water quality.

4.7.11 Land Use and Planning

The land uses identified in the proposed project would remain the same under this alternative, with the exception of the EBPSP. The current General Plan designations of the site include Medium Density Residential (with Affordable Housing Overlay), Mixed Use with Chino Airport Overlay (and Affordable Housing Overlay), and Open Space–Parkland. Uses under the Reduced

Intensity Alternative would not be consistent with these designations. Like the EBPSP, upon adoption of the Specific Plan, the EBPSP Development Regulations and Design Standards would apply to the Specific Plan area and would establish the applicable zoning regulations and development standards. The Specific Plan would become the land use implementation tool for the site as a whole. Similarly, no conflicts with TOP 2050 policies, the City's Development Code, or SCAG's Connect SoCal would occur. Both the EBPSP and the Reduced Intensity Alternative would result in less than significant impacts related to land use and planning. Neither this alternative nor the proposed project would divide an established community. Therefore, the land use impacts would be the same and, like the proposed project, would be less than significant.

4.7.12 Mineral Resources

The proposed project and this alternative would result in similar impacts to mineral resources as the footprint would remain the same. Impacts would be the same as the proposed project and would be less than significant.

The Reduced Intensity Alternative would result in a similar development impact area as the EBPSP and would therefore result in similar potential to adversely affect any mineral resources in the Specific Plan area. The Specific Plan area is designated MRZ-3 and does not contain known mineral resource deposits. The City's Policy Plan does not identify any locally important mineral resource recovery sites on or within proximity to the site. Therefore, like the EBPSP, the Reduced Intensity Alternative would have no potential to impact the availability of known mineral resources or a mineral resource recovery site.

4.7.13 Noise

Construction noise impacts would be the same as the proposed project under this alternative for both the Policy Plan Amendment and the EBPSP. Under this alternative, the types of construction activities and equipment employed would be similar to those associated with construction of the EBPSP. Maximum received construction-source noise/vibration levels at receptors near the EBPSP would be unchanged, but the duration may be decreased. For the Policy Plan Amendment, construction activities would continue to occur close to sensitive receptors, and impacts would continue to be significant. No significant construction noise impacts were identified for the EBPSP so impacts for the Specific Plan would remain less than significant.

This alternative would have slightly decrease in operational noise impacts associated with the reduction in nonresidential square feet and associated reduction in truck trips. However, the 29 percent reduction in the nonresidential square footage within the Specific Plan would not be sufficient to reduce the significant off-site vehicular noise for either the EBPSP or the Policy Plan

Amendment. Overall operational noise and vibration impacts would be slightly reduced under this alternative in comparison to the proposed project and would remain significant.

4.7.14 Population and Housing

This alternative would result in decrease in buildout, as shown in Table 4-5, compared to the proposed project. Therefore, population and housing impacts of this alternative would be slightly decreased compared to the proposed project and would remain less than significant.

As with the EBPSP, no housing would be developed under the Reduced Intensity Alternative. As such, no increase in population would occur. Buildout of this alternative would result in a reduction of employment opportunities on-site. While the EBPSP would employ an estimated 1,590 employees, this alternative would reduce the number of employees to 1,113. Similar to the EBPSP, development implemented under this alternative would be within the growth projections for the area, and impacts to population and housing would be less than significant.

4.7.15 Public Services

This alternative would result in decrease in non-residential square footage, as shown in Table 4-5, compared to the proposed project. Therefore, public services impacts of this alternative would be slightly decreased compared to the proposed project and would remain less than significant.

The reduction in overall scope under the Reduced Intensity Alternative would result in slightly less demand for public services, including fire protection and law enforcement. This alternative would further reduce the EBPSP's already less than significant impacts to public services.

4.7.16 Recreation

This alternative would result in a decrease in non-residential square footage, as shown in Table 4-5, compared to the proposed project. Therefore, recreation impacts of this alternative would be slightly decreased compared to the proposed project and would remain less than significant.

The EBPSP introduces 36.15 acres planned for development of the City's public "Grand Park." The amount of Open-Space-Parkland under this alternative is assumed to be the same as proposed under the EBPSP. Similarly, development of the Reduced Intensity Alternative would not directly increase housing or population, both of which typically cause an increase in the demand for and use of existing neighborhood parks and other citywide recreational facilities. Therefore, impacts associated with recreation under the Reduced Intensity Alternative would be less than significant and similar to the EBPSP.

4.7.17 Transportation

This alternative would result in decreased dwelling units as compared to the proposed project. As such this would decrease VMT in the City and would result in a decrease in VMT impacts compared to the proposed project; however the VMT impact would remain significant and unavoidable.

The Reduced Intensity Alternative would result in reduced total VMT when compared to the EBPSP. Because the intensity and scope of uses would be decreased under the Reduced Intensity Alternative, the service population would also be decreased. The Reduced Intensity Alternative would therefore not substantially alter the VMT/SP ratio otherwise resulting from the EBPSP. As with the EBPSP, VMT impacts under this alternative would remain significant and unavoidable.

4.7.18 Tribal Cultural Resources

Impacts to tribal cultural resources would primarily be associated with potential ground disturbance and development of previously undisturbed areas. Development under this alternative would be similar, as this alternative and proposed project would have the same development footprint. Mitigation measures for the protection of tribal cultural resources would be applicable to this alternative. Additionally, both the proposed project and this alternative would comply with federal and state regulations pertaining to the protection and preservation tribal cultural resources. Therefore, impacts to potential tribal cultural resources would be similar to the proposed project and would be less than significant.

The Reduced Intensity Alternative would result in a similar potential to adversely affect buried tribal cultural resources as the EBPSP, since the development impact area would be the same. As with the EBPSP, this alternative would be required to implement mitigation measures to reduce potential impacts to less than significant. Potential impacts to tribal cultural resources under this alternative would be similar to those associated with the EBPSP.

4.7.19 Utilities and Service Systems

This alternative would result in decrease in buildout, as shown in Table 4-5, compared to the proposed project. Therefore, utilities and system services impacts of this alternative would be slightly decreased compared to the proposed project and would remain less than significant.

Like the EBPSP, the Reduced Intensity Alternative would implement all necessary on-site and off-site utilities and service infrastructure system improvements. Based on the decreased scope and intensity of development under this alternative, demands for utilities and services under

this alternative would be slightly reduced. The Reduced Intensity Alternative would further reduce the EBPSP's already less than significant impacts.

4.7.20 Wildfire

The City of Ontario is not in a very high fire hazards severity zone. Additionally, the development footprint of this alternative and the proposed project are the same. As a result, this alternative would result in similar risk associated with wildfire events. Overall, this alternative would have similar impacts compared to the proposed project, and impacts would be less than significant.

According to the City's 2023 Local Hazard Mitigation Plan (LHMP), no high fire severity zones exist within the City, nor does the City have any wildland-urban interface areas. The Reduced Intensity Alternative would result in a similar development impact area as the EBPSP and would therefore result in similar potential for wildfire.

4.7.21 Summary

Policy Plan Amendment

This alternative would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use, mineral resources, population and housing, recreation, tribal cultural resources, and wildfire. This alternative would reduce the proposed project's air quality, energy, GHG, noise, public services, transportation, and utilities and system services impacts. This alternative would meet all the objectives of the Policy Plan Amendment.

Specific Plan

This alternative would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use, mineral resources, population and housing, recreation, tribal cultural resources, and wildfire. This alternative would reduce the proposed project's air quality, energy, GHG, noise, public services, transportation, and utilities and system services impacts.

The Reduced Intensity Alternative would meet most of the EBPSP objectives; however, this alternative would not meet the following objectives to the same extent as the EBPSP due to the reduced square footage and proportional reduction in employees.

- To provide a land use plan that implements The Ontario Plan's vision and appropriately positions business park and public parkland uses north of Eucalyptus Avenue, between Campus Avenue and Walker Avenue.

- To facilitate the development of a variety of employment-generating uses in a business park setting.
- To provide opportunities for positive economic benefit to the City, including new net revenues to the General Fund that can be used for vital City services.

Use of the Specific Plan area would not be maximized under the Reduced Intensity Alternative. Additionally, the 30 percent reduction would reduce the amount of potential employment opportunities for community residents; therefore, the alternative would not be fully maximizing the economic benefit to the City.

4.8 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

In addition to the discussion and comparison of impacts of the proposed project and the alternatives, CEQA Guidelines Section 15126.6 requires that an "environmentally superior" alternative be selected and the reasons for such a selection be disclosed. In general, the environmentally superior alternative is the alternative to the proposed project that has the potential to reduce the proposed project's significant impacts on the environment to the greatest extent feasible.

Identification of the environmentally superior alternative is an informational procedure, and the alternative to the proposed project selected may not be the alternative to the proposed project that best meets the goals or needs of the City of Ontario. Because CEQA Guidelines Section 15126.6(c) requires an evaluation of a reasonable range of alternatives to the proposed project, the proposed project under consideration cannot be identified as the environmentally superior alternative. Additionally, in accordance with CEQA Guidelines Section 15126.6(e)(2), if the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative from among the other alternatives.

The following alternative has been identified as "environmentally superior" to the proposed project:

- Reduced Intensity Alternative

The Reduced Intensity Alternative has been identified as the environmentally superior alternative because it would either lessen or result in similar impacts as the proposed project; however, it would not avoid any significant and unavoidable impacts. As shown in Table 4-7, *Comparison of Project Alternative Impacts*, and Table 4-8, *Ability to Meet Proposed Project Objectives*, the Reduced Intensity Alternative lessens impacts to air quality, energy, GHG emissions, noise, public services, transportation, and utilities and system services while partially achieving the benefits of the project objectives.

Table 4-7 Comparison of Project Alternative Impacts

Environmental Topic	Proposed Project[1]	No Project Alternative/ Current TOP 2050	Truck Route Scenario 3 Alternative	Reduced Intensity Alternative
3.1 Aesthetics	LTS	PPA: = SP: =	=	=
3.2 Agriculture and Forestry Resources	LTS	PPA: = SP: =	=	=
3.3 Air Quality	SU	PPA: ↓ SP: ↑	↓	↓
3.4 Biological Resources	LTS/M	PPA: = SP: =	=	=
3.5 Cultural Resources	PPA: SU EBPSP: LTS/M	PPA: = SP: =	=	=
3.6 Energy	LTS	PPA: ↓ SP: ↑	=	↓
3.7 Geology and Soils	LTS/M	PPA: = SP: =	=	=
3.8 Greenhouse Gas Emissions	SU	PPA: ↓ SP: ↑	=	↓
3.9 Hazards and Hazardous Materials	PPA: LTS EBPSP: LTS/M	PPA: ↓ SP: ↑	=	=
3.10 Hydrology and Water Quality	LTS	PPA: ↓ SP: ↑	=	=
3.11 Land Use and Planning	LTS	PPA: ↓ SP: ↓	=	=
3.12 Mineral Resources	PPA: LTS EBPSP: NI	PPA: ↓ SP: ↑	=	=

Table 4-7 Comparison of Project Alternative Impacts

Environmental Topic	Proposed Project[1]	No Project Alternative/ Current TOP 2050	Truck Route Scenario 3 Alternative	Reduced Intensity Alternative
3.13 Noise	PPA:SU EBPSP: LTS	PPA: ↓ SP: =	↓	↓
3.14 Population and Housing	LTS	PPA: = SP: =	=	=
3.15 Public Services	LTS	PPA: ↓ SP: ↑	=	↓
3.16 Recreation	LTS	PPA: ↓ SP: ↑	=	=
3.17 Transportation	SU	PPA: ↓ SP: ↑	=	↓
3.18 Tribal Cultural Resources	LTS/M	PPA: ↓ SP: ↑	=	=
3.19 Utilities and Service Systems	LTS	PPA: ↓ SP: ↑	=	↓
3.20 Wildfire	LTS	PPA: ↓ SP: ↑	=	=

Notes:

PPA Policy Plan Amendment
SP Specific Plan
NI No Impact
LTS Less than Significant
LTS/M Less than Significant with Mitigation
SU Significant and Unavoidable

↓ Reduced impact in comparison to the proposed project
= Similar impact in comparison to the proposed project
↑ Greater impact in comparison to the proposed project

1. The impacts listed in this column represent the highest significance determination for each respective topic.

Table 4-8 Ability to Meet Proposed Project Objectives

Objective	Proposed Project	No Project Alternative/ Current TOP 2050	Truck Route Scenario 3 Alternative	Reduced Intensity Alternative
Policy Plan Amendment				
Comprehensively plan for and assess land use changes requested by property owners while ensuring compliance with state laws and maintaining the vision and objectives of current TOP 2050.	Yes	Yes	Yes	Yes
Reposition the planned employment center in southwest Ontario from a mix of office, retail, and residential uses to a concentration of business park uses.	Yes	No	Yes	Yes
Ensure there is no net loss in overall housing capacity within the City, consistent with the requirements of state law.	Yes	Yes	Yes	Yes
Plan for adequate housing capacity to ensure the City continues to meet the requirements of the City's sixth-cycle RHNA obligation.	Yes	Yes	Yes	Yes
Update the City's truck routes based on proposed land use changes to ensure the City continues to comply with state law and ensures a safe and efficient goods movement network while minimizing the exposure of existing and future sensitive receptors to noise, vibration, and air pollution generated by heavy trucks.	Yes	No	No	Yes
Update the Policy Plan component of TOP 2050 for internal consistency with proposed land use and circulation changes.	Yes	No	No	Yes

Table 4-8 Ability to Meet Proposed Project Objectives

Objective	Proposed Project	No Project Alternative/ Current TOP 2050	Truck Route Scenario 3 Alternative	Reduced Intensity Alternative
Specific Plan				
To provide a land use plan that implements The Ontario Plan's vision and appropriately positions business park and public parkland uses north of Eucalyptus Avenue, between Campus Avenue and Walker Avenue.	Yes	No	NA	Partial
To facilitate the development of a variety of employment-generating uses in a business park setting.	Yes	No	NA	Partial
To provide business park uses that are compatible with surrounding land uses.	Yes	No	NA	Yes
To provide opportunities for positive economic benefit to the City, including new net revenues to the General Fund that can be used for vital City services.	Yes	No	NA	Partial
To provide opportunities for the development of passive use parks consistent with the City of Ontario's Grand Park Master Plan.	Yes	No	NA	Yes
To provide landscaped open space within the Specific Plan area, including pedestrian trails adjacent to public arterial and collector streets.	Yes	No	NA	Yes
To improve connectivity in the area by providing pedestrian paths, bicycle routes, and comfort amenities such as bike racks that encourage circulation by means not dependent on a motorized vehicle.	Yes	No	NA	Yes
To identify and construct capital improvements for water, recycled water, sewer, storm drain, and circulation facilities that serve planned land uses within and adjacent to the Specific Plan area.	Yes	No	NA	Yes

Table 4-8 Ability to Meet Proposed Project Objectives

Objective	Proposed Project	No Project Alternative/ Current TOP 2050	Truck Route Scenario 3 Alternative	Reduced Intensity Alternative
To set forth a development phasing sequence that allows for logical development and aligns with installation of on-site and off-site infrastructure.	Yes	No	NA	Yes
To define guidelines and standards that provide a cohesive design for architecture, landscaping, streetscapes, entry monuments, corner treatments, walls and fencing, lighting, and signage within the Specific Plan area.	Yes	No	NA	Yes

5. OTHER CEQA CONSIDERATIONS

This chapter provides a discussion of the effects of the proposed project based on the analyses in Sections 3.1 through 3.20 of this Draft SEIR. The topics covered in this chapter include effects not found to be significant, significant and unavoidable impacts, significant irreversible changes to the environment, and growth-inducing effects. A more detailed analysis of the effects that the proposed project would have on the environment and proposed mitigation measures to minimize significant impacts are provided in Chapter 3, *Environmental Analysis*, of this Draft SEIR.

5.1 EFFECTS NOT FOUND TO BE SIGNIFICANT

California Environmental Quality Act (CEQA) Guidelines Section 15128, "Effects Not Found to Be Significant," allows environmental issues for which there is no likelihood of significant impact to be "scoped out" and not analyzed further in the SEIR.

As described in the Notice of Preparation (NOP) prepared for the proposed project (see Appendix A), the City of Ontario determined a full-scope SEIR would be required to evaluate all impacts in the 20 environmental categories; therefore, all categories are evaluated in Chapter 3, *Environmental Analysis,* of this SEIR.

5.2 SIGNIFICANT UNAVOIDABLE IMPACTS

CEQA Guidelines Section 15126.2(a) requires that "Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short- and long-term effects." CEQA Guidelines Section 15126.2(c) requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. Table ES-3, *Summary of Significant Environmental Impacts and Mitigation Measures*, in the *Executive Summary* of this Draft EIR summarizes the significant impacts, mitigation measures, and levels of significance with and without mitigation.

Though mitigation measures, where feasible, would reduce the level of impact of the proposed project, the following impacts would remain significant and unavoidable:

AIR QUALITY

- **Impact AQ-1 (PPA + EBPSP):** The additional population growth forecast for the Policy Plan Amendment and Specific Plan and the associated emissions would exceed the assumptions of the South Coast AQMD's AQMP.

- **Impact AQ-2 (PPA):** Construction activities associated with future development that would be accommodated under the Policy Plan Amendment could generate short-term emissions in exceedance of the South Coast AQMD's threshold criteria.

- **Impact AQ-3 (PPA + EBPSP):** Implementation of the proposed project would generate additional, long-term emissions in exceedance of South Coast AQMD's threshold criteria and cumulatively contribute to the South Coast Air Basin's nonattainment designations.

- **Impact AQ-4 (PPA)**: Construction activities associated with the Policy Plan Amendment could expose sensitive receptors to substantial air pollutant concentrations.

- **Impact AQ-5 (PPA):** Operation of industrial and warehousing land uses accommodated under the Policy Plan Amendment would cumulatively contribute to elevated levels of toxic air contaminants in the South Coast AQMD region.

CULTURAL RESOURCES

- **Impact CUL-1 (PPA):** Implementation of the Policy Plan Amendment could impact historical resources.

GREENHOUSE GAS EMISSIONS

- **Impact GHG-1 (PPA + EBPSP)**: Implementation of the proposed project would result in an increase in GHG emissions compared to the approved project and would not achieve the carbon neutrality threshold of AB 1279.

- **Impact GHG-2 (PPA + EBPSP):** The proposed project would be inconsistent with the Community Climate Action Plan's objective of reducing citywide GHG emissions and the State's carbon neutrality goals.

NOISE

- **Impact NOI-1 (PPA):** Construction activities associated with buildout of the Policy Plan Amendment would result in intermittent, temporary increases in noise levels at sensitive receptors due to construction activities. Construction of the EBPSP would not exceed applicable thresholds or significantly increase ambient noise levels.

- **Impact NOI-2 (PPA + EBPSP):** Implementation of the Policy Plan Amendment and EBPSP would expose sensitive receptors to substantial permanent traffic noise increases.

- **Impact NOI-3 (PPA):** Construction activities associated with buildout of the Policy Plan Amendment may expose sensitive uses to excessive levels of groundborne vibration.

- **Impact NOI-4 (PPA):** Heavy truck traffic annoyance along City haul routes associated with buildout of the Policy Plan Amendment may expose sensitive uses to excessive levels of groundborne vibration annoyance.

- **Impact NOI-5 (PPA)**: Implementation of the Policy Plan Amendment could expose noise sensitive uses to excessive noise levels from the Ontario International Airport (ONT).

TRANSPORTATION

- **Impact TRA-2 (PPA + EBPSP):** The proposed project would generate a substantial increase in VMT per service population and total VMT compared to the approved project resulting in significant project-level and cumulative VMT impacts.

5.3 SIGNIFICANT IRREVERSIBLE CHANGES

Section 15126.2(d) of the CEQA Guidelines requires that an EIR discuss whether "Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely." The discussion shall consider primary and secondary impacts that generally commit future generations to similar uses, irreversible damage from environmental accidents, and irretrievable commitments of resources.

- Implementation of the proposed project would include construction activities that would entail the commitment of nonrenewable and/or slowly renewable energy resources; human resources; and natural resources such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, water, and fossil fuels. Future developments in accordance with the proposed project would require the use of natural gas and electricity, fossil fuels, and water. The commitment of resources required for the construction and operation of the proposed project would limit the availability of such resources for future generations or for other uses during the life of the project.

- An increased commitment of social services and public maintenance services (e.g., police, fire, schools, libraries, and sewer and water services) would also be required. The energy and social service commitments would be long-term obligations in view of the low likelihood of returning the land to its original condition once it has been developed.

- Population growth related to the proposed project compared to the approved project would increase vehicle miles traveled and volatile organic compound emissions associated with consumer product use. The proposed project would cumulatively contribute to the South Coast Air Basin's nonattainment designation for ozone (O_3).

5.4 GROWTH-INDUCING EFFECTS

Section 15126.2(e) of the CEQA Guidelines requires that an EIR discuss the ways in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Typical factors may include the removal of obstacles to population growth, such as through a major expansion of a wastewater plant.

This section evaluates the proposed project's potential to create such growth inducements. As CEQA Guidelines Section 15126.2(e) states, "It must not be assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment." In other words, negative impacts associated with growth inducement occur only where the projected growth would cause significant adverse environmental impacts.

Approval and implementation of proposed project would not remove obstacles to growth. Development in the City is guided by TOP 2050. Changes to the approved project are identified in Section 2.4.1, *Project Characteristics*, and would not result in changes to existing regulations that would remove barriers to growth in the City. Portions of the City are already served by infrastructure. Like the approved project, implementation of proposed project would allow for development of currently undeveloped land and redevelopment of existing land uses. This would induce construction of infrastructure extensions and improvements, such as roadways, storms drains, water pipes, solid waste collection systems, and energy/communication extensions toward undeveloped areas of the City. In addition, the proposed project would increase demand for electricity and natural gas that could require expansion of energy infrastructure, as provided by Southern California Edison and the Southern California Gas Company. Impacts to existing utilities and service systems and potential needs for future improvements are discussed further in Section 3.19, *Utilities and Service Systems*.

TOP 2050 and the proposed project accommodate the additional population growth required to accommodate the South California Association of Governments' Regional Housing Needs Assessment (RHNA). Buildout of the proposed project may require additional firefighting and police personnel and construction of new and/or expanded facilities to improve response times, if necessary. Buildout may also require future construction of new and/or expanded schools in the school districts that serve Ontario (e.g., Chaffey Joint Union High School District, Chino Valley Unified School District, Cucamonga School District, Ontario-Montclair School District, and Mountain View School District). Impacts from the proposed project on public services facilities are discussed in detail in Section 3.15, *Public Services*.

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EXHIBIT B. STATEMENT OF OVERRIDING CONSIDERATIONS REGARDING THE FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT FOR THE ONTARIO POLICY PLAN AMENDMENT

STATE CLEARINGHOUSE NO. 2025110102

STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires decision makers to balance the benefits of the proposed project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of the project outweigh the unavoidable adverse effects, those effects may be considered "acceptable" (State CEQA Guidelines Section 15093[a]). CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are infeasible to mitigate. Such reasons must be based on substantial evidence in the FEIR or elsewhere in the administrative record (State CEQA Guidelines Section 15093 [b]). The agency's statement is referred to as a Statement of Overriding Considerations.

SIGNIFICANT AND UNAVOIDABLE IMPACTS

The following describes the project's significant and unavoidable adverse impact and the justification for adopting a statement of overriding considerations. Although most potential project impacts have been substantially avoided or mitigated, as described above, 14 project impacts remain for which complete mitigation is not feasible (6 pertain to the EBPSP). The SEIR identified the following significant unavoidable adverse project impacts, which would continue to be applicable upon implementation of the proposed project:

Air Quality

Impact AQ-1 (PPA + EBPSP)

- **Policy Plan Amendment:** As shown in Table 3.2-12, *City of Ontario Regional Criteria Air Pollutant Emissions Forecast*, of the SEIR, the proposed project would result in a substantial increase in reactive organic gases (ROG) and nitrogen oxides (NOx) compared to TOP 2050 (approved project). At the program level, ROG and NOx emissions cannot be mitigated because the primary sources are outside local control. ROG emissions largely come from consumer products that are regulated at the manufacturer level, and the City cannot control which products residents purchase or use. Similarly, NOx emissions from the transportation sector depend on the types of vehicles individuals choose to own and operate, which are governed by state and federal standards rather than local plans. Accordingly, because of the magnitude and

intensity of development accommodated by the proposed project, as well as regional air quality influences beyond the control of the City, impacts associated with consistency with the Air Quality Management Plan (AQMP) would remain **significant and unavoidable**. No additional feasible mitigation measures or mitigating policies at the program level would ensure consistency of the proposed project with the South Coast Air Quality Management District's (South Coast AQMD) AQMP. The identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent individual projects that meet applicable project-level thresholds of significance.

- **EBPSP:** There is no feasible mitigation that would reduce impacts associated with consistency of the project with the AQMP to less than significant. Impacts would remain **significant and unavoidable.** This finding is consistent with the impacts previously identified as part of the 2022 Certified EIR. Impact AQ-2 (PPA)

- **Policy Plan Amendment:** Buildout in accordance with the proposed project would generate short-term construction emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the South Coast Air Basin (SoCAB). Mitigation Measure AIR-1-PPA and applicable goals and policies of the proposed project would reduce construction-related air pollutant emissions to the extent feasible. Construction emissions associated with the proposed project would be similar to the approved project because the proposed project would increase in land use intensity, not develop new, previously undeveloped areas of the city that would require substantial landform modification. However, individual projects accommodated under proposed project may exceed the South Coast AQMD regional significance thresholds. Therefore, like the approved project, construction-related regional air quality impacts of developments that would be accommodated by the proposed project would remain **significant and unavoidable**.

Impact AQ-3 (PPA + EBPSP)

- **Policy Plan Amendment**: Buildout in accordance with the proposed project would generate long-term emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. Mitigation Measures AIR-2-PPA and AIR-3-PPA, in addition to the goals and policies of the Policy Plan Amendment, would reduce air pollutant emissions to the extent feasible. Impact AQ-3 would remain **significant and unavoidable** due to the increase in ROG and NOx emissions from development associated with the proposed project compared to that of the approved project.

- **EBPSP:** Although Mitigation Measures AIR-1-SP through AIR-8-SP are designed to reduce operational-source criteria pollutant emissions of the EBPSP, there is no way

to meaningfully quantify these reductions in CalEEMod, so no numeric emissions credit has been taken in the analysis. Therefore, even with application of these measures, EBPSP operational-source emissions impacts are considered **significant and unavoidable**. This finding is consistent with the impacts previously identified as part of the 2022 Certified EIR.

Impact AQ-4 (PPA)

- **Policy Plan Amendment:** Construction activities associated with the proposed project could expose sensitive receptors to substantial concentrations of criteria air pollutants and toxic air contaminants (TAC). Mitigation Measure AIR-1-PPA would require that future development projects incorporate measures to reduce construction emissions that would minimize exposure of sensitive receptors to elevated concentrations of criteria air pollutant emissions and TACs. Additionally, review of development projects by South Coast AQMD for permitted sources of air toxics (e.g., industrial facilities, dry cleaners, and gasoline dispensing facilities) would ensure that health risks are minimized. Individual development projects would be required to achieve the incremental risk thresholds established by South Coast AQMD, and TACs would be less than significant. However, because existing sensitive receptors may be close to project-related construction activities and because of the programmatic nature of the proposed project, construction emissions generated by individual development projects have the potential to exceed South Coast AQMD's localized significance thresholds (LSTs) and contribute to higher levels of cancer risk in the SoCAB. Consequently, Impact AQ-4 would remain **significant and unavoidable**.

Impact AQ-5 (PPA)

- **Policy Plan Amendment:** Buildout of the proposed project and the approved project could expose sensitive receptors to substantial concentrations of TACs. Buildout could result in new sources of criteria air pollutant emissions and/or TACs near existing or planned sensitive receptors. Review of development projects by South Coast AQMD for permitted sources of air toxics (e.g., industrial facilities, dry cleaners, and gasoline dispensing facilities) would ensure that health risks are minimized. Additionally, Policy ER-4.9 would ensure mobile sources of TACs not covered under South Coast AQMD permits are considered during subsequent project-level environmental review by the City of Ontario. Individual development projects would be required to achieve the incremental risk thresholds established by South Coast AQMD, and TACs would be less than significant. However, implementation of the proposed project would generate TACs that could contribute to elevated levels in the air basin. This effect is more substantial with the proposed project compared to the approved project because of the increase in industrial land use allowed under the proposed project. Though individual projects may achieve the project-level risk threshold of 10 per million, they would nonetheless contribute to

higher levels of cancer risk in the SoCAB, and therefore would result in a cumulatively considerable impact. Therefore, the proposed project's cumulative contribution to health risk is **significant and unavoidable.**

Cultural Resources

Impact CUL-1 (PPA)

- **Policy Plan Amendment:** Implementation of the Policy Plan Amendment could impact historical resources. Mitigation Measure CUL-1-PPA would require historic and potentially historic resources to be evaluated for historic significance through the City's Development Code tier system, except those in Ontario Ranch. Mitigation Measures CUL-1-PPA and CUL-2-PPA establish requirements for historic resources classified as Tier III and II (in Ontario Ranch) and potentially historic resources (identified through survey evaluation) in Ontario Ranch to minimize significant impacts. Major modification or demolition of historic resources may be appropriate under certain circumstances. In the case of demolition, the City requires historic resources to be documented, historic features to be salvaged, and a demolition mitigation fee. Therefore, the Development Code does not provide a high level of protection for Tier III or Tier II historic resources in Ontario Ranch or potentially significant historic resources identified through a survey in Ontario Ranch. Impact CUL-1 would remain **significant and unavoidable**.

Greenhouse Gas Emissions

Impact GHG-1 (PPA + EBPSP)

- **Policy Plan Amendment:** Implementation of Mitigation Measure GHG-1-PPA would ensure that the City aligns its Community Climate Action Plan (CCAP) update with the GHG reduction targets of AB 1279 and the statewide legislative GHG emission reduction targets that are in effect at the time of the CCAP update. Implementation of CCAP measures that increase the efficiency of energy and water use and offset electricity use through solar panels would reduce GHG emissions from land uses accommodated under the proposed project to the extent feasible. Given the growth in population and employment in the city, the emissions reductions needed from existing development, the overall magnitude of emissions reductions needed to achieve the GHG reduction target from existing and new development, and federal legal constraints on the implementation and effectiveness of State actions for emissions reduction, it is uncertain whether implementation of Mitigation Measure GHG-1-PPA would achieve the substantial reductions needed to align with the GHG reduction targets of Assembly Bill (AB) 1279. In addition, the City cannot ensure that Mitigation Measure GHG-1-PPA would be implemented prior to the generation of new GHG emissions from development facilitated under the proposed project, which could further limit the effectiveness of this mitigation measure in achieving the

required emissions reductions. Therefore, GHG emissions impacts of the proposed project compared to the approved project are considered **significant and unavoidable**.

- **EBPSP:** Preliminary CCAP measures to be implemented by the EBPSP are presented in Table 3.8-12, *EBPSP CCAP Screening Table*, of the SEIR. These measures are subject to change throughout the development process so long as the requisite 100 points are achieved, as required by Mitigation Measure GHG-1-SP. As shown in the table, measures implemented by the EBPSP would achieve a total of 101 points. As part of the EBPSP's CCAP compliance measures, the EBPSP has committed to a rooftop solar system with sufficient capacity to offset 45 percent of the electrical demands. Tables 3.8-13, *EBPSP GHG Emissions: Phase 1 (Mitigated)*; 3.8-14, *EBPSP GHG Emissions: Phases 1 and 2 (Mitigated)*; and 3.8-15, *EBPSP GHG Emissions: Phases 1, 2, and 3 (Mitigated)*, in the SEIR present the estimated operational GHG emissions for all phases of the EBPSP with the incorporation of the rooftop solar system. Even with the incorporation of rooftop solar, the EBPSP would result in GHG emissions of approximately 45,539 metric tons of carbon dioxide equivalent per year ($MTCO_2e/yr$) at buildout and would still exceed the numeric threshold of 3,000 $MTCO_2e/yr$. Other features to be implemented through compliance with Mitigation Measure GHG-1-SP and Mitigation Measures AIR-1-SP through AIR-8-SP, as listed in Table 3.8-14 in the SEIR, would also reduce GHG emissions, but these reductions are not quantifiable. Accordingly, no additional feasible mitigation measures are available at this time that would substantially lessen the identified impacts associated with full buildout of the EBPSP area. Therefore, the EBPSP would result in **significant and unavoidable** GHG emissions.

Impact GHG-2 (PPA + EBPSP)

- **Policy Plan Amendment:** Implementation of CCAP measures that increase energy efficiency, reduce(?) water use, and offset electricity use through solar panels would reduce GHG emissions from land uses accommodated under the proposed project to the extent feasible. However, given the growth in population and employment within the City, the magnitude of emissions reductions needed to achieve the CCAP's 2050 per capita target, and federal legal constraints on the implementation and effectiveness of State actions for emission reduction, it is uncertain whether implementation of Mitigation Measure GHG-1-PPA would achieve the substantial reductions needed to achieve CCAP's 2050 per capita target and the State's carbon neutrality goals. Therefore, GHG emissions impacts of the proposed project compared to the approved project are considered **significant and unavoidable**.

- **EBPSP:** The CCAP provides guidance on how to analyze GHG emissions and determine impact significance during the CEQA review of proposed development projects. Because the CCAP addresses GHG emissions reductions and is consistent

with the requirements of AB 32, Senate Bill (SB) 32, and international efforts to reduce GHG emissions, compliance with the CCAP fulfills the requirement for mitigation pursuant to the State CEQA Guidelines. As shown in Table 3.8-12, with the implementation of Mitigation Measure GHG-SP-1, the EBPSP would attain the minimum requisite 100 Screening Table points. However, because the EBPSP is not consistent with the land use pattern and subsequent communitywide GHG emissions projections of the CCAP, the EBPSP is determined to be inconsistent with the CCAP and would result in a **significant and unavoidable** GHG impact, which was not anticipated as part of the 2022 Certified EIR.

Noise

Impact NOI-1 (PPA)

- **Policy Plan Amendment:** Mitigation Measure NOI-1-PPA would reduce potential impacts associated with construction of individual development projects to the extent feasible; however, due to the potential for construction activities near sensitive uses, the potential for numerous simultaneous construction projects, and the potential duration of construction activities, Impact NOI-1 could still result in a temporary substantial increase in noise levels above ambient conditions and the 80 dBA Leq threshold. Therefore, project and cumulative impacts would be **significant and unavoidable**. It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.

Impact NOI-2 (PPA + EBPSP)

- **Policy Plan Amendment:** Measures applied to individual development projects, such as constructing noise walls, evaluating and installing upgraded windows and doors, or applying rubberized asphalt on impacted roadway segments could reduce potential traffic noise impacts. However, impacted homes are on private property, outside of the control of future project developers, who may have limited admittance onto these properties to implement such mitigation. The cost-to-benefit ratio for the number of households benefited may not be feasible and reasonable in all cases. There are no funding mechanisms and procedures that would guarantee that the implementation of sound insulation features at each affected home would reduce traffic noise in interior areas. Therefore, project impacts would remain **significant and unavoidable**. It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.

- **EBPSP:** Due to the infeasibility of both quiet pavement and off-site noise barriers, EBPSP-related off-site traffic noise increases at adjacent noise-sensitive land uses are considered a **significant and unavoidable** impact.

Impact NOI-3 (PPA)

- **Policy Plan Amendment:** Mitigation Measure NOI-2-PPA would reduce potential impacts associated with construction vibration from individual development projects to the extent feasible. However, due to the potential for construction activities in proximity to sensitive uses, the potential for numerous simultaneous construction projects, and the potential duration of construction activities, construction vibration impacts would be **significant and unavoidable**. It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.

Impact NOI-4 (PPA)

- **Policy Plan Amendment:** Revisions to Policy M-4.1 of TOP 2050 would reduce vibration annoyance impacts from individual development projects associated with heavy truck travel along City haul routes to the extent feasible. Reducing heavy truck travel speeds provides safe and efficient transport of goods on impacted roadway segments and could reduce potential heavy truck vibration annoyance impacts. However, impacted receptors may still perceive an annoyance. Therefore, heavy truck vibration impacts associated with the proposed project would remain **significant and unavoidable**. It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.

Impact NOI-5 (PPA)

- **Policy Plan Amendment:** With the implementation of Mitigation Measure NOI-3-PPA and TOP 2050 policies, impacts to future sensitive receptors from excessive airport-related noise from operations at the Ontario International Airport (ONT) would be reduced to comply with interior noise level thresholds of 45 dBA CNEL or less. While interior noise levels are required to achieve the interior noise limits of the California Building Standards, Title 24 and Title 25 of the California Code of Regulations, exterior noise levels may continue to exceed the noise compatibility criteria for the City. Consequently, airport noise compatibility impacts of the proposed project would remain **significant and unavoidable.** It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.

Transportation

Impact TRA-2 (PPA + EBPSP)

- **Policy Plan Amendment:** The proposed project would increase vehicle miles traveled per service population (VMT/SP) and total VMT compared to the approved project.

Mitigation Measure TRA-1-PPA would reduce potential impacts of future development projects to the extent feasible. Future development projects consistent with the proposed project would need to consider transportation demand management (TDM) measures consistent with those identified in the Mobility Element. TDM techniques include incentives to use transit; incentives to form carpools rather than drive alone; and making home, work, and shopping closer together to shorten travel distances. Project-level and cumulative VMT impacts under the proposed project would remain. Therefore, the impact would be **significant and unavoidable**.

- **EBPSP:** VMT/SP and total VMT would increase under the EBPSP. Mitigation Measure TRA-1-SP would reduce commute-related VMT by 7.2 percent. However, the City's significance standard considers all trip types and does not isolate commute-related trips. Therefore, the 7.2 percent reduction applies only to a portion of the EBPSP's total VMT and is not sufficient to fully mitigate the overall impact. Project-level and cumulative VMT impacts under the EBPSP would remain. Therefore, the impact would be **significant and unavoidable.**

PROJECT BENEFITS IN SUPPORT OF THE STATEMENT OF OVERRIDING CONSIDERATIONS

This section describes the benefits of the proposed project that outweigh the project's unavoidable adverse effects and provides specific reasons for considering the project acceptable even though the Final SEIR indicated 14 significant project impacts that cannot be mitigated to less than significant. Pursuant to CEQA Guidelines Section15093(c), this statement of overriding considerations will be included in the record of the project approval and will also be noted in the Notice of Determination. Each of the benefits identified below provides a separate and independent basis for overriding the significant environmental effects of the proposed project.

Having reduced the potential effects of the proposed project through all feasible mitigation measures, as described previously, and balancing the benefits of the proposed project against its potential unavoidable adverse impacts on air quality, cultural resources, greenhouse gas emissions, noise, and transportation, the City finds that the following legal requirements and benefits of the proposed project individually and collectively outweigh the potentially significant unavoidable adverse impacts.

1. IMPLEMENTS THE OBJECTIVES ESTABLISHED FOR THE PROPOSED PROJECT

Policy Plan Amendment

- Comprehensively plan for and assess land use changes requested by property owners while ensuring compliance with state laws and maintaining the vision and objectives of current TOP 2050.
- Reposition the planned employment center in southwest Ontario from a mix of office, retail, and residential uses to a concentration of business park uses.
- Ensure there is no net loss in overall housing capacity within the City, consistent with the requirements of state law.
- Plan for adequate housing capacity to ensure the City continues to meet the requirements of the City's sixth-cycle RHNA obligation.
- Update the City's truck routes based on proposed land use changes to ensure the City continues to comply with state law and ensures a safe and efficient goods movement network while minimizing the exposure of existing and future sensitive receptors to noise, vibration, and air pollution generated by heavy trucks.
- Update the Policy Plan component of TOP 2050 for internal consistency with proposed land use and circulation changes.

Specific Plan

- To provide a land use plan that implements The Ontario Plan's vision and appropriately positions business park and public parkland uses north of Eucalyptus Avenue, between Campus Avenue and Walker Avenue.
- To facilitate the development of a variety of employment-generating uses in a business park setting.
- To provide business park uses that are compatible with surrounding land uses.
- To provide opportunities for positive economic benefit to the City, including new net revenues to the General Fund that can be used for vital City services.
- To provide opportunities for the development of passive use parks consistent with the City of Ontario's Grand Park Master Plan.
- To provide landscaped open space within the Specific Plan area, including pedestrian trails adjacent to public arterial and collector streets.

- To improve connectivity in the area by providing pedestrian paths, bicycle routes, and comfort amenities such as bike racks that encourage circulation by means not dependent on a motorized vehicle.

- To identify and construct capital improvements for water, recycled water, sewer, storm drain, and circulation facilities that serve planned land uses within and adjacent to the Specific Plan area.

- To set forth a development phasing sequence that allows for logical development and aligns with installation of on-site and off-site infrastructure.

- To define guidelines and standards that provide a cohesive design for architecture, landscaping, streetscapes, entry monuments, corner treatments, walls and fencing, lighting, and signage within the Specific Plan area.

2. PROVIDES HIGH-DENSITY HOUSING THAT HELPS EXCEED THE CITY'S REGIONAL HOUSING NEEDS

Buildout of the proposed project would allow increased population of approximately 16,000 people and 8,000 additional housing units compared to the approved project. The approved project exceeds SCAG's regional housing needs forecasts for Ontario, and therefore the increase in population, housing, and employment as part of the proposed project would also exceed SCAG's regional forecast for the city. The proposed project would comply with SB 330 and SB 166, and there would be no net loss of residential units in the city with implementation of the proposed project. The proposed project would align jobs with the current employment market.

3. COMPLIES WITH CURRENT LEGISLATION

SB 330 (No Net-Loss Provisions)

If any proposed rezonings convert land from uses that allow housing to uses that do not allow housing, the City must offset this by concurrently upzoning another property elsewhere to prevent a net loss of housing capacity. Since some of the requested changes would reduce potential housing buildout, the overall amendments include additional land use changes specifically for this offset. To comply with state law, the Housing Element requires updates to TOP housing sites inventory to reflect changes in the list of sites suitable to fulfill the City's Regional Housing Needs Allocation (RHNA). The proposed land use changes result in a net gain in housing capacity, increasing the estimated number of allowed units from 129,951 units under TOP 2050 to 137,177 units under the proposed project, an increase of 5.6 percent, meeting the requirements of SB 330.

SB 166 (Affordable Housing Sites)

The City must maintain enough appropriately zoned sites to accommodate its fair share of lower- and moderate-income units according to the RHNA. If properties currently used to meet the City's lower-income RHNA requirement are rezoned, new suitable sites must be identified on the land use plan. These changes would only be to the Policy Plan; no individual housing projects are being proposed through this process. Because the loss of sites cannot be absorbed in the current inventory and there are not enough sites that meet the criteria above to offset the loss of sites, the proposed project upzones several sites to meet the City's RHNA obligation.

AB 98 (Truck Routes)

The proposed project would also result in changes to the truck routes map to address the requirements of AB 98. The intent of AB 98 is to improve community health and the environment by strategizing how and where heavy-duty trucks travel to and from logistics and warehousing facilities. The primary direction of state law is to prioritize routes that maximize the use of freeways or state highways, then larger local roads (arterial and collector roadways). Changes to the City's truck routes are to avoid, when possible, routing trucks through residential areas and near concentrations of other sensitive uses (such as schools, hospitals, and parks).

In summer 2025, the City conducted outreach and initiated evaluation of its existing truck routes, which resulted in changes to the truck routes in northern Ontario in the Original Model Colony (OMC). The City received comments regarding heavy truck traffic passing residential areas, especially along Ontario Ranch Road and Archibald Avenue. Specific issues identified by the public regarding truck travel include noise, vibration, and air quality impacts on homes and schools; safety concerns for pedestrians and cyclists; road damage from heavy vehicles; and the need for better enforcement of truck routes. Based on feedback from the public, the City identified four truck routes concepts for Ontario Ranch. Figure 2-9, *Proposed Truck Routes*, in the SEIR identifies the truck routes proposed by the City to move forward for the Policy Plan Amendment and to address the requirements of AB 98. The changes to the truck route map would be made to minimize the number of existing and proposed sensitive receptors adjacent to the truck routes. Factors that were considered included:

- Direct access to a freeway interchange.
- Connection to truck routes in other jurisdictions.
- Direct service to Industrial and Business Park land uses.
- Larger roads (generally 4 to 6 lanes).
- The presence of sound walls and vegetation.
- The proximity of a parallel truck route.

- Existing and future estimated truck volumes.
- Fewer gaps in truck routes.
- Presence of existing and planned sensitive uses (e.g., residential areas, Grand Park, and schools).
- Roadway operations.

4. TRANSPORTATION SYSTEM IMPROVEMENTS AND GOODS MOVEMENT EFFICIENCY

The proposed project supports the implementation of updated mobility goals and policies intended to improve transportation system efficiency while minimizing impacts on sensitive land uses. As identified above, the City's network of truck routes would be updated in compliance with AB 98 and consistent with proposed land use changes. Minor updates to the City's Roadway System (Figure M-01) and to multipurpose trails and bikeways, identified on TOP Figure M-02, are also proposed to reflect the City's long-term plan for roadways and align future bike improvements with the proposed changes in the land use pattern and truck routes in southwestern Ontario. New Mobility policies and implementation actions addressing priority safety corridors consistent with SB 932 are proposed as well as a new policy promoting lower speed limits for trucks in areas adjacent to noise- and vibration-sensitive land uses. Finally, Policy M-3.1 would be expanded to note that the City would prioritize coordinating access to transit in areas near sites identified in the housing element as suitable for lower-income (in addition to Environmental Justice areas), and Policy M-4.1 would clarify that noise-sensitive land uses are intended to include both noise- and vibration-sensitive land uses.

5. CREATES JOBS, PROVIDES ECONOMIC BENEFITS, AND MEETS DEMANDS FOR BUSINESS PARK SPACE

The EBPSP allows for the development of approximately 2,939,000 square feet of Business Park uses on 137.9 acres and 36.15 acres of Open Space–Parkland. In addition, the EBPSP land uses have the potential to generate up to 1,590 jobs that can be filled by residents of the City and surrounding communities. Temporary construction and long-term operational jobs created by the EBPSP would result in increased spending throughout the region, including in the City of Ontario. It is anticipated that annual personal earnings would increase through the generation of new jobs, and these earnings would ripple through the local and regional economy, creating a one-time increase in output and earnings associated with construction jobs and an on-going increase in output and earnings associated with permanent jobs.

The proposed project establishes the necessary land use plan, development standards, design guidelines, infrastructure systems, and implementation strategies on which subsequent, related development activities would be founded. The proposed EBPSP

would improve connectivity in the area by providing pedestrian paths, bicycle routes, and comfort amenities such as bike racks that encourage circulation by means not dependent on a motorized vehicle; define guidelines and standards that provide a cohesive design for architecture, landscaping, streetscapes, entry monuments, corner treatments, walls and fencing, lighting, and signage within the Specific Plan area; and provide opportunities for positive economic benefit to the City, including new net revenues to the General Fund that can be used for vital City services such as police and fire protection, infrastructure maintenance, and parks. The Fiscal Impact Study indicates that the EBPSP is anticipated to generate an annual surplus of approximately $530,000 for the benefit of the City.

6. IMPLEMENTATION OF LONG-RANGE PLANNING AND POLICY CONSISTENCY

The Policy Plan Amendment advances the City's TOP 2050 vision by modifying the currently permitted and planned TOP land use pattern across more than 1,300 acres in southern Ontario. These proposed changes to TOP are driven by requests from property owners and developers who seek to alter the allowable type or intensity of land use on their properties as well as land use changes required to improve land use compatibility, maintain compliance with state laws, uphold long-term planning goals, and plan for a cohesive land use pattern that repositions the southwest portion of the City as a regional employment and logistics center. The proposed project also includes updates to the zoning map and Development Code to implement the Policy Plan Amendment. The proposed project promotes consistency between planning documents and supports the efficient and orderly buildout of the EBPSP, which helps promote consistency in the City's long-range planning efforts.

7. PROVIDES INFRASTRUCTURE TO SERVE THE SPECIFIC PLAN AND LOCAL AREA

Development in the Ontario Ranch area has been constrained by a lack of infrastructure. The EBPSP includes required infrastructure facilities, including financing and phasing.

- **Roadway Improvements.** The developer(s) of the EBPSP would be responsible for the construction of vicinity roadway improvements, including segments of Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, and Eucalyptus Avenue. Additionally, the full width of 'A' Street would be constructed. The project would also pay fair share costs for offsite improvements at 18 intersections identified in Table 8-1 the Traffic Analysis.
- **Transit Service Improvements.** The EBPSP would construct a new bus turnout near the intersection of Grove Avenue and Eucalyptus Avenue in anticipation of future Omnitrans service.

- **Potable Water Infrastructure.** The EBPSP includes extension of potable water to the plan area. Additional water lines would be installed in conjunction with new development. Potable water system improvements include potable water lines along Campus Avenue and Walker Avenue from Eucalyptus Avenue to the northern boundary of the Specific Plan area and a potable water line along Bon View Avenue from Eucalyptus Avenue to the northern boundary of the Specific Plan area and Public Street 'A' between Campus Avenue and Walker Avenue.

  The EBPSP would also participate in the future Phase 2 Water System Improvements that provide for broader improvements for surrounding area.

- **Recycled Water Infrastructure.** The EBPSP includes extension of recycled water to the plan area. Recycled water system improvements necessary to serve the Specific Plan area include recycled water lines in Grove Avenue and Walker Avenue.

- **Sewer Infrastructure.** The EBPSP includes extension of sewer to the plan area. Sanitary sewer infrastructure improvements include new sewer lines in Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, and Public Street 'A' between Campus Avenue and Walker Avenue.

- **Stormwater Infrastructure.** Planned site drainage improvements include the construction of necessary on-site stormwater management facilities.

- **Dry Utilities.** The EBPSP would also construct electrical and telecommunications services utilities in the plan area.

8. PROVIDES PARKLAND NEEDED TO IMPLEMENT THE GRAND PARK

Situated between the northern boundary of the EBPSP and new Public Street 'A', Planning Areas 7, 8, and 9 would be designated Open Space–Parkland. Implementation of the EBPSP would allow for the acquisition of this open space property by the City. This 36.15-acre area would implement a segment of the City's public "Grand Park." Grand Park is planned as a 3.7-mile, 340-acre greenbelt between Haven Avenue and Campus Avenue. The EBPSP would implement the southern half of a 1.25-mile stretch of the park. The northern half of this segment of Grand Park would be installed by the Center Park Specific Plan, which is currently proposed to the north of the EBPSP.[1] Passive recreational opportunities for future employees, visitors, and City residents would be provided through features such as pedestrian paths, gathering areas, turf areas, and botanical gardens.

[1] It is noted that although only the southern half of the Grand Park is included in the EBPSP, development of the entire park area has been assumed and analyzed in the EBPSP's technical studies in the case of no northern development.

9. OTHER CONSIDERATIONS

There are unavoidable, significant impacts in the following categories: Air Quality, Cultural Resources, GHG Emissions, Noise, and Transportation.

- If the City does not adopt the Policy Plan Amendment, there would still be significant impacts relating to air quality, cultural resources, GHG emissions, noise, and transportation. Even without any growth in the City, which is not a realistic scenario, regional growth will still cause significant impacts from air quality and GHG emissions.

- Impacts relating to construction noise and vibration and construction emissions are temporary in nature.

CONCLUSION

The City Ontario has balanced the project's benefits against the significant unavoidable impacts. The City finds that the proposed project's benefits, which aim to enhance the City of Ontario and comply with current legislation, especially housing laws, outweigh the project's significant unavoidable impacts, and these impacts are therefore considered acceptable in the light of the project's benefits. The City finds that each of the benefits described above is an overriding consideration, independent of the other benefits, that warrants approval of the project notwithstanding the project's significant unavoidable impacts.

The City Council hereby declares that, pursuant to the State CEQA Guidelines section 15093, the City Council has balanced the benefits of the proposed project against any unavoidable environmental impacts in determining whether to approve the proposed project. Pursuant to the State CEQA Guidelines, if the benefits of the proposed project outweigh the proposed project's unavoidable adverse environmental impacts, those impacts may be considered "acceptable."

Having reduced the adverse significant environmental effect of the proposed project to the extent feasible by adopting the Mitigation Measures in the SEIR, the Mitigation Monitoring and Reporting Program (MMRP), and this Resolution; having considered the entire administrative record on the proposed project; and having weighed the benefits of the proposed project against its unavoidable adverse impact after mitigation, the City Council has determined that each of the following social, economic, and environmental benefits of the proposed project separately and individually outweighs the proposed project's potential unavoidable adverse impacts and renders those potential adverse environmental impacts acceptable.

The City Council hereby declares that the foregoing benefits provided to the public through the approval and implementation of the proposed project outweigh the identified significant adverse environmental impact of the proposed project that cannot be mitigated. The City Council finds that each of the proposed project benefits separately and individually outweighs all of the unavoidable adverse environmental effects identified in the SEIR and therefore finds those impacts to be acceptable.

RESOLUTION NO. PC26-023

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL APPROVE FILE NO. PGPA25-002, A CITYWIDE AMENDMENT TO THE ONTARIO PLAN 2050 POLICY PLAN (GENERAL PLAN), AND MAKING FINDINGS IN SUPPORT THEREOF — APNs: 0113-282-15, 216-174-01, 216-174-02, 216-174-06, 216-174-07, 216-174-08, 216-174-16, 216-174-17, 216-211-01, 216-211-04, 216-211-20, 216-211-24, 216-211-26, 216-214-01, 216-214-02, 216-214-03, 216-214-04, 216-214-05, 216-214-06, 216-214-07, 216-311-03, 216-311-04, 216-311-05, 216-311-08, 216-311-09, 216-312-02, 216-312-03, 216-312-04, 216-312-05, 216-312-06, 216-312-07, 216-312-08, 216-312-09, 216-312-10, 216-313-01, 216-313-02, 216-313-03, 216-313-04, 216-313-05, 216-313-06, 216-313-07, 216-313-08, 216-313-09, 216-314-01, 216-314-02, 216-314-03, 216-314-04, 216-314-05, 216-314-07, 216-314-08, 216-314-09, 216-321-01, 216-321-02, 216-321-03, 216-321-06, 216-321-07, 216-322-01, 216-322-02, 216-322-10, 216-323-01, 216-323-02, 216-323-08, 216-323-09, 218-102-10, 218-102-11, 218-111-06, 218-111-08, 218-111-09, 218-111-11, 218-111-12, 218-111-49, 218-111-50, 218-121-01, 218-121-02, 218-121-03, 218-121-04, 218-121-05, 218-121-06, 218-121-07, 218-121-08, 218-122-01, 218-122-02, 218-122-03, 218-122-04, 218-122-06, 218-122-08, 218-122-09, 218-131-35, 218-161-13, 218-161-14, 218-181-01, 218-181-02, 218-181-11, 218-181-12, 218-181-15, 218-181-16, 218-181-21, 218-181-23, 218-181-24, 218-181-25, 218-181-26, 218-191-19, 218-191-24, 218-241-43, 218-241-45, 218-402-32, 1049-101-01, 1049-101-02, 1049-101-04, 1049-101-05, 1049-101-06, 1049-101-07, 1049-101-08, 1049-101-09, 1049-101-10, 1049-101-11, 1049-101-12, 1049-101-13, 1049-101-14, 1049-101-15, 1049-101-16, 1049-101-17, 1049-101-18, 1049-101-29, 1049-101-30, 1049-101-31, 1049-101-32, 1049-101-33, 1049-101-34, 1049-101-35, 1049-101-36, 1049-101-37, 1049-101-38, 1049-101-39, 1049-131-40, 1049-131-01, 1049-131-02, 1049-131-03, 1049-131-04, 1049-131-05, 1049-131-06, 1049-131-08, 1049-131-09, 1049-131-18, 1049-131-19, 1049-161-24, 1049-161-25, 1049-171-05, 1049-171-06, 1049-171-07, 1052-151-02, 1052-151-05, 1052-151-09, 1052-151-10, 1052-151-11, 1052-161-03, 1052-471-02, 1052-481-02, 1052-491-03, 1052-491-05, 1052-491-06, 1053-091-01, 1053-101-01, 1053-101-02, 1053-111-01, 1053-111-03, 1053-111-04, 1053-111-08, 1053-151-04, 1053-151-05, 1053-161-02, 1053-171-01, 1053-171-03, 1053-171-04, 1053-171-05, 1053-171-06, 1053-181-01, 1053-181-02, 1053-191-01, 1053-191-02, 1053-201-01, 1053-301-01, 1053-301-02, 1053-311-01, 1053-311-02, 1053-321-02, 1053-321-03, 1053-331-04, 1053-341-01, 1053-341-02, 1053-351-02, 1053-391-01, 1053-411-01, 1053-421-01, 1053-421-02, 1053-511-01, 1053-511-02, 1053-511-03, 1053-511-05, 1053-511-06, 1053-511-07, 1053-521-01, 1053-521-02, 1053-531-01, 1053-531-02,

1053-531-04, 1053-541-01, 1053-541-02, 1053-551-01, 1053-571-01, 1053-571-02, 1053-581-03, 1053-581-04, 1053-591-01, 1053-591-02, 1053-601-01, 1053-601-02, 1053-601-03, AND 1053-601-04.

WHEREAS, the City of Ontario (hereinafter referred to as Applicant) has initiated an application for a citywide amendment to the Ontario Plan (TOP) 2050 Policy Plan (General Plan), File No. PGPA25-002 (hereinafter referred to as the Project); and

WHEREAS, the proposed Project consists of targeted updates to the Policy Plan to maintain internal consistency, ensure compliance with State law, and align the City's long-range planning framework with evolving development patterns; and

WHEREAS, the Project includes modifications to multiple elements of the Policy Plan, including but not limited to the Land Use, Housing, Mobility, Community Design, Environmental Resources, Parks and Recreation, and Safety Elements, to ensure consistency with the updated land use framework; and

WHEREAS, the Project is applied at a citywide level to maintain consistency across all Policy Plan elements, while primarily affecting areas within Ontario Ranch (south of Riverside Drive) and portions of the northern part of the City along East Holt Boulevard and South Grove Avenue; and

WHEREAS, the City of Ontario adopted the Policy Plan (General Plan) as part of the component framework for The Ontario Plan on January 27, 2010, and issued Resolution No. 2010-004; and

WHEREAS, the City of Ontario adopted a Supplemental Environmental Impact Report (SEIR) (State Clearinghouse No. 2021070364) for the General Plan Amendment for TOP 2050 Technical Update on August 16, 2022, and issued Resolution No. 2022-129. Since the adoption of TOP 2050, the City has evaluated Exhibits LU-01: Official Land Use Plan and LU-03: Future Buildout further and is proposing modifications; and

WHEREAS, the proposed changes to Exhibit LU-01 Official Land Use Plan include revisions to land use designations for certain properties, as shown on Attachment 1, to better align with the City's long-term planning objectives by facilitating employment-generating uses; and

WHEREAS, Policy Plan Exhibit LU-03 (Future Buildout) specifies the expected buildout for the City of Ontario, incorporating the adopted land use designations. The proposed changes to Exhibit LU-01 (Official Land Use Plan) will require that Exhibit LU-03 (Future Buildout) is modified to be consistent with Exhibit LU-01 (Official Land Use Plan), as depicted on Exhibit B, attached; and

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

WHEREAS, as the first action on the Project, on April 28, 2026, the Planning Commission considered a Resolution recommending that the City Council certify a SEIR (State Clearinghouse No. 2025110102) prepared for the Project in accordance with the California Environmental Quality Act (CEQA); the SEIR analyzes the potential environmental impacts associated with implementation of the proposed Project and identifies mitigation measures and alternatives, as well as significant and unavoidable impacts; and

WHEREAS, a Notice of Preparation (NOP) for the SEIR was issued, and a public scoping meeting was held on November 20, 2025, to introduce the Project and solicit input from responsible agencies, stakeholders, and the public regarding the scope and content of the environmental analysis; and

WHEREAS, a SEIR was prepared in accordance with CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines, incorporating input received during the NOP and scoping process; and

WHEREAS, copies of the NOP were made available for public review at the City of Ontario Planning Department, the City's website, and were distributed through the State Clearinghouse and San Bernardino County Clerk's office in accordance with CEQA requirements; and

WHEREAS, the SEIR was circulated for a 45-day public review period from March 5, 2026, through April 20, 2026; a Notice of Availability (NOA) was distributed to responsible and interested agencies, posted with the San Bernardino County Clerk's office, and published in the Inland Valley Daily Bulletin; and

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and is subject to, and must be consistent with, the policies and criteria set forth in the Ontario International Airport Land Use Compatibility Plan (ALUCP), which applies only to jurisdictions within San Bernardino County, and addresses the noise, safety, airspace protection, and overflight impacts of current and future airport activity; and

WHEREAS, the proposed Project is located within the Airport Influence Area of Chino Airport, within the City of Ontario boundary, and is subject to, and must be consistent with, the policies criteria set forth in Reference I, Chino Airport Land Use Compatibility Plan (CNO ALUCP), which applies only to jurisdictions within City of

Ontario, and addresses the safety, airspace protection, and overflight impacts of current and future airport activity; and

WHEREAS, on April 28, 2026, the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date; and

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

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

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

(1) The environmental impacts of the Project were analyzed in a Supplemental Environmental Impact Report (SEIR) (State Clearinghouse No. 2025110102), prepared in accordance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines; and

(2) The SEIR contains a complete and accurate reporting of the environmental impacts associated with the Project; and

(3) The SEIR was completed in compliance with CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines; and

(4) The SEIR reflects the independent judgment and analysis of the City of Ontario as the lead agency.

SECTION 2: ***Planning Commission Action.*** Based on the entire record before the Planning Commission and all written and oral evidence presented, the Planning Commission recommends the City Council finds the SEIR complies with CEQA for the following reasons:

(1) The SEIR analyzes the environmental effects of the Project and finds that, with implementation of all feasible mitigation measures, the following impacts will remain significant and unavoidable: air quality (including AQMP consistency and regional construction and operational emissions), cultural resources (historic resources), greenhouse gas emissions (consistency with applicable climate plans), noise

(construction, traffic, and vibration impacts), and transportation (increase in vehicle miles traveled); and

(2) The Planning Commission further finds that the Statement of Overriding Considerations demonstrate that the benefits of the Project, including the Policy Plan Amendment and Eucalyptus Business Park Specific Plan, outweigh its significant and unavoidable environmental impacts, and that the City would be justified in approving the Project notwithstanding such impacts, including benefits related to facilitating employment-generating uses, supporting more efficient and intensified development along key corridors, improving land use compatibility, and ensuring consistency with applicable State law; and

SECTION 3: ***Housing Element Compliance.*** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the recommending body for the Project, the Planning Commission finds that, based upon the facts and information contained in the Application and supporting documentation, the Project maintains consistency with the Housing Element of the Policy Plan (General Plan) component of TOP 2050.

The Planning Commission further finds that the Project includes corresponding updates to the Housing Element and land use framework to ensure continued compliance with applicable State housing law, including requirements related to maintaining adequate sites to accommodate the City's Regional Housing Needs Assessment (RHNA) allocation and ensuring no net loss of residential development capacity.

Where modifications to land use designations result in changes to residential capacity, the Project provides for adjustments to the City's housing inventory and site capacity to maintain compliance with State law. The Project also supports the City's ability to accommodate its RHNA allocation across all income categories by maintaining an adequate supply of suitable residential sites.

Accordingly, the Planning Commission finds that the Project is consistent with the Housing Element and applicable State housing requirements at the time of Project implementation.

SECTION 4: ***Airport Land Use Compatibility Plan Compliance.*** The California State Aeronautics Act (Public Utilities Code Section 21670, et seq.) requires that an Airport Land Use Compatibility Plan (ALUCP) be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted ALUCP.

(1) On April 19, 2011, the City Council of the City of Ontario approved and adopted the Ontario International Airport Land use Compatibility Plan, establishing the

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

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

SECTION 5: ***Concluding Facts and Reasons.*** Based upon the substantial evidence presented to the Planning Commission during the above-referenced hearing, and upon the specific findings set forth in Sections 1 through 4, above, the Planning Commission hereby recommends that the City Council conclude as follows:

(1) The proposed General Plan Amendment is consistent with the goals and policies of The Ontario Plan as follows:

Policy Plan (General Plan)

Land Use Element:

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

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

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

Community Economics Element:

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

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

(2) The proposed General Plan Amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City, as it improves land use compatibility, supports infrastructure planning, and aligns with applicable State law; and

(3) The Land Use Element is a mandatory element of the General Plan and may be amended up to four times per calendar year; this amendment is within the allowable number of amendments for the applicable calendar year consistent with Government Code Section 653588; and

(4) The Project has been reviewed for consistency with the Housing Element of the Policy Plan component of The Ontario Plan, and incorporates updates to maintain compliance with State housing law, including requirements related to maintaining adequate sites and ensuring no net loss of residential capacity; and

(5) During the amendment of the general plan, opportunities for the involvement of citizens, California Native American Indian tribes (Government Code Section 65352.3), public agencies, public utility companies, and civic, education, and other community groups, through public hearings or other means were implemented consistent with Government Code Section 65351.

SECTION 6: ***Planning Commission Action.*** Based upon the findings and conclusions set forth in the Sections above, the Planning Commission hereby RECOMMENDS THAT THE CITY COUNCIL APPROVE The Ontario Plan (TOP) 2050 Policy Plan Amendment (General Plan), File No. PGPA25-002, as set forth in the staff report and accompanying attachments, including revisions to the Policy Plan Land Use Plan (Exhibit LU-01) and Buildout Statistical Summary (Exhibit LU-03), and related updates to the Policy Plan elements.

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

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

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

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 28th day of April 2026, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Nancy L. DeDiemar

Nancy DeDiemar
Planning Commission Chairperson

ATTEST:

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

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. PC26-023, was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on April 28, 2026, by the following roll call vote, to wit:

AYES: Anderson, DeDiemar, Gage, Hagman, Lampkin, Marks, Ricci

NOES: None

ABSENT: None

ABSTAIN: None

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

File No. PGPA25-002
Amendments to the Policy Plan Component of the Ontario Plan 2050

City of Ontario

Policy Plan Amendments

A Component of The Ontario Plan 2050

Public Review Draft | March 2026

Please note only proposed amendments are included.

The current policy plan is available in a web-based format at:
https://www.ontarioca.gov/government/community-development/planning/ontario-plan/ontario-plan-policy-plan

These amendments will be integrated into the web-based plan if adopted. This draft includes notations and placeholders for links throughout that are not active.

Policy Plan Amendments

Public Review Draft, March 2026

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When possible, draft amendments are shown as tracked changes with underlined text indicating additions and strike through text indicating deletions. This results in some formatting errors throughout and pagination errors in the "H-" numbering seen in Housing Element sections that will be corrected in final versions.

Policy Plan
Policy and Implementation Amendments
A Component of The Ontario Plan 2050

Public Review Draft | March 2026

Please note only proposed amendments are included.

The current policy plan is available in a web-based format at:
https://www.ontarioca.gov/government/community-development/planning/ontario-plan/ontario-plan-policy-plan

These amendments will be integrated into the web-based plan if adopted.

Draft TOP 2050 Amendments

NEW/REVISED POLICIES

The following policies additions and amendments to the Environmental Resources and Mobility Elements of The Ontario Plan are proposed, as shown in underlines for added text.

ER-5.4 **Transition of Farms.** We protect both existing farms and sensitive uses around them as agricultural areas transition to urban uses. When uses transition from agricultural to urban uses, we do not require replacement farmland, nor do we require the dedication or preservation of agricultural land outside of our city.

M-1.9 **Safe Systems Approach.** Implement a Safe Systems Approach into roadway design, evaluating roadway safety holistically to account for human behavior, vulnerable road users, and infrastructure design.

M-1.10 **Priority Safety Corridors.** Identify roadways with a higher concentration of collisions and prioritize safety improvements to reduce collisions, with an emphasis on pedestrians, and bicyclists.

M-3.1 **Transit Partners.** We maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available, cost-efficient, and convenient, particularly for residents in environmental justice areas, and within housing element strategy areas where sites suitable for lower-income housing development were identified in the sites inventory.

M-4.1 **Truck Routes.** We designate and maintain a network of City truck routes that provide for the safe and efficient transport of goods while minimizing negative impacts on local circulation and noise- and- vibration- sensitive land uses, as shown on Exhibit M-04, Truck Routes. We will minimize conflicts on truck routes through the design and implementation of buffers between travel lanes and pedestrian and bicycle facilities on designated truck routes.

NEW IMPLEMENTATION ACTION

The following new implementation action is proposed to be added to Appendix A, Implementation Plan of The Ontario Plan.

M-1.1 Initiate improvements to Priority Safety Corridors. Analyze the feasibility of potential safety countermeasures along priority safety corridors and incorporate improvements through the City's Capital Improvement (CIP) Program. Begin implementation by mid 2028, identifying such corridors and regularly monitor progress, with the goal of implementing safety countermeasures on all safety corridors within 25 years.

Policy Plan
Figure Amendments
A Component of The Ontario Plan 2050

Public Review Draft | March 2026

Please note only figures with proposed amendments are included.

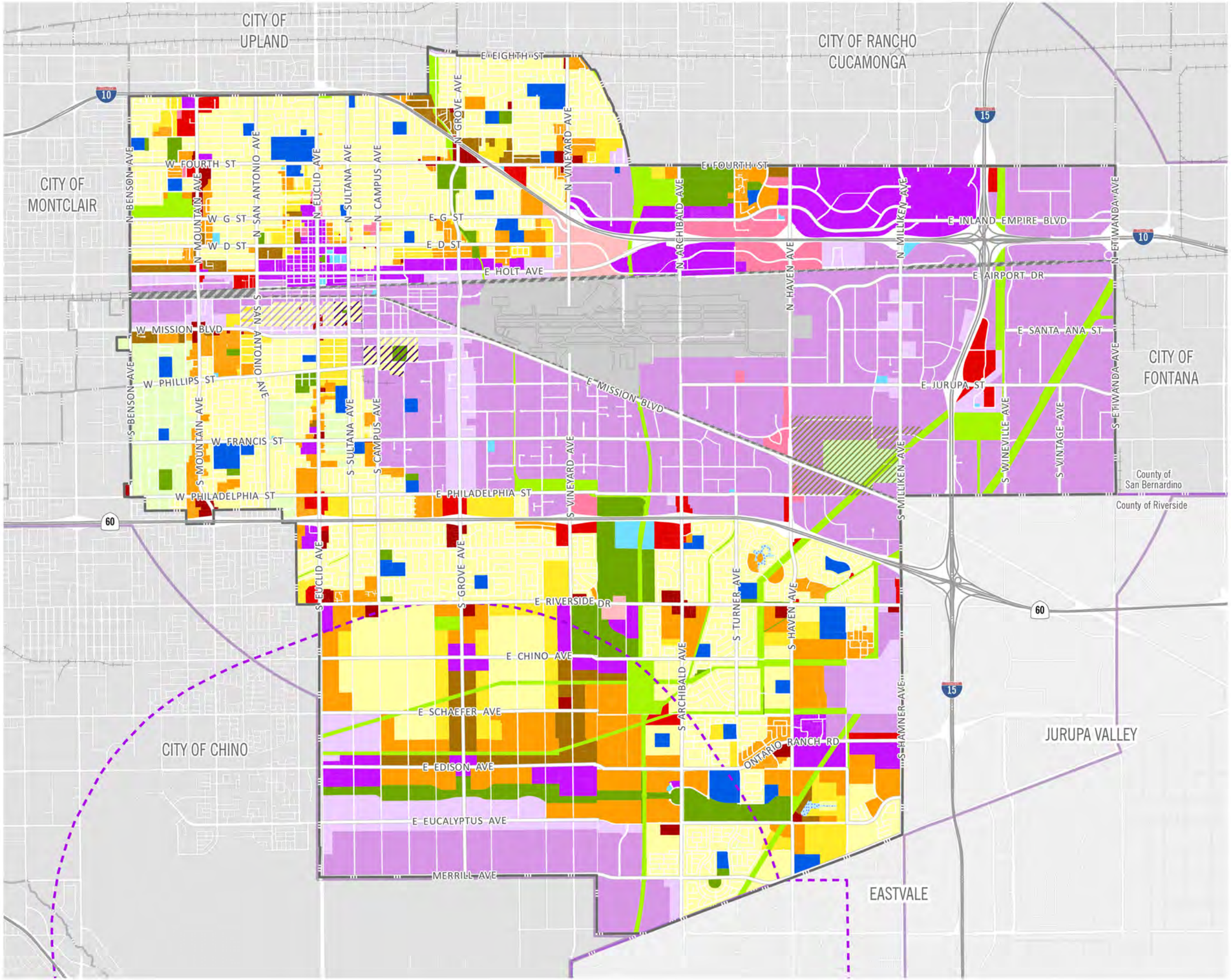
The current policy plan is available in a web-based format at:
https://www.ontarioca.gov/government/community-development/planning/ontario-plan/ontario-plan-policy-plan

These amendments will be integrated into the web-based plan if adopted. This draft includes notations and placeholders for links throughout that are not active.

DRAFT

Figure LU-01

Official Land Use Plan



- Ontario City Boundary
- County Boundary
- Rail Network
- Ontario Airport Influence Area
- Chino Airport Influence Area

Overlay Zones
- Business Park Overlay
- Industrial Overlay
- Landfill Impact Area

Residential
- RR Rural Residential
- LDR Low Density Residential
- LMDR Low Medium Density Residential
- MDR Medium Density Residential
- HDR High Density Residential

Mixed-Use
- MU Mixed Use

Commercial
- NC Neighborhood Commercial
- GC General Commercial
- OC Office Commercial
- HOS Hospitality

Employment
- BP Business Park
- IND Industrial

Other
- OS-NR Open Space - Non-Rec
- OS-R Open Space - Recreation
- OS-W Open Space - Water
- PF Public Facility
- PS Public School
- ARPT Airport
- LF Landfill
- Rail
- ROW Right-of-way

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025 Date: 12/20/25

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Residential – A wide range of housing densities and products to meet the demand of current and future residents with varying lifestyles. In addition to the residential uses described below, other uses such as schools, parks, childcare facilities, utilities, live-work units, and other public/institutional uses that are determined to be compatible with, oriented towards the needs of residential neighborhoods they serve, and those that help enhance community may also be allowed. When calculating the number of units permitted, the existing parcel size, before required dedication, shall be used. For developments that 1) encompass multiple properties and/or districts in established specific plans, 2) contain more than one land use designation, and 3) are located South of Riverside Drive, the maximum number of units permitted for the development may be spread over the entire site thereby allowing the blending of residential densities.		
Rural	0 to 2.0 dwelling units per acre	Single-family detached residences, typically in an estate setting.
Low Density[1]	2.1 to 5.0 dwelling units per acre	Single-family detached residences.
Low-Medium Density[1]	5.1 to 11.0 dwelling units per acre	Single/multi-family attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes.
Medium Density[1]	11.1 to 25.0[2,3] dwelling units per acre	Single/multi-family attached and detached residences including townhouses, stacked flats, courtyard homes, and small lot single-family subdivisions.
High Density[1]	25.1 to 45.0 dwelling units per acre	Multi-family dwellings including stacked flats and mid-rise and high-rise residential complexes.
Retail/Service – A full spectrum of retail, service, professional, office, medical, tourist-related, and entertainment uses at a range of intensities to respond to market demand and the character of the surrounding environment. In addition to the retail/service uses described below, other uses such as parks, childcare facilities, live-work units, utilities, and other public/institutional uses that are determined to be compatible with, oriented towards the needs of the surrounding neighborhood, and those that help enhance community may also be allowed.		
Neighborhood Commercial[1]	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
General Commercial[1]	0.40 FAR	Local and regional serving retail, personal service, entertainment, dining, office, tourist-serving, and related commercial uses.
Office/ Commercial[1]	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Hospitality[1]	1.00 FAR	Regional serving tourist-serving, retail, entertainment, and service uses such as convention centers, hotels/motels, and restaurants.
Employment – An array of employment uses, such as manufacturing, distribution, research and development, and office, at a range of intensities to meet the demand of current and future market conditions. In addition to the employment uses described below, other uses such as parks, live-work units, utilities, and other public/institutional uses that are determined to be compatible with and oriented towards the surrounding community may also be allowed.		
Business Park[1]	0.60 FAR	Employee-intensive office uses including corporate offices, technology centers, research and development, "clean" industry, light manufacturing, and supporting retail within a business park setting.
Industrial[1]	0.55 FAR	Variety of light industrial uses, including warehousing / distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances. If office uses and/or multiple tenant uses are developed on parcels fronting on the Milliken, Haven, and Archibald corridors, a FAR of 0.60 may be used.
Other		
Open Space - Non-Recreation[1]	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Open Space - Parkland[1]	Not applicable	Recreational facilities, such as tot-lots, parks, golf courses, and sports complexes and joint-use facilities with schools, utilities, and drainage facilities.
Public Facility[1]	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.
Public School[1]	Not applicable	Public schools (K-12) and universities.
Airport	Not applicable	Airport, including terminals, parking, service commercial, distribution, hangers, repair, and warehousing.
Landfill	Not applicable	Allows for the use, operation, and reclamation of the Milliken Landfill. If the site is reclaimed, the City will

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
		consider a host of uses including a transit station and multimodal transfer station.
Mixed Use – An intense mixture of uses that, when concentrated, create focal points for community activity and identity and facilitate walking, biking, and the use of transit. The Mixed Use land use category accommodates a horizontal and/or vertical mixture of retail, service, office, restaurant, entertainment, cultural, and residential uses. • Density, intensity and intended character varies by area, as generally described below, and defined in detail under the applicable Place Type in the Community Design Element. • The densities and intensities of the Mixed Use designation represent the intended level of anticipated development; however, individual projects may vary depending upon an approved master plan, such as a specific plan, or planned unit development. • The maximum amount of development in each Mixed Use area shall be limited by the Future Buildout Projections detailed in Table LU-03. Further direction regarding land use distributions, densities and intensities within some of these areas are provided by specific plans as noted below. • Most Mixed Use areas are the focal point of the City's Place Type designations illustrated on Figure CD-01 and noted below. Place Types are defined in the Community Design Element, and the vision for the intended outcome and character of each area is established and illustrated in the Place Type Figures noted below.		
Mixed Use - Downtown[1] *(MU-Downtown)*	• 25.0 to 75.0 dwelling units per acre • 2.0 FAR for retail and office uses *Subject to PUD at City's discretion*	Envisioned as an intensive vertical and horizontal mixture of retail, office, civic and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02, CD-03* and *CD-08*]
Mixed Use - Holt Blvd[1] *(MU-Holt)*	• 14.0[32] to 40.0 dwelling units per acre • 2.0 FAR for office uses • 1.0 FAR for retail uses *Subject to PUD at City's discretion*	This area is envisioned as a low-rise (3-5 stories) intensification of the Holt Corridor. The intent is to create identity and place along the Holt Corridor, connect the corridor to Downtown, and connect the Downtown to the Ontario Airport Metro Center. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02, CD-08* and *CD-09*]
Mixed Use - Meredith[1] *(MU-Meredith)*	• ~~14~~25.0 to 125.0 dwelling units per acre • 3.0 FAR for office and retail uses	This area is envisioned as a mixture of mid-rise buildings, regional-serving retail and office centers, and stand-alone high density residential projects. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-08*]

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed Use - [1]Multimodal[1] *(MU-Multimodal)*	• 20.0 to 80.0 dwelling units per acre • 1.0 FAR for office and retail uses	The Multimodal Mixed Use Area is under consideration for our future multimodal transit station that links rail, regional, local, and Airport transit. Intensive office, retail, and residential uses are envisioned to be integrated with the transit station, which is expected to be within the area or in close proximity. The transit center is envisioned as an iconic, convenient, and intuitively designed multimodal transportation center that serves the City of Ontario and the region at-large. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-05*]
Mixed Use - Inland Empire Corridor[1] *(MU-Inland Empire)*	• 14.0 to 30.0 dwelling units per acre • 2.0 FAR for office uses • 1.0 FAR for retail uses	Located along Inland Empire Boulevard, this area is primarily residential with a retail center at the corner of Inland Empire Boulevard and Archibald. Commercial uses that relate to the park are envisioned for the area West of the regional park. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-08*]
Mixed Use - Guasti[1] *(MU-Guasti)*	• 25.0 to 65.0 dwelling units per acre • 1.0 FAR for office and retail uses	This site includes the Guasti Winery, which is on the National Register of Historic Places. This area is envisioned as a mixture of high-quality office, lodging, retail and residential uses that incorporate the Guasti Winery. More intensive office and commercial uses are envisioned along I-10 while office, commercial, and lodging uses are envisioned in and around the historic structures; the southern portion of the area is being considered as potential site for the multimodal transit center. There is an approved Specific Plan on this site that may require amendment to align with TOP. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-05*]
Mixed Use - Ontario Center[1] *(MU-Ontario Center)*	• 20.0 to 125.0 dwelling units per acre • 2.0 FAR for office uses • 1.0 FAR for retail uses	This area is one of the most intensive developments in Ontario and is characterized by low-rise (3-5 stories) and mid-rise (5-10 stories), mixed use buildings, iconic architecture, and regionally significant uses, such as the City owned arena and other cultural and entertainment uses. This area accommodates a vertical and horizontal mixture of entertainment, retail, office, and residential uses in an active, pedestrian oriented atmosphere. In this

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
		area, the Haven Corridor is envisioned as an elegant, landscaped boulevard lined multi-story office uses near the I-10 and mixed and residential uses closer to the City's northern boundary along 4th Street. There is an approved Specific Plan on this site that may require amendment to align with TOP. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-04*]
Mixed Use - Ontario Mills[1] *(MU-Ontario Mills)*	• 25.0 to 85.0 dwelling units per acre • 1.5 FAR for office uses • 1.0 FAR for retail uses	This area will continue to be our regional retail center. We envision intensification of the area to include additional retail and entertainment, office, and multi-family (3-5 story) residential uses. New development is envisioned to occur along the interior loop road and the perimeter of the area. There is an approved Specific Plan on this site that may require amendment to align with TOP. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-04*]
Mixed Use - Rich Haven *(MU-Rich Haven)*	• 14.0 to 50.0 dwelling units per acre • 0.7 FAR for office and retail uses *Subject to approved Specific Plan*	The Rich-Haven Mixed Use Area is within the Rich-Haven Specific Plan. This area is envisioned as a low-rise (3-5 stories), primarily horizontal mixture of retail, office, medical, and residential uses. The greatest level of intensity is envisioned along Ontario Ranch Road and Hamner Avenue. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-09*]
Mixed Use - ~~Great~~ Grand Park[1] *(MU-~~Great~~ Grand Park)*	• 14.0[3] to 65.0 dwelling units per acre[2] • 1.5 FAR for office uses • 1.0 FAR for retail uses *Subject to Specific Plan[3]*	The ~~Great~~ Grand Park Mixed Use Areas are envisioned as the southwestern activity centers for citizens of Ontario. These areas accommodate a vertical and horizontal mixture of commercial, office, entertainment, and residential uses all connecting to the Great Park with a pedestrian oriented atmosphere. It is envisioned that the major roads through these Mixed Use areas are couplets, which are a series of one-way streets that disperse traffic and allow reduced street widths, maximize the sense of community, and emphasize pedestrian accessibility. These Mixed Use areas are envisioned as low-rise (3-5 stories) with some mid-rise (5-10 stories) near the intersection of Euclid and Edison/Ontario Ranch Road.

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
		[Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02, CD-06, CD-09*]
Mixed Use - Sports Park[1] (MU-SP)	• 25.0 to 65.0 du/ac; 1.0 FAR retail & hospitality; 1.5 FAR office *Subject to PUD or Specific Plan at City's discretion*[3]	The Sports Park Mixed Use Areas are envisioned as a mixed-use recreation and entertainment hub, accommodating a vertical and horizontal mixture of commercial, office, entertainment, hospitality, and residential uses all in proximity to the Sports Park. This Mixed-use area is envisioned as low-rise (3-5 stories) mixture of hospitality, commercial, residential, and office uses that will create identity and place along the corridor and serve the surrounding residents. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02, and CD-07*]
Mixed Use - Grove[1] *(MU-Grove)*	• 14.0[3]~~2~~ to 65.0 dwelling units per acre • 1.5 FAR for office uses • 1.0 FAR for retail uses *Subject to Specific Plan*[3]~~*ubject to PU*~~	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-09*]
~~Mixed Use – Eucalyptus / Chino Airport Overlay[1] *(MU-EU)*~~	~~• 25.0 to 45.0 dwelling units per acre (outside of airport safety zone)~~ ~~• 2.0 FAR for office and vertically-mixed uses~~ ~~• 0.60 FAR for business park and retail uses~~ ~~*Subject to Specific Plan*[3]~~	~~Envisioned to primarily accommodate employee-intensive office, entertainment facilities, live/work, and supporting retail uses in a campus environment designed to leverage proximity to the park and maintain compatibility with surrounding residential areas. Stand-alone and mixed-use residential is permitted outside of the Chino Airport safety zone, primarily centered on Grove. Business park uses, such as research and development and "clean" industrial are also permitted provided they do not involve the frequent use of trucks (Class 4 or higher) as part of its primary activities. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-07*]~~
Mixed Use - Parkside[1] *(MU-PS)*	• 25.0 to 45.0 dwelling units per acre • 1.0 FAR for retail uses *Subject to approved Specific Plan*	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place and serve the surrounding residents. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-09*]
Mixed Use - Neighborhood	• 20.0 to 75.0 dwelling units per acre	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Activity Hubs[1] *(MU-NH)*	• 1.0 FAR for retail and office *Subject to Specific Plan[3] within Ontario Ranch[3]; ~~projects~~ subject to PUD outside of Ontario Ranch ~~subject to PUD~~ at City's discretion*	along the corridor and serve the surrounding residents. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-09*]
Overlays – An overlay is intended to reflect a particular characteristic of an area and is applied "over" an underlying land use designation to provide guidance above and beyond the underlying land use designation.		
Business Park Transitional Areas	Per the underlying designation unless a non-residential use is developed in which case the density and use requirements of the Business Park land use designations shall apply.	This area is within existing and future noise and safety impact zones of Ontario International Airport. This overlay allows residential uses to transition to a Business Park land use if an entire block can be recycled to a Business Park use and the block is contiguous to another non-residential block. In these cases, the City shall be responsible for the necessary amendments to the Policy Plan Map and Development Code.
Industrial Transitional Areas	Per the underlying designation unless a non-residential use is developed in which case the density and use requirements of the Industrial land use designations shall apply.	This area is within existing and future noise and safety impact zones of Ontario International Airport. This overlay allows residential uses to transition to an industrial land use if an entire block can be recycled to an Industrial use and the block is contiguous to another non-residential block. In these cases, the City shall be responsible for the necessary amendments to the Policy Plan Map and Development Code.
ONT Airport Influence Area	Varies	An area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restriction on those uses. Refer to the Airport Land Use Compatibility Plan for Ontario International Airport.
Chino Airport Influence Area	Varies	An area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restriction on those Uses. Refer to the Ontario Development Code for Chino Airport land use policies and criteria for development.
Landfill Impact Area	Varies	Lands immediately surrounding the Milliken Landfill may be contaminated or have other landfill-related hazards that may limit allowable uses, as well as site design. Development in this area requires the submission of a detailed environmental analysis.

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Plan Required Overlay – Denotes areas where specific plans or planned unit development plans are required prior to development, with final determination at the discretion of the City. See adopted specific plans and planned unit development in the City on the City's website.		
Ontario Airport Metro Center	Per approved individual specific plans	Envisioned as the most intensive area outside of downtown Los Angeles with a vertical and horizontal mixture of regional-serving retail, office, restaurant, entertainment, cultural, and residential uses in low to mid-rise buildings (3-10 stories). See adopted specific plans for more detail.
Ontario Ranch	Per approved individual specific plans[3]	Envisioned as a mixture of residential neighborhoods integrated with areas of high intensity (3-10 stories) with a mixture of employment, retail, service, entertainment, cultural, and residential uses united by a network of greenways/trails, open spaces, amenities, and infrastructure. All development to be oriented toward or designed to leverage the "Great Park," a linear open space amenity containing active and passive recreational features, gardens, water features, and cultural facilities. Additional direction may be provided through the application of place types and specific plans.
Downtown	Per approved planned unit development (PUD may be waived at City's discretion)[3]	Envisioned as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues. See the Downtown District Plan in the City's development code for more detail.

Notes:

1. Some parcels with this designation may fall within a Place Type, which characterizes the vision and urban design intent within a specified area. If any portion of a parcel is within a Place Type boundary, as shown in Figure CD-01, Place Types in the Community Design Element, that parcel is subject to Goal CD-3, and related policies. Projects must demonstrate that they are consistent with the vision and policy intent for the applicable Place Type as defined in Exhibits CD-02 through CD-09. Link to Community Design Element *Urban, Mixed-Use, and Transit-oriented Place Types* Section.
2. Parcels designated as MDR within the affordable housing overlay zoning district allow a maximum density of 30 dwelling units per acre if the project includes 25 percent of units affordable to lower incomes, consistent with Tier 2 requirements of the overlay zone.
3. All parcels within the affordable housing overlay zoning district have a minimum density of 20 dwelling units per acre. All parcels within the affordable housing overlay zoning district are exempt from the specific plan requirement if there is no existing specific plan and the project includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements of the overlay zone.

LU-03 Future Buildout Table

Land Use	Acres[2]	Assumed Density/Intensity[3]	Units	Pop[4]	Non-Residential Square Feet	Jobs[5]
Residential						
Rural	529	2.0 du/ac	1,057	3,863	-	-
Low Density[6,7]	~~6,274~~ 5,810	5.9 du/ac (north of Riverside Dr) 4.5 du/ac (south of Riverside Dr)[7]	~~34,848~~ 32,753	~~127,326~~ 119,671	-	-
Low-Medium Density[6]	~~889~~ 930	8.5 du/ac	~~7,520~~ 7,865	~~26,475~~ 27,737	-	-
Medium Density[7]	~~2,299~~ 2,292	18.0 du/ac (north of Riverside Dr) 22.0 du/ac (south of Riverside Dr)[8]	~~47,206~~ 47,010	~~152,855~~ 152,223	-	-
High Density	~~198~~536	25.0 du/ac (north of Riverside Dr) 35.0 du/ac (south of Riverside Dr)	~~5,089~~ 16,902	~~13,038~~ 43,308	-	-
Subtotal	**~~10,189~~ 10,096**		**~~95,720~~ 105,587**	**~~323,553~~ 346,802**	**-**	**-**
Mixed Use						
• Downtown	132	• 60% of the area at 35 du/ac • 40% of the area at 0.80 FAR for office and retail	~~2,762~~ 2,783	~~7,077~~ 7,131	1,833,291	4,097
• East Holt Boulevard[8]	~~75~~ 92	• 75% of the area at 30 du/ac • 25% of area at 0.80 FAR retail	~~1,692~~ 2,074	~~4,336~~ 5,313	~~655,222~~ 802,882	~~546~~ 669
• West Holt Boulevard[8]	1	• 75% of the area at 30 du/ac • 25% of area at 0.80 FAR retail	33	84	12,678	11
• Meredith	91	• 50% of the area at 40 du/ac • 50% at 0.35 FAR for retail uses	1,815	4,651	691,939	577
• Multimodal Transit Center	73	• 15% of the area at 60 du/ac • 60% of the area at 1.0 FAR office and retail • 25% of the area at 0.70 FAR Lodging	653	1,673	2,449,557	5,993
• Inland Empire Corridor	37	• 82% of the area at 10 du/ac • 18% of area t 0.35 FAR retail	300	769	100,455	84
• Guasti	86	• 30% of the area at 30 du/ac • 15% of area at 1.0 FAR retail • 30% of area at 0.70 FAR office • 25% of area at 0.70 FAR Lodging	777	1,991	2,012,077	3,848
• Ontario Center[8] *(south of Concourse & east of Haven)*	186	• 40% of area at 40 du/ac • 20% of area at 1.0 FAR office • 30% of area at 0.70 FAR retail	3,729	9,553	3,329,507	7,327
• Ontario Center[8] *(north of Concourse & west of Haven)*	169	• 75% of area at 40 du/ac • 10% of area at 1.00 FAR office • 15% of area at 0.80 FAR retail	5,076	13,006	1,621,435	3,417
• Ontario Mills	249	• 40% of area at 40 du/ac • 5% of area at 0.75 FAR office • 55% of area at 0.50 FAR retail	3,990	10,223	3,394,666	3,971

LU-03 Future Buildout Table

Land Use	Acres[2]	Assumed Density/Intensity[3]	Units	Pop[4]	Non-Residential Square Feet	Jobs[5]
• Rich-Haven[2]	154	• 86% of area at 18 du/ac • 2% of area at 0.35 FAR office • 12% of area at 0.30 FAR retail	2,380	6,097	287,946	371
• Parkside	3	• 50% of the area at 35 du/ac • 50% of area at 0.80 FAR retail	52	132	51,440	129
• ~~Eucalyptus/ Chino Airport[2]~~	~~101~~	~~• 40% of the area at 35 du/ac~~ ~~• 10% of area at 0.80 FAR retail~~ ~~• 20% of area at 1.00 FAR office~~ ~~• 30% of area at 0.60 FAR business park (industrial)~~	~~1,471~~	~~3,769~~	~~2,059,760~~	~~4,008~~
• Grove[2]	~~36~~ 45	• 65% of the area at 35 du/ac • 25% of area at 0.80 FAR retail • 10% of area at 0.70 FAR ~~O~~office	~~821~~ 1,025	~~2,104~~ 2,627	~~385,285~~ 481,025	~~630~~ 786
• ~~Great~~ Grand Park[2]	~~300~~188	• ~~30~~70% of area at ~~25~~ 35 du/ac • 30% of area at 0.35 FAR ~~for~~ office • 40% of area at 0.30 FAR ~~for~~ retail ~~uses~~	~~7,342~~ 4,594	~~18,813~~ 11,772	~~2,741,373~~ 1,715,486	~~4,846~~ 3,032
• Sports Park	71	• 30% of area at 30 du/ac • 15% of area at 1.00 FAR office • 25% of area at 0.70 FAR hospitality • 30% of area at 0.70 FAR retail	637	1,632	1,649,650	2,637
• Neighborhood Activity Hub[8] *(Vineyard & Riverside)*	37	• 30% of area at 30 du/ac • 15% of area at 1.00 FAR office • 25% of area at 0.70 FAR hospitality • 30% of area at 0.70 FAR retail	331	847	856,025	1,368
• Neighborhood Activity Hub[8] *(Mountain Village)*	8	• 50% of the area at 35 du/ac • 50% of area at 0.80 FAR retail	137	350	136,070	340
• Neighborhood Activity Hub[8] *(Mountain & Fourth)*	7	• 70% of the area at 50 du/ac • 30% of area at 0.80 FAR retail	251	643	75,008	188
• Neighborhood Activity Hub[8] *(Euclid & Francis)*	13	• 50% of the area at 30 du/ac • 50% of area at 0.80 FAR retail	190	487	220,912	552
• Neighborhood Activity Hub[8] *(Euclid & Walnut)*	16	• 75% of the area at 30 du/ac • 25% of area at 0.80 FAR retail	369	945	142,840	357
• Neighborhood Activity Hub[2,8] *(Euclid & Riverside)*	15	• 75% of the area at 35 du/ac • 25% of area at 0.80 FAR retail	394	1,009	130,662	327
Subtotal	~~1,752~~ 1,672	-	~~34,234~~ 31,591	~~87,712~~ 80,935	~~22,332,123~~ 21,995,551	~~41,619~~ 40,081
Retail/Service						

LU-03 Future Buildout Table

Land Use	Acres[2]	Assumed Density/Intensity[3]	Units	Pop[4]	Non-Residential Square Feet	Jobs[5]
Neighborhood Commercial[6]	~~246~~ 237	0.30 FAR	-	-	~~3,212,553~~ 3,100,519	~~8,762~~ 8,456
General Commercial	~~385~~ 357	0.30 FAR	-	-	~~5,033,395~~ 4,661,303	~~5,605~~ 5,191
Office/ Commercial	309	0.75 FAR	-	-	10,101,773	28,239
Hospitality	~~194~~ 167	1.00 FAR	-	-	~~8,458,978~~ 7,273,232	~~11,412~~ 9,812
Subtotal	**~~1,134~~ 1,070**		**-**	**-**	**~~26,806,659~~ 25,136,787**	**~~54,018~~ 51,698**
Employment						
Business Park[6]	~~1,146~~ 1,426	0.50 FAR	-	-	~~25,324,447~~ 31,339,693	~~43,546~~ 48,947
Industrial[6]	~~7,651~~ 7,666	0.55 FAR	-	-	~~183,314,481~~ 183,669,538	~~148,293~~ 148,588
Subtotal	**~~8,797~~ 9,091**		-	-	**~~208,638,928~~ 215,009,231**	**~~191,839~~ 197,535**
Other						
Open Space–Non-Recreation	1,200	Not applicable	-	-	-	-
Open Space–Parkland[6]	~~1,041~~ 998	Not applicable	-	-	-	-
Open Space-Water	17	Not applicable	-	-	-	-
Public Facility	90	Not applicable	-	-	-	-
Public School	~~603~~ 604	Not applicable	-	-	-	-
Ontario International Airport	~~1,423~~ 1,408	Not applicable	-	-	-	-
Landfill	137	Not applicable	-	-	-	-
Railroad	250	Not applicable	-	-	-	-
Roadways	5,389	Not applicable	-	-	-	-
Subtotal	***~~10,150~~ 10,092***	-	-	-	-	-
Total	***32,022***	-	***~~129,952~~ 137,177***	***~~411,265~~ 427,737***	***~~263,828,479~~ 268,162,895***	***~~299,204~~ 301,037***

Notes

1 Historically, citywide buildout levels do not achieve the maximum allowable density/intensity on every parcel and are, on average, lower than allowed by the Policy Plan. Accordingly, the buildout projections in this Policy Plan do not assume buildout at the maximum density or intensity and instead are adjusted downward. There are a few notable exceptions to this. The assumed density for Low-Density Residential north of Riverside Drive is estimated above the allowed density to account for the continued use of areas that were built at densities above the current allowance, and to account for growth in these areas due to accessory dwelling unit (ADU) development and lot splits. Some areas were also entitled at greater densities

LU-03 Future Buildout Table

Land Use	Acres[2]	Assumed Density/Intensity[3]	Units	Pop[4]	Non-Residential Square Feet	Jobs[5]

due to the use of gross acreage rather than net acreage. These areas, identified in note 7 utilized customized growth assumptions to ensure that the future projection was equal to or larger than the number of existing units in built areas, and equal to or larger than existing entitlements in undeveloped or partially developed areas.

2 Acres are based on the City's Parcel data as of January 2021.

3 Assumed Density/Intensity includes both residential density, expressed as units per acre, and non-residential intensity, expressed as floor area ratio (FAR), which is the amount of building square feet in relation to the size of the lot.

4 Projections of population by residential designation are based on projected occupancy rates and a persons-per-household factor that varies by housing type.

5 The factors used to generate the number of employees by land use category were derived by comparing 2018 employment data published by the U.S. Census as part of the Longitudinal Employer-Household Dynamics (LEHD) dataset to existing building square footage by use type, as recorded in the City's building permit database.

6 Acreages and corresponding buildout estimates for these designations do not reflect underlying land uses within the Business Park and Industrial Overlays. Estimates within overlay areas are included within the corresponding Business Park and Industrial categories.

7. To ensure future projections are equal to or larger than existing conditions in built out areas as of August 2021, and equal to or larger than existing entitlements (approved before August 2021) in undeveloped or partially developed areas, buildout estimates for the following projects, assumed realistic densities as follows: Countryside Specific Plan (Low Density Residential: 6.18 du/ac), Creekside Specific Plan (Low Density Residential: 7.47 du/ac, Medium Density Residential: 15.81 du/ac), Subarea 29 Specific Plan (Low Density Residential: 6.55).

8. In certain mixed use categories, different buildout assumptions were employed on different sites. Variations in assumptions are included in multiple rows within this table.

~~**Last Amended: August 16, 2022**~~

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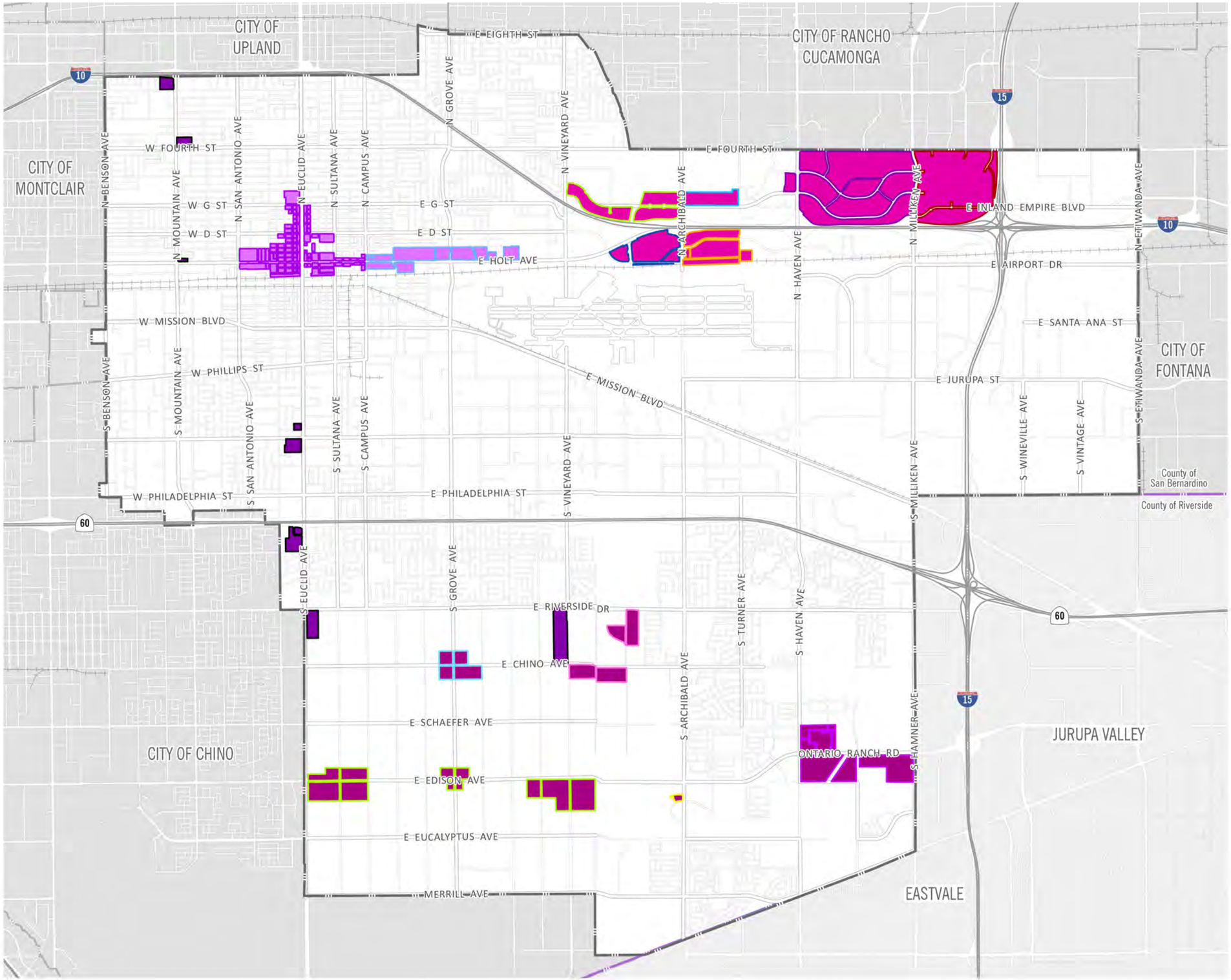
Figure LU-04

Mixed Use Areas



- Ontario City Boundary
- County Boundary
- Rail Network

Mixed Use Categories

- Mixed Use - Downtown
- Mixed Use - Holt
- Mixed Use - Meredith
- Mixed Use - Multimodal
- Mixed Use - Inland Empire Corridor
- Mixed Use - Guasti
- Mixed Use - Ontario Center
- Mixed Use - Ontario Mills
- Mixed Use - Rich Haven
- Mixed Use - Grand Park
- Mixed Use - Grove
- Mixed Use - Parkside
- Mixed Use - Sports Empire
- Mixed Use - Neighborhood Activity Hub

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2026 Date: 2/3/2026

DRAFT

PARKS & RECREATION

Figure PR-01

Park & Recreational Facilities



- Ontario City Boundary
- County Boundary
- Rail Network
- Existing Park
- Existing Parkway
- Existing Trail
- Planned Park

★ Community Center

1. Anthony Munoz Community Center
2. Armstrong Community Center
3. De Anza Community & Teen Center
4. Dorothy A Quesada Community Center
5. Ontario Senior Center
6. Veterans Memorial Community Center
7. Westwind Community Center

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025 Date: 12/20/25

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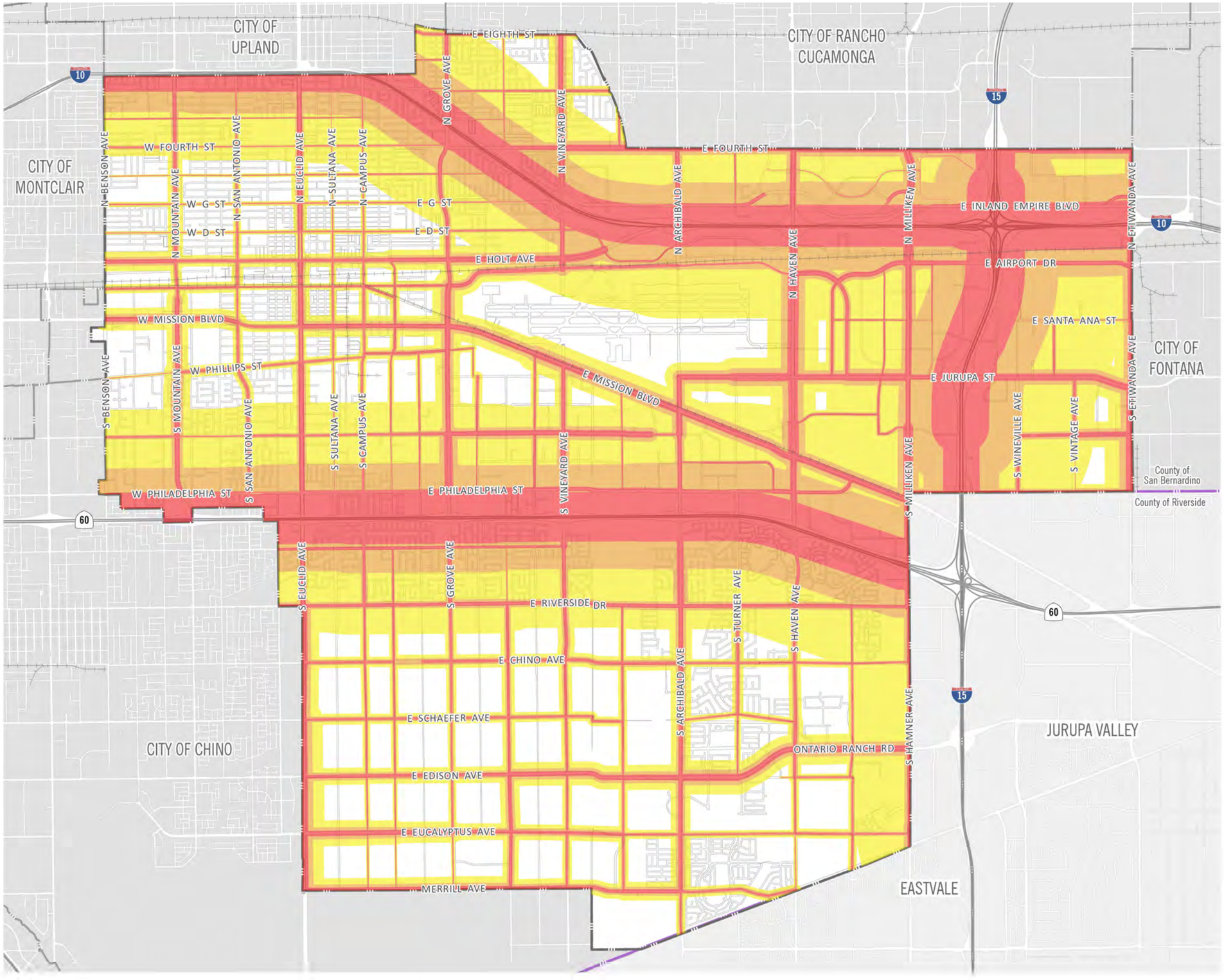
Figure S-06a

Future Traffic Noise Contours



- Ontario City Boundary
- County Boundary

Future Noise Contours

- 60-65 dBA CNEL
- 65-70 dBA CNEL
- 70+ dBA CNEL

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: Fehr & Peers 2025; PlaceWorks 2025 Date: 12/12/25

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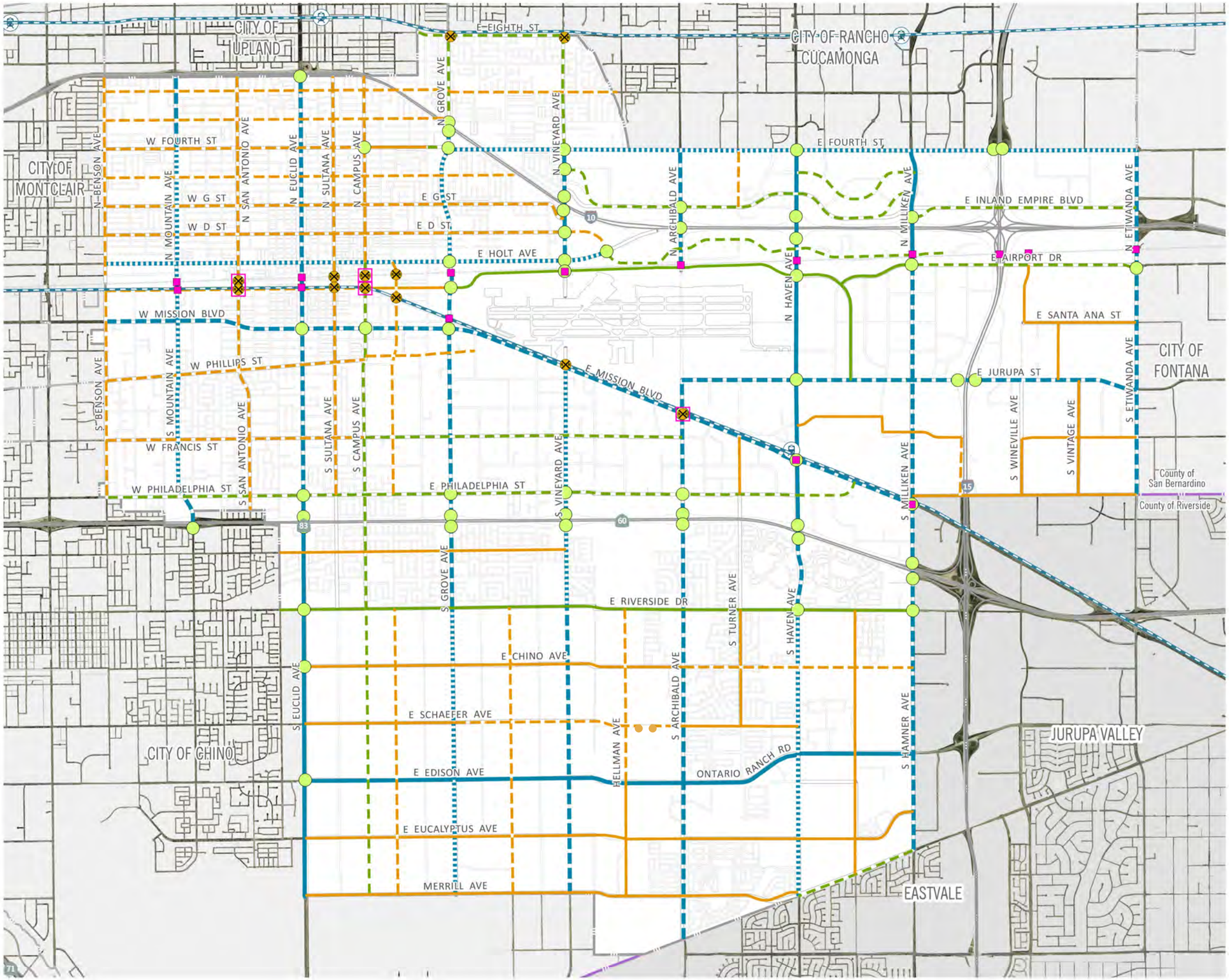
Figure M-01

Roadway Classifications



- Ontario City Boundary
- County Boundary

Rail Crossings

- Existing At-Grade Crossing
- Existing Grade-Separated Crossing
- Future Grade-Separated Crossing
- Enhanced Intersections
- Metrolink
- Metrolink Station

Roadway Classification

- Principal Arterial 8 Lanes
- Principal Arterial 6 Lanes
- Principal Arterial 4 Lanes
- Minor Arterial 6 Lanes
- Minor Arterial 4 Lanes
- Collector 4 Lanes
- Collector 2 Lanes

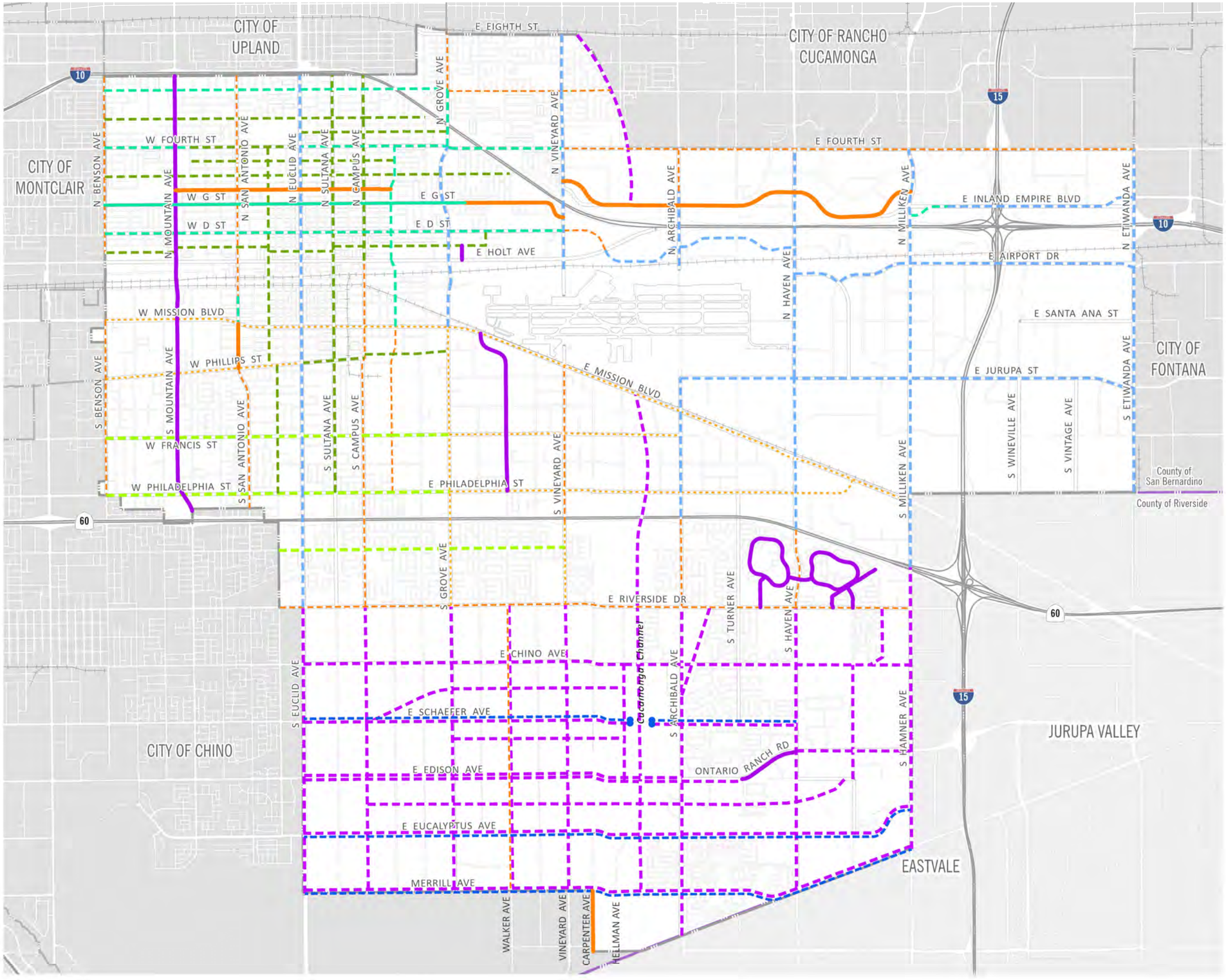
2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025 Date: 12/20/25

Figure M-02

Multipurpose Trails & Bikeways



- Ontario City Boundary
- County Boundary
- Rail Network

Existing Trail & Bike Network

- Multipurpose Trail/ Bike Path (Class I)
- Bike Lane (Class II)
- Bike Route (Class III)

Proposed Trail & Bike Network

- MultipurposeTrail/ Bike Path (Class I)
- Bike Lane (Class II)
- Buffered Bike Lane (Class II)
- Bike Lane (Class II)/Bike Route (Class III)
- Bike Boulevard (Class III)
- Bike Route (Class III)
- Separated Bike Lane (Class IV)
- Additional Studies Required

2 · 0 · 5 · 0 THE ONTARIO PLAN

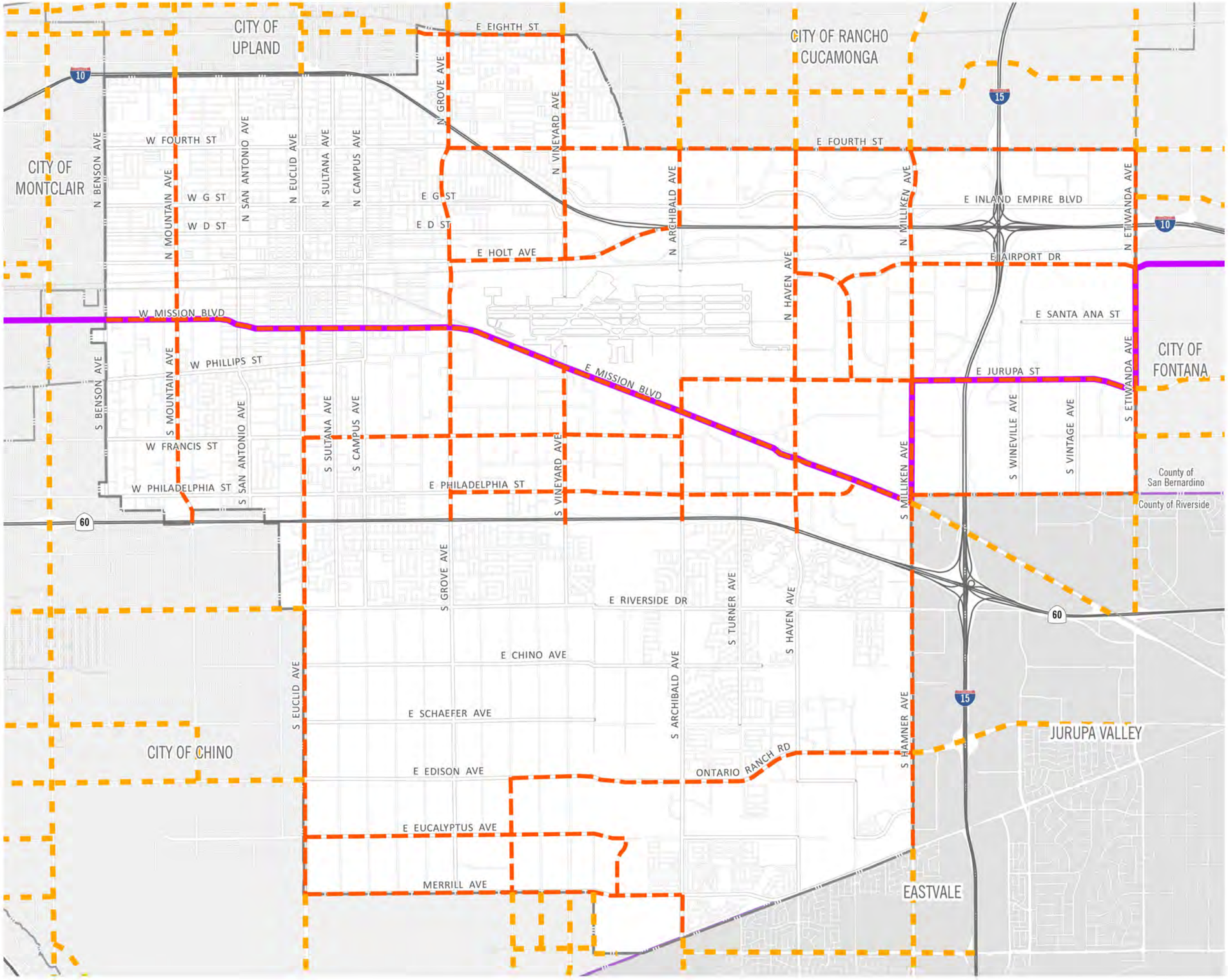
0 2,500 5,000 10,000 FT

Source: The City of Ontario 2026 Date: 3/3/2026

DRAFT

Figure M-04

Truck Routes



- County Boundary
- Ontario City Boundary
- Railroad

Truck Routes

- State DOT Network
- Truck Route
- Adjacent Agency Truck Route

2·0·5·0 THE ONTARIO PLAN

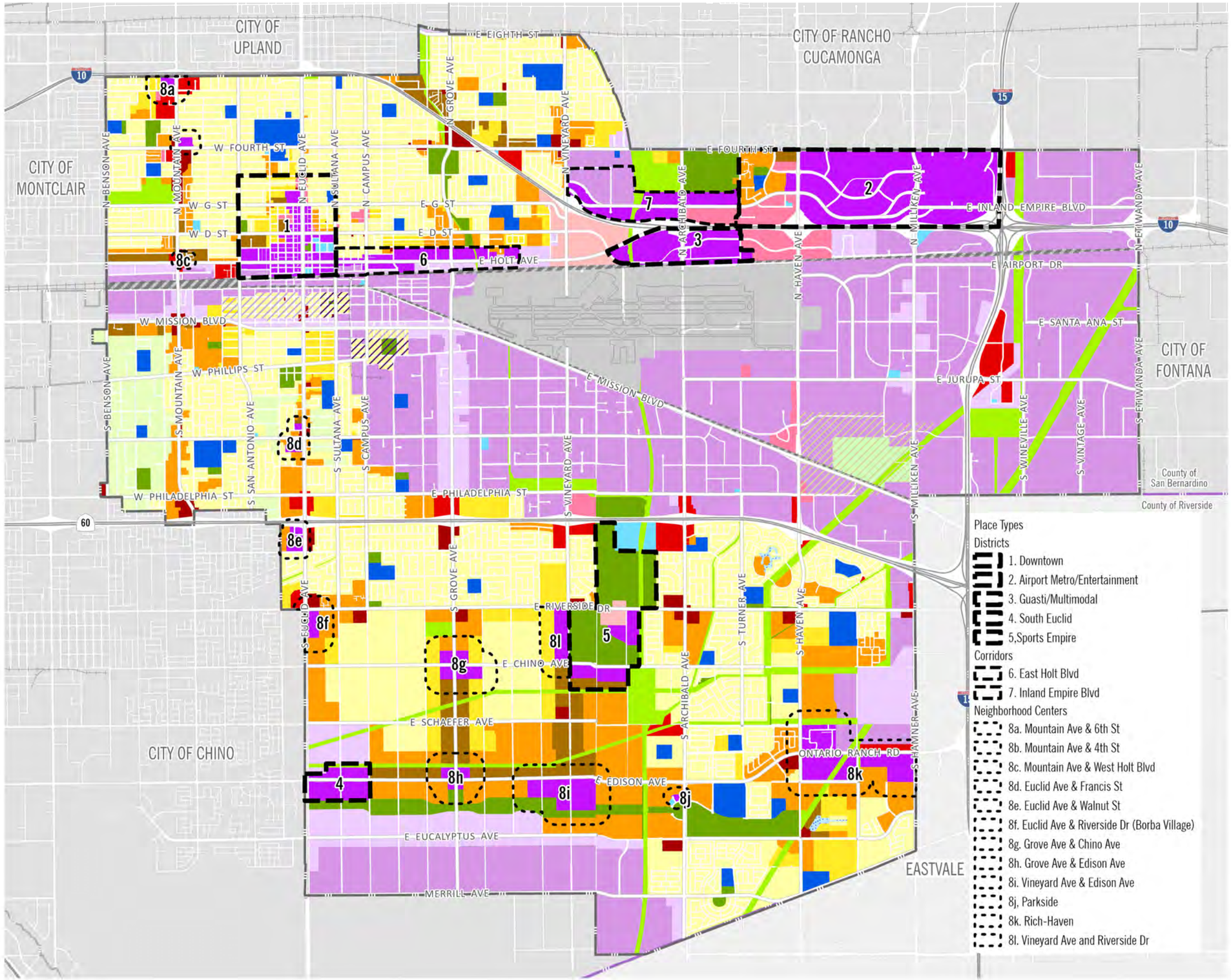
0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025 Date: 12/20/25

DRAFT

Figure CD-01

Place Types



- Ontario City Boundary
- County Boundary
- Rail Network

TOP Overlay Zones

Overlay Zones
- Business Park Overlay
- Industrial Overlay
- Landfill Impact Area

Land Use Designations

Residential
- RR Rural Residential
- LDR Low Density Residential
- LMDR Low Medium Density Residential
- MDR Medium Density Residential
- HDR High Density Residential

Mixed-Use
- MU Mixed Use

Commercial
- NC Neighborhood Commercial
- GC General Commercial
- OC Office Commercial
- HOS Hospitality

Employment
- BP Business Park
- IND Industrial

Other
- OS-NR Open Space - Non-Rec
- OS-R Open Space - Recreation
- OS-W Open Space - Water
- PF Public Facility
- PS Public School
- ARPT Airport
- LF Landfill
- Rail
- ROW Right of Way

Place Types

Districts
1. Downtown
2. Airport Metro/Entertainment
3. Guasti/Multimodal
4. South Euclid
5. Sports Empire

Corridors
6. East Holt Blvd
7. Inland Empire Blvd

Neighborhood Centers
- 8a. Mountain Ave & 6th St
- 8b. Mountain Ave & 4th St
- 8c. Mountain Ave & West Holt Blvd
- 8d. Euclid Ave & Francis St
- 8e. Euclid Ave & Walnut St
- 8f. Euclid Ave & Riverside Dr (Borba Village)
- 8g. Grove Ave & Chino Ave
- 8h. Grove Ave & Edison Ave
- 8i. Vineyard Ave & Edison Ave
- 8j. Parkside
- 8k. Rich-Haven
- 8l. Vineyard Ave and Riverside Dr

2·0·5·0 THE ONTARIO PLAN

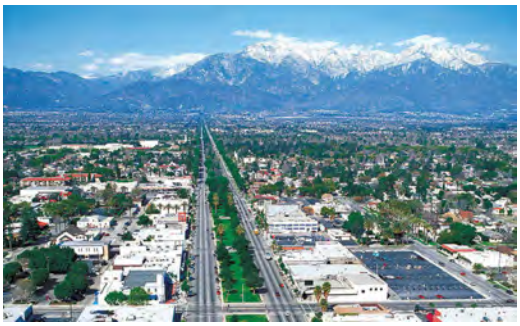
0 2,500 5,000 10,000 FT

Source: The City of Ontario 2026 Date: 3/3/2026

CD-02 Place Type Categories

Place Types

Districts – Districts are geographically large, culturally unique, and regionally significant areas of the city that fulfill different but complementary roles in creating a complete community. As regional destinations, districts serve as the "face of the city." Each district has a distinct identity that reflects its role within the city context and establishes a defined sense of place through the creation of an amenity-rich, transit-accessible, mixed-use environments where people can live, work, shop, dine, and have many of their daily needs met within a comfortable and convenient walk or bike ride from their residence, transit stop, or parked vehicle.



1

Downtown District

The historic center of Ontario, the Downtown District, is envisioned as the placed-based, people-focused, commercial, and cultural "heart" of the City and features several designated historic districts and landmark. Downtown will support a variety of businesses, housing opportunities for residents with a variety of income levels, creative spaces, entertainment options, and institutional and civic uses, while preserving its historic character, buildings, neighborhoods, and places. Complementing the wide mix of uses are designs, layouts and public spaces that give residents, visitors, and businesses a strong sense of connection and creates a place where people want to spend time.



2

Airport / Metro Entertainment District

The Airport / Metro Entertainment District is envisioned as a large-scale regional entertainment hub, leveraging attractions, such as the Toyota Arena and Ontario Mills, supported by a variety of retail and dining options integrated alongside high-intensity office and residential development. This area will evolve into a walkable urban center through the addition of mixed use infill development, a pedestrian-oriented road and trail network, key public realm improvements, and multiple transit options.



3

Guasti District/Multimodal District

The historic Guasti (winery) Village sets the theme and backdrop to the Guasti/Multimodal District. The district is envisioned to preserve and enhance the historic buildings as the focal point of a vibrant mixed use area that leverages its proximity to the Ontario International Airport, Ontario Convention Center, and the potential future development of a multimodal transit center. The district will include intensive office, commercial, and lodging uses along the I-10 corridor, and appropriately scaled residential, office, commercial, and lodging near the Guasti Village historic core. The multimodal mixed use area within the Guasti/Multimodal District is intended to leverage proximity to the future multimodal transportation center and link the Convention Center, Guasti compound, and airport through strong physical and visual design.

CD-02 Place Type Categories

Place Types



4

South Euclid District

Lying at the southwest corner of the City, the South Euclid District is envisioned to develop as a vertically- and horizontally- mixed use area to serve the populations of newly developing Ontario Ranch and adjoining communities. The district will include a range of housing types integrated within and alongside retail, commercial, and office uses, as well as public spaces and trails that connect ~~the~~ "~~Great~~ Grand Park" to Euclid Avenue. The area is intended to be highly walkable with pedestrian-oriented site design and road network and amenitized transit stops that leverage the Bus Rapid Transit (BRT) investments.



~~**5**~~

~~South Employment District~~

~~The South Employment District is envisioned to foster employee-intensive office, entertainment facilities, live/work, and supporting retail uses in a campus environment designed to leverage proximity to the "Great Park" and maintain compatibility with surrounding residential areas. Outside of the Chino Airport safety zone, higher density stand-alone and mixed use residential neighborhoods are intended to orient toward the "Great Park" and incorporate transition areas from the surrounding business park uses.~~



5

Sports Empire District

The Sports Empire district is envisioned as a vibrant, year-round regional destination where local residents and visitors come together around sports, recreation, and entertainment within a walkable, mixed-use environment. Anchored by ONT Field and professional baseball, the district integrates entertainment, hospitality, retail, and housing with open space and recreational assets to form a lively, walkable entertainment district. The district is integrated and highly connected to the surrounding residential communities, supporting daily activity, neighborhood vitality, and seamless connections to sports facilities, community amenities, and everyday destinations. Together, these elements create a cohesive district that thrives during major events while remaining an inviting place for the Ontario community to live, gather, recreate, and enjoy throughout the year.

Corridors – Corridors are important components of the vehicular circulation system, moving traffic through the city and connecting to the greater region. While this remains an important role of the city's corridors, they are envisioned as vibrant and sustainable places, with a mix of uses, a variety of transportation options, and comfortable pedestrian and bicycle access to surrounding neighborhoods.

CD-02 Place Type Categories

Place Types



6

East Holt Boulevard Corridor

Holt Boulevard is an important east-west corridor connecting Ontario to the greater region, with improved connectivity options through the addition of BRT service. This corridor is envisioned to gradually build out over time through infill development that ultimately yields vibrant neighborhood-serving commercial areas, a variety of housing options, and employment opportunities that are clustered around BRT stops that can be easily accessed by pedestrians and bicyclists.



7

Inland Empire Boulevard Corridor

The Inland Empire Boulevard Corridor connects Vineyard Avenue and the Convention Center directly to the heart of the Airport / Metro Entertainment District and future BRT. Near- to mid-term improvements include the addition of significant rows of large street trees to provide shade, spatial definition, and a better pedestrian environment; the addition of new bicycle facilities, infill buildings oriented to the street, and reorientation of existing building entrances toward the street where possible. Over the longer term, this corridor has the potential to become a westward extension of the Airport / Metro Entertainment District environment.

Neighborhood Centers – Neighborhood Centers serve as local gathering places, allow for convenient access to amenities, and help to establish identity for the surrounding neighborhoods. They typically consist of locally serving commercial uses and/or other community-serving uses, and intended to be accessible by foot, bike, transit, or car for those visiting the site or residing in the surrounding area. This place type is generally applied to the area within a short walk of a single or cluster of mixed use parcels along a larger street and/or around an intersection. Neighborhood Centers can be found throughout the existing city fabric (infill) and in areas planned for future growth and development (south of Riverside Drive).



8 (a-e)

Neighborhood Center - Infill

Neighborhood Centers located in areas where the commercial and residential parcels were largely developed in an incremental manner prior to 2020, are north of Riverside Drive, and are categorized as "infill" centers. These centers will range in size, complexity, and relationship to the surrounding streets and neighborhoods. Some are very small centers that may only include a horizontal mix of uses fronting onto a wide sidewalk while others may involve a vertically integrated mix of higher density residential and nonresidential uses oriented around a public plaza or other form of open space. All of these centers are envisioned to incorporate site design that prioritizes safe, and attractive, and well-shaded pedestrian access onsite,

CD-02 Place Type Categories

Place Types



from the public rights-of-way, and from the adjacent neighborhoods.



8
(f-~~l~~lk)

Neighborhood Center – South of Riverside Drive

Neighborhood Centers identified south of Riverside Drive are generally underutilized or vacant as of 2022. These Neighborhood Centers are envisioned to bring new vitality and involve some level of master planning, with the roadway, pathways, open spaces, public realm designs, and site designs coordinated prior to the development of all of the parcels. These centers will range in size, complexity, and relationship to the surrounding streets and neighborhoods.

Some of these centers will involve a small node of mixed use development that is connected to the "~~Great~~ Grand Park" or Sports Empire District~~Park~~ while others will involve larger clusters of mixed-~~-~~use areas that serve as a focus point for the surrounding residential neighborhoods. The largest of these centers are intended to serve not only as a local focal point but also as a major citywide landmark that also connects ~~directly~~ to ~~the~~ "~~Great~~ Grand Park" and Ontario Sports Empire. All but the smallest of these centers are envisioned to consist of some amount of vertically integrated and higher intensity residential, office, and retail buildings oriented toward ~~the~~ "~~Great~~ Grand Park" and Ontario Sports Empire, large public plazas, and/or large trail systems.

All of these centers are envisioned to incorporate site design that prioritizes safe, attractive opportunities for residential, and well-shaded pedestrian access onsite, from the public rights-of-way, and from the adjacent neighborhoods. Parking areas are to be located next to and behind buildings to provide a variety of frontages along streets.

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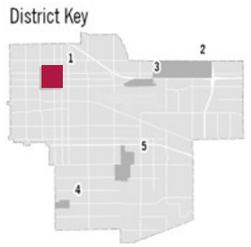
CD-03 Downtown District Place Type

1. Downtown District



VISION

As the historic center of Ontario, the Downtown District, is envisioned as the place-based, people-focused, commercial, and cultural "heart" of the City and features several designated historic districts and landmarks. Downtown will support a variety of businesses, housing opportunities for residents with a variety of income levels, creative spaces, entertainment options, and institutional and civic uses while preserving its historic character, buildings, neighborhoods, and places. Complementing the wide mix of uses are designs, layouts and public spaces that give residents, visitors, and businesses a strong sense of connection and creates a place where people want to spend time.



Conceptual reconfiguration of Euclid Ave (within existing curb-to-curb dimension) adding a Class IV bikeway, parking lane planters, and "off-peak" parking along the median to maintain three travel lanes during peak traffic volume times.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Low Density	2.1 to 5.0 dwelling units per acre	Single-family detached residences.
Low-Medium Density	5.1 to11.0 dwelling units per acre	Single/multi-family attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes.
Medium Density	11.1 to 25.0 dwelling units per acre	Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.
High Density	25.1 to 45.0 dwelling units per acre	Multi-family dwellings including stacked flats and mid-rise and high-rise residential complexes.
Mixed Use - Downtown	25.0 to 75.0 dwelling units per acre 2.0 FAR for retail and office uses	Envisioned as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues.
Neighborhood Commercial	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
Office Commercial	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.
Industrial	0.55 FAR	Variety of light industrial uses, including warehousing / distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances.
Open Space - Recreation	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Public Facility	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.
Public School	Not applicable	Public schools (K-12) and universities.

DOWNTOWN DISTRICT INTENDED OUTCOMES

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



Downtown Ontario is the historic economic, cultural, and civic hub of Ontario, organized by a simple, walkable network of treelined streets, laid out as a new "Model Colony" in the 1880s.

The District's history, historic buildings, and distinct urban form define downtown's unique identity. These aspects should be preserved, celebrated, and enhanced to reinforce the area's existing identity.

Comfortable, Safe, Human Scale Public Realm



The Downtown's public realm is a traditional network of streets and public open spaces that are lined with a rich variety of buildings built since the 1880s.

Downtown's streets, parks, and plazas should be enhanced as "outdoor rooms of community," providing an attractive, comfortable, safe, and lively environment within which to walk, explore, shop, dine, meet friends and neighbors, and participate in community events. Each new public and private improvement in this area should reinforce a "pedestrians first" atmosphere.

Complete and Connected Network



Downtown Ontario's robust grid pattern network connects the retail core seamlessly to surrounding neighborhoods, Holt Boulevard, and the Ontario Amtrak station. The layout of street system provides each person with a wide range of choices including travel route and travel mode for each trip.

Downtown's simple, open network of pedestrian-friendly streets and blocks - with perimeters typically less than 1,600 feet – is the ideal public realm framework for any urban, mixed use, or transit-oriented area, the existing block structure should be maintained and completed.

Context Aware and Appropriate Building Design



Within the Euclid Avenue retail core, buildings from various time periods comfortably mix with newer buildings, unified by a number of important shared characteristics including, 1) tall, clear glass ground floor shopfronts, 2) welcoming entries along the sidewalk that reflect original 25-foot wide lots, 3) upper floor windows that relate to ground floor articulation consistent with a historic main street pattern.

Future infill development and renovations should respect and reflect established facade patterns to preserve Downtown's historic character. The architecture of new buildings should reflect the time in which they are built, while harmonizing with the scale, rhythm, and character of their historic predecessors.

Active Frontages



Within the retail core, the large clear glass shopfronts built right up to the sidewalk "blur the line" between the outdoor public realm and the indoor private businesses, prominently displaying wares and activities to passerby and in many cases allowing those activities – dining in particular – to spill out onto the sidewalks and into plazas and parks.

On side streets as one moves toward surrounding neighborhoods, ground floor offices and residences require some degree of privacy from passersby, buildings are set back from the sidewalk, reducing visibility into the residence or office, while offering views outward to the street and other public spaces, improving public safety and pedestrian comfort.

Managed Infrastructure



Successful downtowns require active and coordinated management of parking, public realm maintenance, special events, business recruitment, and on-going promotional activities to remain competitive with other downtown areas, lifestyle shopping centers, and "experience retail" destinations. Downtown Ontario and other regional downtowns must compete for customers, visitors, tenants, and events with successful, managed districts, so active, coordinated, management of the Downtown District is necessary to compete.

CD-04 Airport Metro / Entertainment District Place Type

2. Airport Metro / Entertainment District



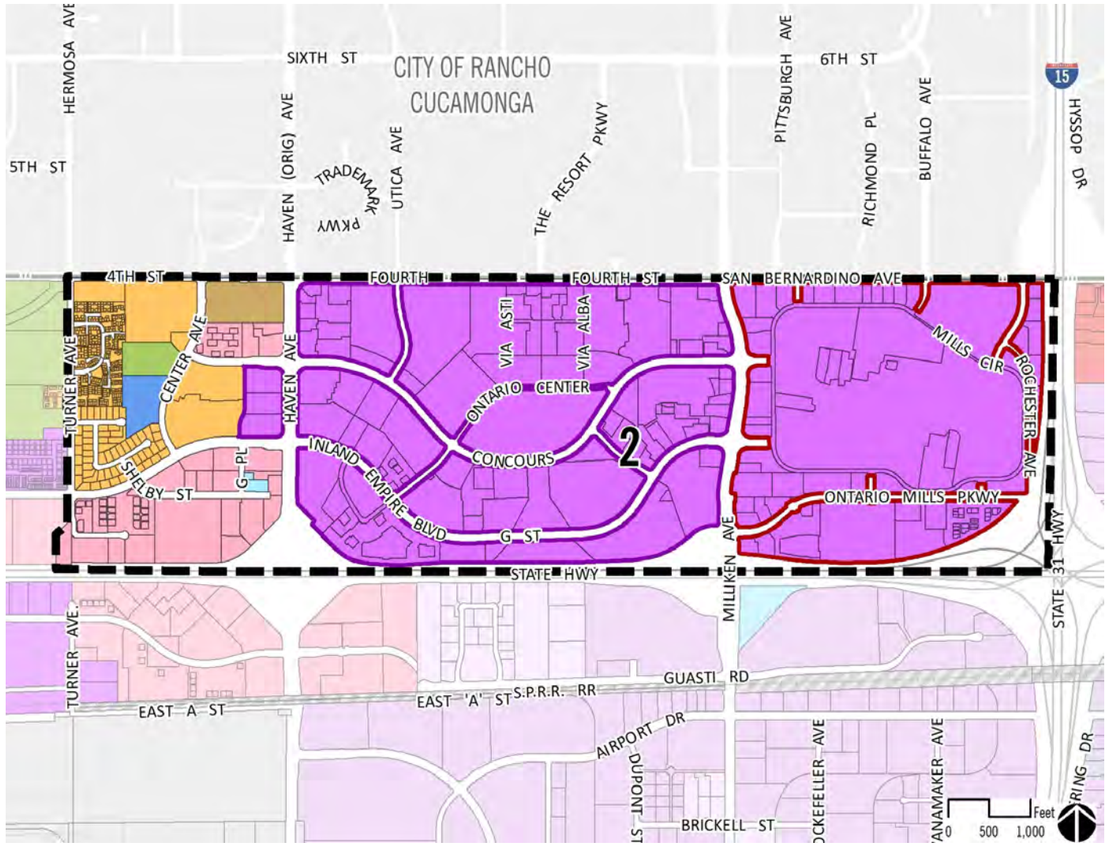
VISION

The Airport / Metro Entertainment District is envisioned as a large-scale regional entertainment hub, leveraging attractions, such as the Toyota Arena and Ontario Mills, supported by a variety of retail and dining options integrated alongside high-intensity office and residential development. This area will evolve into a walkable urban center through the addition of mixed use infill development, a pedestrian-oriented road and trail network, key public realm improvements, and multiple transit options.



Conceptual illustration showing mixed use infill development, streetscaping, and public realm improvements on Concourse Steet, near the Toyota Arena.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Medium Density	11.1 to 25.0 dwelling units per acre	Single/multi-family attached and detached residences including townhouses, court-yard homes, stacked flats, and small lot single-family subdivisions.
High Density	25.1 to 45.0 dwelling units per acre	Multi-family dwellings including stacked flats and mid-rise and high-rise residential complexes.
Mixed Use - Ontario Center	20.0 to 125.0 dwelling units per acre 2.0 FAR for office uses 1.0 FAR for retail uses	This area is one of the most intensive developments in Ontario and is characterized by low-rise (3-5 stories) and mid-rise (5-10 stories), mixed use buildings, iconic architecture, and regionally significant uses, such as the City owned arena and other cultural and entertainment uses. This area accommodates a vertical and horizontal mixture of entertainment, retail, office, and residential uses in an active, pedestrian oriented atmosphere. In this area, the Haven Corridor is envisioned as an elegant, landscaped boulevard lined multi-story office uses near the I-10 and mixed and residential uses closer to the City's northern boundary along 4th Street. There is an approved Specific Plan on this site that may require amendment to align with TOP.
Mixed Use - Ontario Mills	25.0 to 85.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses	This area will continue to be our regional retail center. We envision intensification of the area to include additional retail and entertainment, office, and multi-family (3-5 story) residential uses. New development is envisioned to occur along the interior loop road and the perimeter of the area. There is an approved Specific Plan on this site that may require amendment to align with TOP.
Office Commercial	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.
Open Space - Recreation	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Public Facility	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.
Public School	Not applicable	Public schools (K-12) and universities.

AIRPORT METRO / ENTERTAINMENT DISTRICT INTENDED OUTCOMES

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



The Airport Metro/ Entertainment District is envisioned as a major urban hub with a significant concentration of jobs, retail, entertainment, and housing, organized around a pedestrian-oriented street pattern that provides a uniquely urban experience and a rich public realm.

Comfortable, Safe, Human Scale Public Realm



A walkable, urban-scale public realm that includes the street network and a series of connected public spaces is envisioned to create comfortable, human-scale, pedestrian-oriented public spaces.

To achieve this, as new infill development occurs, surface parking lots should be reorganized into smaller blocks by introducing new public and private streets that extend through parking areas to establish a walkable network.

New streets should include generous sidewalks, large shade trees, and new buildings should be sited and designed to form a strong "streetwall" of urban buildings that define the public spaces.

Complete and Connected Network



The existing street network should be reorganized by adding additional local roads (public and private) that incorporate linkages through existing parking lots to create a walkable block pattern with high-quality pedestrian, bicycle, and transit facilities.

In addition to adding more local streets, modifications to existing streets, such as new bicycle facilities, new curbside parking, new bus stops, and new shade trees should be considered to ensure multimodal connectivity, and create walkable, enjoyable urban spaces.

The District's multimodal network of streets, trails, and transit options should link to nearby destinations, including the Ontario International Airport (ONT), Downtown and Guasti/Multimodal Districts, the multimodal transit center, and nearby Metrolink stations.

Context Aware and Appropriate Building Design



Just as existing major streets can be updated to radically improve walkability and urban character, many existing buildings can be updated to provide better street-facing frontages. New infill development, on the other hand, should be sited and designed to front sidewalk and other public spaces to establish "outdoor rooms" where people want to spend time.

The scale of buildings in this District is envisioned to range from 2 and 3 stories up to 10. Taller buildings should be sited and designed to shape the adjacent public spaces, and providing views of the San Bernardino Mountains and surrounding city from the windows, balconies and roof terraces.

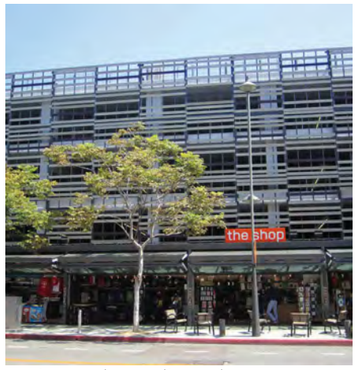
Active Frontages



Commercial frontages in this District should be characterized by tall, clear glass ground floors filled with restaurants and bars, nightclubs and music venues, retail shops, restaurants, and offices. Many of the District's streets – as well as other open spaces such as plazas, squares, courtyards, balconies, and roof terraces – will be activated by outdoor dining and other interior uses that spill into the street, creating a lively street life and blurring the line between outdoor and indoor uses.

Residential and office uses should overlook the public realm from upper floors, and on some local streets ground floor.

Managed Infrastructure



Active and coordinated management of the public realm will be critical to the success of the Entertainment District as it becomes an increasingly vibrant, active, and intense urban environment.

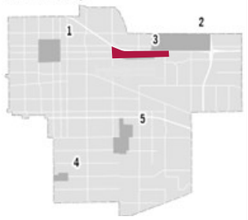
Shared parking, should be prioritized to efficiently utilize parking throughout the day, limit the amount of land needed to accommodate parking, encourage people to park once and walk to a variety of destinations within the District, and promote transit ridership.

In addition to shared infrastructure, shared maintenance and management of public open spaces throughout the District would ensure a cohesive, efficient, and coordinated series of public spaces.

CD-05 Guasti/Multimodal District Place Type

3. Guasti/Multimodal District

District Key



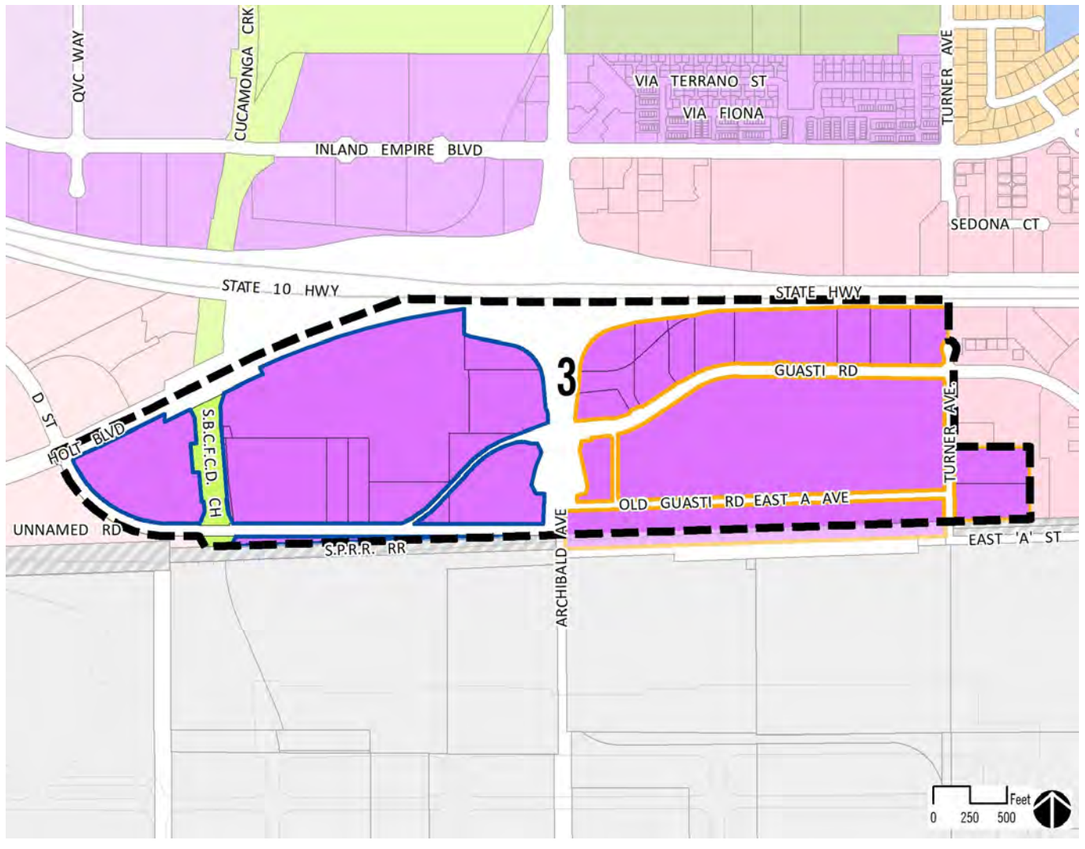
VISION

The historic Guasti (winery) Village sets the theme and backdrop for the Guasti/Multimodal District. The district is envisioned to preserve and enhance the historic buildings as the focal point of a vibrant mixed use area that leverages its proximity to the Ontario International Airport, Ontario Convention Center, and the potential future development of a multimodal transit center. The district will include intense office, commercial, and lodging uses along the I-10 corridor, and —appropriately-scaled residential, office, commercial, and lodging near the Guasti Village historic district core. The multimodal mixed use area within the Guasti/Multimodal District is intended to leverage proximity to the future multimodal transportation center and link the Convention Center, Guasti compound, and airport through strong physical and visual design.



Guasti Village will be the heart of a unique retail/entertainment district and destination that is unlike any-thing else in the city or broader region.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed Use - Guasti	25.0 to 65.0 dwelling units per acre 1.0 FAR for office and retail uses	This site includes the Guasti Winery, which is on the National Register of Historic Places. This area is envisioned as a mixture of high-quality office, lodging, retail and residential uses that incorporate the Guasti Winery. More intensive office and commercial uses are envisioned along I-10 while office, commercial, and lodging uses are envisioned in and around the historic structures; the southern portion of the area is being considered as potential site for the multimodal transit center. There is an approved Specific Plan on this site that may require amendment to align with TOP.
Mixed Use - Multimodal	20.0 to 80.0 dwelling units per acre 1.0 FAR for office and retail uses	The Multimodal Mixed Use Area is under consideration for our future multimodal transit station that links rail, regional, local, and Airport transit. Intensive office, retail, and residential uses are envisioned to be integrated with the transit station, which is expected to be within the area or in close proximity. The transit center is envisioned as an iconic, convenient, and intuitively designed multimodal transportation center that serves the City of Ontario and the region at-large.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.

GUASTI DISTRICT INTENDED OUTCOMES

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



The remaining historic buildings, structures, landscape, and spatial relationships that represent the viticulture company town of Guasti Village establish a clear and unique identity that will be preserved and celebrated as the area evolves into a unique urban hub that blends modern mixed use development, hospitality, jobs, housing, and transit access with the historic agrarian scale, character, and landscapes of the original Guasti (winery) Village.

Comfortable, Safe, Human Scale Public Realm



A new network of comfortable, human-scale, pedestrian-oriented public spaces that preserve and enhance the historic site is envisioned within this District.

To achieve this, a new network of pedestrian-oriented, shaded, treelined streets, and other public open spaces should be established. The design of the overall District should celebrate and connect the historic site to other points of interest such as the Ontario Convention Center, Ontario International Airport (ONT), and a planned multimodal transit center. Existing heritage trees should be utilized to offer shade, define the boundaries of public spaces, and provide wind-protection.

Complete and Connected Network



A walkable block structure, similar in scale to the Downtown District, is envisioned to create connections between the Ontario International Airport (ONT), the Ontario Convention Center, the Guasti site, higher intensity uses along the I-10 corridor, and the District's multimodal transit options including BRT service, Ontario Airport Loop, and creation of the city's multimodal transit center.

The street pattern should be augmented by a network of public spaces that blend the District's historical roots with more urban forms of land use.

Within this walkable block structure, some variation may occur. For example, some blocks may be dedicated entirely to surface or structured parking to accommodate the needs of regional-serving retail uses and businesses.

Context Aware and Appropriate Building Design



This District is located between the I-10 freeway, and ONT airport, with limited transitions between this area and other uses. As a result, context aware design should focus on providing appropriate transitions between the historic site within the District, the more intense uses along the I-10 corridor, and the hospitality uses near the Ontario Convention Center.

Buildings of all scales should be sited and designed to spatially define the network of local streets and open spaces.

Active Frontages



The array of uses envisioned for this District requires a flexible palette of frontage activation strategies.

Streetscapes and open spaces adjacent to office and employment uses should be activated by large main entries, lobbies, bike parking areas and employee break rooms and yards. Retail, restaurant, and entertainment uses should incorporate large windows that encourages uses to spill out into the street. Hotels or other hospitality uses should face the public realm with lobbies and restaurants, and housing should serve to activate some of the smaller streets, green spaces, and paseos by orienting lobbies, community rooms, terraces, courtyards, and balconies towards public spaces in a way that provides residents with both privacy and views of the streets and other public open spaces.

Managed Infrastructure

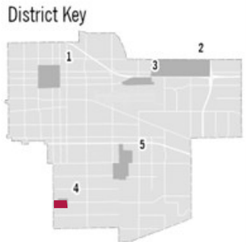


To reduce the land area devoted to parking cars to the practical minimum, it will be important that good transit service is provided to the District by the several lines currently in the planning stages, and that shared parking facilities are provided and actively managed.

Coordinated maintenance and management of public and common area landscaping and lighting within cohesive areas of the District should also be required.

CD-06 South Euclid District Place Type

4. South Euclid District



VISION

Lying at the southwest corner of the city, the South Euclid District is envisioned to develop as a vertically- and horizontally mixed use area to serve the populations of newly developing Ontario Ranch and adjoining communities. The district will include a range of housing types integrated within and alongside retail, commercial, and office uses, as well as public spaces and trails that connect ~~the~~ "~~Great~~ Grand Park" to Euclid Avenue. The area is intended to be highly walkable with pedestrian-oriented site design and road network and amenitized transit stops that leverage the Bus Rapid Transit (BRT) investments.



A new mixed use and lifestyle center within the South Euclid District would create a destination and amenity for neighborhoods in south Ontario - as well as surrounding neighborhoods in Chino, Eastvale, and beyond.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
~~Medium Density~~	~~20.1 to 25.0 dwelling units per acre~~[1]	~~Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.~~
Mixed Use - ~~Great~~ Grand Park	14.0[1] to 65.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses *Subject to Specific Plan*[1]	The ~~Great~~ Grand Park Mixed Use Areas are envisioned as the southwestern activity centers for citizens of Ontario. These areas accommodate a vertical and horizontal mixture of commercial, office, entertainment, and residential uses all connecting to ~~the Great~~ Grand Park with a pedestrian oriented atmosphere. It is envisioned that the major roads through these Mixed Use areas are couplets, which are a series of one-way streets that disperse traffic and allow reduced street widths, maximize the sense of community, and emphasize pedestrian accessibility. These Mixed Use areas are envisioned as low-rise (3-5 stories) with some mid-rise (5-10 stories) near the intersection of Euclid and Edison/Ontario Ranch Road.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.

Note:

1. All ~~medium density and~~ mixed use parcels within the South Euclid District are within the affordable housing overlay zoning district. The overlay, 1) sets a minimum density of 20 dwelling units per acre; and 2) waives the specific plan requirement if there is no existing specific plan and the proposed project includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements outlined in the development code~~; and 3) allows a maximum density of 30 dwelling units per acre in the medium density land use category if the project includes 25 percent of units affordable to lower incomes, consistent with Tier 2 requirements outlined in the development code~~.

SOUTH EUCLID DISTRICT INTENDED OUTCOMES

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



The design character of the South Euclid District is envisioned to be varied, with a retail and civic core near Euclid Avenue that acts as a high-quality lifestyle center, with a highly walkable system of local roads, building and site design that enhance the pedestrian experience, and a connected network of outdoor spaces that link the larger open spaces of ~~the~~ "~~Great~~ Grand Park" and provide access to transit stops. The District will include a variety of attached and multifamily housing types in a very walkable, sustainable, and urban neighborhood setting.

Comfortable, Safe, Human Scale Public Realm



The public realm in the South Euclid District is envisioned as a walkable local street pattern that links a network of other public spaces, like plazas and parks, together, ultimately connecting to ~~the~~ "~~Great~~ Grand Park." The public realm is defined by thoughtfully designed adjacent buildings and appropriate landscaping.

To achieve this, buildings should be sited to create inviting outdoor spaces, and facades should be articulated at regular intervals. Indoor uses should engage adjacent public spaces. Retail shops and restaurants should face wide, shaded sidewalks that provide opportunities for indoor uses, such as dining, to spill out into the street.

Whenever possible, commercial parking should be located in shared parking lots or structures within blocks behind shops and buildings, while residential parking should be alley-loaded.

Complete and Connected Network



The South Euclid District is envisioned to be organized around a simple connective block structure that is similar in scale to the Downtown District, with typical blocks that are approximately 1,600 feet in perimeter, a size that facilitates pedestrian activity.

The street pattern should logically and conveniently link to neighborhoods within and next to the District, and the public space network within the District should establish a strong connection to ~~the~~ "~~Great~~ Grand Park", linking it to the District, Euclid Avenue, and transit stops along Ontario Ranch Road.

Some variation in the pattern may occur. Streets may be closed to vehicular access, with buildings fronting public spaces. Alternatively, blocks may be dedicated to surface or structured parking to serve retail and business uses. Maintaining safe and convenient pedestrian access should be prioritized.

Context Aware and Appropriate Building Design



Buildings should be designed and scaled relative to the spaces they front.

In commercial areas, buildings may include vertically mixed use projects with commercial on the ground floor, and housing or offices on the upper floors, stand-alone multifamily housing, or stand-alone office buildings. Less intense development is envisioned to the east along ~~the~~ "~~Great~~ Grand Park" frontage with, one- to three-story commercial, residential, and office uses that provide a strong presence and enhance the pedestrian environment.

Housing should reflect the scale, massing, and character of nearby buildings, with higher density apartments near the commercial core and around transit stops, transitioning to smaller scale multifamily and attached homes near adjacent neighborhoods.

Active Frontages



Within the commercial areas, ground floor building design should incorporate tall, clear shopfronts that blur the line between outdoor and indoor environments and allow for activities like outdoor dining to occupy adjacent sidewalks or other public spaces.

Residential buildings should be sited and designed to engage the street while maintaining privacy. Front doors and stoops should front the street and outdoor living spaces should overlook residential street and spaces.

Managed Infrastructure



Coordinated management of District-wide facilities and infrastructure will play an integral role in fostering a robust pedestrian atmosphere.

Shared parking strategies in the commercial core should be established to encourage visitors to park once and enjoy the area on foot, fully utilize available parking at all times of day, and provide flexibility to better adapt to changes in land use as well as changing trends in how people travel.

Shared maintenance should also be established to provide efficient, consistent, and sustainable maintenance and management of public spaces.

DRAFT

CD-07 South Employment District Place Type

5. South Employment District

District Key



VISION

The South Employment District is envisioned to foster employee-intensive office, entertainment facilities, live/work, and supporting retail uses in a campus environment designed to leverage proximity to the Great Park and maintain compatibility with surrounding residential areas. Outside of the Chino Airport safety zone, higher density stand-alone and mixed-use residential neighborhoods are intended to orient toward the Great Park and incorporate transition areas from the surrounding business park uses.



The Great Park-inspired, campus-like setting of the South Employment District will attract a variety of employment generating uses.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed Use – Eucalyptus / Chino Airport Overlay	25.0 to 45.0 dwelling units per acre (outside of airport safety zone) 2.0 FAR for office and vertically-mixed uses 0.60 FAR for business park and retail uses *Subject to Specific Plan*[1]	Envisioned to primarily accommodate employee-intensive office, entertainment facilities, live/work, and supporting retail uses in a campus environment designed to leverage proximity to the park and maintain compatibility with surrounding residential areas. Stand-alone and mixed use residential is permitted outside of the Chino Airport safety zone, primarily centered on Grove. Business park uses, such as research and development and "clean" industrial are also permitted provided they do not involve the frequent use of trucks (Class 4 or higher) as part of its primary activities.
Open Space – Recreation	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.

Note:

1. All mixed use parcels within the South Employment District are within the affordable housing overlay zoning district. The overlay, 1) sets a minimum density of 20 dwelling units per acre; 2) waives the specific plan requirement if there is no existing specific plan and the proposed project includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements outlined in the development code; and 3) allows a maximum density of 30 dwelling units per acre in the medium density land use category if the project includes 25 percent of units affordable to lower incomes, consistent with Tier 2 requirements outlined in the development code.

~~SOUTH EMPLOYMENT DISTRICT INTENDED OUTCOMES~~

~~This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.~~

~~Unique Identity~~



~~The South Employment District is envisioned as an employment hub with integrated residential uses concentrated around Grove Avenue, and supporting commercial uses, set in a campus-like environment. Proximity to the "Great Park," higher-density housing, and transit opportunities along Ontario Ranch Road will drive the success of this District as a pedestrian-first, transit-oriented campus.~~

~~A roadway between the mixed use area and the southern park boundary will provide public access to the "Great Park" from within the District, and attract visitors to the area outside of office hours.~~

~~Comfortable, Safe, Human Scale Public Realm~~

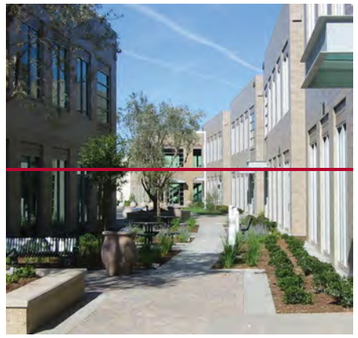


~~A complete network of complete streets will combine with Great Park access to form the foundation for establishing a comfortable, human-scale public realm in this District.~~

~~The "Great Park" will bring broad open spaces and citywide trail connections into this area, which should connect to the new network of streets.~~

~~The planned roadways in this area provide the foundation for a walkable network of streets and sidewalks, but an interconnected system of secondary local streets that link public spaces to the Great Park should be established.~~

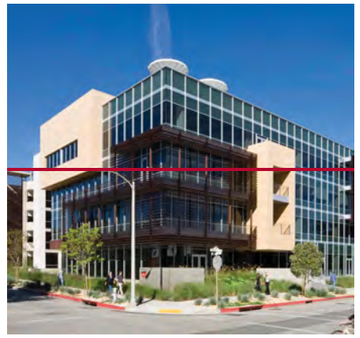
~~Complete and Connected Network~~



~~The South Employment District is envisioned to be organized around a connective multimodal network in a campus-like environment.~~

~~Portions of the network will provide vehicular accesses, but circulation within the District will focus on providing pedestrian and bicycle connections between residences, employment centers, the "Great Park," and transit stops along Ontario Ranch Road through a network of interconnected pedestrian malls, local streets, and other public spaces.~~

~~Context Aware and Appropriate Building Design~~



~~Buildings in this District are expected to range from 2 to 4 stories in height, with simple massing and modern design.~~

~~Uses may include office, apartments, attached residential, vertically mixed use projects, buildings that mix offices with and supporting retail and commercial uses. "Clean industrial" and business park uses like R&D and maker spaces should be clustered near Eucalyptus Avenue, and buildings should have minimal dock doors.~~

~~To ensure compatibility within and adjacent to the District, housing should be located near the "Great Park," oriented toward quieter local streets and open spaces, and screened from parking, loading areas, and noises produced by nearby uses.~~

~~Commercial uses should be concentrated at strategic locations where they are convenient to workers, residents, and visitors, accessible by all travel modes, and located between major destinations and transit stops.~~

~~Active Frontages~~



~~Buildings in this District are envisioned to have large footprints and simple massing. They should be designed to activate the public spaces by locating primary entrances, main lobbies, bike parking areas, employee lunchrooms, outdoor break areas, and other active uses along those frontages. Long walls should be articulated using appropriately placed windows, architectural details, and human-scale landscaping. Uses that benefit from limited fenestration should be located toward the rear of the building, while commercial, office, and residential uses should overlook adjacent public spaces.~~

~~Service areas like, trash enclosures, loading docks, and utility service entrances should be located to the rear of the buildings, along alleys, loading areas, and parking area.~~

~~Managed Infrastructure~~



~~Coordinated management of facilities and infrastructure will play an integral role in maintaining a robust district where people want to spend time.~~

~~Shared parking strategies should be established to encourage visitors to park once and enjoy the area on foot, fully utilize available parking at all times of day, and provide flexibility to better adapt to changes in land use as well as changing trends in how people travel.~~

~~Shared maintenance should also be established to provide efficient, consistent, and sustainable maintenance and management of public spaces.~~

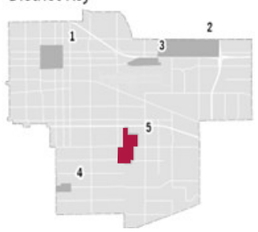
DRAFT

2·0·5·0 THE ONTARIO PLAN

CD-07 Sports Empire District Place Type

5. Sports Empire District

District Key



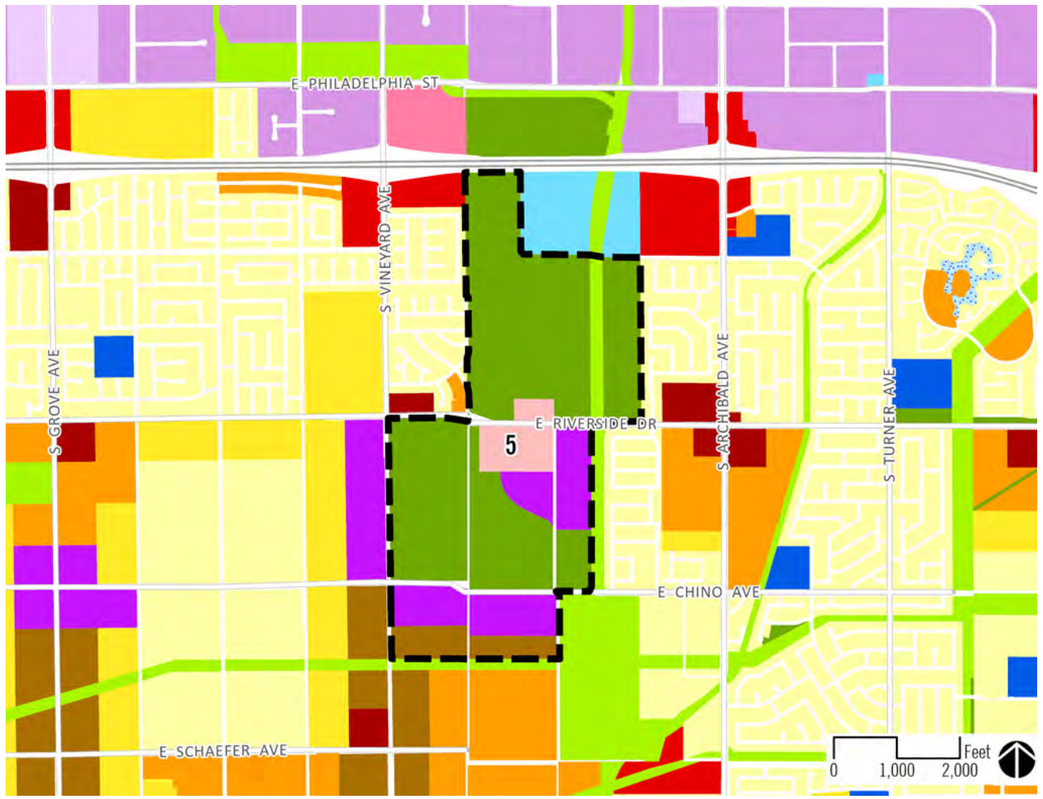
VISION

The Sports Empire district is envisioned as a vibrant, year-round regional destination where local residents and visitors come together around sports, recreation, and entertainment within a walkable, mixed-use environment. Anchored by ONT Field and professional baseball, the district integrates entertainment, hospitality, retail, and housing with open space and recreational assets to form a lively, walkable entertainment district. The district is integrated and highly connected to the surrounding residential communities, supporting daily activity, neighborhood vitality, and seamless connections to sports facilities, community amenities, and everyday destinations. Together, these elements create a cohesive district that thrives during major events while remaining an inviting place for the Ontario community to live, gather, recreate, and enjoy throughout the year.



The Ontario Sports Empire will create a local, regional, and national destination for sports and entertainment uses. The facility distinguishes itself as the "largest multi-use sports complex west of the Rocky Mountains" capable of hosting a wide range of recreational, tournament, and event activities.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Open Space - Recreation	Not applicable	We desire to realize multiple uses from these open spaces both public and private, such as trails, greenways, joint-use recreational amenities, landscaped parkways/ medians.
Open Space – Non-Recreation	Not applicable	Open space that includes utility easements and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, parking lots, and nurseries.
Hospitality	1.00 FAR	Regional serving tourist-serving, retail, entertainment, and service uses that support the Ontario Sports Empire.
Mixed Use – Sports Park	25.0 to 65.0 du/ac; 1.0 FAR retail & hospitality; 1.5 FAR office Subject to PUD or Specific Plan[1]	The Sports Park Mixed Use Areas are envisioned as a mixed-use recreation and entertainment hub, accommodating a vertical and horizontal mixture of commercial, office, entertainment, hospitality, and residential uses all in proximity to the Sports Park. This Mixed-use area is envisioned as low-to-mid-rise (3-5 stories), a mixture of hospitality, commercial, residential, and office uses that will create identity and place along the corridor and serve the surrounding residents.
High Density	25.1 to 45.0 dwelling units per acre	Multi-family dwellings, including stacked flats and mid-rise and high-rise residential complexes.

Notes:
1. Mixed-use and residential parcels South of Chino Avenue within this District are identified in the City's Housing Element, and are included in the affordable housing overlay zoning district. These properties are exempt from the specific plan requirement if there is no existing specific plan or PUD and the project seeking exemption includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements of the affordable housing overlay zone.

SPORTS EMPRIRE DISTRICT INTENDED OUTCOMES

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



The Ontario Sports Empire District will be recognized as a distinct, sports-themed destination and community place. District design, architecture, public art, signage, and open spaces reinforce an energetic identity centered on sports, competition, recreation, and year-round activity.

ONT Field serves as a focal landmark, incorporating aviation-inspired design elements that reference Ontario's airport legacy while remaining rooted in the district's overall sports character. Gateways, plazas, and major pedestrian corridors create memorable arrival experiences and a cohesive sense of place that distinguishes the Sports Empire within the city.

Comfortable, Safe, Human Scale Public Realm



Pedestrian corridors, plazas, parks, and open spaces are designed at a comfortable, human scale that supports daily activity, play, and large event crowds. Wide walkways, shade trees, shade structures, seating, lighting, intuitive circulation, and clear wayfinding create welcoming spaces for walking, socializing, playing, and outdoor dining. Public spaces accommodate both pre- and post-event activity and everyday community use, encouraging social interaction, safety, extended stays, and casual recreation. Housing integrated within the district benefits from direct access to these corridors, amenities, and open spaces, while remaining comfortably connected to higher-intensity event areas.

Complete and Connected Network



A coordinated network of pedestrian corridors, trails, and streets links uses within the district, including ONT Field, sports and recreational facilities, parks, housing, and visitor-serving amenities, and safe, accessible connections across major streets provides connections to future communities. Internal pathways are designed to support a park-once approach, enabling visitors to reach multiple destinations safely and comfortably without moving vehicles between venues. Wide walkways, shade, seating, intuitive circulation, and clear wayfinding create comfortable, human-scale routes that support walking, biking, play, socializing, and casual recreation. The City will also collaborate with transit providers to bring transit access to the site as the district develops.

Context Aware and Appropriate Building Design



Buildings within the Sports Empire District express a cohesive architectural character that supports entertainment, hospitality, retail, and residential activity. Landmark buildings frame plazas, parks, and corridors with engaging façades, shaded walkways, and features that reinforce the district's identity and create memorable public spaces.

Design emphasizes active, pedestrian-oriented edges that connect open spaces, streets, hotels, retail, and event venues. Housing is located and designed to be compatible with nearby sports facilities by thoughtfully addressing lighting and activity impacts while maintaining visual and pedestrian links to district amenities.

Success is evident in buildings and public spaces that are welcoming for daily use, accommodate visitors and community life, enhance retail vitality, and contribute to a cohesive, walkable district that functions well on both event and non-event days.

Active Frontages



Streets, plazas, and pedestrian corridors within the Sports Empire District are enlivened by active building edges supporting entertainment, hospitality, retail, and residential uses. Ground-floor facades and frequent entrances engage sidewalks, parks, and gathering spaces, creating visual interest, shade, and comfort throughout the day and evening. Outdoor dining, seating, and amenity spaces adjacent to walkways extend activity into the public realm.

Hotel lobbies, retail storefronts, and venue entrances face key pedestrian routes, reinforcing connections between uses and encouraging continuous movement. Where housing abuts public spaces, thoughtful design balances activation with privacy and comfort. Success is evident in streetscapes that feel lively, safe, and walkable on both event and non-event days, supporting seamless connections throughout the district.

Managed Infrastructure



Infrastructure within the Sports Empire District is planned cohesively to support a vibrant, park once walkable environment that shares resources to accommodate entertainment, hospitality, retail, and residential uses across both event and everyday conditions. Parking, utilities, stormwater systems, and service access are designed at a district scale to function efficiently during peak activity while enhancing overall connectivity, comfort, and character. Shared circulation infrastructure supports park-once goals and creates a cohesive network to navigate the site, while green infrastructure, shade elements, and landscape features are integrated throughout to improve comfort, environmental performance, and visual quality. Success is evident in infrastructure that supports seamless movement, reinforces the district's identity, and enhances experiences for visitors and residents alike.

CD-08 Corridor Place Types

6. East Holt Boulevard Corridor



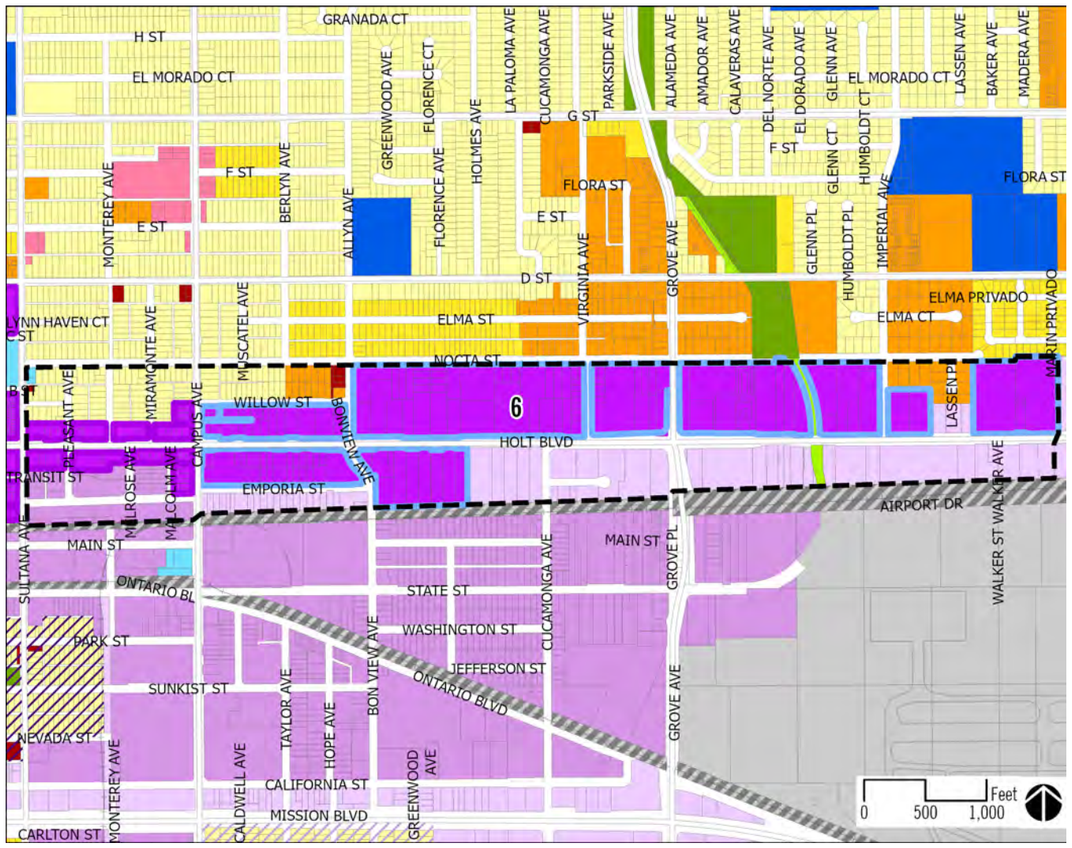
VISION

Holt Boulevard is an important east-west corridor connecting Ontario to the greater region, with improved connectivity options through the addition of BRT service. This corridor is envisioned to gradually build out over time through infill development that ultimately yields vibrant neighborhood-serving commercial areas, a variety of housing options, and employment opportunities that are clustered around BRT stops that can be easily accessed by pedestrians and bicyclists.



Conceptual rendering showing how mixed use and business park infill development could create active frontages, a lively pedestrian experience, and new public spaces along Holt Boulevard.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Low Density	2.1 to 5.0 dwelling units per acre	Single-family detached residences.
Medium Density	11.1 to 25.0 dwelling units per acre	Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.
Mixed Use - Downtown[1]	25.0 to 75.0 dwelling units per acre 2.0 FAR for retail and office uses	Envisioned as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues.
Mixed Use - Holt Blvd[1]	14.0[2] to 40.0 dwelling units per acre 2.0 FAR for office uses 1.0 FAR for retail uses	This area is envisioned as a low-rise (3-5 stories) intensification of the Holt Corridor. The intent is to create identity and place along the Holt Corridor, connect the corridor to Downtown, and connect the Downtown to the Ontario Airport Metro Center.
Neighborhood Commercial	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
Business Park	0.60 FAR	Employee-intensive office uses including corporate offices, technology centers, research and development, "clean" industry, light manufacturing, and supporting retail within a business park setting.
Industrial	0.55 FAR	Variety of light industrial uses, including warehousing / distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Public Facility	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.

Notes:

1. Subject to PUD at City's discretion.
2. Some mixed use parcels within the Holt Boulevard Corridor are within the affordable housing overlay zoning district. The overlay sets a minimum density of 20 dwelling units per acre.

7. Inland Empire Boulevard Corridor



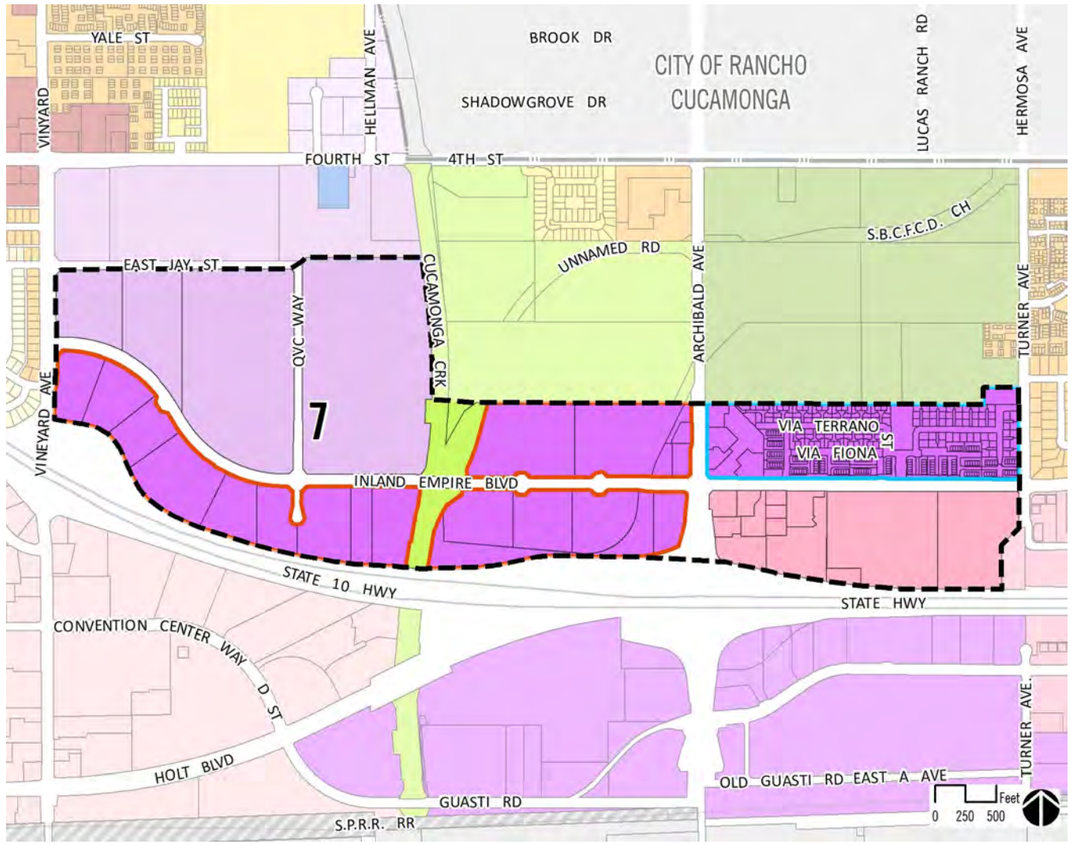
VISION

The Inland Empire Boulevard Corridor connects Vineyard Avenue and the Convention Center directly to the heart of the Airport / Metro Entertainment District and future BRT. Near- to mid-term improvements include the addition of significant rows of large street trees to provide shade, spatial definition, and a better pedestrian environment; the addition of new bicycle facilities, infill buildings oriented to the street, and reorientation of existing building entrances toward the street where possible. Over the longer term, this corridor has the potential to become a westward extension of the Airport / Metro Entertainment District environment.



Aerial image of Inland Empire Boulevard Corridor looking East from Vineyard Avenue.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed Use - Meredith	~~14~~25.0 to 125.0 dwelling units per acre 3.0 FAR for office and retail uses	This area is envisioned as a mixture of mid-rise buildings, regional-serving retail and office centers, and stand-alone high density residential projects.
Mixed Use - Inland Empire Corridor	14.0 to 30.0 dwelling units per acre 2.0 FAR for office uses 1.0 FAR for retail uses	Located along Inland Empire Boulevard, this area is primarily residential with a retail center at the corner of Inland Empire Boulevard and Archibald. Commercial uses that relate to the park are envisioned for the area West of the regional park.
Office Commercial	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.
Industrial	0.55 FAR	Variety of light industrial uses, including warehousing / distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.

CORRIDOR INTENDED OUTCOMES (ALL CORRIDORS)

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



Corridors present the opportunity to transform an underutilized transportation corridor into a distinctive urban place, with infill development including new housing, transit-accessible job centers, and inviting commercial areas.

Public spaces along the transportation corridors should be designed to allow for widened sidewalks, framed by street trees, and multi-story housing, offices, or mixed use buildings.

Comfortable, Safe, Human Scale Public Realm



The primary street, and important cross streets within a corridor should be designed to allow for wide, walkable sidewalks that provide access to new housing, offices shops and restaurants, and create a pedestrian experience that is attractive, enjoyable, and meets the daily needs of local residents, transit riders, workers and visitors.

The tree-lined corridor and landscaped cross streets should be augmented by a network of small plazas and public spaces that provide neighborhood gathering points, and ideal locations for transit stops.

Complete and Connected Network



Access to corridor parcels and flanking uses should be organized as regularly spaced multimodal streets, or access points. These intersections should be designed to ensure safe, comfortable, and convenient pedestrian and bicycle travel, with for low-speed vehicular access at limited intervals.

Vacant, underdeveloped, and underutilized parcels should be organized into new walkable blocks that link destinations within the corridor, such as commercial areas and transit stops to adjacent neighborhoods and employment centers.

Large blocks (greater than 500 feet) on corridors adjacent to residential neighborhoods or employment centers should establish mid-block pedestrian paseos to encourage people to walk and bike to destinations along the primary corridor street.

Context Aware and Appropriate Building Design



The linear nature of corridors focuses development and investments in relatively shallow infill sites, leaving little room to transition from an active mixed use environment to a quieter neighborhood. Parcels adjacent to residential uses should provide seamless transitions from more intense corridor development to less intense neighborhoods. Types of transitions will vary based on the type of adjacent uses, scale of buildings, and lot depth.

Appropriate transitions may include, but are not limited to, "step down" building massing that reduces height as it approached residential neighborhoods, landscaped setbacks, scaled down development overall, and interior green or public spaces that provide a buffer between uses.

Active Frontages



Frontages within corridors should enable and promote human activity in the public realm.

Retail and restaurant frontages should have tall shopfronts that face and wide shaded sidewalks.

Residential frontages should raise the ground floor units above the street to provide adequate privacy, but not so high that pedestrians must walk past a blank ground floor.

All buildings should also provide "eyes on the street" from both ground floor and upper floor windows, terraces, and balconies, to improve safety for transit riders and pedestrians.

Policy CD-3.6 Managed Infrastructure



Segments of Urban Corridors with significant amounts of non-residential use are prime candidates for shared parking districts and maintenance districts.

CD-09 Neighborhood Center Place Types

8 (a-e) Neighborhood Center - Infill



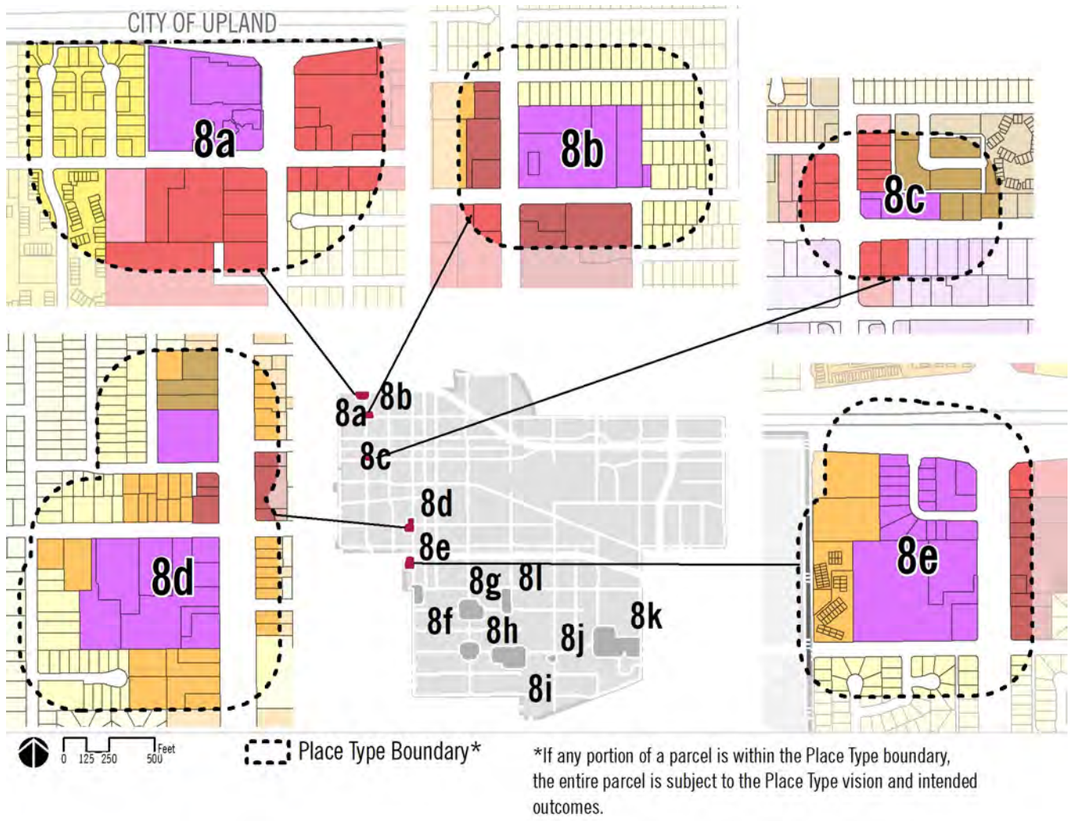
VISION

Neighborhood Centers located in areas where the commercial and residential parcels were largely developed in an incremental manner prior to 2020, are north of Riverside Drive, and are categorized as "infill" centers. These centers will range in size, complexity, and relationship to the surrounding streets and neighborhoods. Some are very small centers that may only include a horizontal mix of uses fronting onto a wide sidewalk while others may involve a vertically integrated mix of higher density residential and nonresidential uses oriented around a public plaza or other form of open space. All of these centers are envisioned to incorporate site design that prioritizes safe, and attractive, and well-shaded pedestrian access on-site, from the public rights-of-way, and from the adjacent neighborhoods.



Mixed use Neighborhood Centers are intended to bring many daily needs and community amenities within easy reach of most residents.

LAND USE



*If any portion of a parcel is within the Place Type boundary, the entire parcel is subject to the Place Type vision and intended outcomes.

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Low Density	2.1 to 5.0 dwelling units per acre	Single-family detached residences.
Low-Medium Density	5.1 to 11.0 dwelling units per acre	Single/multi-family attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes.
Medium Density	11.1 to 25.0 dwelling units per acre	Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.
High Density	25.1 to 45.0 dwelling units per acre	Multi-family dwellings including stacked flats and mid-rise and high-rise residential complexes.
Mixed Use - Neighborhood Activity Hubs	20.0 to 75.0 dwelling units per acre 1.0 FAR for retail and office *Subject to PUD at City's discretion*	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02, and CD-09*]
Neighborhood Commercial	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
General Commercial	0.40 FAR	Local and regional serving retail, personal service, entertainment, dining, office, tourist-serving, and related commercial uses.
Office Commercial	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.
Business Park	0.60 FAR	Employee-intensive office uses including corporate offices, technology centers, research and development, "clean" industry, light manufacturing, and supporting retail within a business park setting.

8 (f-~~j~~l) Neighborhood Center – South of Riverside Drive

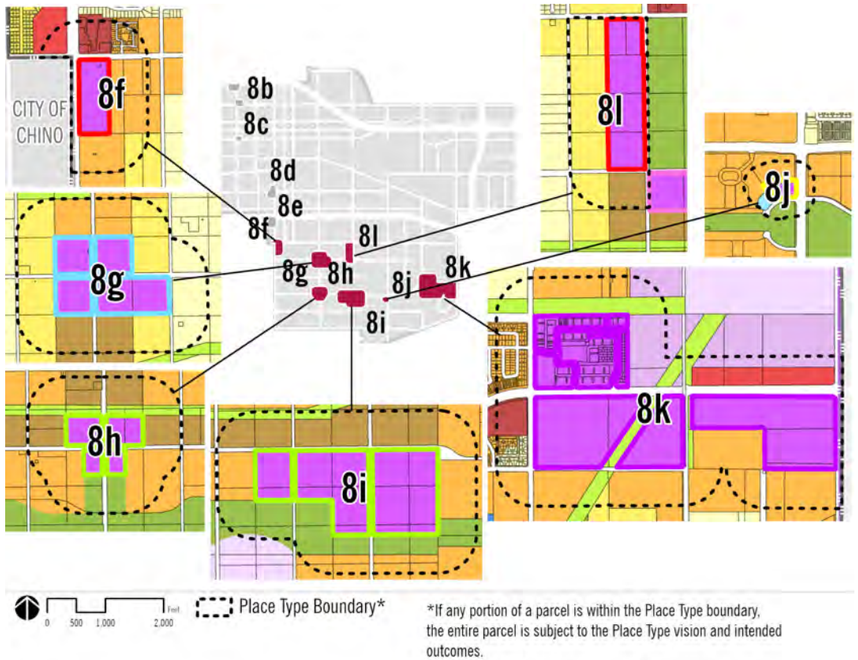
VISION

Neighborhood Centers identified south of Riverside Drive are generally underutilized or vacant as of 2022. These Neighborhood Centers are envisioned to bring new vitality and involve some level of master planning, with the roadway, pathways, open spaces, public realm designs, and site designs coordinated prior to the development of all of the parcels. These centers will range in size, complexity, and relationship to the surrounding streets and neighborhoods.

Some of these centers will involve a small node of mixed use development that is connected to the "Grand~~eat~~ Park" while others will involve larger clusters of mixed use areas that serve as a focal~~us~~ point for the surrounding residential neighborhoods. The largest of these centers are intended to serve not only as a local focal point but also as a major citywide landmark that also connects directly to the "Grand~~eat~~ Park". All but the smallest of these centers are envisioned to consist of some amount of vertically integrated and higher intensity residential, office, and retail buildings oriented toward the "Grand~~eat~~ Park", large public plazas, and/or large trail systems.

All of these centers are envisioned to incorporate site design that prioritizes safe, attractive, and well-shaded pedestrian access onsite, from the public rights-of-way, and from the adjacent neighborhoods. Parking areas are to be located next to and behind buildings to provide a variety of frontages along streets.

LAND USE





Conceptual illustration showing a potential Neighborhood Center – South of Riverside Drive with wide sidewalks, buildings oriented toward the streets, and a variety of transportation options.

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Low Density	2.1 to 5.0 dwelling units per acre	Single-family detached residences.
Low-Medium Density	5.1 to 11.0 dwelling units per acre	Single/multi-family attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes.
Medium Density	11.1[1] to 25.0dwelling units per acre	Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.
High Density	25.1 to 45.0 dwelling units per acre	Multi-family dwellings including stacked flats and mid-rise and high-rise residential complexes.
Mixed Use - ~~Great~~ Grand Park	14.0[1] to 65.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses *Subject to Specific Plan*[1]	The ~~Great~~ Grand Park Mixed Use Areas are envisioned as the southwestern activity centers for citizens of Ontario. These areas accommodate a vertical and horizontal mixture of commercial, office, entertainment, and residential uses all connecting to the ~~Great~~ Grand Park with a pedestrian oriented atmosphere. It is envisioned that the major roads through these Mixed Use areas are couplets, which are a series of one-way streets that disperse traffic and allow reduced street widths, maximize the sense of community, and emphasize pedestrian accessibility. These Mixed Use areas are envisioned as low-rise (3-5 stories) with some mid-rise (5-10 stories) near the intersection of Euclid and Edison/Ontario Ranch Road.
Mixed Use - Grove	14.0[1] to 65.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses *Subject to Specific Plan*[1]	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents.
Mixed Use - Parkside	25.0 to 45.0 dwelling units per acre 1.0 FAR for retail uses *Subject to approved Specific Plan*	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place and serve the surrounding residents.
Mixed Use Neighborhood Activity Hubs	20.0 to 75.0 dwelling units per acre 1.0 FAR for retail and office *Subject to Specific Plan*[1]	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents.
Neighborhood Commercial	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
General Commercial	0.40 FAR	Local and regional serving retail, personal service, entertainment, dining, office, tourist-serving, and related commercial uses.
Open Space - Recreation	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Public Facility	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.

Note:

1. Some medium density, high density, and mixed use parcels in the Neighborhood Centers South of Riverside Drive are within the affordable housing overlay zoning district. The overlay, 1) sets a minimum density of 20 dwelling units per acre; 2) waives the specific plan requirement if there is no existing specific plan and the proposed project includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements outlined in the development code; and 3) allows a maximum density of 30 dwelling units per acre in the medium density land use category if the project includes 25 percent of units affordable to lower incomes, consistent with Tier 2 requirements outlined in the development code. If not covered by a specific plan, projects are still subject to a PUD at the City's discretion.

NEIGHBORHOOD CENTERS INTENDED OUTCOMES (ALL CENTERS)

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type

Unique Identity



Neighborhood Centers are organized by a pattern of walkable blocks, tree-lined streets and varied architecture within a compact area. Each building, business, and use contributes to the Center's unique character adding value to the Center and surrounding neighborhoods by its proximity and accessibility to them. These centers are connected to adjoining neighborhoods by a network of neighborhood streets and pedestrian connections, not separated from them by loading zones, trash enclosures and tall walls. Appropriate transitions from the busy environment of the commercial core of the center to the quiet neighborhood environments is achieved by gradual transitions in building scale and level of activity.

Comfortable, Safe, Human Scale Public Realm



The public realm of Neighborhood Centers includes streets connecting to neighborhoods, and parking lots and other publicly accessible open spaces. These interwoven open spaces meet the functional requirements for vehicular access and parking that are met in conventional shopping centers by large parking lots connected to large streets with auto-only driveways, and provide a comfortable retail experience for residents and visitors to shop, dine, and spend time with friends and family.

Complete and Connected Network



Centers are organized around a network of local streets, both public and private, that form walkable blocks. Neighborhood centers should be connected to larger cross-town streets and corridors by local cross-streets.

To encourage walking and to provide equitable access to goods and services for residents who are unable to drive, additional paseos and other "pedestrian shortcuts" should be provided when lots or blocks exceed approximately 500 feet in width.

Context Aware and Appropriate Building Design



Most Neighborhood Centers face on crosstown avenues and Neighborhood Corridors. They should front these streets with larger buildings and high levels of commercial activity. The height, size, and scale of buildings and levels of activity should systematically step downward toward adjoining neighborhoods. Building masses near single-family neighborhoods should be reduced in height, width and bulk, and activities should transition for very busy and active retail and restaurant uses to quieter office and residential uses.

Active Frontages



The ground floors of buildings - and the public spaces they front - should be designed to balance the needs of interior uses with the active public realm.

Retail and restaurant businesses near the main avenue and within the retail core of the center, should be adjacent to wide sidewalks, and building facades should include with tall, transparent shopfronts providing clear views of merchandise and activity within each business.

As uses transitions from the retail core to adjacent neighborhoods streetscape improvements and sidewalks should change with landscape pallet giving way to sidewalks behind green parkway strips. Similarly, deeper setbacks should mark the transition from Center to neighborhood.

Managed Infrastructure



Coordinated management of facilities and infrastructure will play an integral role in maintaining a successful Neighborhood Center where people want to spend time.

Shared parking strategies should be established to encourage visitors to park once and enjoy the area on foot, fully utilize available parking at all times of day, and provide flexibility to better adapt to changes in land use as well as changing trends in how people travel.

Shared maintenance should also be established to provide efficient, consistent, and sustainable maintenance and management of public space.

Housing Element Technical Report Amendments

A Component of The Ontario Plan 2050

Public Review Draft | March 2026

Please note only sections with proposed amendments are included

The current Housing Element Technical Report is available here:
https://content.ontarioca.gov/sites/default/files/2024-12/HE%20Adopted%2020220821%20Clean_0_0.pdf

3. ASSESSMENT OF FAIR HOUSING

2026 Sites Inventory Strategy and Relationship to Assessment of Fair Housing

The City has refined its Housing Element sites inventory to respond to updated development trends, site availability, and State housing law requirements, while maintaining the core strategy described in this chapter to affirmatively further fair housing. The revised sites inventory continues to focus on lower and very low income development potential in Ontario Ranch, a TCAC/HCD high-resource area, and along Holt Boulevard and Downtown to support place-based revitalization and address overcrowding, overpayment, and displacement risk in northwest Ontario. Figure 3-13 (2021) shows the 2022 sites inventory relative to the 2021 TCAC opportunity areas, and Figure 3-13 (2026) shows the 2026 sites inventory relative to the 2026 TCAC opportunity areas.

Although specific parcels in the sites inventory have been updated, the overall geographic distribution of capacity by income category and the associated fair housing factors remain consistent with the AFH analysis in this chapter. The updated inventory continues to:

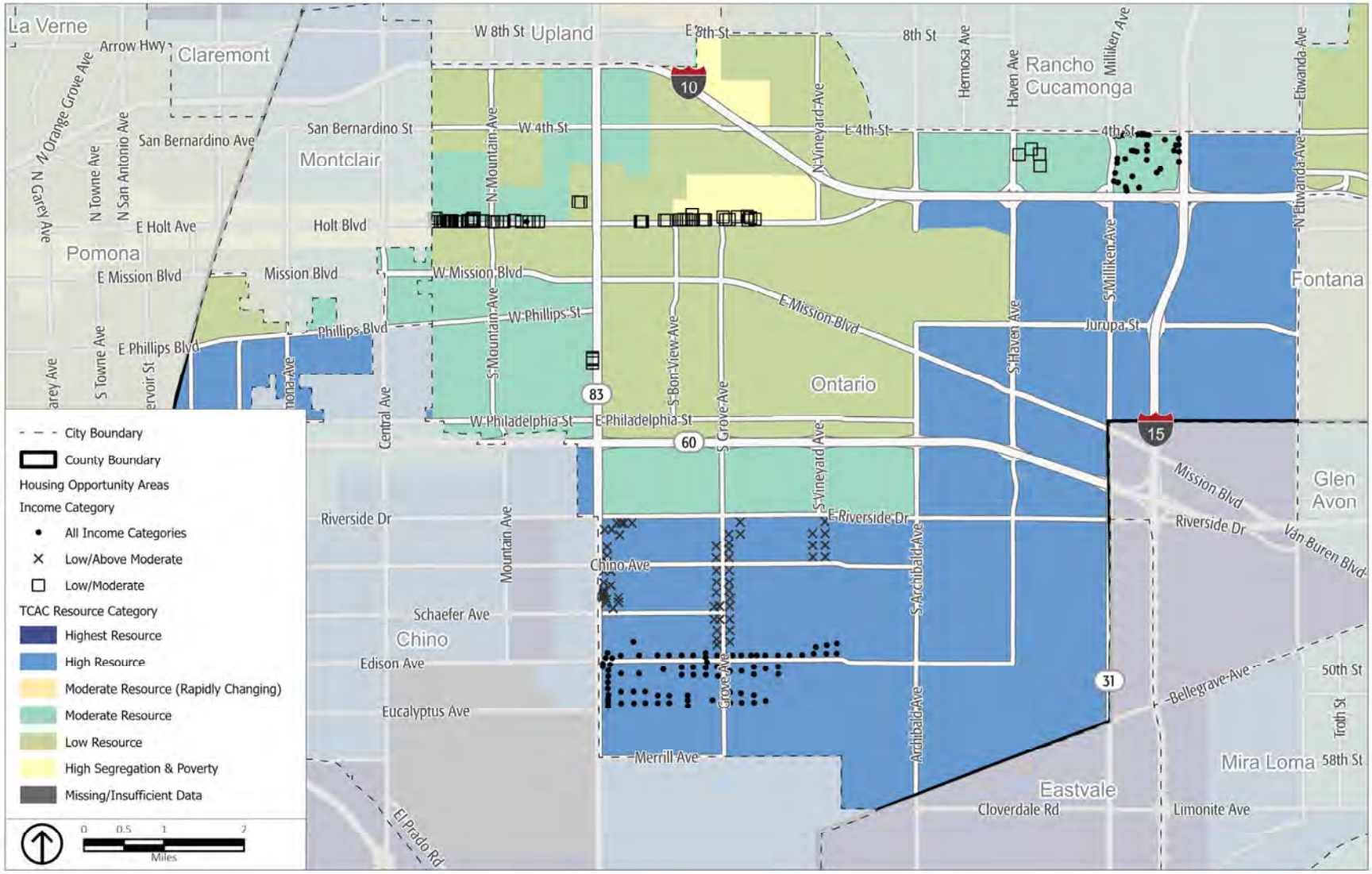
- Reduce the concentration of lower-income households in northwest Ontario.
- Expand affordable housing opportunities in high-resource areas.
- Support neighborhood reinvestment in low-resource areas without causing displacement.

The revised sites inventory advances the same fair housing strategy; thus, no amendments are required to the Assessment of Fair Housing, the identification or prioritization of contributing factors, or the associated programs. The City will continue to monitor implementation of the updated sites inventory and related programs to ensure they further the AFH goals and respond to any fair housing issues over the remainder of the planning period.

About the Assessment of Fair Housing

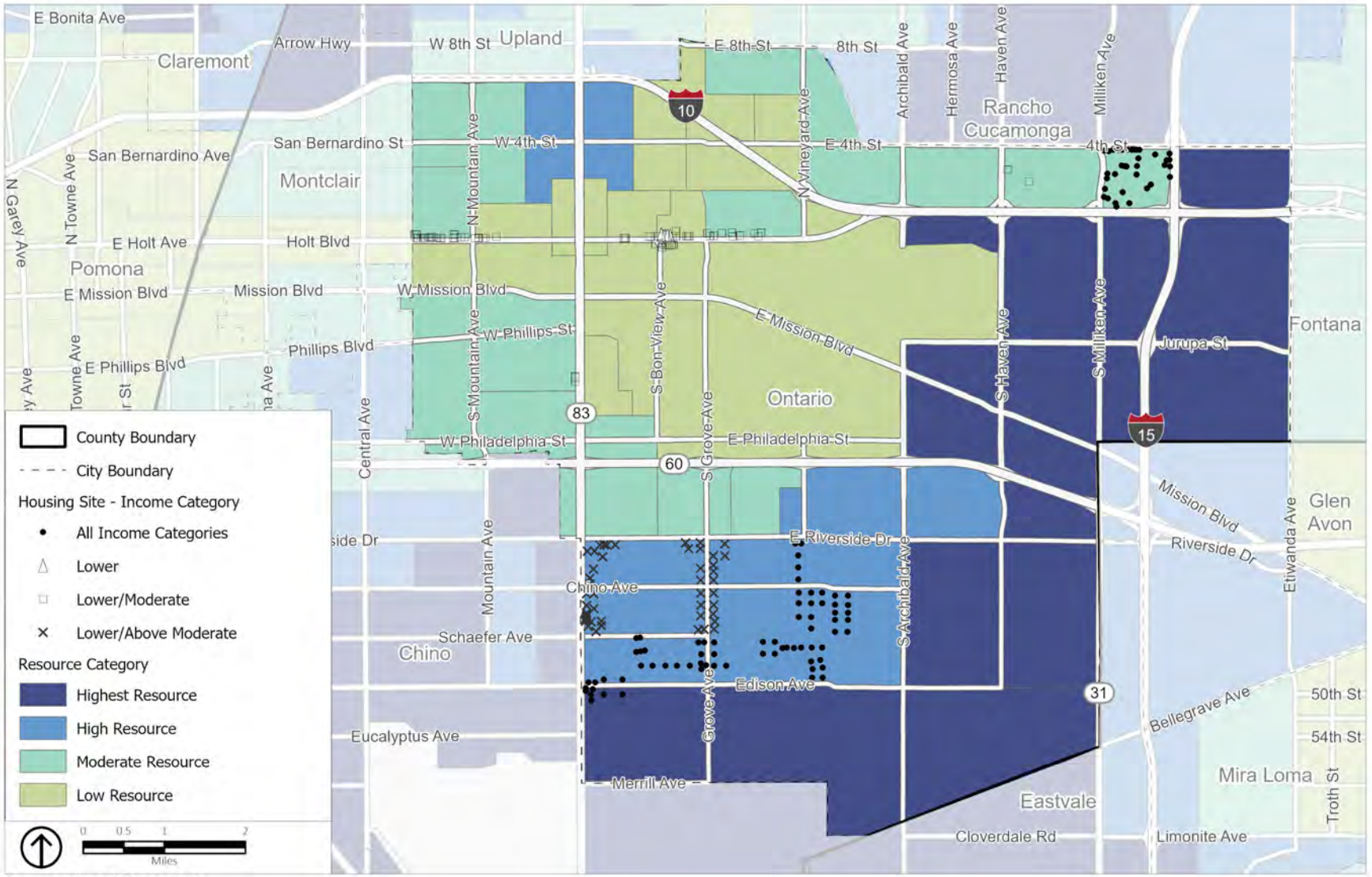
Assembly Bill (AB) 686 requires that all housing elements due on or after January 1, 2021, contain an Assessment of Fair Housing (AFH) consistent with the core elements of the analysis required by the federal Affirmatively Furthering Fair Housing (AFFH) Final Rule of July 16, 2015.

Figure 3-13(2021) Sites Inventory and Resource Areas



Source: TCAC/HCD, 2021.

Figure 3-13(2026) 2026 Sites Inventory and Resource Areas



Source: TCAC/HCD, 2026.

5. Resources

5.1 Housing Resources

This section describes the land resources within Ontario that are available to address the City's existing and future housing needs, including its share of the Regional Housing Needs Assessment (RHNA).

Regional Housing Needs

The regional housing needs mandate requires every local government in California to plan for its "fair share" of the region's existing and future housing needs. The California Legislature has stated that housing availability is of vital statewide importance, as is the early attainment of decent housing and a suitable living environment for every Californian. State law, therefore, requires the California Department of Housing and Community Development (HCD) to develop housing needs projections for every region in California. As directed by state law, HCD estimates each region's existing and future needs every eight years; each eight-year period is called a housing cycle. For Ontario and the rest of the Southern California Association of Governments (SCAG) region, the upcoming housing cycle (the 6th cycle) plans for projected housing needs between 2021 and 2029.

For the 6th cycle, the SCAG region has been allocated more than 1.3 million housing units to be planned for by 2029. This estimate is 300 percent higher than the approximately 400,000 units required in the previous housing planning period (the 5th cycle, which covered 2013-2021). The large regional allocation results from underproduction of housing, rapidly increasing housing prices and rents, and increasing levels of housing overpayment among residents. As a result, local governments across the region must plan to accommodate an unprecedented increase in housing goals.

SCAG is responsible for dividing the 1.3-million-unit target between each of the 191 jurisdictions in the region. Under state law, SCAG must consider specific planning factors in allocating the required housing units between jurisdictions, but it can develop a tailored model for the region. SCAG's model for the 6th cycle considers the availability of land, adequacy of infrastructure and services, market demand for housing, fair housing, availability of employment and transit, local population growth estimates, and many other housing and planning considerations; the model, however, weights opportunities to promote fair housing, proximity to employment, and transit accessibility more heavily than other factors, so jurisdictions that were closer to jobs centers, had a lower concentration of poverty, and had more access to transit opportunities

were generally allocated more units than those with poor jobs access and no public transit.

In Ontario, the RHNA goal has nearly doubled since the last Housing Element planning period. For the 2013-2021 planning period, Ontario's RHNA was 10,861 units; the allocation increased 92 percent to 20,854 units for the 2021-2029 period. Within this goal, the City must plan for housing production at three different income levels: lower-income housing (includes extremely low, very low, and low income), moderate-income, and above moderate-income. Table 5-1 summarizes the City's 2021–2029 RHNA. Ontario is required to set aside sufficient land, adopt programs, and provide funding (to the extent feasible) to facilitate and encourage housing production commensurate with that need.

Table 5-1
Ontario Regional Housing Need Allocation, 2021–2029

	Lower Income	*Moderate Income*	*Above Moderate Income*	*Total Capacity*
RHNA Need	8,926	3,329	8,599	20,854

Source: SCAG, 2021.

California law holds local governments responsible for planning for their share of the region' housing needs and ensuring that housing is planned commensurate with the total assigned need for each affordability category. However, state law does not require a city to build housing; that is the responsibility of the building industry. Local governments can obtain credit toward meeting their RHNA target in four ways:

- **Housing Production.** Housing units built and occupied (received a certificate of occupancy) on or after June 30, 2021, when the projection period for the 6th cycle RHNA begins.
- **Planned Production**. Housing units proposed for construction that are likely to be approved and built during the planning period, from July 2021 to October 2029.
- **Available Land.** Designation of vacant and underutilized sites with zoning, development standards, services, and public facilities in place so housing can be built.
- **Alternative Credits**. Qualified projects that involve the rehabilitation, preservation, and conversion of non-affordable units to affordable units, subject to conditions.

The City's housing strategies use the first three options. The following section describes how the City will address its housing planning and production goals for the 2021-2029 RHNA.

Relationship of Zoning and Density to Housing Affordability

This section describes the suitability of residential development standards, namely allowed density and zoning districts, for facilitating housing affordable to different income levels.

Zoning and density standards are correlated to the affordability of housing. In general, higher-density housing projects, like apartment buildings, are more affordable than lower-density projects, like single-family homes. While other factors such as location, the size of the units, and quality of the finish materials also contribute to a project's ultimate affordability, the state has determined that density and zoning standards are suitable proxies for identifying the potential affordability level of a site.

The following sections describe the density thresholds identified for each income category and the current zoning districts that allow the identified densities.

Lower Income

Density

Housing element law requires jurisdictions to provide a requisite analysis showing that zones identified for lower-income households provide sufficient density to encourage such development. The law provides two options for preparing the analysis: (1) describe market demand and trends, financial feasibility, and recent development experience; (2) utilize default density standards deemed adequate to meet the appropriate zoning test. According to state law, the default density standard for Ontario is 30 dwelling units per acre. In 2019 and 2020, two 100-percent affordable housing projects were built in Ontario with densities between 25 and 30 dwelling units per acre:

- ***Vista Verde***. Completed in 2021. Consists of 101 affordable units (lower-income); built at a density of 26 dwelling units per acre.
- ***Emporia Place I***. Completed in 2020. Consists of 74 affordable units (lower-income); built at a density of 26.7 dwelling units per acre.

Therefore, for the 2021-2029 planning period, the City has determined that the default density adequately demonstrates its capacity to accommodate the lower-income RHNA.

Zoning

Under the current development standards, residential development within the following zoning districts allows for densities of 30 dwelling units per acre or more.

- ***Mixed-Use (MU-1)*** – 20–75 dwelling units per acre
- ***Mixed-Use (MU-~~2~~6)*** – 14-40 dwelling units per acre
  - The City's Development Code allows for stand-alone multifamily residential projects in mixed-use districts.
- ***Planned Unit Development (PUDs)*** – 25–75 dwelling units per acre
- ***High-Density Residential (HDR-45)*** – 25.1–45 dwelling units per acre

The City's rezoning program (Program 13) will also create an affordable housing overlay that expands the land use categories that can accommodate at least 30 dwelling units per acre, exempt projects with at least 20 percent of units affordable to lower incomes from specific plan requirements if no specific plan exists, and revises existing specific plans to allow at least 30 dwelling units per acre on identified sites. Each of these changes will play a key role in fulfilling the City's lower-income RHNA.

Moderate Income

Density

Typically, medium to medium-high multiple-family zoning districts are suitable for facilitating the construction of housing affordable to moderate-income households. To determine the densities needed to accommodate moderate-income housing, nearly 2,000 properties sold or listed on the MLS between September 2020 and September 2021 were analyzed. Of the 2,000 records analyzed, 66 were newer construction (built after 2017) townhomes or condos, most of which were built at densities between 8 and 18 dwelling units per acre. Of those, 10 properties sold for less than $410,000, the moderate-income threshold, indicating the densities were sufficient to produce moderate-income housing. These sales included four new construction homes in the New Haven master-planned community (two two-bedroom units and two three-bedroom units), where projects are typically 18 units per acre or less.

In recognition of increasing home prices, however, the City has determined that a higher density of 25 units per acre would be more conducive to creating moderate-income housing. In support of this, the Cities of Chino, Fontana, and Rancho Cucamonga indicate that master-

planned communities with densities up to 25 dwelling units per acre offer homes that are affordable to moderate-income households. Therefore, the City's land inventory will focus on sites that allow for 25 or more dwelling units per acre to fulfill its moderate-income allocation.

Zoning

The same zoning districts identified as suitable for lower-income housing are suitable for moderate-income housing, as well as the following:

- ***Medium-Density Residential (MDR-25)*** – 18.1 – 25 dwelling units per acre
- ***Specific Plan (SP)*** – Sites designated as SP, where no specific plan exists, can facilitate moderate-income housing if the corresponding Policy Plan designation allows densities up to 25 dwelling units per acre. Such Policy Plan designations include:
  - *Medium-Density Residential (MDR)* – 11 to 25 dwelling units per acre
  - *Mixed-Use (MU)* – current and proposed designations for various mixed-use areas allow a range of densities with maximums ranging from 25 to 125 dwelling units per acre.

Above Moderate Income

Density and Zoning

The planned residential development projects in the city (see Table 5-2) include a mix of housing types at various densities. Most, however, are anticipated to develop at market rates that are affordable to above-moderate-income households. Therefore, it is assumed that any density and any residentially zoned land can support the development of above-moderate housing.

Housing Production and Planned Production

This section details residential development projects that have been ~~approved~~reported on the City's Annual Progress Reports (APRs) during the 6th cycle between 2022 and 2024~~., or are very near approval by the City and will complete constructed during the 6th housing cycle.~~

~~The City of Ontario has approved or expects to approve several residential projects that will receive their certificate of occupancy or final inspection during the 6th cycle. Most of these projects are already under construction, as noted in Table 5-2. As allowed under state housing element law, these approved and pending residential projects will be eligible for credit toward the 6th cycle RHNA~~.

~~As described here~~ The reported development is ~~and listed~~ summarized in Table 5-2~~, housing pipeline projects represent~~ and includes a mix of residential types~~,~~ and price points~~, and affordability levels~~.

- **Mix of Housing Types**. A ~~broad~~ range of housing products ~~is~~ has been reported in the development pipeline, including single-family residential projects, condominiums, townhomes, clustered and motor court homes, and apartment projects. Proposed projects are located on vacant land throughout the city, within existing residential neighborhoods, in underutilized mixed-use areas, and on undeveloped land south of Riverside Drive and east of the Cucamonga Channel (the Channel), where the area is transitioning from agricultural uses to residential communities.

- **Project affordability**. A project's affordability is based on the type of residential product approved/entitled in the community and the market sales price or rent charged for recently built projects in the city.

- **Mix of Vacant and Underused Sites**. Similar to the land inventory discussed later, proposed projects are situated on a combination of vacant and underused sites. Many included the subdivision of large lots or the development of a range of products, including multifamily housing, on large lots over 10 acres in size. Further, prior projects that have been built in the city have been within underutilized lots.

- **Mix of Housing Locations**. The City ~~has approved proposals, to develop 2,111~~ reported more than 12,000 units on APRs in the 6th Cycle.~~, most of which are currently under construction and expected to receive a certificate of occupancy during the 6th cycle.~~ While the greatest volume of housing development is in the area south of Riverside Drive and east of the Channel, projects have also been approved in the downtown area, along commercial corridors like Holt Boulevard, within the mixed-use areas along the Interstate (I-) 10 corridor, ~~and~~ and scattered throughout established neighborhoods~~, in addition to~~ as well as hundreds of accessory dwelling units (ADUs) that have been permitted and built, primarily in the City's established residential neighborhoods.

A summary of development progress reported on APRs during the 6th cycle ~~Only projects that have been issued a building permit or are expected to receive a building permit in the near term are~~ is ~~included~~ in ~~the pipeline projections~~Table 5-2. ~~Several more projects have been entitled, and many additional complex projects are currently under review that would add thousands more units to the city, but these have~~

~~not been included. Table 5-2, therefore, represents a conservative estimate of the planned projects.~~

Table 5-2 6th Cycle Development Progress

	Built			Permitted			Entitled			Submitted			
Unit Type	ELI+VLI+LI[1]	MI	AMI	ELI+VLI+LI	MI[2]	AMI	ELI+VLI+LI	MI	AMI	ELI+VLI+LI	MI	AMI	Total Units
2 to 4 units together[4]	-	-	45	-	-	30	-	-	-	-	-	3	78
Multifamily (5+ units)[1,4]	49[1]	-	640[1]	-	-	209[3]	3[3]	-	1,710	-	-	1,471	4,082
Accessory Dwelling Unit (ADU)[4]	-	-	195	-	-	251	-	-	-	-	-	-	446
Single Family Attached (SFA)[2,4]	-	-	968	-	7[2]	530[2]	-	-	2,111	-	-	252	3,868
Single Family Detached (SFD)[4]	-	-	1,460	-	-	690	-	-	810	-	-	668	3,628
Total[4]	49	-	3,308	-	7	1,710	3	-	4,631	-	-	2,394	12,102

Source City of Ontario Annual Progress Reports, 2022–2024, plus projects with moderate or lower income units reported on the 2025 APR.

1. APNs 104905403, 104905404: 201 S. Fern Ave (Emporia Place II by Related CA), completed 2024. All units deed restricted; Total: 50 Units; ELI: 10 Units; VLI: 20 Units; LI: 19 Units; AMI (Caretaker unit): 1.
2. APN 100855112: 1355 5th Street, under construction 2026. Mixed income (moderate units deed restricted, privately funded w/ density bonus); Total: 70 units; MI: 7 units; AMI: 63 units (status updated on 2025 APR).
3. APN 11007102: 1389 E Holt Blvd. Approved: mixed income (very low income units deed-restricted, privately funded w/ density bonus); Total: 50 units; VLI: 3 units; AMI: 47 units (new on 2025 APR)
4. Due to the annual nature of APRs, some projects are reported in multiple years. In an effort to avoid double-counting units (such as those reported as permitted one year and built the following year), the following corrections are reflected in the table:
   - 2 to 4 units together: No adjustments
   - Multifamily (5+ units): Permitted units on parcels where built units were reported were reduced to zero. (Reduced permitted by 18 units (AMI))
   - Accessory Dwelling Unit (ADU): Permitted units on parcels where a built ADU was reported were reduced to zero. (Reduced AMI permitted by 147 units)
   - Single Family Attached (SFA): Built units have been subtracted from permitted units on parcels where built units were reported. Permitted units reported over multiple years have been consolidated. (Reduced permitted by 786 units (AMI)).
   - Single Family Detached (SFD): Built units have been subtracted from permitted units on parcels where built units were reported. Permitted and built units reported over multiple years have been consolidated. (Reduced permitted by 1,315 units (AMI); reduced built by 56 units (AMI)).
5. Submitted units that were later reported as entitled, permitted, and/or built have been removed from this table and reported in other columns as appropriate (reduced submitted by 3,622 units)

ELI = Extremely Low Income, VLI = Very Low Income, LI = Low Income, MI = Moderate Income, AMI = Above Moderate Income

~~Table 5-2~~
~~Residential Projects in the Pipeline~~

~~ID~~	~~Project Name~~	~~Assessor's Parcel Number (APN)~~	~~Type*~~	~~Total Units~~	~~Affordability~~			~~Status**~~
					~~Lower~~	~~Mod.~~	~~Above Mod.~~	
~~1~~	~~Misc. Projects Downtown~~	~~104837612, 104839431~~	~~SF~~	~~2~~	~~-~~	~~-~~	~~2~~	~~UC~~
~~2~~	~~Misc. Projects Between Mission Blvd and Riverside Dr~~	~~104955121, 105034106, 105034162, 104931214, 104953154~~	~~SF & ADU~~	~~5~~	~~-~~	~~-~~	~~5~~	~~UC~~
~~3~~	~~West Holt Multi-family~~	~~101055106~~	~~MF~~	~~6~~	~~-~~	~~-~~	~~6~~	~~UC~~
~~4~~	~~Mission & Palmetto~~	~~101138204~~	~~MF~~	~~68~~	~~-~~	~~-~~	~~68~~	~~PC~~
~~5~~	~~890 South Magnolia~~	~~101137115-16~~	~~MF~~	~~49~~	~~-~~	~~-~~	~~49~~	~~EN~~
~~6~~	~~Meredith~~	~~11031152, -53~~	~~MF~~	~~925~~	~~-~~	~~-~~	~~925~~	~~UC~~
~~7~~	~~Piemonte~~	~~21020440~~	~~MF~~	~~22~~	~~-~~	~~-~~	~~22~~	~~UC~~

8	Esperanza	21830203-04, 21830301-17, 21830326-57, 21832201-04, 21832312-33, 21832362-65, 21858501-27, 21858638-41, 21872301-11, 21872339-40, 21872349, 21872401-40, 21872442	SF	200	-	-	200	UC
9	Rich-Haven	21801602-03, 21816115, 21826229-30, 21826235-37, 21826239	SF	60	-	-	60	UC
		21801601, 21801604-05, 21809303, 21816115, 21821102, 21826206-07, 21839303-04, 21839308-09	MF	271	-	-	271	UC
10	Subarea 29	107339105-17, 107339129-35, 107339209-12, 107339243-53, 107340214-26, 107340228-30, 107340244-47, 21801501-05, 21801507-16, 21801529-47, 21801549-54, 21801562-64, 21827123, 21833153-54, 21867448-50, 21899125-33, 21899221-27, 21899232-53, 21899331-32, 21899334-42, 21899405-10, 21899477-84, 107339118, 107339126-28, 107339213-15	SF	325	-	-	325	UC
11	The Avenue	21865227	SF	11	-	-	11	UC
12	West Haven	21815111, 21815138	SF	129	-	-	129	UC
13	Harlow Ln	107339216-27, 107340231-38	SF	20	-	-	20	UC
14	Hazel St	107340110-27	SF	18	-	-	18	UC
TOTAL			-	2,111	-	-	2,111	-

Source: City of Ontario, 2021.

Notes: The projects included in the table include permits that have been issued but not completed and certificates of occupancy issued on or after 6/30/2021. There are also several projects currently under review that are not included in this table.

* SF = Single-Family, MF = Multifamily

** UC = Under Construction, PC = Currently in Plan Check, EN = Entitlement has been approved and project is expected to submit plans in near-term

Ontario's 2021-2029 RHNA includes 8,599 units for the above-moderate-income allocation (Table 5-1). ~~As shown in Table 5-2, the majority of projects are currently under construction. The two projects that are not under construction include:~~

~~Mission & Palmetto, which is currently in plan check and expected to be issued a building permit and commence construction by 2023.~~

~~890 South Magnolia, which is fully entitled, and it expected to be issued a building permit and commence construction before 2024.~~

~~Projects that are currently under construction and those that will begin construction before 2024 are expected to complete construction and received a certificate of occupancy well before the close of 6th cycle. Therefore, these projects can address 2,111 units of the above-moderate allocation.~~

Projects reported on the APRs address all of the above-moderate RHNA and a small portion of the City's lower and moderate RHNA, as noted in the summary of sites to accommodate the RHNA (Table 5-16).

The remainder of this chapter will focus on key strategies that the City will undertake to address the remainder of the ~~above-moderate allocation as well as the~~ lower- and moderate-income RHNA~~,~~ as well as additional capacity for above-moderate units in mixed-income communities.

2021-2029 RHNA Strategies

While the prior section listed residential projects ~~approved for development in the city~~reported on APRs, this section describes additional strategies proposed to address the remaining RHNA for the 2021-2029 Housing Element~~.~~ planning period.

The City is required to identify ~~available~~ sufficient~~,~~ appropriately zoned sites to accommodate its 2021–2029 RHNA, including the portion assigned to lower- and moderate-income households. An analysis of the city's available land and existing zoning districts showed that there was not enough land zoned at ~~the correct~~appropriate densities to ~~facilitate the development of enough~~ accommodate housing affordable to lower- and moderate-income households, ~~to fulfill the RHNA~~ and a rezoning program (Program 13) was needed. The City has implemented most provisions of Program 13, as noted throughout this section.

The City evaluated all of its land resources for suitability to develop at densities suitable to lower- and moderate-income housing and developed strategies and programs to meet its obligation. A description and analysis of the sites identified, including the sites' suitability for residential development, suitability to accommodate lower-income housing, realistic capacity, and allocation of units by RHNA income category ~~is~~ are

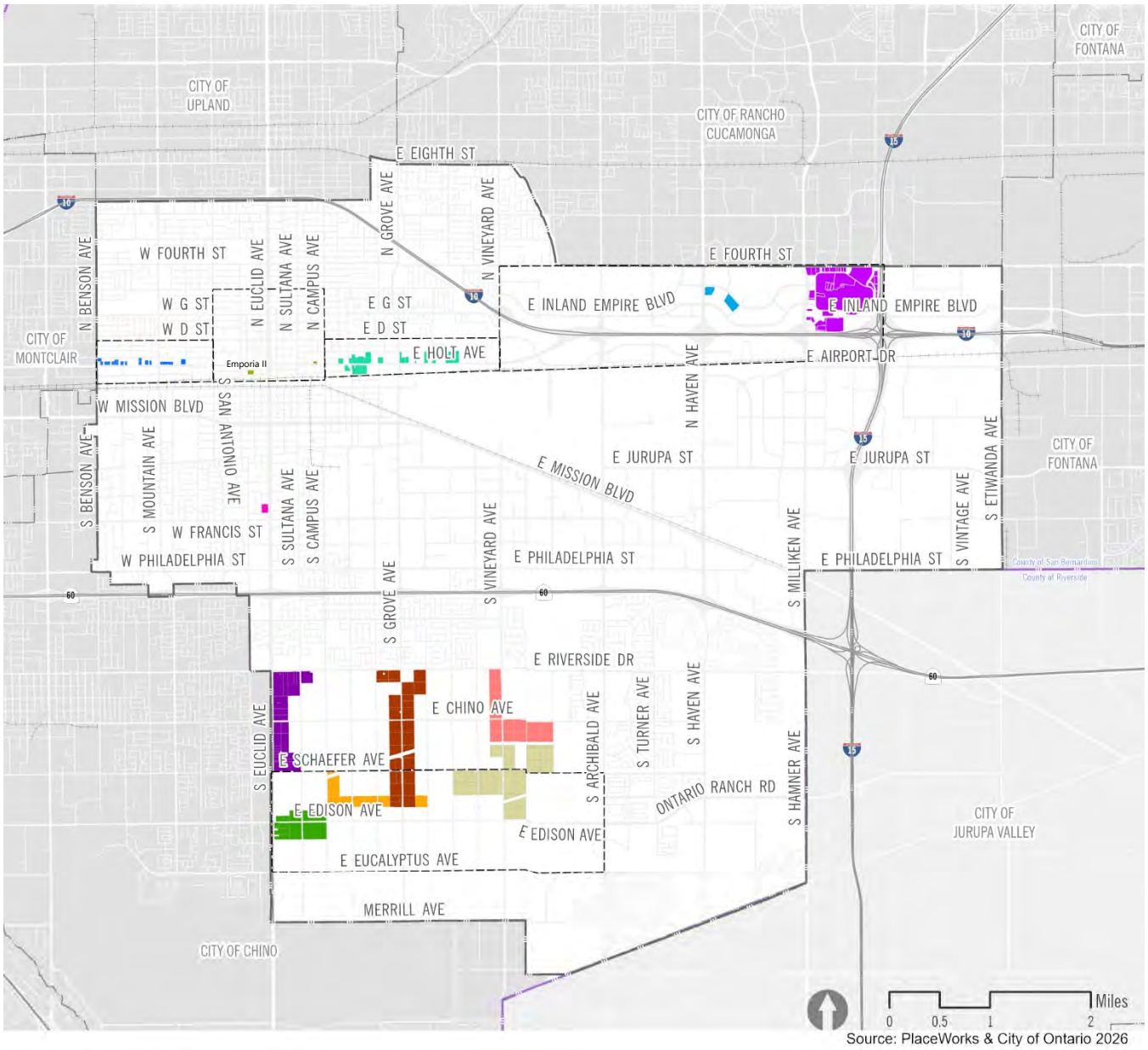
included in this section. Applicable programs are discussed ~~as applicable~~ throughout.

Identification of Sites

The analysis identified ~~233~~ 223 parcels, divided into ~~10~~ 11 Housing Opportunity Areas in which housing growth can be accommodated ~~after the City implements its rezoning program (Program 13)~~. These Opportunity Areas are further grouped into six key strategies, and illustrated in Figure 5-1, *Housing Opportunity Areas*. Housing Opportunity Areas are grouped based on similarities in site suitability, sites ability to accommodate the lower-income RHNA, realistic capacity adjustments, and distribution of units by RHNA income category. In addition to the Opportunity Areas, the City used accessory dwelling units (ADUs) as the seventh strategy to fulfill the RHNA. The sites identified in the Opportunity Areas further the City's housing goals and align with regional transportation plans by placing higher-density housing along future transit routes. The RHNA strategies also consider fair and equitable housing goals, development feasibility, proximity to amenities such as grocery stores, open space, and jobs, environmental constraints, and infrastructure availability. To ensure that the identified sites are suitable for the development of affordable housing within the 6th Cycle, and to promote such development the City has also identified several programs, outlined in the Chapter 9. These programs are intended to work in concert with the sites inventory to facilitate housing development. Programs that specifically relate to the City's sites inventory include Programs 8, 10-11, 13, and 15. These programs will be implemented in coordination with the TOP 2050 amendment process, Housing Element updates, and zoning updates -required to support the land inventory. A detailed list of each site by Assessor's Parcel Number (APN) is included in Appendix B.

Figure 5-1 shows the identified sites categorized into 10 Housing Opportunity Areas and six strategies based on their location within the city. Figures 5-2 to 5-11 show detailed maps of sites within each Opportunity Area.

Figure 5-1 Housing Opportunity Areas



Source: PlaceWorks & City of Ontario 2026

Housing Opportunity Areas

Strategies
- Downtown
- West Holt
- East Holt
- Old Cardenas Market
- Ontario Center Specific Plan
- Ontario Mills
- Grand Park
- Grove Corridor
- SCE Easement
- Euclid Corridor
- Vineyard Corridor
- Sports Park

Rail
- Rail Network

Boundaries
- TOP 2050 Growth Areas
- Ontario City Boundary
- County Boundary

Strategies

Strategies 1-6, reflect the City's sites inventory. Discussions of each strategy comprise the City's sites analysis. The discussions analyze the suitability of sites, sites to accommodate lower-income RHNA requirements, realistic capacity, and units by RHNA income level for each strategy. Proposed programs (contained in Chapter 9) that help to demonstrate site suitability, zoning adequacy, ability to accommodate lower-income housing, or are necessary to comply with housing element law are also referenced as applicable.

Following the sites analysis (strategies 1-6), strategy 7 includes a discussion demonstrating realistic ADU development potential within the city and the determination of ADU affordability levels.

Sites Analysis

The City has divided its sites analysis including the suitability of sites, sites to accommodate lower-income RHNA, realistic capacity, and units by RHNA income category by strategy.

Analyzing Suitability of Sites

The following items will be addressed, as described and applicable, under each strategy:

- **Infrastructure Availability**. Analysis assessing infrastructure availability is included for every strategy. Strategy 6, where infrastructure is still in development, outlines planned infrastructure development, and describes the City's strategy to account for the development to necessary systems. Program 11 discusses infrastructure development in the Western Ontario Ranch, where Opportunity Areas under strategy 6 are located.

- **Consistency with Affirmatively Furthering Fair Housing**. Detailed analysis of how identified sites affirmatively further fair housing opportunities is included in Chapter 3, so this topic is not addressed in this chapter.

- **RHNA Income Category**. A description specifying which portion of the realistic capacity is suitable to accommodate lower, moderate, and above moderate households, and a discussion of why the City identified sites within each opportunity area as those best suited to accommodate the lower-income RHNA (based on HCD Best Practices).

- **Environmental Constraints**. Analysis assessing environmental constraints is included for every strategy. Additional analysis is provided for strategy 6, where mapping of potential hazards identified ~~26~~ 7 parcels where groundwater levels may be shallow enough to risk potential liquefaction. Program 11 addresses

development in the Ontario Ranch, where strategy 6 Opportunity Areas are located.

Analyzing Sites to Accommodate Lower-Income RHNA, Realistic Capacity, and RHNA Income Category

Because the City's RHNA obligation is large, its land resources are finite, its parcel sizes are defined, and vacant land is scarce, the City's inventory of suitable sites includes 223~~233~~ parcels. The existing conditions, market trends, and types of anticipated development vary dramatically between different parts of the city, but there are many similarities between sites in proximity to one another. To better describe the unique considerations for the 223~~233~~ parcels, the City has divided its sites analysis including discussions of site suitability, zoning adequacy, and capacity assessment by strategy, in the following section (*Strategies*). The following items will be addressed, as applicable, under each strategy:

- **Inclusion in Previous Housing Element**. Eighteen nonvacant parcels in the City's land inventory were included the previous housing element. To encourage redevelopment on these sites, state law requires that the City allow by-right development of housing projects with at least 20 percent of units affordable to lower-income households. To meet this requirement, these sites are subject to Program 15, as discussed under strategies 1 and 2 (recycled sites are only located in the Downtown and West Holt Housing Opportunity Areas).

- **Zoning**. Many of the identified sites ~~are~~ were not ~~currently~~ originally zoned for the correct densities to support the affordability levels by the City. These sites ~~will be~~were included in the City rezoning program (Program 13). ~~Rezoning is required for strategies 1-4, and strategy 6.as~~ The City has completed rezoning for all sites under Strategies 1–3 and Strategy 6, consistent with Program 13. These parcels now allow default densities appropriate for lower- and moderate-income housing. Strategy 5 zoning has not been completed~~,~~ because all units identified under this strategy were treated as surplus capacity, and have not been necessary to satisfy its RHNA. Since certification, any changes to the inventory that required rezoning have been processed concurrent with adjustments to the sites inventory~~;~~, reported in the City's annual progress reports (APRs)~~;~~ and, when substantial, submitted to HCD for review. This was done to ensure continued compliance during the 6th cycle. All sites that were rezoned~~,~~ were done so to accommodate ~~for~~ a shortfall of units needed to fulfill the City's lower- and moderate-income RHNA. These sites have been treated as "rezoned sites" and are documented as meeting state law requirements for sites that are rezoned in order to make up for said shortfall. A detailed

description of current and proposed zoning for specific sites in each Housing Opportunity Area is discussed under the applicable strategy. The proposed zoning changes are also tabulated by APN in Appendix B.

- **Size of Sites.** Analysis assessing the suitability of sites is included for every strategy. Strategies 1, 2, 5, and 6 (where sites less than 0.5 acres or greater than 10 acres are identified) also provide sufficient evidence demonstrating that the identified sites are suitable to accommodate housing for lower-income households. Programs to facilitate affordable development on these sites, including Programs 8, 10, 11, and 13 are discussed under each strategy.

- **Underutilized (Nonvacant) Sites.** Underutilized (nonvacant) sites are identified in strategies 1-4, and strategy 6. Analysis for each strategy includes a discussion of existing uses, availability of sites, and feasibility of development. A discussion of Citywide trends and market conditions is included in the next section, while additional information about market trends specific to the strategy has been added to the discussion under strategies 5 and 6. Examples of projects demonstrating the potential for the sites to accommodate the lower-income RHNA are included under the discussion of strategy-specific market trends (strategies 5-6), Size of Site, and Feasibility of Development for each strategy or Opportunity Area as applicable. Finally, development potential on sites were confirmed through discussions with property owners, home building groups, developers and affordable housing developers.

In addition to the items described above, the sites analysis includes description of the following topics:

- **Realistic Capacity**. A detailed analysis demonstrating the realistic capacity on each site.

- **RHNA Income Category**. A breakdown of units identified to meet RHNA obligation by income category.

Citywide Market Trends

Inflation, reductions in net foreign migrations, high construction costs, changes in the nature of retail and office work, and a host of other economic and market conditions create and exacerbate risk and uncertainty in development. ~~The COVID-19 pandemic has profoundly changed the way that people shop, work, travel, and use their homes. By forcing the closure of many businesses and forcing many businesses to allow employees to work from home, COVID-19 has created economic impacts that will live on long after the pandemic subsides. These impacts are reasonably expected to affect market demand for development~~

~~throughout the 6th Cycle.~~ This section summarizes the findings expected to impact the development feasibility during the 2021-2029 cycle.

Retail

- Retailers have focused on omni-channel retailing—provide multiple avenues to shop, purchase, and/or return goods—and have been less concerned with expanding their physical footprint except in faster growing areas.
- Retail stores have mostly recovered from the COVID-era disruptions.
- K-shaped economy means that stores focused on high-end customers can be expected to do well, and those focused on lower- and middle-income customers may be challenged.
- Faced with elevated inflation, high construction costs, and tariffs, lower-~~-~~cost building-~~-~~space options will be important for attracting and retaining retail businesses.
- ~~Increasing retail vacancies from permanent closure of retail stores, services, dining, and entertainment businesses~~
- ~~Hastened shift from in-store to online retail will lengthen the recovery period for retail~~
- ~~Long term, household growth will support faster recovery and experience-oriented retail districts may ameliorate competition from online retail~~
- ~~Weak to no demand for new retail development (3 to 5 year minimum)~~

Office

- Office vacancies remain elevated throughout Southern California.
- ~~Shift to more work-from-home will lead office-based businesses to downsize as office leases come up for renewal over the next several years~~
- Could take five to ten years for office vacancies to peak and then recover to healthy levels.
- ~~Not clear yet if medical office and commercial office space for retail services will be as hard hit as the broader office market, but may suffer from pandemic-related permanent business closures~~
- ~~Weak to no demand for new office development for five to ten years; once development demand returns, smaller office~~

~~footprints likely to result in slower growth in office development over the long term~~

- Medical office market remains the bright spot in office demand.

Lodging and Hospitality

- Leisure and business travel have recovered from the downturn during the COVID 19 pandemic.
- A market study may be warranted to identify opportunities to attract hotels.
- Given high construction costs and still elevated interest rates, TOT sharing may be necessary to entice new lodging development.
- ~~Business travel virtually ceased at height of pandemic~~
- ~~Business travel is the most profitable segment in hospitality and is key to the hospitality market in Ontario~~
- ~~Recovery in hospitality tends to lag overall economic recovery~~
- ~~Business travel may never return to pre-pandemic levels as technology for internet-based meetings improve and become more commonplace~~
- ~~Market demand would have supported new hotels prior to the pandemic but will now take several years or longer for market demand to recover~~

Residential

- Residential market has remained strong. ~~during the pandemic~~
- US and California have underbuilt housing since the 2008–09 recession, so continued market strength is expected.
- Still, ~~–~~elevated interest rates may limit the feasibility of for-rent market-rate housing.
- ~~However, rising mortgage delinquencies and potential for rental evictions after protections expire are serious complications that could disrupt the housing market in the short term, or longer, depending on the government's response~~
- ~~For now, residential market demand is strong and expected to remain strong for the foreseeable future~~

Industrial

- The industrial market has near historic-low vacancy rates, although the market may be slightly softer than in previous years.

- Container traffic at the ports remains elevated, signaling continued demand for warehousing.
- Public sentiment has turned against warehousing development in many Inland Empire communities.
- ~~The industrial market has remained strong during the pandemic with historic low vacancy rates~~
- ~~Market driven by warehousing demand, which has ripple effects on manufacturing and other industrial uses~~
- ~~There is not enough land area in Southern California planned and zoned for industrial uses to meet the long-term potential for industrial development~~
- ~~The market will continue to support additional industrial development for the foreseeable future~~

Strategy 1: Downtown Housing Opportunity Area

Opportunity Area

The City developed the Downtown District Plan, as described in Program 8, which provides opportunities for high-density, market-rate, and affordable housing in the ~~Euclid Avenue Entertainment District and~~ Holt Boulevard District.

Recently completed p~~P~~rojects ~~pending funding~~, such as the Emporia Place I & II affordable housing development projects, (completed in 2020 and 2024 with 74 and 49 units affordable to lower income households), demonstrate the feasibility of 100 percent affordable residential projects in the Holt Boulevard District (LUA-3) of the Downtown District Plan. ~~projects under review, such as the Hutton C-Block Mixed-Use development that will bring ground-floor commercial with high-density housing and , structured parking to the heart of downtown, and recently completed projects, such as the Emporia I affordable housing project (completed 2020), embody the vision for housing in the downtown.~~

In addition to completed projects (those that were active during the 6th cycle are included in the summary of reported projects in Table 5-2), ~~T~~the City has identified ~~nine~~ seven sites in ~~addition to the pipeline projects~~this Opportunity Area for inclusion in the land inventory, as shown in Figure 5-2.

Figure 5-2 Downtown Housing Opportunity Area



Suitability of Sites

Infrastructure Availability

Downtown is well-served by infrastructure. The City is also working to build OntarioNet, a new fiber-optic internet service throughout the city. The first fiber lines serving Ontario have already been installed in the areas around downtown, providing high-speed internet to support residential and mixed-use development.

RHNA Income Category

The Downtown Opportunity Area was determined to be suitable for lower-income households based on proximity to transit, access to existing and planned jobs and amenities, access to grocery stores, proximity to available infrastructure and utilities, and because there are no known requirements for environmental mitigation:

- *Proximity to transit.* ~~All~~ The site~~s~~ in this Opportunity Area ~~are~~ is within a 1/4 mile walk of the new Bus Rapid Transit (BRT) stop that is planned by the San Bernardino County Transit Authority (SBCTA) along Holt Boulevard. ~~This~~The West Valley Connector BRT route is ~~funded~~under construction and ~~expected~~scheduled to ~~be operational in 2023.~~ begin operation by late 2026.

- *Access to existing and planned jobs and amenities.* It is estimated that Downtown Ontario is currently home to more than 6,500 jobs, and the Downtown District Plan, described under Program 11, includes incentives to increase that number through development

streamlining tools such as an expansion of the administrative use permit (AUP) program, and through economic development efforts, such as bringing structured parking to the area and focused outreach to desired employment-generating users.

- *Access to grocery stores.* All sites in this Opportunity Area are within a 1/2 mile walk of an existing grocery store (Stater Brothers at 646 W. Holt Blvd. and Cardenas Markets at 720 E. Holt Blvd.).
- *Proximity to infrastructure and utilities.* As noted under infrastructure availability, this area is well-served, and these sites will benefit from innovative technology the City is piloting in the downtown.
- *Environmental mitigation.* As noted under Environmental Constraints, and discussed under Existing Use, there are no known natural or man-made environmental development concerns that would require mitigation.

To provide conservative estimates, however, only 50 percent of the identified capacity (described under Realistic Capacity) was considered suitable to accommodate lower-income housing, while the balance was considered suitable for moderate-income housing (detailed under Units by RHNA Income Category).

Environmental Constraints
There are no environmental constraints limiting development potential.

Analysis of sites to accommodate lower-income RHNA
The ~~two~~ site~~s~~ identified in this area~~, numbered in Figure 5-2, are~~ is described below.

~~*1. SWC D Street & Palm Avenue*~~

- ~~Inclusion in Previous Housing Element~~

  ~~The two parcels associated with site were included in the City's last housing element. In compliance with Assembly Bill (AB) 1397, by-right development will be allowed for any residential project that provides for at least 20 percent of units affordable to lower-income households as described in Program 15.~~

- ~~Zoning~~

  ~~The site is currently zoned for HDR-45, which allows up to 45 dwelling units per acre, satisfying the default density requirements for lower-income housing.~~

- ~~Size of Site~~

~~This site consists of two adjoining parcels (0.5 and 0.7 acres in size), so no sites smaller than 0.5 acres are included.~~

- ~~Existing Use~~

  ~~Both parcels are currently occupied by underutilized parking lots. While the parking divisions do not follow lot lines, one lot serves the utilities building to the east, while the other functions as auxiliary parking play area for the church complex to the north. Both lots, however, are under different ownership than the uses they currently serve. These parcels were identified in the inventory because parking lots provide a unique opportunity for redevelopment; limited demolition is necessary, so developers can often afford to pay higher land costs.~~

- ~~Availability of Sites~~

  ~~The City is not aware of any parking or other leases that would preclude development of these sites for affordable housing within the 6th cycle. In addition, the City is reducing requirements for this type of single-use parking in the downtown through regulatory changes in how the City determines where parking for projects can be accommodated, which would reduce the need for these uses. Further, the City has had informal conversations with property owners. While they do not currently have plans to redevelop, redevelopment of these sites for as residential uses, including potential lower income housing during the 6th cycle is feasible.~~

- ~~Feasibility of Development.~~

  ~~The identified parcels as well as the uses they currently serve are all located within Phase I or Phase II of the Downtown District Plan (Phase I adopted in 2020, Phase II expected adoption in 2023), described under Program 8. Among other actions, the City has already developed a performance-based Downtown Parking Model that promotes a "park once" strategy and considers time-of-use of different land uses to minimize the amount of parking required to serve homes, businesses, and other uses in the area, and to create a pedestrian-oriented hub. As a result of these changes, uses in this area will require less single-use parking, such as that provided on the identified site.~~

  ~~In addition to the reduced demand for the current use, there is strong interest demand for new residential projects. There are 4 residential projects currently under consideration in the downtown area. Affordable housing has also proven viable on infill sites like the identified parcels in the downtown area. There~~

~~is one recently completed (2020) affordable housing project (Emporia I), and one proposed affordable housing project (Emporia II, applying for funding in 2022), that were developed on infill properties in the downtown core. There are no other known limitations to development of this site for residential uses or affordable housing within the 6th cycle.~~

~~2.~~ *NWC Holt Boulevard & Miramonte Avenue*

- Inclusion in Previous Housing Element.

  The site consists of three~~These~~ parcels that were not included in prior housing elements. They are newly carried forward as part of the Downtown Opportunity Area in the 6th cycle inventory under Strategy 1.

- Zoning

  The site ~~is currently zoned for Neighborhood Commercial (CN), but it will be~~was rezoned as part of the City's rezoning program (Program 13) ~~with a proposed designation of~~to MU-1, part of the Holt Boulevard District (LUA-3) under the Downtown District Plan, which allows ~~up~~ between 25 and~~to~~ 75 dwelling units per acre and is suitable for lower income housing.

- Size of Site

  This site consists of 3 parcels which combined cover 0.5 acres. To facilitate the consolidation of these lots and promote redevelopment, the City will implement a lot consolidation ordinance, as described in Program 10. Because this lot is along Holt Boulevard and within the Downtown Opportunity Area, it will benefit from the provisions of both Programs 8 and 10.

- Existing Use

  The entirety of this site is currently operating as a used car sales lot. Car lots provide a unique opportunity for redevelopment because limited demolition is necessary; as a result, developers can often afford to pay higher land costs. Furthermore, this lot is currently occupied by an independent car sales operation, so strategic decisions by major corporations would not be necessary.

- Availability of Sites

  Typical commercial properties are leased on three- to five-year terms. It is unlikely this site would have lease terms longer than industry standards. In addition, uses that occupy lower-rent properties, like small-scale independent used car sales, are historically phased out as land values rise to the point where

property owners can realize higher profits through either redevelopment or sale of the property. Given the current market conditions (described above), which show a strong demand for residential, ~~rezoning this property from commercial only (CN)~~the site is expected to ~~mixed use (MU-1)~~transition over the planning period as residential demand continues to rise. ~~and allowing for residential only development, as proposed, will increase the current value of the property and encourage owners to consider alternative uses, like residential.~~ The City contacted property owners regarding the proposed land uses changes. Several property owners reached out to discuss changes with the City and none indicated that housing development was not feasible.

- Feasibility of Development

  This property is within ~~Phase II of~~ the Downtown District Plan (MU-1), Holt Boulevard District (LUA-3)~~–~~, which promotes "park once" strategies, and it is adjacent to ~~a planned~~the bus rapid transit (BRT) line on Holt Boulevard that is ~~already funded~~under construction~~,~~ and expected to be operational ~~in~~ by late 2026~~3~~. Both of these conditions reduce the parking burden of the site, reducing the costs and design challenges associated with accommodating parking on smaller housing sites. Discussions with National CORE~~ore~~, the affordable housing developer who constructed and operates the Vista Verde affordable housing project on East Holt Boulevard (completed 2021), indicated that they have developed affordable projects on sites as small as 0.5 acre~~s~~, further demonstrating that high-density affordable housing is realistic at this scale under current market and regulatory conditions. The provisions of both Programs 8 and 10 are intended to encourage development and enable affordable housing on this site.

Realistic Capacity

To determine the realistic capacity on these sites, the City identified a realistic density below the maximum~~,~~ and applied an additional reduction factor to sites with a mixed-use designation to account for potential non-residential uses. A summary of the assumptions and realistic capacity is included in Table 5-3, and detailed descriptions of the adjustment factors applied to sites within each zoning designation is provided after the table.

Table 5-3
Strategy 1: Realistic Capacity

Zoning ~~(after rezoning)~~	Number of Parcels	Acres* (Net)	Max Density (du/ac)	Max Capacity (units*)	Adjustment Factors**	Final Realistic Capacity (units*)

Opportunity Area: Downtown						
~~HDR-45~~	~~2~~	~~1.2~~	~~45~~	~~54~~	~~53.3%~~	~~29~~
MU-1	3	0.5	75	39	28.0%	11
TOTAL	3 ~~5~~	0.5 ~~1.7~~		39 ~~92~~		11 ~~40~~

Source: City of Ontario, ~~2022~~2026.

*Acres and units have been rounded.
**See Adjustment Factor below for a detailed description of the adjustment factors applied to each group of sites.

Adjustment Factors

- ~~HDR-45~~

~~Description:~~

- ~~Size of site: 2 parcels (consolidated), 1.2 acres~~
- ~~Allowable density: 25-45 dwelling units per acre~~
- ~~RHNA affordability: Lower-income (50 percent), Moderate-income (50 percent)~~
- ~~Existing Use: Parking Lot (see Existing Use under "Site Specific Information" above)~~
- ~~Infrastructure availability: Yes, no constraints~~
- ~~Environmental constraints: None known~~

~~Capacity Factors:~~

- ~~*Land Use Controls and Site* Improvements. No Adjustment~~
  ~~Site size reflects net acreage.~~
- ~~*Realistic Residential Capacity*. No Adjustment~~
  ~~The HDR-45 zone is a residential district, intended for 100 percent residential projects. For this reason, 100 percent of the site area was considered viable for residential development, and no reduction factor was applied.~~
- ~~*Typical Densities*. 53.3 Percent Adjustment~~
  ~~For conservative estimates, the minimum density of the zone, 25 dwelling units per acre, was used to determine the total housing capacity. 25 dwelling units per acre is 53.3 percent of the maximum density allowed.~~
- ~~*Infrastructure Availability*. No Adjustment~~

~~Not applicable, no constraint~~

- ~~*Environmental Constraints.* No Adjustment~~
  ~~No known site constraint~~

~~**Total Capacity Adjustments: (1)x(1)x(.533)x(1)x(1) = 53.3 percent**~~

- MU-1

  Description:

  - Size of site: 3 parcels (consolidated), 0.5 acres
  - Allowable density: 25-75 dwelling units per acre
  - RHNA affordability: Lower-income (50 percent), Moderate-income (50 percent)
  - Existing Use: Used car sales (see Existing Use under "Site Specific Information" above)
  - Infrastructure availability: Yes, no constraints
  - Environmental constraints: None known

  Capacity Factors:

  - *Land Use Controls and Site Improvements.* No Adjustment
    Site size reflects net acreage.
  - *Realistic Residential Capacity.* 60 Percent Adjustment
    This mixed-use designation allows for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses. Recent and proposed development in the district includes a mix of all three types of projects, including the following residential and mixed use projects: The Hutton C-Block development is a mixed-use project with commercial uses on the ground floor, structured parking, and multi-family housing on upper floors. The Palmer West project is 100 percent residential. Two affordable projects, Emporia I, completed in 2020, and Emporia II,~~ which is entitled and expected to start construction in 2022 if funding applications are successful~~ completed in 2024, are also examples of 100 percent residential projects in this district, and illustrated that the zoning can support affordable projects. To account for potential non-residential uses, an adjustment factor of 60 percent was applied. This estimate generally reflects the

mix of project types the City anticipates based on recent applications for development in the MU-1 zone.

- *Typical Densities.* 46.7 Percent Adjustment

  The downtown mixed-use category allows residential densities between 25 and 75 dwelling units per acre. A realistic density on the lower end of the allowed range, 35 dwelling units per acre, was used to determine the total capacity in this zoning district. Recent entitlements in excess of 40 dwelling units per acres have been issued in this district. Projects include the Hutton C-Block development (60 dwelling units per acre), and the Palmer West multi-family project (47 dwelling units per acre). Affordable projects in the City, like the Emporia I development (completed in 2020), was built at a slightly lower density (26 dwelling units per acre), but there are several examples of recent affordable projects outside the City that are built at or above 35 dwelling units per acre including, Clark Commons (36 du/ac), affordable family apartments in Buena Park, completed in 2019. Accordingly, 35 dwelling units per acre will provide realistic capacity estimates. Thirty-five dwelling units per acre is 46.7 percent of the maximum density allowed.

- *Infrastructure Availability.* No Adjustment

  Not applicable, no constraint

- *Environmental Constraints.* No Adjustment

  No known site constraint

Total Capacity Adjustments: (1)x(.600)x(.467)x(1)x(1)=28.0 percent

Units by RHNA Income Category

On both sites, only 50 percent of the final realistic capacity was estimated to have the potential to accommodate lower incomes, as shown in Table 5-4.

Table 5-4
Strategy 1: Units by Income Category

Zoning ~~(after rezoning)~~	Number of Parcels	Acres* (Net)	Units by RHNA Income Category			Final Realistic Capacity (units*)
			Lower (units*)	Moderate (units*)	Above Moderate (units*)	
Opportunity Area: Downtown						
~~HDR-45~~	~~2~~	~~1.2~~	~~15~~	~~14~~	~~-~~	~~29~~

MU-1	3	0.5	5	6	-	**11**
TOTAL	3 ~~5~~	0.5 ~~1.7~~	5 ~~20~~	6 ~~20~~	**-**	11 ~~40~~

Source: City of Ontario, ~~2022~~2026.
*Acres and units have been rounded.

Strategy 2: Holt Boulevard Opportunity Areas (West and East)

Opportunity Areas

Holt Boulevard is one of the city's original thoroughfares, extending through Ontario and connecting to neighboring communities. It is also an important regional transit corridor. This strategy includes two Opportunity Areas, West Holt Boulevard and East Holt Boulevard.

Suitability of Sites

Infrastructure Availability

Like Downtown, Holt Boulevard is well served by infrastructure. Water, sewer, and other utilities are in place along the corridor, and the area will benefit from ongoing technology and infrastructure investments associated with the BRT expansion and OntarioNet.

RHNA Income Category

These sites were determined to be suitable for lower-income households based on proximity to transit, access to grocery stores, proximity to available infrastructure and utilities, and because there are no known requirements for environmental mitigation, as discussed below.

- *Proximity to transit.* Holt Boulevard has long been an important transit corridor in the city. Existing bus lines along Holt Boulevard report some of the highest ridership rates in San Bernardino County. ~~In addition, the~~The San Bernardino County Transportation Authority (SBCTA) ~~plans to provide~~is implementing new ~~bus rapid transit~~Bus Rapid Transit (BRT) service along Holt Boulevard as part of the West Valley Connector Project. ~~Those portions~~Portions of the project ~~that will serve~~serving Holt Boulevard are ~~funded~~under construction and ~~scheduled for operation in 2023. are~~ expected to be operational by the end of 2026.

  - West Holt Boulevard. Approximately 70 percent of the land area identified for lower- and moderate-income housing along West Holt Boulevard is within a 5-minute walk of a planned BRT stop; 100 percent of sites are within a 10-minute walk of a planned BRT stop.

- *Access to grocery stores.*

- West Holt Boulevard. Approximately half of the acreage identified in this Opportunity Area are within a 1/2 mile walk of an existing grocery store (Superior Grocers at 815 W. Holt Blvd.).

- East Holt Boulevard. Sites ~~1-9, as noted on Figure 5-4~~west of Grove Avenue in the~~,~~ East Holt Housing Opportunity Area~~,~~ are within a 1/2 mile walk of an existing grocery store (Cardenas Markets at 720 E. Holt Blvd.). Sites east of Grove avenue are within 1/2 mile walk of a BRT station, which provides access to a variety of grocery options, including a BRT stop in front of the Cardenas Market at 720 E. Holt Blvd.

- *Proximity to infrastructure and utilities.* As noted under infrastructure availability, this area is well-served, and these sites will benefit from innovative technology the City is piloting in the downtown.

- *Environmental mitigation.* As noted under Environmental Constraints, and discussed under Existing Use, there are no known natural or man-made environmental development concerns that would require mitigation.

To provide conservative estimates, however, only 50 percent of the identified capacity (described under Realistic Capacity) was considered suitable to accommodate lower-income housing, while the balance was considered suitable for moderate-income housing (detailed under Units by RHNA Income Category).

Environmental Constraints
The development in these areas would constitute urban infill projects on already disturbed land, so there are no environmental constraints limiting development potential.

Analysis of sites to accommodate lower-income RHNA
West Holt Boulevard
The City has identified ~~36~~27 parcels (~~18.3~~12.9 acres) along West Holt Boulevard for inclusion in the land inventory, as shown in Figure 5-3 and described below.

Figure 5-3 West Holt Housing Opportunity Area



- Inclusion in Previous Housing Element

  Several parcels were included in the City's prior housing element (see a detailed list by APN in Appendix B and Program 15). To further encourage residential development on parcels listed in the last housing element and to comply with AB 1397, by-right development will be allowed for any residential project that includes at least 20 percent of units affordable to lower-income households, as described in Program 15.

- Zoning

  - *Sites with Adequate Zoning*. There are ~~27~~25 parcels (~~12.8~~11.4 acres) within the Opportunity Area currently zoned as HDR-45, which allows residential projects at densities between 25 and 45 dwelling units per acre and satisfies the default density requirements for lower-income housing and is sufficient to support moderate-income housing as well.

  - ~~*Proposed* *Rezoning*~~. Two parcels (1.5 acres)~~, currently~~ were rezoned ~~as~~ from Community Commercial (CC) to MU-8C-AH~~, are~~ as part of the City's rezoning program (Program 13). The City ~~proposes~~ changed~~ing~~ the designation to MU-8C~~2~~ with an Affordable Housing Overlay ~~(described in Program 13)~~, which ~~will allow~~allows a density range of 20~~-~~–40 dwelling units per acre and is suitable for lower- and moderate-income housing.

~~Five parcels (4.0 acres) are currently zoned as MDR-25. These will be included in the City's rezoning program (Program 13) with a proposed designation of HDR-45, which allows up to 45 dwelling units per acre and is suitable for both lower- and moderate-income housing.~~

- Size of Sites

  While parcels smaller than 0.5 acres have been identified throughout West Holt Boulevard, such parcels were only included in the sites inventory if they maintained consistent ownership with an adjacent parcel and together the parcels were greater than 0.5 acres. Adjacent parcels with consistent ownership often function as a single site. As described in Program 10, the City plans to adopt an ordinance to encourage site consolidation.

- Existing Use

  Existing uses include parking lots (2 consolidated sites, 1.4 acres), aging commercial properties including, retail/service commercial (4 consolidated sites, ~~2.8~~3.65 acres), materials suppliers and related parking areas (2 consolidated sites, 2.1 acres), automotive uses (2 sites, ~~1.0~~ 0.62 acres), and used car sales lots (~~11 sites~~6 consolidated lots, 5.04~~10.5~~ acres). These commercial properties are underutilized and surrounded by residential uses.

  The identified parking lots are associated with an established restaurant. While the restaurant is not expected to turn over this cycle, the parking areas are large, and the restaurant would still retain a large parking area that was not included in the inventory. The consolidated sites (4 parcels total) are adjacent and could be further consolidated to enable redevelopment. The City discussed general growth opportunities with property owners, who do not currently have plans to redevelop, but development could occur during the 6th cycle. Program 10 encourages lot consolidation as described above.

  The retail/service commercial properties identified in the inventory were selected because of the age of the buildings and the current mix of uses. The 4 consolidated sites are comprised of 7 parcels with structures built between 1950 and 1960. The typical lifespan of a commercial building is 30 years. The structures on the identified sites range in age from 60 to 70 years. As structures age, systems need to be updated and hazardous materials common in construction when these buildings were constructed, like asbestos and lead paint need to be abated, increasing the cost of upkeep. As these costs increase, cost-effective revenue generation declines.

When buildings no longer produce cost-effect revenue, they have reached the end of their useful life, and properties (and property owners) are typically ready for redevelopment. Tenants in these structures include liquor stores, a party supply store, an independent furniture store, a custom glass and mirror supplier, appliance repair, and a beauty school. All are small independent businesses, so redevelopment of these properties would not require strategic decisions by major corporations.

~~Other commercial uses include a nursery, a building material supplier, tire sales and automotive services. The nursey and building materials supplier operate largely outdoors and have very few supporting structures. If these properties were to redevelopment, these uses would be easier to relocate as tenant improvements are minimum. The tire sales and automotive uses also occupy structure built in the 1970s, that are now reaching the end of their useful lives.~~

Car sales lots, currently occupy more than half of the acreage identified in the sites inventory. These uses are largely undeveloped, which means the cost and effort required to transition to residential uses are reduced as less site preparation will be necessary.

- Availability of Sites

  In general, typical commercial properties are leased on three- to five-year terms. It is unlikely that existing tenants in this area would have lease terms longer than industry standards. In addition, uses that occupy lower-rent properties, like those included in the land inventory along West Holt, are historically phased out of urban areas as land values rise to the point where property owners can realize higher profits through either redevelopment or sale of the property. Given the current market conditions (described above), which show a strong demand for residential, an increased appetite for higher-density projects. The City has reached out to property owners in this area. While none have current plans for housing development, many were interested in potential lot consolidation, indicating the redevelopment is feasible within the 6th cycle.

- Feasibility of Development

  Sites along West Holt Boulevard were identified based on proximity to transit, potential for redevelopment, and current zoning.

There is ~~a growing~~sustained interest in residential development in this area~~. The~~, as evidenced by recent and ongoing entitlement activity for multifamily projects along West Holt Boulevard and in the broader corridor. Building on earlier entitlements, such as the Roosevelt Tower Apartments~~, located~~ at 549 West Holt Boulevard~~, ; is currently in entitlements, but construction of the 59-unit apartment building is expected~~newer multifamily and mixed-use proposals; and continued developer inquiries~~,~~ indicate that the market remains receptive to ~~begin in 2022. While this project indicates there is an appetite for~~ higher-density housing ~~development in this part of the city, examples from the larger region illustrate how underutilized sites, similar to those identified along West Holt, are being redeveloped with affordable housing, demonstrating~~at this location during the ~~potential for affordable housing on the identified sites.~~ current planning period.

Affordable housing projects throughout the region have started to look to smaller underutilized parking lots and aging commercial sites for opportunities to develop affordable housing in areas that are well served by transit and infrastructure, like the sites identified along West Holt Boulevard. Recent examples include the Heroes Landing affordable housing project in Santa Ana, CA, which transformed an underutilized parking lot on a 1.5-acre site into 75 units for permanent supportive housing. Also in Santa Ana, the Tiny Tim Plaza affordable housing project that is currently under construction turned an aging strip commercial center into 51 units of affordable family housing and community-serving commercial uses.

East Holt Boulevard

The City has identified ~~21~~ 33 parcels (~~22.2~~41.9 acres) for inclusion in the land inventory, as shown in Figure 5-4 and described below.

Figure 5-4 East Holt Housing Opportunity Area



- Inclusion in Previous Housing Element.

  These parcels were not included in prior housing elements.

- Zoning

  - *Sites with Adequate Zoning*. ~~Five~~ Six vacant parcels (5.1 acres) and eleven underutilized parcels (~~11.2~~10 acres) are zoned MU-~~2~~6, which allows 14~~-~~–40 dwelling units per acre, a density sufficient to support the development of lower- and moderate-income housing without rezoning.

  - ~~*Proposed* *Rezon~~ed *Properties~~ing~~*. ~~Four~~ Three vacant parcels ~~(5.9 acres) are currently~~ were rezoned from~~for~~ Business Park (BP) to MU-1-AH or MU-6-AH–, consistent with ~~and will be included in~~ the City's rezoning program (Program 13)~~, with a proposed designation of MU-2-AH (mixed-use with an Affordable Housing Overlay, described in Program 13)~~. These~~is~~ designations ~~will~~ allow a density range of 20~~-~~–40 dwelling units per acre for MU-6-AH and 25-75 dwelling units per acre for MU-1-AH projects. As such, they are ~~and is~~ suitable to support lower- and moderate-income housing.

  - In addition, the City identified 9 properties during the 6th cycle, totaling approximately 9.5 acres, that were rezoned to MU-1 with the Affordable Housing Overlay Zone during the 6th Cycle. In addition, the City identified 3 properties, totaling approximately 9.7 acres, that were rezoned to MU-6-AH

during the 6th Cycle. All rezoning was processed either before or concurrent with the adoption of the revised Housing Element (2026), so an additional implementing program is not required.

- Size of Sites

  There are no sites smaller than 0.5 acres or larger than 10 acres identified within the East Holt Opportunity Area. The City's strategy emphasizes assembling small and mid-sized parcels into development sites that are large enough to support multifamily projects while remaining consistent with the established products currently of interest in the corridor.

- Existing Use

  Nine parcels (11 acres) within the Opportunity Area are currently vacant. Vacant sites are shaded in Figure 5-4, but no numerical value is assigned to Vacant sites.

  Eleven parcels (11.2 acres) are underutilized sites. The potential for redevelopment on each non-vacant site, numbered by parcel in Figure 5-4, is described below.

  1-2. Between Campus Avenue and Allyn Avenue, two parcels (1.5 acres) are identified to have the potential for redevelopment. The first (site 1-44) is a used car sales lot, which has potential for redevelopment because of the low existing floor-area ratio (FAR) (very small building and large parking area) and the age of the building. The demolition required for redevelopment would be minimal. Adjacent to this is a parcel (site 1-45, 0.91 acres) where servicelow-intensity commercial uses, including a laundromat and automotive shop, have been identified as candidates for redevelopment due to the age of the buildings (50+ years old) nearing the end of a typical lifespan for commercial buildings. Tenants on both sites are independent operators, so redevelopment of these properties would not require strategic decisions by major corporations.

  3. Traveling east on Holt Boulevard, another parcel (0.90 acres), just east of the Allyn Avenue intersection, has also been identified to have the potential for redevelopment due to the low existing FAR (large parking area and small building), the age of the structure (48 years old), and because an independent retail use occupies the site. the City has entitled a Planned Unit Development on four vacant sites 1-39, 1-42, 1-43, 1-51. The entitlement includes a 100 percent deed-restricted affordable housing community, known as Vista Verde II, which is being built

in partnership between the City and National CORE. Vista Verde II was entitled in February 2025 and will provide 144 lower income units funded through an Affordable Housing and Sustainable Communities (AHSC) program award, City contributions, and tax credit equity. This project reinforces the City's commitment to producing affordable housing and services to support long-term housing stability for lower income households.

Site 1-50 at the northwest corner of Holt Boulevard and Allyn Avenue is not included in the entitlement, but property owners of the existing O'Reilly Auto parts have expressed interest in selling the property to the City to house affordable housing.

~~4.6~~ Continuing east on Holt Boulevard, ~~on the other side of three vacant sites included in the inventory~~immediately east of the entitled Vista Verde II project, sit three parcels (sites 1-37, 1-38, and 1-41, ~~4.5~~3.2 acres), with potential for redevelopment due to low existing FAR, the age of existing structures, and because the sites are currently used by an independent automotive parts retailer and an independent automotive repair shop, which often produce noise, odors, and other nuisances that are incompatible with residential uses. These sites, however are adjacent to several residential properties. Converting these sites to housing would improve the land use compatibility for adjacent residents.

~~7.~~ 9. Further east along Holt Boulevard, three sites (1-34, 1-35, and 1-36, 1.8 acres) are identified as candidates for redevelopment. The first two properties include an unused parking lot and a boarded-up, vacant building that once functioned as a church. These sites were identified for potential redevelopment because of the age of the structure (nearly 100 years old), the poor state of repair of the building, and because the two sites are not currently being used. An automotive repair shop occupies the third parcel; it was identified as a candidate for redevelopment because it is adjacent to residential uses, which can cause nuisance issues, and has a low existing FAR.

~~10~~ 11. East of the Grove Avenue intersection sit~~s~~ two sites (1-32 and 1-33, 2.4 acres), each with an existing motel. These sites were identified because both are older, underperforming, budget motels that could be converted into permanent supportive housing or demolished and rebuilt with housing affordable to lower- and moderate-income households.

Sites 2-4 and 2-5 were identified as suitable for affordable housing development in conjunction with the vacant site 2-6. Site 2-4

houses a postal office while site 2-5 houses an aging office with a low existing FAR. It is anticipated that the development of the vacant parcel at site 2-6 will spur development on these adjacent lots, to account for existing uses on these properties, however, units have only been projected on the vacant parcel.

Site 3-58 houses DG market, discount retailer. This site was identified as suitable for affordable housing development due the low existing FAR, the size of the site and the potential for the site to turn over due to reduced retail demand.

Sites 3-24 and 3-52 are more than 50 percent vacant. Site 3-37 houses a vacant building with extremely low FAR, that is prime for redevelopment.

Sites 1-31, 1-30, 2-6, 2-12, 2-13, 2-14, 3-41, 3-39, 3-38, 3-59, and 3-46 are vacant.

- Availability of Sites

  In general, typical commercial properties are leased on three- to five-year terms. It is unlikely that existing tenants in this area would have lease terms longer than industry standards. ~~In addition, uses that occupy lower-rent properties, like those included in the land inventory along East Holt, are historically phased out of urban areas as land values rise to the point where property owners can realize higher profits through either redevelopment or sale of the property.~~Many of the corridor's lower-rent, auto-oriented, and small strip commercial uses are ~~located~~ on parcels suitable for affordable housing, and as land values and interest in residential and mixed-use infill increase, these uses are expected to transition to higher-value housing or mixed-use projects as owners pursue opportunities to redevelop or sell. ~~Given t~~The current market conditions (described above)~~, which~~ show a strong demand for residential~~,~~ and increased appetite for higher-density projects. Existing and planned affordable housing projects in this area show the viability of such sites for lower income housing.

  The City reached out to several property owners in this area. While none have current plans for housing development, those who responded would consider introducing housing or affordable housing should the opportunity arise, the primary concern property owners indicated was smaller lot sizes, which the City is working to mitigate through the provisions of program 10, including adoption of a lot consolidation ordinance to encourage and enable development of affordable housing.

- Feasibility of Development

  Like West Holt Boulevard, sites along East Holt Boulevard were identified based on proximity to transit, potential for redevelopment, and current zoning.

  Approximately half of the sites identified in the East Holt Boulevard Opportunity Area are within a 5-minute walk of a planned BRT stop; 100 percent of sites are within a 10-minute walk of a planned BRT stop.

  There is a growing interest in residential development in this area. This is evidenced by the Vista Verde affordable housing project, completed in 2021, which was developed in the ~~MU-2~~mixed-use district along East Holt Boulevard as a 100-percent affordable housing project, demonstrating that this zone and area can support affordable housing. In addition to this project, a new ~~market-rate~~one hundred percent affordable project is ~~proposed~~ entitled at 1001 E Holt ~~Blvd~~Boulevard. ~~1001 E Holt Blvd. is currently in entitlements, but construction of the 42-unit apartment building is expected to begin in 2022 or 2023~~ which is fully funded by multiple grants including an Affordable Housing and Sustainable Communities (AHSC) grant.

  Examples from the larger region further illustrate how nonvacant sites, similar to those identified along West Holt, are being redeveloped with affordable housing, demonstrating the potential for affordable housing on the nonvacant sites.

  Affordable housing projects throughout the region have started to look to smaller underutilized parking lots and aging commercial sites for opportunities to develop affordable housing in areas that are well served by transit and infrastructure, like the sites identified along West Holt Boulevard. Recent examples include the Heroes Landing affordable housing project in Santa Ana, CA, which transformed an underutilized parking lot on a 1.5-acre site into 75 units for permanent supportive housing. Also in Santa Ana, the Tiny Tim Plaza affordable housing project that is currently under construction turned an aging strip commercial center into 51 units of affordable family housing and community-serving commercial uses.

Realistic Capacity

To determine the realistic capacity on these sites, the City identified a realistic density below the maximum, and applied an additional reduction factor to sites with a mixed-use designation to account for

potential non-residential uses. A summary of the assumptions and realistic capacity is included in Table 5-5, and detailed descriptions of the adjustment factors applied to sites within each zoning designation is provided after the table.

Table 5-5
Strategy 2: Realistic Capacity

Zoning (after rezoning)	*Number of Parcels*	*Acres** (Net)	*Max Density* (du/ac)	*Max Capacity* (units*)	*Adjustment Factors***	*Final Realistic Capacity* (units*)
Opportunity Area: West Holt						
HDR-45	25 ~~32~~	11.41 ~~16.9~~	45	513 ~~759~~	53.3%	285 ~~422~~
MU-8C-AH~~MU-2-AH~~	2	1.46 ~~1.5~~	40	58 ~~58~~	56.3%	33 ~~32~~
Opportunity Area: East Holt						
MU-1~~MU-2~~	7 ~~16~~	7.3 ~~16.3~~	~~40~~75	548~~650~~	~~56.3~~28.0%	163 ~~366~~
MU-1-AH~~MU-2-AH~~	9 ~~4~~	9.5 ~~5.9~~	~~40~~75	714 ~~237~~	~~56.3~~28.0%	214 ~~134~~
MU-6	6	6.0	40	240	56.3%	135
MU-6-AH	6	13.6	40	5442	56.3%	305
PUD	5	5.5	40	220	65.5%	144
TOTAL	60 ~~54~~	54.8~~0~~ ~~40.5~~		1,004 ~~1,705~~		584 ~~954~~

Source: City of Ontario, ~~2022~~2026.
*Acres and units have been rounded.
**See Adjustment Factor below for a detailed description of the adjustment factors applied to each group of sites.

Adjustment Factors

- HDR-45

  Description:

  - Number and size of sites: ~~21~~25 sites ~~after consolidation of 32 parcels, 16.9~~totaling approximately 11.4 net acres
  - Allowable density: 25-45 dwelling units per acre
  - RHNA affordability: Lower-income (50 percent), Moderate-income (50 percent)
  - Existing Use: Parking lots, aging retail, building materials supply, automotive services, auto sales, commercial

services (see Existing Use under "Site Specific Information" above for details)

- Infrastructure availability: Yes, no constraints
- Environmental constraints: None known

Capacity Factors:

- *Land Use Controls and Site Improvements.* No Adjustment
  Site size reflects net acreage.
- *Realistic Residential Capacity.* No Adjustment
  The HDR-45 zone is a residential district, intended for 100 percent residential projects. For this reason, 100 percent of the site area was considered viable for residential development, and no reduction factor was applied.
- *Typical Densities.* 53.3 Percent Adjustment
  For conservative estimates, the minimum density of the zone, 25 dwelling units per acre, was used to determine the total housing capacity. 25 dwelling units per acre is 53.3 percent of the maximum density allowed.
- *Infrastructure Availability.* No Adjustment
  Not applicable, no constraint
- *Environmental Constraints.* No Adjustment
  No known site constraint

Total Capacity Adjustments: (1)x(1)x(.533)x(1)x(1) = 53.3 percent

- ~~MU-2 and MU-2-AH,~~ MU-6, MU-6-AH, and MU-8C-AH

  Description:

  - Number and size of sites: ~~20~~Across West Holt and East Holt, there are 14 parcels, 8 of which are in the Affordable Housing Overlay (15.1 acres), and 6 are not in the overlay (6.0 acres) ~~sites after consolidation of 22 parcels, 23.7 acres~~
  - Allowable density:
    - MU-6~~2~~: 14-40 dwelling units per acre
    - MU-6~~2~~-AH and MU-8C-AH: 20-40 dwelling units per acre

- RHNA affordability: Lower-income (50 percent), Moderate-income (50 percent), with the exception of site 2-~~-~~4, 2-5, and 2-6, discussed further below.

- Existing Use: ~~Vacant (9 parcels, 6.6 acres),~~Sites include a mix of vacant parcels and underutilized urban commercial and auto-oriented uses such as older motels, auto repair and parts ~~store, automotive services~~stores, open storage, used car sales, aging ~~motels~~strip commercial, small convenience ~~store in aging building~~stores on largely ~~vacant lot, vacant~~paved lots, and a former church and parking area, ~~Used car sales (see~~ all identified as candidates for redevelopment.~~ under "Site Specific Information" above)~~

- Infrastructure availability: Yes, no constraints. The corridor is fully served by utilities and is aligned with existing and planned high-frequency transit, including the Holt Boulevard BRT.

Environmental constraints: None known

Capacity Factors:

- *Land Use Controls and Site Improvements.* No Adjustment

  Site size reflects net acreage~~.~~, with no additional reductions for site improvements beyond standard requirements.

- *Realistic Residential Capacity.* 75 Percent Adjustment

  This mixed-use designation allows for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses. Recent and proposed development in the district includes a mix of ~~all three types of~~ projects, including ~~the following residential and mixed use projects:~~ 1001 E. Holt Blvd. (Vista Verde II), which is fully entitled for 144 lower-income units and fully funded through AHSC and other grants; and 1389 E Holt Blvd, a privately funded project entitled for 50 units including 3 affordable to very low income households. ~~is a mixed-use project with commercial and residential uses~~, ~~. The Roosevelt Tower Apartments is 100 percent residential.~~ Vista Verde I Affordable Housing, completed in 2021, is also 100 percent residential. All projects~~, and it~~ illustrate~~s~~ that the MU-~~2~~ 6 and MU-1 zoning districts can support affordable projects.

To account for potential non-residential uses, a reduction factor of 25 percent was applied. This estimate generally reflects the mix of project types the City anticipates on the identified properties based on recent applications and zoning changes. The remaining 25 percent of land on identified sites is assumed to be for non-residential uses. This estimate generally reflects the mix of project types the City anticipates based on recent applications for development in the MU-6 and MU-8C~~2~~ zones.

- *Typical Densities.* 75 Percent Adjustment

  The Holt Boulevard mixed-use categories~~y~~ (MU-~~2~~6 and MU-8C) allow~~s~~ residential densities between 14 and 40 dwelling units per acre. Mixed-use sites that are part of the rezoning program are also within the affordable housing overlay (MU-~~2~~6-AH or MU-8C-AH), which will raise the minimum density to 20 dwelling units per acre, (densities between 20 and 40 dwelling units per acre are allowed). A realistic density ~~on~~ in the middle of the allowed range, 30 dwelling units per acre, was deemed realistic to determine the total capacity in these zoning districts. Recent and proposed projects in mixed-use areas along Holt Boulevard supports this density, with most proposed residential projects falling between 25 and 35 dwelling units per acre, but proposed projects have been as high as 72 dwelling units per acre. ~~including, the Roosevelt Tower Apartments, located at 549 West Holt Boulevard (72 dwelling units per acre), and 1001 E. Holt Blvd., a mixed-use multi-family project (35 dwelling units per acre)~~. Accordingly, 30 dwelling units per acre will provide a realistic capacity estimate.

- *Infrastructure Availability.* No Adjustment

  Not applicable, no constraint

- *Environmental Constraints.* No Adjustment

  No known site constraint

Total Capacity Adjustments: (1)x(.750)x(.750)x(1)x(1)=56.3 percent

- **MU-6-AH: Sites 2-4, 2-5, and 2-6.**

  - *Land Use Controls and Site Improvements.* No Adjustment. Site size reflects net acreage, with no additional reductions for site improvements beyond standard requirements.
  - *Realistic Residential Capacity.* 34.8 Percent



Combined, the sites total 9.7 acres (4.7 acres for 2-4, 0.5 acres for 2-5, and 4.5 acres for 2-6), with a combined maximum residential capacity of 388 units. Due to existing uses on two of the sites, however, the City assumed that only the vacant property (site 2-6, 4.5 acres) would be suitable for redevelopment within the 6th Cycle, which would allow for a maximum of 135 units.

To account for potential non-residential uses, however, an additional reduction factor of 25 percent was applied. This estimate generally reflects the mix of project types the City anticipates on the identified properties based on recent applications and zoning changes. The remaining 25 percent of land on identified sites is assumed to be for non-residential uses. This estimate generally reflects the mix of project types the City anticipates based on recent applications for development in the MU-6 and MU-8C zones.

- *Typical Densities.* 75 Percent Adjustment

  All three parcels are designated for mixed-use development (MU-6-AH) with the affordable housing overlay, permitting 20–40 dwelling units per acre. The same density assumption (30 dwelling units per acre) as other properties in this opportunity area with the same zoning is used (see Typical Densities in the prior MU-6-AH section for a full discussion).
- *Infrastructure Availability.* No Adjustment

  Not applicable, no constraint
- *Environmental Constraints.* No Adjustment

  No known site constraint

Total Capacity Adjustments: (1)x(.348)x(.750)x(1)x(1)=26.1 percent

- MU-1 and MU-1-AH

  Description:

  - Size of site: 16 parcels (consolidated), 16.8 acres
  - Allowable density: 25–75 dwelling units per acre
  - RHNA affordability: Lower-income (50 percent), Moderate-income (50 percent)

- Existing Use: (see Existing Use under "Site Specific Information" above)

- Infrastructure availability: Yes, no constraints

- Environmental constraints: None known

Capacity Factors:

- *Land Use Controls and Site Improvements.* No Adjustment

  Site size reflects net acreage.

- *Realistic Residential Capacity.* 60 Percent Adjustment

  This mixed-use designation allows for 100 percent residential uses, mixed-use projects, and 100 percent non-residential uses. Recent and proposed development in the district include a mix of all three types of projects, including the following residential and mixed-use projects. The Hutton C-Block development is a mixed-use project with commercial uses on the ground floor, structured parking, and multi-family housing on upper floors. The Palmer West project is 100 percent residential. Two affordable projects, Emporia I, completed in 2020, and Emporia II, completed in 2024, are also examples of 100 percent residential projects in this district and illustrate that the zoning can support affordable projects. To account for potential non-residential uses, an adjustment factor of 60 percent was applied. This estimate generally reflects the mix of project types the City anticipates based on recent applications for development in the MU-1 zone.

- *Typical Densities.* 46.7 Percent Adjustment

  The downtown mixed-use category allows residential densities between 25 and 75 dwelling units per acre. A realistic density on the lower end of the allowed range, 35 dwelling units per acre, was used to determine the total capacity in this zoning district. Recent entitlements in excess of 40 dwelling units per acres have been issued in this district. Projects include the Hutton C-Block development (60 dwelling units per acre) and the Palmer West multi-family project (47 dwelling units per acre). Affordable projects in the City, like the Emporia I development (completed in 2020), was built at a slightly lower density (26 dwelling units per acre), but there are several examples of recent affordable projects outside the City that are built at or above 35 dwelling units per acre,

including, Clark Commons (36 du/ac), affordable family apartments in Buena Park completed in 2019. Accordingly, 35 dwelling units per acre will provide realistic capacity estimates. Thirty-five dwelling units per acre is 46.7 percent of the maximum density allowed.

- *Infrastructure Availability.* No Adjustment
  Not applicable, no constraint

- *Environmental Constraints.* No Adjustment
  No known site constraint

Total Capacity Adjustments: (1)x(.600)x(.467)x(1)x(1)=28.0 percent

- PUD.

  The City has entitled a Planned Unit Development on these properties for a 100 percent deed-restricted affordable housing community, known as Vista Verde II, which is being built in partnership between the City and National CORE. Vista Verde II was entitled in February 2025 and will provide 144 lower income units funded through an Affordable Housing and Sustainable Communities (AHSC) program award, City contributions, and tax credit equity. This project reinforces the City's commitment to producing affordable housing and services to support long-term housing stability for lower income households.

  The realistic capacity for this site is 144 units, consistent with the entitlement.

Units by RHNA Income Category

To further ensure conservative estimates, only 50 percent of the final realistic capacity, except sites 2-4, 2-5, and 2-6, in both Opportunity areas was estimated to have the potential to accommodate lower incomes, as shown in Table 5-6. Due to existing uses, only 26.7 percent of the final realistic capacity on sites 2-4, 2-5, and 2-6, grouped together under the MU-6-AH zoning category, was estimated to have potential to accommodate lower income housing.

Table 5-6
Strategy 2: Units by Income Category

Zoning (after rezoning)	Number of Parcels	Acres* (Net)	Units by RHNA Income Category			Final Realistic Capacity (units*)
			Lower (units*)	Moderate (units*)	Above Moderate (units*)	
Opportunity Area: West Holt						
HDR-45	25 ~~32~~	11.4 ~~16.9~~	143 ~~211~~	142 ~~211~~	-	285 ~~422~~
MU-8C-AH~~MU-2-AH~~	2 ~~2~~	1.46 ~~1.5~~	16	17 ~~16~~	-	33 ~~32~~
Opportunity Area: East Holt						
MU-1~~MU-2~~	7 ~~16~~	7.3 ~~16.3~~	81 ~~183~~	81 ~~183~~	-	123 ~~366~~
MU-1-AH~~MU-2-AH~~	9 ~~4~~	9.5 ~~5.9~~	107 ~~67~~	107 ~~67~~	-	214 ~~134~~
MU-6	6	6.02	68	67	-	135
MU-6-AH	6	13.5	70	235	-	305
PUD	5	5.5	144	-	-	144
TOTAL	60 ~~54~~	50 ~~40.5~~	495 ~~477~~	660 ~~477~~	-	584~~954~~

Source: City of Ontario, ~~2022~~2026.
*Acres and units have been rounded.

Strategy 3: Old Cardenas Market Housing Opportunity Area

Opportunity Area

The Old Cardenas Market site consists of three parcels (3.5 acres) that front Euclid Avenue, as shown in Figure 5-5 and described below.

Figure 5-5 Old Cardenas Market Housing Opportunity Area



Suitability of Sites

Infrastructure Availability

Like Downtown and Holt Boulevard, this site is well-served by infrastructure.

RHNA Income Category

The ~~Downtown~~Old Cardenas Market Opportunity Area was determined to be suitable for lower-income households based on proximity to transit, access to existing jobs, access to grocery stores, proximity to available infrastructure and utilities, and because there are no known requirements for environmental mitigation:

- *Proximity to transit.* The sites in this Opportunity Area are along an existing Omnitrans bus route (Route 83), which runs the length of Euclid Avenue. SBCTA has also planned a new BRT route along Euclid Avenue, which will serve the site once it is operational.
- *Access to existing and planned jobs.* The site is just a little over 1 mile from the established industrial employment zone, which begins east of Campus Avenue.
- *Access to grocery stores.* All sites in this Opportunity Area are within a 1/4 mile walk of an existing grocery store (Cardenas Markets at 1850 S. Euclid Ave.).
- *Proximity to infrastructure and utilities.* As noted under infrastructure availability, this area is well-served, and these sites will benefit from innovative technology the City is piloting in the downtown.
- *Environmental mitigation.* As noted under Environmental Constraints, and discussed under Existing Use, there are no known natural or man-made environmental development concerns that would require mitigation.

To provide conservative estimates, however, only 50 percent of the identified capacity (described under Realistic Capacity) was considered suitable to accommodate lower-income housing, while the balance was considered suitable for moderate-income housing (detailed under Units by RHNA Income Category).

Environmental Constraints

There are no environmental constraints limiting development potential.

Analysis of sites to accommodate lower-income RHNA

All Sites

- Inclusion in Previous Housing Element

  These parcels were not included in prior housing elements.

- Zoning

  All three parcels ~~are~~ were ~~currently~~ zoned CN but ~~will be~~were included in the City's rezoning program. The two vacant parcels ~~are proposed to change to~~were rezoned HDR-45, while the Cardenas Market was rezoned MU-8D, ~~is proposed as~~ a mixed-use designation that allows for a density range of 20-30+ dwelling units per acre.

- Size of Sites

  There are no sites smaller than 0.5 acres or larger than 10 acres identified within the Old Cardenas Market Opportunity Area.

- Existing Use

  The site includes an unused the parking lot behind a gas station, a vacant building that previously housed Cardenas Market and its parking area that is not currently in use, and the vacant lot north of the market.

- Availability of Sites

  The nonvacant sites within this Opportunity Area are not currently used. The building is vacant and parking lots are empty. The owner of the property is interested in redevelopment, and the City has discussed introducing residential used to help facilitate development of the site with the owner. The property owner is interested in redeveloping the shuttered site and is interested in the introduction of residential including the potential to include affordable units, but there are no plans to redevelop at this time.

- Feasibility of Development

  These sites are classic infill lots along a commercial corridor that could be built out in a similar manner to the Vista Verde affordable housing project, completed in 2021, which was located along Holt Boulevard, another busy commercial corridor in the City, and the Emporia I affordable housing project, completed in 2020, which was located in the southern portion of the downtown district.

Realistic Capacity

To determine the realistic capacity on these sites, the City identified a realistic density below the maximum and applied an additional reduction factor to sites with a mixed-use designation to account for potential non-residential uses. A summary of the assumptions and realistic capacity is included in Table 5-7, and detailed descriptions of the adjustment factors applied to sites within each zoning designation is provided after the table.

Table 5-7
Strategy 3: Realistic Capacity

Land Use (after General Plan Update)	Number of Parcels	Acres* (Net)	Max Density (du/ac)	Max Capacity (units*)	Adjustment Factors**	Final Realistic Capacity (units*)
Opportunity Area: Old Cardenas Market						
HDR-45	2	1.3	45	59	54%	32
MU-8D	1	2.2	75	167	20%	33
TOTAL	**3**	**3.5**		**224**		**65**

Source: City of Ontario, 2022.

*Acres and units have been rounded.
**See Adjustment Factor below for a detailed description of the adjustment factors applied to each group of sites

Adjustment Factors

- HDR-45

  Description:

  - Number and size of sites: 1 site after consolidation of 2 parcels, 1.3 acres
  - Allowable density: 25-45 dwelling units per acre
  - RHNA affordability: Lower-income (50 percent), Moderate-income (50 percent)
  - Existing Use: Vacant
  - Infrastructure availability: Yes, no constraints
  - Environmental constraints: None known

  Capacity Factors:

  - *Land Use Controls and Site Improvements.* No Adjustment
    Site size reflects net acreage.
  - *Realistic Residential Capacity.* No Adjustment
    The HDR-45 zone is a residential district, intended for 100 percent residential projects. For this reason, 100 percent of the site area was considered viable for residential development, and no reduction factor was applied.
  - *Typical Densities.* 53.3 Percent Adjustment

For conservative estimates, the minimum density of the zone, 25 dwelling units per acre, was used to determine the total housing capacity. 25 dwelling units per acre is 53.3 percent of the maximum density allowed.

- *Infrastructure Availability.* No Adjustment
  Not applicable, no constraint

- Environmental *Constraints.* No Adjustment
  No known site constraint

Total Capacity Adjustments: (1)x(1)x(.533)x(1)x(1) = 53.3 percent

- MU- ~~(new)~~8D

  Description:

  - Number and size of sites: 1 parcel, 2.2 acres
  - Allowable density: 20-75 dwelling units per acre
  - RHNA affordability: Lower-income (50 percent), Moderate-income (50 percent)
  - Existing Use: Vacant building, former grocery store that has already relocated and associated parking lot (see Existing Use under "Site Specific Information" above)
  - Infrastructure availability: Yes, no constraints
  - Environmental constraints: None known

  Capacity Factors:

  - *Land Use Controls and Site Improvements.* No Adjustment
    Site size reflects net acreage.

  - *Realistic Residential Capacity.* 50 Percent Adjustment
    This mixed-use designation will allow for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses, consistent with the City's existing mixed-use districts. Recent and proposed development in existing mixed-use areas include a mix of ~~all three types of~~ projects, including ~~the following residential and mixed-use projects:~~ 1001 E. Holt Blvd. (Vista Verde II), which is entitled for 144 lower-income units and fully funded through AHSC and other grants; and 1389 E Holt Blvd, a

privately funded project entitled for 50 units including 3 affordable to very low income households. ~~is a mixed-use project with commercial and residential uses. The Roosevelt Tower Apartments is 100 percent residential.~~ Vista Verde I Affordable Housing, completed in 2021~~,~~ and the Emporia I and II Affordable Housing projects (completed in 2020 and 2024) are also 100 percent residential, and they illustrate that the mixed-use zoning can support affordable projects. To account for potential non-residential uses, a reduction factor of 50 percent was applied. This estimate generally reflects the mix of project types the City anticipates based on discussions with the property owner. The remaining 50 percent of land on identified sites is assumed to be for non-residential uses.

- *Typical Densities.* 40 Percent Adjustment

  The new mixed-use designation that will be created under Program 13, will allow residential densities between 20 and 75 dwelling units per acre. A realistic density on the lower end of the allowed range, 30 dwelling units per acre, was deemed realistic to determine the total capacity in this new zoning district. Recent and proposed projects in existing mixed-use areas downtown and along Holt Boulevard support this density including, the Roosevelt Tower Apartments, located at 549 West Holt Boulevard (72 dwelling units per acre), and 1001 E. Holt Blvd., a mixed-use multi-family project (35 dwelling units per acre). Accordingly, the City feels 30 dwelling units per acre will provide a realistic capacity estimate. Thirty dwelling units per acre is 40 percent of the maximum density allowed.

- *Infrastructure Availability.* No Adjustment

  Not applicable, no constraint

- *Environmental Constraints.* No Adjustment

  No known site constraint

Total Capacity Adjustments: (1)x(.50)x(.40)x(1)x(1)=20 percent

Units by RHNA Income Category

To further ensure conservative estimates, only half of the final realistic capacity was estimated to have the potential to accommodate lower incomes, as shown in Table 5-8.

Table 5-8
Strategy 3: Units by Income Category

Land Use	Number of Parcels	Acres* (Net)	Units by RHNA Income Category			Final Realistic Capacity (units*)
			Lower (units*)	Moderate (units*)	Above Moderate (units*)	
Opportunity Area: Old Cardenas Market						
HDR-45	2	1.3	16	16	-	**32**
MU-8D	1	2.2	17	16	-	**33**
TOTAL	**3**	**3.5**	**33**	**32**	**-**	**65**

Source: City of Ontario, 2022.

*Acres and units have been rounded.

~~**A new mixed-use zoning district will be established per Program 13.~~

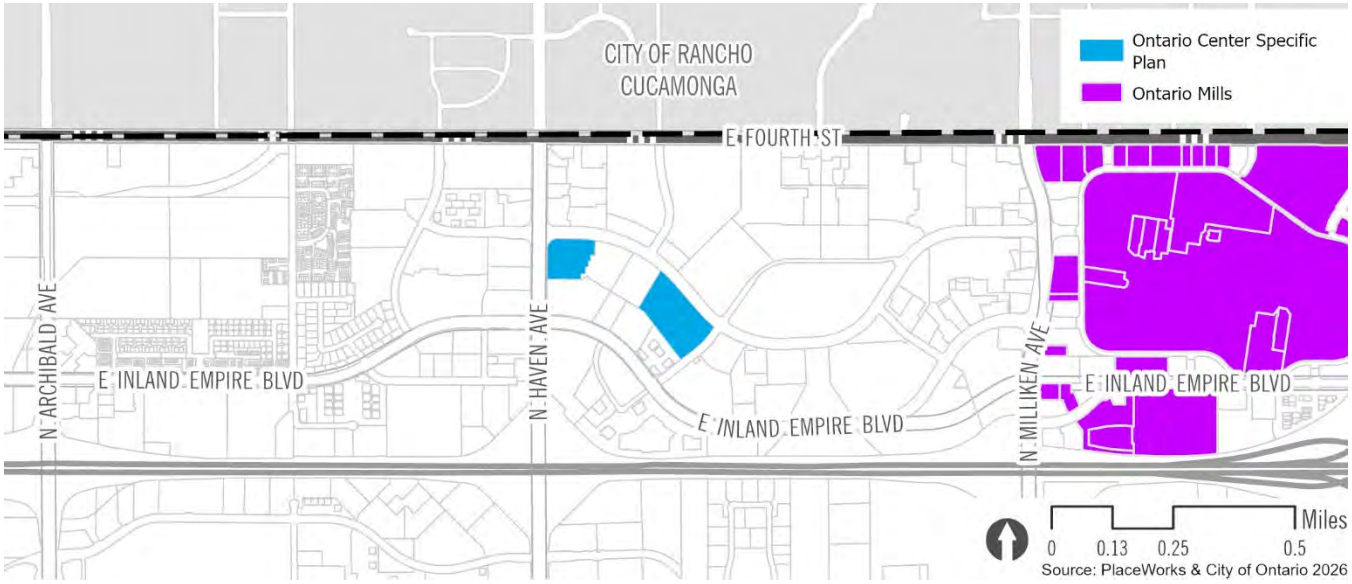
Strategy 4: Ontario Center Specific Plan Housing Opportunity Area

Opportunity Area

The Ontario Center Specific Plan offers a variety of commercial, retail, entertainment, light industrial, and office uses, as well as a mix of housing opportunities, and outlines a detailed infrastructure plan for the area. Originally adopted in 1981, the Specific Plan has been amended numerous times, including the addition of the Piemonte Overlay in 2006. The most recent amendment was adopted in 2017.

Much of the Specific Plan area has already been developed, but the remaining vacant parcels are prime candidates for development. After conversations with property owners and developers, the City identified ~~four~~ two vacant parcels (~~16.5~~ 12.9 acres), where no specific projects have been proposed, as potential sites for lower- and moderate-income housing development, as shown in Figure 5-6.

Figure 5-6 Ontario Center Specific Plan Housing Opportunity Area



Suitability of Sites

Infrastructure Availability

The backbone infrastructure to support housing development is already in place.

RHNA Income Category

The Ontario Center Specific Plan Opportunity Area was determined to be suitable for lower-income households based on proximity to transit, access to existing jobs and amenities, access to planned grocery stores, proximity to available infrastructure and utilities, and because there are no known requirements for environmental mitigation:

- *Proximity to transit.* The sites in this Opportunity Area are within a 1/4 mile walk of an existing Omnitrans bus route (Route 81), which follows Concourse Street in a loop around the Toyota Arena and fronts all sites identified in this Opportunity area.
- *Access to existing and planned jobs.* The sites in this Opportunity Area are within one of the most employment-rich areas of the City. Sites are surrounded by mid-rise office buildings and the Toyota Arena. The Ontario Mills Mall and Ontario International Airport are both a short transit ride (on a direct line) or bike ride away.
- *Access to planned grocery store.* All sites in this Opportunity Area are within a 1/4 mile walk of a planned grocery store on the vacant lot on the southeast corner of Fourth Street and Haven Avenue.

- *Proximity to infrastructure and utilities.* As noted under infrastructure availability, this area is served by existing infrastructure and utilities.

- *Environmental mitigation.* As noted under Environmental Constraints, there are no known natural or man-made environmental development concerns that would require mitigation.

To provide conservative estimates, however, only 50 percent of the identified capacity (described under Realistic Capacity) was considered suitable to accommodate lower-income housing, while the balance was considered suitable for moderate-income housing (detailed under Units by RHNA Income Category).

Environmental Constraints

No environmental constraints limit development potential on these sites.

Analysis of sites to accommodate lower-income RHNA

All Sites

- Inclusion in Previous Housing Element

  These parcels were not included in prior housing elements.

- Zoning

  The zoning designation for all sites is Specific Plan (SP). The adopted plan is the Ontario Center Specific Plan. ~~Two of the housing sites (3.6 acres) are regulated by the Piemonte Overlay, while the remaining sites (12.9 acres) are regulated by the Ontario Center Specific Plan base document.~~ The Specific Plan does not establish density standards, so the Policy Plan densities would prevail. The Policy Plan allows for densities between 20 and 125 dwelling units per acre, which is sufficient to support lower- and moderate-income housing.

- Size of Sites

  There are no sites smaller than 0.5 acres or larger than 10 acres identified within the Opportunity Area.

- Existing Use.

  All ~~four~~ sites identified in this area are vacant.

Realistic Capacity

To determine the realistic capacity on these sites, the City identified the realistic capacity on each site based on the unbuilt entitlement and applied an additional reduction factor to sites that allow a mix of

residential and non-residential to account for potential non-residential development. A summary of the realistic capacity, based on the remaining entitlement, is included in Table 5-9, and detailed descriptions of how realistic capacity and reduction factors were calculated is provided after the table.

Table 5-9
Strategy 4: Realistic Capacity

Zoning ~~(after rezoning)~~	Number of Parcels	Acres* (Net)	Max Density (du/ac)	Max Capacity (units*)	Adjustment Factors**	Final Realistic Capacity (units*)
Opportunity Area: Ontario Center Specific Plan						
~~Piemonte: Office w/ Res~~	~~2~~	~~3.6~~	~~125~~	~~454~~	~~18-19%~~	~~84~~
Urban Commercial	2	12.9	125***	1,613***	12%	193
Total	4~~2~~	~~16.5~~ 12.9	125***	1,613***~~2,067~~		193~~303~~

Source: City of Ontario, 2022.

*Acres and units have been rounded.
**See Adjustment Factor below for a detailed description of the adjustment factors applied to each group of sites
*** Density is not defined in the specific plan, so Policy Plan density would prevail. The Policy Plan allows densities between 20 and 125 dwelling units per acre.

Adjustment Factors

- ~~Piemonte: Office w/ Residential Allowed~~

  ~~Description:~~

  - ~~Number and size of sites: 2 sites, 2 parcels, 3.6 acres~~
  - ~~Allowable density: Density is not defined in the specific plan, so Policy Plan density would prevail. The Policy Plan allows densities between 20 and 125 dwelling units per acre.~~
  - ~~RHNA affordability: Lower income (50 percent), Moderate income (50 percent)~~
  - ~~Existing Use: Vacant~~
  - ~~Infrastructure availability: Yes, no constraints~~
  - ~~Environmental constraints: None known~~

~~Capacity Factors:~~

- ~~*Land Use Controls and Site Improvements.* No Adjustment~~
  ~~Site size reflects net acreage.~~

- ~~*Realistic Residential Capacity.* 50 Percent Adjustment~~
  ~~Because this land use category allows for non-residential development, a 50 percent adjustment factor was applied to account potential development of non-residential uses.~~

- ~~*Typical Densities.* 48.9 Percent Adjustment~~
  ~~These sites are designated as Office with Residential Development Allowed in the Piemonte Overlay area within the Ontario Center Specific Plan. While the Piemonte Overlay does not specify allowable densities, it plans for 220 new units on the two sites. If 220 units were to develop across the 3.6 acres, the resulting density would be 61 dwelling units per acre. The difference between the maximum capacity and number of units entitled under the specific plan result in a 48.9 percent adjustment factor.~~

- ~~*Infrastructure Availability.* No Adjustment~~
  ~~Not applicable, no constraint~~

- ~~*Environmental Constraints.* No Adjustment~~
  ~~No known site constraint~~

~~**Total Capacity Adjustments: (1)x(1)x(.50)x(.489)x(1) = 24.5 percent**~~

- Urban Commercial

  Description:

  - Number and size of sites: 2 sites, 2 parcels, 12.9 acres
  - Allowable density: Density is not defined in the specific plan, so Policy Plan density would prevail. The Policy Plan allows densities between 20 and 125 dwelling units per acre.
  - RHNA affordability: Lower-income (50 percent), Moderate-income (50 percent)
  - Existing Use: Vacant
  - Infrastructure availability: Yes, no constraints
  - Environmental constraints: None known

Capacity Factors:

- *Land Use Controls and Site Improvements.* No Adjustment
  Site size reflects net acreage.

- *Realistic Residential Capacity.* 83.2 Percent Adjustment
  Urban Commercial in the Ontario Center Specific Plan allows for a mix of tourist-related commercial uses, high- and medium-rise office buildings, entertainment/recreation clusters, and high-density residential uses above the ground floor. Discussion with developers, who have submitted plans for the development of high-density housing near the Toyota Arena (just north and east of these sites) indicate that 100 percent residential development is much more likely than any type of office development. Recent market trends due to the COVID-19 pandemic support this, as vacancies in existing office buildings will need to be filled before the market can support additional office uses. Similar sentiments hold true for tourism and entertainment uses, as much of the demand for those types of facilities is proposed in the areas around the Toyota Arena. As such, 39,000 square feet of the remaining entitled development capacity was reserved for non-residential uses on these two sites. This accounts for 16.8 percent of the remaining development potential, the inverse of the adjustment factor (83.2 percent) applied.

- *Typical Densities.* 14.4 Percent Adjustment
  While the specific plan does not specify allowable densities it does specify maximum height. The sites are included in planning area 11, where the maximum building height of 95 feet is regulated only by the height limits set by the Ontario International Airport. Housing products with densities above 60 dwelling units per acre are regularly developed under similar zoning standards, indicating the types of projects that could develop under the specific plan would meet the density thresholds necessary to facilitate the development of lower- and moderate-income housing.

  In addition to height, the specific plan entitled a specific amount of development. The specific plan regulates the maximum capacity for Urban Commercial uses based on building square footage rather than dwelling units. As such, the City uses the methodology described below to translate the remaining allowable square footage permitted under the current specific plan into an approximate number of units.

Planning area 11 allows a total of 592,700 square feet; it is estimated that 360,455 square feet have already been developed, leaving 232,245 square feet of developable building area. To convert the remaining square footage into potential housing units, the City assumes the residential component would include a range of unit sizes with an average size of 1,000 square feet, inclusive of common areas, which yields a remaining development capacity of 232 units.

- *Infrastructure Availability.* No Adjustment
  Not applicable, no constraint

- *Environmental Constraints.* No Adjustment
  No known site constraint

Total Capacity Adjustments: (1)x(.832)x(.144)x(1)x(1)=12.0 percent

Units by RHNA Income Category

To further ensure conservative estimates, only half of the final realistic capacity was estimated to have the potential to accommodate lower incomes, as shown in Table 5-10.

Table 5-10
Strategy 4: Units by Income Category

Zoning ~~(after rezoning)~~	Number of Parcels	Acres* (Net)	Units by RHNA Income Category			Final Realistic Capacity (units*)
			Lower (units*)	Moderate (units*)	Above Moderate (units*)	
Opportunity Area: Ontario Center Specific Plan						
~~Piemonte: Office w/ Res~~	~~2~~	~~3.6~~	~~55~~	~~55~~	~~–~~	~~110~~
Urban Commercial	2	12.9	96	97	-	193
Total	~~4~~2	~~16.5~~12.9	~~151~~96	~~126~~97	-	~~303~~193

Source: City of Ontario, 2022.
*Acres and units have been rounded.

Strategy 5: The Mills Housing Opportunity Area

Opportunity Area

The Ontario Mills Mall and surrounding areas are governed by The California Commerce Center North Specific Plan (The Mills). The specific plan was originally authored in 1992 and has not been amended since. The document envisioned a regional commercial center focused on value-oriented retail and jobs creation that would capitalize on the proximity to

the freeways and serve as a local landmark. The Mills has largely achieved this vision, and it remains a high-performing retail hub today (2021), but the economic outlook for retail and office uses in 2021 is vastly different than it was in 1992.

Ontario Mills Market Trends

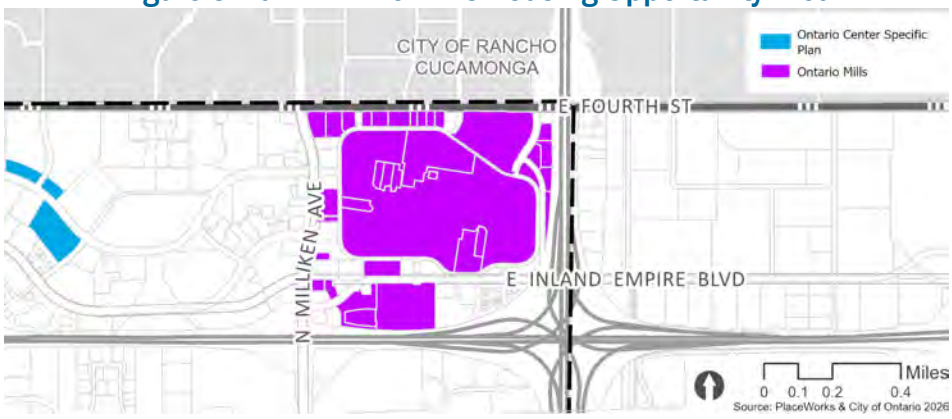
Current trends in the redevelopment of retail centers began with the introduction of online retail, which is currently capturing 20 percent of every retail dollar spent in the US economy. Recent industry reports (Barclay's Bank in October 2020 and Coresight Research in July 2020) find that the current number of retailers will likely be substantially reduced by 2030, with predictions by Coresight that online retail will account for 40 percent of retail sales by 2030. The COVID-19 pandemic has only accelerated the past trends. As retail stores opt to relocate or retail properties become due for major reinvestments/improvements, property owners find few retailers looking to replace existing tenants or find greater value in developing new residential uses. The demand for office space is likewise expected to remain stagnant through the 2021-2029 planning period as more office workers choose to work from home in the wake of the COVID-19 pandemic.

While retail uses, in general, are in decline, the Ontario Mills Mall remains a high-performing shopping center. It is anticipated that much of the existing retail square footage will remain through 2029, the physical configuration of the mall may be reshaped, consistent with current trends in mall redevelopment, leaving spaces for parking areas and outparcels to intensify with residential uses as existing restaurants, movie theaters, and retailers consolidate locations, relocate, or otherwise reconsider their physical footprint. The City's economic development department is in frequent contact with mall operators and property owners, and there are no known limitations, such as parking lease agreements that could limit redevelopment during the 6th cycle.

Successful shopping center redevelopment efforts, like the Bella Terra Mall in Huntington Beach, show high-performing malls successfully repositioning tenants in new configurations that introduce residential uses while retaining and improving their commercial cores.

Considering current market trends, the City has identified the parking areas and several out parcels around the Ontario Mills Mall as potential redevelopment sites suitable for housing, as shown in Figure 5-7a.

Figure 5-7a The Mills Housing Opportunity Area



Suitability of Sites

Infrastructure Availability

The Mills area already has the necessary infrastructure in place to support housing development.

RHNA Income Category

The Ontario Mills Opportunity Area was determined to be suitable for lower-income households based on proximity to transit, access to existing and planned jobs and amenities, access to grocery stores, proximity to available infrastructure and utilities, and because there are no known requirements for environmental mitigation:

- *Proximity to transit.* The sites in this Opportunity Area are within a 1/4 mile walk of an existing Omnitrans bus route (Route 81), which stops at the Ontario Mills Mall.
- *Access to existing and planned jobs.* The sites in this Opportunity Area are within one of the most employment-rich areas of the City. The mid-rise office buildings, the Toyota Arena, and the Ontario International Airport are all a short transit ride (on a direct line) or bike ride away.
- *Access to grocery store.* Sites in this Opportunity Area are across Milliken Avenue from Target and Sam's Club.
- *Proximity to infrastructure and utilities.* As noted under infrastructure availability, this area is served by existing infrastructure and utilities.
- *Environmental mitigation.* As noted under Environmental Constraints, there are no known natural or man-made environmental development concerns that would require mitigation.

To provide conservative estimates, however, only 50 percent of the identified capacity (described under Realistic Capacity) was considered suitable to accommodate lower-income housing, while 25 percent was considered suitable for moderate-income housing and 25 percent were considered suitable for above moderate-income (detailed under Units by RHNA Income Category).

Environmental Constraints
There are no known environmental constraints that would preclude housing production.

Analysis of sites to accommodate lower-income RHNA
All Sites

- Inclusion in Previous Housing Element

  These parcels were not included in prior housing elements.

- Zoning

  These sites are currently zoned for Specific Plan (SP) and uses are regulated by The California Commerce Center North Specific Plan, described previously in this section. The specific plan, as adopted, does not allow for residential uses, but the City's Policy Plan (which serves as the General Plan and was last updated in 2010) provides for housing in this area with a density range of 25 to 85 dwelling units per acre. This range would provide sufficient density to allow for the development of housing affordable to lower- and moderate-income households. In addition to establishing the density range, the Policy Plan sets a maximum of 437 units in its buildout table LU-03. As part of its rezoning program (Program 13), the City will amend the specific plan and update the Policy Plan. The specific plan will allow uses and densities consistent with the existing Policy Plan. The City will likewise update the Policy Plan to increase the residential development maximum in the Ontario Mills Mixed-Use area.

- Size of Sites

  Four of the parcels identified in this area (145.0 acres) are larger than 10 acres. This includes one of the parcels around the Mall itself (96.34 acres), two parcels that house movie theaters (18.6 acres and 14.6 acres), and a big-box retail center (15.4 acres). These sites were included in the inventory despite their size because of current market trends in Malls, retail uses, and movie theaters, as discussed under Citywide Market Trends and Market Trends Specific to Strategy 5.

The mall site was not considered an impediment to redevelopment because larger sites with consistent ownership typically create fewer barriers to the introduction of housing in mall redevelopment projects than smaller sites with many competing landowner interests. Redevelopment efforts for the Westminster Mall, in Westminster, CA, for example, have involved a considerable planning effort to balance the various interests of many disparate property owners. Further, proposed redevelopment plans for malls such as Main Place Mall in Santa Ana, CA, incorporate larger parcels.

The City reached out to National Core, an affordable housing developer with experience in Ontario and the Inland subregion to discuss developing affordable housing on the mall site as well as sites such as the retail and theater outparcels that are larger than 10 acres. National Core indicated that larger parcels, such as these, allow for lower densities (avoiding higher construction costs) and can accommodate a greater number of units that can be more efficient to operate. Larger projects, if they can be done over multiple phases, can also be easier to finance and construct. In support of these points, they provided two examples of affordable housing projects they developed on larger sites:

- Crestview Terrace (formerly Waterman Gardens in San Bernardino): A 184-unit affordable project, completed in 2021 that involved a group of large parcels, including a 23-acre parcel and three other parcels, for an overall project site size of total of just over 37 acres.

- Mission Cove (in Oceanside): A multi-phase mixed-use project with 288 affordable units and 10,500 square feet of retail space on a 14.5-acre parcel. The final phase was completed in 2018.

These projects indicate that larger sites can provide efficiencies of scale for affordable housing development. The Mission Cove project occupies a similar parcel size to the theater and retail parcels, and it includes a retail component. The Mission Cove project was also developed in three phases (90 units in Phase I, 60 units in Phase II, and 138 units in Phase III), which could allow for flexibility in design and greater variety in the mix of uses if there is demand for commercial components on these sites.

- Existing Use

  Existing uses include the Ontario Mills Mall and parking area (108.3 acres), 2 movie theaters (33.3 acres), 1 big box retail complex (15.4 acres), 3 parcels with automotive uses (2.7 acres), and 21

outparcels that currently house retail (18.5 acres) and dining (17.4 acres) establishments.

- Availability of Sites

  As discussed under Strategy 5 Market Trends, the demand for retail space is dwindling as people change the way they shop, dine, and spend their leisure time. As these changes continue to impact the retail landscape, the properties identified include aging centers, vacant buildings, and others that may be ready to reposition during the 6th cycle. While the owners of the properties identified do not currently have plans to reposition these sites, the City maintains on-going conversations with developers, and the City has reached out to property owners about potential land use changes. In general, owners are open to the possibility of introducing residential uses in the future. Developers also indicate interest in repositioning this area.

  There are no known parking leases or other restrictions that would limit redevelopment of the parking area and outparcels identified.

- Feasibility of Development

  As described under Strategy 5 Market Trends, mall redevelopment, retail repositioning, and theater downsizing, are national trends that are expected to impact uses in and around the Ontario Mills Mall.

  Several mall redevelopment efforts are already underway in the region. Projects like the Westminster Mall in Westminster, CA, Mainplace Mall in Santa Ana, CA, and the South Bay Galleria in Redondo Beach, CA, are all in the process of repositioning an indoor mall that was built for a different time to include a mix of commercial and residential uses. All these examples also propose affordable housing components, indicating that mall redevelopment projects offer a unique opportunity to introduce affordable housing into high-resource areas that are also highly accessible and well-served by infrastructure and transit.

  Redevelopment trends are not limited to retail uses. Movie theaters nationwide had already begun to see a cull in U.S. locations prior to the COVID-19 pandemic. The impacts of the COVID-19 closures, however, further eroded the industry, leaving opportunities for downsizing and redevelopment of existing theater sites. Because this is a trend seen nationally that is expected to expand, recent examples from other states are relevant. In 2020, Loudon County, VA board of supervisors approved the redevelopment of an 11-acre Regal Cinema complex (built in 1996)

as a 166-unit multi-family development. Additional projects like this are expected throughout the country as the long-term impacts of COVID-19 are fully appreciated.

Realistic Capacity

To determine the realistic capacity on these sites, the City identified a realistic density below the maximum, and applied an additional reduction factor to account for the ongoing operation of existing non-residential uses. A summary of the assumptions and realistic capacity is included in Table 5-11, and detailed descriptions of the adjustment factors applied to sites within each zoning designation is provided after the table.

Table 5-11
Strategy 5: Realistic Capacity

*Zoning*** (after rezoning)	*Number of Parcels*	*Acres**	*Max Density* (du/ac)	*Max Capacity* (units*)	*Adjustment Factors***	*Final Realistic Capacity* (units*)
Opportunity Area: Ontario Mills						
Ontario Mills Mall						
SP	9	122.9	85	10,449	18.8%	**1,967**
Large Outparcels						
SP	4	41.1	85	3,494	18.8%	**657**
Small Outparcels						
SP	22	31.5	85	2,678	18.8%	**504**
Total	**35**	**195.5**		**16,620**		**3,128**

Source: City of Ontario, 2022.

*Acres and units have been rounded.
**See Adjustment Factor below for a detailed description of the adjustment factors applied to each group of sites.
***Per Program 13, the Specific Plan will be updated to allow residential uses at densities consistent with the existing Policy Plan (25-85 du/ac)

Adjustment Factors

- SP (Ontario Mills Mall)

Description:

- Size of site: 9 parcels, 122.9 acres
- Allowable density: 25-85 dwelling units per acre
- RHNA affordability: Lower-income (50 percent), Moderate-income (25 percent), Above Moderate-income (25 percent)
- Existing Use: Ontario Mills Mall and Parking Area (see Existing Use under "Site Specific Information" above)
- Infrastructure availability: Yes, no constraints

- Environmental constraints: None known

Capacity Factors:

- *Land Use Controls and Site Improvements.* 55 Percent Adjustment

  Redevelopment is only anticipated in the parking areas around the mall during the 6th Cycle. The net acreage of the parking area is approximately 73.75 acres, or 60 percent of the total area. It is anticipated that additional acreage will be necessary for drive aisles, sidewalks, and other public areas. An additional 5 percent was reserved to account for these uses. The total adjustment factor applied is 55 percent.

- *Realistic Residential Capacity.* 72.7 Percent Adjustment

  Revisions to the Specific Plan will allow for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses, consistent with the City's Policy Plan designation. While most of the commercial activity on these sites is expected to remain concentrated in the mall itself during the 6th Cycle. However, 27.3 percent of the site was reserved to account for potential non-residential uses, and portions of the parking area that may not fully develop during the 6th Cycle, the inverse of which, 72.7 percent, represents the reduction factor applied This estimate generally reflects the mix of project types, and anticipated timing of development the City anticipates based on recent applications for development of new residential units in areas around the Toyota Arena, which provides the closest comparison in terms of character of development expected.

- *Typical Densities.* 47.1 Percent Adjustment

  The existing specific plan will be amended to allow residential uses consistent with the proposed Policy Plan designation, as noted under Program 13. The proposed Policy Plan designation allows residential densities between 25 and 85 dwelling units per acre. A realistic density on in the middle of the allowed range, 40 dwelling units per acre, was deemed realistic to determine the total capacity in these areas based on proposed realistic densities in other similar development projects.

  As noted under "Market Trends" above, mall redevelopment projects are an emerging trend that is expected to expand during the 6th Cycle in response to the accelerated changes in the way people shop in the wake of the COVID-19 pandemic. To determine the realistic density, the City looked to planned

redevelopment projects, like Main Place Mall in Santa Ana, California, where the recently adopted specific plan includes a phased redevelopment plan in which the parking areas around the Mall would be developed first, as is expected for the Mills sites during the 6th Cycle. The Main Place Mall plan allowed densities up to 90 dwelling units per acre, similar to what will be allowed at the Ontario Mills. The plan for Main Place Mall also estimated a likely density of 39 dwelling units per acre across all sites where residential uses were anticipated. Consistent with this estimation, the City has assumed a realistic density of 40 dwelling units per acres across all sites where residential uses are anticipated. Forty dwelling units per acre is 47.1 percent of the maximum density allowed.

- *Infrastructure Availability.* No Adjustment
  Not applicable, no constraint

- *Environmental Constraints.* No Adjustment
  No known site constraint

Total Capacity Adjustments: (.55)x(.727)x(.471)x(1)x(1)=18.8 percent

- SP (Large outparcels)

Description:

- Size of site: 3 sites, 4 parcels, 41.1 acres

- Allowable density: 25-85 dwelling units per acre

- RHNA affordability: Lower-income (50 percent), Moderate-income (25 percent), Above Moderate-income (25 percent)

- Existing Use: Regal Cinema, Big Box retail and parking area (see Existing Use under "Site Specific Information" above)

- Infrastructure availability: Yes, no constraints

- Environmental constraints: None known

Capacity Factors:

- *Land Use Controls and Site Improvements.* 95 Percent Adjustment
  Upon redevelopment of the sites, it is anticipated that additional acreage will be necessary for drive aisles, sidewalks, and other public areas. Five percent of the land area

was reserved to account for these uses. The total adjustment factor applied is 95 percent.

- *Realistic Residential Capacity.* 42.1 Percent Adjustment

  Revisions to the Specific Plan will allow for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses, consistent with the City's Policy Plan designation. While current trends, market demands and examples of theater redevelopment projects (see "Site Specific Information" above) generally support projects on larger sites that are 85 percent or more residential, the adjustment factor further reduces the anticipated realistic capacity by half again to account for the potential for higher non-residential footprints and phased development over the larger sites. The adjustment factor for realistic residential capacity is 42.1 Percent (.85x.495=.421). This estimate generally reflects the mix of project types, and anticipated timing of development the City anticipates based on recent applications for development of new residential units in areas around the Toyota Arena, and within the Meredith Mixed-Use area, which provide the closest comparison in terms of character of development expected.

- *Typical Densities.* 47.1 Percent Adjustment

  The existing specific plan will be amended to allow residential uses consistent with the proposed Policy Plan designation, as noted under Program 13. The proposed Policy Plan designation allows residential densities between 25 and 85 dwelling units per acre. A realistic density on in the middle of the allowed range, 40 dwelling units per acre, was deemed realistic to determine the total capacity in these areas. It is anticipated that similar densities can be supported on large outparcels as can be achieved in the Mall parking areas (see the typical densities Capacity Factor for the Ontario Mills Mall for additional information). Forty dwelling units per acre is 47.1 percent of the maximum density allowed.

- *Infrastructure Availability.* No Adjustment

  Not applicable, no constraint

- *Environmental Constraints.* No Adjustment

  No known site constraint

Total Capacity Adjustments: (.95)x(.421)x(.471)x(1)x(1)=18.8 percent

- SP (Small outparcels)

Description:

- Size of site: 22 sites, 22 parcels, 31.5 acres
- Allowable density: 25-85 dwelling units per acre
- RHNA affordability: Lower-income (50 percent), Moderate-income (25 percent), Above Moderate-income (25 percent)
- Existing Use: Restaurant/dining, strip retail, standalone retail, automotive services (see Existing Use under "Site Specific Information" above)
- Infrastructure availability: Yes, no constraints
- Environmental constraints: None known

Capacity Factors:

- *Land Use Controls and Site Improvements*. 98 Percent Adjustment

  Upon redevelopment of the sites, it is anticipated that a minimal amount of additional acreage will be necessary for internal circulation and other public areas. These smaller sites are generally served by external, established roadways, so on-site improvements will be minimal. Two percent of the land area was reserved to account for these uses. The total adjustment factor applied is 98 percent.

- *Realistic Residential Capacity*. 40.8 Percent Adjustment

  Revisions to the Specific Plan will allow for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses, consistent with the City's Policy Plan designation. While current trends, market demands generally support projects on smaller lots that are either 100 percent residential or 100 percent commercial. It is not expected that all of the identified sites will transition to residential uses, only that they each have potential to transition. Accordingly, only 40.8 percent of the land area within the smaller outparcels is expected to transition to residential uses during the 6th cycle. Market conditions support the transition of retail sites to residential properties, and other plans for mall redevelopment propose residential uses on a higher portion of the outlying land, so a 40.8 percent transition of identified properties is a conservative estimate intended to account for those likely to transition during the 6th Cycle. The adjustment factor for realistic residential capacity is 40.8 Percent. This estimate generally reflects the mix of project types, and anticipated

timing of development the City anticipates based on proposed retail and mall redevelopment projects outside of the City.

- *Typical Densities.* 47.1 Percent Adjustment

  The existing specific plan will be amended to allow residential uses consistent with the proposed Policy Plan designation, as noted under Program 13. The proposed Policy Plan designation allows residential densities between 25 and 85 dwelling units per acre. A realistic density on in the middle of the allowed range, 40 dwelling units per acre, was deemed realistic to determine the total capacity in these areas. It is anticipated that similar densities can be supported on large outparcels as can be achieved in the Mall parking areas (see the typical densities Capacity Factor for the Ontario Mills Mall for additional information). Forty dwelling units per acre is 47.1 percent of the maximum density allowed.

- *Infrastructure Availability.* No Adjustment

  Not applicable, no constraint

- *Environmental Constraints.* No Adjustment

  No known site constraint

Total Capacity Adjustments: (.98)x(.408)x(.471)x(1)x(1)=18.8 percent

Large Site Development

AB 1397 requires additional justification to include parcels larger than 10 acres in the sites inventory for lower-income housing. The City has included sites larger than 10 acres in the Mills Housing Opportunity Area because of the market trends of retail center redevelopment (see discussion in Ontario Mills Market Trends). The Ontario Mills Mall portion of the California Commerce Center North Specific Plan consists of nine parcels totaling roughly 123 acres (parcels encompassed by Mills Circle roadway). The AMC theater (14.7-acre parcel) is under separate ownership including a large parking field. The other eight parcels are under single ownership (Ontario Mills Limited Partnership), including a 96-acre parcel that contains most of the Mall building and parking fields.

Based on patterns in similar commercial properties that intensified with residential such as the Irvine Spectrum, the property owners will likely first develop one of the parking areas into a medium or large parking structure, which will free up other parking areas for residential development without the concern of losing parking capacity for the existing Mall. A logical option for the parking structure location is close to existing Ontario Mills Transfer Center (along Mills Circle just south of Concours Street), which will also serve future BRT service, and is just over

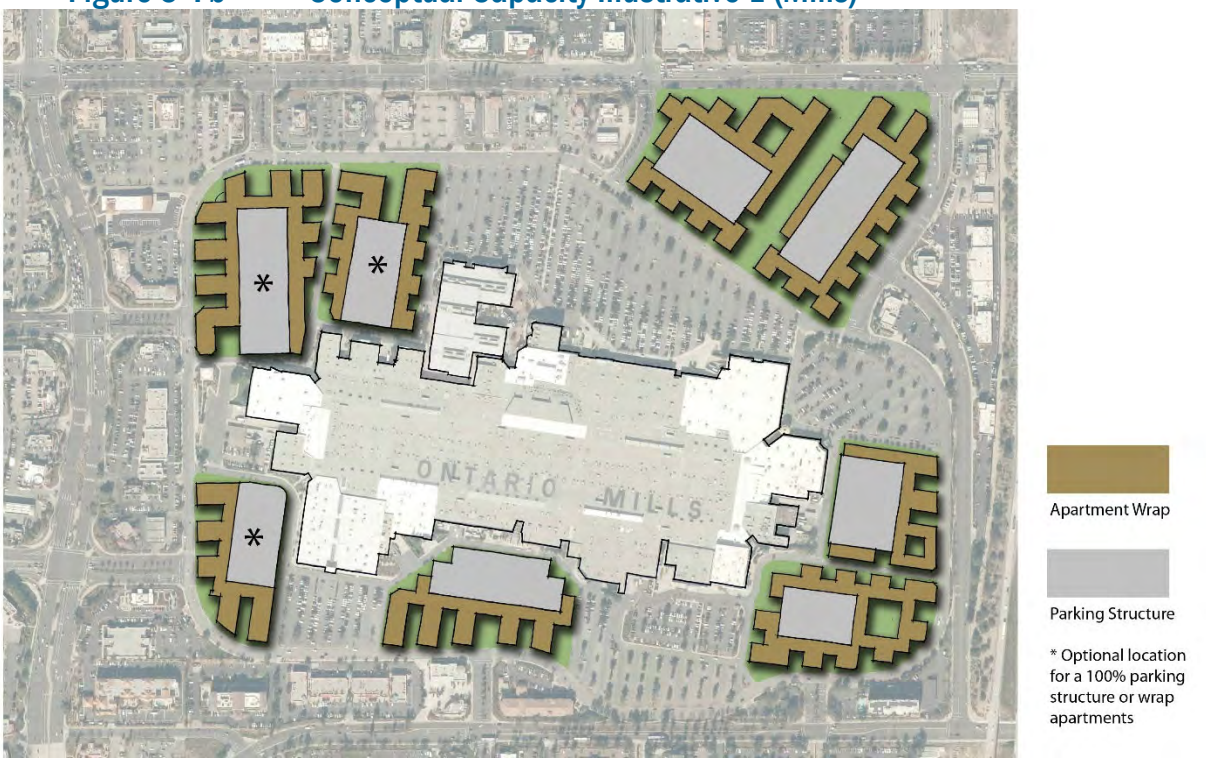
a mile from the current Rancho Cucamonga Metrolink station. A number of other parking fields could then be developed with multistory wrap housing options that could self-park.

Additionally, the 19-acre site to the northeast that currently hosts the IMAX theatre could be intensified independent of or together with the Mall parcels. This parcel is large enough and could accommodate a small parking structure that could serve for the existing use while allowing residential to be constructed concurrently or as a second phase shortly after the parking structure is completed. With multiple points of access and enough space on any side of the existing building, the parcel could accommodate a number of different phasing and development designs. In summary, the entire realistic capacity could be accommodated on the Ontario Mills Mall property and one of the large outparcels.

While there are dozens of ways the Mills Opportunity Area could be designed for residential intensification, Figures 5-7b and 5-7c portray how the area could be intensified through two illustrative concepts of the development capacity and location of new residential (or other uses). The capacity shown in either provides more housing capacity (400-800 more) compared to the 3,128 total in Table 5-11, even without using all of the opportunity sites.

The illustratives in Figures 5-7b and 5-7c are conceptual but were generated with realistic and market-based assumptions: a maximum height of five stories, the need to self-park (at 2 spaces per unit, which is roughly in line compared to current parking standards for multiple-family development --- see Table 4-15), the need for open space, and the desire to have a mix of studio, 1-bedroom, and 2-bedroom units (unit size averages 1,000 square feet in both figures). The illustratives also took into consideration maintaining good access for existing commercial and future housing and preserving viewsheds important to existing commercial properties --- both connected to the Mall and in the surrounding parcels. It is also worth noting that the Opportunity Area contains enough capacity while maintain the existing Mall footprint exactly as is.

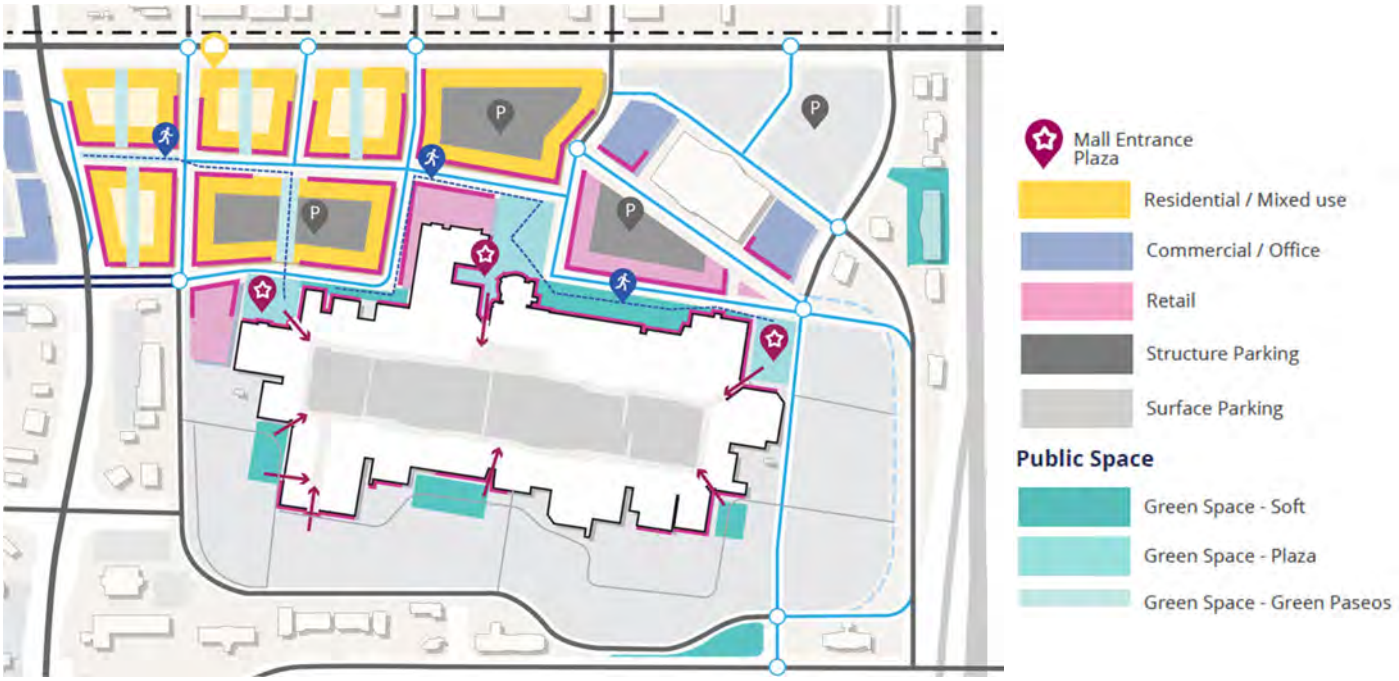
Figure 5-7b Conceptual Capacity Illustrative 1 (Mills)



In this design concept, a parking structure would likely be built as phase 1 (on one of the three sites identified with an asterisk), followed by one or more of the apartment wraps on the Ontario Mills Mall portion of the Opportunity Area as phase 2. The IMAX site could then be built as phase 3, though it also could be built independently and prior to any of the intensification on the Ontario Mills Mall site.

Note that this illustrative is solely shown for the purposes of demonstrating the capacity to intensify by 3,128 residential units and some design options that take into consideration existing and future access, commercial viewsheds, and phasing.

Figure 5-7c Conceptual Capacity Illustrative 2 (Mills)



In this design concept, a parking structure would likely be built as phase 1, shown adjacent to the IMAX property wrapped by retail space that would accommodate the retail uses (on some small outparcels) to be replaced by residential in the northwest part of the Opportunity Area. The residential would then be developed as phase 2 along with additional greenspace around the Mall. Phase 3 could include additional office space drawn by the more urbanized, mixed-use environment.

Note that this illustrative is solely shown for the purposes of demonstrating the capacity to intensify by 3,128 residential units and some design options that take into consideration existing and future access, commercial viewsheds, and phasing.

Units by RHNA Income Category

To further ensure conservative estimates, only half of the final realistic capacity was estimated to have the potential to accommodate lower incomes, as shown in Table 5-12.

Table 5-12
Strategy 5: Units by Income Category

Zoning (after rezoning)	Number of Parcels	Acres*	Units by RHNA Income Category			Final Realistic Capacity (units*)
			Lower (units*)	Moderate (units*)	Above Moderate (units*)	
Opportunity Area: Ontario Center Specific Plan						
Ontario Mills Mall						
SP	9	122.9	983	492	492	**1,967**
Large Outparcels						
SP	4	41.1	329	164	164	**657**
Small Outparcels						
SP	22	31.5	252	126	126	**504**
Total	**35**	**195.5**	**1,564**	**782**	**782**	**3,128**

Source: City of Ontario, 2022.
*Acres and units have been rounded.

Strategy 6: The Ontario Ranch Housing Opportunity Area

Opportunity Areas

The western Ontario Ranch, defined as the area south of Riverside Drive and west of the Cucamonga Channel is largely undeveloped and represents one of the few remaining greenfield opportunities in the Inland Empire. Upon annexation in 1997, the City envisioned the area as an extension of the existing urban fabric. Residential neighborhoods would be balanced by mixed-use, commercial, and public places and organized around a regional-scale park. Twenty-five years later, that vision has begun to take shape with new development east of the Channel. ~~Over the 2021-2029 planning period, development is expected to spread to the western side of the Channel as the infrastructure becomes available. The City's housing strategies for this area promote the creation of mixed-income communities in the western Ontario Ranch and address the development constraints associated with greenfield development.~~

~~Because this area is so large, but sites have many similarities, general information, relevant to all sites outlined in this strategy is provided first, following by site-specific analysis that is divided into four Opportunity Areas according to the City's vision for the future of each area.~~

Over the 2021–2029 period, development is expected to expand from the already-urbanizing areas east of the Cucamonga Channel into the western Ranch as trunk water and sewer infrastructure are extended north from Merrill Avenue and across the Grand Park Corridor, SCE Easement Area, Grove Corridor, Euclid Corridor, Vineyard Corridor/, and Sports Park Opportunity Areas. The City's housing strategy for these

areas uses Policy Plan land use designations and the Affordable Housing (AH) Overlay to set minimum densities of 20 du/ac, raise mixed-use maximums, and apply corridor-specific adjustment factors that tie realistic capacity and affordability mix to infrastructure timing. Because the western Ranch is large and sites share common characteristics, the Housing Element first presents general findings that apply citywide to all Strategy 6 sites (market trends, infrastructure phasing, suitability for lower-income housing, zoning and site size standards, and environmental conditions), then provides site-specific analysis organized into Opportunity Areas: Grand Park Corridor, SCE Easement Area, Grove Corridor, Euclid Corridor, Vineyard Corridor, and Sports Park.

Ontario Ranch Market Trends

The Ontario Ranch has been planned as a new community, providing a mix of new homes, new employment centers, and new retail opportunities linked by a large regional park and a network of smaller, local parks since the area was annexed by the City in 1997. In 2010, the City refined this vision as part of a comprehensive update to the Policy Plan, but the general intent to create a robust, complete community remained unchanged.

In the wake of the Great Recession following the 2010 update to the Policy Plan, the area saw little growth, and the existing agricultural uses continued operation under the City's Agricultural overlay zone, which was intended to allow ongoing agricultural uses until the market was able to support the conversion of properties to residential, retail, and employment uses envisioned to create a complete community. As the homebuilding market recovered, developer interest increased, and the City worked with developers to bring backbone infrastructure to the eastern portions of the Ontario Ranch (areas east of the Cucamonga Channel). The first backbone services were completed in 2014 and expanded from there. Development of residential and industrial uses grew from the available trunk lines, and has rapidly increased at pace with market demand, as discussed under Citywide Market Trends. The sites identified under strategy 6 include those that are closest to expanding infrastructure, and therefore most likely to develop during the 6th cycle, consistent with trends seen on the eastern side of the Ontario Ranch. Sites that are not expected to be served before 2028 have not been included in the sites inventory.

In 2020, it was estimated that 1,292 units were sold in the eastern Ontario Ranch, earning it the distinction of the region's top-selling master-planned community by John Burns Real Estate, and it ranked no. 5 nationally. In 2021, the eastern Ontario Ranch retained the top spot, with an estimated 1,011 units sold. Homebuilders attributed the reduction in units sales between 2020 and 2021 to delays related to the COVID-19 pandemic, and did not expect the trend to continue.

The western Ontario Ranch, is similarly situated to the eastern portions of the Ontario Ranch, but backbone infrastructure has not previously been available. As infrastructure is introduced, beginning in 2022, development in the western Ranch is expected to follow a similar trajectory to that of the eastern areas with aggressive development of residential areas to meet market demands.

Reflective of the increasing demand for new homes, developers throughout the eastern Ontario Ranch have approached the City to increase the densities allowed throughout the area. The City has not received any requests to reduce the number of units that could be built.

While the eastern Ranch does not include housing affordable to lower-income households, master-planned communities outside of the city incorporated lower-income housing, demonstrating that new communities, such as those envisioned for the Opportunity Areas grouped under Strategy 6 are able to support housing affordable to lower-income households. The ~~Great~~Grand Park Neighborhoods in Irvine, CA, for example, facilitated the development of several different affordable housing projects at a range of densities including, Montaira senior apartments, which were completed in 2020 and built at a density of 32 dwelling units per acre, and Luminaira and Espaira at Parasol Park, which were built on a 10.7 acre site that was divided to create two 5.35 acre-sites and completed in 2017.

Suitability of Sites

Infrastructure Availability

Backbone infrastructure serving the area west of the Channel is under construction and planned. ~~In~~ Since 2020 ~~and 2021~~, several large industrial projects ~~were approved, and additional projects are under review~~ along the city's southern border between Merrill and Eucalyptus Avenues have been built, ~~. These projects are~~ bringing water and sewer infrastructure to this portion of the city. The initial trunk line, ~~expected to develop in 2022, will~~ traveling along Merrill Avenue between Euclid and ~~Walker~~ Baker Avenues~~.~~, was completed in 2022. Additional mains extending from Merrill Avenue north to Eucalyptus Avenue and along Euclid Avenue, Sultana Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, and Baker Avenue have also been completed. In addition, portions of mains along Eucalyptus Ave have been installed, and additional extensions north to Edison and Schaefer are planned. Development interest remains strong, and additional facilities north of Scheafer Avenue are feasible by 2028.

New mains along Eucalyptus Avenue between Vineyard Avenue and the Cucamonga Channel have also been installed. These feed into a sewer main on Carpenter Avenue and connect to a new main along Vineyard Avenue (between Eucalyptus Avenue and Riverside Drive) that is under

construction and will be completed in 2026. It is anticipated that expansion of sewer service between the Cucamonga Creek and Walker Avenue is feasible by 2027. ~~From there, additional sewer lines are planned to extend north along Euclid, Bon View, Grove, and Walker Avenues, with the southern-most sites expected to be first served.~~

Extension of the City's backbone water infrastructure is also planned throughout the western part of the Ranch ~~in conjunction with the approved industrial projects~~. Water lines~~, with an anticipated installation date of 2022, will~~ serving~~e~~ the ~~approved~~ industrial projects have already been installed, and ~~introduce~~ additional backbone infrastructure throughout the area west of the Channel is expanding. While water lines will be installed more extensively throughout the area, service has followed and is generally anticipated to continue following the extension of the sewer lines, as the backbone sewer infrastructure is more complicated and costly to install.

Similarly, new roadways, recycled water lines, storm drains, and dry utilities have already been installed in several areas and are expected to continue to expand ~~at pace~~ with the sewer infrastructure as new development is established.

The sites selected and assumptions applied were developed after discussions with the Ontario Metropolitan Utilities Company (OMUC), taking into consideration the cost and phasing needed to ensure that housing could be developed and served by infrastructure during the 2021-2029 planning period. The following timeline for infrastructure availability was determined possible, given current plans, the rate of development on the eastern side of the Ontario Ranch, where infrastructure was introduced during the 5th housing cycle, ~~as well as~~and the rate of development and level of interest in developing the western side of Ontario Ranch. Infrastructure phasing is generally expected to expand from the Merrill Avenue and Vineyard Avenue trunk lines ~~north~~ as follows:

- **2026 AREA 1:** East of Walker (served by Vineyard Avenue sewer main)
- **2026-2027 AREA 2:** West of Walker / South of Schaefer
- **2027 AREA 3:** West of Walker / Schaefer Avenue to the northern most SCE easement.
- **2027-2028 AREA 4:** West of Walker / The northern-most SCE easement to Chino Ave
- **2028 AREA 5:** West of Walker / Chino Avenue to Riverside Drive

The City's housing strategy accounts for the need to extend infrastructure throughout the area by applying an adjustment factor based on the

~~distance of sites from the initial trunk line and~~ estimated timeline for infrastructure availability. The applicable adjustment factors for each Opportunity Area are detailed under the "Realistic Capacity" section.

RHNA Income Category

The Ontario Ranch Area was determined to be suitable for lower-income households based on proximity to transit, access to existing and planned jobs and amenities, access to grocery stores, proximity to available infrastructure and utilities, and because there are no known requirements for environmental mitigation:

- Proximity to transit.
    - ~~Great~~Grand Park Corridor and SCE Easement Area. ~~–~~The Grand Park Corridor was identified for higher-density housing development because of its proximity to planned open space, which furthers the City's fair housing goals, and because SBCTA has plans to expand a BRT route along Edison Avenue/Ontario Ranch Road. There are no existing bus stops in this area because current uses are primarily agricultural, and there are not currently enough residents, jobs, or leisure activities to entice riders to exit or alight in this area. While locations for future BRT stops will be determined according to how development transpires, with stops near centers of population, commerce, or recreation, rapid transit stops are typically one-half mile to one mile apart. The City currently envisions (subject to coordination with SBCTA) future transit stops at Euclid, Bon View, Grove, Walker, and Vineyard Avenues, each approximately half a mile apart. In that case, roughly 55 percent of the land area identified in the combined Grand Park Corridor and SCE Easement Strategy 6 Opportunity Area will be within a 5-minute walk of a BRT; nearly 100 percent of the sites will fall within a 10-minute walk of the same BRT stops. The SCE Easement Area~~,~~ ~~located~~ immediately north of Merrill Avenue and beneath the Southern California Edison transmission corridor~~,~~ is therefore planned to benefit from the same future BRT service, with adjoining parcels providing opportunities for new housing integrated with trails, open space, and supporting service uses.~~The Great Park Corridor was identified for higher-density housing development because of its proximity to planned open space, which furthers the City's fair housing goals, and because SBCTA has plans to expand a BRT route along Edison Avenue/Ontario Ranch Road. There are no existing bus stops in this area because current uses are primarily agricultural, and there are not currently enough residents, jobs, or leisure activities to entice riders to exit or~~

~~alight in this area. While locations for future BRT stops will be determined according to how development occurs, with stops near centers of population, commerce, or recreation, rapid transit stops are typically located one-half mile to one mile apart. The City currently envisions (subject to coordination with SBCTA) future transit stops placed at Euclid, Bon View, Grove, Walker, and Vineyard Avenues, each approximately half a mile apart. In that case, roughly 55 percent of the land area identified in the Great Park Corridor Opportunity Area will be within a 5-minute walk of a BRT; nearly 100 percent of the sites will fall within a 10-minute walk of the same BRT stops.~~

- Vineyard, Sports Park, and Grove Corridors~~Grove Corridor~~. The sites along the Grove Corridor, together with the Vineyard Corridor and Sports Park Opportunity Area, were identified for higher-density housing development for several reasons, including planning objectives like activating the street and enhancing transit options, development potential, and infrastructure availability. Bringing a higher concentration of mixed-income residents to these corridors will create energy on the street, distinguish Grove Avenue and Vineyard Avenue as important community connectors, and surround the planned community sports park with new neighborhoods. The influx of new residents will also make these corridors prime candidates for expanded bus and higher-frequency transit service, improving options for residents and strengthening connections between north and south Ontario. Consistent with Mobility Element Policy M-3.1 (Transit Partners), the City will maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available, cost-efficient, and convenient in housing element strategy areas where sites suitable for lower-income housing development have been identified in the sites inventory.~~The sites along the Grove Corridor were identified for higher-density housing development for several reasons, including planning objectives like activating the street and enhancing transit options, development potential, and infrastructure availability. Bringing a higher concentration of mixed-income residents to the corridor will create energy on the street, distinguishing Grove Avenue as an important community connector. The influx of new residents will also make the corridor a prime candidate for expanded bus service, improving transit options for residents and strengthening the connection between north and south Ontario.~~

- ~~Euclid Corridor. SBCTA has plans to expand a BRT route along Euclid Avenue. While potential BRT stops have not yet been identified, because most of the identified sites are undeveloped, rapid transit stops are typically one-half mile to one mile apart. If future transit stops are placed at Riverside Drive, and halfway between Chino and Schaefer Avenues approximately three-quarters of a mile apart, 54 percent of the land area identified in the Euclid Corridor Opportunity Area will be within a 5-minute walk of a BRT; nearly 100 percent of the sites will fall within a 10-minute walk of the same BRT stops.~~

- *Access to planned jobs.* Between Merrill Avenue and Eucalyptus Avenue, several large industrial and logistics projects have been approved by the City. These projects will brings thousands of jobs to the western Ontario Ranch, and are within a transit or bike ride from most of the sites identified in Opportunity Areas grouped under this Strategy. In addition to these approved employment generators, the mixed-use areas within the ~~Great~~Grand Park Corridor are envisioned as employment hubs for the western Ontario Ranch. By 2050, the City projects there could be as many as 8,000 new jobs accommodated in the portions of these areas reserved for nonresidential uses, as described under the Realistic Capacity Adjustment Factors for Mixed-Use ~~Great~~Grand Park (MU-GP)~~ and Mixed-Use Eucalyptus / Chino Airport (MU-EU)~~. These new jobs would be within walking distance of many ~~of the sites identified in the Great~~Grand Park Corridor~~,~~ and SCE Easement Area sites and within ~~an easy~~a transit ride or bike ~~ride~~trip of all ~~sites~~Opportunity Areas grouped under this s~~S~~trategy, providing lower-income households with convenient access to a wide range of employment opportunities.

- *Planned ~~to~~ infrastructure and utilities.* As noted under Infrastructure Availability, infrastructure in this area is planned and expected to expand during the 6th cycle, making development feasible for the first time. The timing for the expansion of services is reflected in ~~the~~ how the realistic capacity is divided between RHNA affordability levels on each site.

  The percent of the realistic capacity estimated as suitable for lower-income units is directly related to the anticipated timing for infrastructure expansion. The percentage of capacity identified as suitable to accommodate lower-income housing decreases on sites farther away from Merrill Avenue, the southern-most street in the western Ontario Ranch~~, where the initial sewer trunk line is anticipated to complete construction in 2022 (see Infrastructure Availability for more details).~~. Sites closest to Merrill Avenue ~~are~~

reflect a mix of affordability in line with the City's policy promoting mixed-income communities, while sites farther north anticipate that an increasing amount of above-moderate housing will help to offset the costs associated with infrastructure expansion. The realistic capacity is divided by affordability level as follows:

Opportunity Area/ Subarea	Projected Infrastructure Availability	Lower *(percent of realistic capacity)*	Moderate *(percent of realistic capacity)*	Above Moderate *(percent of realistic capacity)*
Grand Park				
• **Area 2:** West of Walker / South of Schaefer Ave (All Sites)	2026-2027	50%	25%	25%
Grove Corridor				
• **Area 2**: West of Walker / South of Schaefer Ave	2026-2027	50%	25%	25%
• **Area 3**: West of Walker / Between Schaefer Ave & north SCE Easement	2027	40%	0%	60%
• **Area 4**: West of Walker / Between north SCE Easement & Chino Ave	2027-2028	35%	0%	65%
• **Area 5**: West of Walker / North of Chino Ave	2028	25%	0%	75%
Euclid Corridor				
• **Area 4:** West of Walker / Shaefer Ave to Chino Ave	2027-2028	35%	0%	65%
• **Area 5**: West of Walker / North of Chino Ave	2028	25%	0%	75%
Vineyard Corridor				
• **Area 1**: East of Walker (All Sites)	2026	50%	25%	25%
SCE Easement				
• **Area 2:** West of Walker / South of Schaefer Ave (All Sites)	2026-2027	50%	25%	25%
Sports Park				
• **Area 1**: East of Walker (All Sites)	2026	50%	25%	25%

- ~~GreatGrand Park Corridor~~
  - ~~South of SCE easement *(Infrastructure in 1-3 years)*~~
    ~~Lower income (50 percent), Moderate income (25 percent), Above moderate income (25 percent)~~
  - ~~North of SCE easement *(Infrastructure in 3-5 years)*~~
    ~~Lower income (40 percent), Above moderate income (60 percent)~~
- ~~SCE Easement Area~~
  ~~Whole area (infrastructure in 1-3 years, immediately north of Merrill Avenue)~~
- ~~Grove Corridor~~
  - ~~South of Schaefer Avenue *(Infrastructure in 3-5 years)*~~
    ~~Lower income (40 percent), Above moderate income (60 percent)~~

- ~~North of Schaefer Avenue *(Infrastructure in 4-6 years)*~~
  ~~Lower-income (25 percent), Above moderate-income (75 percent)~~

- ~~Euclid Corridor~~
  - ~~South of Schaefer Avenue *(Infrastructure in 3-5 years)*~~
    ~~Lower-income (40 percent), Above moderate-income (60 percent)~~
  - ~~North of Schaefer Avenue *(Infrastructure in 4-6 years)*~~
    ~~Lower-income (25 percent), Above moderate-income (75 percent)~~
- ~~Vineyard Corridor/ Armstrong Ranch Specific Plan~~
  - ~~Whole Area (*Infrastructure in 4-6 years*)~~
    ~~Lower-income (25 percent), Above moderate-income (75 percent)~~

- ~~Sports Park~~

  ~~Whole area (infrastructure in 4-6 years, concurrent with later phases of backbone extensions serving northern western Ontario Ranch)~~

These assumptions, as well as the units associated with each income category, ~~is~~ are detailed under Units by RHNA Income Category.

- *Environmental mitigation.*

  - Grove Corridor. As noted under Environmental Constraints, there are no known natural or man-made environmental development concerns that would require mitigation.

  - SCE Easement Area. As noted under Environmental Constraints, there are no known natural or man-made environmental development concerns that would require mitigation.

  - Euclid Corridor. As noted under Environmental Constraints, there are no known natural or man-made environmental development concerns that would require mitigation.

  - Vineyard Corridor~~/ Armstrong Ranch Specific Plan~~. As noted under Environmental Constraints, there are no known natural or man-made environmental development concerns that would require mitigation.

- Sports Park Area. As noted under Environmental Constraints, there are no known natural or man-made environmental development concerns that would require mitigation.

Environmental Constraints

The sites identified in this portion of the city have no topographical, slope, flood, or fire hazards. Portions of approximately ~~26~~ 7 parcels ~~-~~in the ~~Great~~Grand Park Corridor are estimated to have ground water levels that could make the area vulnerable to liquefaction. This is determined based on the historic presence of artesian wells on these sites, and it does not indicate a known impediment to development, only a potential vulnerability that must be analyzed through geotechnical evaluation of individual sites at the time of development. The City is currently working on several infrastructure projects within area identified, including the development of Merrill and Eucalyptus Avenue as well as the establishment of the sewer trunk line along Merrill Avenue. As part of the planning process for these improvements the City conducted geotechnical analysis, and the City's Engineering department confirmed that there are no known liquefaction issues that would limit development or increase the cost of development in these areas.

All projects in the City are required to meet building code ~~the~~ standards ~~of the Uniform Building Code~~, which include~~s~~ provisions to ensure new development ~~-~~projects are built to established safety standards.

Analysis of sites to accommodate lower-income RHNA

All Sites

The following analysis of zoning and size of sites is applicable to all Opportunity Areas grouped under this strategy.

- Inclusion in Previous Housing Element

  No parcels within Opportunity Areas grouped under Strategy 6 were included in prior housing elements as suitable for lower-income units~~-~~.

- Zoning

  The Strategy 6 Opportunity Areas in western Ontario Ranch are zoned SP-AG-AH, replacing the prior SP-AG zoning and applying the Affordable Housing Overlay across all identified parcels. The Agriculture Overlay continues to allow existing agricultural uses to operate on an interim basis until development consistent with the Policy Plan and SP-AG-AH zoning is ready to proceed~~The current zoning throughout the area west of the Channel is Specific Plan with an Agriculture Overlay (SP-AG)~~.

~~The Agriculture Overlay District allows for existing agricultural uses to continue operation on an interim basis until development, consistent with the Policy Plan and zoning district, is slated to occur.~~

The SP district is intended to accommodate the adoption of specific plans that are consistent with the Policy Plan, but the zoning district does not set any density or intensity standards when no specific plan exists. With a few exceptions, most parcels in this part of the city are not yet affected by an existing specific plan. However, the Policy Plan specifies land uses and densities throughout the city, including the western Ontario Ranch. Because both the City development code and state law require consistency between the City's Policy Plan and zoning, any proposed specific plan must be consistent with the Policy Plan land uses. Therefore, the City's housing strategies use Policy Plan land use categories, including density standards, to estimate the development capacity and affordability potential for sites throughout this portion of the city.

To implement the City's policy of creating new mixed-income communities and integrating affordable housing into new development, the SP-AG-AH Affordable Housing Overlay (described in Program 13) has been applied to all parcels in the Strategy 6 Opportunity Areas as the City has completed this rezone. The overlay: ~~The City's strategy for this reflects the City's policy promoting the creation of new mixed-income communities and the integration of affordable housing with new development. To further encourage mixed-income development and affordable housing, the City will create an Affordable Housing Overlay (AH) Zone. The overlay, described in Program 13, will be applied to all parcels identified in Strategy 6 Opportunity Areas. The AH overlay zone will:~~

- Establishes a minimum density of 20 dwelling units per acre,
- Provides incentives to develop two tiers of affordable housing.
    - *Tier 1.* The first tier ~~would~~ applies~~y~~ to housing projects with at least 20% of units affordable to lower incomes. Projects in this tier are ~~would~~ no longer ~~be are~~ required to develop a new specific plan under the AH Overlay. Instead, the developer could apply the development standards for a zone that implements the current or proposed Policy Plan designation.

- *Tier 2*. The second tier ~~would~~ applies~~y~~ to projects where at least 25 percent of the proposed units are affordable to lower-income households. Tier 2 projects ~~would~~ are ~~be~~ subject to the same provisions as Tier 1, but the overlay ~~would~~ increases the maximum density for parcels with a Policy Plan designation of Medium-Density Residential (MDR) from 25 to 30 dwelling units per acre. The higher density allowed ~~would~~ effectively increases the base density of the designation and is ~~would be~~ applied prior to any state density bonus provisions.

~~With these changes, any site in the Affordable Housing Overlay District with a Policy Plan designation of MDR or Mixed-Use, the Policy Plan designations that allow at least 30 dwelling units per acre (including MDR, as revised) will satisfy the default density requirements and be considered suitable for the development of lower-income housing.~~

- Size of Sites

  - Small Sites. Parcels smaller than half an acre are excluded without adding further justification that would otherwise be required by state law enacted through AB1397. Such small sites are insignificant in terms of number (of parcels) and total acreage. All such parcels are only excluded due to size, and none of the parcels would inhibit the development of any parcels listed in the inventory (most are owned by the same owners and would be developed along with larger adjacent parcels).

  - Large Sites. AB1397 requires additional justification to include parcels larger than 10 acres in the sites inventory for lower-income housing. The City has included sites larger than 10 acres in the western Ontario Ranch because Ontario has ample recent evidence of large greenfield sites developing as housing. Areas east of the Channel had nearly identical parcel patterns to those in this area. Many properties to the east have already been subdivided and developed as housing, and the undeveloped land east of the Channel is expected to develop likewise. Other large urban greenfield projects, such as Irvine's Great Park neighborhood, reflect the same pattern of subdividing larger parcels to create mixed-income communities. Several of the communities in Irvine's Great Park neighborhood include multifamily affordable housing, indicating that this process can produce opportunities for lower-income housing. The Affordable Housing Overlay District that ~~will be~~is applied to all parcels in the Opportunity

Area (Program 13) also provides incentives to promote housing affordable to lower-income households.

The City also reached out to National Core, an affordable housing developer with experience in Ontario and the Inland subregion to discuss developing affordable housing on sites such as the retail and theater outparcels that are larger than 10 acres. National Core indicated that larger parcels, such as these, allow for lower densities (avoiding higher construction costs) and can accommodate a greater number of units that can be more efficient to operate. Larger projects, if they can be done over multiple phases, can also be easier to finance and construct. In support of these points, they provided two examples of affordable housing projects they developed on larger sites:

- Crestview Terrace (formerly Waterman Gardens in San Bernardino): A 184-unit affordable project, completed in 2021 that involved a group of large parcels, including a 23-acre parcel and three other parcels, for an overall project site size of total of just over 37 acres. Crestview Terrace developed within the Waterman + Baseline Neighborhood Specific Plan. Importantly, the developer of the Crestview Terrace development did not control the majority of property in the specific plan area.

- Mission Cove (in Oceanside): A multi-phase mixed-use project with 288 affordable units and 10,500 square feet of retail space on a 14.5-acre parcel. The final phase was completed in 2018.

These projects indicate that larger sites can provide efficiencies of scale for affordable housing development. Crestview Terrace shows that projects as large as 37 acres and parcels larger than 20 acres in size can facilitate the development of affordable housing. ~~The largest site within the 4 Opportunity Areas grouped under this strategy is 36.5 acres. The second-largest site is 26.7 acres. Because the largest sites in this area are similar in size to those that comprised the Crestview Terrace affordable housing project, the larger sites in this area are suitable for the development of affordable housing.~~

- While the above example (Crestview Terrace) illustrates how the affordable housing capacity could be realized through a specific plan, other mechanism could also lead to affordable housing. For example, consistent with the Affordable Housing Overlay District, the property owner of the large site could

choose to develop the entire site or a portion for affordable housing. Affordable housing projects tend to be larger than 50 units (enough to justify onsite property management) at densities between 20 and 30 units per acre, but projects with more units and higher densities are not uncommon. Several other affordable housing developers (e.g., Related, Meta, AMCAL, and Jamboree Housing) with experience in Ontario and/or San Bernardino County frequently produce affordable housing projects with 100 to 200 units on sites between 5 and 15 acres (e.g., Paseo Verde by Related in Fontana with 142 units on 14.8 acres). Projects like Mission Cove represent the upper end of the spectrum in Southern California as of now, although much larger projects, such as the 382-unit Weingart Center Towers in Los Angeles~~, are underway.~~ .

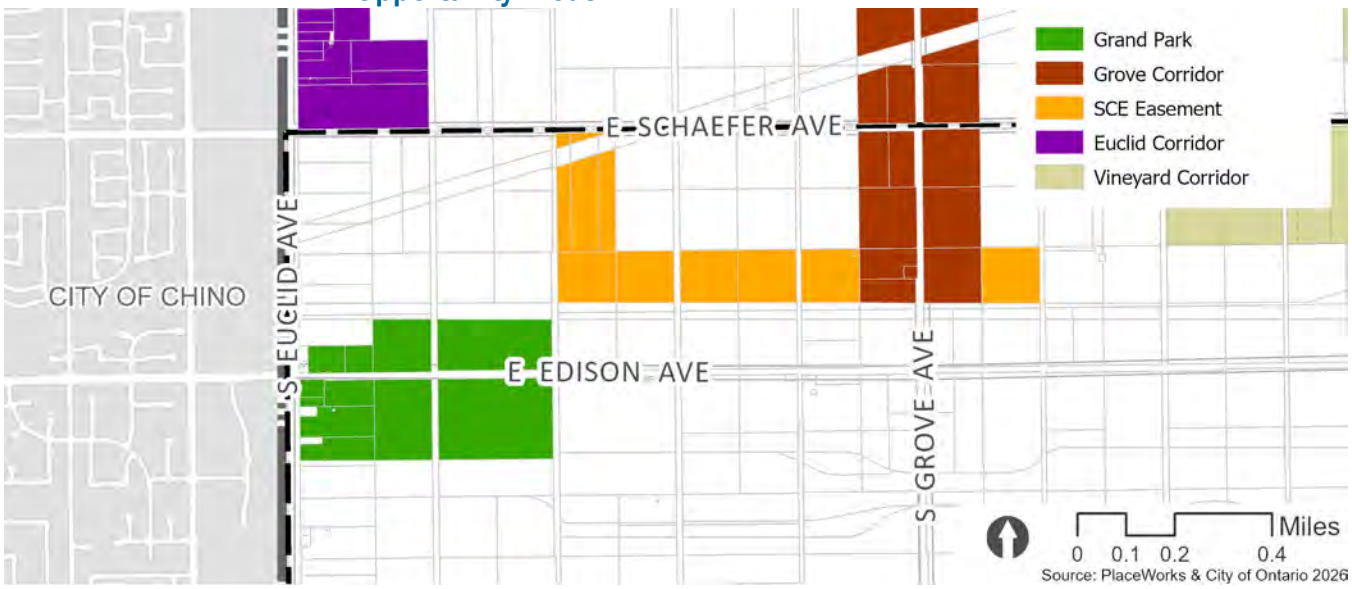
Developers of large parcels more frequently subdivide and sell off part of the property to an affordable housing developer, although they still design the overall area together as a single project to ensure continuity. ~~Of t~~The ~~seven~~three parcels larger than 10 acres in the ~~Great~~Grand Park Corridor~~, three are 16 acres and another is 18~~range from 12 to 25 acres. These parcels may not require subdivision (as they are close in size to the parcels used in larger affordable housing projects built in the area), but could easily be subdivided with a parcel between 5 and 9 acres. At 25 units per acre, such parcels could support 125 to 225 units, but higher density is allowed and is even likely given the City's flexibility in averaging the density over a larger project area. Densities above 25 units per acre would either require less land or permit larger projects. Accordingly, while the City's sites inventory assumes a 50% capacity for lower income housing on these sites, it is likely that only one-quarter of the land would be required to attain the same capacity figure. Through Program 16, the City will encourage and facilitate such subdivisions or lot line adjustments by waiving fees when a project commits to including affordable housing consistent with the Affordable Housing Overlay.

~~Great~~Grand Park Corridor

Envisioned as the organizing element for new development and imagined as a focal point for the region, the Ontario ~~Great~~Grand Park is planned to encompass approximately 340 acres between Campus and Haven Avenues, with its western leg terminating in the ~~Great~~Grand Park Corridor Housing Opportunity Area. Sites that comprise the ~~Great~~Grand Park Corridor Opportunity Area were identified based on proximity to open space and transit, potential for redevelopment, and infrastructure

availability. The sites identified in this area are shown in Figure 5-8 and described in the text that follows.

Figure 5-8 Grand Park Corridor and SCE Easement Housing Opportunity Areas



- Zoning – ~~Great~~Grand Park Corridor

  As described under zoning for all sites, properties in this area were previously zoned SP-AG with no adopted specific plan; these sites have now been rezoned to SP-AG-AH and are included in the Affordable Housing Overlay District described in Program 13.~~As described under Zoning for all sites, the sites in this area are currently zoned SP-AG, but no specific plan has been adopted, and they will be rezoned to SP-AG-AH for inclusion in the Affordable Housing Overlay District described under Program 13.~~ The Overlay ~~will~~ established a minimum density of 20 du/ac, and allow the Policy Plan designation to govern the maximum densities for each site. The Agriculture Overlay District will remain in place until the parcel is ready for development consistent with the Policy Plan and Affordable Housing Overlay District. Property owners and developers alike have expressed interest in redeveloping this area, so existing agricultural operations are not expected to limit development potential.

  - Consistent with Program 13, the City ~~has~~ updated Policy Plan land uses in this area so that all Grand Park Corridor sites carry a mixed-use designation. All Grand Park Corridor parcels are designated for mixed-use development and zoned SP-AG-AH, with the Affordable Housing Overlay allowing qualifying projects to develop

without a Specific Plan and at residential densities between 20 and 65 dwelling units per acre.~~The City is also proposing to update its Policy Plan land uses as described in Program 13. Sites in this area would have Policy Plan designations of Medium Density Residential (MDR) and Mixed-Use (MU). MDR will allow a range of 20-30 du/ac for projects with at least 25 percent of units affordable to lower incomes, and a range of 20-25 du/ac for all other projects. Two different MU areas are proposed in this opportunity area, Mixed-Use Eucalyptus/Chino Airport (MU-EU) allowing 20-45 du/ac and Mixed-Use Great Park (MU-GP) 20-65 du/ac respectively. With the Policy Plan and zoning changes noted in Program 13, all sites identified support densities necessary to facilitate lower- and moderate-income housing development.~~

- Size of Sites – ~~Great~~Grand Park Corridor

  ~~Ten of the~~Three parcels identified in this corridor ~~area~~ (~~183.4~~53.4 acres) are larger than 10 acres,. As discussed ~~at~~ under Size of Sites for all sites, large sites in the Ontario Ranch provide ~~unique opportunities for~~ the scale needed to master plan mixed-use neighborhoods, phase development~~ of affordable~~, and reserve portions of each site for lower-income, ~~housing projects and are considered feasible and realistic.~~ while still achieving efficient site design.~~-~~ As discussed at Size of Sites for all sites, parcels smaller than 0.5 acres have been excluded from the land inventory, but are not expected to impede development on adjacent sites in any way.

- Existing Use~~The majority of these~~

  Most Grand Park Corridor sites continue to house the agricultural operations ~~(67~~5 parcels, ~~561.7~~67.5 acres), but many sites have already begun to transition to interim uses such as truck parking and recreational vehicle storage ~~open storage~~ (~~6~~-4 parcels, ~~19.9~~10.6 acres)~~,~~ and services catering~~s~~ to the logistics industry, such as a ~~truck wash~~convenience store ~~-~~(~~2~~-1 parcel~~s~~, ~~9.25~~1.2 acres). Finally, ~~2~~-1 parcel~~s~~ ~~are~~ is vacant (~~9.7~~-2.7acres) where prior agricultural activity has ceased and fields have been cleared in anticipation of future development.

  On the parcels currently used for agricultural operations, there are approximately ~~28~~-7 existing farm homes that were built in conjunction with other agricultural structures.~~ spread across the 600 acres.~~

These aging farmhouses are largely vacant or owner-occupied. These homes do not provide established affordable housing, and they are not currently occupied by lower-income households, as shown on Figure 3-14, the median income in this area is among the highest in the City with incomes between $87,100 and $125,000 annually. Further, development of the identified sites would only occur after the land was voluntarily vacated and sold or redeveloped. As seen in areas that have recently developed to the east of the Cucamonga Channels, owners who opt to sell or redevelop their properties typically see very large profits and would be able to secure market-rate replacement housing without assistance. The ~~28~~6 existing homes are projected to be replaced by more than ~~13,000~~1,600 homes (~~more than~~approximately ~~465~~ 266 times the current stock).

Due to the extremely low density of housing and the nature of development anticipated, the existing residential uses are not expected to impede development potential. Land with very similar conditions to the sites identified in this area has recently developed on the eastern side of the Cucamonga Channel, forming new residential neighborhoods. The same trend is expected to continue westward as infrastructure expands.

No other existing uses are expected to impede development.

- Availability of Sites

The City has planned to phase out agricultural uses in this area since annexation in 1997, but insufficient infrastructure limited what could be achieved.

As ~~previously~~ described under ~~infrastructure availability,~~ ~~a~~Infrastructure Availability, the backbone sewer trunk line and associated water lines ~~are expected to be completed in 2022. All but one parcel in this opportunity area is located between~~ serving western Ontario Ranch ~~are planned for completion~~have been installed along Merrill Avenue, with extensions north to Eucalyptus Avenue. Further expansion north ~~over~~ is planned over the second half of the planning period. ~~Nearly a~~All Grand Park Corridor parcels are ~~located~~ west of Walker Avenue and south of ~~the southern most Southern California Electric~~Edison ~~(SCE) easement~~Schaefer Avenue (Area 2),~~, where infrastructure could expand in 1 and are expected~~ where infrastructure is feasible in 2026~~-~~ or 2027. ~~to receive full sewer and water service within approximately one to 3~~three ~~years. The parcel north of the SCE easement is expected to have access to infrastructure in 3-5 years.~~

~~ after the Merrill trunk is in place.~~ As backbone infrastructure becomes available, development is likely to occur rapidly, as seen in recent years on the eastern side of the Channel. This assertion is informed by conversations with property owners, an on-going dialogue with home building advocacy groups, and regular inquiries from developers interested in this area of the City.

- Feasibility of Development

As described under Strategy 6 Market Trends, the recent development activity in the eastern Ontario Ranch reflects the pattern of development that is expected to occur in the western Ontario Ranch once the infrastructure is in place.

The anticipated timing of infrastructure expansion paired with high interest of both developers and property owners in redeveloping this area as discussed under Suitability of Sites and Availability of Sites, indicates that development is not only feasible, but very likely to occur once infrastructure is available.

Strategy 6 Market Trends illuminates the aggressive development climate that has already manifested in the eastern side of the Ontario Ranch and references other new communities that included affordable housing. The discussion of Size of Sites for all sites also provides examples of affordable housing projects that have developed on larger greenfield sites. Together, these illustrate that the sites within this opportunity are suitable for lower-income housing.

The identified sites have also been carefully reviewed to eliminate those areas where housing development is not suitable, and to reduce the number of units that were considered suitable for lower-income households in areas where costs, such as infrastructure expansion fees are anticipated.

~~*A total of 77 parcels (600.6 acres) are identified as suitable for housing development. Areas that fall within Chino Airport safety zones 1-4, where residential development is limited, have been excluded. Parcels where the property owner or developer has already approached the City with development proposals have also been excluded. Finally, parcels with multiple Policy Plan land use designations have been divided, so only acreage associated with those portions of the parcel deemed suitable for*~~

SCE Easement Area

The SCE Easement Housing Opportunity Area consists of mixed-use and residential parcels adjacent to an east-west Southern California Edison (SCE) transmission corridor in western Ontario Ranch. While the transmission easement itself will remain a utility and open-space use, adjoining parcels provide opportunities for new housing integrated with trails, open space, and supporting service uses.

- Zoning – SCE Easement Area

  Within the SCE Easement Area, 12 parcels totaling 66 acres are zoned SP-AG-AH, with a policy plan designation of MDR. These parcels allow a minimum residential density of 20 du/ac and a maximum density of 30 du/ac if benefits of the affordable housing overlay are exercised, yielding a theoretical capacity of 1,977. The adjustment factor of 0.73 results in a final realistic capacity of 1,450 units for the SCE Easement Area. Projects that include affordable housing are exempt from specific plan requirements, consistent with the provisions of the Affordable Housing overlay.

- Size of Sites – SCE Easement Area

  No sites in this opportunity area are smaller than 0.5 acres or larger than 10 acres.

- Existing Use

  There are 12 parcels covering approximately 66 acres in this area. Agricultural uses, particularly large dairy operations, cover about 46 acres (6 parcels), including a single existing dwelling unit associated with the dairy. Two parcels, covering roughly 8.5 acres, are used for truck parking, two parcels, covering about 10.3 acres, are used for water-storage, and two parcels, covering approximately 1 acre, are vacant.

  Because of the extremely low density of housing and the anticipated type of development, the existing uses are not expected to impede development potential. Land with very similar conditions to the sites identified in this area has recently developed on the eastern side of the Cucamonga Channel, forming new residential neighborhoods. The same trend is expected to continue in this area as infrastructure expands.

  No existing uses are expected to impede development of housing.

- Availability of Sites

  The City has long anticipated transitioning this area from agricultural and utility-compatible uses to urban development as backbone infrastructure extends westward, and the SCE Easement Area has been included in that phasing strategy. As described under Infrastructure Availability, new sewer and water infrastructure along Merrill Avenue and connecting north–south corridors will serve the SCE Easement Area over the first half of the planning period, opening these portions of the parcels for development. Once backbone infrastructure is available, the City

expects rapid interest in subdividing and developing these sites, consistent with the pattern already observed in nearby parts of Ontario Ranch and supported by inquiries from developers and property owners.

- Feasibility of Development – SCE Easement Area

  As described under Strategy 6 Market Trends, recent development activity in eastern Ontario Ranch demonstrates the strong market for new residential neighborhoods and mixed-income projects once infrastructure is available, even on sites with physical constraints such as flood channels or utility corridors. The SCE Easement Area shares similar market conditions and policy support, and the combination of updated zoning (SP-AG-AH), appropriate Policy Plan designations (MDR and MU), and the City's programs to facilitate affordable housing demonstrates that development here is feasible and likely to occur during the planning period.

Grove Corridor

The Grove Corridor Opportunity Area extends along Grove Avenue north from ~~the Great Park Corridor Opportunity Area~~Edison Avenue to ~~and terminating at~~ Riverside Drive. The corridor provides a vital connection between southern Ontario and the city's existing urban fabric. This area is envisioned as a mixed-income residential district with a mixed-use activity node at Chino Avenue and a new community park near Riverside Drive. The sites along the Grove Corridor were identified for higher-density housing development for several reasons, including planning objectives like activating the street and enhancing transit options, development potential, and infrastructure availability. Housing within the Opportunity Area will benefit from proximity to the ~~Great~~Grand Park~~ and the new community park~~. The extents of the Opportunity Area are shown in Figure 5-9 and described below.

Figure 5-9 Grove Corridor Housing Opportunity Area



- Zoning – Grove Corridor

  All sites in the Grove Corridor are zoned for Specific Plan and are now designated SP-AG-AH, with the Affordable Housing Overlay applied to all parcels to establish a minimum residential density of 20 dwelling units per acre while allowing the Policy Plan designation to govern maximum densities. As previously discussed, the Agriculture Overlay District will remain in place until each parcel is ready to develop consistent with the Policy Plan and Affordable Housing Overlay, and because property owners and developers have already expressed interest in transitioning this area, existing agricultural operations are not expected to constrain future housing development.

  Four Policy Plan designations govern the densities allowed in this corridor, including High Density Residential (25-45 du/ac), Medium Density Residential (20-30 du/ac with provisions of the affordable housing overlay), and Mixed-Use (Grove) (20-65 du/ac).

  ~~All sites are currently zoned for Specific Plan all sites in this area are currently zoned SP-AG, and they will be rezoned to SP-AG-AH for inclusion in the Affordable Housing Overlay District (Program 13). The AH Overlay will be applied to all sites. It will establish a minimum density of 20 du/ac and allow the Policy Plan designation to govern the maximum densities.~~

~~As previously discussed, the Agriculture Overlay District will remain in place until the parcel is ready for development consistent with the Policy Plan and Affordable Housing Overlay District. Property owners and developers alike have expressed interest in redeveloping this area, so existing agricultural operations are not expected to limit development potential.~~

~~The City is also proposing to update its Policy Plan land uses as described in Program 13. Sites in this area will have Policy Plan designations of MDR and Mixed Use. MDR will allow a range of 20-30 du/ac for projects with at least 25 percent of units affordable to lower incomes, and a range of 20-25 du/ac for all other projects. The Mixed Use area (Mixed Use Grove), at the intersection of Grove and Chino Avenues is envisioned as a low-rise (three to five stories) mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents. The Mixed Use Area will allow 20-65 du/ac. With the changes outlined in Program 13, all sites identified support densities necessary to facilitate lower- and moderate-income housing development.~~

~~There are 21 parcels (150.8 acres) currently or proposed to be classified as MDR in the Policy Plan. Four parcels (36 acres) are proposed to be classified as Mixed-Use Grove in the Policy Plan.~~

Site Size – Grove Corridor

No sites in this opportunity area are smaller than 0.5 acres or larger than 10 acres.

- Existing Use

The Opportunity Area consists of ~~25~~31 parcels (~~186.8~~205 acres). Like the ~~Great~~Grand Park Corridor, the majority of these sites continue to house the agricultural operations (16 parcels, 130.6 acres), while 53.09 acres on 10 parcels accommodate former dairy facilities, mulch/landscaping supply, truck parking, open storage, and a trucking business.~~.~~ ~~Several sites have also already begun to transition to interim uses such as building supply sales/storage, truck parking and open storage (8 parcels, 46.7 acres). Finally, there is 1 vacant parcel (9.5 acres) that has already shuttered former agricultural operations~~.

On the agricultural parcels, there are approximately ~~six~~ eleven existing farm homes that were built to serve the agricultural operations.

These aging farmhouses are largely vacant or owner-occupied. These homes do not provide established affordable housing, and they are not currently occupied by lower-income households, as shown on Figure 3-14, the median income in this area is between $55,000 and $125,000 annually. Further, development of the identified sites would only occur after the land was voluntarily vacated and sold or redeveloped by the owner occupants of the property. As seen in areas that have recently developed to the east of the Cucamonga Channels, owners who opt to sell or redevelop their properties typically see very large profits and would be able to secure replacement housing without assistance. The ~~six~~ existing homes are projected to be replaced by more than ~~4,100~~5,800 homes (more than ~~685~~ 525 times the current stock).

Because of the extremely low density of housing and the anticipated type of development, the existing residential uses are not expected to impede development potential. Land with very similar conditions to the sites identified in this area has recently developed on the eastern side of the Cucamonga Channel, forming new residential neighborhoods. The same trend is expected to continue in this area as infrastructure expands.

No existing uses are expected to impede development of housing.

- Availability of Sites

Similar to the ~~Great~~Grand Park Corridor, the City has planned to phase out agricultural uses in this area since annexation in 1997, but insufficient infrastructure limited what could be achieved.

As described under Infrastructure Availability, sewer and water service are expected to extend north from the new trunk line on Merrill Avenue along Grove Avenue, with the southern-most sites anticipated to be served first. Based on discussion with OMUC, sites in this broader Ontario Ranch area are anticipated to receive backbone service in phases generally consistent with the City's projected infrastructure schedule, including: service to Grand Park Area 2 (west of Walker/south of Schaefer) and Grove Corridor Area 2 (west of Walker/south of Schaefer) in approximately 2026–2027; Grove Corridor Area 3 (west of Walker/between Schaefer and the north SCE easement) by about 2027; Grove Corridor Area 4 and Euclid Corridor Area 4 (west of Walker/Schaefer to Chino) in roughly 2027–2028; and Grove Corridor Area 5 and Euclid Corridor Area 5 (west of Walker/north of Chino) by about 2028.~~As described under Infrastructure Availability, sewer and water service is expected to extend north from the new trunk line on Merrill Avenue~~

~~(estimated completion in 2022) north along Grove Avenue, with the southern most sites expected to be first served. Based on discussion with OMUC, the sites in this area are expected to have service in two phases:~~

- ~~Between Southern SCE easement and Schaefer Avenue: 3 to 5 years~~
- ~~Between Schaefer Avenue and Riverside Drive: 4 to 6 years~~

As backbone infrastructure becomes available, development is likely to occur rapidly, as seen in recent years on the eastern side of the Channel. This assertion is informed by conversations with property owners eager to develop, by an on-going dialogue with home building advocacy groups, and by regular inquiries from developers interested in this area of the City.

- Feasibility of Development

As with the ~~Great~~Grand Park Corridor, the anticipated timing of infrastructure expansion paired with heightened interest of both developers and property owners, described under Availability of Sites, indicates that development is not only feasible, but very likely to occur once backbone infrastructure is in place.

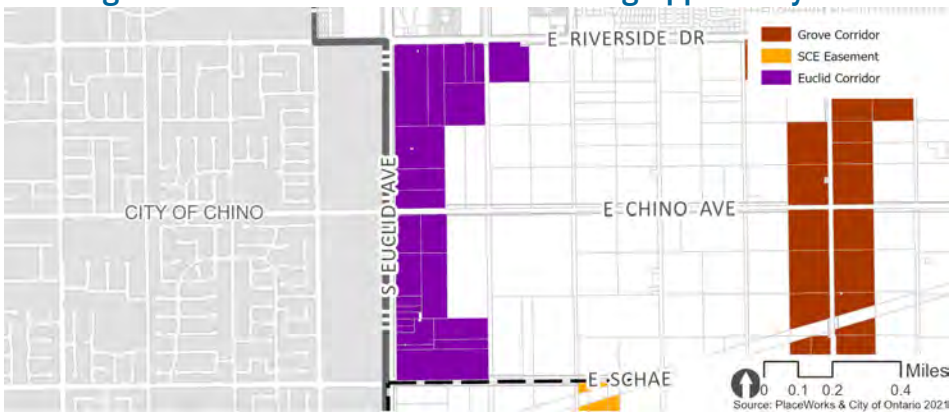
Strategy 6 Market Trends illuminates the aggressive development climate that has already manifested in the eastern side of the Ontario Ranch and references other new communities that included affordable housing. The discussion of Size of Sites for all sites also provides examples of affordable housing projects that have developed on larger greenfield sites. Together, these illustrate that the sites within this opportunity are suitable for lower-income housing.

Parcels with multiple Policy Plan land use designations have been divided, so only those portions of the parcel deemed suitable for housing development are included. As discussed later under this strategy (see "Realistic Capacity" and Units by RHNA Income Category), housing capacity assumptions have been adjusted to reflect only the portion of the parcel included in the inventory. The timing for the availability of infrastructure has been factored into the capacity estimates for all sites in this area, and the City's policy, promoting the creation of mixed-income neighborhoods is reflected in how the RHNA allocation is divided by income category for these sites.

Euclid Corridor

The Euclid Corridor Opportunity Area includes the parcels on the city's western border along Euclid Avenue between Schaefer Avenue and Riverside Drive. The sites along the Euclid Corridor were identified for higher-density housing development to complement the multifamily housing across the street in Chino, fulfill regional transit goals, and because of their development potential as well as infrastructure availability. The extents of the Opportunity Area are shown in Figure 5-10 and described in the text that follows.

Figure 5-10 Euclid Corridor Housing Opportunity Area



- Zoning – Euclid Corridor

  All properties in this area are zoned SP-AG-AH, reflecting the application of the Affordable Housing Overlay. ~~All sites are currently zoned for Specific Plan all sites in this area are currently zoned SP-AG, and they will be rezoned to SP-AG-AH for inclusion in the Affordable Housing Overlay District (Program 13).~~ The AH Overlay ~~will be applied to all sites. It will~~ establishes a minimum density of 20 du/ac and allows the Policy Plan designation to govern the maximum densities.

  As previously discussed, the Agriculture Overlay District will remain in place until the parcel is ready for development consistent with the Policy Plan and Affordable Housing Overlay District. Property owners and developers alike have expressed interest in redeveloping this area, so existing agricultural operations are not expected to limit development potential.

  The City ~~is also proposing to update~~has updated its Policy Plan land uses ~~as described in~~consistent with Program 13. Sites in this area ~~would~~ have policy plan designations of MDR and Mixed-Use. MDR ~~will~~ allows a range of 20-30 du/ac for projects with at least 25 percent of units affordable to lower ~~-~~incomes, and a range of 20-25 du/ac for all other projects. One key parcel at the

intersection of Euclid Avenue and Riverside Drive carries a Mixed-Use designation that allows ~~Mixed Use is proposed on one parcel at the intersection of Euclid Avenue and Riverside Drive. The proposed Mixed Use designation would allow~~ 20-75 du/ac. ~~With the changes outlined in Program 13,~~ All sites identified support densities necessary to facilitate lower- and moderate-income housing development.

- Size of Sites – Euclid Corridor

  Five parcels identified in this area (68.3 acres) are larger than 10 acres. As discussed under Size of Sites for all sites, large sites in the Ontario Ranch provide unique opportunities for the development of affordable housing projects, and are not considered an impediment to affordable housing, but could rather been seen as an asset.

  As discussed under Size of Sites for all sites, parcels smaller than 0.5 acres have been excluded from the land inventory, but are not expected to impede development on adjacent sites in any way.

- Existing Use

  The Opportunity Area includes ~~22~~ 24 parcels (132.2 acres) that are identified as suitable for housing development. ~~Two~~ One parcel~~s~~ (~~10~~2.3 acres) ~~are~~ is vacant. ~~Eighteen~~ Nineteen parcels (~~110~~118.0~~0~~ acres) continue to house the agricultural operations. One parcel (8.8 acres) is principally occupied by the parking area that serves the nearby swap meet and livestock sales yard (neither the swap meet nor the livestock sales yard are included in the inventory). The final three parcels (3.1 acres) are underutilized commercial sites fronting Euclid Avenue. These sites were identified for redevelopment because they consist of small buildings operated by independent tenants, and they are surrounded by agricultural and vacant land. It is anticipated that these properties will redevelop concurrent with the rest of the Opportunity Area. The City has been in contact with property owners in this area, and the potential redevelopment of the identified sites with housing, including affordable options is feasible in the 6th cycle.

  On the agricultural parcels, there are approximately ~~12~~ 8 existing farm homes that were built primarily to serve agricultural operations.

  As in the ~~Great~~Grand Park and Grove Corridors, these aging farmhouses are largely vacant or owner-occupied. These homes do not provide established affordable housing, and they are not currently occupied by lower-income households, as shown on

Figure 3-14, the median income in this area is among the highest in the City with incomes between $87,100 and $125,000 annually. Further, development of the identified sites would only occur after the land was voluntarily vacated and sold or redeveloped by the owner occupants. As seen in areas that have recently developed to the east of the Cucamonga Channel, owners who opt to sell or redevelop their properties typically see very large profits and would be able to secure replacement housing without assistance. The ~~12~~ 8 existing homes are projected to be replaced by more than 2,900 homes (nearly ~~250~~ 350 times the current stock).

Because of the extremely low density of housing and the anticipated type of development, the existing residential uses are not expected to impede development potential. Land with very similar conditions to the sites identified in this area has recently developed on the eastern side of the Cucamonga Channel.

- Availability of Sites

As in the ~~Great~~Grand Park and Grove Corridors, the City has planned to phase out agricultural uses in this area since annexation in 1997, but insufficient infrastructure limited what could be achieved.

As described under Infrastructure ~~a~~Availability, sewer and water service are expected to extend north from the new trunk line on Merrill Avenue along Grove Avenue, with the southern-most sites anticipated to be served first. Based on discussion with OMUC, sites in this broader Ontario Ranch area are anticipated to receive backbone service in phases generally consistent with the City's projected infrastructure schedule, including: service to Grand Park Area 2 (west of Walker/south of Schaefer) and Grove Corridor Area 2 (west of Walker/south of Schaefer) in approximately 2026–2027; Grove Corridor Area 3 (west of Walker/between Schaefer and the north SCE easement) by about 2027; Grove Corridor Area 4 and Euclid Corridor Area 4 (west of Walker/Schaefer to Chino) in roughly 2027–2028; and Grove Corridor Area 5 and Euclid Corridor Area 5 (west of Walker/north of Chino) by about 2028.~~As previously described under infrastructure availability, sewer and water service is expected to extend north from the new trunk line on Merrill Avenue (estimated completion in 2022) north along Euclid Avenue, with the southern-most sites expected to be first served. Based on discussion with OMUC, the sites in this area are expected to have service during the two phases of expansion:~~

~~- Adjacent to Schafer Avenue: 3-5 years~~

~~- Between Schaefer Avenue and Riverside Drive: 4 to 6 years~~

~~It is estimated that the seven parcels closest to Schaefer Avenue could have access to infrastructure in 3 to 5 years, earlier than other sites in this Opportunity Area, because the City is changing the land uses immediately south of the Opportunity Area (between Schaefer Avenue and the Great Park Opportunity Area) to allow light industrial, business park, and logistics facilities. These types of operations are in extremely high demand, so it is anticipated that the development of such facilities would bring infrastructure to the southern portions of the Opportunity Area earlier in the planning period than would otherwise occur.~~

As backbone infrastructure becomes available, development is likely to occur rapidly, as seen in recent years on the eastern side of the Channel. This assertion is informed by conversations with property owners eager to develop, by an on-going dialogue with home building advocacy groups, and by regular inquiries from developers interested in this area of the City.

- Feasibility of Development

  As with the ~~Great~~Grand Park Corridor, the anticipated timing of infrastructure expansion paired with heightened interest of both developers and property owners, described under "Availability of Sites" indicates that development is not only feasible, but very likely to occur once backbone infrastructure is in place.

  Strategy 6 Market Trends illuminates the aggressive development climate that has already manifested in the eastern side of the Ontario Ranch and references other new communities that included affordable housing. The discussion of Size of Sites for all sites also provides examples of affordable housing projects that have developed on larger greenfield sites. Together, these illustrate that the sites within this opportunity are suitable for lower-income housing.

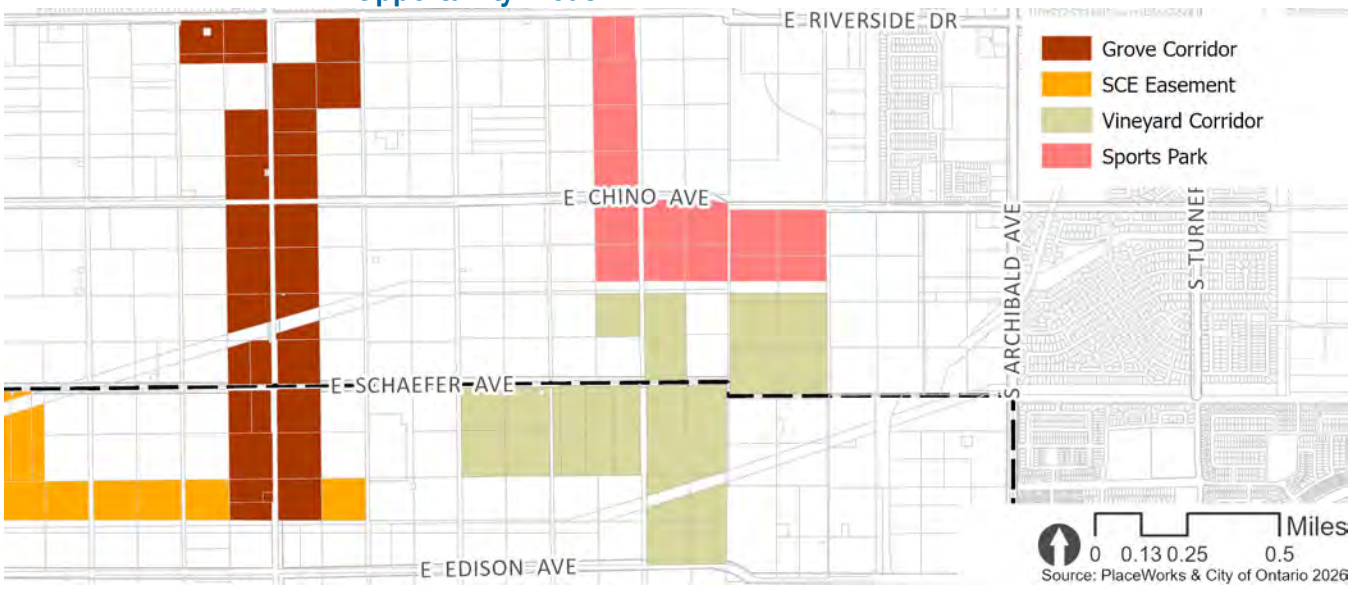
  Parcels with multiple Policy Plan land use designations have been divided, so only those portions of the parcel deemed suitable for housing development are included. As discussed later under this strategy (see "Realistic Capacity" and Units by RHNA Income Category), housing capacity assumptions have been adjusted to reflect only the portion of the parcel included in the inventory. The timing for the availability of infrastructure has been factored into the affordability estimates for all sites in this area, and the City's policy, promoting the creation of mixed-income neighborhoods is

reflected in how the RHNA allocation is divided by income category for these sites.

Vineyard Corridor

The Vineyard Corridor & Sports Park ~~/ Armstrong Ranch~~ Opportunity Areas includes the parcels on either side of Vineyard Avenue between ~~Chino~~ Edison Avenue and Riverside Drive. ~~The sites along Vineyard Avenue were identified as "overflow" sites to help the City maintain a large inventory of potential sites as development occurs throughout the planning period.~~ The extents of the Opportunity Areas are shown in Figure 5-11 and described in the text that follows.

Figure 5-11 Vineyard Corridor & Sports Park Housing Opportunity Areas



- Size of Sites – Vineyard Corridor~~/ Armstrong Ranch Specific Plan~~

- In the Vineyard Corridor, nine parcels exceed 10 acres. Seven sites (approximately 75.26 acres) are between 10 and 12 acres, while two sites are nearly 17 acres. These sites provide the scale needed to master plan mixed-use neighborhoods, phase development, and reserve portions of each site for lower income while still achieving efficient site design. As discussed at Size of Sites for all sites, parcels smaller than 0.5 acres have been excluded from the land inventory, but are not expected to impede development on adjacent sites in any way.~~No sites in this opportunity area are smaller than 0.5 acres or larger than 10 acres.~~

- Zoning – Vineyard Corridor~~/ Armstrong Ranch Specific Plan~~

The corridor's residential zoning is organized into two specific plan districts: SP-AG-AH with an HDR policy plan designation, which allows for residential development between 25 and 45 du/ac, and SP-AG-AH with an MDR policy plan designation, which together with the affordable housing overlay allows for residential development between 20 du/ac and 30 du/ac.

In the corridor, 25 parcels are zoned as follows: 12 parcels with SP-AG-AH zoning and an HDR policy plan designation covering 93.0 net acres, and 14 parcels with SP-AG-AH zoning and MDR policy plan designation covering 113.4 net acres. ~~The three parcels (28.2 acres) on the western side of Vineyard Avenue are currently zoned SP-AG. They will be rezoned to SP-AG-AH for inclusion in the Affordable Housing Overlay District (Program 13). The Agriculture Overlay District will remain in place until the parcel is ready for development consistent with the Policy Plan and Affordable Housing Overlay District. Property owners and developers alike have expressed interest in redeveloping this area, so existing agricultural operations are not expected to limit development potential.~~

~~The four parcels (36.2 acres) on the eastern side of Vineyard Avenue are governed by the Armstrong Ranch Specific Plan. The City will update the Specific Plan as part of its rezoning program (Program 13) to allow a minimum of 20 dwelling units per acre and maximum of 30 or more dwelling units per acre on the sites included in the Opportunity Area.~~

~~As backbone infrastructure becomes available, development is likely to occur rapidly, as seen in recent years on the eastern side of the Channel. This assertion is informed by conversations with property owners eager to develop, by an on-going dialogue with home building advocacy groups, and by regular inquiries from developers interested in this area of the City.~~

- Existing Use

The Opportunity Area includes ~~seven~~ 25 parcels (~~64.3~~206.4 acres), dominated by agricultural and industrial uses tied to dairy, crops, mulch production, and logistics. Agricultural uses cover 119.2 acres on 13 parcels, including extensive dairy operations, crop fields, and nurseries, while mulch/landscape supply operations 76.1 acres across 9 parcels. These parcels also have 4 existing dwelling units associated with agricultural operations, which are expected to be replaced by 5,700 units an increase of 1425 percent.

One parcel (8.8 acres) houses a recycling collection site. One parcel (0.50 acres) houses truck parking. One 1.8--acre parcel is classified

as vacant land. Although modest in size, this vacant site offers flexible infill potential along Vineyard Avenue and can be integrated into larger redevelopment efforts or future lot consolidations.

- Availability of Sites

  As in the other Opportunity Areas that comprise this strategy, the City has planned to phase out agricultural uses in this area since annexation in 1997, but insufficient infrastructure limited what could be achieved.

  As described under Infrastructure Availability, sewer and water service are expected to extend north from the new trunk line on Merrill Avenue along Grove Avenue, with the southern-most sites anticipated to be served first. Based on discussion with OMUC, sites in this broader Ontario Ranch area are anticipated to receive backbone service in phases generally consistent with the City's projected infrastructure schedule, including: service to Vineyard Corridor Area 1 (east of Walker) in 2026.

  ~~As previously described under infrastructure availability, sewer and water service is expected to extend north from the new trunk line on Merrill Avenue Between Schaefer Avenue and Riverside Drive: 4 to 6 years~~

  Discussions with the development community show that there is substantial interest in developing these sites when infrastructure is available.

- Feasibility of Development

  Discussions with the development community show that there is substantial interest in developing these sites when infrastructure is available. These sites were identified after discussions with property owners and developers interested in intensifying these area.

  The greatest deterrent to the development of these sites is the availability of infrastructure, which may be available in four to six years, depending on the rate of development. In recognition of the reduced time during the planning period when development will be feasible, only 25 percent of the realistic development capacity is estimated as affordable to lower incomes, while the remaining housing capacity is estimated to facilitate the development of above moderate-income housing. It is assumed that the above moderate-income housing will not only help to create an

integrated mixed-income community but will also help to finance the expansion of infrastructure.

Sports Park

- Zoning – Sports Park

  Within the Sports Park Opportunity Area, all sites are zoned for Specific Plan with the agriculture and affordable housing overlay (SP-AG-AH). Mixed-Use Sports Park (MU-SP), which allows 25-65 dwelling units per acre, and High Density Residential, which allows 25-45 dwelling units per acre. These zones implement Strategy 6 by reserving all identified parcels for future residential or mixed-use housing.

- Site Size – Sports Park

  Two parcels the Sports Park Opportunity Area measure 10.4 acre. includes, which round down to 10 acres, and are comparable in scale to the larger Strategy 6 sites discussed elsewhere in Ontario Ranch.

- Existing Use

  Of the 118 acres across 15 parcels in the Sports Park Opportunity Area, 96.9 acres on 12 parcels remain crops, dairies, and nursery operations, while two parcels are used for mulch/landscape supply and RV storage. There is also one 5.8--acre parcel that is currently vacant. The area as a whole is transitioning from agricultural and dairy operations to a planned regional sports complex and mixed-use district. The sports complex is planned across the street from these sites, with the first phase of development (ONT Field, a minor league baseball stadium), anticipated to open for the 2026 baseball season. -As construction of the complex and supporting infrastructure proceeds, existing agricultural and dairy activities are expected to phase out in favor of housing development.

- Availability of Sites

  As in the other Opportunity Areas in the Ontario Ranch (Strategy 6), the City has planned to phase out agricultural uses in this area since annexation in 1997, but insufficient infrastructure limited what could be achieved until recently.

  As described under Infrastructure Availability, backbone sewer and water service is expected to complete installation along Vineyard Avenue in Spring 2026. This trunk line is anticipated to expedite sewer availability to the remainder of sites in Area 1,

which includes all of the sites in the Sports Park Opportunity Area.

Realistic Capacity

To determine the realistic capacity on these sites, the City identified a realistic density below the maximum, and applied an additional reduction factor to sites with a mixed-use designation to account for potential non-residential uses. A summary of the assumptions and realistic capacity is included in Table 5-5, and detailed descriptions of the adjustment factors applied to sites within each zoning designation is provided after the table.

Table 5-13
Strategy 6: Realistic Capacity

Zoning/ Policy Plan ~~(after rezoning)~~	Number of Parcels	Acres*	Max Density (du/ac)	Max Capacity (units*)	Adjustment Factor**	Final Realistic Capacity (units*)
Opportunity Area: ~~Great~~ Grand Park Corridor						
~~SP-AG-AH / MDR~~	~~42~~	~~299.4~~	~~30~~	~~8,983~~	~~73.3%~~	~~**6,568**~~
~~SP-AG-AH / MU-EU~~	~~8~~	~~81.7~~	~~45~~	~~3,677~~	~~31.1%~~	~~**1,142**~~
SP-AG-AH / MU-GP	11 ~~29~~	81.9 ~~219.5~~	65	5,324 ~~14,264~~	35.8% ~~37.7 %~~	1,906 ~~**5,370**~~
Opportunity Area: Grove Corridor						
SP-AG-AH / MDR	10 ~~22~~	65.3 ~~150.8~~	30	1,958 ~~4,524~~	73.3%	1,436 ~~**3,315**~~
SP-AG-AH/HDR	17	103.9	45	4,677	77.8%	3,638
SP-AG-AH / MU-GR	4	36.0	65	2,339	35.0%	**815**
Opportunity Area: Euclid Corridor						
SP-AG-AH / MDR	23	117.2	30	3,517	73.3%	**2,579~~67~~**
SP-AG-AH / MU-ER	1	15.0	75	1,124	35.0%	**393**
Opportunity Area: Vineyard Corridor ~~/ Armstrong Ranch Specific Plan~~						
SP-AG-AH / MDR	14 ~~7~~	113.4 ~~64.3~~	30	3,402 ~~1,930~~	73.3%	2,495 ~~**1,416**~~
SP-AG-AH/HDR	11	93.0	45	4,186	77.8%	**3,256**
Opportunity Area: SCE Easement Area						
SP-AG-AH/MDR	12	65.9	30	1,977	73.3%	1,450
Opportunity Area: Sports Park						
SP-AG-AH/HDR	6	42.8	45	1,926	77.8%	1,498
SP-AG-AH/MU-SP	9	75.2	45	3,386	20.0%	677
TOTAL	119 ~~136.0~~	826 ~~983.9~~		34,546 ~~25,773~~		20,143 ~~21,586~~

Source: City of Ontario, ~~2022~~2026.

*Acres and units have been rounded.
**See Adjustment Factor below for a detailed description of the adjustment factors applied to each group of sites.

Adjustment Factors

- SP-AG-AH / MDR (~~Great Park~~SCE Easement , Grove, and Euclid Corridors, and Vineyard Corridor~~/ Armstrong Ranch Specific Plan~~)

  Description:

- Number and size of sites: ~~94~~ 59 parcels, ~~631.8~~361.8 acres
- Allowable density: 20-30 dwelling units per acre
- RHNA affordability: varies based on location of site relative to planned infrastructure expansion.

o ~~*Great*~~ *Grand Park Corridor* ~~—~~*& SCE Easement Area* – Whole area *(infrastructure 2026-2027)*

~~Infrastructure in 1-3 years.~~ Lower-income (50 percent), Moderate-income (25 percent), Above moderate-income (25 percent)

o *Grove Corridor*

- South of Schaefer Avenue (Infrastructure- 2026-2027)

  Lower-income (50 percent), Above moderate-income (50 percent)
- Between Schaefer Avenue and Northern SCE Easement (Infrastructure- 2027)

  Lower-income (40 percent), Above moderate-income (60 percent)
- Between Northern SCE Easement and Chino Ave (Infrastructure 2027-2028)

  Lower-income (35 percent), Above moderate-income (65 percent)
- North of Chino Avenue (Infrastructure 2028)

  Lower-income (25 percent), Above moderate-income (75 percent)

- *Euclid Corridor*

- South of Chino Avenue (Infrastructure 2027-2028)

  Lower-income (35 percent), Above moderate-income (65 percent)
- North of Chino Avenue (Infrastructure 2028)

  Lower-income (25 percent), Above moderate-income (75 percent)

o *Vineyard Corridor & Sports Park Area*

- Whole Area (Infrastructure 2026)

Lower-income (50 percent), Moderate-income (25 percent), Above moderate-income (25 percent).

- ~~*1 parcel in Great Park Corridor, Southern portions of Grove Corridor & Euclid Corridors – Infrastructure in 3-5 years.* Lower-income (40 percent), Above moderate-income (60 percent)~~
- ~~*Northern portions of Grove Corridor & Euclid Corridor, all of Vineyard Corridor/ Armstrong Ranch Specific Plan – Infrastructure in 3-5 years.* Lower-income (25 percent), Above moderate-income (75 percent)~~

- Existing Use: Agriculture, ~~Open Storage~~Truck Parking, Landscape & Building Supplies, RV rentals/ ~~-~~sales/storage.
- Infrastructure availability: Planned, RHNA affordability distribution accounts for phasing of infrastructure
- Environmental constraints: Unconfirmed liquefaction potential on 7 parcels (44.8 acres), as discussed under Strategy Six "Environmental Constraints~~,~~" ." ~~recent~~ Recent projects ~~with~~in the area that has high water levels~~,~~ have not required mitigation, so no adjustment has been provided.

Capacity Factors:

- *Land Use Controls and Site Improvements*. 95 Percent Adjustment

  Portions of parcels that were not deemed appropriate for residential development (due to presence of a utility easement, designation as a future park, or other factor that would preclude residential development) are not included in the acreage estimates within the land inventory. As such, the factor applied here is intended to account for the portion of each site that will be dedicated to internal circulation, sidewalks, and other public areas. Five percent of the land area has been reserved to account for these uses. The total adjustment factor applied is 95 percent.

- *Realistic Residential Capacity*. No Adjustment

  The SP-AG-AH zone, with a Policy Plan designation of MDR is intended for 100 percent residential projects. For this reason, 100 percent of the site area was considered viable for residential development, and no reduction factor was applied.

- *Typical Densities.* 77.1 Percent Adjustment

  Project applications and requests for specific plan amendments in the eastern Ontario Ranch, have continuously requested higher and higher densities to meet current market demand. Specific plans that were originally imagined as primarily single-family homes have repositioned to include a greater variety of higher density options. Examples of recently completed homes that are similar to what would be expected in the MDR areas of western Ontario Ranch include motor court and row town products, both of which have been built at densities between 22 and 25 dwelling units per acre in the eastern Ontario Ranch. The City also looked at the densities of recent affordable projects in the northern part of the city (Vista Verde, completed in 2021, and Emporia I, completed in 2020), which were built at densities of 26 and 27 dwelling units per acre, to provide a more conservative estimate while also estimating a high enough density to realize cost savings, a realistic density of 23 dwelling units per acre was used to estimate realistic capacity. Twenty-three dwelling units per acre is 77.1 percent of the maximum density allowed.

  In addition to the adjustment factor, ~~34~~ 11 existing units (~~19 in the Great Park Corridor, 3~~ 1 in the Grove Corridor, ~~8~~12 in the Euclid Corridor, 1 in the SCE Easement Area, and 1 in the Vineyard Corridor) within the MDR designation (as previously discussed under "Site-Specific Information") have been removed from the realistic capacity to ensure estimates focus on growth rather than replacement.

- *Infrastructure* Availability. Adjustments made to affordability distribution

  As previously discussed, infrastructure availability will enable development of the western Ontario Ranch to occur in a pattern similar to that of the eastern Ranch. Infrastructure is expected to expand south to north as development occurs. Part of the funding for expansion of the infrastructure system will come from investments by market-rate developers. With the current strong demand for residential uses, it is not anticipated that the availability of infrastructure will limit the number of units that can and will be built on each site, only the timing for when those sites will be able to develop and the potential affordability levels. To account for this, and in recognition of the need to offset costs for infrastructure expansion, the percent of the realistic capacity estimated as suitable for lower-income units decreases as you move north from Merrill Avenue~~, where the initial trunk line is anticipated to complete~~

~~construction in 2022~~. ~~-~~The areas farthest from Merrill Avenue anticipate the lowest percentage of affordable units, with the balance expected to be above-moderate-income. It is expected that above-moderate housing will help to offset the costs associated with infrastructure expansion. The realistic capacity is divided by affordability level as follows:

- Grand Park Corridor & SCE Easement Area
  - Whole area (Infrastructure 2026-2027)
- Grove Corridor
  - South of Schaefer Avenue (Infrastructure 2026-~~-~~2027)
    Lower-income (50 percent), Above moderate-income (50 percent)
  - Between Schaefer Avenue and Northern SCE Easement (Infrastructure 2027)
    Lower-income (40 percent), Above moderate-income (60 percent)
  - Between Northern SCE Easement and Chino Ave (Infrastructure 2027-2028)
    Lower-income (35 percent), Above moderate-income (65 percent)
  - North of Chino Avenue (Infrastructure 2028)
    Lower-income (25 percent), Above moderate-income (75 percent)
- Euclid Corridor
  - South of Chino Avenue (Infrastructure 2027-~~-~~2028)
    Lower-income (35 percent), Above moderate-income (65 percent)
  - North of Chino Avenue (Infrastructure 2028)
    Lower-income (25 percent), Above moderate-income (75 percent)
- Vineyard Corridor & Sports Park Area
  - Whole Area (Infrastructure 2026)
    Lower-income (50 percent), Moderate-income (50 percent)

~~o Great Park Corridor *(Infrastructure in 1-3 years)*~~

~~Lower-income (50 percent), Moderate-income (25 percent), Above moderate-income (25 percent)~~

~~o 1 parcel in Great Park Corridor, Southern portions of Grove & Euclid Corridors *(Infrastructure in 3-5 years)*~~

~~Lower-income (40 percent), Above moderate-income (60 percent)~~

- ~~Northern portions of Grove Corridor & Euclid Corridor, all of Vineyard Corridor/ Armstrong Ranch Specific Plan *(Infrastructure in 3-5 years)*~~

  ~~Lower-income (25 percent), Above moderate-income (75 percent)~~

The results of this distribution are recorded in Table 5-14.

- ~~*Environmental Constraints.* No Adjustment~~

  ~~As discussed under Strategy Six "Environmental Constraints," there is unconfirmed liquefaction potential on 7 MDR parcels (44.8 acres) in the GreatGrand Park Corridor. However, geotechnical studies for recent projects within the zone have not identified any specific risks, and additional mitigation has not been required, soils and groundwater levels are assumed to be similar throughout of the zone, so adjustment was not considered necessary.~~

Total Capacity Adjustments: (.95)x(1)x(.771)x(1)x(1) = 73.3 percent

- SP-AG-AH / HDR (Grove and Vineyard Corridors, and Sports Park Area)

  Description:

  - Number and size of sites: 35 parcels, 256.0 acres
  - Allowable density: 25-45 dwelling units per acre
  - RHNA affordability: varies based on location of site relative to planned infrastructure expansion.

    - *Grove Corridor*

      - South of Schaefer Avenue (Infrastructure- 2026-2027)
        - Lower-income (50 percent), Above moderate-income (50 percent)
      - Between Schaefer Avenue and Northern SCE Easement (Infrastructure- 2027)
        - Lower-income (40 percent), Above moderate-income (60 percent)

- Between Northern SCE Easement and Chino Ave (Infrastructure 2027-2028)
  - Lower-income (35 percent), Above moderate-income (65 percent)
- North of Chino Avenue (Infrastructure 2028)
  - Lower-income (25 percent), Above moderate-income (75 percent)

- *Vineyard Corridor & Sports Park Area*
  - Whole Area (Infrastructure 2026)
    - Lower-income (50 percent), Moderate-income (25 percent), Above moderate-income (25 percent).

- Existing Use: Agriculture, Truck Parking, Landscape & Building Supplies, RV storage.

- Infrastructure availability: Planned, RHNA affordability distribution accounts for phasing of infrastructure

Capacity Factors:

- *Land Use Controls and Site Improvements.* 95 Percent Adjustment

  Portions of parcels that were not deemed appropriate for residential development (due to presence of a utility easement, designation as a future park, or other factor that would preclude residential development) are not included in the acreage estimates ~~with~~in the land inventory. As such, the factor applied here is intended to account for the portion of each site that will be dedicated to internal circulation, sidewalks, and other public areas. Five percent of the land area has been reserved to account for these uses. The total adjustment factor applied is 95 percent.

- *Realistic Residential Capacity.* No Adjustment

  The SP-AG-AH zone, with a Policy Plan designation of HDR is intended for 100 percent residential projects. For this reason, 100 percent of the site area was considered viable for residential development, and no reduction factor was applied.

- *Typical Densities.* 77.8 Percent Adjustment

  Project applications and requests for specific plan amendments in the eastern Ontario Ranch, have continuously requested higher and higher densities to meet current market demand. Specific plans that were originally imagined as

primarily single-family homes have repositioned to include a greater variety of higher density options.

In addition to this, the high density residential category sets a minimum density of 25 dwelling units per acre. It is anticipated that the higher minimum density will require products types that are closer to mid-to-high range of the density allowance, compared to MDR. As such, it was estimated that 81.8 percent of the maximum density allowed would account for realistic capacity for HDR sites.

- *Infrastructure Availability.* Adjustments made to affordability distribution

  As previously discussed, infrastructure availability will enable development of the western Ontario Ranch to occur in a pattern similar to that of the eastern Ranch. Infrastructure is expected to expand south to north as development occurs. Part of the funding for expansion of the infrastructure system will come from investments by market-rate developers. With the current strong demand for residential uses, it is not anticipated that the availability of infrastructure will limit the number of units that can and will be built on each site, only the timing for when those sites will be able to develop and the potential affordability levels. To account for this, and in recognition of the need to offset costs for infrastructure expansion, the percentage of the realistic capacity estimated as suitable for lower-income units decreases as you move north from Merrill Avenue. The areas farthest from Merrill Avenue anticipate the lowest percentage of affordable units, with the balance expected to be above-moderate-income units. It is expected that above-moderate housing will help to offset the costs associated with infrastructure expansion. The realistic capacity is divided by affordability level as follows:

  - Grove Corridor
    - South of Schaefer Avenue (Infrastructure 2026--2027)
      Lower-income (50 percent), Above moderate-income (50 percent)
    - Between Schaefer Avenue and Northern SCE Easement (Infrastructure 2027)
      Lower-income (40 percent), Above moderate-income (60 percent)
    - Between Northern SCE Easement and Chino Ave (Infrastructure 2027-2028)
      Lower-income (35 percent), Above moderate-income (65 percent)

- North of Chino Avenue (Infrastructure 2028)
  Lower-income (25 percent), Above moderate-income (75 percent)

- Vineyard Corridor & Sports Park Area
  - Whole Area (Infrastructure 2026)
    Lower-income (50 percent), Moderate-income (50 percent)

The results of this distribution are recorded in Table 5-14.

Total Capacity Adjustments: (.95)x(1)x(.818)x(1)x(1) = 77.8 percent

- ~~SP-AG-AH / MU-EU (Great Park Corridor)~~

  ~~Description:~~

  - ~~Number and size of sites: 8 parcels, 81.7 acres~~
  - ~~Allowable density: 25-45 dwelling units per acre~~
  - ~~RHNA affordability: Lower-income (50 percent), Moderate-income (25 percent), Above Moderate-income (25 percent)~~
  - ~~Existing Use: Agriculture~~
  - ~~Infrastructure availability: Planned, RHNA affordability distribution accounts for phasing of infrastructure~~
  - ~~Environmental constraints: None known~~

  ~~Capacity Factors:~~

  - ~~*Land Use Controls and Site Improvements.* 31.1 Percent Adjustment~~
    ~~Portions of parcels that were not deemed appropriate for residential development (due to presence of a utility easement, designation as a future park, or other factor that would preclude residential development) are not included in the acreage estimates within the land inventory. As such, the factor applied here represents the portion of each site that will be dedicated internal circulation, sidewalks, and other public areas. Five percent of the land area has been reserved to account for these uses. The total adjustment factor applied is 95 percent.~~
  - ~~*Realistic Residential Capacity.* 42.1 Percent Adjustment~~

This mixed-use area will allow for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses. This is a new land use in the City that will allow for some low-impact, small scale, light industrial uses as well as commercial and residential projects. Market demand for both residential and light industrial uses is high. An adjustment factor of 42.1 percent has been applied to account for potential non-residential development on these sites. This estimate generally reflects the mix of project types the City anticipates based on conversations with developers and property owners.

- *Typical Densities.* 77.8 Percent Adjustment

  This mixed-use designation allows residential densities between 25 and 45 dwelling units per acre. A realistic density in the middle of the allowed range, 35 dwelling units per acre, was deemed realistic to determine the total capacity on these sites. This was based on projects developed in other areas of the city with a similar characteristic to the City's vision for affordable housing in this area, including the 1001 E. Holt Blvd., a mixed-use multi-family project (35 dwelling units per acre), and based on affordable projects outside of the City, like the Adams Avenue Affordable Housing Community in Murrieta, CA, will complete adoption hearings in 2022 and is proposed at a density of 32 dwelling units per acre over a 6.22 acre site. Accordingly, 35 dwelling units per acre will provide a realistic capacity estimate for units on these sites. Thirty-five dwelling units per acre is 77.8 percent of the maximum density allowed on the site.

  In addition to the adjustment factor, 2 existing units in the Great Park Corridor with a designation of MU-EU (as previously discussed under "Site-Specific Information") have been removed from the realistic capacity to ensure estimates focus on growth rather than replacement.

- *Infrastructure Availability.* Adjustments made to affordability distribution

  As previously discussed, infrastructure availability will enable development of the western Ontario Ranch to occur in a pattern similar to that of the eastern Ranch. Infrastructure is expected to expand south to north as development occurs. Part of the funding for expansion of the infrastructure system will come from investments by market-rate developers. With the current strong demand for residential uses, it is not anticipated that the availability of infrastructure will limit the number of units that can and will be built on each site, only the timing for

~~when those sites will be able to develop and the potential affordability levels. To account for this, and in recognition of the need to offset costs for infrastructure expansion, the percent of the realistic capacity estimated as suitable for lower-income units decreases as you move north from Merrill Avenue, where the initial trunk line is anticipated to complete construction in 2022. The areas farthest from Merrill Avenue anticipate the lowest percentage of affordable units, with the balance expected to be above moderate income. It is expected that above-moderate housing will help to offset the costs associated with infrastructure expansion. The realistic capacity is divided by affordability level as follows:~~

~~o *Great Park Corridor – Infrastructure in 1-3 years.* Lower-income (50 percent), Moderate-income (25 percent), Above moderate-income (25 percent)~~

~~The results of this distribution are recorded in Table 5-14.~~

~~- *Environmental Constraints.* No Adjustment~~
~~No known site constraints~~

~~**Total Capacity Adjustments: (.95)x(.421)x(.778)x(1)x(1)=31.1 percent**~~

- SP-AG-AH / MU-GP (~~Great~~Grand Park Corridor)

  Description:

  - Number and size of sites: ~~29~~ 11 parcels, ~~219.5~~81.9 acres
  - Allowable density: 20-65 dwelling units per acre
  - RHNA affordability: Lower-income (50 percent), Moderate-income (25 percent), Above-Moderate-income (25 percent)
  - Existing Use: Agriculture, ~~Open Storage, Truck Wash~~Truck Parking, Vacant Site with Concrete Pad and Fence, RV Storage
  - Infrastructure availability: Planned, RHNA affordability distribution accounts for phasing of infrastructure
  - Environmental constraints: Unconfirmed liquefaction potential on ~~19~~ 7 parcels, ~~(137.7 acres),~~ as discussed under Strategy 6, "Environmental Constraints~~,"~~ ." ~~recent~~ Recent projects within the area that potentially has high water levels~~,~~ have not required mitigation, so no adjustment has been provided.

Capacity Factors:

- *Land Use Controls and Site Improvements.* 95 Percent Adjustment

  Portions of parcels that were not deemed appropriate for residential development (due to presence of a utility easement, designation as a future park, or other factor that would preclude residential development) are not included in the acreage estimates within the land inventory. As such, the factor applied here represents the portion of each site that will be dedicated internal circulation, sidewalks, and other public areas. Five percent of the land area has been reserved to account for these uses. The total adjustment factor applied is 95 percent.

- *Realistic Residential Capacity.* ~~73.7~~70.0 Percent Adjustment

  This mixed-use designation ~~(currently called MU-NMC West, but a name change is proposed)~~ allows for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses. This ~~is~~ land use is envisioned as the southwestern activity center for citizens of Ontario with bot vertical and horizontal mixed-use development that connects to the ~~Great~~Grand Park. To determine the amount of mixed-use land area that is expected to develop for residential uses, the City looked at trends in the eastern Ontario Ranch, where developers have consistently approached the City to reduce the commercial footprint within the adopted specific plan. The City also examined the mix of uses built or otherwise in the pipeline in the area designated as Mixed-Use NMC East in the Policy Plan, which was envisioned for a similar use as the MU-GP designation. In the Mixed-Use ~~NMC East~~ areas east of the Cucamonga Channel, the mix of uses is approximately 75 percent residential. ~~——~~Consistent with these trends, approximately 7~~3.7~~0 percent of the area is expected to develop for residential purposes, while the balance is reserved for non-residential uses. The total adjustment factor applied to account for the mixed use designation is ~~73.7~~70.0 percent.

- *Typical Densities.* 53.8 Percent Adjustment

  This mixed-use designation allows residential densities between 20 and 65 dwelling units per acre. A realistic density at the lower end of the allowed range, 35 dwelling units per acre, was deemed realistic to determine the total capacity on these sites. This was based on projects developed in other areas of the city with a similar characteristic to the City's vision for affordable housing in this area, including the 1001 E. Holt Blvd., a mixed-use multi-family project (35 dwelling units per

acre), and based on affordable projects outside of the City, like the Adams Avenue Affordable Housing Community in Murrieta, CA, will complete adoption hearings in 2022 and is proposed at a density of 32 dwelling units per acre over a 6.22 acre site. Accordingly, 35 dwelling units per acre will provide a realistic capacity estimate for units on these sites. Thirty-five dwelling units per acre is 53.8 percent of the maximum density allowed on the site.

In addition to the adjustment factor, 7 existing units in the ~~Great~~Grand Park Corridor with a designation of MU-GP (as previously discussed under "Site-Specific Information") have been removed from the realistic capacity to ensure estimates focus on growth rather than replacement.

- *Infrastructure Availability.* Adjustments made to affordability level estimates rather than capacity

  As previously discussed, infrastructure availability will enable development of the western Ontario Ranch to occur in a pattern similar to that of the eastern Ranch. Infrastructure is expected to expand south to north as development occurs. Part of the funding for expansion of the infrastructure system will come from investments by market-rate developers. With the current strong demand for residential uses, it is not anticipated that the availability of infrastructure will limit the number of units that can and will be built on each site, only the timing for when those sites will be able to develop and the potential affordability levels. To account for this, and in recognition of the need to offset costs for infrastructure expansion, the percent of the realistic capacity estimated as suitable for lower-income units decreases for sites farther away from Merrill Avenue. ~~, where the initial trunk line is anticipated to complete construction in 2022.~~ The areas farthest from Merrill Avenue anticipate the lowest percentage of affordable units, with the balance expected to be above-moderate-income. It is expected that above-moderate housing will help to offset the costs associated with infrastructure expansion. The realistic capacity is therefore divided by affordability level as follows:

    - ~~*Great*~~*Grand Park Corridor* – Whole area (Infrastructure likely by 2027) Lower-income (50 percent), Moderate-income (25 percent), Above moderate-income (25 percent)

~~*Infrastructure in 1-3 years.* Lower-income (50 percent), Moderate-income (25 percent), Above moderate-income~~

~~(25 percent)~~The results of this distribution are recorded in Table 5-14.

- *Environmental Constraints.* No Adjustment

  As discussed under Strategy Six "Environmental Constraints," there is unconfirmed liquefaction potential on ~~19~~ 7 MU-GP parcels (137.7 acres) in the ~~Great~~Grand Park Corridor. However, geotechnical studies for recent projects within the zone have not identified any specific risks, and additional mitigation has not been required~~,~~. ~~soils~~ Soils and groundwater levels are assumed to be similar throughout of the zone, so adjustment was not considered necessary.

Total Capacity Adjustments: (.95)x(.7~~37~~)x(.538)x(1)x(1)=~~37.7~~35.8 percent

- SP-AG-AH / MU-GR (Grove Corridor)

  Description:

  - Number and size of sites: 4 parcels, 36 acres
  - Allowable density: 20-65 dwelling units per acre
  - RHNA affordability: Lower-income (25 percent), Above-Moderate-income (75 percent)
  - Existing Use: Agriculture
  - Infrastructure availability: Planned, RHNA affordability distribution accounts for phasing of infrastructure
  - Environmental constraints: None known

  Capacity Factors:

  - *Land Use Controls and Site Improvements.* 95 Percent Adjustment

    Portions of parcels that were not deemed appropriate for residential development (due to presence of a utility easement, designation as a future park, or other factor that would preclude residential development) are not included in the acreage estimates within the land inventory. As such, the factor applied here represents the portion of each site that will be dedicated internal circulation, sidewalks, and other public areas. Five percent of the land area has been reserved to account for these uses. The total adjustment factor applied is 95 percent.

  - *Realistic Residential Capacity.* 68.4 Percent Adjustment

This mixed-use designation (currently called MU-NMC West, but a name change is proposed) allows for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses. This ~~is~~ land use is envisioned as the southwestern activity center for citizens of Ontario with both vertical and horizontal mixed-use development that connects to the ~~Great~~Grand Park. To determine the amount of mixed-use land area that is expected to develop for residential uses, the City looked at trends in the eastern Ontario Ranch, where developers have consistently approached the City to reduce the commercial footprint within the adopted specific plan. The City also examined the mix of uses built or otherwise in the pipeline in the area designated as Mixed-Use NMC East in the Policy Plan, which was envisioned for a similar use as the MU-GP designation. In the Mixed-Use NMC East areas the mix of uses is approximately 75 percent residential. Because the City would like to encourage a greater mix of uses on these sites to serve as a neighborhood center for central Ontario Ranch, a smaller percent of the area, approximately 68.4 percent of the area is expected to develop for residential purposes, while the balance is reserved for non-residential uses. The total adjustment factor applied is 68.4 percent.

- *Typical Densities.* 53.8 Percent Adjustment

  This mixed-use designation allows residential densities between 20 and 65 dwelling units per acre. A realistic density at the lower end of the allowed range, 35 dwelling units per acre, was deemed realistic to determine the total capacity on these sites. This was based on projects developed in other areas of the city with a similar characteristic to the City's vision for affordable housing in this area, including the 1001 E. Holt Blvd., a mixed-use multi-family project (35 dwelling units per acre), and based on affordable projects outside of the City, like the Adams Avenue Affordable Housing Community in Murrieta, CA, ~~will complete adoption hearings in 2022 and is proposed~~ at a density of 32 dwelling units per acre over a 6.22 acre site.~~-~~ Accordingly, 35 dwelling units per acre will provide a realistic capacity estimate for units on these sites. Thirty-five dwelling units per acre is 53.8 percent of the maximum density allowed on the site.

  In addition to the adjustment factor, ~~3~~ 4 existing units in the Grove Corridor with a designation of MU-GR (as previously discussed under "Site-Specific Information") have been removed from the realistic capacity to ensure estimates focus on growth rather than replacement.

- *Infrastructure Availability.* Adjustments made to affordability level estimates rather than capacity

  As previously discussed, infrastructure availability will enable development of the western Ontario Ranch to occur in a pattern similar to that of the eastern Ranch. Infrastructure is expected to expand south to north as development occurs. Part of the funding for expansion of the infrastructure system will come from investments by market-rate developers. With the current strong demand for residential uses, it is not anticipated that the availability of infrastructure will limit the number of units that can and will be built on each site, only the timing for when those sites will be able to develop and the potential affordability levels. To account for this, and in recognition of the need to offset costs for infrastructure expansion, the percent of the realistic capacity estimated as suitable for lower-income units decreases as you move north from Merrill Avenue, where the initial trunk line is anticipated to complete construction in 2022. The areas farthest from Merrill Avenue anticipate the lowest percentage of affordable units, with the balance expected to be above-moderate-income. It is expected that above-moderate housing will help to offset the costs associated with infrastructure expansion. The realistic capacity is divided by affordability level as follows:

  - *Grove Corridor* ~~*(north of Schaefer Avenue) Infrastructure in 4-6 years.* Lower-income (25 percent), Above moderate-income (75 percent)~~

    - South of Schaefer Avenue (Infrastructure available by 2027)
      Lower-income (50 percent), Above moderate-income (50 percent)
    - Between Schaefer Avenue and Northern SCE Easement (Infrastructure likely by 2027)
      Lower-income (40 percent), Above moderate-income (60 percent)
    - Between Northern SCE Easement and Chino Ave (Infrastructure available by 2028)
      Lower-income (35 percent), Above moderate-income (65 percent)
    - North of Chino Avenue (Infrastructure likely by 2028)
      Lower-income (25 percent), Above moderate-income (75 percent)

The results of this distribution are recorded in Table 5-14.

- *Environmental Constraints.* No Adjustment
  No known site constraints.

Total Capacity Adjustments: (.95)x(.68.4)x(.538)x(1)x(1)=35.0 percent

- SP-AG-AH / MU-ER (Euclid Corridor)

Description:

- Number and size of sites: 1 parcel, 15.0 acres
- Allowable density: 25-75 dwelling units per acre
- RHNA affordability: Lower-income (25 percent), Above-Moderate-income (75 percent)
- Existing Use: Agriculture
- Infrastructure availability: Planned, RHNA affordability distribution accounts for phasing of infrastructure
- Environmental constraints: None known

Capacity Factors:

- *Land Use Controls and Site Improvements.* 95 Percent Adjustment
  Portions of parcels that were not deemed appropriate for residential development (due to presence of a utility easement, designation as a future park, or other factor that would preclude residential development) are not included in the acreage estimates within the land inventory. As such, the factor applied here represents the portion of each site that will be dedicated internal circulation, sidewalks, and other public areas. Five percent of the land area has been reserved to account for these uses. The total adjustment factor applied is 95 percent.

- *Realistic Residential Capacity.* 78.9 Percent Adjustment
  This mixed-use designation ~~(currently called MU-NMC West, but a name change is proposed)~~ allows for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses. This is land use is envisioned as the southwestern activity center for citizens of Ontario with bot vertical and horizontal mixed-use development that connects to the ~~Great~~Grand Park. To determine the amount of mixed-use land area that is expected to develop for residential uses,

the City looked at trends in the eastern Ontario Ranch, where developers have consistently approached the City to reduce the commercial footprint within the adopted specific plan. The City also examined the mix of uses built or otherwise in the pipeline in the area designated as Mixed-Use NMC East in the Policy Plan, which was envisioned for a similar use as the MU-GP designation. In the Mixed-Use NMC East areas the mix of uses is approximately 75 percent residential. Because the location of this site is directly across the street from a successful neighborhood shopping center, it is expected that a smaller amount of retail and other nonresidential uses will be viable, while residential uses will remain in high demand. Consistent with these trends, approximately 78.9 percent of the area is expected to develop for residential purposes, while the balance is reserved for non-residential uses. The total adjustment factor applied is 78.9 percent.

- *Typical Densities. 46.7* Percent Adjustment

  This mixed-use designation allows residential densities between 20 and 75 dwelling units per acre. A realistic density at the lower end of the allowed range, 35 dwelling units per acre, was deemed realistic to determine the total capacity on these sites. This was based on projects developed in other areas of the city with a similar characteristic to the City's vision for affordable housing in this area, including the 1001 E. Holt Blvd., a mixed-use multi-family project (35 dwelling units per acre), and based on affordable projects outside of the City, like the Adams Avenue Affordable Housing Community in Murrieta, CA, which will complete adoption hearings in 2022 and is proposed at a density of 32 dwelling units per acre over a 6.22 acre site. Accordingly, 35 dwelling units per acre will provide a realistic capacity estimate for units on these sites. Thirty-five dwelling units per acre is 53.8 percent of the maximum density allowed on the site.

- *Infrastructure Availability.* Adjustments made to affordability level estimates rather than capacity

  As previously discussed, infrastructure availability will enable development of the western Ontario Ranch to occur in a pattern similar to that of the eastern Ranch. Infrastructure is expected to expand south to north as development occurs. Part of the funding for expansion of the infrastructure system will come from investments by market-rate developers. With the current strong demand for residential uses, it is not anticipated that the availability of infrastructure will limit the number of units that can and will be built on each site, only the timing for

when those sites will be able to develop and the potential affordability levels. To account for this, and in recognition of the need to offset costs for infrastructure expansion, the percent of the realistic capacity estimated as suitable for lower-income units decreases as you move north from Merrill Avenue~~, where the initial trunk line is anticipated to complete construction in 2022~~. The areas farthest from Merrill Avenue anticipate the lowest percentage of affordable units, with the balance expected to be above-moderate-income. It is expected that above-moderate housing will help to offset the costs associated with infrastructure expansion. The realistic capacity is divided by affordability level as follows:

- *Euclid Corridor* ~~*(north of sites adjacent to Schaefer Avenue) Infrastructure in 4-6 years.* Lower-income (25 percent), Above moderate-income (75 percent)~~

  - South of Chino Avenue (Infrastructure Available by 2028)
    Lower-income (35 percent), Above moderate-income (65 percent)
  - North of Chino Avenue (Infrastructure likely by 2028)
    Lower-income (25 percent), Above moderate-income (75 percent)

The results of this distribution are recorded in Table 5-14.

- *Environmental Constraints.* No Adjustment
  No known site constraints.

Total Capacity Adjustments: (.95)x(.789)x(.467)x(1)x(1)=35.0 percent

- SP-AG-AH / MU-ER (Euclid Corridor)

Description:

- Number and size of sites: 1 parcel, 15.0 acres
- Allowable density: 25-75 dwelling units per acre
- RHNA affordability: Lower-income (25 percent), Above-Moderate-income (75 percent)
- Existing Use: Agriculture

- Infrastructure availability: Planned, RHNA affordability distribution accounts for phasing of infrastructure

- Environmental constraints: None known

Capacity Factors:

- *Land Use Controls and Site Improvements.* 95 Percent Adjustment

  Portions of parcels that were not deemed appropriate for residential development (due to presence of a utility easement, designation as a future park, or other factor that would preclude residential development) are not included in the acreage estimates in the land inventory. As such, the factor applied here represents the portion of each site that will be dedicated to internal circulation, sidewalks, and other public areas. Five percent of the land area has been reserved to account for these uses. The total adjustment factor applied is 95 percent.

- *Realistic Residential Capacity.* 78.9 Percent Adjustment

  This mixed-use designation allows for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses. This ~~is~~ land use is envisioned as the southwestern activity center for citizens of Ontario with both vertical and horizontal mixed-use development that connects to the Grand Park. To determine the amount of mixed-use land area that is expected to develop for residential uses, the City looked at trends in the eastern Ontario Ranch, where developers have consistently approached the City to reduce the commercial footprint within the adopted specific plan. The City also examined the mix of uses built or otherwise in the pipeline in the area designated as Mixed-Use NMC East in the Policy Plan, which was envisioned for a similar use as the MU-GP designation. In the Mixed-Use NMC East areas, the mix of uses is approximately 75 percent residential. Because the location of this site is directly across the street from a successful neighborhood shopping center, it is expected that a smaller amount of retail and other non-residential uses will be viable, while residential uses will remain in high demand. Consistent with these trends, approximately 78.9 percent of the area is expected to develop for residential purposes, while the balance is reserved for non-residential uses. The total adjustment factor applied is 78.9 percent.

- *Typical Densities.* 46.7 Percent Adjustment

This mixed-use designation allows residential densities between 20 and 75 dwelling units per acre. A realistic density at the lower end of the allowed range, 35 dwelling units per acre, was deemed realistic to determine the total capacity on these sites. This was based on projects developed in other areas of the city with a similar characteristic to the City's vision for affordable housing in this area, including the 1001 E. Holt Blvd., a mixed-use multi-family project (35 dwelling units per acre), and based on affordable projects outside of the City, like the Adams Avenue Affordable Housing Community in Murrieta, CA, which will complete adoption hearings in 2022 and is proposed at a density of 32 dwelling units per acre over a 6.22-acre site. Accordingly, 35 dwelling units per acre will provide a realistic capacity estimate for units on these sites. Thirty-five dwelling units per acre is 53.8 percent of the maximum density allowed on the site.

- *Infrastructure Availability.* Adjustments made to affordability level estimates rather than capacity

  As previously discussed, infrastructure availability will enable development of the western Ontario Ranch to occur in a pattern similar to that of the eastern Ranch. Infrastructure is expected to expand south to north as development occurs. Part of the funding for expansion of the infrastructure system will come from investments by market-rate developers. With the current strong demand for residential uses, it is not anticipated that the availability of infrastructure will limit the number of units that can and will be built on each site, only the timing for when those sites will be able to develop and the potential affordability levels. To account for this, and in recognition of the need to offset costs for infrastructure expansion, the percentage of the realistic capacity estimated as suitable for lower-income units decreases as you move north from Merrill Avenue. The areas farthest from Merrill Avenue anticipate the lowest percentage of affordable units, with the balance expected to be above-moderate units. It is expected that above-moderate housing will help to offset the costs associated with infrastructure expansion. The realistic capacity is divided by affordability level as follows:

  - *Euclid Corridor*

    - South of Chino Avenue (Infrastructure Available by 2028)
      Lower-income (35 percent), Above moderate-income (65 percent)

- North of Chino Avenue (Infrastructure likely by 2028)
  Lower-income (25 percent), Above moderate-income (75 percent)

The results of this distribution are recorded in Table 5-14.

- *Environmental Constraints.* No Adjustment
  No known site constraints.

Total Capacity Adjustments: (.95)x(.789)x(.467)x(1)x(1)=35.0 percent

Units by RHNA Income Category

As discussed in previous section, infrastructure availability will enable development of the western Ontario Ranch to occur in a pattern similar to that of the eastern Ranch. Infrastructure is expected to expand south to the north as development occurs. Part of the funding for expansion of the infrastructure system will come from investments by market-rate developers. With the current strong demand for residential uses, it is not anticipated that the availability of infrastructure will limit the number of units that can and will be built on each site, only the timing for when those sites will be able to develop and the affordability of resulting units. To account for this, and in recognition of the need to offset costs for infrastructure expansion, the percent of the realistic capacity estimated as suitable for lower-income units decreases on sites farther away from Merrill Avenue, the southern-most street in the western Ontario Ranch~~, where the initial trunk line is anticipated to complete construction in 2022.~~. The areas farthest from Merrill Avenue anticipate the lowest percentage of affordable units, with the balance expected to be above-moderate-income. It is expected that above-moderate housing will help to offset the costs associated with infrastructure expansion. The realistic capacity is divided by affordability level as follows:

- Grand Park Corridor
  - Whole area (Infrastructure likely by 2027)
    Lower-income (50 percent), Moderate-income (25 percent), Above moderate-income (25 percent)
- SCE Easement Area
  - Whole area (Infrastructure available by 2027)
- Grove Corridor
  - South of Schaefer Avenue (Infrastructure- available by 2027)
    Lower-income (50 percent), Above moderate-income (50 percent)

- Between Schaefer Avenue and Northern SCE Easement (Infrastructure likely by 2027)
  Lower-income (40 percent), Above moderate-income (60 percent)
- Between Northern SCE Easement and Chino Ave (Infrastructure available by 2028)
  Lower-income (35 percent), Above moderate-income (65 percent)
- North of Chino Avenue (Infrastructure likely by 2028)
  Lower-income (25 percent), Above moderate-income (75 percent)

- Euclid Corridor
  - South of Chino Avenue (Infrastructure available by 2028)
    Lower-income (35 percent), Above moderate-income (65 percent)
  - North of Chino Avenue (Infrastructure likely by 2028)
    Lower-income (25 percent), Above moderate-income (75 percent)
- Vineyard Corridor
  - Whole Area (Infrastructure available in 2026)
    Lower-income (50 percent), Moderate-income (50 percent)
- Sports Park
  - Whole area (Infrastructure available in 2026)
    Lower-income (50 percent), Moderate-income (50 percent)

~~- Great Park Corridor~~
  ~~- South of SCE easement *(Infrastructure in 1-3 years)*~~
  ~~Lower-income (50 percent), Moderate-income (25 percent), Above moderate-income (25 percent)~~
  ~~- North of SCE easement *(Infrastructure in 3-5 years)*~~
  ~~Lower-income (40 percent), Above moderate-income (60 percent)~~

~~- Grove Corridor~~
  ~~- South of Schaefer Avenue *(Infrastructure in 3-5 years)*~~
  ~~Lower-income (40 percent), Above moderate-income (60 percent)~~
  ~~- North of Schaefer Avenue *(Infrastructure in 4-6 years)*~~
  ~~Lower-income (25 percent), Above moderate-income (75 percent)~~

- ~~Euclid Corridor~~
  - ~~South of Schaefer Avenue *(Infrastructure in 3-5 years)*~~
    ~~Lower-income (40 percent), Above moderate-income (60 percent)~~
  - ~~North of Schaefer Avenue *(Infrastructure in 4-6 years)*~~
    ~~Lower-income (25 percent), Above moderate-income (75 percent)~~
- ~~Vineyard Corridor/Armstrong Ranch Specific Plan~~
  - ~~Whole Area (*Infrastructure in 4-6 years*)~~
    ~~Lower-income (25 percent), Above moderate-income (75 percent)~~

Table 5-14
Strategy 6: Units by Income Category

Opportunity Area: ~~Great~~ Grand Park Corridor						
~~South of SCE Easement~~						
~~SP-AG-AH / MDR~~	~~42~~	~~299.4~~	~~3,257~~	~~1,604~~	~~1,707~~	~~6,568~~
~~South of SCE Easement~~	~~41~~	~~291.6~~	~~3,190~~	~~1,604~~	~~1,604~~	~~6,397~~
~~North of SCE Easement~~	~~1~~	~~7.8~~	~~68~~	~~-~~	~~103~~	~~171~~
~~SP-AG-AH / MU-EU[1]~~	~~8~~	~~81.7~~	~~570~~	~~286~~	~~286~~	~~1,142~~
SP-AG-AH / MU-GP[1]	11 ~~29~~	81.9 ~~219.5~~	953 ~~2,681~~	477 ~~1,344~~	477 ~~1,344~~	1,906 ~~5,370~~
Opportunity Area: Grove Corridor						
SP-AG-AH / MDR	10 ~~22~~	65.3 ~~150.8~~	359 ~~1,003~~	- ~~-~~	1,077 ~~2,312~~	1,436 ~~3,315~~
SP-AG-AH/HDR	17	103.9	1,590	469	1,578	3,638
~~South of Schaefer Ave~~	~~8~~	~~53.2~~	~~468~~	~~-~~	~~702~~	~~1,169~~
~~North of Schaefer Ave~~	~~14~~	~~97.7~~	~~535~~	~~-~~	~~1,610~~	~~2,145~~
SP-AG-AH / MU-GR	4	36.0	~~202~~243	-	~~614~~573	**815**
Opportunity Area: Euclid Corridor						
SP-AG-AH / MDR	23	117.2	767 ~~633~~	- ~~-~~	1,812 ~~1,934~~	2,579 ~~2,567~~
~~Adj. to Schaefer Ave~~	~~8~~	~~53.2~~	~~169~~	~~-~~	~~513~~	~~1,169~~
~~North of sites adj. to Schaefer~~	~~14~~	~~97.7~~	~~464~~	~~-~~	~~1,421~~	~~2,145~~
SP-AG-AH / MU-ER	1	15.0	98	-	295	**393**
Opportunity Area: Vineyard Corridor / ~~Armstrong Ranch Specific Plan~~						
SP-AG-AH / MDR	14 ~~7~~	113.4 ~~64.3~~	1,247 ~~354~~	624 ~~-~~	624 ~~1,062~~	2,495 ~~1,416~~
SP-AG-AH/HDR	11	93.0	1,628	814	814	3,265
Opportunity Area: SCE Easement Area						
SP-AG-AH/MDR	12	65.9	725	363	363	1,450
Opportunity Area: Sports Park						
SP-AG-AH/HDR	6	42.8	749	375	375	1,498
SP-AG-AH/MU-SP	9	75.2	339	169	169	677
TOTAL	118 ~~136~~	810 ~~983.9~~	8,697 ~~8,798~~	3,290 ~~3,234~~	8,156 ~~9,553~~	20,143 ~~21,586~~

Source: City of Ontario, ~~2022~~2026.
*Acres and units have been rounded.
~~Notes:~~
~~1 All MU-EU and MU-GP parcels are south of the SCE easements.~~
~~2 All MU-GR parcels are north of Schaefer Avenue.~~
~~3 All MU-ER parcels are north of sites adjacent to Schaefer Avenue.~~

Strategy 7: Accessory Dwelling Units

Accessory dwellings are a part of the strategy for meeting the City's share of its RHNA for housing affordable to low- and moderate-income households. Ontario has many single-family homes on lots that would allow space to build an ADU.

State law has been amended to facilitate and encourage the production of accessory dwellings. In 2016, AB 2299 and SB 1069 required cities to revise their zoning code to conform to the new ADU law. In 2019, SB 68, AB 881, and SB 13 further amended California Government Code Sections 65852.2 and 65852.22, and Health and Safety Code Section 17980.12 pertaining to local regulations for ADUs. In January 2020, the City Council enacted Ordinance 3175 to incorporate recent changes to state law with respect to ADUs.

Ontario has seen an influx in ADU applications, increasing from just 30 units permitted in 2019 to 69 permits issued in 2020. ~~Based on past and current trends, the City expects that 120 to 360 ADUs will be built during the Housing Element period of 2021-2029.~~ Between 2022 and 2024, the City permitted or issued certificates of occupancy for 446 ADUs, approximately 148 units per year. If this trend continues, even with a slight decrease to 100 ADUs per year, the City could anticipate approximately 475 ADUs between January 2025 and October 2029.

Since October 2021, the City has assumed that all ADUs developed are for above moderate incomes, because the City has not implemented a monitoring program to determine no-rent, low-rent, or market-rent ADUs (program 7). In reflection of this, ADUs reported in the 6th Cycle APRs have been counted towards the City's above moderate RHNA only. The City may revise APRs and assumptions after a survey is conducted that determines the actual affordability level of ADUs.

If t~~T~~he affordability for ADUs built in Ontario wa~~s~~ is based on SCAG's ADU survey and affordability assumptions for San Bernardino County~~.~~ ~~Applying those affordability assumptions to Ontario and the range of production estimates~~, the City ~~can~~ could expect the production of ~~69~~ 530 ~~to 207~~ lower-income ADUs over the Housing Element period. Table 5-15 includes the summary of ADU projection estimates ~~by~~ based on SCAG's estimates of affordability levels. To encourage this level of production, the Housing Plan proposes ~~a~~ programs to incentivize the production of ADUs (Programs 7 and 27)~~.~~, and the City will continue to credit ADUs

towards its above moderate income RHNA until a survey is conducted to determine affordability.

Table 5-15
Accessory Dwelling Unit Projections and SCAG's Affordability Assumptions, 2021–2029

Household Income Category	Percent of ADUs Projected[1]	Range of ADU Estimates based on SCAG Assumptions (2021-2029)[2] Conservative Trend[2]
Lower	57.5%	69530
Moderate	34.8%	42320
Above Moderate	7.7%	971
ADUS Projected (2021-2029)TOTAL	100%	120921[2]

Source: City of Ontario, 2021, SCAG, 2021.

Notes:

1. The methodology for the affordability distribution of ADUs can be accessed online at: https://scag.ca.gov/sites/main/files/file-attachments/adu_affordability_analysis_120120v2.pdf?1606868527.
2. The is conservative trend projection assumes 446 ADUs reported on APRs Jan 2022-Dec 2024, and 15 100 dwelling units will be built per year (Jan 2025-Oct 2029). This estimate for growth over the balance of the 6th cycle is based on half of the reduced number of permits issued in 2019a one-third reduction in the annual number of permits issued / units built between Jan 2022 and Dec 2024.

   The maximum trend assumes 45 dwelling units will be built per year. This estimate is based on the average of the permits issued in 2019 and 2020.

Summary of Capacity to Accommodate RHNA Allocation

Table 5-16 summarizes the City's strategy to achieve its 2021-2029 RHNA. It is recognized, however, that these strategies are deemed conservative–the City expects that additional residential and mixed-use projects will occur within specific plan areas and on underutilized sites throughout the city. The City's RHNA strategy reflects the City's policy to support the creation of mixed-income communities by assuming a mix of lower- and moderate-income housing on identified sites in established neighborhoods and a mix of lower-, moderate-, and above moderate-income housing in areas where there is no existing residential component. The following provides a high-level summary of the City's RHNA strategies.

- **Above moderate-income**. In addition to the capacity identified in pipeline projects and the analysis of strategies, the City has entitled additional capacity for several thousand homes that have not been credited toward the RHNA. Areas with development potential that are not included in the inventory include entitled specific plans, the downtown mixed-use district, and mixed-use areas along the I-10 corridor. Several specific plans were also

recently amended to allow more housing at higher densities, a trend the City expects to continue. There is sufficient capacity to accommodate the above moderate-income housing requirement of the RHNA.

- **Moderate-income**. Prior sections contained an analysis of the strategies that will be used to accommodate the moderate- and lower-income RHNA. Sites and densities were demonstrated to be sufficient to accommodate housing affordable to moderate-income households.

- **Lower-income**. Prior sections contained an analysis of the strategies that will be used to accommodate the lower-income RHNA. Sites and densities were demonstrated to be sufficient to accommodate affordable housing. In addition, specific programs were shown for each strategy that would encourage and facilitate housing production and that would also remove any potential constraints to development.

Table 5-16
Availability of Land to Meet RHNA, 2021–2029

Site Area		Lower Income	Moderate Income	Above Moderate Income	Final ~~Reaslistic~~ Realistic Capacity
2021–2029 RHNA		**8,926**	**3,329**	**8,599**	**20,854**
	Project Credits (Per APRs)[1]	(51)~~-~~	(7)~~-~~	~~(2,111)~~ (12,043)	~~(2,111)~~ (12,102)
	Remainder	*8,875~~8,926~~*	*3,322~~3,239~~*	*~~6,488~~ (3,444)[2]*	*~~18,734~~ 12,197[2]*
Strategies					
#1	Downtown	5~~20~~	6~~20~~	-	11~~40~~
#2	West Holt	159~~227~~	159~~227~~	-	318~~454~~
	East Holt	490~~250~~	511~~249~~	-	837~~499~~
#3	Old Cardenas Market	33	32	-	65
#4	Ontario Center Specific Plan	~~151~~96	~~152~~97	-~~-~~	~~303~~193
#5	Ontario Mills Specific Plan[1]	[1,564][1]	[782][1]	[782][1]	[3,128][1]
20#6	~~Great~~ Grand Park Corridor	953~~6,508~~	477~~3,235~~	477~~3,337~~	1,906~~13,080~~
	SCE Easement Area	725	363	363	1,450
	Grove Corridor	2,191~~1,205~~	~~1475~~469~~-~~	3,228~~2,926~~	5,889~~4,131~~
	Euclid Corridor	865~~731~~	-	2,107~~2,229~~	2,972~~2,960~~
	Vineyard Corridor ~~/ Armstrong Ranch Specific Plan~~	2,875~~354~~	~~1126~~1,438~~-~~	1,438~~1,062~~	5,751~~1,416~~
	Sports Park	1,088	544	544	2,175
#7	Accessory Dwelling Units[3]	0~~69~~	0~~42~~	475~~9~~	475~~120~~

Total Capacity[4]	9,326[2]~~11,112~~	4,085[4]~~4,740~~	8,631[1]~~10,345~~	22,042[1]~~26,197~~
Surplus / Buffer[4]	451[4] (5.1%)~~2,186 (24%)~~	763[4] (22.9%),~~411 (42%)~~	12,075[4] (142.1%) ~~3,857 (45%)~~	13,289[4] (63.7%) ~~7,454 (36%)~~
	RHNA met	**RHNA met**	**RHNA met**	**RHNA met**

Source: City of Ontario, ~~2021~~2026.

1. See Table 5-2 for details.
2. While the City has met the above moderate RHNA obligation, as reported on APRs, it must continue to maintain capacity for each income tier. Due to this, the 3,444 unit surplus reported in the "Remainder" row for above moderate housing units are counted as zero in the total column for the row.
3. The City does not and has not relied on Strategy 7 to fulfill its lower income RHNA obligation for the 6th cycle. Should the City confirm lower income affordability through subsequent surveys, ADU capacity will be revised.

~~1.~~4. The City does not and has not relied on Strategy 5 to fulfill its RHNA obligation for any portion of the 6th cycle. Because the zoning for Strategy 5 is not in place, it is not included in the Total Capacity or Surplus/Buffer row in Table 5-16. Should the rezoning program (program 13) be implemented on Strategy 5 sites, the City will have more capacity and a larger buffer.

5.2 Administrative and Financial Resources

Funding Sources for Affordable Housing

The City's local housing programs are supported through federal funding and state funding programs that assist first-time homebuyers, build affordable housing, and help special-needs groups, such as seniors and large households, as listed in Table 5-17. In most cases, other entities, including for-profit and nonprofit developers, apply for funds or other program benefits. For example, developers apply directly for Section 202 grants. In general, the City relies on the private sector to develop new affordable units.

Table 5-17
Federal and State Housing Funding Programs

Program Name	Description	Eligible Activities
Federal Funding Programs		
Community Development Block Grant (CDBG) Program	The Department of Housing and Urban Development (HUD) awards CDBG annually to entitlement jurisdictions and states for general activities, including housing and economic development activities. HUD also offers various other programs that can be used by the City and nonprofit and for-profit agencies for the preservation of low-income housing units, such as Section 202 and Section 108 loan guarantees. The annual appropriation for CDBG is split between states and local jurisdictions called "entitlement communities."	Acquisition Rehabilitation Homebuyer Assistance Economic Development Assistance Homeless Assistance Public Services Infrastructure Replacement
HOME Investment Partnerships Program	The Home Investment Partnerships Program (HOME) was created under the Cranston Gonzalez National Affordable Housing Act enacted in November 1990. HOME funds are awarded annually as formula grants to participating jurisdictions. HUD establishes Home Investment Trust Funds for each grantee, providing a line of credit that the jurisdiction may draw upon as needed. The program's flexibility allows states and local governments to use HOME funds for grants, direct loans, loan guarantees, or other forms of credit enhancement or rental assistance or security deposits.	Acquisition Rehabilitation Homebuyer Assistance Rental Assistance
Housing Choice Voucher (HCV) Rental Assistance (Section 8)	Provides rental assistance payments to owners of market-rate properties on behalf of very low-income tenants.	Rental Assistance
Section 811	Provides grants to nonprofit developers of supportive housing for disabled persons. The grants may be used to construct or rehabilitate group homes, independent living facilities, and intermediate care facilities. The grants may also have a rental assistance component.	Acquisition Rehabilitation New Construction Rental Assistance
Section 203(k)	Provides fixed-rate, low-interest loans to organizations wishing to acquire and rehabilitate property.	Land Acquisition Rehabilitation Refinancing of Existing Debt
Section 202	Grants to private nonprofit developers of supportive housing for very low-income seniors.	New Construction

Table 5-17
Federal and State Housing Funding Programs

Program Name	Description	Eligible Activities
Low-Income Housing Tax Credits (LIHTC)	In 1986, Congress created the federal LIHTC program to encourage private investment in the acquisition, rehabilitation, and construction of low-income rental housing. Because high housing costs in California make it difficult, even with federal credits, to produce affordable rental housing, the California legislature created a state low-income housing tax credit program to supplement the federal credit. The state credit is essentially identical to the federal credit, the Tax Credit Allocation Committee allocates both, and state credits are only available to projects receiving federal credits. Twenty percent of federal credits are reserved for rural areas and 10 percent for nonprofit sponsors. To compete for the credit, rental housing developments have to reserve units at affordable rents to households at or below 46 percent of area median income. The targeted units must be reserved for the target population for 55 years.	New Construction
Mortgage Credit Certificate Program	Offers income tax credits to first-time homebuyers. The County distributes the credits.	Homebuyer Assistance
Supportive Housing Program (SHP)	Offers grants to agencies who offer supportive housing and services to the homeless.	Transitional Housing Housing for Disabled Persons Supportive Housing Support Services
Community Reinvestment Act	The Community Reinvestment Act (CRA), enacted by Congress in 1977, is intended to encourage depository institutions to help meet the credit needs of the communities in which they operate, including low- and moderate-income neighborhoods, consistent with safe and sound banking operations. The CRA requires that each insured depository institution's record in helping meet the credit needs of its entire community be evaluated periodically. That record is taken into account in considering an institution's application for deposit facilities, including mergers and acquisitions.	New Construction Rehabilitation Acquisition Support Services Supportive Housing Homebuyer Assistance
Emergency Solutions Grant	Awards grants to nonprofits for the provision of shelter support services.	Support Services
Emergency Solutions Grant-CARES (ESG-CV)	One-time funding for programs targeted to homeless or those at-risk for housing to prepare for, respond to, or prevent impacts of the coronavirus pandemic.	Support Services (Homeless Facilities and Program)
Multifamily Housing Program (MHP)	Provides loans for new construction, rehabilitation, and preservation of affordable rental housing. Payments on the loans are deferred for a specified period of time.	New Construction Rehabilitation Preservation
CalHOME	Provides grants to local governments and nonprofit agencies for homebuyer assistance, rehabilitation, and new construction. The agency also finances acquisition, rehabilitation, and replacement of manufactured homes.	Homebuyer Assistance Rehabilitation New Construction

Table 5-17
Federal and State Housing Funding Programs

Program Name	Description	Eligible Activities
California Self-Help Housing Program	Provides grants for the administration of mutual self-help housing projects.	Homebuyer Assistance New Construction Administrative Costs
Emergency Housing and Assistance Program	Provides grants to support emergency housing.	Shelters Transitional Housing
Affordable Housing and Sustainable Communities Program	Provides funding to support infill development projects with the goal of reducing greenhouse gas emissions.	New Construction Rehabilitation
Veterans Housing and Homeless Prevention Program	Provides funding to buy, construct, rehabilitate or preserve affordable multifamily housing for veterans and their families.	Acquisition Construction Rehabilitation Preservation
Senate Bill 2 – Building Jobs and Homes Act	Provides planning grant funding to jurisdictions for plans and process improvements that will help to accelerate housing production.	Technical Assistance Planning Document Updates
Local Early Action Planning (LEAP) Grants	The (LEAP grants program provides over-the-counter grants complemented with technical assistance to local governments for the preparation and adoption of planning documents, and process improvements that: Accelerate housing production. Facilitate compliance to implement the sixth-cycle Regional Housing Needs Assessment.	Housing element updates Updates to zoning, plans or procedures to increase/accelerate housing production Pre-approved architectural and site plans Establishing State-defined Pro-housing policies *See complete list in LEAP program materials*
No Place Like Home	Through a County application process, provides loans to acquire, develop, preserve, or rehabilitate permanent supportive housing facilities.	Permanent Supportive Housing
Infrastructure Infill Grant	Provides gap financing for infrastructure improvements necessary to support the development of affordable infill housing.	Infrastructure Improvements

Table 5-17
Federal and State Housing Funding Programs

Local Housing Trust Fund Program	Provides matching grants to funds provided by Local Housing Trust Funds.	Site Acquisition Site Development Homebuyer Assistance Transitional Housing Emergency Shelter Multifamily Housing
Transit-Oriented Development Program	Supports the development of affordable multifamily rental housing near transit stations through low-interest loans.	New Construction Rehabilitation Infrastructure Improvements
State Funding Programs		
Affordable Housing Partnership Program (AHPP)	Provides lower interest rate CalHFA loans to homebuyers who receive local secondary financing.	Homebuyer Assistance
Self-Help Builder Assistance Program	Provides lower interest rate CalHFA loans to owner-builders who participate in mutual self-help housing projects. Also provides site acquisition, development financing, and construction financing for self-help projects.	Homebuyer Assistance Site Acquisition Site Development Home Construction
California Housing Assistance Program	Provides 3% silent second loans in conjunction with 97% CalHFA first loans to give eligible homebuyers 100% financing.	Homebuyer Assistance
Extra-Credit Teacher Program	Provides $7,500 silent second loan with forgivable interest in conjunction with lower-interest-rate CalHFA first loans to assist eligible teachers in buying homes.	Homebuyer Assistance
Housing Enabled by Local Partnerships	Provides 3% interest rate loans, with repayment terms up to 10 years, to local government entities for locally determined affordable housing priorities.	Wide Range of Eligible Activities
Predevelopment Loan Program	The California Department of Housing and Community Development (HCD) administers the program, which provides funds to pay the initial costs of developing affordable housing developments. Priority is given to applications with matching financing from local agencies or federal programs.	Pre-development
Multifamily Housing Program	HCD conducts the acquisition and rehabilitation component of the Multifamily Housing Program to acquire and rehabilitate existing affordable rental housing. Priority is given to projects currently subject to regulatory restrictions that may be terminated. Assistance is provided through low-interest construction and permanent loans. Eligible applicants include local government agencies, private nonprofit organizations, and for-profit organizations.	Rental Acquisition Rental Rehabilitation
Transitional Housing Program for Emancipated Foster/Probation Youth (THP-Plus)	This program provides funds for housing and services for persons who need support services for transition-age youth.	Supportive Housing Foster Care

Table 5-17
Federal and State Housing Funding Programs

Program Name	*Description*	*Eligible Activities*
Special-Needs Housing Program	Allows local governments to use Mental Health Services Act (MHSA) funds to finance the development of permanent supportive rental housing.	New Construction Supportive Housing
Home Mortgage Purchase Program	CalHFA sells bonds to raise funds for providing below-market-rate loans to qualifying first-time homebuyers.	Homebuyer Assistance

Housing Choice Vouchers

The federal government provides approximately $3 million to the Housing Authority of the County of San Bernardino to administer the Housing Choice Voucher (HCV) program. These funds are used to maintain the affordability of publicly subsidized affordable housing projects in Ontario. This allocation includes funding for approximately 501 Housing Choice Vouchers, and the Family Self-Sufficiency Program. Within Ontario, the approximate number of HCVs have been available: 496 in 2016, 422 in 2017, 527 in 2018, 676 in 2019, and 747 in 2020. As of July 2021, there are 773 vouchers in use for the City of Ontario. This includes 735 in traditional voucher programs and 38 in special voucher programs, such as the Veterans Affairs Supportive Housing. The waitlists, which are for the entire County of San Bernardino remain closed as of July 2021. In March 2021, there were 20,382 tenant-based households on the waitlist and 60,744 total households on the waitlist.

(See Programs 23, 25, 27, and 31)

Community Development Block Grants (CDBG)

The federal government provides funds for a range of housing and community development activities, including acquisition and disposition of real estate or property, public facilities and improvements, relocation, rehabilitation and construction of housing, homeownership assistance, and demolition activities. In addition, these funds can be used to acquire or subsidize at-risk units. The City of Ontario received approximately $1.8 million in funding in 2019–2020.

(See Programs 3, 4, 6, 9, 27, 31, and 33)

HOME Partnership

Ontario received approximately $666,000 in 2019–2020 in federal HOME funds. HOME funds can be used for activities that promote affordable rental housing and lower-income homeownership, including building acquisition, new construction, reconstruction, moderate or substantial rehabilitation, first-time homebuyer assistance, and tenant-based assistance, as well as the preservation of affordable housing.

(See Programs 1, 3, 4, 24, 27, 32, and 33)

Transformative Climate Communities

Ontario received funding through the Transformative Climate Communities (TCC) grant program from the State of California ($33.2 million) for a variety of project types, including housing. The TCC housing component included gap funding of approximately $14 million for the development of a 101-unit affordable housing project known as Vista Verde. The construction of the Vista Verde Apartments begun on June 17, 2019, and was completed in March 2021. Within the project area, 24 solar photovoltaic (PV) systems were installed on the single-family homes, providing approximately 31 kilowatts (kw) in renewable energy capacity. Of the 101 units, 11 will be rented to households making below 30 percent of the area median income (AMI), 37 units will be rented to households at 50 percent AMI, and 42 units will be rented out to households at 60 percent AMI. The affordable housing units will be made available through a lottery process. Applicants who already work and live in Ontario will be given preference.

(See Programs 8 and 10)

Permanent Local Housing Allocation

Ontario received funds that will be used for housing programs and homeless programs. The City is planning to use a portion of the Permanent Local Housing Allocation (PLHA) funds for first-time homebuyer programs in conjunction with reuse funds on hand from the CalHome and BEGIN programs formerly offered. Programs are currently in design development to determine income targeting and benefits.

(See Program 24)

9.2 Housing Supply and Diversity

7. Accessory Dwelling Units (ADUs)

The City shall promote accessory dwelling units (including junior accessory dwelling units) (ADUs/JADUs) as an affordable housing option in high-resource areas and an economic mobility opportunity in Ontario through the following actions. ~~The cumulative impact of these strategies would exceed the conservative estimate of 120 units to achieve 360 ADUs in the planning period, with at least one third of the units (180) available as affordable housing to lower income households.~~

- Consider a program to waive, reduce, or defer connection or impact fees for ADUs that agree to affordability covenants for a set period of time. The City will consider options in 2026 and implement programs as necessary by 2027.

- Continue to provide information such as Frequently Asked Questions (FAQ) on the City's website. Expand information on the City's website to provide educational materials and additional guidance, including permitting procedures and construction resources. Update the information provided on the City's website to include by December 2022, ensuring information is provided in multiple languages (including Spanish). Review and update website regarding ADU standards on a yearly basis.

- Assess the feasibility of establishing a loan program to help homeowners finance the construction of ADUs. The City shall consider incentives to encourage homeowners to deed restrict ADUs for lower-income households. The City will consider qualification requirements for income-restricted ADUs appropriately address Ontario residents' housing needs to identify barriers to qualifying (e.g., proof of residency, income levels, employment record, credit history, etc). The City will consider options in 2026 and implement programs as necessary by 2027.

- Actively market ADU guidance and materials in areas with high access to resources to encourage the development of new affordable housing in areas of opportunity as a strategy to enhance mobility and reduce displacement of low-income households seeking affordable housing options. The combination of available ADU informational material crafted to address lower-income ADU opportunity challenges and a strategic outreach approach leveraging existing established outreach networks within low-income areas, provides the greatest opportunity for residents of lower-income residents in high resource areas. During the Housing Element planning period, the ADU ordinance will be updated as appropriate in compliance with state law and adjusted as issues arise and new best practices develop. Some of the features of the program will include:

    - Receive technical assistance through SCAG to evaluate permitting practices for ADUs and JADUs and implement improvements

    - Online application process with staff intake for quality control

- Maintain and develop materials for better applicant guidance, as needed
- Provide consistent staff training and support
- Look for all opportunities to provide certainty earlier in the process
- Reduce steps and shorten timeframes, and
- Continue to watch the prefabricated housing market, including companies that produce 3D-printed homes, repurposed shipping containers, and modular construction in order to integrate new ideas into the permitting process as appropriate.
- Outreach to local homeowners that have added an ADU to involve them in supporting other homeowners who are considering adding an ADU to their property in high resource areas. Hold a community "ADU Open House" to share ideas and inspire homeowners to build ADUs. Connecting homeowners and property owners within high resource areas through existing community outreach opportunities to provide information on funding/assistance with construction costs. The City will coordinate outreach with non-profit organizations (e.g. Community Health Improvement Association, Huerta De Valle, Seeds of Joy, etc.) to compile lists of lower income households interested in renting ADUs. The City will provide these lists to homeowners and property owners within high resource areas who are building ADUs.
- Create short flyers and brochures (digital and print). Distribute through social media promotions, direct mailings to property owners, water bill inserts, and the dedicated City webpage.
- Provide information on the City's website about ADU standards and options.
- Inform people at the public counter of ADUs as an option and informing property owners with an existing unpermitted ADU of the option to bring the unit up to code as a legal ADU.

- Develop and implement a monitoring program. The program will track ADU approvals and affordability. The City will use this monitoring program to track progress in ADU development and adjust or expand the focus of its education and outreach efforts through the 2021-2029 planning period. Until ~~T~~the City ~~will~~ evaluates ADU production and affordability, all ADUs entitled, permitted, and built within the city will be reported on APRs as affordable to above moderate households. ~~two years into the planning period (2023) and~~ After the monitoring program is established, if it is determined these units ~~are not~~ meet~~ing~~ the lower- or moderate- income housing need, the City may revise APRs to reflect actual reported affordability levels. ~~will consider other housing sites that are available to accommodate the unmet portion of the lower-income RHNA.~~

See also Program 27 Fair Housing.

Implementation

- ***Objectives*:** Support the development of accessory dwelling units during the 2021–2029 planning period, consistent with the assumptions in the sites inventory. ~~A cumulative impact of these strategies that exceeds the conservative estimate of 120 units to achieve 360 ADUs in the planning period, with at least one third of the units (180) available as affordable housing to lower income households.~~

- ***Responsible Agencies*:** Housing and Planning Departments and Ontario Housing Authority

- ***Funding*:** General Fund, CDBG

- ***Timing*:** Consider fee waiver and loan programs in 2026 and implement programs as necessary by 2027. Continue to provide and update program information on the City's website throughout the planning period, in English and Spanish. Actively market ADU program throughout the planning period. Outreach and ADU Open House program in high resource areas in August 2024 and implemented by August 2026. Prepare brochures May 2023 and implement in January 2024. Actively market ADU program throughout the planning period. Implement monitoring - evaluate ADU production and affordability two years into the planning period (2023).

  Between 2022 and 2024, the City permitted or issued certificates of occupancy for 446 ADUs, approximately 148 units per year. This represents an increase of more than 100% compared to the 69 permitted units in 2020, and indicates that changes in City practices have ensured that ADUs are more accessible to Ontario residents. The City will not, however, count ADUs towards its RHNA obligation for lower- or moderate-income households until such assumptions are verified by implementation of an evaluation and monitoring program.

8. Downtown Plan

Ontario's Downtown covers 12 blocks along Euclid Boulevard. The City developed a Downtown District Plan, codified as MU-1 in the development code. ~~that~~ The Downtown District Plan encompasses ~~four~~ five ~~downtown~~ districts that create sub-zones within the Mixed-Use (MU-1) zoning district: Euclid Avenue Entertainment District (LUA-1), Arts District North and South (LUA-2S and LUA-2N), Holt Boulevard District (LUA-3), and Civic Center District (LUA-4). The Downtown District Plan ~~vision~~ provides opportunities for high-density, market-rate and affordable housing in the Euclid Avenue Entertainment District and Holt Boulevard District, offering convenient access to downtown amenities, local commercial centers, public services, open space, and public transportation. The Downtown Plan area is included in a $35 million Transformative Climate Communities (TCC) Grant awarded to the City to increase prosperity and improve transportation and housing within a disadvantaged community. The TCC program includes affordable housing, active transportation improvements, mobility hub, urban greening, carbon farm, solar photovoltaic, and transit improvements. This grant is a collaborative effort with public and community-based organizations.

Implementation

- ***Objectives*:** Implement the adopted the Downtown District Plan to facilitate new mixed-use and residential development consistent with the Downtown strategy capacity identified in Table 5-16~~(634 units in the Downtown Plan area)~~; continue to acquire property and assemble sites to facilitate new housing.
- ***Responsible Agencies***: Planning Department
- ***Funding*:** General Fund, Tax Increment, Transformative Climate Communities (TCC)
- ***Timing*:** Continue to implement the Downtown District Plan (adopted in December 2020 as part of Development Code Update).

9. Mountain and Euclid Corridors

Euclid Avenue and Mountain Avenue extend the entire length of Ontario. In recent years, developers have expressed interest in building residential and commercial projects along these corridors. Mountain Avenue has had numerous senior and affordable housing projects built adjacent to or near the corridor, and developers have begun to show interest in Euclid Avenue. Both corridors have commercial property that is proposed for redesignation as residential. To facilitate corridor development, the City previously rezoned properties along Euclid Avenue and Mountain Avenue for medium- and high-density residential development, as shown on the Official Land Use Plan (LU-01). The Old Cardenas Market strategy area is in the Euclid Corridor. ~~During the planning period, t~~The City ~~will develop~~ adopted a lot-consolidation ordinance (No. 3289) to incentivize the assemblage of parcels. Additional ~~I~~incentives may include fee modifications, flexibility in design, expedited permit processing, or others. The City will continue to monitor the ongoing status of development in the Euclid Avenue and Mountain Avenue corridors.

Implementation

- ***Objectives*:** Develop a lot consolidation ordinance to facilitate the assemblage of lots into larger parcels. ~~with up to three assemblages anticipated during the planning period in the Euclid Avenue and Mountain Avenue corridors.~~ Continue to monitor the ongoing status of development in the Euclid Avenue and Mountain Avenue corridors.
- ***Responsible Agencies*:** Planning Department
- ***Funding*:** General Fund
- ***Timing*:** The City adopted a lot consolidation ordinance on December 3, 2024 (Ordinance No. 3289)~~Within two years of Housing Element adoption, ongoing monitoring of development~~

10. Holt Boulevard

Holt Boulevard is one of the original corridors paralleling the railroad and extending through Ontario and neighboring communities. With the development and success of commercial uses fronting the freeways, the commercial viability of Holt Boulevard has gradually eroded, leaving

a significant number of underutilized uses on small parcels. The Policy Plan has declared Holt Boulevard as a focus area for mixed uses, both perpendicular to Mountain Avenue, at the base of Downtown, and in the East Holt Boulevard Study Area. Sites along Holt Boulevard have been previously rezoned to accommodate higher densities. To stimulate investment in these areas, the City ~~will~~ adopted a lot consolidation ordinance (No. 3289) on December 3, 2024, and ~~incentives to~~ encourages the recycling of land to residential uses. The City will continue to monitor the ongoing status of development in the Holt Boulevard area. The Holt Boulevard area is included in a $35 million Transformative Climate Communities (TCC) grant awarded to the City to increase prosperity and improve transportation and housing within a disadvantaged community. The TCC program includes affordable housing, active transportation improvements, mobility hub, urban greening, carbon farm, solar photovoltaic, and transit improvements. This grant is a collaborative effort with public and community-based organizations and includes the development of the 101-unit Vista Verde Affordable Housing project.

Implementation

- ***Objectives*:** Develop a lot consolidation ordinance to facilitate the assemblage of lots into larger parcels, ~~with up to five assemblages~~ anticipated during the planning period in order to support achievement of the lower- and moderate-income capacities assigned to the West Holt and East Holt strategies in the sites inventory~~.in the Holt Boulevard area~~. Continue to monitor the ongoing status of development in the Holt Boulevard area.
- ***Responsible Agencies*:** Planning Department
- ***Funding*:** General Fund
- ***Timing*:** ~~Within two years of Housing Element adoption, ongoing monitoring of development~~The City adopted a lot consolidation ordinance on December 3, 2024 (Ordinance No. 3289)

11. Ontario Ranch

Ontario Ranch covers 8,200 acres of the former San Bernardino Agricultural Preserve. This area is intended to provide a range of housing opportunities for the City's emerging regional and national employment centers. Buildout of this area is contingent on completion of infrastructure, approval of specific plans, and cancellation of Williamson Act contracts. The City has entered into an agreement with a consortium to fund $430 million in infrastructure serving the eastern Ontario Ranch. The initial sewer trunk line~~, expected to~~ was developed in 2022, ~~will~~ traveling along Merrill Avenue between Euclid and Walker Avenues. An additional sewer line along Vineyard Avenue is expected to be completed in Spring 2026. The Vineyard Avenue sewer expansion makes development east of Walker Avenue feasible as soon as 2026. West of Walker ~~From there~~, additional sewer lines are planned to extend north along Euclid, Bon View, Grove, and Walker Avenues, with the southern-most sites expected to be first served. In this area, i~~I~~nfrastructure is expected to expand south to north as development occurs.

The City will monitor the timing of the provision of infrastructure. to ensure that infrastructure is being provided pursuant to these assumptions so that housing can be developed ~~early~~ within the planning period. The City will amend the sites inventory or rezone additional sites should

infrastructure not be provided pursuant to the timeframes stated. (See also Program 14. Land Monitoring Program to Meet the RHNA.)

Many specific plans for this area have been approved. Some of the original Williamson Act contracts will also expire during the planning period. The Policy Plan has designated much of the area for medium- and high-density residential and mixed-use. Within western Ontario Ranch (largely undeveloped), the Policy Plan lays groundwork to promote a mixed-income community, with low-density, medium-density, high-density, and mixed-use well integrated with one another. Ontario Ranch offers important opportunity to integrate housing affordable to all income levels, especially lower-income households. The City will continue to process specific plan applications and work with developers to address outstanding issues, in particular the financing of infrastructure in western Ontario Ranch. In addition, the City will meet with potential developers to explore opportunities to integrate affordable housing in new developments. The City will host annual roundtable discussions with developer(s) to proactively discuss integrating affordable units into development plans.

Additionally, the City will use the preapplication process to discuss integrating affordable units into development plans.

Implementation

- ***Objectives*:** Continue to review, approve, and implement plans to develop Ontario Ranch, and meet with potential developers to encourage the development of affordable housing.
- ***Responsible Agencies*:** Planning Department
- ***Funding***: General Fund
- ***Timing*:** Annual roundtable discussions; preapplication discussions as projects arise. Based on discussions with the Ontario Municipal Utilities Company (OMUC), with consideration of the cost, market conditions, and phasing needed to expand infrastructure, the City anticipates that infrastructure is likely to be available as follows:

  - 2026 AREA 1: East of Walker (served by Vineyard Avenue sewer main)
  - 2026-2027 AREA 2: West of Walker / South of Schaefer
  - 2027 AREA 3: West of Walker / Schaefer Avenue to the northernmost SCE easement.
  - 2027-2028 AREA 4: West of Walker / The northern-most SCE easement to Chino Ave
  - 2028 AREA 5: West of Walker / Chino Avenue to Riverside Drive
  - ~~Merrill Ave to the southern SCE (Southern California Edison) easement: 2023-2025~~
  - ~~Southern SCE easement to Schaefer Ave: 2025-2027~~
  - ~~Schaefer Ave to Riverside Drive: 2026-2028~~

12. Green Building

Green building means creating structures and using materials that are environmentally responsible and resource efficient, considering a building's entire life cycle. To reduce per-capita energy use, the City will promote conservation and renewable energy generation techniques in public facilities and private development. The City will require new construction to reduce energy demand by incorporating building and site design strategies. Conservation will be the priority strategy for renovation of existing facilities. The Policy Plan also includes land planning strategies that impact energy demand reduction, including narrowing street widths, installing broad-canopied trees for shade, and clustering compact development to reduce automobile use.

Implementation

- ***Objectives:***
  - Promote green building practices in the private sector and explore point-of-sale energy retrofits for residences.
  - Renewable energy incentive and energy-efficiency programs.
  - Develop a citywide 20-year energy plan.
  - Support pilot development project as a net-zero-energy community and formulate solar site orientation guidelines.
- ***Responsible Agencies*:** Planning Department, Building Department, Public Works
- ***Funding*:** General Fund
- ***Timing*:** Ongoing

13. 2021–2029 Regional Housing Need

To meet state law requirements (California Government Code Sections 65583(c)(1)(A) and 65583(c)(1)(B)) to address the 2021-2029 Regional Housing Needs Allocation (RHNA) and to ensure a sufficient selection of sites ~~are~~ is available for higher-density development, the City ~~shall~~ has and will continue to amend the Policy Plan and the Development Code, as needed, to provide adequate sites for~~-~~ at least 8,926 lower-income units and 3,329 moderate-income units within a total RHNA of 20,854 units, as summarized in Chapter 5 and Table 5-16. The updated sites inventory identifies a realistic capacity of 9,326 lower-income units, 4,085 moderate-income units, and 8,631 above-moderate-income units (22,042 total units), which provides a buffer of 451 lower-income units, 763 moderate-income units, and 12,075 above-moderate-income units above the RHNA (including development progress reported on 6th Cycle APRs).~~8,333 lower-income units and 2,735 moderate-income units (11,068 total units).~~ The City will maintain zoning and overlays that allow minimum densities of at least 30 dwelling units per acre on sufficient acreage to accommodate at least 8,926 lower-income units and 3,329 moderate-income units, consistent with the strategy capacities summarized in Table 5-16. This includes implementation of the Affordable Housing (AH) Overlay on sites on East and West Holt, in Ontario Ranch south of

Riverside Drive, and in other designated strategy areas to achieve the minimum 20 dwelling units per acre and higher densities assumed in the inventory. ~~The City will increase maximum density to at least 30 dwelling units per acre (du/ac) on a minimum of 270-370 acres depending on the mix of densities employed. Sites for lower-income units must allow at least 30 du/ac and are subject to the requirements of California Government Code Section 65583.2(h), including allowing owner-occupied and rental multifamily housing "by right" without discretionary review if 20 percent or more of the units in a project proposed on the site are affordable to those with lower incomes. The sites rezoned to accommodate lower-income RHNA must be able to accommodate a minimum of 16 units per site. At least half (50 percent) of the sites rezoned to accommodate lower-income RHNA shall be designated/zoned for residential uses only, except that all of the very low- and low-income housing need may be accommodated on sites designated for mixed uses if those sites allow 100 percent residential use and require that residential uses occupy 50 percent of the total floor area of a mixed-use project. The applications can be subject to design review as long as the project does not trigger the California Environmental Quality Act review process.~~

The City established ~~A~~an **Affordable Housing (AH) Overlay** zone through Ordinance No. 3204 on March 15, 2022, ~~will be created and~~ that applied to those sites proposed to change from another zone to MU-2 in the East and West Holt Corridors and to parcels identified in the sites inventory in the Ontario Ranch, south of Riverside Drive. The City updated the land use designations in its Land Use Element on August 16, 2022, consistent with the direction identified in Chapter 5. The City established the appropriate zoning (as stated in Chapter 5) for properties in the Downtown, West Holt, East Holt, and Old Cardenas Market Housing Opportunity Areas through Ordinance No. 3245 on May 2, 2023. These collective actions ensured that the City established the necessary land use designations and zoning to accommodate at least 100 percent of the City's remaining RHNA allocation.

The AH Overlay establishes a minimum density of 20 dwelling units per acre for all development regardless of affordability status and provides for special standards for affordable housing projects in the Ontario Ranch.

In the Ontario Ranch, the AH Overlay provides incentives to develop two tiers of affordable housing.

- *Tier 1*. The first tier ~~would~~ includes housing projects with at least 20% of units affordable to lower incomes. Projects in this tier ~~would~~ are no longer ~~be~~ required to develop a new specific plan under the AH Overlay.

- *Tier 2*. The second tier ~~would~~ includes projects with at least 25% of units dedicated as affordable to lower incomes via deed restriction or another long-term legal mechanism. Tier 2 projects ~~would be~~are subject to the same provisions as Tier 1, but the maximum density allowed on properties within the AH Overlay and designated as MDR on the Official Land Use Plan (Exhibit LU-01) of the Policy Plan component of The Ontario Plan ~~would~~ increases from 25 to 30 dwelling units per acre.

Projects ~~developing~~ developed without a specific plan ~~would be~~are allowed to develop according to the Policy Plan designation. Sites designated as MDR in the Policy Plan ~~would be~~are allowed

to develop according to MDR-25 zoning standards~~,~~. ~~i~~If the project qualifies as Tier 2~~,~~ and ~~it~~ cannot achieve a density of 30 du/ac under MDR-25 standards, HDR-45 zoning standards may be used instead. Sites designated as MU in the Policy Plan may be developed in accordance with a comparable existing zoning implementation tool that allows for the density and/or intensity permitted by the Policy Plan.

To ensure that these incentives are primarily used as a means to promote the development of affordable housing, the AH Overlay ~~would~~ also requires projects choosing to develop without a specific plan to calculate the minimum density over the entirety of the project site (or the portion of the project site that is located within the AH Overlay, if the project area also includes properties that are not within the AH Overlay). If required to maintain adequate capacity, ~~T~~the ~~following~~ Ontario Mills Specific Plan~~specific plans~~ will be updated to require properties ~~within these Specific Plan areas~~ that are also included in the sites inventory to include a minimum density of 20 du/ac and allow at least 30 du/ac.~~:~~

- ~~The Ontario Mills Specific Plan~~
- ~~The Armstrong Ranch Specific Plan~~

The City will also **update the policy plan** designations and associated tables as necessary consistent with the proposed zoning changes, the intent of the overlay zone, and the changes to the specific plans.

Implementation

- ***Objectives:*** Provide adequate sites to meet the City's RHNA (8,926 lower-income units, 3,329 moderate-income units, and 8,599 above-moderate-income units) by maintaining zoning, overlays, and specific plan standards that together provide realistic capacity, as shown in Table 5-16. ~~Accommodate Ontario's share of the 2021-2029 RHNA.~~
- ***Responsible Agencies*:** Planning Department
- ***Funding*:** General Fund
- ***Timing*:** ~~Specific sites will be rezoned prior to February 12, 2025~~Update the Policy Plan and Development Code as necessary to maintain capacity to address the RHNA.

14. Land Monitoring Program to Meet the RHNA

The City is in the process of updating the Development Code for consistency with the Land Use designations of its Policy Plan. This program will implement a land monitoring program to ensure that the city has enough land to meet its RHNA throughout the planning period.

California Government Code Section 65863 stipulates that a jurisdiction must ensure that its Housing Element inventory can accommodate its share of the RHNA by income level throughout the planning period. If a jurisdiction approves a housing project at a lower density or with fewer units by income category than identified in the Housing Element, it must quantify at the time of approval the remaining unmet housing need at each income level and determine whether there is sufficient capacity to meet that need. If not, the city must "identify and make available"

additional adequate sites to accommodate the jurisdiction's share of housing need by income level within 180 days of approving the reduced-density project. The City will evaluate residential development proposals for consistency with goals and policies of the Policy Plan and the 2021-2029 Housing Element sites inventory and make written findings that the density reduction is consistent with the Policy Plan and that the remaining sites identified in the Housing Element are adequate to accommodate the RHNA by income level. If a proposed reduction of residential density will result in the residential sites inventory failing to accommodate the RHNA by income level, the City will identify and make available additional adequate sites to accommodate its share of housing need by income level within 180 days of approving the reduced-density project. (See also monitoring of infrastructure provision timing in Program 11. Ontario Ranch.)

Implementation

- ***Objectives:*** Ensure there is a sufficient supply of multifamily zoned land to meet the housing needs identified in the RHNA.
- ***Responsible Agencies:*** Planning Department
- ***Funding:*** General Fund
- ***Timing:*** Throughout the 2021-2029 planning period.

15. Residential By-Right for Developments with 20- Percent Affordable

To comply with Assembly Bill (AB) 1397, sites with Assessor's Parcel Numbers (APNs) listed in Table 9-1-in the land inventory in this 6th cycle Housing Element shall be allowed to be developed for residential use by-right, in accordance with Government Code Section 65583.2(c). This by-right (without discretionary review) requirement is only for housing developments in which at least 20 percent of the units are affordable to lower-income households. The application of the requirement should not be used to further constrain the development of housing. As such, housing developments that do not contain the requisite 20 percent would still be allowed to be developed according to the underlying (base) zoning.

Table 9-1
Assessor's Parcel Numbers

1048576002	104857601	1010501716	~~101054306~~1049054 03	101055234	1010552333	1010552332	1010522117
1010522006	~~101054301~~1049054 06	1010543227	~~101054304~~1049054 02	~~101054305~~1049054 04	1010552116	1010543002	1010543113
1010543114	101055237	~~1048604 14~~	~~104860415~~	~~101049116~~	~~1010491 02~~	~~1010491 03~~	1010502007

Implementation

- ***Objectives:*** Comply with California Government Code Section 65583.2(c)
- ***Responsible Agencies:*** Planning Department
- ***Funding:*** General Fund

- ***Timing:*** Continuously during the planning period.

RESOLUTION NO. PC26-024

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL APPROVE FILE NO. PZC25-002, A CITYWIDE ZONING MAP AMENDMENT TO IMPLEMENT THE ONTARIO PLAN 2050 POLICY PLAN AMENDMENT, AND MAKING FINDINGS IN SUPPORT THEREOF — APNs: 011-007-225, 011-008-106, 011-008-107, 011-328-215, 021-617-416, 021-617-417, 021-621-405, 021-621-406, 021-621-407, 021-631-108, 021-631-109, 021-631-208, 021-631-209, 021-631-210, 021-631-301, 021-631-303, 021-631-304, 021-631-305, 021-631-306, 021-631-307, 021-631-309, 021-631-401, 021-631-403, 021-631-404, 021-631-405, 021-631-407, 021-631-408, 021-631-409, 021-632-101, 021-632-102, 021-632-103, 021-632-106, 021-632-107, 021-632-201, 021-632-202, 021-632-210, 021-810-210, 021-810-211, 021-811-106, 021-811-108, 021-811-109, 021-811-110, 021-811-111, 021-811-150, 021-811-167, 021-811-168, 021-811-169, 021-812-101, 021-812-102, 021-812-103, 021-812-104, 021-812-105, 021-812-106, 021-812-201, 021-812-202, 021-812-203, 021-812-204, 021-812-206, 021-812-208, 021-812-209, 021-812-210, 021-818-111, 021-818-116, 104-910-101, 104-910-102, 104-910-104, 104-910-105, 104-910-106, 104-910-107, 104-910-108, 104-910-109, 104-910-110, 104-910-111, 104-910-112, 104-910-113, 104-910-114, 104-910-115, 104-910-116, 104-910-117, 104-910-118, 104-910-129, 104-910-130, 104-910-131, 104-910-132, 104-910-133, 104-910-134, 104-910-135, 104-910-136, 104-910-137, 104-910-138, 104-910-139, 104-910-140, 104-913-101, 104-913-102, 104-913-103, 104-913-104, 104-913-105, 104-913-106, 104-913-108, 104-913-109, 104-913-118, 104-913-119, 104-913-120, 104-913-121, 104-913-122, 104-916-101, 104-916-124, 104-916-125, 104-917-105, 104-917-106, 104-917-107, 105-215-105, 105-215-109, 105-215-110, 105-215-111, 105-216-103, 105-311-101, 105-311-103, 105-311-104, 105-317-101, 105-317-104, 105-317-106, 105-317-107, 105-318-101, 105-318-102, 105-319-101, 105-319-102, 105-320-101, 105-328-108, 105-330-101, 105-330-102, 105-331-101, 105-331-102, 105-332-101, 105-332-102, 105-332-103, 105-333-102, 105-333-104, 105-334-101, 105-334-102, 105-335-102, 105-336-102, 105-337-101, 105-339-101, 105-341-101, 105-342-101, 105-342-102, 105-351-101, 105-351-105, 105-351-106, 105-351-107, 105-351-108, 105-352-101, 105-352-102, 105-353-101, 105-353-104, 105-354-101, 105-355-101, 105-357-101, 105-357-102, 105-358-103, 105-358-104, 105-359-101, 105-359-102, 105-360-101, 105-360-102, 105-360-103, AND 105-360-104.

WHEREAS, the City of Ontario (hereinafter referred to as Applicant) has initiated an application for a Zoning Map Amendment, File No. PZC25-002 (hereinafter referred to as the Application or Project), to implement a citywide amendment to The Ontario Plan (TOP) 2050 Policy Plan; and

WHEREAS, the Project applies on a citywide basis to properties throughout the City of Ontario, California, to ensure consistency between zoning designations and the updated land use framework established by the Policy Plan Amendment; and

WHEREAS, the Project is not limited to a specific site, but applies to multiple properties across the City, with primary changes occurring within the Ontario Ranch area (south of Riverside Drive) and additional targeted changes in the northern portion of the City along East Holt Boulevard and South Grove Avenue; and

WHEREAS, the City is concurrently processing a citywide amendment to TOP 2050 Policy Plan (General Plan), File No. PGPA25-002, and the proposed Zoning Map Amendment is intended to implement such amendment by ensuring consistency between zoning designations and the updated land use framework, and does not introduce new or separate environmental impacts beyond those analyzed in the Supplemental Environmental Impact Report (SEIR) (State Clearinghouse No. 2025110102); and

WHEREAS, a Notice of Preparation (NOP) for the SEIR was issued, and a public scoping meeting was held on November 20, 2025, to introduce the Project and solicit input from responsible agencies, stakeholders, and the public regarding the scope and content of the environmental analysis; and

WHEREAS, copies of the NOP were made available for public review at the City of Ontario Planning Department, the City's website, and were distributed through the State Clearinghouse and San Bernardino County Clerk's office in accordance with CEQA requirements; and

WHEREAS, a SEIR was prepared in accordance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines, incorporating input received during the NOP and scoping process; and

WHEREAS, the SEIR was circulated for a 45-day public review period from March 5, 2026, through April 20, 2026; a Notice of Availability (NOA) was distributed to responsible and interested agencies, posted with the San Bernardino County Clerk's office, and published in the Inland Valley Daily Bulletin; and

WHEREAS, copies of the SEIR were made available for public review at the City of Ontario Planning Department, the Ovitt Family Community Library, and on the City's website; and

WHEREAS, the Application is a project pursuant to CEQA, commencing with Public Resources Code Section 21000, et seq.; and

WHEREAS, a SEIR was prepared for the Project, which analyzes the environmental effects associated with implementation of the Project; and

WHEREAS, the SEIR was made available to the public and to all interested agencies for review and comment pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines; and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Planning Commission the responsibility and authority to review and make a recommendation to the City Council on the subject Application; and

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

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and is subject to, and must be consistent with, the policies and criteria set forth in the Ontario International Airport Land Use Compatibility Plan (hereinafter referred to as ONT ALUCP), which applies only to jurisdictions within San Bernardino County, and addresses the noise, safety, airspace protection, and overflight impacts of current and future airport activity; and

WHEREAS, the proposed Project is located within the Airport Influence Area of Chino Airport, within the City of Ontario boundary, and is subject to, and must be consistent with, the policies criteria set forth in Reference I, Chino Airport Land Use Compatibility Plan (CNO ALUCP), which applies only to jurisdictions within City of Ontario, and addresses the safety, airspace protection, and overflight impacts of current and future airport activity; and

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

WHEREAS, on April 28, 2026, the Planning Commission of the City of Ontario conducted a duly noticed public hearing to consider the Project and SEIR, at which time all persons wishing to testify were heard and the Project and SEIR, were fully studied, and concluded said hearing on that date; and

WHEREAS, as the first action on the Project, on April 28, 2026, the Planning Commission approved a Resolution making a recommendation that the City Council adopt the SEIR prepared pursuant to CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of significance, and concluded said hearing on that date; and

WHEREAS, the Planning Commission has reviewed and considered the SEIR for the Project, and intends to take actions on the Project in compliance with CEQA and state and local guidelines implementing CEQA; and

WHEREAS, the SEIR for the Project is on file in the Planning Department, located at 303 East B Street, Ontario, CA 91764, are available for inspection by any interested person at that location and are, by this reference, incorporated into this Resolution as if fully set forth herein.

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

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

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

(1) The environmental impacts of the Project were analyzed in the Ontario Policy Plan Amendment SEIR (State Clearinghouse No. 2025110102), prepared in accordance with CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines; and

(2) The SEIR contains a complete and accurate reporting of the environmental impacts associated with the Project; and

(3) The SEIR was completed in compliance with CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines; and

(4) The SEIR reflects the independent judgment and analysis of the City of Ontario as the lead agency.

SECTION 2: ***Planning Commission Action.*** Based on the entire record before the Planning Commission and all written and oral evidence presented, the

Planning Commission recommends the City Council finds the SEIR complies with CEQA for the following reasons:

(1) The SEIR analyzes the environmental effects of the Project and finds that, with implementation of all feasible mitigation measures, the following impacts will remain significant and unavoidable: air quality (including AQMP consistency and regional construction and operational emissions), cultural resources (historic resources), greenhouse gas emissions (consistency with applicable climate plans), noise (construction, traffic, and vibration impacts), and transportation (increase in vehicle miles traveled); and

(2) The Planning Commission further finds that the Statement of Overriding Considerations demonstrate that the benefits of the Project, including the Policy Plan Amendment and Eucalyptus Business Park Specific Plan (EBPSP), outweigh its significant and unavoidable environmental impacts, and that the City would be justified in approving the Project notwithstanding such impacts, including benefits related to facilitating employment-generating uses, supporting more efficient and intensified development along key corridors, improving land use compatibility, and ensuring consistency with applicable State law.

SECTION 3: ***Housing Element Compliance.*** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the recommending body for the Project, the Planning Commission finds that, based upon the facts and information contained in the Application and supporting documentation, the Project maintains consistency with the Housing Element of the Policy Plan (General Plan) component of TOP 2050.

The Planning Commission further finds that the Project includes corresponding updates to the Housing Element and land use framework to ensure continued compliance with applicable State housing law, including requirements related to maintaining adequate sites to accommodate the City's Regional Housing Needs Assessment (RHNA) allocation and ensuring no net loss of residential development capacity.

Where modifications to land use designations result in changes to residential capacity, the Project provides for adjustments to the City's housing inventory and site capacity to maintain compliance with State law. The Project also supports the City's ability to accommodate its RHNA allocation across all income categories by maintaining an adequate supply of suitable residential sites.

Accordingly, the Planning Commission finds that the Project is consistent with the Housing Element and applicable State housing requirements at the time of Project implementation.

SECTION 4: ***Airport Land Use Compatibility Plan Compliance.*** The California State Aeronautics Act (Public Utilities Code Section 21670, et seq.) requires that an Airport Land Use Compatibility Plan (ALUCP) be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted ALUCP.

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

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

SECTION 5: ***Concluding Facts and Reasons.*** Based upon the substantial evidence presented to the Planning Commission during the above-referenced hearing,

and upon the specific findings set forth in the Sections above, the Planning Commission hereby concludes as follows:

(1) ***The proposed Zone Change is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan 2050.*** The proposed project implements the updated land use designations established by the Policy Plan Amendment, supports a balanced mix of land uses, including employment-generating uses and housing opportunities, and advances the City's long-term planning framework through improved land use consistency and coordination.

(2) ***The proposed Zone Change would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.*** The proposed project aligns zoning regulations with the adopted Policy Plan, supports orderly development patterns, facilitates infrastructure planning, and has been analyzed in the SEIR, which identifies no new or separate environmental impacts associated with the Zone Change.

(3) ***The proposed Zone Change will not adversely affect the harmonious relationship with adjacent properties and land uses.*** The proposed project ensures consistency between zoning and land-use designations, incorporates targeted refinements to improve compatibility, and supports transitions among differing land-use intensities, consistent with the overall framework of TOP 2050.

(4) ***The subject site is physically suitable, including, but not limited to, parcel size, shape, access, and availability of utilities, for the request and anticipated development.*** The areas subject to the proposed Zone Change are physically suitable for the corresponding zoning designations, including considerations of parcel configuration, access, and availability of infrastructure, as the Zone Change implements the Policy Plan Amendment and is applied in a manner that supports efficient development patterns and infrastructure utilization consistent with the City's long-range planning framework.

SECTION 6: ***Planning Commission Action.*** Based upon the findings and conclusions set forth in the Sections above, the Planning Commission hereby RECOMMENDS THE CITY COUNCIL APPROVES the herein described Application.

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

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

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

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 28th day of April 2026, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Nancy DeDiemar
Planning Commission Chairperson

ATTEST:

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

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. PC26-024, was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on April 28, 2026, by the following roll call vote, to wit:

AYES: Anderson, DeDiemar, Gage, Hagman, Lampkin, Marks, Ricci

NOES: None

ABSENT: None

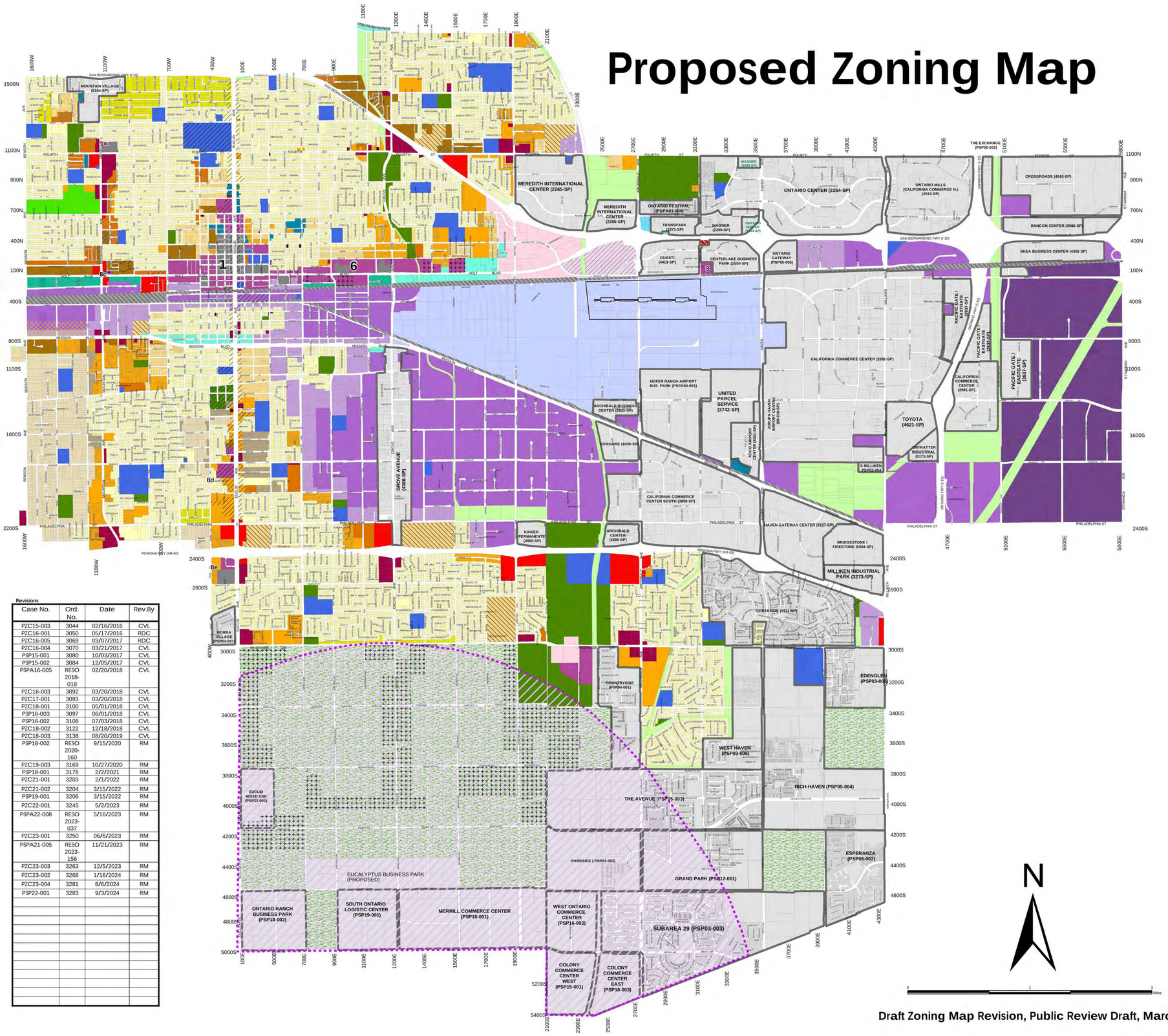
ABSTAIN: None

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

File No. PZC25-002
Proposed Zoning Map

Proposed Zoning Map



Revisions

Case No.	Ord. No.	Date	Rev.By
PZC15-003	3044	02/16/2016	CVL
PZC16-001	3050	05/17/2016	RDC
PZC16-005	3069	03/07/2017	RDC
PZC16-004	3070	03/21/2017	CVL
PSP15-001	3080	10/03/2017	CVL
PSP15-002	3084	12/05/2017	CVL
PSPA16-005	RESO 2018-018	02/20/2018	CVL
PZC16-003	3092	03/20/2018	CVL
PZC17-001	3093	03/20/2018	CVL
PZC18-001	3100	05/01/2018	CVL
PSP16-003	3097	06/01/2018	CVL
PSP16-002	3108	07/03/2018	CVL
PZC18-002	3122	12/18/2018	CVL
PZC18-003	3138	08/20/2019	CVL
PSP18-002	RESO 2020-160	9/15/2020	RM
PZC19-003	3169	10/27/2020	RM
PSP18-001	3178	2/2/2021	RM
PZC21-001	3203	2/1/2022	RM
PZC21-002	3204	3/15/2022	RM
PSP19-001	3206	3/15/2022	RM
PZC22-001	3245	5/2/2023	RM
PSPA22-008	RESO 2023-037	5/16/2023	RM
PZC23-001	3250	06/6/2023	RM
PSPA21-005	RESO 2023-156	11/21/2023	RM
PZC23-003	3263	12/5/2023	RM
PZC23-002	3268	1/16/2024	RM
PZC23-004	3281	8/6/2024	RM
PSP22-001	3283	9/3/2024	RM

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LEGEND

Residential

- AR-2, Residential-Agricultural
- RE-2, Rural Estate
- RE-4, Residential Estate
- LDR-5, Low Density Residential
- MDR-11, Low-Medium Density Residential
- MDR-18, Medium Density Residential
- MDR-25, Medium-High Density Residential
- HDR-45, High Density Residential

Mixed Use

Mixed Use

1. Downtown
3. Centrelake West
6. East Holt
8b. Mountain and Fourth
8c. West Holt
8d. Euclid and Francis
8e. Euclid and Walnut

Retail/Service

- CS, Corner Store
- CN, Neighborhood Commercial
- CC, Community Commercial
- CR, Regional Commercial
- CCS, Convention Center Support Commercial
- OL, Low Intensity Office
- OH, High Intensity Office

Employment

- BP, Business Park
- IP, Industrial Park
- IL, Light Industrial
- IG, General Industrial
- IH, Heavy Industrial

Other

- PUD, Planned Unit Development
- MHP, Mobile Home Park
- ONT, Ontario International Airport
- CIV, Civic
- OS-R, Open Space-Recreation
- OS-C, Open Space-Cemetery
- UC, Utilities Corridor
- RC, Rail Corridor
- SP, Specific Plan

Overlays

- AG, Agricultural
- EA, Euclid Avenue
- MTC, Multimodal Transit Center
- ICC, Interim Community Commercial
- ES, Emergency Shelter
- AH - Affordable Housing
- CNO (Chino Airport) Overlay

N

0 1 2 Miles

Draft Zoning Map Revision, Public Review Draft, March 2026

Document Path: Q:\Arc\ti 08 Arc\GIS\Pre_Arc\Mxd\Zoning_Z\ZMP\Proposed Zoning Map 20260206.mxd

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, CERTIFYING THE POLICY PLAN AMENDMENT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (SEIR) (STATE CLEARINGHOUSE NO. 2025110102), ADOPTING ENVIRONMENTAL FINDINGS AND A STATEMENT OF OVERRIDING CONSIDERATIONS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AND APPROVING A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE ONTARIO PLAN 2050 POLICY PLAN AMENDMENT, THE EUCALYPTUS BUSINESS PARK SPECIFIC PLAN, AND CITYWIDE ZONING MAP AMENDMENT FILE NOS. PGPA25-002 AND PZC25-002 AND — APNs: 0113-282-15, 0216-174-01, 0216-174-02, 0216-174-06, 0216-174-07, 216-174-08, 216-174-16, 216-174-17, 216-211-01, 216-211-04, 0216-211-20, 0216-211-24, 0216-211-26, 0216-214-01, 0216-214-02, 0216-214-03, 0216-214-04, 0216-214-05, 0216-214-06, 0216-214-07 0216-311-03, 0216-311-04, 0216-311-05, 0216-311-08, 0216-311-09, 0216-312-02, 0216-312-03 0216-312-04, 0216-312-05, 0216-312-06, 0216-312-07, 0216-312-08, 0216-312-09, 0216-312-10, 0216-313-01, 0216-313-02, 0216-313-03, 0216-313-04, 0216-313-05, 0216-313-06, 0216-313-07, 0216-313-08, 0216-313-09, 0216-314-01, 0216-314-02, 0216-314-03, 0216-314-04, 0216-314-05, 0216-314-07, 0216-314-08, 0216-314-09, 0216-321-01, 0216-321-02, 0216-321-03, 0216-321-06, 0216-321-07, 0216-322-01, 0216-322-02, 0216-322-10, 0216-323-01, 0216-323-02, 0216-323-08, 0216-323-09, 0218-102-10, 0218-102-11, 0218-111-06, 0218-111-08, 0218-111-09, 0218-111-11, 0218-111-12, 0218-111-49, 0218-111-50, 0218-121-01, 0218-121-02, 0218-121-03, 0218-121-04, 0218-121-05, 0218-121-06, 0218-121-07, 0218-121-08, 0218-122-01, 0218-122-02, 0218-122-03, 00218-122-04, 218-122-06, 0218-122-08, 0218-122-09, 0218-131-35, 0218-161-13, 0218-161-14, 0218-181-01, 0218-181-02, 0218-181-11, 00218-181-12, 218-181-15, 0218-181-16, 0218-181-21, 0218-181-23, 0218-181-24, 0218-181-25, 0218-181-26, 0218-191-19, 0218-191-24, 0218-241-43, 0218-241-45, 0218-402-32, 1049-101-01, 1049-101-02, 1049-101-04, 1049-101-05, 1049-101-06, 1049-101-07, 1049-101-08, 1049-101-09, 1049-101-10, 1049-101-11, 1049-101-12, 1049-101-13, 1049-101-14, 1049-101-15, 1049-101-16, 1049-101-17, 1049-101-18, 1049-101-29, 1049-101-30, 1049-101-31, 1049-101-32, 1049-101-33, 1049-101-34, 1049-101-35, 1049-101-36, 1049-101-37, 1049-101-38, 1049-101-39, 1049-131-40, 1049-131-01, 1049-131-02, 1049-131-03, 1049-131-04, 1049-131-05, 1049-131-06, 1049-131-08, 1049-131-09, 1049-131-18, 1049-131-19, 1049-161-24, 1049-161-25, 1049-171-05, 1049-171-06, 1049-171-07, 1052-151-02, 1052-151-05, 1052-151-09, 1052-151-10, 1052-151-11, 1052-161-03, 1052-471-02, 1052-481-02, 1052-491-03, 1052-491-05, 1052-491-06, 1053-091-01, 1053-101-01, 1053-101-02, 1053-111-01, 1053-111-03, 1053-111-04, 1053-111-08, 1053-151-04, 1053-151-05, 1053-161-02, 1053-171-01, 1053-171-03, 1053-171-04, 1053-171-05, 1053-171-06, 1053-181-01, 1053-181-02, 1053-191-01, 1053-191-02, 1053-201-01, 1053-301-01, 1053-301-02, 1053-311-01, 1053-311-02, 1053-321-

02, 1053-321-03, 1053-331-04, 1053-341-01, 1053-341-02, 1053-351-02, 1053-391-01, 1053-411-01, 1053-421-01, 1053-421-02, 1053-511-01, 1053-511-02, 1053-511-03, 1053-511-05, 1053-511-06, 1053-511-07, 1053-521-01, 1053-521-02, 1053-531-01, 1053-531-02, 1053-531-04, 1053-541-01, 1053-541-02, 1053-551-01, 1053-571-01, 1053-571-02, 1053-581-03, 1053-581-04, 1053-591-01, 1053-591-02, 1053-601-01, 1053-601-02, 1053-601-03, AND 1053-601-04.

WHEREAS, the City of Ontario (hereinafter referred to as Applicant) has filed an application for the approval of a General Plan Amendment and Zoning Map Amendment, File Nos. PGPA25-002 and PZC25-002, for which The Ontario Plan (TOP) Policy Plan Amendment Supplemental Environmental Impact Report (SEIR) (State Clearinghouse No. 2025110102) has been prepared, as described in the title of this Resolution (hereinafter referred to as the Application or Project); and

WHEREAS, the Application applies to approximately 1,300 acres of land located within the City of Ontario, including areas within the Ontario Ranch area (south of Riverside Drive) and portions of the northern part of the City along East Holt Boulevard and South Grove Avenue, within various zoning districts, and is presently improved with a mix of residential, agricultural, vacant, open space, and developed urban uses. The Project proposes to amend TOP 2050 Policy Plan, establish the Eucalyptus Business Park Specific Plan (EBPSP), and amend the Zoning Map to implement the proposed land use changes; and

WHEREAS, the Plan Policy Amendment SEIR evaluates the potential environmental impacts associated with implementation of the EBPSP, including site-specific development, land use organization, circulation, and infrastructure within the Specific Plan area; and

WHEREAS, the Final SEIR also evaluates the potential environmental impacts associated with the proposed Zoning Map Amendment (File No. PZC25-002), which is intended to implement the approved land use framework, and does not result in separate environmental impacts beyond those analyzed in the Final SEIR; and

WHEREAS, the project areas are located throughout the City of Ontario and are generally surrounded by a mix of existing and planned residential, commercial, industrial, and open space uses, as well as major transportation corridors and supporting infrastructure consistent with the City's adopted land use framework; and

WHEREAS, the SEIR for TOP 2050 Policy Plan Amendment and the EBPSP, in which the potential environmental impacts associated with implementation of the Project were analyzed; and

WHEREAS, the City of Ontario certified the Environmental Impact Report (EIR) prepared for TOP and associated Statement of Overriding Considerations, and issued Resolution No. 2010-003; and

WHEREAS, the City of Ontario adopted the Policy Plan (General Plan) as part of the component framework for TOP on January 27, 2010, and issued Resolution No. 2010-004; and

WHEREAS, the City of Ontario certified the SEIR, for the General Plan Amendment for TOP 2050 Update on August 16, 2022; and

WHEREAS, the Final SEIR, Environmental Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program (MMRP) for File Nos. PGPA25-002 and PZC25-002, the TOP 2050 Policy Plan Amendment, and the Zoning Map Amendment, have been prepared in accordance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City of Ontario Guidelines for implementation of CEQA; and

WHEREAS, the Final SEIR has been prepared to address the environmental effects of the proposed Project described above; and

WHEREAS, a Notice of Preparation (NOP) for the Draft SEIR was issued on November 4, 2025, and circulated to responsible and interested agencies and the public; and

WHEREAS, the Draft SEIR was subsequently circulated for a 45-day public review period from March 5, 2026, through April 20, 2026. The Notice of Availability (NOA) for the Draft SEIR was published in the Inland Valley Daily Bulletin, filed with the San Bernardino County Clerk, and copies of the Draft SEIR were made available for public review at the City of Ontario Planning Department and on the City’s website; and

WHEREAS, copies of the Final SEIR were made available for review at City Hall, the Ovitt Family Community Library, as well as on the City's website; and

WHEREAS, the Final SEIR (State Clearinghouse No. 2025110102) consists of the Draft SEIR and the comments and responses to comments made on the Draft SEIR; and

WHEREAS, on April 28, 2026, the Planning Commission of the City of Ontario conducted a duly noticed public hearing on the SEIR and concluded said hearing on that date, voting (7-0) to recommend certification of the SEIR and adoption of Environmental Findings pursuant to the California Environmental Quality Act, a Statement of Overriding Considerations and a MMRP, to the City Council, issuing Resolution Nos. PC26-023 & PC26-024; and for File Nos. PGPA25-002 and PZC25-002, the TOP 2050 Policy Plan Amendment, and the Zoning Map Amendment; and

WHEREAS, on June 16, 2026, the City Council of the City of Ontario conducted a duly noticed public hearing on the Final SEIR at which time all persons wishing to testify were heard and the Final SEIR was fully studied; and

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

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

SECTION 1. ***Certification of SEIR***: The City Council hereby finds that it has independently reviewed and considered the SEIR, including the Draft SEIR, Final SEIR, all comments received during the public review process, the written responses to such comments, and all other information contained in the administrative record. The City Council further finds that the SEIR has been completed in full compliance with CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines, and that the SEIR constitutes an accurate, objective, and complete evaluation of the Project's environmental effects. The City Council finds that the SEIR reflects the independent judgment and analysis of the City as Lead Agency.

The City Council further finds that no new information of "substantial importance" within the meaning of State CEQA Guidelines section 15088.5, has been received following circulation of the Draft SEIR that would require recirculation of the Draft SEIR. The City Council has reviewed and considered all comments received on the Draft seir and the written responses thereto and finds that the Final SEIR adequately addresses the significant environmental issues raised during the public review process.

The City Council further finds that environmental issues raised during the public review process, including issues relating to housing capacity, regional housing needs allocation compliance, air quality, environmental justice, greenhouse gas emissions, transportation impacts, and cumulative impacts, were evaluated in the Final SEIR and considered by the City Council in reaching its decision on the Project. The City Council finds that all feasible mitigation measures identified in the Final SEIR have been adopted and that no additional feasible mitigation measures or alternatives would substantially lessen or avoid the significant and unavoidable environmental impacts identified in the Final SEIR.

Based on the entirety of the administrative record, the City Council hereby certifies the Final SEIR (State Clearinghouse No. 2025110102).

SECTION 2. ***Adoption of CEQA Findings and Statement of Overriding Considerations***: The City Council hereby adopts the "CEQA Findings of Fact" which were prepared in accordance with State CEQA Guidelines sections 15091 and include a "Statement of Overriding Considerations" which were prepared in accordance with State CEQA Guidelines section 15093(a) and which are attached hereto as Attachment B and Attachment C, respectively, and incorporated herein by this reference.

The City Council further finds that the Project's economic, social, planning, infrastructure, and housing-related benefits outweigh its significant and unavoidable impacts, including;

- Maintaining compliance with State housing law;
- Preserving adequate RHNA capacity;

- Facilitating employment-generating land uses;
- Improving long-range land use planning;
- Enhancing infrastructure efficiency;
- Supporting economic development opportunities;
- Implementing coordinated circulation and truck-routing improvements; and
- Promoting orderly growth consistent with The Ontario Plan.

SECTION 3. ***Adoption of Mitigation Monitoring and Reporting Program***: Pursuant to Public Resources Code section 21081.6, the City Council hereby adopts the MMRP attached hereto as Attachment D and incorporated herein by this reference. Implementation of the Mitigation Measures contained in the MMRP is hereby made a condition of approval of the Project. The City Council directs City staff to implement monitor, and enforce mitigation measures identified in the MMRP throughout all phases of Project implementation. In the event of any inconsistencies between the Mitigation Measures set forth in the SEIR or the Findings of Fact and the MMRP, the MMRP shall control.

SECTION 4. ***Custodian of Records.*** The documents and materials that constitute the record of proceedings for the Project include, but are not limited to, the Draft SEIR, Final SEIR, technical appendices, staff reports, resolutions, public hearing materials, written comments, responses to comments, transcripts, exhibits, correspondence, and all other documents relied upon by the City in making its decision. These documents located at the City of Ontario City Hall, 303 East B Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

SECTION 5. ***Notice of Determination***: City staff shall cause a Notice of Determination to be filed and posted with the County Clerk and the State Clearinghouse within five working days of the adoption of this Resolution.

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

PASSED, APPROVED, AND ADOPTED this 16th day of June 2026.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

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

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. 2026- was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held June 16, 2026 by the following roll call vote, to wit:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

The foregoing is the original of Resolution No. 2026- duly passed and adopted by the Ontario City Council at their regular meeting held June 16, 2026.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

ATTACHMENT A & B:

FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (STATE CLEARINGHOUSE NO. 2025110102)

is located on the City of Ontario Website.

https://www.ontarioca.gov/government/community-development/planning/environmental-documents

ATTACHMENT C:

STATEMENT OF OVERRIDING CONSIDERATIONS

ATTACHMENT D:

CEQA FINDINGS OF FACT

ATTACHMENT E:

MITIGATION MONITORING AND REPORTING PROGRAM



2 · 0 · 5 · 0
THE ONTARIO PLAN

Ontario Policy Plan Amendment Draft Supplemental Environmental Impact Report

State Clearinghouse No. 2025110102 | March 2026

PLACEWORKS

March 2026 | Draft Supplemental Environmental Impact Report
State Clearinghouse No. 2025110102

Ontario Policy Plan Amendment Draft Supplemental EIR

for the City of Ontario

Prepared for:

City of Ontario
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EXECUTIVE SUMMARY

ES.1 INTRODUCTION

This executive summary has been prepared in compliance with the California Environmental Quality Act (CEQA) Guidelines Section 15123. This Draft Supplemental Environmental Impact Report (SEIR) addresses the environmental effects associated with the implementation of the proposed Policy Plan Amendment and the Eucalyptus Business Park Specific Plan (EBPSP or Specific Plan). CEQA requires that local government agencies consider the environmental consequences before acting on projects over which they have discretionary approval authority. An SEIR analyzes potential environmental consequences to inform the public and support informed decisions by local and State governmental agency decision makers.

This SEIR has been prepared pursuant to the requirements of CEQA and the City of Ontario's CEQA procedures. The City of Ontario, as the lead agency, has reviewed and revised all submitted drafts, technical studies, and reports as necessary to reflect its own independent judgment, including reliance on City of Ontario technical personnel from other departments and review of all technical subconsultant reports.

ES.1.1 TOP Certified EIR

The proposed project is an update to the approved project; therefore, this SEIR relies on the findings of the 2022 Draft SEIR and 2022 Final SEIR and, per CEQA Guidelines Section 15163, contains all the information necessary to ensure that the 2022 Certified EIR fully evaluates the proposed project. These documents, though discussed separately here, are collectively referred to in this SEIR as the 2022 Certified EIR. In accordance with CEQA Guidelines Sections 15148 and 15150, this SEIR incorporates the 2022 Certified EIR (and its constituent parts) by reference. A summary of the 2022 Certified EIR follows. All documents incorporated by reference are available for review at the City of Ontario Community Development Department at 303 East B Street, Ontario, CA 91764.

2022 DRAFT SEIR AND FINAL EIR FOR THE ONTARIO PLAN 2050

The City of Ontario circulated the 2022 Draft SEIR for a 45-day public review period beginning May 9, 2022, and ending June 23, 2022, and 20 topics were evaluated in detail in the 2022 SEIR.

The following impacts were considered less than significant without mitigation in the 2022 SEIR:

- Aesthetics
- Agricultural and Forestry Resources
- Biological Resources
- Energy
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems
- Wildlife

The following impacts were identified as having potentially significant impacts that could be mitigated, avoided, or substantially lessened.

- Cultural Resources (Archeological Resources)
- Geology and Soils (Paleontological Resources)
- Tribal Cultural Resources

The 2022 SEIR identified the following environmental categories as having significant and unavoidable impacts that could not be avoided by incorporating mitigation.

- **Air Quality** (AQMP Consistency, Regional Construction Emissions, Regional Operation Emissions, and Cumulative Health Risk)
- **Cultural Resources** (Historic Resources)
- **Noise** (Construction Noise, Construction Vibration, and Airport Land Use Compatibility)
- **Transportation** (Vehicle Miles Traveled)

The City of Ontario approved The Ontario Plan 2050 and certified the TOP 2050 SEIR (State Clearinghouse No. 2021070364) on August 16, 2022.

2009 DEIR AND RECIRCULATED DEIR

The 2022 SEIR tiered off the findings for TOP Final EIR certified in January 2010. The City of Ontario circulated the 2009 Draft EIR for public review in April 2009. Six environmental categories (agricultural resources, air quality, cultural resources, global climate change, noise, and traffic and transportation) had significant and unavoidable impacts that could not be avoided with mitigation. A Recirculated Draft EIR for The Ontario Plan was released in November 2009 to update and provide additional analysis concerning GHG emissions impacts associated with buildout of the Policy Plan. This analysis was based on verbal comments made by the California Attorney General's Office after the end of the public review period and on

recent rules and regulations about lowering GHG emissions. Only the following topic areas were analyzed in the 2009 Recirculated Draft EIR: Global Climate Change and Additional Project Alternative: 15 percent GHG Reduction Alternative. Remaining topics previously analyzed in the 2009 Draft EIR were determined to be adequately addressed. Analysis in the 2009 Recirculated Draft EIR found that significant and unavoidable impacts identified in the 2009 Draft EIR would remain significant and unavoidable. These determinations were reiterated in the 2010 Final EIR when it was certified on January 27, 2010.

ES.2 ENVIRONMENTAL PROCEDURES

This SEIR has been prepared pursuant to CEQA and the CEQA Guidelines to assess the environmental effects associated with implementation of the proposed project as well as anticipated future discretionary actions and approvals. CEQA established 6 main objectives for an EIR:

1. Disclose to decision makers and the public the significant environmental effects of proposed activities.
2. Identify ways to avoid or reduce environmental damage.
3. Prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
4. Disclose to the public reasons for agency approval of projects with significant environmental effects.
5. Foster interagency coordination in the review of projects.
6. Enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation in CEQA and the CEQA Guidelines; it is intended to provide an objective, factually supported analysis, and full disclosure of the environmental consequences of a proposed project with the potential to result in significant, adverse environmental impacts.

An EIR is one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Before approving a proposed project, the lead agency must consider the information in the EIR, determine whether the EIR was prepared in accordance with CEQA and the CEQA Guidelines, determine that it reflects the independent judgment of the lead agency, adopt findings concerning the project's significant environmental impacts and alternatives, and adopt a statement of overriding considerations if significant impacts cannot be avoided.

ES.2.1 Draft EIR Organization

Executive Summary. Summarizes the background and description of the proposed project, the format of this SEIR, project alternatives, any critical issues that need to be resolved, and the potential environmental impacts and recommended mitigation measures identified for the project.

Chapter 1: Introduction. Describes the purpose of this SEIR, background on the project, the notice of preparation, the use of incorporation by reference, and Final SEIR certification.

Chapter 2: Project Description. Provides a detailed description of the project, including its objectives, its area and location, approvals anticipated to be required as part of the project, necessary environmental clearances, and the intended uses of this SEIR.

Chapter 3: Environmental Analysis. Each environmental topic is analyzed in a separate section that discusses: the applicable regulatory framework; existing conditions; the significance criteria used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the project; the potential adverse and beneficial effects of the project; the level of impact significance with and without mitigation; and the potential cumulative impacts of the proposed project and other existing, approved, and proposed projects in the area.

Chapter 4: Alternatives to the Proposed Project. Describes the alternatives and compares their impacts to the impacts of the proposed project. Alternatives include the No Project Alternative/Current TOP 2050, Truck Route Scenario 3 Alternative, and Reduced Intensity Alternative.

Chapter 5: Other CEQA Considerations. Provides a discussion of effects found not to be significant, significant and unavoidable impacts, significant irreversible changes to the environment, and growth-inducing effects.

Chapter 6: Report Preparers and Organizations Consulted. Includes a list of people and organizations that prepared or were contacted during the preparation of this Draft SEIR.

Appendices. The appendices for this document include the following supporting documents:

- Appendix A: Notice of Preparation
- Appendix B: TOP 2050 Policy Matrix
- Appendix C1: TOP AQ, Energy, and GHG Modeling
- Appendix C2: TOP Truck Route HRA
- Appendix C3: EBPSP AQ Study
- Appendix C4: EBPSP HRA

- Appendix C5: EBPSP Energy Study
- Appendix C6: EBPSP GHG Study
- Appendix D: EBPSP Biological Resources Report
- Appendix E1: SCICC Records Search
- Appendix E2: Ontario Ranch Historic Surveys
- Appendix E3: EBPSP Cultural Resources
- Appendix F1: EBPSP Geotechnical Study – NWC
- Appendix F2: EBPSP Geotechnical Study – NEC
- Appendix F3: EBPSP Paleontological Resources
- Appendix G1: EBPSP Phase I
- Appendix G2: EBPSP Phase II (1A)
- Appendix G3: EBPSP Phase II (1B)
- Appendix G4: EBPSP Phase II (2A)
- Appendix G5: EBPSP Phase II (2B)
- Appendix G6: ALUCP Consistency Determination
- Appendix H1: EBPSP Preliminary Hydrology
- Appendix H2: EBPSP WQMP
- Appendix I1: TOP Noise
- Appendix I2: EBPSP Noise
- Appendix J: Public Service Responses
- Appendix K1: TOP VMT Memo
- Appendix K2: EBPSP VMT Memo
- Appendix K3: EBPSP LOS Study
- Appendix L1: TOP Water Supply Evaluation
- Appendix L2: EBPSP Water Supply Assessment
- Appendix L3: EBPSP Sewer and Water Infrastructure
- Appendix M1: NAHC Records Request
- Appendix M2: Tribal Consultation Letters
- Appendix N: EBPSP Alternatives Analysis

ES.2.2 Type and Purpose of this Draft SEIR

SUPPLEMENTAL EIR

CEQA dictates when a supplemental or subsequent EIR is required for changes to a project that was previously analyzed under CEQA. Once a project has been approved based on a CEQA analysis in an EIR or negative declaration, and the EIR or negative declaration is no longer subject to challenge, CEQA Section 21166 provides that “no subsequent or supplemental environmental impact report shall be required by the lead agency or any responsible agency” unless one of three circumstances apply: 1) substantial changes to the approved project will require major revisions to the certified EIR, 2) substantial changes occur with respect to the circumstances under which the approved project is being undertaken will require major revisions to the certified EIR, or 3) new information, that was not known and could not have been known at the time the EIR for the approved project was certified becomes available (CEQA Section 21166).

In this case, in-depth review has already occurred and the time for challenging the sufficiency of the 2022 TOP EIR has expired (CEQA Section 21167, subd. (c)). Moreover, as discussed below, no circumstances have changed enough to justify repeating a substantial portion of the process. The factors used to evaluate whether a Subsequent or a Supplemental EIR should be prepared are in CEQA Guidelines Sections 15162 and 15163, and relate to whether "major changes" to the EIR are required. CEQA Guidelines Section 15162 clarifies what constitute major changes to the EIR. According to that section, major changes to the EIR are those that are required either:

- "Due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;" (CEQA Guidelines Section 15162, subd. (a)(1), (a)(2); see also subd. (a)(3)(A), (a)(3)(B))
- Where "[m]itigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or" (subd. (a)(3)(C))
- Where "[m]itigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative." (subd. (a)(3)(D))

As disclosed in this Executive Summary, the analysis prepared for this SEIR substantiates that the Policy Plan Amendment would result in one or more new significant environmental effects in comparison to the Current TOP 2050 as adopted.

This Draft SEIR is a program-level document that supplements the analyses in the Certified 2022 EIR. Section 15163 of the CEQA Guidelines provides that:

> (a) The lead or responsible agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if:
>
> 1) Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and
>
> 2) Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.
>
> (b) The supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.
>
> (c) A supplement to an EIR shall be given the same kind of notice and public review as is given to a draft EIR under Section 15087.
>
> (d) A supplement to an EIR may be circulated by itself without recirculating the previous draft or final EIR.
>
> (e) When the agency decides whether to approve the project, the decision-making body shall consider the previous EIR as revised by the supplemental EIR. A finding under Section 15091 shall be made for each significant effect shown in the previous EIR as revised.

In accordance with Section 15163 of the CEQA Guidelines, this document:

- Incorporates the 2022 Certified EIR by reference, as discussed in Section 2.2, *Project Background*.
- Contains information necessary to make the 2022 Certified EIR adequate for the proposed project.
- Evaluates the potential environmental impacts of the changes to the Current TOP 2050 that are a result of changed circumstances and new information.
- Evaluates the potential environmental impacts of the proposed changes to the Current TOP 2050, i.e., the proposed land use designation and development capacity changes.
- Updates where necessary the discussion of cumulative impacts, growth-inducing impacts, and other required sections of this Draft SEIR.

The proposed project is summarized in Section ES.4, *Summary of the Proposed Project*, and more fully described in Chapter 2 of this Draft SEIR. The analysis in this SEIR confirms that the 2022 Certified EIR is adequate for the proposed project with the updated information contained herein.

Approach/Definition of Baseline

As described above, a Supplement to an EIR need only contain the information necessary to make the previous EIR adequate for the proposed project, as revised. The 2022 Certified EIR therefore serves as the logical "baseline" to assess potential impacts associated with the proposed project. The environmental impacts associated with the proposed project for this SEIR are defined as the incremental impacts between the Current TOP 2050 and the proposed project. To accurately assess the incremental impact, this SEIR analyzes the difference between the buildout of the Current TOP 2050 to buildout of the Policy Plan Amendment (i.e., compares "buildout" to "buildout"). Impacts are assessed for the net land use changes under the proposed project, as described in Section 1.4.3.1*, Areas of Change.* The environmental setting of each topical section provides an update of existing conditions and changes in circumstances since certification of the 2022 Certified EIR.

PROGRAM EIR

This SEIR fulfills the requirements for a Program EIR. Although the legally required contents of a Program EIR are the same as for a Project EIR, Program EIRs are typically more conceptual than Project EIRs, with a more general discussion of impacts, alternatives, and mitigation measures. According to Section 15168 of the CEQA Guidelines, a Program EIR may be prepared on a series of actions that can be characterized as one large project. Use of a Program EIR gives the lead agency an opportunity to consider broad policy alternatives and programwide mitigation measures, with greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive scale.

Agencies prepare Program EIRs for programs or a series of related actions that are linked geographically; logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program; or individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways.

Once a Program EIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document is necessary. If the Program EIR addresses the program's effects as specifically and comprehensively as possible, many subsequent activities may be within the Program SEIR's scope, and additional environmental documents may not be required (CEQA Guidelines sec. 15168[c]). When a lead agency relies on a Program EIR for a subsequent activity, it must incorporate feasible mitigation measures and alternatives from the Program EIR into the subsequent activities (CEQA Guidelines

sec. 15168[c][3]). If a subsequent activity would have effects outside the scope of the Program EIR, the lead agency must prepare a new Initial Study leading to a Negative Declaration, Mitigated Negative Declaration, or an EIR. Even in this case, the Program SEIR still serves a valuable purpose as the first-tier environmental analysis. The CEQA Guidelines encourage the use of Program EIRs, citing five advantages:

- Provide a more exhaustive consideration of impacts and alternatives than would be practical in an individual EIR;
- Focus on cumulative impacts that might be slighted in a case-by-case analysis;
- Avoid continual reconsideration of recurring policy issues;
- Consider broad policy alternatives and programmatic mitigation measures at an early stage when the agency has greater flexibility to deal with them;
- Reduce paperwork by encouraging the reuse of data (through tiering). (CEQA Guidelines sec. 15168[h])

This EBPSP portion of the Draft SEIR has been prepared as a "Project SEIR," defined by CEQA Guidelines Section 15161 (California Code of Regulations, Title 14, Division 6, Chapter 3). This type of EIR examines the environmental impacts of a specific development project and should focus primarily on the changes in the environment that would result from the development project. The SEIR shall examine all phases of the project, including planning, construction, and operation.

ES.3 PROJECT LOCATION

The City of Ontario is in the southwestern portion of San Bernardino County and is surrounded by the cities of Chino and Montclair and unincorporated San Bernardino County to the west; the cities of Upland and Rancho Cucamonga to the north; the city of Fontana and unincorporated San Bernardino County to the east; and the cities of Eastvale and Jurupa Valley to the south (see Figures ES-1, *Regional Location*, and ES-2, *Citywide Aerial Map*). The City is in the central part of the Upper Santa Ana River Valley. The primary tributary that flows through Ontario is the Cucamonga Creek, which originates, together with subtributaries, in the San Gabriel Mountains and flows into the Prado Dam, where it joins the Santa Ana River, eventually terminating in the Pacific Ocean.

The City comprises approximately 50 square miles (32,022 acres), including the 8,200-acre Ontario Ranch in the southern part of the City—formerly known as the New Model Colony (NMC) and formerly the City's sphere of influence (SOI). The northern, more urbanized part of the City is known as the Original Model Colony (OMC) in reference to the City's founding as a model colony for cities in terms of layout and infrastructure. Generally, the City is bounded by Benson Avenue and Euclid Avenue on the west; Interstate 10 (I-10), 8th Street, and 4th Street on the north; Etiwanda Avenue and Hamner Avenue on the east; and Merrill Avenue and the

San Bernardino County/Riverside County boundary on the south (see Figure ES-1). Regional circulation to and through the City is provided by I-10 and State Route (SR) 60, east to west, and by I-15 and SR-83 (Euclid Avenue), north to south. The City is also home to the Ontario International Airport (ONT) and proximate to Chino Airport.

Eucalyptus Business Park Specific Plan

The 189-acre Eucalyptus Business Park Specific Plan (EBPSP or Specific Plan) project site is bounded to the south by Eucalyptus Avenue, the east by Walker Avenue, and the west by Campus Avenue. Figure ES-3, *EBPSP Aerial Map*, illustrates the general location of the EBPSP. The project site includes the following Assessor's Parcel Numbers: 0216-322-01, 0216-322-02, 0216-321-06, 0216-321-07, 0126-322-10, 0216-321-01, 0216-321-02, 1053-551-01, 1053-541-02, 1053-541-01, 1053-571-01, 1053-571-02, 1053-531-01, 1053-531-02, 1053-531-03, 1053-531-04, 1053-581-04, and 1053-581-03.

ES.4 SUMMARY OF THE PROPOSED PROJECT

POLICY PLAN AMENDMENT PROJECT

Policy Plan Amendment

The Policy Plan Amendment project component primarily involves modifying the currently permitted and planned TOP land use pattern across more than 1,300 acres in southern Ontario. These proposed changes to TOP are driven by requests from property owners and developers who seek to alter the allowable type or intensity of land use on their properties as well as land use changes required to improve land use compatibility, maintain compliance with state laws, uphold long-term planning goals, and plan for a cohesive land use pattern that repositions the southwest portion of the City as a central business center.

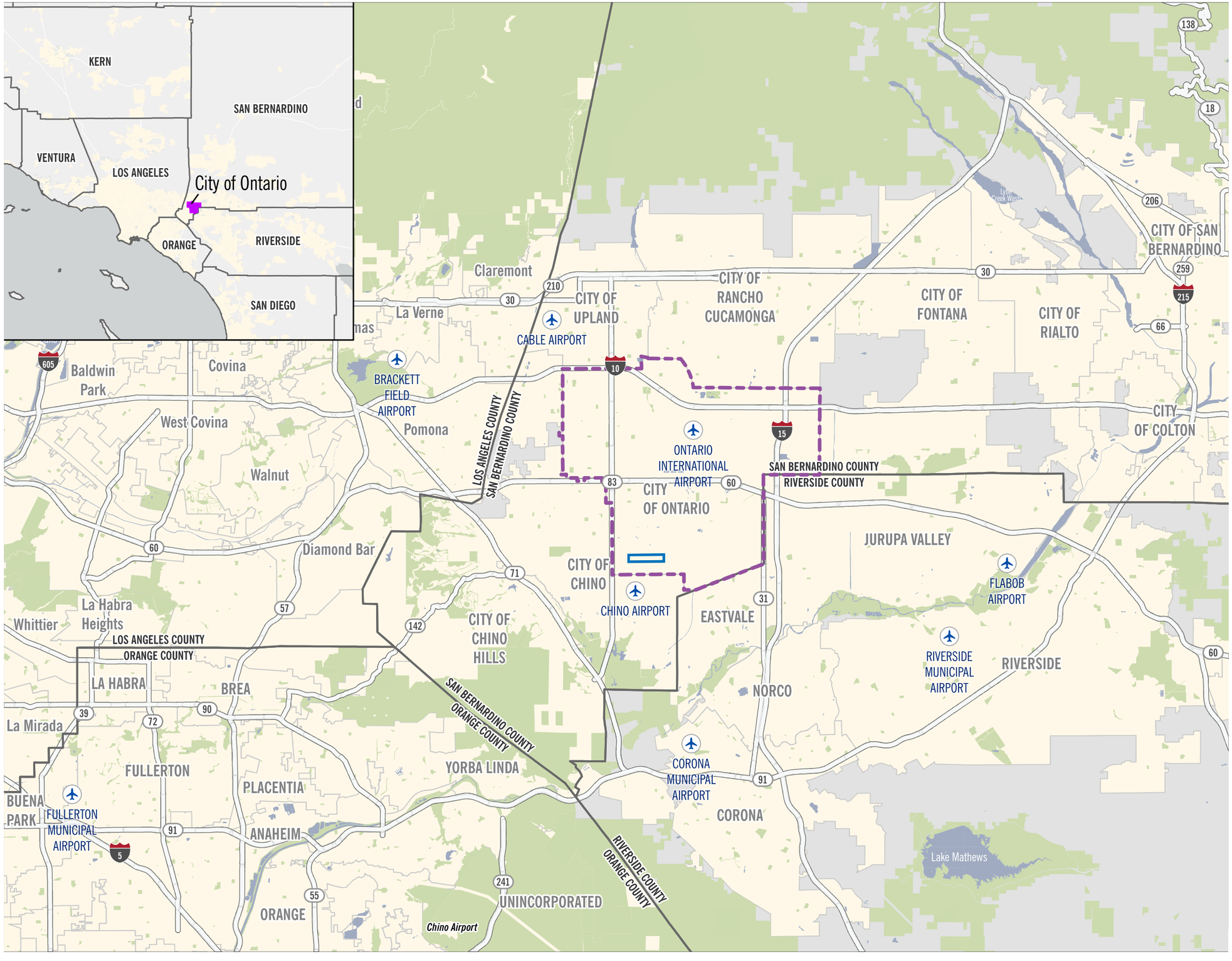
The proposed land use changes necessitate updates and modifications across the Land Use Element and various other elements of TOP 2050 Policy Plan.

- **Land Use Element.** Proposed changes to the TOP Land Use Plan are shown on Figure ES-4, *Policy Plan Amendment Areas of Change*. Additional figures in the Land Use Element will be updated to maintain consistency, including TOP Figures LU-02, LU-03, and LU-04. Land Use Plan changes are primarily located within the Ontario Ranch (south of Riverside Drive), with a handful of changes in the northern part of the city along East Holt Avenue and South Grove Avenue, as further discussed below..

- **Housing Element.** To comply with state law, the Housing Element requires updates to TOP housing sites inventory to reflect changes in the list of sites suitable to fulfill the City's RHNA requirement.

Figure ES-1

Regional Location



- EBPSP Boundary
- Airports
- Ontario City Limit
- Parks and Open Space
- City Boundary
- County Boundary
- Unincorporated County

2·0·5·0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 10,000 20,000 40,000 Feet

Date: 2/10/2026

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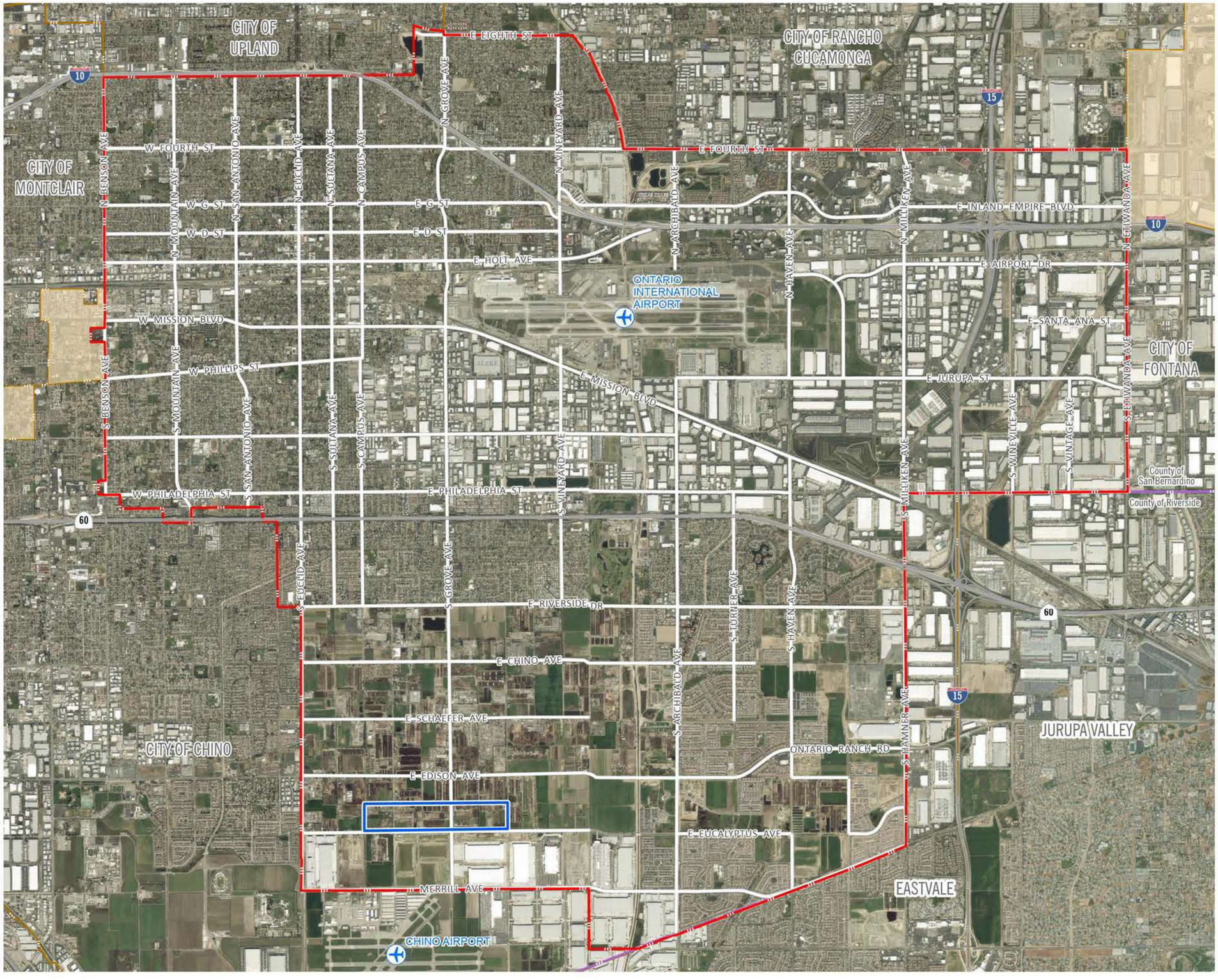
Figure ES-2
Citywide Aerial Map



- Airport
- Ontario City Boundary
- Adjacent City Boundary
- County Boundary
- Unincorporated County
- EBPSP Boundary

2·0·5·0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025 Date: 2/19/2026

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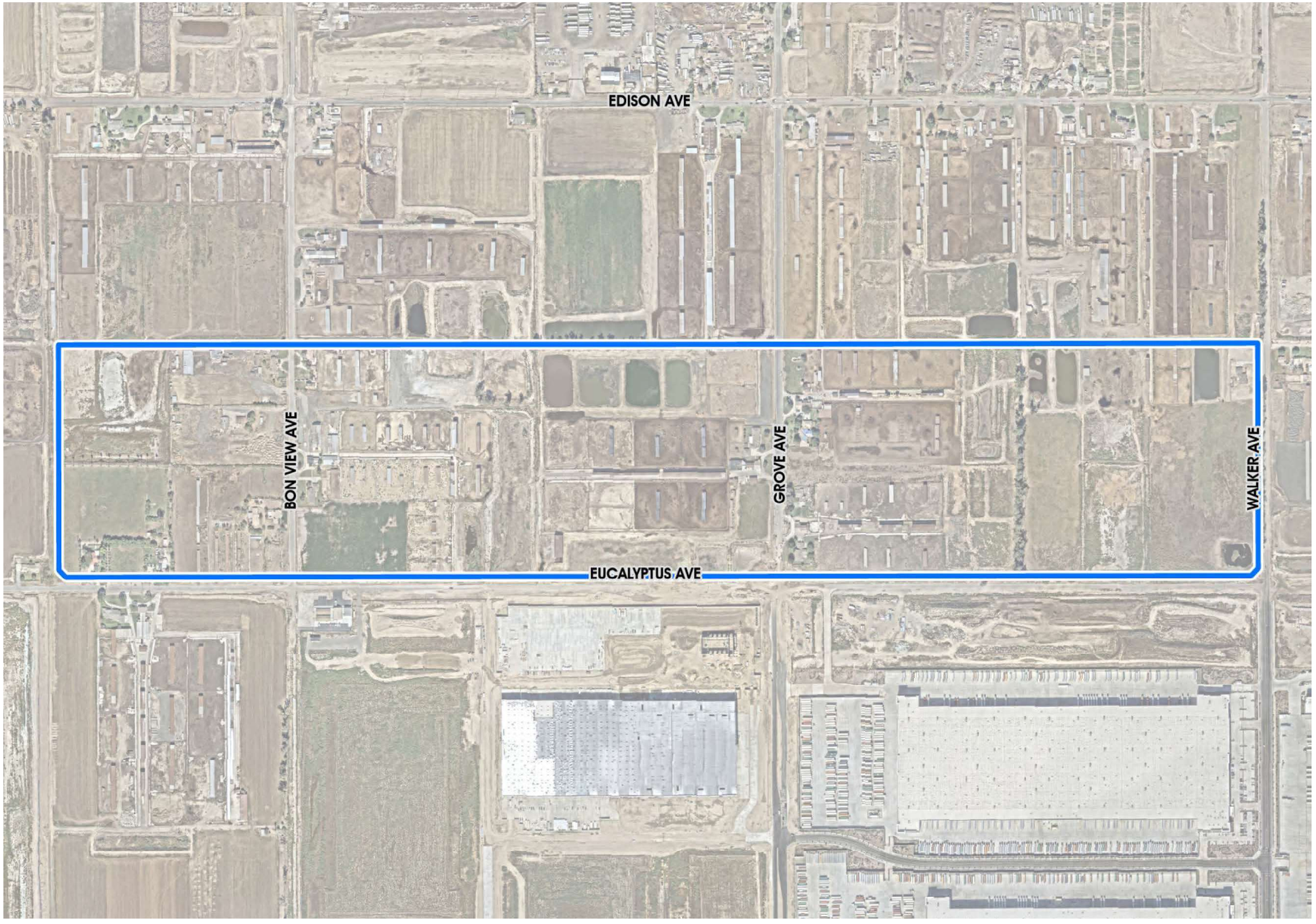
Figure ES-3

EBPSP Aerial Map



EBPSP Boundary

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 275 550 Ft

Source: T&B 2026. Date: 03/03/2026

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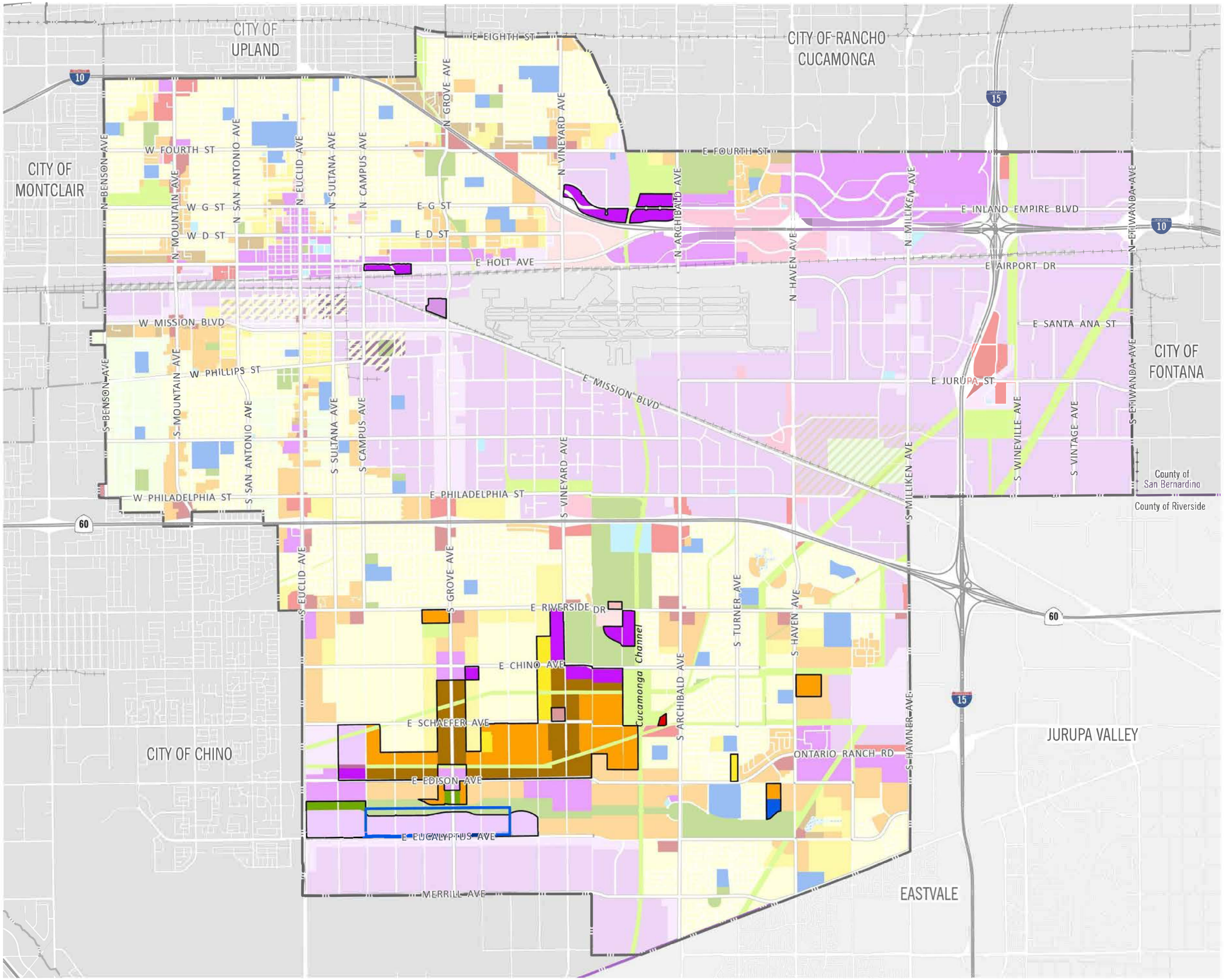
Figure ES-4

Policy Plan Amendment Areas of Change



- EBPSP Boundary
- Proposed TOP Areas of Change
- Ontario City Boundary
- County Boundary
- Rail Network

Overlay Zones
- Business Park
- Industrial
- Landfill Impact Area

Residential
- RR Rural Residential
- LDR Low Density Residential
- LMDR Low Medium Density Residential
- MDR Medium Density Residential
- HDR High Density Residential

Mixed-Use
- MU Mixed Use

Commercial
- NC Neighborhood Commercial
- GC General Commercial
- OC Office Commercial
- HOS Hospitality

Employment
- BP Business Park
- IND Industrial

Other
- OS-NR Open Space - Non-Rec
- OS-R Open Space - Recreation
- OS-W Open Space - Water
- PF Public Facility
- ROW; ROW-bp
- PS Public School
- ARPT Airport
- LF Landfill
- Rail

*Areas where no land use change is proposed are shown at 40% opacity

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2026 Date: 2/26/2026

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- **Mobility Element.** The City's network of truck routes will be updated in compliance with AB 98, and consistent with proposed land use changes. Minor updates to the City's Roadway System (M-01), and multipurpose trails and bikeways, identified on TOP Figure M-02, are also proposed to reflect the City's long term plan for roadways, and align future bike improvements with the proposed changes in the land use pattern and truck routes in southwestern Ontario. New Mobility policies and implementation actions addressing priority safety corridors consistent with Senate Bill 932 are proposed, as well as a new policy promoting lower speed limits for trucks in areas adjacent to noise-and-vibration-sensitive land uses. Finaly, Policies M-3.1 and M-4.1 will be updated. Policy M-3.1 will be expanded to note that the city will prioritize coordinating access to transit in areas near sites identified in the housing element as suitable for lower-income (in addition to EJ areas), while Policy M-4.1 will clarify that noise-sensitive land uses is intended to include both noise and vibration sensitive land uses.

- **Community Design Element.** Mixed-use place types, identified in the Community Design Element, will be updated to reflect proposed land use changes. Revisions include changes to existing mixed-use areas, and the establishment of new mixed-use areas, including creating a new district-level place type for the Ontario Sports Empire, revising the South Euclid District place type, and removing the South Employment District place type. TOP Figures CD-01, CD-02, CD-06, CD-07, CD-08, and CD-09.2 are to be updated. The approved TOP Figure CD-07 will be removed and replaced with a new TOP Figure CD-07, establishing the Ontario Sports Empire as "District Place Type."

- **Parks and Recreation.** Revisions to the location of planned park facilities in TOP Figure PR-01 to maintain consistency with approved projects and the proposed land use plan.

- **Safety.** Revisions to the Traffic Noise Contours Map (S-06a) will be updated consistent with proposed changes in land use and circulation. In addition minor changes to the base maps used in the map of Critical Facilities (S-08), Evacuation Constrained Properties (S-09), and Evacuation Routes (S-10) will be processed to show updates to the city's park network or remove parks from the base maps, as the location of parks in no way alters the intent of the map.

- **Environmental Resources.** Policy ER-5.4 will be updated to state that the City does not require replacement farmland or require the dedication or preservation of agricultural land outside of the City if a property owner elects to transition from agricultural to urban uses.

Finally, the City's Development Code will be updated to maintain consistency with the proposed Land Use Plan.

- **Development Code Consistency.** The zoning map and Development Code will be updated to implement the Policy Plan Amendment.

Table ES-1, *Comparison of Approved TOP 2050 to Policy Plan Amendment*, provides a statistical summary of the buildout potential of TOP 2050 Policy Plan Amendment compared to the buildout potential under the currently approved TOP 2050. As shown in this table, the Policy Plan Amendment would increase population, dwelling units, nonresidential building square footage, and employment compared to the approved TOP 2050.

Table ES-1 Comparison of Approved TOP 2050 to Policy Plan Amendment

Scenario	Units	Population	Nonresidential Square Feet	Employment
Approved TOP 2050	129,951	411,268	263,828,479	299,204
Policy Plan Amendment	137,177	427,741	268,162,895	301,035
Net Difference (Proposed Project – Approved Project)	**7,225**	**16,473**	**4,334,416**	**1,831**

Zoning

In addition to changes to TOP 2050, the proposed project includes amendments to the City's development code to implement the land-use changes, including updates to the zoning map and the affordable housing overlay. There are no separate environmental impacts associated with the Zoning update since these changes reflect the changes to the Policy Plan associated with the proposed Policy Plan Amendment.

EUCALYPTUS BUSINESS PARK SPECIFIC PLAN PROJECT

The Specific Plan would function as the regulatory document for implementing zoning for the entire site, ensuring the orderly and systematic implementation of the City's Policy Plan. The Specific Plan establishes the necessary land use plan, development standards, design guidelines, infrastructure systems, and implementation strategies on which subsequent, related development activities would be founded. Upon adoption of the Specific Plan, subsequent subdivision maps, plot plans, conditional use permits, grading and building permits, or any other actions requiring either ministerial or discretionary approvals would be required to demonstrate consistency with the Specific Plan.

As illustrated in Figure ES-5, *Conceptual EBPSP Land Use Plan*, the EBPSP would establish 9 planning areas that would provide for development of the site with approximately 2,939,000 SF of Business Park uses on 137.9 acres and 36.15 acres of Open Space–Parkland. The remaining 14.97 acres would be utilized for roadway improvements. Table ES-2, *EBPSP Land Use Statistical*

Summary, provides a breakdown of acreages by planning area. The EBPSP would result in estimated 1,590 employees within the project site.

Table ES-2 EBPSP Land Use Statistical Summary

Planning Area (PA)	Land Use Designation	Acres	Target Buildout SF
1	Business Park	7.70	162,600
2	Business Park	18.33	273,700
3	Business Park	18.21	340,700
4	Business Park	18.19	423,200
5	Business Park	37.76	859,300
6	Business Park	37.71	879,500
7	Open Space – Parkland	8.05	—
8	Open Space – Parkland	14.10	—
9	Open Space – Parkland	14.00	—
-	Roadway	14.97	—
	TOTAL	**189.0**	**2,939,000**

Notes: SF = square feet

1. A maximum of 10,000 SF of Commercial uses may be provided within Business Park planning areas 1, 2, 3, 4, 5, or 6. This square footage is included within the total listed above.
2. A publicly operated animal resource center may be provided within any of the Business Park planning areas. The animal resource center shall not exceed 35,000 SF.
3. The EBPSP allows the transfer of development square footage (15 percent or less) within the same land use designation, provided that the shift in square footage would not exceed the maximum allowable overall square footage (2,939,000) and the maximum building FAR (0.55).
4. Total acreage of 189.0 is rounded to the nearest one-tenth of an acre.

ES.5 SUMMARY OF PROJECT ALTERNATIVES

The CEQA Guidelines Section 15126.6(a) states that an EIR must address "a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives." The alternatives in this Draft SEIR were based, in part, on their potential to reduce or eliminate the impacts determined to be potentially significant for implementation of the proposed project (see Table ES-1, *Summary of Significant Environmental Impacts and Mitigation Measures*). The project alternatives were not reviewed for financial feasibility. Project alternatives are assessed in further detail in Chapter 4, *Alternatives to the Proposed Project*.

ES.5.1 No Project Alternative/ Current TOP 2050

POLICY PLAN AMENDMENT

In the No Project Alternative/Current TOP 2050, the Policy Plan Amendment and EBPSP project would not be implemented by the City. The current TOP 2050 would remain in effect and would apply to land uses within the City and land uses within the EBPSP project site.

Impacts of the No Project Alternative/Current TOP 2050 would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, noise, tribal cultural resources, and wildfire. This alternative would reduce the proposed project's air quality, energy, GHG, land use and planning, public services, recreation, transportation, and utilities and service systems impacts. The No Project Alternative/Current TOP 2050 would not meet some of the objectives of the proposed project.

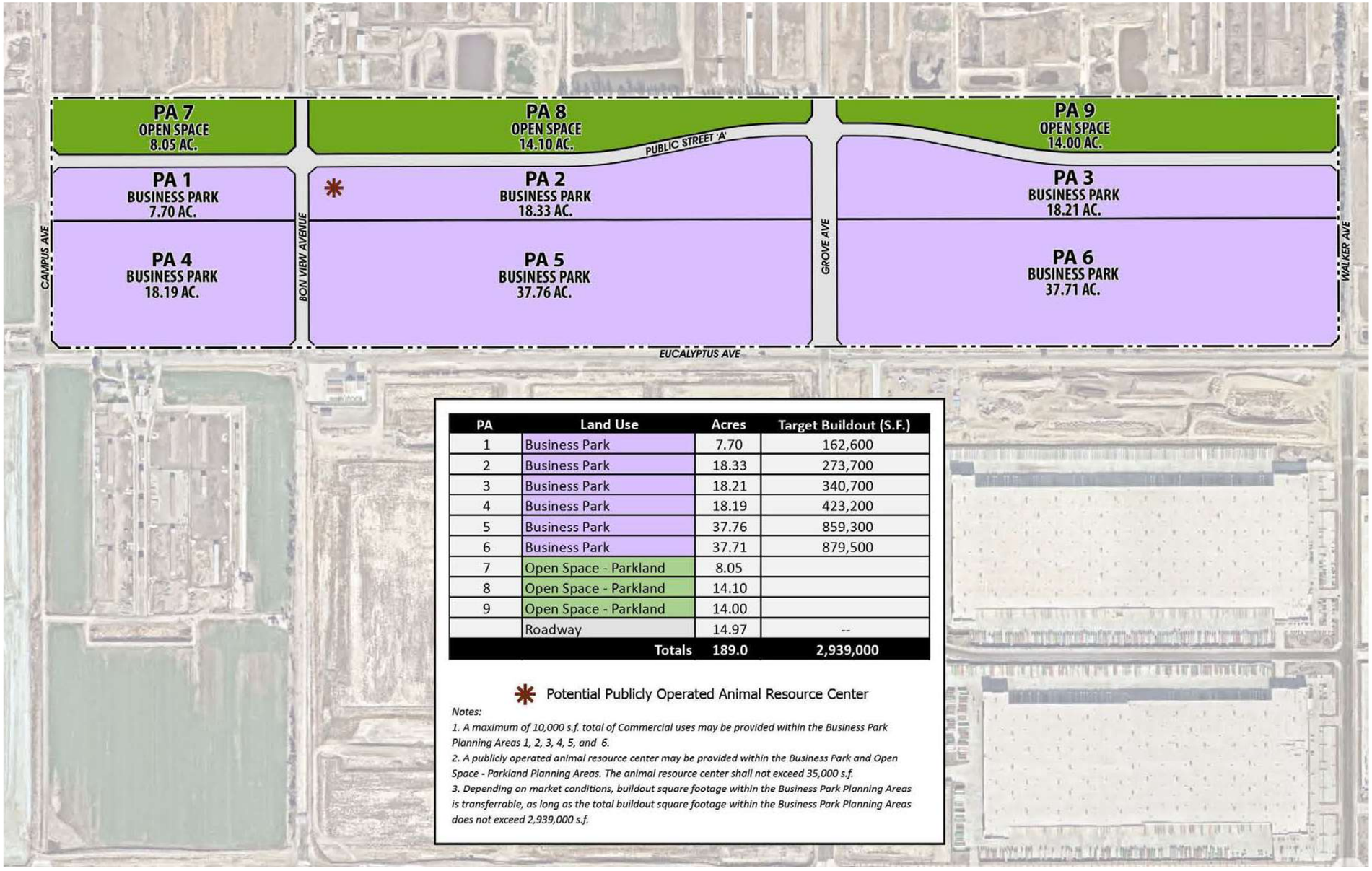
SPECIFIC PLAN

The current TOP 2050 designates the Specific Plan area for Medium Density Residential (MDR), Mixed-Use (Eucalyptus/Chino Airport) (MU-BC); and Open Space Parkland (OS-C). Buildout under these designations would allow for up to 2,195 residential units and 1,632,143 square feet of non-residential land uses within the Specific Plan area. As discussed in Chapter 4, *Alternatives*, the no project alternative would result in an increase in population, units, and employment but a decrease in non-residential square feet.

The No Project Alternative/Current TOP 2050 would result in greater impacts to energy, construction noise, public services, recreation, and utilities and service systems. This alternative would exacerbate significant and unavoidable impacts related to air quality, GHG, off-site traffic-related noise, and transportation. Impacts related to aesthetics, agriculture and forestry resources, construction air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, onsite noise operation, population and housing, tribal cultural resources, and wildfire would be similar compared to the EBPSP. Additionally, impacts to land use and planning would decrease under this alternative.

Figure ES-5

Conceptual EBPSP Land Use Plan



PA	Land Use	Acres	Target Buildout (S.F.)
1	Business Park	7.70	162,600
2	Business Park	18.33	273,700
3	Business Park	18.21	340,700
4	Business Park	18.19	423,200
5	Business Park	37.76	859,300
6	Business Park	37.71	879,500
7	Open Space - Parkland	8.05	
8	Open Space - Parkland	14.10	
9	Open Space - Parkland	14.00	
	Roadway	14.97	--
	Totals	**189.0**	**2,939,000**

* Potential Publicly Operated Animal Resource Center

Notes:

1. A maximum of 10,000 s.f. total of Commercial uses may be provided within the Business Park Planning Areas 1, 2, 3, 4, 5, and 6.

2. A publicly operated animal resource center may be provided within the Business Park and Open Space - Parkland Planning Areas. The animal resource center shall not exceed 35,000 s.f.

3. Depending on market conditions, buildout square footage within the Business Park Planning Areas is transferrable, as long as the total buildout square footage within the Business Park Planning Areas does not exceed 2,939,000 s.f.

EBPSP Boundary

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 275 550 Feet

Source: T&B 2025

Date: 02/17/2026

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As compared with the EBPSP, this alternative would not meet the following objectives to the same extent due to the change in the proposed land uses from business park to residential and mixed-use:

- To provide a land use plan that implements The Ontario Plan's vision and appropriately positions business park and public parkland uses north of Eucalyptus Avenue, between Campus Avenue and Walker Avenue.
- To facilitate the development of a variety of employment-generating uses in a business park setting.
- To provide business park uses that are compatible with surrounding land uses.

ES.5.2 Truck Route Scenario 3 Alternative

In summer 2025, the City conducted outreach and initiated an evaluation of its existing truck routes, which resulted in changes to truck routes in northern Ontario, including within the Original Model Colony (OMC). The purpose of the proposed project is to remove trucks from residential areas, such as Ontario Ranch Road. Truck Route Scenario 3 Alternative would not remove Archibald Avenue as a designated truck route, as proposed under the project, and would add additional truck routes along Eucalyptus Avenue, Walker Avenue, and Hellman Avenue. These additional routes would disperse truck traffic throughout the Ontario Ranch area to a greater extent. While the total number of trucks within the City and the Ontario Ranch area would remain the same, impacts would be spread across a broader area rather than concentrated along two specific routes. This alternative would increase impacts along Archibald Avenue and Edison Avenue while decreasing impacts along Ontario Ranch Road.

This alternative would not affect the land uses proposed for the EBPSP. Therefore, a separate analysis of this alternative for the Specific Plan component was not conducted as it would be the same as that of the Policy Plan Amendment.

This alternative would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, energy, geology and soils, GHG, hazards and hazardous materials, hydrology and water quality, land use, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and system services, and wildfire. This alternative would reduce the proposed project's air quality and noise impacts.

This alternative would meet all the objectives of the Policy Plan Amendment with the exception of objectives on truck routes and circulation changes. As compared with the proposed project, this alternative would not meet the following objectives:

- Update the City's truck routes based on proposed land use changes to ensure the City continues to comply with state law and ensures a safe and efficient goods movement network while minimizing the exposure of existing and future sensitive receptors to noise, vibration, and air pollution generated by heavy trucks.

- Update the Policy Plan component of TOP 2050 for internal consistency with proposed land use and circulation changes.

ES.5.3 Reduced Intensity Alternative

POLICY PLAN AMENDMENT

The proposed land use plan would result in a net increase of 6,370,304 square feet of industrial land use compared to the Current TOP 2050. The EBPSP represents 2,939,000 square feet of the growth in industrial land uses under the proposed project (46 percent); therefore, this alternative considers a reduced intensity alternative for the EBPSP area.

This alternative would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use, mineral resources, population and housing, recreation, tribal cultural resources, and wildfire. This alternative would reduce the proposed project's air quality, energy, GHG, noise, public services, transportation, and utilities and system services impacts. This alternative would meet all the objectives of the Policy Plan Amendment.

SPECIFIC PLAN

The Reduced Intensity Alternative would result in a 30 percent reduction in building area on the EBPSP project site. The buildout intensity of the remaining portions of the proposed project would remain the same; however, overall, the buildout of the proposed project would be reduced. Under this alternative, a total of 2,057,300 square feet of non-residential square feet would be developed, a reduction of 881,700 square feet. The total development impact area would remain the same as the EBPSP. Park areas are assumed to remain as proposed. Access to the site would be similar to the EBPSP, with a proportional reduction in the number of parking spaces.

This alternative would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use, mineral resources, population and housing, recreation, tribal cultural resources, and wildfire. This alternative would reduce the proposed project's air quality, energy, GHG, noise, public services, transportation, and utilities and system services impacts.

The Reduced Intensity Alternative would meet most of the EBPSP objectives; however, this alternative would not meet the following objectives to the same extent as the EBPSP due to the reduced square footage and proportional reduction in employees.

- To provide a land use plan that implements The Ontario Plan's vision and appropriately positions business park and public parkland uses north of Eucalyptus Avenue, between Campus Avenue and Walker Avenue.
- To facilitate the development of a variety of employment-generating uses in a business park setting.
- To provide opportunities for positive economic benefit to the City, including new net revenues to the General Fund that can be used for vital City services.

Use of the Specific Plan area would not be maximized under the Reduced Intensity Alternative. Additionally, the 30 percent reduction would reduce the amount of potential employment opportunities for community residents; therefore, the alternative would not be fully maximizing the economic benefit to the City.

The Reduced Intensity Alternative has been identified as the environmentally superior alternative because it would either lessen or result in similar impacts as the proposed project; however, it would not avoid any significant and unavoidable impacts. The Reduced Intensity Alternative lessens impacts to air quality, energy, GHG emissions, noise, public services, transportation, and utilities and system services while partially achieving the benefits of the project objectives.

ES.6 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. For the proposed project, the major issues to be resolved include decisions by the lead agency as to:

1. Whether this EIR adequately describes the environmental impacts of the project.
2. Whether the benefits of the project override those environmental impacts which cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the proposed land use changes are compatible with the character of the existing area.
4. Whether the identified goals, policies, or mitigation measures should be adopted or modified.

5. Whether there are other mitigation measures that should be applied to the project besides the mitigation measures identified in the EIR.
6. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

ES.7 AREAS OF CONTROVERSY

In accordance with Section 15123(b)(2) of the CEQA Guidelines, the EIR summary must identify areas of controversy known to the lead agency, including issues raised by agencies and the public. Prior to preparation of the Draft SEIR, the City of Ontario issued a Notice of Preparation (NOP) on November 4, 2025. The CEQA-mandated public period for this SEIR was between November 4 to December 5, 2025, during which interested agencies and the public could submit comments about the potential environmental impacts of the proposed project. A scoping meeting was held on November 20, 2025. During this time, the City of Ontario received comment letters from a variety of State and local agencies as well as several organizations and members of the public. Appendix A, *Notice of Preparation*, of this Draft SEIR contains the NOP as well as the comments received by the City of Ontario in response to the NOP. In addition, NOP comment letters received during the review period are summarized in Chapter 2, *Introduction* (see Table 1-1, *NOP Comment Summary*).

The following list includes issues that are likely to be of particular concern to agencies and interested members of the public during the environmental review process. Though every concern applicable to the CEQA process is addressed in this Draft SEIR, this list is not necessarily exhaustive; rather, it attempts to capture concerns that are likely to generate the greatest interest based on the input received during the scoping process.

- Agricultural Resources
- Air Quality and GHG
- Land Use and Planning
- Population and Housing
- Transportation

ES.8 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table ES-3, *Summary of Environmental Impacts and Mitigation Measures*, summarizes the conclusions of the environmental analysis in this SEIR.

Impacts are identified as potentially significant, less than significant or no impact, and mitigation measures are identified for all significant impacts. The level of significance after imposing the mitigation measures is also presented.

Table Terminology:

PPA: Policy Plan Amendment

EBPSP: Eucalyptus Business Park Specific Plan

PS: Potentially Significant

SU: Significant and Unavoidable

LTS: Less than Significant

NI: No Impact

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
AESTHETICS			
Impact AES-1: Implementation of the proposed project would not substantially alter scenic vistas in Ontario.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact AES-2: Implementation of the proposed project would not alter scenic resources within a State scenic highway.	PPA: NI EBPSP: NI	No mitigation measures are required.	PPA: NI EBPSP: NI
Impact AES-3: Implementation of the proposed project would not conflict with zoning or other regulations governing scenic quality.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact AES-4: Buildout of the proposed project would generate additional light and glare, which would be minimized through adherence to the City of Ontario Development Code.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
AGRICULTURE AND FORESTRY RESOURCES			
Impact AGF-1: The proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in Ontario to nonagricultural use.	PPA: LTS EBPSP: LTS	The City of Ontario's land use plan no longer designates agricultural land uses in the City. No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Impact AGF-2: The proposed project would not result in conflicts with existing zoning for agricultural use or a Williamson Act contract.	PPA: LTS EBPSP: LTS	The City of Ontario's land use plan no longer designates agricultural land uses in the City. No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact AGF-3: The proposed project would not conflict with existing zoning for forest land, timberland, or timberland zoned Timberland Production.	PPA: NI EBPSP: NI	No mitigation measures are required.	PPA: NI EBPSP: NI
Impact AGF-4: No forest land would be affected by the proposed project.	PPA: NI EBPSP: NI	No mitigation measures are required.	PPA: NI EBPSP: NI
AIR QUALITY			
Impact AQ-1: The additional population growth forecast for the Policy Plan Amendment and Specific Plan and the associated emissions would exceed the assumptions of the South Coast AQMD's AQMP.	PPA: PS EBPSP: PS	Mitigation measures applied to the operational phases would reduce air quality impacts. However, no additional mitigation measures have been identified.	PPA: SU EBPSP: SU
Impact AQ-2: Construction activities associated with future development that would be accommodated under the Policy Plan Amendment could generate short-term emissions in	PPA: PS EBPSP: LTS	**Policy Plan Amendment** **Mitigation Measure AIR-1-PPA [Former MM 3-1]:** Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to	PPA: SU EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
exceedance of the South Coast AQMD's threshold criteria.		the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Ontario Building Department shall require feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include: ▪ Require fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as: o Requiring use of nontoxic soil stabilizers to reduce wind erosion. o Applying water every ~~four~~ 4 hours to active soil disturbing activities. o Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials. ▪ Using construction equipment rated by the United States Environmental Protection Agency as having Tier 4 interim or higher exhaust emission limits. ▪ Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards. ▪ Limiting nonessential idling of construction equipment to no more than ~~five~~ 5 consecutive minutes.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at: ~~http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf.~~ https://www.aqmd.gov/home/rules-compliance/compliance/vocs/architectural-coatings/super-compliant-coatings. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Planning Department. **Specific Plan** No mitigation measures are required.	
Impact AQ-3: Implementation of the proposed project would generate additional, long-term emissions in exceedance of South Coast AQMD's threshold criteria and cumulatively contribute to the South Coast Air Basin's nonattainment designations.	PPA: PS EBPSP: PS	**Policy Plan Amendment** **Mitigation Measure AIR-2-PPA [Former MM 3-2]:** The City of Ontario shall evaluate new development proposals within the City and require all developments to include access or linkages to alternative modes of transportation, such as transit stops, bike paths, and/or pedestrian paths (e.g. sidewalks). **Mitigation Measure AIR-3-PPA [Former MM AQ-1]:** Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project operation-phase-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance	PPA: SU EBPSP: SU

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		with South Coast Air Quality Management District (South Coast AQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Ontario Planning Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval. Possible mitigation measures to reduce long-term emissions could include, but are not limited to the following: ▪ For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions. ▪ Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use. ▪ Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 sec. 2485). ▪ Provide changing/shower facilities as specified in Section A5.106.4.3 of CALGreen (Nonresidential Voluntary Measures).	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ Provide bicycle parking facilities per Section A4.106.9 of CALGreen (Residential Voluntary Measures). ▪ Provide preferential parking spaces for low-emitting, fuel-efficient, and carpool/van vehicles per Section A5.106.5.1 of CALGreen (Nonresidential Voluntary Measures). ▪ Provide facilities to support electric charging stations per Section A5.106.5.3 and Section ~~A5.106.8.2~~ A4.106.8 of CALGreen (Nonresidential Voluntary Measures; Residential Voluntary Measures). ▪ Applicant-provided appliances shall be Energy Star–certified appliances or appliances of equivalent energy efficiency (e.g., dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star–certified or equivalent appliances shall be verified by the City during plan check. **Specific Plan** **Mitigation Measure AIR-1-SP:** To facilitate the future installation of infrastructure that would charge the batteries that power the motors of electric-powered trucks, the following shall be installed: 1) prior to the shell building permit approval, an electrical room(s) and/or exterior area(s) of the site shall be designated where future electrical panels would be located for the purpose of supplying power to on-site charging facilities for electric powered trucks. Conduit shall be installed from this designated area where the panel would be located to the onsite location where the charging facilities would be located and where electric-powered trucks would park and connect to charging facilities to charge the batteries that power the motors of the electric-powered trucks; 2) prior to	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		issuance of a building permit for tenant improvements, tenants that plan to operate electric trucks would be required to construct electrical charging infrastructure in addition to the required conduits. **Mitigation Measure AIR-2-SP:** In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants with information related to South Coast AQMD's Carl Moyer Program, or other such programs that promote truck retrofits or "clean" vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, and CARB regulations. Tenants shall be notified about the availability of: 1) alternatively fueled cargo handling equipment; 2) grant programs for diesel-fueled vehicle engine retrofit and/or replacement; 3) access to alternative fueling stations proximate to the site that supply compressed natural gas; and 4) the United States Environmental Protection Agency's SmartWay program. **Mitigation Measure AIR-3-SP:** Idling Regulations. Prior to issuance of a certificate of occupancy, legible, durable, weather-proof signs shall be installed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include the following instructions for truck drivers to shut off engines when not in use. a) Instructions for drivers of diesel trucks to restrict idling to no more than 5 minutes once the vehicle is stopped, the	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		transmission is set to "neutral" or "park" and the parking brake is engaged. b) Telephone numbers of the building facilities manager and CARB to report violations. **Mitigation Measure AIR-4-SP:** All future operations shall adhere to the following: a) Sites shall clearly mark entry and exit points for trucks and service vehicles. b) Facility operators shall maintain records of their fleet equipment owned by the facility and ensure that all diesel-fueled Medium-Heavy Duty Trucks (MHDT) and Heavy-Heavy Duty Trucks (HHD) use year CARB 2010 or newer engines. The records should be maintained on-site and be made available for inspection by the lead agency. c) Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks. d) Signs should be posted in the appropriate locations and/or handouts should be provided that show the locations of nearest food options, fueling, truck maintenance services, and other similar convenience services. e) Each Facility shall designate a Compliance Officer responsible for implementing the measures described herein and/or in the project conditions of approval and mitigation measures. Contact information shall be provided to the City and updated annually, and signs shall be posted in visible locations providing the contact information for the Compliance Officer to the surrounding community. The Compliance Officer also	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		shall coordinate with CARB and South Coast AQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations. f) Signs shall be posted in the appropriate locations heavy truck drivers to park and perform any self-maintenance of trucks in designated on-site areas and not within the surrounding community or on public streets. g) Development plans and specifications shall include signs at every truck exit driveway providing directional information to the truck route. **Mitigation Measure AIR-5-SP:** Electric Vehicle Charging and Future Truck Charging Capability. Prior to issuance of building permits, the following features shall be demonstrated on the EBPSP's building plans to the extent feasible over minimum California Code of Regulations Title 24 requirements. Installation shall be verified by the City prior to issuance of a certificate of occupancy. a) For use by employees and visitors conducting business at the building, install automobile electric vehicle (EV) charging stations at the minimum number required by the California Code of Regulations Title 24. All charging stations shall be equipped with Level 2 or faster chargers. Signs shall be posted indicating that the charging stations are for exclusive use by the building's employees and by visitors conducting business at the building. b) Install appropriate electrical infrastructure sufficiently sized to accommodate the potential installation of additional auto and truck EV charging stations in the future.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		c) Install raceways for conduit to tractor trailer parking areas in logical, gated locations determined by the Applicant during construction document plan check, for the purpose of accommodating the future installation of EV truck charging stations at such time this technology becomes commercially available. The charging station location(s) are to be located inside the gated and secured truck courts. **Mitigation Measure AIR-6-SP:** Water Efficient Fixtures. All water fixtures shall be water efficient (toilets/urinals (1.5 gallons per minute [gpm] or less), showerheads (2.0 gpm or less), and faucets (1.28 gpm or less). **Mitigation Measure AIR-7-SP:** City Review of Construction Documents. Prior to issuance of building permits, the following features shall be demonstrated on building and landscape plans to the extent feasible. Installation shall be verified by the City prior to issuance of a certificate of occupancy. a) Install Energy Star-rated heating, cooling, lighting, and appliances b) Structures shall be equipped with outdoor electric outlets in the front and rear to facilitate use of electrical lawn and garden equipment. c) Install rooftop solar energy systems which generate enough electricity to meet 45% of the annual warehouse electricity demand. **Mitigation Measure AIR-8-SP**: Tenant Lease Agreement. Prior to issuance of a certificate of occupancy, the following language shall be included within tenant lease agreements in order to	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		reduce operational air pollutant emissions to the extent feasible: a) Information about energy efficiency, energy-efficient lighting and lighting control systems, energy management, and existing energy incentive programs. b) Information about funding opportunities, such as the Carl Moyer Program, that provide incentives for using cleaner-than-required engines and equipment. c) Requirements to use the cleanest technologies available and to provide the necessary infrastructure to support zero-emission vehicles, equipment, and appliances that would be operating on site at such time this technology becomes commercially available. This requirement shall apply to equipment such as forklifts, handheld landscaping equipment, yard trucks, office appliances, etc. d) Requirements to exclusively use zero-emission light and medium-duty delivery trucks and vans, when economically feasible. e) Requirements to operate in compliance with, and to monitor compliance with, all current and applicable air quality regulations for on-road trucks including the California Air Resources Board's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Periodic Smoke Inspection Program, and the Statewide Truck and Bus Regulation. f) Requirements and identification of the responsible party to maintain, replace, and upgrade rooftop solar panels per the manufacturer's recommendations for the life of the lease. The EBPSP would comply with existing solar	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		requirements per the California Energy Code in effect during permitting (at the time of Construction Drawing Plan Check Submittal). In the case that the tenant requires additional solar capacity, this shall be addressed during the tenant improvement process. The EBPSP would be required to meet the CCR Title 24 energy efficiency standards in effect at the time building permit applications are submitted. g) Requirements and identification of the responsible party to maintain, replace, and repair the legible, durable, weather-proof signs that were installed at initial building occupancy placed at truck access gates, loading docks, and truck parking areas that identify applicable CARB anti-idling regulations. h) The tenant agreement shall include notification that the tenant shall comply with CARB Truck and Bus regulation, including requirements that only haul trucks meeting model year 2010 engine emission standards shall be used for the on-road transport of materials to and from the site. i) Requirements for the building owner to provide a Green Cleaning Products and Paint Education Program available to the building tenant, to keep at the building's office, break room, leasing space, or on an accessible website.	
Impact AQ-4: Construction activities associated with the Policy Plan Amendment could expose sensitive receptors to substantial air pollutant concentrations.	PPA: PS EBPSP: LTS	**Policy Plan Amendment** No additional mitigation measures have been identified. **Specific Plan** No mitigation measures are required.	PPA: SU EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Impact AQ-5: Operation of industrial and warehousing land uses accommodated under the Policy Plan Amendment would cumulative contribute to elevated levels of toxic air contaminants in the South Coast AQMD region.	PPA: PS EBPSP: LTS	**Policy Plan Amendment** Mitigation Measures AIR-2-PPA and AIR-3-PPA are applicable to the proposed project. TOP 2050 Policy ER-4.9, New Localized Air Pollution Sources Near Existing Sensitive Receptors, would require an operational health risk assessment for projects that have the potential to generate a substantial number of diesel truck trips to reduce individual projects to less than significant. However, no additional mitigation measures were identified to reduce cumulative impacts. **Policy ER-4.9: New Localized Air Pollution Sources Near Existing Sensitive Receptors.** We require new developments to conduct a Health Risk Assessment for land uses that generate more than 100 trucks per day or 40 trucks per day by trucks operating transportation refrigeration units (TRU's) within 1,000 feet from sensitive land use (California Health and Safety Code Section 42505.5(a)(5)). If the health risk assessment determines the new development poses health hazards that increase the incremental cancer risk above the threshold established by the South Coast Air Quality Management District (AQMD), we will only approve permits upon the condition that adequate mitigation measures are proposed and implemented for potential impacts on the sensitive uses around the site and along the route within Ontario taken by the trucks to and from freeways. We require new developments that must perform a health risk assessment to conduct additional public outreach by sending notifications in multiple languages to all residents living within 500 feet, and encourage hosting a public meeting.	PPA: SU (cumulative) EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		Specific Plan No mitigation measures are required.	
Impact AQ-6: Operation of land uses accommodated under the proposed project would not result in other emissions, such as those leading to odors, that would adversely affect a substantial number of people.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
BIOLOGICAL RESOURCES			
Impact BIO-1: Implementation of the proposed project could impact special-status species, as well as nesting birds, burrowing owls, and roosting bat species.	PPA: PS EBPSP: PS	**Policy Plan Amendment** **Mitigation Measure BIO-1-PPA: Biological Resources Assessment**. Applicants for future development projects on non-infill sites with suitable natural habitat shall conduct a biological resources assessment of the proposed project footprint (including proposed access roads, proposed staging and laydown areas, and a suitable buffer surrounding the project footprint). The biological resources assessment shall be conducted by a qualified biologist and summarized in a biological resources letter report or biological resources technical report that will be submitted to the Ontario Planning Department for review and approval prior to being issued a grading permit. Biological resources assessments for infill redevelopment projects may be required, subject to the discretion of the Executive Director Community Development. **Mitigation Measure BIO-2-PPA: Biological Reconnaissance-Level Survey**. The biological reconnaissance-level survey shall include, but not be limited to:	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ An analysis of available literature and biological databases including but not limited to: California Department of Fish and Wildlife (CDFW); California Natural Diversity Database (CNDDB); California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants of California, National Wetland Inventory Database (NWI); USGS National Hydrographic Dataset (NHD); EcoAtlas; and database searches of the US Fish and Wildlife Service Critical Habitat, Environmental Conservation Online System (ECOS), and Information, Planning, and Conservation System (IPaC). The literature review shall be performed prior to the field survey to identify sensitive biological resources that were reported previously from the proposed development project vicinity and to help determine the type of sensitive biological resources that may be in the survey area. ▪ A review of current land use and land ownership within the proposed development project vicinity. ▪ A field assessment survey that includes mapping vegetation communities in the proposed development project (including but not limited to project footprint, proposed access roads, staging and laydown areas, and a suitable buffer) utilizing the Manual of California Vegetation, 2nd edition (MCV) and the National Vegetation Classification System (NVCS) or the currently accepted standard for vegetation mapping and classification. An evaluation of each mapped vegetation community's State and Global rarity ranks shall be determined using CDFW's Vegetation Classification and Mapping Program (VegCAMP).	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ An evaluation of the proposed development project's potential to support special status plant and wildlife species. ▪ An evaluation of nesting habitat for migratory and special status bird species. ▪ An evaluation of potential impacts to bats and roosts from ground-disturbing activities. ▪ A general assessment of potential jurisdictional areas, including wetlands and riparian habitats. ▪ An evaluation of potential local and regional wildlife movement corridors. **Mitigation Measure BIO-3-PPA: Focused Species Surveys**. If one or more special status plant or animal species has the potential to occur within the proposed development project area (including but not limited to project footprint, proposed access roads, staging and laydown areas, and a suitable buffer), a qualified biologist shall conduct additional focused surveys for said species using the most recently updated protocols recommended by natural resource agencies or, if not available, standards accepted in the professional biological community to survey that taxonomic group, community, or species. If an established protocol is not available for a special status species, the qualified biologist will consult with the City and CDFW or USFWS to determine the appropriate survey protocol. The focused species survey(s) will be at a level to determine the presence/absence of these species and to adequately evaluate potential direct and/or indirect impacts to these species. Adjoining properties shall also be surveyed (as access permits) where direct or indirect project effects, such as	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		those from fuel modification or herbicide application, could potentially extend off-site. To the extent possible, the focused species surveys shall be conducted during nondrought years at the time of year when species are both evident and identifiable. The focused survey shall record the location and boundary of special status species by use of global positioning system (GPS). The number of individuals shall be counted (if population is small) or estimated (if population is large). If applicable, information about the percentage of individuals in each life stage shall be provided (seedlings, reproductive individuals, adults, nestlings, juveniles, transients or migrant individuals, etc.). Images of the target species and/or representative habitats shall be included to support information and descriptions. Results of focused species surveys shall be summarized in the proposed development project's Biological Technical Report. **Mitigation Measure BIO-4-PPA: Biological Resources Report**. The results of the biological survey for proposed development projects with no significant impacts may be presented in a biological survey letter report. For proposed development projects with significant impacts that require mitigation to reduce the impacts to below a level of significance, and/or agency consultation and permitting, the results of the biological survey shall be presented in a biological technical report. The impact analysis shall consider impacts from areas subject to fuel modification and grading to accommodate the development. **Mitigation Measure BIO-5-PPA: Special-Status Species, Sensitive Habitats, Wetlands, Other Non-wetland Waters, Native Wildlife Nursery Sites, and Wildlife Corridors**. If a sensitive	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		biological resource is identified during field surveys (see Mitigation Measures BIO-2-PPA and BIO-3-PPA), the City shall require implementation of mitigation measures at the project level that fully account for the adversely affected resource. Mitigation measures shall adhere to the following order of priority to reduce adverse impacts of a proposed project to the resource: avoid impacts, minimize impacts, and compensate for impacts. Mitigation measures shall be used on a project-level basis and be tailored to on-site conditions and sensitive biological resources present. ▪ **Priority 1, Avoidance of Impacts**. Proposed development shall avoid impacts to the maximum extent feasible, as determined by a qualified biologist, by not taking certain actions or parts of an action. Projects shall be sited to avoid direct or indirect impacts on the resource and include measures such as implementing no-disturbance buffers (e.g., nesting bird buffer areas during construction, siting staging areas outside buffer area) or implementing project-specific design features (e.g., wildlife-friendly fencing and lighting in a wildlife corridor), such that indirect adverse effects of project development are avoided. This shall include flagging all plants and/or perimeter of populations; stop-work buffers around plants and/or populations (e.g., flagged perimeter plus 50 feet); restrictions on ground-disturbing activities within protected areas; relocation of staging and other material piling areas away from protected areas; restrictions on herbicide use and/or type of herbicide and/or application method within 100 feet of sensitive plants; and worker education and training.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ **Priority 2, Minimize Impacts**. Proposed development shall be conditioned to minimize adverse impacts by limiting the degree or magnitude of the action and its implementation to less than significant. Other mitigation measures may include reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action. Measures to mitigate the spread of invasive plant species and invasive wildlife species (e.g., New Zealand mudsnail) shall include but will not be limited to: cleaning of equipment, footwear, and clothing before entering a construction site and the identification and treatment of significant infestations of invasive plant species within a project site. ▪ **Priority 3, Offset Impacts**. Offsetting impacts can be done by replacing or providing substitute resources or by rectifying the impact by repairing, rehabilitating, or restoring the impacted environment. Offset mitigation ratios for protected sensitive resources will be established based on the rarity of the resource, quality of affected habitat associated with the resource, temporary and permanent losses to habitat function, the type of mitigation proposed (restoration, enhancement, preservation, establishment), and other requirements associated with state or federal permits. Mitigation ratios will be determined at the project level in consultation with the City, the qualified biologist, and, where applicable, federal or state agencies with jurisdiction over the resource (e.g., CDFW, USACE, USFWS).	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		If impacts on a protected sensitive biological resource are unavoidable, then the project proponent shall mitigate for the type of resource as follows: ▪ Endangered, Rare, Threatened, or Candidate Species. The applicant shall obtain incidental take authorization from USFWS (16 US Code Section 1531 et seq.) or CDFW (California Fish and Game Code Sections 2050–2115.5) prior to commencing development of the project site; apply minimization measures or other conditions required under the incidental take authorization; and provide equivalent compensation for the unavoidable losses of these resources. Compensation may include purchasing credits from a USFWS- or CDFW-approved mitigation bank or restoring or enhancing habitat within the project site or outside of the project site. ▪ Special Status Species (not listed). The applicant shall provide equivalent compensation for impacts on special status species by restoring or significantly enhancing existing habitat where the species occurs or by acquiring or protecting land that provides habitat function for affected species and is at least equivalent to the habitat function removed or degraded as a result of project implementation. If impacts on sensitive habitats, wetlands, other nonwetland waters, riparian habitats, native wildlife nursery sites, and wildlife corridors cannot be avoided, the project applicant shall: ▪ Federal- or State-Protected Sensitive Habitats. Obtain the required regulatory authorization (e.g., Section 404 permits for impacts on waters of the United States, 401	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		water quality certification from the Regional Water Quality Control Board, a Streambed Alteration Agreement for impacts on aquatic or riparian habitats within CDFW jurisdiction under Fish and Game Code Section 1600), and provide equivalent compensation for the unavoidable losses of the above-mentioned resources such that there is no net loss. **Mitigation Measure BIO-6-PPA: Demarcate Work Area Boundary**. The proposed development proponent shall prevent impacts to unprotected common and sensitive vegetation communities in areas adjacent to the project area. Prior to the initial vegetation clearing activities or ground disturbance in new areas, the approved project grading limits shall be marked with stakes or other highly visible materials that will be clearly visible to equipment operators and biological monitors during all vegetation clearing or ground disturbing activities. All equipment operators and project personnel shall be instructed about the restrictions the boundary markers represent and that vegetation removal or other disturbance outside of the boundary markers shall be avoided. **Mitigation Measure BIO-7-PPA: Preconstruction Special Status Species Surveys**. If sensitive biological resources are identified as having potential to occur within or immediately adjacent to the proposed development project area, a preconstruction special status species survey shall be conducted by a qualified biologist no more than 14 days prior to ground disturbing activities to ensure unsubstantiated impacts are avoided or minimized. In addition, for species with potential to occur within or adjacent to the proposed	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		development project area and having species-specific preconstruction or take avoidance survey guidelines (e.g. burrowing owl), surveys shall be conducted in accordance with the most recent survey guidelines by a qualified biologist for that species. **Mitigation Measure BIO-8-PPA: Pre-disturbance Nesting Bird Surveys**. The City of Ontario shall require applicants for future development projects with suitable natural habitat, to contract with a qualified biologist with experience in conducting breeding bird surveys to conduct a preconstruction general nesting bird survey within all suitable nesting habitats that may be directly (active nest destruction, direct mortality) or indirectly (nest abandonment, exposure) impacted by active construction during the general avian breeding season (February 1 through August 31). The pre-disturbance surveys shall be conducted no more than 5 days prior to initiation of construction inclusive of staking and fencing of project limits, demolition activities, staging of equipment, and all vegetation trimming and removal activities (regardless of stage of construction). Results of pre-disturbance nesting bird surveys are typically valid for a period of 3 to 5 days. Additional pre-disturbance nesting bird surveys and/or nest monitoring may be required at the discretion of the qualified biologist based on observations of breeding behavior, phased removal of breeding bird habitat during the breeding season, establishment of nest buffers, delays in construction activities that could allow for breeding birds to establish a nest, or if the project is cleared/demolished/constructed over the course of multiple breeding seasons. Results will be summarized in a pre-	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		disturbance survey report that describes the dates of the surveys, methods, results of the surveys, and any nest protection measures that will need to be employed. The pre-disturbance nesting bird survey report will be submitted to the City within 30 days of completion of the initial pre-disturbance nesting bird survey. **Mitigation Measure BIO-9-PPA: Active Nest Avoidance and No-Work Buffers**. If active nests of avian species protected by the Migratory Bird Treaty Act and Fish and Game Code are detected within the proposed development project area or within a 300-foot buffer (500-foot buffer for raptors and listed species) of the proposed development project area, a no-work buffer will be established around the nest (typically 300 feet for passerines and 500 feet for raptors and listed species) and construction shall be restricted in the area until the young have fledged; there is no evidence of a second attempt at nesting if the nest attempt has failed, as determined by the qualified biologist; or until appropriate protection measures (installation of noise and/or visual barriers, intermittent halting or rerouting of high noise-producing construction activities to other portions of the project area, biological monitoring, and/or noise monitoring to ensure effectiveness of no-work buffers and/or noise reduction measures, etc.) that respond to the specific situation have been developed and implemented in consultation with the City and regulatory agencies. A figure showing the locations of no work buffers established during the preclearance nesting survey shall be included in the predisturbance survey report (see Mitigation Measure BIO-8-PPA)	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		Mitigation Measure BIO-10-PPA: Nest Monitoring. Periodic nest monitoring will be conducted at the discretion of the qualified biologist to ensure compliance with established no-work buffers and document progression of the nest. The qualified biologist will monitor the nest from a distance and determine active/inactive status based on direct observations or evidence of breeding behavior (nest exchanges, food carries, fecal sac removal, nestling vocalizations, etc.). The qualified biologist will keep the nest monitoring as brief as possible to avoid causing undue stress to the adult(s) and young. For nests where contents are difficult to determine (e.g., gourd nests, cavity nests) or nests that seem inactive prior to the estimated fledge date, the nest will be considered inactive once nesting activity is no longer observed at the nest site during two consecutive monitoring visits by the qualified biologist. Two consecutive monitoring visits may not be necessary if strong evidence (e.g., nest is on the ground or evidence of predation on young) indicates the nest is no longer active or if the nest is unlikely to be affected by immediate project activities. Once a nest is deemed inactive by the qualified biologist and there is no evidence of a second nest attempt or other active nests in the same area, the biologist will deactivate the nest buffer and construction activities may resume in that area. CDFW will not need to concur with the nest "deactivation" determination prior to work resuming in the area. Project-related activities that result in loss of a nest ("take") will be immediately reported to the City and appropriate agencies (CDFW, USFWS). A summary of all nest monitoring activities (if any) will be	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		submitted to the City in a brief memo at the completion of each breeding season. **Specific Plan** **Mitigation Measure BIO-1-SP: Pre-disturbance Nesting Bird Surveys, Avoidance, and Monitoring**. If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds shall be conducted within 3 days of the start of any vegetation removal or ground-disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a no-disturbance buffer, which is typically 50 to 100 feet for songbird nests and 100 to 300 feet for raptors; however, the ultimate size of the no-disturbance buffer will be determined by the wildlife biologist and will depend on the level of construction noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, type and duration of construction activity, species habituation, and topographical barriers. These factors will be evaluated on a case-by-case basis when developing buffer distances. Limits of construction to avoid an active nest will be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed about the sensitivity of nest areas. A biological monitor shall be present to monitor the active nest to ensure that nesting behavior is not	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur. **Mitigation Measure BIO-2-SP: Preconstruction Burrowing Owl Surveys**. To ensure burrowing owl are still absent from the Specific Plan area, a pre-construction burrowing owl clearance survey shall be conducted in accordance with CDFW's 2012 Staff Report on Burrowing Owl Mitigation. Two surveys shall be conducted, the first 14 to 30 days prior to ground-disturbing activities, and the second within 24 hours before ground-disturbing activities. If no burrowing owls are observed within the Specific Plan area, no further review will be required. If burrowing owls are found within the Specific Plan area during the pre-construction clearance surveys, coordination with the CDFW will be required to determine if avoidance and minimization measures can be implemented to avoid any direct or indirect impacts to burrowing owl, or if an Incidental Take Permit under Section 2081 of the CESA will need to be prepared and approved by CDFW. **Mitigation Measure BIO-3-SP: Pre-disturbance Roosting Site Survey and Bat Management Plan**. If on-site clearing or grading will take place between late spring and late summer and/or in the fall (generally mid-March through late October), a qualified biologist shall be retained to determine whether potential roosting sites for bats may be affected. For large ornamental trees and palms suitable for bat roosting/nursery, exit counts and acoustic surveys shall be performed prior to initial ground disturbance or vegetation or structure removal to	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		determine whether the Specific Plan area (and a 300-foot buffer) supports a nursery or roost. Any bat species present shall also be identified. If the results of the bat survey find a single roosting individual of a special-status bat species or 25 or more individuals of a non-special status bat species with potential to be present in the Specific Plan area (i.e., hoary bat, western yellow bat), a Bat Management Plan shall be developed to ensure mortality to bats does not occur. For each location confirmed to be occupied by bats, the plan shall provide details both in text and graphically where exclusion devises and/or staged tree removal will need to occur, the timing for exclusion work, and the timeline and methodology needed to exclude the bats. The plan shall be reviewed and approved by CDFW prior to disturbance of the roosts.	
Impact BIO-2: Compliance with existing regulations would ensure that implementation of the proposed project would not have an adverse impact on riparian or sensitive habitats.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact BIO-3: Compliance with existing regulations would ensure that implementation of the proposed project would not have an adverse impact on jurisdictional waters.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Impact BIO-4: Implementation of the proposed project could affect wildlife movement.	PPA: PS EBPSP: PS	**Policy Plan Amendment** **Mitigation Measure BIO-11-PPA:** Implement Mitigation Measure BIO-8-PPA (Pre-disturbance Nesting Bird Surveys). **Mitigation Measure BIO-12-PPA:** Implement Mitigation Measure BIO-9-PPA (Active Nest Avoidance and No-Work Buffers). **Mitigation Measure BIO-13-PPA:** Implement Mitigation Measure BIO-10-PPA (Nest Monitoring). **Specific Plan** **Mitigation Measure BIO-4-SP:** Implement Mitigation Measure BIO-1-SP (Pre-disturbance Nesting Bird Surveys, Avoidance, and Monitoring). **Mitigation Measure BIO-5-SP:** Implement Mitigation Measure BIO-3-SP (Pre-disturbance Roosting Site Survey and Bat Management Plan).	PPA: LTS EBPSP: LTS
Impact BIO-5: Compliance with the City's Biological Resources Habitat Mitigation Fee would ensure that implementation of the proposed project would not conflict with local policies and ordinances protecting biological resources in the city.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact BIO-6: The proposed project would not conflict with a Habitat Conservation Plan or Natural Communities Conservation Plan.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
CULTURAL RESOURCES			
Impact CUL-1: Implementation of the Policy Plan Amendment could impact historical resources.	PPA: PS EBPSP: LTS	**Policy Plan Amendment** **Mitigation Measure CUL-1-PPA [Former MM 5-1]:** Historic or potentially historic resources in the City shall be evaluated for historic significance through the City's tier system prior to the issuance of plan or development approvals. Pursuant to the City's Development Code (Chapter 4, Permits, Actions, and Decisions, and Chapter 7, Historic Preservation), mitigation measures for ~~all~~ Tier III Historic Resources citywide, Tier II historic resources in Ontario Ranch, or potentially significant historic resources in Ontario Ranch shall include the following: a) Each historic resource shall be fully documented and cataloged pursuant to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards, to provide a record of the resource, including, but not limited to: [i] the preparation of site plans, floor plans, exterior and interior elevations, and detail drawings of character defining features (such as moldings, stairs, etc.); and [ii] photographs of the resource, including the exterior, interior, and interior and exterior character defining features (such as moldings, light fixtures, trim patterns, etc.). b) A mitigation fee ~~established pursuant to Section 7.01.030 (Historic Preservation Mitigation Fee)~~ shall be paid to the City and deposited into the Historic Preservation Trust Fund prior to the issuance of a demolition permit for Tier III historic resources, Tier II Historic Resources located in Ontario Ranch, or a potentially significant historic resource in Ontario Ranch. Fees for Tier III Historic	PPA: SU EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		Resources citywide shall be 10 percent and fees for Tier II historic resources in Ontario Ranch and potentially significant historic properties in Ontario Ranch shall be 30 percent of the price per square foot construction cost, as established in the most current ICC Building Valuation Data. Fees for Tier I citywide and II historic resources outside of Ontario Ranch shall be determined during the Environmental Impact Report process. ~~The fees established for Tier III will be used as a reference point for establishing fees for Tier I and II historic resources~~ c) Issuance of a ~~A~~ Certificate of Appropriateness shall be required ~~not be issued~~ for the demolition of a~~n~~ Tier III historic resource citywide or a Tier II historic resource in Ontario Ranch, either in whole or in part~~,~~ However, it shall not be issued until such time that a demolition permit application and a replacement structure has been approved by the City, and appropriate permits have been issued for its construction, unless: [i] a waiver is granted pursuant to Subsection H (Replacement Structure Waiver for Historic Resources Located within Industrial Zoning Districts) of Section 4.02.050; [ii] a deferral of the replacement structure requirement is granted pursuant to Subsection G (Replacement Structure Deferral) of Section 4.02.050; or [iii] demolition is required pursuant to Section 7.01.050 (Unsafe or Dangerous Conditions) ~~of this Development Code~~. d) In an effort to preserve features and artifacts from historic resources, a determination whether items within or on the resource should be salvaged must be made by the Planning Department and may include the local	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		historical society prior to the issuance of the demolition permit. The applicant shall be responsible for the removal, relocation, storage, and donation of such items selected for salvaging. The applicant shall provide an inventory of salvaged items to the Planning Department, and shall include a list of each item name, description, and dimension (as necessary), and the location of each item on a floor plan. **Mitigation Measure CUL-2-PPA:** Project applicants for development projects that contain Tier II Historic Resources in Ontario Ranch pursuant to the City's historic resource evaluation system (i.e., 8314 Edison Avenue, 8484 Schaefer Avenue, 8185 Edison Avenue, 14251 Euclid Avenue, and 13948 S. Walker Avenue) and all other potentially historic properties in Ontario Ranch shall be subject to the following additional mitigation requirements prior to the issuance of any grading, demolition, or development approvals: a) **Documentation.** A complete chain of title with copies of recorded deeds / documents for each parcel within the eligible property boundaries shall be provided to the Planning Department by the project applicant to ensure that all ethnic groups associated with each significant parcel / property are identified. The information shall be integrated into the HABS-Like Local Documentation Package prepared for each property. For properties with Basque or Portugues Associations, the following additional measures are required: ▪ **Basque Associations**. For properties with Basque associations, the project applicant shall contact the	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		Chino Basque Club to inquire if the organization possesses any historic materials relating to the property or the owners identified in the complete chain of title. New materials resulting in this effort shall be integrated with HABS-like documentation; and ▪ **Portuguese Associations**. For properties with Portuguese associations, the project applicant shall contact the Chino Valley Divino Espirito Santo (DEA) Club to inquire if the organization possesses any historic materials relating to the property or the owners identified in the complete chain of title. New materials resulting in this effort shall be integrated with HABS-like documentation. b) **Avoidance.** All efforts to avoid demolition of historic resources shall be made by the project applicant. Alternatives to demolition that shall include: ▪ **Adaptive Reuse Study.** Prior to approval of demolition, an adaptive reuse study shall be prepared by a qualified professional meeting the minimum qualifications standards of the Secretary of the interior Professional Qualifications (Code of Federal Regulations, 36 CFR Part 61). The adaptive reuse study shall make recommendations on the possible reuse of the historic resource into the proposed project. If feasible and determined appropriate, the historic resource shall be integrated into the project, thereby avoiding demolition. ▪ **Structural Analysis for Relocation and/or Reconstruction**. Prior to approval of demolition, a	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		structural analysis shall be prepared by a California licensed engineer meeting the minimum qualifications standards of the Secretary of the interior Professional Qualifications (Code of Federal Regulations, 36 CFR Part 61). The analysis shall identify the building components and materials and determine the feasibility of relocation and reconstruction. ○ If determined that relocation is feasible and a receiver site is available, the project applicant shall facilitate the relocation, affixing the building or structure to a permanent foundation, with approved relocation plans and required permit issuance. ○ If a receiver site is not available, the historic resource shall be advertised and shall be offered at no cost for those who can relocate the structures off-site. Advertisements notifying the public of the opportunity to relocate the structures shall be placed for a minimum of 30 days: on-site with temporary signage, in at least 3 local publications (newspapers, magazines, local organization newsletters), and on local bulletin boards (realtor's offices, local business). A social media campaign, posted on the applicant's website or on a local non-profit heritage site, including a dedicated web page with the structure's information (description, square footage, photographs) and contact information	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		should be incorporated into the relocation advertisement. c) **Interpretive Plan**. An interpretative plan highlighting the history, architectural styles, businesses, or individuals that have historic significance and have contributed to the development of the dairy industry shall be prepared by a qualified historian to further educate and increase community awareness of the local dairy history. The interpretive plan may be developed and constructed at a site-specific location, as determined by the City, or development in an on-line format. **Specific Plan** No mitigation measures are required.	
Impact CUL-2: Implementation of the proposed project could impact archeological resources in the City.	PPA: PS EBPSP: PS	**Policy Plan Amendment** **Mitigation Measure CUL-3-PPA [Former MM 5-2]:** In areas of documented or inferred ~~from evident~~ archaeological ~~and/or paleontological~~ resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements: ▪ Archaeologists ~~and/or paleontologist~~ shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ Should any archaeological resources ~~cultural resources~~ be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources. ▪ Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional Archaeologist/Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including a catalog with museum numbers. **Specific Plan** **Mitigation Measure CUL-1-SP:** An archaeological monitor shall be present full-time during all soil-disturbing and grading/excavation/trenching activities. In the event that cultural resources are discovered by the archaeological (or Native American monitor), all work shall be suspended 50 feet around the resource(s) and a qualified archaeologist meeting the Secretary of the Interior's Standards (principal investigator (PI)) shall assess the discovery. Work on the overall project may continue during this period if the following activities are initiated: ▪ If the discovery is a prehistoric resource, initiate consultation between the qualified archaeologist, the appropriate Native American tribal entity, and the City/Applicant;	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ Include the appropriate Native American entity (as determined by a qualified archaeologist meeting the Secretary of the Interior's Standards) in the cultural resources investigations as soon as possible; and ▪ If the qualified archaeologist determines the resource(s) to be a "unique archaeological resource" consistent with PRC Section 21083.2 or a "tribal cultural resource" consistent with PRC Section 21074, a Cultural Resources Management Plan shall be prepared by the project archaeologist and submitted to the City Planning Division for approval and subsequent implementation. **<u>During Construction</u>** A. Monitor(s) Shall be Present During Grading/Excavation/Trenching ▪ The archaeological monitor shall be present full-time during all soil-disturbing and grading/excavation/trenching activities of native soil that could result in impacts to archaeological resources. ▪ The PI may submit a detailed letter to the lead agency during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present. B. Discovery Notification Process	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ In the event of an archaeological discovery, either historic or prehistoric, the archaeological monitor shall direct the contractor to temporarily divert all soil-disturbing activities, including but not limited to, digging, trenching, excavating, or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the Native American monitor and client, as appropriate. ▪ The monitor shall immediately notify the PI (unless the monitor is the PI) of the discovery. C. Determination of Significance ▪ The PI shall evaluate the significance of the resource. If human remains are involved, the protocol provided in Section D, below, shall be followed. o The PI shall immediately notify the City of Ontario to discuss the significance determination and shall also submit a letter indicating whether additional mitigation is required. o If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) and obtain written approval from the City of Ontario to implement that program. In the event that prehistoric deposits are discovered, the ADRP should also be reviewed by the Native American consultant/monitor. Impacts to significant resources must be mitigated before ground-	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		disturbing activities in the area of discovery will be allowed to resume. ○ If the resource is not significant, the PI shall submit a letter to the City of Ontario indicating that artifacts will be collected, curated, and documented in the final monitoring report. The letter shall also indicate that that no further work is required. D. Discovery of Human Remains ▪ If human remains are discovered, work shall halt in that area until a determination can be made regarding the provenance of the human remains; and the following procedures as set forth in CEQA Section 15064.5(e), the California PRC (Section 5097.98), and the State Health and Safety Code (Section 7050.5) shall be undertaken: ▪ Notification ○ The archaeological monitor shall notify the PI if the monitor is not qualified as a PI. ○ The PI shall notify the Coroner's Division of the San Bernardino County Sheriff's Department after consultation with the City of Ontario, either in person or via telephone. ▪ Isolate discovery site ○ Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the sheriff-coroner in consultation	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		with the PI concerning the provenance of the remains. ○ The sheriff-coroner, in consultation with the PI, will determine the need for a field examination to determine the provenance. ○ If a field examination is not warranted, the sheriff-coroner will determine, with input from the PI, if the remains are or are most likely to be of Native American origin. ▪ If Human Remains are determined to be Native American ○ The medical examiner will notify the NAHC within 24 hours. By law, only the medical examiner can make this call. ○ The NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information. ○ The MLD will contact the PI within 24 hours or sooner after the sheriff/coroner has completed coordination to begin the consultation process in accordance with CEQA Section 15064.5(e), the California PRC, and the State Health and Safety Code. ○ The MLD will have 48 hours to make recommendations to the property owner or representative for the treatment or disposition with proper dignity of the human remains and associated grave goods.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		○ Disposition of Native American human remains will be determined between the MLD and the PI, and, if: ▪ The NAHC is unable to identify the MLD; or ▪ The MLD failed to make a recommendation within 48 hours after being notified by the NAHC; or ▪ The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94(k) by the NAHC fails to provide measures acceptable to the landowner; then ▪ Upon the discovery of multiple Native American human remains during a ground-disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree upon the appropriate treatment measures,	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		the human remains and grave goods buried with the Native American human remains shall be reinterred with appropriate dignity. ▪ If Human Remains are not Native American o The PI shall contact the sheriff-coroner and notify them of the historic era context of the burial. o The sheriff-coroner will determine the appropriate course of action with the PI and City staff (PRC 5097.98). o If the remains are of historic origin, they shall be appropriately removed and conveyed to the City of Ontario. The decision for internment of the human remains shall be made in consultation with City, the applicant/landowner, and any known descendant group. **<u>Post-Construction</u>** A. Preparation and Submittal of Draft Monitoring Report ▪ The PI shall submit to the City of Ontario a draft monitoring report (even if negative) prepared in accordance with the agency guidelines, which describes the results, analysis, and conclusions of all phases of the archaeological monitoring program (with appropriate graphics). o For significant archaeological resources encountered during monitoring, the ADRP	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		shall be included in the draft monitoring report. ○ Recording sites with the State of California DPR shall be the responsibility of the PI, including the recording (on the appropriate forms-DPR 523 A/B) any significant or potentially significant resources encountered during the archaeological monitoring program. ▪ The PI shall submit a revised draft monitoring report to the City of Ontario for approval, including any changes or clarifications requested by the City. B. Handling of Artifacts ▪ The PI shall be responsible for ensuring that all cultural remains collected are cleaned and cataloged. ▪ The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate. ▪ The cost for curation is the responsibility of the property owner. C. Curation of Artifacts ▪ Cultural materials shall be offered to a local museum for permanent curation. If the local museum chooses not to curate the item, it shall be offered to another curation facility that meets the California State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources, as chosen by the City. The PI shall provide	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		a comprehensive final report including a catalog with museum numbers. D. Final Monitoring Report(s) ▪ The PI shall submit the approved final monitoring report to the City of Ontario and any interested parties.	
Impact CUL-3: The proposed project could result in the discovery of human remains; however, compliance with existing law would ensure that significant impacts to human remains would not occur.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
ENERGY			
Impact ENE-1: The proposed project would not result in significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact ENE-2: The proposed project would not result in significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during operation.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Impact ENE-3: The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
GEOLOGY AND SOILS			
Impact GEO-1: Development of proposed project would adhere to the California Building Code to ensure residents, employees, or visitors in Ontario would not be adversely affected by potential seismic-related hazards.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact GEO-2: Implementation of the proposed project would not result in substantial soil erosion or the loss of topsoil.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact GEO-3 The City of Ontario would not exacerbate geologic hazards in the City, such as on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact GEO-4: Development associated with proposed project would not be located on expansive soil, as defined in Table 18-1B of the Uniform building	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Code (1994), creating substantial direct or indirect risks to life or property.			
Impact GEO-5: Implementation of proposed project would not result in use of septic tanks or alternative waste water disposal systems that would not be supported by soils in the City.	PPA: LTS EBPSP: NI	No mitigation measures are required.	PPA: LTS EBPSP: NI
Impact GEO-6: Implementation of TOP 2050 could directly or indirectly destroy a unique paleontological resource.	PPA: PS EBPSP: PS	**Policy Plan Amendment** **Mitigation Measure GEO-1-PPA [Former MM 5-2]:** In areas of documented or inferred from evident ~~archaeological and/or~~ paleontological resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements: ▪ ~~Archaeologists and/or p~~Paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities. ▪ Should any cultural resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources.	PP: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional Archaeologist/Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including a catalog with museum numbers. **Specific Plan** **Mitigation Measure GEO-1-SP:** Prior to the issuance of a grading permit, a Paleontological Resources Impact Mitigation Program (PRIMP) shall be approved by the City of Ontario Planning department, as follows 1. All mitigation programs shall be performed by a qualified professional paleontologist, defined as an individual with an M.S. or Ph.D. in paleontology or geology who has proven experience and who is knowledgeable in professional paleontological procedures and techniques. Fieldwork may be conducted by a qualified paleontological monitor, defined as an individual who has experience in the collection and salvage of fossil materials. The paleontological monitor shall always work under the direction of a qualified paleontologist. 2. Monitoring of mass grading and excavation activities shall be performed by a qualified paleontologist or paleontological monitor. Starting at a depth of four feet below existing grade, monitoring will be conducted full-time in areas of grading or excavation in undisturbed sediments. Monitoring of artificial fill is not required.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		3. If a fossil(s) is found at a shallower depth, earth disturbance activities should be halted within a radius of 50 feet from the location of the fossil, and the paleontologist shall be consulted to determine the significance of the fossilized remains. If the fossil is deemed significant by the paleontologist, fulltime monitoring should be initiated at the site. 4. Paleontological monitors will be equipped to salvage fossils as they are unearthed to avoid construction delays. The monitor must be empowered to temporarily halt or divert equipment from the affected area to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface or, if present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. The monitor shall notify the paleontologist, who will then notify the concerned parties of the discovery. 5. Paleontological salvage during trenching and boring activities is typically from the generated spoils and does not delay the trenching or drilling activities. Fossils will be collected and placed in cardboard flats or plastic buckets and identified by field number, collector, and date collected. Notes will be taken on the map location and stratigraphy of the site, which will be photographed before it is vacated, and the fossils are removed to a safe place. On mass grading projects, discovered fossil sites will be protected by flagging to prevent them from being overrun by earthmovers (scrapers) before salvage	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		begins. Fossils will be collected in a similar manner, with notes and photographs being taken before removing the fossils. The precise location of the site is determined with the use of electronic handheld devices. If the site involves remains from a large terrestrial vertebrate, such as large bone(s) or a mammoth tusk, that is/are too large to be easily removed by a single monitor, a fossil recovery crew shall excavate around the find, encase the find within a plaster and burlap jacket, and remove it after the plaster is set. For large fossils, use of the contractor's construction equipment may be solicited to help move the jacket to a safe location. 6. Isolated fossils will be collected by hand, wrapped in protective materials, and placed in temporary collecting flats or five-gallon buckets. Notes will be taken on the map location and stratigraphy of the site, which will be photographed before it is vacated, and the fossils are moved to a safe place. 7. Particularly small invertebrate fossils typically represent multiple specimens of a limited number of organisms, and a scientifically suitable sample can be obtained from one to several five5-gallon buckets of fossiliferous sediment. If it is possible to dry screen the sediment in the field, a concentrated sample may consist of one or two buckets of material. 8. In accordance with the "Microfossil Salvage" section of the SVP guidelines (2010:7), bulk sampling and screening of fine-grained sedimentary deposits (including carbonate-rich paleosols) must be performed if the deposits are identified to possess indications of	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		producing fossil "microvertebrates" to test the feasibility of the deposit to yield fossil bones and teeth. If indicators of potential microvertebrate fossils are found, screening of a test sample (approximately 600 pounds) is recommended, according to the SVP guidelines. If feasible, wet screening shall be conducted on the site. If screening yields significant fossils, then removing and processing a "standard sample" of 6,000 pounds shall be performed. If the test sample screening does not yield significant fossils, the standard sample screening is not performed. 9. In the laboratory, individual fossils will be cleaned of extraneous matrix, any breaks will be repaired, and the specimen, if needed, will be stabilized by soaking in an archivally approved acrylic hardener (e.g., a solution of acetone and Paraloid B-72). 10. Recovered specimens will be prepared to a point of identification and permanent preservation (not display), including screen-washing sediments to recover small invertebrates and vertebrates. Preparation of individual vertebrate fossils is often more time-consuming than for accumulations of invertebrate fossils. 11. Recovered specimens will be identified and curated into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage (e.g., the San Bernardino County Museum). The paleontological program should include a written repository agreement prior to the initiation of mitigation activities. Prior to curation, the	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		lead agency (the City of Ontario) will be consulted on the repository/museum to receive the fossil material. 12. A final report of findings and significance will be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location(s). The report, when submitted to and accepted by the City of Ontario, will signify satisfactory completion of the program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.	
GREENHOUSE GAS EMISSIONS			
Impact GHG-1: Implementation of the proposed project would result in an increase in GHG emissions compared to the approved project and would not achieve the carbon neutrality threshold of AB 1279.	PPA: PS EBPSP: PS	**Policy Plan Amendment** **Mitigation Measure GHG-1-PPA:** The City of Ontario shall prepare an update to the Community Climate Action Plan (CCAP) to align GHG emissions targets in the City with the GHG reduction targets of Assembly Bill (AB) 1279. The CCAP update shall be completed within 48 months of certification of the Ontario Policy Amendment SEIR. Following the initial update within 48 months, the CCAP shall be updated at a frequency of no less than every 5 years to ensure the City is monitoring the plan's progress toward achieving the City's greenhouse gas (GHG) reduction target. The initial and subsequent updates shall consider a trajectory consistent with the GHG emissions reduction goal established under AB 1279 for year 2045, and the latest applicable statewide legislative GHG emissions reduction that may be in effect at the time of the update. If it is determined that the CCAP is not achieving the GHG emissions reduction targets established therein, the plan shall be amended as appropriate to ensure the established GHG	PPA: SU EBPSP: SU

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		emissions reduction target is achieved by 2045 or other benchmark year(s) identified by the latest statewide GHG emissions reduction legislation. The CCAP shall include the following: ▪ GHG inventories of existing- and forecast-year GHG levels. ▪ Tools and strategies for reducing GHG emissions to ensure a trajectory with the long-term GHG reduction target and carbon neutrality goal for year 2045 in Assembly Bill 1279 or subsequent GHG emissions reduction legislation in effect at the time of the CCAP update. These measures may include but are not limited to: ○ Encouraging electric vehicle adoption through incentives or education programs. ○ Adopting local ordinances or policies that require greater energy efficiency, waste reduction, and water conservation in new construction, additions, and/or alterations. ○ Encouraging the construction of solar arrays above parking lots and the integration of solar and other renewable energy generation technologies in new construction, additions, and/or alterations. ○ Encouraging the incorporation of energy storage and other grid-harmonizing infrastructure in new construction, additions, and/or alterations. ○ Collaborating with Southern California Edison to encourage existing developments to upgrade natural gas equipment (e.g., furnaces) with electric equipment (e.g., heat pumps), to the extent feasible.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ Plan implementation guidance that includes, at minimum, the following components: o Administration and Staffing o Finance and Budgeting o Timelines for Measure Implementation o Community Outreach and Education o Monitoring, Reporting, and Adaptive Management o Tracking Tools **Specific Plan** **Mitigation Measure GHG-1-SP:** Project development proposals pursuant to the EBPSP shall implement CCAP Screening Table Measures that achieve at least 100 points per the Screening Tables. The City shall verify that Screening Table Measures achieving the 100-point performance standard are incorporated in development plans prior to the issuance of building permit(s) and/or site plans (as applicable). The City shall verify implementation of the selected Screening Table Measures prior to the issuance of Certificate(s) of Occupancy. At the discretion of the City, measures that provide GHG reductions equivalent to GHG emissions reductions achieved via the Screening Table Measures may be implemented. Multiple development proposals may, at the discretion of the City, be allowed to collectively demonstrate achievement of at least 100 points per the Screening Tables. Measures that shall be considered include: ▪ Reduction Measure 1: Building Electrification ▪ Reduction Measure 2: Solar Energy Systems for New Warehouse Development only ▪ Reduction Measure 7: Vehicle Electrification	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ Reduction Measure 8: Active Transportation ▪ Reduction Measure 11: Waste diversion ▪ Reduction Measure 12: Water conservation ▪ Reduction Measure AR-1: Charging stations for large trucks. ▪ Reduction Measure AR-3: Installation of EV charging stations for employee vehicle parking spaces. ▪ Reduction Measure AR-4 Recycled Water. ▪ Reduction Measure AR-5 Reflective Paving. ▪ Reduction Measure AR-6 Zero Emission Cargo Equipment. **Mitigation Measure GHG-2-SP:** Implement Mitigation Measure AIR-1-SP through AIR-8-SP.	
Impact GHG-2: The proposed project would be inconsistent with the Community Climate Action Plan's objective of reducing citywide GHG emissions and the State's carbon neutrality goals.	PPA: PS EBPSP: PS	**Policy Plan Amendment** Implementation of Mitigation Measures GHG-1-PPA would reduce emissions. **Specific Plan** Implementation of Mitigation Measures GHG-1-SP would reduce emissions.	PPA: SU EBPSP: SU
HAZARDS AND HAZARDOUS MATERIALS			
Impact HAZ-1: Compliance with existing regulations and policies would ensure that implementation of the proposed project would not adversely affect the environment through transport, use, and/or disposal of hazardous materials	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Impact HAZ-2: Existing regulations and policies of TOP 2050 would ensure that development associated with Policy Plan Amendment would not exacerbate the potential release of hazardous materials into the environment. However, development of the EBPSP, as well as existing site conditions, may reveal unknown soil or soil vapor contamination or unknown subsurface structures.	PPA: LTS EBPSP: PS	**Policy Plan Amendment** No mitigation measures are required. **Specific Plan** **Mitigation Measure HAZ-1-SP:** Prior to the issuance of a grading permit, the Applicant shall prepare a Soil Management Plan (SMP) to address potentially unknown soil/soil vapor contamination or unknown subsurface structures (e.g., clarifiers, underground storage tanks [USTs], asbestos containing pipelines [ACPs], etc.) that may be encountered during redevelopment activities. The SMP shall include explicit instructions for the appropriate handling, storage, and disposal of any known or potentially impacted soil during soil moving activities. The general contractor shall follow the requirements of the SMP and stop work to make notification to the environmental team if any potential impacts are observed at any time the environmental team is not already on-site. The SMP shall also require air monitoring activities to monitor the air downwind of the Specific Plan area and appropriate Health and Safety Plans that will be employed by site workers. The SMP shall identify specific requirements intended to protect human health when soil in certain areas of known or suspected impacts are disturbed for any reason, including, without limitation, as a result of demolition, utility installation/repair, soil excavation, drilling, grading/filling activities, stockpile generation, soil management, loading, and transportation.	PPA: LTS EBPSP: LTS
Impact HAZ-3: Existing regulations and policies identified in the Policy Plan Amendment	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
would ensure that the proposed project would have no adverse impacts to schools from facilities that handle hazardous materials.			
Impact HAZ-4: Existing regulations and policies of the Policy Plan Amendment would ensure that development associated with the proposed project would not exacerbate existing hazards.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact HAZ-5: The proposed project is within the airport influence area of the Ontario International Airport and Chino Airport; however, land uses are consistent with the airport safety zones.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact HAZ-6: Implementation of the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact HAZ-7: The proposed project would not exacerbate wildfire risks in Ontario.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
HYDROLOGY AND WATER QUALITY			
Impact HYD-1: Compliance with existing regulations, City policies, and RWQCB standards would prevent violations of water quality objectives or substantial degradation of water resources associated with the proposed project.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact HYD-2: Buildout of the proposed project would not interfere with sustainable management of the groundwater basin.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact HYD-3: Implementation of BMPs outlined in project SWPPPs, erosion and sediment control plans, WQMPs, and adherence to TOP policies would address hydrology and water quality impacts related to erosion and flooding.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact HYD-4: With continued implementation of applicable City policies, FEMA regulations, and emergency management procedures, impacts related to the release of pollutants due to	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PP: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
project inundation would be less than significant.			
Impact HYD-5: Compliance with applicable regulatory requirements and TOP 2050 policies would ensure that the proposed project would not conflict with or obstruct implementation of the Basin Plan or any groundwater management plan.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
LAND USE AND PLANNING			
Impact LUP-1: Project implementation would not divide an established community.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact LUP-2: Project implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
MINERAL RESOURCES			
Impact MIN-1: The proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.	PPA: LTS EBPSP: NI	No mitigation measures are required.	PPA: LTS EBPSP: NI

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Impact MIN-2: The proposed project would not result in the loss of availability of a locally important mineral resource area.	PPA: LTS EBPSP: NI	No mitigation measures are required.	PPA: LTS EBPSP: NI
NOISE			
Impact NOI-1: Construction activities associated with buildout of the Policy Plan Amendment would result in intermittent, temporary increases in noise levels at sensitive receptors due to construction activities.	PPA: PS EBPSP: LTS	**Policy Plan Amendment** **Mitigation Measure NOI-1-PPA [Former MM 12-4]:** Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. Construction contractors shall implement the following measures for construction activities conducted in the City of Ontario. Construction plans submitted to the City shall identify these measures on demolition, grading, and construction plans submitted to the City. The City of Ontario Planning and Building Departments shall verify that grading, demolition, and/or construction plans submitted include these notations prior to issuance of demolition, grading, and/or building permits. ▪ Construction activity is limited to the hours: ~~Between~~ <u>between</u> 7:00 AM and 6:00 PM Monday through Friday and 9:00 AM to 6:00 PM Saturdays and Sundays, as prescribed in Municipal Code Section 5-29.09. ▪ During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques (e.g., improved mufflers, equipment re-design, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible.	PPA: SU EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools. ▪ Stationary equipment, such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses. ▪ Stockpiling shall be located as far as feasible from nearby noise-sensitive receptors. ▪ Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City Planning and Building Departments. ▪ At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City. ▪ Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes. ▪ During the entire active construction period and to the extent feasible, the use of noise-producing signals,	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws. ▪ Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the performance standard of 80 dBA Leq. Barriers shall be constructed with a solid material that has a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier and may be lined on the construction side with an acoustical blanket, curtain, or equivalent absorptive material. **Specific Plan** No mitigation measures are required.	
Impact NOI-2: Implementation of the Policy Plan Amendment and EBPSP would expose sensitive receptors to substantial permanent traffic noise increases.	PPA: PS EBPSP: PS	No mitigation measures are available.	PPA: SU EBPSP: SU
Impact NOI-3: Construction activities associated with buildout of the Policy Plan Amendment may expose sensitive uses to excessive levels of groundborne	PPA: PS EBPSP: LTS	**Policy Plan Amendment** **Mitigation Measure NOI-2-PPA [Former MM 12-2]:** Prior to issuance of a building permit for individual projects that involve vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers occurring near sensitive	PPA: SU EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
vibration. Construction of the EBPSP would not exceed applicable thresholds or significantly increase ambient noise levels.		receptors shall be evaluated for potential vibration impacts. Construction within 135 feet of fragile structures, such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration (FTA) architectural damage thresholds (e.g., 0.12 inches per second [in/sec] peak particle velocity [PPV] for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers shall be used. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded. **Specific Plan** No mitigation measures are required.	
Impact NOI-4: Heavy truck traffic annoyance along City haul routes associated with buildout of the Policy Plan Amendment may expose sensitive uses to excessive levels of groundborne vibration annoyance.	PPA: PS EBPSP: LTS	**Policy Plan Amendment** TOP 2050 policies would reduce potential impacts. However, no additional mitigation measures are available. **Specific Plan** No mitigation measures are required.	PPA: SU EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Impact NOI-5: Implementation of the Policy Plan Amendment could expose noise sensitive uses to excessive noise levels from the Ontario International Airport (ONT).	PPA: PS EBPSP: LTS	**Policy Plan Amendment** **Mitigation Measure NOI-3-PPA [Former MM 12-1]:** Prior to the issuance of building permits for any project that involves a noise-sensitive use within the 65 dBA CNEL contour of the Ontario International Airport, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City's Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Titles 24 and 21 of the California Code of Regulations). **Specific Plan** No mitigation measures are required.	PPA: SU EBPSP: LTS
POPULATION AND HOUSING			
Impact POP-1: The Policy Plan Amendment and Specific Plan would directly result in population growth in the City of Ontario. [Threshold P-1]	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact POP-2: Buildout of Policy Plan Amendment and Specific Plan would not displace people or housing and would not necessitate the construction of replacement housing. [Threshold P-2].	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
PUBLIC SERVICES			
Impact PUB-1: The proposed project would not result in significant environmental impacts due to the provision of new or expanded fire protection services.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact PUB-2: The proposed project would not result in significant environmental impacts due to the provision of new or expanded police facilities.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact PUB-3: Payment of Senate Bill 50 fees would result in full and complete mitigation of impacts for the provision or expansion of school facilities.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact PUB-4: The proposed project would not result in significant impacts associated with the provision or expansion of parks and recreation facilities.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact PUB-5: The proposed project would not result in significant environmental impacts due to the provision of new or expanded library services.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
RECREATION			
Impact REC-1: The proposed project would not result in substantial physical deterioration of recreational facilities.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact REC-2: The proposed project would not result in adverse impacts associated with new or expanded recreational facilities within the City.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
TRANSPORTATION			
Impact TRA-1: The proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact TRA-2: The proposed project would generate a substantial increase in VMT per service population and total VMT compared to the approved project resulting in significant project-level and cumulative VMT impacts.	PPA: PS EBPSP: PS	**Policy Plan Amendment** **Mitigation Measure TRA-1-PPA [Former MM T-1]:** Prior to approval of discretionary projects subject to VMT reduction analysis, applicants shall demonstrate compliance with the City's VMT Guidelines for CEQA assessment of VMT impacts. For projects with VMT per Service Population exceeding the County's significance threshold, a mitigation plan shall be developed and implemented. Mitigation should consist of Transportation Demand Management (TDM) measures analyzed under a VMT-reduction methodology consistent with the California	PPA: SU EBPSP: SU

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		Air Pollution Control Officers Association's (CAPCOA) Final Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2021) and approved by the City of Ontario (if applicable). Examples of measures include but are not limited to: ▪ Pedestrian Network Improvements: constructing new sidewalks and/or improving damaged or substandard sidewalks that connect to a larger pedestrian network. ▪ Construct or Improve Bike Facilities: constructing new or enhancing a single existing Class I, II or IV bike facility that connects to a larger bike network. ▪ Construct or Improve Bike Boulevards: implementing a Class III bike boulevard on a local or collector street that is one travel lane in each direction, has a design speed of 25 mph or less and a design volume of 5,000 ADT or less. ▪ Expand Bikeway Networks: constructing a network of interconnected new Class I, II, or IV bike facilities. ▪ Provide End of Trip Bicycle Facilities: constructing facilities that support cyclists such as bike parking, lockers, and showers. ▪ Implement Transit-Supportive Roadway Treatments: funding infrastructure improvements such as traffic signal modifications and roadway signing and striping that are dedicated to improving transit travel times and reliability. ▪ Transit Passes: proving discounted or free transit fare to a specific geographic area, population group, or to the general public.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ Vanpool Program: providing groups of 5 to 15 people with direct shuttle service between their workplace and residence. ▪ Carshare Program (conventional or EV): providing access to a shared fleet of on-demand vehicles for short-term use/rental. Best practice is to discount carshare membership and provide priority parking for carshare vehicles to encourage use of the service. ▪ Bikeshare Program (conventional or EV): providing access to a shared fleet of on-demand bicycles for short-term use/rental. Best practice is to discount bikeshare membership and dedicate bikeshare parking to encourage use of the service. ▪ Rideshare Program: providing access to and encouraging the use of a ridesharing platform or service. This could be an app, website, or other service that provides ride-matching coordination services. ▪ Community-Based Travel Planning (CBTP): CBTP is a residential based approach to outreach, performed by trained advisors, that provides households within a targeted geographic area with customized information, incentives, and support to encourage the use of transportation alternatives in place of single occupancy vehicles. ▪ Commute Trip Reduction (CTR) Program: CTR programs can be mandatory or voluntary, and involve providing information, coordination, services, infrastructure, and/or incentives for alternative modes such as ridesharing, vanpool, transit passes, and cycling	

		Specific Plan **Mitigation Measure TRA-1-SP:** Prior to the issuance of the certificate of occupancy for each tenant, the operator or tenant shall: 1) prepare and submit a Transportation Demand Management (TDM) Program to the City for review, detailing strategies for reducing the use of single occupant vehicles by employees; and 2) provide written documentation to the satisfaction of the City that the TDM Program requirement is incorporated into any lease agreement for the site to ensure enforceability. The TDM Program shall include the following transportation measures recommended by California Air Pollution Control Officers Association (CAPCOA) and analyzed in the VMT Mitigation Strategy Assessment (see SEIR Appendix K2) as calculated pursuant to the CAPCOA Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity or other substantial evidence: ▪ T-5 Commute Trip Reduction (CTR) Program. Employers within the EBPSP shall develop CTR programs to discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking, thereby reducing VMT. ▪ T-7 Commute Trip Reduction (CTR) Marketing. Materials shall educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT, including: o Onsite or online commuter information services. o Employee transportation coordinators. o Onsite or online transit pass sales. o Guaranteed ride home service.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ T-8 Ridesharing Program. ○ Designating a certain percentage of desirable parking spaces for ridesharing vehicles. ○ Designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles. ○ Providing an app or website for coordinating rides. ▪ T-10 End-of-Trip Bicycle Facilities. EBPSP land uses shall install and maintain end-of-trip facilities for employee use. End-of-trip facilities may include bike parking, bike lockers, showers, and personal lockers.	
Impact TRA-3: The proposed project adequately addresses potentially hazardous conditions (sharp curves, etc.) and potential conflicting uses.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact TRA-4: The proposed project adequately addresses potentially inadequate emergency access.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
TRIBAL CULTURAL RESOURCES			
Impact TCR-1: Tribal cultural resources could be adversely impacted by grading activities associated with the Proposed Project.	PPA: PS EBPSP: PS	**Policy Plan Amendment** **Mitigation Measure TCR-1-PPA [Former MM 5-3]:** Upon receipt of an application for a proposed project subject to CEQA and is within the City's jurisdiction, the City's representative shall consult with the relevant tribe(s)' representative(s) to determine if the proposed project is within a culturally	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		sensitive area to the tribe. If sufficient evidence is provided to reasonably ascertain that the site is within a [tribal] culturally sensitive area, an archaeologist shall prepare a cultural resources assessment. The findings of the cultural resources assessment shall be incorporated into the CEQA documentation. A copy of the report shall be forwarded to the tribe(s). If mitigation is recommended in the CEQA document, the procedure described in Mitigation Measure ~~5-4~~ TCR-2-PPA shall be followed. **Mitigation Measure TCR-2-PPA [Former MM 5-4]:** ~~Prior to the issuance of grading permits for a proposed project for which the CEQA document defines cultural resource mitigation for potential tribal resources, the project applicant shall contact the designated tribe(s) to notify them of the grading, excavation, and monitoring program.~~ The applicant shall coordinate with ~~the City of Ontario and the~~ tribal representative(s) to ~~develop mitigation measures that~~ address the designation, responsibilities, and participation of tribal monitors during grading, excavation, and ground-disturbing activities; scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. The City of Ontario shall be the final arbiter of the conditions for projects within the City's jurisdiction. **Mitigation Measure TCR-3-PPA [Former MM TCR-1]:** Tribal Cultural Resources Monitoring. The project archaeologist, in consultation with interested tribes, the developer, and the City of Ontario, shall develop an archaeological monitoring plan (AMP) to address the details, timing, and responsibility	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		of archaeological and cultural activities that will occur on the project site. Details in the AMP shall include: 1. Project-related ground disturbance (including, but not limited to, brush clearing, grading, trenching, etc.) and development scheduling; 2. The development of a rotating or simultaneous schedule in coordination with the developer and the project archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists (if the tribes cannot come to an agreement on the rotating or simultaneous schedule of tribal monitoring, the Native American Heritage Commission shall designate the schedule for the onsite Native American Tribal Monitor for the proposed project); 3. The protocols and stipulations that the developer, City, Tribes, and project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation. At least 30 days prior to application for a grading permit and before any brush clearance, grading, excavation, and/or ground disturbing activities on the site, the developer shall retain a tribal cultural monitor to monitor all ground-	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		disturbing activities in an effort to identify any unknown archaeological resources. Pursuant to the AMP, a tribal monitor from the consulting tribe shall be present during the initial grading activities. If tribal resources are found during grubbing activities, the tribal monitoring shall be present during site grading activities. **Mitigation Measure TCR-4-PPA [Former MM TCR-2]:** Treatment and Disposition of Cultural Resources. In the event that Native American cultural resources are inadvertently discovered during the course of any ground-disturbing activities, including but not limited to brush clearance, grading, trenching, etc., for the proposed project, the following procedures will be carried out for treatment and disposition of the discoveries: 1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on-site or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; 2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and nonhuman remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Ontario with evidence of same:	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloging, basic analysis, other analyses as recommended by the project archaeologist and approved by consulting tribes, and basic recordation have been completed; all documentation should be at a level of standard professional practice to allow the writing of a report of professional quality; b. A curation agreement with an appropriate qualified repository in San Bernardino County that meets federal standards per 36 CFR Part 79, and therefore the resource would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility in San Bernardino County, to be accompanied by payment of the fees necessary for permanent curation; c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		materials, materials shall be curated at the San Bernardino County Museum by default; d. At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pregrade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City, County Museum, and consulting tribes. **Specific Plan** **Mitigation Measure TCR-1-SP:** The EBPSP shall implement MM TCR-2-PPA, MM TCR-3-PPA, MM TCR-4-PPA.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
UTILITIES AND SERVICE SYSTEMS			
Impact USS-1: Implementation of the proposed project would not result in the relocation or construction of new or expanded water facilities which would cause a significant impact.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact USS-2: Implementation of the proposed project would not result in the relocation or construction of new or expanded wastewater facilities which would cause a significant impact.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact USS-3: Implementation of the proposed project would not result in the relocation or construction of new or expanded storm drainage facilities which would cause a significant impact.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact USS-4: Implementation of the proposed project would not result in the relocation or construction of new or expanded electric power or natural gas facilities which would cause a significant impact.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Impact USS-5: Implementation of the proposed project would not result in the relocation or construction of new or expanded telecommunication facilities which would cause a significant impact.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact USS-6: The City has sufficient water supplies to serve the proposed project and reasonably foreseeable future development during normal, dry, and multiple dry years.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact USS-7: The wastewater treatment provider has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact USS-8: Implementation of the proposed project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, and would not impair the attainment of solid waste reduction goals.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Impact USS-9: The proposed project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
WILDFIRE			
Impact WIL-1: Implementation of the proposed project would not impair or otherwise interfere with the City's adopted emergency response or evacuation plans.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact WIL-2: Implementation of the proposed project would not exacerbate wildfire risk, require infrastructure that could increase fire hazards, or expose people or structures to secondary post-fire hazards such as flooding, landslides, or drainage changes.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact WIL-3: Implementation of the proposed project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environments.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Impact WIL-4: Implementation of the proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

PPA = Policy Plan Amendment;

EBPSP = Eucalyptus Business Park Specific Plan

PS = Potentially Significant

SU = Significant and Unavoidable

LTS = Less than Significant

NI = No Impact

1. INTRODUCTION

1.1 PURPOSE OF THE EIR

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority before taking action on those projects. This Draft Supplemental Environmental Impact Report (SEIR) has been prepared to satisfy CEQA and the CEQA Guidelines, as set forth in the Public Resources Code Section 21000, et seq., and the State CEQA Guidelines, Title 14 California Code of Regulations, Section 15000, et seq. The environmental impact report (EIR) is the public document designed to provide decision makers and the public with an analysis of the environmental effects of the proposed project, to indicate possible ways to reduce or avoid environmental damage and to identify alternatives to the project. The EIR must also disclose significant environmental impacts that cannot be avoided; growth inducing impacts; effects not found to be significant; and significant cumulative impacts of all past, present, and reasonably foreseeable future projects.

As discussed in Section 2.2, *Project Background*, of this SEIR, on August 16, 2022, the Ontario City Council adopted a comprehensive update of the City's general plan, The Ontario Plan (TOP) 2050, and certified SEIR No. 2021070364 as the environmental documentation for the approved project. TOP is a guiding document that reflects the City's view of its future and is a blueprint for the City's growth and development. The City Council and the Planning Commission use TOP to help guide their land use decisions. The 2022 Certified EIR is incorporated by reference in this SEIR. A summary of 2022 Certified SEIR is provided in Section 2.2.2, *TOP Certified EIR*, of this SEIR. This SEIR contains information necessary to make the previous 2022 Certified EIR adequate for Policy Plan Amendment and EBPSP (proposed project).

The proposed project requires discretionary actions by one or more public agencies. The lead agency means "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment" (CEQA Section 21067). The City of Ontario has the principal responsibility for approval of project. For this reason, the City of Ontario is the CEQA lead agency for this project.

The intent of the SEIR is to provide sufficient information on the potential environmental impacts of the proposed project to allow the City of Ontario to make an informed decision regarding approval of the proposed project. Specific discretionary actions to be reviewed by the City are described in Section 2.5, *Intended Uses of the EIR*.

This SEIR has been prepared in accordance with requirements of the:

- California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code, Section 21000, et seq.)
- State Guidelines for the Implementation of the CEQA of 1970 (CEQA Guidelines), as amended (California Code of Regulations, Section 15000, et seq.)

The overall purpose of this SEIR is to inform the lead agency, responsible agencies, decision makers, and the general public about the environmental effects of the development and operation of the proposed project. This SEIR addresses effects that may be significant and adverse; evaluates alternatives to the proposed project; and identifies mitigation measures to reduce or avoid adverse effects.

1.2 ENVIRONMENTAL REVIEW PROCESS

1.2.1 Notice of Preparation and Scoping Meeting

The City of Ontario has determined that a Supplemental EIR would be required for this project and issued a Notice of Preparation (NOP) on November 4, 2025. The NOP and comments received during the NOP's public review period, from November 4 to December 5, 2025, are in Appendix A, *Notice of Preparation*. The NOP process is used to help determine the scope of the environmental issues to be addressed in the Draft SEIR. Thirty agencies/interested parties responded to the NOP. This SEIR has taken those responses into consideration. Table 1-1, *NOP Comment Summary*, summarizes the issues identified by the commenting agencies, along with a reference to the section(s) of this SEIR where the issues are addressed.

Table 1-1 NOP Comment Summary

Commenting Agency / Person	Date	Comment Summary	Issue Addressed In:
Agua Caliente Band of Cahuilla Indians	11/4/2025	▪ Not located in the Tribe's Traditional Use Area and they defer to other tribes.	Section 3.18, *Tribal Cultural Resources*
Endangered Habitats League	11/4/2025	▪ Requests that the project incorporate mitigation fees applicable to the Annexation Area 163 via the Settlement and General Use Agreement. ▪ Requests for advancement of Livable Communities Policies as set forth under	Section 3.4, *Biological Resources,* and Section 3.11, *Land Use and Planning*

Table 1-1 NOP Comment Summary

Commenting Agency / Person	Date	Comment Summary	Issue Addressed In:
		the Settlement and General Use Agreement.	
NAHC	11/4/2025	▪ Requests that the EIR evaluate whether there are historic resources that could be impacted by the project. ▪ Recommend tribal consultation under Assembly Bill 52 (AB 52) and Senate Bill 18 (SB 18) pursuant to NAHC's recommendation for conducting cultural resources assessments.	Section 3.5, *Cultural Resources*, and Section 3.18, *Tribal Cultural Resources*
Yuma Quechan Tribe	11/4/2025	▪ The Tribe does not wish to comment on the project and defers to other local Tribes.	Section 3.18, *Tribal, Cultural Resources*
SoCalGas	11/6/2025	▪ Identified numerous medium- and high-pressure facilities in the project area and requests that 811 be contacted prior to any demolition and/or excavation activities. ▪ Request to review any available plans to review for possible conflicts with existing facilities.	Section 3.9, *Hazards and Hazardous Materials*
Micaella Mosley	11/6/2025	▪ Identified constant flow of large trucks traveling along Ontario Ranch Road and which results in "significant vibration" ▪ Requests that the City review the Truck Route along Ontario Ranch Road and consider possible solutions to reduce	Section 3.13, *Noise*, and Section 3.17, *Transportation*

Table 1-1 NOP Comment Summary

Commenting Agency / Person	Date	Comment Summary	Issue Addressed In:
		vibrations to nearby homes.	
Tiffany Johnson	11/13/2025	▪ Requests no more warehouse in the City ▪ Request development of more parks, stores, improved schools, and family homes.	Section 3.11, *Land Use and Planning*, Section 3.14, *Population and Housing*, Section 3.15, *Public Services*, and Section 3.16, *Recreation*
Jason Alonzo	11/17/2025	▪ Identifies their "strong dissatisfaction" with the land use changes of the Ontario Ranch land from Mixed-Use to Business Park. ▪ Requests more thoughtfully planned spaces that align with the identity and culture of the community.	Section 3.11, *Land Use and Planning*
Southern California Agricultural Land Foundation (SCALF)	11/20/2025	▪ Concerned about loss of Farmland to development within the City, specifically the proposed EBPSP. ▪ Concerned for Prop 70 lands. ▪ Requests consolidation of the EBPSP.	Section 3.2, *Agricultural and Forestry Resources*, and Section 3.11, *Land Use and Planning*
Raymond Smith	11/20/2025	▪ Identifies opposition to Warehouses within the City as it increases air pollution and traffic within the City. ▪ Request consolidation of EBPSP to provide a buffer between Grand Park and Warehousing to the south. ▪ Request clarification on how Edison Avenue as a	Section 3.3, *Air Quality*, Section 3.8, *Greenhouse Gas Emissions*, Section 3.11, *Land Use and Planning*, Section 3.14, *Population and Housing*, and Section 3.17, *Transportation*

Table 1-1 NOP Comment Summary

Commenting Agency / Person	Date	Comment Summary	Issue Addressed In:
		truck route meets AB 98 requirements. ▪ Requests clarification on how job estimates are derived. ▪ Requests clarification on mitigation measure for Air Quality and Greenhouse Gas Emission impacts.	
San Bernardino County Public Works	11/20/2025	▪ Identifies a parcel owned in fee by San Bernardino County Flood Control District and that development cannot proceed at this parcel. ▪ Requests to be included on the mailing list.	Section 3.11, *Land Use and Planning*
Aida Cuamari	11/20/2025	▪ Requests concerns with Land Use Plan on impacts to chemicals and population. ▪ Raised concerns about traffic, pollution, safety, population, hazards, and noise.	Section 3.3, *Air Quality*, Section 3.8, *Greenhouse Gas Emissions*, Section 3.11, *Land Use and Planning*, Section 3.14, *Population and Housing*, and Section 3.17, *Transportation*
Paul Hammes	11/20/2025	▪ Supports removal of Truck Route on Archibald Avenue ▪ Requests for improvement of bicycle infrastructure.	Section 3.17, *Transportation*
Ran Cheng	11/21/2025	▪ Concerned regarding increased density and no increase in schools and public parks in the City.	Section 3.11, *Land Use and Planning*, Section 3.14, *Population and Housing*, and Section 3.16, *Recreation*
SCAG	11/21/2025	▪ Requests review of the goals and policies of the project with the applicable policies of the Regional Transportation Plan/ Sustainable	Section 3.11, *Land Use and Planning*, and Section 3.14, *Population and Housing*

Table 1-1 NOP Comment Summary

Commenting Agency / Person	Date	Comment Summary	Issue Addressed In:
		Communities Strategy (RTP/SCS) or Connect SoCal.	
Catherine Cho	11/24/2025	▪ Concerned regarding rezoning of parkland/open space on Haven and Chino in Ontario Ranch. ▪ Requests to leave as parkland/open space.	Section 3.11, *Land Use and Planning,* and Section 3.16, *Recreation*
Paul Cho	11/25/2025	▪ Concerned regarding rezoning of parkland/open space on Haven and Chino in Ontario Ranch. ▪ Requests leaving as parkland/open space.	Section 3.11, *Land Use and Planning*, and Section 3.16, *Recreation*
Philip Guevara	11/25/2025	▪ Concerned regarding rezoning of parkland/open space on Haven and Chino in Ontario Ranch to medium density. ▪ Requests leaving as parkland/open space. ▪ Concerned with impacts on traffic on Haven Avenue and strain on schools as a result of rezoning to medium density	Section 3.11, *Land Use and Planning*, Section 3.15, *Public Services*, Section 3.16, *Recreation*, and Section 3.17, *Transportation*
John Anker	12/1/2025	▪ Request less housing density in the City. ▪ Requests improved truck routes in the City.	Section 3.11, *Land Use and Planning*, Section 3.14, *Population and Housing*, and Section 3.17, *Transportation*
Asa Lu	12/2/2025	▪ Concerned regarding rezoning of parkland/open space on Haven and Chino in Ontario Ranch.	Section 3.16, *Recreation*
City of Chino Hills	12/2/2025	▪ Requests the SEIR examines potential increase in vehicular traffic, particularly truck	Section 3.11, *Land Use and Planning*, and Section 3.17, *Transportation*

Table 1-1 NOP Comment Summary

Commenting Agency / Person	Date	Comment Summary	Issue Addressed In:
		traffic, that may have cumulative impacts on City of Chino Hills.	
Henry Kim	12/2/2025	▪ Requests that the property owner's parcels are rezoned from industrial park back to multiuse zoning.	Section 3.11, *Land Use and Planning*
Jodi Ruiz	12/2/2025	▪ Requests that the OS-R on Haven Avenue and Chino Avenue not be rezoned.	Section 3.16, *Recreation*
Zuleika Wang	12/2/2025	▪ Requests that the OS-R on Haven Avenue and Chino Avenue not be rezoned.	Section 3.11, *Land Use and Planning*, and Section 3.16, *Recreation*
Tina Silva	12/4/2025	▪ EBPSP impacts from increased truck activity and resultant air quality, roadway safety, and neighborhood viability impacts.	Section 3.3, *Air Quality*, Section 3.8, *Greenhouse Gas Emissions*, Section 3.11, *Land Use and Planning*, Section 3.14, *Population and Housing*, and Section 3.17, *Transportation*
Craig Cristina	12/4/2025	▪ Concerned that the minimum density requirements will deter projects and slow down housing development within the City. ▪ Recommends retaining high density residential designations but remove minimum density requirements or include a high-density residential overlay.	Section 3.11, *Land Use and Planning*, and Section 3.14, *Population and Housing*
Center for Community Action and Environmental Justice (CCAEJ)	12/5/2025	▪ Concerned about agricultural impacts, specifically Prop 70 lands in Ontario Ranch. ▪ Requests cumulative impacts of warehouses	Section 3.1, *Agricultural and Forestry Resources*, Section 3.3, *Air Quality*, Section 3.8, *Greenhouse Gas Emissions*, Section 3.11, *Land Use and Planning*, Section 3.14,

Table 1-1 NOP Comment Summary

Commenting Agency / Person	Date	Comment Summary	Issue Addressed In:
		are evaluated for health studies, GHG, and air quality. ▪ Requests zero-emission equipment for construction. ▪ Requests that high-injury streets and intersections be identified in the mobility element pursuant to SB 932.	*Population and Housing*, and Section 3.17, *Transportation*
Sierra Club	12/5/2025	▪ Requests that the project fully disclose GHG and VMT impacts. ▪ Requests that the project evaluate consistency with regional planning documents, including SCAG's RTP/SCS.	Section 3.8, *Greenhouse Gas Emissions*, Section 3.11, *Land Use and Planning*, and Section 3.17, *Transportation*
Edison Ranch	12/5/2025	▪ Recommend fiscal and infrastructure justification for increased industrial and commercial uses. ▪ Recommends evaluation of truck traffic and goods movement circulation. ▪ Recommends phased transition plan for agricultural resources. ▪ Requests an evaluation of air quality, health risk, and hydrology and water quality impacts of the EBPSP.	Section 3.1, *Agricultural and Forestry Resources*, Section 3.3, *Air Quality*, Section 3.8, *Greenhouse Gas Emissions*, Section 3.10, *Hydrology and Water Quality*, Section 3.11, *Land Use and Planning*, Section 3.14, *Population and Housing*, Section 3.17, *Transportation,* and Section 3.19, *Utilities and Service Systems*
Parveena Mendes	12/5/2025	▪ Requests that the OS-R on Haven Avenue and Chino Avenue not be rezoned.	Section 3.11, *Land Use and Planning*, and Section 3.16, *Recreation*

SCOPING MEETING

Prior to preparation of the SEIR, the City of Ontario hosted a public scoping meeting on November 20, 2025, to determine the concerns of responsible and trustee agencies and the community regarding the proposed project. The scoping meeting identified concerns related to truck routes, warehousing, and associated air quality, noise, and vibration impacts; loss of agricultural resources; and increased housing density.

1.2.2 Scope of this Draft SEIR

The scope of the Draft SEIR was determined based on the CEQA Guidelines Appendix G Checklist and comments received in response to the NOP and Scoping Meeting. Pursuant to Sections 15126.2 and 15126.4 of the CEQA Guidelines, the Draft SEIR should identify any potentially significant adverse impacts and recommend mitigation that would reduce or eliminate these impacts to levels of insignificance.

The information in Chapter 2, *Project Description,* establishes the basis for analyzing future, project-related environmental impacts. However, further environmental review by the City may be required as more detailed information and plans are submitted on a project-by-project basis.

IMPACTS CONSIDERED LESS THAN SIGNIFICANT

The SEIR identified the following impacts as less than significant or no impact.

- Aesthetics (PPA + EBPSP)
- Agricultural and Forestry Resources (PPA + EBPSP)
- Cultural Resources (Historic Resources: EBPSP)
- Energy (PPA + EBPSP)
- Hazards and Hazardous Materials (PPA)
- Hydrology and Water Quality (PPA + EBPSP)
- Land Use and Planning (PPA + EBPSP)
- Mineral Resources (PPA + EBPSP)
- Noise (Construction Noise and Vibration, EBPSP)
- Population and Housing (PPA + EBPSP)
- Public Services (PPA + EBPSP)
- Recreation (PPA + EBPSP)
- Utilities and Service Systems (PPA + EBPSP)
- Wildfire (PPA + EBPSP)

POTENTIALLY SIGNIFICANT ADVERSE IMPACTS

The SEIR determined that the following environmental factors have potentially significant impacts if the proposed project is implemented but would be reduce to less than significant levels with mitigation.

- Biological Resources (PPA + EBPSP)
- Cultural Resources (Archeological Resources: PPA + EBPSP)
- Geology and Soils (Paleontological Resources: PPA + EBPSP)
- Hazards and Hazardous Materials (Soils Management Plan: EBPSP)
- Tribal Cultural Resources (PPA + EBPSP)

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

This SEIR identifies 5 significant and unavoidable adverse impacts, as defined by CEQA, that would result from implementation of the proposed project. Unavoidable adverse impacts may be considered significant on a project-specific basis, cumulatively significant, and/or potentially significant. The City must prepare a "statement of overriding considerations" before it can approve the project, attesting that the decision-making body has balanced the benefits of the proposed project against its unavoidable significant environmental effects and has determined that the benefits outweigh the adverse effects, and therefore the adverse effects are considered acceptable.

The impacts that were found in the SEIR to be significant and unavoidable are:

- **Air Quality** AQMP Consistency (PPA + EBPSP), Regional Construction Emissions (PPA), Regional Operation Emissions (PPA + EBPSP), Localized Construction Emissions (PPA), and Cumulative Health Risk (PPA);
- **Cultural Resources** Historic Resources (PPA);
- **Greenhouse Gas Emissions** GHG emissions (PPA + EBPSP) Consistency with the City's Community Climate Action Plan (PPA + EBPSP);
- **Noise** Construction Noise (PPA), Traffic Noise (PPA + EBPSP), Construction Vibration Annoyance (PPA), Heavy Truck Vibration Annoyance (PPA) and Exterior Airport Noise Exposure (PPA); and
- **Transportation** Vehicle Miles Traveled (PPA + EBPSP).

1.2.3 Final EIR Certification

This SEIR is being circulated for public review for 45 days. Interested agencies and members of the public are invited to provide written comments on the SEIR to the City address shown on the title page of this document. Upon completion of the 45-day review period, the City of Ontario will review all written comments received and prepare written responses for each. A Final Supplemental EIR (Final SEIR) will incorporate the received comments, responses to the comments, and any changes to the SEIR that result from comments. The Final SEIR will be presented to the City of Ontario for potential certification as the environmental document for the project. All persons who comment on the SEIR will be notified of the availability of the Final SEIR and the date of the public hearing before the City.

The SEIR is available to the general public for review at various locations:

- City of Ontario, City Hall, Planning Department, 303 East B Street, Ontario, CA 91764
- Ovitt Family Community Library, 215 East C Street, Ontario, CA 91764
- Lewis Family Branch, 3850 East Riverside Drive, Ontario, CA 91761
- Online at: https://www.ontarioca.gov/Planning/Reports/EnvironmentalImpact

All comments received from agencies and individuals on the SEIR will be accepted during the 45-day public review period. All comments on the SEIR should be sent to:

Thomas Grahn, Principal Planner
City of Ontario
City Hall, Planning Department
303 East B Street, Ontario, CA 91764
Or emailed to TGrahn@ontarioca.gov

Public agencies that submit comments during the 45-day public review period on the SEIR will receive written responses to their comments at least 10 days prior to final action on the proposed project. If the City Council decides to certify the Final SEIR, it will make the necessary findings required by CEQA and the CEQA Guidelines regarding the extent and nature of the impacts presented in the Final SEIR. The Final SEIR must be certified by the City prior to making a decision to approve the proposed project. Public input is encouraged at all public hearings and meetings before the Planning Commission and City Council concerning the proposed project.

1.3 MITIGATION MONITORING

Public Resources Code Section 21081.6 requires that agencies adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resources Code Section 21081 or adopted a Negative Declaration pursuant to 21080(c). Such a program is

intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR or Mitigated Negative Declaration.

The Mitigation Monitoring Reporting Program for Policy Plan Amendment and Eucalyptus Business Park Specific Plan will be completed prior to consideration of the project by the City of Ontario City Council.

1.4 INCORPORATION BY REFERENCE

Some documents are incorporated by reference into this Draft EIR, consistent with section 15150 of the CEQA Guidelines, and they are available for review at the City of Ontario.

- City of Ontario Municipal Code
- *The Ontario Plan 2050* prepared by City of Ontario
- *The Ontario Plan 2050 Supplemental EIR* (State Clearinghouse No. 2021070364)
- *The Ontario Plan Recirculated Draft EIR* (State Clearinghouse No. 2008101140)
- *The Ontario Plan Draft EIR* (State Clearinghouse No. 2008101140)
- Ontario Municipal Water District 2020 Urban Water Management Plan

In each instance where a document is incorporated by reference for purposes of this report, the SEIR will briefly summarize the incorporated document or briefly summarize the incorporated data if the document cannot be summarized. In addition, the SEIR will explain the relationship between the incorporated part of the referenced document and the SEIR.

This SEIR also relies on previously adopted regional and statewide plans and programs, agency standards, and background studies in its analyses, such as the South Coast Air Quality Management District's (South Coast AQMD) Air Quality Management Plan. Each section provides a complete list of references utilized in preparing the SEIR. Documents that are not published that are incorporated by reference are available for review at:

City of Ontario
City Hall, Planning Department
303 East B Street
Ontario, CA 91764

2. PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The City of Ontario is in the southwestern portion of San Bernardino County and is surrounded by the cities of Chino and Montclair and unincorporated San Bernardino County to the west; the cities of Upland and Rancho Cucamonga to the north; the city of Fontana and unincorporated San Bernardino County to the east; and the cities of Eastvale and Jurupa Valley to the south (see Figures 2-1, *Regional Location*, and 2-2, *Citywide Aerial Map*). The City is in the central part of the Upper Santa Ana River Valley. The primary tributary that flows through Ontario is the Cucamonga Creek, which originates, together with sub tributaries, in the San Gabriel Mountains and flows into the Prado Dam, where it joins the Santa Ana River, eventually terminating in the Pacific Ocean.

The City comprises approximately 50 square miles (32,022 acres), including the 8,200-acre Ontario Ranch in the southern part of the City—formerly known as the New Model Colony (NMC) and formerly the City's sphere of influence (SOI). The northern, more urbanized part of the City is known as the Original Model Colony (OMC) in reference to the City's founding as a model colony for cities in terms of layout and infrastructure. Generally, the City is bounded by Benson Avenue and Euclid Avenue on the west; Interstate 10 (I-10), 8th Street, and 4th Street on the north; Etiwanda Avenue and Hamner Avenue on the east; and Merrill Avenue and the San Bernardino County/Riverside County boundary on the south (see Figure 2-1). Regional circulation to and through the City is provided by I-10 and State Route (SR) 60, east to west, and by I-15 and SR-83 (Euclid Avenue), north to south. The City is also home to the Ontario International Airport (ONT) and proximate to Chino Airport.

2.1.1 Eucalyptus Business Park Specific Plan

The 189-acre Eucalyptus Business Park Specific Plan (EBPSP or Specific Plan) project site is bounded to the south by Eucalyptus Avenue, the east by Walker Avenue, and the west by Campus Avenue. Figure 2-3, *EBPSP Aerial Map*, illustrates the general location of the EBPSP. The project site includes the following Assessor's Parcel Numbers: 0216-322-01, 0216-322-02, 0216-321-06, 0216-321-07, 0126-322-10, 0216-321-01, 0216-321-02, 1053-551-01, 1053-541-02, 1053-541-01, 1053-571-01, 1053-571-02, 1053-531-01, 1053-531-02, 1053-531-03, 1053-531-04, 1053-581-04, and 1053-581-03.

The Specific Plan area is within the City's Ontario Ranch area, which comprises a portion of the former San Bernardino County Agricultural Preserve annexed by the City of Ontario in 1999. The

majority of the Specific Plan area is currently utilized by active dairy facilities, including dry lots, milking parlors, feed storage facilities, and associated residential uses. Other land uses include storage and minor maintenance of semitrailer trucks, storage and distribution of krill oil and soy sauce, tire storage, and small animal keeping.

2.2 PROJECT BACKGROUND

2.2.1 The Ontario Plan 2050 (Approved Project)

The Ontario Plan 2050 (TOP 2050 or approved project) is the City's policy and implementation framework that guides the long-term growth and improvement of the Ontario community through six interrelated components of city governance:

A **Vision** that provides a sense of purpose and mission for city governance and sets the tone for the other components of TOP. The Vision's central theme is a sustained, community-wide prosperity that continuously adds value and yields benefits.

A **Governance Manual** that establishes a set of goals and policies to promote consistent City leadership based on the principles of regional leadership, transparency, long-term value, accountability, and inclusivity.

A **Policy Plan** that serves as the City's legally required general plan and that states long-term goals, principles, and policies to achieve Ontario's Vision through 9 elements: land use, housing, mobility, safety, environmental resources, parks and recreation, community economics, community design, and social resources.

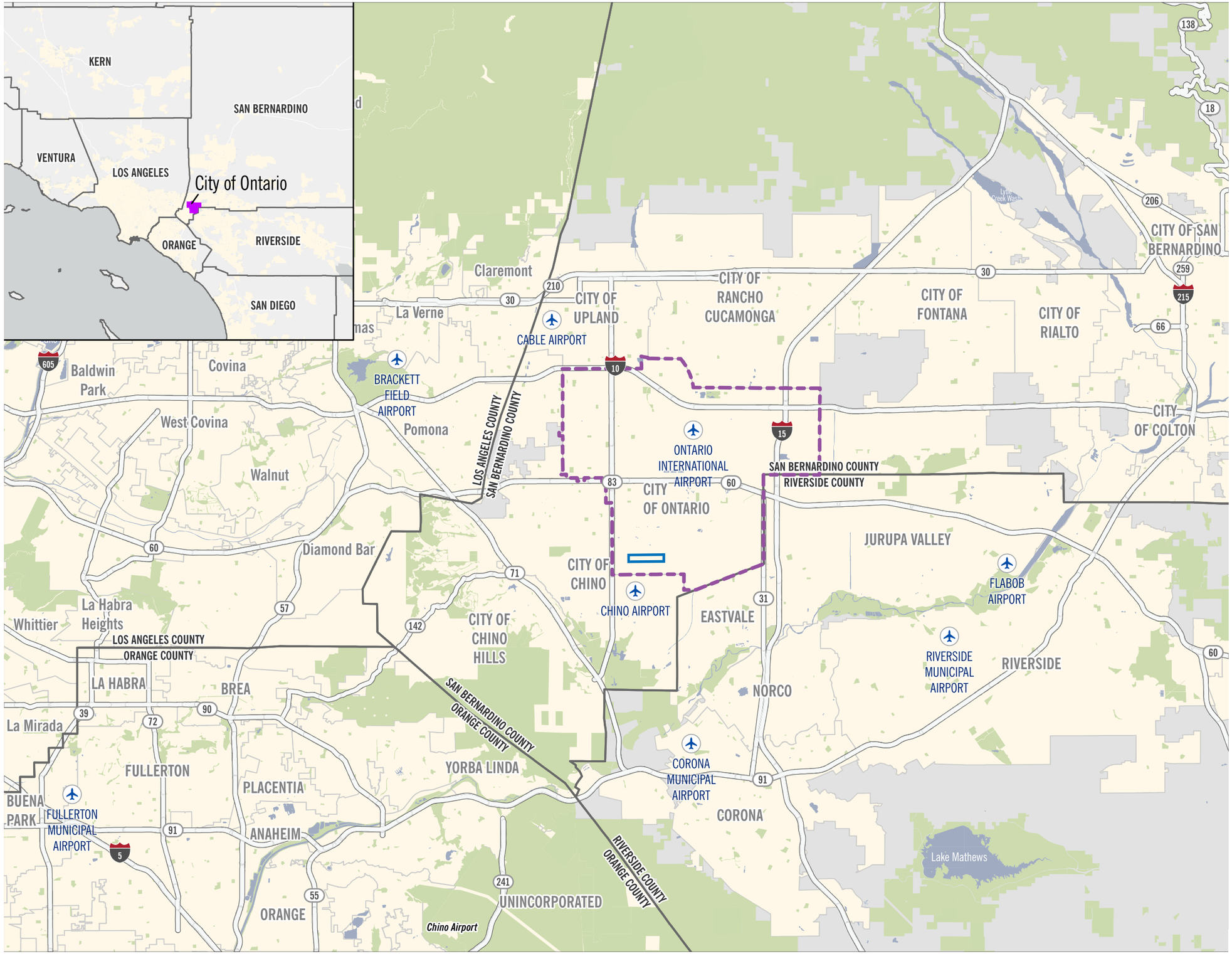
A list of **City Council Priorities** that shape the City's ongoing annual budgeting process, with a focus on a variety of short- and long-term goals and objectives.

An **Implementation Plan** that identifies the actions needed to carry out TOP's policies. This includes initiatives by the City such establishing consistent land use zoning and creating objective development and design standards, as well as decisions on public and private development projects and City activity programs.

A **Tracking and Feedback** system that charts the City's progress toward achieving the Policy Plan goals, providing data and analysis that enable decision makers to make strategic course corrections in response to changing circumstances and monitor ongoing operational effectiveness.

Figure 2-1

Regional Location



- EBPSP Boundary
- Airports
- Ontario City Limit
- Parks and Open Space
- City Boundary
- County Boundary
- Unincorporated County

2·0·5·0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

Feet
0 10,000 20,000 40,000

Date: 2/10/2026

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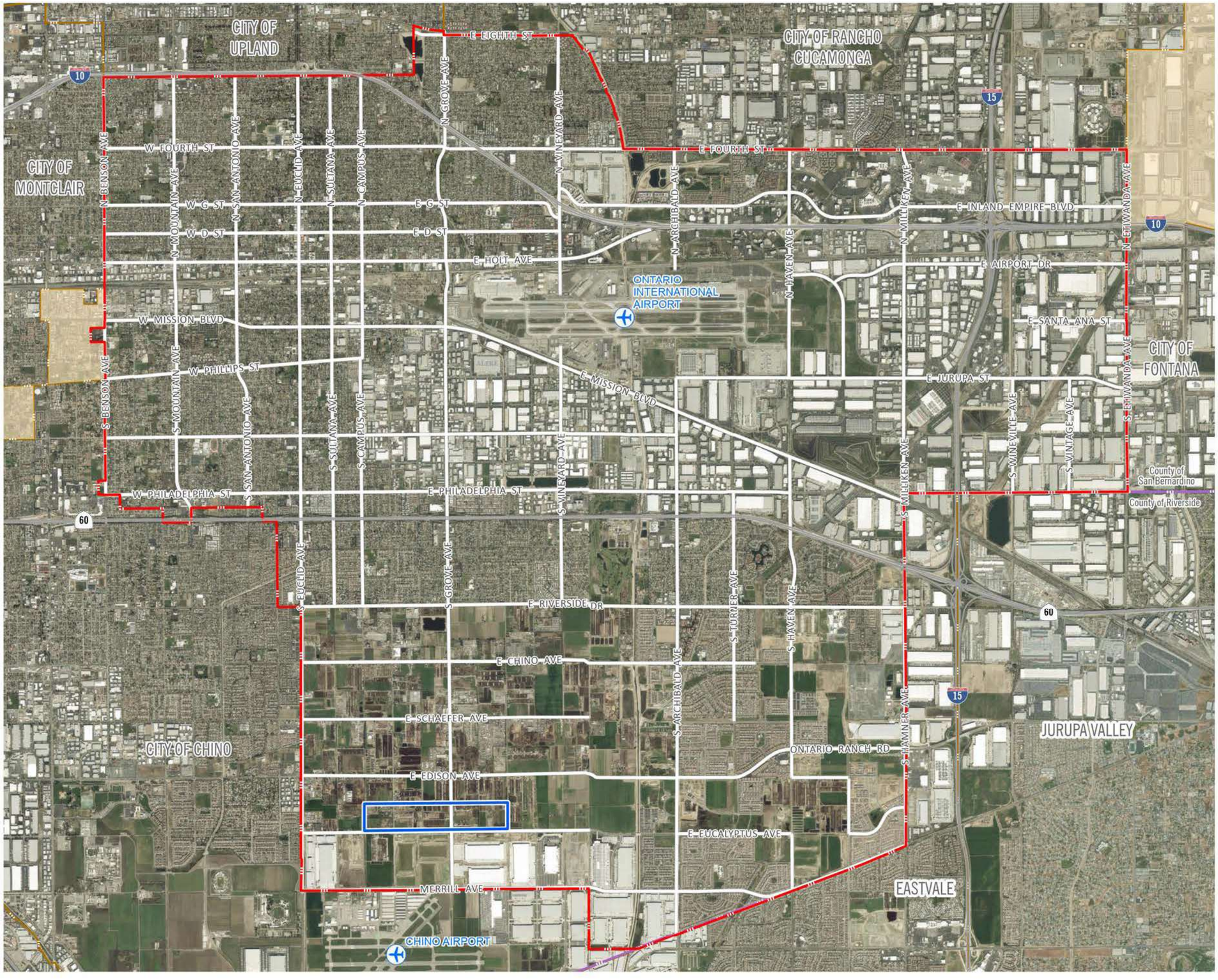
Figure 2-2
Citywide Aerial Map



- Airport
- Ontario City Boundary
- Adjacent City Boundary
- County Boundary
- Unincorporated County
- EBPSP Boundary

2·0·5·0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025 Date: 2/19/2026

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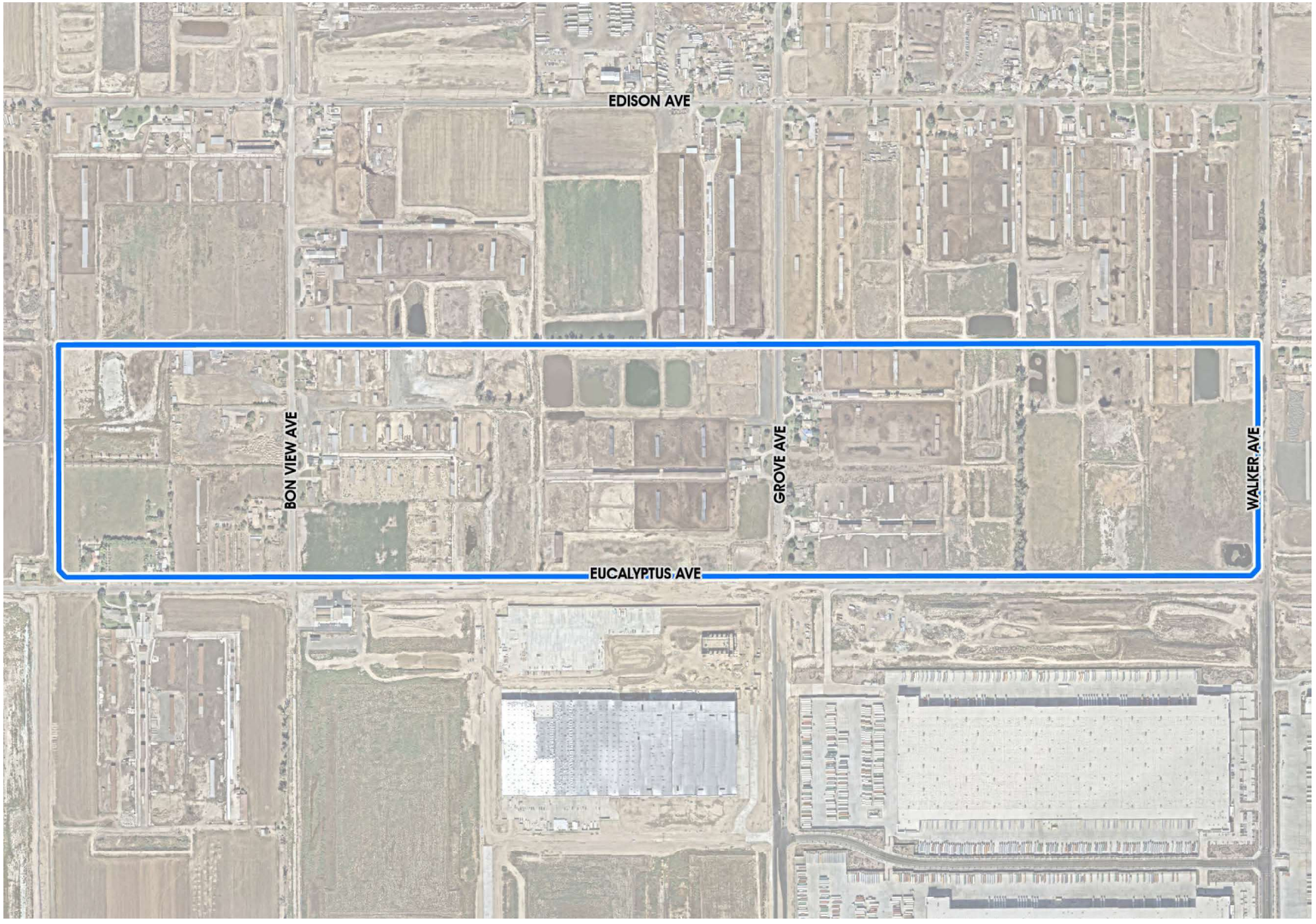
Figure 2-3

EBPSP Aerial Map



EBPSP Boundary

2·0·5·0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 275 550 Ft

Source: T&B 2026. Date: 03/03/2026

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Figure 2-4, *Current TOP Land Use Plan*, shows the existing land use designations. Table 2-1, *Approved TOP 2050 Land Use Designations*, presents a breakdown of the land use buildout in the City under the approved project.

Table 2-1 Approved TOP 2050 Land Use Designations

TOP 2050 Land Use	Acres	Housing Capacity (DU)	House-holds (HH)	Population (Pop)	Nonresident Bldg. Capacity (Sq. Ft.)	Jobs
Residential						
Rural Residential (RR)	528.7	1,057	1,015	3,863	—	—
Low Density Residential (LDR)	6,273.9	34,848	33,454	127,326	—	—
Low-Medium Density Residential (MLDR)	888.7	7,518	7,218	26,471	—	—
Medium Density Residential (MDR)[1]	2,299.1	47,206	45,317	152,855	—	—
High Density Residential (HDR)	198.0	5,089	4,885	13,038	—	—
Subtotal	10,188.4	95,718	91,889	323,553	—	—
Mixed-Use (MU) Subareas						
Downtown[2]	131.5	2,762	2,651	7,077	1,833,291	4,097
Ontario Center (not including Piemonte Area)	186.4	3,729	3,579	9,553	3,329,507	7,327
Ontario Center Arena (Piemonte Area only)	169.2	5,076	4,873	13,006	1,621,435	3,417
Ontario Mills	249.4	3,990	3,830	10,223	3,394,666	3,971
Guasti	86.3	777	746	1,991	2,012,077	3,848
Multimodal	72.6	653	627	1,673	2,449,557	5,993
Grand Park[2]	299.7	7,342	7,049	18,813	2,741,373	4,846
Eucalyptus/Chino Airport[2]	100.9	1,471	1,412	3,769	2,059,760	4,008
East Holt[2]	75.2	1,692	1,625	4,336	655,222	546
Meredith	90.8	1,815	1,743	4,651	691,939	577
Inland Empire	36.6	300	288	769	100,455	84
Mountain & 6th St	7.8	137	131	350	136,070	340
Mountain & West Holt	1.5	33	31	84	12,678	11
Euclid & Francis	12.7	190	183	487	220,912	552
Euclid & Walnut	16.4	369	354	945	142,840	357

Table 2-1 Approved TOP 2050 Land Use Designations

TOP 2050 Land Use	Acres	Housing Capacity (DU)	House-holds (HH)	Population (Pop)	Nonresident Bldg. Capacity (Sq. Ft.)	Jobs
Mountain & 4th St	7.2	251	241	643	75,008	188
Rich-Haven	153.7	2,380	2,285	6,097	287,946	371
Grove & Chino[2]	36.1	821	788	2,104	385,285	630
Euclid & Riverside[2]	15.0	394	378	1,009	130,662	327
Parkside	3.0	52	50	132	51,440	129
Subtotal	1,752	34,234	32,864	87,712	22,332,123	41,619
Retail / Service						
Neighborhood Commercial	245.8	—	—	—	3,212,553	8,762
General Commercial	385.2	—	—	—	5,033,395	5,605
Office / Commercial	309.2	—	—	—	10,101,733	28,239
Hospitality	194.2	—	—	—	8,458,978	11,412
Subtotal	1,134.4	—	—	—	26,806,659	54,018
Employment						
Business Park	1,056.3	—	—	—	23,373,049	39,732
Business Park Overlay Areas	89.6	—	—	—	1,951,398	3,814
Industrial	7,591.3	—	—	—	181,873,225	147,096
Industrial Overlay Areas	60.2	—	—	—	1,441,256	1,197
Subtotal	8,797.4	—	—	—	208,638,928	191,839
Other						
Open Space Non-Recreation	1,200.2	—	—	—	285,160	242
Open Space Parkland	1,041.3	—	—	—	193,455	82
Open Space - Water	17.3	—	—	—	—	1
Public Facility	89.7	—	—	—	495,688	1,806
Public School	603.4	—	—	—	2,666,341	3,102
Ontario International Airport	1,422.7	—	—	—	2,401,641	6,400
Landfill	136.6	—	—	—	6,528	34
Railroad	249.6	—	—	—	1,956	62

Table 2-1 Approved TOP 2050 Land Use Designations

TOP 2050 Land Use	Acres	Housing Capacity (DU)	House-holds (HH)	Population (Pop)	Nonresident Bldg. Capacity (Sq. Ft.)	Jobs
Roadways	5,389.3	—	—	—	—	—
Subtotal	10,150.1	—	—	—	6,050,769	11,729
Total	**32,022**	**129,951**	**124,753**	**411,268**	**263,828,479**	**299,204**

Notes: Totals may not add up to 100 percent due to rounding.

1. Lower-Income Housing in Medium Density Residential (MDR). The MDR category will allow up to 30 dwelling units per acre (du/ac) (rather than 25 du/ac) if the site is within the Affordable Housing zoning overlay. Sites within the overlay may also be exempted from specific plan requirements if there is no existing specific plan or PUD, and the minimum density allowed on any site within the Affordable Housing overlay zone shall be 20 du/ac.

2. Lower-Income Housing in a Mixed-Use (MU) area. Mixed use sites within the affordable housing overlay may be exempted from specific plan and PUD requirements if there is no existing specific plan, and the minimum density allowed on any site within the Affordable Housing overlay zone shall be 20 du/ac.

2.2.2 TOP Certified EIR

The proposed project is an update to the approved project; therefore, this SEIR relies on the findings of the 2022 Draft SEIR and 2022 Final SEIR and, per CEQA Guidelines Section 15163, contains all the information necessary to ensure that the 2022 Certified EIR fully evaluates the proposed project. These documents, though discussed separately here, are collectively referred to in this SEIR as the 2022 Certified EIR. In accordance with CEQA Guidelines Sections 15148 and 15150, this SEIR incorporates the 2022 Certified EIR (and its constituent parts) by reference. A summary of the 2022 Certified EIR follows. All documents incorporated by reference are available for review at the City of Ontario Community Development Department at 303 East B Street, Ontario, CA 91764.

2022 DRAFT SEIR AND FINAL EIR FOR THE ONTARIO PLAN 2050

The City of Ontario circulated the 2022 Draft SEIR for a 45-day public review period beginning May 9, 2022, and ending June 23, 2022, and 20 topics were evaluated in detail in the 2022 SEIR.

The following impacts were considered less than significant without mitigation in the 2022 SEIR:

- Aesthetics
- Agricultural and Forestry Resources
- Biological Resources
- Energy
- Greenhouse Gas Emissions

- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems
- Wildlife

The following impacts were identified as having potentially significant impacts that could be mitigated, avoided, or substantially lessened.

- Cultural Resources (Archeological Resources)
- Geology and Soils (Paleontological Resources)
- Tribal Cultural Resources

The 2022 SEIR identified the following environmental categories as having significant and unavoidable impacts that could not be avoided by incorporating mitigation.

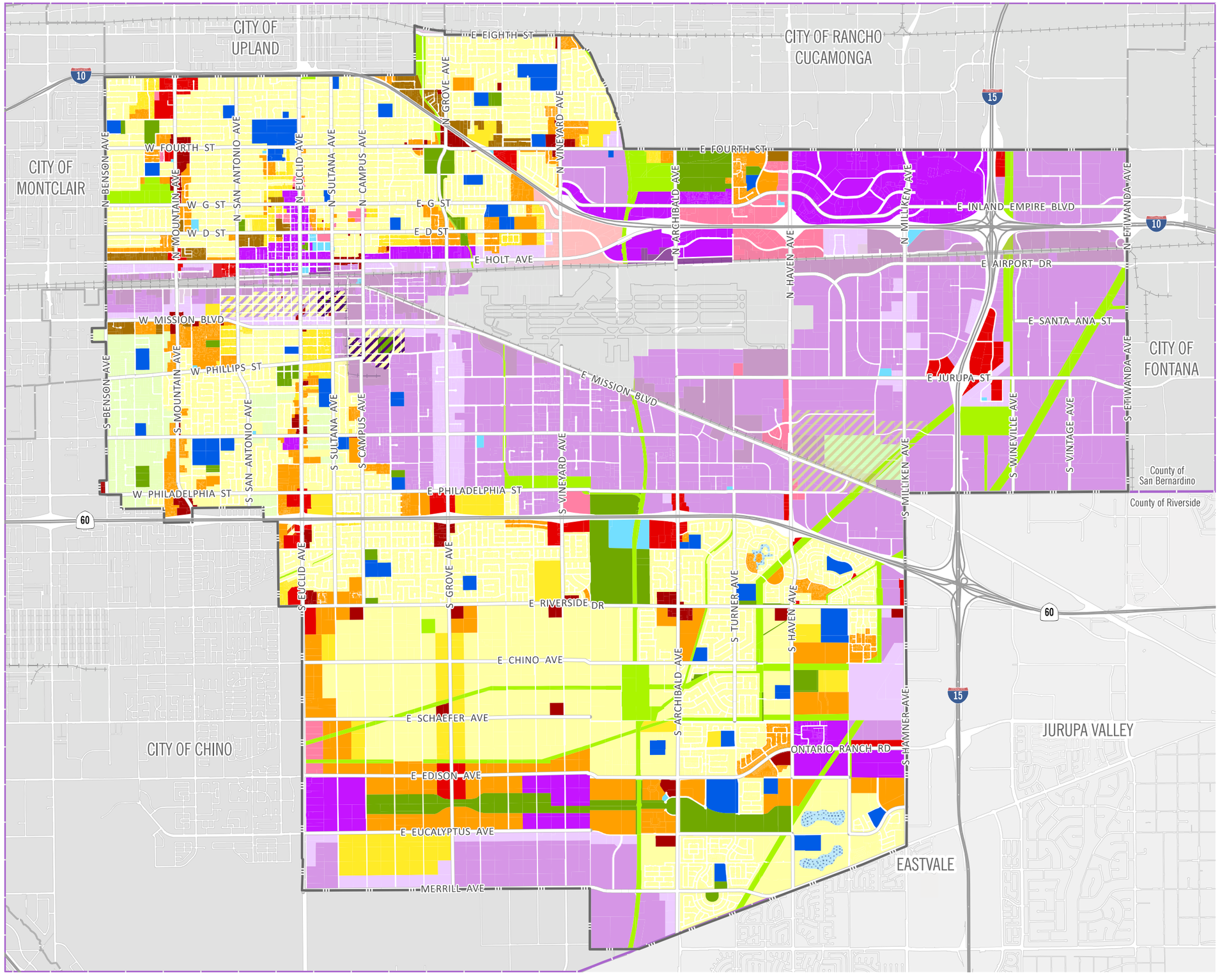
- **Air Quality** (AQMP Consistency, Regional Construction Emissions, Regional Operation Emissions, and Cumulative Health Risk)
- **Cultural Resources** (Historic Resources)
- **Noise** (Construction Noise, Construction Vibration, and Airport Land Use Compatibility)
- **Transportation** (Vehicle Miles Traveled)

The City of Ontario approved The Ontario Plan 2050 and certified the TOP 2050 SEIR (State Clearinghouse No. 2021070364) on August 16, 2022.

THIS figure is out of date

Figure 2-4

Current TOP Land Use Plan



- Ontario City Boundary
- County Boundary
- Rail Network

Overlay Zones
- Commercial
- Business Park
- Industrial
- Landfill Impact Area

Current Land Use

Residential
- RR Rural Residential
- LDR Low Density Residential
- LMDR Low Medium Density Residential
- MDR Medium Density Residential
- HDR High Density Residential

Mixed-Use
- MU Mixed Use

Commercial
- NC Neighborhood Commercial
- GC General Commercial
- OC Office Commercial
- HOS Hospitality

Employment
- BP Business Park
- IND Industrial

Other
- OS-NR Open Space - Non-Rec
- OS-R Open Space - Recreation
- OS-W Open Space - Water
- PF Public Facility
- PS Public School
- ARPT Airport
- LF Landfill
- Rail

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025 Date: 10/15/2025

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2009 DEIR AND RECIRCULATED DEIR

The 2022 SEIR tiered off the findings for TOP Final EIR certified in January 2010. The City of Ontario circulated the 2009 Draft EIR for public review in April 2009. Six environmental categories (agricultural resources, air quality, cultural resources, global climate change, noise, and traffic and transportation) had significant and unavoidable impacts that could not be avoided with mitigation. A Recirculated Draft EIR for The Ontario Plan was released in November 2009 to update and provide additional analysis concerning GHG emissions impacts associated with buildout of the Policy Plan. This analysis was based on verbal comments made by the California Attorney General's Office after the end of the public review period and on recent rules and regulations about lowering GHG emissions. Only the following topic areas were analyzed in the 2009 Recirculated Draft EIR: Global Climate Change and Additional Project Alternative: 15 percent GHG Reduction Alternative. Remaining topics previously analyzed in the 2009 Draft EIR were determined to be adequately addressed. Analysis in the 2009 Recirculated Draft EIR found that significant and unavoidable impacts identified in the 2009 Draft EIR would remain significant and unavoidable. These determinations were reiterated in the 2010 Final EIR when it was certified on January 27, 2010.

2.3 STATEMENT OF PROJECT OBJECTIVES

Objectives for the Policy Plan Amendment and the EBPSP will aid decision makers in their review of the project and associated environmental impacts.

2.3.1 Policy Plan Amendment

- Comprehensively plan for and assess land use changes requested by property owners while ensuring compliance with state laws and maintaining the vision and objectives of current TOP 2050.
- Reposition the planned employment center in southwest Ontario from a mix of office, retail, and residential uses to a concentration of business park uses.
- Ensure there is no net loss in overall housing capacity within the City, consistent with the requirements of state law.
- Plan for adequate housing capacity to ensure the City continues to meet the requirements of the City's sixth-cycle RHNA obligation.
- Update the City's truck routes based on proposed land use changes to ensure the City continues to comply with state law and ensures a safe and efficient goods movement network while minimizing the exposure of existing and future sensitive receptors to noise, vibration, and air pollution generated by heavy trucks.

- Update the Policy Plan component of TOP 2050 for internal consistency with proposed land use and circulation changes.

2.3.2 Specific Plan

- To provide a land use plan that implements The Ontario Plan's vision and appropriately positions business park and public parkland uses north of Eucalyptus Avenue, between Campus Avenue and Walker Avenue.
- To facilitate the development of a variety of employment-generating uses in a business park setting.
- To provide business park uses that are compatible with surrounding land uses.
- To provide opportunities for positive economic benefit to the City, including new net revenues to the General Fund that can be used for vital City services.
- To provide opportunities for the development of passive use parks consistent with the City of Ontario's Grand Park Master Plan.
- To provide landscaped open space within the Specific Plan area, including pedestrian trails adjacent to public arterial and collector streets.
- To improve connectivity in the area by providing pedestrian paths, bicycle routes, and comfort amenities such as bike racks that encourage circulation by means not dependent on a motorized vehicle.
- To identify and construct capital improvements for water, recycled water, sewer, storm drain, and circulation facilities that serve planned land uses within and adjacent to the Specific Plan area.
- To set forth a development phasing sequence that allows for logical development and aligns with installation of on-site and off-site infrastructure.
- To define guidelines and standards that provide a cohesive design for architecture, landscaping, streetscapes, entry monuments, corner treatments, walls and fencing, lighting, and signage within the Specific Plan area.

2.4 PROJECT CHARACTERISTICS

"Project," as defined by the CEQA Guidelines, means:

> ... the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)…enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700. (14 Cal. Code of Reg. sec. 15378[a])

2.4.1 Policy Plan Amendment Project

POLICY PLAN AMENDMENT

The Policy Plan Amendment project component primarily involves modifying the currently permitted and planned TOP land use pattern across more than 1,300 acres in southern Ontario. These proposed changes to TOP are driven by requests from property owners and developers who seek to alter the allowable type or intensity of land use on their properties as well as land use changes required to improve land use compatibility, maintain compliance with state laws, uphold long-term planning goals, and plan for a cohesive land use pattern that repositions the southwest portion of the City as a regional employment and logistics center. A critical aspect of these proposed Policy Plan Amendments is to ensure compliance with state laws, including requirements enacted by the following Senate and Assembly Bills (SB/AB).

- ***No-Net-Loss Provisions (SB 330):*** If any proposed rezonings convert land from uses that allow housing to uses that do not allow housing, the City must offset this by concurrently upzoning another property elsewhere to prevent a net loss of housing capacity. Since some of the requested changes would reduce potential housing buildout, the overall amendments include additional land use changes specifically for this offset.

- ***SB 166 (Affordable Housing Sites):*** The City must maintain enough appropriately zoned sites to accommodate its fair share of lower- and moderate-income units according to the regional housing needs assessment (RHNA). If properties currently used to meet the City's lower-income RHNA requirement are rezoned, new suitable sites must be identified on the land use plan. These changes would only be to the Policy Plan; no individual housing projects are being proposed through this process.

- ***SB 1000 (Environmental Justice):*** The City is required to evaluate its environmental justice policies to comply with SB 1000, which is triggered when 2 or more elements of the General Plan (such as Land Use, Housing, Mobility, Community Design) are updated. The City

reviewed its environmental justice goals, policies, and actions as part of the proposed changes to multiple elements of the Policy Plan. Beyond incremental additions of residential and commercial capacity along Holt Avenue and Riverside Avenue, no land use changes are proposed within or adjacent to areas mapped in TOP 2050 Figure ER-01 as Environmental Justice Areas. All of the proposed Business Park land use changes are nearly 2 miles south of the nearest mapped Environmental Justice Area. Accordingly, no changes to the City's environmental justice goals, policies, or actions were deemed necessary. Therefore, the review found the current policies and objectives adequate to meet the requirements of state law and no changes are proposed as part of the project.

- ***AB 98 (Truck Routes).*** The City's network of truck routes that would be impacted by the proposed land use changes would be evaluated for opportunities to minimize impacts to sensitive receptors and ensure direct access and compliance with AB 98.

Assessor Parcels Numbers

The following Assessor Parcel Numbers (APNs) would be affected by the Policy Plan Amendment:

- 0113-282-15
- 216-174-01
- 216-174-02
- 216-174-06
- 216-174-07
- 216-174-08
- 216-174-16
- 216-174-17
- 216-211-01
- 216-211-04
- 216-211-20
- 216-211-24
- 216-211-26
- 216-214-01
- 216-214-02
- 216-214-03
- 216-214-04
- 216-214-05
- 216-214-06
- 216-214-07
- 216-311-03
- 216-311-04
- 216-311-05
- 216-311-08
- 216-311-09
- 216-312-02
- 216-312-03
- 216-312-04
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- 216-312-06
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- 216-313-01
- 216-313-02
- 216-313-03
- 216-313-04
- 216-313-05
- 216-313-06
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- 216-313-08
- 216-313-09
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- 216-314-02
- 216-314-03
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- 216-314-05
- 216-314-07
- 216-314-08
- 216-314-09
- 216-321-01
- 216-321-02
- 216-321-03
- 216-321-06
- 216-321-07
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- 216-322-02
- 216-322-10
- 216-323-01
- 216-323-02
- 216-323-08
- 216-323-09
- 218-102-10
- 218-102-11
- 218-111-06
- 218-111-08
- 218-111-09
- 218-111-11
- 218-111-12
- 218-111-49
- 218-111-50
- 218-121-01
- 218-121-02
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- 218-121-06
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- 218-122-01
- 218-122-02
- 218-122-03
- 218-122-04
- 218-122-06
- 218-122-08
- 218-122-09
- 218-122-10
- 218-131-35
- 218-161-13
- 218-161-14
- 218-181-01
- 218-181-02
- 218-181-11
- 218-181-12
- 218-181-15
- 218-181-16
- 218-181-21
- 218-181-22
- 218-181-23
- 218-181-24
- 218-181-25
- 218-181-26
- 218-191-19
- 218-191-24
- 218-241-43
- 218-241-45
- 218-402-32
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- 1049-101-02
- 1049-101-04
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- 1049-161-25
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- 1052-151-09
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- 1052-151-11
- 1052-161-03
- 1052-471-02
- 1052-481-02
- 1052-491-03
- 1052-491-05
- 1052-491-06
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- 1053-151-05
- 1053-161-02
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- 1053-181-01
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- 1053-311-01
- 1053-311-02
- 1053-321-02
- 1053-321-03
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- 1053-341-02
- 1053-351-02
- 1053-391-01
- 1053-411-01
- 1053-421-01
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- 1053-511-01
- 1053-511-02
- 1053-511-03
- 1053-511-05
- 1053-511-06
- 1053-511-07
- 1053-521-01
- 1053-521-02
- 1053-531-01
- 1053-531-02
- 1053-531-04
- 1053-541-01
- 1053-541-02
- 1053-551-01
- 1053-571-01

- 1053-571-02
- 1053-581-03
- 1053-581-04
- 1053-591-01
- 1053-591-02
- 1053-601-01
- 1053-601-02
- 1053-601-03
- 1053-601-04.

Policy Plan Elements

The proposed land use changes necessitate updates and modifications across the Land Use Element and various other elements of TOP 2050 Policy Plan.

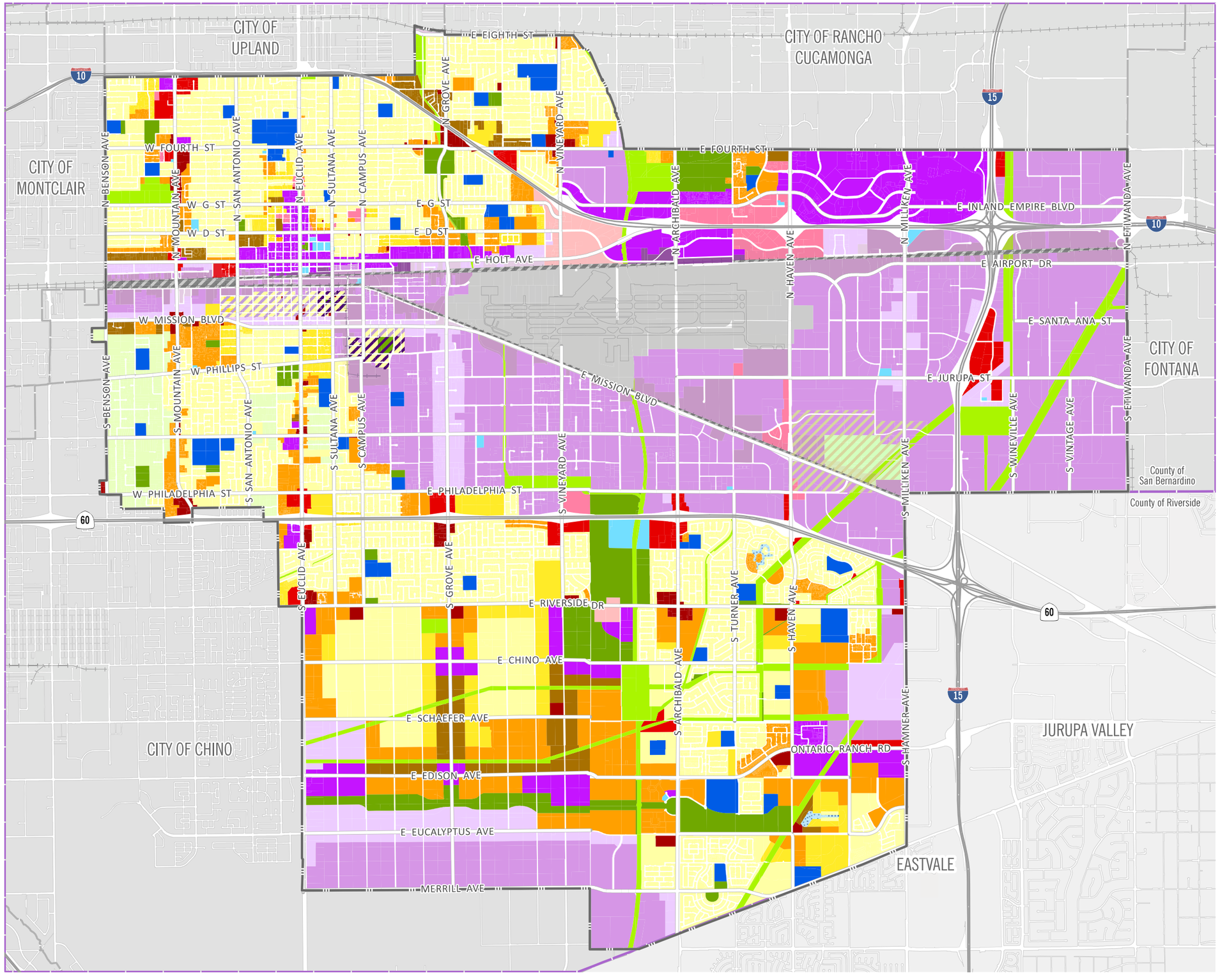
- **Land Use Element.** The City's current TOP Land Use Plan is shown on Figure 2-4. Proposed changes to the TOP Land Use Plan are shown on Figure 2-5, *Proposed Land Use Plan*. Additional figures in the Land Use Element would be updated to maintain consistency, including TOP Figures LU-02, LU-03, and LU-04. Land Use Plan changes are primarily located within the Ontario Ranch (south of Riverside Drive), with a handful of changes in the northern part of the City along East Holt Avenue and South Grove Avenue, as further discussed below.

- **Housing Element.** To comply with state law, the Housing Element requires updates to TOP housing sites inventory to reflect changes in the list of sites suitable to fulfill the City's RHNA requirement.

- **Mobility Element.** The City's network of truck routes would be updated in compliance with AB 98, and consistent with proposed land use changes. Minor updates to the City's Roadway System (M-01), and multipurpose trails and bikeways, identified on TOP Figure M-02, are also proposed to reflect the City's long term plan for roadways, and align future bike improvements with the proposed changes in the land use pattern and truck routes in southwestern Ontario. New Mobility policies and implementation actions addressing priority safety corridors consistent with Senate Bill 932 are proposed, as well as a new policy promoting lower speed limits for trucks in areas adjacent to noise-and-vibration-sensitive land uses. Finaly Policies M-3.1 and M-4.1 would be updated. Policy M-3.1 would be expanded to note that the City would prioritize coordinating access to transit in areas near sites identified in the housing element as suitable for lower-income (in addition to Environmental Justice areas), while policy M-4.1 would clarify that noise-sensitive land uses is intended to include both noise and vibration sensitive land uses.

Figure 2-5

Proposed Land Use Plan



Ontario City Boundary
County Boundary
Rail Network

Overlay Zones
- Business Park
- Industrial
- Landfill Impact Area

Land Use Designations

Residential
- RR Rural Residential
- LDR Low Density Residential
- LMDR Low Medium Density Residential
- MDR Medium Density Residential
- HDR High Density Residential

Mixed-Use
- MU Mixed Use

Commercial
- NC Neighborhood Commercial
- GC General Commercial
- OC Office Commercial
- HOS Hospitality

Employment
- BP Business Park
- IND Industrial

Other
- OS-NR Open Space - Non-Rec
- OS-R Open Space - Recreation
- OS-W Open Space - Water
- PF Public Facility
- ROW; ROW-bp
- PS Public School
- ARPT Airport
- LF Landfill
- Rail

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025 Date: 10/15/2025

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- **Community Design Element.** Mixed-use place types, identified in the Community Design Element, would be updated to reflect proposed land use changes. Revisions include changes to existing mixed-use areas, and the establishment of new mixed-use areas, including creating a new district-level place type for the Ontario Sports Empire, revising the South Euclid District place type, and removing the South Employment District place type. TOP Figures CD-01, CD-02, CD-06, CD-07, CD-08, and CD-09.2 are anticipated to be updated. The approved TOP Figure CD-07 would be removed and replaced with a new TOP Figure CD-07, establishing the Ontario Sports Empire as "District Place Type."

- **Parks and Recreation.** Revisions to the location of planned park facilities in TOP Figure PR-01 to maintain consistency with approved projects and the proposed land use plan.

- **Safety.** Revisions to the Traffic Noise Contours Map (S-06a) would be updated consistent with proposed changes in land use and circulation. In addition, minor changes to the base maps used in the map of Critical Facilities (S-08), Evacuation Constrained Properties (S-09), and Evacuation Routes (S-10) would be processed to show updates to the City's park network or remove parks from the base maps, as the location of parks in no way alters the intent of the map.

- **Environmental Resources.** Policy ER-5.4 would be updated to state that the City does not require replacement farmland or require the dedication or preservation of agricultural land outside of the City if a property owner elects to transition from agricultural to urban uses.

Finally, the City's Development Code would be updated to maintain consistency with the proposed Land Use Plan.

- **Development Code Consistency.** The zoning map and Development Code would be updated to implement the Policy Plan Amendment.

Land Use Designations and Zoning

The land use designations for the proposed project are the same as those in the approved project with the exception of the addition of a new Sport Park (MU-SP) land use designation, the removal of the Mixed Use-Eucalyptus / Chino Airport Overlay, changing the Great Park mixed use designation to the Grand Park Mixed Use designation, raising the minimum allowable density for the Meredith Mixed Use designation, and the addition of footnotes to clarify that the minimum density shall be 20 du/ac on all sites identified as suitable for lower-income housing in the Sites Inventory of the Housing Element and subject to rezoning to accommodate that housing since 2021. Table 2-2, *Land Use Designations in the City of Ontario*, includes the existing land use designations, their density or intensity, and intention.

Table 2-2 Land Use Designations in the City of Ontario

General Plan Land Use Designations	Residential Density and Nonresidential Intensity	Permitted Uses (General Description)
Residential		
Rural	0 to 2.0 du/ac	Single-family detached residences, typically in an estate setting.
Low Density	2.1 to 5.0 du/ac	Single-family detached residences.
Low-Medium Density	5.1 to 11.0 du/ac	Single/multifamily attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes.
Medium Density	11.1 to 25.0 du/ac[1,2,3]	Single/multifamily attached and detached residences, including townhouses, stacked flats, courtyard homes, stacked flats, and small-lot single-family subdivisions.
High Density	25.1 to 45.0 du/ac	Multifamily dwellings, including stacked flats and midrise and high-rise residential complexes.
Retail/Service		
Neighborhood Commercial	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
General Commercial	0.40 FAR	Local and regional serving retail, personal service, entertainment, dining, office, tourist-serving, and related commercial uses.
Office/Commercial	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.
Hospitality	1.00 FAR	Regional serving tourist-serving, retail, entertainment, and service uses such as convention centers, hotels/motels, and restaurants.
Employment		
Business Park	0.60 FAR	Employee-intensive office uses including corporate offices, technology centers, research and development, “clean” industry, light manufacturing, and supporting retail within a business park setting.

Table 2-2 Land Use Designations in the City of Ontario

General Plan Land Use Designations	Residential Density and Nonresidential Intensity	Permitted Uses (General Description)
Industrial	0.55 FAR	Variety of light industrial uses, including warehousing/distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances. If office uses and/or multiple tenant uses are developed on parcels fronting on the Milliken, Haven, and Archibald corridors, a FAR of 0.60 may be used.
Other		
Open Space – Non-recreation	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Open Space – Parkland	Not applicable	Recreational facilities, such as tot-lots, parks, golf courses, and sports complexes and joint-use facilities with schools, utilities, and drainage facilities.
Public Facility	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.
Public School	Not applicable	Public schools (K-12) and universities.
Airport	Not applicable	Airport, including terminals, parking, service commercial, distribution, hangers, repair, and warehousing.
Landfill	Not applicable	Allows for the use, operation, and reclamation of the Milliken Landfill. If the site is reclaimed, the City will consider a host of uses including a transit station and multimodal transfer station.
Rail road	Not applicable	—
Roadways	Not applicable	—
Mixed Use[1]		
Mixed Use-Downtown (MU-Downtown)	25.0 to 75.0 dwelling units per acre 2.0 FAR for retail and office uses	Envisioned as an intensive vertical and horizontal mixture of retail, office, civic, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues.

Table 2-2 Land Use Designations in the City of Ontario

General Plan Land Use Designations	Residential Density and Nonresidential Intensity	Permitted Uses (General Description)
Mixed Use-Holt Blvd (MU-Holt)	14.0 to 40.0 dwelling units per acre[2] 2.0 FAR for office uses 1.0 FAR for retail uses	This area is envisioned as a low-rise (3-5 stories) intensification of the Holt Corridor. The intent is to create identity and place along the Holt Corridor, connect the corridor to Downtown, and connect the Downtown to the Ontario Airport Metro Center.
Mixed Use-Meredith (MU-Meredith)	25.0 to 125.0 dwelling units per acre 3.0 FAR for office and retail uses	This area is envisioned as a mixture of mid-rise buildings, regional-serving retail and office centers, and stand-alone high density residential projects.
Mixed Use-Multimodal (MU-Multimodal)	20.0 to 80.0 dwelling units per acre 1.0 FAR for office and retail uses	The Multimodal Mixed Use Area is under consideration for our future multi-modal transit station that links rail, regional, local, and Airport transit. Intensive office, retail, and residential uses are envisioned to be integrated with the transit station, which is expected to be within the area or in close proximity. The transit center is envisioned as an iconic, convenient, and intuitively-designed multimodal transportation center that serves the City of Ontario and the region at-large.
Mixed Use-Inland Empire Corridor (MU-Inland Empire)	14.0 to 30.0 dwelling units per acre 2.0 FAR for office uses 1.0 FAR for retail uses	Located along Inland Empire Boulevard, this area is primarily residential with a retail center at the corner of Inland Empire Boulevard and Archibald. The small amount of remaining vacant land is envisioned for retail uses that relate to the regional park.
Mixed Use-Guasti (MU-Guasti)	25.0 to 65.0 dwelling units per acre 1.0 FAR for office and retail uses	This site includes the Guasti Winery, which is on the National Register of Historic Places. This area is envisioned as a mixture of high quality office, lodging, retail and residential uses that incorporate the Guasti Winery. More intensive office and commercial uses are envisioned along I-10 while office, commercial, and lodging uses are envisioned in and around the historic structures; the southern portion of the area is being considered as potential site for the multimodal transit center. There is an approved Specific Plan on this site that may require amendment to align with TOP.

Table 2-2 Land Use Designations in the City of Ontario

General Plan Land Use Designations	Residential Density and Nonresidential Intensity	Permitted Uses (General Description)
Mixed Use-Ontario Center (MU- Ontario Center)	20.0 to 125.0 dwelling units per acre 2.0 FAR for office uses 1.0 FAR for retail uses	This area is one of the most intensive developments in Ontario and is characterized by low-rise (3-5 stories) and mid-rise (5-10 stories), mixed-use buildings, iconic architecture, and regionally significant uses, such as the Toyota Arena, and other cultural and entertainment uses. This area accommodates a vertical and horizontal mixture of entertainment, retail, office, and residential uses in an active, pedestrian oriented atmosphere. In this area, The Haven Corridor is envisioned as an elegant, landscaped boulevard lined multi-story office uses near the I-10 and mixed and residential uses closer to the City's northern boundary along 4th Street. There is an approved Specific Plan on this site that may require amendment to align with TOP.
Mixed Use-Ontario Mills (MU-Ontario Mills)	25.0 to 85.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses	This area will continue to be our regional retail center. We envision intensification of the area to include additional retail and entertainment, office, and multi-family (3-5 story) residential uses. New development is envisioned to occur along the interior loop road and the perimeter of the area. There is an approved Specific Plan on this site that may require amendment to align with TOP.
Mixed Use-Rich Haven (MU-Rich Haven)	14.0 to 50.0 dwelling units per acre 0.7 FAR for office and retail uses Subject to approved Specific Plan	The Rich-Haven Mixed Use Area is within the Rich-Haven Specific Plan. This area is envisioned as a low-rise (3-5 stories), primarily horizontal mixture of retail, office, medical, and residential uses. The greatest level of intensity is envisioned along Ontario Ranch Road and Hamner Avenue.

Table 2-2 Land Use Designations in the City of Ontario

General Plan Land Use Designations	Residential Density and Nonresidential Intensity	Permitted Uses (General Description)
Mixed Use-Grand Park (MU-Grand Park)	14.0[2] to 65.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses Subject to Specific Plan[3]	The Grand Park Mixed Use Areas are envisioned as the southwestern activity centers for citizens of Ontario. These areas accommodate a vertical and horizontal mixture of commercial, office, entertainment, and residential uses all connecting to the Great Park with a pedestrian oriented atmosphere. It is envisioned that the major roads through these Mixed Use areas are couplets, which are a series of one-way streets that disperse traffic and allow reduced street widths, maximize the sense of community, and emphasize pedestrian accessibility. These Mixed Use areas are envisioned as low-rise (3-5 stories) with some mid-rise (5-10 stories) near the intersection of Euclid and Edison Avenue/Ontario Ranch Road.
Mixed Use-Grove (MU-Grove)	14.0[2] to 65.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses Subject to Specific Plan[3]	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents.
Mixed Use - Parkside (MU-PS)	25.0-45.0 dwelling units per acre 1.0 FAR for retail uses Subject to approved Specific Plan	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place and serve the surrounding residents.
Mixed Use Sports Park (MU-SP**)**	25.0 to 65.0 dwelling units per acre 1.00 FAR for hospitality and/or retail uses 1.5 FAR for office uses Subject to PUD or Specific Plan[3]	The Sports Park Mixed Use Areas are envisioned as a mixed use recreation and entertainment hub, accommodating a vertical and horizontal mixture of commercial, office, entertainment, hospitality, and residential uses all in proximity to the Sports Park. This Mixed Use area is envisioned as low-rise (3-5 stories) mixture of hospitality, commercial, residential, and office uses that will create identity and place along the corridor and serve the surrounding residents.

Table 2-2 Land Use Designations in the City of Ontario

General Plan Land Use Designations	Residential Density and Nonresidential Intensity	Permitted Uses (General Description)
Mixed Use Neighborhood Activity Hubs (MU-NH) 6th and Mountain 4th and Mountain Francis and Euclid Walnut and Euclid Riverside and Euclid	20.0 to 75.0 dwelling units per acre 1.0 FAR for retail and office Subject to Specific Plan[3] Projects located outside of Ontario Ranch will be subject to PUD at City's Discretion	Envisioned as a low-rise (3 to 5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents.
Overlays		
Business Park **Transitional Areas**	Per the underlying designation unless a non-residential use is developed in which case the density and use requirements of the Business Park land use designations shall apply.	This area is within existing and future noise and safety impact zones of LA/Ontario International Airport. This overlay allows residential uses to transition to a Business Park land use if an entire block can be recycled to a Business Park use and the block is contiguous to another non-residential block. In these cases, the City shall be responsible for the necessary amendments to the Policy Plan Map and Development Code.
Industrial Transitional Areas	Per the underlying designation unless a non-residential use is developed in which case the density and use requirements of the Industrial land use designations shall apply.	This area is within existing and future noise and safety impact zones of LA/Ontario International Airport. This overlay allows residential uses to transition to an industrial land use if an entire block can be recycled to an Industrial use and the block is contiguous to another non-residential block. In these cases, the City shall be responsible for the necessary amendments to the Policy Plan Map and Development Code.

Table 2-2 Land Use Designations in the City of Ontario

General Plan Land Use Designations	Residential Density and Nonresidential Intensity	Permitted Uses (General Description)
ONT Airport Influence Area	Varies	An area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restriction on those uses. Refer to the Airport Land Use Compatibility Plan for Ontario International Airport.
Chino Airport Influence Area	Varies	An area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restriction on those Uses. Refer to the Ontario Development Code for Chino Airport land use policies and criteria for development.
Landfill Impact Area	Varies	Lands immediately surrounding the Milliken Landfill may be contaminated or present other landfill-related hazards that could limit allowable uses and site design. Development in this area requires the submission of a detailed environmental analysis.
Plan Required Overlays		
Ontario Airport Metro Center	Per approved individual specific plans[3]	Envisioned as the most intensive area outside of downtown Los Angeles with a vertical and horizontal mixture of regional-serving retail, office, restaurant, entertainment, cultural, and residential uses in low to mid-rise buildings (3-10 stories). See the Ontario Airport Metro Center Area Plan or adopted specific plans for more detail.
Ontario Ranch	Per approved individual specific plans[3]	Envisioned as a mixture of residential neighborhoods integrated with areas of high intensity (3-10 stories) employment, retail, service, entertainment, cultural, and residential uses united by a network of greenways/trails, open spaces, amenities, and infrastructure. All development to be oriented toward or designed to leverage the “Grand Park,” a linear open space amenity containing active and passive recreational features, gardens, water features, and cultural facilities. Additional direction may be provided through the application of place types and specific plans.

Table 2-2 Land Use Designations in the City of Ontario

General Plan Land Use Designations	Residential Density and Nonresidential Intensity	Permitted Uses (General Description)
Downtown	Per approved planned unit development (PUD may be waived at City's discretion)[3]	Envisioned as an intensive vertical and horizontal mixture of retail, office, civic, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues. See the Downtown Area Plan for more detail.

1. Some parcels with this designation may fall within a Place Type, which characterizes the vision and urban design intent within a specified area. If any portion of a parcel is within a Place Type boundary, as shown in Figure CD-01, Place Types, in the Community Design Element, that parcel is subject to Goal CD-3, and related policies. Projects must demonstrate that they are consistent with the vision and policy intent for the applicable Place Type as defined in Exhibits CD-02 through CD-09.

2. Parcels designated as MDR within the affordable housing overlay zoning district allow a maximum density of 30 dwelling units per acre if the project includes 25 percent of units affordable to lower incomes, consistent with Tier 2 requirements of the overlay zone.

3. All parcels within the affordable housing overlay zoning district have a minimum density of 20 dwelling units per acre. All parcels within the affordable housing overlay zoning district are exempt from the specific plan requirement if there is no existing specific plan and the project includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements of the overlay zone.

Land Use Summary

Table 2-3, *TOP 2050 Policy Plan Amendment Proposed Land Use Summary*, details the projected population, employment, dwelling units, acreage, assumed density/intensity, and nonresidential square footage of development by land use in the City planned for under TOP 2050 Policy Plan Amendment. Figure 2-5*, Proposed Land Use Plan*, shows the proposed project land use map for the City.

Table 2-3 TOP 2050 Policy Plan Amendment Proposed Land Use Summary

TOP 2050 Land Use	Acres	Housing Capacity (DU)	Households (HH)	Population (Pop)	Nonresident Bldg. Capacity (Sq. Ft.)	Jobs
Residential						
Rural Residential (RR)	528.7	1,057	1,015	3,863	—	—
Low Density Residential (LDR)	5,809.6	32,753	31,443	119,671	—	—
Low-Medium Density Residential (LMDR)	929.5	7,865	7,550	27,737	—	—

Table 2-3 TOP 2050 Policy Plan Amendment Proposed Land Use Summary

TOP 2050 Land Use	Acres	Housing Capacity (DU)	Households (HH)	Population (Pop)	Nonresident Bldg. Capacity (Sq. Ft.)	Jobs
Medium Density Residential (MDR)[1]	2,292.3	47,010	45,130	152,223	—	—
High Density Residential (HDR)	535.7	16,902	16,226	43,308	—	—
Subtotal	10,095.8	105,587	101,364	346,802	—	—
Mixed-Use (MU) Subareas						
Downtown[1]	131.5	2,783	2,672	7,131	1,833,291	4,097
Ontario Center (not including Piemonte Area)	186.4	3,729	3,579	9,553	3,329,507	7,327
Ontario Center Arena (Piemonte Area only)	169.2	5,076	4,873	13,006	1,621,435	3,417
Ontario Mills	249.4	3,990	3,830	10,223	3,394,666	3,971
Guasti	86.3	777	746	1,991	2,012,077	3,848
Multimodal	72.6	653	627	1,673	2,449,557	5,993
Grand Park[1]	187.5	4,595	4,411	11,772	1,715,486	3,032
East Holt[1]	92.2	2,074	1,991	5,313	802,882	669
Meredith	90.8	1,815	1,743	4,651	691,939	577
Inland Empire	36.6	300	288	769	100,455	84
Mountain & 6th St	7.8	137	131	350	136,070	340
Mountain & West Holt	1.5	33	31	84	12,678	11
Euclid & Francis	12.7	190	183	487	220,912	552
Euclid & Walnut	16.4	369	354	945	142,840	357
Mountain & 4th St	7.2	251	241	643	75,008	188
Rich-Haven	153.7	2,380	2,285	6,097	287,946	371
Grove & Chino[1]	45.1	1,025	984	2,627	481,025	786
Euclid & Riverside[1]	15.0	394	378	1,009	130,662	327
Parkside	3.0	52	50	132	51,440	129
Vineyard & Riverside[1]	36.7	331	317	847	856,025	1,368
Sports Park[1]	70.8	637	612	1,632	1,649,650	2,637
Subtotal	1,672.4	31,591	30,326	80,935	21,995,551	40,081
Retail / Service						
Neighborhood Commercial	237.3	—	—	—	3,100,519	8,456
General Commercial	356.7	—	—	—	4,661,303	5,191
Office / Commercial	309.2	—	—	—	10,101,733	28,239

Table 2-3 TOP 2050 Policy Plan Amendment Proposed Land Use Summary

TOP 2050 Land Use	Acres	Housing Capacity (DU)	Households (HH)	Population (Pop)	Nonresident Bldg. Capacity (Sq. Ft.)	Jobs
Hospitality	167.0	—	—	—	7,273,232	9,812
Subtotal	1,070.2	—	—	—	25,136,787	51,698
Employment						
Business Park (not including EBPSP)	1,197.5	—	—	—	26,449,295	43,550
Business Park (EBPSP only)	138.0	—	—	—	2,939,000	1,583
Business Park Overlay Areas	89.6	—	—	—	1,951,398	3,814
Industrial	7,606.2	—	—	—	182,228,282	147,391
Industrial Overlay Areas	60.2	—	—	—	1,441,256	1,197
Subtotal	9,091.5	—	—	—	215,009,231	197,535
Other						
Open Space Non-Recreation	1,200.2	—	—	—	285,160	242
Open Space Parkland (not including EBPSP)	961.8	—	—	—	164,012	69
Open Space Parkland (EBPSP only)	36.4	—	—	—	—	7
Open Space – Water	17.3	—	—	—	—	1
Public Facility	89.7	—	—	—	495,688	1,806
Public School	603.7	—	—	—	2,666,341	3,102
Ontario International Airport	1,407.9	—	—	—	2,401,641	6,400
Landfill	136.6	—	—	—	6,528	34
Rail road	249.6	—	—	—	1,956	62
Roadways	5,389.3	—	—	—	—	—
Subtotal	10,092.5	—	—	—	6,021,326	11,723
Total	**32,022**	**137,177**	**131,690**	**427,741**	**268,162,895**	**301,035**

Notes: Totals may not add up to 100 percent due to rounding.

1. Affordable Housing Overlay. As part of this project, the affordable housing overlay will be applied to all sites where rezoning was required by Program 13 of the Housing Element to accommodate the City's lower-income 6th cycle RHNA where the assigned TOP category includes either 1) a minimum density less than 20 du/ac, and/or 2) the site would otherwise require a specific plan or PUD. The affordable housing overlay requires all development projects on the site to have a minimum density of 20 du/ac regardless of affordability level and superseding requirements of the base zone (if any). The overlay also exempts projects meeting Tier 1 or Tier 2 requirements (those containing at least 20 (Tier 1) or 25 (Tier 2) percent of units for lower-Income households) from the specific plan or PUD requirement. In these cases, the traditional zoning category consistent with TOP land use designation, or a comparable existing zoning implementation tool that aligns with the density and intensity of the proposed

project, would regulate development. Finally, the affordable housing overlay increases the maximum density for any Tier 2 project to 30 du/ac on lots designates at Medium Density Residential (MDR) in TOP, increasing the base density allowed from 25 to 30 du/ac.

Buildout Summary

Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*, provides a statistical summary of the buildout potential of TOP 2050 Policy Plan Amendment compared to the buildout potential under the currently approved TOP 2050. As shown in this table, the Policy Plan Amendment would increase population, dwelling units, nonresidential building square footage, and employment compared to the approved TOP 2050.

Table 2-4 Comparison of Approved TOP 2050 to Policy Plan Amendment

Scenario	Units	Population	Nonresidential Square Feet	Employment
Approved TOP 2050	129,951	411,268	263,828,479	299,204
Policy Plan Amendment	137,177	427,741	268,162,895	301,035
Net Difference (Proposed Project – Approved Project)	**7,225**	**16,473**	**4,334,416**	**1,831**

Summary of Changes to the Approved Project

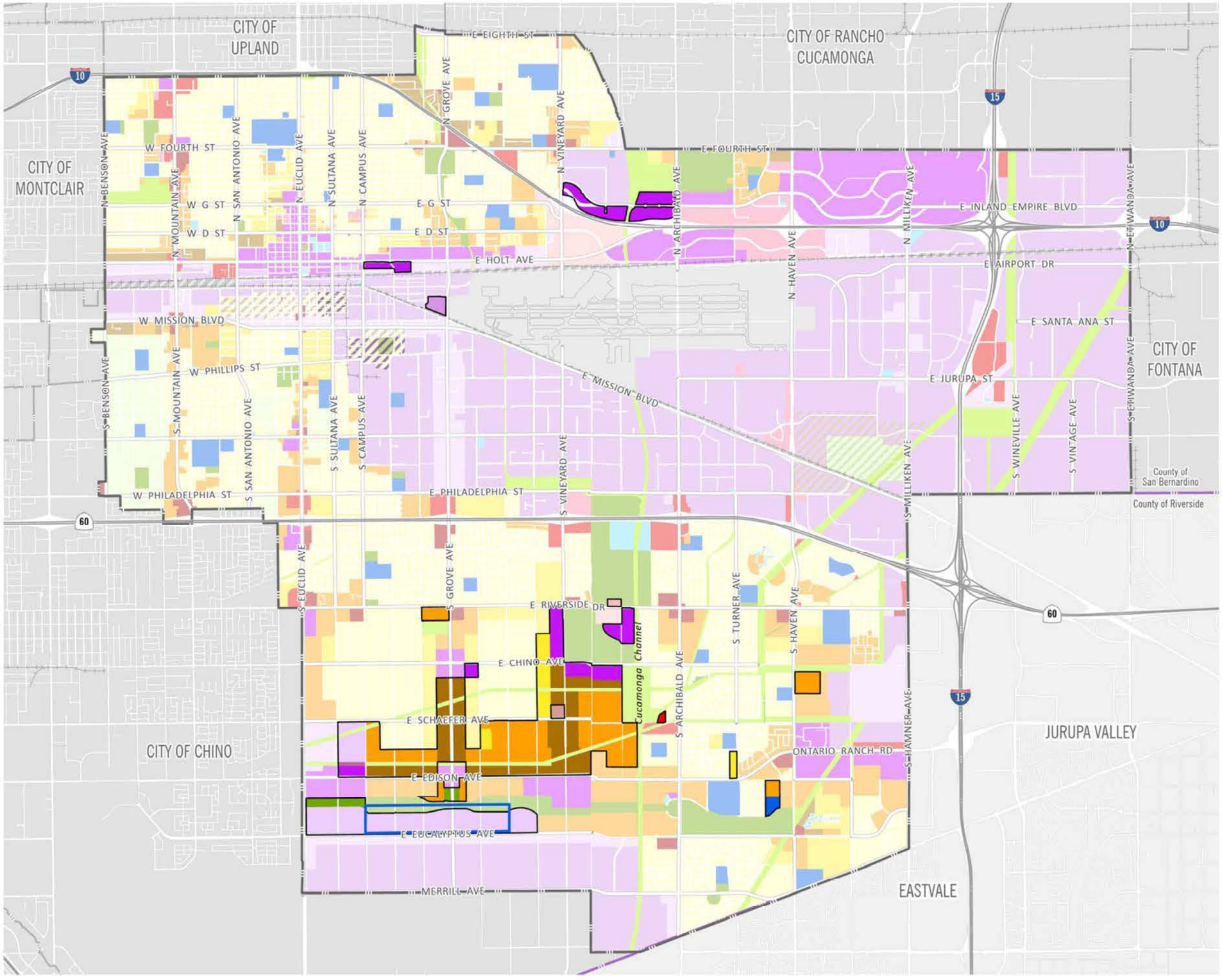
The proposed changes to TOP are driven by requests from property owners and developers who seek to alter the allowable type or intensity of land use on their properties as well as land use changes required to maintain land use compatibility with requested changes, maintain compliance with state laws, uphold long-term planning goals, and plan for a cohesive land use pattern that continues to position the southwest portion of the City as a regional employment and logistics center. A critical aspect of these proposed Policy Plan Amendments is to ensure compliance with state laws (SB 330, SB 166, SB 1000, and AB 98).

Land Use Changes

Figure 2-6, *Policy Plan Amendment Areas of Change*, shows the changes in land use between the Current TOP and proposed project that will be evaluated in this SEIR. The proposed project has approximately 1,300 acres of land use changes that affect the buildout projections throughout the City; however, the majority of changes are concentrated in Ontario Ranch.

Figure 2-6

Policy Plan Amendment Areas of Change



- EBPSP Boundary
- Proposed TOP Areas of Change
- Ontario City Boundary
- County Boundary
- Rail Network

Overlay Zones
- Business Park
- Industrial
- Landfill Impact Area

Residential
- RR Rural Residential
- LDR Low Density Residential
- LMDR Low Medium Density Residential
- MDR Medium Density Residential
- HDR High Density Residential

Mixed-Use
- MU Mixed Use

Commercial
- NC Neighborhood Commercial
- GC General Commercial
- OC Office Commercial
- HOS Hospitality

Employment
- BP Business Park
- IND Industrial

Other
- OS-NR Open Space - Non-Rec
- OS-R Open Space - Recreation
- OS-W Open Space - Water
- PF Public Facility
- ROW; ROW-bp
- PS Public School
- ARPT Airport
- LF Landfill
- Rail

*Areas where no land use change is proposed are shown at 40% opacity

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Source: The City of Ontario 2026 Date: 2/26/2026

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Senate Bill 330 Compliance. Because the changes to the land use plan would replace areas planned for residential use with nonresidential uses, the loss in residential capacity must be offset by increasing the residential capacity by an equal amount elsewhere in the City to comply with SB 330, which mandates no net loss of residential capacity citywide. The proposed land use changes result in a net gain in housing capacity, increasing the estimated number of allowed units from 129,951 units under TOP 2050, to 137,177 units under the proposed project, an increase of 5.6 percent, meeting the requirements of SB 330. The reason the City must plan for an increase in housing units rather than net replacement of units is due to more stringent requirements related to Senate Bill 166, as described below.

Senate Bill 166 Compliance. SB 166 mandates that a jurisdiction maintain an inventory of sites suitable to fulfill its low and very low Regional Housing Needs Assessment (RHNA)[1] obligation at all times. To comply with State Housing Law, codified as SB 166, the City must remove sites identified in its inventory as suitable for low and very-low income households when land use or zoning changes render them no longer suitable for affordable housing, and the City must identify additional adequate sites to meet its RHNA requirements. California housing law establishes general criteria for sites to be considered suitable for low and very low income RHNA:

- **Minimum Density.** 30 dwelling units per acre or more.
- **Infrastructure and Realistic Development Potential by 2029.** Sites must have available or planned infrastructure and demonstrate realistic development potential within the planning period. Where infrastructure is planned jurisdictions must account for development time and uncertainty by counting only a percentage of the total units that could develop towards its low and very-low (lower) income requirements.
- **Vacant or Underutilized Property.** All properties identified in the inventory must be vacant or underutilized.
- **Lot Size.** Properties smaller than 0.5 acre or larger than 10 acres must provide additional documentation to show that development of lower-income units is feasible.
- **Affirmatively Furthering Fair Housing (AFFH).** Sites for lower-income households must not be concentrated in lower resource areas but dispersed throughout the community, including in areas with access to greater resources, amenities, and opportunities.

[1] RHNA is California's process for determining how much housing each jurisdiction must plan for during an 8-year cycle. The state allocates housing needs to regional agencies, which then distribute specific unit targets to each city and county across four income categories: lower (including very low and low), moderate, and above moderate income.

Several properties identified as suitable for lower-income housing must be removed from the current sites inventory due to changes that are part of the proposed project as well changes to zoning or entitlement status that are outside the scope of the proposed project but render sites no longer suitable for lower-income units. Because the loss of sites cannot be absorbed within the current inventory and there are not enough sites that meet the criteria above to offset the loss of sites, the proposed project includes upzoning several sites to meet the City's RHNA obligation (see Figure 2-7, *Policy Plan Amendment Affordability Sites Inventory Changes*).

Table 2-5, *Ontario's 2021-2029 RHNA Requirements*, identifies the City's current RHNA requirements for the 2021-2029 Housing Element cycle.

Table 2-5 Ontario's 2021-2029 RHNA Requirements

Income Category	Units
Lower Income	8,926
Moderate Income	3,329
Above Moderate Income	8,599
Total	**20,854**

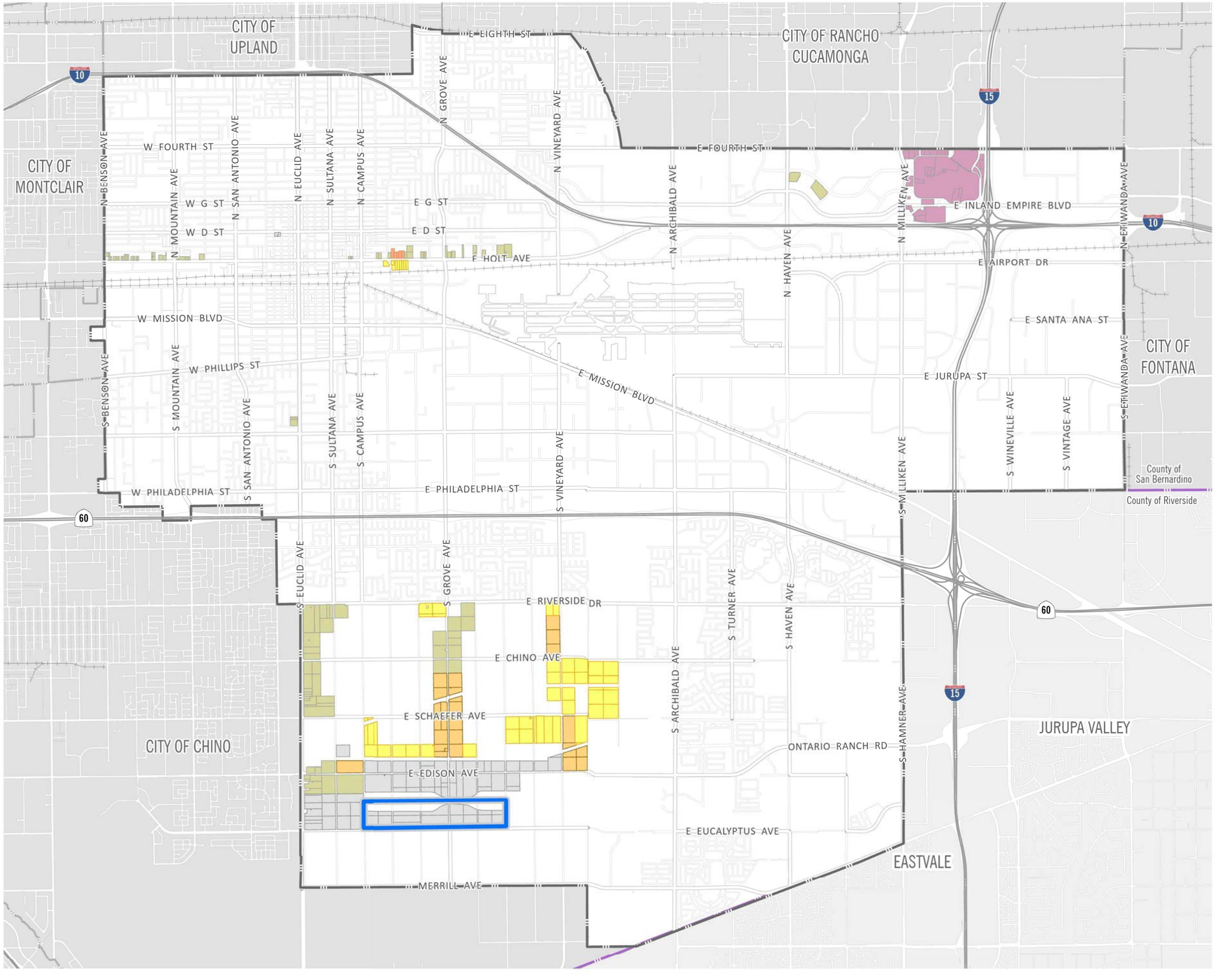
Transportation Updates

The proposed project would also result in changes to the truck routes map to address the requirements of AB 98. The intent of AB 98 is to improve community health and the environment by strategizing how and where heavy-duty trucks travel to and from logistics and warehousing facilities. The primary direction of state law is to prioritize routes that maximize the use of freeways or state highways followed by larger local roads (arterial and collector roadways). Changes to the City's truck routes are to avoid, when possible, routing trucks through residential areas and near concentrations of other sensitive uses (such as schools, hospitals, and parks).

In summer 2025, the City conducted outreach and initiated evaluation of its existing truck routes, which resulted in changes to the truck routes in northern Ontario, in the Original Model Colony (OMC). Figure 2-8, *Current Truck Routes*, shows the current truck routes map. Changes in southern Ontario are being evaluated as part of the Policy Plan Amendment concurrent with land use changes. The City received comments regarding heavy truck traffic passing by residential areas, especially along Ontario Ranch Road and Archibald Avenue. Specific issues identified by the public from truck travel include noise, vibration, and air quality impacts on homes and schools; safety concerns for pedestrians and cyclists; road damage from heavy vehicles; and the need for better enforcement of truck routes. Based on feedback from the public, the City identified four truck routes concepts for Ontario Ranch. Figure 2-9, *Proposed Truck Routes*, identifies the proposed truck routes selected by the City to move forward for the Policy Plan Amendment and to address the requirements of AB 98.

Figure 2-7

Policy Plan Amendment Affordability Sites Inventory Changes



EBPSP Boundary
Ontario City Boundary
County Boundary
Rail Network

Proposed Changes to the Housing Element Sites Inventory

- Retain with no Changes
- Retain: Affordable Project Entitled
- Retain with no Changes / zoning not in place
- Upzone existing site (MDR to HDR or Mixed Use)
- New Site (add to Housing Sites inventory)
- Remove Site

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Source: City of Ontario, 2026 Date: 3/2/2026

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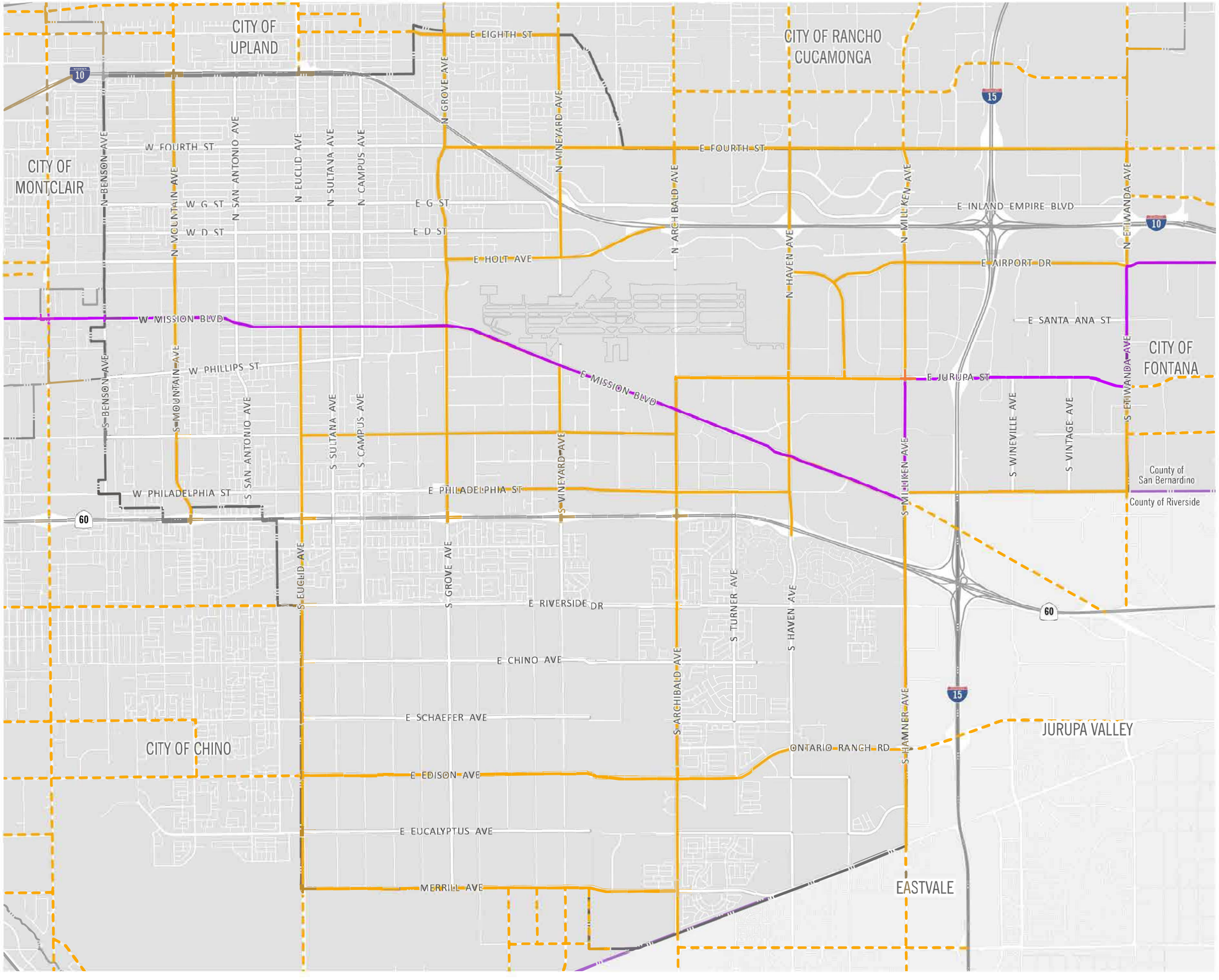
Figure 2-8

Current Truck Routes



Ontario City Boundary
County Boundary
Truck Route
Adjacent Agency Truck Route
State DOT Network

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Source: City of Ontario, 2022 Date: 12/8/2025

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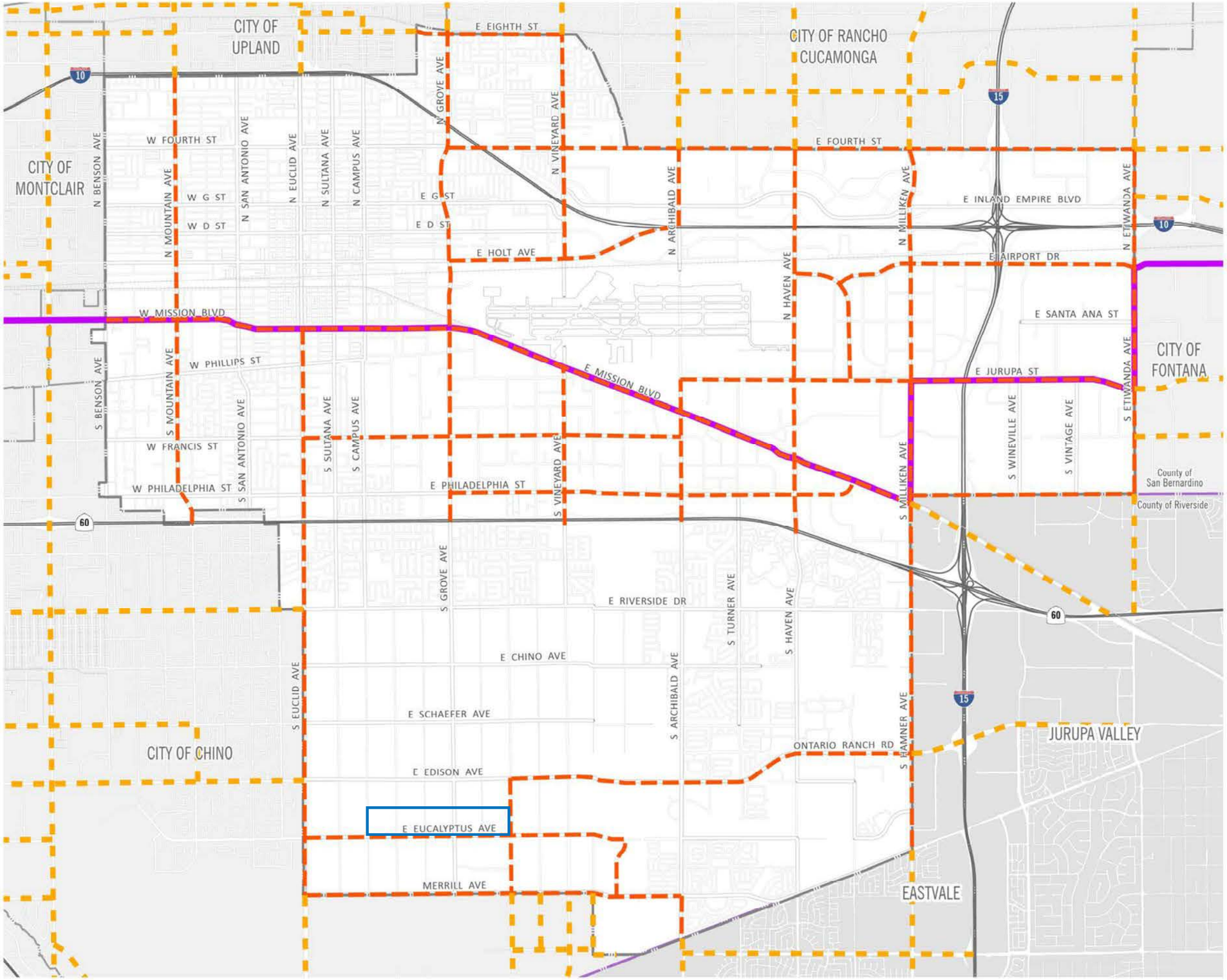
Figure 2-9

Proposed Truck Routes



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Source: The City of Ontario 2025 Date: 12/20/25

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Recommended changes to the truck routes map in TOP 2050 identified in Figure 2-9 include:

- Removal of Archibald Avenue between SR-60 and Merrill Avenue.
- Removal of Edison Avenue/Ontario Ranch Road between Euclid Avenue and Walker Avenue.
- Add Eucalyptus Avenue between Euclid Avenue and South Hellman Avenue.
- Add Walker Avenue between Edison Avenue/Ontario Ranch Road and Merrill Avenue.
- Add South Hellman Avenue between Eucalyptus Avenue and Merrill Avenue.

As described above, the changes to the truck route map are to minimize the number of existing and proposed sensitive receptors adjacent to the truck routes. Factors that were considered included:

- Direct access to a freeway interchange.
- Connection to truck routes in other jurisdictions.
- Direct service to Industrial and Business Park land uses.
- Larger roads (generally 4-6 lanes).
- The presence of soundwalls and vegetation.
- The proximity of a parallel truck route.
- Existing and future estimated truck volumes.
- Fewer gaps in truck routes.
- Presence of existing and planned sensitive uses (e.g., residential areas, Grand Park, and schools).
- Roadway operations.

In addition to the truck routes update, the proposed project also includes updates to multipurpose trails and bikeways within the City as a result of the proposed land use and truck route changes described above.

EBPSP Land Use Changes

As part of the Policy Plan Amendment being processed in conjunction with the EBPSP, the land use designations for the site would be changed as shown in Table 2-6, *EBPSP Proposed Land Use Designations,* and Figure 2-6. The City of Ontario's Zoning Map designates the Specific Plan area's zoning as Specific Plan (SP) with an Agricultural Overlay and an Affordable Housing Overlay. Upon approval of the Specific Plan, the site's zoning would become Specific Plan–EBPSP.

Table 2-6 EBPSP Proposed Policy Plan Land Use Designations

Current Land Use Designation	New Land Use Designation	Acreage Affected
Medium Density Residential (with Affordable Housing Overlay)	Business Park	47.74
Mixed-Use (with Chino Airport Overlay and Affordable Housing Overlay)	Business Park	81.70
Open Space – Parkland	Business Park	19.18
Total		**148.62**

1. The remaining Specific Plan acreage is either designated as Open Space–Parkland or being utilized for within the EBPSP for the roadway and would be unaffected by the Policy Plan Amendment.

ZONING

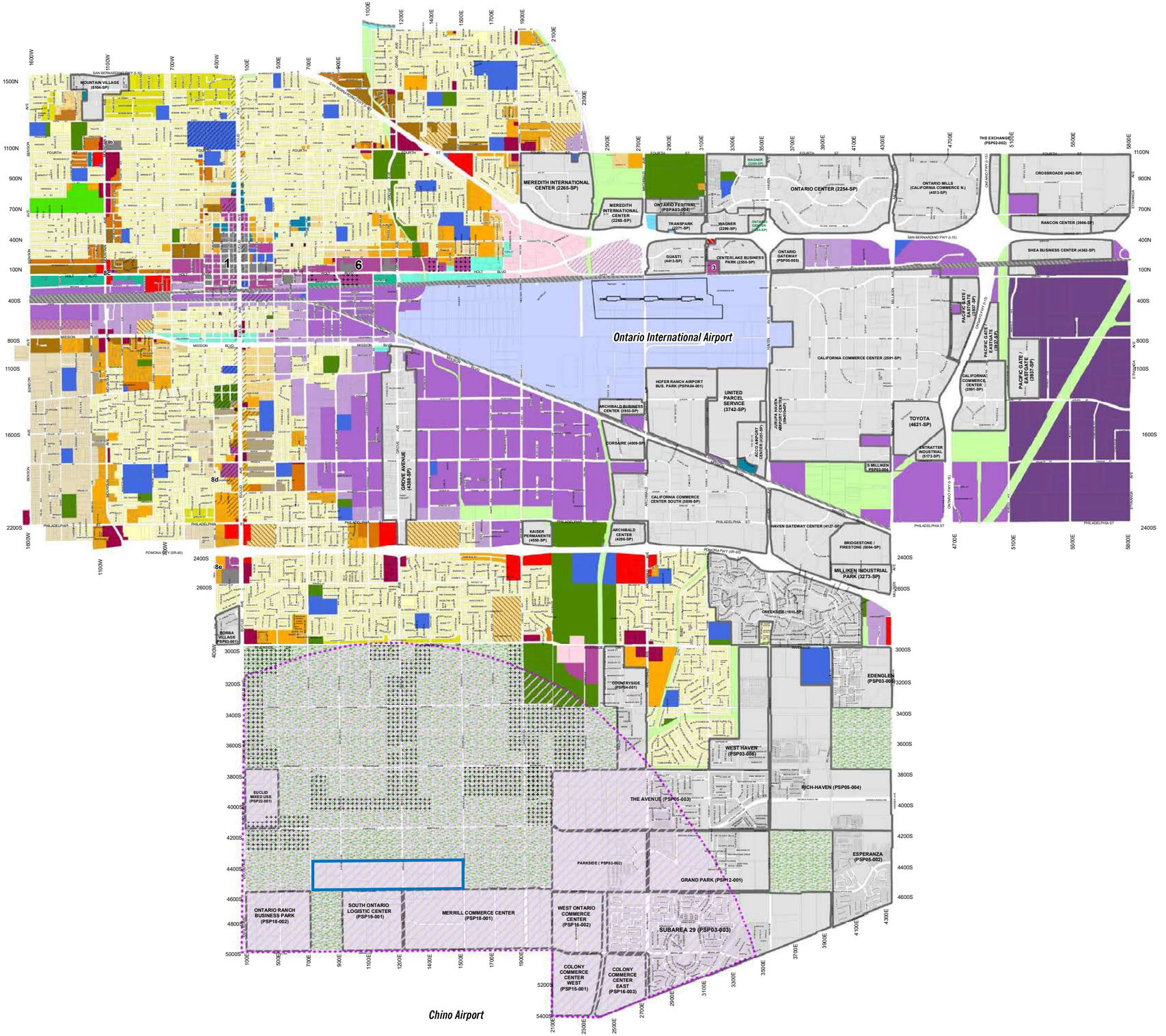
In addition to changes to TOP 2050, the proposed project includes amendments to the City's development code to implement the land-use changes, including updates to the zoning map and the affordable housing overlay, see Figure 2-10, *Proposed Zoning Map*. There are no separate environmental impacts associated with the Zoning update since these changes reflect the changes to the Policy Plan associated with the proposed Policy Plan Amendment.

2.4.2 Eucalyptus Business Park Specific Plan Project

The Specific Plan would function as the regulatory document for implementing zoning for the entire site, ensuring the orderly and systematic implementation of the City's Policy Plan. The Specific Plan establishes the necessary land use plan, development standards, design guidelines, infrastructure systems, and implementation strategies on which subsequent, related development activities would be founded. Upon adoption of the Specific Plan, subsequent subdivision maps, plot plans, conditional use permits, grading and building permits, or any other actions requiring either ministerial or discretionary approvals would be required to demonstrate consistency with the Specific Plan.

Figure 2-10

Proposed Zoning Map



Residential

- AR-2, Residential-Agricultural
- RE-2, Rural Estate
- RE-4, Residential Estate
- LDR-5, Low Density Residential
- MDR-11, Low-Medium Density Residential
- MDR-18, Medium Density Residential
- MDR-25, Medium-High Density Residential
- HDR-45, High Density Residential

Mixed Use

Mixed Use

1. Downtown
3. Centrelake West
6. East Holt

8b. Mountain and Fourth
8c. West Holt
8d. Euclid and Francis
8e. Euclid and Walnut

Retail/Service

- CS, Corner Store
- CN, Neighborhood Commercial
- CC, Community Commercial
- CR, Regional Commercial
- CCS, Convention Center Support Commercial
- OL, Low Intensity Office
- OH, High Intensity Office

Employment

- BP, Business Park
- IP, Industrial Park
- IL, Light Industrial
- IG, General Industrial
- IH, Heavy Industrial

Other

- PUD, Planned Unit Development
- MHP, Mobile Home Park
- ONT, Ontario International Airport
- CIV, Civic
- OS-R, Open Space-Recreation
- OS-C, Open Space-Cemetery
- UC, Utilities Corridor
- RC, Rail Corridor
- SP, Specific Plan

Overlays

- AG, Agricultural
- EA, Euclid Avenue
- MTC, Multimodal Transit Center
- EBPSP Boundary
- ICC, Interim Community Commercial
- ES, Emergency Shelter
- AH - Affordable Housing
- CNO (Chino Airport) Overlay

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Source: The City of Ontario 2026 Date: 2/10/2026

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EBPSP LAND USE PLAN

As illustrated in Figure 2-11, *Conceptual EBPSP Land Use Plan*, the EBPSP would establish 9 planning areas that would provide for development of the site with approximately 2,939,000 SF of Business Park uses on 137.9 acres and 36.15 acres of Open Space–Parkland. The remaining 14.97 acres would be utilized for roadway improvements. Table 2-7, *EBPSP Land Use Statistical Summary,* provides a breakdown of acreages by planning area. The EBPSP would result in 1,590 employees within the project site.

Table 2-7 EBPSP Land Use Statistical Summary

Planning Area (PA)	Land Use Designation	Acres	Target Buildout SF
1	Business Park	7.70	162,600
2	Business Park	18.33	273,700
3	Business Park	18.21	340,700
4	Business Park	18.19	423,200
5	Business Park	37.76	859,300
6	Business Park	37.71	879,500
7	Open Space – Parkland	8.05	—
8	Open Space – Parkland	14.10	—
9	Open Space – Parkland	14.00	—
-	Roadway	14.97	—
	TOTAL	**189.0**	**2,939,000**

Notes: SF = square feet

A maximum of 10,000 SF of Commercial uses may be provided within Business Park planning areas 1, 2, 3, 4, 5, or 6. This square footage is included within the total listed above.

A publicly operated animal resource center may be provided within any of the Business Park planning areas. The animal resource center shall not exceed 35,000 SF.

The EBPSP allows the transfer of development square footage (15 percent or less) within the same land use designation, provided that the shift in square footage would not exceed the maximum allowable overall square footage (2,939,000) and the maximum building FAR (0.55).

Total acreage of 189.0 is rounded to the nearest one-tenth of an acre.

EBPSP CURRENT LAND USE DESIGNATIONS

The approved TOP 2050 designates the EBPSP project site for Medium Density Residential (MDR), Mixed-Use (Eucalyptus/Chino Airport) (MU-BC); and Open Space Parkland (OS-R). Buildout of the approved TOP 2050 for the EBPSP site would allow for up to 2,195 residential units and 1,632,143 square feet (SF) of non-residential land uses within the 189-acre project site (see Table 2-8, *EBPSP Current TOP 2050 Land Uses*).

Table 2-8 EBPSP Current TOP 2050 Land Uses

Land Use Designation	TOP 2050 Approved Land Uses				
	Acres	Dwelling Units	Population	Non-residential SF	Employment
MDR	47.74	1,051	3,403	—	—
MU-BC	81.70	1,144	2,931	1,601,747	3,117
OS-R	58.22	—	—	30,396	10
Roadways	1.75	-	-	-	-
TOTAL	**189.41**	**2,195**	**6,335**	**1,632,143**	**3,126**

Notes: SF = square feet; MDR = Medium Density Residential; MU-BC = Mixed-Use (Eucalyptus/ Chino Airport); OS-R = Open Space Parkland

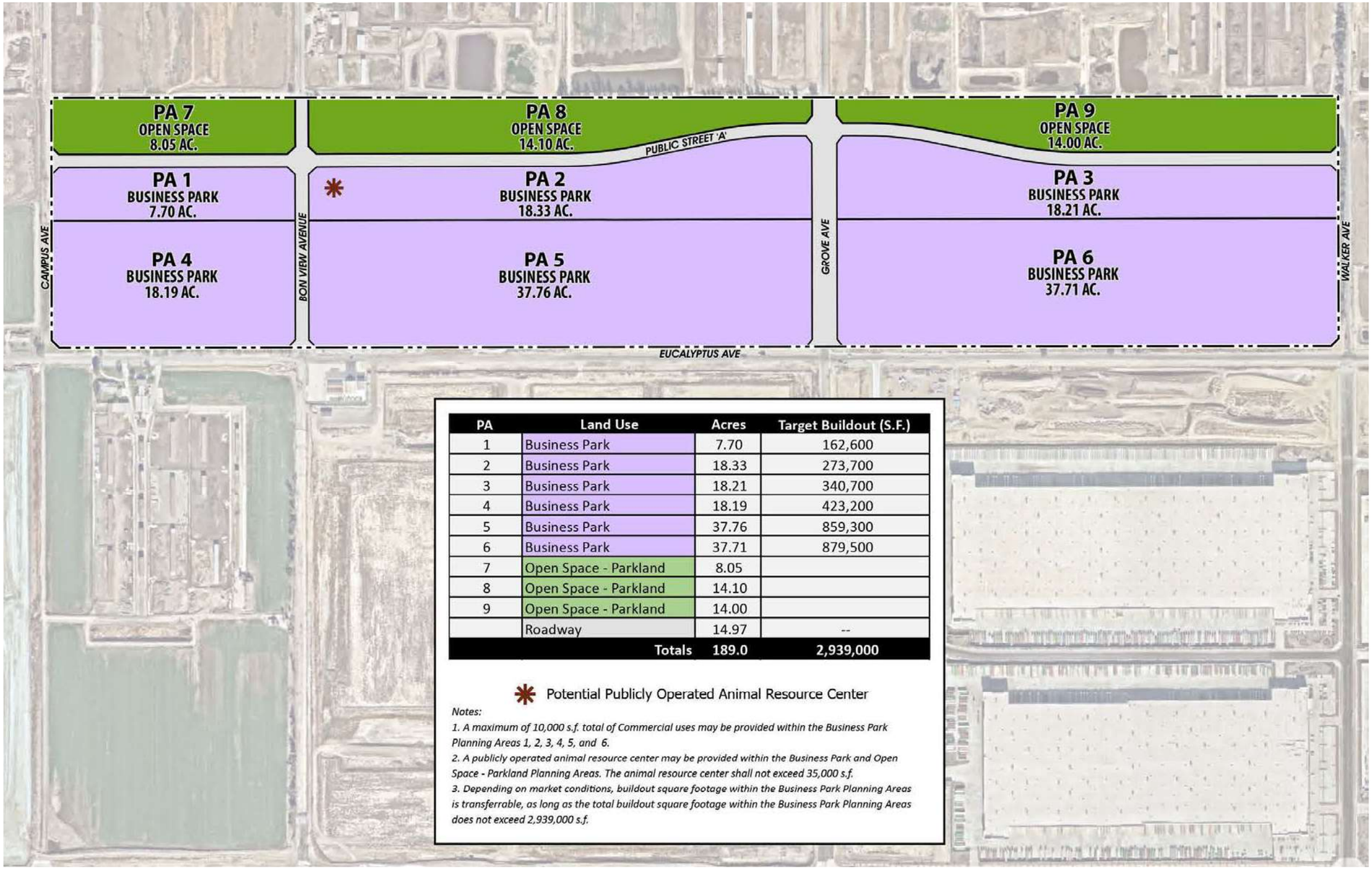
BUSINESS PARK

Encompassing 137.9 acres in the southerly portion of the Specific Plan area along its frontage with Eucalyptus Avenue, Planning Areas 1 through 6 would be designated for Business Park uses. Up to 2,939,000 SF of building space are permitted across Planning Areas 1 through 6.

The Business Park land use designation is intended to provide for uses such as employee-intensive office spaces, technology centers, research and development facilities, warehouse and distribution, and light manufacturing. No cold storage would be permitted. The Specific Plan would also allow a maximum of 10,000 SF of commercial uses within the Business Park planning areas to support the Business Park operations and a 35,000 SF publicly operated animal resource center if the City of Ontario decides to locate an animal resource center in the Specific Plan.

Figure 2-11

Conceptual EBPSP Land Use Plan



PA	Land Use	Acres	Target Buildout (S.F.)
1	Business Park	7.70	162,600
2	Business Park	18.33	273,700
3	Business Park	18.21	340,700
4	Business Park	18.19	423,200
5	Business Park	37.76	859,300
6	Business Park	37.71	879,500
7	Open Space - Parkland	8.05	
8	Open Space - Parkland	14.10	
9	Open Space - Parkland	14.00	
	Roadway	14.97	--
	Totals	**189.0**	**2,939,000**

* Potential Publicly Operated Animal Resource Center

Notes:

1. A maximum of 10,000 s.f. total of Commercial uses may be provided within the Business Park Planning Areas 1, 2, 3, 4, 5, and 6.

2. A publicly operated animal resource center may be provided within the Business Park and Open Space - Parkland Planning Areas. The animal resource center shall not exceed 35,000 s.f.

3. Depending on market conditions, buildout square footage within the Business Park Planning Areas is transferrable, as long as the total buildout square footage within the Business Park Planning Areas does not exceed 2,939,000 s.f.

EBPSP Boundary

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 275 550 Feet

Source: T&B 2026 Date: 02/03/2026

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OPEN SPACE–PARKLAND

Situated between the northern boundary of the Specific Plan and new Public Street 'A', Planning Areas 7, 8, and 9 would be designated Open Space–Parkland. This 36.15-acre area would implement a segment of the City's public "Grand Park." Grand Park is planned as a 3.7-mile, 340-acre greenbelt between Haven Avenue and Campus Avenue. The Specific Plan would implement the southern half of a 1.25-mile stretch of the park. The northern half of this segment of Grand Park would be installed by the Center Park Specific Plan, which is currently proposed to the north of the EBPSP.[2] Passive recreational opportunities for future employees, visitors, and City residents would be provided through features such as pedestrian paths, gathering areas, turf areas, and botanical gardens. The park would be landscaped, including forested areas, meadow areas, and open space lawn areas, consistent with the City's Grand Park Landscape Master Plan. It is noted that the previously referenced 35,000 SF publicly operated animal resource center is also an allowed use within these planning areas, should the City of Ontario elect to locate the facility in the park.

CONCEPTUAL SITE PLAN

A conceptual site plan for the EBPSP is presented as Figure 2-12, *Conceptual EBPSP Site Plan*. As illustrated, the Specific Plan intends to provide a range of building sizes in an effort to house a diverse range of businesses. The larger buildings would be along the Eucalyptus Avenue frontage as a transition from the larger industrial buildings to the south across Eucalyptus Avenue. Buildings in excess of 560,000 square feet would not be permitted. Smaller buildings would be along Street 'A' to the north, further transitioning the size and scale of the buildings to the Open Space–Parkland along the northern frontage of the EBPSP.

It is noted that the plan illustrated in Figure 2-12 is preliminary and conceptual. The EBPSP allows the transfer of development square footage (15 percent or less) within the same land use designation, provided that the shift in square footage would not exceed the maximum allowable overall square footage (2,939,000) and the maximum FAR (0.55).

The precise location and layout of the potential commercial uses and public animal shelter have not yet been developed. If necessary, the arrangement of the business park uses would be revised to accommodate these uses.

[2] It is noted that although only the southern half of the Grand Park is included in the EBPSP, development of the entire park area has been assumed and analyzed within the EBPSP's technical studies in case the northern development does not occur.

ACCESS AND CIRCULATION

Regional Access

State Route 60 (SR-60) is approximately 2.2 miles north of the Specific Plan area and is accessible via the Grove Avenue ramps. State Route 83 (SR-83) is approximately 0.5 mile west of the Specific Plan area and is accessible via Edison Avenue/Ontario Ranch Road and Eucalyptus Avenue. Interstate 15 (I-15) is approximately 4.5 miles east of the Specific Plan area and is accessible via the Edison Avenue/Ontario Ranch Road ramps or the Limonite Avenue ramps.

Local Access

As illustrated in Figure 2-13, *Conceptual EBPSP Vehicular Circulation and Access Plan*, direct access to the EBPSP area is provided by Campus Avenue to the west, Eucalyptus Avenue to the south, and Walker Avenue to the east. Additionally, Bon View Avenue and Grove Avenue provide north-south access through the Specific Plan area. The Specific Plan would provide an internal east-west Public Street 'A' to connect Campus Avenue and Walker Avenue. Public Street 'A' would separate Business Park and Open Space–Parkland uses. The developer(s) of the Specific Plan would be responsible for the construction of certain roadway improvements, including segments of Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, and Eucalyptus Avenue and the full width of Street 'A'. Please refer to Chapter 4, Infrastructure Plan, of the EBPSP for detailed descriptions of all circulation improvements to be implemented by the Specific Plan.

Truck Routes

As part of the Policy Plan Amendment being processed in conjunction with the Specific Plan, truck routes within the City would be modified. The Policy Plan Amendment would remove the following roadway segments from the City's officially designated truck routes:

- Edison Avenue/Ontario Ranch Road between Euclid Avenue and Walker Avenue.
- Archibald Avenue from the SR-60 Freeway to Merrill Avenue.

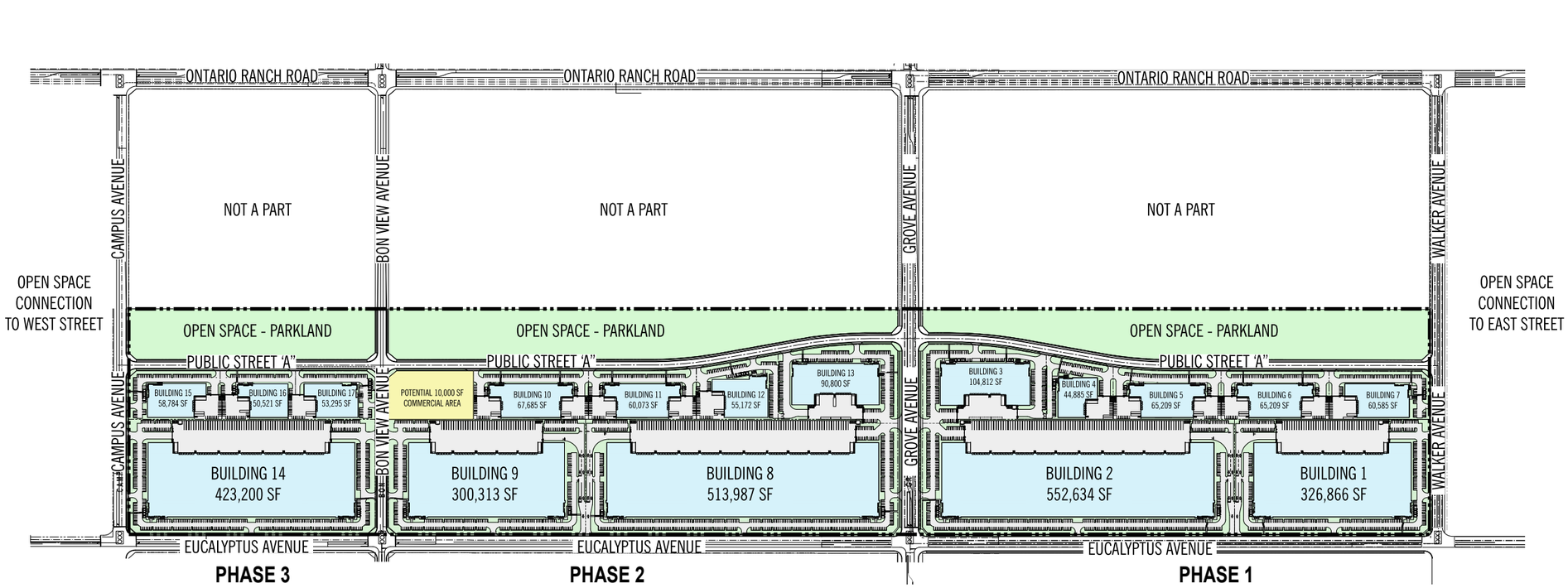
The following roadway segments would be added to the City's officially designated truck routes:

- Eucalyptus Avenue between Euclid Avenue and South Hellman Avenue.
- South Hellman Avenue from Eucalyptus Avenue to Merrill Avenue.
- Walker Avenue from Edison Avenue/Ontario Ranch Road to Merrill Avenue.

Truck traffic generated by the land uses implemented pursuant to the EBPSP would be required to utilize officially designated truck routes.

Figure 2-12

Conceptual EBPSP Site Plan



2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 350 700 Feet

Source: T&B 2026

Date: 02/03/2026

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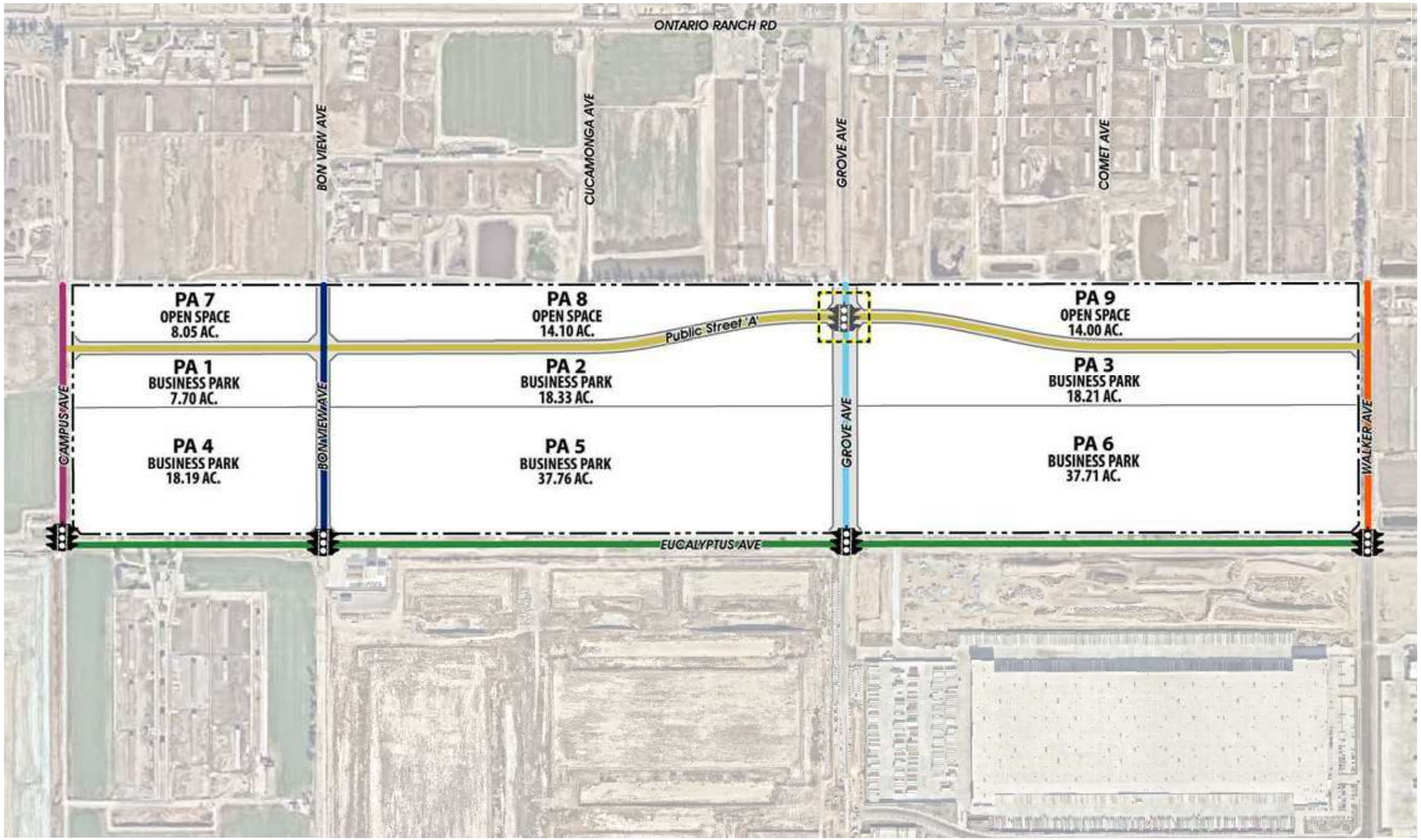
Figure 2-13

Conceptual EBPSP Vehicular Circulation and Access Plan



- EBPSP Boundary
- Traffic Signal
- Potential Signal Location
- Grove Avenue (124' ROW - Principal Arterial)
- Eucalyptus Avenue (108' ROW - Collector)
- Campus Avenue (108' ROW - Minor Arterial)
- Walker Avenue (88' ROW - Collector)
- Bon View Avenue (66' ROW - Collector)
- Public Street 'A' (64' ROW - Collector)

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 275 550 Feet

Source: T&B 2026 Date: 03/03/2026

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Non-vehicular Circulation

Pedestrian and bicycle circulation would be accommodated within the Specific Plan area through a network of sidewalks, multipurpose trails, and bike lanes, as illustrated on Figure 2-14, *Conceptual EBPSP Non-vehicular Circulation and Mobility Plan*. Additional pedestrian and bicycle facilities would be designed on individual business park building sites at the time buildings are designed and positioned in each planning area as part of implementing development projects. Provisions for sidewalks, bicycle storage facilities, and employee and visitor gathering areas interior to the planning areas are described in Chapter 6, Design Guidelines, of the EBPSP. Additional pedestrian and bicycle facilities in Planning Areas 7, 8, and 9 would be designed consistent with the City of Ontario Grand Park Master Plan.

Transit Service

Transit services are currently provided to the Specific Plan area by Omnitrans. The following bus and transit facilities are near the Specific Plan area.

- Omnitrans Bus Route 83, about 0.6 mile to the west along Euclid Avenue.
- Omnitrans Bus Route 87, about 1.8 miles to the north along Riverside Drive.
- In addition, the EBPSP would construct a bus turnout near the intersection of Grove Avenue and Eucalyptus Avenue in anticipation of future Omnitrans service.

INFRASTRUCTURE

Infrastructure is summarized in this section. Infrastructure plans are shown and analyzed in SEIR Section 3.19, *Utilities and Service Systems*.

Potable Water

The City of Ontario provides water service to the Specific Plan area. The Specific Plan area lies within the 925 Pressure Zone (PZ). Existing potable water lines include a 16-inch potable water line within Eucalyptus Avenue between Campus Avenue and Grove Avenue; a 24-inch potable water line within Eucalyptus Avenue between Grove Avenue and Walker Avenue; and a 30-inch potable water line within Grove Avenue between Eucalyptus Avenue and Edison Avenue/Ontario Ranch Road.

Potable water system improvements necessary to serve the Specific Plan area include: potable water lines along Campus Avenue and Walker Avenue from Eucalyptus Avenue to the northern boundary of the Specific Plan area; and a potable water line along Bon View Avenue from Eucalyptus Avenue to the northern boundary of the Specific Plan area and Public Street ‘A’ between Campus Avenue and Walker Avenue. Final sizing of utility mains shall be dependent on hydraulic studies done at the time of development.

Additional City of Ontario Water Master Plan improvements would be necessary to serve the Ontario Ranch area. These improvements are detailed in SEIR Section 3.19, *Utilities and Service* Systems.

Recycled Water

The City of Ontario/Ontario Municipal Utilities Company (OMUC) and the Inland Empire Utilities Agency (IEUA) supply recycled water to the Specific Plan area. Recycled water supplied by OMUC is produced by the IEUA from its 5 wastewater reclamation plants (IEUA 2026). Existing recycled water lines include an IEUA recycled water line within Eucalyptus Avenue between Campus Avenue and Bon View Avenue; and an IEUA recycled water line within Bon View Avenue between Eucalyptus Avenue and Edison Avenue/Ontario Ranch Road.

Recycled water system improvements necessary to serve the Specific Plan area include recycled water lines within Grove Avenue and Walker Avenue. An additional recycled water line would be installed within Campus Avenue Walker Avenue, at the City's discretion. Final sizing of utility mains shall be dependent on hydraulic studies done at the time of development.

Sewer

Sanitary sewer/wastewater collection for the Specific Plan area is provided by the City of Ontario/OMUC, which conveys wastewater to the IEUA for transmission and treatment. There is currently no sanitary sewer infrastructure within the Specific Plan area.

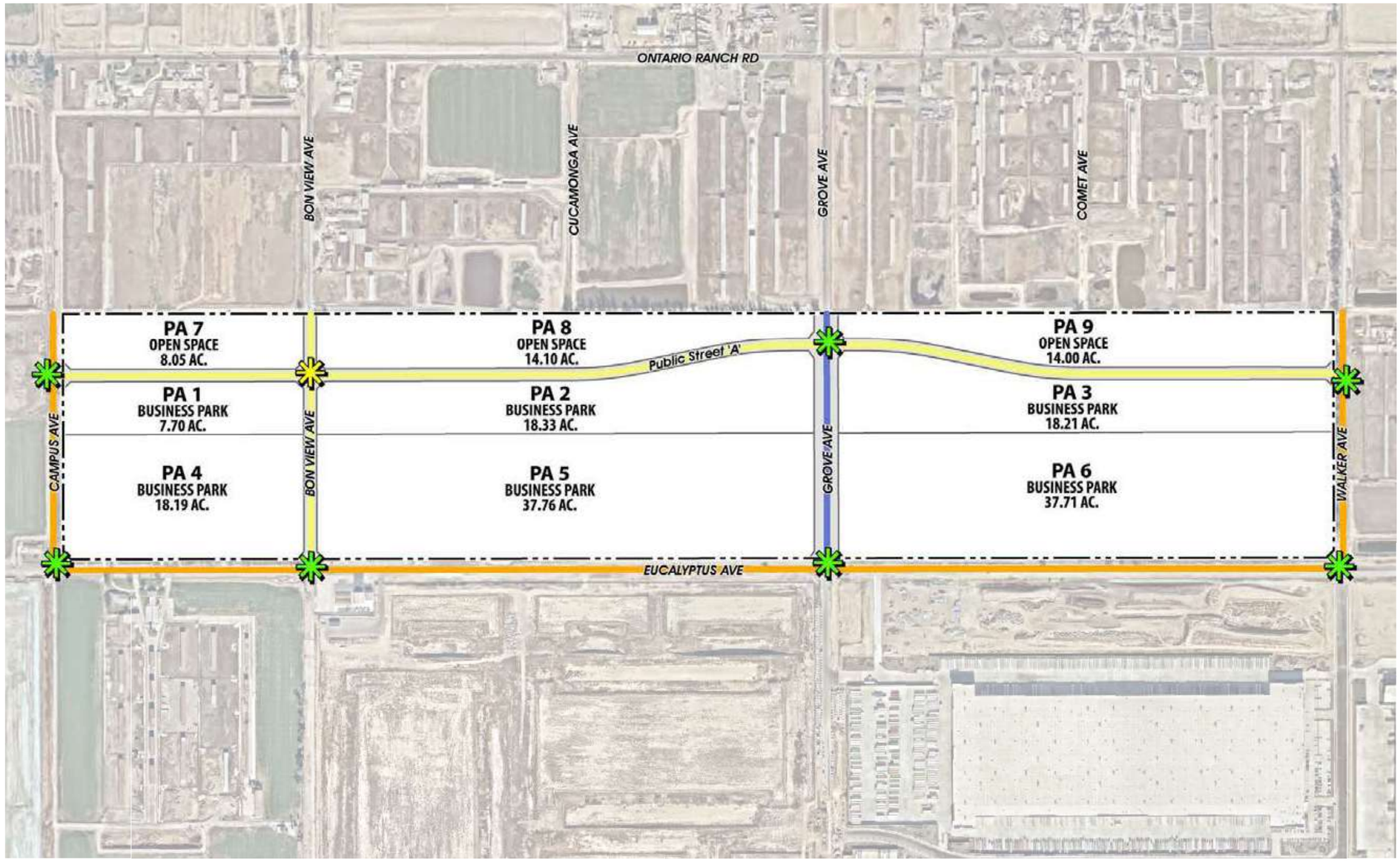
Sanitary sewer infrastructure improvements necessary to serve the Specific Plan area include new sewer lines in Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, and Public Street A between Campus Avenue and Walker Avenue. Additional sewer improvements may also be required along Eucalyptus Avenue and 'A' Street within the EBPSP frontage where future development would not front an existing public master-planned main. Final sizing of utility mains shall be dependent on hydraulic studies done at the time of development.

Drainage and Water Quality

Existing storm drain infrastructure includes a storm drain line within Eucalyptus Avenue just east and west of Grove Avenue and a storm drain line within Eucalyptus Avenue west of Walker Avenue.

Figure 2-14

Conceptual EBPSP Non-Vehicular Circulation and Mobility Plan



EBPSP Boundary
Pedestrian Crosswalk
Potential Pedestrian Crosswalk
Sidewalk Only
Sidewalk Only and Multi-Purpose Trail
Sidewalk, Class II Bikeway, and Multi-Purpose Trail

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 275 550 Feet

Source: T&B 2026 Date: 03/03/2026

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Storm drain infrastructure improvements necessary to serve the Specific Plan area include: a 60-inch storm drain line within Campus Avenue between Eucalyptus Avenue and the northern boundary of the Specific Plan area; a 96-inch storm drain line within Bon View Avenue between Eucalyptus Avenue and the northern boundary of the Specific Plan area; a 108-inch storm drain line within Grove Avenue and Walker Avenue between Eucalyptus Avenue and the northern boundary of the Specific Plan area; 24-inch storm drain lines within Public Street 'A' between Campus Avenue and Bon View Avenue; and 36-inch storm drain lines within Public Street 'A' between Bon View Avenue and Walker Avenue.

During construction of future land uses implemented pursuant to the EBPSP, water quality would be managed through the preparation and implementation of Storm Water Pollution Prevention Plan(s). Post-construction water quality would be managed through implementation of site-specific Water Quality Management Plan(s).

Dry Utilities

The Specific Plan area would also require electrical and telecommunications services. The following service providers are available to the Specific Plan area.

- Electrical service is provided by Southern California Edison. Additional points of connection to existing facilities would be provided consistent with purveyor requirements.
- Telecommunications services are available in the area from various private services, including OntarioNet Fiber and Frontier Communications.

Dry utilities internal to the Specific Plan area would be installed underground in conjunction with the development in accordance with applicable public utility standards and specifications.

GRADING PLAN

As part of site grading activities, the majority of the Specific Plan area would be subject to grading and disturbance. Specifically, grading activities on-site would require approximately 1,000,000 cubic yards (CY) of cut and approximately 1,150,000 CY of fill. Net fill (import) would be 150,000 CY. Within this earthwork operation, the site needs to export approximately 51,000 CY of organic materials. Maximum depth of ground disturbance is expected to be approximately 15 feet for grading, 15 feet for the building foundation, 10 feet for landscaping, 35 feet for utilities, and 25 feet for the storm water detention chamber. Disturbances would also occur in association with the off-site roadway improvements. See Figure 2-15, *EBPSP Grading Plan*.

DEVELOPMENT REGULATIONS AND DESIGN GUIDELINES

The EBPSP establishes development standards and design guidelines to guide development of the physical components of the area. The development standards provided in the Specific Plan are intended to work in concert with the architecture and landscape design guidelines.

Development regulations for each land use category are imposed for new development and provide the permitted, conditionally permitted, and ancillary uses for each land use category. Additionally, the development regulations address lot size, floor area ratio, height, setbacks, landscaping, parking, and other requirements.

Future development accommodated by the Specific Plan would be required to comply with the Specific Plan's design guidelines, which establish the desired quality and character of future land uses. While the design guidelines provide direction, they are meant to provide a certain level of flexibility to allow creative expression during the design of implementing development projects.

TENTATIVE TRACT MAP

As shown on Figure 2-16a, b, and c, *EBPSP Tentative Tract Map*, the Specific Plan would create the appropriate lots to facilitate the implementation of the proposed uses, as described above. Additional subdivision maps (parcel and/or tract maps, including vesting maps) could be processed in conjunction with this Specific Plan to subdivide the site into smaller parcels and to regulate development of the physical components of the Specific Plan.

DEVELOPMENT AGREEMENT

A development agreement would be executed between the Applicant, Ontario Ranch Venture, LLC and Ontario Ranch Venture II, LLC, and the City of Ontario strictly in relation to the EBPSP. California Government Code Sections 65864 to 65869.5 authorize the use of development agreements between any city, county, or city and county, with any person having a legal or equitable interest in real property for the development of the property. The Development Agreement would detail the off-site improvements to be constructed as part of the EBPSP, as described within this section and analyzed throughout this SEIR.

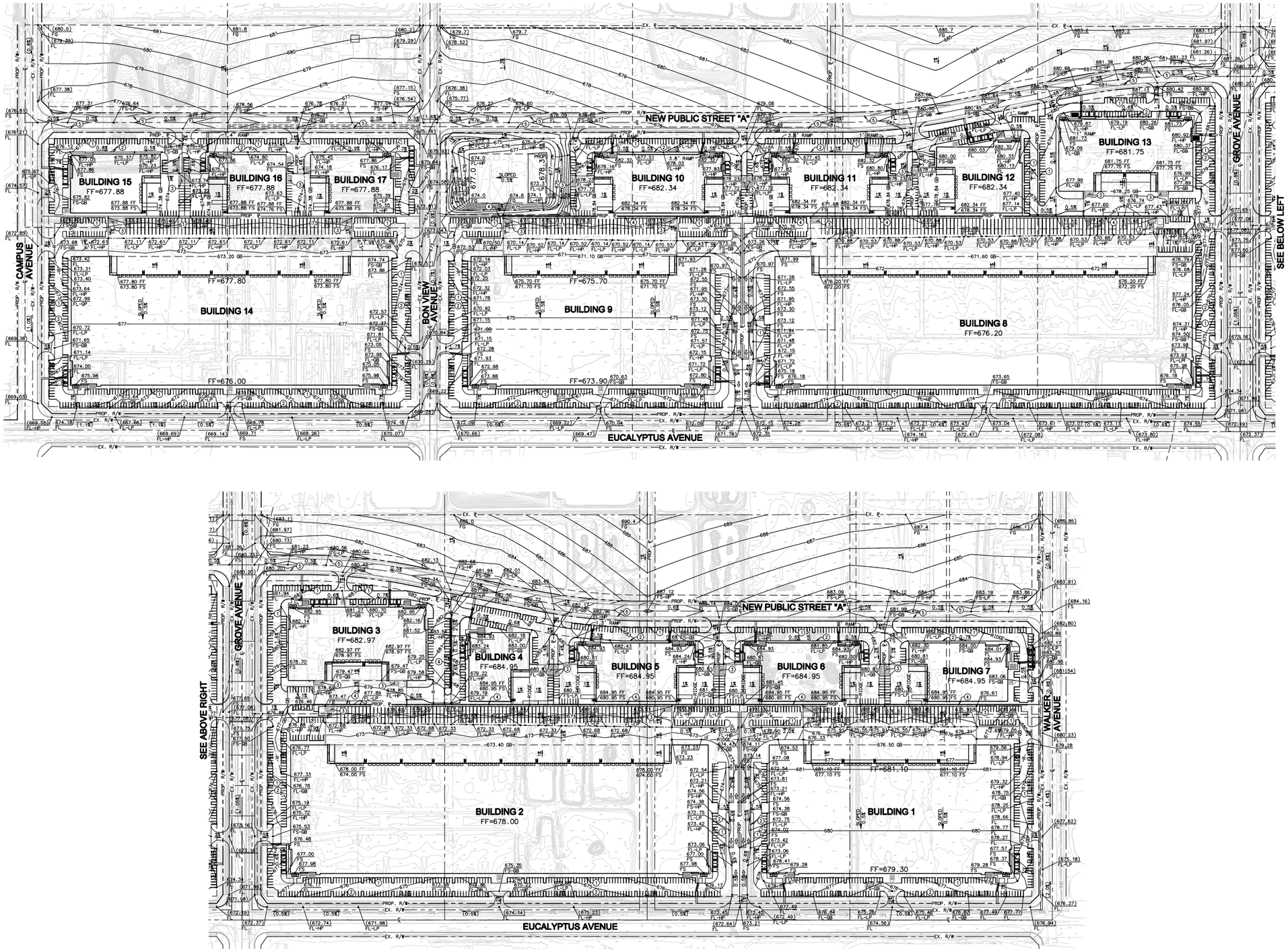
CONSTRUCTION AND OPERATIONAL CHARACTERISTICS

Construction Characteristics

Proposed physical disturbances necessary to implement the EBPSP are depicted on Figure 2-17, *EBPSP Limits of Disturbance*. As shown on this figure, proposed ground-disturbing activities would result in impacts to approximately 189 acres on-site, as well as off-site areas associated with roadway improvements to Campus Avenue, Eucalyptus Avenue, Edison Avenue/Ontario Ranch Road, and Walker Avenue.

Figure 2-15

EBPSP Grading Plan



Construction Notes

1. PROPOSED 6" CURB.
2. PROPOSED 6" CURB & GUTTER.
3. PROPOSED TRASH ENCLOSURE.
4. PROPOSED RETAINING WALL.
5. PROPOSED 8" CURB & GUTTER.

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

Feet
0 165 330

Source: Michael Baker 2026 Date: 2/11/2026

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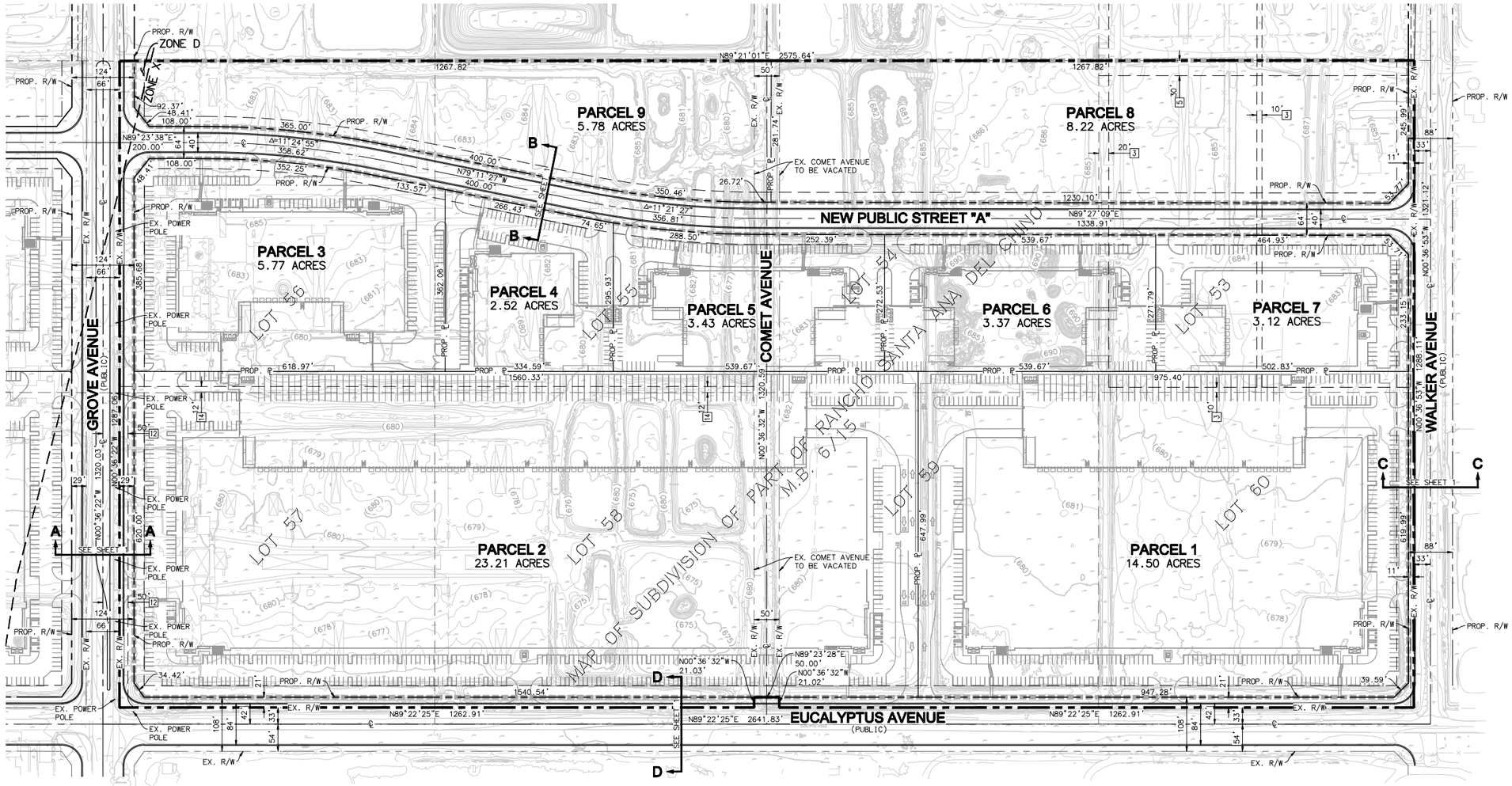
Figure 2-16a

EBPSP Tentative Tract Map Phase 1



PARCEL MAP BOUNDARY
PROPOSED R/W LINE
EXISTING R/W LINE
PROPOSED PROPERTY LINE
EXISTING PROPERTY LINE
PROPOSED PARCEL BOUNDARY
CENTERLINE
EASEMENT LINE
FLOOD ZONE LINE

2·0·5·0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

Feet
0 125 250

Source: Michael Baker 2026 Date: 2/11/2026

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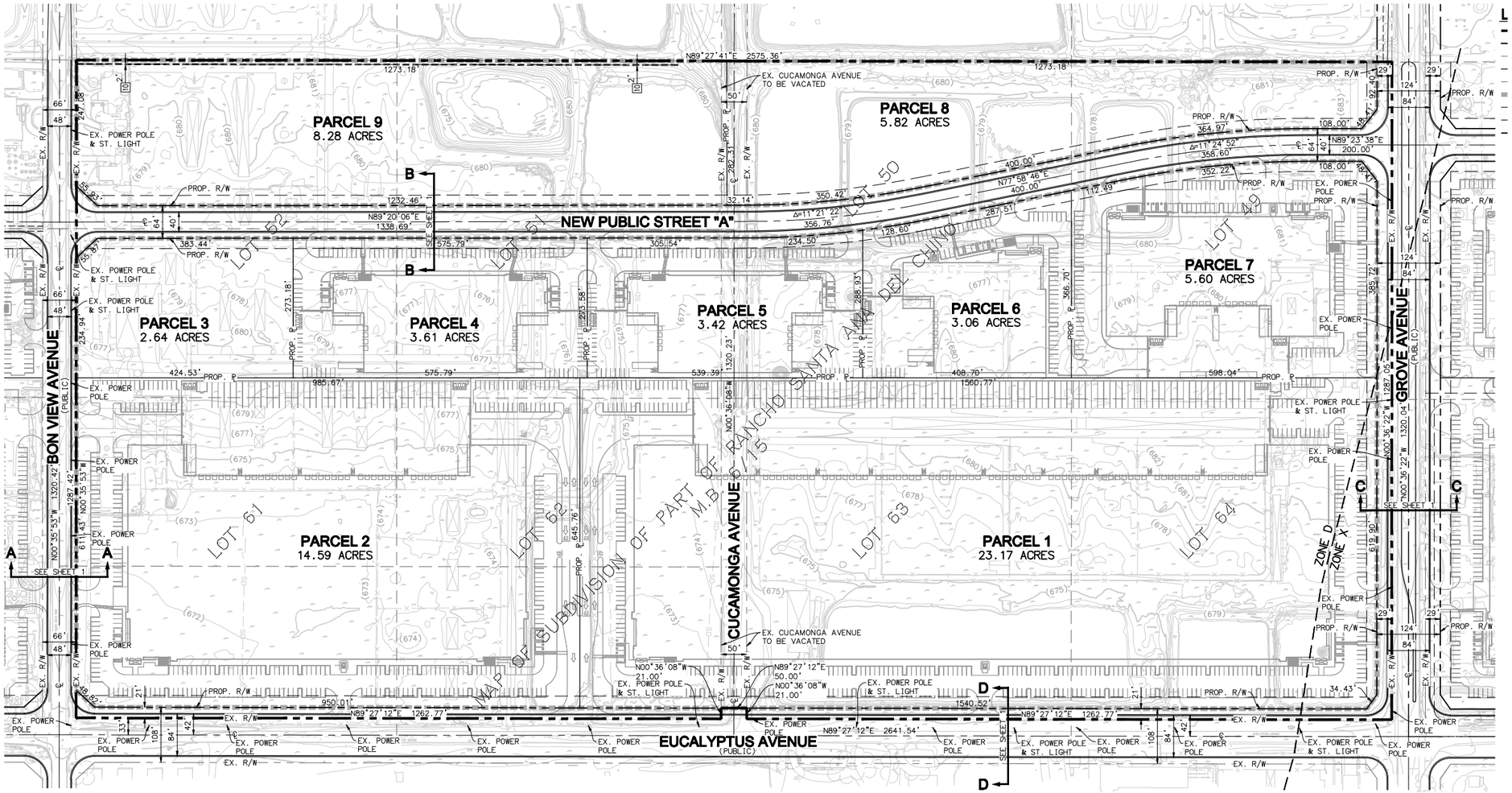
Figure 2-16b

EBPSP Tentative Tract Map Phase 2



PARCEL MAP BOUNDARY
PROPOSED R/W LINE
EXISTING R/W LINE
PROPOSED PROPERTY LINE
EXISTING PROPERTY LINE
PROPOSED PARCEL BOUNDARY
CENTERLINE
EASEMENT LINE
FLOOD ZONE LINE

2·0·5·0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

Feet
0 125 250

Source: Michael Baker 2026 Date: 2/11/2026

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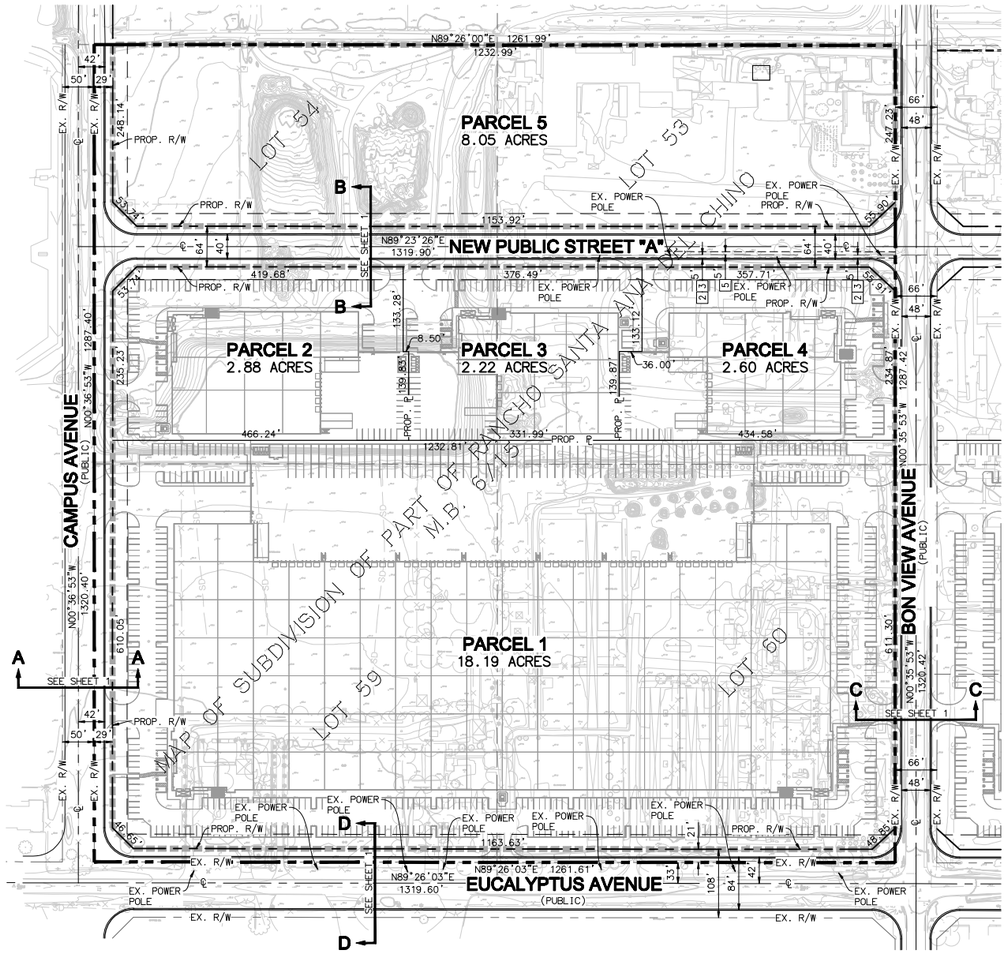
Figure 2-16c

EBPSP Tentative Tract Map Phase 3



PARCEL MAP BOUNDARY
PROPOSED R/W LINE
EXISTING R/W LINE
PROPOSED PROPERTY LINE
EXISTING PROPERTY LINE
PROPOSED PARCEL BOUNDARY
CENTERLINE
EASEMENT LINE

2·0·5·0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

Feet
0 125 250

Source: Michael Baker 2026 Date: 2/11/2026

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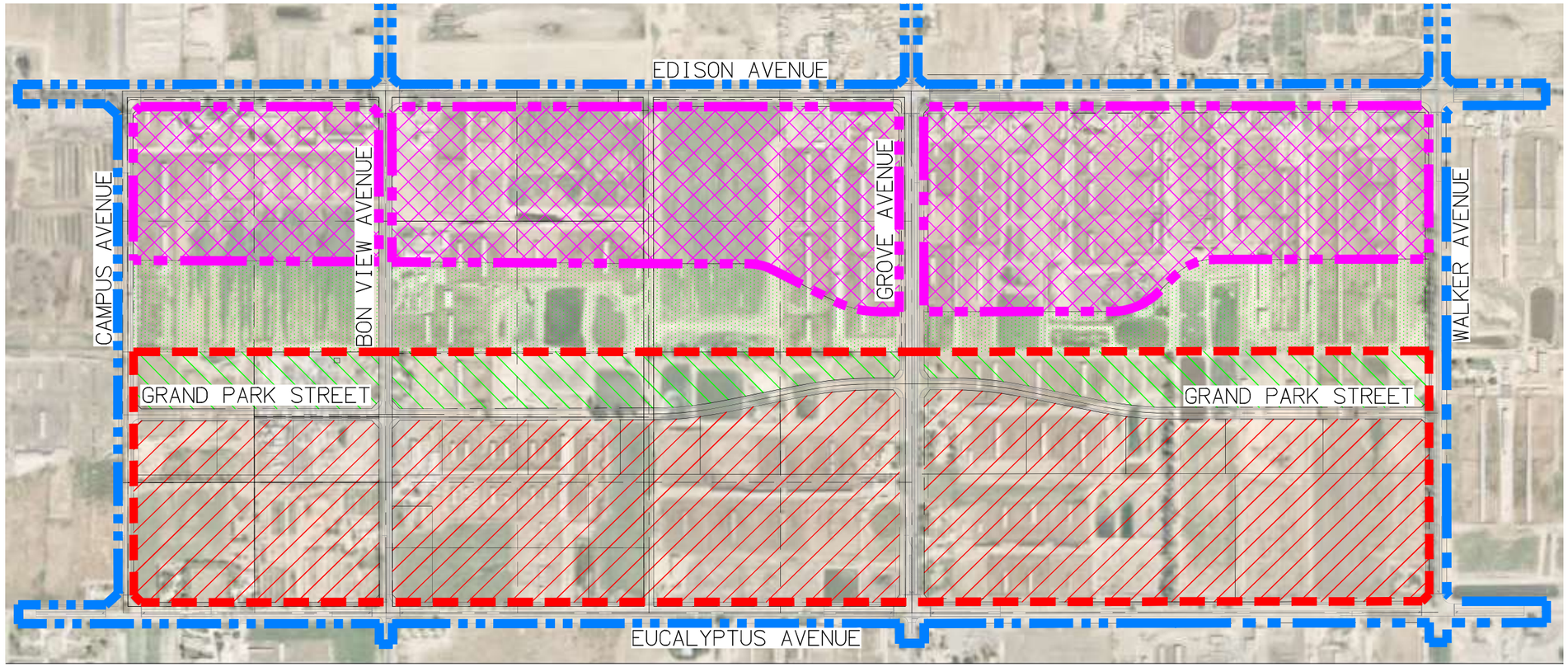
Figure 2-17

EBPSP Limits of Disturbance



- EBPSP Boundary - 190 AC
- Overall Limits of Disturbance Boundary - 300 AC
- Excluded from Overall Limits of Disturbance Boundary
- Business Park (within project limits)
- Open Space (within project limits)
- Open Space (north of project limits)
- Excluded from Overall Limits of Disturbance

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 315 630 Feet

Source: T&B 2025

Date: 12/13/2025

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For purposes of analysis in this EIR, construction is assumed to commence in January 2027 and would last through June 2031 (see Table 2-9, *EBPSP Construction Duration*). The construction schedule used in the analysis is a conservative analysis scenario because if construction occurs any time after the respective dates emission factors for construction would decrease as time passes due to emission regulations becoming more stringent. The construction equipment (see Table 2-10, *EBPSP Anticipated Construction Equipment*) is a reasonable approximation of the expected construction fleet as required by the CEQA Guidelines.

Table 2-9 Construction Duration

Phase	Construction Activity	Start Date	End Date	Days
1	Demolition	1/1/2027	2/18/2027	35
	Site Preparation	2/19/2027	3/18/2027	20
	Grading	3/19/2027	6/3/2027	55
	Building Construction	6/4/2027	6/30/2028	281
	Paving	1/8/2028	6/30/2028	125
	Architectural Coating	1/8/2028	6/30/2028	125
2	Demolition	7/1/2028	8/18/2028	35
	Site Preparation	8/19/2028	9/15/2028	20
	Grading	9/16/2028	12/1/2028	55
	Building Construction	12/2/2028	12/31/2029	281
	Paving	7/10/2029	12/31/2029	125
	Architectural Coating	7/10/2029	12/31/2029	125
3	Demolition	1/1/2030	2/18/2030	35
	Site Preparation	2/19/2030	3/18/2030	20
	Grading	3/19/2030	6/3/2030	55
	Building Construction	6/4/2030	6/30/2031	280
	Paving	2/11/2031	6/30/2031	100
	Architectural Coating	2/11/2031	6/30/2031	100

Table 2-10 EBPSP Anticipated Construction Equipment

Construction Activity	Equipment	Quantity	Hours
Demolition	Tractors/Loaders/Backhoes	6	8
	Excavators	2	8
	Other Material Handling Equipment	2	8
	Off-Highway Trucks	2	8
Site Preparation	Rubber Tired Dozers	3	8
	Crawler Tractors	4	8
Grading	Graders	4	8
	Excavators	2	8

Table 2-10 EBPSP Anticipated Construction Equipment

Construction Activity	Equipment	Quantity	Hours
	Rubber Tired Dozers	4	8
	Off-Highway Trucks	2	8
	Crawler Tractors	2	8
Building Construction	Forklifts	3	8
	Generator Sets	2	8
	Cranes	2	8
	Welders	2	8
	Tractors/Loaders/Backhoes	3	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	3	8

Operational Characteristics

Land Uses

The future occupants of the EBPSP land uses are currently unknown; however, the Specific Plan would provide a business park development positioned to attract a variety of business types and sizes with varying uses. Examples of uses envisioned for the area include employee-intensive office spaces, technology centers, research and development facilities, warehouse and distribution, and light manufacturing, as well as supporting commercial opportunities. Please refer to Table 5-1 of the EBPSP for a full list of permitted, conditionally permitted, and prohibited uses.

The open space areas of the EBPSP would provide public passive recreational opportunities for future employees and visitors through features such as pedestrian paths, gathering areas, turf areas, and botanical gardens. The park would be heavily landscaped, including forested areas, meadow areas, and open space lawn areas, consistent with the City's Grand Park Landscape Master Plan.

Estimated Traffic Generation, Water, and Energy Demand

Traffic Generation

During operations, employees, visitors, and vehicles hauling goods would travel to and from the Specific plan area on a daily basis. The EBPSP is anticipated to generate a net total of 9,596 two-way vehicle trip-ends per day with 848 AM peak hour trips and 1,096 PM peak hour trips (actual

vehicles) at buildout. The EBPSP is anticipated to generate a total of 11,458 Passenger Car Equivalent (PCE) trip ends per day with 945 AM PCE peak vehicle hour trips and 1,198 PM PCE peak hour vehicle trips (see Appendix K3).[3]

Water Demand

Total water demand of the EBPSP would be 573.8 acre feet per year (AFY). Of that total, 286.3 AFY would be potable water demand and 287.6 AFY would be recycled water demand (see Appendix L2).

Energy Demand

Throughout construction, total electricity usage from EBPSP construction-related activities is estimated to be approximately 886,886 kWh; construction equipment would consume an estimated total of 311,914 gallons of diesel fuel; approximately 269,810 gallons of fuel would be consumed related to construction worker trips; and approximately 214,130 gallons of fuel would be consumed related to construction vendor and hauling trips (see Appendix C5).

EBPSP facility operational energy demands are estimated to be 15,807,558 kWh per year; annual vehicular trips and related VMT generated by the operation of the EBPSP would result in a fuel demand of 4,213,944 gallons; emergency engine operation for maintenance and testing purposes would consume an estimated 2,070 gallons of diesel fuel per year; and on-site operational cargo handling equipment is estimated to consume approximately 51,071 gallons of fuel per year (see Appendix C5).

As discussed further in Section 3.8, *Greenhouse Gas Emissions*, the EBPSP would implement various energy efficiency measures including a rooftop solar energy system which would generate enough electricity to meet 45 percent of annual electricity needs, EV charging stations, installation of non-vehicular circulation facilities, water conservation measures, and the use of zero emission cargo handling equipment for a minimum of 50 percent of all operations. Please refer to Section 3.8, *Energy*, for a complete listing of all energy conserving measures to be implemented by the EBPSP.

PHASING

Specific Plan development would occur in phases, as shown on Figure 2-18, *EBPSP Conceptual Phasing Plan*. Phase A would develop business park uses in Planning Areas 3 and 6. Phase B would develop Planning Areas 2 and 5. Phase C would include Planning Areas 1 and 4. Phases D,

[3] PCE factors are applied to trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses.

E, and F would include the open space areas located north of new Public Street 'A' (Planning Areas 7, 8, and 9).

2.5 INTENDED USES OF THE SEIR

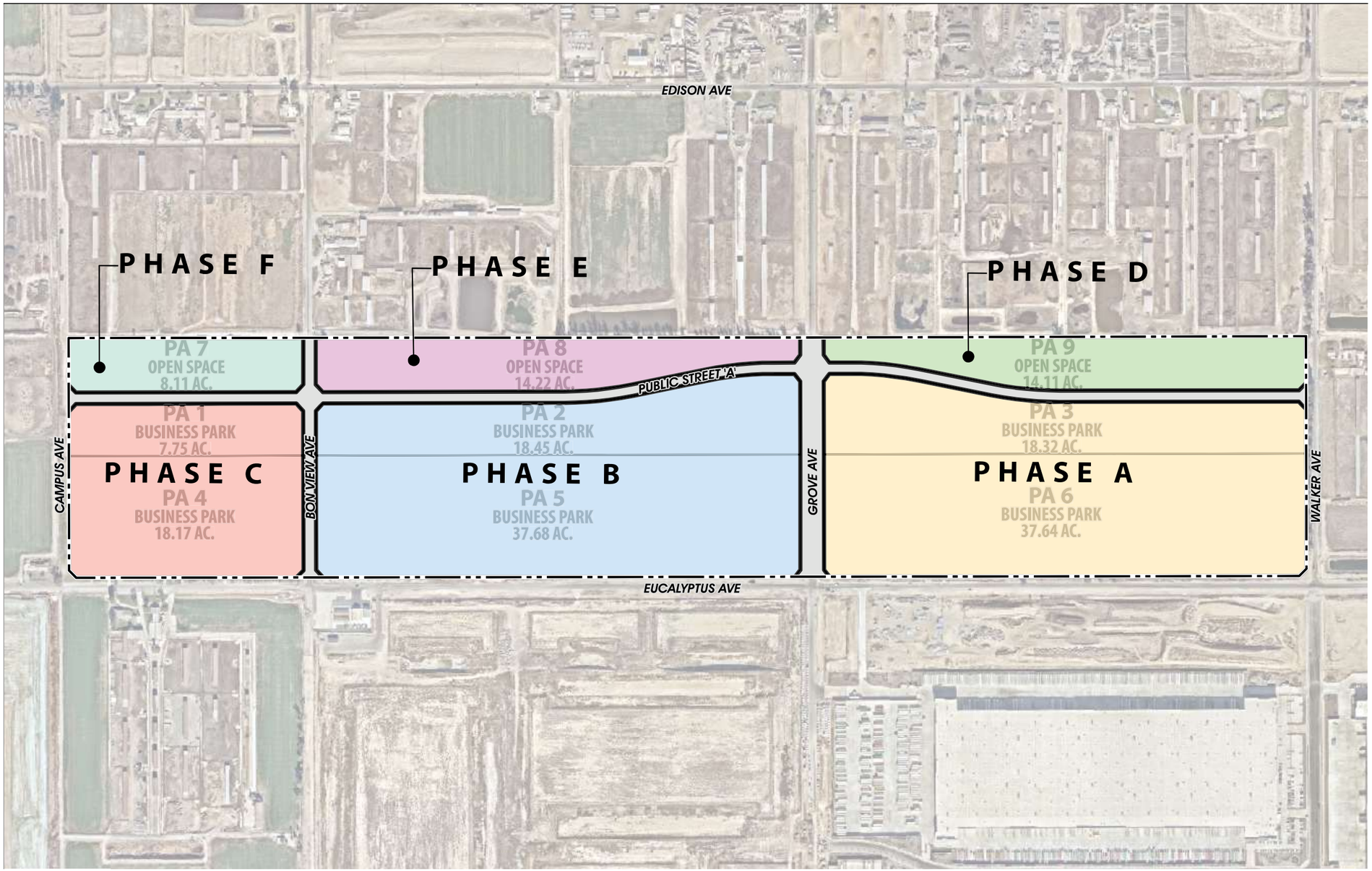
This Draft SEIR examines the program-level environmental impacts of the proposed project. This Draft SEIR also addresses various actions by the City of Ontario to approve and implement the proposed project. The proposed project will require adoption by the Ontario City Council. The Planning Commission and other decision-making bodies will review the proposed project and make recommendations to City Council. Though other agencies may be consulted during the project process, their approval is not required for adoption of TOP 2050 Policy Plan Amendment and EBPSP. Subsequent development under the proposed project may require approval of state or federal responsible or trustee agencies that rely on the programmatic/supplemental EIR for decisions in their areas of expertise. The anticipated discretionary actions required for this project are listed in Table 2-11, *Project Approvals Needed*.

Table 2-11 Project Approvals Needed

Lead Agency	Action
City of Ontario City Council	▪ Certification of the SEIR ▪ Adoption of the Policy Plan Amendment ▪ Adoption of the EBPSP ▪ Approval of the Cancelation of Williamson Act Contracts ▪ Approval of the EBPSP Development Agreement ▪ Approval of the EBPSP Tentative Parcel Map ▪ Adoption of the Findings of Fact and Statement of Overriding Considerations ▪ Adoption of the Mitigation Monitoring Program ▪ Adoption of any ordinances, guidelines, programs, actions, or other mechanisms that implement the Policy Plan Amendment and Specific Plan
Responsible Agencies	**Action**
Ontario International Airport–Inter Agency Collaborative (ONT-IAC) Technical Advisory Group	▪ For review of local airport-related policies
California Department of Forestry and Fire Protection (CAL FIRE)	▪ Review of the Safety Element for policies in state responsibility areas and very high fire hazard severity zones
California Department of Housing and Community Development	▪ For certification of the Housing Element

Figure 2-18

EBPSP Conceptual Phasing Plan



EBPSP Boundary
Phase A
Phase B
Phase C
Phase D
Phase E
Phase F

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 275 550 Feet

Source: T&B 2025

Date: 12/13/2025

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2.5.1 Related Review and Consultation Requirements

AB 52/SB 18 Tribal Consultation

Senate Bill 18. Government Code Sections 65352.3 and 65352.4 require local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to cultural places when creating or amending general plans, specific plans, and community plans. The formal notification is required to include a brief description of the proposed project and its location, lead agency contact information, and a notification that the California Native American tribe has 90 days to request consultation regarding potential impacts to tribal cultural resources.

Assembly Bill 52. Pursuant to Public Resources Code (PRC) Section 21080.3.1(d), a lead agency is required to provide formal notification of intended development projects to Native American tribes that have requested to be on the lead agency's list for receiving such notification. The formal notification is required to include a brief description of the proposed project and its location, lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation regarding potential impacts to tribal cultural resources.

The City of Ontario sent Tribal Consultation Request letters to the Native American contacts on August 19, 2025, in accordance with AB 52 and SB 18 (see Appendix M2).

2.6 REFERENCES

Ontario, City of. 2022, August. The Ontario Plan 2050 (TOP 2050) and Certified EIR. State Clearinghouse No. 2021070364.

Ontario, City of. 2010, January. The Ontario Plan Environmental Impact Report. State Clearinghouse No. 2008101140.

IEUA (Inland Empire Utilities Agency). 2026, January (accessed). Facilities. https://www.ieua.org/facilities/

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3. ENVIRONMENTAL ANALYSIS

This chapter examines the environmental setting of the proposed project, analyzes the effects of the proposed project and the significance of its impacts, and recommends mitigation measures to reduce or avoid impacts. This chapter has a separate section for each environmental topic.

The proposed project is analyzed for potential significant impacts in accordance with Appendix F, "Energy Conservation," and Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines. Environmental topics and their corresponding sections and abbreviations are:

3.1	Aesthetics (AES)	3.11	Land Use and Planning (LUP)
3.2	Agriculture and Forestry Resources (AGF)	3.12	Mineral Resources (MIN)
3.3	Air Quality (AIR)	3.13	Noise (NOI)
3.4	Biological Resources (BIO)	3.14	Population and Housing (POP)
3.5	Cultural Resources (CUL)	3.15	Public Services (PUB)
3.6	Energy (ENE)	3.16	Recreation (REC)
3.7	Geology and Soils (GEO)	3.17	Transportation (TRA)
3.8	Greenhouse Gas Emissions (GHG)	3.18	Tribal Cultural Resources (TCR)
3.9	Hazards and Hazardous Materials (HAZ)	3.19	Utilities and Service Systems (USS)
3.10	Hydrology and Water Quality (HYD)	3.20	Wildfire (WIL)

ORGANIZATION OF ENVIRONMENTAL ANALYSIS

To assist the reader with comparing information between environmental issues, each section is organized under the same major headings.

- **Regulatory Framework** offers an overview of applicable laws, regulations, plans, and policies relevant to each environmental topic.
- **Existing Conditions** offers a description of the existing environmental conditions, providing a baseline against which the impacts of the proposed project can be compared.
- **Standards for Analysis** refer to the quantitative or qualitative standards, performance levels, thresholds, or criteria used to evaluate whether an impact is significant. These standards are based primarily on the CEQA Guidelines unless otherwise noted. This section also provides an overview of key methods, assumptions, and considerations that inform the impact analysis.

- **Project Impact Analysis** provides a detailed discussion of the potential direct and indirect impacts of the proposed project. Mitigation measures are included as necessary.
- **Cumulative Impact Analysis** provides an overview of the geographic setting and cumulative projects considered in the cumulative impact assessment. Significant cumulative impacts are identified and mitigation measures are included as necessary.
- **References** are provided for information sources used in the development of the discussion.

LEVELS OF SIGNIFICANCE

The level of significance is identified for each impact in this Draft SEIR. Although the criteria for determining significance are different for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with CEQA and the CEQA Guidelines:

- **No impact.** The project would result in no adverse effect on the environment.
- **Less than significant.** The project would not exceed the established significance criteria.
- **Significant.** The project would exceed the established significance criteria. For each significant impact, the SEIR identifies mitigation measures to reduce, eliminate, or avoid the adverse effect. If one or more mitigation measures would reduce the impact to a less-than-significant level successfully, this is stated in the SEIR.
- **Significant and unavoidable.** The project would exceed the established significance criteria, and no feasible mitigation measures are available to reduce the impact to a less-than-significant level.

EVALUATION METHODOLOGY

Under CEQA, the decision as to whether an environmental effect should be considered significant is reserved to the discretion of the lead agency, based on substantial evidence in the record as a whole, including views held by members of the public. An ironclad definition of significant effect is not always possible because the significance of an activity may vary based on the setting. Pursuant to CEQA Guidelines Section 15064(b), the analysis in this Draft SEIR is based on scientific and factual data that has been reviewed by the lead agency and represents the lead agency's independent judgment and conclusions.

CEQA Baseline

This SEIR evaluates the impacts of the proposed project relative to the TOP 2050 for the Policy Plan Amendment and the Eucalyptus Business Park Specific Plan (EBPSP), as required by CEQA Guidelines Section 15162 and Section 15163.

PROPOSED PROJECT

The proposed project is the cumulative impacts of the Policy Plan Amendment, which also includes the Zoning amendments, and the EBPSP.

Policy Plan Amendment

The baseline for the proposed project is the current general plan, TOP 2050. Section 2.2.1, *The Ontario Plan 2050 (Approved Project),* and Figure 3-4, *Current TOP Land Use Plan*, show the existing land use designations for the City.

Specific Plan

The baseline for the EBPSP is the approved TOP 2050 land uses for the project site, which are Medium Density Residential (MDR), Mixed-Use (Eucalyptus/Chino Airport) (MU-BC),; and Open Space Parkland (OS-C). Buildout of the approved TOP 2050 for the EBPSP site would allow for up to 2,195 residential units and 1,632,143 square feet of non-residential land uses within the 189-acre project site (see Table 2-8, *EBPSP Current TOP 2050 Land Uses*).

Organization and Terminology

Chapter 3, *Environmental Analysis*, provides an impact discussion for each significance criteria in Appendix G, "Environmental Checklist Form," of the CEQA Guidelines. For each of these significance criteria, the impacts discussions have a separate headings for the Policy Plan Amendment and the Specific Plan. The following terminology in these impact discussions is used to refer to impacts of the individual project components:

- **Proposed Project**: The terminology "proposed project" is used throughout this SEIR to refer to the project as a whole, and includes the Policy Plan Amendment, the concurrent Zoning changes, and the EBPSP. The Policy Plan Amendment impact discussion uses this terminology because the land use changes of the Policy Plan Amendment are comprehensive and encompasses the land use changes associated with the EBPSP and the concurrent Zoning changes.
- **Policy Plan Amendment:** This term refers to the Policy Plan Amendment and the concurrent Zoning changes that implements the land use changes of the Policy Plan. The SEIR uses the term "Policy Plan Amendment" when referring specifically to the Policy Plan Amendments.

There are no separate impacts of the Zoning update since they are implementing the Policy Plan Amendment.

- **EBPSP or Specific Plan:** This term refers solely to components associated with the EBPSP.

Potential Effects of the Project on the Environment

The California Supreme Court concluded in *California Building Industry Association vs. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369 that "CEQA generally does not require an analysis of how existing environmental conditions will impact a project's future users or residents." The *CBIA vs. BAAQMD* ruling provided for several exceptions to the general rule where an analysis is warranted:

1. If the project would exacerbate existing environmental hazards (such as exposing hazardous waste that is currently buried).

2. If the project qualifies for certain specified exemptions (certain housing projects and transportation priority projects pursuant to Public Resources Code (PRC) Sections 21159.21 (f),(h); 21159.22 (a),(b)(3); 21159.23 (a)(2)(A); 21159.24 (a)(1),(3); or 21155.1 (a)(4),(6)).

3. If the project is exposed to potential noise and safety impacts due to proximity to an airport (pursuant to PRC sec. 21096).

4. School projects require specific assessment of certain environmental hazards (pursuant to PRC sec. 21151.8).

Therefore, the evaluation of the significance of project impacts under CEQA focuses on the potential impacts of the proposed project on the environment, including whether the proposed project may exacerbate any existing environmental hazards. Existing environmental hazards in the City of Ontario include, but are not limited to, seismic hazards, hazardous materials, and wildfire. Therefore, while the effects of these hazards on the proposed project are generally not subject to CEQA review according to *CBIA vs. BAAQMD*, a discussion of the project's potential to exacerbate these hazardous conditions is provided in Section 3.9, *Hazards and Hazardous Materials*, and Section 3.20, *Wildfire*, of this Draft SEIR.

Assumptions Regarding Cumulative Impacts

A cumulative impact consists of an impact created as a result of the project evaluated in the SEIR combined with other reasonably foreseeable projects. CEQA Guidelines Section 15130 requires an SEIR to discuss cumulative impacts of a project when the project's incremental effect is "cumulatively considerable." Cumulative effects could occur when future development

under the project is combined with development in the surrounding area or, in some instances, in the entire region.

Pursuant to CEQA Guidelines Section 15130(a)(3), where a cumulative impact is significant compared to baseline conditions, the analysis must address whether the project's contribution to the significant cumulative impact is "considerable." If the contribution of the project is considerable, the EIR must identify potentially feasible measures that could avoid or reduce the magnitude of the project's contribution to a less-than-considerable level. If the project's contribution is not considerable, it is considered less than significant, and no mitigation for the project's contribution is required.

CEQA Guidelines Section 15130(b)(1) states that the information used in the analysis of cumulative impacts should come from one or two sources:

A. A list of past, present, and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency; or

B. A summary of projections contained in an adopted local, regional, or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.

The cumulative impact analysis in this SEIR uses method No. 2. Consistent with Section 15130(b)(1)(B) of the CEQA Guidelines, this SEIR analyzes the environmental impacts of development in accordance with proposed project land use plan and addresses the cumulative impacts of development in Ontario and the larger Inland Empire region, as appropriate. In most cases, the potential for cumulative impacts is contiguous with the City boundary, since the City is the service provider for various services and public utilities. The San Bernardino Traffic Analysis Model+ (SBTAM+) was utilized to estimate vehicle miles traveled for the proposed project. Therefore, potential cumulative impacts related to traffic, air quality, and noise, which have the potential for impacts beyond the City boundaries, have been addressed using the SBTAM+, which accounts for growth in the region. Please refer to subsections in this chapter for a discussion of the cumulative impacts associated with development and growth in the City and region.

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3.1 AESTHETICS

This section of the Draft Supplemental Environmental Impact Report (SEIR) discusses the potential impacts to the visual character of the City of Ontario from implementation of TOP 2050 Policy Plan Amendment and the EBPSP (proposed project) compared to TOP 2050 (approved project) and impacts identified in the 2022 Certified EIR. This section includes a discussion of the qualitative aesthetic characteristics of the existing environment that would potentially be altered by the project's implementation and the consistency of the project with established relevant policies. Cumulative impacts related to aesthetics would be contiguous with the city boundaries.

3.1.1 Regulatory Framework

STATE

Caltrans Scenic Highway Program

In 1963, California's Scenic Highway Program was created to preserve and protect the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The state laws governing this program are in the Streets and Highways Code, Sections 260 to 2684, and Caltrans oversees the program. Caltrans defines a scenic highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. Suitability for designation as a State Scenic Highway is based on the following criteria described in Caltrans's Guidelines for Official Designation of Scenic Highways (Caltrans 2008):

- The State or county highway consists of a scenic corridor that is comprised of a memorable landscape that showcases the natural scenic beauty or agriculture of California; "vividness" is used to assess visual quality, and is the extent to which the landscape is memorable. This is associated with the distinctiveness, diversity and contrast of visual elements. A vivid landscape makes an immediate and lasting impression on the viewer.
- Existing visual intrusions do not significantly impact the scenic corridor; this is based on intactness (the integrity of visual order in the landscape and the extent to which the natural landscape is free from visual intrusions) and unity (the extent to which visual intrusions are sensitive to and in visual harmony with the natural landscape).
- Demonstration of strong local support for the proposed scenic highway designation.
- The length of the proposed scenic highway is not less than a mile and is not segmented.

LOCAL

City of Ontario Municipal Code

The Ontario Municipal Code contains regulations regarding historical preservation and general design guidelines that address the aesthetic aspects of residential, commercial, and industrial development:

- **Development Code, Chapter 5, Zoning and Land Use**, contains general development requirements and exceptions, standards related to development density, screening and setback requirements, signage, street lighting and tree planting, landscape and design, conformity with district regulations, mixed-use requirements, fences and walls, grading, height limitations, and lighting.
- **Development Code, Chapter 6, Development and Subdivision Regulations**, contains regulations for walls, fences, landscaping, public art, and property appearance. Generally, lighting shall be such as to provide general security while minimizing adverse impacts of light spillover.
- **Development Code, Chapter 7, Historic Preservation**, contains standards to safeguard the character and history of the City reflected in its unique culturally, historically, and architecturally significant structures and heritage; encourage the adaptive reuse of historic resources and enhance, perpetuate, and preserve architecturally and historically significant structures; and recognize historic resources and protect areas of historic structures from encroachment of incompatible designs.

3.1.2 Existing Conditions

POLICY PLAN AMENDMENT

Visual Character

From a regional perspective, Ontario is in a highly developed, urban/suburban area. Developed land uses (residential, commercial, industrial, agricultural, recreational, public, institutional, airport, and utility and transportation easements) are located throughout the City. The northern half of the City (north of Riverside Drive) is known as the Original Model Colony (OMC) and is a developed urbanized area. Undeveloped areas in the OMC are scattered small vacant parcels. The Ontario Ranch, south of Riverside Drive, has historically been flat and open, with dairies, poultry farms, and row crops; however, the Ontario Ranch is rapidly suburbanizing.

Visually, Ontario is a linear city with predominantly right-angle streets. The northern portion of the City is highly developed, urban/suburban, with a wide array of residential densities. The northwest portion of the City contains older, maturing residential developments, and the

northeast and eastern portion is dominated by planned industrial uses with commercial uses for support. The established neighborhoods are characterized by a mixture of traditional single-family residential uses with commercial land uses along major corridors and newer planned developments with subdivisions.

Bisecting the City from north to south is I-15, and I-10 and SR-60 traverse east to west. Also traversing the City from north to south is Ontario's most visually important arterial, Euclid Avenue, which reflects the City's historic past, extending to the historic homes and historically significant buildings in the downtown district of the City. Euclid Avenue between Philadelphia and I-10 is listed on the National Register of Historic Places and California Register of Historic Resources.

Landform

The City of Ontario is in the southwestern corner of San Bernardino County, south of the San Gabriel Mountains, in the upper Santa Ana Valley. The City is situated on a broad alluvial fan that extends from the southern flank of the San Gabriel Mountains and dips gradually southward to the confluence of San Antonio Channel, Cucamonga Channel/Mill Creek, and the Santa Ana River at the Prado Dam Flood Control Basin in Riverside County. Elevation ranges from 1,150 feet above mean sea level in the northwest portion to 650 feet above mean sea level in the south-central portion of the City.

Recent (quaternary) alluvium underlies the entire valley. The western portion of the City is underlain by young alluvial-fan deposits. The eastern portion is primarily underlain by young eolian (wind driven) deposits with small areas of young alluvial-fan deposits, artificial fill, and young alluvial-valley deposits. The City is bisected by very young alluvial fan and very young wash deposits associated with the Cucamonga Creek Channel.

Natural Features

Biological resources have been largely removed or modified throughout the City. The northern half of the City is developed and urbanized with a few vacant parcels. Native habitats and vegetation communities are virtually absent throughout the northern portion of Ontario. Turf, weeds, nonnative grasses, and nonnative trees and plants are present throughout developed areas of the City. The southern half of the City, known as the Ontario Ranch, has historically been agriculture and rural but is rapidly suburbanizing. The area had been extensively altered from natural conditions to primarily agricultural use. The area supports ruderal vegetation, including nonnative grasses and forbs.

The dominant scenic resource in Ontario is the San Gabriel Mountain range to the north, visible from the Upper Santa Ana River. Other prominent scenic resources are the Jurupa Mountains and the San Bernardino Mountains to the east, the Santa Ana Mountains to the south, and the Chino Hills to the southwest.

Scenic Vistas and Corridors

The City is served by three freeways: I-10, I-15, and SR-60. I-10 and SR-60 traverse the northern and central portion of the City, respectively, in an east-west direction. I-15 traverses the northeastern portion of the City in a north-south direction. These segments are not officially designated scenic highways by Caltrans, and there are no officially designated scenic highways in Ontario (Caltrans 2025); however, the Euclid Avenue corridor and the Mission Boulevard corridor are the primary scenic corridors in Ontario. Euclid Avenue is a grand boulevard with a wide landscaped median along its length. The median is used for public activities and civic events, such as festivals and music concerts. Visually, Euclid Avenue is the most defining corridor in the City and is designated on the National Register of Historic Places and the California Register of Historic Resources. Mission Boulevard has a wide landscaped median and runs east-west immediately south of Ontario International Airport (ONT).

The City's physical setting lends opportunities for many views of the community and surrounding natural features, including panoramic views of the San Bernardino and San Gabriel Mountains and stretches of open space and undeveloped land south of Riverside Drive. Scenic vistas can be viewed from an extensive system of formal and informal trails that afford recreational, commercial, and scenic opportunities for the community. The majority of planned trails are throughout the Ontario Ranch. Current trails in urbanized portions of the City are limited to flood control channels and other informal trails.

SPECIFIC PLAN

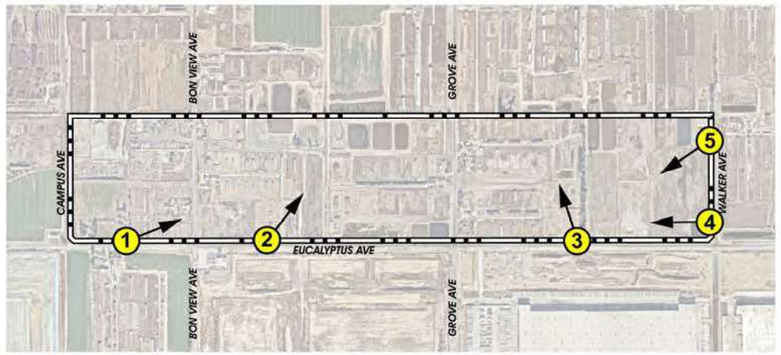
Site Character

The majority of the Specific Plan area is currently utilized as active dairy facilities including dry lots, milking parlors, feed storage facilities and associated residential uses. Other land uses include storage and minor maintenance of semi-trailer trucks, storage and distribution of krill oil and soy sauce, tire storage, and small animal keeping.

The site is relatively flat and generally slopes to the south with variable topography on-site in the form of berms, fill material stockpiles, and a water retention basin. The site has been subjected to roughly a century of anthropogenic disturbances associated with these historic and ongoing land uses (Appendix D). The natural vegetation and soil conditions that once occurred throughout the Specific Plan area have been significantly altered through agricultural uses, leaving little or no native vegetation. Figure 3.1-1, *EBPSP Site Photos*, provides representative visual depictions of the site's visual characteristics.

Figure 3.1-1

EBPSP Site Photos



EBPSP Boundary

Photo Location and Direction (5)











2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

Source: T&B 2025

Date: 12/12/2025

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Surrounding Land Uses

As illustrated in Figure 3.1-2, *EBPSP Surrounding Land Uses*, land uses surrounding the Specific Plan area include:

North: Dairy farms and residences, similar to existing land uses within the Specific Plan area, are located northerly adjacent to the site.

South: Eucalyptus Avenue borders the Specific Plan area to the south, beyond which are industrial/business park uses, a fire station, and a dairy farm/residence.

East: Dairy farms and residences are located to the east of the site, across Walker Avenue.

West: Additional dairy/agricultural uses are located to the west of the site, across Campus Avenue.

Scenic Resources

The Specific Plan area is located within a relatively flat valley floor surrounded by rugged hills and mountains. The site does not contain any scenic resources, such as buildings or landscaping of aesthetic value, or any landforms of visual interest.

Major scenic resources in Ontario that contribute to scenic vistas include the San Gabriel Mountains to the north of the City. The San Gabriel Mountains are located approximately 12 miles north of the Specific Plan area. The lower elevations of the San Gabriel Mountains are partially obscured from public viewing areas abutting the Project site by existing buildings and agricultural operations. Views of the upper elevations of the San Gabriel Mountains can also sometimes be obscured from the Specific Plan area and its surroundings during hazy conditions that are common to the Inland Empire Area. Other prominent scenic resources in Ontario are the Jurupa Mountains and the San Bernardino Mountains to the east, the Santa Ana Mountains to the south, and the Chino Hills to the southwest.

There are no officially designated or eligible State scenic highways in Ontario. The nearest officially designated/eligible State scenic highway is State Route 142 located approximately 5.2 miles west of the Specific Plan area (Caltrans 2025). The Euclid Avenue corridor (located approximately one-half mile to the west of the Specific Plan area) and the Mission Boulevard corridor (located approximately 4 miles to the north of the Specific Plan area) are the primary scenic corridors in Ontario. Mission Boulevard has a wide landscaped median and runs east-west immediately south of Ontario International Airport. Euclid Avenue is a grand boulevard with a wide landscaped median along its length. The median is used for public activities and civic events, such as festivals and music concerts.

Light and Glare

Artificial light is associated with the evening and nighttime hours, and sources may include streetlights, illuminated signage, and vehicle headlights. Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass or reflective materials, and, to a lesser degree, from broad expanses of light-colored surfaces. Glare can also be produced during evening and nighttime hours by artificial light directed toward a light-sensitive land use.

Under existing conditions, the Specific Plan area contains sources of artificial, exterior lighting including building-mounted fixtures, streetlights, vehicle headlights, and lighting from surrounding developed properties.

3.1.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that, "except as provided in Public Resources Code Section 21099," the proposed project would result in a significant aesthetic impact if it would:

a) Have a substantial adverse effect on a scenic vista.

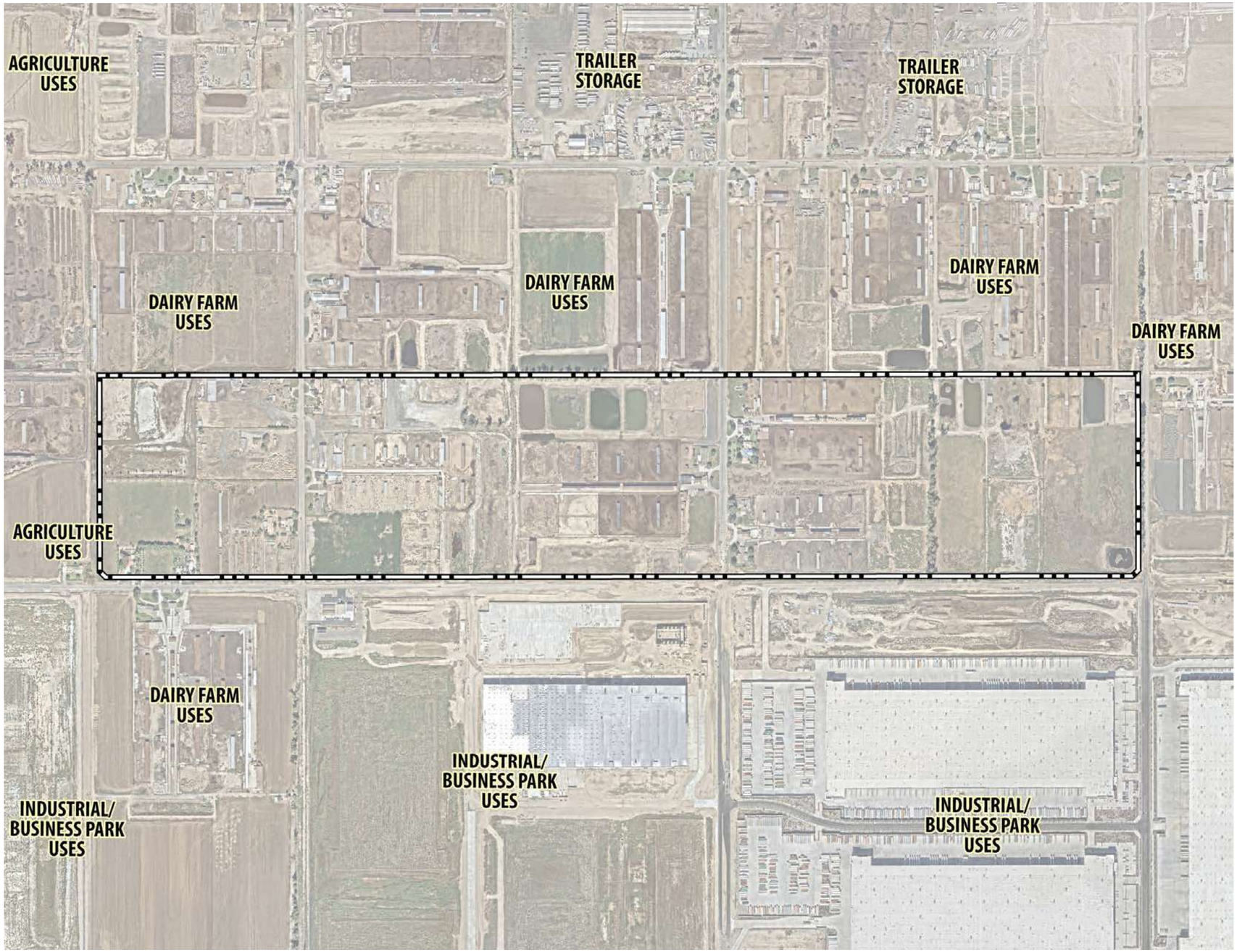
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) In an urbanized area, if the project would conflict with applicable zoning and other regulations governing scenic quality.

d) Expose people on- or off-site to substantial light or glare, which would adversely affect day or nighttime views in the area.

Figure 3.1-2

EBPSP Surrounding Land Uses



EBPSP Boundary

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 300 700 Feet

Source: T&B 2025

Date: 02/24/2026

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3.1.4 Relevant New and Modified General Plan Policies

The proposed project does not include new or modified policies relevant to Aesthetics.

3.1.5 Environmental Impacts

2022 CERTIFIED EIR

The Certified EIR concluded that the approved project would not substantially obstruct views of the San Gabriel Mountains, the City's most prominent scenic resource. Ontario does not contain or adjoin a State-designated scenic highway. The closest is State Route 142, 5 miles west of the city limits; therefore, the approved project would have no impact on State scenic highways. The Certified EIR found that future development would be subject to the City's Development Code, which would ensure less than significant impacts for visual quality and scenic quality. New development would introduce additional light sources, particularly in Ontario Ranch; however, impacts would be less than significant with adherence to the City's lighting standards. In summary, the Certified EIR concluded that aesthetic impacts were less than significant or no impact.

PROPOSED PROJECT

a) Would the project have a substantial adverse effect on a scenic vista?

Scenic vistas generally provide visual access or panoramic views to a large geographic area. Panoramic views are usually associated with vantage points over a section of urban or natural areas that provide a geographic orientation not commonly available. Examples of scenic or panoramic views might include an urban skyline, valley, mountain range, large open space, the ocean, or other bodies of water. As described in Section 3.1.2, *Existing Conditions*, the San Gabriel Mountains are the most prominent scenic vista in or around Ontario.

The Certified EIR concluded that the approved project would not substantially alter scenic vistas in the City, as proposed growth is primarily concentrated in undeveloped areas interspersed in existing residential areas.

Policy Plan Amendment

The City of Ontario does not designate scenic vistas. The proposed project would increase the number of housing units, non-residential square feet, employment, and population in comparison to the approved project, as shown in Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*, in Chapter 2, *Project Description*.

Increased development under the policy plan amendment would occur within the City limits and already urbanized areas of the City. The proposed project would alter the allowable type or intensity of land use on their properties as well as land use changes required to improve land use compatibility, maintain compliance with state laws, uphold long-term planning goals, and plan for a cohesive land use pattern that repositions the southwest portion of the City as a central business center. Additionally, the proposed project would include alterations to the mixed-use areas to create new district "District Place Type" that would define a vision for new mixed-use areas, primarily near the Ontario Field (ONT Field); however, these changes would improve land use compatibility near the Ontario Sports Empire and would not affect scenic quality within the City.

Accordingly, the proposed project would not result in significant impacts to scenic corridors. Similarly, the scale and design of the City under the proposed project would not deter views of the San Gabriel Mountains. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and impacts identified in the Certified EIR.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The City of Ontario does not designate scenic vistas; however, Policy CD-1.5 of the TOP 2050 Policy Plan requires all north-south streets be designed and developed to feature views of the San Gabriel Mountains. The Policy goes on to state that views should be free of visual clutter, such as billboards, and may be enhanced by framing with trees.

Four north-south streets would be improved as part of the Specific Plan. The segments of Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue that abut the Specific Plan area would all be improved with landscaped parkways and sidewalks. Grove Avenue would also feature a landscaped median, which is a continuation of the median previously established as part of the existing development located to the south. Streetscape landscaping would include a combination of evergreen and deciduous trees, shrubs, and groundcovers acting to reinforce views of the San Gabriel Mountains. Additionally, Chapter 6, *Design Guidelines*, of the EBPSP includes reference to Signage Guidelines to ensure aesthetically pleasing (and non-intrusive) signage within the site.

Based on the preceding, the Specific Plan would not have a substantial adverse effect on a scenic vista, and would be implemented consistent with Policy CD-1.5 of TOP 2050. Impacts in this regard would be less than significant.

The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact AES-1: Implementation of the proposed project would not substantially alter scenic vistas in Ontario.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant aesthetic impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

b) Would the project substantially degrade the view from a scenic highway, including, but not limited to, trees, rock outcroppings, and historic buildings?

The Certified EIR identified that the approved project would have no impact on State scenic highways.

Policy Plan Amendment

The Euclid Avenue corridor and the Mission Boulevard corridor are the primary scenic corridors in Ontario; however, these are not identified as State-designated scenic highways, and Ontario does not have any State scenic highways through or in the vicinity of the City (Caltrans 2025). The closest designated State scenic highway is a portion of State Route 142 in Chino Hills, approximately 5 miles west of the Ontario City limit. Increased development under the policy plan amendment would occur within the city limits and already urbanized areas of the City. The proposed project would alter the allowable type or intensity of land use on their properties as well as land use changes required to improve land use compatibility, maintain compliance with state laws, uphold long-term planning goals, and plan for a cohesive land use pattern that repositions the southwest portion of the city as a central business center. As such, the proposed project would have no impact on State scenic highways.

The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project. Therefore, **no impact** would occur.

Policy Plan Amendment Significance without Mitigation: No impact.

Specific Plan

The City of Ontario is served by three freeways: I-10, I-15, and SR-60. I-10 and SR-60 traverse the northern and central portion of the City, respectively, in an east–west direction. I-15 traverses the northeastern portion of the City in a north–south direction. None of these segments are designated as scenic highways. The nearest officially designated State scenic highway is State Route 142 located approximately 5 miles west of the Specific Plan area (Caltrans 2025). The Specific Plan area is not visible from State Route 142 due to intervening topography and development. As such, the EBPSP would not substantially damage scenic resources within a state scenic highway. No impact would occur.

No impacts related to scenic resources within a State scenic highway were identified within the 2022 Certified EIR. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, **no impact** would occur.

Specific Plan Significance without Mitigation: No impact.

Impact AES-2: Implementation of the proposed project would not alter scenic resources within a State scenic highway.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant aesthetic impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

c) In nonurbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? *(Public views are those that are experienced from publicly accessible vantage* point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The Certified EIR concluded that while buildout in accordance with the approved project would alter the visual appearance of the City, it would not substantially degrade the existing visual character or quality of the site and its surroundings. An "urbanized area," as defined by CEQA Section 21071, is an incorporated city that either has a population of at least 100,000 persons,

or if the population of that city and not more than 2 contiguous incorporated cities combined equals at least 100,000 persons. As described in Chapter 2, *Project Description*, of the Draft SEIR, the population of Ontario was approximately 184,404 as of 2025 (see also Table 3.14-1). Therefore, this impact analysis addresses whether, for an urbanized area, the proposed project would conflict with zoning or other regulations governing scenic quality.

Policy Plan Amendment

The proposed project modifies the land-use pattern and updates related Policy Plan elements while maintaining the overall planning and regulatory framework established by the approved project.

The 2022 Certified EIR and TOP 2050 included goals and policies to ensure that new development would be compatible with the existing community (Policy LU-2.6) and would be of quality design (Policies CD-2.1 through CD-2.9). The Community Design Element includes policies to ensure that the urban environment is appealing (Policies CD 3.2, CD-3.3, and CD-3.5) and to preserve the historic neighborhood character (Policy CD-4.2). Adherence to the Land Use Element and Community Design Element policies described above would reduce visual impacts.

Additionally, the proposed project would not change any regulations for scenic quality, and future development under the proposed project would still be required to adhere to the City's Development Code, which, as described in Section 3.1.1, *Regulatory Background*, includes general development requirements for density, screening and setback, signage, landscaping, lighting, height limitations, and other aspects related to the aesthetics of the City.

The proposed project would alter the allowable type or intensity of land use on their properties as well as land use changes required to improve land use compatibility, maintain compliance with state laws, uphold long-term planning goals, and plan for a cohesive land use pattern that repositions the southwest portion of the City as a central business center. Additionally, the proposed project would include alterations to the mixed-use areas to create a new district—"District Place Type"—that would define a vision for new mixed-use areas, primarily near the ONT Field. These changes would improve land use compatibility near the Ontario Sports Empire and would not affect scenic quality within the City. Because the Policy Plan Amendment is an overriding planning document for the City, and because it is intended to improve consistency with existing regulations and conditions, the proposed project would not have a significant impact with respect to being inconsistent with policies or regulations governing scenic quality. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

According to CEQA Guidelines Section 15387, urban areas mean a central city or group of contiguous cities with a population of 50,000 or more, together with adjacent densely populated areas having a population density of at least 1,000 persons per square mile. The City encompasses 50 square miles and has a population of 184,404 (DOF 2025). As such, the potential impacts under this threshold are assessed based on whether the EBPSP would conflict with applicable zoning and other regulations governing scenic quality.

As part of the Policy Plan Amendment being processed in conjunction with the EBPSP, new designations would be processed for the Specific Plan area. The Policy Plan land use designation would be changed from Medium Density Residential (with an Affordable Housing Overlay) (MDR-AH), Mixed Use (with an Affordable Housing Overlay) (MU-BC-AH), and Open Space – Parkland (OS-R) to Business Park (BP) and Open Space – Parkland (OS-R). A Consistency Analysis of the Policy Plan's Community Design Element policies was prepared and included as Table 3.11-3, *EBPSP Policy Plan Consistency Analysis*. As demonstrated, the Specific Plan would be consistent with the City's policies governing scenic quality, including Policies CD1-4 and CD1-5 which require the enhancement of transportation and view corridors, Policies CD2-1, CD2-5, CD2-8, and CD2-9, which require safe and attractive architecture and design, and Policies CD5-1 and CD5-2 which address ongoing maintenance of facilities and infrastructure.

The City of Ontario's Zoning Map designates the Specific Plan area's zoning as Specific Plan (SP) with an Agricultural (AG) overlay and an Affordable Housing AH Overlay. Upon adoption of the EBPSP zoning of the site would become Specific Plan – EBPSP.

The Specific Plan establishes Development Regulations and Design Guidelines to guide future development within the site through regulations for architecture, lighting, signage, landscape, streetscape, and entries and monuments. The City would review and approve future development proposals for conformance with the Specific Plan and the City's Development Code to ensure scenic quality and visually compatible development prior to issuance of building permit.

Conformance with EBPSP Development Regulations and Design Guidelines, as well as the City's Development Code would minimize the potential for implementation of the Specific Plan to adversely affect scenic resources or result in development that would conflict with applicable zoning and other regulations governing scenic quality. Impacts in this regard would be less than significant.

The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **Less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact AES-3: Implementation of the proposed project would not conflict with zoning or other regulations governing scenic quality.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant aesthetic impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

d) Would the project expose people on- or off-site to substantial light or glare which would adversely affect day or nighttime views in the area?

The Certified EIR concluded that development the approved project would result in new sources of light or glare, but with adherence to the design standards of the City of Ontario Development Code impacts were less than significant.

Sources of light and glare in the City include building lighting (interior and exterior), security lighting, sign illumination, ballfield lighting, and parking-area lighting. These sources are mostly associated with residential, commercial, and industrial uses and the larger community parks in the more developed areas of the City. Other sources of nighttime light and glare include streetlights, vehicular traffic along surrounding roadways, and ambient lighting from surrounding communities.

Policy Plan Amendment

New development would generate new sources of light and glare through increased urbanization and densification of the city, affecting day or nighttime views. Sources of light include nighttime street and building illumination, security lighting, nighttime traffic, and lighting associated with construction activities. Lighting introduced to undeveloped and open space areas has the potential to impact visual quality of the nighttime sky.

Like the approved project, the proposed project would result in additional sources of light or glare; however, the City of Ontario Development Code contains standards addressing lighting through its design policies. Adherence to the design standards of the City of Ontario Development Code would ensure that light and glare from new developments would be minimized and that significant impacts would not occur. Compared to the approved project, the proposed project does not introduce substantial new sources of light and glare, and impacts

would be less than significant. Therefore, the proposed project would not result in new or substantial increase in magnitude of impacts compared to the approved project and this impact is **less than significant**.

Significance without Mitigation: Less than significant.

Specific Plan

Existing sources of artificial, exterior lighting associated with on-site uses include building-mounted fixtures, streetlights, vehicle headlights, and lighting from surrounding developed properties.

New lighting introduced to the Specific Plan area would be subject to the requirements of the Specific Plan's Development Regulations and Design Guidelines for lighting. In this regard, Section 6.7 of the EBPSP requires lighting to be shielded, diffused or indirect, to avoid glare to pedestrians or motorists. In addition, lighting fixtures are required to be selected and located to confine the area of illumination and minimize light spillage to surrounding properties. Lighting that could be mistaken for airport lighting in the eyes of pilots of aircraft using the nearby Chino Airport (CNO) or Ontario International Airport (ONT) would be prohibited.

Future development lighting plans would be subject to review and approval by the City's Planning Department and Ontario Police Department (pursuant to the City's Building Security Ordinance). Conformance with applicable glare provisions of the Airport Land Use Compatibility Plans for the nearby CNO and ONT would also be required prior to issuance of building permits.

With respect to glare, a majority of building materials within the Specific Plan would consist of tilt-up concrete panels. Secondary materials would include natural or fabricated stone, and fire-resistant or synthetic wood siding, which are low reflective materials. Windows would be clear or lightly tinted with subtle reflectivity; highly reflective or silver-tinted glass would not be allowed. Glare effects would be further minimized by required setbacks and buffered by landscaping.

The EBPSP requires building roofs to be designed to accommodate solar photovoltaic (PV) systems. Rooftop PV panels are produced by numerous manufacturers with a variety of specifications and the exact configuration and specifications will be determined in conjunction with each building's architectural design in the future. Regardless, industry standard rooftop PV panels exhibit low reflectivity due to anti-reflective coatings and the industry objective of maximizing absorption rather than reflection. Because rooftop panels are mounted at shallow angles and generally face the sun's path, any potential glare would be directed upward rather than horizontally toward roadways or sensitive viewers. Public vantage points are at-grade, substantially below the rooftop plane, limiting opportunities for direct reflection of glare towards sensitive receivers.

Based on the preceding, implementation of the Specific Plan would not result in a significant source of light or glare that would adversely affect daytime or nighttime views, and impacts would be less than significant.

The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Significance without Mitigation: Less than significant.

Impact AES-4: Buildout of the proposed project would generate additional light and glare, which would be minimized through adherence to the City of Ontario Development Code.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant aesthetic impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

3.1.6 Cumulative Impact Analysis

Proposed Project

The CEQA Guidelines define a "cumulative impact" as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (CEQA Guidelines Section 15355). Cumulative impacts related to aesthetics would be contiguous with the City boundaries. Cumulative projects in Ontario would have the potential to result in a cumulative impact to aesthetic resources if, in combination, they would result in the removal or substantial adverse change of one or more features that contribute to the valued visual character or image of a neighborhood, community, State scenic highway, or localized area, such as a designated landmark, historic resource, trees, or rock outcropping. The land use changes of the Policy Plan Amendment are comprehensive and encompasses the land use changes associated with the EBPSP and the concurrent Zoning changes. Therefore, cumulative impacts for the proposed project are described below.

Scenic Vistas and Scenic Resources

The City of Ontario does not designate scenic vistas. Growth within the City of Ontario could affect scenic vistas and specific scenic resources. Policy CD-1.5 of TOP 2050 ensure that views of

the San Gabriel Mountains are preserved. Development under the proposed project would be subject to goals, policies, and regulations intended to minimize impacts associated with the proposed project to less than significant levels, the proposed project's contribution to cumulative impacts would not be cumulatively considerable. Therefore, cumulative impacts related to scenic vistas and scenic resources would be less than significant.

Visual Character and Quality

Growth anticipated in Ontario would fundamentally alter the visual character and quality of certain areas. However, because development under the proposed project would be subject to goals, policies, and regulations intended to minimize visual impacts to less than significant levels, the proposed project's contribution to cumulative impacts would not be cumulatively considerable. Therefore, cumulative impacts related to visual character and quality would be less than significant.

Light and Glare

The construction and operation of cumulative projects in Ontario could introduce new sources of light and glare from development and redevelopment requiring nighttime lighting—such as security lighting in commercial areas—or from buildings constructed with reflective materials like large expanses of glass. Glare impacts are typically localized and not cumulative in nature; therefore, a significant cumulative impact related to glare would not occur. Furthermore, development under the proposed project would be required to comply with the City's Development Code, which includes standards to minimize lighting impacts. As a result, light and glare impacts associated with the proposed project would be reduced to less than significant levels, and the proposed project's contribution to cumulative impacts would not be cumulatively considerable.

Impacts of the proposed project would be less than cumulatively considerable. Therefore, this impact is **less than significant**.

Cumulative Impacts: The proposed project's contribution to cumulative aesthetic impacts would not be cumulatively considerable.

3.1.7 References

Caltrans (California Department of Transportation). 2008. Scenic Highway Guidelines.

Caltrans. 2025, November 10 (accessed). California State Scenic Highway System Map. https://www.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa.

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3.2 AGRICULTURE AND FORESTRY RESOURCES

This section of the Draft Supplemental Environmental Report (SEIR) discusses the potential impacts from the loss of agricultural resources associated with TOP 2050 Policy Plan Amendment and EBPSP (proposed project) compared to the TOP 2050 (approved project) and impacts identified in the 2022 Certified EIR.

There were several comment letters received in response to the NOP related to Agricultural, Forestry Resources. The relevant issues raised in those comment letters are addressed throughout this section. For a summary of the comment letters, refer to Table 1-1 in Chapter 1, *Introduction*, or see Appendix A for the full comment letters.

3.2.1 Regulatory Framework

STATE

California General Plan Law

The California Government Code (Section 65302(d)) requires the general plan to include an open space and conservation element for the conservation, development, and utilization of natural resources—including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. The conservation element must consider the effect of development on natural resources that are on public lands.

In October 2017, the state legislature passed SB 732, which authorizes a city to develop an agricultural land component of the open space element or a separate agricultural element in its general plan. For local governments that choose this option, the bill authorizes the Department of Conservation (DOC) to award grants, bond proceeds, and other assistance provided the element meets certain requirements.

Farmland Mapping and Monitoring Program

The California Natural Resources Agency is charged with restoring, protecting, and maintaining the State's natural, cultural, and historical resources. Within it, the California DOC provides technical services and information to promote informed land use decisions and sound management of the State's natural resources. DOC manages the Farmland Mapping and Monitoring Program, which supports agriculture throughout California by developing maps and statistical data for analyzing land use impacts to farmland. About every 2 years, the program publishes a field report for each county in the state. The field report categorizes land by agricultural production potential and according to the following classifications:

- **Prime Farmland** has the best combination of physical and chemical features able to sustain long-term agricultural production. Prime Farmland has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agriculture production at some time during the 4 years prior to the mapping date.

- **Farmland of Statewide Importance** is similar to Prime Farmland, but with minor shortcomings, such as steeper slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the 4 years prior to the mapping date.

- **Unique Farmland** consists of lesser quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been farmed at some time during the 4 years prior to the mapping date.

- **Farmland of Local Importance** includes all farmable land not meeting the definitions of "prime farmland," "farmland of statewide importance," and "unique farmland." This includes land that is or has been used for irrigated pasture, dryland farming, confined livestock or dairy facilities, aquaculture, poultry facilities, and dry grazing. It also includes lands previously designated by soil characteristics as "prime farmland," "farmland of statewide importance," and "unique farmland" that has since become idle.

- **Grazing Land** is the land on which the existing vegetation is suited to the grazing of livestock.

- **Confined Animal Agriculture** lands include poultry facilities, feedlots, dairy facilities, and fish farms. In some counties, confined animal agriculture is a component of the farmland of local importance category.

- **Nonagricultural and Natural Vegetation** includes heavily wooded, rocky, or barren areas; riparian and wetland areas; grassland areas that do not qualify for grazing land due to their size or land management restrictions; small water bodies; and recreational water ski lakes. Constructed wetlands are also included in this category.

- **Semi-Agricultural and Rural Commercial Land** includes farmstead, agricultural storage and packing sheds, unpaved parking areas, composting facilities, equine facilities, firewood lots, and campgrounds.

- **Vacant or Disturbed Land** includes open field areas that do not qualify for an agricultural category, mineral and oil extraction areas, off road vehicle areas, electrical substations, channelized canals, and rural freeway interchanges.

- **Rural Residential Land** includes residential areas of one to five structures per 10 acres.

- **Urban and Built-Up Land** is occupied by structures with a building density of at least one unit per 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential structures, industrial structures, commercial structures, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment structures, and water control structures.

- **Water** is used to describe perennial water bodies with an extent of at least 40 acres.

California Land Conservation Act (Williamson Act)

The California Land Conservation Act of 1965, known as the Williamson Act, conserves agricultural and open space lands through property tax incentives and voluntary restrictive land use contracts administered by local governments under State regulations. Private landowners voluntarily restrict their land to agricultural and compatible open space uses under minimum 10-year rolling term contracts, with counties and cities also acting voluntarily. In return, restricted parcels are assessed for property tax purposes at a rate consistent with their actual use, rather than potential market value. Nonrenewal status is applied to Williamson Act contracts that are within the 9-year termination process, during which the annual tax assessment for the property gradually increases.

Forestland and Timberland Protection

State regulations such as the Forest Taxation Reform Act of 1976 and the Z'berg-Nejedly Forest Practice Act of 1973 (California Forest Practice Act) provide for the preservation of forest lands from encroachment by other, incompatible land uses and for oversight of the management of forest practices and forest resources.

Public Resources Code Section 12220(g)

Public Resources Code Section 12220(g) defines "forest land" for the purposes of CEQA. According to the Code, "forest land" is land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water-quality, recreation, and other public benefits.

Government Code Section 51104(g)

The California Timberland Productivity Act of 1982, like the Land Conservation Act, was passed to encourage the production of timber resources. Government Code Section 51104(g) defines "Timber," "Timberland," and "Timberland Production Zone" for the purposes of CEQA and "Timberland Preserve Zone," which may be used in city and county general plans.

- **"Timber"** means trees of any species maintained for eventual harvest for forest production purposes, whether planted or of natural growth, standing or down, on privately or publicly owned land, including Christmas trees, but does not mean nursery stock.

- **"Timberland"** means privately owned land, or land acquired for State forest purposes, which is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, and which is capable of growing an average annual volume of wood fiber of at least 15 cubic feet per acre.

- **"Timberland Production Zone"** or **"TPZ"** means an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h). With respect to the general plans of cities and counties, "Timberland Preserve Zone" means "Timberland Production Zone."

County boards of supervisors may designate areas of timberland preserve, referred to as Timberland Production Zones, which restrict the land's use to the production of timber for an initial 10-year term in return for lower property taxes.

REGIONAL

San Bernardino County Policy Plan

The San Bernardino Countywide Plan (Policy Plan) contains goals and policies to support agricultural uses. The Natural Resources Element includes policies to preserve important farmlands; encourage compatible agricultural uses; work with agencies to reduce soil erosion, improve soil quality, and address pest management; and encourage the conservation of forestlands and natural habitats in the county. Other policies encourage viable agricultural uses through land use regulation, Williamson Act contracts, tax incentive programs, and other land use programs (San Bernardino County 2020).

LOCAL

City of Ontario Municipal Code

The City of Ontario Municipal Code contains regulations pertaining to agricultural resources in the City, including:

- **Ontario Development Code, Chapter 5, Zoning and Land Use, Division 5.01.005, Establishment of Base Zoning Districts, Section F, Overlay Zoning Districts.** The purpose of the AG (Agriculture) Overlay Zoning District is to accommodate the continuation of agricultural uses in the city on an interim basis and to allow for the establishment of general agricultural uses, such as dairies, within certain areas of concentrated agricultural use.

3.2.2 Existing Condition

POLICY PLAN AMENDMENT

Regional Agriculture and Farmland

Table 3.2-1, *San Bernardino County 2016–2018 Farmland Conversion*, presents information from the 2018 California Farmland Conversion Report summarizing farmland conversion in San Bernardino County.

Table 3.2-1 San Bernardino County 2016–2018 Farmland Conversion

Land Use Category	2016 Acreage	2018 Acreage	Acres Lost	Acres Gained	Net Acreage Changed
Prime Farmland	11,323	10,887	770	334	-436
Farmland of Statewide Importance	5,770	5,568	453	251	-202
Unique Farmland	2,738	2,700	67	29	-38
Farmland of Local Importance	561	546	12	0	-12
Important Farmland Subtotal	**20,392**	**19,704**	**1,302**	**614**	**-688**
Grazing Land	898,633	897,398	2,230	995	-1,235
Agricultural Land Subtotal	**919,025**	**917,102**	**3,532**	**1,609**	**-1,923**

DOC 2016.

Between 2016 and 2018, the latest data available from the California DOC, the County of San Bernardino experienced a net loss of 688 acres (20,392 acres to 19,704 acres) of Important Farmland and an increase of 2,027 acres of new Urban and Built-Up land (DOC 2018). Generally, agricultural land is in decline because more-stringent environmental regulations are causing dairies to relocate out of the region, resulting in a continued decline in the long-term viability of agricultural operations in southern Ontario. Land uses surrounding the City mostly support residential, commercial, and industrial uses, with minimal agricultural land parcels dispersed intermittently.

Local Agriculture and Farmland

Table 3.2-2, *Existing Farmland in Ontario*, presents information from the latest California DOC Farmland Mapping and Monitoring Program for farmland in the City of Ontario. Existing

farmland in Ontario is shown on Figure 3.2-1*, Important Farmland*. There are 7,513 acres of farmland remaining in Ontario.

Table 3.2-2 Existing Farmland in Ontario

Land Use Category	Acres
Prime Farmland	1,688.36
Farmland of Statewide Importance	45.76
Unique Farmland	261.81
Farmland of Local Importance	0
Grazing Land	700.04
Other Land	4,816.88
Total Farmland in Ontario	**7,512.85**

Source: DOC 2020.

Original Model Colony

Historically, the northern portion of the City was farmed with grapes, citrus, olives, and other fruit tree crops; however, the Original Model Colony (OMC) has mostly replaced agricultural land uses with residential, commercial, and industrial land uses. Limited agriculture land uses are currently permitted in areas zoned for Residential-Agricultural (AR), Residential Estate (RE), Public Facility (PF), Open Space (OS), Commercial (C-1 to C-4), and Industrial (M1 to M3) land uses, though these zoning designations are not intended for large-scale farming/agricultural operations. As shown in Figure 3.2-1, very little farmland remains in the OMC.

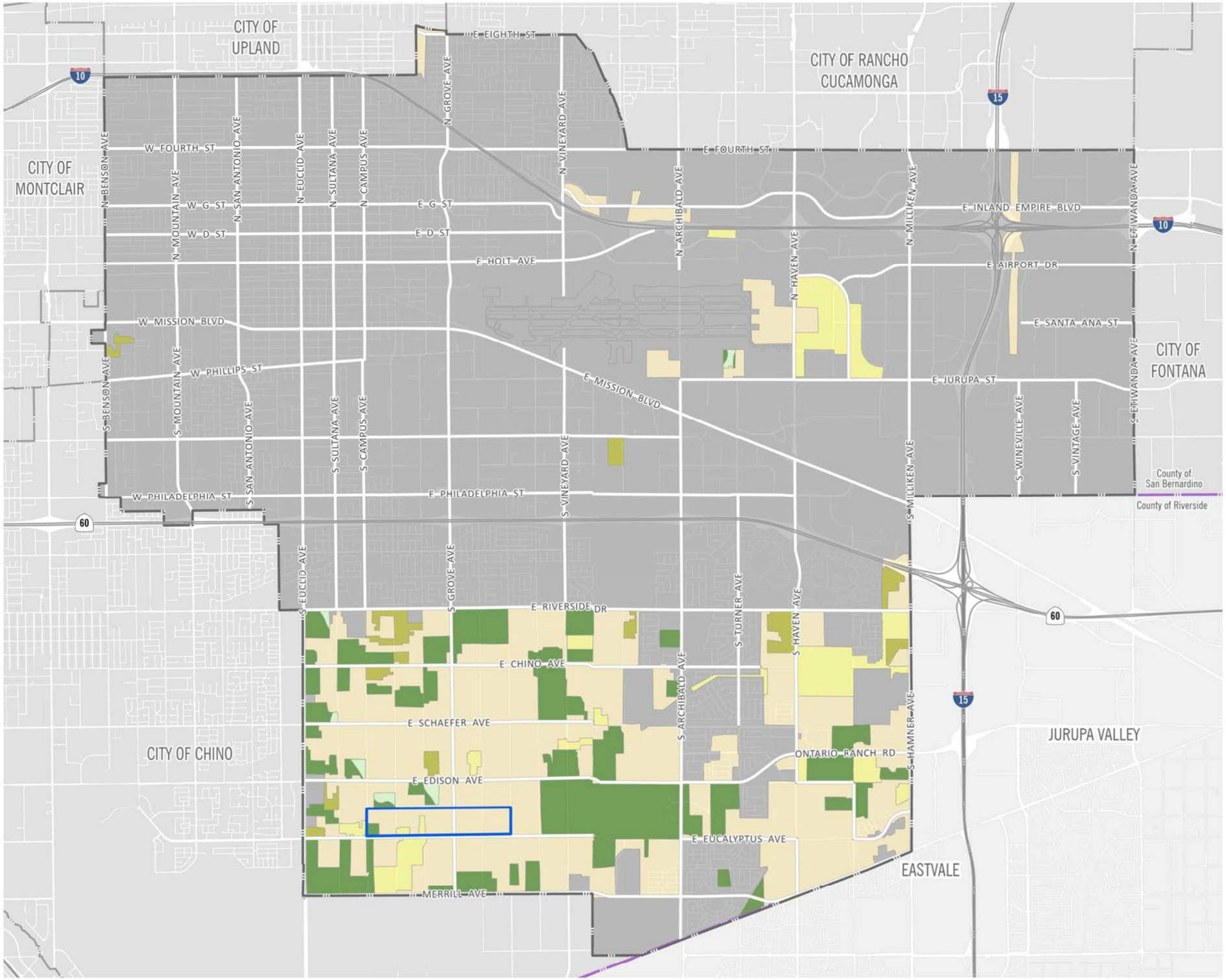
Ontario Ranch

The Ontario Ranch area covers 8,200 acres of the former 14,000-acre San Bernardino Agricultural Preserve, which was historically used for dairy or cattle farming. The Agricultural Preserve was divided and incorporated into the cities of Chino, Chino Hills, and Ontario in 1999, and the City of Ontario named its portion the “New Model Colony” (now Ontario Ranch). Until the mid-1990s, southern Ontario was part of the San Bernardino County Dairy Preserve.

The change of land use from agricultural to nonagricultural has mostly been due to increasing population, which has put pressure on cities in southern California to turn Important Farmland into uses that would support residential, economic, and employment needs. Dairies and farms in Ontario have also found that they are outcompeted by dairies and farms in the Central Valley, so they have either converted their land to more productive, nonagricultural uses or they have left Ontario for the Central Valley.

Figure 3.2-1

Important Farmland



- EBPSP Boundary
- Ontario City Boundary
- County Boundary
- Developed Land
- Prime Farmland
- Farmland of Local Importance
- Farmland of Statewide Importance
- Grazing Land
- Unique Farmland
- Other Land

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: CADOC (Dept of Conservation) 2020 Date: 12/10/2025

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Agricultural Preserve Lands

In 1988, California voters approved Proposition 70, which allocated $20 million to San Bernardino County for the permanent acquisition and preservation of agricultural lands in the Chino Agricultural Preserve. The County used these funds to purchase 366.55 acres across 9 nonadjacent parcels in the Chino Agricultural Preserve, which included parcels in what is now Ontario Ranch. The Southern California Agricultural Land Foundation (SCALF) managed 200 acres of farmland within Ontario Ranch through a 1988 Park Bond Act with San Bernardino County. In 2010, Senate Bill 1124 was passed and allowed San Bernardino County to sell or exchange the properties as long as the proceeds were used to purchase replacement property for agricultural preservation, community gardens, or wildlife habitat. The City of Ontario is not a participant in the San Bernardino County Proposition 70 implementation. The County of San Bernardino deed restrictions remain in effect until either a conservation easement is recorded or until the County of San Bernardino sells or exchanges the property.

Purchase of Agricultural Easements Programs

Purchase of Agricultural Conservation Easement (PACE) programs compensate property owners for keeping their land available for agriculture. Typically, PACE programs consider soil quality, threat of development, and future agricultural viability when selecting farms for protection. They are usually administered by state or local governments but may also be operated by private conservation organizations.

The City of Ontario and San Bernardino County do not currently operate a PACE program for loss of farmland in the City or County. City of Ontario Resolution No. 2010-003, adopted by the City on January 27, 2010, found that that the replacement of agricultural resources off-site, including via establishment of conservation easements or preserves, would, given the lack of viability of such mitigation in the City, only be possible in parcels in another part of the state. The Resolution found that “such distant mitigation would not reduce impacts because these mitigation parcels could have no bearing or relationship on the loss of agricultural lands within the City and this mitigation strategy would cause no net change in Important Farmland conversion within the state because new Important Farmland cannot be created.”

California Land Conservation Act (Williamson Act)

The Ontario Ranch has areas that are currently agriculture preserves under contract with San Bernardino County through the Williamson Act of 1965 (see Table 3.2-3, *Remaining Agricultural Preserves in Ontario*). The preservation of agricultural land through Williamson Act contracts today in Ontario is meant to discourage premature and unnecessary conversion to urban uses. Once the Ontario Ranch annexed to the City, the City of Ontario became the administrating entity for the Williamson Act contracts. Under the Act, either the landowner or the planning jurisdiction (the City) has the ability to submit the property for nonrenewal. Property owners in this area with Williamson Act contracts have filed for nonrenewal because of the declining

profits from agriculture in the area and the potential development of these lands with nonagricultural uses. Current nonrenewed contracts would expire between 2027 and 2033. Current Williamson Act areas in the City of Ontario are shown in Figure 3.2-2, *Williamson Act Lands*.

Table 3.2-3 Remaining Agricultural Preserves in Ontario

Land Use Category	Acres
Active	308.24
Expires 2027	275.5
Expires 2028	93.4
Expires 2033	23.2
Total	700.34

Source: Ontario 2025.

Forest Land and Timberland

The City of Ontario contains no forest land or timberland that could fall under the definition of forest land per California Public Resource Code Section 12220(g).

SPECIFIC PLAN

Agricultural Resources

The existing zoning of the site is EBPSP with an Agricultural Overlay and Affordable Housing Overlay, indicating the site's anticipated transition to urban uses. Under existing conditions, the majority of the Specific Plan area supports remnant pasture crop fields and cattle stockyards, residences, and inactive agricultural land. None of the Specific Plan parcels are San Bernardino County Agricultural Preserve Lands.

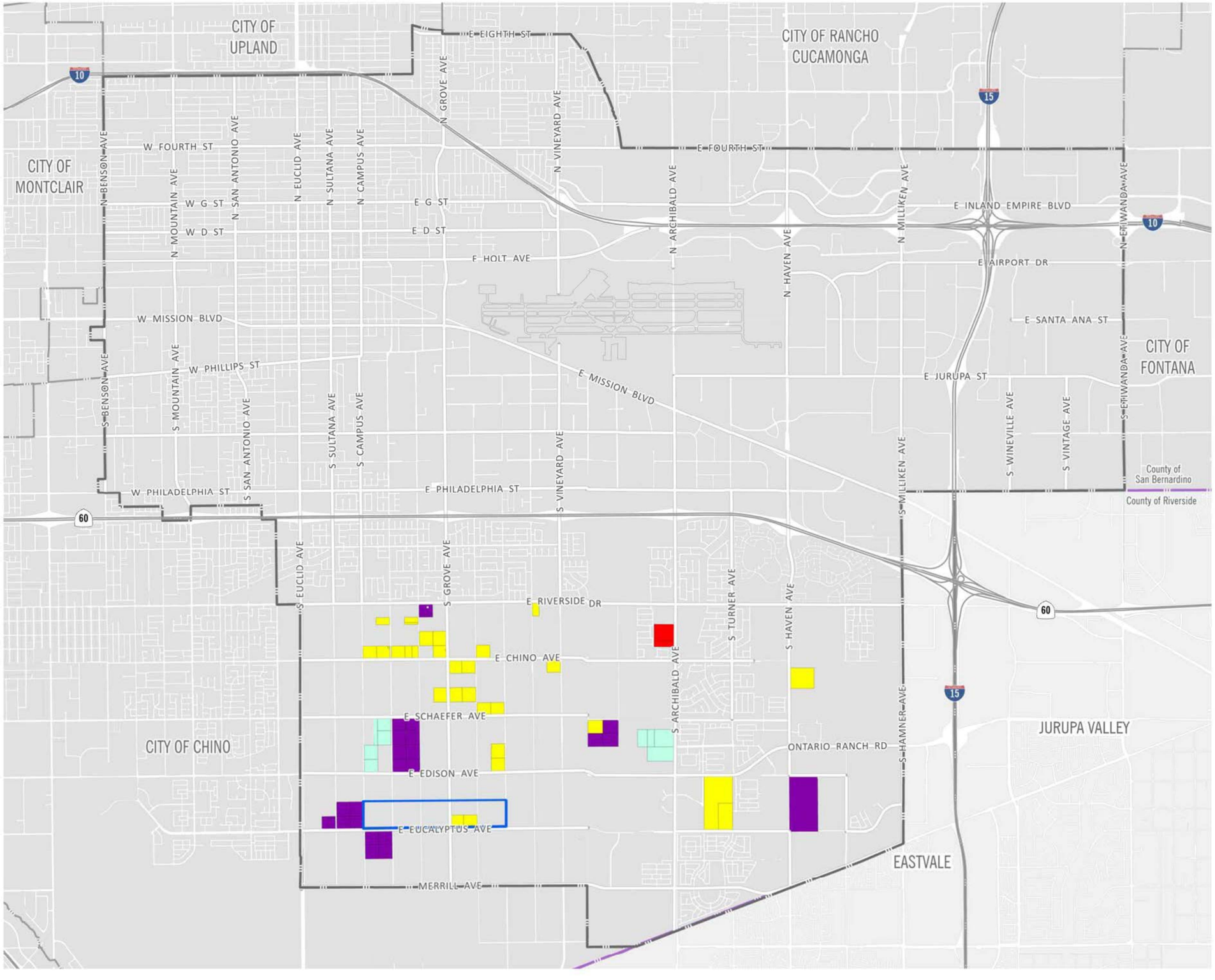
The majority of the Specific Plan area (170.72 acres) is mapped as "other land," but small portions of grazing land (11.62 acres), and Prime Farmland (6.6 acres) are located on-site (DOC 2022). Please refer to Figure 3.2-3, *EBPSP Farmland Map*. Two parcels within the Specific Plan area have an active Williamson Act contract in place (APNs: 0216-231-01 and 0216-321-07).

Forestry and Timberland Resources

The City of Ontario does not contain forest land or timberland. The Specific Plan area is not zoned for forestry uses, nor is any on-site vegetation associated with forest land. Therefore, there are no forest or timberland resources within the Specific Plan area.

Figure 3.2-2

Williamson Act Land



EBPSP Boundary
Ontario City Boundary
County Boundary
Parcels with Williamson Act Contract Expires
Active
2027
2028
2033

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: City of Ontario, 2025
Date: 12/10/2025

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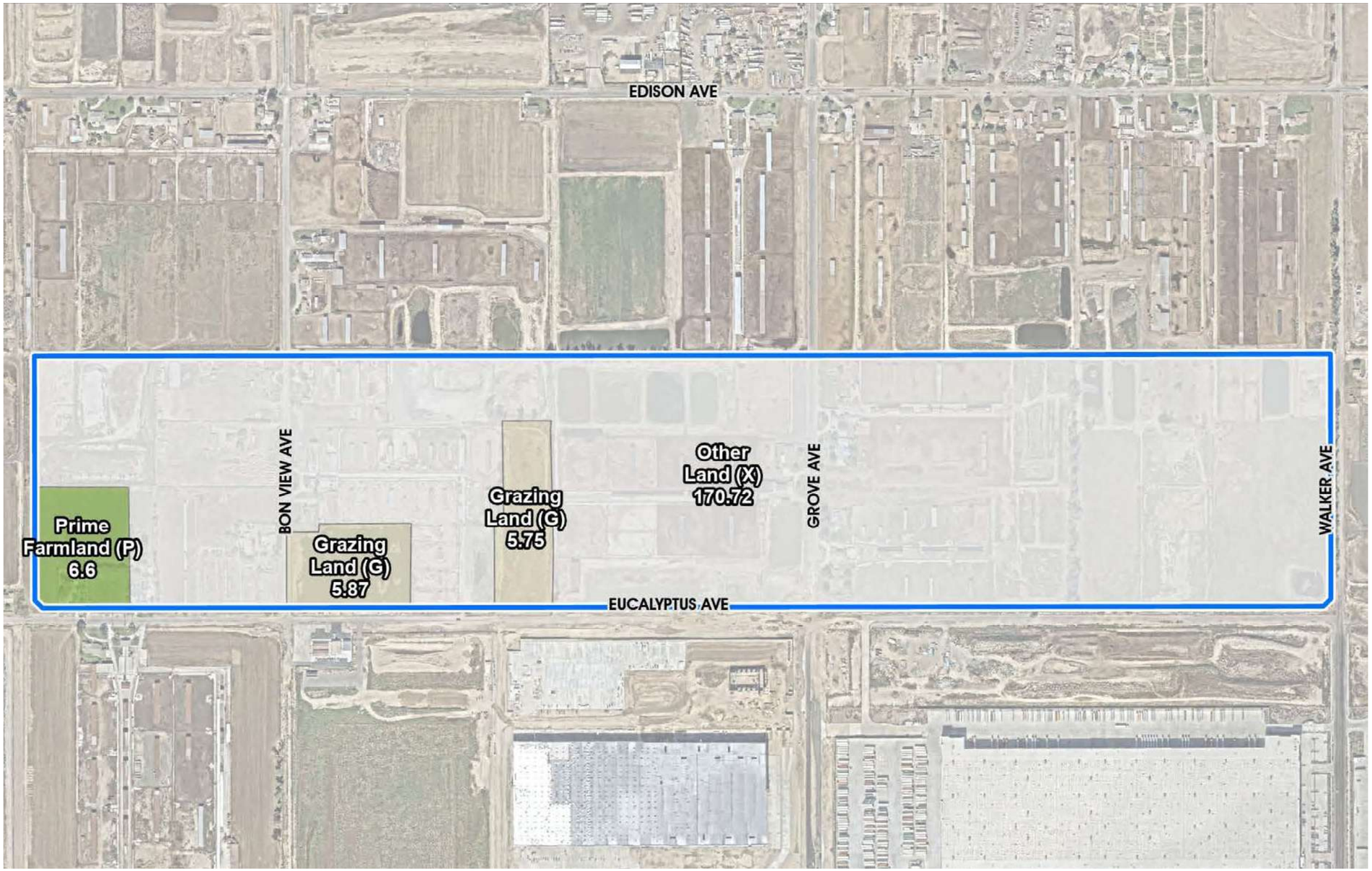
Figure 3.2-3

EBPSP Farmland Map



EBPSP Boundary

2·0·5·0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 300 600 Feet

Source: T&B 2026

Date: 03/03/2026

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3.2.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that,

> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

The proposed project would result in a significant impact to agricultural and forestry resources if it would:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.

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

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).

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

e) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of farmland to nonagricultural use or conversion of forest land to non-forest use.

METHODOLOGY

Documentation of current area conditions as well as maps available from the Department of Conservation (California Important Farmland Finder) and the City of Ontario (Zoning Map, Status of Williamson Act Contracts Map) were reviewed to assess the potential impacts to agriculture and forestry resources.

3.2.4 Relevant New and Modified General Plan Policies

The proposed project includes modifications to the following TOP 2050 policy for agricultural resources.

- **ER-5.4 Transition of Farms.** We protect both existing farms and sensitive uses around them as agricultural areas transition to urban uses. When uses transition from agricultural to urban uses, we do not require replacement farmland, nor do we require the dedication or preservation of agricultural land outside of our city.

3.2.5 Environmental Impacts

2022 CERTIFIED EIR

The 2022 Certified EIR identified that the approved project would not result in impacts to agricultural or forest resources. The approved project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use because the City no longer designates land for agricultural use under TOP 2050. Similarly, the approved project would not conflict with zoning for agricultural use or land under Williamson Act contracts because remaining contracts would still be subject to expiration or cancellation before development. The approved project would not conflict with zoning for forest land, timberland, or Timberland Production Zones, and no such designations exist in the City. Additionally, the approved project would not indirectly induce the conversion of farmland or forest land outside the City. In summary, the Certified EIR concluded that impacts to agricultural and forest resources would either result in no impact or remain less than significant.

PROPOSED PROJECT

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The 2022 Certified EIR concluded that the City of Ontario's land use plan no longer designates agricultural land uses in the City; therefore, TOP 2050 would not convert Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to nonagricultural uses and would have no impact on land zoned for the purpose of agricultural uses. The 2010 Ontario Plan Certified EIR concluded that buildout of the City would result in significant and unavoidable impacts to Prime Farmland, Unique Farmland, and Farmland of Statewide Importance because it converted all of the then-existing land under these categories to residential, commercial, mixed-use, and industrial land uses (Ontario 2010). Existing agricultural uses have been allowed to persist as nonconforming uses.

Policy Plan Amendment

In accordance with CEQA Guidelines Section 15163, the Draft SEIR evaluates the potential impacts from the change in land use designations and policies of the current TOP 2050 compared to the Policy Plan Amendment. Consistent with the TOP 2050, the City of Ontario no longer designates agricultural land uses within the City. While there is currently agricultural use in the Ontario Ranch, the planning framework to convert the land to nonagricultural land already occurred as a result of adoption of the current TOP 2050 in 2010, and prior to that as a result of annexation of the New Model Colony in 1999 from the County of San Bernardino. The proposed project would not result in any additional conversion of agricultural land in Ontario compared to the approved project.

The proposed project would redesignate land currently designated for residential to business park, increase residential densities, and allow mixed uses within developed areas, primarily on land in Ontario Ranch that is currently used for agricultural purposes. In addition, new mixed-use designations would be added for land surrounding the Ontario Sports Empire to align with recreational uses currently under development. Although the proposed project would increase residential densities and allow mixed uses in areas currently used for agricultural purposes and designated as Prime Farmland within the City, the land use plan no longer designates agricultural land uses and would not convert land from Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural uses. Therefore, the proposed project would have no impact on land zoned for agricultural purposes, and this impact would be **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As shown in Figure 3.2-3, the majority of the Specific Plan area (170.72 acres) is mapped as "other land," but small areas of grazing land (11.62 acres) and Prime Farmland (6.6 acres) are located on-site (DOC 2022). The City of Ontario no longer has land designated for agricultural use. The 2010 Ontario Plan Certified EIR concluded that buildout of the City would result in significant and unavoidable impacts to Prime Farmland, Unique Farmland, and Farmland of Statewide Importance because it converted all of the then-existing land under these categories to residential, commercial, mixed-use, and industrial land uses (Ontario 2010). Subsequently, the 2022 Certified EIR concluded that, because the City of Ontario's land use plan no longer designates agricultural land uses, TOP 2050 would not result in farmland impacts that were not previously disclosed. On this basis, the 2022 Certified EIR concluded that no impacts to farmland would result. Existing agricultural uses have been allowed to persist as non-conforming uses. The City adopted the Agricultural Overlay Zoning District in Section 9-1.2700 of the Ontario Municipal Code and Section 6.01.035.C.1 of the Development Code, which allows for the continuation of agricultural uses until development is approved for the Ontario Ranch subareas.

Impacts associated with the loss of farmland within the City were previously analyzed and disclosed as part of the 2010 Certified EIR. The 2022 Certified EIR did not identify further impacts regarding farmland. Similarly, implementation of the EBPSP, including the conversion of grazing land and Prime Farmland to a non-agricultural use, would not result in impacts not already previously disclosed. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact AGF-1: The proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in Ontario to nonagricultural use.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant agricultural and forestry impacts and therefore no mitigation measures were identified in the 2022 Certified EIR. The 2010 Certified EIR found that overall continuation of agriculture in Ontario Ranch is likely not feasible given the social pressures on these areas to meet the increasing population, and also because agricultural uses in this area are being driven out by competition from operations in other sectors. In addition,

many of the support services that dairies rely on, including feed/hay for the cattle, have also closed.

New Mitigation Measures

Implementation of the proposed project, including the conversion of grazing land and Prime Farmland to a non-agricultural use, would not result in impacts not already previously disclosed. No mitigation is required.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The 2022 Certified EIR determined that buildout of the approved project would have resulted in the cancellation or nonrenewal of Williamson Act contracts within the City. The 2022 Certified EIR would not result in further impacts to Williamson Act lands, impacts would be less than significant.

Policy Plan Amendment

The City of Ontario no longer designates agricultural land uses in the City. There are existing Williamson Act contracts in the City, as shown in Figure 3-2.2, and any land held in a Williamson Act contract would have to be filed for nonrenewal, and the contract would have to be allowed to expire before any development occurs on it. Because buildout of the proposed project would result in the cancellation or nonrenewal of Williamson Act contracts, consistent with the approved project, the proposed project would not result in further impacts to Williamson Act lands.

Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant

Specific Plan

Two parcels within the Specific Plan area have an active Williamson Act contract in place (APNs: 0216-231-01 and 0216-321-07). An application to cancel the contract is required to be submitted to the City. The existing zoning of the site is Specific Plan with an Agricultural Overlay and Affordable Housing Overlay. The Agricultural Overlay was developed to allow for the continuation of agricultural uses until development is approved for the Ontario Ranch subareas. Eventual removal of the Agricultural Overlay was anticipated in the 2022 Certified EIR.

As such, the EBPSP would not result in impacts not already previously disclosed. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact AGF-2: The proposed project would not result in conflicts with existing zoning for agricultural use or a Williamson Act contract.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant impacts, and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

The proposed project would not result in conflicts with existing zoning for agricultural use or a Williamson Act contract. No mitigation is required.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

The 2022 Certified EIR determined there are no land use designations or zoning for forest land, timberland, or timberland zoned Timberland Production in the City of Ontario, and impacts were less than significant.

Policy Plan Amendment

Consistent with the 2022 Certified EIR, there are no land use designations or zoning for forest land, timberland, or timberland zoned Timberland Production in the City of Ontario. Consequently, the proposed project would not conflict with existing zoning for forest land, timberland, or timberland zoned Timberland Production. Therefore, there is no land in Ontario that would be considered forest land. Consequently, implementation of the proposed project would not result in loss or conversion of timberland to non-forest uses, and **no impact** would occur. The proposed project would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: No impact

Specific Plan

There are no land use designations or zoning for forest land, timberland, or timberland zoned Timberland Production in the City of Ontario. The existing zoning of the site is Specific Plan with

an Agricultural Overlay and Affordable Housing Overlay. The EBPSP would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland production. Therefore, **no impacts** would occur.

Similarly, the 2022 Certified EIR did not identify any impacts regarding conflicts with zoning for forest land or timberland related uses. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: No impact

Impact AGF-3: The proposed project would not conflict with existing zoning for forest land, timberland, or timberland zoned Timberland Production.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant agriculture and forestry impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

The proposed project would not conflict with existing zoning for forest land, timberland, or timberland zoned Timberland Production. No mitigation is required.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

The 2022 Certified EIR determined that there are no land use designations or zoning for forest land in the City of Ontario and there were no impacts.

Policy Plan Amendment

Consistent with the Certified EIR, there are no land use designations or zoning for forest land in the City of Ontario. Consequently, the proposed project would not conflict with existing zoning for forest land. There is no land in Ontario that would be considered forest land and implementation of the proposed project would not result in loss or conversion of forest land to non-forest uses. **No impact** would occur. The proposed project would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: No impact.

Specific Plan

The City of Ontario does not contain any forest land or timberland that could fall under the definition of forest land per California Public Resource Code Section 12220(g). As such, no forestry resources are located within the Specific Plan area or in the immediate vicinity. The EBPSP would have **no impact** in this regard.

Similarly, the 2022 Certified EIR did not identify any impacts regarding the loss or conversion of forest land. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: No impact.

Impact AGF-4: No forest land would be affected by the proposed project.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No forest land would be affected by the proposed project. No mitigation is required.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to nonagricultural use or conversion of forest land to non-forest use?

The 2022 Certified EIR concluded that because the City of Ontario's land use plan no longer designates agricultural land uses in the City, the TOP 2050 would not convert Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to nonagricultural uses and would have no impact on land zoned for the purpose of agricultural uses.

The 2022 Certified EIR determined that there are no land use designations or zoning for forest land in the City of Ontario and there were no impacts.

Policy Plan Amendment

Consistent with the 2010 TOP and the TOP 2050, the City of Ontario no longer designates agricultural land uses. While the proposed project would redesignate some areas currently used for agricultural activities, these sites are not zoned or designated for agricultural purposes.

Accordingly, the proposed project would not result in the conversion of farmland to nonagricultural uses, and this impact would be **less than significant**.

Similarly, TOP 2050 does not identify any land use designations or zoning for forest land within the City. As a result, the proposed project would not conflict with existing zoning for forest land. Because no forest land exists within the City of Ontario, the proposed project would not result in the loss or conversion of forest land to non-forest uses, and this impact would be **less than significant**. The proposed project will not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Less than significant

Specific Plan

Although the majority of the Specific Plan area is currently used for agricultural purposes, the zoning of the site is Specific Plan, denoting the site's eventual transition to more urban uses. All former agriculture areas in the City are now designated for nonagricultural uses. As previously discussed, impacts associated with the conversion of agricultural areas were disclosed as part of the 2010 Ontario Plan Environmental Impact Report. The 2010 Certified EIR identified significant and unavoidable impacts to agricultural resources because buildout would result in all agricultural areas being converted to nonagricultural uses, and because buildout would lead to cancellation or expiration of Williamson Act contracts (Ontario 2010).

Since impacts were analyzed and disclosed as part of the 2010 Certified EIR, the 2022 Certified EIR did not identify any further impacts related to the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use, and concluded that impacts would be less than significant. EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

There is no forest land located within the City; therefore, the Specific Plan would not result in conversion of forest land to non-forest use. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant

Impact AGF-5: The proposed project would not involve other changes that would result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use that have not been previously disclosed.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant agricultural or forestry resource impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

The proposed project would not involve other changes that would result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use that have not been previously disclosed. No mitigation is required.

3.2.6 Cumulative Impact Analysis

Proposed Project

The land use changes of the Policy Plan Amendment are comprehensive and encompasses the land use changes associated with the EBPSP and the concurrent Zoning changes. Therefore, cumulative impacts for the proposed project are described below.

Mapped Important Farmland, Williamson Act Contracts, and Agricultural Zoning

The 2022 Certified EIR determined that cumulative impacts related to agricultural resources would be less than significant since impacts would not exceed those already discussed in the previous document. Since the City of Ontario no longer includes agricultural zoning, implementation of the proposed project would not result in agricultural resource impacts that would combine with impacts in San Bernardino County to result in significant, cumulative impacts. Similarly, although the EBPSP would result in the conversion of 6.6 acres of Prime Farmland and the cancellation of a Williamson Act contract, impacts would not be new or more severe than those previously disclosed. As such, as determined by the 2022 Certified EIR, these impacts are not considered cumulatively considerable.

Forest Resources

The City of Ontario does not have any forest resources or timberland; therefore, no significant cumulative impact to forest resources would occur, and impacts would not be cumulatively considerable. Therefore, this impact is **less than significant**.

Cumulative Impacts: Implementation of the proposed project would not result in significant cumulative impacts to agricultural and forestry resources.

3.2.7 References

DOC (Department of Conservation). 2018. San Bernardino South 2018 Important Farmland Map.

DOC. 2022. California Important Farmland Finder. https://maps.conservation.ca.gov/DLRP/CIFF/.

DOC. (2025). Williamson Act Enrollment Finder. https://maps.conservation.ca.gov/dlrp/WilliamsonAct/.

Ontario, City of. 2010. The Ontario Plan Environmental Impact Report. SCH 2008101140.

Ontario, City of. 2022. TOP 2050 Draft Supplemental EIR. https://content.ontarioca.gov/sites/default/files/2024-12/Final_DraftSEIR_TOP2050.pdf.

Ontario, City of. 2023. Williamson Act Status Map. https://content.ontarioca.gov/sites/default/files/2025-01/williamson_act%20status%20map%20Dec%202023.pdf.

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3.3 AIR QUALITY

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential for the TOP 2050 Policy Plan Amendment and EBPSP (proposed project) to impact air quality in comparison to the current TOP (approved project) and impacts identified in the 2022 Certified EIR. This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (South Coast AQMD). The analysis focuses on air pollution from regional emissions and localized pollutant concentrations.

Criteria air pollutant emissions modeling for the Policy Plan Amendment is in Appendix C1. The operational HRA for changes to the City's truck routes is Appendix C2. The analysis for the EBPSP is based on the EBPSP Air Quality Technical Study in Appendix C3 and the EBPSP Health Risk Assessment in Appendix C4 of this SEIR.

Two comment letters were received in response to the NOP related to air quality impacts. The relevant issues raised in those comment letters are addressed throughout this section. For a summary of the comment letters, refer to Table 1-1 in Chapter 1, *Introduction*, or see Appendix A for the complete comment letters.

Terminology

The following are definitions for terms used throughout this section.

- **AAQS:** Ambient Air Quality Standards that define clean air, established to protect the health of sensitive communities.
- **CES:** CalEnviroScreen, a mapping tool that helps identify the California communities most affected by many sources of pollution, and where people are often especially vulnerable to pollution's effects.
- **Concentrations:** The amount of pollutant material per volumetric unit of air. Concentrations are measured in parts per million (ppm), parts per billion (ppb), or micrograms per cubic meter ($\mu g/m^3$).
- **Criteria Air Pollutants:** Those air pollutants specifically identified for control under the Federal Clean Air Act (currently six: carbon monoxide, nitrogen oxides, lead, sulfur oxides, ozone, and particulates).
- **DPM:** Diesel particulate matter, exhaust from trucks, buses, trains, ships, and other equipment with diesel engines, containing a mixture of gases and solid particles.
- **Emissions:** The actual quantity of pollutant, measured in pounds per day or tons per year.
- **ppm:** Parts per million.
- **Sensitive receptor:** Land uses that are considered more sensitive to air pollution compared to others due to the types of population groups or activities involved. These land uses include residential, retirement facilities, hospitals, and schools.

- **TAC:** Toxic air contaminant.
- **µg/m^3:** Micrograms per cubic meter.
- **VMT:** Vehicle miles traveled.

CRITERIA AIR POLLUTANTS

The pollutants emitted into the ambient air by stationary and mobile sources are categorized as primary and/or secondary pollutants. Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gasses (ROG)/volatile organic compounds (VOC), nitrogen oxides (NO_X), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Pb) are primary air pollutants. Of these, CO, SO_2, nitrogen dioxide (NO_2), PM_{10}, and $PM_{2.5}$ are "criteria air pollutants," which means that ambient air quality standards (AAQS) have been established for them. ROG and NO_X are criteria pollutant precursors that form secondary criteria air pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O_3) and NO_2 are the principal secondary pollutants.

Each of the primary and secondary criteria air pollutants and its known health effects are described below.

- **Carbon Monoxide (CO)** is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. CO is a primary criteria air pollutant. CO concentrations tend to be the highest during winter mornings with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines and motor vehicles operating at slow speeds are the primary source of CO in the South Coast Air Basin (SoCAB), the highest ambient CO concentrations are generally found near traffic-congested corridors and intersections. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation (South Coast AQMD 2005, 2022; USEPA 2025a). The SoCAB is designated as being in attainment under the California AAQS and attainment (serious maintenance)[1] under the National AAQS (CARB 2025a).
- **Reactive Organic Gases (ROG)/Volatile Organic Compounds (VOC)** are composed primarily of hydrogen and carbon atoms. Internal combustion associated with motor vehicle usage is the major source of ROGs. Other sources include evaporative emissions from paints and solvents, asphalt paving, and household consumer products such as aerosols (South Coast AQMD 2005). There are no AAQS for ROGs; however, because they contribute to the

[1] A maintenance area refers to a previously nonattainment area that has been redesignated to "maintenance" after it meets the standards and additional redesignation requirements in the Clean Air Act (Section 107(d)(3)(E)).

formation of O_3, South Coast AQMD has established a significance threshold (South Coast AQMD 2023a). The health effects for ozone are described later in this section.

- **Nitrogen Oxides (NO_X)** are a by-product of fuel combustion and contribute to the formation of ground-level O_3, PM_{10}, and $PM_{2.5}$. The two major forms of NO_X are nitric oxide (NO) and nitrogen dioxide (NO_2). NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. The principal form of NO_X produced by combustion is NO, but NO reacts quickly with oxygen to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. NO_2 is an acute irritant and more injurious than NO in equal concentrations. At atmospheric concentrations, however, NO_2 is only potentially irritating. NO_2 absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO_2 exposure concentrations near roadways are of particular concern for susceptible individuals, including asthmatics, children, and the elderly. Current scientific evidence links short-term NO_2 exposures, ranging from 30 minutes to 24 hours, with adverse respiratory effects, including airway inflammation in healthy people and increased respiratory symptoms in people with asthma. Also, studies show a connection between elevated short-term NO_2 concentrations and increased visits to emergency departments and hospital admissions for respiratory issues, especially asthma (South Coast AQMD 2005, 2022; USEPA 2025a). The SoCAB is designated in attainment (maintenance) under the National AAQS and attainment under the California AAQS (CARB 2025a).
- **Sulfur Dioxide (SO_2)** is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. It enters the atmosphere as a result of burning high-sulfur-content fuel oils and coal and chemical processes at plants and refineries. Gasoline and natural gas have very low sulfur content and do not release significant quantities of SO_2. When sulfur dioxide forms sulfates (SO_4) in the atmosphere, together these pollutants are referred to as sulfur oxides (SO_X). Thus, SO_2 is both a primary and secondary criteria air pollutant. At sufficiently high concentrations, SO_2 may irritate the upper respiratory tract. Current scientific evidence links short-term exposures to SO_2, ranging from 5 minutes to 24 hours, with an array of adverse respiratory effects, including bronchoconstriction and increased asthma symptoms. These effects are particularly adverse for asthmatics at elevated ventilation rates (e.g., while exercising or playing) at lower concentrations, and when combined with particulates, SO_2 may do greater harm by injuring lung tissue. Studies also show a connection between short-term exposure and increased visits to emergency facilities and hospital admissions for respiratory illnesses, particularly in at-risk populations such as children, the elderly, and asthmatics (South Coast AQMD 2005, 2022; USEPA 2025a). The SoCAB is designated as attainment under the California and National AAQS (CARB 2025a).
- **Suspended Particulate Matter (PM_{10} and $PM_{2.5}$)** consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized and regulated. Inhalable coarse particles, or PM_{10}, include particulate matter with an aerodynamic diameter of 10 microns or less (i.e., ≤0.01 millimeter). Inhalable fine particles, or $PM_{2.5}$, have an aerodynamic diameter of 2.5 microns or less

(i.e., ≤0.002.5 millimeter). Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. Both PM_{10} and $PM_{2.5}$ may adversely affect the human respiratory system, especially in people who are naturally sensitive or susceptible to breathing problems. The US Environmental Protection Agency's (EPA) scientific review concluded that $PM_{2.5}$, which penetrates deeply into the lungs, is more likely than PM_{10} to contribute to health effects and at far lower concentrations. These health effects include premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms (e.g., irritation of the airways, coughing, or difficulty breathing) (South Coast AQMD 2005, 2022). There has been emerging evidence that ultrafine particulates, which are even smaller particulates with an aerodynamic diameter of <0.1 microns or less (i.e., ≤0.0001 millimeter) have human health implications because their toxic components may initiate or facilitate biological processes that may lead to adverse effects to the heart, lungs, and other organs (South Coast AQMD 2022). The EPA and the California Air Resources Board (CARB) have not adopted AAQS to regulate these particulates. Diesel particulate matter is classified by CARB as a carcinogen (CARB 1999, 2023d). Particulate matter can also cause environmental effects such as visibility impairment,[2] environmental damage,[3] and aesthetic damage[4] (South Coast AQMD 2005, 2022; USEPA 2023a). The SoCAB is a nonattainment area for $PM_{2.5}$ under California and National AAQS and a nonattainment area for PM_{10} under the California AAQS (CARB 2025a).[5]

- **Ozone (**O_3**)** is a key ingredient of "smog" and is a gas that is formed when ROGs and NO_X, both by-products of internal combustion engine exhaust, undergo photochemical reactions in sunlight. O_3 is a secondary criteria air pollutant. O_3 concentrations are generally highest during the summer months when direct sunlight, light winds, and warm temperatures create favorable conditions for its formation. O_3 poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Breathing O_3 can trigger a variety of health problems, including chest pain, coughing, throat irritation, and congestion. It can worsen bronchitis, emphysema, and asthma. Ground-level O_3 also can reduce lung function and inflame the linings of the lungs. Repeated exposure may permanently scar lung tissue. O_3 also affects sensitive vegetation and ecosystems, including forests, parks, wildlife refuges, and wilderness areas. In particular, O_3 harms sensitive vegetation during the

[2] $PM_{2.5}$ is the main cause of reduced visibility (haze) in parts of the United States.

[3] Particulate matter can be carried over long distances by wind and then settle on ground or water, making lakes and streams acidic; changing the nutrient balance in coastal waters and large river basins; depleting the nutrients in soil; damaging sensitive forests and farm crops; and affecting the diversity of ecosystems.

[4] Particulate matter can stain and damage stone and other materials, including culturally important objects such as statues and monuments.

[5] CARB approved the South Coast AQMD's request to redesignate the SoCAB from serious nonattainment for PM_{10} to attainment for PM_{10} under the National AAQS on March 25, 2010, because the SoCAB did not violate federal 24-hour PM_{10} standards from 2004 to 2007. The USEPA approved the State of California's request to redesignate the South Coast PM_{10} nonattainment area to attainment of the PM_{10} National AAQS, effective on July 26, 2013.

growing season (South Coast AQMD 2005, 2022; USEPA 2024a). The SoCAB is designated extreme nonattainment under the California AAQS (1-hour and 8-hour) and National AAQS (8-hour) (CARB 2025a).

- **Lead (Pb)** is a metal found naturally in the environment as well as in manufactured products. Once taken into the body, lead distributes throughout the body in the blood and accumulates in the bones. Depending on the level of exposure, lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and the cardiovascular system. Lead exposure also affects the oxygen-carrying capacity of the blood. The effects of lead most commonly encountered in current populations are neurological effects in children and cardiovascular effects in adults (e.g., high blood pressure and heart disease). Infants and young children are especially sensitive to even low levels of lead, which may contribute to behavioral problems, learning deficits, and lowered IQ (South Coast AQMD 2005, 2022; USEPA 2025a). The major sources of lead emissions have historically been mobile and industrial sources. As a result of the USEPA's regulatory efforts to remove lead from gasoline, emissions of lead from the transportation sector dramatically declined by 95 percent between 1980 and 1999, and levels of lead in the air decreased by 94 percent between 1980 and 1999. Today, the highest levels of lead in air are usually found near lead smelters. The major sources of lead emissions today are ore and metals processing and piston-engine aircraft operating on leaded aviation gasoline. In 2008 the USEPA and CARB adopted more strict lead standards, and special monitoring sites immediately downwind of lead sources recorded very localized violations of the new state and federal standards.[6] Because emissions of lead are found only in projects that are permitted by South Coast AQMD, lead is not a pollutant of concern for the proposed project.

Table 3.3-1, *Criteria Air Pollutant Health Effects Summary*, summarizes the potential health effects associated with the criteria air pollutants.

[6] Source-oriented monitors record concentrations of lead at lead-related industrial facilities in the SoCAB, which include Exide Technologies in the City of Commerce; Quemetco, Inc., in the City of Industry; Trojan Battery Company in Santa Fe Springs; and Exide Technologies in Vernon. Monitoring conducted between 2004 through 2007 showed that the Trojan Battery Company and Exide Technologies exceed the federal standards (South Coast AQMD 2012).

Table 3.3-1 Criteria Air Pollutant Health Effects Summary

Pollutant	Health Effects	Examples of Sources
Carbon Monoxide (CO)	▪ Chest pain in heart patients ▪ Headaches, nausea ▪ Reduced mental alertness ▪ Death at very high levels	Any source that burns fuel such as cars, trucks, construction and farming equipment, and residential heaters and stoves
Ozone (O_3)	▪ Cough, chest tightness ▪ Difficulty taking a deep breath ▪ Worsened asthma symptoms ▪ Lung inflammation	Atmospheric reaction of organic gases with nitrogen oxides in sunlight
Nitrogen Dioxide (NO_2)	▪ Increased response to allergens ▪ Aggravation of respiratory illness	Same as carbon monoxide sources
Particulate Matter (PM_{10} and $PM_{2.5}$)	▪ Hospitalizations for worsened heart diseases ▪ Emergency room visits for asthma ▪ Premature death	Cars and trucks (particularly diesels) Fireplaces and woodstoves Windblown dust from overlays, agriculture, and construction
Sulfur Dioxide (SO_2)	▪ Aggravation of respiratory disease (e.g., asthma and emphysema) ▪ Reduced lung function	Combustion of sulfur-containing fossil fuels, smelting of sulfur-bearing metal ores, and industrial processes
Lead (Pb)	▪ Behavioral and learning disabilities in children ▪ Nervous system impairment	Contaminated soil

Source: CARB 2025b.

TOXIC AIR CONTAMINANTS

CARB has identified other air pollutants as toxic air contaminants (TACs), which are pollutants that may cause serious, long-term effects. People exposed to TACs at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects. These health effects can include damage to the immune system as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and other health problems (USEPA 2025b). By the last update to the TAC list in December 1999, CARB had designated 244 compounds as TACs (CARB 1999). Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. There are no air quality standards for TACs. Instead, TAC impacts are evaluated by

calculating the health risks associated with a given exposure. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most relevant to the project being particulate matter from diesel-fueled engines.

Diesel Particulate Matter

In 1998, CARB identified particulate emissions from diesel-fueled engines (DPM) as a TAC. Previously, the individual chemical compounds in diesel exhaust were considered TACs. Almost all diesel exhaust particles are 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung. Long-term (chronic) inhalation of DPM is likely a lung cancer risk. Short-term (i.e., acute) exposure can cause irritation and inflammatory symptoms and may exacerbate existing allergies and asthma symptoms (USEPA 2002).

CARB has promulgated specific rules to limit TAC emissions. The rules are in the California Code of Regulations (CCR).

- **13 CCR Chapter 10, Section 2485,** Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling
- **13 CCR Chapter 10, Section 2480,** Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools
- **13 CCR Section 2477 and Article 8,** Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate

Ambient air quality standards have been adopted at the state and federal levels for criteria air pollutants. In addition, both the state and federal government regulate the release of TACs. The proposed project is in the SoCAB and is subject to the rules and regulations imposed by the South Coast AQMD, the California AAQS adopted by CARB, and National AAQS adopted by the EPA. Federal, state, regional, and local laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized in this section.

3.3.1 Regulatory Framework

FEDERAL AND STATE

Ambient Air Quality Standards

The Clean Air Act (CAA) was passed in 1963 by the US Congress and has been amended several times. The 1970 CAA amendments strengthened previous legislation and laid the foundation for the regulatory scheme of the 1970s and 1980s. In 1977, Congress again added several

provisions, including nonattainment requirements for areas not meeting National AAQS as well as the Prevention of Significant Deterioration program. The 1990 amendments represent the latest in a series of federal efforts to regulate the protection of air quality in the United States. The CAA allows states to adopt more stringent standards or to include other pollution species. The California Clean Air Act, signed into law in 1988, requires all areas of the state to achieve and maintain the California AAQS by the earliest practical date. The California AAQS tend to be more restrictive than the National AAQS.

The National and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect "sensitive receptors" most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Both California and the federal government have established health-based AAQS for seven air pollutants, which are shown in Table 3.3-2, *Ambient Air Quality Standards for Criteria Air Pollutants*. These pollutants are O_3, NO_2, CO, SO_2, PM_{10}, $PM_{2.5}$, and Pb. In addition, the state has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

Table 3.3-2 Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard[1]	Federal Primary Standard[2]	Major Pollutant Sources
Ozone (O_3)[3]	1 hour	0.09 ppm	*	Motor vehicles, paints, coatings, and solvents.
	8 hours	0.070 ppm	0.070 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm	0.053 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.18 ppm	0.100 ppm	

Table 3.3-2 Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard[1]	Federal Primary Standard[2]	Major Pollutant Sources
Sulfur Dioxide (SO_2)[4]	Annual Arithmetic Mean	*	0.010 ppm	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	0.075 ppm	
	24 hours	0.04 ppm	*	
Respirable Coarse Particulate Matter (PM_{10})	Annual Arithmetic Mean	20 µg/m^3	*	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	50 µg/m^3	150 µg/m^3	
Respirable Fine Particulate Matter ($PM_{2.5}$)[5,6]	Annual Arithmetic Mean	12 µg/m^3	9 µg/m^3	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	*	35 µg/m^3	
Lead (Pb)	30-Day Average	1.5 µg/m^3	*	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarter	*	1.5 µg/m^3	
	Rolling 3-Month Average	*	0.15 µg/m^3	
Sulfates (SO_4)[7]	24 hours	25 µg/m^3	*	Industrial processes.
Visibility Reducing Particles	8 hours	ExCo =0.23/km visibility of 10≥ miles	No Federal Standard	Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary

Table 3.3-2 Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard[1]	Federal Primary Standard[2]	Major Pollutant Sources
				greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt.
Hydrogen Sulfide	1 hour	0.03 ppm	No Federal Standard	Hydrogen sulfide (H_2S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation.
Vinyl Chloride	24 hours	0.01 ppm	No Federal Standard	Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.

Sources: CARB 2024; USEPA 2025c.

Notes: ppm: parts per million; µg/m3: micrograms per cubic meter

* Standard has not been established for this pollutant/duration by this entity.

1 California standards for O3, CO (except 8-hour Lake Tahoe), SO2 (1 and 24 hour), NO2, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2 National standards (other than O3, PM, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The O3 standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m3 is equal to or less than one. For PM2.5, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

3 On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

4 On December 27, 2024, the secondary annual SO2 standard was revised to an annual average, averaged over three consecutive years, with a level of 10 parts per billion (ppb).

5 On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 µg/m3 to 12.0 µg/m3. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 µg/m3, as was the annual secondary standard of 15 µg/m3. The existing 24-hour PM10 standards (primary and secondary) of 150 µg/m3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

6 On February 7, 2024, the national annual PM2.5 standard was lowered from 12 µg/m3 to 9 µg/m3. The existing national 24-hour PM2.5 standards (primary and secondary), secondary annual PM2.5 standard, and PM10 standards (primary and secondary) were retained

7 On June 2, 2010, a new 1-hour SO2 standard was established and the existing 24-hour and annual primary standards were revoked. The 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

California has also adopted a host of other regulations that reduce criteria pollutant emissions:

- **Assembly Bill (AB) 1493: Pavley Fuel Efficiency Standards.** Pavley I is a clean-car standard that reduces greenhouse gas emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016. In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025.
- **20 CCR: Appliance Energy Efficiency Standards.** The 2006 Appliance Efficiency Regulations (20 CCR Sections 1601–1608) were adopted by the California Energy Commission on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non–federally regulated appliances.
- **24 CCR, Part 6: Building and Energy Efficiency Standards.** Energy conservation standards for new residential and nonresidential buildings adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission) in June 1977.
- **24 CCR, Part 11: Green Building Standards Code.** Establishes planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.[7]

In May 2025, Congress passed 3 Congressional Review Act resolutions to nullify a set of California's CAA preemption waivers targeting California's vehicle emissions program (Holland & Knight 2025).

- **H.J.Res. 87** disapproves the EPA's waiver for multiple California heavy-duty vehicle programs, including Advanced Clean Trucks (requiring increasing percentages of zero-

[7] The green building standards became mandatory in the 2010 edition of the code.

emission truck sales), Zero Emission Airport Shuttles, and Zero-Emission Power Train Certification.

- **H.J.Res. 88** disapproves the EPA's waiver for Advanced Clean Cars II, which required all new passenger cars, trucks, and SUVs sold in California to be zero-emission by 2035.
- **H.J.Res. 89** disapproves the EPA's waiver for the "Omnibus" Low NO_X regulation, which establishes more stringent emissions standards for heavy-duty vehicles.

California Air Resources Board

CARB is a part of the California Environmental Protection Agency and responsible for the coordination and administration of both federal and state air pollution control programs in California. In this capacity, CARB conducts research, sets the California AAQS (see Table 3.3-1), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. CARB has primary responsibility for the development of California's State Implementation Plan (SIP), working closely with the federal government and the local air districts. The SIP is required for the state to take over implementation of the federal CAA from the USEPA.

Nuisance Regulations

Health and Safety Code Section 41700 states,

> ... a person shall not discharge from any source whatsoever quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any of those persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property.

This section also applies to objectionable odors.

Tanner Air Toxics Act and Air Toxics Hot Spot Information and Assessment Act

Public exposure to toxic air contaminants (TACs) is a significant environmental health issue in California. In 1983, the California legislature enacted a program to identify the health effects of TACs and reduce exposure to them. The California Health and Safety Code defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health" (17 CCR Section 93000). A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the federal Clean Air Act (42 US Code Section 7412[b]) is a TAC. Under State law, the California

Environmental Protection Agency, acting through CARB, is authorized to identify a substance as a TAC if it is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through AB 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics "Hot Spot" Information and Assessment Act of 1987). The Tanner Air Toxics Act set up a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an "airborne toxics control measure" for sources that emit that TAC. If there is a safe threshold for a substance (i.e., a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate "toxics best available control technology" to minimize emissions. To date, CARB has established formal control measures for 11 TACs that are identified as having no safe threshold.

Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High-priority facilities are required to perform a health risk assessment, and if specific thresholds are exceeded, are required to communicate the results to the public through notices and public meetings.

REGIONAL

Air Quality Management Planning

The South Coast AQMD is the agency responsible for improving air quality in the SoCAB and ensuring that the National and California AAQS are attained and maintained. South Coast AQMD is responsible for preparing the air quality management plan (AQMP) for the SoCAB in coordination with the Southern California Association of Governments (SCAG). The AQMP is a regional strategy plan to achieve air quality standards by examining emissions, looking at regional growth projections, and the impact of existing and proposed control measures to provide healthful air in the long-term. Since 1979, a number of AQMPs have been prepared.

The Clean Air Act requires CARB to develop a SIP that describes how an area will attain National AAQS. The AQMP provides the framework for air quality basins to achieve attainment of the State and National AAQS through the SIP. Areas are classified as attainment or nonattainment areas for a particular pollutant depending on whether they meet the AAQSs.

2022 AQMP

South Coast AQMD adopted the 2022 AQMP on December 2, 2022, as an update to the 2016 AQMP. On October 1, 2015, the EPA strengthened the National AAQS for ground-level ozone, lowering the primary and secondary ozone standard levels to 70 parts per billion (ppb) (2015 Ozone National AAQS). The SoCAB is currently classified as an "extreme" nonattainment for the 2015 Ozone National AAQS. Meeting the 2015 federal ozone standard requires reducing NOx emissions, the key pollutant that creates ozone, by 67 percent more than is required by adopted

rules and regulations by 2037. The only way to achieve the required NOx reductions is through extensive use of zero emission (ZE) technologies across all stationary and mobile sources. South Coast AQMD's primary authority is over stationary sources, which account for approximately 20 percent of NOx emissions. The overwhelming majority of NOx emissions are from heavy-duty trucks, ships, and other State and federally regulated mobile sources that are mostly beyond the South Coast AQMD's control. The region will not meet the standard without significant federal action. In addition to federal action, the 2022 AQMP requires substantial reliance on future deployment of advanced technologies to meet the standard. The control strategy for the 2022 AQMP includes aggressive new regulations and the development of incentive programs to support early deployment of advanced technologies. The two key areas for incentive programs are (1) promoting widespread deployment of available ZE and low-NOx technologies and (2) developing new ZE and ultra-low NOx technologies for use in cases where the technology is not currently available. South Coast AQMD is prioritizing distribution of incentive funding in environmental justice areas and seeking opportunities to focus benefits on the most disadvantaged communities (South Coast AQMD 2022).

South Coast AQMD $PM_{2.5}$ Redesignation Request and Maintenance Plan

In 1997, the EPA adopted the 24-hour fine $PM_{2.5}$ standard of 65 µg/m^3. In 2006, this standard was lowered to a more health-protective level of 35 µg/m^3. The SoCAB is designated nonattainment for both standards. In 2020, monitored data demonstrated that the SoCAB attained both 24-hour $PM_{2.5}$ standards. The South Coast AQMD developed the "2021 Redesignation Request and Maintenance Plan" for the 1997 and 2006 24-hour $PM_{2.5}$ standards, demonstrating that the SoCAB has met the requirements to be redesignated to attainment for the 24-hour $PM_{2.5}$ standards (South Coast AQMD 2021a).

Lead Implementation Plan

In 2008, the EPA designated the Los Angeles County (County) portion of the SoCAB as a nonattainment area under the federal lead (Pb) classification because of the addition of source-specific monitoring under the new federal regulation. This designation was based on two source-specific monitors in the City of Vernon and the City of Industry that exceeded the new standard in the 2007 to 2009 period. The remainder of the SoCAB, outside the county nonattainment area, remains in attainment of the new 2008 lead standard. On May 24, 2012, CARB approved the SIP revision for the federal lead standard, which the EPA revised in 2008. Lead concentrations in this nonattainment area have been below the level of the federal standard since December 2011. The SIP revision was submitted to the EPA for approval and was approved in March 2014 (CARB 2014).

Assembly Bill 617, Community Air Protection Program

AB 617 (C. Garcia, Chapter 136, Statutes of 2017) requires local air districts to monitor and implement air pollution control strategies that reduce localized air pollution in communities

that bear the greatest burdens. In response to AB 617, CARB established the Community Air Protection Program.

Air districts are required to host workshops to help identify disadvantaged communities disproportionately affected by poor air quality. Once the criteria for identifying the highest priority locations have been identified and the communities have been selected, new community monitoring systems are installed to track and monitor community-specific air pollution goals. In 2018 CARB prepared an air monitoring plan (Community Air Protection Blueprint) that evaluates the availability and effectiveness of air monitoring technologies and existing community air monitoring networks. Under AB 617, the Blueprint is required to be updated every 5 years.

Under AB 617, CARB is also required to prepare a statewide strategy to reduce TACs and criteria pollutants in impacted communities; provide a statewide clearinghouse for best available retrofit control technology; adopt new rules requiring the latest best available retrofit control technology for all criteria pollutants for which an area has not achieved attainment of California AAQS; and provide uniform, statewide reporting of emissions inventories. Air districts are required to adopt a community emissions reduction program to achieve reductions for the communities impacted by air pollution that CARB identifies.

South Coast AQMD Rules and Regulations

All projects are subject to South Coast AQMD rules and regulations in effect at the time of activity, including:

- **Rule 401, Visible Emissions.** This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in visible emissions. Specifically, the rule prohibits the discharge of any air contaminant into the atmosphere by a person from any single source of emission for a period or periods aggregating more than 3 minutes in any one hour that is as dark as or darker than designated No. 1 on the Ringelmann Chart, as published by the US Bureau of Mines.
- **Rule 402, Nuisance.** This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in a public nuisance. Specifically, this rule prohibits any person from discharging quantities of air contaminants or other material from any source such that it would result in an injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public. Additionally, the discharge of air contaminants would also be prohibited where it would endanger the comfort, repose, health, or safety of any number of persons or the public, or that cause, or have a natural tendency to cause injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- **Rule 403, Fugitive Dust.** This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust and requires best available control measures to be applied to earth-moving and grading activities.
- **Rule 445, Wood Burning Devices.** In general, the rule prohibits new developments from the installing wood-burning devices. This rule is intended to reduce the emission of particulate matter from such devices and applies to manufacturers and sellers of wood-burning devices, commercial sellers of firewood, and property owners and tenants that operate a wood-burning device.
- **Rule 1113, Architectural Coatings.** This rule serves to limit the VOC content of architectural coatings used on projects in the South Coast AQMD. Any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects in the South Coast AQMD must comply with the current VOC standards in this rule.
- **Rule 1403, Asbestos Emissions from Demolition/Renovation Activities.** The purpose of this rule is to specify work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM). The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials. All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings.
- **Rule 1166, Volatile Organic Compound Emissions from Decontaminated Soil.** Under this rule, an excavation plan is required, and excavation operations are required to be monitored for VOC concentrations.
- **Rule 1466, Control of Particulate Emissions from Soils with Toxic Air Contaminants,** to minimize the amount of off-site fugitive dust emissions containing TACs by reducing particulate emissions in the ambient air as a result of earthmoving activities, including excavating, grading, handling, treating, stockpiling, transferring, and removing soil that contains applicable TACs. Components of the fugitive dust control plan are required to include the following measures: fencing that is a minimum of 6 feet tall and at least as tall as the height of the tallest stockpile, with a windscreen with a porosity of 50 ± 5 percent; monitoring; notification; signage; and recordkeeping.

LOCAL

City of Ontario Municipal Code

The City's Municipal Code is organized by volume, title, chapter, and article. The following regulations relate to air quality impacts.

- **Volume II, Title 10, Chapter 2, *Parkway Trees*,** helps preserve parkway trees to regulate the maintenance and removal and planting requirements within the city.
- **Volume II, Title 8, *Building Regulations*,** adopts the 2022 California Building Code.
- **Volume II, Title 8, Chapter 9, *Electric Vehicle Charging Stations*,** provides requirements for electric vehicle charging stations as well as expedited permit review and inspection requirements by the Building Department.
- **Volume II, Title 8, Chapter 10, *Energy Code*,** adopts the 2022 California Energy Code.
- **Volume I, Title 3, Chapter 10, *Mobile Source Air Pollution Fees*,** supports South Coast AQMD's imposition of a vehicle registration fee for the purpose of implementing programs to reduce air pollution from motor vehicles.
- **Volume I, Title 6, Chapter 13, *Smoking*,** prohibits smoking in certain public and privately owned buildings.

3.3.2 Existing Conditions

SOUTH COAST AIR BASIN

The project site is in the South Coast Air Basin (SoCAB), which includes all of Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino counties. The SoCAB is in a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean in the southwest quadrant, with high mountains forming the remainder of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. This usually mild weather pattern is interrupted infrequently by periods of extremely hot weather, winter storms, and Santa Ana winds (South Coast AQMD 2005).

Meteorology

Temperature and Precipitation

The annual average temperature varies little throughout the SoCAB, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland

areas. The lowest average temperature is reported at 37.5°F in December and the highest average temperature is 92.4°F in August (USA.Com 2025).

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from October through April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast, with slightly heavier shower activity in the east and over the mountains. Rainfall averages 20.78 inches per year in the vicinity of the area (USA.Com 2025).

Humidity

Although the SoCAB has a semiarid climate, the air near the earth's surface is typically moist because of a shallow marine layer. This "ocean effect" is dominant except for infrequent periods when dry, continental air is brought into the SoCAB by offshore winds. Periods of heavy fog are frequent, especially along the coast. Low clouds, often referred to as high fog, are a characteristic climatic feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SoCAB (South Coast AQMD 2005).

Wind

Wind patterns across the southern coastal region are characterized by westerly or southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Wind speed is somewhat greater during the dry summer months than during the rainy winter season.

Between periods of wind, periods of air stagnation may occur in the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall months, surface high-pressure systems over the SoCAB, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east inhibit the eastward transport and diffusion of pollutants. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions (South Coast AQMD 2005).

Inversions

In conjunction with the 2 characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two distinct types of temperature inversions control the vertical depth through which pollutants are mixed. These inversions are the marine/subsidence inversion and the radiation inversion. The height of the base of the inversion at any given time is

known as the "mixing height." The combination of winds and inversions are critical determinants in leading to the highly degraded air quality in summer and the generally good air quality in the winter in the Project area (South Coast AQMD 2005).

SoCAB Nonattainment Areas

The AQMP provides the framework for air quality basins to achieve attainment of the state and federal ambient air quality standards through the SIP. Areas are classified as attainment or nonattainment areas for particular pollutants depending on whether they meet the ambient air quality standards. Severity classifications for ozone nonattainment range in magnitude from marginal, moderate, and serious to severe and extreme.

- ***Unclassified.*** A pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or nonattainment.
- ***Attainment.*** A pollutant is in attainment if the AAQS for that pollutant was not violated at any site in the area during a 3-year period.
- ***Nonattainment.*** A pollutant is in nonattainment if there was at least one violation of an AAQS for that pollutant in the area.
- ***Nonattainment/Transitional.*** A subcategory of the nonattainment designation. An area is designated nonattainment/transitional to signify that the area is close to attaining the AAQS for that pollutant.

The attainment status for the SoCAB is shown in Table 3.3-3, *Attainment Status of Criteria Air Pollutants in the South Coast Air Basin*.

Table 3.3-3 Attainment Status of Criteria Pollutants in the South Coast Air Basin

Pollutant	State	Federal
Ozone – 1-hour	Extreme Nonattainment	No Federal Standard
Ozone – 8-hour	Extreme Nonattainment	Extreme Nonattainment
PM_{10}	Serious Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment[1]
CO	Attainment	Attainment
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment
Lead	Attainment	Nonattainment (Los Angeles County only)[2]
All others	Attainment/Unclassified	Attainment/Unclassified

Source: CARB 2025a.

1 The SoCAB is pending a resignation request from nonattainment to attainment for the 24-hour federal PM2.5 standards. The 2021 PM2.5 Redesignation Request and Maintenance Plan demonstrates that the South Coast meets the requirements of the CAA to allow the EPA to redesignate the SoCAB to attainment for the 65 µg/m3 and 35 µg/m3 24-hour PM2.5 standards. CARB submitted the 2021 PM2.5 Redesignation Request to the EPA as a revision to the California SIP (CARB 2021).

2 In 2010, the Los Angeles portion of the SoCAB was designated nonattainment for lead under the new 2008 National AAQS as a result of large industrial emitters. Remaining areas for lead in the SoCAB are unclassified. However, lead concentrations in this nonattainment area have been below the level of the federal standard since December 2011 (South Coast AQMD 2012). On May 24, 2012, CARB approved the SIP revision for the federal lead standard, which the USEPA revised in 2008. The SIP revision was submitted to the EPA for approval and was approved in March 2014 (CARB 2014).

Multiple Air Toxics Exposure Study V

The Multiple Air Toxics Exposure Study (MATES) is a monitoring and evaluation study on existing ambient concentrations of TACs and the potential health risks from air toxics in the SoCAB. In April 2021, South Coast AQMD released the latest update to the MATES study, MATES V. The first MATES analysis, MATES I, began in 1986 but was limited because of the technology available at the time. Conducted in 1998, MATES II was the first MATES iteration to include a comprehensive monitoring program, an air toxics emissions inventory, and a modeling component. MATES III was conducted in 2004 to 2006, with MATES IV following in 2012 to 2013.

MATES V uses measurements taken during 2018 and 2019, with a comprehensive modeling analysis and emissions inventory based on 2018 data. The previous MATES studies quantified the cancer risks based on the inhalation pathway only. MATES V includes information on the chronic noncancer risks from inhalation and non-inhalation pathways for the first time. Cancer risks and chronic noncancer risks from MATES II through IV measurements have been reexamined using current Office of Environmental Health Hazards Assessment and California Environmental Protection Agency (CalEPA) risk assessment methodologies and modern statistical methods to examine the trends over time.

The MATES V study showed that cancer risk in the SoCAB decreased to 454 in a million from 997 in a million in the MATES IV study. Overall, air toxics cancer risk in the SoCAB decreased by 54 percent since 2012 when MATES IV was conducted. MATES V showed the highest risk locations near the Los Angeles International Airport and the Ports of Long Beach and Los Angeles. DPM continues to be the major contributor to air toxics cancer risk (approximately 72 percent of the total cancer risk). Goods movement and transportation corridors have the highest cancer risk. Transportation sources account for 88 percent of carcinogenic air toxics emissions, and the remainder is from stationary sources, which include large industrial operations such as refineries and power plants as well as smaller businesses such as gas stations and chrome-plating facilities (South Coast AQMD 2021b).

Figure 3.3-1, *South Coast AQMD MATES V Cancer Risk*, shows the results of the inhalation cancer risk from the MATES V study. The potential cancer risk is expressed as the incremental number of potential cancer cases that could be developed per million people, assuming that the population is exposed to the substance at a constant annual average concentration over a presumed 70-year lifetime.

POLICY PLAN AMENDMENT

Existing Ambient Air Quality

Existing levels of ambient air quality and historical trends and projections in the vicinity of the project area are best documented by measurements taken by the South Coast AQMD. The project area is in Source Receptor Area (SRA) 33–Southwest San Bernardino Valley.[8] The air quality monitoring stations with the most recent data closest to the project area were reviewed.[9] The Ontario Route 60 monitoring station, is 2.61 miles northeast of the Specific Plan area and report air quality statistics for NO_2 and $PM_{2.5}$. The Ontario Etiwanda monitoring station is 7.49 miles northeast of the Specific Plan area and reports air quality statistics for CO. The Pomona monitoring station is 8.12 miles northwest of the Specific Plan area and reports air quality statistics for O_3. The Fontana monitoring station is 10.42 miles northeast of the Specific Plan area and reports air quality statistics for PM_{10}. Table 3.3-4, *Ambient Air Quality Monitoring Summary*, shows that the area commonly exceeds the state and federal one-hour and eight-hour O_3 standards within the last 3 years.

[8] Per South Coast AQMD Rule 701, an SRA is defined as follows: "A source area is that area in which contaminants are discharged and a receptor area is that area in which the contaminants accumulate and are measured. Any of the areas can be a source area, a receptor area, or both a source and receptor area." There are 37 SRAs within the South Coast AQMD's jurisdiction.

[9] Locations of the SRAs and monitoring stations are shown at: http://www.aqmd.gov/docs/default-source/default-document-library/map-of-monitoring-areas.pdf.

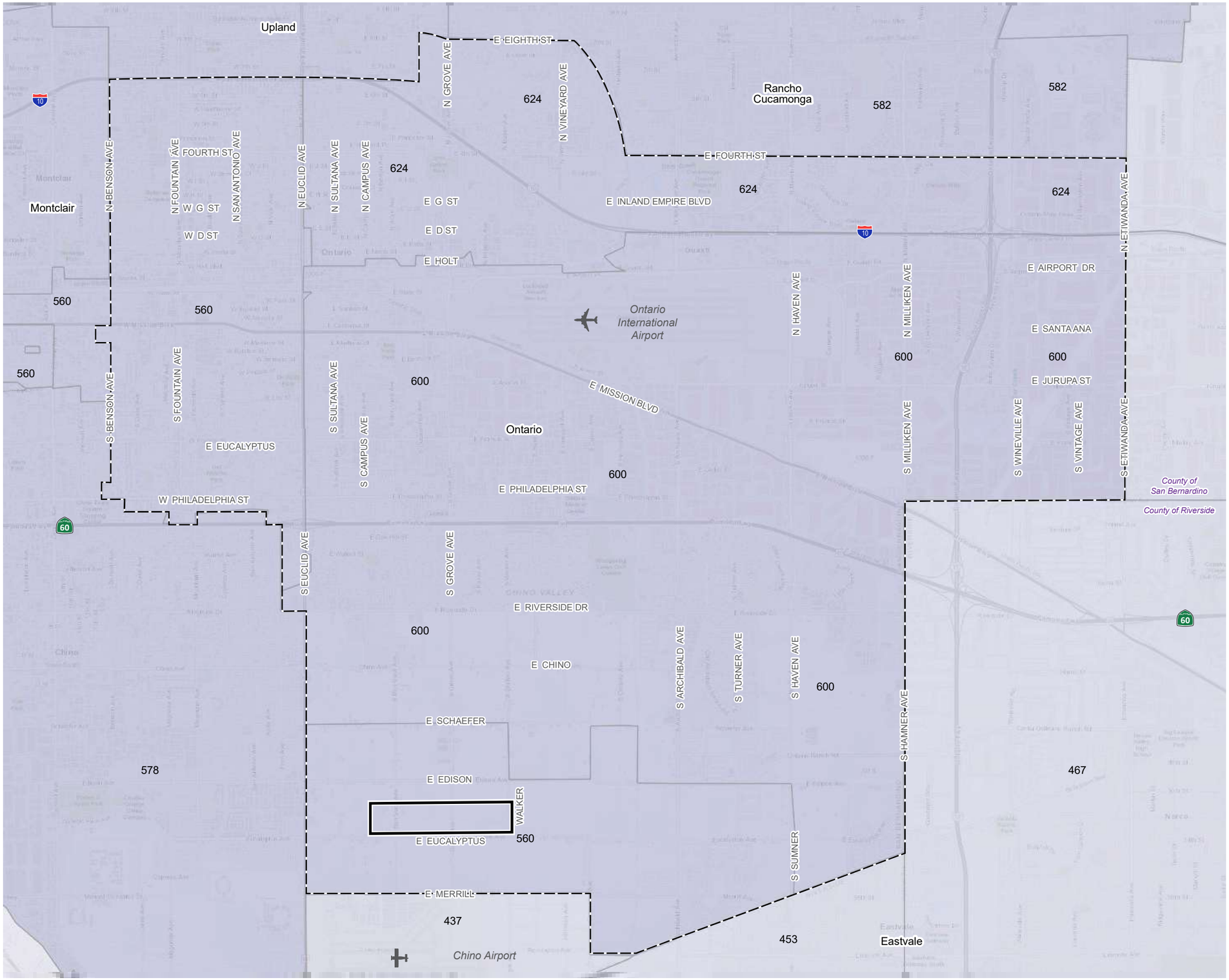
Table 3.3-4 Ambient Air Quality Monitoring Summary

Pollutant	Standard	Year		
		2022	2023	2024
O_3				
Maximum Federal 1-Hour Concentration (ppm)		0.131	0.147	0.143
Maximum Federal 8-Hour Concentration (ppm)		0.096	0.113	0.094
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	28	38	53
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	49	56	76
CO				
Maximum Federal 1-Hour Concentration	> 35 ppm	1.3	1.1	1.5
Maximum Federal 8-Hour Concentration	> 20 ppm	1.0	0.9	1.1
NO_2				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.085	0.076	0.076
Annual Federal Standard Design Value		0.029	0.027	0.026
PM_{10}				
Maximum Federal 24-Hour Concentration (µg/m^3)	> 150 µg/m^3	62	132	112
Annual Federal Arithmetic Mean (µg/m^3)		31.5	33.0	37.0
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m^3	0	0	0
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m^3	8	9	48
$PM_{2.5}$				
Maximum Federal 24-Hour Concentration (µg/m^3)	> 35 µg/m^3	41.8	50.9	64.0
Annual Federal Arithmetic Mean (µg/m^3)	> 12 µg/m^3	12.20	12.04	13.74
Number of Days Exceeding Federal 24-Hour Standard	> 35 µg/m^3	1	1	10

Source: Appendix C3.

Figure 3.3-1

South Coast AQMD MATES V Cancer Risk



EBPSP Boundary

Ontario City Limit

Residential Air Toxics Cancer Risk Calculated from Model Data

Cancer Risk (per million)

- 1601 - 4800
- 1451 - 1600
- 1301 - 1450
- 1151 - 1300
- 1001 - 1150
- 851 - 1000
- 701 - 850
- 551 - 700
- 401 - 550
- 251 - 400
- 101 - 250
- 0 - 100

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/Main-Page/?views=Click-tabs-for-other-data%2CCancer-Risk

Date: 11/13/2025

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Permitted Sources of Emissions

South Coast AQMD regulates stationary sources of emissions through source-specific rules that have been adopted to reduce criteria air pollutant emissions and TACs. South Coast AQMD maintains the Facility Information Detail (FIND) database of permitted facilities in its region. Permitted sources include smaller sources such as gas stations and chrome-plating facilities as well as large sources such as refineries and power stations. Figure 3.3-2, *South Coast AQMD Permitted Facilities,* identifies permitted sources of emissions in the project area that are regulated directly by South Coast AQMD. Permitted sources of emissions are generally clustered at major intersections of commercial corridors and in industrial areas of the project area.

Sensitive Receptors

Some land uses are considered more sensitive to air pollution (i.e., TACs) than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases.

Residential areas are also considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods, resulting in sustained exposure to any pollutants present. Other sensitive receptors include retirement facilities, hospitals, and schools. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial, commercial, retail, and office areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent, because the majority of the workers tend to stay indoors most of the time. In addition, the workforce is generally the healthiest segment of the population.

Figure 2-4, *Current Land Use Plan*, shows the existing land uses in Ontario. Industrial and employment-based centers are prominent, especially in the eastern portions of the City and areas surrounding the Ontario International Airport (ONT) and Chino Airport in Ontario Ranch. In these areas, types of businesses include light manufacturing, research and development, and technology development as well as medical services, entertainment venues, retail stores, galleries, health clubs, financial institutions, day care facilities, and professional offices.

Placement of New Sensitive Receptors

Because placement of sensitive land uses falls outside CARB's jurisdiction, CARB developed and approved the *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) to address the siting of sensitive land uses in the vicinity of freeways, distribution centers, rail yards, ports, refineries, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities. This guidance document was developed to assess compatibility and associated health risks when placing sensitive receptors near existing pollution sources.

CARB's recommendations on the siting of new sensitive land uses are identified in Table 3.3-5, *CARB Recommendations for Siting New Sensitive Land Uses*. They were based on a compilation of recent studies that evaluated data on the adverse health effects ensuing from proximity to air pollution sources. The key observation in these studies is that proximity to air pollution sources substantially increases both exposure and the potential for adverse health effects. There are 3 carcinogenic TACs that constitute the majority of the known health risks from motor vehicle traffic: DPM from trucks and benzene and 1,3-butadiene from passenger vehicles.

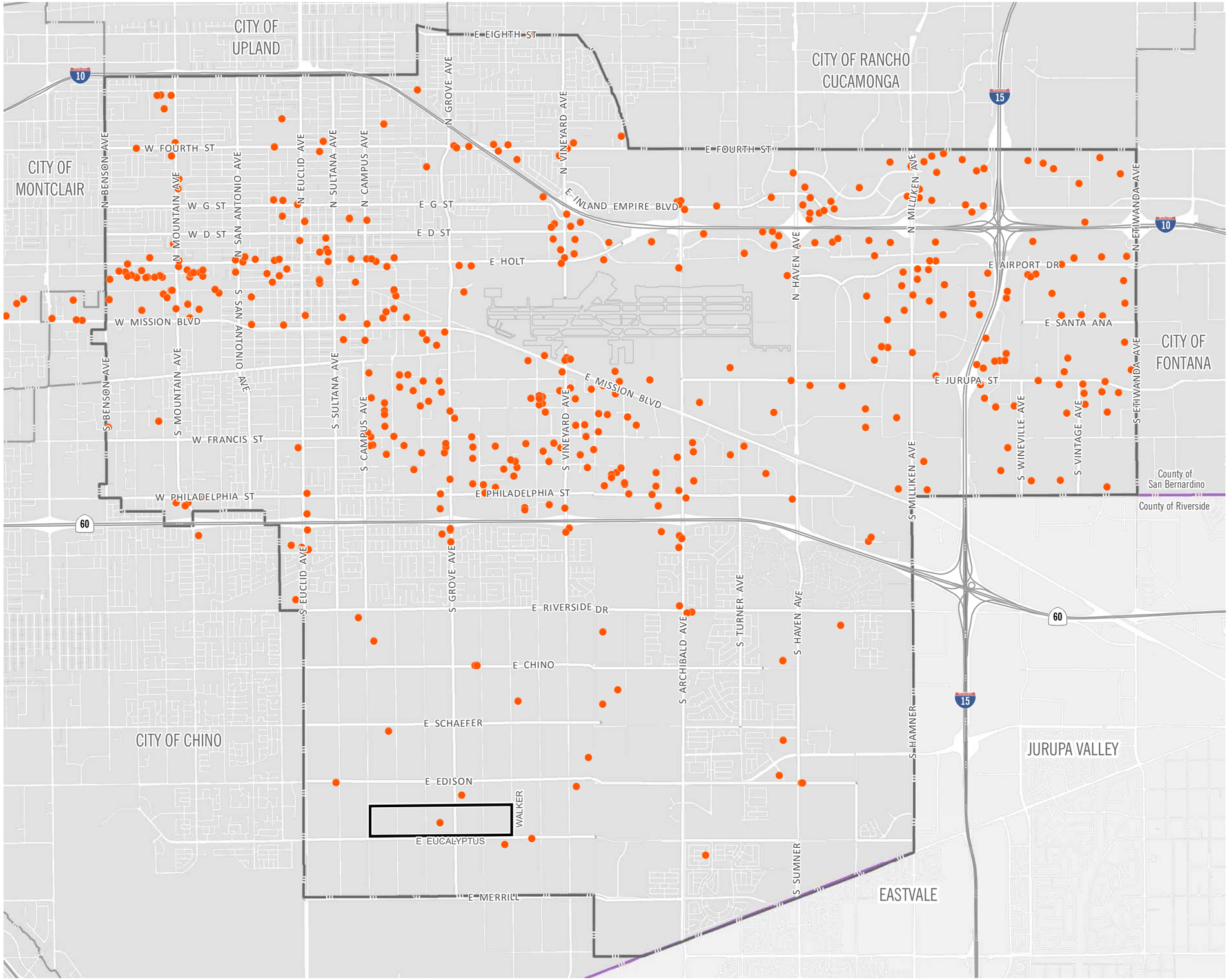
Table 3.3-5 CARB Recommendations for Siting New Sensitive Land Uses

Source/Category	Advisory Recommendations
Freeways and High-Traffic Roads	Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day.
Distribution Centers	Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units [TRUs] per day, or where TRU unit operations exceed 300 hours per week). Take into account the configuration of existing distribution centers and avoid locating residences and other sensitive land uses near entry and exit points.
Rail Yards	Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or CARB on the status of pending analyses of health risks.
Refineries	Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloroethylene	Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult with the local air district. Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.
Gasoline Dispensing Facilities	Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities.

Source: CARB 2005.

Figure 3.3-2

South Coast AQMD Permitted Facilities



- Permitted Facilities
- Ontario City Boundary
- County Boundary
- EBPSP Boundary

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2021 Date: 3/4/2022

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Environmental Justice Communities

The South Coast AQMD region has the worst levels of ground-level ozone (smog) and among the highest levels of $PM_{2.5}$ in the nation. The air pollution levels in the region exceed both National and California AAQS for both these air pollutants. The health impacts associated with the high levels of air pollution cause respiratory and cardiovascular disease, exacerbate asthma, and can lead to premature death. EJ communities experience the brunt of the health effects from air pollution. In the 2022 AQMP, EJ communities are defined as census tracts in the top 25 percent in the California Office of Environmental Health Hazard Assessment's California Communities Environmental Health Screening Tool. Approximately 37 percent of the SoCAB residents live in EJ communities (South Coast AQMD 2022). Figure 3.3-3, *Environmental Justice Communities*, shows the census tracts and associated neighborhoods in Ontario that have been identified as EJ communities through the SB 1000 process.

CalEnviroScreen Air Quality Indicators

CalEnviroScreen (CES) is a mapping tool the helps identify the California communities that are most affected by sources of pollution and where people are especially vulnerable to pollution's effects. People in EJ areas identified by CES Version 4.0 (CES4) may be disproportionately affected by and vulnerable to poor air quality. CES's "pollution burden" map identifies communities that are exposed to pollution from human activities, such as air pollution (ozone, $PM_{2.5}$, DPM), water pollution (drinking water contaminants), hazardous materials (pesticide use, children's lead exposure, toxic releases), and traffic density.

Figure 3.3-4, *CES4 Indicator: Pollution Burden*, shows the pollution burden percentile for Ontario by census tract. The CES pollution burden scope considers the disproportionate effect of pollution on EJ communities because the score weighs socioeconomic factors (e.g., educational attainment, poverty) and sensitivity of the population (e.g., asthma rates, cardiovascular disease). Lastly, though the causes of asthma are poorly understood, it is well established that exposure to traffic and outdoor air pollutants can trigger asthma attacks. Children, the elderly, and low-income Californians suffer disproportionately from asthma. Figure 3.3-5, *CES4 Indicator: Asthma Percentile*, shows the asthma percentile for project area by census tract.

SPECIFIC PLAN

The existing setting for the Specific Plan area is the same as that for the Policy Plan Amendment.

3.3.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that, "Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations." The proposed project would result in a significant air quality impact if it would:

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

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

c) Expose sensitive receptors to substantial pollutant concentrations.

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

SOUTH COAST AQMD THRESHOLDS

CEQA allows the significance criteria established by the applicable air quality management district or air pollution control district to be used to assess impacts of a project on air quality. South Coast AQMD has established thresholds of significance for air quality for construction activities and project operation in the SoCAB, as shown in Table 3.3-6, *South Coast AQMD Regional Significance Thresholds*.

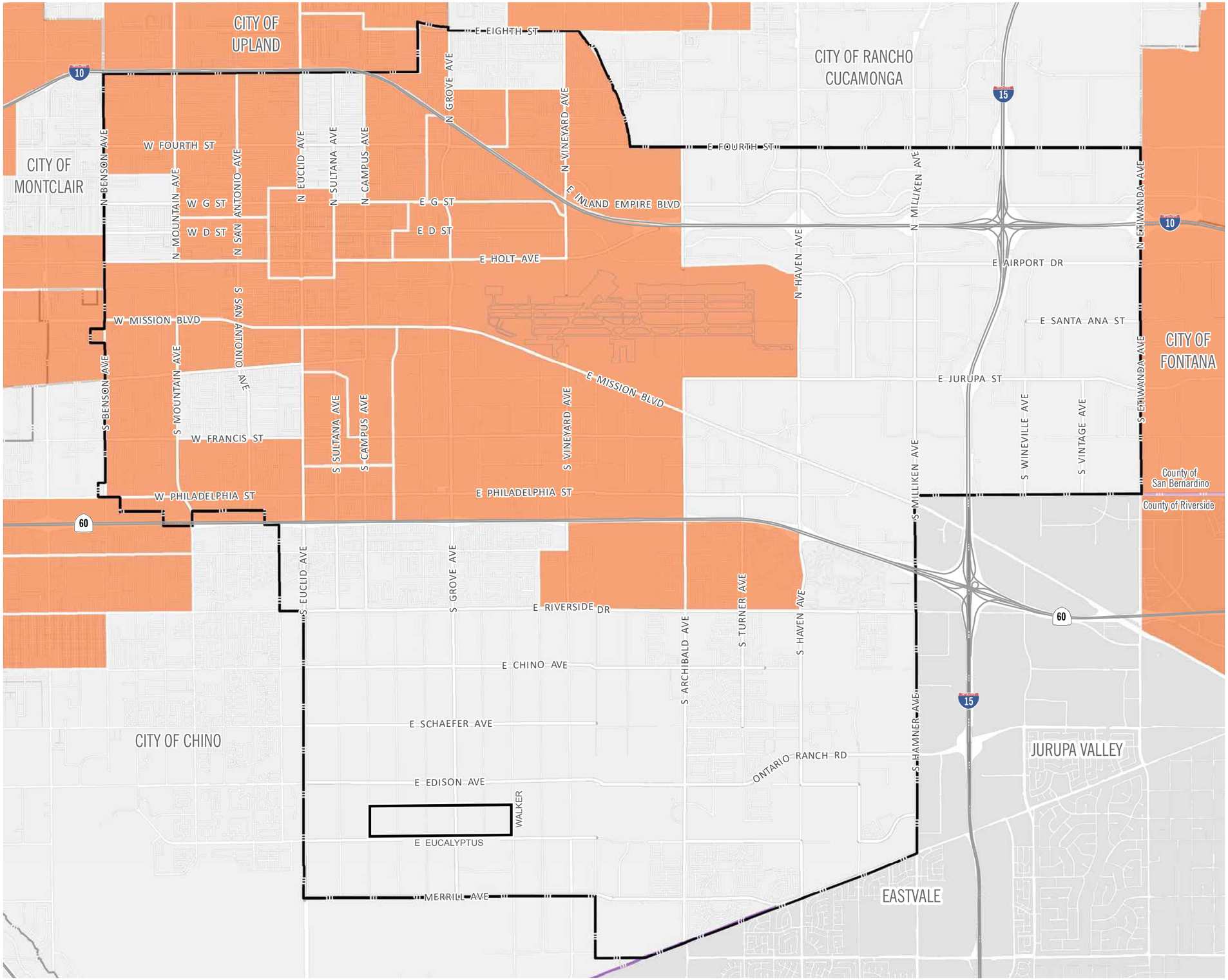
Table 3.3-6 South Coast AQMD Regional Significance Thresholds

Air Pollutant	Construction Phase	Operational Phase
Reactive Organic Gases (ROGs)/ Volatile Organic Compounds (VOCs)	75 lbs./day	55 lbs./day
Carbon Monoxide (CO)	550 lbs./day	550 lbs./day
Nitrogen Oxides (NO_X)	100 lbs./day	55 lbs./day
Sulfur Oxides (SO_X)	150 lbs./day	150 lbs./day
Particulates (PM_{10})	150 lbs./day	150 lbs./day

Source: South Coast AQMD 2023.

Figure 3.3-3

Environmental Justice Communities



Environmental Justice Community
Ontario City Boundary
County Boundary
EBPSP Boundary

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0 2,500 5,000 10,000 FT

Source: CES4 2021, City of Ontario 2025 Date: 8/14/2025

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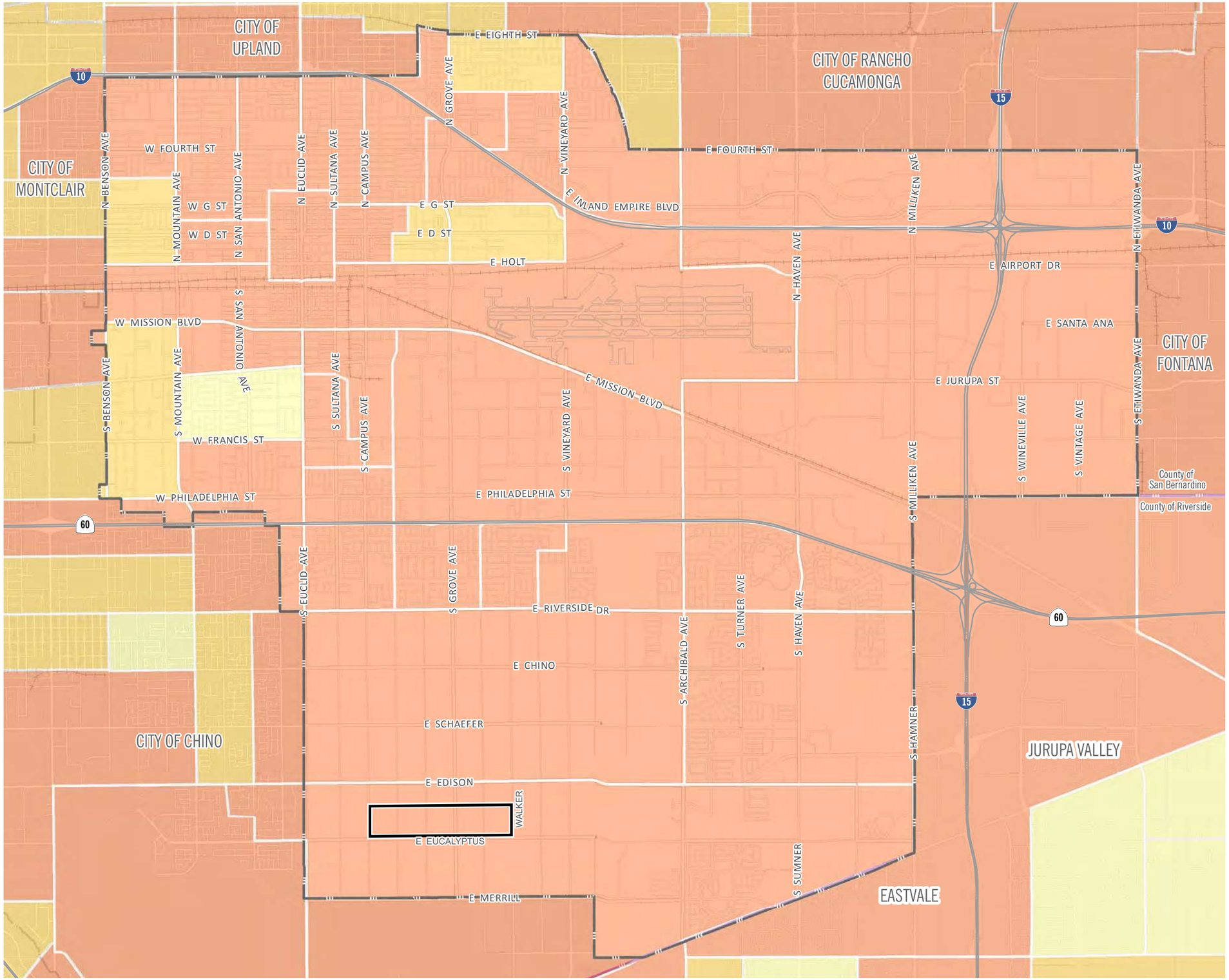
Figure 3.3-4

CES4 Indicator – Pollution Burden Percentile



- EBPSP Boundary
- County Boundary
- Rail Network

Pollution Burden Percent

- 0.0 - 25.0%
- 25.1 - 50.0%
- 50.1 - 75.0%
- 75.1 - 100.0%

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0 2,500 5,000 10,000 FT

Source: OEHHA 2021

Date: 11/13/2025

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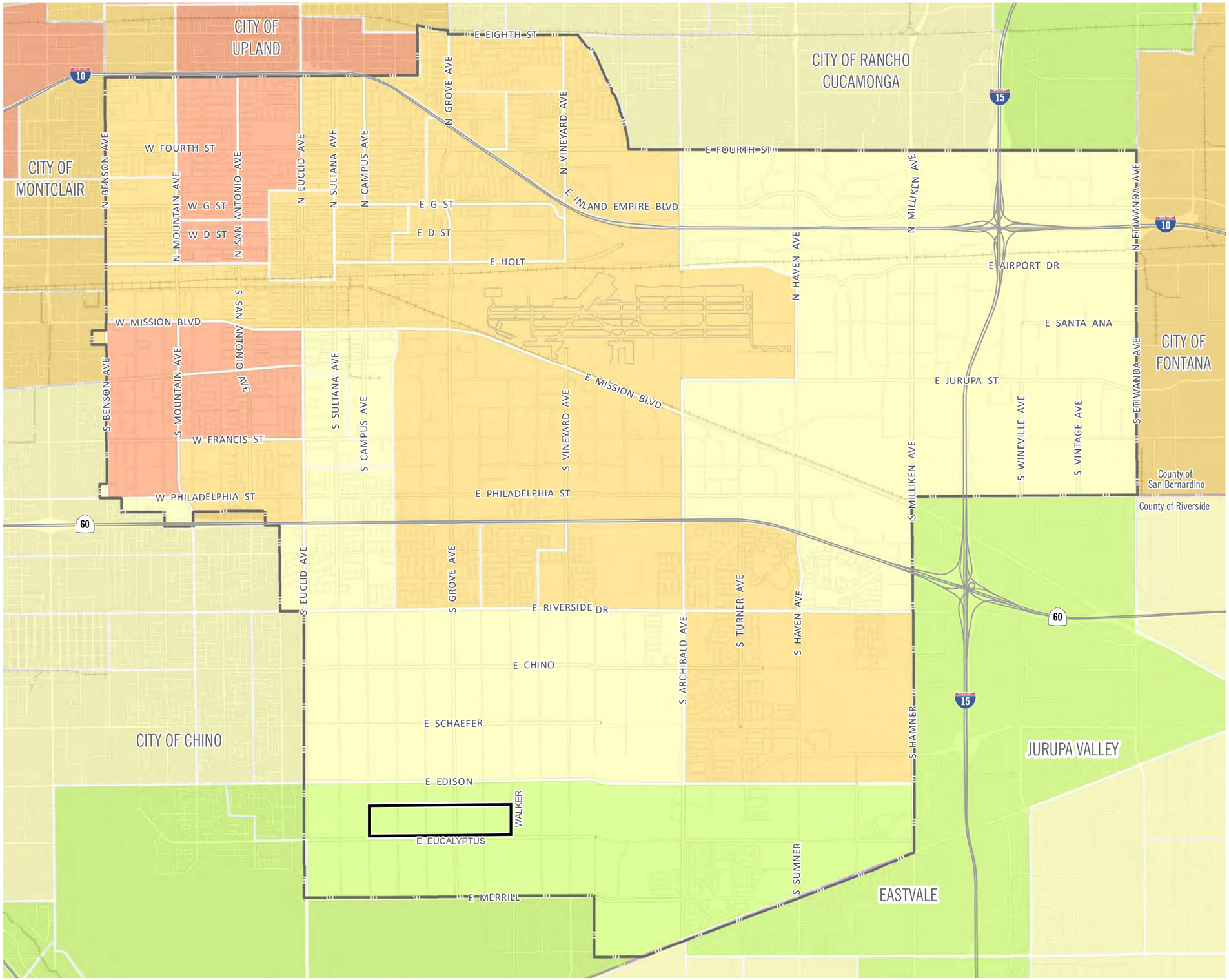
Figure 3.3-5

CES4 Indicator – Asthma Percentile



- EBPSP Boundary
- Ontario City Boundary
- County Boundary
- Rail Network

Asthma Percentile

- 0.0 - 25.0%
- 25.1 - 50.0%
- 50.1 - 75.0%
- 75.1 - 100.0%

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0 2,500 5,000 10,000 FT

Source: OEHHA 2021

Date: 11/13/2025

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The table lists thresholds that are applicable for all projects uniformly, regardless of size or scope. As previously discussed, there is growing evidence that although ultrafine particulate matter contributes a very small portion of the overall atmospheric mass concentration, it represents a greater proportion of the health risk from PM exposure. EPA and CARB have not adopted AAQS to regulate ultrafine particulate matter; and therefore, South Coast AQMD has not developed thresholds for them.

Health Outcomes Associated with the South Coast AQMD Regional Significance Thresholds

Projects that exceed the South Coast AQMD's regional significance threshold contribute to the nonattainment designation of the SoCAB. The attainment designations are based on the AAQS, which are set at levels of exposure that are determined to not result in adverse health effects. Exposure to fine particulate pollution and ozone causes myriad health impacts, particularly to the respiratory and cardiovascular systems:

- Increases cancer risk ($PM_{2.5}$, TACs)
- Aggravates respiratory disease (O_3, $PM_{2.5}$)
- Increases bronchitis (O_3, $PM_{2.5}$)
- Causes chest discomfort, throat irritation, and increased effort to take a deep breath (O_3)
- Reduces resistance to infections and increases fatigue (O_3)
- Reduces lung growth in children ($PM_{2.5}$)
- Contributes to heart disease and heart attacks ($PM_{2.5}$)
- Contributes to premature death (O_3, $PM_{2.5}$)
- Contributes to lower birth weight in newborns ($PM_{2.5}$) (South Coast AQMD 2015a)

Exposure to fine particulates and ozone aggravates asthma attacks and can amplify other lung ailments such as emphysema and chronic obstructive pulmonary disease. Exposure to current levels of $PM_{2.5}$ is responsible for an estimated 4,300 cardiopulmonary-related deaths per year in the SoCAB. In addition, University of Southern California scientists, in a landmark children's health study, found that lung growth improved as air pollution declined for children aged 11 to 15 in 5 communities in the SoCAB (South Coast AQMD 2015b).

South Coast AQMD is the primary agency responsible for ensuring the health and welfare of sensitive individuals exposed to elevated concentrations of air pollutants in the SoCAB and has established thresholds that would be protective of these individuals. To achieve the health-based standards established by the EPA, South Coast AQMD prepares an AQMP that details regional programs to attain the AAQS. Mass emissions thresholds shown in Table 3.3-6 are not correlated with concentrations of air pollutants, but mass emissions still contribute to the cumulative air quality impacts in the SoCAB. The thresholds are based on the trigger levels for the federal New Source Review Program, which was created to ensure projects are consistent

with attainment of health-based National AAQS. Regional emissions from a single project do not trigger a regional health impact, and it is speculative to identify how many more individuals in the air basin would be affected by the health effects listed previously. Projects that do not exceed the South Coast AQMD regional significance thresholds in Table 3.3-6 would not violate regional air quality standards or contribute substantially to an existing or projected air quality violation.

If projects exceed the emission levels presented in Table 3.3-6, those emissions would cumulatively contribute to the nonattainment status of the air basin and would contribute to elevating health effects associated with these criteria air pollutants regionally. Known health effects related to ozone include worsening of bronchitis, asthma, and emphysema and a decrease in lung function. Health effects associated with particulate matter include premature death of people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, decreased lung function, and increased respiratory symptoms. Reducing emissions would contribute to reducing possible health effects related to criteria air pollutants; however, for projects that exceed the emissions in Table 3.3-6, it is speculative to determine how exceeding the regional thresholds would affect the number of days the region is in nonattainment because mass emissions are not correlated with concentrations of emissions or how many additional individuals in the air basin would be affected by the health effects cited previously.

South Coast AQMD has not provided methodology to assess the specific correlation between mass emissions generated and the effect on health to address the issue raised in *Sierra Club v. County of Fresno* (Friant Ranch, L.P.) (2018) 6 Cal.5th 502, Case No. S21978. South Coast AQMD currently does not have methodologies that would provide the District with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project's mass emissions.[10] Ozone concentrations are dependent on a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Because of the complexities of predicting ground-level ozone concentrations in relation to the National and California AAQS, and the absence of modeling tools that could

[10] In April 2019, the Sacramento Metropolitan Air Quality Management District (SMAQMD) published an Interim Recommendation on implementing *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502 ("Friant Ranch") in the review and analysis of proposed projects under CEQA in Sacramento County. Consistent with the expert opinions submitted to the court in Friant Ranch by the San Joaquin Valley Air Pollution Control District (SJVAPCD) and South Coast AQMD, the SMAQMD guidance confirms the absence of an acceptable or reliable quantitative methodology that would correlate the expected criteria air pollutant emissions of projects to likely health consequences for people from project-generated criteria air pollutant emissions. The SMAQMD guidance explains that while it is in the process of developing a methodology to assess these impacts, lead agencies should follow the Friant Court's advice to explain in meaningful detail why this analysis is not yet feasible. Since this interim memorandum SMAQMD has provided methodology to address health impacts. However, a similar analysis is not available for projects within the South Coast AQMD region.

provide statistically valid data and meaningful additional information regarding health effects from criteria air pollutants generated by individual projects, it is not possible to link specific health risks to the magnitude of emissions exceeding the significance thresholds. If a project in the SoCAB exceeds the regional significance thresholds, the project could contribute to an increase in health effects in the basin until the attainment standards are met in the SoCAB.

Localized Significance Thresholds

Criteria Air Pollutants

South Coast AQMD identifies localized significance thresholds (LST), shown in Table 3.3-7, *South Coast AQMD Localized Significance Thresholds*. Emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at a project site could expose sensitive receptors to substantial concentrations of criteria air pollutants. Off-site mobile-source emissions are not included in the LST analysis. A project would generate a significant impact if it generates emissions that, when added to the local background concentrations, violate the AAQS.

Table 3.3-7 South Coast AQMD Localized Significance Thresholds

Air Pollutant (Relevant AAQS)	Concentration
1-Hour CO Standard (CAAQS)	20 ppm
8-Hour CO Standard (CAAQS)	9.0 ppm
1-Hour NO_2 Standard (CAAQS)	0.18 ppm
Annual NO_2 Standard (CAAQS)	0.03 ppm
24-Hour PM_{10} Standard – Construction (South Coast AQMD)[1]	10.4 µg/m^3
24-Hour $PM_{2.5}$ Standard – Construction (South Coast AQMD)[1]	10.4 µg/m^3
24-Hour PM_{10} Standard – Operation (South Coast AQMD)[1]	2.5 µg/m^3
24-Hour $PM_{2.5}$ Standard – Operation (South Coast AQMD)[1]	2.5 µg/m^3
Annual Average PM_{10} Standard (South Coast AQMD)[1]	1.0 µg/m^3

Source: South Coast AQMD 2023.

Notes: ppm – parts per million; µg/m3 – micrograms per cubic meter

1 Threshold is based on South Coast AQMD Rule 403. Since the SoCAB is in nonattainment for PM10 and PM2.5, the threshold is established as an allowable change in concentration. Therefore, background concentration is irrelevant.

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the 8-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to the AAQS is typically

demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. With the turnover of older vehicles and introduction of cleaner fuels, as well as implementation of control technology on industrial facilities, CO concentrations in the SoCAB and the state have steadily declined.

In 2007, the SoCAB was designated in attainment for CO under both the California AAQS and National AAQS. The CO hotspot analysis conducted for attainment by South Coast AQMD did not predict a violation of CO standards at the busiest intersections in Los Angeles during the peak morning and afternoon periods.[11] As identified in South Coast AQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide, peak carbon monoxide concentrations in the SoCAB in years before the 2007 redesignation were a result of unusual meteorological and topographical conditions and not of congestion at a particular intersection. South Coast AQMD does not currently have a recommended screening criteria to utilize to determine potential CO hotspot generation; therefore, guidance from the Bay Area Air District is utilized to assess CO hotspots. According to the Bay Area Air District, a project would have to increase traffic volumes at a single intersection to more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—to generate a significant CO impact (Bay Area Air District 2023).[12]

Toxic Air Contaminants

Whenever a project would require use of chemical compounds that have been identified in South Coast AQMD Rule 1401, placed on CARB's air toxics list pursuant to AB 1807, or placed on the EPA's National Emissions Standards for Hazardous Air Pollutants, a health risk assessment is required by the South Coast AQMD. Table 3.3-8, *South Coast AQMD Toxic Air Contaminants Incremental Risk Thresholds*, lists the TAC incremental risk thresholds for construction and operation of a project. The type of land uses that typically generate substantial quantities of criteria air pollutants and TACs from operations include industrial (stationary sources) and

[11] The four intersections were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning peak hour and LOS F in the evening peak hour.

[12] The CO hotspot analysis refers to the modeling conducted by the Bay Area Air District for its CEQA Guidelines because it is based on newer data and considers the improvement in mobile-source CO emissions. Although meteorological conditions in the Bay Area differ from those in the Southern California region, the modeling conducted by Bay Area Air District demonstrates that the net increase in peak hour traffic volumes at an intersection in a single hour would need to be substantial. This finding is consistent with the CO hotspot analysis South Coast AQMD prepared as part of its 2003 AQMP to provide support in seeking CO attainment for the SoCAB. Based on the analysis prepared by South Coast AQMD, no CO hotspots were predicted for the SoCAB. As noted in the preceding footnote, the analysis included some of Los Angeles' busiest intersections, with daily traffic volumes of 100,000 or more peak hour vehicle trips operating at LOS E and F (South Coast AQMD 2003).

warehousing (truck idling) land uses (CARB 2005). Educational and recreational land uses do not use substantial quantities of TACs; thus, these thresholds are typically applied to new industrial projects' operations only. Additionally, the purpose of this environmental evaluation is to identify the significant effects of the project on the environment, not the significant effects of the environment on the project (*California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369 (Case No. S213478)).

Table 3.3-8 South Coast AQMD Toxic Air Contaminants Incremental Risk Thresholds

Maximum Incremental Cancer Risk (Project-Level)	≥ 10 in 1 million
Cancer Burden (in areas ≥ 1 in 1 million)	> 0.5 excess cancer cases
Hazard Index (project increment)	≥ 1.0

Source: South Coast AQMD 2023.

METHODOLOGY

The air quality evaluation was prepared in accordance with the requirements of CEQA to determine if significant air quality impacts are likely to occur in conjunction with future development that would be accommodated by the proposed project. The published South Coast AQMD's CEQA Air Quality Handbook and its updates on the South Coast AQMD website are intended to provide local governments with guidance for analyzing and mitigating project-specific air quality impacts. It provides standards, methodologies, and procedures for conducting air quality analyses in EIRs that were used in this analysis.

Policy Plan Amendment

Community Emissions

The emissions inventory and forecast for the Policy Plan Amendment utilize a community emissions accounting method that includes sources that are in the indirect and direct jurisdictional control of the City of Ontario (geographic region).[13] The community criteria air pollutant emissions inventory and forecast are based on activity data compiled for TOP 2050 (see Appendix C1). The following is a summary by sector of the assumptions used for the project area's criteria air pollutant emissions inventory and forecast, included in Appendix C1.

- **Building Energy.** Emissions associated with natural gas use for residential and nonresidential land uses in the city were based on the energy forecast without state actions conducted for the emissions inventory for the Community Climate Action Plan (2022). Forecasts for the

[13] Emissions from permitted sources are excluded from the existing emissions inventory because the reductions associated with the Industrial sector are regulated separately by South Coast AQMD or are otherwise not under the jurisdiction of the City.

proposed project were adjusted for increases in dwelling units for residential natural gas use and non-residential square footage for non-residential natural gas use in the city.

- **Transportation.** Transportation emissions forecasts were modeled using emissions data from CARB's EMFAC2021 V1.0.2 web database with EMFAC off-model adjustment factors. Model runs were based on daily vehicle miles traveled (VMT) data provided by Fehr & Peers (see Appendix K1) and calendar year 2050 emission rates. The daily VMT is based on the origin-destination (OD) method using the San Bernardino Transportation Analysis Model+ (SBTAM+) and includes the full trip length for land uses in the city and a 50 percent reduction in the trip length for external-internal/internal-external trips based on the recommendations of CARB's Regional Targets Advisory Committee under SB 375. Consistent with CARB's methodology within the Climate Change Scoping Plan Measure Documentation Supplement, daily VMT was multiplied by 347 days per year to account for reduced traffic on weekends and holidays to determine annual emissions.

- **Off-Road Equipment.** Estimates for the approved project are based on air quality and GHG emissions modeling conducted for the 2022 Certified EIR. The modeling used CARB's OFFROAD2021 V1.0.1 web database to estimate emissions from agricultural, light commercial, and construction within the City. The agricultural equipment forecast for the proposed project assumes there is no remaining farmland in the City. The construction equipment forecast for the proposed project was assumed to be similar to historic levels. The lawn and garden forecast for the proposed project is adjusted for changes in housing growth in the city. The light commercial/industrial equipment forecast for the proposed project is adjusted for changes in employment in the city.

- **Area Sources.** Area sources are based on CalEEMod defaults for emissions generated from use of consumer products and cleaning supplies (CAPCOA 2022).

- **Truck Routes.** For purposes of the operational health risk assessment (HRA), truck route emissions were quantified separately from total on-road transportation emissions used for the proposed Policy Plan Amendment analysis. For the HRA, all baseline and proposed truck routes were segmented to isolate geographic changes in the truck distribution throughout the City. For example, Archibald south of CA-60 was segmented into Mid-Archibald, South Archibald, and Archibald Southern Connection to maintain consistency in dispersion modeling methodology for proposed conditions when the South Archibald segment would be removed from the truck route network (see Appendix C2 for more information). Average daily light-, medium-, and heavy-duty truck volumes were identified for each modeled truck route segment by Fehr & Peers (2025) and used in idle, acceleration, and running exhaust emissions for the HRA. Emissions of PM_{10} exhaust were used to represent DPM emissions and were based on CARB's EMFAC2021 on-road vehicle emissions database and the EPA's EMFAC2021 adjustment factors, released in December 2025. Detailed calculations, methodology, and results for the operational HRA can be found in Appendix C2.

Current TOP Emissions

The project area consists of residential, retail/service, business park and industrial, open space, mixed residential and commercial, and public use. These uses currently generate criteria air pollutant emissions from natural gas use for energy, heating, and cooking; vehicle trips associated with each land use; and area sources such as landscaping equipment and consumer cleaning products.[14] Table 3.3-9, *Current TOP Criteria Air Pollutant Emissions Inventory*, shows the average daily emissions inventory currently associated with the approved project.

Table 3.3-9 Current TOP Criteria Air Pollutant Emissions Inventory

Sector	Current TOP Criteria Air Pollutant Emissions (pounds per day)					
	ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
Transportation[1]	197	4,401	14,613	96	1,031	381
Energy[2]	154	2,720	1,828	17	213	213
Area – Off-Road Equipment[3]	221	2,407	12,425	4	94	85
Area – Consumer Products[4]	4,781	—	—	—	—	—
Total	**5,352**	**9,528**	**28,866**	**117**	**1,337**	**679**

1 EMFAC2021 Version 1.0.2 Emission Rates with Adjusted Factors. Based on daily VMT provided by Fehr & Peers (see Appendix K1).

2 Based on the emission inventory from Community Climate Action Plan (2022), excluding State actions.

3 Based on air quality and greenhouse gas emissions modeling conducted for the 2022 Certified EIR.

4 Based on CalEEMod 2022 User's Guide methodology to calculate ROG/VOC emissions from use of household consumer cleaning products.

Truck Route Health Risk Assessment

The proposed project would involve a citywide redistribution of truck volumes by adding and removing select routes from the City's truck route network through 2050. Therefore, the operational HRA focuses on the incremental change in health risk impact resulting in 2050 from the citywide redistribution of trucking activities based on those select truck route additions and removals. Truck route emissions modeling is based on particulate matter exhaust of an aerodynamic diameter of 10 microns or less (PM_{10} exhaust) to represent DPM emissions from trucks on the affected truck routes.

For all affected truck routes, the change in daily light-, medium-, and heavy-duty truck volumes was calculated at each volume node provided by Fehr & Peers (2026) and averaged along the

[14] Emissions from permitted sources are excluded from the Current TOP emissions inventory because the reductions associated with the Industrial sector are regulated separately by South Coast AQMD and are not under the jurisdiction of the City of Ontario.

contiguous truck route. The average daily truck volumes for light-, medium-, and heavy-duty trucks were proportioned for each route to determine the percentages of light-, medium-, and heavy-duty trucks for each truck route. Because each route has several stops and crossings, the total potential vehicle stops along each route were identified to account for emissions associated with vehicle idling while stopped and subsequent acceleration to reach posted speed limits. These truck volumes and route crossings were then used to quantify emissions along each individual truck route throughout the City.

CARB's EMFAC2021 on-road emissions rate data set, including the EPA's Off-Model Adjustment Factors to Remove the Impact of Advanced Clean Trucks, Zero-Emission Airport Shuttle, Heavy-Duty Omnibus, and Warranty Phase I Regulations ("EMFAC2021 adjustment factors") were utilized to estimate emissions along the truck routes based on the truck volumes provided by Fehr & Peers. All light-duty trucks were assumed to include EMFAC vehicle categories with a gross vehicle weight rating (GVWR) of 8,501 to 14,000 pounds. All medium duty trucks were assumed to include EMFAC categories with a GVWR of 14,001 to 33,000 pounds, and all heavy-duty trucks were assumed to include EMFAC categories with a GVWR of over 33,000 pounds. Due to the uncertainty surrounding the future electric vehicle population, the electric vehicle population from trucks traveling throughout the City were conservatively reduced to zero in year 2050, and all truck volumes assumed non-electric vehicle fuel types for emission factors.

The running exhaust emissions for each truck route used the EMFAC2021 emission factors for the speed bin corresponding to that route's posted maximum travel speed. Acceleration emissions were calculated by identifying number of potential crossings along each route and the average distance of travel for each speed bin for light-, medium-, and heavy-duty trucks along each route, then using those distances in corresponding speed bins from EMFAC2021 up to the posted maximum travel speed in speed bin increments of 5 miles per hour. The cumulative travel distance in speed bins lower than the posted maximum travel speed were subtracted from the overall travel distance along each route for the running exhaust emission calculations.

Truck idle emissions were calculated by identifying the total number of light-, medium-, and heavy-duty trucks along each route; multiplying each route's truck volumes by the number of crossings along the segment to identify the cumulative number of trucks that would idle along each route; and multiplying each route's cumulative truck crossing count with the idle emission rates in EMFAC2021 for the corresponding light-, medium-, and heavy-duty classifications.

Air dispersion modeling was performed using the AERMOD atmospheric dispersion model (Lakes AERMOD View, version 13.0.0). The model is a steady-state Gaussian plume model and is approved by South Coast AQMD for estimating ground-level impacts from emission sources in simple and complex terrain.

All proposed and existing truck routes were included in AERMOD, each as an individual line volume source. An existing conditions model was prepared to identify citywide pollutant concentrations in 2050 resulting from no changes to the City's existing truck route network. A separate proposed conditions model was prepared to identify citywide pollutant concentrations in 2050 resulting from the proposed changes in the City's truck route network. Because of the scale of modeling necessary for this analysis, a two-tier approach was employed. The first tier of modeling included a citywide receptor grid spaced at 600 meters to identify the "hotspots" of pollutant concentration changes, or areas where the greatest change in pollutant concentration—increase and decrease—would occur. The second tier's refined modeling narrowed the model's receptors to only capture areas that fall within the one-per-million cancer risk contours from the first-tier modeling, with receptors spaced at 100 meters.

To assist in risk calculations, CARB recommends its Hot Spots Analysis and Reporting Program (HARP) to reduce human error in health risk estimations. Therefore, HARP was used to calculate cancer risk resulting from the proposed project. Detailed calculations, methodology, and results of the HRA are in Appendix C2.

Specific Plan

Construction and Operational Emissions

Land uses affect air quality through construction-source and operational-source emissions. The California Air Pollution Control Officers Association (CAPCOA), in conjunction with other California air districts, including South Coast AQMD, released CalEEMod 2022 in May 2022. The purpose of this model is to calculate construction-source and operational-source criteria pollutant (ROGs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$) and GHG emissions from direct and indirect sources and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for the EBPSP to determine construction and operational air quality emissions (see Appendix C3).

Health Risk Assessment

The EBPSP Health Risk Assessment was conducted in accordance with the guidelines in South Coast AQMD's 2003 "Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis," and the EPA's AERMOD model was used. The Lakes AERMOD View (version 13.0.0) was used to calculate annual average particulate concentrations associated with site operations and to incorporate the EPA's latest AERMOD version 24142 (see Appendix C4).

On-Road Mobile Source Emissions

EMFAC 2021 and Off-Model Adjustment Factors

On-road mobile source emissions were estimated using the CARB's EMFAC 2021 model. EMFAC 2021 is the most recent version of EMFAC approved by the EPA for use in State Implementation Plans (SIP) and federal transportation conformity determinations, and it remains the standard analytical platform for regional air quality planning in California.

In addition to the base EMFAC 2021 outputs, the analysis applies EMFAC 2021 off-model adjustment factors developed by CARB and approved by the EPA. These adjustment factors are multipliers applied to EMFAC 2021 emission estimates to account for the effects of certain mobile-source regulations or programs that are not fully embedded in the standard EMFAC 2021 model structure (see Appendix C3).

Impacts of the Environment on a Project

In 2016, the California Legislature passed Senate Bill 1000 (SB 1000), Planning for Healthy Communities Act, to incorporate environmental justice (EJ) into the local land use planning process. SB 1000 requires local governments to address pollution and other hazards that disproportionately impact low-income communities and communities of color in their jurisdictions. SB 1000 mandates that general plans address environmental justice but does not require CEQA analyses to address EJ issues. The proposed project addresses air quality and health risk impacts of implementing the approved project to sensitive land uses.

Buildout of the land use plan associated with the proposed project would site sensitive uses (e.g., residential) near sources of emissions (e.g., freeways, industrial uses, etc.). Developing new sensitive land uses near sources of emissions could expose persons that inhabit these sensitive land uses to potential air quality-related impacts. The purpose of this environmental evaluation is to identify the significant effects of the proposed project on the environment, not the significant effects of the environment on the proposed project. *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369 (Case No. S213478). Thus, CEQA does not require analysis of the potential environmental effects from siting sensitive receptors near existing sources, and this type of analysis is not provided in Section 3.3.5; however, the Policy Plan Amendment includes policies that would require design features to minimize air quality impacts and to achieve appropriate health standards. The following policies are applicable:

- **LU-2.9: Methane Gas Sites**. We require sensitive land uses and new uses on former dairy farms or other methane-producing sites to be designed to minimize health risks.
- **LU-2.10: Sensitive Uses**. We monitor and share information with the community about stationary and non-stationary emission sources. We encourage siting and design of facilities

to minimize health and safety risks on existing and proposed sensitive uses, especially in environmental justice areas.

- **ER-4.2: Sensitive Land Uses**. We prohibit the future siting of sensitive land uses within the distances defined by the California Air Resources Board for specific source categories, without sufficient mitigation.
- **ER-4.4: Indoor Air Quality**. We will comply with State Green Building Codes relative to indoor air quality. We seek funding to improve indoor air quality for households with poor indoor air quality, with priority for lower income households in environmental justice areas.

3.3.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.3.5 Environmental Impacts

2022 Certified EIR

The 2022 Certified EIR identified the following conclusions regarding the air quality emissions:

- **AQMP Consistency.** The 2022 Certified EIR concluded that the buildout of the approved project would be consistent with the AQMP under the first criteria by providing a more efficient land use plan that reduces vehicle miles traveled (VMT) per resident and employee. Population growth forecast and associated air pollutant emissions from the buildout of the approved project would cumulatively contribute to the nonattainment designations in the SoCAB. While mitigation measures could reduce construction and operational impacts to the extent feasible, due to the magnitude of residential units that would be developed under the approved project, impacts were significant and unavoidable.
- **Construction-Related Regional Air Quality Impact.** The 2022 Certified EIR concluded that, even with Mitigation Measure AIR-1-PPA (former MM 3-1), construction air emissions of the approved project could exceed South Coast AQMD's significance thresholds as a result of the amount of development activity that is anticipated. Impacts were significant and unavoidable.
- **Operational Phase Regional Air Quality Impact.** The 2022 Certified EIR concluded that, even with Mitigation Measures AIR-2-PPA (former MM 3-2) and AIR-3-PPA (former MM AQ-1), the long-term operational emissions associated with the approved project would exceed the daily South Coast AQMD thresholds for ROGs due to the increase in residential units. The emissions of ROGs that exceed the South Coast AQMD regional significance thresholds would contribute to the O_3 nonattainment designation of the SoCAB. Impacts were significant and unavoidable.

- **Localized Air Quality Impact.** The 2022 Certified EIR concluded that implementation of the approved project would not produce the volume of traffic required to generate a CO hotspot, and localized CO hotspot impacts would be less than significant. Compliance with South Coast AQMD Rule 1401 would ensure less than significant impacts related to TAC emissions from permitted stationary sources. Operation of industrial and warehousing land uses accommodated under the approved project could expose sensitive receptors to substantial TAC emissions and contribute to higher levels of cancer risk in the SoCAB. Consequently, even with Policy ER-4.9 to require operational health risk assessment for projects that could generate a substantial number of diesel truck trips, the 2022 Certified EIR determined that buildout of the approved project would cumulatively contribute to health risk impacts, and impacts would be significant and unavoidable.
- **Odors.** The 2022 Certified EIR identified that odors generated in the city would not affect a substantial number of people, and impacts would be less than significant. Individual projects, including commercial, industrial, and residential projects, associated with the buildout of the approved project were required to comply with South Coast AQMD Rule 402 to prevent odors and avoid creation of a public nuisance. Impacts were less than significant.

Proposed Project

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

AQMP CONSISTENCY ANALYSIS

The 2022 Certified EIR identified that the approved project would be consistent with the South Coast AQMD AQMP under the first criteria. Air pollutant emissions associated with buildout of the approved project would cumulatively contribute to the nonattainment designations in the SoCAB. Incorporation of Mitigation Measure AIR-2-PPA (former MM 3-2) and Mitigation Measure AIR-3-PPA (former MM AQ-1), as well as TOP 2050 goals and policies, would help reduce criteria air pollutant emissions. Due to the magnitude of population growth and associated emissions, the approved project was identified to conflict with the South Coast AQMD AQMP under the second criteria and impacts would remain significant and unavoidable.

The following describes potential air quality impacts of consistency with the AQMP from implementation of the proposed project compared to the approved project.

Policy Plan Amendment

The South Coast AQMD is directly responsible for reducing emissions from area, stationary, and mobile sources in the SoCAB to achieve the National and California AAQS and has responded to this requirement by preparing an AQMP. The South Coast AQMD Governing Board adopted the

2022 AQMP, which is a regional and multiagency effort (South Coast AQMD, CARB, SCAG, and EPA).

A consistency determination with the AQMP plays an important role in local agency project review by linking local planning and individual projects to the AQMP. It fulfills the CEQA goal of informing decision makers of the environmental efforts of the project under consideration early enough to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to the clean air goals in the AQMP.

The 2 principal criteria for conformance with an AQMP are:

1. Whether the project would exceed the assumptions in the AQMP.
2. Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timeline attainment of air quality standards.

SCAG is South Coast AQMD's partner in the preparation of the AQMP, providing the latest economic and demographic forecasts and developing transportation measures. Regional population, housing, and employment projections developed by SCAG are based, in part, on general plan land use designations. These projections form the foundation for the emissions inventory of the AQMP.

Criteria 1: Consistency with Regional Growth Assumptions

Table 3.3-10, *Comparison of Population and Employment Forecast*, compares the population and employment growth forecast under the approved project and the proposed project. The table shows that the proposed project would result in more VMT due to an increase in population; however, both the approved project and the proposed project would result in similar VMT per service population. This indicates that the proposed project would accommodate additional growth without substantially increasing travel demand per service population, reflecting an efficient land use plan. Therefore, the proposed project would be consistent with the AQMP under the first criterion.

Table 3.3-10 Comparison of Population and Employment Forecast

Category	Current TOP 2050	Policy Plan Amendment	Change from Current TOP 2050	Percent Change
Population	411,268	427,741	16,473	4%
Employment	299,204	301,035	1,831	1%
Service Population (SP)[1]	710,472	728,776	18,304	3%
Daily VMT[2]	13,763,149	14,139,609	376,460	3%
VMT/SP	19.37	19.40	<1	<1%

Notes:

1 Service population (SP) consists of the aggregate of total employees and population in the city.

2 Daily VMT provided by Fehr & Peers, 2025 (Appendix K1).

Criterion 2: Consistency with Regional Emissions Forecasts

The SoCAB is designated nonattainment for O_3 and $PM_{2.5}$ under the California and National AAQS,[15] nonattainment for PM_{10} under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2025a). As identified in Air Quality Threshold b), the proposed project would result in a substantial increase in ROG and NO_X compared to the approved project. Consequently, emissions generated by development projects under the proposed project, in addition to existing sources in the City, are considered to cumulatively contribute to the nonattainment designations of the SoCAB. Buildout of the proposed project could contribute to an increase in frequency or severity of air quality violations and delay attainment of the AAQS or interim emission reductions in the AQMP, and emissions generated from buildout of the proposed project would result in a significant air quality impact. Therefore, implementation of the proposed project would not be consistent with the AQMP under the second criterion and would result in a substantial increase in magnitude of impacts compared to the approved project.

Summary

Buildout of the proposed project would be consistent with the AQMP under the first criteria; however, air pollutant emissions associated with buildout of the proposed project would cumulatively contribute to the nonattainment designations in the SoCAB. Consistency with the AQMP was identified as significant and unavoidable in the 2022 Certified EIR. Therefore, the

[15] The SoCAB is pending a redesignation request from nonattainment to attainment for the 24-hour federal $PM_{2.5}$ standards. The 2021 $PM_{2.5}$ Redesignation Request and Maintenance Plan demonstrates that the South Coast meets the requirements of the CAA to allow the EPA to redesignate the SoCAB to attainment for the 65 $\mu g/m^3$ and 35 $\mu g/m^3$ 24-hour $PM_{2.5}$ standards. CARB will submit the 2021 $PM_{2.5}$ Redesignation Request to the EPA as a revision to the California SIP (CARB 2021).

proposed project would not result in a new or a substantial increase in magnitude of impacts compared to that identified in the 2022 Certified EIR. This impact is **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

Impacts for the Specific Plan are embodied in the emissions tables (Tables 3.3-12 to 3.3-18) under Air Quality Threshold b). In summary, operational-source emissions would exceed applicable regional thresholds for emissions of ROG (summer only) and NOx during Phase 1; ROG, NOx, and CO (summer only) during Phase 2; and ROG, NOx, CO, and PM_{10} at buildout. Accordingly, operation of the Specific Plan could increase the frequency or severity of existing air quality violations and would cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Growth projections from local general plans adopted by cities in the SoCAB are provided to SCAG, which develops regional growth forecasts that are used to develop air quality forecasts for the AQMP. Development consistent with the growth projections in City of Ontario Policy Plan is considered consistent with the AQMP. The EBPSP is not consistent with the approved project.

The EBPSP is considered inconsistent with the 2022 AQMP because the EBPSP has the potential to result in or cause violations of the National or California AAQS and would not be consistent with the approved project. Consistency with the AQMP was identified as a significant and unavoidable impact in the 2022 Certified EIR. Therefore, the EBPSP would not result in a new or a substantial increase in magnitude of impacts compared to the that identified in the 2022 Certified EIR. This would be a **potentially significant impact**.

Specific Plan Significance without Mitigation: Potentially significant.

Impact AQ-1: The additional population growth forecast for the Policy Plan Amendment and Specific Plan and the associated emissions would exceed the assumptions of the South Coast AQMD's AQMP.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

Mitigation measures applied to a development project's operational phase would help reduce impacts associated with buildout of the proposed project; however, no mitigation measures are available that would reduce impacts associated with consistency with South Coast AQMD's AQMP.

New Mitigation Measures

Policy Plan Amendment

No additional mitigation measures have been identified.

Specific Plan

Mitigation measures applied to the operational phases (Mitigation Measures AIR-5-SP through AIR-12-SP) for the Specific Plan would reduce regional air quality exceedances.

Significance After Mitigation

Policy Plan Amendment

As shown in Table 3.2-12, *City of Ontario Regional Criteria Air Pollutant Emissions Forecast*, the proposed project would result in a substantial increase in ROG and NO_X compared to the approved project. At the program level, ROG and NO_X emissions cannot be mitigated because the primary sources are outside local control. ROG emissions largely come from consumer products that are regulated at the manufacturer level, and the City cannot control which products residents purchase or use. Similarly, NO_X emissions from the transportation sector depend on the types of vehicles individuals choose to own and operate, which are governed by state and federal standards rather than local plans.

Accordingly, because of the magnitude and intensity of development accommodated by the proposed project, as well as regional air quality influences beyond the control of the City, impacts associated with consistency with the AQMP would remain **significant and unavoidable**. No additional feasible mitigation measures or mitigating policies at the program level would ensure consistency of the proposed project with the South Coast AQMD's AQMP. The identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent individual projects that meet applicable project-level thresholds of significance.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

Specific Plan

There is no feasible mitigation that would reduce impacts associated with consistency of the project with the AQMP to less than significant; Impacts would remain **significant and unavoidable**.

Specific Plan Significance with Mitigation: Significant and unavoidable.

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

CONSTRUCTION – REGIONAL EMISSIONS IMPACTS

The 2022 Certified EIR identified that, due to the scale of development activity associated under the approved project, the short-term emissions would likely exceed the South Coast AQMD regional significance thresholds.

Policy Plan Amendment

Construction emissions were not quantified due to the programmatic nature of the proposed project. Though mitigation measures were incorporated, the 2022 Certified EIR identified significant and unavoidable construction phase impacts associated with the approved project.

Construction activities under the proposed project would also temporarily increase PM_{10}, $PM_{2.5}$, ROG, NO_X, SO_X, and CO regional emissions in the SoCAB. The primary source of NO_X, CO, and SO_X emissions is the operation of construction equipment. The primary sources of particulate matter (PM_{10} and $PM_{2.5}$) emissions are activities that disturb the soil, such as grading and excavation, road construction, and building demolition and construction. The primary sources of ROG emissions are the application of architectural coating and off-gas emissions associated with asphalt paving.

Construction activities associated with the proposed project would occur over the buildout horizon of the plan, causing short-term emissions of criteria air pollutants; however, information regarding specific development projects, soil types, and the locations of receptors would be needed to quantify the level of impact associated with construction activity. Due to the scale of development activity associated with buildout of the proposed project, emissions would likely exceed the South Coast AQMD regional significance thresholds. In accordance with the South Coast AQMD methodology, emissions that exceed the regional significance thresholds would cumulatively contribute to the nonattainment designations of the SoCAB.

Air quality emissions related to construction must be addressed on a project-by-project basis. For the Policy Plan Amendment, which is a broad-based policy plan, it is not possible to determine whether the scale and phasing of individual projects would exceed the South Coast AQMD's short-term regional or localized construction emissions thresholds. In addition to regulatory measures—e.g., South Coast AQMD Rule 403 for fugitive dust control, Rule 1113 for architectural coatings, and CARB's Airborne Toxic Control Measures—mitigation imposed at the project level may include extension of construction schedules and/or use of special equipment.

Furthermore, TOP 2050 includes a range of policies designed to reduce construction-related emissions, as listed below. Environmental Resources (ER) Element Policy 4.6 would support

reduction in particulate matter generated during construction activities. Safety (S) Element Policy S-5.1 requires the implementation of best management practices for dust control at all excavation and grading projects, and Policy S-5.2 prohibits excavation and grading during strong wind conditions.

- **ER-4.6: Particulate Matter.** We support efforts to reduce particulate matter to meet State and Federal Clean Air Standards.
- **S-5.1: Dust Control Measures.** We require the implementation of Best Management Practices for dust control at all excavation and grading projects.
- **S-5.2: Grading in High Winds.** We prohibit excavation and grading during strong wind conditions, as defined by the Building Code.

While individual projects accommodated under the proposed project may not exceed the South Coast AQMD regional significance thresholds, the likely scale and extent of the combined construction activities associated with the future development under the proposed project would likely continue to exceed the relevant South Coast AQMD thresholds. Compared to the approved project, the proposed project would have similar impacts because the proposed project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the city which would require substantial landform modification.

Construction impacts of the approved project were identified as significant and unavoidable in the 2022 Certified EIR. Therefore, the proposed project would not result in a new or a substantial increase in magnitude of impacts compared to the that identified in the 2022 Certified EIR. Like the approved project, construction-related regional air quality impacts of developments that would be accommodated by the proposed project would be **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

Construction activities associated with the EBPSP would result in emissions of ROGs, NO_x, SO_x, CO, PM_{10}, and $PM_{2.5}$. Construction-related emissions are expected from the following construction activities:

- Demolition/Crushing
- Site Preparation
- Grading
- Building Construction
- Paving

- Architectural Coating

Consistent with industry standards and typical construction practices, each piece of equipment is assumed to operate up to a total of eight hours per day. Estimated maximum daily construction emissions for Phases 1, 2, and 3 are summarized in Table 3.3-11, *EBPSP Construction Emissions Summary: Phase 1;* Table 3.3-12, *EBPSP Construction Emissions Summary: Phase 2;* and Table 3.3-13, *EBPSP Construction Emissions Summary: Phase 3*. As identified in these tables, EBPSP construction would not exceed any criteria pollutant thresholds established by the South Coast AQMD, and impacts would be **less than significant**. Construction impacts associated with the approved project were identified as significant and unavoidable in the Certified EIR. Therefore, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Table 3.3-11 EBPSP Construction Emissions Summary: Phase 1

Year	Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer						
2027	4	44	74	0.16	11	5
2028	52	39	97	0.11	15	4
Winter						
2027	4	44	70	0.16	13	5
2028	52	40	83	0.11	15	4
Maximum Daily Emissions	52	44	97	0.16	15	5
South Coast AQMD Regional Thresholds	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: Appendix C3.

Note: Emissions may not total to 100 percent due to rounding.

Table 3.3-12 EBPSP Construction Emissions Summary: Phase 2

Year	Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer						
2028	2	47	72	0.19	13	5
2029	51	35	73	0.09	10	3
Winter						
2028	2	48	72	0.19	12	5
2029	50	36	64	0.09	10	3
Maximum Daily Emissions	51	48	73	0.19	13	5
South Coast AQMD Regional Thresholds	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: Appendix C3.

Note: Emissions may not total to 100 percent due to rounding.

Table 3.3-13 EBPSP Construction Emissions Summary: Phase 3

Year	Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer						
2030	2	46	71	0.19	13	5
2031	61	32	53	0.08	5	2
Winter						
2030	2	47	71	0.19	12	5.00
2031	61	32	49	0.08	5	2
Maximum Daily Emissions	61	47	71	0.19	13	5
South Coast AQMD Regional Thresholds	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: Appendix C3.

Note: Emissions may not total to 100 percent due to rounding.

Specific Plan Significance without Mitigation: Less than significant.

Impact AQ-2: Construction activities associated with future development that would be accommodated under the Policy Plan Amendment could generate short-term emissions in exceedance of the South Coast AQMD's threshold criteria.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The following mitigation measures were taken directly from the 2022 Certified EIR. Any modifications to the mitigation measures from the 2022 Certified EIR are shown in strikethrough for deleted text and underlined for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the 2022 Certified EIR identified in brackets [Former MM].

Mitigation Measure AIR-1-PPA [Former MM 3-1]: Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Ontario Building Department shall require feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include:

- Require fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as:
  - Requiring use of nontoxic soil stabilizers to reduce wind erosion.
  - Applying water every ~~four~~ 4 hours to active soil disturbing activities.
  - Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.
- Using construction equipment rated by the United States Environmental Protection Agency as having Tier 4 interim or higher exhaust emission limits.
- Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.

- Limiting nonessential idling of construction equipment to no more than ~~five~~ 5 consecutive minutes.
- Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at: ~~http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf.~~ https://www.aqmd.gov/home/rules-compliance/compliance/vocs/architectural-coatings/super-compliant-coatings.

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

New Mitigation Measures

Policy Plan Amendment

Mitigation Measure AIR-1-PPA is applicable to the proposed project. No additional mitigation measures have been identified.

Specific Plan

Construction of the EBPSP would not result in emissions that would exceed any criteria pollutant threshold established by the South Coast AQMD. No mitigation is necessary.

Significance After Mitigation

Policy Plan Amendment

Buildout in accordance with the proposed project would generate short-term construction emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. Mitigation Measure AIR-1-PPA and applicable goals and policies of the proposed project would reduce construction-related air pollutant emissions to the extent feasible. Construction emissions associated with the proposed project would be similar to the approved project, because the proposed project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the City that would require substantial landform modification; however, individual projects accommodated under proposed project may exceed the South Coast AQMD regional significance thresholds. Therefore, like the approved project, construction-related regional air quality impacts of developments that would be accommodated by the proposed project would remain **significant and unavoidable**.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

OPERATION – REGIONAL EMISSIONS IMPACTS

The 2022 Certified EIR identified that the approved project would generate long-term emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations in the SoCAB. Mitigation Measure AIR-2-PPA (former MM 3-2) and Mitigation Measure AIR-3-PPA (former MM AQ-1), in addition to the goals and policies of the approved project, would reduce air pollutant emissions to the extent feasible. Due to the increase in ROGs from residential development associated with the approved project, impacts would remain significant and unavoidable.

Policy Plan Amendment

The Policy Plan Amendment guides growth and development in the City by designating allowed land uses by parcel and through implementation of its goals and policies. New development would increase air pollutant emissions in the City and contribute to the overall emissions in the SoCAB. The Policy Plan Amendment sets up the framework for growth and development, but does not directly result in development. Before development can occur, it must be analyzed for conformance with the general plan, zoning requirements, and other applicable local and State requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits.

Criteria Air Pollutant Emissions Forecast

While individual projects accommodated by the proposed project would be required to undergo their own environmental review, as applicable, some development projects may not be subject to CEQA or may result in significant air quality impacts that could contribute to existing or forecast violations of AAQS. Therefore, citywide emissions are evaluated to account for the cumulative, program-level contribution of development across the City that may not be fully captured through project-by-project review.

The emissions inventory for the City under the proposed project and the approved project is shown in Table 3.3-14, *City of Ontario Regional Criteria Air Pollutant Emissions Forecast*. As shown in the table, buildout of the proposed project would generate an increase in long-term emissions that exceeds the daily South Coast AQMD thresholds for ROG and NO_X.

Table 3.3-14 City of Ontario Regional Criteria Air Pollutant Emissions Forecast

Scenario	Criteria Air Pollutant Emissions (pounds per day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Current TOP						
Transportation	197	4,401	14,613	96	1,031	381
Energy	154	2,720	1,828	17	213	213
Area - Offroad Equipment	221	2,407	12,425	4	94	85
Area - Consumer Products	4,781	—	—	—	—	—
Current TOP Total	**5,352**	**9,528**	**28,866**	**117**	**1,337**	**679**
Policy Plan Amendment						
Transportation	203	4,569	15,002	99	1,066	395
Energy	159	2,807	1,877	18	220	220
Area - Offroad Equipment	226	2,412	12,532	4	94	85
Area - Consumer Products	5,144	—	—	—	—	—
Policy Plan Amendment Total	**5,731**	**9,789**	**29,410**	**120**	**1,379**	**699**
Net Change from Current TOP						
Transportation	6	169	389	3	35	13
Energy	5	88	48	1	7	7
Area - Offroad Equipment	5	5	107	0	0	0
Area - Consumer Products	363	—	—	—	—	—
Total Change	**379**	**261**	**544**	**4**	**42**	**20**
South Coast AQMD Regional Significance Threshold	55	55	550	150	150	55
Significant?	**YES**	**YES**	NO	NO	NO	NO

Source: See Appendix C1.

The increase in ROG emissions compared to the approved project is a result of the increase in residential uses, which results in a greater increase in consumer product use. Emissions of ROG that exceed the South Coast AQMD regional significance thresholds would contribute to the ozone (O_3) nonattainment designation of the SoCAB. The increase in NO_X emissions is a result of higher emissions from mobile sources and energy production within the City. NO_X is a precursor to the formation of O_3 as well as particulate matter (PM_{10} and $PM_{2.5}$). Consequently, the criteria air pollutant emissions that exceed South Coast AQMD's regional significance thresholds would cumulatively contribute to the O_3 and particulate matter (PM_{10} and $PM_{2.5}$) nonattainment designations of the SoCAB.

TOP 2050 includes a range of policies that would help reduce operational emissions associated with development projects, as listed below. Land Use (LU) Element policies LU-2.1 through LU-2.4 would promote compatible development patterns and regulate potential impacts from new development on adjacent land uses. Environmental Resources (ER) Element policies ER-3.2 through ER-3.6 would ensure that new development is designed to be energy efficient and to use fuel efficient vehicles. Policies ER-4.1, ER-4.5, ER-4.8, and ER-4.9 would help reduce long-term air pollution from new development by encouraging mixed-use projects to promote non-motorized mobility, expand tree canopy, and require health risk assessment for land uses that generate high truck traffic. Community Design (CD) Element policy CD-2.7 would ensure that sustainability is considered in the design of new projects to reduce energy demand through solar orientation and other design standards. Mobility (M) Element policies M-1.4, M-1.6, M-2.1, and M-3.1 would reduce VMT by developing trails and corridors that support active transportation, implementing travel demand management strategies, and providing a comprehensive public transit system.

- **LU-2.1: Land Use Decisions.** We minimize adverse impacts on adjacent properties when considering land use and zoning requests.
- **LU-2.2: Buffers.** We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur. Additional mitigation is required when new uses could negatively impact environmental justice areas.
- **LU2.3: Hazardous Uses**. We regulate the development of industrial and similar uses that use, store, produce, or transport toxic substances, air emissions, other pollutants, or hazardous materials.
- **LU-2.4: Regulation of Nuisances**. We regulate the location, concentration, and operation of potential nuisances.
- **ER-3.2: Green Development – Communities.** We encourage the use of the LEED Neighborhood Development rating system, or similar mechanism, to guide the planning and development of all new communities.
- **ER-3.3: Building and Site Design**. We require new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive solar, and natural ventilation.
- **ER-3.4: Green Development – Public Buildings.** We require all new and substantially renovated City buildings in excess of 10,000 square feet achieve a LEED Silver Certification standard, as determined by the U.S. Green Building Council.
- **ER-3.5: Fuel-Efficient and Alternative Energy Vehicles and Equipment.** We require purchase and use vehicles and equipment that are fuel efficient and meet or surpass state emissions requirements and/or use renewable sources of energy.
- **ER-3.6**: **Generation – Renewable Sources.** We promote the use of renewable energy sources (e.g., solar, wind, biomass) in public and private sector development.

- **CD-2.7: Sustainability.** We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping, and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials, and construction techniques.
- **ER-4.1: Land Use.** We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.
- **ER-4.5: Transportation.** We promote mass transit and non-motorized mobility options (walking, biking) to reduce air pollutant emissions.
- **ER-4.8: Tree Planting.** We protect healthy trees within the City and plant new trees to increase carbon sequestration and help the regional/local air quality. We expand the tree canopy in environmental justice areas to enhance air quality and reduce the "heat island" effect.
- **ER-4.9: New Localized Air Pollution Sources Near Existing Sensitive Receptors.** We require new developments to conduct a Health Risk Assessment for land uses that generate more than 100 trucks per day or 40 trucks per day by trucks operating transportation refrigeration units (TRU's) within 1,000 feet from sensitive land uses (California Health and Safety Code § 42705.5(a)(5)). If the health risk assessment determines the new development poses health hazards that increase the incremental cancer risk above the threshold established by the South Coast Air Quality Management District (AQMD), we will only approve permits upon the condition that adequate mitigation measures are proposed and implemented for potential impacts on the sensitive uses around the site and along the route within Ontario taken by the trucks to and from freeways. We require new developments that must perform a health risk assessment to conduct additional public outreach by sending notifications in multiple languages to all residents living within 500 feet, and encourage hosting a public meeting.
- **M-1.4: Complete Streets.** We work to provide a complete, balanced, context-aware, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.
- **M-1.6: Reduce Vehicle Miles Traveled.** We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.
- **M-2.1: Active Transportation.** We maintain our Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways and pedestrian facilities that are

safe, comfortable, and accessible and connect residential areas, businesses, schools, parks, and other key destination points.

- **M-3.3: Transit-Oriented Development.** We may provide additional development-related incentives to those inherent in the Land Use Plan for projects that promote transit use and reduce vehicle miles traveled.

Despite the applicable TOP 2050 policies, because ROG and NO_X emissions would be substantially greater, the proposed project is considered to result in an increase in magnitude of impacts for ROG and NO_X compared to the approved project. The increase in ROG emissions would contribute to the ozone nonattainment designation of the SoCAB, and the increase in NO_X emissions would contribute to the ozone and particulate matter nonattainment designations of the SoCAB.

The proposed project would not result in a new or substantially more severe impact, as the 2022 Certified EIR already identified long-term operational impacts associated with the approved project as significant and unavoidable. Although the proposed project may result in higher ROG and NO_X emissions compared to the approved project, this would not constitute a new or substantially more severe significant impact. Like the approved project, the proposed project would cumulatively contribute to the nonattainment designations of the SoCAB and operation-related regional air quality impacts of developments that would be accommodated by the proposed project would be **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

Operational activities associated with the Specific Plan would result in emissions of ROGs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Operational emissions are expected from the following primary sources:

- Mobile Source Emissions;
- Area Source Emissions;
- Energy Source Emissions;
- Stationary Source Emissions; and
- Cargo Handling Source Emissions.

Estimated peak operational emissions for all phases are summarized in Table 3.3-15, *EBPSP Peak Operational Emissions Summary: Phase 1*; Table 3.3-16, *EBPSP Peak Operational Emissions Summary: Phases 1 and 2*; and Table 3.3-17, *EBPSP Peak Operational Emissions Summary: Phases 1, 2, and 3*. As shown in these tables, Phase 1 emissions would exceed the numerical thresholds of significance established by the South Coast AQMD for emissions of ROG (summer only) and NO_x. Phase 1 and 2 emissions would exceed the South Coast AQMD significance

thresholds for emissions of ROG, NO_x, and CO (summer only). At buildout, the EBPSP's operational emissions would exceed the applicable South Coast AQMD significance thresholds for emissions of ROG, NO_x, CO, and PM_{10}. This would be a **potentially significant** impact. Long-term operational impacts associated with the approved project were identified as significant and unavoidable in the 2022 Certified EIR. Therefore, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Table 3.3-15 EBPSP Peak Operational Emissions Summary: Phase 1

Source	Emissions (lbs/day)					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Summer						
Mobile	12	80	175	1	60	16
Area	42	1	77	0	0.14	0.10
Stationary	1	2	2	0	0.11	0.11
Cargo Handling Equipment	1	2	82	0	0.15	0.14
Maximum Daily Emissions	55	84	335	1	60	17
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	NO	NO	NO	NO
Winter						
Mobile	11	84	148	1	60	16
Area	29	0	0	0	0	0
Stationary	1	2	2	0	0.11	0.11
Cargo Handling Equipment	1	2	82	0	0.15	0.14
Maximum Daily Emissions	42	88	232	1	60	17
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	NO	**YES**	NO	NO	NO	NO

Source: Appendix C3.

Note: Emissions may not total to 100 percent due to rounding.

Table 3.3-16 EBPSP Peak Operational Emissions Summary: Phases 1 and 2

Source	Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer						
Mobile	31	154	394	2	133	36
Area	73	1	102	0.01	0.18	0.14
Stationary	1	4	4	0.01	0.21	0.21
Cargo Handling Equipment	1	3	148	0	0.26	0.24
Maximum Daily Emissions	107	162	648	2	134	37
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	**YES**	NO	NO	NO
Winter						
Mobile	30	162	335	2	133	36
Area	57	0	0	0	0	0
Stationary	1	4	4	0.01	0.21	0.21
Cargo Handling Equipment	1	3	148	0	0.26	0.24
Maximum Daily Emissions	89	169	487	2	134	37
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	NO	NO	NO	NO

Source: Appendix C3.

Note: Emissions may not total to 100 percent due to rounding.

Table 3.3-17 EBPSP Peak Operational Emissions Summary: Phases 1, 2, and 3

Source	Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	$PM_{10}T$	$PM_{2.5}T$
Summer						
Mobile	34.57	186.25	448.56	2.50	168.99	45.93
Area	91.72	1.08	127.82	0.01	0.23	0.17
Stationary	1.80	5.05	4.60	0.01	0.27	0.27
Cargo Handling Equipment	1.27	4.09	178.00	0.00	0.32	0.30
Maximum Daily Emissions	129.36	196.45	758.99	2.52	169.81	46.66
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	YES	YES	YES	NO	YES	NO
Winter						
Mobile	32.95	195.55	380.69	2.43	168.99	45.93

Table 3.3-17 EBPSP Peak Operational Emissions Summary: Phases 1, 2, and 3

Source	Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	$PM_{10}T$	$PM_{2.5}T$
Area	70.71	0.00	0.00	0.00	0.00	0.00
Stationary	1.80	5.05	4.60	0.01	0.27	0.27
Cargo Handling Equipment	1.27	4.09	178.00	0.00	0.32	0.30
Maximum Daily Emissions	106.74	204.68	563.29	2.44	169.58	46.49
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	**YES**	NO	**YES**	NO

Source: Appendix C3.

Note: Emissions may not total to 100 percent due to rounding.

Specific Plan Significance without Mitigation: Potentially significant.

Impact AQ-3: Implementation of the proposed project would generate additional, long-term emissions in exceedance of South Coast AQMD's threshold criteria and cumulatively contribute to the South Coast Air Basin's nonattainment designations.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The following mitigation measures were taken directly from the 2022 Certified EIR. Any modifications to the mitigation measures from the 2022 Certified EIR are shown in strikethrough for deleted text and underline for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the 2022 Certified EIR identified in brackets [Former MM].

Mitigation Measure AIR-2-PPA [Former MM 3-2]: The City of Ontario shall evaluate new development proposals within the City and require all developments to include access or linkages to alternative modes of transportation, such as transit stops, bike paths, and/or pedestrian paths (e.g. sidewalks).

Mitigation Measure AIR-3-PPA [Former MM AQ-1]: Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project operation-phase-related air quality impacts to the City of Ontario Planning Department for review and approval. The

evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Ontario Planning Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval. Possible mitigation measures to reduce long-term emissions could include, but are not limited to the following:

- For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions.
- Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use.
- Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 sec. 2485).
- Provide changing/shower facilities as specified in Section A5.106.4.3 of CALGreen (Nonresidential Voluntary Measures).
- Provide bicycle parking facilities per Section A4.106.9 of CALGreen (Residential Voluntary Measures).
- Provide preferential parking spaces for low-emitting, fuel-efficient, and carpool/van vehicles per Section A5.106.5.1 of CALGreen (Nonresidential Voluntary Measures).
- Provide facilities to support electric charging stations per Section A5.106.5.3 and Section ~~A5.106.8.2~~ A4.106.8 of CALGreen (Nonresidential Voluntary Measures; Residential Voluntary Measures).
- Applicant-provided appliances shall be Energy Star–certified appliances or appliances of equivalent energy efficiency (e.g., dishwashers, refrigerators,

clothes washers, and dryers). Installation of Energy Star–certified or equivalent appliances shall be verified by the City during plan check.

New Mitigation Measures

Policy Plan Amendment

Mitigation Measure AIR-2-PPA and AIR-3-PPA are applicable to the proposed project. At the programmatic level, this analysis relies on broad development assumptions rather than site-specific design details. All feasible mitigation measures applicable at this stage, such as compliance with federal, state, and local air quality regulations, have already been incorporated. Additional reductions in long-term operational emissions would depend on future project-specific designs that are not yet known and therefore cannot be feasibly imposed programmatically. Accordingly, no additional feasible mitigation measures have been identified.

Specific Plan

Implementation of the following Mitigation Measures would be required for Specific Plan:

Mitigation Measure AIR-1-SP: To facilitate the future installation of infrastructure that would charge the batteries that power the motors of electric-powered trucks, the following shall be installed: 1) prior to the shell building permit approval, an electrical room(s) and/or exterior area(s) of the site shall be designated where future electrical panels would be located for the purpose of supplying power to on-site charging facilities for electric powered trucks. Conduit shall be installed from this designated area where the panel would be located to the onsite location where the charging facilities would be located and where electric-powered trucks would park and connect to charging facilities to charge the batteries that power the motors of the electric-powered trucks; 2) prior to issuance of a building permit for tenant improvements, tenants that plan to operate electric trucks would be required to construct electrical charging infrastructure in addition to the required conduits.

Mitigation Measure AIR-2-SP: In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants with information related to South Coast AQMD's Carl Moyer Program, or other such programs that promote truck retrofits or "clean" vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, and CARB regulations. Tenants shall be notified about the availability of: 1) alternatively fueled cargo handling equipment; 2) grant programs for diesel-fueled vehicle engine retrofit and/or replacement; 3) access to alternative fueling stations proximate to the

site that supply compressed natural gas; and 4) the United States Environmental Protection Agency's SmartWay program.

Mitigation Measure AIR-3-SP: Idling Regulations. Prior to issuance of a certificate of occupancy, legible, durable, weather-proof signs shall be installed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include the following instructions for truck drivers to shut off engines when not in use.

a) Instructions for drivers of diesel trucks to restrict idling to no more than 5 minutes once the vehicle is stopped, the transmission is set to "neutral" or "park" and the parking brake is engaged.

b) Telephone numbers of the building facilities manager and CARB to report violations.

Mitigation Measure AIR-4-SP: All future operations shall adhere to the following:

a) Sites shall clearly mark entry and exit points for trucks and service vehicles.

b) Facility operators shall maintain records of their fleet equipment owned by the facility and ensure that all diesel-fueled Medium-Heavy Duty Trucks (MHDT) and Heavy-Heavy Duty Trucks (HHDT) use year CARB 2010 or newer engines. The records should be maintained on-site and be made available for inspection by the lead agency.

c) Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.

d) Signs should be posted in the appropriate locations and/or handouts should be provided that show the locations of nearest food options, fueling, truck maintenance services, and other similar convenience services.

e) Each Facility shall designate a Compliance Officer responsible for implementing the measures described herein and/or in the project conditions of approval and mitigation measures. Contact information shall be provided to the City and updated annually, and signs shall be posted in visible locations providing the contact information for the Compliance Officer to the surrounding community. The Compliance Officer also shall coordinate with CARB and South Coast AQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations.

f) Signs shall be posted in the appropriate locations heavy truck drivers to park and perform any self-maintenance of trucks in designated on-site areas and not within the surrounding community or on public streets.

g) Development plans and specifications shall include signs at every truck exit driveway providing directional information to the truck route.

Mitigation Measure AIR-5-SP: Electric Vehicle Charging and Future Truck Charging Capability. Prior to issuance of building permits, the following features shall be demonstrated on the EBPSP's building plans to the extent feasible over minimum California Code of Regulations Title 24 requirements. Installation shall be verified by the City prior to issuance of a certificate of occupancy.

a) For use by employees and visitors conducting business at the building, install automobile electric vehicle (EV) charging stations at the minimum number required by the California Code of Regulations Title 24. All charging stations shall be equipped with Level 2 or faster chargers. Signs shall be posted indicating that the charging stations are for exclusive use by the building's employees and by visitors conducting business at the building.

b) Install appropriate electrical infrastructure sufficiently sized to accommodate the potential installation of additional auto and truck EV charging stations in the future.

c) Install raceways for conduit to tractor trailer parking areas in logical, gated locations determined by the Applicant during construction document plan check, for the purpose of accommodating the future installation of EV truck charging stations at such time this technology becomes commercially available. The charging station location(s) are to be located inside the gated and secured truck courts.

Mitigation Measure AIR-6-SP: Water Efficient Fixtures. All water fixtures shall be water efficient (toilets/urinals (1.5 gallons per minute [gpm] or less), showerheads (2.0 gpm or less), and faucets (1.28 gpm or less)).

Mitigation Measure AIR-7-SP: City Review of Construction Documents. Prior to issuance of building permits, the following features shall be demonstrated on building and landscape plans to the extent feasible. Installation shall be verified by the City prior to issuance of a certificate of occupancy.

a) Install Energy Star-rated heating, cooling, lighting, and appliances

b) Structures shall be equipped with outdoor electric outlets in the front and rear to facilitate use of electrical lawn and garden equipment.

c) Install rooftop solar energy systems which generate enough electricity to meet 45% of the annual warehouse electricity demand.

Mitigation Measure AIR-8-SP: Tenant Lease Agreement. Prior to issuance of a certificate of occupancy, the following language shall be included within tenant lease agreements in order to reduce operational air pollutant emissions to the extent feasible:

a) Information about energy efficiency, energy-efficient lighting and lighting control systems, energy management, and existing energy incentive programs.

b) Information about funding opportunities, such as the Carl Moyer Program, that provide incentives for using cleaner-than-required engines and equipment.

c) Requirements to use the cleanest technologies available and to provide the necessary infrastructure to support zero-emission vehicles, equipment, and appliances that would be operating on site at such time this technology becomes commercially available. This requirement shall apply to equipment such as forklifts, handheld landscaping equipment, yard trucks, office appliances, etc.

d) Requirements to exclusively use zero-emission light and medium-duty delivery trucks and vans, when economically feasible.

e) Requirements to operate in compliance with, and to monitor compliance with, all current and applicable air quality regulations for on-road trucks including the California Air Resources Board's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Periodic Smoke Inspection Program, and the Statewide Truck and Bus Regulation.

f) Requirements and identification of the responsible party to maintain, replace, and upgrade rooftop solar panels per the manufacturer's recommendations for the life of the lease. The EBPSP would comply with existing solar requirements per the California Energy Code in effect during permitting (at the time of Construction Drawing Plan Check Submittal). In the case that the tenant requires additional solar capacity, this shall be addressed during the tenant improvement process. The EBPSP would be required to meet the CCR Title 24 energy efficiency standards in effect at the time building permit applications are submitted.

g) Requirements and identification of the responsible party to maintain, replace, and repair the legible, durable, weather-proof signs that were installed at initial building occupancy placed at truck access gates, loading docks, and truck parking areas that identify applicable CARB anti-idling regulations.

h) The tenant agreement shall include notification that the tenant shall comply with CARB Truck and Bus regulation, including requirements that only haul trucks meeting model year 2010 engine emission standards shall be used for the on-road transport of materials to and from the site.

i) Requirements for the building owner to provide a Green Cleaning Products and Paint Education Program available to the building tenant, to keep at the building's office, break room, leasing space, or on an accessible website.

Significance After Mitigation

Policy Plan Amendment

Buildout in accordance with the proposed project would generate long-term emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. Mitigation Measure AIR-2-PPA and AIR-3-PPA, in addition to the goals and policies of the Policy Plan Amendment, would reduce air pollutant emissions to the extent feasible. Impact AQ-3 would remain **significant and unavoidable** due to the increase in ROGs and NO_X emissions from development associated with the proposed project compared to that of the approved project.

Health Impacts

Contributing to the nonattainment status would also contribute to elevating health effects associated to these criteria air pollutants. Known health effects related to ozone include worsening of bronchitis, asthma, and emphysema and a decrease in lung function. Health effects associated with particulate matter include premature death of people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, decreased lung function, and increased respiratory symptoms. Reducing emissions would further contribute to reducing possible health effects related to criteria air pollutants.

It is speculative for this broad-based policy plan to determine how exceeding the regional thresholds would affect the number of days the region is in nonattainment since mass emissions are not correlated with concentrations of emissions, or how many additional individuals in the air basin would be affected by the health effects cited above. This SEIR quantifies the increase in criteria air pollutants emissions in the City; however, at a programmatic level analysis, it is not feasible to quantify the increase in TACs from stationary sources associated with the proposed project or meaningfully correlate how regional criteria air pollutant emissions above the South Coast AQMD significance thresholds correlate with basin wide health impacts.

To determine cancer and noncancer health risk, the location, velocity of emissions, meteorology and topography of the area, and locations of receptors are equally important as model parameters as the quantity of TAC emissions. The white paper in Appendix C1 "We Can Model

Regional Emissions, But Are the Results Meaningful for CEQA" describes several of the challenges of quantifying local effects—particularly health risks—for large-scale, regional projects, and these are applicable to both criteria air pollutants and TACs. Similarly, the 2 amicus briefs filed by the air districts on the Friant Ranch case (see Appendix C1) describe 2 positions regarding CEQA requirements, modeling feasibility, variables, and reliability of results for determining specific health risks associated with criteria air pollutants. The discussions also include the distinction between criteria air pollutant emissions and TACs with respect to health risks. Additionally, the South Coast AQMD's Significance Thresholds and Monitoring demonstrate the infeasibility based on the current guidance/methodologies. The following summarizes major points about the infeasibility of assessing health risks of criteria air pollutant emissions and TACs associated with implementation of a general plan.

To achieve and maintain air quality standards, the South Coast AQMD has established numerical emission indicators of significance for regional and localized air quality impacts for both construction and operational phases of a local plan or project. The South Coast AQMD has established the thresholds based on "scientific and factual data that is contained in the federal and state Clean Air Acts" and recommends "that these thresholds be used by lead agencies in making a determination of significance." The numerical emission indicators are based on the recognition that the air basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health. The thresholds represent the maximum emissions from a plan or project that are expected not to cause or contribute to an exceedance of the most stringent applicable national or state ambient air quality standard. By analyzing the plan's emissions against the thresholds, an EIR assesses whether these emissions directly contribute to any regional or local exceedances of the applicable ambient air quality standards and exposure levels.

South Coast AQMD currently does not have methodologies that would provide the City with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project's mass emissions.[16] For criteria air pollutants, exceedance of the regional significance thresholds cannot be used to correlate a project to quantifiable health

[16] In April 2019, the Sacramento Metropolitan Air Quality Management District (SMAQMD) published an Interim Recommendation on implementing Sierra Club v. County of Fresno (2018) 6 Cal.5th 502 ("Friant Ranch") in the review and analysis of proposed projects under CEQA in Sacramento County. Consistent with the expert opinions submitted to the court in Friant Ranch by the San Joaquin Valley Air Pollution Control District (SJVAPCD) and South Coast AQMD, the SMAQMD guidance confirms the absence of an acceptable or reliable quantitative methodology that would correlate the expected criteria air pollutant emissions of projects to likely health consequences for people from project-generated criteria air pollutant emissions. The SMAQMD guidance explains that while it is in the process of developing a methodology to assess these impacts, lead agencies should follow the Friant Court's advice to explain in meaningful detail why this analysis is not yet feasible. Since this interim memorandum SMAQMD has provided methodology to address health impacts. However, a similar analysis is not available for projects within the South Coast AQMD region.

impacts unless emissions are sufficiently high to use a regional model. South Coast AQMD has not provided methodology to assess the specific correlation between mass emissions generated and their effect on health (see Appendix C1: San Joaquin Valley Air Pollution Control District's amicus brief, and South Coast AQMD's amicus brief).

Ozone concentrations depend on a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Secondary formation of particulate matter and ozone can occur far from sources as a result of regional transport due to wind and topography (e.g., low-level jet stream). Photochemical modeling depends on all emission sources in the entire domain (i.e., modeling grid). Low resolution and spatial averaging produce "noise" and modeling errors that usually exceed individual source contributions. Because of the complexities of predicting ground-level ozone concentrations in relation to the National and California AAQS, it is not possible to link health risks to the magnitude of emissions exceeding the significance thresholds.

Current models used in CEQA air quality analyses are designed to estimate potential project construction and operation emissions for defined projects. The estimated emissions are compared to significance thresholds, which are keyed to reducing emissions to levels that will not interfere with the region's ability to attain the health-based standards. This serves to protect public health in the overall region, but there is currently no CEQA methodology to determine the impact of emissions (e.g., pounds per day) on future concentration levels (e.g., parts per million or micrograms per cubic meter) in specific geographic areas. CEQA thresholds, therefore, are not specifically tied to potential health outcomes in the region.

The SEIR must provide an analysis that is understandable for decision making and public disclosure. Regional-scale modeling may provide a technical method for this type of analysis, but it does not necessarily provide a meaningful way to connect the magnitude of a project's criteria pollutant emissions to health effects without speculation. Additionally, this type of analysis is not feasible at a general plan level because the location of emissions sources and quantity of emissions are not known. Because cumulative development within the City would exceed the regional significance thresholds, the proposed project could contribute to an increase in health effects in the basin until the attainment standards are met in the SoCAB.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

Specific Plan

Although Mitigation Measures AIR-1-SP through AIR-8-SP are designed to reduce operational-source criteria pollutant emissions of the EBPSP, there is no way to meaningfully quantify these reductions in CalEEMod, and therefore no numeric emissions credit has been taken in the

analysis. Therefore, even with application of these measures, EBPSP operational-source emissions impacts are considered **significant and unavoidable**.

Specific Plan Significance with Mitigation: Significant and unavoidable.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

CONSTRUCTION – LOCALIZED EMISSIONS IMPACTS

The 2022 Certified EIR identified that, due to the scale of development activity associated under the approved project, the short-term emissions could exceed the South Coast AQMD localized significance thresholds.

Policy Plan Amendment

Construction-Phase Localized Significance Thresholds

Buildout of the proposed project would occur over the buildout horizon of the plan via several smaller projects, each with its own construction time frame and equipment. Because a localized emissions analysis can only be conducted at the individual project-level, quantification of localized impacts is not applicable for a program-level environmental analysis. As potential development and redevelopment could occur close to existing sensitive receptors, future development projects that would be accommodated by the proposed project have the potential to expose sensitive receptors to substantial pollutant concentrations. Consequently, like the approved project, construction equipment exhaust (including DPM) combined with fugitive particulate matter emissions has the potential to expose sensitive receptors to substantial concentrations of criteria air pollutant emissions and result in potentially significant impacts.

Construction-Phase Toxic Air Contaminants

The allowed development under the proposed project could elevate concentrations of TACs (i.e., DPM) in the vicinity of sensitive land uses during temporary construction activities that would use off-road equipment on-site, operating at different levels depending on the type of activity (e.g., during grading activities). Because potential development and redevelopment could occur close to existing sensitive receptors, future development projects that would be accommodated by the proposed project have the potential to expose sensitive receptors to substantial TAC concentrations. Consequently, like the approved project, construction equipment exhaust (including DPM) combined with fugitive particulate matter emissions has the potential to expose sensitive receptors to substantial concentrations of TAC emissions and result in potentially significant impacts.

Summary

Construction-related criteria air pollutants and TACs from individual development projects within the City have the potential to expose sensitive receptors to substantial concentrations of air pollutants. This is a **potentially significant** impact. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to that of the approved project and impacts identified in the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

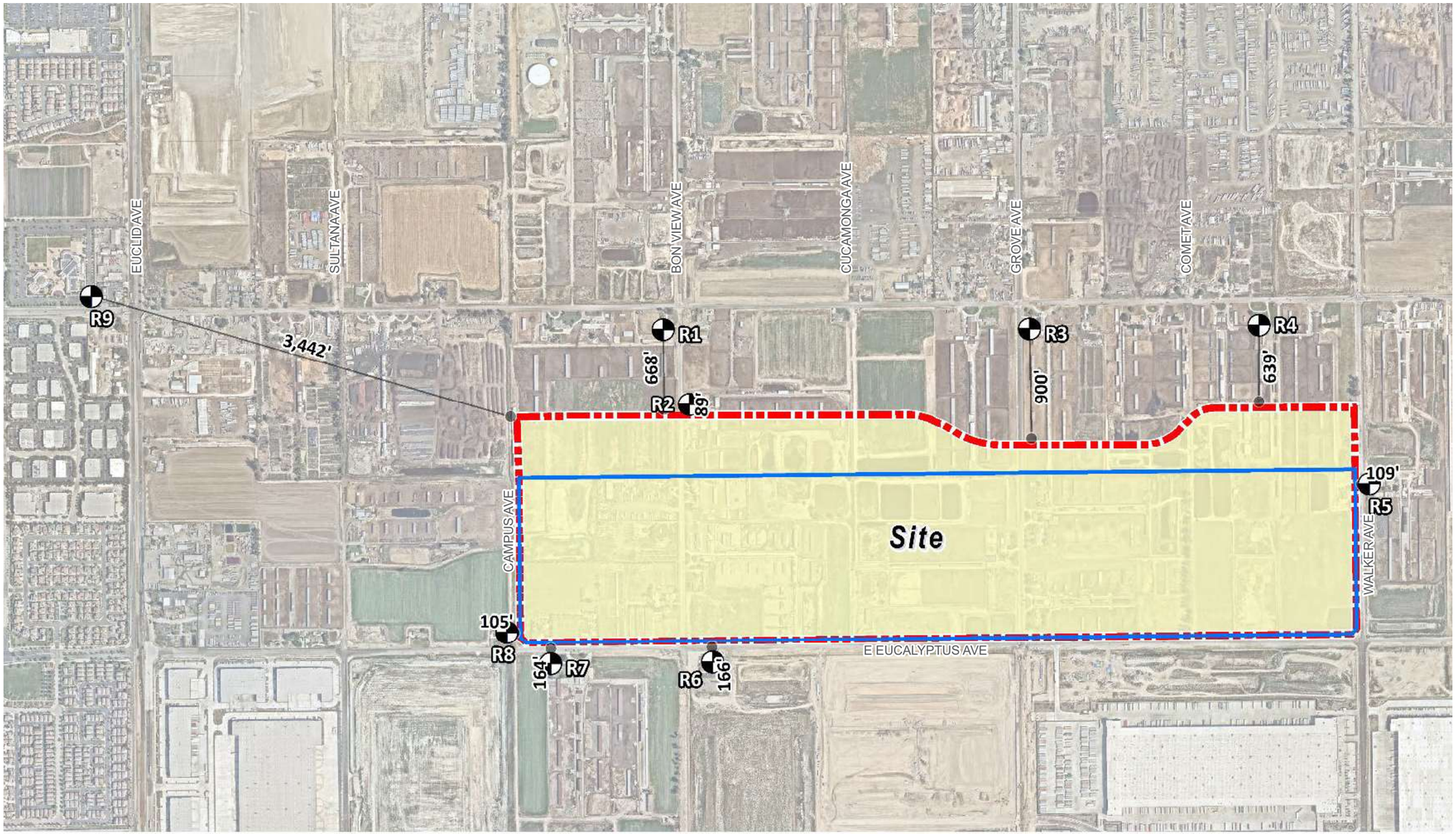
Specific Plan

LSTs represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable National AAQS and California AAQS at the nearest residence or sensitive receptor. Receptor locations are off-site locations where individuals may be exposed to emissions from project activities. Receptors in the EBPSP study area are described below and illustrated in Figure 3.3-6, *EBPSP Sensitive Receptor Locations*.

- **Location R1** represents the existing residence at 7697 Edison Avenue, approximately 668 feet north of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the site, receptor point R1 in the model is placed at the building's façade.
- **Location R2** represents the existing residence at 14213 Bon View Avenue, approximately 89 feet north of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the site, receptor point R2 in the model is placed at the building's façade.
- **Location R3** represents the existing residence at 14117 Grove Avenue, approximately 900 feet north of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the site, receptor point R3 in the model is placed at the building's façade.
- **Location R4** represents the existing residence at 8377 Edison Avenue, approximately 639 feet north of the EBPSP site. Receptor point R4 in the model is placed in the private outdoor living area (backyard) facing the site.
- **Location R5** represents the existing residence at 14303 Walker Avenue, approximately 109 feet east of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the site, receptor point R5 in the model is placed at the building's façade.
- **Location R6** represents the Ontario Fire Station 11 located at 7721 Eucalyptus Avenue, approximately 166 feet south of the EBPSP site. R6 is placed at the nearest building façade facing the site.
- **Location R7** represents the existing residence at 7566 Eucalyptus Avenue, approximately 164 feet south of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the site, receptor point R7 in the model is placed at the building's façade.

Figure 3.3-6

EBPSP Sensitive Receptor Locations



- Site Boundary
- EBPSP Boundary
- Receptor Locations
- Distance from Receptor to Project Site Boundary (in feet)

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 300 1,000 FT

Source: Urban Crossroads 2025

Date: 01/16/2026

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- **Location R8** represents the existing residence at 7511 Eucalyptus Avenue, approximately 105 feet west of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the site, receptor point R8 in the model is placed at the building's façade.
- **Location R9** represents the Crosspoint Children's Center at 6950 Edison Avenue, approximately 3,442 feet northwest of the EBPSP site. Receptor point R9 in the model is placed at the nearest building façade facing the site.

Construction-Phase Localized Significance Thresholds

Based on South Coast AQMD's LST Methodology, emissions of concern during construction activities include NO_X, CO, $PM_{2.5}$, and PM_{10}. Table 3.3-18, *EBPSP Construction Source LST Summary: Phase 1;* Table 3.3-19, *EBPSP Construction Source LST Summary: Phase 2;* and Table 3.3-20, *EBPSP Construction Source LST Summary: Buildout,* present the construction-source localized emissions that can be expected during each construction phase of the Specific Plan. As shown in these tables, emissions for all construction phases would not exceed South Coast AQMD's localized significance thresholds at the maximally exposed receptors as a result of construction activities.

Table 3.3-18 EBPSP Construction-Source LST Summary: Phase 1

	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
Phase 1 Construction	1-Hour	8-Hours	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.03	0.01	1.05E-02	0.84	0.41
Background Concentration	1.5	1.1	0.085	—	—
Total Concentration	1.53	1.11	0.10	0.84	0.41
South Coast AQMD Threshold	20	9	0.18	10.40	10.40
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: Appendix C4.

Table 3.3-19 EBPSP Construction-Source LST Summary: Phase 2

	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
Phase 2 Construction	1-Hour	8-Hours	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.04	0.01	1.40E-02	1.01	0.49
Background Concentration	1.5	1.1	0.085	—	—
Total Concentration	1.54	1.11	0.10	1.01	0.49
South Coast AQMD Threshold	20	9	0.18	10.40	10.40
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: Appendix C4.

Table 3.3-20 EBPSP Construction-Source LST Summary: Buildout

	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
Phase 3 Construction	1-Hour	8-Hours	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.08	0.03	2.69E-02	1.59	0.77
Background Concentration	1.5	1.1	0.085	—	—
Total Concentration	1.58	1.13	0.11	1.59	0.77
South Coast AQMD Threshold	20	9	0.18	10.40	10.40
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: Appendix C4.

Construction-Phase Toxic Air Contaminants

Construction-related DPM emissions are expected primarily as a function of the operation of heavy-duty construction equipment. Potential health risks to residents, workers, and school children were evaluated over a period of 30, 25, and 9 years of exposure, as discussed below. Table 3.3-21, *Summary of EBPSP Construction Health Risks*, presents a summary of the previous discussions of EBPSP construction health risks.

Table 3.3-21 Summary of EBPSP Construction Health Risks

Maximum Exposed Location	Receptor Location	Time Period (Year)	Maximum Lifetime Cancer Risk[1]	Significance Threshold[1]	Exceeds Significance Threshold?
Cancer Risk					
Sensitive Receptor	R5	4.50	1.39	10	NO
Worker Receptor	R6	4.50	0.04	10	NO
Individual School Child	R9	4.50	<0.01	10	NO
Maximum Exposed Location	**Receptor Location**	**Time Period**	**Maximum Hazard Index**	**Significance Threshold**	**Exceeds Significance Threshold?**
Non-Cancer Risk					
Sensitive Receptor	R5	Annual Average	<0.01	1	NO
Worker Receptor	R6	Annual Average	<0.01	1	NO
Individual School Child	R9	Annual Average	<0.01	1	NO

Source: Appendix C4.

1. risk per million

Residential Exposure Scenario

The location with the greatest potential exposure to construction-source DPM emissions is Location R5, approximately 109 feet east of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the site, R5 is placed at the building façade facing the site. For the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to EBPSP construction-source DPM emissions is estimated at 1.39 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be ≤0.01, which would not exceed the applicable threshold of 1.0. Although Location R5 is not the nearest receptor to the EBPSP site, it would experience the highest concentrations of DPM during construction due to its location and meteorological conditions. Because all other modeled receptors would experience lower concentrations of DPM during construction, all other receptors in the vicinity of the EBPSP would be exposed to less emissions and therefore less risk than the MEIR identified. Therefore, the EBPSP would not cause a significant human health or cancer risk to adjacent land uses as a result of construction activity.

Worker Exposure Scenario

The worker receptor land use with the greatest potential exposure to EBPSP construction-source DPM emissions is Location R6, which represents the potential worker receptor

approximately 166 feet south of the site. The maximally exposed individual worker (MEIW) is the worker receptor location that would experience the highest modeled concentrations of DPM, and thus the highest risk. For the MEIW, the maximum incremental cancer risk impact is calculated to be 0.04 in one million, which is less than the South Coast AQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be ≤0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors would be exposed to lower concentrations of DPM, all other worker receptors in the vicinity of the EBPSP would be exposed to less emissions and therefore less risk than the MEIW identified. Therefore, construction would not cause a significant human health or cancer risk to adjacent workers.

School Child Exposure Scenario

The nearest school and location of the maximally exposed individual school child (MEISC) is Crosspoint Children's Center, approximately 3,442 feet northwest of the EBPSP site and represented by Location R9. For the MEISC, the maximum incremental cancer risk impact attributable to construction is calculated to be ≤0.01 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the EBPSP were calculated to be ≤0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled school receptors would be exposed to lower concentrations of DPM, all other school receptors in the vicinity of the EBPSP would be exposed to less emissions and therefore less risk than the MEISC identified.

Summary

Based on the preceding, the potential for construction of the Specific Plan to expose sensitive receptors to substantial pollutant concentrations would be less than significant. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact AQ-4: Construction activities associated with the Policy Plan Amendment could expose sensitive receptors to substantial air pollutant concentrations.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

Mitigation Measure AIR-1-PPA, identified above, is applicable to the proposed project and would help reduce localized construction impacts.

New Mitigation Measures

Policy Plan Amendment

No additional mitigation measures have been identified.

Specific Plan

Construction of the EBPSP would not expose sensitive receptors to substantial pollutant concentrations. No mitigation is necessary.

Significance After Mitigation

Policy Plan Amendment

Construction activities associated with the proposed project could expose sensitive receptors to substantial concentrations of criteria air pollutants and TACs. Mitigation Measure AIR-1-PPA would require that future development projects incorporate measures to reduce construction emissions that would minimize exposure of sensitive receptors to elevated concentrations of criteria air pollutant emissions and TACs. Additionally, review of development projects by South Coast AQMD for permitted sources of air toxics (e.g., industrial facilities, dry cleaners, and gasoline dispensing facilities) would ensure that health risks are minimized. Individual development projects would be required to achieve the incremental risk thresholds established by South Coast AQMD, and TACs would be less than significant.

Because existing sensitive receptors may be close to project-related construction activities and due to the programmatic nature of the proposed project, construction emissions generated by individual development projects have the potential to exceed SCAQMD's LSTs and contribute to higher levels of cancer risk in the SoCAB. Consequently, Impact AQ-4 would remain **significant and unavoidable**.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

OPERATION – LOCALIZED EMISSIONS IMPACTS

The 2022 Certified EIR identified that the approved project would not generate a CO hotspot and TAC emissions from permitted stationary sources would be less than significant. However, operation of warehouse and industrial land uses associated with buildout of the approved project could expose sensitive receptors to substantial TAC emissions and result in cumulative health risk impacts. Cumulative health risk was identified as a significant unavoidable impact in the 2022 Certified EIR.

Policy Plan Amendment

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. In 2007, the SoCAB was designated in attainment for CO under both the California AAQS and National AAQS. The CO hotspot analysis conducted for the attainment by South Coast AQMD did not predict a violation of CO standards at the busiest intersections in Los Angeles during the peak morning and afternoon periods.[17] As identified in South Coast AQMD's 2003 AQMP and the *1992 Federal Attainment Plan for Carbon Monoxide* (1992 CO Plan), peak carbon monoxide concentrations in the SoCAB in previous years, prior to redesignation, were a result of unusual meteorological and topographical conditions and not of congestion at a particular intersection (South Coast AQMD 1992; South Coast AQMD 2003a).

A project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact (Bay Area Air District 2023). Implementation of the proposed project under horizon year conditions would not result in hourly traffic increases of this magnitude. This net increase would be below the screening criteria. Thus, implementation of the proposed project would not produce the volume of traffic required to generate a CO hotspot, and CO hotspots impacts would be less than significant.

Permitted Stationary Sources

Various industrial and commercial processes (e.g., manufacturing, dry cleaning) allowed under the proposed land use plan would be expected to release TACs. Industrial land uses, such as chemical processing facilities, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities, have the potential to be substantial stationary sources that would require a permit from South Coast AQMD. Emissions of TACs would be controlled by South Coast AQMD through permitting and would be subject to further study and health risk assessment prior to the issuance of any necessary air quality permits under South Coast AQMD Rule 1401, which would ensure less than significant impacts. Although implementation of the proposed project may result in projects that emit TACs throughout the City, the incremental impact of the proposed project would be the same as that of the approved project.

[17] The four intersections were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning peak hour and LOS F in the evening peak hour.

Non-permitted Sources (Warehousing and Industrial Land Uses)

Warehousing or industrial operations generate substantial DPM emissions from off-road equipment use, truck idling, and/or use of transport refrigeration units for cold storage, which are area or mobile sources that are not directly regulated by South Coast AQMD. The proposed land use plan could result in a net increase of 6,370,304 square feet of industrial land use. Though stationary sources associated with the proposed project would be required to comply with South Coast AQMD Rule 1401, truck idling does not fall under the purview of the air district.

New warehousing or industrial land uses in the City under the proposed project that use trucks, including trucks with TRUs, could generate an increase in DPM that would contribute to cancer and noncancer health risk in the SoCAB. These types of facilities could also generate particulate matter (PM_{10} and $PM_{2.5}$) that could cause an exceedance or contribute to the continuing exceedance of the federal and state AAQS. These new land uses could be near existing sensitive receptors. In addition, trucks would travel on regional transportation routes through the SoCAB, contributing to near-roadway diesel particulate matter concentrations.

Implementation of the following TOP 2050 policy would reduce project-level localized impacts from industrial development:

- **ER-4.9: New Localized Air Pollution Sources Near Existing Sensitive Receptors.** We require new developments to conduct a Health Risk Assessment for land uses that generate more than 100 trucks per day or 40 trucks per day by trucks operating transportation refrigeration units (TRU's) within 1,000 feet from sensitive land use (California Health and Safety Code Section 42505.5(a)(5)). If the health risk assessment determines the new development poses health hazards that increase the incremental cancer risk above the threshold established by the South Coast Air Quality Management District (AQMD), we will only approve permits upon the condition that adequate mitigation measures are proposed and implemented for potential impacts on the sensitive uses around the site and along the route within Ontario taken by the trucks to and from freeways. We require new developments that must perform a health risk assessment to conduct additional public outreach by sending notifications in multiple languages to all residents living within 500 feet, and encourage hosting a public meeting.

Though individual projects would be required to have less than significant impacts, cumulative development in the City would result in an increase in DPM concentrations and could increase the environmental burden on sensitive populations, including environmental justice communities, in the SoCAB. Regional emissions are divided into 2 major source categories: stationary/area and mobile sources.

Stationary and Area Sources of TACs

Similar to the approved project, the proposed project provides a land use plan that designates land uses for employment-generating uses, including Business Park and Industrial. The Business Park and Industrial land use categories cover a wide variety of potential uses. As a long-range planning document, the Policy Plan Amendment lacks sufficient detail on specific development projects that would potentially be developed in the future; therefore, it is not possible to determine what types of TACs would be generated on an individual site. Because the exact nature of the future industrial uses is not known, the quantity of TACs generated by the Policy Plan Amendment is also unknown. Furthermore, for warehouse development projects, cancer risk is predominately associated with diesel-powered cargo handling equipment rather than on-site truck idling. There is insufficient information available at this level of analysis to conduct a reasonable or scientifically valid analysis of DPM associated with on-site diesel-powered cargo handling equipment and trucks or other sources of TACs. Thus, for programmatic, general-plan-level assessments, it is not feasible to conduct regional dispersion modeling to determine the incremental contribution of risks associated with land use changes. Specific development projects in the City that have the potential to generate potentially significant risks associated with the release of TACs are required to undergo an analysis of their potential health risks associated with TACs based upon the specific details of each individual project (see Policy ER-4.9). Overall, because there are no specific development projects identified or approved under the Policy Plan Amendment and the location and exact nature of future development projects are unknown, determining health risk at this time is considered speculative pursuant to Section 15145 of the CEQA Guidelines. Health risk impacts from development of industrial and commercial land uses are considered a potentially significant cumulative impact.

Mobile Sources of TACs

The proposed project would also result in changes to the truck routes map to address the requirements of AB 98 (see Figure 2-8, *Current Truck Routes*, and Figure 2-9, *Proposed Truck Routes*, in Chapter 2, *Project Description*). The intent of AB 98 is to improve community health and the environment by strategizing how and where heavy-duty trucks travel to and from logistics and warehousing facilities. The primary direction of state law is to prioritize routes that maximize the use of freeways or state highways followed by larger local roads (arterial and collector roadways). Changes to the City's truck routes are to avoid, when possible, routing trucks through residential areas and near concentrations of other sensitive uses (such as schools, hospitals, and parks).

As part of this SEIR, an operational HRA was conducted to evaluate impacts of changes to the City's truck routes in Ontario Ranch in accordance with AB 98 compared to the current TOP. The results of the operational HRA are in Appendix C2 of this SEIR. As previously discussed, a two-tier modeling approach was utilized in the HRA.

- **Coarse Modeling Results (600-meter spacing)**. The first tier of modeling results identify where the greatest DPM pollutant concentration changes occur as a result of changes to the City's truck routes. Based on the coarse modeling results with receptors at 600 meter spacing, as shown in Figure 3.3-7, *Truck Route Net Increase in DPM Concentrations: Coarse Results*, the areas that would experience the greatest increase in DPM concentration would be along the I-10 corridor, truck route interchanges in the northeast section of the City, and truck route interchanges in the southwest section of the City. Figure 3.3-8, *Truck Route Net Increase in Cancer Risk Per Million: Coarse Results*, illustrates the net increase in cancer risk per million people citywide, conservatively assuming all receptors in the model are residential.

- **Refined Modeling Results (100-meter spacing)**. Then, refined modeling was conducted to focus on the areas with the greatest increase in DPM pollutant concentrations, with receptor spacing at 100 meters to disclose potential impacts to sensitive receptors. The refined modeling focused on areas in the City that would fall within the one-per-million cancer risk contours in Figure 3.3-8. As shown in Figure 3.3-9, *Truck Route Net Increase in DPM Concentrations: Refined Results*, and Figure 3.3-10, *Truck Route Net Increase in Cancer Risk per Million: Refined Results*, the greatest DPM concentration increase between the approved project and proposed project conditions would be near the intersection of Eucalyptus Avenue and Walker Avenue (also referred to as the Maximally Exposed Receptor or MER). Similar to the coarse modeling, the refined model receptors were conservatively assumed to be residential in nature to identify maximum potential individual health risk impacts.

Individual Health Risk Impacts

The calculated health risk values are based on the modeled receptor concentration over an average 70-year lifetime. Unmitigated results of the health risk assessment shown in Table 3.3-22, *Ontario Ranch Truck Route Changes Operational Health Risk Summary*, indicate that the maximum incremental cancer risk resulting from the proposed project would be less than the South Coast AQMD threshold of 10 in one million. The incremental risk shown in Table 3.3-22 reflects the net change between 2050 conditions for the approved project and 2050 conditions for the proposed project, focusing specifically on the change of route designations and redistribution of truck volumes on the designated truck route network for each 2050 scenario. As shown, the MER would experience a cancer risk of approximately 9.5 per million people. The MER would also not exceed the South Coast AQMD's chronic hazard threshold of 1.0. Because the incremental cancer risk and hazard index do not exceed the South Coast AQMD thresholds, changes to the City's truck routes (see Figure 2-9) in addition to the growth in truck traffic associated with the Policy Plan Amendment would not expose sensitive receptors to substantial pollutant concentrations.

Table 3.3-22 Ontario Ranch Truck Route Changes Operational Health Risk Summary

Receptor	Incremental Increase Cancer Risk (per million)	Incremental Increase Chronic Hazard
Maximally Exposed Receptor	9.5	<0.1
South Coast AQMD Threshold	10	1.0
Significant?	NO	NO

Source: See Appendix C2.

Citywide Cancer Burden

South Coast AQMD has an additional health risk threshold, referred to as cancer burden, which identifies the excess cancer risk burden borne by a community from a given project. The cancer burden is the estimated increase in the occurrence of cancer cases in a population resulting from exposure to TAC emissions (e.g., DPM) over a 70-year exposure duration. The cancer burden for a population is the product of the number of people in that population and the estimated individual risk from TACs.

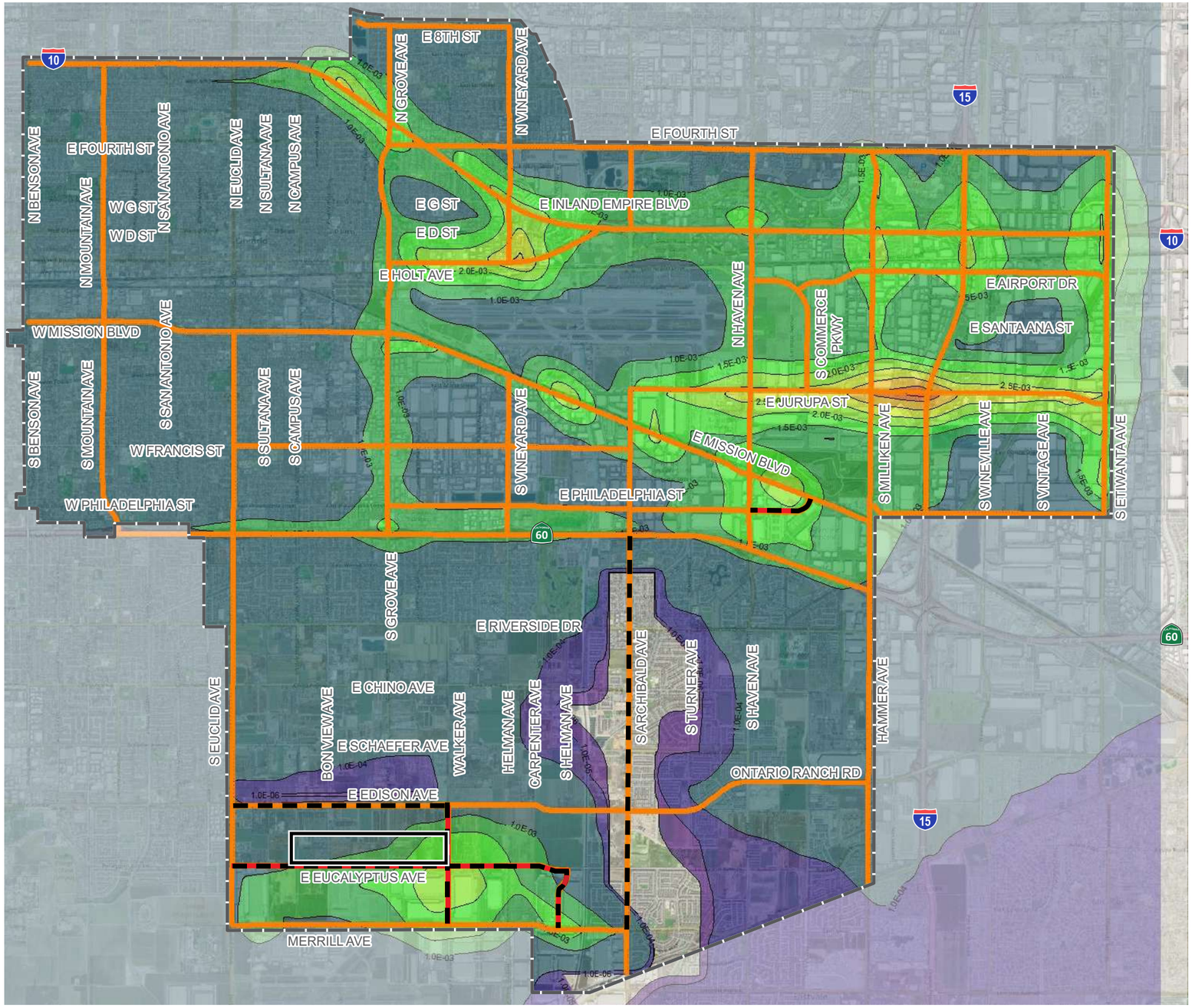
As noted by South Coast AQMD in their Risk Assessment Procedures for Rules 1401, 1401.1, and 212 (South Coast AQMD 2024), to calculate the cancer burden for the proposed project, the population density of the City of Ontario must first be identified. Then, the individual cancer risk contours from Figure 3.3-8 and Figure 3.3-10 are used to quantify the total number of people that would be considered in the citywide cancer burden. The product identifies the net increase in cancer burden for the City resulting from the proposed project.

As discussed in Section 2.1, *Project Location*, of this SEIR, the City consists of approximately 50 square miles. As shown in Table 2-3, *TOP 2050 Policy Plan Amendment Proposed Land Use Summary*, the proposed project would result in an estimated 427,741 residents in the City under future conditions with the proposed project. Therefore, the City experiences an average population density of 8,555 people per square mile.

As shown in Figure 3.3-10, the proposed project would result in very few locations that would experience a cancer risk of 5 per million or above. These risk results are limited to the areas around the East Philadelphia Street connection between South Haven Avenue and Mission Boulevard and along Eucalyptus Avenue between Bon View Avenue and Carpenter Avenue. These areas constitute a total estimated 0.4 square miles, and this analysis conservatively assumes this entire area experiences the MER risk of 9.5 per million.

Figure 3.3-7

Truck Route Net Increase in DPM Concentrations: Coarse Results



Annual Average DPM Concentration µg/m³

- 3.8E-03
- 3.5E-03
- 3.0E-03
- 2.5E-03
- 2.0E-03
- 1.5E-03
- 1.0E-03
- 1.0E-04
- 1.0E-05
- 1.0E-06

- Ontario City Boundary
- EBPSP Boundary
- Truck Routes (with and without project)
- Truck Routes (Added with Project)
- Truck Routes (Removed with Project)

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: AERMOD 2026 Date: 01/08/2026

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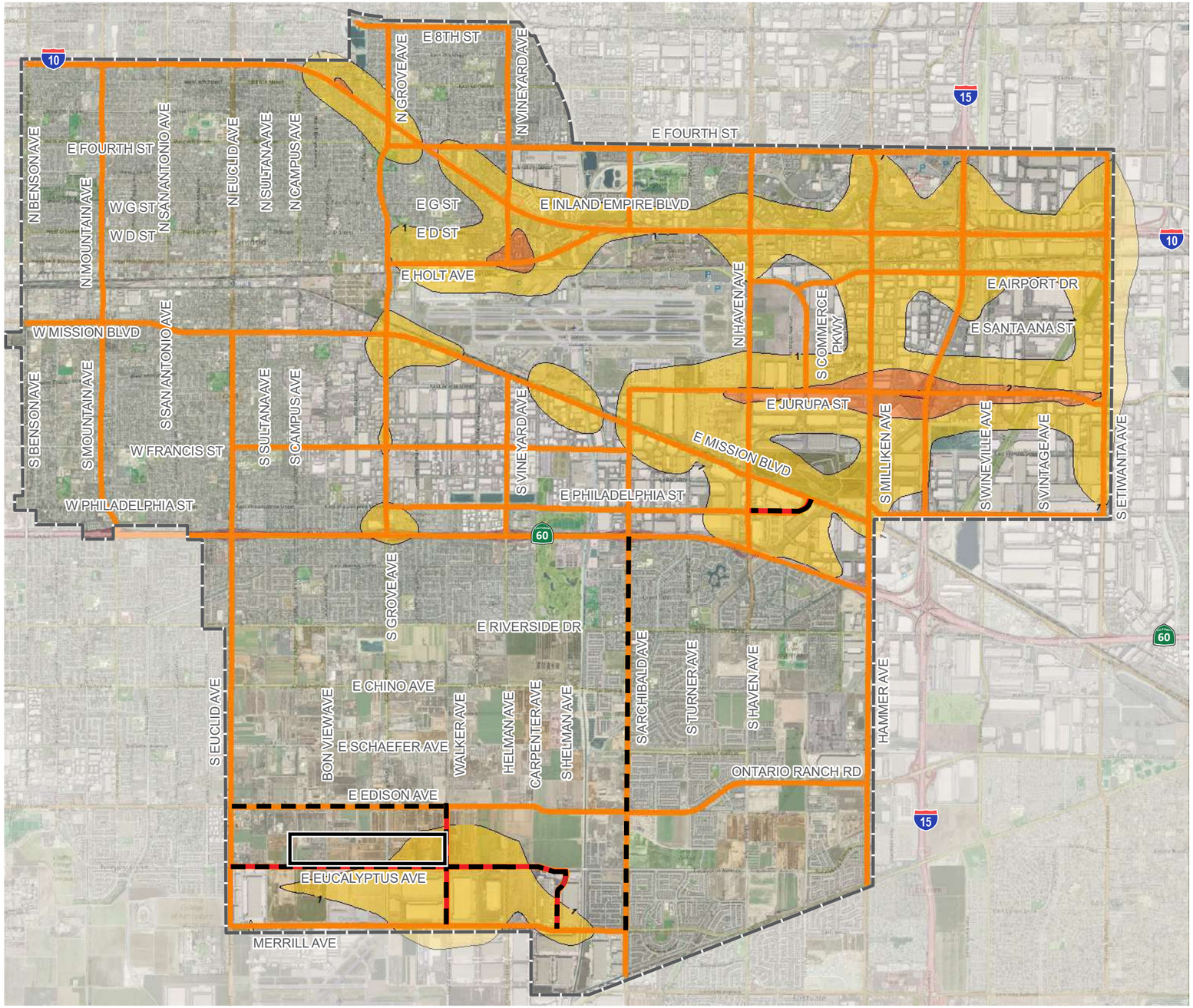
Figure 3.3-8

Truck Route Net Increase in Cancer Risk Per Million: Coarse Results



Residential Cancer Risk Per Million People

- 3.00
- 2.00
- 1.00
- 0.0

- Ontario City Boundary
- EBPSP Boundary
- Truck Routes (with and without project)
- Truck Routes (Added with Project)
- Truck Routes (Removed with Project)

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: AERMOD 2026

Date: 01/08/2026

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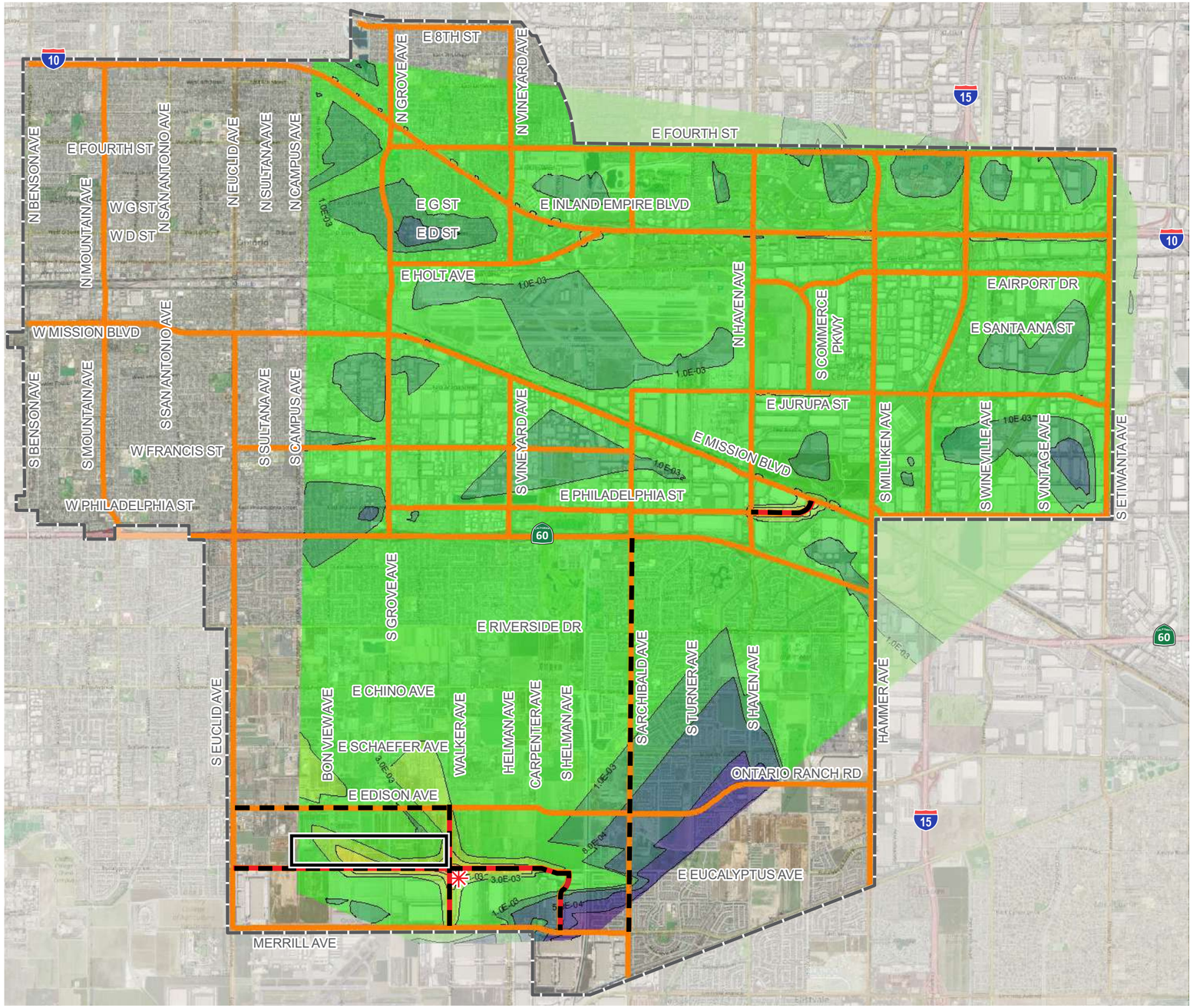
Figure 3.3-9

Truck Route Net Increase in DPM Concentrations: Refined Results



Annual Average DPM Concentration µg/m³

- 1.2E-02
- 1.0E-02
- 8.0E-03
- 5.0E-03
- 3.0E-03
- 1.0E-03
- 8.0E-04
- 5.0E-04
- 3.0E-04
- 1.1E-04

- Ontario City Boundary
- EBPSP Boundary
- Maximally Exposed Receptor (MER)
- Truck Routes (with and without project)
- Truck Routes (Added with Project)
- Truck Routes (Removed with Project)

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: AERMOD 2026

Date: 01/08/2026

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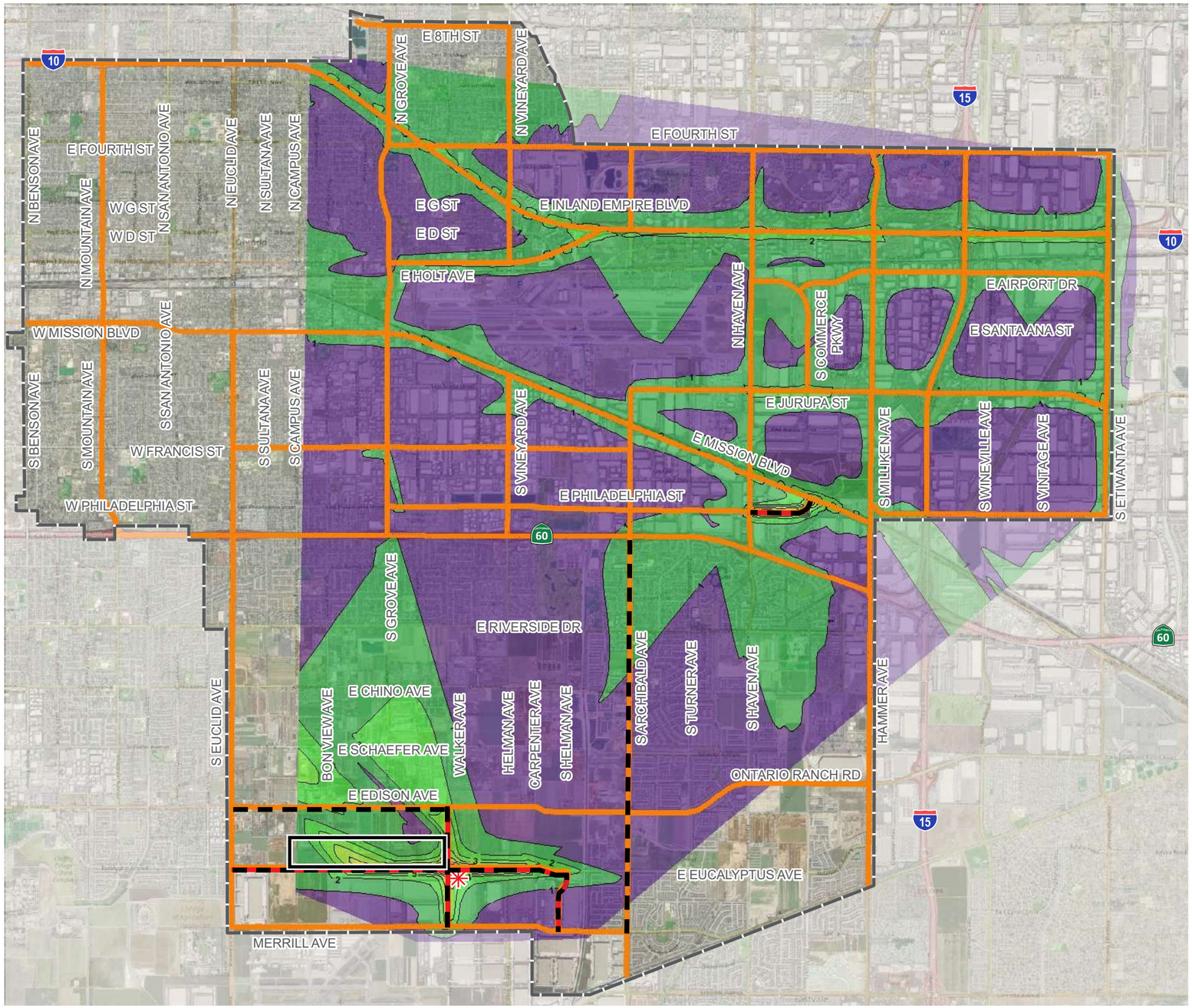
Figure 3.3-10

Truck Route Net Increase in Cancer Risk Per Million: Refined Results



Residential Cancer Risk Per Million People

- 9.000
- 8.000
- 7.000
- 6.000
- 5.000
- 4.000
- 3.000
- 2.000
- 1.000
- 0.000

Ontario City Boundary

EBPSP Boundary

Maximally Exposed Receptor (MER)

Truck Routes (with and without project)

Truck Routes (Added with Project)

Truck Routes (Removed with Project)

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: AERMOD 2026

Date: 01/08/2026

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Also shown in Figure 3.3-10, the proposed project would result in few locations that would experience a cancer risk of 2 to 5 per million. These risk results are limited to the areas around the East Philadelphia Street connection between South Haven Avenue and Mission Boulevard and along Eucalyptus Avenue between Bon View Avenue and Carpenter Avenue as pollutant concentrations attenuate away from areas of higher concentration. This cancer risk of 2 to 5 per million is also experienced along the I-10 corridor and in the southwest portion of the City north of Edison Avenue. These areas constitute a total estimated 1.2 square miles, and this analysis conservatively assumes this entire area experiences a cancer risk of 5 per million.

Figure 3.3-10 shows that the proposed project would result in numerous locations that would experience a cancer risk of 1 to 2 per million. These risk results are seen throughout the City, predominantly in the southwest portion of the City north of Edison Avenue and in the north and northeast portions of the City surrounding major truck route corridors and intersections. These areas constitute a total estimated 12.3 square miles, and this analysis conservatively assumes this entire area experiences a cancer risk of 2 per million.

The proposed project would result in a cancer risk of less than 1 per million for the remainder of the City. Moreover, as shown in Figure 3.3-8, the coarse modeling results that included receptors covering the entire City confirm that the remainder of the City would experience a cancer risk of less than 1 per million. As identified in Appendix C2, citywide receptors outside of the 1 cancer risk per million contour have an average risk of 0.26 per million. Therefore, this analysis conservatively assumes receptors that are outside of the risk contour representing a cancer risk of 1 per million would experience an average cancer risk as high as 0.5 per million.

As shown in Table 3.3-23, *Unmitigated Cancer Burden Summary*, the proposed project would result in a total cancer burden of 0.43, which would be below the South Coast AQMD's significance threshold of 0.5. As a result, changes to the City's truck routes (see Figure 2-9) in addition to the growth in truck traffic associated with the Policy Plan Amendment would not substantially increase cancer burden in the City.

Table 3.3-23 Unmitigated Cancer Burden Summary

Risk Contour	Square Miles	Population	Cancer Burden
5 to 9 per million	0.3	2,567	0.02
2 to 5 per million	1.2	10,266	0.05
1 to 2 per million	12.3	105,227	0.21
<1 per million	36.2	309,691	0.15
Total Cancer Burden	—	—	0.43
South Coast AQMD Threshold	—	—	0.5
Significant?	—	—	NO

Source: See Appendix C2.

Community Risk Improvements

While the operational HRA focuses on the net increase in DPM concentration and subsequent incremental increase in cancer and chronic health risk and citywide cancer burden, it should be noted that the proposed project would result in net decreases in DPM concentration and associated health risk in certain areas of the City. As shown in Figure 3.3-11, *Truck Route Changes Net Decrease in Cancer Risk per Million: Coarse Results,* the proposed project would result in the greatest reduction of cancer risk from diesel-fired trucks north of Edison Avenue between South Euclid Avenue and Walker Avenue and along the South Archibald Avenue corridor between CA-60 and Remington Avenue. These pollutant reductions would occur principally as the result of the removal of truck routes along Edison Avenue and South Archibald Avenue, thereby redistributing truck trips to other routes away from these areas. This would result in a net benefit in health impacts resulting from the proposed project for these areas. These net decreases in cancer risk results are illustrated for informational purposes only and the corresponding decrease in health risk is not quantified.

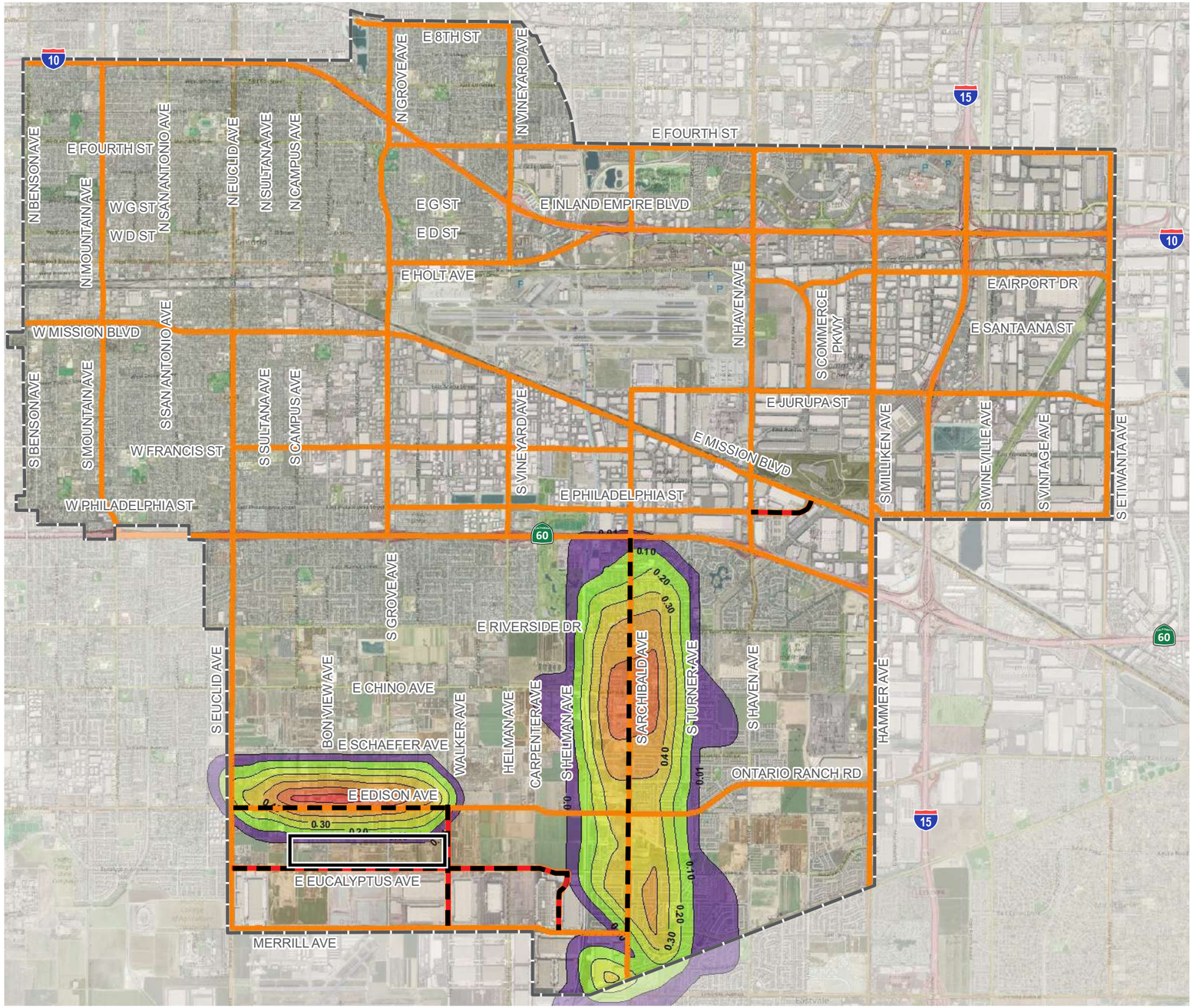
Summary

As described above, long-term operation of the proposed project would not have the potential to generate CO Hotspots; however, long-term operation of the proposed project would result in a substantial increase in development that would generate an increase in criteria air pollutants and TACs in the City. Permitted sources of emissions would be regulated by South Coast AQMD and do not have the potential to result in elevated concentrations of air pollutants near sensitive receptors. Changes to the City's Truck Routes would have a beneficial impact on existing sensitive receptors along Archibald Avenue and overall would not expose sensitive receptors to substantial pollutant concentrations along proposed truck routes in the City. Overall long-term operation of area and mobile sources have the potential to expose sensitive receptor to substantial concentrations of air pollutants. This cumulative impact is **potentially significant**. With the increase in industrial land uses under the proposed project, the proposed project could potentially result in a substantial increase in magnitude of impacts compared to that of the approved project and impacts identified in the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Figure 3.3-11

Truck Route Changes Net Decrease in Cancer Risk Per Million: Coarse Results



Residential Cancer Risk Per Million People

- -0.600
- -0.500
- -0.400
- -0.300
- -0.200
- -0.100
- -0.007

Ontario City Boundary

EBPSP Boundary

Truck Routes (with and without project)

Truck Routes (Added with Project)

Truck Routes (Removed with Project)

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: AERMOD 2026

Date: 01/08/2026

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Specific Plan

CO Hotspots

A CO hotspot is defined as a localized concentration of CO exceeding the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. At the time the most recent CEQA Air Quality Handbook (1993) was published by South Coast AQMD, the air basin was designated as non-attainment, requiring projects to perform hotspot analyses to ensure they did not worsen the existing conditions. Over the last 2 decades, background CO concentrations have been significantly reduced due to regulatory controls on tailpipe emissions, which have culminated in the air basin achieving attainment status for CO.

In 2003, the South Coast AQMD, as part of its AQMP development process, prepared modeling to determine the potential for CO Hotspots at the four busiest intersections in the air basin. As summarized in the 2003 AQMP, even at one of the busiest intersections at that time, only 0.7 ppm of CO is attributable to vehicular traffic and the remaining 7.7 ppm were due to ambient background conditions. The 2003 AQMP's findings underscore that CO hotspots are highly unlikely due to the reduced background concentrations and the effectiveness of California's air quality management strategies. The substantial reduction in CO levels from the vehicle fleet and the state's attainment status for CO further diminish the need for detailed microscale hotspot analyses, reinforcing that existing monitoring and regulatory frameworks adequately address potential air quality concerns.

As such, EBPSP-related traffic at any intersections within the study area would not cause or contribute to a CO hotspot since the background concentrations are low and any contribution from EBPSP traffic would be negligible.

Operational-Source Localized Significance Thresholds

Table 3.3-24, *EBPSP Operational Source LST Summary: Phase 1*; Table 3.3-25, *EBPSP Operational Source LST Summary: Phases 1 and 2*; and Table 3.3-26, *EBPSP Operational Source LST Summary: Phases 1, 2, and 3*, present the operational-source localized emissions that can be expected during each operational phase of the Specific Plan. As shown, emissions for all operational phases would not exceed South Coast AQMD's localized significance thresholds at the maximally exposed receptors as a result of operational activities.

Table 3.3-24 EBPSP Operational-Source LST Summary: Phase 1

	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
Peak Operations	1-Hour	8-Hours	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	3.96E-02	3.43E-02	1.52E-03	0.23	0.09
Background Concentration	1.5	1.1	0.085		
Total Concentration	1.54	1.13	0.09	0.23	0.09
South Coast AQMD Threshold	20	9	0.18	2.50	2.50
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: Appendix C4.

Table 3.3-25 EBPSP Operational-Source LST Summary: Phases 1 and 2

	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
Peak Operations	1-Hour	8-Hours	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	4.65E-02	3.49E-02	2.28E-03	0.57	0.18
Background Concentration	1.5	1.1	0.085		
Total Concentration	1.55	1.13	0.09	0.57	0.18
South Coast AQMD Threshold	20	9	0.18	2.50	2.50
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: Appendix C4.

Table 3.3-26 EBPSP Operational-Source LST Summary: Phases 1, 2, and 3

	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
Peak Operations	1-Hour	8-Hours	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	5.20E-02	3.94E-02	2.65E-03	0.72	0.23
Background Concentration	1.5	1.1	0.085		
Total Concentration	1.55	1.14	0.09	0.72	0.23
South Coast AQMD Threshold	20	9	0.18	2.50	2.50
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: Appendix C4.

Operational-Source Health Risk Assessment

Table 3.3-27, *Summary of EBPSP Operational Health Risks,* presents a summary of the EBPSP operational health risk analysis.

Table 3.3-27 Summary of EBPSP Operational Health Risks

Maximum Exposed Location	Receptor Location	Time Period (Year)	Maximum Lifetime Cancer Risk[1]	Significance Threshold[1]	Exceeds Significance Threshold?
Cancer Risk					
Sensitive Receptor	R5	30	2.27	10	NO
Worker Receptor	R6	25	0.21	10	NO
Individual School Child	R9	9	0.04	10	NO
Maximum Exposed Location	**Receptor Location**	**Time Period**	**Maximum Hazard Index**	**Significance Threshold**	**Exceeds Significance Threshold?**
Non-Cancer Risk					
Sensitive Receptor	R5	Annual Average	<0.01	1	NO
Worker Receptor	R6	Annual Average	<0.01	1	NO
Individual School Child	R9	Annual Average	<0.01	1	NO

Source: Appendix C4.

Notes:

1. risk per million

Residential Exposure Scenario

The residential land use with the greatest potential exposure to operational-source DPM emissions is Location R5, which is 109 feet east of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the EBPSP site, R5 is placed at the building façade facing the site. At this location, the maximum incremental cancer risk attributable to operational-source DPM emissions is estimated at 2.27 in one million, which would not exceed the South Coast AQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be ≤0.01, which would not exceed the applicable significance threshold of 1.0.

Although Location R5 is not the nearest receptor to the EBPSP site, it would experience the highest concentrations of DPM from operations due to its location and meteorological conditions. Because all other modeled receptors would be exposed to lower concentrations of

DPM, all other receptors in the vicinity would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, operations of the EBPSP would not cause a significant human health or cancer risk to nearby residences.

Worker Exposure Scenario

The worker receptor land use with the greatest potential exposure to operational-source DPM emissions is Location R6, which represents the potential worker receptor 166 feet south of the EBPSP site. The MEIW is the worker receptor location that would experience the highest modeled concentrations of DPM, and thus the highest risk. For the MEIW, the maximum incremental cancer risk impact is calculated to be 0.21 in one million, which is less than the South Coast AQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be ≤0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors would be exposed to lower concentrations of DPM, all other worker receptors in the vicinity would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, EBPSP operations would not cause a significant human health or cancer risk to adjacent workers.

School Exposure Scenario

Proximity to sources of toxics is critical to determining the impact. In traffic-related studies, the additional non-cancer risk attributable to proximity was seen within 1,000 feet and was strongest within 300 feet. California freeway studies show about a 70 percent drop-off in particulate pollution levels at 500 feet. Based on CARB and South Coast AQMD emissions and modeling analyses, an 80 percent drop-off in pollutant concentrations is expected at approximately 1,000 feet from a distribution center.

The 1,000-foot evaluation distance is supported by research-based findings concerning TAC emission dispersion rates from roadways and large sources showing that emissions diminish substantially between 500 and 1,000 feet from emission sources.

A one-quarter mile radius, or 1,320 feet, is commonly utilized for identifying sensitive receptors, such as schools, that may be impacted by a proposed project. This radius is more robust than and therefore provides a more health protective scenario for evaluation than the 1,000-foot impact radius identified above. Notwithstanding, for full disclosure purposes, the nearest school was also evaluated.

The nearest school and location of the MEISC is Crosspoint Children's Center, approximately 3,442 feet northwest of the EBPSP site and represented by Location R9. At the MEISC, the maximum incremental cancer risk impact attributable to operations is calculated to be 0.04 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the EBPSP were calculated to be ≤0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled school

receptors would be exposed to lower concentrations of DPM, all other school receptors in the vicinity would be exposed to less emissions and therefore less risk than the MEISC identified herein.

Construction and Operational Impacts Combined

The analysis considers a conservative scenario in which a child at a nearby residence is exposed to construction-related DPM emissions from birth for the expected 4.5 years of construction, and is then exposed to operational emissions for the remaining 25.5 years of the 30-year residential exposure scenario.

The land use with the greatest potential exposure to construction-source and operational-source DPM emissions is Location R5. As shown in Table 3.3-28, *Summary of EBPSP Construction and Operational Health Risks Combined,* at the MEIR, the maximum incremental cancer risk attributable to construction-source and operational-source DPM emissions is estimated at 2.38 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be ≤0.01, which would not exceed the applicable threshold of 1.0. As such, the EBPSP would not cause a significant human health or cancer risk to adjacent land uses as a result of construction and operational activity. All other receptors during construction and operational activity would experience less risk than what is identified for this location.

Table 3.3-28 Summary of EBPSP Construction and Operational Health Risks Combined

Maximum Exposed Location	Receptor Location	Time Period (Year)	Maximum Lifetime Cancer Risk[1]	Significance Threshold[1]	Exceeds Significance Threshold?
Cancer Risk					
Sensitive Receptor	R5	30	2.38	10	NO
Maximum Exposed Location	**Receptor Location**	**Time Period**	**Maximum Hazard Index**	**Significance Threshold**	**Exceeds Significance Threshold?**
Non-Cancer Risk					
Sensitive Receptor	R5	Annual Average	<0.01	1	NO

Source: Appendix C4.
1. risk per million

Summary

Based on the preceding, the potential for operations of the EBPSP to expose sensitive receptors to substantial pollutant concentrations is considered less **than significant**. Accordingly, the

EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact AQ-5: Operation of industrial and warehousing land uses accommodated under the Policy Plan Amendment would cumulatively contribute to elevated levels of toxic air contaminants in the South Coast AQMD region.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

TOP 2050 Policy ER-4.9, *New Localized Air Pollution Sources Near Existing Sensitive Receptors*, would require an operational health risk assessment for projects that have the potential to generate a substantial number of diesel truck trips. Therefore, no additional mitigation measures were identified.

New Mitigation Measures

Policy Plan Amendment

Mitigation Measures AIR-2-PPA and AIR-3-PPA are applicable to the proposed project. TOP 2050 Policy ER-4.9, New Localized Air Pollution Sources Near Existing Sensitive Receptors, would require an operational health risk assessment for projects that have the potential to generate a substantial number of diesel truck trips. Therefore, no additional mitigation measures were identified.

Specific Plan

Operation of the EBPSP would not expose sensitive receptors to substantial pollutant concentrations. No additional mitigation is necessary.

Significance After Mitigation

Policy Plan Amendment

Buildout of the proposed project and the approved project could expose sensitive receptors to substantial concentrations of TACs. Buildout could result in new sources of criteria air pollutant emissions and/or TACs near existing or planned sensitive receptors. Review of development projects by South Coast AQMD for permitted sources of air toxics (e.g., industrial facilities, dry cleaners, and gasoline dispensing facilities) would ensure that health risks are minimized. Additionally, Policy ER-4.9 would ensure mobile sources of TACs not covered under South Coast AQMD permits are considered during subsequent project-level environmental review by the

City of Ontario. Individual development projects would be required to achieve the incremental risk thresholds established by South Coast AQMD, and TACs would be less than significant; however, implementation of the proposed project would generate TACs that could contribute to elevated levels in the air basin. This effect is more substantial with the proposed project compared to the approved project because of the increase in industrial land use allowed under the proposed project. While individual projects may achieve the project-level risk threshold of 10 per million, they would nonetheless contribute to the higher levels of cancer risk in the SoCAB and, therefore, would result in a cumulatively considerable impact. Therefore, the proposed project's cumulative contribution to health risk is **significant and unavoidable**.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

ODOR IMPACTS

The 2022 Certified EIR did not identify any significant odor impacts associated with the approved project. Growth within the City under the proposed project could generate new sources of odors. Nuisance odors from land uses in the SoCAB are regulated under South Coast AQMD Rule 402, Nuisance, which states:

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

Policy Plan Amendment

Industrial Land Uses

Buildout permitted under the approved project and the proposed project could include new sources of odors, such as compost facilities, landfills, solid-waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), asphalt batch manufacturing plants, chemical manufacturing, and food manufacturing facilities. Similar to the approved project, areas where these types of uses could be developed under the proposed project would be generally limited to the areas designated Industrial (see Figure 2-5, *Proposed TOP 2050 Land Use Plan*). Future environmental review would be required for these types of

industrial projects, which would ensure that sensitive land uses are not exposed to objectionable odors. Industrial land uses associated with the proposed project also would be required to comply with South Coast AQMD Rule 402. Therefore, impacts from potential odors generated from industrial land uses associated with the proposed project are considered less than significant.

Residential and Other Land Uses

Like the approved project, residential and other nonresidential, nonindustrial land uses that would be accommodated by the proposed project could result in the generation of odors such as exhaust from landscaping equipment and from cooking. Unlike industrial land uses, these are not considered potential generators of odor that could affect a substantial number of people. Nuisance odors are regulated under South Coast AQMD Rule 402, which requires abatement of any nuisance generating a verified odor complaint. Therefore, impacts from potential odors generated from residential and other nonresidential land uses associated with the proposed project are considered less than significant.

Construction

Like the approved project, during construction activities of development projects that would be accommodated by the proposed project, construction equipment exhaust and application of asphalt and architectural coatings would temporarily generate odors. Any construction-related odor emissions would be temporary and intermittent. Noxious odors would be confined to the immediate vicinity of the construction equipment in use. By the time such emissions reached any sensitive receptor sites, they would be diluted to well below any level of air quality concern. Short-term construction-related odors are expected to cease upon the drying or hardening of odor-producing materials. Therefore, impacts associated with construction-generated odors from development under the proposed project are considered less than significant.

Summary

Odors generated from future land uses and construction of future land uses in the City would not generate odors that would adversely affect sensitive receptors. Impact are **less than significant**. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The odor impacts of the Specific Plan are the same as for the Policy Plan Amendment. Therefore, the Specific Plan would not result in new impacts or a substantial increase in the magnitude of impacts compared to the approved project.

Moreover, the Specific Plan does not contain land uses typically associated with emitting objectionable odors. Potential odor sources may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with long-term operational uses. Standard construction requirements would minimize odor impacts from construction. Any construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction. It is expected that refuse would be stored in covered containers and removed at regular intervals in compliance with current solid waste regulations. The EBPSP would also be required to comply with South Coast AQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors and other emissions (such as those leading to odors) associated with construction and operations activities within the Specific Plan area would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact AQ-6: Operation of land uses accommodated under the proposed project would not result in other emissions, such as those leading to odors, that would adversely affect a substantial number of people.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant odor impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

3.3.6 Cumulative Impact Analysis

The cumulative setting for air quality is the SoCAB. In accordance with the South Coast AQMD methodology, any project that produces a significant project-level regional air quality impact in an area that is in nonattainment contributes to the cumulative impact. Cumulative projects include new development and general growth within the SoCAB. The SoCAB is nonattainment for ozone, PM_{10}, and $PM_{2.5}$. Due to the extent of the area potentially impacted from cumulative project emissions, South Coast AQMD considers a project cumulatively significant when project-related emissions exceed the regional emissions thresholds. Specifically, the South Coast AQMD published a report on how to address cumulative impacts from air pollution: “White Paper on

Potential Control Strategies to Address Cumulative Impacts from Air Pollution." In this report the South Coast AQMD clearly states:

> …the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.
>
> Projects that exceed the project-specific significance thresholds are considered by the South Coast AQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant. (South Coast AQMD 2003c, p. D-3)

As identified in Impact AQ-2 (regional construction impacts), Impact AQ-3 (regional operation impacts), Impact AQ-4 (localized construction impacts), and Impact AQ-5 (operational health risk), implementation of the proposed project would cumulatively contribute to the nonattainment designations of the air basins and expose sensitive receptors to substantial pollutant concentrations, and cumulative impacts are significant.

Construction

The SoCAB is designated nonattainment for O_3, $PM_{2.5}$, and PM_{10} under California and/or National AAQS. Construction of cumulative projects would further degrade the regional and local air quality. Air quality would be temporarily impacted during construction activities. Implementation of mitigation measures for related projects would reduce cumulative impacts; however, project-related construction emissions could still potentially exceed the South Coast AQMD significance thresholds on a project and cumulative basis. Consequently, the proposed project's contribution to cumulative air quality impacts would be cumulatively considerable and would therefore be significant.

Operation

For operational air quality emissions, any project that does not exceed or can be mitigated to less than the daily regional threshold values are not considered by South Coast AQMD to be a substantial source of air pollution and does not add significantly to a cumulative impact.

Operation of the proposed project would result in emissions in excess of the South Coast AQMD regional emissions thresholds for long-term operation. Additionally, future individual development under the proposed project would generate TACs that could contribute to elevated levels of risk even though the operational HRA specific to the truck route changes demonstrated that impacts resulting from the distribution of trucks throughout the City would not exceed South Coast AQMD significance thresholds. Therefore, the proposed project's air pollutant emissions would be cumulatively considerable and would therefore be significant.

Overall, the proposed project's construction and operational phase emissions would cumulatively contribute to air quality impacts in the SoCAB, and impacts are **significant.**

Cumulative Impacts: The proposed project's contribution to cumulative air quality impacts would be cumulatively considerable.

3.3.7 References

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3.4 BIOLOGICAL RESOURCES

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential biological resources impacts associated with implementation of the Ontario Policy Plan Amendment and the EBPSP (proposed project) in comparison to the current TOP 2050 (approved project) and the impacts identified in the 2022 Certified EIR.

The analysis for the EBPSP is based on the "Biological Resources Assessment for the Proposed Eucalyptus Business Park Specific Plan Located in the City of Ontario, San Bernardino County, California" prepared by ELMT Consulting and considers both onsite and offsite impacts associated with the EBPSP (see Appendix D).

There was one comment letter received in response to the NOP related to impacts to biological resources. The relevant issues raised in that comment letter is addressed throughout this section. For a summary of the response letters, refer to Table 1-1 in Chapter 1, *Introduction*, or Appendix A for the response comment letters.

3.4.1 Regulatory Framework

FEDERAL

Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973, as amended, protects and conserves any species of plant or animal that is endangered or threatened with extinction, as well as the habitats where these species are found. "Take" of endangered species is prohibited under Section 9 of the FESA. "Take" means to "harass, harm, pursue, hunt, wound, kill, trap, capture, collect, or attempt to engage in any such conduct." Section 7 of the FESA requires federal agencies to consult with the U.S. Fish and Wildlife Service (USFWS) on proposed federal actions that may affect any endangered, threatened, or proposed (for listing) species or critical habitat that may support the species. Section 4(a) of the FESA requires that critical habitat be designated by the USFWS "to the maximum extent prudent and determinable, at the time a species is determined to be endangered or threatened." This provides guidance for planners/managers and biologists by indicating locations of suitable habitat and where preservation of a particular species has high priority. Section 10 of the FESA provides the regulatory mechanism for incidental take of a listed species by private interests and nonfederal government agencies during lawful activities. Habitat conservation plans (HCP) for the impacted species must be developed in support of incidental take permits to minimize impacts to the species and formulate viable mitigation measures.

In 2025, the USFWS announced the following 5 proposed amendments to the FESA:

- **Definition of harm (50 Code of Federal Regulations [CFR] part 17 and part 222):** Rescinds the regulatory definition of "harm."
- **Listing and critical habitat (50 CFR part 424):** Changes associated with delisting and critical habitat determinations are proposed including, creation of a two-step process for designating unoccupied habitat, redefining "foreseeable future", and adding flexibility to determine when designating critical habitat is not prudent.
- **Interagency cooperation (50 CFR part 402):** Redefines "effects of the action" and "environmental baseline," removes the 2024 "offset" provisions, and restoring Section 7 procedures. These changes respond directly to the Supreme Court's decision in *Loper Bright Enterprises et al. v. Raimondo, Secretary of Commerce, et al.* 603 US (2024), which overturned the Chevron deference standard.
- **Threatened species protections (50 CFR part 17, section 4(d)):** Eliminate the "blanket rule" option and require species-specific 4(d) rules tailored to each threatened species.
- **Critical habitat exclusions (50 CFR part 17, section 4(b)(2)):** Reinstates its 2020 rule on how economic, national security, and other relevant impacts are weighed when determining whether to exclude areas from critical habitat.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act of 1918 (MBTA) affirms and implements the United States' commitment to 4 international conventions—with Canada, Japan, Mexico, and Russia—to protect shared migratory bird resources. The MBTA governs the take, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. It prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these items, except under a valid permit or as permitted in the implementing regulations. USFWS administers permits to take migratory birds in accordance with the MBTA.

Clean Water Act

Sections 401 and 402

Section 401(a)(1) of the Clean Water Act (CWA) specifies that any applicant for a federal license or permit to conduct any activity that may result in any discharge into navigable waters shall provide the federal permitting agency with a certification, issued by the state in which the discharge originates, that any such discharge will comply with the applicable provisions of the CWA. In California, the applicable Regional Water Quality Control Board (RWQCB) must certify that the project will comply with water quality standards. Permits requiring Section 401 certification include Section 404 permits and National Pollutant Discharge Elimination System (NPDES) permits issued by the Environmental Protection Agency (EPA) under Section 402 of the

CWA. NPDES permits are issued by the applicable RWQCB. The City of Ontario is in the jurisdiction of the Santa Ana RWQCB (Region 8).

Section 404

Under Section 404 of the federal CWA, potential Waters of the U.S., including wetlands, may be regulated by USACE. The limit of USACE jurisdiction for non-tidal watercourses (without adjacent wetlands) is defined in 33 CFR 328.4(c)(1) as the "ordinary high-water mark" (OHWM).

The OHWM is defined as the line on the shore established by the fluctuations of water and indicated by physical characteristics such as clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas. The upstream limits of other waters are defined as the point where the OHWM is no longer perceptible.

Jurisdictional waters of the U.S. (WOTUS) are delineated in accordance with the "Revised Definition of 'Waters of the United States'" rule, published in the Federal Register in 2022 and, which became final on January 18, 2023. This rule, set forth by the EPA and USACE, was consistent with the pre-2015 regulatory definition as all waters that are currently used, or were used in the past, or may be susceptible to use in interstate commerce, including all waters subject to the ebb and flow of the tide. This definition also includes all interstate waters, including interstate wetlands, interstate lakes, rivers, streams (including all intermittent and ephemeral streams), mudflats, sand flats, sloughs, and prairie potholes, wet meadows, playa lakes, or natural ponds where the use, degradation, or destruction of which could affect interstate or foreign commerce. Under this rule, WOTUS do not include prior converted cropland.

The definition of WOTUS in accordance with this rule (40 CFR 230.3[s]), is summarized below.

- All waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide;
- All interstate waters including interstate wetlands;
- All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce including any such waters: (i) Which are or could be used by interstate or foreign travelers for recreational or other purposes; or (ii) From which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or (iii) Which are used or could be used for industrial purpose by industries in interstate commerce;

- All impoundments of waters otherwise defined as waters of the U.S. under the definition;
- Tributaries of waters identified in paragraphs (s)(1)–(4) of this section;
- The territorial sea; and
- Wetlands adjacent to waters (other than waters that are themselves wetlands) identified in paragraphs (s)(1) through (6) of this section; waste treatment systems, including treatment ponds or lagoons designed to meet the requirements of CWA (other than cooling ponds as defined in 40 CFR 423.11(m) which also meet the criteria of this definition) are not WOTUS.

On May 25, 2023, the U.S. Supreme Court adopted a narrower definition of WOTUS in *Sackett v. Environmental Protection Agency*. Under the majority opinion, WOTUS refers to "geographical features that are described in ordinary parlance as 'streams, oceans, rivers, and lakes' and to adjacent wetlands that are 'indistinguishable' from those bodies of water due to a continuous surface connection." On August 29, 2023, the agencies issued a final rule to amend the final "Revised Definition of 'Waters of the United States'" rule to conform the definition of "waters of the United States" to the U.S. Supreme Court's May 25, 2023, decision in *Sackett v. Environmental Protection Agency*.

Parts of the January 2023 Rule are invalid under the U.S. Supreme Court's interpretation of the CWA in the *Sackett* decision. Therefore, the agencies have amended key aspects of the regulatory text to conform to the court's decision. Key changes under the amendment include:

- Definition of "adjacent" is now "having a continuous surface connection;"
- Only tributaries that are relatively permanent, standing or continuously flowing bodies of water (or tributaries with a continuous surface connection to those) are considered jurisdictional;
- Interstate wetlands are no longer jurisdictional just by virtue of being interstate; and
- Significant nexus test is eliminated.

Where areas jurisdictional to the USACE are present and will be impacted by a project, the project proponent must usually apply for permitting with the agency, which generally consists of submittal of a Pre-construction Notification under Section 404 of the CWA. As of the writing of this report, we do not know the details of how the individual USACE offices will implement the conforming rule for permitting purposes.

STATE

California Endangered Species Act

The California Endangered Species Act (CESA) generally parallels the main provisions of the FESA and is administered by the California Department of Fish and Wildlife (CDFW). Its intent is to prohibit take and protect state-listed endangered and threatened species of fish, wildlife, and plants. Unlike its federal counterpart, CESA also applies the take prohibitions to species petitioned for listing (state candidates). Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Game Commission. Unlike the FESA, CESA does not include listing provisions for invertebrate species. Under certain conditions, CESA has provisions for take through a 2081 permit or memorandum of understanding. In addition, some sensitive mammals and birds are protected by the state as "fully protected species." California "species of special concern" are species designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. This list is primarily a working document for the CDFW's California Natural Diversity Database (CNDDB), which maintains a record of known and recorded occurrences of sensitive species. Informally listed taxa are not protected per se, but warrant consideration in the preparation of biological resources assessments.

Fully Protected Species

The State of California first began to designate species as "fully protected" prior to the creation of the FESA and CESA. Lists of fully protected species were initially developed to provide protection to animals that were rare or faced possible extinction, and included fish, amphibians, reptiles, birds, and mammals. Most fully protected species have since been listed as threatened or endangered under the FESA and CESA. Previously, the regulations that implement the Fully Protected Species Statute (California Fish and Game Code Section 4700) provide that fully protected species may not be taken or possessed at any time; however, as of July 10, 2023, Senate Bill 147 (SB 147) was signed into law, authorizing CDFW to issue take permits under the California ESA for fully protected species for qualifying projects through 2033. As stated in section 2081.15 of SB 147, qualifying projects include:

- A maintenance, repair, or improvement project to the State Water Project, including existing infrastructure, undertaken by the Department of Water Resources;
- A maintenance, repair, or improvement project to critical regional or local water agency infrastructure;
- A transportation project, including any associated habitat connectivity and wildlife crossing project, undertaken by a state, regional, or local agency, that does not increase highway or street capacity for automobile or truck travel;

- A wind project and any appurtenant infrastructure improvement, and any associated electric transmission project carrying electric power from a facility that is located in the state to a point of junction with any California based balancing authority; and
- A solar photovoltaic project and any appurtenant infrastructure improvement, and any associated electric transmission project carrying electric power from a facility that is located in the state to a point of junction with any California-based balancing authority.

California Fish and Game Code

Native Plant Protection Act

The Native Plant Protection Act (NPPA) of 1977 (California Fish and Game Code Sections 1900–1913) was created with the intent to "preserve, protect and enhance rare and endangered plants in this State." The NPPA is administered by CDFW. The California Fish and Game Commission has the authority to designate native plants as "endangered" or "rare" and to protect endangered and rare plants from take. The CESA of 1984 (California Fish and Game Code Sections 2050–2116) provided further protection for rare and endangered plant species, but the NPPA remains part of the California Fish and Game Code.

Streambed Alteration Agreement

Pursuant to Section 1602 of the California Fish and Game Code, a Streambed Alteration Agreement (SAA) application must be submitted for "any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake". In Title 14 of the California Code of Regulations (CCR), Section 1.72, the CDFW defines a stream (including creeks and rivers) as "a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation."

In Chapter 9, Section 2785 of the Fish and Game Code, riparian habitat is defined as "lands which contain habitat which grows close to, and which depends upon, soil moisture from a nearby freshwater source."

The CDFW's jurisdiction includes drainages with a definable bed, bank, or channel and areas associated with a drainage channel that support intermittent, perennial, or subsurface flows; supports fish or other aquatic life; or supports riparian or hydrophytic vegetation. It also includes areas that have a hydrologic source.

The CDFW will determine if the proposed actions will result in diversion, obstruction, or change of the natural flow, bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. If warranted, the CDFW will issue an SAA that includes measures to protect affected

fish and wildlife resources; this SAA is the final proposal agreed upon by the CDFW and the applicant.

Migratory Birds

The CDFW enforces the protection of nongame native birds in Sections 3503, 3503.5, and 3800 of the California Fish and Game Code. Section 3513 of the California Fish and Game Code prohibits the possession or take of birds listed under the MBTA. These sections mandate the protection of California nongame native birds' nests and also make it unlawful to take these birds. All raptor species are also protected from "take" pursuant to California Fish and Game Code Section 3503.5 and are protected at the federal level by the MBTA of 1918.

Bats and Bat Roosts

Bats in California are currently protected directly and indirectly by the California Fish and Game Code, Sections 86, 1600, 2000, 2014, 3007, and 4150; California Public Resources Code, Division 14, Section 21000 et seq.; and 14 CCR, including but not limited to Section 251.1, CEQA regulations (Section 15000 et seq.), and Section 15382, Significant Effect on the Environment.

Regulations of particular relevance to the protection of bats and bat roosts include Title 14, Section 251.1 of the CCR, which prohibits harassment (defined in that section as an intentional act that disrupts an animal's normal behavior patterns, including breeding, feeding, or sheltering) of nongame mammals (e.g., bats), and California Fish and Game Code Section 4150, which prohibits take or possession of all nongame mammals or parts thereof. Any activities resulting in bat mortality (e.g., the destruction of an occupied bat roost that results in the death of bats), disturbance that causes the loss of a maternity colony of bats (resulting in the death of young), or various modes of nonlethal pursuit or capture may be considered take as defined in Section 86 of the California Fish and Game Code. In addition, impacts to bat maternity colonies, which are considered native wildlife nursery sites, could be considered significant under CEQA.

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Control Act requires "any person discharging waste, or proposing to discharge waste, within any region that could affect the waters of the State to file a report of discharge" with the Regional Water Quality Control Board (RWQCB) through State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State (23 CCR Section 3855; SWRCB 2021). Waters of the State is defined as any surface water or groundwater, including saline waters, within the boundaries of the State (California Water Code Section 13050[e]). Pollution is defined as an alteration of the quality of the waters of the state by waste to a degree that unreasonably affects its beneficial uses (California Water Code Section 13050) and includes filling in waters of the State. Note that 23 CCR Section 3855 applies only to individual water quality certifications, but the new State Wetland Definition and

Procedures extend the application of Section 3855 to individual waste discharge requirements for discharges of dredged or fill material to waters of the State and waivers thereof.

A permit for impacts to waters of the State would likely be required under the CWA and/or Porter-Cologne Water Quality Control Act. To determine whether a project should be regulated pursuant to the Porter-Cologne Water Quality Control Act, the RWQCB considers whether project activities could impact the quality of waters of the State.

On September 27, 2023, the EPA published its final 2023 Clean Water Act Section 401 Quarter Quality Certification Improvement Rule (88 Federal Register 66558.) The final 2023 Rule revises and replaces the 2020 Rule's regulatory requirements for water quality certification that were adopted by the prior federal administration. The updates realign the scope of the Section 401 certification process with established practices while also restoring the roles of states, territories, and authorized tribes as certifying agencies.

REGIONAL

San Bernardino County Biotic Resources Overlay

The San Bernardino County Biotic Resources Overlay was established by the Land Use Plan and Land Use Zoning Districts (Subsection 82.01.020) and the Overlays (Subsection 82.01.0230) of the County of San Bernardino. The ORSC site and Offsite Improvement Area is within the Delhi Sands Flower-Loving Fly (DSFLF) Ontario Recovery Unit.

LOCAL

City of Ontario Development Code

Tree Preservation Policy and Protection Measures

Section 6.05.020, Tree Preservation Policy and Protection Measures, of the Ontario Development Code establishes policies and measures that will further the preservation, protection, and maintenance of established and healthy heritage trees within the city. A Heritage Tree is one that is designated for preservation as a tree of historic or cultural significance, or a tree of importance to the community due to any one of the following factors:

- It is one of the largest or oldest trees of species located within the city and has a trunk diameter of 18 inches or greater when measured at 54 inches above grade;
- It has a historical significance due to association with a historic building, site, street, person, or event;
- It is a defining landmark or significant outstanding feature of a neighborhood or district, typical of early Ontario Landscapes. This includes Camphor Tree (*Cinnamomum camphora*),

Deodar Cedar (*Cedrus deodara*), London Planetree (*Platanus acerifolia*), Cork Oak (*Quercus suber*), Holly Oak (*Quercus ilex*), and California Pepper (*Schinus molle*);

- It is a Native Tree. This means that it is one of the following California native tree species with a trunk diameter of more than 8 inches, measured at 54 inches above natural grade: California Sycamore (*Platanus racemose*), Torrey Pine (*Pinus torreyana*), Coast Live Oak (*Quercus agrifolia*), Engelmann Oak (*Quercus engelmannii*), Valley Oak (*Quercus lobata*), or California Bay (*Umbellularia californica*).

Healthy Heritage Trees that are approved for removal shall be replaced with new trees with a total trunk diameter equal to the tree(s) removed, or as deemed appropriate by the Approving Authority based on lot size and available planting space. Replacement trees are to be in addition to the quantity of trees required for landscaping. The Approving Authority is responsible for reviewing the landscape plan and approving appropriate species for tree replacement.

Parkway Tree Regulations

Title 10, Parks and Recreation, Chapter 2, Parkway Trees, of the City's Municipal Code provides provisions on the preservation, regulation on the maintenance and removal of parkway trees, and establishes types and the locations for planting parkway trees. Parkway is defined as "…that portion of any public street right-of-way between the right-of-way boundary line and the curb line, and also the area enclosed within the curb lines of a medial divider."

The property owner abutting a public right-of-way is responsible for watering any tree in the parkway and for trimming that can be done from the ground to preserve the neat appearance and non-obstructed use of the parkway; the City is responsible for all major pruning. Removal or relocation of any parkway tree requires prior authorization from the City Public Works Agency through a permit process, and planting a replacement tree, whenever feasible, is a condition on any permit issued by the City for the removal of a parkway tree. Alternatively, an in-lieu deposit may be accepted as an alternate to the actual planting of any required parkway tree based on a fair value established by the Public Facilities Manager.

Sphere of Influence General Plan Amendment, Final EIR, and Settlement Agreement

In January 1998, the Ontario City Council approved a general plan amendment (GPA) and associated Final EIR for the sphere of influence (SOI), which is now known as the Ontario Ranch (previously the New Model Colony [NMC]). The GPA designated Ontario Ranch for a range of urban and suburban uses, including residential, commercial, business park, industrial, and open space. Most of Ontario Ranch was then in agricultural use. The Final EIR for the GPA assessed the impacts on biological resources of the conversion of Ontario Ranch from agricultural uses to developed urban and suburban uses. Before mitigation, significant impacts were identified for waterfowl and waterfowl habitat, raptors and raptor habitat, and the DSFLF Ontario Recovery

Unit. The EIR for the SOI GPA included three mitigation measures for impacts to biological resources:

- **Mitigation Measure BR-1** modified the general plan to require the creation of new waterfowl habitat and specified a mitigation ratio of 2:1 for each acre of such habitat lost. This is off-site mitigation in the Prado Basin.

- **Mitigation Measure BR-2** stipulated that the City shall create a Waterfowl and Raptor Conservation Area (WRCA), and included requirements and definitions for it; mitigation is off-site in the Prado Basin.

- **Mitigation Measure BR-3** required the City to cooperate with the USFWS in taking specified actions to mitigate impacts to the DSFLF Recovery Unit.

Subsequent to the 1998 adoption of the SOI GPA and EIR, a lawsuit was filed against the City of Ontario by the Endangered Habitats League and the Sierra Club, challenging the City's CEQA compliance and approval of the SOI GPA. A Settlement Agreement was reached and agreed to by all parties that set forth revised mitigation measures for potential impacts in the New Model Colony (referred to as Annexation Area 163 in the agreement) to the burrowing owl, DSFLF, raptor foraging and wildlife habitat, loss of open space, actual and potential habitat and agricultural land, and sensitive (listed and non-listed) species (City of Ontario, Endangered Habitats League, Inc., and Sierra Club 2001). These measures will be in effect until all the developable acres in the Ontario Ranch reach full buildout, as determined by the City.

- Prior to issuance of grading permits, Ontario shall impose a $4,320 per net acre mitigation fee on proposed developments in Annexation Area 163 that require discretionary approval or permitting from the City.

- Ontario, in consultation with CDFW, will identify, through CEQA review, lands occupied by burrowing owl and suitable as long-term habitat. The City will require avoidance of those lands to maintain a viable territory and require long-term maintenance through dedication in fee or grant of easement to the Land Trust. If the site is not viable long-term habitat, the developer shall pay the mitigation fee and make provisions for relocation of the owls.

- Since habitat that benefits DSFLF can be expected to benefit burrowing owl, up to 25 percent of the mitigation fee maybe used by the City for DSFLF recovery.

- All mitigation fees collected shall be used for the above-described purposes and may be used to purchase property, conservation easements, or other land with long-term conservation value for the environmental impacts; enhance/restore lands with such values; maintain and operates these lands; and pay for related administrative costs (not to exceed 10 percent of the total fees).

- Land/easements dedicated, conveyed, or purchased to benefit wildlife, waterfowl, raptors, and/or burrowing owl must have long-term conservation value for those species and must be managed by the land trust. The parcels must be in the habitat area designated as part of the settlement agreement. Unacceptable properties are those that would otherwise be purchased by another entity or group as open space mitigation for environmental impacts.

City of Ontario Biological Resources Habitat Mitigation Fee

Since the Settlement Agreement, the City has established a habitat mitigation fee to cover potential environmental impacts to the burrowing owl, DSFLF, raptor foraging, loss of open space, and agricultural lands. Development impact fees for new development in Ontario Ranch were adopted on June 23, 2003, by the City Council. The Ontario Ranch development impact fees include a habitat mitigation fee of $4,320 per net acre for proposed residential, commercial, hotel and restaurant, office, and industrial development. Mitigation fees have been collected by the City and have been deposited into a trust fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value. Up to $500 of the fees may be used for DSFLF. In addition, current City procedures require a habitat assessment to determine existing habitat and biological resources on proposed development sites. If the assessment determines that there is potential habitat for sensitive species, focused protocol surveys are required. If potential DSFLF habitat is present, two-year (consecutive) protocol surveys per the USFWS Interim General Survey Guidelines for DSFLF are required.

The land use plan for Ontario Ranch originally provided for establishment of the WRCA, a wetlands and habitat area near the confluence of the Cucamonga Creek and the Lower Deer Creek Channels. Creation of the WRCA as part of Ontario Ranch was intended to provide a concentrated area for wetlands that would receive storm drainage from the west. Funding for the environmental restoration of the existing 85-acre Lower Cucamonga flood control basin under the WRCA would have been provided through the USACE with matching funds from the City of Ontario. This conservation area plus acquisition of 145 acres of off-site mitigation land were intended to provide mitigation for impacts resulting from development of Ontario Ranch; however, under the conditions of the settlement agreement, the WRCA is no longer proposed.

In 2010, the Ontario City Council approved the selection of the Riverside Land Conservancy (today known as River and Land Conservancy) as the administrator of the habitat mitigation fees and to create a habitat program pursuant to the requirements of the Settlement Agreement between the City of Ontario, the Endangered Habitats League, and the Sierra Club; however, due to the economic downturn shortly after 2010, the contract between the City and the Riverside Land Conservancy was never ratified. It was anticipated that once development in Ontario Ranch began to commence, the City would ratify the contract.

In 2022, the City went out with a Request for Proposals to select a nonprofit land trust and/or organization specializing in habitat conservation. On November 21, 2023, a memorandum of agreement (MOA) became effective between the City of Ontario and the Inland Empire Resource Conservation District (IERCD). IERCD is the nonprofit trust entity to be responsible for the administration of the habitat mitigation fees and creation of a habitat program pursuant to the requirements of the settlement agreement between the City of Ontario, the Endangered Habitats League, and the Sierra Club. IERCD is responsible for maintaining interactive mapping and a current inventory of the burrowing owl occurrences and to select adequate lands for passive relocation.

This MOA aids in the implementation of a Habitat Mitigation Fee as well as the requirements and mitigation measures set forth in the Greater Prado Basin Habitat Conservation Program (GPBHCP). The mitigation measures in the GPBHCP are aimed at reducing potential impacts to sensitive wildlife species, including burrowing owl, DSFLF, raptor foraging and wildlife habitat, and other sensitive (listed and non-listed species), within Ontario Ranch. The Habitat Mitigation Fee is $2,000 per net acre with funds used for the acquisition, restoration, rehabilitation, and maintenance of lands determined to have long-term conservation value for the aforementioned species and their habitat.

With respect to burrowing owl and DSFLF, this MOA ensures:

- A mitigation fee will be applied to development projects within Ontario Ranch that will impact burrowing owls or their habitat;
- The City of Ontario will identify lands occupied by burrowing owl or DSFLF and suitable long-term habitat for these species to be avoided and maintained;
- In the case of burrowing owls being present on proposed development sites that are not viable long-term habitat, developers can pay the Habitat Mitigation Fee and relocate the owls in consultation with the California Department of Fish and Wildlife; and
- Up to 25 percent of the Habitat Mitigation Fee collected for burrowing owls can be used for the recovery of the DSFLF.

3.4.2 Existing Conditions

POLICY PLAN AMENDMENT

Habitat and Vegetation

Native habitats and vegetation communities are mostly gone throughout Ontario. The Original Model Colony (OMC) area, the part of the city north of Riverside Drive, consists primarily of structures and paved surfaces and supports very little vegetation. At one time, the developed

OMC was a major agricultural area. Native alluvial sage scrub was removed from the region in the late 1800s and early 1900s for vineyards and other forms of cultivation, including citrus groves and field crops; however, agricultural uses in the OMC have been replaced by urban land uses. The present plants have limited biological resource value—turf, weeds, nonnative grasses, and nonnative trees and plants used for landscaping. Recent biological assessments for development projects in the OMC, including the Pacific Gateway Cargo Center, Tessier Work/Live Project, and Ontario Downtown Civic Center Project, found no sensitive natural communities, riparian habitat, or sensitive plant or animal species on the developed and/or highly disturbed project sites (Ontario 2022).

Historically, Ontario Ranch, the portion of the city south of Riverside Drive, was dominated by Riversidean sage scrub, a form of coastal sage scrub found on alluvial fans and drainages along the base of the Transverse and Peninsular ranges. Due to the long-standing agricultural use, Ontario Ranch supports little native vegetation. Cucamonga and Deer Creeks once supported riparian vegetation; however, these drainages are now completely channelized where they traverse the city.

Currently, low- and medium-density residential and industrial uses make up the majority of the land uses in Ontario Ranch. Mixed use, open space, and commercial uses are also scattered throughout the area. Although Ontario Ranch was extensively altered from natural conditions and agricultural use to residential and industrial uses, the land still provides foraging and breeding habitat for a variety of common and sensitive wildlife species. In particular, windrows and surface water areas, such as agricultural ponds, water impoundments, and drainage channels, provide habitat for migratory birds, including raptors. Though native terrestrial vegetation communities are not present in the city, there are four nonnative vegetation communities, known as vegetation associations, concentrated in Ontario Ranch:

- Surface water areas
- Flood control channel areas
- Agricultural fields
- Developed areas

Surface Water Areas

Open water bodies in the OMC include detention basins, man-made lakes associated with Guasti-Cucamonga Park and golf courses, and concrete-lined drainages that frequently hold surface water. Water bodies in Ontario Ranch include ponds associated with dairy and poultry operations (state-mandated dairy manure water retention basins that serve as runoff collection/water treatment ponds), livestock-water ponds, and freshwater irrigation ponds. Most fallow fields accumulate surface waters in ponds or ditches. The portions of Cucamonga and Deer Creek channels that traverse Ontario Ranch also frequently contain surface water and

are concrete-lined drainages. Perennially wet ponds can support native shrubs and trees typical of riparian habitats, including mulefat (*Baccharis salicifolia*) and willow (*Salix* spp.).

Flood Control Channels

Flood control channels occur throughout the city. Vegetation, if present in these areas, is limited to aquatic species, including pondweed (*Potamegeton* spp.), common water nymph (*Najas guadelupensis*), and hornwort (*Ceratophyllum demersum*). Hydrophytes (plants that are able to live either in water or in very moist soils), including cattail (*Typha* spp.), sedge (*Cyperus* spp.) and rush (*Juncus* spp.), occasionally emerge in areas along flood control channels where sediment accumulates and ponding occurs.

Agricultural Fields

Four types of agricultural fields are present in city.

- **Agricultural Industry** includes feedlots, cattle holding pens, dairy and poultry operations, and equestrian activities. These areas are typically devoid of vegetation due to the continuous presence of domesticated animals such as cattle, horses, and chickens, and due to intensive disturbance from farming or other human activities.

- **Cultivated Fields** include irrigated row crops of alfalfa, barley, and strawberries. These fields are typically grazed after harvest then left fallow.

- **Fallow Fields** develop characteristic ruderal vegetation,[1] including nonnative grasses and forbs (herbaceous plants other than grasses and sedges) such as black mustard (*Brassica nigra*), lambs quarters (*Chenopodium album*), Russian thistle (*Salsola tragus*), puncture vine (*Tribulus terrestris*), cheeseweed (*Malva parviflora*), stinging nettle (*Urtica dioica*), common sunflower (*Helianthus annuus*), prickly lettuce (*Lactuca serriola*), wild radish (*Raphanus sativus*), London rocket (*Sisymbrium irio*), tumbleweeds (*Amaranthus* spp.), sow-thistle (*Sonchus oleraceus*), dock (*Rumex* spp.), and other introduced grasses such as bromes (*Bromus* spp.), wild oats (*Avena* spp.), barleys (*Hordeum* spp.), and Bermuda grass (*Cynodon dactylon*). Native species can also be present in ruderal areas, including sandbur (*Ambrosia acanthicarpa*), horseweed (*Conyza canadensis*), jimsonweed (*Datura wrightii*), and spurge (*Camaesyce* sp.).

- **Vineyards** were formerly extensive, but are currently limited to 2 parcels in the southeast portion of Ontario Ranch, at 11248 S Turner Avenue (Hofer Ranch) and 2802 S Milliken Avenue (San Antonio Winery).

[1] Pioneering herbaceous plants that readily colonize disturbed ground.

Windrows of trees are the tallest vegetation in the agricultural fields and are prevalent along internal roadways in areas designated as agricultural industry and cultivated fields. The most common windrow tree is blue gum (*Eucalyptus globulus*), although other species are used, including olive (*Olea europaea*), pine (*Pinus* spp.), salt cedar (*Tamarix aphylla*), and cypress (*Cupressus* spp.). These species and other trees, including ash (*Fraxinus* spp.), mulberry (*Morus* spp.), and various landscape and fruit trees, are found in residential yards and dairy frontages.

Developed

Developed areas contain structures, asphalt/concrete paved areas, residences, commercial and industrial buildings, schools, roadways and infrastructure (including Southern California Edison [SCE] transmission corridors), the power substation, barren ground, and ornamental vegetation. These areas support very limited amounts of vegetation. Vegetation that is present typically consists of nonnative ornamental species planted for their aesthetic and utilitarian values.

Wildlife

Ontario has undergone extensive alteration from natural conditions by urbanization of the northern portion and extensive agriculture and dairy production in the southern portion. Native habitat is mostly gone throughout the OMC. Common wildlife species, particularly birds and mammals, use trees throughout the city and may be found in the scattered, undeveloped, vacant parcels. Common species in urban areas, such as the domestic dog (*Canis familiaris*) and cat (*Felis catus*), Norway rat (*Rattus norvegicus*), and house mouse (*Mus musculus*) are also found throughout Ontario. Raptors forage in the city and roost and nest in city trees. Migratory birds may also use detention basins and flood control channels with open water. Species previously found in the OMC area included hawks, quail, roadrunners, owls, hummingbirds, thrashers, sparrows, finches, wrens, warblers, woodpeckers, opossums, weasels, coyotes, rabbits, mice, gophers, squirrels, skunks, toads, frogs, salamanders, king snakes, lizards, whipsnakes, rattlesnakes, and gopher snakes (Ontario 2022).

Ontario Ranch supports a diversity of wildlife that persists in agricultural areas despite the lack of native habitat. The absence of dense urbanization provides open spaces that may still support native wildlife species, especially birds. These agricultural habitats may be open water, agricultural fields, windrows, or dairy operations/residences. Virtually all the land is subject to changing patterns of grazing, agricultural, and related operations. While these habitats would not be classified as native or natural, they still provide value for wildlife in a region characterized by rapid urban growth.

The mostly flat topography of the agricultural areas contributes to the accumulation of standing water throughout Ontario Ranch in dairy runoff retention ponds and low spots that collect surface runoff, stormwater, and floodwaters. Other water bodies—flood control channels, detention basins, and creeks—attract numerous birds. Migratory and resident bird species use the open water and shorelines for food, protection from predators, and shelter. Large impounds

at the confluence of Cucamonga and Deer Creeks support large concentrations of wintering bird species. Windrows provide important perching and nesting sites for raptors. The agricultural fields include areas of open fields that may be covered with crops, grazed by cattle, left fallow, or disked.

Wildlife that has been observed and/or is expected in Ontario Ranch is discussed in the following paragraphs. Sensitive wildlife species are also listed in Table 3.4-2, *Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario*, and are discussed separately.

Amphibians

Amphibians require moisture for at least a portion of their life cycle and many require standing or flowing water for breeding. Amphibians are expected to be uncommon in open fields, but more likely to be in the numerous wet areas and standing waters in Ontario Ranch. Few species are expected due to the lack of vegetation around most open water, frequent disturbance, and the often poor quality of surface water resulting from agricultural practices.

Reptiles

Reptile diversity and abundance typically varies with vegetation association type and character. Many species will forage in a variety of habitat types. Due to the history of land use in Ontario Ranch, the number of reptile species is expected to be low.

Birds

The open water areas of dairy runoff retention ponds, reservoirs, drainages, and low areas subject to flooding are the preferred locations for migratory birds in Ontario Ranch. Areas of open water that accumulate in the agricultural fields also attract wading birds, which forage on small animals that concentrate in the wet areas. Notable open water areas include the holding ponds adjacent to the confluence of Cucamonga and Deer Creeks and the larger stock and flood control ponds scattered throughout Ontario Ranch.

The 1996 Envicom surveys found 49 species in Ontario Ranch. Nearly half (21 species) were found in open water and wet areas. Numerous raptor species are attracted to windrows, including red-tailed hawk (*Buteo jamaicensis*), American kestrel (*Falco spaverius*), and white-tailed kite (*Elanus leucurus*). Raptors use agricultural fields as foraging habitat, because small rodents or birds are most likely to be visible. The raptors may perch on trees in windrows and on utilities poles and transmission lines overlooking open fields or may soar over the fields to forage. In open fields, ferruginous hawks (*Buteo regalis*) may roost on the ground where vegetation is low.

Several other bird species observed in open and wet fields include cattle egret (*Bubulcus ibis*), white-faced ibis (*Plegadis chihi*), American crow (*Corvus brachyrhunchos*), western meadowlark

(*Sturnella neglecta*), red-winged blackbird (*Aegilaius phoeniceus*), brown-headed cowbird (*Molothrus ater*), savannah sparrow (*Passerculus sandwichensis*), and burrowing owl (*Athene cunicularia)*. Nonnative and common species observed around areas with structures, human activity, and livestock include house sparrow (*Passer domesticus*), rock dove (*Colombia livia*), European starling (*Sturnus vulgaris*), and domestic chicken (*Gallus domesticus*). Less common species include house finch (*Carpodacus mexicanus*) and Brewer's blackbird (*Euphagus cyanocephalus*).

Mammals

Agricultural fields also provide habitat for various small mammals such as mice (several species) and California ground squirrels (*Spermophilus beecheyi beecheyi*). Mammals observed during biological monitoring for the Ontario Ranch include Virginia opossum (*Didelphis virginiana*), California ground squirrel, raccoon (*Procyon lotor*), and striped skunk (*Mephitis mephitis*). Some of these mammals, particularly raccoon and opossum, may use the trees in the windrows. Common bat species have not been observed in surveys, but are also expected to use the trees. Nonnative mammal species expected in the area include domestic dog and cat, cattle/domestic cow (*Bos taurus*), horse (*Equus caballus*), and other livestock. Norway rat and house mouse feed on grains, produce, and garbage and are common near agricultural facilities and urban uses.

Sensitive Biological Resources

Sensitive biological resources include vegetation types and habitats that are either unique, of relatively limited distribution in a region, or of particularly high value to wildlife. These resources include a variety of plant and animal species that are specialized and endemic to a particular habitat type. Due to loss of habitat, some of these species have been designated by federal and state government resource agencies as threatened or endangered. Species listed as threatened are those whose numbers have dropped to such low levels and/or whose populations are so isolated that the continuation of the species could be jeopardized. Endangered species are those with such limited numbers or subject to such extreme circumstances that they are considered in imminent danger of extinction.

Other government agencies and resource organizations also identify sensitive species, those that are naturally rare and that have been locally depleted and put at risk by human activities. While not in imminent danger of jeopardy or extinction, sensitive species are considered vulnerable and can become candidates for future listing as threatened or endangered. These include plants identified as sensitive by the California Native Plant Society (CNPS), wildlife considered as species of special concern, special animals, or fully protected species in California.

Sensitive Natural Communities

Ontario is part of 4 CNDDB quadrangles: Ontario, Guasti, Corona North, and Prado Dam. The CNDDB lists 6 sensitive natural communities for these 4 quadrangles—California walnut

woodland, Riversidian alluvial fan sage scrub, Southern California arroyo chub/Santa Ana sucker stream, southern cottonwood willow riparian forest, southern sycamore alder riparian forest, and southern willow scrub (CNDDB 2025). Surface water areas can support native trees and shrubs such as mulefat and willow. Willow species have been reported in southern cottonwood willow riparian forest, southern sycamore alder riparian forest, and southern willow scrub. Mulefat has been reported in southern cottonwood willow riparian forest and southern sycamore alder riparian forest. Surface water areas are considered sensitive natural communities. Such areas in the city include detention basins and other man-made lakes, including those in golf courses, dairy manure water retention ponds, livestock watering ponds, and irrigation ponds.

Sensitive Plants

No sensitive plant species have been observed in Ontario since 1992. The CNDDB and CNPS reports for the Ontario and Guasti quadrangles identified known occurrences of several sensitive plant species, which are listed in Table 3.4-1, *Sensitive Plant Species Known or With Potential to Exist in the City of Ontario* (CNDDB 2025; CNPS 2025). Of these recorded occurrences, mesa horkelia (*Horkelia cuneata* ssp. *puberula*), prostrate navarretia (*Navarretia prostrata*) and Robinson's pepper grass (*Lepidium virginicum* var. *robinsonii*) were observed just within or immediately adjacent to the city, as seen in Figure 3.4-1, *Areas of Potential Occurrence of Sensitive Species;* however, these recorded occurrences were all prior to 1992, and the majority of sightings or collections were prior to 1937. These species have most likely been eliminated due to substantial development in the area subsequent to the sightings. No federal- or state-listed plant species are known or expected to occur. The potential for sensitive plant species in the city is low because of the absence of suitable habitat, the high levels of development, and the history of land alteration and disturbance by agricultural activities.

Sensitive Wildlife

Several sensitive wildlife species have been recorded or are expected to appear in the city, mostly Ontario Ranch. Several species have also been observed in biological surveys for other proposed projects. The sensitive wildlife species (51 species) listed in Table 3.4-2 were identified in the CNDDB reports for the Ontario and Guasti quadrangles (CDFW 2025) or in other previous biological reports. Several migrant raptor species that may fly over, forage, or roost in the planning area are also included. Species with designated critical habitat (discussed below) within the city boundaries are included. Five species are federally listed as endangered or threatened (one insect, 2 birds, and 2 mammals). Nine species are state-listed as threatened or endangered (one insect, 6 birds, and 2 mammals). The remaining species are listed as state species of special concern, listed by other agencies or organizations as sensitive, or were included in the CNDDB because they are considered rare or sensitive and their conservation status may be of concern.

Table 3.4-1 Sensitive Plant Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	CNPS Designation	Potential to Exist
Atriplex coulteri	Coulter's saltbush	Saline or alkaline soils on coastal bluffs, coastal sage scrub, or grasslands.	None/None	1B.2	Low. No suitable habitat.
Berberis nevinii	Nevin's barberry	Alluvial scrub, coastal sage scrub, oak woodland, riparian scrub or woodland, and chamise chaparral of inland canyons and foothills. Widely in gardens and parks.	FE/SE	1B.1	Low. No suitable habitat.
Calochortus plummerae	Plummer's mariposa lily	Coastal scrub, chaparral, valley and foothill grassland, woodland, lower montane coniferous forest. Occurs on rocky and sandy sites, usually of granitic or alluvial material.	None/None	1B	Low. No suitable habitat.
Calystegia felix	Lucky morning-glory	Alkali meadow, seeps, springs, wet meadow, and well-watered landscaping on recent development.	None/None	1B.1	Low. No suitable habitat.
Centromadia pungens ssp. laevis	smooth tarplant	Alkaline soils found in chenopod scrub, meadows, and seeps.	None/None	1B.1	Low. No suitable habitat.
Chorizanthe parryi var. parryi	Parry's spineflower	Coastal sage scrub, chaparral, and sandy or rocky openings. Annual.	None/None	1B.1	Low. No suitable habitat.
Dodecahema leptoceras	Slender-horned spineflower	Coastal sage scrub, chaparral, alluvial scrub, scale broom scrub, and drought prone areas.	FE/SE	1B.1	Low. No suitable habitat.
Horkelia cuneata ssp. puberula	mesa horkelia	Chaparral, woodland, coastal scrub. Occurs on sand or gravelly sites.	None/None	1B.1	Low. No suitable habitat.
Lepidium virginicum var. robinsonii	Robinson's pepper-grass	Chaparral, coastal scrub. Occurs in dry soils, shrubland.	None/None	4.3	Low. No suitable habitat.
Navarretia prostrata	Prostrate navarretia	Coastal scrub, valley and foothill grassland, vernal pools. Occurs on alkaline soils in grassland, or in vernal pools.	None/None	2B.2	Low. No suitable habitat.
Phacelia stellaris	Brand's star phacelia	Coastal strand, dunes, coastal, and coastal sage scrub.	None/None	1B.1	Low. No suitable habitat.

Table 3.4-1 Sensitive Plant Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	CNPS Designation	Potential to Exist
Pseudognaphalium leucocephalum	White rabbit-tobacco	Coastal sage scrub and chaparral.	None/None	2B.2	Low. No suitable habitat.
Sidalcea neomexicana	salt spring checkerbloom	Alkali playas, brackish marshes, chaparral, coastal scrub, lower montane coniferous forest, Mojavean desert scrub.	None/None	2B.2	Low. No suitable habitat.
Symphyotrichum defoliatum	San Bernardino aster	Meadows and seeps, marshes and swamps, coastal scrub, woodland, lower montane coniferous forest, grassland. Occurs in moderately moist grassland, or near ditches streams, springs, and disturbed areas.	None/None	1B.2	Low. No suitable habitat.
Thysanocarpus rigidus	Rigid fringepod	Oak and pine woodland, rocky slopes.	None/None	1B.2	Low. No suitable habitat.
Calystegia felix	Lucky morning-glory	Alkali meadow, seeps, springs, wet meadow, and well-watered landscaping on recent development.	None/None	1B.1	Low. No suitable habitat.

Source: CDFW 2025; CNPS 2025.

Notes:

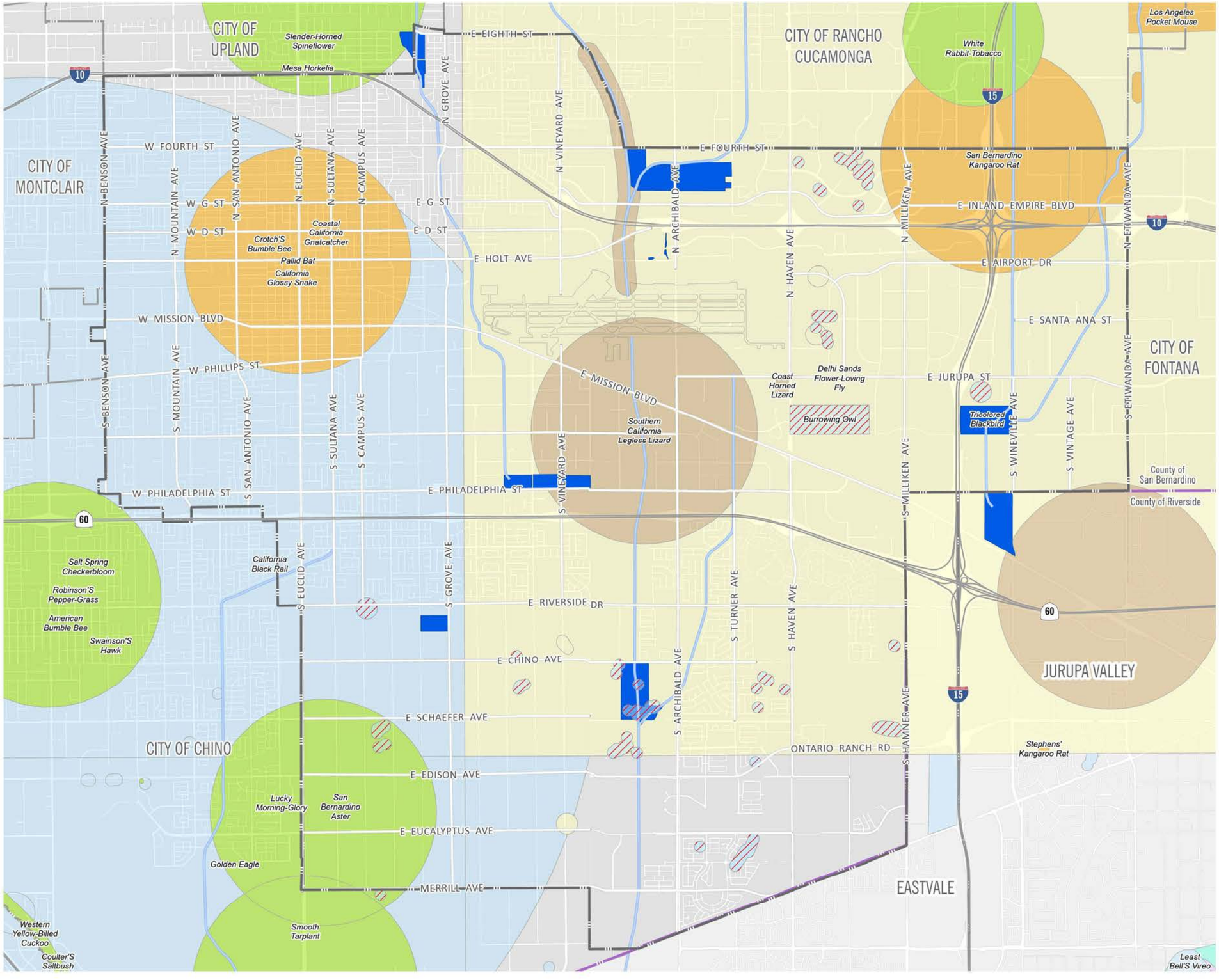
1B – Plants considered by CNPS to be rare or endangered in California or elsewhere.

2B – Plants considered by CNPS to be rare, threatened, or endangered in California, but that are more common elsewhere.

4 – Plants are of limited distribution or infrequent throughout a broader area in California.

Figure 3.4-1

Areas of Potential Occurrence of Sensitive Species



- Ontario City Boundary
- County Boundary
- Burrowing Owl
- Channels
- Detention Basins

Known Sensitive Species Location

- Birds
- Dicots
- Fish
- Mammals
- Inland Waters
- Insects
- Reptiles
- Riparian

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: California Natural Diversity Database, 2020

Date: 12/8/2025

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Table 3.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
Insects					
Bombus crotchii	Crotch's bumble bee	Inhabits grasslands and shrublands and requires a hotter and drier environment than other bumblebee species.	None/SC	None	Moderate. CNDDB reports latest occurrences in 2024 on the east side of Ontario Airport.
Rhaphiomidas terminates abdominalis	Delhi Sands flower-loving fly	Wholly or partially consolidated dunes (Delhi soils series), open sand. Fine, sandy soils with sparse vegetation cover of California buckwheat, croton, deerweed, and evening primrose.	FE/None	None	Low. Limited potential for occurrence. Delhi Sands built on and/or highly disturbed.
Amphibians					
Spea (Scaphiopus) hammondi	western spadefoot toad	Seasonal pools in coastal sage scrub, chaparral, and grasslands.	FC/None	CSC/BLM	Low. No suitable habitat. Expected only rarely.
Reptiles					
Anniella stebbinsi	Southern California legless lizard	Broadleaved upland forest, chaparral, coastal dunes, and coastal scrub. Occurs in sandy or loose loamy soils under sparse vegetation. Generally in moist, loose soil.	None/None	CSC/FS	Low. Limited to no suitable habitat. Expected only rarely. Previous CNDDB reports near Cucamonga Creek.
Arizona elegans occidentalis	California glossy snake	Generalist reported from a range of scrub and grassland habitats, often with loose or sandy soils.	None/None	CSC	Low. Limited to no suitable habitat. Expected only rarely.

Table 3.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
Aspidoscelis tigris stejnegeri (Cnemidophorus tigris multiscutatus)	coastal (western) whiptail	Open, often rocky areas with little vegetation or sunny microhabitats within shrub or grassland associations.	None/None	CSC	Low. Limited to no suitable habitat. Expected only rarely.
Didophus punctatus modestus	San Bernardino ringneck snake	Chaparral, coastal sage scrub, grassland, riparian, and woodlands.	None/None	None/FS	Low. Limited suitable habitat. Expected only rarely.
Emys (Clemmys) marmorata pallida	southwestern (western) pond turtle	Slow-moving permanent or intermittent streams, small ponds and lakes, reservoirs, gravel pits, permanent and ephemeral shallow wetlands, stock ponds and treatment lagoons. Abundant basking sites and cover necessary.	None/None	CSC/FS/BLM	Low. Limited to no suitable habitat. Expected only rarely.
Phrynosoma coronatum (blainvillii population)	coast (San Diego) horned lizard	Open areas of sandy soil with coastal sage scrub, chaparral, grassland, riparian, and washes and watercourses.	None/None	CSC/BLM	Low. Limited suitable habitat. Expected only rarely.
Salvadora hexalepis virgultea	coast (western) patch-nosed snake	Desert scrub, coastal chaparral, washes, sandy flats, and rocky areas. Broad generalist in its habitat requirements.	None/None	CSC	Low. Limited suitable habitat. Expected only rarely.
Thamnophis hammondii	Two-striped garter snake	Marsh and swamp, riparian scrub, riparian woodland, and wetland. Highly aquatic, found in or near permanent fresh water. Often along streams with rocky beds and riparian growth.	None/None	CSC/BLM	Low. Limited suitable habitat. Expected only rarely.
Birds[1]					
Accipiter cooperi (nesting)	Cooper's hawk	Oak and riparian woodlands, windrows, open fields. Known to use urban areas, occupying trees among residential and commercial uses.	None/None	CSC	Moderate. Suitable foraging, limited suitable nesting habitat. Expected

Table 3.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
					occasionally. Observed.
Accipiter striatus (nesting)	sharp-shinned hawk	Variety of residential, chaparral, grassland, sage scrub, crop land, riparian, and oak woodland, windrows, open fields.	None/None	CSC	High. Suitable foraging habitat. Uncommon winter visitor. Observed
Agelaius tricolor	Tricolored blackbird	Marshes and grasslands. Breeding colonies require nearby water, nesting substrate, and open range foraging habitat of natural grassland, woodland, or agricultural cropland.	None/ST	CSC/BCC/ BLM	High for foraging. Suitable foraging habitat. Low for nesting. Limited suitable nesting habitat. Observed.
Aquila chrysaetos	golden eagle[2]	Grasslands, brushlands, deserts, oak savannas, open coniferous forests and montane valleys. Nests rock outcrops and ledges.	None/None	CSC/SFP/ BCC/BLM/FS	Low. Potential for foraging. None for nesting.
Ardea alba (Casmerodius albus) (rookery)	great egret	Wet areas, fields, margins of open water.	None/None	SA/FS	Moderate to High. Fairly common resident. Observed.
Ardea herodias (rookery)	great blue heron	Wet areas, fields, margins of open water.	None/None	SA/FS	Moderate to High. Fairly common resident. Observed.
Athene cunicularia	burrowing owl	Shortgrass prairies, grasslands, lowland scrub, agricultural lands, coastal dunes, desert floors, and some artificial open areas. Uses abandoned ground squirrel burrows and artificial structures such as berms, culverts, and underpasses.	None/SC	CSC/BCC/ BLM/FS	Low to Moderate. Suitable foraging and nesting habitat. CNDDB reports latest occurrences in 2011 and 2016.

Table 3.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
Buteo regalis (wintering)	ferruginous hawk	Grasslands and other open terrain of the plains and foothills. Wintering species. Primarily open fields with low vegetation.	None/None	CSC/BCC/ BLM	Moderate. Suitable foraging, limited nesting habitat. Expected occasionally. Observed.
Buteo swainsoni (nesting)	Swainson's hawk	Grasslands and other open terrain.	None/ST	FS/BLM	Low. Potential for foraging. None for nesting. Expected only rarely.
Charadrius montanus	mountain plover	Dry upland prairies and plains, semidesert, bare dirt fields.	None/None	CSC/BCC	Low. Limited suitable foraging habitat. Expected only rarely. Observed.
Circus cyaneus (nesting)	northern harrier	Grasslands and other open terrain. Soars over open fields, low perches.	None/None	CSC	Low. Suitable foraging, limited nesting habitat. Expected only rarely. Observed.
Coccyzus americanus occidentalis	western yellow-billed cuckoo	Riparian. Uncommon to rare summer resident of valley foothill and desert riparian habitats.	FC/SE	None/BCC/ FS	Low. No suitable habitat. Not expected.
Egretta thula (rookery)	snowy egret	Wet areas, fields, margins of open water.	None/None	SA	Moderate to high. Fairly common resident. Observed.
Elanus leucurus (nesting)	white-tailed kite	Open woodlands and grasslands, windrows. Hovers over open fields.	None/None	None/SFP	Moderate. Suitable foraging, limited nesting habitat. Expected

Table 3.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
					occasionally. Observed.
Eremophila alpestris actia	California horned lark	Variety of open habitats, usually where trees and large shrubs are absent.	None/None	CSC	Low. Uncommon resident.
Falco columbarius (wintering)	merlin	Grasslands, coastal sage scrub and estuaries, windrows, open fields.	None/None	CSC	Low. Suitable foraging habitat, no nesting habitat. Expected only rarely. Winter visitor. Observed.
Falco mexicanus (nesting)	prairie falcon	Grasslands, coastal sage scrub, and estuaries.	None/None	CSC/BCC	Low. Potential habitat for foraging, none for nesting. Expected only rarely. Winter visitor. Observed
Falco peregrinus anatum (nesting)	peregrine falcon	Estuaries, wetlands, and coastal bluffs. Breeding habitat in high cliffs along the coast.	Delisted/ Delisted	None/BCC/ SFP	Low. Suitable foraging, no nesting habitat. Observed.
Lanius ludovicianus	loggerhead shrike	Grasslands and open scrub. Forages in open country, using low perches (fences etc.) for scanning, nests in dense scrub and brush.	None/None	CSC/BCC	Moderate. Suitable foraging and nesting habitat. Expected occasionally. Observed.
Larus californicus (nesting colony)	California gull	Nearly all types of fresh and salt water, cropland, landfills, refuse areas, open lawns.	None/None	CSC	High. Common in winter. Occasional in summer. Expected. Observed.

Table 3.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
Laterallus jamaicensis coturniculus	California black rail	Brackish marsh, freshwater marsh, marsh and swamp, salt marsh, wetland. Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering large bays.	None/ST	CSC/BBC/ BLM	Low. Limited suitable habitat. Expected only rarely.
Numenius americanus	long-billed curlew	Coastal estuaries, upland herbaceous areas,[5] croplands, wet areas, open fields, shores of open water.	None/None	CSC	Moderate. Expected occasionally. Observed.
Phalacrocorax auritus	double-crested cormorant	Lakes, fresh, salt, and estuarine waters.	None/None	CSC	Moderate to high. Suitable foraging, no suitable nesting habitat. Fairly common in winter. Occasional in summer. Observed.
Plegadis chihi (rookery site)	white-faced ibis	Freshwater marshes and brackish areas.	None/None	CSC	Low. Limited suitable habitat. Expected only rarely. Observed.
Polioptila californica californica	coastal California gnatcatcher	Low elevation coastal sage scrub and coastal bluff scrub.	FT/None	CSC	No suitable habitat. Not expected.
Vireo bellii pusillus	least Bell's vireo	Riparian (riverside) corridors with dense, low-growing vegetation like willows, mulefat, and mugwort.	FE/SE	None	Low. No suitable habitat. Not expected.
Mammals					
Antrozous pallidus	pallid bat	Chaparral, coastal scrub, desert wash, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, riparian woodland, Sonoran desert	None/None	CSC/FS/BLM	Potential for occurrence.

Table 3.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
		scrub, upper montane coniferous forest, and valley and foothill grassland. Oak and grassland ecotones.[6] Prefers foraging in the open. Roosts in attics or rock cracks; in the open, near foliage at night.			
Chaetodipus (*Perog nathus*) *fallax fallax*	northwestern San Diego pocket mouse	Coastal sage scrub, sage scrub/grassland ecotones, and chaparral communities. Moderately gravelly and rocky substrates, disturbed grassland and open sage scrub vegetation with sandy-loam to loam soils.	None/None	CSC	Low. Uncommon.
Corynorhinus townsendii	Townsend's big-eared bat	A wide variety of habitats including woodlands and arid grasslands. Roosts in mines and caves.	None/None	CSC/FS/BLM	Potential for occurrence.
Dipodomys merriammi parvus	San Bernardino kangaroo rat	Riversidean alluvial fan sage scrub and sandy loam soils, alluvial fans and flood plains, and along washes with nearby sage scrub. Prefers sandy loam substrates. Santa Ana River, Cajon Creek Wash, Lytle Creek Wash, City Creek, and upper Etiwanda Wash in San Bernardino County, and sites in western Riverside County	FE/SE	CSC	Low. Limited to no suitable habitat. Not expected.
Dipodomys stephensi	Stephens' kangaroo rat	Primarily annual and perennial grasslands, but also occurs in coastal scrub and sagebrush with sparse canopy cover.	FT/ST	None	Low. Uncommon.
Eumops perotis californicus	Western mastiff bat	Open areas with high cliffs.	None/None	CSC/BLM	Possible roosting opportunities.
Lasiurus xanthinus	western yellow bat	Desert regions of the southwestern US, southern California. Capture sites are often associated with water features; open grassy areas and scrub, canyons and riparian areas, orchards.	None/None	SA	Possible roosting opportunities.

Table 3.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
		Particular association with palms in oases and ornamental palms in landscaping.			
Lepus californicus bennettii	San Diego black-tailed jackrabbit	Coastal sage scrub and on the margins between shrub and herbaceous areas. Also know to occur in agricultural and ruderal areas.	None/None	CSC	Low. Expected only rarely.
Myotis ciliolabrum	small-footed myotis	Feeds among trees or over brush. Roosts in caves, mines, and in cliff or rock openings.	None/None	CSC/BLM	Possible roosting opportunities.
Myotis yumanensis	Yuma myotis	Water and wooded canyon bottoms. Roosts in caves and abandoned buildings.	None/None	CSC/BLM	Possible roosting opportunities.
Neotoma lepida intermedia	San Diego desert woodrat	Riversidean and coastal sage scrub, chaparral and nonnative grasslands. Shrub and desert habitats, primarily associated with rock outcroppings, boulders, cacti, or areas of dense undergrowth.	None/None	CSC	Low to moderate. Expected occasionally.
Nyctinomops femorosaccus	pocketed free-tailed bat	Desert habitats. Roosts in rock crevices in cliffs.	None/None	CSC	Possible roosting opportunities.
Nyctinomops macrotis	big free-tailed bat	Desert habitats. Roosts in rock crevices in cliffs.	None/None	CSC	Possible roosting opportunities.
Perognathus longimembris brevinasus	Los Angeles pocket mouse	Inhabits open ground of fine sandy composition. Probably prefers sparsely vegetated habitats.	None/None	CSC/FS	Low. Expected only rarely.

Source: CDFW 2025

Notes: Federal Designations:

FE–Federally listed as Endangered; FT–Federally listed as Threatened; FC–Federal Candidate; BLM–US Department of the Interior, Bureau of Land Management sensitive species; FS–US Forest Service sensitive species; BCC–USFWS Birds of Conservation Concern; Delisted–Delisted species are monitored for 5 years

State Designations:

SE–State listed as Endangered; CSC–California Species of Special Concern; SFP–State Fully Protected Species; SA–Special Animal. Taxa of concern to the California Natural Diversity Data Base regardless of their current legal or protected status; None – not listed or designated as sensitive; Observed – recorded observation during previous surveys.

1. "Nesting" or "rookery" indicates sensitivity due to loss of suitable nesting locations. "Wintering" indicates species that breed to the north, but whole habitat for winter is declining.
2. The golden eagle is also protected under the federal Bald Eagle Protection Act, June 8, 1949, as amended in 1959.

San Bernardino Kangaroo Rat

The San Bernardino kangaroo rat is federally and state listed endangered and a California species of special concern. It is one of 19 recognized subspecies of Merriam's kangaroo rat (*Dipodomys merriammi*). In coastal southern California, it is the only species of kangaroo rat with 4 toes on each of its hind feet. The species are typically found on alluvial fans, in floodplains, along washes, in adjacent upland areas, and in areas with historically braided channels, which are areas where one main channel is subdivided into several smaller interconnecting channels. Currently they occupy approximately 3,240 acres of suitable habitat divided among 7 widely separated locations in San Bernardino and Riverside counties. An additional 13,193 acres are distributed within the Santa Ana River Wash, Lytle and Cajon creeks, and San Jacinto River. The San Bernardino kangaroo rat may potentially be present in the city. There is low to moderate potential for occurrence in the remnant alluvial wash north of I-10 and west of Etiwanda Avenue, and in flood control channels in the same area. Focused surveys would be needed to determine presence or absence if projects are proposed in these areas.

Swainson's Hawk

Swainson's hawk (*Buteo swainsoni*) is state listed as threatened. Typical habitat of the Swainson's hawk is open desert, sparse shrublands, grassland or row grain, and hay cropland containing scattered large trees or small groves. It roosts in large trees, especially along stream courses or in open woodlands, but will roost on the ground if no trees are available.

The species is in decline because of habitat destruction, a reduction in its main prey species, and pesticide use. There are probably no key population areas in the city, but migratory stopovers and flights in the region have been observed along the Santa Ana River, where they may roost due to the access to trees. They may occur within the city during migration wherever there are foraging and roosting opportunities. There are potential foraging and roosting areas for this species in Ontario Ranch, but none for nesting. This species is expected to occur only rarely.

Peregrine Falcon

The peregrine falcon (*Falco peregrinus anatum*) was formerly federally and state listed as endangered and is a state fully protected animal. Throughout the species' range, peregrines are found in a large variety of open habitats, including tundra, marshes, seacoasts, savannahs, and high mountains. The species breeds mostly in woodland, forest, and coastal habitats. Riparian areas and coastal and inland wetlands are important habitats year-round, especially in nonbreeding seasons. During migration, the peregrine falcon may be found near marshes, lakes, and ponds that have high concentrations of waterfowl, shorebirds, and other birds, and they often travel along mountain ridges on both eastern and western coastlines. In southern California, peregrine falcons are primarily found at coastal estuaries and inland oases. The species breeds and winters throughout the state, except in desert areas. There is suitable

foraging habitat within the city. The species has been observed foraging over Ontario Ranch, but it is a very uncommon breeding resident and is uncommon as a migrant.

Western Yellow-Billed Cuckoo

The western yellow-billed cuckoo (*Coccyzus americanus occidentalis*) is a federal candidate threatened species and state-listed endangered species. Its range historically extended from southern British Columbia to northern Mexico. Currently the only known populations of breeding western yellow-billed cuckoos are in California, Arizona, and western New Mexico. In California, the species requires dense, wide riparian woodlands with well-developed understories for breeding. It occurs in densely foliaged deciduous trees and shrubs—especially willows—which are required for roost sites. It is an uncommon summer resident of valley, foothill, and desert riparian habitats in scattered locations in California. Up to 5 western yellow-billed cuckoo populations have been documented in the Prado Basin and adjacent reach of the Santa Ana River, southwest of Ontario; however, this species is not expected in Ontario due to the lack of suitable dense riparian habitat.

Coast (San Diego) Horned Lizard

The coast (San Diego) horned lizard (*Phrynosoma coronatum blainvillii*) is a California species of special concern. This species is found in a wide variety of vegetation types, including coastal sage scrub, annual grassland, chaparral, oak woodland, riparian woodland, and coniferous forest. In inland areas, this species is restricted to areas with pockets of open microhabitat created by disturbance (e.g., floods, fire, roads, grazed areas, fire breaks). It prefers open areas of loose, crumbly, sandy soil in coastal sage scrub, chaparral, grassland, and riparian habitats and washes and watercourses. In California, coast (San Diego) horned lizard ranges from the Transverse Ranges south to the Mexican border west of the deserts, although the species occurs on scattered sites along the extreme western desert slope of the Peninsular Ranges. No occurrences of the species have been documented in the city; however, evidence but no direct observation of coast (San Diego) horned lizard was noted during biologic surveys of the United Parcel Service Cargo Hub area in 1987. This species is rarely expected to be present because there is limited suitable habitat in the city.

Burrowing Owl

Burrowing owl (*Athene cunicularia*) is a state species of special concern and is a candidate for listing under the CESA. They are found in open, dry grasslands, agricultural and range lands, and desert habitats often associated with burrowing animals, particularly prairie dogs, ground squirrels, and badgers. They can also inhabit grass, forb, and shrub stages of pinyon and ponderosa pine habitats. This semicolonial species requires large open expanses of sparsely vegetated areas on gently rolling or level terrain with an abundance of active small mammal burrows, which they use for roosting and nesting cover. They occur in all states west of the Mississippi Valley and breed south through the western and Midwestern states and across

grassland regions in Canada. It is a resident in the open areas of the lowlands over much of the southern California region. Burrowing owl has been observed in the central and northwestern portion of Ontario Ranch. There is a CNDDB recorded occurrence in the vicinity of Ontario Mills and several other sightings in 2010, 2011, and 2016 in various locations throughout the city. Burrowing owls have also been observed in the Chino Airport area as well as the Ontario Sports Empire area. Parts of the closed Milliken Waste Disposal Site in the OMC are considered suitable for preservation or enhancement as burrowing owl habitat (Riverside Land Conservancy 2008).

Crotch's Bumble Bee

Crotch's bumble bee (*Bombus crotchii*) is a candidate species for listing status by the CESA. It is a colonial species that lives almost exclusively from coastal California east to the Sierra-Cascade Crest and can be found uncommonly in western Nevada and south through Baja California. Crotch's bumble bee inhabits grassland and scrub habitats in hotter and drier climates than most other bumblebee species and is only capable of tolerating a narrow range of climatic conditions. This species feeds on a variety of annual and perennial plant species, classifying it as a dietary generalist. It usually nests underground, often in abandoned rodent dens. Queens are active from March to May, with peak activity in April; workers are active from April to August, with peak activity between May and June; and males are active from May to September, with peak activity in July. Generally, for all bumble bee species, high-quality habitat has 3 major components: a diverse supply of flowers for nectar and pollen, nesting locations, and subterranean spaces for overwintering queens.

Coastal California Gnatcatcher

The coastal California gnatcatcher (*Polioptila californica californica*), a subspecies of the California gnatcatcher, is a federally listed threatened, California species of special concern. The species is a resident of arid coastal-sage-scrub-dominated plant communities from southern Ventura County through Los Angeles, Orange, Riverside, San Bernardino, and San Diego counties into Baja California, Mexico.

Even in the early 1900s, the coastal California gnatcatcher population was described as being scarce and irregularly distributed, but by the 1940s habitat was noticeably reduced. In the United States, loss of coastal sage scrub habitat has been estimated at 70 to 90 percent, with 33 percent lost since 1993 when the species was federally listed as threatened. Brood parasitism by brown-headed cowbirds and loss of habitat to urban development have been cited as causes of the coastal California gnatcatcher population decline. In Ontario, though coastal sage scrub was historically the dominant vegetation in alluvial fans and drainages, it has long since been removed by development and agricultural production. Coastal California gnatcatcher is not expected to be present in the Ontario planning area due to lack of suitable habitat.

Southwestern Pond Turtle

Southwestern pond turtle (*Emys [Clemmys] marmorata pallida*) is a California species of special concern. The turtle is an aquatic animal that moves to upland areas for egg laying. It winters in underground burrows in upland habitats. In the warmer months it will bask on rocks and logs near slow-moving streams. Its habitat includes permanent or intermittent streams, small ponds, small lakes, reservoirs, abandoned gravel pits, permanent and ephemeral shallow wetlands, stock ponds, and sewage treatment lagoons. Pools are the preferred habitat in streams, with abundant logs, rocks, submerged vegetation, mud, undercut banks, and ledges as necessary habitat components for cover, basking, and nesting sites. Currently, it ranges south of San Francisco Bay to northern Baja California, Mexico, and integrates with northwestern pond turtle (*[Clemmys] marmorata marmorata*) over a large area in central California. Previous sightings of southwestern pond turtle were noted in a drainage in the Chino Airport area, immediately outside of the southwestern corner of the city; however, the species was not observed in 2004 surveys of the Chino Airport site. There is limited suitable habitat for southwestern pond turtle in Ontario.

Existing Conservation Plans and Areas

Delhi Sands Flower-Loving Fly

The most prominent sensitive wildlife species in the region is the DSFLF (*Rhaphiomidas terminatus*), a federally listed endangered species. The DSFLF is restricted (endemic) to the Colton Dunes (consisting of Delhi soil series). Delhi soils are fine sandy soils, often wholly or partly sand dunes stabilized by sparse native vegetation. These soils cover approximately 40 square miles in Riverside and San Bernardino counties, underlying portions of Ontario and other neighboring cities. By 1997, studies indicated that over 97 percent of the area containing this soil type had been converted to agriculture, developed for urban or commercial uses, or otherwise altered. There is a CNDDB-recorded occurrence of DSFLF in northeastern Ontario.

The DSFLF was emergency listed on September 23, 1993, because extinction within the foreseeable future was likely—the distribution of the DSFLF at that time encompassed less than 2 percent of its former range. Critical habitat has not been designated for this species. All existing populations of the DSFLF occur within 8 miles of each other. The distribution straddles I-10 in the vicinity of Colton and Rialto on county, public utility, and private lands. In 1998, only 6 sites, totaling less than 45 acres, were known to be occupied, and only one is permanently protected. The Recovery Plan for the DSFLF was prepared in 1997 and amended in 2019. The former range of the species was divided into 3 recovery units: Jurupa, Colton, and Ontario. Approximately 60 percent of the Ontario unit is in the city, covering approximately 21.7 square miles of the city, as shown on Figure 3.4-1. According to the Recovery Plan, there is restorable habitat for the DSFLF along the SCE right-of-way, along a shallow wash in southwestern Ontario (West Cucamonga Channel), and at a few other locations in the Ontario recovery unit. The

planned recovery of the DSFLF is partially dependent on the restoration, management, and preservation of such areas.

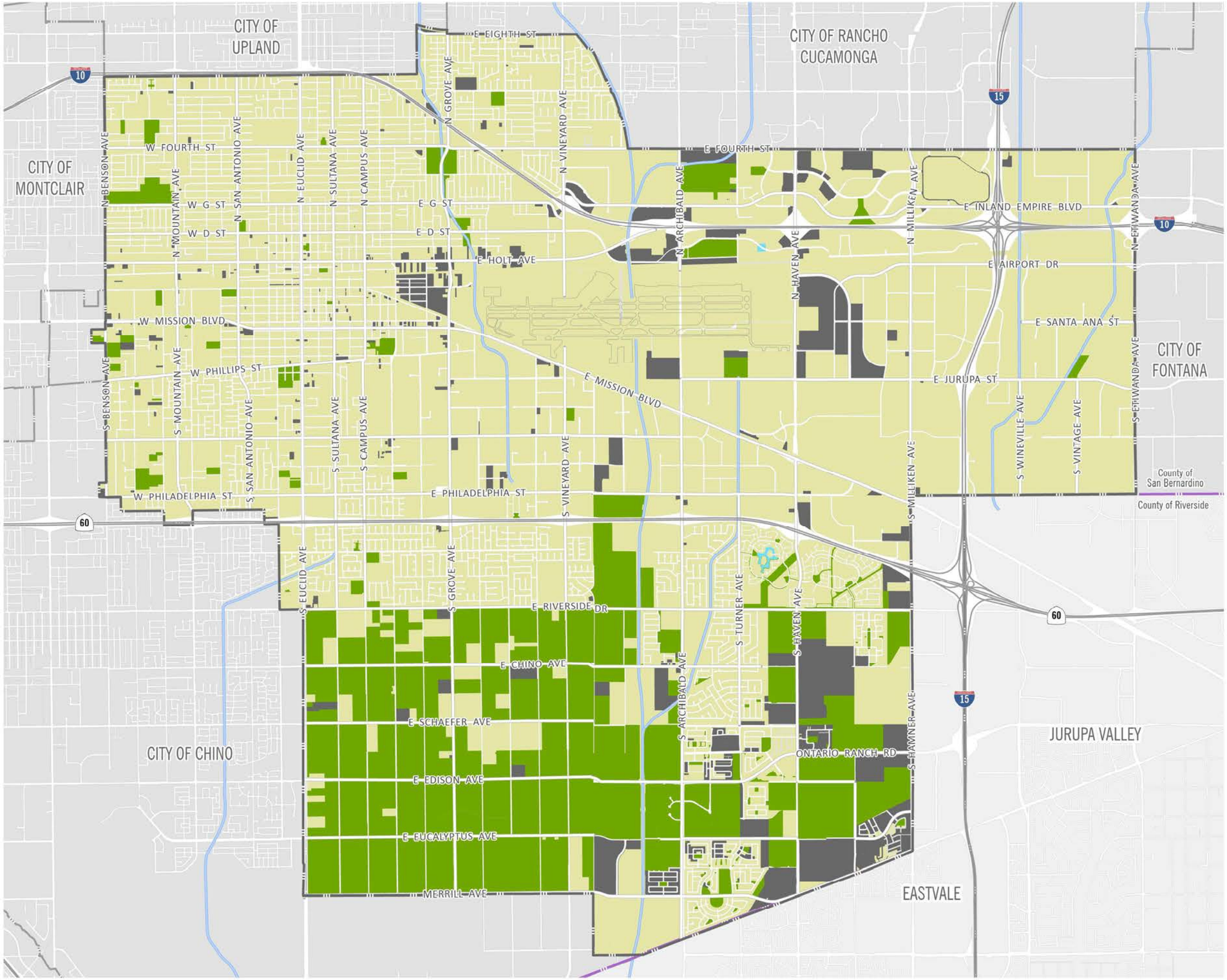
There is one approved HCP in the city. The Oakmont Industrial Group HCP was established for the protection of the DSFLF on approximately 19 acres adjacent to the intersection of Greystone Drive and Stanford Avenue near the eastern city boundary (Ontario 2022).

Migratory Corridors and Linkages

Wildlife corridors link areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. Corridors are links between different populations of a species and mitigate the effects of habitat fragmentation by 1) allowing animals to move between remaining habitats (which allows replenishment of depleted populations and promotes genetic diversity); 2) providing escape routes from fire, predators, and human disturbances that put populations or local species at risk; and 3) serving as travel routes for individuals moving within their home ranges for food, water, mates, and shelter. Wildlife movement activities usually fall into one of 3 movement categories: dispersal, seasonal migration, or movements related to home range activities. Large open spaces will generally support a diverse wildlife community engaging in all types of movement. Wildlife movement may range from nonmigratory movement of amphibians, reptiles, and some birds on a local level to the many-square-mile home ranges of large mammals moving at a regional level.

Ontario is almost completely developed with urban and agricultural uses. There are no large open spaces with native habitat in the city. Available open space consists of agricultural fields, parks and golf courses, and scattered vacant lots. Further, the city is generally surrounded by highly developed areas. The north–south watercourses that flow through the city provide open water areas used by resident and migratory birds. These drainages can also be wildlife corridors, but because they are concrete channels, they provide limited habitat cover and do not directly link natural open spaces within and in the immediate vicinity of the city. In the region, Cucamonga and Deer Creeks flow from the San Gabriel Mountains to the Prado Dam Flood Control Basin, which contains over 2,100 acres of riparian habitat upstream of the dam. These creeks are concrete-lined channels where they travel through Ontario. Regional movement of larger mammal species with expansive home ranges, such as mountain lion (*Felis concolor*) or mule deer (*Odocoileus hemionus*), is not likely in the channels. Insects, amphibians, reptiles, bird species, and small- and medium-sized mammals—including urban-adapted species such as raccoon, Virginia opossum, striped skunk, and coyote—are likely to use the channels as local wildlife movement corridors within the city. In addition to flood control channels, there are 2 SCE utility corridors in the city, both of which generally extend northeast-southwest in the eastern part of the city and are shown on Figure 3.4-2, *Vegetation and Land Cover*. These corridors are likely also used for local movement by insects, reptiles, and small- and medium-sized mammals (Ontario 2022).

Figure 3.4-2
Vegetation & Land Cover



Source: County of San Bernardino 2020
Date: 12/8/2025

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Jurisdictional Waters and Wetlands

The USACE and CDFW have jurisdiction over streams, watercourses, and wetlands. Wetlands that fall under USACE jurisdiction must exhibit specific characteristics related to hydrology, soils, and hydrophytic plants, which are plants that grow in soils that are permanently or periodically saturated. In the absence of wetlands, USACE jurisdiction in nontidal waters such as rivers, lakes, and intermittent streams extends to the ordinary high-water mark. Pursuant to Sections 1600 to 1603 of the California Fish and Game Code, CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. There are differences between USACE and CDFW jurisdictions. The CDFW uses less defined and more ecologically based criteria in its jurisdiction determinations. For a watercourse to be considered under CDFW jurisdiction, it must have a terminus, banks, and channel through which water can flow, at least periodically, and needs to exhibit evidence of an ordinary high water mark. CDFW jurisdiction may only exhibit one of the 3 USACE indicators related to hydrology, soils, and hydrophytic plants. Generally, CDFW jurisdiction may extend to the wider limit of riparian vegetation associated with the watercourse, encompassing the entire limits of USACE jurisdiction.

The major watercourses that traverse the city potentially fall under USACE or CDFW jurisdiction. West Cucamonga Channel and Cucamonga, Deer, Day, and Etiwanda Creeks enter the city from the north and flow generally to the south. Cucamonga Creek and its tributary, the Lower Deer Creek Channel, once supported riparian vegetation; however, all drainages that traverse Ontario, (except for an approximately 1,000-foot section of the Etiwanda Creek Channel between I-10 and 4th Street) have been channelized. In these channels there may be areas where sediment has accumulated and riparian vegetation has developed. These channels also discharge to numerous detention basins throughout the city. Riparian vegetation may also be present in the detention basins, particularly where flowing or standing water persists. These riparian resources, including any wetlands that may occur along drainages, potentially fall under the jurisdiction of the USACE and CDFW (Ontario 2022).

Other open water bodies include dairy manure water retention basins, irrigation ponds, livestock watering ponds, and man-made lakes. In addition, fields under cultivation or left fallow accumulate surface waters in ponds or ditches. These waters would likely be considered isolated wetlands and would not fall under USACE jurisdiction after the 2001 Solid Waste Agency of Northern Cook County decision, which limited the scope of the USACE CWA Section 404 permitting as applied to isolated waters of the United States (those that are not adjacent to or connected to a navigable water body, such as a river, lake, or ocean); however, CDFW may still take jurisdiction over these surface waters.

SPECIFIC PLAN

Vegetation Communities

Due to historic and current land uses, no native plant communities or natural communities of special concern are present within or adjacent to the Specific Plan area. The site primarily supports developed and undeveloped land that has been subjected to roughly a century of anthropogenic disturbances associated with historic and ongoing land uses (i.e., dairy ranches). These disturbances have eliminated the natural plant communities that historically occurred within the site and general vicinity. As illustrated in Figure 3.4-3, *EBPSP Vegetation Communities*, the Specific Plan area supports four land cover types that would be classified as Disturbed, Developed, Active Dairy, and Stock Pond (Appendix D). These land use types are described below.

Disturbed

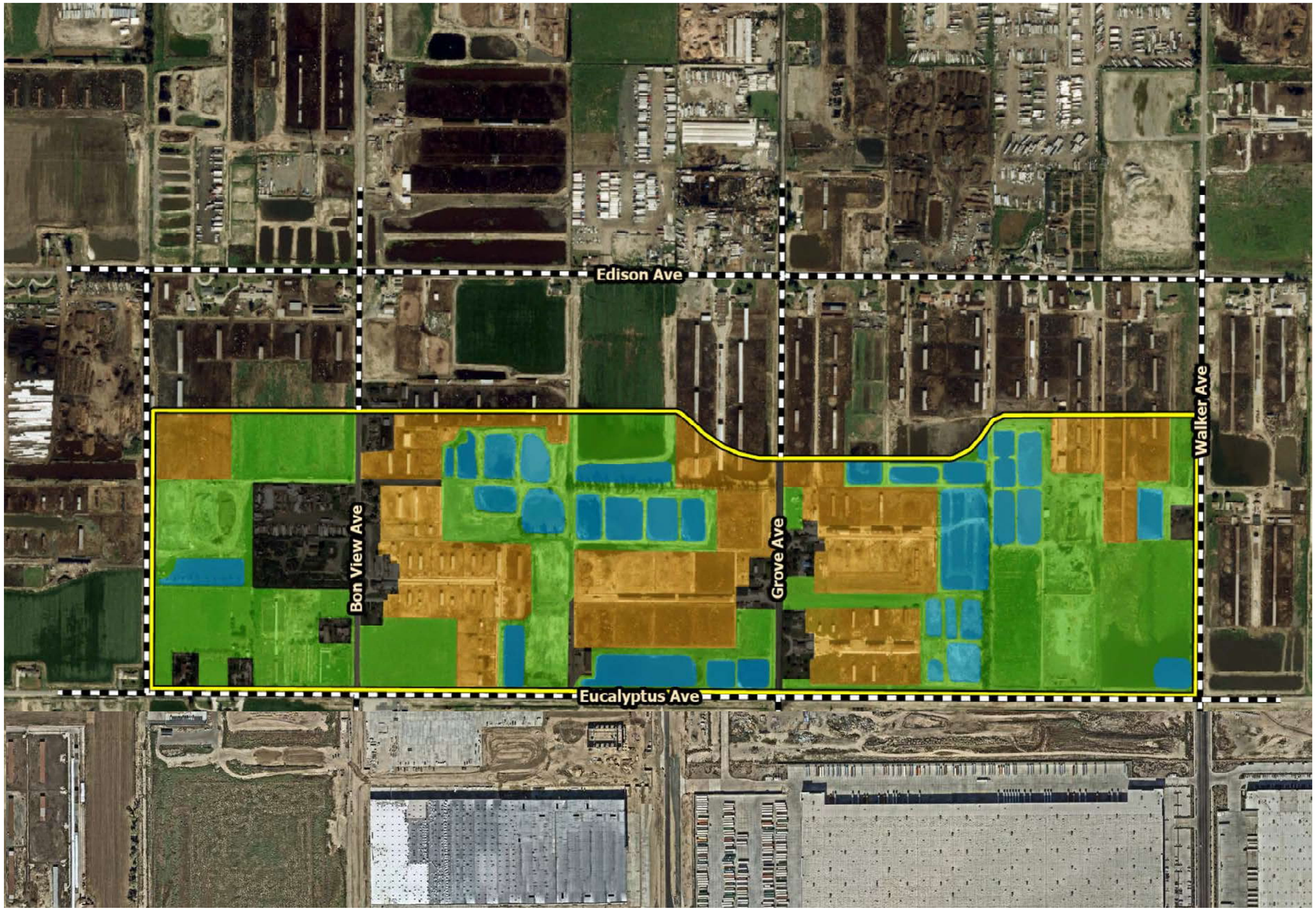
Disturbed land within the Specific Plan area includes remnant agricultural fields and grazing paddocks and, as such, is dominated by non-native, invasive, weedy, and/or early successional species which are often associated with grazing pastures. These species include downy chess (*Bromus tectorum*), nettle-leaved goosefoot (*Chenopodiastrum murale*), flax-leaved horseweed (*Erigeron bonariensis*), foxtail barley (*Hordeum murinum*), and golden crownbeard (*Verbesina encelioides*). Other common plant species observed in the disturbed portions of the Specific Plan area include mulefat (*Baccharis salicifolia*), grazing brome (*Bromus catharticus*), ripgut brome (*Bromus diandrus*), lambs quarters (*Chenopodium album*), pitseed goosefoot (*Chenopodium berlanderi*), sacred datura (*Datura wrightii*), shortpod mustard (*Hirschfeldia incana*), prickly lettuce (*Lactuca serriola*), cheese weed (*Malva parviflora*), tree tobacco (*Nicotiana glauca*), stinknet (*Oncosiphon pilulifer*), annual beard grass (*Polypogon monspeliensis*), Russian thistle (*Salsola tragus*), mediterranean grass (*Schismus barbatus*), London rocket (*Sisymbrium irio*), black nightshade (*Solanum nigrum*), smilo grass (*Stipa miliacea*), puncturevine (*Tribulus terrestris*), and stinging nettle (*Urtica dioica*).

Developed

Developed land generally encompasses all buildings/structures and paved or otherwise impervious surfaces. On-site developed areas include existing residences, garages, barns, pens, concrete pads, walkways, staging areas, roadways, and watering areas associated with cattle stockyards and accompanying dwellings. These areas are generally devoid of vegetation except for sparse occurrences of especially hardy weedy species. Ornamental landscaping associated with the on-site residences is also considered developed since these areas have been maintained that way for several decades.

Figure 3.4-3

EBPSP Vegetation Communities



EBPSP Boundary
Off-site Improvement Areas
Disturbed
Developed
Active Dairy
Stock Pond

2·0·5·0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 500 1,000 Feet

Source: ELMT Consulting 2025
Date: 12/16/20

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Active Dairy

The majority of the Specific Plan area has been utilized as active dairy facilities, including dry lots, milking parlors/feed storage facilities, and housing. These areas are either devoid of vegetation or dominated by ornamental, ruderal, non-native, or weedy species commonly detected in disturbed habitats, including Palmer's amaranth (*Amaranthus palmeri*), summer cypress (*Bassia scoparia*), horseweed (*Erigeron canadensis*), Russian thistle (*Salsola tragus*), prostrate knotweed (*Polygonum aviculare*), cheeseweed (*Malva parviflora*), red-stemmed filaree (*Erodium cicutarium*), castor bean (*Ricinus communis*), prickly lettuce (*Lactuca serriola*), Bermuda grass (*Cynodon dactylon*), truncate finger grass (*Chloris truncata*), barnyard grass (*Echinochloa crusgalli*), goose grass (*Eleusine indica*), wild oat (*Avena fatua*), foxtail barley (*Hordeum murinum*), and ripgut brome (*Bromus diandrus*).

Stock Pond

Several dairy stock ponds are present within the Specific Plan area. Most of these features were inundated with water at the time of the field investigation, which followed recent storm events. Plant species surrounding the stock ponds include several ruderal, invasive, and/or weedy species as outlined in the disturbed areas on-site on Figure 3.4-3. No hydrophytic or riparian vegetation was observed in the stock pond areas.

Wildlife

Plant communities provide foraging habitat, nesting/denning sites, and shelter from adverse weather or predation. Wildlife detections were based on calls, songs, scat, tracks, burrows, and direct observation. The Specific Plan area provides limited habitat for wildlife species adapted to a high degree of anthropogenic disturbances and development (Appendix D).

Fish

No fish were observed on or within the vicinity of the Specific Plan area. Though remnant water retention basins are supported in the northern portion of the site, these are effluence ponds that primarily function to retain animal waste and other runoff associated with dairy farming practices. These basins do not bear upstream or downstream connectivity to suitable fish habitat. Therefore, no fish are expected, and they are presumed absent from the Specific Plan area.

Amphibians

No amphibians were observed on or within the vicinity of the Specific Plan area. The active agriculture, remnant water retention basins, and ornamental landscaping supported within the site provide limited foraging and cover habitat for local amphibian species adapted to development and routine anthropogenic disturbances. Common amphibians that could be

expected to occur within the Specific Plan area include western toad (*Anaxyrus boreas*) and black-bellied salamander (*Batrachoseps nigriventis*). Due to the high level of development and routine anthropogenic disturbances, no special-status amphibian species are expected within the Specific Plan area.

Reptiles

The Specific Plan area provides limited foraging and cover habitat for reptile species adapted to a high degree of anthropogenic disturbance. Reptiles observed during the field investigation include western side-blotched lizard (*Uta stansburiana elegans*) and Great Basin fence lizard (*Sceloporus occidentalis longipes*). Other common reptilian species that could be expected include the San Diego alligator lizard (*Elgaria multicarinata webbii*). Due to the high level of anthropogenic disturbance and on-site and surrounding development, no special-status reptilian species are expected within the Specific Plan area.

Birds

The Specific Plan area provides suitable foraging and nesting habitat for avian species adapted to development and a high degree of routine anthropogenic disturbance. Bird species detected during the field investigation include red-tailed hawk (*Buteo jamaicensis*), turkey vulture (*Cathartes aura*), killdeer (*Charadrius vociferus*), American crow (*Corvus brachyrhynchos*), common raven (*Corvus corax*), mourning dove (*Zenaida macroura*), yellow headed blackbird (*Xanthocephalus xanthocephalus*), American kestrel (*Falco sparverius*), barn swallow (*Hirundo rustica*), song sparrow (*Melospiza melodia*), house sparrow (*Passer domesticus*), black phoebe (*Sayornis nigricans*), Eurasian collared dove (*Streptopelia decaotco*), European starling (*Sturnus vulgaris*), and Cassin's kingbird (*Tyrannus vociferans*).

Mammals

The Specific Plan area provides limited foraging and cover habitat for mammalian species that are adapted to a high degree of anthropogenic disturbance. Mammalian species observed during the field investigation include California ground squirrel (*Otospermophilus beecheyi*), desert cottontail (*Sylvilagus audubonii*), and pocket gopher (*Thomomys bottae*). Additional common mammalian species that could occur include coyote (*Canis latrans*), opossum (*Didelphis virginiana*), house mouse (*Mus musculus*), raccoon (*Procyon lotor*), and black rat (*Rattus rattus*). Although heavily disturbed, the Specific Plan area has the potential to provide suitable foraging and/or roosting habitat for common and special-status bat species.

Sensitive Biological Resources

Special-Status Plants

No special-status plant communities or species were observed within the Specific Plan area during the field investigation. The site supports disturbed and developed land that has been subject to a variety of anthropogenic disturbances for several decades. Historic and ongoing land uses have eliminated the natural plant communities that once occurred within the site which has significantly reduced the quality of on-site habitat and its potential to support special-status plant species known to occur in the general vicinity. Based on habitat requirements for specific special-status plant species and the availability and quality of habitat needed by each species, it was determined that the Specific Plan area does not have the potential to support any of the special-status plant species known to occur in the area and all are presumed to be absent (Appendix D).

Special-Status Animals

No special-status wildlife species were observed within the Specific Plan area during the habitat assessment. The site consists of disturbed and developed land that has been subject to a variety of anthropogenic disturbances. These disturbances have eliminated the natural plant communities that once occurred within the site, greatly reducing potential foraging opportunities for wildlife species. Based on habitat requirements for specific species and the availability and suitable habitats, it was determined that the site has a high potential to support northern harrier (*Circus hudsonius*); a moderate potential to support Cooper's hawk (*Accipiter cooperii*), sharp-shinned hawk (*Accipiter striatus*), great egret (*Ardea alba*), great blue heron (*Ardea Herodias*), burrowing owl (*Athene cunicularia*), Costa's hummingbird (*Calypte costae*), snowy egret (*Egretta thula*), Califonria horned lark (*Eremophila alpestris actia*), California gull (*Larus californicus*), and white-faced ibis (*Plegadis chihi*); and a low potential to support white-tailed kite (*Elanus leucurus*), merlin (*Falco columbarius*), prairie falcon (*Falco mexicanus*), western yellow bat (*Lasiurus xanthinus*), hoary bat (*Lasiurus cinereus*), and loggerhead shrike (*Lanius ludovicianus*). It was further determined that the Specific Plan area does not have the potential to support any of the other special-status wildlife species known to occur in the area and all are presumed to be absent.

Due to regional significance, the potential occurrence of burrowing owl and Crotch's bumble bee are discussed in further detail below.

Burrowing Owl

As identified above, burrowing owl is a candidate species for listing under the CESA. Despite a systematic search of the Specific Plan area, no burrowing owls or sign (i.e., pellets, feathers, castings, or whitewash) were observed during the field investigation. Undeveloped portions of the site are unvegetated and/or vegetated with a variety of low-growing plant species that allow

for line-of-sight observation favored by burrowing owl. In addition, suitable burrows were observed within berms surrounding the remnant pasture fields and water retention basins, and additional roosting opportunities were observed within rubble piles located in the northeast portion of the site. The site is surrounded by tall trees, structures, and electrical towers that provide suitable perching opportunities for large raptors (i.e., red-tailed hawk) that prey on burrowing owl. Additionally, a red-tailed hawk was observed foraging over the site during the field investigation. Existing and continuous anthropogenic disturbances likely preclude burrowing owl from occupying the Specific Plan area (Appendix D).

Crotch's Bumble Bee

As identified above, Crotch's bumble bee is a candidate species for listing status by the CESA. Generally, high-quality habitat for all bumble bee species has 3 major components: a diverse supply of flowers for nectar and pollen, nesting locations, and subterranean spaces for overwintering queens. Based on the results of the survey, it was determined that the Specific Plan area does not provide suitable habitat for Crotch's bumble bee. No bumble bees were observed within the site during the field investigation (Appendix D).

DSFLF Suitability Assessment

A DSFLF suitability assessment was conducted concurrently with the biological resources assessment to evaluate the quality or purity of the on-site soils and their potential to support DSFLF. The eastern limits of the Specific Plan area are mapped as being underlain by Delhi fine sand soils.

As a result of historic land uses, soils underlying the site have been heavily mixed with alluvial soils (Hilmar fine loamy sand) and compacted. In addition, the majority of the site is developed and mostly consists of heavily disturbed soils from agricultural and cattle use with no undisturbed soils present. Undeveloped areas support recently graded, disturbed land with remnant agricultural fields. Further, the site is surrounded by additional development and no longer has connectivity to upwind areas containing Delhi sands soils, areas subjected to aeolian processes, or areas supporting DSFLF populations. Since the Specific Plan area does not support open areas of undisturbed Delhi sands soils and has been heavily disturbed and developed, it was determined that the site does not support suitable habitat for DSFLF, and DSFLF is presumed absent. The Specific Plan area no longer supports clean Delhi sand soils and was rated as unsuitable habitat with a habitat rating of 1 (Appendix D).

Critical Habitat

Under the federal Endangered Species Act, "Critical Habitat" is designated at the time of listing of a species or within one year of listing. Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. Maintenance of

these physical and biological features requires special management considerations or protection, regardless of whether individuals of the species are present or not. All federal agencies are required to consult with the USFWS regarding activities they authorize, fund, or permit which may affect a federally listed species or its designated Critical Habitat. The purpose of the consultation is to ensure that projects will not jeopardize the continued existence of the listed species or adversely modify or destroy it's designated Critical Habitat. The designation of Critical Habitat does not affect private landowners, unless a project they are proposing is on federal lands, uses federal funds, or requires federal authorization or permits (e.g., funding from the Federal Highways Administration or a CWA Permit from the USACE). If there is a federal nexus, then the federal agency that is responsible for providing the funding or permit would consult with USFWS.

The Specific Plan area is not within federally designated Critical Habitat. The nearest Critical Habitat designation is approximately 3.4 miles to the south for least Bell's vireo (*Vireo bellii pusillus*), and southwestern willow flycatcher (*Empidonax traillii extimus*) (Appendix D).

Migratory Corridors and Linkages

Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both anthropogenic disturbance and natural fluctuations in resources.

According to the 2022 Certified EIR and the San Bernardino County General Plan, the Specific Plan area has not been identified in a wildlife corridor or linkage. As designated by the San Bernardino County General Plan Open Space Element, the nearest major open space area documented in the vicinity of the Specific Plan area is approximately 4 miles to the south in the Prado Basin. The Specific Plan area is separated from this open space area by existing development (Appendix D).

Nesting Birds

A single red-tailed hawk nest was observed in the eucalyptus stand on the eastern boundary of the Specific Plan area. At the time of the field investigation a red-tailed hawk was observed bringing nesting material to the nest. No other active nests or nesting behavior were observed on the site during the field survey, which was conducted during the typical breeding season. Although heavily disturbed, the Specific Plan area has the potential to provide suitable nesting habitat for year-round and seasonal avian residents as well as migrating songbirds that are

adapted to development and agricultural environments. In addition, tall trees and structures within the site provide suitable nesting opportunities for raptors (Appendix D).

Jurisdictional Waters and Wetlands

The USFWS National Wetlands Inventory (NWI) and the United State Geological Survey (USGS) National Hydrography Dataset were reviewed to determine if any blueline streams or riverine resources have been documented within the Specific Plan area. Based on this review, eight Freshwater Ponds and three Freshwater Emergent Wetlands were mapped as occurring within the boundaries of the site. These features were mapped using one-meter (or less) digital, true color imagery from 2006. These features correspond to on-site water retention basins associated with agriculture and dairy effluence.

During the field investigation, 38 water stock ponds were observed on the site. The stock ponds were vegetated with a variety of non-native, weedy annual species, and no aquatic plant species were present. The artificially created unvegetated dairy effluent retention ponds are isolated in uplands and currently rotated in use resulting in a wet (inundated) and dry phase. All of the retention ponds are devoid of wetland vegetation.

The stock ponds found on-site are artificially created in upland areas primarily for dairy effluence. They do not exhibit hydraulic connectivity to upstream or downstream aquatic resources (Appendix D).

3.4.3 Standards for Analysis

Appendix G, “Environmental Checklist Form,” of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact on biological resources if it would:

a) Have a substantial effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

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

f) Conflict with the provisions of an adopted Habitat Conservation Plan; Natural Community Conservation Plan; or other approved local, regional, or state habitat conservation plan.

METHODOLOGY

Specific Plan

A literature review and records search were conducted to determine which biological resources have the potential to occur on or within the general vicinity of the Specific Plan area. In addition, a general habitat assessment and field investigation of the site was conducted. The field investigation was conducted to document existing conditions and assess the potential for special-status biological resources to occur.

Literature Review

Prior to conducting the field study, species and habitat information was gathered from the reports related to the site and relevant databases for the Prado Dam, Corona North, Ontario, and Guasti USGS 7.5-minute quadrangles to identify species and habitats known to occur locally. These quadrangles were queried due to the proximity of the Specific Plan area to quadrangle boundaries and regional topography. The literature review sources included:

- USFWS threatened and endangered species occurrence GIS overlay
- USFWS Designated Critical Habitat Maps
- CNDDB Rarefind 5
- International Union for Conservation of Naturae
- CNDDB Biogeographic Information and Observation System
- CNPS Electronic Inventory database
- Calflora Database
- United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS)
- Soil Survey
- USFWS NWI
- EPA Water Program “My Waters” data layers

- Google Earth Pro historic aerial imagery (1985–2024)
- San Bernardino County General Plan
- USFWS Critical Habitat designations for Threatened and Endangered Specie

The literature review provided a baseline from which to inventory the biological resources potentially occurring within the Specific Plan area. The CNDDB database was used, in conjunction with ArcGIS software, to locate the nearest recorded occurrences of special-status species and determine the distance from the site.

Field Investigation

Plant communities identified on aerial photographs during the literature review were verified in the field (including a 50-foot buffer when accessible). The plant communities were evaluated for their potential to support special-status plant and wildlife species. In addition, any natural corridors and linkages that could support the movement of wildlife through the area were identified.

The plant communities were evaluated for their potential to support special-status plant and wildlife species. Plant communities were mapped using 7.5-minute USGS topographic base maps and aerial photography. The ArcGIS application was used to compute the area of each plant community in acres.

Common plant species observed during the field survey were identified by visual characteristics and morphology in the field and recorded in a field notebook. Unusual and less familiar plants were photographed in the field and identified in the laboratory using taxonomic guides.

Wildlife species detected during field surveys by sight, calls, tracks, scat, or other sign were recorded during surveys in a field notebook. Field guides were used to assist with identification of wildlife species during the survey.

Soil Series Assessment

Soils underlying the Specific Plan area were researched prior to the field investigation using the USDA NRCS Soil Survey for San Bernardino County, Southwestern Part. In addition, a review of the local geological conditions and historical aerial photographs was conducted to assess the ecological changes that the Specific Plan area has undergone.

Jurisdictional Drainages and Wetlands

Aerial photography was reviewed prior to conducting a field investigation in order to locate and inspect any potential natural drainage features, ponded areas, or water bodies that could fall under the jurisdiction of the USACE, RWQCB, or CDFW. In general, surface drainage features indicated as blue-line streams on USGS maps that are observed or expected to exhibit evidence

of flow are considered potential riparian/riverine habitat and are also subject to state and federal regulatory jurisdiction. In addition, jurisdictional waters information was reviewed through examining historical aerial photographs to gain an understanding of the impact of land-use on natural drainage patterns in the area. The USFWS NWI and EPA Water Program "My Waters" data layers were also reviewed to determine whether any hydrologic features and wetland areas have been documented on or within the vicinity of the Specific Plan area.

DSFLF Suitability Assessment

In addition to the general biological resources assessment, a habitat suitability assessment was conducted to determine the presence or absence of unconsolidated Delhi sand deposits and to determine its quality as it pertains to DSFLF. The habitat suitability assessment consisted of a visual and tactile inspection of all areas within the Specific Plan area. The soils, where applicable, were evaluated for the quality or purity of Delhi Sands and for its potential to support DSFLF. Areas were assigned one or more ratings ranging between 1 and 5, with 5 being the best quality and most suitable habitat:

1. Unsuitable. Soils dominated by heavy deposits of alluvial material including coarse sands and gravels with little or no Delhi sand soils and evidence of soil compaction. Developed areas, non-Delhi sands soils with high clay, silt, and/or gravel content. Delhi sands extensively and deeply covered by dumping of exotic soils, rubble, trash, or organic debris.
2. Very Low Quality. Delhi sand soils are present, but the soil characteristics include a predominance of alluvial materials (Tujunga Soils and Hilmar loamy sand), or predominance of other foreign contamination. Severe and frequent disturbance (such as maintenance yard or high use roadbed).
3. Low Quality. Although not clean, sufficient Delhi sand soils are present to prevent soil compaction. Moderately contaminated Delhi sands. Delhi sands with moderate to high disturbance (such as annual disking). Sufficient Delhi sands are present to prevent soil compaction (related to contamination by foreign soils). Some sandy soils exposed on the surface due to fossorial animal activity.
4. Moderate Quality. Abundant clean Delhi sand soils with little or no foreign soils present (such as alluvial material, Tujunga soils, or Hilmar loamy sand). Moderate abundance of exposed sands on the soil surface. Low vegetative cover. Evidence of moderate degree of fossorial animal activity by vertebrates and invertebrates. May represent high quality habitat with mild or superficial disturbance.
5. High Quality. Sand dune habitat with clean Delhi sand soils. High abundance of exposed sands on the soil surface. Low vegetative cover. Evidence (soil surface often gives under foot) of high degree of fossorial animal activity by vertebrates and invertebrates. Sand associated plants and arthropod species may be abundant.

3.4.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.4.5 Environmental Impacts

2022 CERTIFIED EIR

The 2022 Certified EIR determined that the approved project would not directly affect sensitive species. The 2022 Certified EIR also identified that compliance with existing regulations would ensure that implementation of the approved project would not have an adverse impact on riparian or sensitive habitats. Compliance with the CESA and the FESA, including requirements of the USFWS regarding critical habitat; mitigation fees paid by projects in Ontario Ranch; acquisition and management of habitat using those fees would; and policies in TOP would ensure less-than-significant impacts to sensitive species and habitat.

The 2022 Certified EIR identified that compliance with existing regulations would ensure that implementation of the approved project would not have an adverse impact on jurisdictional waters. Projects that have the potential to result in impact to waters of the State would be subject to approval by the CDFW and/or the USACE and may require a Section 404 permit under the CWA or consultation with the EPA for a Section 7 take permit, in accordance with the applicable permits, and impacts to jurisdictional waters in the city would be less than significant.

The 2022 Certified EIR identified that implementation of the approved project would not adversely affect wildlife movement. No regional wildlife movement corridors have been identified in the city. Additionally, all projects would comply with the MBTA for migratory birds and the TOP policies to ensure less-than-significant impacts to wildlife movement corridors.

The 2022 Certified EIR identified that TOP would not conflict with the DSFLF HCP because the approved project would increase land use intensity but would not result in development of new, previously undeveloped areas of the city. Impacts were found to be less than significant.

PROPOSED PROJECT

a) Would the project have a substantial effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS?

The 2022 Certified EIR found that development in accordance with the approved project could result in the loss of sensitive species. However, the approved project did not have substantial

adverse impacts on sensitive animal species after compliance with the requirements of the CESA and FESA, including USFWS requirements regarding critical habitat; mitigation fees paid by projects in Ontario Ranch; and acquisition and management of habitat using those fees.

Policy Plan Amendment

The following sensitive species have been observed in Ontario, and suitable habitat for each of these species is present in the city: great egret (*Ardea alba*), great blue heron (*Ardea Herodias*), snowy egret (*Egretta thula*), tricolored blackbird (*Agelaius tricolor*), double-crested cormorant (*Phalacrocorax auritus*), Cooper's hawk (*Accipiter cooperi*), burrowing owl (*Athene cunicularia*), loggerhead shrike (*Lanius ludovicianus*), and long-billed curlew (*Numenius americanus*). Several additional species have been observed for which the city has suitable foraging habitat but limited or no suitable nesting habitat: ferruginous hawk, mountain plover (*Charadrius montanus*), northern harrier (*Circus cyaneus*), white-tailed kite (*Elanus leucurus*), merlin (*Falco columbarius*), prairie falcon (*Falco mexicanus*), peregrine falcon, and white-faced ibis. Several sensitive bat species are considered to have possible roosting opportunities in the city and are listed in Table 3.4-2.

No sensitive plant species have been observed in Ontario, and the only such species that are considered potentially present in the city have a low potential due to lack of suitable habitat. Therefore, implementation of the Policy Plan Amendment would not have substantial adverse impacts on sensitive plant species.

Nearly the entire city is developed with urban and agricultural uses, and there is very little native habitat remaining. Vacant land in the city may have low habitat value—much of it is barren ground and does not support vegetation, and many areas of vacant land are small, surrounded by developed urban uses, and isolated from other vacant land. There is nonetheless a chance that some sensitive species occur in remnant or disturbed habitats, and focused surveys may be warranted for individual sites that are the subject of development proposals. The assessment of the need for focused surveys would be carried out on a project-by-project basis in accordance with existing federal, state, and local regulations. This would apply equally to the OMC and Ontario Ranch.

Most potential biological resources in the city are in Ontario Ranch because the rest of the city is almost entirely built out. Some parts of Ontario Ranch that were previously used as dairies have undergone surveys for DSFLF, and the USFWS has determined that the likelihood of occupancy by DSFLF in these areas is low enough that further surveys would not be required; however, project applicants would need to consult with the USFWS on a case-by-case basis to determine survey requirements.

The settlement agreement for the City of Ontario SOI GPA governs mitigation for biological resources impacts in Ontario Ranch associated with potential impacts to the burrowing owl, DSFLF, raptor foraging and wildlife habitat, loss of open space, actual and potential habitat and

agricultural land, and sensitive species (listed and unlisted). The terms of the settlement agreement are discussed in Section 3.4.1, *Regulatory Framework*, under "City of Ontario Sphere of Influence General Plan Amendment, Final EIR, and Settlement Agreement." While the habitat mitigation fee established as part of the settlement agreement would cover potential impacts to the burrowing owl, DSFLF, raptor foraging and wildlife habitat, loss of open space, and agricultural land, impacts related to federal- and state- covered species and habitat would be subject to a separate process under FESA and CESA.

Parts of the closed Milliken Waste Disposal Site in the OMC are also considered suitable for preservation or enhancement as burrowing owl habitat (Riverside Land Conservancy 2008).

The Policy Plan Amendment primarily involves modifying the TOP land use pattern and making associated updates to the various elements of the TOP Policy Plan. Implementation of the proposed project would not directly result in removal of vegetation or wildlife in the city because TOP does not confer entitlements for development. Development in accordance with the proposed project could result in habitat modification and removal. Such development could also result in the introduction of nonnative species of weeds, insects, and domestic animals that could adversely impact sensitive species.

TOP includes policies that support the protection of biological resources through the restoration and conservation of habitat areas and compliance with state and federal regulations regarding protected species (e.g., Policies ER-5.1 and ER-5.2). Projects in Ontario Ranch would pay a mitigation fee that would be deposited into a trust fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value. While adherence to the TOP policies protecting biological resources and payment of the mitigation fee for projects in Ontario Ranch would assist in reducing impacts, future development projects under the proposed project could impact sensitive species.

Under the FESA and CESA, future development projects would require more detailed evaluations of biological resources and formulation of mitigation measures, if needed, by a qualified biologist. If potential habitat were found on-site, focused surveys for sensitive species potentially present would be required. If sensitive species were found, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Mitigation for impacts to sensitive species is often in the form of acquisition or restoration of habitat, on-site or off-site, at a ratio to the area of impacted land that would be determined by the CDFW or USFWS. For projects that are sited within critical habitat for a listed species and are proposed by federal agencies or involve federal permits or funding, the project proponent would be required under the FESA to consult with the USFWS regarding impacts and mitigation. Therefore, this impact is **potentially significant.**

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

No special-status or federal or State-listed plant species were observed in the Specific Plan area during the field surveys. The site supports disturbed and developed land that have been subject to a variety of anthropogenic disturbances for several decades. Historic and ongoing land uses have eliminated the natural plant communities that once grew on the site, and this has significantly reduced the quality of habitat and its potential to support special-status plant species known to occur in the general vicinity. Based on habitat requirements for specific special-status plant species and the availability and quality of habitat needed by each species, it was determined that the Specific Plan area does not have the potential to support any of the special-status plant species known to occur in the area, and all are presumed to be absent. Implementation of the Specific Plan would not result in any significant impacts to any special-status plant species.

No special-status wildlife species were observed within the Specific Plan area during the habitat assessment. However, the site has a high potential to support northern harrier (*Circus hudsonius*); a moderate potential to support Cooper's hawk (*Accipiter cooperii*), sharp-shinned hawk (*Accipiter striatus*), great egret (*Ardea alba*), great blue heron (*Ardea Herodias*), burrowing owl (*Athene cunicularia*), Costa's hummingbird (*Calypte costae*), snowy egret (*Egretta thula*), California horned lark (*Eremophila alpestris actia*), California gull (*Larus californicus*), and white-faced ibis (*Plegadis chihi*); and a low potential to support white-tailed kite (*Elanus leucurus*), merlin (*Falco columbarius*), prairie falcon (*Falco mexicanus*), western yellow bat (*Lasiurus xanthinus*), hoary bat (*Lasiurus cinereus*), and loggerhead shrike (*Lanius ludovicianus*).

As discussed in Section 3.4.2, *Existing Conditions*, due to lack of on-site habitat, Crotch's bumble bee and DSFLF are considered absent and would not be affected by development of the Specific Plan area.

No burrowing owls or sign (i.e., pellets, feathers, castings, or whitewash) were observed during the field investigation. Undeveloped portions of the Specific Plan area are unvegetated and/or vegetated with a variety of low-growing plant species that allow for line-of-sight observation favored by burrowing owl. In addition, suitable burrows were observed within berms surrounding the remnant pasture fields and water retention basins, and additional roosting opportunities were observed within rubble piles in the northeast portion of the site.

Additionally, there is potential for bats to roost in large ornamental trees within the Specific Plan area. This would be a **potentially significant** impact if the population of bats impacted is 25 or more individuals of non-special-status species, or a single individual of special-status species.

Specific Plan Significance without Mitigation: Potentially significant.

Impact BIO-1: Implementation of the proposed project could impact special-status species, as well as nesting birds, burrowing owls, and roosting bat species.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant biological resources impacts, and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Policy Plan Amendment

Mitigation Measure BIO-1-PPA: Biological Resources Assessment. Applicants for future development projects on non-infill sites with suitable natural habitat shall conduct a biological resources assessment of the proposed project footprint (including proposed access roads, proposed staging and laydown areas, and a suitable buffer surrounding the project footprint). The biological resources assessment shall be conducted by a qualified biologist and summarized in a biological resources letter report or biological resources technical report that will be submitted to the Ontario Planning Department for review and approval prior to being issued a grading permit. Biological resources assessments for infill redevelopment projects may be required, subject to the discretion of the Executive Director Community Development.

Mitigation Measure BIO-2-PPA: Biological Reconnaissance-Level Survey. The biological reconnaissance-level survey shall include, but not be limited to:

- An analysis of available literature and biological databases including but not limited to: California Department of Fish and Wildlife (CDFW); California Natural Diversity Database (CNDDB); California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants of California, National Wetland Inventory Database (NWI); USGS National Hydrographic Dataset (NHD); EcoAtlas; and database searches of the US Fish and Wildlife Service Critical Habitat, Environmental Conservation Online System (ECOS), and Information, Planning, and Conservation System (IPaC). The literature review shall be performed prior to the field survey to identify sensitive biological resources that were reported previously from the proposed development project

vicinity and to help determine the type of sensitive biological resources that may be in the survey area.

- A review of current land use and land ownership within the proposed development project vicinity.
- A field assessment survey that includes mapping vegetation communities in the proposed development project (including but not limited to project footprint, proposed access roads, staging and laydown areas, and a suitable buffer) utilizing the Manual of California Vegetation, 2nd edition (MCV) and the National Vegetation Classification System (NVCS) or the currently accepted standard for vegetation mapping and classification. An evaluation of each mapped vegetation community's State and Global rarity ranks shall be determined using CDFW's Vegetation Classification and Mapping Program (VegCAMP).
- An evaluation of the proposed development project's potential to support special status plant and wildlife species.
- An evaluation of nesting habitat for migratory and special status bird species.
- An evaluation of potential impacts to bats and roosts from ground-disturbing activities.
- A general assessment of potential jurisdictional areas, including wetlands and riparian habitats.
- An evaluation of potential local and regional wildlife movement corridors.

Mitigation Measure BIO-3-PPA: Focused Species Surveys. If one or more special status plant or animal species has the potential to occur within the proposed development project area (including but not limited to project footprint, proposed access roads, staging and laydown areas, and a suitable buffer), a qualified biologist shall conduct additional focused surveys for said species using the most recently updated protocols recommended by natural resource agencies or, if not available, standards accepted in the professional biological community to survey that taxonomic group, community, or species. If an established protocol is not available for a special status species, the qualified biologist will consult with the City and CDFW or USFWS to determine the appropriate survey protocol. The focused species survey(s) will be at a level to determine the presence/absence of these species and to adequately evaluate potential direct and/or indirect impacts to these species. Adjoining properties shall also be

surveyed (as access permits) where direct or indirect project effects, such as those from fuel modification or herbicide application, could potentially extend off-site. To the extent possible, the focused species surveys shall be conducted during nondrought years at the time of year when species are both evident and identifiable. The focused survey shall record the location and boundary of special status species by use of global positioning system (GPS). The number of individuals shall be counted (if population is small) or estimated (if population is large). If applicable, information about the percentage of individuals in each life stage shall be provided (seedlings, reproductive individuals, adults, nestlings, juveniles, transients or migrant individuals, etc.). Images of the target species and/or representative habitats shall be included to support information and descriptions. Results of focused species surveys shall be summarized in the proposed development project's Biological Technical Report.

Mitigation Measure BIO-4-PPA: Biological Resources Report. The results of the biological survey for proposed development projects with no significant impacts may be presented in a biological survey letter report. For proposed development projects with significant impacts that require mitigation to reduce the impacts to below a level of significance, and/or agency consultation and permitting, the results of the biological survey shall be presented in a biological technical report. The impact analysis shall consider impacts from areas subject to fuel modification and grading to accommodate the development.

Mitigation Measure BIO-5-PPA: Special-Status Species, Sensitive Habitats, Wetlands, Other Non-wetland Waters, Native Wildlife Nursery Sites, and Wildlife Corridors. If a sensitive biological resource is identified during field surveys (see Mitigation Measures BIO-2-PPA and BIO-3-PPA), the City shall require implementation of mitigation measures at the project level that fully account for the adversely affected resource. Mitigation measures shall adhere to the following order of priority to reduce adverse impacts of a proposed project to the resource: avoid impacts, minimize impacts, and compensate for impacts. Mitigation measures shall be used on a project-level basis and be tailored to on-site conditions and sensitive biological resources present.

- **Priority 1, Avoidance of Impacts.** Proposed development shall avoid impacts to the maximum extent feasible, as determined by a qualified biologist, by not taking certain actions or parts of an action. Projects shall be sited to avoid direct or indirect impacts on the resource and include measures such as implementing no-disturbance buffers (e.g., nesting bird buffer areas during

construction, siting staging areas outside buffer area) or implementing project-specific design features (e.g., wildlife-friendly fencing and lighting in a wildlife corridor), such that indirect adverse effects of project development are avoided. This shall include flagging all plants and/or perimeter of populations; stop-work buffers around plants and/or populations (e.g., flagged perimeter plus 50 feet); restrictions on ground-disturbing activities within protected areas; relocation of staging and other material piling areas away from protected areas; restrictions on herbicide use and/or type of herbicide and/or application method within 100 feet of sensitive plants; and worker education and training.

- **Priority 2, Minimize Impacts.** Proposed development shall be conditioned to minimize adverse impacts by limiting the degree or magnitude of the action and its implementation to less than significant. Other mitigation measures may include reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.

  Measures to mitigate the spread of invasive plant species and invasive wildlife species (e.g., New Zealand mudsnail) shall include but will not be limited to: cleaning of equipment, footwear, and clothing before entering a construction site and the identification and treatment of significant infestations of invasive plant species within a project site.

- **Priority 3, Offset Impacts.** Offsetting impacts can be done by replacing or providing substitute resources or by rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.

  Offset mitigation ratios for protected sensitive resources will be established based on the rarity of the resource, quality of affected habitat associated with the resource, temporary and permanent losses to habitat function, the type of mitigation proposed (restoration, enhancement, preservation, establishment), and other requirements associated with state or federal permits. Mitigation ratios will be determined at the project level in consultation with the City, the qualified biologist, and, where applicable, federal or state agencies with jurisdiction over the resource (e.g., CDFW, USACE, USFWS).

If impacts on a protected sensitive biological resource are unavoidable, then the project proponent shall mitigate for the type of resource as follows:

- **Endangered, Rare, Threatened, or Candidate Species.** The applicant shall obtain incidental take authorization from USFWS (16 US Code Section 1531 et seq.) or CDFW (California Fish and Game Code Sections 2050–2115.5) prior to commencing development of the project site; apply minimization measures or other conditions required under the incidental take authorization; and provide equivalent compensation for the unavoidable losses of these resources. Compensation may include purchasing credits from a USFWS- or CDFW-approved mitigation bank or restoring or enhancing habitat within the project site or outside of the project site.
- **Special Status Species (not listed).** The applicant shall provide equivalent compensation for impacts on special status species by restoring or significantly enhancing existing habitat where the species occurs or by acquiring or protecting land that provides habitat function for affected species and is at least equivalent to the habitat function removed or degraded as a result of project implementation.

If impacts on sensitive habitats, wetlands, other nonwetland waters, riparian habitats, native wildlife nursery sites, and wildlife corridors cannot be avoided, the project applicant shall:

- **Federal- or State-Protected Sensitive Habitats.** Obtain the required regulatory authorization (e.g., Section 404 permits for impacts on waters of the United States, 401 water quality certification from the Regional Water Quality Control Board, a Streambed Alteration Agreement for impacts on aquatic or riparian habitats within CDFW jurisdiction under Fish and Game Code Section 1600), and provide equivalent compensation for the unavoidable losses of the above-mentioned resources such that there is no net loss.

Mitigation Measure BIO-6-PPA: Demarcate Work Area Boundary. The proposed development proponent shall prevent impacts to unprotected common and sensitive vegetation communities in areas adjacent to the project area. Prior to the initial vegetation clearing activities or ground disturbance in new areas, the approved project grading limits shall be marked with stakes or other highly visible materials that will be clearly visible to equipment operators and biological monitors during all vegetation clearing or ground disturbing activities. All equipment operators and project personnel shall be instructed about the restrictions the boundary markers represent and that

vegetation removal or other disturbance outside of the boundary markers shall be avoided.

Mitigation Measure BIO-7-PPA: Preconstruction Special Status Species Surveys. If sensitive biological resources are identified as having potential to occur within or immediately adjacent to the proposed development project area, a preconstruction special status species survey shall be conducted by a qualified biologist no more than 14 days prior to ground disturbing activities to ensure unsubstantiated impacts are avoided or minimized. In addition, for species with potential to occur within or adjacent to the proposed development project area and having species-specific preconstruction or take avoidance survey guidelines (e.g. burrowing owl), surveys shall be conducted in accordance with the most recent survey guidelines by a qualified biologist for that species.

Mitigation Measure BIO-8-PPA: Pre-disturbance Nesting Bird Surveys. The City of Ontario shall require applicants for future development projects with suitable natural habitat to contract with a qualified biologist with experience in conducting breeding bird surveys to conduct a preconstruction general nesting bird survey within all suitable nesting habitats that may be directly (active nest destruction, direct mortality) or indirectly (nest abandonment, exposure) impacted by active construction during the general avian breeding season (February 1 through August 31). The pre-disturbance surveys shall be conducted no more than 5 days prior to initiation of construction inclusive of staking and fencing of project limits, demolition activities, staging of equipment, and all vegetation trimming and removal activities (regardless of stage of construction). Results of pre-disturbance nesting bird surveys are typically valid for a period of 3 to 5 days. Additional pre-disturbance nesting bird surveys and/or nest monitoring may be required at the discretion of the qualified biologist based on observations of breeding behavior, phased removal of breeding bird habitat during the breeding season, establishment of nest buffers, delays in construction activities that could allow for breeding birds to establish a nest, or if the project is cleared/demolished/constructed over the course of multiple breeding seasons. Results will be summarized in a pre-disturbance survey report that describes the dates of the surveys, methods, results of the surveys, and any nest protection measures that will need to be employed. The pre-disturbance nesting bird survey report will be submitted to the City within 30 days of completion of the initial pre-disturbance nesting bird survey.

Mitigation Measure BIO-9-PPA: Active Nest Avoidance and No-Work Buffers. If active nests of avian species protected by the Migratory Bird Treaty Act and Fish and Game Code are detected within the proposed development project area or within a 300-foot buffer (500-foot buffer for raptors and listed species) of the proposed development project area, a no-work buffer will be established around the nest (typically 300 feet for passerines and 500 feet for raptors and listed species) and construction shall be restricted in the area until the young have fledged; there is no evidence of a second attempt at nesting if the nest attempt has failed, as determined by the qualified biologist; or until appropriate protection measures (installation of noise and/or visual barriers, intermittent halting or rerouting of high noise-producing construction activities to other portions of the project area, biological monitoring, and/or noise monitoring to ensure effectiveness of no-work buffers and/or noise reduction measures, etc.) that respond to the specific situation have been developed and implemented in consultation with the City and regulatory agencies. A figure showing the locations of no-work buffers established during the preclearance nesting survey shall be included in the predisturbance survey report (see Mitigation Measure BIO-8-PPA)

Mitigation Measure BIO-10-PPA: Nest Monitoring. Periodic nest monitoring will be conducted at the discretion of the qualified biologist to ensure compliance with established no-work buffers and document progression of the nest. The qualified biologist will monitor the nest from a distance and determine active/inactive status based on direct observations or evidence of breeding behavior (nest exchanges, food carries, fecal sac removal, nestling vocalizations, etc.). The qualified biologist will keep the nest monitoring as brief as possible to avoid causing undue stress to the adult(s) and young. For nests where contents are difficult to determine (e.g., gourd nests, cavity nests) or nests that seem inactive prior to the estimated fledge date, the nest will be considered inactive once nesting activity is no longer observed at the nest site during two consecutive monitoring visits by the qualified biologist. Two consecutive monitoring visits may not be necessary if strong evidence (e.g., nest is on the ground or evidence of predation on young) indicates the nest is no longer active or if the nest is unlikely to be affected by immediate project activities. Once a nest is deemed inactive by the qualified biologist and there is no evidence of a second nest attempt or other active nests in the same area, the biologist will deactivate the nest buffer and construction activities may resume in that area. CDFW will not need to concur with the nest “deactivation” determination prior to work resuming in the area. Project-related activities that result in loss of a nest (“take”) will be immediately reported to the City and appropriate agencies

(CDFW, USFWS). A summary of all nest monitoring activities (if any) will be submitted to the City in a brief memo at the completion of each breeding season.

Specific Plan

Mitigation Measure BIO-1-SP: Pre-disturbance Nesting Bird Surveys, Avoidance, and Monitoring. If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds shall be conducted within 3 days of the start of any vegetation removal or ground-disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a no-disturbance buffer, which is typically 50 to 100 feet for songbird nests and 100 to 300 feet for raptors; however, the ultimate size of the no-disturbance buffer will be determined by the wildlife biologist and will depend on the level of construction noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, type and duration of construction activity, species habituation, and topographical barriers. These factors will be evaluated on a case-by-case basis when developing buffer distances. Limits of construction to avoid an active nest will be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed about the sensitivity of nest areas. A biological monitor shall be present to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur.

Mitigation Measure BIO-2-SP: Preconstruction Burrowing Owl Surveys. To ensure burrowing owl are still absent from the Specific Plan area, a pre-construction burrowing owl clearance survey shall be conducted in accordance with CDFW's 2012 Staff Report on Burrowing Owl Mitigation. Two surveys shall be conducted, the first 14 to 30 days prior to ground-disturbing activities, and the second within 24 hours before ground-disturbing activities. If no burrowing owls are observed within the Specific Plan area, no further review will be required.

If burrowing owls are found within the Specific Plan area during the pre-construction clearance surveys, coordination with the CDFW will be required to determine if avoidance and minimization measures can be implemented to avoid any direct or

indirect impacts to burrowing owl, or if an Incidental Take Permit under Section 2081 of the CESA will need to be prepared and approved by CDFW.

Mitigation Measure BIO-3-SP: Pre-disturbance Roosting Site Survey and Bat Management Plan. If on-site clearing or grading will take place between late spring and late summer and/or in the fall (generally mid-March through late October), a qualified biologist shall be retained to determine whether potential roosting sites for bats may be affected. For large ornamental trees and palms suitable for bat roosting/nursery, exit counts and acoustic surveys shall be performed prior to initial ground disturbance or vegetation or structure removal to determine whether the Specific Plan area (and a 300-foot buffer) supports a nursery or roost. Any bat species present shall also be identified.

If the results of the bat survey find a single roosting individual of a special-status bat species or 25 or more individuals of a non-special status bat species with potential to be present in the Specific Plan area (i.e., hoary bat, western yellow bat), a Bat Management Plan shall be developed to ensure mortality to bats does not occur. For each location confirmed to be occupied by bats, the plan shall provide details both in text and graphically where exclusion devises and/or staged tree removal will need to occur, the timing for exclusion work, and the timeline and methodology needed to exclude the bats. The plan shall be reviewed and approved by CDFW prior to disturbance of the roosts.

Significance After Mitigation

Policy Plan Amendment

Mitigation Measures BIO-1-PPA through BIO-4-PPA would require that future development projects conduct a biological resources assessment in compliance with the CESA and FESA to determine if sensitive biological resources could be present within and/or adjacent to the proposed development project. Mitigation Measures BIO-5-PPA through BIO-7-PPA would require preconstruction surveys prior to the start of ground disturbing activities. Mitigation Measures BIO-8-PPA through BIO-10-PPA require pre-disturbance nesting bird surveys, avoidance of active nests, and nest monitoring, to protect birds in compliance with MBTA. Sensitive biological resources include special status species, sensitive natural communities, wetlands and jurisdictional waters, wildlife movement corridors and nursery sites, and other items identified in Appendix G of the CEQA Guidelines. Each project proponent would be responsible for determining the potential for occurrence of and impacts to sensitive vegetation communities, special status species, wildlife movement corridors, and nursery sites. Implementation of Mitigation Measures BIO-1-PPA through BIO-10-PPA would ensure that impacts to special status species are avoided and/or minimized. Impacts would be less than significant.

The 2022 Certified EIR concluded that with project-specific surveys and subsequent consultation with CDFW (as required by the Policy Plan Amendment mitigation measures listed above), impacts to candidate, sensitive, or special status species would be **less than significant**.

Policy Plan Significance with Mitigation: Less than significant.

Specific Plan

Mitigation Measures BIO-1-SP through BIO-3-SP would require pre-construction surveys for nesting birds, burrowing owl, and roosting bat species, thus precluding significant impacts to these species. With the incorporation of these measures, impacts would be **less than significant**.

Specific Plan Significance with Mitigation: Less than significant.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Ontario is almost completely developed with urban and agricultural uses, with no large open areas of native habitat. Available open space consists of agricultural fields, parks and golf courses, and scattered vacant lots. The 2022 Certified EIR found that the approved project would not have substantial adverse impacts to surface water areas or to riparian or aquatic vegetation in surface water areas or flood control channels. Detention basins would be designated Open Space–Non-recreation or Open Space–Parkland. Projects affecting riparian habitat would be required to mitigate potential impacts to riparian areas through the existing permitting process.

Policy Plan Amendment

Surface water areas are assumed to contain sensitive natural communities if they support plants such as mulefat and willow, which are member plants of sensitive communities listed in the CNDDB as occurring in the region. Surface water areas in the city include detention basins and other man-made lakes, such as those in golf courses, as well as dairy manure water retention basins, irrigation ponds, and livestock-watering ponds associated with agricultural uses in Ontario Ranch.

Detention basins would retain the Open Space–Non-recreation and Open Space–Parkland designations under the Policy Plan Amendment. The basins would not be developed with other land uses.

The Policy Plan Amendment primarily involves modifying the TOP land use pattern and making associated updates to the various elements of the TOP Policy Plan. Implementation of the Policy Plan Amendment would not result in direct vegetation removal in surface water areas in the city; however, projects approved pursuant to the Policy Plan Amendment could indirectly result in such removal. Projects that would result in impacts to surface water areas determined to be jurisdictional to the state would require CDFW approval pursuant to the Fish and Game Code in the form of Streambed Alteration Agreements (Section 1600, et. seq.). Such impacts would require mitigation, also subject to CDFW approval. Furthermore, TOP Policy ER-5.1 would support avoidance of adverse impacts to protected wetlands, waters of the United States, and waters of the State.

Compared to the approved project, the proposed project would have similar impacts to sensitive habitat because it would not result in development of new, previously undeveloped areas of the city that were not planned for under the approved project, even though it would result in an increase in land use intensity. Individual projects undergoing environmental review under CEQA would be required to determine whether there is potential habitat on-site for sensitive species. If sensitive species were found on-site, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Projects in Ontario Ranch would pay a mitigation fee that would be deposited into a trust fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value. In conclusion, projects affecting riparian habitat in the city would be required to mitigate potential impacts to riparian areas through the existing permitting process. Therefore, the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to riparian habitat or sensitive natural communities compared to the approved project. This impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The existing on-site stock ponds are artificially created in upland areas primarily for dairy effluence. They do not exhibit hydraulic connectivity to upstream or downstream aquatic resources. Plant species surrounding the stock ponds include several ruderal, invasive, and/or weedy species. No hydrophytic or riparian vegetation was observed in the stock pond areas. No riparian or other special-status plant communities were observed within the Specific Plan area. The EBPSP would not result in new impacts or a substantial increase in the magnitude of impacts to riparian habitat or sensitive natural communities compared to the approved project. This impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact BIO-2: Compliance with existing regulations would ensure that implementation of the proposed project would not have an adverse impact on riparian or sensitive habitats.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant impacts to riparian or sensitive habitats and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No mitigation measures are required.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The 2022 Certified EIR found that the approved project would not have substantial adverse impacts on jurisdictional waters. Flood control channels and detention basins would be designated Open Space–Non-recreation or Open Space–Parkland. Projects that have the potential to result in impacts to waters of the state would be subject to approval by CDFW or USACE; require a Section 404 permit under the CWA or consultation with EPA for a Section 7 take permit, as applicable; and require mitigation in accordance with the applicable permits.

Policy Plan Amendment

The Cucamonga Creek and Deer Creek channels and portions of the Lower Deer Creek, Day Creek, Etiwanda Creek, and West Cucamonga Creek channels are owned and maintained by San Bernardino County (Ontario 2022); they are not subject to land use controls by the City of Ontario and would not be affected by the proposed project. Remaining segments of the Lower Deer Creek, Day Creek, Etiwanda Creek, and West Cucamonga Creek channels that are owned by the City would retain the Open Space–Non-recreation designation under the Policy Plan Amendment and would not be developed with other land uses. The Cucamonga, Ely, Wineville, and Chris detention basins are also owned and maintained by the County (Ontario 2022) and would not be affected by the proposed project.

Ontario Ranch contains dairy manure water retention basins, irrigation ponds, livestock-watering, and man-made lakes. In addition, fields under cultivation or left fallow accumulate surface water in ponds or ditches. The CDFW may have jurisdiction over these water bodies, but they are not expected to come under USACE jurisdiction.

The Policy Plan Amendment primarily involves modifying the TOP land use pattern and making associated updates to the various elements of the TOP Policy Plan. Implementation of the Policy Plan Amendment would not result in direct impacts to waters of the State because the Policy Plan Amendment does not grant specific entitlements for development. Tributaries to any channels in the city, plus areas that are fed by surface waters, are considered waters of the State and are jurisdictional to CDFW. Projects resulting in impacts to waters of the State would be subject to approval by CDFW through Streambed Alteration Agreements and would require mitigation as determined by the CDFW for any consequent impacts.

Individual projects undergoing environmental review under CEQA would be required to determine whether there is potential habitat on-site for sensitive species. If sensitive species were found, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Projects in Ontario Ranch would pay a mitigation fee that would be deposited into a trust fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value.

Compared to the approved project, the proposed project would have similar impacts to jurisdictional waters. This is because the proposed project would result in an increase in land use intensity but would not result in development of new, previously undeveloped areas of the city that were not planned for under the approved project. In conclusion, because projects that have the potential to result in impact to waters of the State would be subject to approval by CDFW and USACE, require a Section 404 permit under the CQA or consultation with the EPA for a Section 7 take permit, and mitigation would be required in accordance with the applicable permits, impacts to jurisdictional waters in the city associated with the proposed project would be less than significant. Therefore, the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to jurisdictional waters compared to the approved project. This impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

No wetlands are in the Specific Plan area. The existing on-site stock ponds are artificially created in upland areas primarily for dairy effluence. Plant species surrounding the stock ponds include several ruderal, invasive, and/or weedy species. All of the retention ponds are devoid of wetland vegetation. The EBPSP would not result in new impacts or a substantial increase in the magnitude of impacts to jurisdictional waters compared to the approved project. This impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact BIO-3: Compliance with existing regulations would ensure that implementation of the proposed project would not have an adverse impact on jurisdictional waters.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant biological resources impacts to jurisdictional waters and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No mitigation measures are required.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites?

The 2022 Certified EIR found that no regional wildlife movement corridors have been identified in the city. Therefore, the approved project did not result in substantial adverse effects to wildlife movement.

Policy Plan Amendment

No regional wildlife movement corridors have been identified in the city, most of which is ill suited for wildlife movement. The flood control channels and the SCE corridors could serve as local corridors for movement within the city and between the San Gabriel Mountains to the north and the Prado Basin to the south. The segments of flood control channels in the city would retain the Open Space–Non-Recreation designation under the proposed project and would not be developed with other land uses. The SCE corridors would retain the Open Space–Non-Recreation designation. Therefore, implementation of the proposed project is not anticipated to substantially impair the use of flood control channels or SCE corridors in the city as wildlife movement corridors.

There are trees and shrubs scattered throughout the city that may be used for nesting or roosting by migrating birds.

The Policy Plan Amendment primarily involves modifying the TOP 2050 land use pattern and making associated updates to the various elements of the TOP 2050 Policy Plan. The proposed project would not grant specific entitlements for development; therefore, implementation of the Policy Plan Amendment would not directly impact vegetation that could be used by migrating birds.

TOP 2050 Policy ER-5.1 would encourage efforts to conserve flood control channels and transmission line corridors as wildlife movement corridors; however, future development projects under the proposed project could impact migratory birds protected under the Migratory Bird Treaty Act and the California Fish and Game Code. Therefore, this impact is **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

As previously discussed in Section 3.4.2, *Existing Conditions*, the Specific Plan area has not been identified as being within a wildlife corridor or linkage. The nearest major open space area documented in the vicinity of the site is approximately 4 miles to the south in the Prado Basin. The Specific Plan area is separated from this open space area by existing development.

Development of the Specific Plan would be confined to areas that have previously been heavily disturbed or developed and are isolated from regional wildlife corridors and linkages. In addition, there are no riparian corridors, creeks, or useful patches of steppingstone habitat (natural areas) within or connecting the site to a recognized wildlife corridor or linkage. Therefore, the Specific Plan area is not expected to contribute to local wildlife movement opportunities, and no significant impacts to wildlife corridors or linkages would occur from Specific Plan implementation.

During the field reconnaissance undertaken (during breeding season) as part of the Biological Resources Assessment, a single red-tailed hawk was observed preparing a nest. Implementation of the Specific Plan has the potential to impact active bird nests if vegetation is removed during the nesting season. Raptors, migratory birds, and other avian species are protected by the federal MBTA.

Additionally, there is potential for bats to roost in large ornamental trees within the Specific Plan area. This would be a **potentially significant** impact if the population of bats impacted is 25 or more individuals of non-special-status species, or a single individual of special-status species.

Specific Plan Significance without Mitigation: Potentially significant.

Impact BIO-4: Implementation of the proposed project could affect wildlife movement.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant biological resources impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Policy Plan Amendment

Mitigation Measure BIO-11-PPA: Implement Mitigation Measure BIO-8-PPA (Pre-disturbance Nesting Bird Surveys).

Mitigation Measure BIO-12-PPA: Implement Mitigation Measure BIO-9-PPA (Active Nest Avoidance and No-Work Buffers).

Mitigation Measure BIO-13-PPA: Implement Mitigation Measure BIO-10-PPA (Nest Monitoring).

Specific Plan

Mitigation Measure BIO-4-SP: Implement Mitigation Measure BIO-1-SP (Pre-disturbance Nesting Bird Surveys, Avoidance, and Monitoring).

Mitigation Measure BIO-5-SP: Implement Mitigation Measure BIO-3-SP (Pre-disturbance Roosting Site Survey and Bat Management Plan).

Significance After Mitigation

Policy Plan Amendment

Mitigation Measures BIO-8-PPA through BIO-10-PPA would require preconstruction nesting bird surveys and avoidance of impacts (direct and indirect) to active nests, avoidance, and active nest monitoring of bird species protected by federal and state laws. Implementation of Mitigation Measures BIO-8-PPA through BIO-10-PPA would ensure impacts to migratory birds would be **less than significant**.

Policy Plan Amendment Significance with Mitigation: Less than significant.

Specific Plan

Implementation of Mitigation Measures BIO-1-SP and BIO-3-SP would preclude significant impacts to nesting birds and roosting bats. As such, the Specific Plan's potential to impede the use of native wildlife nursery sites would be **less than significant**.

Specific Plan Significance with Mitigation: Less than significant.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The 2022 Certified EIR found that the approved project would not conflict with any local policies or ordinances protecting biological resources.

Policy Plan Amendment

As a condition of developing in Ontario Ranch, projects would be required to pay the City's habitat mitigation fee, which was established to cover potential environmental impacts to burrowing owl, DSFLF, raptor foraging, loss of open space, and agricultural lands.[2] Projects in Ontario Ranch would also comply with City procedures requiring a habitat assessment to determine potential habitat for sensitive species through focused protocol surveys.

The City also requires that projects comply with the City's Tree Preservation Policy and Protection Measures (Development Code Section 6.05.020).

The proposed project primarily involves modifying the TOP land use pattern and making associated updates to the various elements of the TOP 2050. The proposed project would not grant specific entitlements for development; therefore, implementation of the Policy Plan Amendment would not directly conflict with local policies or ordinances protecting biological resources. Such projects would be required to comply local policies and ordinances, as outlined in Section 3.4.1, *Regulatory Framework*, under "Local," including the Tree Preservation Policy. Therefore, the proposed project would comply with all applicable local regulations and plans that protect biological resources.

Compared to the approved project, the proposed project would have similar impacts related to conflict with local policies and ordinances protecting biological resources. Though the proposed project would increase land use intensity, projects would still be required to comply with local policies and ordinances. Like the approved project, the proposed project would not conflict with local policies and ordinances protecting biological resources. Therefore, the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to conflict with local policies and ordinances protecting biological resources compared to the approved project and impacts identified in the 2022 Certified EIR. This impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

[2] While the habitat mitigation fee would cover potential impacts to the burrowing owl, DSFLF, raptor foraging and wildlife habitat, loss of open space, and agricultural land in Ontario Ranch, impacts related to federal- and state-covered species and habitat would be subject to a separate process under FESA and CESA (see impact discussion (a)).

Specific Plan

Uses implemented pursuant to the Specific Plan would be required to pay the City's habitat mitigation fee, which is specific to the Settlement Agreement regarding potential environmental impacts within Ontario Ranch addressing the burrowing owl, DSFLF, raptor foraging, loss of open space, and agricultural lands.[3]

City of Ontario Municipal Code Section 6.05.020, Tree Preservation Policy and Protection Measures, establishes policies and measures related to the preservation, protection, and maintenance of established and healthy heritage trees within the City (see Section 3.4.1).

Healthy Heritage Trees that are approved for removal shall be replaced with new trees with a total trunk diameter equal to the tree(s) removed, or as deemed appropriate by the City based on lot size and available planting space. Replacement trees are to be in addition to the quantity of trees required for landscaping. The City is responsible for reviewing the landscape plan and approving appropriate species for tree replacement.

Consistent with City Municipal Code requirements, a tree inventory would be prepared by a City approved certified arborist or qualified horticulturalist, to determine the presence/absence of Heritage Trees including assessment of health, structure, condition, and expected life span of all affected specimens.

If Heritage Trees are identified as occurring, a Tree Inventory and Preservation Plan would be prepared by a licensed landscape architect, horticulturalist, certified arborist, or other related professional. Said plan would be submitted concurrent with a Development Plan or building permit request for any on-site alterations, and reviewed and approved by the City.

The Tree Inventory and Preservation Plan would show all existing on-site trees, and those existing trees on abutting lots and public rights-of-way with a canopy or root zone that extends onto the site or within 8 feet of a construction, staging or storage area, or graded site. Furthermore, the Tree Inventory and Preservation Plan would identify Tree Protection Areas and trees requested to be removed, and shall show replacement trees.

Mandatory compliance with existing Municipal Code requirements would ensure that implementation of the EBPSP would not conflict with any local policies or ordinances protecting biological resources. The EBPSP would not result in new impacts or a substantial increase in the

[3] While the habitat mitigation fee would cover potential impacts to the burrowing owl, DSFLF, raptor foraging and wildlife habitat, loss of open space, and agricultural land in Ontario Ranch, impacts related to federal- and state-covered species and habitat would be subject to a separate process under FESA and CESA (see impact discussion (a)).

magnitude of impacts when compared to the approved project. This impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact BIO-5: Compliance with the City's Biological Resources Habitat Mitigation Fee would ensure that implementation of the proposed project would not conflict with local policies and ordinances protecting biological resources in the city.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant biological resources impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified and no mitigation measures are required.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan; Natural Community Conservation Plan; or other approved local, regional, or state habitat conservation plan?

The 2022 Certified EIR found that the approved project would not conflict with the requirements of the DSFLF Ontario Recovery Unit or critical habitat for the San Bernardino kangaroo rat. Since 2008, the critical habitat for the San Bernardino kangaroo rat is no longer in Ontario (USFWS 2008; DataBasin 2012).

Policy Plan Amendment

The Ontario Recovery Unit for the DSFLF includes 21.7 square miles of Ontario, mostly in the eastern and southwestern portions of the city, including portions of Ontario Ranch. Projects proposed within the Ontario Recovery Unit would be required to conduct focused surveys for DSFLF on the project site and consult with the USFWS regarding mitigation of impacts on any DSFLF found, pursuant to Section 7 of the FESA. In some parts of Ontario Ranch that were previously used as dairies, the USFWS has concluded from the findings of previous focused surveys that DSFLS is very unlikely to occur; therefore, no focused surveys for DSFLF areas are required in these areas. Projects proposed pursuant to the proposed project would need to ascertain requirements for focused surveys for DSFLF from the USFWS on a case-by-case basis.

There is one HCP in the city, a 19-acre area near the intersection of Greystone Drive and the eastern city boundary, established to protect the DSFLF. The HCP area would remain designated

Industrial under the proposed project. Any project proposed for development within this HCP pursuant to the proposed project would be required to consult with the USFWS regarding project impacts on DSFLF and mitigation of any such impacts. Therefore, the proposed project would comply with this HCP.

The proposed project primarily involves modifying the TOP land use pattern and making associated updates to the various elements of the TOP 2050 Policy Plan. The proposed project would not grant specific entitlements for development and would not conflict with FESA requirements and USFWS regulations regarding critical habitat. Furthermore, TOP Policy ER-5.1 would support efforts to conserve high-quality habitat for the DSFLF. Individual projects undergoing environmental review under CEQA would be required to determine whether there is a potential for habitat on-site for sensitive species. If sensitive species were found on-site, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation.

Compared to the approved project, the proposed project would have similar impacts regarding consistency with an HCP. This is because the proposed project would increase land use intensity but would not result in development of new, previously undeveloped areas of the city that were not planned for under the approved project. Like the approved project, the proposed project would not conflict with the DSFLF HCP.

Therefore, the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to an HCP compared to the approved project and impacts identified in the 2022 Certified EIR. This impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan area is not located within any adopted Habitat Conservation, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. The 2022 Certified EIR did not identify any significant habitat or conservation plan conflicts. Accordingly, the EBPSP would not result in new impacts or a substantial increase in the magnitude of impacts to an HCP when compared to the approved project. This impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact BIO-6: The proposed project would not conflict with a Habitat Conservation Plan or Natural Communities Conservation Plan.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant biological resources impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified and no mitigation measures are required.

3.4.6 Cumulative Impact Analysis

Proposed Project

The area considered for cumulative impacts to biological resources is the CDFW inland deserts region. The land use changes of the Policy Plan Amendment are comprehensive and encompasses the land use changes associated with the EBPSP and the concurrent Zoning changes. Therefore, cumulative impacts for the proposed project are described below.

The proposed project would result in potential impacts to candidate, sensitive, or special status species, including raptors, migratory birds, nesting birds, and roosting bats protected under State law. The proposed project, including the EBPSP, would comply with the City's Habitat Mitigation Fee per Ontario Ranch Settlement Agreement, which would reduce impacts with respect to the cumulative loss of habitat for sensitive species. Additionally, mitigation measures would reduce impacts to sensitive species that may be present on future development sites, as well as the EBPSP and off-site improvements, to less than significant. Projects in the CDFW inland deserts region, including future development in accordance with the Policy Plan Amendment, would be required to comply with existing state regulations protecting biological resources, which could include the preparation of biological reports and surveys. Impacts of the proposed project would be less than cumulatively considerable with implementation of mitigation. Therefore, this impact is **less than significant**.

Cumulative Impacts: Implementation of the proposed project, in combination with other development in the city, would not make a cumulatively considerable impacts to biological resources.

3.4.7 References

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3.5 CULTURAL RESOURCES

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential cultural resources impacts associated with implementation of the Ontario Policy Plan Amendment and the EBPSP (proposed project) in comparison to the current TOP 2050 (approved project) and impacts identified in the 2022 Certified EIR.

Impacts for the Policy Plan Amendment are analyzed at a programmatic level. Cultural resources include prehistoric and historic sites, structures, districts, places, and landscapes or any other physical evidence associated with human activity considered important to a culture, a subculture, or a community for scientific, traditional, religious, or any other reason. The analysis in this section is based in part on the result of the California Historical Resources Information System search (see Appendix E1) and historic resource evaluations for the Ontario Ranch (see Appendix E2).

The analysis for the EBPSP is based on the "Cultural Resources Study for the Eucalyptus Business Park Specific Plan Project" prepared by BFSA Environmental Services (BFSA) and considers both on-site and off-site impacts associated with the EBPSP (see Appendix E3).

The analysis in this section is also based in part on the results of the Native American consultation conducted by the City in compliance with State Bill 18 (SB 18) and Assembly Bill 52 (AB 52) including the Sacred Lands File search. The results of the SB 18 and AB 52 Tribal Consultation and discussion of impacts to Tribal Cultural Resources are in Section 3.18, *Tribal Cultural Resources.*

3.5.1 Regulatory Framework

FEDERAL

National Historic Preservation Act

The National Historic Preservation Act of 1966 coordinates public and private efforts to identify, evaluate, and protect the nation's historic and archaeological resources. The act authorized the National Register of Historic Places, which lists districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture.

Section 106 (Protection of Historic Properties) of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. Section 106 Review ensures that historic properties are considered during federal project planning and implementation. The Advisory Council on Historic Preservation, an independent federal agency, administers the review process with assistance from state historic preservation offices.

National Register of Historic Places

The National Register of Historic Places (NRHP) is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation because of their significance in American history, architecture, archeology, engineering, and culture. The NRHP recognizes resources of local, state, and national significance which have been documented and evaluated according to uniform standards and criteria.

Authorized under the NHPA, the NRHP is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archeological resources. The NHRP is administered by the National Park Service, which is part of the U.S. Department of the Interior.

To be eligible for listing in the NRHP, a resource must meet at least one of the following criteria:

A. Is associated with events that have made a significant contribution to the broad patterns of our history;

B. Is associated with the lives of persons significant in our past;

C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

D. Has yielded, or may be likely to yield, information important in history or prehistory.

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites on federal and Indian lands.

American Indian Religious Freedom Act and Native American Graves Protection and Repatriation Act

The American Indian Religious Freedom Act recognizes that Native American religious practices, sacred sites, and sacred objects have not been properly protected under other statutes. It establishes as national policy that traditional practices and beliefs, sites (including right of access), and the use of sacred objects shall be protected and preserved. The Native American Graves Protection and Repatriation Act is a federal law passed in 1990 that mandates museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Indian tribes.

STATE

California Public Resources Code

Archaeological, paleontological, and historical sites are protected under a wide variety of state policies and regulations in the California Public Resources Code (PRC). In addition, cultural and paleontological resources are recognized as nonrenewable resources and receive protection under the PRC and CEQA.

PRC Sections 5020 to 5029.5 continued the former Historical Landmarks Advisory Committee as the State Historical Resources Commission. The commission oversees the administration of the California Register of Historical Resources and is responsible for designating State Historical Landmarks and Historical Points of Interest.

PRC Sections 5079 to 5079.65 define the functions and duties of the Office of Historic Preservation, which administers federal- and state-mandated historic preservation programs in California as well as the California Heritage Fund.

California Register of Historical Resources

Created in 1992 and implemented in 1998, the CRHR is "an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Sections 21083.2 and 21084.1). Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historical resources surveys, or designated by local landmarks programs may be nominated for inclusion in the CRHR.

Resources eligible for listing include buildings, sites, structures, objects, or historic districts that retain historical integrity and are historically significant at the local, state, or national level under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2. It is associated with the lives of persons important in our past;

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

4. It has yielded, or has the potential to yield, information important to the prehistory or history.

When evaluating a historic resource, integrity is the authenticity of the resource's physical identity clearly indicated by the retention of characteristics that existed during its period of construction. It is important to note that integrity is not the same as condition. Integrity directly relates to the presence or absence of historic materials and character-defining features, while condition relates to the relative state of physical deterioration of the resource. In most instances, integrity is more relevant to the significance of a resource than condition. There are 7 aspects of integrity used in evaluating a historic resource; although not all 7 need to be present for eligibility. If the overall sense of the past time and place is evident, a resource may still qualify. The 7 aspects are:

- **Location** is the place where a resource was constructed or where an event occurred. Integrity of location was assessed by reviewing historical records and aerial photographs in order to determine if the buildings had always existed at their present locations or if they had been moved, rebuilt, or their footprints significantly altered.

- **Design** results from intentional decisions made during the conception and planning of a resource. Design includes form, plan, space, structure, and style of a property. Integrity of design was assessed by evaluating the spatial arrangement of the buildings and any architectural features present.

- **Setting** applies to a physical environment, the character of a resource's location, and a resource's relationship to the surrounding area. Integrity of setting was assessed by inspecting the elements of the property, which include topographic features, open space, views, landscape, vegetation, man-made features, and relationships between buildings and other features.

- **Materials** comprise the physical elements combined or deposited in a particular pattern or configuration to form a property. Integrity of materials was assessed by determining the presence or absence of original building materials, as well as the possible introduction of materials that may have altered the architectural design of the buildings.

- **Workmanship** consists of the physical evidence of crafts employed by a particular culture, people, or artisan, which includes traditional, vernacular, and high styles. Integrity of workmanship was assessed by evaluating the quality of the architectural features present in the buildings.

- **Feeling** relies upon present physical features of a property to convey and evoke an aesthetic or historic sense of past time and place. Integrity of feeling was assessed by evaluating whether or not the resources' features, in combination with their setting, conveyed a historic sense of the property during the period of construction.

- **Association** directly links a property with a historic event, activity, or person of past time and place, and requires the presence of physical features to convey the property's character. Integrity of association was assessed by evaluating the resources' data or information and their ability to answer any research questions relevant to the history of the Ontario area or the state of California.

Not all 7 qualities identified above need to be present to be eligible as long as the overall sense of the past time and place is evident, per the Office of Historic Preservation criteria. Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance. Resources whose historic integrity does not meet NRHP criteria may still be eligible for listing in the CRHR.

California Health and Safety Code

California Health and Safety Code Section 7052 states that it is a felony to disturb Native American cemeteries. Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the County Coroner can determine whether the remains are those of a Native American. Section 7050.5(b) outlines the procedures to follow should human remains be inadvertently discovered in any location other than a dedicated cemetery. The section also states that the County Coroner, upon recognizing the remains as being of Native American origin, is responsible to contact the NAHC within 24 hours. The NAHC has various powers and duties to provide for the ultimate disposition of any Native American remains, as does the assigned Most Likely Descendant.

State Laws Pertaining to Human Remains

Any human remains encountered during ground-disturbing activities are required to be treated in accordance with California Code of Regulations Section 15064.5(e) (CEQA), PRC Section 5097.98, and the California Health and Safety Code Section 7050.5. California law protects Native American burials, skeletal remains, and associated grave goods regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. Specifically, Section 7050.5 of the California Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the coroner's authority. If the human remains are determined to be of Native American origin, the county coroner must contact the California NAHC within 24 hours of this identification. An NAHC representative will then identify a Native American MLD to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. In addition, CEQA Guidelines Section 15064.5 specifies the procedures to be followed in case of the discovery of human remains on nonfederal land. The disposition of Native American burials falls within the jurisdiction of the NAHC.

LOCAL

City of Ontario Historic Preservation Program

The Advance Planning division is responsible for administering the City's Historic Preservation Program. Planning staff, along with the Historic Preservation Subcommittee and Historic Preservation Commission, review all historic preservation applications, including proposed alterations to the exterior of historic buildings and alterations to public improvements, such as street trees, in Ontario's historic neighborhoods.

The Historic Preservation Program implements the processing of certificates of appropriateness or waivers for minor alterations, restoration, rehabilitation, and new (infill) construction in historic district or areas with sensitive historic contextual settings; landmark designations for local, state, and national registers; historic property evaluations; historic property surveys; and environmental compliance. The program offers incentives for historic preservation such as the Mills Act Contract (preservation agreements), bronze plaques, and the city-council-hosted Model Colony awards for historic resources.

In April 2001, the City of Ontario became a certified local government (CLG) in the State of California. The California Office of Historic Preservation (COHP) requires all CLGs to submit an annual report. The report serves 2 major functions: 1) it is a vital means of communicating local historic preservation issues to the Office of Historic Preservation; and 2) it serves as a tool to monitor local government activities that are required to maintain CLG status. The annual report demonstrates compliance with the 6 basic requirements:

- Maintain a comprehensive local historic preservation plan that identifies the preservation mission, goals, and priorities of the local government.
- Enforce appropriate local legislation for designation and protection of historic properties.
- Establish and maintain an adequate and qualified historic preservation review commission and noncommissioned staff.
- Maintain a system for the survey and inventory of historic properties.
- Provide for adequate public participation in the local historic preservation program.
- Review and recommendation of historic properties within the local jurisdiction to the National Register of Historic Places. (Ontario 2022)

Ontario Development Code

Chapter 4, Permits, Actions and Decisions, and Chapter 7, Historic Preservation, of the Ontario Development Code address historic preservation. The code identifies procedures for designating

local historical landmarks and districts, historic resource tiering, and architectural conservation areas (Section 4.02.040).

Local Landmark Designation

A historic resource may be designated a "historic landmark" by the City if it meets the criteria for listing in the National Register of Historic Places or the California Register of Historic Resources, or it meets one or more of the following criteria (Section 4.02.040.B.2):

A. The historic resource exemplifies or reflects special elements of the City's history.

B. The historic resource is identified with persons or events significant in local, state, or national history.

C. The historic resource is representative of the work of a notable builder, designer, architect, or artist.

D. The historic resource embodies distinguishing architectural characteristics of a style, type, period, or method of construction.

E. The historic resource is a noteworthy example of the use of indigenous materials or craftsmanship.

F. The historic resource embodies elements that represent a significant structural, engineering, or architectural achievement or innovation.

G. The historic resource has a unique location, a singular physical characteristic, or is an established and familiar visual feature of a neighborhood, community, or the city.

H. The historic resource is one of the few remaining examples in the city, region, state, or nation, possessing distinguishing characteristics of an architectural or historical type or specimen.

I. The historic resource has yielded, or is likely to yield, information important to the city's history or prehistory.

Local Historic District Designation

A neighborhood or area listed as a historic resource may be designated a "Local Historic District" by the City if the neighborhood meets the criteria for listing in the National Register of Historic Places or the California Register of Historic Resources, or it meets one or more of the following criteria (Section 4.02.040.B.3):

- The historic resource is a geographically definable area possessing a concentration of historic resources or a thematically related grouping of structures that contribute to each other and are unified by plan, style, or physical development, and embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values.

- The historic resource reflects significant geographical patterns, including those associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of a park landscape, site design, or community planning.

- The historic resource is associated with, or the contributing resources are unified by, events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

- The historic resource is, or the contributing resources are, associated with the lives of persons important to the city, state, or national history.

Historic Resources Tiering System

The Historic Preservation Commission is responsible for the adoption of the Historic Resource Tier Determination list, which is maintained by the Historic Preservation Subcommittee. A historic resource may be designated as Tier I, Tier II, or Tier III under Subsection 4.02.040.G, Historic Resource Tiering System, of the City's Development Code. Tiers I, II, and III historic resources are judged based upon their determined degree of significance, pursuant to the criteria in Subsection 4.02.040.H, Historic Resource Tiering Criteria.

- **Tier I.** Tier I historic resources are historic resources that should not be demolished or significantly altered under any circumstances, regardless of their designation status. Resources within this Tier are determined to be the City's most significant historical or cultural resources. Tier I historic resources meet one or more of the following:

    - A resource listed on the Ontario Register that meets at least one of the criteria within the Architecture/Form category, and 3 criteria within the History category, listed in Subsection 4.02.040.H (Historic Resource Tiering Criteria).

    - A contributing resource within a district that meets at least one of the criteria within the Architecture/Form category and 3 criteria within the History category, listed in Subsection 4.02.040.H, (Historic Resource Tiering Criteria).

- **Tier II.** Tier II historic resources are historic resources wherein demolition of these properties should be avoided. Tier II historic resources shall meet one or more of the following:

- Any historic resource listed or determined eligible for listing in the National Register of Historic Places.
- Any historic resource listed or determined eligible for listing in the California Register of Historic Resources.
- A historic resource listed on the Ontario Register and meets at least 2 criteria within the Architecture/Form or History categories, listed in Subsection 4.02.040.H (Historic Resource Tiering Criteria).
- A contributing resource within an eligible historic district wherein the district meets at least 2 of the criteria in either the Architecture/Form or History categories, listed in Subsection 4.02.040.H (Historic Resource Tiering Criteria).

- **Tier III.** Tier III consists of historic resources that are Designated Local Historic Landmarks, are contributing properties within Designated Local Historic Districts, or are eligible historic resources. Demolition of these resources should be avoided where possible but may be appropriate under certain circumstances.

3.5.2 Existing Conditions

POLICY PLAN AMENDMENT

Prehistory

The archaeological record of southern California is a rich and complex continuum traditionally divided into time units based on changes in artifact types and styles. Archaeological data and correlations with ethnographic data have resulted in the determination of the following chronology for prehistoric southern California:

- **Early Man Horizon.** This period, predating 6,000 BC, is characterized by the presence of large projectile points and scrapers, suggesting reliance on hunting rather than gathering.
- **Milling Stone Horizon.** This period, from 6,000 BC to 1,000 BC, is characterized by the presence of hand stones, milling stones, choppers, and scraper planes; tools associated with seed gathering and shellfish processing with limited hunting activities; and evidence of a major shift in the exploitation of natural resources.
- **Intermediate Horizon.** This period, from 1,000 BC to AD 750, reflects the transitional period between the Milling Stone and Late Prehistoric Horizons. Little is known of this period, but evidence suggests interactions with outside groups and a shift in material culture reflecting this contact.

- **Late Prehistoric Period.** This period, from AD 750 to European contact, is characterized by the presence of small projectile points; use of the bow and arrow; steatite containers and trade items; asphaltum; cremations; grave goods; mortars and pestles; and bedrock mortars.

Cultural Traditions

The earliest inhabitants of the Ontario region lived in the area on a seasonal basis approximately 10,000 years ago. Later, permanent settlements formed along streams and creeks as populations used newer technologies and food resources. By 2,000 years ago, the Tongva (or Gabrielino), a group of Uto-Aztecan, Takic-speaking people, used both the coastal and inland areas on a seasonal basis. The Tongva Native Americans were intensive hunter-gatherers, gathering a variety of wild plants in the desert, mountains, and coastal areas. The Tongva are believed to have been one of the most populous and wealthy Native American tribes in southern California prior to European contact. They lived in villages that ranged from 50 to 200 inhabitants, each village owning in common the area surrounding the village. Kinship was organized by groups, with each group composed of several related families.

By the 1700s, local Native Americans in southern California had contact with Europeans. One of the earliest known records of this contact is based upon Father Garcés' trip from the Mojave Desert to the coast of California through the Cajon Pass. In 1771, the Spanish established the Mission San Gabriel Arcangel about 40 miles west of the area later known as the City of Ontario. Following the Spanish custom of naming local Native American tribes after nearby missions, the Tongva were called Gabrielino. At its peak, the Mission San Gabriel furnished food and supplies to settlements and other missions throughout California. By the end of the century, the Gabrielino population significantly declined due to diseases introduced by Europeans. The Gabrielino people fragmented as individuals succumbed to Spanish control, fled the region, or died; however, in late 20th century there was a revival of Gabrielino culture.

Historical Setting of Ontario

George and William Chaffey were among the early pioneers in the region. In 1881, they believed that if the land were properly irrigated it could be converted to profitable agriculture property. They bought approximately 6,000 acres of land in 1882 that was arid and covered by patches of scrub brush. The land would eventually become the cities of Ontario and Upland. George and William Chaffey derived the name of the City from their native province of Ontario in Canada. Initially, development was slow due to the lack of water in the region. The Chaffey brothers developed Ontario by designing a water system that brought water to every parcel. The brothers helped lay miles of cement pipe and later the San Antonio Water Company drove a tunnel into the head of the San Antonio canyon to tap the underground flow. The City was referred to as the "Model Colony" after receiving an award at the World Fair identifying it as a "Model Irrigation Colony" for its innovation of water rights and technology that assisted in attracting settlers. The City of Ontario incorporated in 1891 and was one of the early towns in

San Bernardino County. Charles Frankish, an early citizen of Ontario, guided and encouraged early development in the City. He was successful in attracting the Southern Pacific Railway to locate a depot in the center of town on Euclid Avenue, making it an important feature of the City. The establishment of the Southern Pacific Railroad depot transformed Ontario into an agricultural center. Ontario focused primarily on the citrus industry, but also grew walnuts, peaches, and grapes. There was a large gentry class of citrus growers who constructed many grand ornamental Victorian houses throughout the City.

In 1923, airplane enthusiasts such as Judge Archie Mitchell and Waldo Waterman established Latimer Field, and from that point on, Ontario became an aviation town. Urban growth pushed the fliers progressively east until they took up their present location and established the Ontario Municipal Airport in 1929. During World War II, the airport was a busy training center for pilots. In 1946, the airport was renamed Ontario International Airport and was eventually rededicated to civil aviation in 1947 and commercial service in 1949. The economy shifted from an agricultural to an industrial and manufacturing economy. Today, Ontario retains its history through many recognized historic neighborhoods, buildings, and agricultural districts.

Ontario Ranch

In 1967, the County of San Bernardino designated 14,000 acres of agriculture land in Chino Valley as an agriculture preserve. The area was protected by the Williamson Act and the Land Conservation Act. It had been dominated by dairy farms since the early 1900s. By the 1980s, the area had more cows per acre and higher milk yields than anywhere else in the world (Ontario 2022).

By the 1990s, increased demand for housing and high operation costs pressured farmers in the San Bernardino Agricultural Preserve to consider relocating their dairies and annexing their land to adjoining cities. Anticipating the expiration of the Williamson Act contracts, this area was divided and portions were ultimately incorporated into the cities of Ontario, Chino, and Chino Hills. In 1996 prior to the City's annexation, the Local Agency Formation Commission (LAFCO) required the City to prepare a general plan amendment and EIR. In 1998, Ontario adopted the New Model Colony General Plan Amendment and EIR. Eight thousand two-hundred acres of the former San Bernardino Agriculture Preserve, referred to as the New Model Colony, were officially annexed into the City in 1999. In 2015, the New Model Colony became known as the Ontario Ranch for the purpose of rebranding and marketing Ontario Ranch (Ontario 2022).

Historical Resources

Historical resources are buildings, structures, objects, sites, and districts of significance in history, archaeology, architecture, and culture. These resources may include intact structures of any type that are typically 50 years or more of age. They are sometimes called the built environment and can include, in addition to houses, structures such as irrigation works and engineering features. Historical resources are preserved because they provide a link to a

region's past and a frame of reference for a community. Often these sites are a source of pride for a city.

National Register of Historic Places

The National Register of Historic Places is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation. The National Register was established by the National Historic Preservation Act of 1966 and is maintained by the National Park Service. The purpose of the act is to ensure that properties significant in national, state, and local history are considered in the planning of federal undertakings, and to encourage historic preservation initiatives by state and local governments and the private sector. Registration is an integral part of the four essential components of historic preservation: identification, evaluation, registration, and protection. Effects of National Register designation include tax incentives, consideration in federally funded projects under Section 106 of the National Historic Preservation Act, limited protection through environmental review under CEQA, and restrictions imposed locally through CEQA or local zoning and land use planning regulations.

The National Register recognizes resources of local, state, and national significance. Six resources in Ontario are listed on the National Register:

- Ontario Baseball Park, listed 2021, demolished (destroyed by fire)
- Dr. Orville S. Ensign House, listed in 2012
- Euclid Avenue between Philadelphia Street, in Ontario, and 24th Street in Upland, listed in 2005
- Hofer Ranch, listed in 1993
- Ontario State Bank Block, listed in 1982, demolished (destroyed by fire)
- Frankish Building, listed in 1980 (NPS 2025)

California Register of Historic Resources

The State Historic Resources Commission has designed the California Register of Historic Resources for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The California Register is the authoritative guide to the state's significant historical and archaeological resources.

The California Register program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under the California Environmental Quality Act. Six properties in Ontario are listed in the California Register—the same ones listed in the National Register.

California Historical Landmarks and Points of Historical Interest

Historical Landmarks are sites, buildings, features, or events that are of statewide significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. In order to be considered a California Historical Landmark, the landmark must meet at least one of the following criteria: 1) associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States; 2) associated with the lives of persons important to local, California, or national history; 3) embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of a master; or possesses high artistic values; and 4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

If a site is primarily of local or countywide interest, it may meet the criteria for the California Point of Historical Interest Program. Points of Historical Interest are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. To be eligible for designation as a Point of Historical Interest, a resource must meet at least one of the following criteria: 1) the first, last, only, or most significant of its type in the local geographic region (city or county); 2) be associated with an individual or group having a profound influence on the history of the local area; 3) a prototype of, or an outstanding example of, a period, style, architectural movement or construction; or 4) is one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder. Points of Historical Interest designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the California Register. No historical resource may be designated as both a Landmark and a Point of Interest. If a Point of Interest is subsequently granted status as a Landmark, the Point of Interest designation will be retired.

The 4 California Points of Historical Interest in Ontario are:

- Ontario State Bank Block Site, Howells House Site, listed in 1975
- Mule Car, listed in 1974
- De Anza Park Marker/Anza Trail, listed in 1973
- San Bernardino–Sonora Road, listed in 1973 (COHP 2025)

Historic Districts

The City has designated 8 local historic districts (Ontario 2021). Each district is a defined geographical area with a concentration of properties that possess design, setting, materials, workmanship, integrity, and architectural periods or styles typical to the history of the City. The City has followed this type of historic designation according to the National Register of Historic

Places and the California Register of Historical Resources guidelines. The historic districts are shown on Figure 3.5-1, *Historic Districts*.

- Armsley Square Historic District
- College Park Historic District
- El Morado Court Historic District
- Euclid Avenue Historic District
- Graber Olive House Historic District
- La Deney Drive Historic District
- Rosewood Court Historic District
- Villa Historic District

The City has identified other areas that may merit district designation. These areas are proposed or potential historic districts. Proposed districts were evaluated in a 1980s historic resource survey as meeting the local criteria for district designation. Potential districts appear to meet local criteria for district designation but have not been evaluated.

The City has 4 proposed historic districts. These are also depicted in Figure 3.5-1.

- Downtown Proposed Historic District
- Downtown West Proposed Historic District
- Guasti Proposed Historic District
- Parkside Proposed Historic District

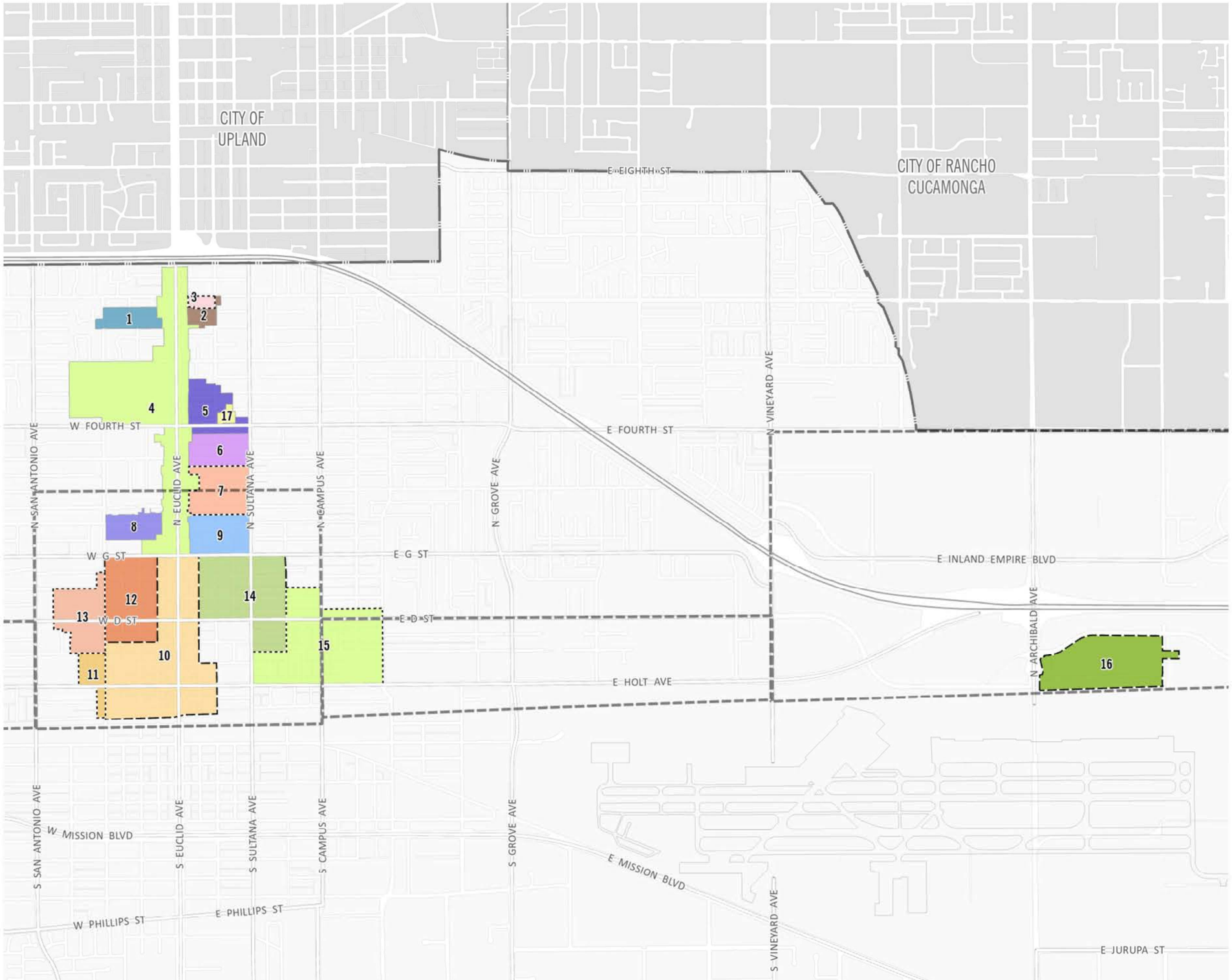
The Planning Department is also considering designation of 5 potential but not yet proposed historic districts (see Figure 3.5-1):

- Downtown Potential Historic District Addition
- Downtown West Potential Historic District Addition
- Granada Potential Historic District
- La Deney Drive Potential Historic District Addition
- Parkside Potential Historic District Addition

City of Ontario List of Historic Resources

The City of Ontario maintains a list of local historic resources on its website (Ontario n.d.). The City's list of historic resources includes properties that appear eligible for local, state, and/or national listing and properties that have been designated local, state, and/or national landmarks. Properties that have been surveyed; catalogued; determined to meet local, state, or national significance criteria; and designated local landmarks are listed in Table 3.5-1, *Designated Historic Landmarks in the City of Ontario*.

Figure 3.5-1
Historic Districts



Proposed Growth Areas
Ontario City Boundary
County Boundary
Potential Historic Distict
Proposed Historic Distict

Designated
- 1, Armsley Square
- 2, La Deney Drive
- 4, Euclid Avenue
- 5, College Park
- 6, Rosewood Court
- 8, Villa
- 9, El Morado Court
- 17, Graber Olive House

Potential
- 3, La Deney Drive Addition
- 7, Granada
- 11, Downtown Addition
- 13, Downtown West Addition
- 15, Parkside Addition

Proposed
- 10, Downtown
- 12, Downtown West
- 14, Parkside
- 16, Guasti

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 1,000 2,000 4,000 FT

Source: The City of Ontario 2021 Date: 11/5/2025

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Table 3.5-1 Designated Historic Landmarks in the City of Ontario

No.	Assessor's Parcel Number	Street Address	Year Built	Designation Date	Historic Name
1	104902119	122 South Vine Avenue	1960	05/18/1993	William Barton Fallis House
2	104906202	225 South Euclid Avenue	1886	09/07/1993	Old City Hall
3	104906201	225 South Euclid Avenue	1937	09/07/1993	Frankish Fountain
4	104904304	304 South Laurel Avenue & 200 West Main Street	1893	09/20/1994	Dr. O.S. Ensign House
5	104956401	1120 South Euclid Avenue	1919	10/04/1994	Euclid A venue School
6	104835411	401 North Euclid Avenue	1942	06/06/1995	Ontario Laundry Co.
7	104834212	456 West Carriage Alley	-	10/17/1995	Carriage House
8	104906302	214 East Holt Boulevard	-	04/05/1996	Dietz Garage
9	104754309	328 East Princeton Street	1884	02/18/1997	Avenue Boarding House
10	104905703	100 South Euclid Avenue	1930	01/20/1998	First National Bank
11	104905705	110 & 112 South Euclid Avenue	-	01/20/1998	Envoy Hotel
12	104905803	200 South Euclid Avenue	1916	01/20/1998	Frankish Building
13	104904304	101 & 103 North Euclid Street & 104, 108, 110 & 112 West Holt Boulevard	1895	01/20/1998	Citizens Bank Block
14	104856408	105 North Euclid Avenue	-	01/20/1998	Holbrook Block
15	104856407	107, 109 & 111 North Euclid Avenue	1889	01/20/1998	Rose Block
16	104855313	114 North Euclid Avenue	-	01/20/1998	Citizens Bank
17	104856406	121 & 123 North Euclid Avenue	-	01/20/1998	Friend Block/ L.O.O.F./Somerset Hall/ People's Store
18	104855316	122 North Euclid Avenue	-	01/20/1998	Lerch Building
19	104855317	126, 128, 130 & 132 North Euclid Avenue	1920	01/20/1998	Commercial Hotel
20	104856510	203 North Euclid Avenue	-	01/20/1998	Ostran's Department Store

Table 3.5-1 Designated Historic Landmarks in the City of Ontario

No.	Assessor's Parcel Number	Street Address	Year Built	Designation Date	Historic Name
21	104856504, 104856505	231 & 223 North Euclid Avenue	1950	01/20/1998	Masonic Hall
22	104856505	235 North Euclid Avenue	-	01/20/1998	People's Mutual Building & Loan
23	104856607	303 North Euclid Avenue	1926	01/20/1998	Emmon's Building (Granada Theater)
24	104836201	536 North Euclid Avenue	-	01/20/1998	Bethel Congregational Church
25	104835603	625 North Euclid Avenue	1893	01/20/1998	Moore House
26	104905705	108 South Euclid Avenue	1920	01/20/1998	McCann Block
27	104856402	115-119 West "B" Street	1948	06/02/1998	Ontario Herald Building
28	104856511	112 West "B" Street	-	06/02/1998	Int'l Order of Odd Fellows (I.O.O.F.)
29	104856509	207 North Euclid Avenue	-	06/02/1998	W.W. Smith Grocery
30	104824134	738 North Euclid Avenue	1960	06/02/1998	Women's Club
31	104827116	747 North Euclid Avenue	1920	06/02/1998	Oscar Arnold House
32	104824135	748 & 750 North Euclid Avenue	1960	06/02/1998	Bungalow Court
33	104825241	802 North Euclid Avenue	1960	-	Woodlawn Apartments
34	104825147	836 North Euclid Avenue	-	06/02/1998	William W. Fischer
35	104836104	128 East "G" Street	1960	06/02/1998	Edward E. Bassat House
36	104906404	217 South Lemon Avenue	-	06/02/1998	Ontario Power Co. Building
37	104905805	211 & 215 South Laurel Avenue	1960	-	Pacific Electric Bus Depot
38	104905801	125 West Transit Street	1932	06/02/1998	Old Post Office – Paul Williams Architect
39	104905701	123 West Holt Boulevard	-	06/02/1998	United States Post Office
40	104804313	907 North Euclid Avenue	1960	01/19/1999	Colonel J.P. Robertson House
41	104807150	936 North Euclid Avenue	-	01/19/1999	The Town House

Table 3.5-1 Designated Historic Landmarks in the City of Ontario

No.	Assessor's Parcel Number	Street Address	Year Built	Designation Date	Historic Name
42	104807151	938 & 940 North Euclid Avenue	1960	01/19/1999	Hollinsworth Apartments
43	104804310	939 North Euclid Avenue	1960	-	James E. Douglas House
44	104807152	942 North Euclid Avenue	1928	0119/1999	Neman E. Draper House
45	104807153	944 North Euclid Avenue	1926	01/19/1999	Clayton C. Dyke House
46	104804309	945 North Euclid Avenue	1960	01/19/1999	Charles Latimer House
47	104804308	951 North Euclid Avenue	1901	01/19/1999	Judge James R. Pollock House
48	104807101	956 North Euclid Avenue	1930	01/19/1999	Leo J. Lucas House
49	104804307	957 North Euclid Avenue	1901	01/19/1999	Miss Mary Pollock House
50	104806221	1004 North Euclid Avenue	1920	01/19/1999	Charles Mead House
51	104805210	1007 North Euclid Avenue	1960	01/19/1999	Herbert C. Oakley House
52	104806224	1012 North Euclid A venue	1928	01/19/1999	Charles McGready House
53	104806201	1022 North Euclid Avenue	1960	01/19/1999	A.R. Gemmel House
54	104805206	1043, 1045 & 1047 North Euclid Avenue	1960	01/19/1999	Bungalow Court
55	104805205	1049 North Euclid Avenue	1919	01/19/1999	A.L. Davenport House
56	104805204	1055 North Euclid Avenue	1923	01/19/1999	Richard J. George House
57	104806101	1056 North Euclid Avenue & 116 & 118 East Fourth Street	1940 1960 1960	01/19/1999	Atchley Apartments
58	104755101, 104755102, 104757149, 104757150, 104757151,	1245 North Euclid Avenue	1930	01/19/1999	Chaffey High School

Table 3.5-1 Designated Historic Landmarks in the City of Ontario

No.	Assessor's Parcel Number	Street Address	Year Built	Designation Date	Historic Name
	104758101, 104758112				
59	104736116	1310 North Euclid Avenue	1901	01/19/1999	Clarence Peabody House
60	104736117	1316 North Euclid Avenue	1912	01/19/1999	Thomas M. Henry House
61	104736118	1322 North Euclid Avenue	1913	01/19/1999	Clara Peabody House
62	104733216	1327 North Euclid Avenue	1960	01/19/1999	A.J. Dinkey House
63	104733103	1341 North Euclid Avenue	1923	01/19/1999	John D. Paschke House
64	104823302	616 East H Street	1925	10/05/1999	Raymond A. Gillette House
65	-	North Euclid Avenue	-	12/21/1999	Euclid Avenue Nativity Display
66	104834103	403 West G Street	1990	0 7/18/2000	John Stewart House
67	-	Euclid Avenue between Philadelphia Street & I-10	-	01/16/2001	Euclid Avenue
68	104734102	421 West Sixth Street	1935	02/19/2002	Alan A. Clements House
69	104807137	307 East Plaza Serena Street	1914	02/19/2002	Mrs. Mary Grotholtman House
70	104833207	527 West Flora Street	1922	05/07/2002	Mrs. Mary N. Davis House
71	104808130	655 East Plaza Serena Street	1933	09/17/2002	Virgil M. Roose House
72	104837303	312 East "E" Street	1910	11/19/2002	Olin C. Stark House
73	104753107	1240 North Euclid Avenue	1926	09/16/2003	Peter H. Vanden Berg House
74	104814103	1322 East Fourth Street	1937	09/16/2003	Ontario Ballpark
75	21121112 and 21121113	11274 Turner Avenue	-	11/07/2003	Hofer Ranch
76	104825211	304 East Granada Court	1920	11/18/2003	Royal E. Bumstead House

Table 3.5-1 Designated Historic Landmarks in the City of Ontario

No.	Assessor's Parcel Number	Street Address	Year Built	Designation Date	Historic Name
77	104853203	510 East Lynn Haven Court	1910	05/04/2004	Mrs. Mary E. Todd House
78	104734306	213 West Sixth Street	-	05/04/2004	Thomas T. Parker House
79	100826118	830 West Sixth Street	1960	06/28/2005	W.B. Stewart House
80	104809122	1044 North Sultana Avenue	1939	09/20/2005	The Squires House
81	104809211	558 East Rosewood Court	1930	07/20/2006	W.H. Joss House
82	104724103	205 East Sixth Street	-	10/19/2006	Dr. Robert N. Williams House
83	104733206	201 West Bonnie Brae Court	-	05/15/2007	Virgil E. Wymore House
84	104837609	427 East "F" Street	-	09/18/2008	The Harry Walker House
85	104825127	419 East Granada Court	-	11/03/2009	Dr. T.C. Hardy House
86	104855219	200 North Euclid Avenue	-	02/02/2010	The Bank of Italy Building
87	104855219	109 East "B" Street	-	02/02/2010	Bumstead Bicycles Building
88	104734103	413 West Sixth Street	-	08/16/2011	The James Finley House
89	104753105	1232 North Euclid Avenue	-	08/23/2011	Clifford M Hurston House
90	104829116	537 West "I" Street	-	05/15/2012	Ross Anthony House
91	104857102	423 West "D" Street	-	05/15/2012	The VanPelt House
92	104839113	509 East E Street	-	05/07/2013	Rudi and Lena Pock House
93	104825115	324 East I Street	-	09/17/2013	Hansen House
94	104734304	227 West Sixth Street	-	04/15/2014	Charles B. Jones House
95	104834207	410 West E Street	-	08/19/2014	James R. MacGregor House
96	104807221	428 Plaza Serena	-	01/19/2016	John J. Voss House
97	104754333	318 East Princeton Street	-	10/17/2017	Fred and Verna Clapp House
98	104839318	535 East D Street	-	8/18/2020	Mr. and Mrs. Durfee House

Table 3.5-1 Designated Historic Landmarks in the City of Ontario

No.	Assessor's Parcel Number	Street Address	Year Built	Designation Date	Historic Name
99	104754301	301 East Fourth Street	-	10/20/2020	Clifford C. Graber House
100	104831411	409 North San Antonio Avenue		11/15/2022	Maurice Johnson House

Source: Ontario 2026.

Ontario Ranch Resources Survey

The *Ontario Ranch Historic Context Statement and Resource Survey* was prepared to aid the City in evaluating all remaining historic dairy properties in Ontario Ranch for eligibility under the criteria of the National Register of Historic Places (NRHP), California Register of Historic Resources (CRHR), and the Ontario Historic Resources Inventory (Local Register). The Regulatory Framework section of the report contains NRHP, CRHR, and Local Register criteria, as well as information on Historic Properties and Historical Resources pursuant to the National Historic Preservation Act (NHPA) and the California Environmental Quality Act (CEQA). This study entirely replaces the *New Model Colony (NMC) Historic Context (2004)*.

The New Colony Historic Context (2004) was developed in conjunction with a reconnaissance-level cultural resource survey of the NMC area to assist with understanding the built environment. The survey and historic context provided a framework for interpreting and preserving the area's history, and established a foundation for integrating historic preservation into future land use planning efforts, including specific plans, site plans, and development proposals.

Nearly half of the Ontario Ranch area have since been planned and developed through the adoption of specific plans. With each subsequent development, intensive-level historic resource surveys were prepared by project applicants, then reviewed, analyzed, and approved by the City. These surveys provided important opportunities for discovery and documentation, contributing to a more comprehensive understanding of the area's historic dairy farms, ranch-style residences, and the individuals and families who lived and worked there.

In 2014, the Historic Preservation Subcommittee (HPSC) reviewed 5 dairy properties and considered local designation and Tier Determination criterion. The HPSC determined that the properties met the local designation criteria under the Art Deco/ Streamline Moderne and the Ranch architectural styles and the 1930-160 Dairy Property themes. They further found that the properties were likely to meet the California Register of Historic Resources. They approved adding the properties on the local register and assigned a Tier II Determination. Those

properties are listed in Table 3.5-2, *Previously Surveyed Properties Determined Eligible by the City*. Building upon this accumulated knowledge, the updated *Ontario Ranch Historic Context Statement and Resource Survey* have been prepared in 2025 to address the remaining undeveloped former agricultural lands, ensuring that future planning decisions continue to reflect and preserve the area's history and significance.

Table 3.5-2 Previously Surveyed Properties Determined Eligible by the City

Address	Identifier	City of Ontario Eligibility Determination	Determination Applied To
8484 Schaefer Avenue	Basque American Dairy	Tier II property Eligible under CRHR 3 / Local Register 4	Art Deco Milk Parlor only
13948 S. Walker Avenue[1]	Gorzeman Dairy #2	Tier II property Eligible under CRHR 3 / Local Register 4	Art Deco Milk Parlor and 1931-1949 Dry Lot to Mechanized Dairy
14117 Grove Avenue[2]	14117 Grove Avenue[2]	Tier II property Eligible under CRHR 3 / Local Register 4	Milk Parlor and Ranch Style house
14251 Euclid Avenue	Basque American Dairy	Tier II property Eligible under CRHR 3 / Local Register 4	Milk Parlor only
8314 Edison Avenue[1]	8314 Edison Avenue	Tier II property Eligible under CRHR 3 / Local Register 4	Art deco Milk Parlor, and 1931-1949 Dry Lot to Mechanized Dairy property

Source: Appendix E2

Note: Date of determination for the properties was November 13, 2014.

1 Updated survey yields differing results.

2 2025 survey recorded as 8185 Edison Ave.

Approximately, 385 parcels within Ontario Ranch were still unevaluated. Review of parcel locations and ownership resulted in consolidating the documentation and evaluation effort to 150 properties, generally composed of multiple contiguous parcels under single ownership. Of these properties, 147 contain historic-era built environmental resources constructed within one or more periods of significance referenced in the updated historic context statement. Properties with historic-era resources were assessed for significance and eligibility under the new themes and associated significance considerations and integrity thresholds contained within the Ontario Ranch Historic Context Statement. Of the 147 evaluated properties, 25 were deemed significant

and eligible for designation and listing on the NRHP, CRHR, or City's Register Additionally, Ontario Ranch Survey No. 78 was found to be ineligible for listing, but remains on Table 3.5-3, Properties with Potentially Historic Resources and Tier II Historic Resources in Ontario Ranch due to City action which added the property to the local inventory and assigned a Tier Determination. In addition to the Ontario Ranch Historic Context and Resource Survey, the Thommen property, located at 7365 Schaefer Avenue, was evaluated for historic significance and eligibility listing on the NRHP, CRHR, or City's Register through an induvial effort. The survey resulted in a finding that the property was significant and met local designation criteria and is also included in Table 3.5-3.

Table 3.5-3 Properties with Potentially Historic Resources and Tier II Historic Resources in Ontario Ranch

OR Survey No.	Resource Name/Address	Historic Name	CRHR Status Code
1	13142-13144 Campus Avenue	Bidart Dairy	3S/3CS/5S3
2	8321-8455 Schaefer Avenue	Not Identified	3S/3CS/5S3
5	8919-8929 Chino Avenue	Vander Dussen Dairy	3S/3CS/5S3
24	8314 Edison Avenue	De Groot Dairy	3S/3CS/5S2/E-T2
41	7587-7697 Edison Avenue	Paul Brockmeier Property/De Groot Dairy	3S/3CS/5S3
45	7993 Schaefer Avenue	Frederick A. Wyman Property/Dick De Groot Dairy	3S/3CS/5S3
63	8484 Schaefer Avenue	Basque American Dairy	3S/3CS/5S2/E-T2
64	13510 Walker Avenue	Not Identified	3S/3CS/5S3
66	7325 Edison Avenue	S.N.S. Dairy	3S/3CS/5S3
68	7659 Riverside Drive	Hohberg Farm	3S/3CS/5S3
69	13715-13751 Grove Avenue, 13817-13819 Grove Avenue, 8270-8292 Edison Avenue	Hofstra Dairy	3S/3CS/5S3
71	13566 S. Bon View Avenue	Henry Koetsier Dairy/Veenendaal Dairy	3S/3CS/5S3
78	13948 S. Walker Avenue	Gorzeman Dairy #2	6Z/E-T2
79	7941 Chino Avenue	Not Identified	3S/3CS/5S3
80	8074 Chino Avenue- 13107 Cucamonga Avenue	Mathieu Etchart Farm	3S/3CS/5S3

Table 3.5-3 Properties with Potentially Historic Resources and Tier II Historic Resources in Ontario Ranch

OR Survey No.	Resource Name/Address	Historic Name	CRHR Status Code
85	8146 Chino Avenue	Reuben Holland Dairy/DeWitte Dairy	3S/3CS/5S3
86	14437 Euclid Avenue	Not Identified	3S/3CS/5S3
95	7325, 7387, and 7407- 7439 E. Riverside Drive	Not Identified	3S/3CS/5S3
112	8185 Edison Avenue	Not Identified	3S/3CS/5S2/E-T2
114	8335-8381 Edison Avenue	John T. Veenstra Dairy/De Hoog Dairy/Three D Dairy	3S/3CS/5S3
119	13456 Walker Avenue	Alta-Dena Dairy No. 4, Joe Heim & Sons Dairy	3S/3CS/5S3
121	13567 Whispering Lakes Lane	Desperado Dairy	3S/3CS/5S3
125	13511-13611 Walker Avenue	Vanderham Brothers Dairy	3S/3CS/5S3
135	8625-8657 E. Riverside Drive and 13100 Baker Avenue	Enjar Knudsen Dairy	3S/3CS/5S3
139	14251 Euclid Avenue	Peter De Witt Dairy, Basque American Dairy	3S/3CS/5S2/E-T2
141	13403-13429 Grove Avenue	John Koopman Dairy/Pedro Dairy/ Van Der Laan Dairy	3S/3CS/5S3
NA	7365 Schaefer Avenue	Thommen Property	5B

Source: Appendix E2

Notes: California Register of Historic Resources (CRHR) and Local Status Code Descriptions

2S2: Individually determined eligible for National Register of Historic Places (NRHP) by the Keeper. Listed in the CRHR.

3S: Appears eligible for NRHP individually through survey evaluation.

3CS: Appears eligible for CRHR individually through survey evaluation.

5B: Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation.

5S2: Individually eligible for local listing or designation.

5S3: Appears to be individually eligible for local listing or designation through survey evaluation.

E-T2: Determined Eligible for local listing and assigned a Tier II by the local government

Archaeological Resources

Archaeological resources are the physical remains of past human activities and can be either prehistoric or historic. Archaeological sites contain significant evidence of human activity. Generally, a site is defined by a significant accumulation or presence of food remains, waste from the manufacturing of tools, tools, concentrations or alignments of stones, modification of rock surfaces, unusual discoloration or accumulation of soil, and/or human skeletal remains.

The earliest identified archaeological traditions were primarily in the southern California desert, San Diego County, and Channel Islands. These date to the Late Pleistocene or Early Holocene period and are variously termed either the Early Man Horizon or the San Dieguito Tradition. In southern San Bernardino County, very early human occupation has not been documented, but it is generally accepted that people lived in the region at least 10,000 years ago. It is understood that these people hunted, gathered, and collected the various plants and animals available from the lakes, rivers, foothills, marshlands, and grassland areas in the region. The records review at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton, identified 20 archeological resources in the City; however, due to the sensitive nature of cultural resources, archaeological site locations were not released. Based on the results of the research, there is potential archaeological sensitivity throughout the City (see Appendix E1).

SPECIFIC PLAN

Environmental Setting

The Specific Plan area is mapped as being underlain by late Quaternary (middle Holocene) young sandy alluvial fan deposits, which in turn overlie, at shallow depths, middle to late Quaternary (middle to late Pleistocene) very old sandy alluvial fan deposits. Additionally, late Pleistocene to early Holocene young sandy axial channel deposits occur in steam channels near the southernmost areas of the Specific Plan and late Pleistocene to early Holocene young alluvial fan deposits occur east of the northern off-site alignments.

During the prehistoric period, vegetation near the site provided sufficient food resources to support prehistoric human occupants. Animals that inhabited the area during prehistoric times included mammals such as rabbits, squirrels, gophers, mice, rats, deer, and coyotes, in addition to a variety of reptiles and amphibians. The natural setting of the site during the prehistoric occupation offered a rich nutritional resource base. Fresh water was likely obtainable from the Chino and Cucamonga creeks, and the Santa Ana River.

Cultural Resources Records Search

A total of 11 resources (10 historic and 1 prehistoric) have been recorded within one mile of the Specific Plan area. No previously recorded cultural resources have been mapped as overlapping

the Specific Plan area or the proposed off-site improvements. The prehistoric resource consists of mano isolate, which would be considered an archeological resource.

Six historic addresses (14306, 14316, and 14366 Bon View Avenue, 14361 South Grove Avenue, 7634 Eucalyptus Avenue, and 14350 Walker Avenue) have been documented within the Specific Plan area's limits of disturbance by the City of Ontario California Historical Resource Inventory Database (CHRID). No formal site records have been filed for the 6 addresses; however, the historic sources list them as historic structures built from 1925 to 1973.

Consistent with the Ontario Ranch Historic Context and Resource Survey (Appendix E2), 3 additional historic properties that overlap the Specific Plan area but do not have historic-age structures within the limits of disturbance have been documented by CHRID (7587-7697 Edison Avenue, 8061 Edison Avenue, and 8335-8381 Edison Avenue). Additionally, although outside the limits of disturbance, one historic property (7721-7891 Edison Avenue and 14203 Bon View Avenue) recorded by CHRID is adjacent to the off-site road improvements and the Specific Plan area.

The records search results indicate that 34 studies have been conducted within one mile of the Specific Plan area. Three of the previous studies overlap the Specific Plan area boundaries: one to the south along Eucalyptus Avenue and two to the east along Walker Avenue. In addition to these studies, the entire Specific Plan area was surveyed for historic resources for the Ontario Ranch Historic Context Statement and Resource Survey *(2025, Appendix E2)* and are listed in Table 3.5-3, *Properties with Potentially Historic Resources and Tier II Historic Resources in Ontario Ranch*. As a result of the survey, three properties with buildings eligible for the NRHP and CRHR were identified within the Specific Plan area (7587-7697 Edison Avenue, 8185 Edison Avenue, and 8335-8381 Edison Avenue). A complete list of resources located within one mile of the Specific Plan area is provided as Table 1.3-1 of Appendix E3.

Field Survey

Field surveys of the Specific Plan area were conducted on April 29 and 30, and May 2, 2025. Ground visibility was limited due to active dairy operations, dense vegetation, development, pavement, and gravel. The entire Specific Plan area appears to have been previously rough graded, including the off-site improvement areas. Multiple structures currently exist within the Specific Plan area, including residences, garages, pole barns, dairy facilities, and other ancillary structures, some of which are at least 50 years old. These structures, identified as Sites Temp-1 through Temp-15, are shown on Figure 3.5-2, *EBPSP Historic-Age Resource Location Map*, and summarized in Table 3.5-4, *EBPSP Historic-Age Sites*.

Table 3.5-4 EBPSP Historic-Age Sites

Site	Description
1	7634, 7556 Eucalyptus Avenue. Two single-family residences, one detached garage, one ancillary structure, and foundation remnants. (Appendix E2 Survey No. 124)
2	14330 Bon View Avenue. Single-family residence and barn. (Appendix E2 Survey No. 124)
3	14366, 14316, 14306 Bon View Avenue. Two single-family residences, barn/outbuilding, shed, pole barn, and three ancillary structures. (Appendix E2 Survey No. 4 and 8)
4	14451, 14457, 14343, 14353 Bon View Avenue. Three single-family residences, two detached garages, a dairy farm (one milking parlor, one carport, one hay storage structure, and several pole barns), and two standpipes. (Appendix E2 Survey No. 48)
5	14213, 14239, 14297, 14283 Bon View Avenue. Three single-family residences, two detached garages, and a dairy farm (milking parlor, ancillary structure, hay storage structure, and several pole barns). [1] (Appendix E2 Survey No. 48)
6	14400 South Grove Avenue. Single-family residence, detached garage, and a dairy farm (milking parlor, ancillary structure, and several pole barns). (Appendix E2 Survey No. 148)
7	14441, 14474 South Grove Avenue. Two single-family residences, one detached garage, and a dairy farm (milking parlor, several pole barns, and one ancillary structure). (Appendix E2 Survey No. 110)
8	14361 South Grove Avenue. Single-family residence, detached garage, and a dairy farm (milking parlor, two ancillary structures, several pole barns). (Appendix E2 Survey No. 111)
9	14350 Walker Avenue, 8485 Edison Avenue. Two single-family residences, two detached garages, and a dairy farm (milking parlor, one ancillary structure, and several pole barns). (Appendix E2 Survey No. 115)
10	7587-7697 Edison Avenue. Two single-family residences, two detached garages, and a dairy farm (milking parlor, farm equipment storage building, ancillary structures, and several pole barns). (Appendix E2 Survey No. 41)
11	7721-7891 Edison Avenue, 14203 Bon View Avenue. Two single-family residences, a detached garage and storage building, dairy farm (a milking parlor, ancillary building, several ancillary structures, and a pole barn).[1] (Appendix E2 Survey No. 109)

Table 3.5-4 EBPSP Historic-Age Sites

Site	Description
12	8061 Edison Avenue. Single-family residence, and dairy farm (milking parlor and pole barns). [1] (Appendix E2 Survey No. 108)
13	8185 Edison Avenue, 14117 South Grove Avenue. Two single-family residences, two detached garages, and a dairy farm (milking parlor, ancillary structures, and several pole barns). [1] (Appendix E2 Survey No. 112)
14	8245-8295 Edison Avenue. One single-family residence and a dairy farm (milking parlor, ancillary structures, and several pole barns). [1]
15	8335-8381 Edison Avenue. One single-family residence, a detached garage, and a dairy farm (milking parlor, ancillary structures, and several pole barns).[1] (Appendix E2 Survey No. 114)

Source: See Appendix E3.

Note:

1. It is noted that although only the southern half of the Grand Park is included in the Eucalyptus Business Park Specific Plan, development of the entire park area has been assumed and analyzed within the EBPSP's technical studies, in the event that the northerly development does not occur. As such, although these properties have been included within the study area, no historical structures on these properties would be impacted by the EBPSP as proposed.

3.5.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the CEQA Guidelines states that the proposed project would result in a significant impact on cultural resources if it would:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5.

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

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

Threshold Guidance

CEQA Guidelines Section 15064.5 provides direction on determining significance of impacts to archaeological and historical resources. Generally, a resource shall be considered "historically

significant" if the resource meets the criteria for listing on the California Register of Historical Resources:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated the with lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history. (PRC Section 5024.1; 14 CCR Section 4852)

The fact that a resource is not listed in the California Register of Historical Resources, not determined to be eligible for listing, or not included in a local register of historical resources does not preclude a lead agency from determining that it may be a historical resource.

METHODOLOGY

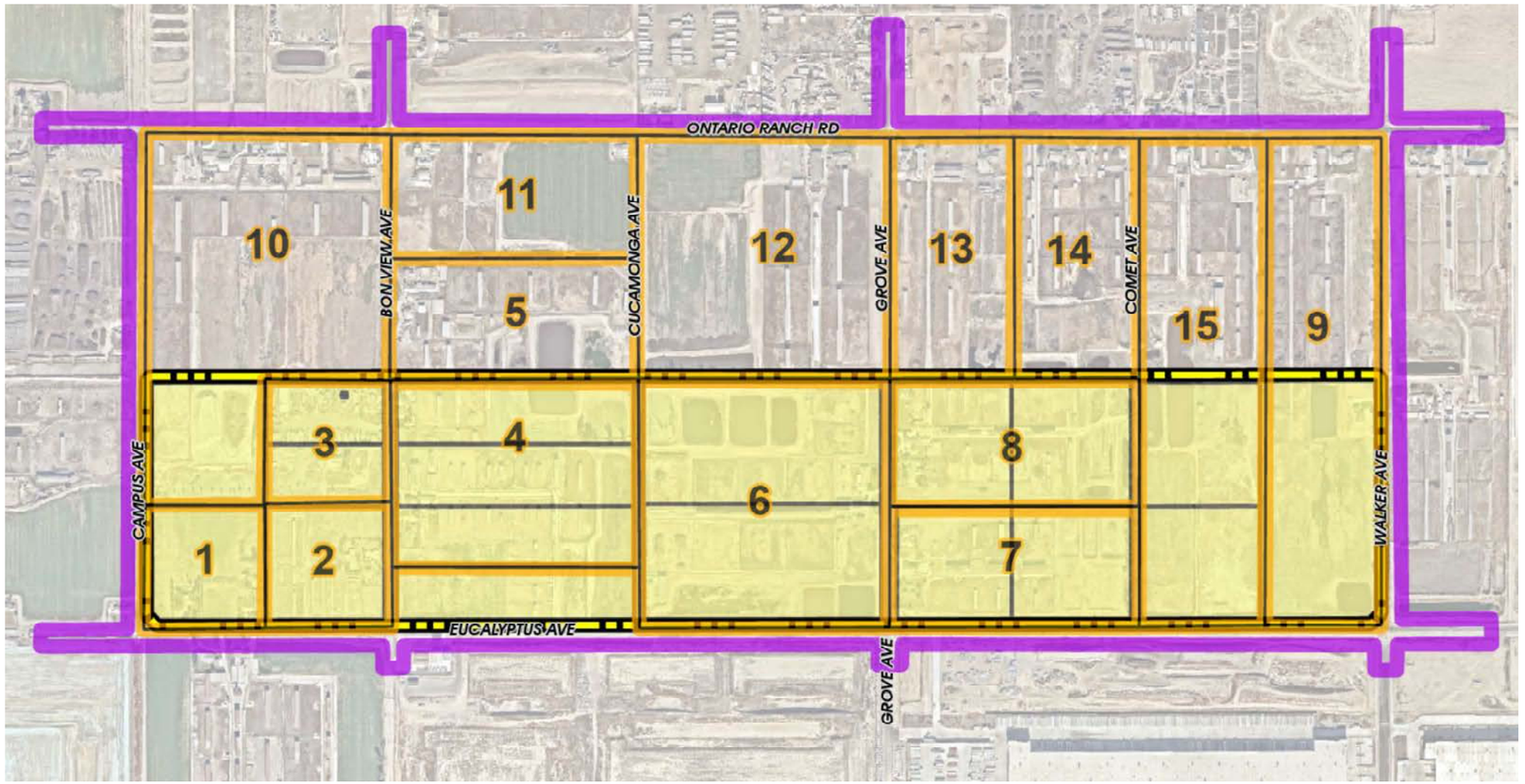
Specific Plan

Archival Research

Records relating to the ownership and developmental history of the Specific Plan properties were sought to identify any associated historic persons, historic events, or architectural significance. Records research was conducted at the SCCIC, the City of Ontario, and the offices of the San Bernardino Assessor/County Recorder/County Clerk. The San Bernardino County Property Information System (PIMS) and the California Historic Resource Inventory Database CHRID Ontario helped to determine the date of construction for many of the resources identified within the property. Sanborn Fire Insurance maps were searched for at the Library of Congress. Ownership information and Lot Book pages were also obtained. No Sanborn Fire Insurance maps are available as the Specific Plan area is outside the Ontario coverage areas.

Figure 3.5-2

EBPSP Historic-Age Resource Location Map



EBPSP Boundary
Project Parcels
Offsite Improvements
Cultural Resource

	Property Address(es)	APN(s)
1	7634, 7556 Eucalyptus Avenue	1053-581-03
2	14330 Bon View Avenue	1053-581-04
3	14366, 14316, 14306 Bon View Avenue	1053-531-02, -03, -04
4	14451, 14457, 14343, 14353 Bon View Avenue	1053-541-01, -02, 1053-571-01
5	14213, 14239, 14297, 14283 Bon View Avenue	1053-351-01, -02
6	14400 South Grove Avenue	1053-551-01
7	14441, 14474 South Grove Avenue	0216-321-01, -07
8	14361 South Grove Avenue	0216-321-02, -06
9	14350 Walker Avenue, 8485 Edison Avenue	0216-322-10
10*	7587-7697 Edison Avenue	1053-531-01, 1053-371-01, -02
11*	7721-7891 Edison Avenue, 14203 Bon View Avenue	1053-361-01, -02, -03
12*	8061 Edison Avenue	1053-331-01, -02, -03, -04, 1053-341-01, -02
13*	8185 Edison Avenue, 14117 South Grove Avenue	0216-321-03
14*	8245-8295 Edison Avenue	0216-321-08
15*	8335-8381 Edison Avenue	0216-322-01, -02, -03, -04

* It is noted that although only the southern half of the Grand Park is included in the Eucalyptus Business Park Specific Plan, development of the entire park area has been assumed and analyzed within the EBPSP's technical studies, in the event that the northerly development does not occur. As such, although these properties have been included within the study area, no historical structures located on these properties would be impacted by the EBPSP as proposed.

2·0·5·0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 300 750 FT

Source: T&B 2026 Date: 02/19/2026

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Survey Methods

The survey methodology followed standard archaeological field procedures and was sufficient to accomplish a thorough assessment of the Specific Plan area. The field methodology included walking evenly spaced survey transects set approximately 10 to 15 meters apart, when not obstructed by current development or active agricultural activity, while visually inspecting the ground surface. All potentially sensitive areas where cultural resources might be located were thoroughly investigated. Photographs documented survey discoveries and overall survey conditions. All cultural resources were recorded as necessary according to the OHP's manual, Instructions for Recording Historical Resources, using Department of Parks and Recreation (DPR) forms.

Historic Structure Assessment

Methods for evaluating the integrity and significance of the historic buildings within the Specific Plan area included photographic documentation and review of available archival documents. During the survey, photographs were taken of all building elevations. The photographs were used to complete architectural descriptions of the buildings. The original core structures and all modifications made to the buildings since their initial construction were also recorded. The current setting of the buildings was compared to the historical setting of the property. This information was combined with archival research in order to evaluate the buildings' seven aspects of integrity, as well as their potential significance under CEQA Guidelines (refer to Appendix E3).

3.5.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.5.5 Environmental Impacts

2022 Certified EIR

The 2022 Certified EIR concluded that the approved project would result in a less-than-significant impact to archeological resources and the potential to disturb human remains with mitigation incorporated; however, impacts to historic resources were identified as a significant and unavoidable impact of the approved project.

Proposed Project

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?

The 2022 Certified EIR found that policies of the approved project, state and federal regulations, and the City's historic preservation program would ensure that historical resources classified as Tier I or Tier II would not be impacted on a programmatic level and, as such, did not find that mitigation measures were required with regard to Tier I and Tier II resources. Implementation of the approved project's land use plan could threaten historic resources classified as Tier III, especially within growth focus areas, and impacts would remain significant and unavoidable after Mitigation Measure CUL-1-PPA [Former MM 5-1].

Policy Plan Amendment

Historic resources in the City include historic districts (designated, proposed, and potential); historic landmarks or points of historical interest; and other buildings, structures, objects, and sites that appear eligible for listing on the National, California, or local historic registers. Ontario has 8 historic districts, and 4 proposed and 5 potential historic districts are deemed eligible for listing (see Figure 3.5-1). The City's Register of Historic Resources shows 1,957 historic resources, 100 of which are designated Historic Landmark properties and approximately another 500 are designated as a Contributor to local Historic Districts (Ontario 2025a). The majority of the historic structures are in residential areas of the City's historic districts. Specially in the Ontario Ranch, there are 27 properties that are significant and eligible for designation and listing on the NRHP, CRHR, or City's Register in Ontario Ranch, 5 of which have been added to the City's List of Historic Resources and Received Tier II Determinations (Appendix E2).

The proposed project primarily involves modifying the TOP land use pattern and making associated updates to the various elements of the TOP Policy Plan. TOP is a regulatory document that sets the framework for future growth and development of the City and does not directly result in development. All development or redevelopment projects must be analyzed for conformance with TOP, zoning requirements, and other applicable local and state requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits. Thus, adoption of the proposed project in itself would not lead to demolition or material alteration of any of these historic resources. Identified historic structures and sites that are potentially eligible for future historic resources listing may be vulnerable to development accommodating the proposed project. In addition, other buildings or structures that could meet the National Register criteria upon reaching 50 years of age might be impacted by development or redevelopment activity under the proposed project.

Known or future historic sites or resources listed in the national, California, or local registers would be protected through local ordinances, TOP policies, and state and federal regulations

restricting alteration, relocation, and demolition of historical resources. Sensitive historical resources of local interest are protected under Chapter 4 and Chapter 7 of the Ontario Development Code. Policy CD4-1, Cultural Resource Management, and Policy CD4-2, Collaboration with Property Owners and Developers, of TOP's Community Design Element requires the City to update and maintain an inventory of historic sites, buildings, and other resources and work with property owners and developers to implement strategies and best practices that preserve the character of the City's historic buildings, streetscape, and neighborhoods. Policy H1-4, Historic Preservation, of TOP's Housing Element supports the preservation of enhancement of residential structures, properties, street designs, lot configurations, and other reminders of Ontario's past that are considered local historical or cultural resources. Compliance with TOP policies and state and federal regulations would ensure that development would not result in adverse impacts to identified historic and cultural resources, except in the Ontario Ranch and for Tier III historic resources.

At the time a development project is proposed adjacent to or near a known or potential historic structure or resource, project-level CEQA review would need to identify any impacts, direct or indirect, that the project could have on the identified historic structure or resource. The CEQA Guidelines require a project that will have potentially adverse impacts on historical resources to conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Chapter 4 of the City's Development Code contains significance criteria and procedures for the designation of historic resources such as Historic Landmarks, Historic Districts, Architectural Conservation Areas, and Automatic Designations; however, not all properties on the City's list of historic resources have been evaluated for significance. To provide a greater level of certainty regarding the City's preservation goals, the City's Development Code includes a tier system with standard criteria and procedures for evaluating the significance of historic or potentially historic resources threatened by major modifications or demolition.

For properties that have been surveyed for historic resources, the Development Code establishes criteria for Tier I, Tier II, or Tier III properties, with Tiers I and II having the highest value. The tier system identifies resources that have the highest preservation value in terms of their architectural and/or historical contribution to the City and method to evaluate the significance of their loss in the case of major modification or demolition. The tier system also includes minimum mitigation measures and a mitigation fee structure for Tier III properties. Tier I and Tier II properties outside of the Ontario Ranch area would require separate environmental analysis if demolition or inappropriate alterations are proposed in accordance with the requirements of the City's Development Code.

- Tier I consists of properties that should not be demolished or significantly altered under any circumstances, regardless of their designation status.

- Tier II consists of properties where demolition of these properties should be avoided. However, there is a possibility that Tier II resources in Ontario Ranch could be impacted over the course of the proposed project.

- Tier III consists of all properties that are Designated Historic Landmarks, are contributing structures in Designated Historic Districts, or are Eligible Historical Resources, as defined by the Development Code. Demolition of these properties should be avoided where possible, but may be appropriate under certain circumstances. If demolition occurs, the City requires historic resources to be documented and historic features to be salvaged, and requires a demolition mitigation fee.

The City's Development Code requires that any historic resource determined to be within Tier I or Tier II that is proposed for demolition prepare and certify an EIR pursuant to the requirements of CEQA and the implementing guidelines, and City's Local Guidelines For Implementing CEQA, in conjunction with the approval of Certificate of Appropriateness and Demolition applications. Therefore, while the Development Code requires an EIR for impacts to Tier I and Tier II historic resources, the Development Code does not provide a high level of protection for Tier III historic resources. Additionally, the Ontario Ranch Historic Context Statement and Resource Survey identified the presence of Tier II historic resources in Ontario Ranch but did not identify the presence of Tier I historic resources in Ontario Ranch. Therefore, the Policy Plan Amendment could also impact Tier II historic resources in Ontario Ranch. Additionally, there are properties that have yet to be formally designated within Ontario Ranch under the City's tier system; and as a result, the Policy Plan Amendment could impact potentially historic (i.e., properties that have not been surveyed that may have potential historic resources). As identified in Table 5.3-2, the following Tier II historic resources in Ontario Ranch are vulnerable to development associated with buildout of the Policy Plan Amendment:

- 8314 Edison Avenue (De Groot Dairy)
- 8484 Schaefer Avenue (Basque American Dairy)
- 8185 Edison Avenue (Not Identified)
- 14251 Euclid Avenue (Peter De Witt Dairy, Basque American Dairy)
- 13948 S. Walker Avenue (Gorzeman Dairy #2)

Tier II historic resources and potentially historic resources in Ontario Ranch (i.e., properties that have been surveyed, but no formal City action has been taken to include on the Ontario Register), in addition to Tier III resources citywide could potentially be impacted with implementation of the Policy Plan Amendment.

Compared to the approved project, the proposed project would have similar impacts associated with historic resources. While the proposed project would result in an increase in land use intensity compared to the approved project, it would not result in development of new,

previously undeveloped areas in the City that were not planned for under the approved project. Like the approved project, historical resources could potentially be impacted with implementation of the Policy Plan Amendment. Therefore, this impact is **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

The 15 historic-age sites listed in Table 3.5-4 and illustrated in Figure 3.5-2 were evaluated under the seven aspects of integrity, as well as NRHP and CRHR eligibility criteria. Resources were also evaluated under the City of Ontario Historic Landmark Designation criteria. These sites collectively contain 25 historic single-family residences, 15 historic detached garages, 12 historic dairy farms, one historic farm, and several ancillary structures.

Twelve of the sites were determined not eligible for the NRHP, CRHR or local listing under the City of Ontario's Historic Landmark Designation. Therefore, removal of any structures within these sites would not cause a substantial adverse change in the significance of a historical resource. These sites include 7634, 7556 Eucalyptus Avenue; 14330 Bon View Avenue; 14366, 14316, 14306 Bon View Avenue; 14451, 14457, 14343, 14353 Bon View Avenue; 14213, 14239, 14297, 14283 Bon View Avenue; 14400 South Grove Avenue; 14441, 14474 South Grove Avenue; 14361 South Grove Avenue; 14350 Walker Avenue, 8485 Edison Avenue; 7721-7891 Edison Avenue, 14203 Bon View Avenue; 8061 Edison Avenue; and 8245-8295 Edison Avenue.[1]

Several buildings associated with 7587-7697 Edison Avenue; 8185 Edison Avenue, 14117 South Grove Avenue; and 8335-8381 Edison Avenue are eligible under NRHP, CRHR, and City of Ontario criteria. These findings are consistent with the Ontario Ranch Historic Resources Survey (Appendix E2). However, as previously noted, no historic-age buildings or structures within these sites would be directly impacted by development of the Specific Plan. The portions of these parcels that may be affected by development of the EBPSP would not adversely impact the resources' integrity or NRHP and CRHR eligibility since the buildings being removed are modern and non-contributing elements.

Accordingly, development of the EBPSP would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the approved project. This impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

[1] Note that some sites include more than one street address. Refer to Table 3.5-3 and Figure 3.5-2.

Impact CUL-1: Implementation of the Policy Plan Amendment could impact historical resources.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The following mitigation measures were taken from the 2022 Certified EIR. Any modifications to the mitigation measures from the Certified EIR are shown in strikethrough for deleted text and underline for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the Certified EIR identified in parenthesis [Former MM].

Mitigation Measure CUL-1-PPA [Former MM 5-1]: Historic or potentially historic resources in the City shall be evaluated for historic significance through the City's tier system prior to the issuance of plan or development approvals. Pursuant to the City's Development Code (Chapter 4, Permits, Actions, and Decisions, and Chapter 7, Historic Preservation), mitigation measures for ~~all~~ Tier III Historic Resources citywide, Tier II historic resources in Ontario Ranch, or potentially significant historic resources in Ontario Ranch shall include the following:

a) Each historic resource shall be fully documented and cataloged pursuant to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards, to provide a record of the resource, including, but not limited to: [i] the preparation of site plans, floor plans, exterior and interior elevations, and detail drawings of character defining features (such as moldings, stairs, etc.); and [ii] photographs of the resource, including the exterior, interior, and interior and exterior character defining features (such as moldings, light fixtures, trim patterns, etc.).

b) A mitigation fee ~~established pursuant to Section 7.01.030 (Historic Preservation Mitigation Fee)~~ shall be paid to the City and deposited into the Historic Preservation Trust Fund prior to the issuance of a demolition permit for Tier III historic resources, Tier II Historic Resources located in Ontario Ranch, or a potentially significant historic resource in Ontario Ranch. Fees for Tier III Historic Resources citywide shall be 10 percent and fees for Tier II historic resources in Ontario Ranch and potentially significant historic properties in Ontario Ranch shall be 30 percent of the price per square foot construction cost, as established in the most current ICC Building Valuation Data. Fees for Tier I citywide and II historic resources outside of Ontario Ranch shall be determined during the Environmental Impact Report process. ~~The~~

~~fees established for Tier III will be used as a reference point for establishing fees for Tier I and II historic resources.~~

c) Issuance of a ~~A~~ Certificate of Appropriateness shall be required ~~not be issued~~ for the demolition of a~~n~~ Tier III historic resource citywide or a Tier II historic resource in Ontario Ranch, either in whole or in part~~,~~ However, it shall not be issued until such time that a demolition permit application and a replacement structure has been approved by the City, and appropriate permits have been issued for its construction, unless: [i] a waiver is granted pursuant to Subsection H (Replacement Structure Waiver for Historic Resources Located within Industrial Zoning Districts) of Section 4.02.050; [ii] a deferral of the replacement structure requirement is granted pursuant to Subsection G (Replacement Structure Deferral) of Section 4.02.050; or [iii] demolition is required pursuant to Section 7.01.050 (Unsafe or Dangerous Conditions)~~ of this Development Code~~.

d) In an effort to preserve features and artifacts from historic resources, a determination whether items within or on the resource should be salvaged must be made by the Planning Department and may include the local historical society prior to the issuance of the demolition permit. The applicant shall be responsible for the removal, relocation, storage, and donation of such items selected for salvaging. The applicant shall provide an inventory of salvaged items to the Planning Department, and shall include a list of each item name, description, and dimension (as necessary), and the location of each item on a floor plan.

New Mitigation Measures

Policy Plan Amendment

Mitigation Measure CUL-1-PPA includes edits to reflect additional requirements for Tier II historic properties and potentially significant historic properties in Ontario Ranch. In addition, the following mitigation measure has been identified for potentially significant historic properties in Ontario Ranch and Tier II historic resources in the Ontario Ranch.

> **Mitigation Measure CUL-2-PPA:** Project applicants for development projects that contain Tier II Historic Resources in Ontario Ranch pursuant to the City's historic resource evaluation system (i.e., 8314 Edison Avenue, 8484 Schaefer Avenue, 8185 Edison Avenue, 14251 Euclid Avenue, and 13948 S. Walker Avenue) and all other potentially historic properties in Ontario Ranch shall be subject to the following additional mitigation requirements prior to the issuance of any grading, demolition, or development approvals:

a) **Documentation.** A complete chain of title with copies of recorded deeds / documents for each parcel within the eligible property boundaries shall be provided to the Planning Department by the project applicant to ensure that all ethnic groups associated with each significant parcel / property are identified. The information shall be integrated into the HABS-Like Local Documentation Package prepared for each property. For properties with Basque or Portugues Associations, the following additional measures are required:

- **Basque Associations**. For properties with Basque associations, the project applicant shall contact the Chino Basque Club to inquire if the organization possesses any historic materials relating to the property or the owners identified in the complete chain of title. New materials resulting in this effort shall be integrated with HABS-like documentation; and
- **Portuguese Associations**. For properties with Portuguese associations, the project applicant shall contact the Chino Valley Divino Espirito Santo (DEA) Club to inquire if the organization possesses any historic materials relating to the property or the owners identified in the complete chain of title. New materials resulting in this effort shall be integrated with HABS-like documentation.

b) **Avoidance.** All efforts to avoid demolition of historic resources shall be made by the project applicant. Alternatives to demolition that shall include:

- **Adaptive Reuse Study.** Prior to approval of demolition, an adaptive reuse study shall be prepared by a qualified professional meeting the minimum qualifications standards of the Secretary of the interior Professional Qualifications (Code of Federal Regulations, 36 CFR Part 61). The adaptive reuse study shall make recommendations on the possible reuse of the historic resource into the proposed project. If feasible and determined appropriate, the historic resource shall be integrated into the project, thereby avoiding demolition.
- **Structural Analysis for Relocation and/or Reconstruction**. Prior to approval of demolition, a structural analysis shall be prepared by a California licensed engineer meeting the minimum qualifications standards of the Secretary of the interior Professional Qualifications (Code of Federal Regulations, 36 CFR Part 61). The analysis shall identify the building components and materials and determine the feasibility of relocation and reconstruction.

- If determined that relocation is feasible and a receiver site is available, the project applicant shall facilitate the relocation, affixing the building or structure to a permanent foundation, with approved relocation plans and required permit issuance.
- If a receiver site is not available, the historic resource shall be advertised and shall be offered at no cost for those who can relocate the structures off-site. Advertisements notifying the public of the opportunity to relocate the structures shall be placed for a minimum of 30 days: on-site with temporary signage, in at least 3 local publications (newspapers, magazines, local organization newsletters), and on local bulletin boards (realtor's offices, local business). A social media campaign, posted on the applicant's website or on a local non-profit heritage site, including a dedicated web page with the structure's information (description, square footage, photographs) and contact information should be incorporated into the relocation advertisement.

c) **Interpretive Plan**. An interpretative plan highlighting the history, architectural styles, businesses, or individuals that have historic significance and have contributed to the development of the dairy industry shall be prepared by a qualified historian to further educate and increase community awareness of the local dairy history. The interpretive plan may be developed and constructed at a site-specific location, as determined by the City, or development in an on-line format.

Specific Plan

No additional mitigation measures are warranted.

Significance After Mitigation

Policy Plan Amendment

Mitigation Measure CUL-1-PPA would require historic or potentially historic resources to be evaluated for historic significance through the City's Development Code tier system, except those located in Ontario Ranch. Mitigation Measures CUL-1-PPA and CUL-2-PPA establishes requirements for historic resources classified as Tier III and II (in Ontario Ranch), and potentially historic resources (identified through survey evaluation) in Ontario Ranch to minimize significant impacts. Major modification or demolition of historic resources may be appropriate under certain circumstances. If demolition occurs, the City requires historic resources to be documented and historic features to be salvaged and requires a demolition mitigation fee. Therefore, the Development Code does not provide a high level of protection for Tier III historic

resources or Tier II historic resources in Ontario Ranch and potentially significant historic resources identified through a survey in Ontario Ranch. Impact CUL-1 would remain **significant and unavoidable**.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

The 2022 Certified SEIR found that buildout of the approved project could impact archeological resources; however, the 2022 Certified EIR identified that existing federal, state, and local regulations and Mitigation Measure CUL-3-PPA [Former MM 5-2] would reduce impacts to archeological resources to less than significant.

Policy Plan Amendment

A records review at the SCCIC conducted for the approved project identified 20 archeological resources in the City. Based on the results of the research, there is potential archaeological sensitivity throughout the City (see Appendix E1).

The proposed project primarily involves modifying the TOP land use pattern and making associated updates to the various elements of the TOP Policy Plan. Adoption of the proposed project would not directly affect archaeological resources. TOP is a regulatory document that sets the framework for future growth and development but does not result in development in and of itself. However, long-term implementation of TOP land use plan under the proposed project could allow development (e.g., new development, infill development, redevelopment, and revitalization/restoration), including grading, of known and unknown sensitive areas. Grading and construction activities of undeveloped areas or redevelopment that requires more intensive soil excavation than in the past could potentially cause the disturbance of archeological resources. Therefore, future development that would be accommodated by the proposed project could potentially unearth previously unrecorded resources.

Existing federal, state, and local regulations address the provisions of studies to identify archaeological resources, review applications for projects that would potentially involve land disturbance, provide a project-level standard condition of approval that addresses unanticipated archeological discoveries and enforces requirements to develop specific mitigation measures if resources are encountered during any development activity. The Historic Preservation section of TOP's Community Design Element addresses the management of artifacts through Policy CD-4.1, Cultural Resources Management, and the collaboration and promotion of public involvement in preservation through Policies CD-4.2, Collaboration with Property Owners and Developers; CD-4.6, Promotion of Public Involvement in Preservation; and CD-4.7, Public Outreach.

Archaeological sites are also protected by a wide variety of state policies and regulations under the PRC. Cultural resources are recognized as nonrenewable and therefore receive protection under the PRC and CEQA. Review and protection of archaeological resources are afforded by CEQA for individual development projects accommodating the Policy Plan Amendment, subject to discretionary actions that are implemented in accordance with the land use plan of TOP under the Policy Plan Amendment. According to CEQA, the lead agency is required to determine whether a development project may have a significant effect on archaeological resources (PRC Section 21083.2). If the lead agency determines that the project may have a significant effect on unique archaeological resources, the project-level CEQA document being prepared for the development project is required to address and mitigate the impacts of those resources.

The proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to archeological resources compared to the approved project; however, like the approved project, impacts to archeological resources are **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

No previously recorded archeological resources have been mapped as overlapping the Specific Plan area or the proposed off-site improvements. Regardless, there is potential for buried deposits that may be related to the occupation of the Specific Plan area since the early twentieth century. Therefore, if previously undiscovered cultural materials were encountered during ground-disturbing activities, impacts would be **potentially significant**.

Specific Plan Significance without Mitigation: Potentially significant.

Impact CUL-2: Implementation of the proposed project could impact archeological resources in the City.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The following mitigation measures were taken directly from the 2022 Certified EIR. Any modifications to the mitigation measures from the certified EIR are shown in strikethrough for deleted text and underline for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the Certified EIR identified in parenthesis [Former MM].

> **Mitigation Measure CUL-3-PPA [Former MM 5-2]:** In areas of documented or inferred ~~from evident~~ archaeological ~~and/or paleontological~~ resource presence, City staff shall require applicants for development permits to provide studies to document the

presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements:

- Archaeologists ~~and/or paleontologist~~ shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.
- Should any archaeological ~~cultural resources~~ be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources.
- Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional Archaeologist~~/Paleontologist~~. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including a catalog with museum numbers.

New Mitigation Measures

Policy Plan Amendment

No additional mitigation measures are warranted.

Specific Plan

Mitigation Measure CUL-1-SP: An archaeological monitor shall be present full-time during all soil-disturbing and grading/excavation/trenching activities. In the event that cultural resources are discovered by the archaeological (or Native American monitor), all work shall be suspended 50 feet around the resource(s) and a qualified archaeologist meeting the Secretary of the Interior's Standards (principal investigator (PI)) shall assess the discovery. Work on the overall project may continue during this period if the following activities are initiated:

- If the discovery is a prehistoric resource, initiate consultation between the qualified archaeologist, the appropriate Native American tribal entity, and the City/Applicant;

- Include the appropriate Native American entity (as determined by a qualified archaeologist meeting the Secretary of the Interior's Standards) in the cultural resources investigations as soon as possible; and
- If the qualified archaeologist determines the resource(s) to be a "unique archaeological resource" consistent with PRC Section 21083.2 or a "tribal cultural resource" consistent with PRC Section 21074, a Cultural Resources Management Plan shall be prepared by the project archaeologist and submitted to the City Planning Division for approval and subsequent implementation.

During Construction

A. Monitor(s) Shall be Present During Grading/Excavation/Trenching

- The archaeological monitor shall be present full-time during all soil-disturbing and grading/excavation/trenching activities of native soil that could result in impacts to archaeological resources.
- The PI may submit a detailed letter to the lead agency during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present.

B. Discovery Notification Process

- In the event of an archaeological discovery, either historic or prehistoric, the archaeological monitor shall direct the contractor to temporarily divert all soil-disturbing activities, including but not limited to, digging, trenching, excavating, or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the Native American monitor and client, as appropriate.
- The monitor shall immediately notify the PI (unless the monitor is the PI) of the discovery.

C. Determination of Significance

- The PI shall evaluate the significance of the resource. If human remains are involved, the protocol provided in Section D, below, shall be followed.

- The PI shall immediately notify the City of Ontario to discuss the significance determination and shall also submit a letter indicating whether additional mitigation is required.
- If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) and obtain written approval from the City of Ontario to implement that program. In the event that prehistoric deposits are discovered, the ADRP should also be reviewed by the Native American consultant/monitor. Impacts to significant resources must be mitigated before ground-disturbing activities in the area of discovery will be allowed to resume.
- If the resource is not significant, the PI shall submit a letter to the City of Ontario indicating that artifacts will be collected, curated, and documented in the final monitoring report. The letter shall also indicate that that no further work is required.

D. Discovery of Human Remains

- If human remains are discovered, work shall halt in that area until a determination can be made regarding the provenance of the human remains; and the following procedures as set forth in CEQA Section 15064.5(e), the California PRC (Section 5097.98), and the State Health and Safety Code (Section 7050.5) shall be undertaken:
- Notification
  - The archaeological monitor shall notify the PI if the monitor is not qualified as a PI.
  - The PI shall notify the Coroner's Division of the San Bernardino County Sheriff's Department after consultation with the City of Ontario, either in person or via telephone.
- Isolate discovery site
  - Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the sheriff-coroner in consultation with the PI concerning the provenance of the remains.
  - The sheriff-coroner, in consultation with the PI, will determine the need for a field examination to determine the provenance.

- If a field examination is not warranted, the sheriff-coroner will determine, with input from the PI, if the remains are or are most likely to be of Native American origin.

- If Human Remains are determined to be Native American
  - The medical examiner will notify the NAHC within 24 hours. By law, only the medical examiner can make this call.
  - The NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information.
  - The MLD will contact the PI within 24 hours or sooner after the sheriff/coroner has completed coordination to begin the consultation process in accordance with CEQA Section 15064.5(e), the California PRC, and the State Health and Safety Code.
  - The MLD will have 48 hours to make recommendations to the property owner or representative for the treatment or disposition with proper dignity of the human remains and associated grave goods.
  - Disposition of Native American human remains will be determined between the MLD and the PI, and, if:
    - The NAHC is unable to identify the MLD; or
    - The MLD failed to make a recommendation within 48 hours after being notified by the NAHC; or
    - The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94(k) by the NAHC fails to provide measures acceptable to the landowner; then
    - Upon the discovery of multiple Native American human remains during a ground-disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree upon the appropriate treatment

measures, the human remains and grave goods buried with the Native American human remains shall be reinterred with appropriate dignity.

- If Human Remains are not Native American
  - The PI shall contact the sheriff-coroner and notify them of the historic era context of the burial.
  - The sheriff-coroner will determine the appropriate course of action with the PI and City staff (PRC 5097.98).
  - If the remains are of historic origin, they shall be appropriately removed and conveyed to the City of Ontario. The decision for internment of the human remains shall be made in consultation with City, the applicant/landowner, and any known descendant group.

Post-Construction

A. Preparation and Submittal of Draft Monitoring Report

- The PI shall submit to the City of Ontario a draft monitoring report (even if negative) prepared in accordance with the agency guidelines, which describes the results, analysis, and conclusions of all phases of the archaeological monitoring program (with appropriate graphics).
  - For significant archaeological resources encountered during monitoring, the ADRP shall be included in the draft monitoring report.
  - Recording sites with the State of California DPR shall be the responsibility of the PI, including the recording (on the appropriate forms-DPR 523 A/B) any significant or potentially significant resources encountered during the archaeological monitoring program.
- The PI shall submit a revised draft monitoring report to the City of Ontario for approval, including any changes or clarifications requested by the City.

B. Handling of Artifacts

- The PI shall be responsible for ensuring that all cultural remains collected are cleaned and cataloged.
- The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that

faunal material is identified as to species; and that specialty studies are completed, as appropriate.

- The cost for curation is the responsibility of the property owner.

C. Curation of Artifacts

- Cultural materials shall be offered to a local museum for permanent curation. If the local museum chooses not to curate the item, it shall be offered to another curation facility that meets the California State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources, as chosen by the City. The PI shall provide a comprehensive final report including a catalog with museum numbers.

D. Final Monitoring Report(s)

- The PI shall submit the approved final monitoring report to the City of Ontario and any interested parties.

Significance After Mitigation

Policy Plan Amendment

Mitigation Measure CUL-3-PPA would require preservation and curation of archeological resources if uncovered during development. Mitigation Measure CUL-3-PPA would reduce potential impacts to archeological resources to a level that is **less than significant**.

Policy Plan Amendment Significance with Mitigation: Less than significant.

Specific Plan

With the implementation of Mitigation Measure CUL-1-SP, impacts to archeological resources would be **less than significant**. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance with Mitigation: Less than significant.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

The 2022 Certified EIR found that grading activities in Ontario would comply with PRC Section 5079.98 so as not to disturb human remains.

Policy Plan Amendment

There are known Native American gravesites and cemeteries in the City, including Bellevue Memorial Park on the north side of G Street, between Benson Avenue and Mountain Avenue. The proposed project in itself does not involve grading activities and would not directly disturb any human remains. Long-term implementation of the proposed project would allow development and redevelopment, including grading, of sensitive areas, possibly disturbing human remains, including those outside of formal cemeteries.

California Health and Safety Code Section 7050.5; CEQA Section 15064.5; and PRC Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Specifically, the California Health and Safety Code requires that if human remains are discovered on a project site, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in PRC Section 5097.98. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Although soil-disturbing activities associated with development in accordance with the proposed project could result in the discovery of human remains, compliance with existing law would ensure that significant impacts to human remains would not occur. Therefore, impacts are **less than significant**.

The proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to human remains compared to the approved project.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan area does not contain a cemetery, and no known cemeteries are within the immediate site vicinity. Field surveys did not identify the presence of any human remains and no human remains are known to exist beneath the surface of the Specific Plan area. Nevertheless, the remote potential exists that human remains may be unearthed during grading and excavation activities associated with construction.

If human remains are unearthed during construction, the construction contractor would be required by law to comply with California Health and Safety Code Section 7050.5 “Disturbance of Human Remains.” According to Section 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American,

the Coroner is required to contact the NAHC by telephone within 24 hours. Pursuant to California Public Resources Code Section 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or their authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code Section 5097.94(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.

With mandatory compliance to California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, any potential impacts to human remains, including human remains of Native American ancestry, that may result from development of the Specific Plan would be **less than significant**. These actions are also required by Mitigation Measure CUL-2-SP, presented previously. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact CUL-3: The proposed project could result in the discovery of human remains; however, compliance with existing law would ensure that significant impacts to human remains would not occur.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant impacts associated with discovery of human remains, and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No additional mitigation measures are warranted.

3.5.6 Cumulative Impact Analysis

The area considered for cumulative impacts is the City of Ontario.

HISTORICAL RESOURCES

Projects in the City could destroy or otherwise diminish the historical significance of historical resources. As described above, historical resources could potentially be impacted with implementation of the Policy Plan Amendment and would be potentially **significant**, and therefore, cumulatively considerable.

ARCHAEOLOGICAL RESOURCES AND HUMAN REMAINS

Projects in the City would disturb soil and thus could damage archaeological resources and/or uncover human remains. Projects in the City of Ontario would comply with federal and state regulations governing the treatment of archeological resources and discovery of human remains. Additionally, Mitigation Measure CUL-3-PPA for the Policy Plan Amendment and Mitigation Measure CUL-2-SP for the Specific Plan would ensure that impacts to archeological resources are **less than significant** and would be less than cumulatively considerable.

Cumulative Impacts: The proposed project could result in potential impacts to historic resources within the City; and therefore, impacts to historic resources are considered cumulatively considerable.

3.5.7 References

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3.6 ENERGY

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the energy implications of the TOP 2050 Policy Plan Amendment and EBPSP (proposed project) in comparison to the current TOP (approved project) and impacts identified in the 2022 Certified EIR. This analysis focuses on energy impacts in a local and regional context. The potential energy impacts of the EBPSP are evaluated at project level, and those of the Policy Plan Amendment are evaluated at a program level. The energy calculation sheets for the Policy Plan Amendment are included in Appendix C1. The analysis for the EBPSP is based on the EBPSP Energy Analysis in Appendix C5.

TERMINOLOGY

The following are definitions for terms used throughout this section.

- **BTU:** British thermal unit; a standard unit of measurement that is used to represent the energy content of heating fuels (e.g., natural gas, propane) and is equal to the amount of heat needed to raise the temperature of one pound of water by one degree Fahrenheit.
- **CALGreen:** California Green Building Code (California Code of Regulations [CCR], Title 24, Part 11); encompasses Part 11 of the California Building Standards Code and stipulates water, waste, and design efficiencies as well as electric vehicle charging standards.
- **CEC:** California Energy Commission; a State agency within the California Natural Resources Agency that sets energy policy and building energy efficiency standards, develops the State's energy growth demand projections, engages in long-term power generation resource planning, and approves power plant siting.
- **CPUC:** California Public Utilities Commission; an independent State regulatory commission that oversees investor-owned utilities (e.g., electric, gas, water, telecommunications) by setting rates and procurement requirements in alignment with CEC energy policy and California Independent System Operator grid operations.
- **CBSC:** California Building Standards Code; includes all individual parts of CCR Title 24.
- **Energy Code:** California Building Energy Efficiency Standards (24 CCR Part 6); encompasses Part 6 of the CBSC, which stipulates energy-efficiency standards for new projects.
- **kWh:** Kilowatt-hour, a standard unit of measurement that is used to represent the amount of electricity consumed or supplied and is equivalent to approximately 3,412 British thermal units (BTU).
- **MWh:** Megawatt-hour; one MWh is equal to 1,000 kWh.
- **GWh:** Gigawatt-hour; one GWh is equal to 1,000 MWh or 1,000,000 kWh.
- **VMT:** Vehicle miles traveled.

3.6.1 Regulatory Framework

FEDERAL

Federal, state, and local laws, regulations, plans, or guidelines related to energy that are potentially applicable to the proposed project are summarized herein.

Federal Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 was established in response to the 1973 oil crisis. The act created the Strategic Petroleum Reserve, established vehicle fuel economy standards, and prohibited the export of U.S. crude oil (with a few limited exceptions). It also created Corporate Average Fuel Economy (CAFE) standards for passenger cars starting in model year 1978. The CAFE Standards are updated periodically to account for changes in vehicle technologies, driver behavior, and/or driving conditions.

The federal government issued new CAFE standards in 2012 for model years 2017 to 2025, which required a fleet average of 54.5 miles per gallon (mpg) in 2025. On March 30, 2020, the US Environmental Impact Agency (EPA) finalized updated CAFE and greenhouse gas (GHG) emissions standards for passenger cars and light trucks and established new standards covering model years 2021 through 2026, known as the Safer Affordable Fuel Efficient (SAFE) Vehicles Final Rule for Model Years 2021 to 2026.

On June 7, 2024, National Highway Traffic Safety Administration (NHTSA) announced final CAFE standards for passenger cars and light trucks built in model years 2027 to 2031 and final fuel efficiency standards for heavy-duty pickup trucks and vans built in model years 2030 to 2035. The final rules establish standards that would require an industry fleetwide average of approximately 50.4 mpg for passenger cars and light trucks in model year 2031, by increasing fuel economy by 2 percent year over year for passenger cars (model years 2027–2031) and for light trucks (model years 2029–2031). For heavy-duty pickup trucks and vans, the final rule would increase fuel efficiency at a rate of 10 percent per year (model years 2030–2032) and 8 percent per year (model years 2033–2035) (NHTSA 2024).

Multi-pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles

In 2024, the EPA issued a final rule, “Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles,” that sets new, more protective standards to reduce harmful air pollutant emissions from light-duty and medium-duty vehicles starting with model year (MY) 2027 (USEPA 2025a).

2025 Rollback of CAFE and Federal Fuel Standards

While both the new CAFE standards and fuel standard are currently in effect, the Trump Administration directed the Department of Transportation to rescind and replace all existing CAFE standards and emissions standards on January 29, 2025. This action targeted regulations covering MY 2024 through 2035 for both light-duty and heavy-duty vehicles.

On June 6, 2025, the NHTSA published an interpretive rule that establishes the NHTSA's authority to revise the CAFE standards without consideration of electric vehicles (EV). California currently has no authority to implement these standards.

On June 11, 2025, the NHTSA published the final rule, "Resetting the Corporate Average Fuel Economy Program." This rule does not immediately change current fuel economy standards; however, the rule clarifies the NHTSA's interpretation of its obligations for CAFE standards stemming from the Energy Policy and Conservation Act of 1975 and the Energy Independence and Security Act of 2007. The rule asserts that some regulations, such as those established under previous presidential administrations, improperly considered EVs when identifying the "maximum feasibility" average fuel economy level upon which CAFE standards are developed, thereby establishing a legal foundation for future rollbacks of CAFE standards (NHTSA 2025).

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (Public Law 110-140) seeks to provide the nation with greater energy independence and security by increasing the production of clean renewable fuels; improving vehicle fuel economy; and increasing the efficiency of products, buildings, and vehicles. It also seeks to improve the energy performance of the federal government. The act sets increased corporate average fuel economy standards; the renewable fuel standard; appliance energy-efficiency standards; building energy-efficiency standards; and accelerated research and development tasks on renewable energy sources (e.g., solar energy, geothermal energy, and marine and hydrokinetic renewable energy technologies), carbon capture, and sequestration (USEPA 2025b).

Energy Policy Act of 2005

Passed by Congress in July 2005, the Energy Policy Act includes a comprehensive set of provisions to address energy issues. This Act includes tax incentives for energy conservation improvements in commercial and residential buildings, fossil fuel production and clean coal facilities, and construction and operation of nuclear power plants, among other things. Subsidies are also included for geothermal, wind energy, and other alternative energy producers.

National Energy Policy

Established in 2001 by the National Energy Policy Development Group, the National Energy Policy is designed to help the private sector and state and local governments promote dependable, affordable, and environmentally sound production and distribution of energy for the future. Key issues addressed by the energy policy are energy conservation, repair and expansion of energy infrastructure, and ways of increasing energy supplies while protecting the environment.

Natural Gas Pipeline Safety Act of 1968

The Natural Gas Pipeline Safety Act of 1968 authorizes the United States Department of Transportation to regulate pipeline transportation of flammable, toxic, or corrosive natural gas and other gases as well as the transportation and storage of liquefied natural gas. The Pipeline and Hazardous Materials Safety Administration within the Department of Transportation develops and enforces regulations for the safe, reliable, and environmentally sound operation of the nation's 2.6-million-mile pipeline transportation system.

STATE

Warren-Alquist Act

Established in 1974, the Warren-Alquist Act created the California Energy Commission (CEC) in response to the energy crisis of the early 1970s and the state's unsustainable growing demand for energy resources. The CEC's core responsibilities include advancing State energy policy, encouraging energy efficiency, certifying thermal power plants, investing in energy innovation, developing renewable energy, transforming transportation, and preparing for energy emergencies. The Warren-Alquist Act is updated periodically through legislative bills to address current energy needs and issues. The Warren-Alquist Act is updated annually to address current energy needs and issues, and its latest edition was in January 2023.

California Long-Term Energy Efficiency Strategic Plan

In September 2008, the California Public Utilities Commission (CPUC) adopted the Long-Term Energy Efficiency Strategic Plan, which provides a framework for energy efficiency in California through the year 2020 and beyond. It articulates a long-term vision and goals for each economic sector, identifying specific near-term, midterm, and long-term strategies to assist in achieving these goals. This plan sets the following 4 goals, known as Big Bold Energy Efficiency Strategies, to achieve significant reductions in energy demand:

- All new residential construction in California will be zero net energy by 2020.[1]
- All new commercial construction in California will be zero net energy by 2030.
- Heating, ventilation and air conditioning, commonly referred to as "HVAC," will be transformed to ensure that its energy performance is optimal for California's climate.
- All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.

With respect to the commercial sector, the Long-Term Energy Efficiency Strategic Plan notes that commercial buildings, which include schools, hospitals, and public buildings, consume more electricity than any other end-use sector in California. The commercial sector's 5-billion-plus square feet of space accounts for 38 percent of the state's power use and over 25 percent of natural gas consumption. Lighting, cooling, refrigeration, and ventilation account for 75 percent of all commercial electric use, and space heating, water heating, and cooking account for over 90 percent of gas use. In 2006, schools and colleges were in the top 5 facility types for electricity and gas consumption, accounting for approximately 10 percent of State's electricity and gas use (CPUC 2011).

The CPUC and CEC have adopted the following goals to achieve zero net energy levels by 2030 in the commercial sector:

Goal 1: New construction will increasingly embrace zero net energy performance (including clean, distributed generation), reaching 100 percent penetration of new starts in 2030.

Goal 2: 50 percent of existing buildings will be retrofit to zero net energy by 2030 through achievement of deep levels of energy efficiency and with the addition of clean distributed generation.

Goal 3: Transform the commercial lighting market through technological advancement and innovative utility initiatives.

California Energy Action Plan

The 2008 Energy Action Plan Update provides a status update to the 2005 Energy Action Plan II, which is the state of California's principal energy planning and policy document. The 2008 Update is the latest update and continues the original Energy Action Plan (adopted in 2003), describes a coordinated implementation plan for state energy policies, and identifies specific action areas to ensure that California's energy is adequate, affordable, technologically advanced, and environmentally sound. First-priority actions to address California's increasing energy demands are energy efficiency, demand response (i.e., reduction of customer energy

[1] Zero net energy buildings are buildings where the total amount of energy used by the building on an annual basis is equal to or less than the amount of renewable energy created on the site.

usage during peak periods in order to address system reliability and support the best use of energy infrastructure), and the use of renewable sources of power. If these actions are unable to satisfy the increasing energy and capacity needs, the plan supports clean and efficient fossil-fuel generation.

Renewable Portfolio: Carbon Neutrality Regulations

Senate Bills 1078, 107, X1-2, and Executive Order S-14-08

The California Renewables Portfolio Standard (RPS) was established in 2002 under Senate Bill (SB) 1078 and was amended in 2006, 2011, and 2018. The RPS program requires investor-owned utilities, electric service providers, and community choice aggregators to increase the use of eligible renewable energy resources to 33 percent of total procurement by 2020. Initially under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent and to reach at least 20 percent by December 30, 2010. Executive Order (EO) S 14 08 was signed in November 2008, which expanded the state's Renewable Energy Standard to 33 percent renewable power by 2020. This standard was adopted by the California legislature in 2011 (SB X1-2). The CPUC is required to provide quarterly progress reports on progress toward RPS goals. This has accelerated the development of renewable energy projects throughout the state.

Clean Energy and Pollution Reduction Act

The Clean Energy and Pollution Reduction Act, commonly known by its legislative bill number SB 350, was enacted on October 7, 2015, and expands the RPS by establishing a goal of 50 percent of the total electricity sold to retail customers in California per year by December 31, 2030. In addition, this Act includes the goal to double the energy efficiency savings in electricity and natural gas final end uses (such as heating, cooling, lighting, or class of energy uses upon which an energy efficiency program is focused) of retail customers through energy conservation and efficiency. This Act also requires the CPUC, in consultation with the CEC, to establish efficiency targets for electrical and gas corporations consistent with this goal. This Act also provides for the transformation of the California Independent System Operator (CAISO) into a regional organization to promote the development of regional electricity transmission markets in the western states and to improve the access of consumers served by CAISO to those markets, pursuant to a specified process.

Senate Bill 100

On September 10, 2018, SB 100 was signed into law to replace the Clean Energy and Pollution Reduction Act (SB 350) requirements. Under SB 100, the RPS for public owned facilities and retail sellers consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. Additionally, SB 100 also established a new RPS requirement of 50 percent by

2026. Furthermore, the bill also establishes an overall State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under SB 100, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

The Clean Energy, Jobs, and Affordability Act of 2022

The Clean Energy, Jobs, and Affordability Act of 2022, commonly known as its legislative bill number SB 1020, was signed into law on September 16, 2022. This Act requires renewable energy and zero-carbon resources to supply 90 percent of all retail electricity sales by 2035 and 95 percent by 2040. Additionally, this Act requires all state agencies to procure 100 percent of electricity from renewable energy and zero-carbon resources by 2035.

Energy Storage

California has set ambitious long-term goals for energy storage beyond 2026 to support its clean energy and climate goals. The state aims to reach 100 percent carbon-free electricity by 2045, which will require significant investment in renewable energy sources like wind and solar, as well as energy storage technologies to balance the variability of these sources.

The California Independent System Operator has a total energy storage capacity of more than 3,160 megawatts (MW) as of June 2022 (CAISO 2022). This includes both large-scale and distributed energy storage systems, such as batteries, pumped hydroelectric storage, and thermal storage. CAISO is responsible for managing the electricity grid for much of California, and it has set a target of adding 3,300 MW of additional energy storage capacity by 2024 to support the integration of more renewable energy sources like wind and solar. As part of SB 100, load serving entities (LSE) were required to procure no less than 1.3 gigawatts (GW) of energy storage capacity by 2020, and 3 GW by 2030. Additionally, the CPUC has established a target of 15 GW of energy storage capacity by 2030 (CPUC 2022).

The Integrated Resource Plan

CAISO develops a coordinated grid management plan to integrate the generation and storage capacities of LSEs, called the Integrated Resource Plan (IRP). The IRP is a comprehensive planning document that outlines CAISO's forecasts for electricity demand, supply, and transmission needs over a 20-year planning horizon, as well as its strategies for integrating renewable energy resources and other grid services to meet those needs. The plan is developed in collaboration with LSEs, regulators, and other stakeholders, and is updated periodically to reflect changes in the energy landscape and evolving policy goals. Overall, the IRP plays a critical role in ensuring the reliability and resilience of California's electricity grid as the state continues to transition to a cleaner and more sustainable energy system.

When an individual battery energy storage (BES) facility or generation infrastructure (i.e., solar panels) comes online in California, it is typically included in the IRP through a process known as the Interconnection Queue. The Interconnection Queue is managed by the CAISO, which oversees the operation of the State's electricity grid.

The Interconnection Queue

The Interconnection Queue is an application process that functions as a waiting list of proposed electricity generation and storage projects that are seeking to connect to the grid. When a new BES facility or generation infrastructure is proposed, the developer submits an application to CAISO to request an interconnection to the grid. CAISO evaluates the application to ensure that the facility meets technical and operational requirements, such as voltage regulation and frequency response, and that it can be integrated effectively into the grid.

Once the BES facility or generation infrastructure is approved by CAISO, it is assigned a point of interconnection on the grid, and its output is added to the IRP as a resource that can provide electricity and other grid services, such as frequency regulation or ramping support. The facility is then dispatched by CAISO based on its bids into the day-ahead and real-time electricity markets, and its output is used to help balance supply and demand on the grid in real-time.

Overall, the interconnection queue is an important mechanism for integrating new BES facilities and other electricity resources into the California grid, and for ensuring that the grid remains reliable and resilient as the state continues to transition to a cleaner and more sustainable energy system.

Energy-Related Regulations

Table 3.6-1, *State Energy Efficiency Regulations*, provides a summary list of energy-efficiency regulations in California that apply to individual development projects.

Table 3.6-1 State Energy Efficiency Regulations

Regulation	Summary
Title 20 Appliance Energy Efficiency	California's Appliance Efficiency Regulations contain energy performance, energy design, water performance, and water design standards for appliances (including refrigerators, ice makers, vending machines, freezers, water heaters, fans, boilers, washing machines, dryers, air conditioners, pool equipment, and plumbing fittings) that are sold or offered for sale in California (California Code of Regulations [CCR] Title 20, Parts 1600–1608). These standards are updated regularly to allow consideration of new energy efficiency technologies and methods (CEC 2017).

Table 3.6-1 State Energy Efficiency Regulations

Regulation	Summary
24 CCR Part 6, Building Energy Efficiency Standards	The California Energy Code establishes statewide energy efficiency requirements for new and renovated buildings, and is codified in Title 24, Part 6 of the CCR. Energy conservation standards for new residential and non-residential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 and most recently updated in 2024 (24 CCR Part 6). Title 24, Part 6 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The CEC adopted the 2025 Building Energy Efficiency Standards on September 11, 2024, which were approved by the California Building Standards Commission and became effective January 1, 2026. These standards build on the 2022 Code by expanding requirements for energy-efficient electric heat pumps, electric-ready buildings, updated photovoltaic (PV) and battery storage provisions, and stronger ventilation standards to further improve energy efficiency and indoor air quality (CEC 2024).
24 CCR Part 11, Green Building Standards	On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (24 CCR, Part 11, known as "CALGreen") was adopted as part of the California Building Standards Code. It includes mandatory requirements for new residential and nonresidential buildings throughout California. CALGreen is intended to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the directives by the Governor. The mandatory provisions of CALGreen became effective January 1, 2011. Overall, the code is established to reduce construction waste, make buildings more efficient in the use of materials and energy, and reduce environmental impact during and after construction. CALGreen contains requirements for construction site selection, stormwater control during construction, construction waste reduction, indoor water use reduction, material selection, natural resource conservation, site irrigation conservation, and more. The code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The code also requires building commissioning, which is a process for verifying that all building systems (e.g., heating and

Table 3.6-1 State Energy Efficiency Regulations

Regulation	Summary
	cooling equipment and lighting systems) are functioning at their maximum efficiency (24 CCR Part 11). The CEC adopted the final code language for the 2025 CALGreen standards on September 11, 2024. The 2025 CALGreen standards replaced the 2022 CALGreen and became effective on January 1, 2026.
Assembly Bill 1493 (Pavley Law)	California vehicle GHG emission standards were enacted under Assembly Bill (AB) 1493 (Pavley I). Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016 and is anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implements the Pavley I standards through a waiver granted to California by the EPA. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model year 2017 through 2025 light-duty vehicles (see also the discussion on the update to the CAFE standards under *Federal*, above). In January 2012, the California Air Resources Board (CARB) approved the Pavley Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards. Under California's Advanced Clean Car program, by 2025, new automobiles will have emitted 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions (CARB 2017).
13 CCR Chapter 9, Article 4.8, Section 2449	Section 2449 of the CCR, Title 13, Chapter 9, Article 4.8 was adopted on May 2, 2008, and limits non-essential idling of fleets to no more than five consecutive minutes at any location. This idling restriction applies to all vehicles in California with a diesel-fueled or alternative diesel-fueled off-road engine, unless a waiver provides sufficient justification that such idling is necessary.
Advanced Clean Cars II	On September 23, 2020, EO N-79-20 was issued, which sets a time frame for the transition to zero-emission (ZE) passenger vehicles and trucks in addition to off-road equipment. It directs CARB to develop and propose the following: ▪ Passenger vehicle and truck regulations requiring increasing volumes of new zero-emission vehicles (ZEV) sold in California toward the target of 100 percent of in-state sales by 2035. ▪ Medium- and heavy-duty vehicle regulations requiring increasing volumes of new ZE trucks and buses sold and operated in California toward the target of 100 percent of the fleet transitioning to ZEVs by 2045 everywhere feasible, and for all drayage trucks to be ZE by 2035.

Table 3.6-1 State Energy Efficiency Regulations

Regulation	Summary
	▪ Strategies to achieve 100 percent zero emissions from all off-road vehicles and equipment operations in California by 2035, in cooperation with other State agencies, the EPA, and local air districts. On August 25, 2022, CARB adopted the Advanced Clean Cars II regulations that codify the EO goal of 100 percent of in-state sales of new passenger vehicles and trucks be ZE by 2035. Starting in year 2026, Advanced Clean Cars II requires that 35 percent of new vehicles sold be ZE or plug-in hybrids, which is still in effect at the time of this writing.
Advanced Clean Trucks	In March 2021, CARB approved the Advanced Clean Trucks (ACT) regulation to accelerate the transition to zero-emission Class 2b and Class 8 medium- and heavy-duty trucks through manufacturer sales requirements. The regulation has two components including a manufacturer sales requirement, and a reporting requirement: ▪ ZE Truck Sales: Manufacturers who certify Class 2b through 8 chassis or complete vehicles with combustion engines are required to sell ZE trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, ZE truck/chassis sales need to be 55 percent of Classes 2b to 3 truck sales, 75 percent of Classes 4 to 8 straight truck sales, and 40 percent of truck tractor sales. ▪ Company and Fleet Reporting: Large employers including retailers, manufacturers, brokers and others would be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, would be required to report about their existing fleet operations. This information would help identify future strategies to ensure that fleets purchase available ZE trucks and place them in service where suitable to meet their needs. The ACT regulation was granted a separate waiver in 2023 by the Biden administration. On May 22, 2025, the U.S. Senate voted to revoke the waiver granted by the Biden administration for California's ACT rule through House Joint (H.J.) Resolution 87. On June 12, 2025, President Trump formally nullified California's ACT rule. California currently has no authority to implement ACT.
Advanced Clean Fleets	In April 2023, CARB released the Advanced Clean Fleets (ACF) regulation to accelerate the transition to zero-emission medium- and heavy-duty vehicles (CARB 2025). In conjunction with the Advanced Clean Trucks regulation, the ACF regulations helps to ensure that medium- and heavy-duty ZEVs are brought to the market, by requiring certain fleets to purchase ZEVs. The ACF ZEV phase-in approach which provides initial focus where the best fleet electrification opportunities exist, sets clear targets for regulated fleets to make a full conversion to ZEVs, and creates a

Table 3.6-1 State Energy Efficiency Regulations

Regulation	Summary
	catalyst to accelerate development of a heavy-duty public infrastructure network. The ACF regulations cover four main elements: ▪ **Manufacturer sales mandate.** Manufacturers may sell only zero-emission medium- and heavy-duty vehicles starting in 2036. ▪ **Drayage fleets.**[2] Beginning January 1, 2024, trucks must be registered in the CARB Online System to conduct drayage activities in California. Non-zero-emission "legacy" drayage trucks may register in the CARB Online System through December 31, 2023. Legacy drayage trucks can continue to operate through their minimum useful life. Beginning January 1, 2024, only zero-emission drayage trucks may register in the CARB Online System. All drayage trucks entering seaports and intermodal railyards would be required to be zero-emission by 2035. ▪ **High priority and federal fleets.** High priority and federal fleets must comply with the Model Year Schedule or may elect to use the optional ZEV Milestones Option to phase in ZEVs into their fleets: o Model Year Schedule: Fleets must purchase only ZEVs beginning 2024 and, starting January 1, 2025, must remove internal combustion engine vehicles at the end of their useful life as specified in the regulation. o ZEV Milestones Option (Optional): Instead of the Model Year Schedule, fleets may elect to meet ZEV targets as a percentage of the total fleet starting with vehicle types that are most suitable for electrification. ▪ **State and local agencies.** State and local government fleets, including city, county, special district, and State agency fleets, would be required to ensure 50 percent of vehicle purchases are ZE beginning in 2024 and 100 percent of vehicle purchases are ZE by 2027. Small government fleets (10 or fewer vehicles) and those in designated counties would start their ZEV purchases beginning in 2027. Alternately, State and local government fleet owners may elect to meet ZEV targets using the ZEV Milestones Option. State and local government fleets may purchase either ZEVs or near-ZEVs, or a combination of ZEVs and near-ZEVs, until 2035. Starting in 2035, only ZEVs will meet the requirements.

[2] Drayage trucks are in-use class 7 and 8 on-road vehicles that transport containers and bulk goods to and from seaports and intermodal railyards. Land ports of entry, which provide controlled entry to or departure from the United States, are not considered seaports or intermodal railyards.

Table 3.6-1 State Energy Efficiency Regulations

Regulation	Summary

	The ACF regulations would also establish requirements that transform the medium- and heavy-duty vehicle sector and demonstrate independent utility through achievement of the following objectives:
	▪ Achieve criteria and GHG emissions reductions consistent with the goals identified in the State Implementation Plan Strategy and Scoping Plan.
	▪ Provide emissions reductions in disadvantaged communities, thereby supporting the implementation of AB 617 (Garcia, C., Chapter 136, Statutes of 2017).
	▪ Support the goals of EO N-79-20 which calls for accelerated ZEV deployment with these targets:
	  ○ 100 percent ZE drayage by 2035
	  ○ 100 percent ZE trucks and buses where feasible by 2045
	▪ Ensure requirements, such as ZEV deployment schedules and related infrastructure build-out, are technologically feasible, cost-effective, and support market conditions.
	▪ Lead the transition away from petroleum fuels and towards electric drivetrains.
	▪ Contribute to achieving carbon neutrality in California pursuant to SB 100 and in accordance with EO B-55-18.
	▪ Mindfully set requirements to allow time for public ZE infrastructure buildout for smaller fleets or for regional haul applications who would be reliant on a regional network of public chargers.
	▪ Ensure manufacturers and fleets work together to place ZEVs in service suitably and successfully as market expands.
	▪ Establish a fair and level playing field among fleet owners.
	▪ Craft projects in a way that ensures institutional capacity for CARB to manage, implement, and enforce requirements.
	
	As of this writing, the ACF remains in effect; however, the Drayage Fleet and High-Priority Private Fleet rules may not be enforceable unless the State's Clean Air Act Waiver is resubmitted to and approved by the EPA.

Small Off-Road Engine Regulations	Small Off-Road Engines (SORE) Regulation applies to spark-ignition engines rated at or below 19 kilowatts (25 horsepower), including lawn and garden, industrial, logging, airport ground support, and commercial utility equipment, golf carts, and specialty vehicles. CARB's SORE Regulation, last amended in December 2021, establishes new emission standards starting with the 2024 model year of zero grams of exhaust and

Table 3.6-1 State Energy Efficiency Regulations

Regulation	Summary
	evaporative emissions per kilowatt-hour, effectively requiring zero-emission or electric engines for those subject to the SORE Regulation.

LOCAL

City of Ontario 2022 Community Climate Action Plan

The City of Ontario adopted a Community Climate Action Plan (CCAP) in August 2022. The purpose of the CCAP is to implement a plan to reduce GHG emissions to achieve SB 32 emission reduction targets by year 2030 and additional reductions beyond year 2030. The CCAP is an update to the 2014 Community Climate Action Plan and provides an updated emissions inventory, emissions forecast, and reduction strategy analysis. The CCAP is consistent with Section 15183.5 of the CEQA Guidelines through 2030 because the emissions reductions demonstrated therein are consistent with statewide 2030 reduction targets; however, the CCAP's post-2030 reduction targets predate and are not aligned with the State's current 2045 emission reduction targets and carbon neutrality goal (Ontario 2022). The CCAP provides a strategic roadmap for reducing GHG emissions generated in Ontario through measures that include improving energy efficiency, reducing nonrenewable energy consumption, and promoting the consumption of renewable energy.

City of Ontario Municipal Code

The City's municipal code is organized by volume, title, chapter, and article. The following regulations relate to energy impacts.

- **Volume II, Title 8, Building Regulations,** adopts the 2022 California Building Code.
- **Volume II, Title 8, Chapter 9, Electric Vehicle Charging Stations,** provides requirements for electric vehicle charging stations as well as expedited permit review and inspection requirements by the Building Department.
- **Volume II, Title 8, Chapter 10, Energy Code,** adopts the 2022 California Energy Code.

3.6.2 Existing Conditions

POLICY PLAN AMENDMENT

Electricity

The plan area is in Southern California Edison's (SCE) service area, which spans much of southern California from Orange and Riverside counties on the south to Santa Barbara County on the west to Mono County on the north (SCE 2025). Total electricity demand in the SCE service area for the county was 16.206 billion kWh for 2024 (CEC 2025a).

Sources of electricity sold by SCE in 2023 were (CEC 2025b):

- 37.6 percent eligible renewable resources:
  - 0.1 percent biomass and biowaste
  - 5.2 percent geothermal
  - 0.7 percent small hydroelectric
  - 19.8 percent solar
  - 11.7 percent wind
- 13.5 percent eligible carbon-free resources:
  - 4.5 percent large hydroelectric
  - 9.1 percent nuclear
- 48.8 percent non-RPS eligible resources:
  - 0 percent coal
  - 20 percent natural gas
  - 0.1 percent other
  - 28.8 percent unspecified power (i.e., not traceable to specific sources)

Natural Gas

The Southern California Gas Company (SoCalGas) provides natural gas to the City of Ontario. SoCalGas' service area spans much of the southern half of California, from Imperial County on the southeast to San Luis Obispo County on the northwest, to part of Fresno County on the north, to Riverside County and most of San Bernardino County on the east (CEC 2022). Total natural gas consumption in SoCalGas's service area for the county was approximately 547.2 million therms in 2024 (CEC 2025c).

Transportation Fuels

California is one of the top consumers of fuel for transportation. The CEC produces a California Annual Retail Fuel Outlet Report every year, which is a compilation of gasoline and diesel fuel sales across the state, available at the county level. According to the CEC, San Bernardino County fuel sales totaled an estimated 920 million gallons of gasoline and 390 million gallons of diesel fuel in 2024 (CEC 2025d).

SPECIFIC PLAN

Electricity

Electrical service to the Specific Plan area is provided by SCE. Existing power poles are located adjacent to the Specific Plan area along Eucalyptus Avenue and on the east side of Walker Avenue, and within the Specific Plan boundary along Grove Avenue, and Bon View Avenue.

Natural Gas

SoCalGas provides gas service to the Specific Plan area. Gas lines currently exist in Eucalyptus Avenue (3 inch and 12 inch), Bon View Avenue (2 inch and 12 inch), Grove Avenue (4 inch), and Walker Avenue (2 inch).

Transportation Fuels

Diesel fuel is supplied by a number of existing industrial fuel providers serving the region.

3.6.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to energy if it would:

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

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

To determine whether the proposed project would result in wasteful, inefficient, or unnecessary consumption of energy resources, this analysis utilizes the guidance provided in Appendix F,

Energy Conservation, of the CEQA Guidelines as well as the analytical precedent set by *League to Save Lake Tahoe Mountain etc. v. County of Placer* (2022) (75 Cal.App.5th 63, 164–168).

Based on CEQA Guidelines Appendix F, Energy Conservation, to ensure energy implications are considered in project decisions, CEQA identifies that EIRs include a discussion of the potential impacts of proposed projects, with particular emphasis on avoiding or reducing wasteful, unnecessary, or inefficient use of energy resources as applicable. Environmental effects may include the proposed project's energy requirements and its energy use efficiencies by amount and fuel type during demolition, construction, and operation; the effects of the proposed project on local and regional energy supplies; the effects of the proposed project on peak and base period demands for electricity and other forms of energy; the degree to which the proposed project complies with existing energy standards; the effects of the proposed project on energy resources; and the proposed project's projected transportation energy use requirements and its overall use of efficient transportation alternatives, if applicable.

To assist in analyzing whether the proposed project's energy consumption is considered wasteful, inefficient, or unnecessary, the following energy conservation goals from Appendix F of the CEQA Guidelines are used:

- Decrease overall per capita energy consumption.
- Decrease reliance on fossil fuels such as coal, natural gas, and oil.
- Increase reliance on renewable energy sources.

It is important to note that these energy conservation goals are not used herein as bright-line significance thresholds but as an informative guide in assessing whether the proposed project could result in a potentially significant energy impact. In other words, even though a project may result in an increase in per capita energy consumption, that does not necessarily mean that the project would result in wasteful, inefficient, or unnecessary energy consumption because the consumption of energy alone does not constitute the wasteful, inefficient, or unnecessary use of energy resources. Therefore, this analysis focuses on whether the use of that energy resource is carried out in a wasteful, inefficient, or unnecessary manner in the context of the Appendix F energy conservation goals and explores whether mitigation may be warranted to ensure that the use of energy resources is not considered wasteful, inefficient, or unnecessary.

METHODOLOGY

Policy Plan Amendment

Community Emissions

The provided energy and fuel usage information for the proposed project is based on the following.

- **Energy (Natural Gas and Electricity)**: Energy use for residential and nonresidential land uses in the plan area were estimated based on the energy forecast without state actions conducted for the emissions inventory for the Community Climate Action Plan (2022). Forecasts for the proposed project were adjusted for increases in dwelling units for residential energy usage and non-residential square footage for non-residential energy usage in the city.
- **On-Road Fuel Use:** Fuel use was based on origin-destination method VMT provided by Fehr & Peers and modeled using CARB's EMFAC2021 V.1.0.2 web database for calendar year 2050 emission rates.

Specific Plan

CalEEMod

Information from the CalEEMod Version 2022.1 outputs from the EBPSP Air Quality Technical Study was utilized in this analysis, detailing project-related construction equipment, transportation energy demands, and facility energy demands (Appendix C5).

Emission Factors Model

On May 2, 2022, the EPA approved the 2021 version of the EMissions FACtor model (EMFAC2021) web database for use in State Implementation Plan and transportation conformity analyses. EMFAC2021 is a mathematical model that was developed to calculate emission rates, fuel consumption, VMT from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by CARB to project changes in future emissions from on-road mobile sources. On November 21, 2025, the EPA approved the use of EMFAC 2021 off-model adjustment factors. These adjustment factors remove the estimated emission benefits that were attributed to California's Advanced Clean Trucks, Zero-Emission Airport Shuttle, Heavy-Duty Vehicle and Engine Emission Warranty and Maintenance Provisions, and Heavy Duty Omnibus regulations from EMFAC 2021. Because the preemption waivers for these regulations no longer have effect, these regulations are no longer enforceable. Any effects on fuel efficiency are unknown and unquantifiable at this time.

The EBPSP Energy Study utilizes the different fuel types for each vehicle class from the annual EMFAC2021 emission inventory in order to derive the average vehicle fuel economy which is then used to determine the estimated annual fuel consumption associated with vehicle usage during construction and operational activities. For purposes of analysis, the 2027 through 2029 analysis years were utilized to determine the average vehicle fuel economy (Appendix C5).

3.6.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.6.5 Environmental Impacts

2022 Certified EIR

The 2022 Certified EIR identified that the approved project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. The approved project includes policies related to land use and transportation planning and design, energy efficiency, public and active transit, and renewable energy generation that minimize building and transportation-related energy demands overall and demands on nonrenewable sources of energy.

The 2022 Certified EIR identified that implementation of the approved project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The approved project includes an Environmental Resources Element and Safety Element that supports the statewide goal of transitioning the electricity grid to renewable sources and employ best practices regarding energy-saving standards.

Proposed Project

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?

The 2022 Certified EIR identified that the approved project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.

CONSTRUCTION ENERGY USE

Policy Plan Amendment

Development projects constructed under the proposed project would create temporary demand for electricity. Natural gas is not generally required to power construction equipment, and its use is not anticipated during construction phases. Electricity use would fluctuate according to the phase of construction. Additionally, it is anticipated that most electric-powered

construction equipment would be hand tools (e.g., power drills, table saws, compressors) and lighting, which would use minimal electricity during construction activities.

Construction of development projects facilitated by the proposed project would also temporarily increase demands for energy associated with transportation fuels. Transportation energy use depends on the type and number of trips, VMT, fuel efficiency of vehicles, and travel mode. Energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel or gasoline fuel. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. It is anticipated that most off-road construction equipment, such as those used during demolition and grading, would be gasoline or diesel powered. In addition, operation of construction equipment would cease upon completion of construction for individual development projects. Moreover, the construction contractors would be required to minimize nonessential idling of construction equipment during construction in accordance with the CCR Title 13, Chapter 9, Article 4.8, Section 2449. Such required practices would limit wasteful and unnecessary energy consumption.

Overall, the proposed project does not envision any unusual development or project characteristics that require less energy-efficient construction equipment. Construction processes would be comparable to those used at similar sites citywide and projects accommodated under the approved project. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to that of the approved project and impacts identified in the 2022 Certified EIR. Accordingly, the proposed project would not result in wasteful, inefficient, or unnecessary consumption of fuel use during construction. Impacts would be **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Electricity Usage

The total construction electricity usage is the summation of the products of the power cost by the utility provider cost per kWh of electricity. Total electricity usage from on-site EBPSP construction-related activities is estimated to be approximately 886,886 kWh.

Equipment Fuel Consumption

Fuel consumed by construction equipment would be the primary energy resource expended over the course of construction associated with EBPSP. Construction activities would consume an estimated total of 311,914 gallons of diesel fuel.

Worker Fuel Estimates

It is assumed that 50 percent of all worker trips are from light-duty-auto vehicles (LDA), 25 percent are from light-duty-trucks (LDT1[3]), and 25 percent are from light-duty-trucks (LDT2[4]). Approximately 269,810 gallons of fuel would be consumed related to construction worker trips during full construction.

Vendor and Hauling Fuel Estimates

It is assumed that 50 percent of all vendor trips are from medium-heavy-duty trucks (MHDT) and 50 percent of vendor trips are from heavy-heavy-duty trucks (HHDT). All hauling trips were assumed to be performed by HHDT vehicles. Approximately 214,130 gallons of fuel would be consumed related to construction vendor and hauling trips during full construction.

Construction Energy Efficiency/Conservation Measures

Starting in 2014, CARB adopted the nation's first regulation aimed at cleaning up off-road construction equipment such as bulldozers, graders, and backhoes. These requirements ensure fleets gradually turn over the oldest and dirtiest equipment to newer, cleaner models and prevent fleets from adding older, dirtier equipment. Therefore, the equipment used for EBPSP construction would conform to CARB regulations and California emissions standards. It should also be noted that there are no unusual characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in the construction of the EBPSP would therefore not result in wasteful, inefficient, or unnecessary consumption of fuel.

Construction contractors would be required to comply with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other toxic air contaminants. Compliance with anti-idling and emissions regulations would result in a more efficient use of construction-related energy and the minimization or elimination of wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additional construction-source energy efficiencies would occur due to required California regulations and best available control measures (BACM). For example, 13 CCR

[3] Vehicles under the LDT1 category have a gross vehicle weight rating (GVWR) of less than 6,000 lbs. and equivalent test weight (ETW) of less than or equal to 3,750 lbs.

[4] Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.

Section 2449(d)(3), Idling, limits idling times of construction vehicles to no more than 5 minutes, precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Section 2449(d)(3) requires that grading plans reference the requirement that a sign shall be posted on-site stating that construction workers need to shut off engines at or before 5 minutes of idling. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials and/or in response to citizen complaints.

In general, commercial construction processes promote conservation and efficient use of energy by reducing raw materials demands, with related reduction in energy demands associated with raw materials extraction, transportation, processing, and refinement. Use of materials in bulk for large-scale projects reduces energy demands associated with preparation and transport of construction materials as well as the transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations.

Summary

EBPSP land uses would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the CCR Title 24 energy efficiency standards (Part 6 and Part 11 of the California Building Standards Code). Title 24 standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building.

Due to the temporary nature of construction and the financial incentives for developers and contractors to use energy-consuming resources in an efficient manner, the construction phase would not result in wasteful, inefficient, or unnecessary consumption of energy. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, impacts would be **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact ENE-1: The proposed project would not result in significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant energy impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

OPERATION ENERGY USE

Policy Plan Amendment

Operation of potential future development accommodated under the proposed project would create additional demands for energy resources compared to existing conditions. Operational use of electricity and heating fuels (e.g., natural gas) would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems; use of on-site equipment and appliances; lighting; and charging electric vehicles. Land uses accommodated under the proposed project would also result in additional demands for transportation fuels (e.g., gasoline, diesel, compressed natural gas, and electricity) associated with on-road vehicles.

Nontransportation Energy

Electrical service to future individual development projects in the City would be provided by SCE through connections to existing off-site electrical lines and new on-site infrastructure. As shown in Table 3.6-2, *Year 2050 Policy Plan Amendment Forecast Electricity Consumption*, by horizon year 2050, electricity use in the Ontario under the proposed project is estimated to increase by 92,312,370 kWh/year, or approximately 3 percent, compared to the approved project.

Table 3.6-2 Year 2050 Policy Plan Amendment Forecast Electricity Consumption

Area	Electricity Usage (kWh per Year)		
	Current TOP[1]	Policy Plan Amendment[2]	Net Change
Residential	815,532,580	860,880,738	45,348,158
Nonresidential	2,858,631,210	2,905,595,423	46,964,213
Total	**3,674,163,790**	**3,766,476,160**	**92,312,370**

Source: Appendix C1.

1. Electricity usage based on emissions inventory from Community Climate Action Plan (2022), excludes State actions.

2. Residential and nonresidential energy forecasts are adjusted for increases in dwelling units and increases in nonresidential square footage in the plan area. Forecasts do not account for reductions due to increase in energy efficiency from compliance with future Building Energy Efficiency Standards and updates to CALGreen.

As shown in Table 3.6-3, *Year 2050 Policy Plan Amendment Forecast Natural Gas Consumption*, natural gas use under the proposed project would increase by 3,416,970 therms annually, or approximately 3 percent, compared to the approved project. While the electricity and natural gas demand would both slightly increase for the City compared to the estimates for the

approved project, developments accommodated under the proposed project would continue to be required to comply with the current and future updates to the Building Energy Efficiency Standards and CALGreen, which would contribute to reducing the energy demands shown in the table. New and replacement buildings in compliance with these standards would generally have greater energy efficiency than existing buildings. It is anticipated that each update to the Building Energy Efficiency Standards and CALGreen would result in greater building energy efficiency and move closer to buildings achieving zero net energy.

Table 3.6-3 Year 2050 Policy Plan Amendment Forecast Natural Gas Consumption

Area	Natural Gas Usage (Therms per Year)		
	Current TOP[1]	Policy Plan Amendment[2]	Net Change
Residential	43,659,430	46,087,138	2,427,708
Nonresidential	60,214,690	61,203,952	989,262
Total	**103,874,120**	**107,291,090**	**3,416,970**

Source: Appendix C1.

1. Natural gas usage based on emissions inventory from Community Climate Action Plan (2022).

2. Residential and nonresidential energy forecasts are adjusted for increases in dwelling units and increases in nonresidential square footage in the plan area. Forecasts do not account for reductions due to increase in energy efficiency from compliance with future Building Energy Efficiency Standards and updates to CALGreen.

In addition to the Building Energy Efficiency Standards and CALGreen, the Policy Plan Amendment includes various goals and policies to increase energy efficiency and reduce wasteful, inefficient, and unnecessary use of energy resources. The Environmental Resources (ER) Element policies ER-3.1 and ER-3.6 would promote applicable energy-saving standards and the use of renewable energy sources (e.g., solar, wind, biomass) in public and private sector development. Policies ER-3.2 and ER-3.4 would encourage implementation of the LEED Neighborhood Development rating system in new communities and LEED Silver Certification for certain new and substantially renovated City buildings. Policy ER-3.3 would require energy-efficient building and site design strategies for future development projects. Encouraging sustainable and energy-efficient building practices and using more renewable energy strategies will further reduce energy consumption in the city and move closer to achieving zero net energy.

Transportation Energy

The growth accommodated under the proposed project would consume transportation energy from the use of motor vehicles (e.g., gasoline, diesel, compressed natural gas, and electricity). Table 3.6-4, *Policy Plan Amendment Operation-Related Annual Fuel Usage,* shows the net

change in VMT, fuel usage, and fuel efficiency under forecast year 2050 of the proposed project compared to the conditions under the approved project.

Table 3.6-4 Policy Plan Amendment Operation-Related Annual Fuel Usage

Fuel Type	Current TOP	Policy Plan Amendment	Net Change from Current TOP
Gasoline			
VMT[1]	3,849,391,590	3,948,781,246	99,389,657
Gallons	118,829,803	121,916,809	3,087,007
Miles per Gallon	32.39	32.39	-0.01
Diesel			
VMT[1]	355,432,627	369,475,972	14,043,345
Gallons	42,804,468	44,511,155	1,706,686
Miles per Gallon	8.30	8.30	0.00
Compressed Natural Gas			
VMT[1]	16,988,288	17,667,531	679,243
Gallons	2,276,309	2,367,323	91,014
Miles Per Gallon	7.46	7.46	0.00
Electricity			
VMT[1]	554,000,244	570,519,511	16,519,267
kWh	346,693,954	358,483,671	11,789,716
Miles per kWh	1.60	1.59	-0.01
Total VMT	4,775,812,748	4,906,444,260	130,631,512

Source: EMFAC 2021 (v.1.0.2); see Appendix C1.

1. Based on daily VMT provided by Fehr & Peers. VMT per year based on a conversion of VMT x 347 days per year to account for less travel on weekends, consistent with CARB statewide GHG emissions inventory methodology (CARB 2008).

As shown in Table 3.6-4, when compared to the approved project, the proposed project would result in an overall increase in VMT for gasoline-, diesel-, compressed natural gas-, and electricity-powered vehicles. Therefore, the proposed project would result in an increase in annual VMT and fuel usage for all vehicles, primarily due to the increase in projected population growth. Fuel efficiency will be the same as the approved project, and implementation of the proposed project would not result in less efficiency in transportation fuel usage.

The overall VMT shown in the Table 3.6-4 would be primarily attributable to the increase in population compared to the approved project. Although fuel efficiency between the proposed project and the approved project would be the same, the VMT per service person (VMT/SP) would slightly increase under the proposed project (see Section 3.17, T*ransportation*, Table

3.17-4, *VMT Comparison of Policy Plan Amendment to TOP 2050*). An increase in VMT/SP suggests more vehicle trips and longer trip distances as the number of residents in employees living and/or working in Ontario increases.

While VMT related to electric vehicles and electricity use are expected to increase under the proposed project compared to the approved project, improvements in electric vehicle energy efficiency are anticipated. Consistent with broader market trends and advancements in energy generation, a greater share of electricity used to power electric vehicles is anticipated to be derived from renewable sources in future years, such as onsite photovoltaic systems, community choice aggregation programs, and utility-supplied renewable electricity.

The Policy Plan Amendment also includes various policies that contribute to minimizing overall VMT, and thus fuel usage. These proposed policies focus on minimizing VMT through land use and transportation planning efforts that work in combination. The Mobility (M) Element policy M-3.3 and Land Use (LU) Element policies LU-1.4, LU-1.5, and LU-1.6, focus on situating residential development near commercial land uses to promote public transit use. Policies M-2.1, M-2.2, M-2.3, and M-2.4, and Community Design (CD) Element policy CD-3.2 would promote improvements for public transportation and active transit (e.g., biking and walking) infrastructure in the City. Locating residential and nonresidential uses near one another through mixed-use development can shorten distances between homes, jobs, and amenities, reducing average vehicle trip lengths and overall VMT. These shorter distances can also encourage walking, biking, and public transit use, further minimizing VMT.

Summary

Overall, implementation of TOP 2050 policies, together with applicable federal, State, and local regulations, would ensure that energy demand from future growth is not inefficient, wasteful, or unnecessary. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and that identified in the 2022 Certified EIR. Therefore, energy impacts associated with implementation and operation of land uses accommodated under the proposed project would be **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Transportation Energy Demands

Annual vehicular trips and related VMT generated by the operation of the EBPSP would result in a fuel demand of 4,213,944 gallons.

Fuel would be provided by current and future industrial vendors. Trip generation and VMT generated by the EBPSP are consistent with other industrial uses of similar scale and

configuration, as reflected, respectively, in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th ed.) and CalEEMod. Therefore, operations would not result in excessive and wasteful vehicle trips and VMT, nor excess and wasteful vehicle energy consumption compared to other industrial uses.

It should be noted that the State strategy for the transportation sector for medium- and heavy-duty trucks is focused on making trucks more efficient and expediting truck turnover rather than reducing VMT from trucks. This is in contrast to the passenger vehicle component of the transportation sector, where both per-capita VMT reductions and an increase in vehicle efficiency would be needed to achieve the overall state emissions reductions goals.

Heavy-duty trucks involved in goods movements are generally controlled on the technology side and through fleet turnover of older trucks and engines to newer and cleaner trucks and engines. The first battery-electric heavy-heavy duty trucks are being tested this year, and South Coast Air Quality Management District (AQMD) is looking to integrate this new technology into large-scale truck operations. The following state strategies reduce GHG emissions from the medium- and heavy-duty trucks and would also contribute to reductions in transportation-related energy consumption:

- **CARB's Mobile Source Strategy** focuses on reducing GHGs through the transition to zero and low emission vehicles and from medium-duty and heavy-duty trucks.
- **CARB's Sustainable Freight Action Plan** establishes a goal to improve freight efficiency by 25 percent by 2030, deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.
- **CARB's Emissions Reduction Plan** for Ports and Goods Movement (Goods Movement Plan) in California focuses on reducing heavy-duty truck-related emissions, fleet turnover, truck retrofits, and restriction on truck idling (CARB 2006). While the focus of Goods Movement Plan is to reduce criteria air pollutant and air toxic emissions, the strategies to reduce these pollutants would also generally have a beneficial effect in reducing GHG emissions.
- **CARB's On-Road Truck and Bus Regulation (2010)** requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. As of January 1, 2023, nearly all trucks and buses have 2010 model year engines or equivalent.
- **CARB's Heavy-Duty (Tractor-Trailer) GHG Regulation** requires SmartWay tractor trailers that include idle-reduction technologies, aerodynamic technologies, and low-rolling resistant tires that would reduce fuel consumption and associated GHG emissions.

Enhanced fuel economies realized pursuant to federal and state regulatory actions and the transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels,

hydrogen cells) would likely decrease future gasoline fuel demands per VMT. The EBPSP's location near regional and local road networks helps decrease VMT in the area, which in turn reduces the overall energy demand for vehicles in the region. Specifically, the EBPSP would implement sidewalks to encourage pedestrian and bicycle access, which would help reduce VMT and associated energy consumption.

Emergency Engine Fuel Demands

The EBPSP was conservatively assumed to include a total of 2 emergency fire pumps in Phase 1, 4 emergency fire pumps in Phase 2, and 5 emergency fire pumps in Phase 3. Emergency engine operation for maintenance and testing purposes would consume an estimated 2,070 gallons of diesel fuel per year at buildout.

On-Site Cargo Handling Equipment Fuel Demands

Assuming the operation of 5 pieces of equipment in Phase 1, 9 pieces of equipment in Phase 2, and 11 pieces of equipment in Phase 3, on-site operational cargo handling equipment is estimated to consume approximately 51,071 gallons of fuel per year at buildout.

Facility Energy Demands

EBPSP facility operational energy demands are estimated to result in 15,807,558 kWh per year of electricity demand, which would be supplied through rooftop solar as well as SCE. The EBPSP would not use natural gas for the building envelope. The Specific Plan proposes conventional business park uses reflecting contemporary energy efficient/energy conserving designs and operational programs. The Specific Plan does not propose uses that are inherently energy intensive, and the energy demands in total would be comparable to other industrial uses of similar scale and configuration.

The EBPSP would comply with the applicable CCR Title 24 standards. Compliance with applicable Title 24 standards ensures that the energy demands would not be wasteful, inefficient, or unnecessary.

Operational Energy Efficiency/Conservation Measures

Energy efficiency/energy conservation attributes of the EBPSP would be complemented by increasingly stringent State and federal regulatory actions addressing vehicle fuel economies and vehicle emissions standards and by enhanced building/utilities energy efficiencies mandated under California building codes (i.e., CCR Title 24).

The Specific Plan incorporates a series of measures that generally serve to reduce energy demands. As previously stated, the EBPSP would comply with CCR Title 24 Standards, which include incorporating contemporary design features such as photovoltaic systems or renewable

energy. Specifically, the EBPSP would install rooftop solar systems to offset 45 percent of electrical demands.

The EBPSP would also not result in a substantial increase in demand for transmission service, resulting in the need for new or expanded sources of energy supply or new or expanded energy delivery systems or infrastructure (other than site-adjacent and on-site connections to local utilities).

Annual fuel consumption estimates likely represent potential maximums. Under future conditions, average fuel economies of vehicles accessing the site can be expected to improve as older, less fuel-efficient vehicles are removed from circulation. Enhanced fuel economies and transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT.

Summary

It is also noted that the measures to be implemented by the EBPSP pursuant to the City CCAP (see Table 3.8-12, in Section 3.8, *Greenhouse Gas Emissions*) would also reduce energy consumption through energy efficiency and the generation of renewable energy. Additionally, although Mitigation Measures AIR-5-SP through AIR-13-SP (see Section 3.3, *Air Quality*) are designed to reduce EBPSP air emissions, they would also reduce energy consumption.

The Specific Plan area is surrounded by existing transportation facilities and infrastructure that would give future visitors and employees access to a mix of land uses in the area, thus further reducing fuel consumption demand.

Based on the preceding discussions, impacts would be **less than significant**. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact ENE-2: The proposed project would not result in significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during operation.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant energy impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

CONSISTENCY WITH RENEWABLE OR ENERGY EFFICIENCY PLANS

The approved project includes an Environmental Resources Element and Safety Element that support the statewide goal of transitioning the electricity grid to renewable sources and employ best practices regarding energy-saving standards. Therefore, the 2022 Certified EIR identified that implementation of the approved project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

The Policy Plan Amendment's and Specific Plan's consistency with the California Energy Action Plan, Long-Term Energy Efficiency Strategic Plan, and the City's CCAP are discussed separately below.

Policy Plan Amendment

Energy Action Plan

As discussed in Section 3.6.1, *Regulatory Framework*, the Energy Action Plan was last updated in 2008 and was developed by the CPUC, CEC, and California Power Authority to create a unified State energy policy framework. It serves as one of the State's strategies for planning for reliable, affordable, and environmentally responsible energy procurement and supply. The Energy Action Plan further establishes a "loading order" for statewide energy planning efforts, which translates into first prioritizing meeting existing demand with cost-effective energy efficiency and demand response efforts, then using renewable energy resources and distributed generation, and finally meeting the remaining energy demand with renewable or otherwise "clean" fossil-fuel power generation resources (e.g., renewable natural gas). Other priorities identified in the Energy Action Plan but not directly related to local agencies include modernizing transmission and distribution infrastructure, enhancing reliability in electricity and natural gas markets, and ensuring affordable access to all Californians. Therefore, the proposed project can be assessed for consistency with the Energy Action Plan by examining how its policies generally support or conflict with the strategies of the plan, such as promoting energy resource deployment consistent with the plan's loading order.

TOP 2050 includes several goals and policies that would support the continued implementation of the Energy Action Plan. For instance, Policy M-1.6, Goal M-2, and Policies M-2.1 and M-2.3 support reduced VMT and active transportation by integrating housing, jobs, and services

closely together. Policy M-2.4 further promotes mixed use development and walkable design, reducing reliance on fossil fuels for vehicular transportation. Goal ER-3 and Policy ER-3.6 promote the use of renewable energy sources (e.g., solar, wind, biomass) in public- and private-sector development, further supporting the Energy Action Plans' loading order prioritization. Lastly, Policy ER-3.5 requires the purchase of vehicles and equipment that are fuel efficient, aligning with the Energy Action Plan's energy efficiency and clean energy supply objectives. Therefore, the proposed project would be considered consistent with the Energy Action Plan strategies.

Long-Term Energy Efficiency Strategic Plan

As discussed in Section 3.6.1, *Regulatory Framework*, the Long-Term Energy Efficiency Strategic Plan was last updated in 2011 and serves as the State's long-term roadmap to make energy efficiency a top priority in supporting California's grid harmonization and renewable energy integration efforts. As discussed, its key policies include achieving a zero net energy performance for all new residential construction by 2020 and all new commercial construction by 2030. While the 2020 benchmark goal for new residential construction has passed, the goal continues to underpin the triennial updates to the California Building Standards Code. The Long-Term Energy Efficiency Strategic Plan is a living strategic document for State and local agencies and emphasizes the integration of energy-efficiency policies and measures into planning efforts as a critical component to advancing the objectives of the plan. Therefore, the proposed project can be assessed for consistency with the Long-Term Energy Efficiency Strategic Plan by examining how its policies generally support or conflict with the strategies of the plan, such as promoting compact in-fill development, green building standards, and zero net energy readiness.

TOP 2050 includes several goals and policies that would support the continued implementation of the Long-Term Energy Efficiency Strategic Plan. Goal ER-3 and Policy ER-3.1 directly advance the energy-efficiency objectives of the Long-Term Energy Efficiency Strategic Plan by highlighting the importance of conservation strategies as the preferred mechanism to meet energy needs. Policy ER-3.3 requires new construction to incorporate energy efficient building and site design strategies, supporting the plan's objectives for achieving zero net energy design for new residential and commercial development. Policy ER-3.6 supports the use of renewable energy sources in public and private sector development, directly advancing the plan's objectives for integrating demand-side efficiency, distributed energy resources, and energy resiliency. Finally, Policy ER-1.3 promotes energy-efficient water use by working with regional water providers to conserve water and ensure sustainable local water supplies. Therefore, the proposed project would be considered consistent with the Long-Term Energy Efficiency Strategic Plan strategies.

Ontario CCAP

The CCAP provides a strategic roadmap for reducing GHG emissions and energy consumption generated in Ontario through measures that include improving energy efficiency, reducing nonrenewable energy consumption, and promoting the consumption of renewable energy. As identified in Table 3.6-5, *Policy Plan Amendment CCAP Consistency Analysis*, the proposed project would be consistent with the applicable CCAP strategies.

Table 3.6-5 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
ENERGY	
Strategy 1: Building electrification. Promote and incentivize the phase-out of gas appliances in new and existing homes and businesses throughout the community to advance GHG reductions, increase energy efficiency, and protect public safety and environmental health.	**Consistent.** TOP 2050 contains various policies related to the promotion of building electrification. Policies ER-3.2, ER-3.6, and S-9.2 support building electrification and encourage sustainable development by promoting the use of LEED Neighborhood Development rating systems and renewable energy sources (e.g., solar, wind, biomass) in public and private sector development. Moreover, future development under the proposed project would be required to be constructed in accordance with State and City building codes current at the time, which include provisions that support building electrification through electric readiness design requirements.
Strategy 2: Onsite solar energy for existing residential development. Continue to support and facilitate installation of rooftop solar photovoltaic and onsite solar energy systems in existing residential development.	**Consistent.** TOP 2050 contains a policy related to the promotion of on-site solar installations for existing homes, particularly for resilience during power outages. Policy S-9.1 would encourage and incentivize the installation of residential solar panels and battery storage systems that can provide electricity during power outages. Additionally, per the City's Municipal Code, Chapter 8, "Small Residential Rooftop Solar Energy Systems," the City provides an expedited permit review and streamlined inspection requirements for residential rooftop solar installations.
Strategy 3: Onsite Solar Energy Systems for Nonresidential Development. Ensure new large non-residential development, including City facilities, includes onsite renewable energy to	**Consistent.** TOP 2050 contains policies related to the promotion of on-site solar installations for nonresidential development.

Table 3.6-5 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
support the site's energy needs by requiring solar photovoltaic panels or other appropriate onsite renewable energy generation systems for the following types of projects: ▪ New commercial and office buildings, or existing commercial and office building expansions greater or equal to 45,000 square feet in size. ▪ New industrial or existing industrial buildings expansions greater or equal to 100,000 square feet in size.	Policies ER-3.3 and ER-3.6 aim to incorporate technologies and best practices in building design that reduce the burning of fossil fuels by providing alternative energy sources, including passive and active solar. Policy S-9.1 would encourage and incentivize the installation of commercial solar panels and battery storage systems that can provide electricity during power outages. Moreover, future development under the proposed project would be required to be constructed in accordance with State and City building codes current at the time. Compliance with the California Energy Code (24 CCR Part 6) would ensure solar photovoltaic systems are installed for most new nonresidential development or require improved energy efficiency and design performance to offset its omission.
Strategy 4: Green Roofs. Promote and incentivize residents and business owners to install green roofs to conserve energy and reduce surface water runoff.	**Consistent.** TOP 2050 contains policies ER-1.6, ER-3.2, and ER-3.4, which promote sustainable building design and low impact development strategies through compliance with the LEED Neighborhood Development rating system and the LEED Silver Certification standard for new development, which provide scoring options for including green roofs.
Strategy 5: Urban Cooling. Maintain and expand the City's existing tree canopy, with a goal of planting 500 trees annually through 2050 and promote the use of pervious concrete and cool pavement for pavement projects.	**Consistent.** TOP 2050 contains policies related to planting trees and the implementation of pervious surfaces. Policies ER-4.8, CD-1.5, and CD-2.5 aim to protect healthy trees and expand the tree canopy in environmental justice areas to enhance air quality and reduce the "heat island" effect. Policy CD-2.10 would require all development to minimize the visual impact of parking areas in a safe and environmentally sensitive manner, which could include shade trees and pervious surfaces. Additionally, the City's Municipal Code, Chapter 2, "Parkway Trees," provides provisions related to preservation, maintenance, and removal of parkway trees.

Table 3.6-5 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
Strategy 6: Energy efficiency retrofits for low-income households. Promote and incentivize voluntary energy efficiency retrofits of homes to reduce natural gas and electricity usage, with the goal of retrofitting 9,000 low-income homes by 2050. Partner with community services agencies to fund energy efficiency projects, including heating, ventilation, air conditioning, indoor lighting, water heating equipment, insulation, and weatherization for low-income residents.	**Consistent.** TOP 2050 contains policies that would support energy efficient practices and renewable energy systems. Policy S-9.1 would encourage and incentivize the installation of residential solar panels and battery storage systems that can provide electricity during power outages. Policy S-9.3 would support and provide incentives for energy-efficient retrofits in residential buildings, prioritizing low-income applicants.
Strategy 7: Energy efficiency retrofits. Promote and incentivize voluntary energy efficiency retrofits to reduce natural gas and electricity usage. Partner with regional agencies to expand access to existing energy efficiency and conservation opportunities, incentives, and technical assistance for residents and businesses.	**Consistent.** TOP 2050 contains Policy S-9.3, which would support and provide incentives for energy-efficient retrofits in residential buildings, prioritizing low-income applicants.
Strategy 8: Smart Growth and Infill. Encourage revitalization of neighborhoods through higher-density, mixed-use, infill development and creative reuse of underutilized sites within the urban core.	**Consistent.** TOP 2050 contains various policies to support higher density and mixed-use development in underutilized public and private spaces. Policies LU-1.6, LU-4.4, M-1.4, and M-2.4 promote mixed use and transit-oriented development, along with enhancements to pedestrian and bicycle connectivity in underutilized spaces.
TRANSPORTATION	
Strategy 9: Transit-Oriented Development. Encourage development of compact, mixed-use, and transit-oriented development to improve the regional jobs-housing balance, especially on corridors served by high-ridership transit and bus rapid transit, such as Holt Avenue.	**Consistent.** TOP 2050 contains various policies to support compact and mixed-use development to improve regional jobs-housing balance. Policies CD-3.3, ER-4.1, ER-4.5, LU-1.6, LU-4.4, M-1.4, M-2.4, and M-3.1 through M-3.11 promote mixed-use and transit-oriented development while encouraging proactive partnerships with transit providers to ensure adequate public transit service for residents in environmental justice areas.
Strategy 10: Increase Transportation Ridership. Ensure a reliable and responsive transit system with dedicated and secure funding and resources to support increased ridership.	**Consistent.** TOP 2050 contains various policies to support reliable and safe transit system. Policies M-3.1 through M-3.11 aim to support a viable alternative to automobile travel and meet the

Table 3.6-5 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
	basic transportation needs of the transit-dependent.
Strategy 11: Traffic signal synchronization and roadway management. Implement traffic and roadway management strategies to improve mobility and efficiency and reduce associated emissions.	**Consistent.** TOP 2050 contains policies promoting the efficient flow of all modes of traffic. Policies CD-2.2, CD-2.6, M-1.1, and M-1.5 would require roadways to be designed to reduce traffic congestion through intelligent transportation system and travel demand management strategies. While the policies of the Policy Plan Amendment would not require traffic signal synchronization, the Policy Plan Amendment would not conflict with or obstruct the City's ability to implement such a measure when determined feasible.
Strategy 12: Community vehicle electrification. Promote and incentivize the adoption of electric vehicles (EV) citywide, including light-duty and heavy-duty vehicles, for municipal, commercial, and residential uses.	**Consistent.** Advanced Clean Cars II would require new cars sold in 2035 and beyond to be zero-emission vehicles, which includes battery electric vehicles, plug-in hybrid electric vehicles, and fuel cell electric vehicles; however, due to federal legal constraints, Advanced Clean Cars II cannot be enforced by the State. Nonetheless, future development under the Policy Plan Amendment would not obstruct implementation of Advanced Clean Cars II program since this applies to automobile manufacturers in California. In addition, the Policy Plan Amendment would not conflict with or obstruct the City's ability to implement transportation electrification measures when determined feasible.
Strategy 13: Active Transportation Networks. Work with transit agencies, school districts, and employers to facilitate an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling, and walking.	**Consistent.** TOP 2050 contains various policies to support an interconnected transportation system. Policies CD-3.3, ER-4.1, ER-4.5, LU-1.1, LU-1.4, LU-1.6, LU-4.4, M-1.4, M-2.1 through M-2.4, and M-3.1 through M-3.11 promote mixed-use and transit-oriented development while encouraging proactive partnerships with transit providers to ensure adequate public transit service for residents in environmental justice areas.
Strategy 14: Vehicle Idling. Limit idling of heavy-duty trucks. Support the South Coast AQMD and CARB anti-idling requirements and provide	**Consistent.** Diesel-fueled commercial vehicles under the proposed project would be required to comply with 13 CCR Section 2485, limiting truck

Table 3.6-5 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
signage in key areas where idling that is not consistent with South Coast AQMD or CARB requirements might occur.	idling to 5 minutes or less when the vehicles are not in use. Construction contractors would minimize nonessential idling of construction equipment during construction in accordance with 13 CCR Article 4.8, Chapter 9, Section 2449.
OFF-ROAD EQUIPMENT	
Strategy 16: Electrification of construction and landscaping equipment. Promote and incentivize the transition to electric construction and landscaping equipment.	**Consistent.** This measure is specific to the City to adopt an ordinance that promotes the transition to electric construction and landscaping equipment. While the policies of the Policy Plan Amendment would not require electrification of construction and landscaping equipment, the Policy Plan Amendment would not conflict with or obstruct the City's ability to implement such a measure when determined feasible.
Strategy 17: Idling Ordinance for Construction Equipment. Limit idling of heavy-duty off-road construction equipment to reduce air pollution and GHG emissions from construction activity.	**Consistent.** Vehicle activity associated with the development allowed under the proposed project would be required to comply with 13 CCR Sections 2485 and 2499 to limit truck idling to 5 minutes or less when the vehicles are not in use.
WASTE	
Strategy 19: Waste Diversion. Exceed waste diversion goals recommended by AB 939 and CALGreen by adopting a citywide diversion target of at least 75 percent of waste.	**Consistent.** Future development under the proposed project would be required to comply with all applicable federal, State, and local nonhazardous waste diversion requirements, including those in the applicable mandatory measures of CALGreen. Additionally, Policy ER-2.1 supports meeting or exceeding the waste diversion targets established by AB 939. Moreover, while the Policy Plan Amendment would not require waste diversion in new development that exceeds goals established by AB 939 and CALGreen, the Policy Plan Amendment would not conflict with or obstruct the City's ability to implement such a measure when determined feasible.

Table 3.6-5 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
Strategy 20: Construction and Demolition Waste Recovery Ordinance. Increase the amount of waste recycled during construction and demolition of buildings.	**Consistent.** Future development under the proposed project would be required to comply with the City's Municipal Code Section 6-3.602, "Construction and demolition recycling plan," which ensures diversion of construction and demolition waste from landfills to the greatest extent possible by recycling, deconstruction for reuse, or by use of "green building" practices.
WATER	
Strategy 21: Indoor water efficiency. Encourage water-efficient retrofits of new and existing buildings by working with water providers and regional agencies.	**Consistent.** Future development under the proposed project would be required to be constructed in accordance with State and City building codes current at the time. Compliance with the latest California Building Standards Code and CALGreen mandatory measures would require installation of water-efficient appliances and fixtures. The Policy Plan Amendment also contains various policies supporting water-efficient retrofits of new and existing development. Additionally, Policies ER-1.3 and ER-3.1 encourage the conservation of water supply and the implementation of energy-saving standards in buildings.
Strategy 22: Water Efficient Landscapes and Water Recycling. Promote drought-tolerant and fire-wise landscaping. Encourage increased use of reclaimed water for landscape irrigation, agricultural, and industrial use.	**Consistent.** Future development under the proposed project would be required to be constructed in accordance with current State and City development standards in existence at the time. The City has Landscape Development Guidelines that require landscapes to be designed for efficient water use, minimizing waste, and in compliance with the State's Model Water Efficient Landscape Ordinance (MWELO). These guidelines also promote recycled water irrigation where available and feasible.
Strategy 23: Water system and wastewater operations efficiency. Maximize efficiency at drinking water treatment, pumping, and distribution facilities, including development of off-peak demand schedules for heavy commercial and industrial users.	**Consistent.** Future development under the proposed project would be required to be constructed in accordance with current State and City development standards in existence at the time. Future compliance with the most recent California Building Standards Code and CALGreen

Table 3.6-5 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
	mandatory measures will require the installation of water-efficient appliances and fixtures, such as low-flow toilets, faucets, showerheads, and other plumbing fittings. Additionally, Chapter 8A, Water Conservation Plan, of the City's Municipal Code contains a Water Conservation Plan designed to minimize potential water shortages through the practice of water conservation and reducing inefficient water use.

Source: Ontario 2022.

Summary

As discussed previously, the proposed project would include policies which directly support the strategies outlined in the Energy Action Plan, Long-Term Energy Efficiency Strategic Plan, and the City's CCAP. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and that identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As described in Chapter 2, *Project Description*, the EBPSP establishes development standards and design guidelines to guide development of the Specific Plan that would support the continued implementation of the Energy Action Plan and the Long-Term Energy Efficiency Strategic Plan. Additionally, the EBPSP would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the energy efficiency standards in CCR Title 24, Part 6. These standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building. Standards throughout CCR Title 24 Part 6 are widely regarded as the most advanced energy efficiency standards and would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation.

Specifically, key objectives of the EBPSP include promoting mixed-use development; reducing automobile dependency; and encouraging green building design, including sustainable technologies such as rooftop photovoltaic energy systems to offset warehouse electrical demands. Furthermore, as described above, TOP 2050 includes various policies that would continue to support a community-wide shift to renewable energy and promotion of energy-efficient and green construction. These policies would directly help the growth under the EBPSP

to be aligned with the Energy Action Plan, Long-Term Energy Efficiency Strategic Plan, and the City's CCAP strategies. Therefore, the EBPSP would be consistent with the Energy Action Plan, Long-Term Energy Efficiency Strategic Plan, and the City's CCAP strategies, and impacts would be **less than significant**. The EBPSP would not result in new or a substantial increase in magnitude of impacts compared to that identified in the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact ENE-3: The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant energy impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

3.6.6 Cumulative Impact Analysis

As this analysis assesses whether energy consumption from the proposed project would result in wasteful, inefficient, or unnecessary consumption of resources, the geographic area relevant to cumulative energy impacts is the plan area. The area considered for cumulative impacts to electricity and natural gas supplies and facilities is SCE and SoCalGas service areas. Analysis of whether the proposed project's energy demand would be within SCE's and SoCalGas's service capacity and require new or expanded facilities is in Section 3.19, *Utilities and Service Systems*, of this SEIR.

Other future development in the SCE and SoCalGas service areas would be subject to existing state regulations, such as the California Energy Code and CALGreen Code. New buildings would use new energy-efficient appliances and equipment, pursuant to the Appliance Efficiency Regulations. These measures would reduce the overall consumption of electricity and natural gas. Moreover, the proposed project includes various goals, policies, and standards to reduce energy consumption and promote renewable energy sources consistent with applicable local plans for renewable energy or energy efficiency. Consequently, the proposed project's potential contribution to cumulative impacts on energy would be **less than significant**.

Cumulative Impacts: The proposed project, together with cumulative projects, would not substantially impact energy resources.

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3.7 GEOLOGY AND SOILS

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential for implementation of the Ontario Policy Plan Amendment and the EBPSP to impact geological and soil resources, paleontological resources, or unique geologic features in the City of Ontario compared to the current TOP 2050 (approved project) and impacts identified in the 2022 Certified EIR. See Section 5.5, *Cultural Resources*, of this SEIR for a discussion regarding archeological resources. The following studies were referenced in preparation of this section.

- *Geotechnical Feasibility Study Proposed Commercial/Industrial and Residential Development, NWC Eucalyptus Avenue and Grove Avenue, Ontario, California, for Sares Regis Group*, Southern California Geotechnical (SocalGeo), March 15, 2022. (Appendix F1)
- *Geotechnical Feasibility Study Proposed Warehouse Development, NEC Eucalyptus Avenue and Grove Avenue, Ontario, California, for Sares Regis Group*, Southern California Geotechnical (SocalGeo), January 7, 2022. (Appendix F2)
- *Paleontological Assessment for the Eucalyptus Business Park Specific Plan Project*, BFSA Environmental Services, July 20, 2025. (Appendix F3)

3.7.1 Regulatory Framework

FEDERAL

Paleontological Resources

Paleontological Resources Preservation, Omnibus Public Lands Act, Public Law 111-011, Title VI, Subtitle D, 2009

The Paleontological Resources Preservation, Omnibus Public Lands Act (PRPA) directs the secretaries of the Interior and of Agriculture to manage and protect paleontological resources on federal land using "scientific principles and expertise." To formulate a consistent paleontological resources management framework, the PRPA incorporates most of the recommendations from the report of the Secretary of the Interior, "Assessment of Fossil Management on Federal and Indian Lands" (USDI 2000). In passing the PRPA, Congress officially recognized the scientific importance of paleontological resources on some federal lands by declaring that fossils from these lands are federal property that must be preserved and protected. The PRPA codifies existing policies of the Bureau of Land Management, National Park Service, US Forest Service, Bureau of Reclamation, and US Fish and Wildlife Service, and provides the following:

- Uniform criminal and civil penalties for illegal sale and transport, and theft and vandalism of fossils from federal lands.
- Uniform minimum requirements for paleontological resource-use permit issuance (terms, conditions, and qualifications of applicants).
- Uniform definitions for “paleontological resources” and “casual collecting.”
- Uniform requirements for curation of federal fossils in approved repositories.

National Environmental Policy Act of 1969

The National Environmental Policy Act of 1969, as amended, recognizes the continuing responsibility of the federal government to "preserve important historic, cultural, and natural aspects of our national heritage…” (Sec. 101 [42 US Code sec. 4321] #382). With the passage of the PRPA, paleontological resources are considered a significant resource, and it is now standard practice to include paleontological resources in National Environmental Policy Act studies in all instances where there is a possible impact.

Antiquities Act of 1906

The Antiquities Act of 1906 states, in part:

> That any person who shall appropriate, excavate, injure or destroy any historic or prehistoric ruin or monument, or any object of antiquity, situated on lands owned or controlled by the Government of the United States, without the permission of the Secretary of the Department of the Government having jurisdiction over the lands on which said antiquities are situated, shall upon conviction, be fined in a sum of not more than five hundred dollars or be imprisoned for a period of not more than ninety days, or shall suffer both fine and imprisonment, in the discretion of the court. (16 US Code secs. 431–433)

Although there is no specific mention of natural or paleontological resources in the act itself, or in the act's uniform rules and regulations (Title 43 Part 3, Code of Federal Regulations [43 CFR 3]), the term “objects of antiquity” has been interpreted to include fossils by the National Park Service, Bureau of Land Management, the US Forest Service, and other federal agencies. Permits to collect fossils on lands administered by federal agencies are authorized under this act; however, due to the large gray areas left open to interpretation due to the imprecision of the wording, agencies are hesitant to interpret this act as governing paleontological resources.

STATE

Soil Hazards

California Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was signed into state law in 1972. Its primary purpose is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The act delineates "Earthquake Fault Zones" along faults that are "sufficiently active" and "well defined." The act also requires that cities and counties withhold development permits for sites within an earthquake fault zone until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting. Pursuant to this act, structures for human occupancy are not allowed within 50 feet of the trace of an active fault.

Seismic Hazard Mapping Act

The Seismic Hazard Mapping Act was adopted by the state in 1990 to protect the public from the effects of earthquake hazards other than surface fault rupture, including strong ground shaking, liquefaction, seismically induced landslides, or other ground failure caused by earthquakes. The goal of the act is to minimize loss of life and property by identifying and mitigating seismic hazards. The California Geological Survey prepares and provides local governments with seismic hazard zone maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures. The act requires responsible agencies to only approve projects within seismic hazard zones following a site-specific investigation to determine if the hazard is present, and if so, the inclusion of appropriate mitigation. In addition, the act requires real estate sellers and agents at the time of sale to disclose whether a property is within one of the designated seismic hazard zones.

California Building Code

Current law states that every local agency enforcing building regulations, such as cities and counties, must adopt the provisions of the California Building Code (CBC) within 180 days of its publication. The publication date of the CBC is established by the California Building Standards Commission and the code is also known as Title 24, Part 2 of the California Code of Regulations. The 2022 CBC is based on the 2021 International Building Code, modified for California conditions. These codes provide minimum standards to protect property and public safety by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock on-site, and the strength of ground shaking with specified probability of occurring at a site. It is generally adopted on a jurisdiction-by-

jurisdiction basis, subject to further modification based on local conditions. Commercial and residential buildings are plan-checked by city and county building officials for compliance with the CBC. The 2025 CBC, which includes updated seismic and structural provisions, became effective statewide on January 1, 2026.

Natural Hazards Disclosure Act

The Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property being sold lies within one or more state-mapped hazard areas, including a Seismic Hazard Zone. California law also requires that when houses built before 1960 are sold, the seller must give the buyer a completed earthquake hazards disclosure report and a booklet titled "The Homeowners Guide to Earthquake Safety." This publication was written and adopted by the California Seismic Safety Commission.

Soils Investigation Requirements

Requirements for soils investigations for subdivisions requiring tentative and final maps, and for other specified types of structures, are in California Health and Safety Code Sections 17953 to 17955, and in Section 1802 of the CBC. Testing of samples from subsurface investigations is required, such as from borings or test pits. Studies must be done as needed to evaluate slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness.

Paleontological Resources

California Public Resources Code

Paleontological sites are protected under a wide variety of state policies and regulations in the California Public Resources Code (PRC). In addition, paleontological resources are recognized as nonrenewable resources and receive protection under the PRC and CEQA. PRC Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244, state:

> No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

This statute prohibits the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the state or any city, county, district, authority, or public corporation, or any agency thereof. As a result, local agencies are required to comply with PRC 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. PRC Section 5097.5 establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public lands (state, county, city, and district).

LOCAL

Soil Hazards

City of Ontario Municipal Code

Site development in the City is required to comply with the CBC and all state requirements pertaining to geotechnical hazards and constraints, including soil conditions. The CBC has been incorporated and adopted in its entirety into the City's Building Code as Title 8, Chapter 1, Section 8-1.01 of the Ontario Municipal Code.

Erosion Control and Sediment Control Plan Requirements

Prior to issuance of a building permits, the City Engineering Department requires the inclusion of "Erosion and Sediment Control and Contractor Activity Notes" on the grading plan cover sheet prior to submittal. Applicants must also demonstrate conformance with applicable best management practices (BMP), including those recommended by the California Stormwater Quality Association's Construction BMP Online Handbook (December 2019) and prepare a Storm Water Pollution Prevention Plan (SWPPP) with a site map that shows the construction site perimeter; existing and proposed buildings, lots, roadways, and stormwater collection and discharge points; general topography both before and after construction; and drainage patterns. The SWPPP must list BMPs that would be implemented to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. Additionally, the SWPPP must contain a visual monitoring program, a chemical monitoring program for nonvisible pollutants if there is a failure of the BMPs, and a sediment-monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

3.7.2 Existing Conditions

POLICY PLAN AMENDMENT

Geology and Soils

Geologic Setting

The City of Ontario is in the Upper Santa Ana River Valley, which consists of a series of coalescing alluvial fans formed by streams flowing out of the San Gabriel Mountains to the north. The Upper Santa Ana River Valley has a gentle southerly slope of approximately 1 percent, and elevations in Ontario range from approximately 1,150 feet in the north to 640 feet in the south. The junction of the Upper Santa Ana River Valley and the San Gabriel Mountains marks the boundary between 2 geomorphic provinces. The valley, including Ontario, lies within the Peninsular Ranges geomorphic province, characterized by northwest-trending mountains and valleys and extending south into Mexico. The San Gabriel Mountains are part of the Transverse Ranges province, a set of west-trending mountain ranges extending from Santa Barbara County on the west to San Bernardino and Riverside Counties on the east. The San Gabriel Mountains north of Ontario rise as high as 10,064 feet at Mount San Antonio.

Geologic Units in the City of Ontario

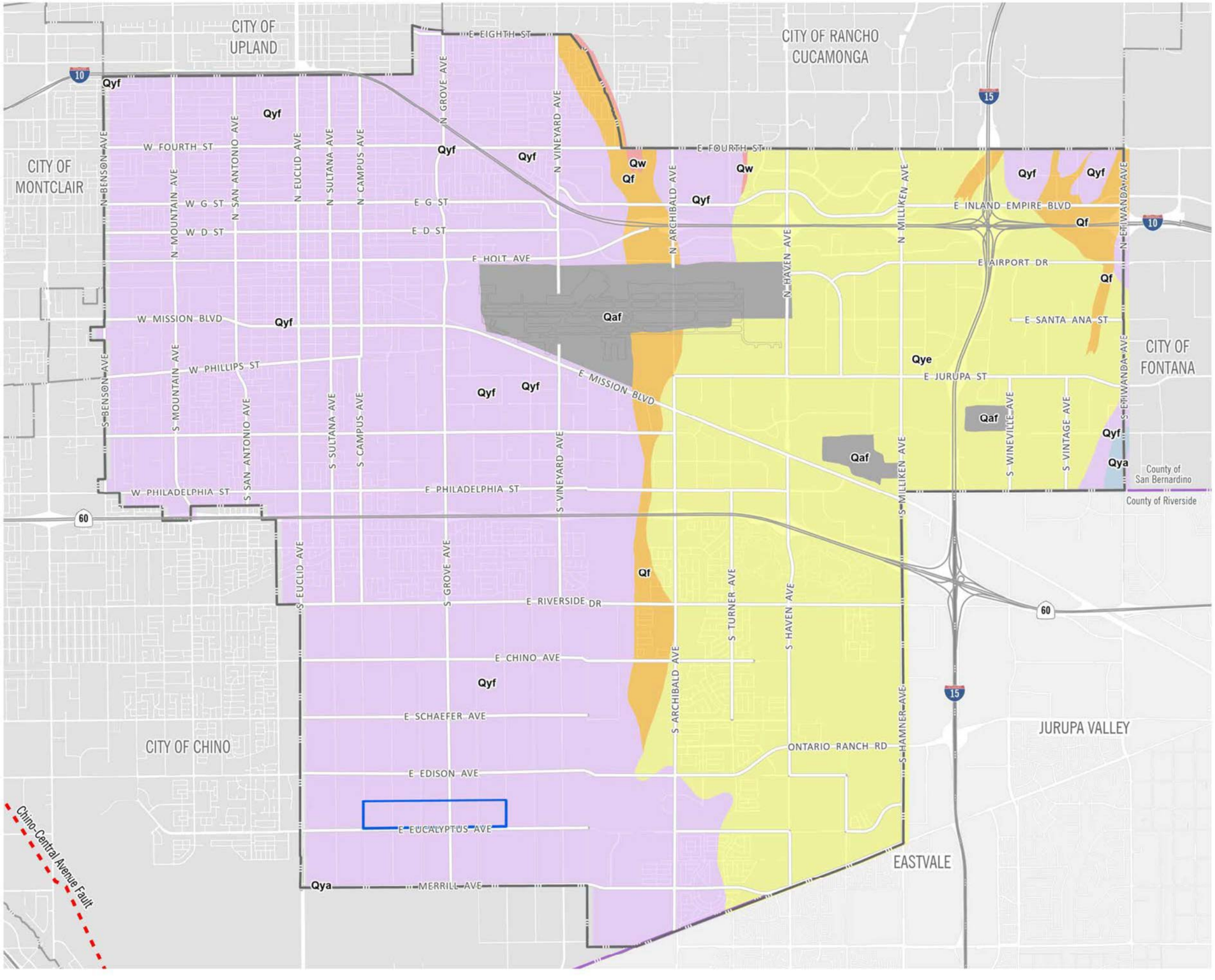
The geologic units exposed at the surface in Ontario consist of sediments less than 11,000 years old (Holocene) and deposited either by water or wind; these units are shown in Figure 3.7-1, *Geologic Map*. In general, the alluvial fan sediments are coarse grained in the northern part of the City and consist of various mixtures of sand, gravel, and cobbles. Moving south away from the mountains, the sediments gradually become finer grained, consisting primarily of silt, silty clay, and silty sand. Generally, soils with faster infiltration rates, higher levels of organic matter, and improved soil structure, such as sand, sandy loam, and loam-textured soils, have a greater resistance to erosion than silt, very fine sand, and certain-clay textured soils.

Artificial Fill (Qaf): The Ontario International Airport and the Milliken Landfill are the largest deposits of artificial fill in the City. Other deposits of man-made fill throughout the City include road and bridge embankments, retention or flood control basins, and man-made fills associated with graded developments. These deposits vary widely in size, age, and composition. Nonengineered fills are not suitable foundation materials and need to be excavated and replaced with compacted, engineered fill before they can support loads such as buildings and roads.

GEOLOGY & SOILS

Figure 3.7-1

Geologic Map



EBPSP Boundary
Ontario City Boundary
County Boundary
Artificial Fill
Very Young Alluvial Fan Deposits
Very Young Wash Deposits
Young Alluvial Fan Deposits
Young Alluvial Valley Deposits
Young Eolian Deposits
Fault, concealed

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: Morton and Miller 2006

Date: 12/15/2025

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Very Young Wash Deposits (Qw): These late Holocene sediments consist of unconsolidated sand, gravel, and boulders deposited in active washes or channels on the fan surface. They have essentially no soil developed on the surface, and in terms of engineering characteristics, they are typically compressible, highly permeable, nonexpansive, and very susceptible to erosion. This unit has been mapped in only one small area at the northern edge of the City, in the active channel of Cucamonga Creek.

Very Young Alluvial Fan Deposits (Qf): These sediments, also Late Holocene, consist predominantly of sand, gravel, cobbles, and boulders that form the active and recently active portions of the fan. These deposits are generally unconsolidated to slightly consolidated, and where they have not been graded, they have a network of braided channels on the surface. In most areas, these very young deposits have no soil development. This unit is more prevalent north of Ontario, closer to the mountain front; within the City it is present in a narrow band along Cucamonga Creek and in the northeast corner, in the vicinity of Day Creek and East Etiwanda Creek.

Young Alluvial Fan Deposits (Qyf): This Holocene to late Pleistocene[1] unit consists of slightly to moderately consolidated deposits of brown to grayish brown silt, sand, and gravelly sand, locally with cobbles. Where the natural surface has not been disturbed, these deposits are slightly to moderately dissected by streams emanating from the mountains. A moderately to well-developed soil is generally present. This unit is widespread throughout the valley region and is mapped in the western half of Ontario. Within Ontario, this unit varies considerably in grain size, ranging from gravelly to cobbly deposits in the north to silty, clayey deposits in the south.

Young Alluvial Valley Deposits (Qya): These Holocene to Late Pleistocene deposits occupy tributary channels of the Santa Ana River, one of which reaches into the eastern corner of Ontario near Etiwanda Avenue and Philadelphia Street. Consisting of slightly to moderately consolidated silt, sand, and gravel, the engineering characteristics of this unit are similar to the alluvial fan deposits described above.

Young Eolian Deposits (Qye): Wind-deposited Holocene sediments consisting of silt and fine- to medium-grained sand are present across the eastern half of the City. These are generally about 10 feet thick and are underlain by the alluvial fan deposits described above.

Seismic Hazards

Faults

The City of Ontario is in one of the more seismically active parts of southern California. Several faults have been identified in and adjacent to the Upper Santa Ana River Valley; these faults are

[1] The Pleistocene Epoch extends from approximately 10,000 to 1.6 million years ago.

shown on Figure 3.7-2, *Regional Faults and Fault Zones*, and are described below. An active fault is one that has had surface displacement within the Holocene epoch, that is, within the last 11,700 years. Figure 3.7-2 includes the regional faults.

Chino-Central Avenue Fault: The Chino-Central Avenue Fault extends along the eastern flank of the Chino Hills from the Los Serranos area of Chino Hills to Corona, a distance of approximately 13 miles.

San Jose Fault: The San Jose Fault extends approximately 11 miles from the base of the San Gabriel Mountains near Upland southwest to the San Jose Hills.

Sierra Madre Fault: The Sierra Madre Fault, approximately 47 miles long, extends along the southern base of the San Gabriel Mountains from the San Fernando Valley in the west to San Antonio Canyon in the east, continuing eastward as the Cucamonga Fault. A rupture in the northwestern portion of this fault resulted in the San Fernando Earthquake of 1971.

Cucamonga Fault: The Cucamonga Fault extends approximately 16 miles east–west along the southern front of the San Gabriel Mountains, from San Antonio Canyon in the west to the vicinity of Lytle Creek in the east.

San Andreas Fault: The San Andreas Fault is the main boundary between the Pacific and North American tectonic plates and extends over 750 miles from near Cape Mendocino in northern California to the Salton Sea region of southern California. The fault is divided into several segments; the closest approach is the San Bernardino Segment, approximately 14 miles northeast of the City.

Whittier Fault: The Whittier Fault extends along the southern base of the Puente Hills approximately 24 miles, from the Santa Ana River in the east to the Whittier Narrows area in the west.

Elsinore Fault: The Elsinore Fault extends along the northeastern front of the Santa Ana Mountains from the Santa Ana River on the northwest, where it merges with the Whittier Fault, southeastward into San Diego County.

Puente Hills Blind Thrust Fault: The Puente Hills Blind Thrust Fault, which does not reach the surface, ranges from northern Orange County to the central Los Angeles area.

San Jacinto Fault Zone: The San Jacinto Fault Zone consists of a series of closely spaced faults that form the western margin of the San Jacinto Mountains. The fault zone extends from its junction with the San Andreas Fault in San Bernardino southeastward through the Imperial Valley into Mexico. The fault zone is divided into several segments, with the San Bernardino segment being the closest to Ontario.

GEOLOGY & SOILS

Figure 3.7-2

Regional Faults & Fault Zones

EBPSP Boundary
Ontario City Boundary
County Boundary
Alquist Priolo Fault Traces
Inferred
Concealed

CITY OF RIALTO
CITY OF RANCHO CUCAMONGA
CITY OF FONTANA
CITY OF UPLAND
County of Los Angeles
County of San Bernardino
CITY OF MONTCLAIR
CITY OF ONTARIO
County of San Bernardino
County of Riverside
JURUPA VALLEY
CITY OF CHINO
CITY OF CHINO HILLS
EASTVALE
RIVERSIDE
NORCO
CORONA
CORONA

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,5005,000 10,000 FT

Source: CGS (California Geological Survey) 2022 Date: 3/2/2026

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Surface Rupture of a Fault

Primary ground rupture due to fault movement typically results in a small percentage of the total damage in an earthquake, yet being too close to a rupturing fault can result in extensive damage. It is difficult to safely reduce the effects of this hazard through building and foundation design. Therefore, the primary mitigation measure is to set structures back from the fault zone. Application of this measure is subject to requirements of the Alquist-Priolo Earthquake Fault Zoning Act and guidelines prepared by the California Geological Survey. The final approval of a fault setback lies with the local reviewing agency. There are no Alquist-Priolo Earthquake Fault Zones in the City of Ontario. The nearest such zones are along the Chino Fault, approximately 3 miles southwest of the City, and along the Cucamonga Fault, approximately 4.5 miles north (CGS 2025).

Strong Earthquakes

Horizontal ground acceleration, which frequently results in widespread damage to structures, is estimated as a percentage of *g*, the acceleration of gravity. The damage that an earthquake will cause to a structure depends on the earthquake's size, location, distance, and depth; the types of rock and soil at the surface of the site; and the type of construction of the structure.

When comparing the sizes of earthquakes, the most meaningful feature is the amount of energy released. Thus scientists most often consider seismic moment, a measure of the energy released when a fault ruptures. We are more familiar, however, with scales of magnitude, which measure amplitude of ground motion. Magnitude scales are logarithmic. Each one point increase in magnitude represents a 10-fold increase in the size of the waves as measured at a specific location, and a 32-fold increase in energy. That is, a magnitude 7 earthquake produces 100 times (10 x 10) the ground motion of a magnitude 5 earthquake. Similarly, a magnitude 7 earthquake releases approximately 1,000 times more energy (32 x 32) than a magnitude 5 earthquake. Recently, scientists have developed the moment magnitude (Mw) scale to relate energy release to magnitude.

Historical Earthquakes in the Region

Selected historical earthquakes in and near the Upper Santa Ana River Valley are listed in Table 3.7-1*, Selected Historical Earthquakes in and near the Upper Santa Ana River Valley*.

Table 3.7-1 Selected Historical Earthquakes in and near the Upper Santa Ana River Valley

Earthquake	Date	Location	Fault	Magnitude	Notable Effects
Wrightwood	1812, December 8	Near Wrightwood, approximately 43 miles northeast of Ontario	Unknown; possibly San Andreas	Approximately 7.5	40 deaths in collapse of chapel at Mission San Juan Capistrano
Cajon Pass	1899, July 22	Near Cajon Pass, approximately 26 miles northeast of Ontario	Unknown; San Andreas or San Jacinto	Approximately 5.7	Extensive structural damage in San Bernardino and Highland
San Bernardino	1907; September 20	Near San Bernardino, approximately 27 miles northeast of Ontario	Unknown	Approximately 5.4	–
North San Jacinto	1923, July 22	South of San Bernardino, approximately 15 miles east of Ontario	San Jacinto	6.3	–
Ontario	1953, May 12	Ontario, near northern City boundary	Unknown	4.6	–
Lytle Creek	1970, September 22	Lytle Creek, approximately 14 miles northeast of Ontario	San Andreas	5.2	–
Whittier Narrows	1987, October 1	South El Monte, approximately 26 miles west of Ontario	Thrust fault	5.9	8 fatalities; extensive damage to unreinforced masonry buildings in Whittier,

Table 3.7-1 Selected Historical Earthquakes in and near the Upper Santa Ana River Valley

Earthquake	Date	Location	Fault	Magnitude	Notable Effects
					Alhambra, and Pasadena
Big Bear	1992, June 28	Southeast of Big Bear Lake, approximately 55 miles east of Ontario	Unknown	6.3	Substantial damage in Big Bear Lake area
Chino Hills	2008, July 29	Chino Hills, 6 miles southwest of Ontario	Unknown	5.4	–

Sources: SCEDC 2025; USGS 2025.

Liquefaction and Related Ground Failure

Liquefaction is a process whereby strong earthquake shaking causes sediment layers that are saturated with groundwater to lose strength and behave as a fluid. This subsurface process can lead to near-surface or surface failure that can damage structures. If surface failure does occur, it is usually expressed as lateral spreading, flow failures, ground oscillation, and/or general loss of bearing strength. Sand boils (injections of fluidized sediment) can commonly accompany these different types of failure.

In order to determine a region's susceptibility to liquefaction, three major factors must be analyzed:

- The intensity and duration of ground shaking.
- The age and textural characteristic of the alluvial sediments. Generally, the younger, less compacted sediments have a higher susceptibility to liquefaction. Textural characteristics also play a dominant role in determining liquefaction susceptibility. Sand and silty sands deposited in river channels and floodplains tend to be more susceptible to liquefaction, and floodplains tend to be more susceptible to liquefaction than coarser or finer grained alluvial materials.
- The depth to the groundwater. Groundwater saturation of sediments is required for earthquake induced liquefaction. In general, groundwater depths shallower than 10 feet to the surface can cause the highest liquefaction susceptibility.

Strong earthquakes can be expected in the Ontario area on any of the faults in the region, as shown on Figure 3.7-2. Young, loose, unconsolidated sediments, the second factor in liquefaction, are present throughout the Ontario area. Fine sand and silty sand, the types of sediments most often associated with liquefaction, occur mainly in the Ontario Ranch, the southernmost portion of the City. The third factor, water-saturated sediments within about 50 feet of the surface, are not known to occur today in the Ontario area, but have in the past. Artesian water wells, that is, wells in which groundwater moves upward under pressure, were reported in the southwestern corner of the City in the early 1900s. Groundwater depths in Ontario wells from 2000 to 2024 were reported as greater than 50 feet; groundwater at such depths does not contribute to a high susceptibility to liquefaction (Chino Basin Watermaster 2025).

Seismically Induced Settlement

Strong ground shaking can cause soils to become more tightly packed and settle due to the collapse of voids and pore spaces. This type of settlement typically occurs in soils that are loose, granular, and cohesionless, either wet or dry. Unconsolidated young alluvial sediments are especially susceptible to this hazard. Seismically induced settlement can cause damage to structures and buried pipelines. The entire Ontario area is underlain by young, unconsolidated alluvial deposits and artificial fill that may be susceptible to seismically induced settlement.

Hazardous Buildings

The principal threat in an earthquake is the damage that the earthquake causes to buildings. Continuing advances in engineering design and building code standards over the past decade have greatly reduced the potential for collapse in an earthquake of most of our new buildings; however, many buildings were built before current earthquake design standards were incorporated into the building code. Several specific building types are a particular concern in this regard.

Unreinforced Masonry Buildings. In the late 1800s and early 1900s, unreinforced masonry was the most common type of construction for larger downtown commercial structures and for multistory apartment and hotel buildings. These were recognized as a collapse hazard following the San Francisco earthquake of 1906 and are generally known to be the most hazardous buildings in an earthquake. Per Senate Bill 547, local jurisdictions are required to enact structural hazard reduction programs by inventorying pre-1943 unreinforced masonry buildings and developing mitigation programs to correct the structural hazards.

Precast Concrete Tilt-up Buildings. This building type was introduced after World War II and gained popularity in light industrial buildings during the late 1950s and 1960s. Extensive damage to concrete tilt-up buildings in the 1971 San Fernando earthquake revealed the need for better anchoring of walls to the of, floor, and foundation elements of the building and for

stronger roof diaphragms.[2] In the typical damage to these buildings, the concrete wall panels would fall outward and the roof would collapse.

Soft-Story Buildings. Soft-story buildings are those in which at least one story, commonly the ground floor, has significantly less rigidity and/or strength than the rest of the structure. This can form a weak link in the structure unless special design features are incorporated to give the building adequate structural integrity. Typical examples of soft-story construction are buildings with glass curtain walls on the first floor only, or buildings placed on stilts or columns, leaving the first story open for landscaping, street-friendly building entry, parking, or other purposes. In the early 1950s to early 1970s, soft-story buildings were a popular construction style for low- and midrise concrete frame structures.

Nonductile Concrete Frame Buildings. The brittleness of nonductile concrete frame buildings can result in major damage and even collapse under strong ground shaking. This type of construction, which generally lacks masonry shear walls, was common in the very early days of reinforced concrete buildings, and they continued to be built until the codes were changed to require ductility in the moment-resisting frame in 1973.

There were large numbers of these buildings built for commercial and light industrial use in California's older, densely populated cities. Although many of these buildings have 4 to 8 stories, many are shorter. This category also includes one-story parking garages with heavy concrete roof systems supported by nonductile concrete columns.

The City of Ontario inventoried unreinforced masonry buildings in the City and reported to the State Seismic Safety Commission in 2005 that there were 58 such buildings in the City; 42 of these are considered historically significant (SSC 2005).

Other Geologic Hazards

Ground Subsidence

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement, and most often results from human activities such as the extraction of oil, gas, or groundwater. Effects of subsidence include fissures, sinkholes, depressions, and disruption of surface drainage.

Subsidence resulting from oil and gas extraction is not an issue for Ontario. The City is above the Chino Subbasin of the Upper Santa Ana Valley Groundwater Basin, from which groundwater has been extracted for decades. The thick alluvial deposits composing the subbasin may be susceptible to compaction, with resulting subsidence at the surface, in the event of rapid

[2] A structural roof deck capable of resisting the stress produced by lateral forces, such as wind or seismic loads.

groundwater withdrawal. Surface subsidence of up to 2.5 feet and ground fissuring from groundwater production have been reported in Chino to the southwest of Ontario. Groundwater elevation trends observed in Ontario groundwater wells from 2000 to 2024 ranged between rising 40 feet to lowering of 50 feet (Chino Basin Watermaster 2025). Pursuant to the Sustainable Groundwater Management Act of 2014, the Chino Basin Watermaster is responsible for monitoring subsidence and making adjustments to groundwater storage and pumping within the adjudicated Chino Basin as needed to prevent future subsidence and fissuring.

Collapsible Soils

When collapsible soils become saturated, their grains rearrange and lose cohesion, causing rapid, substantial settlement under relatively light loads. Soils prone to collapse are generally young, deposited by flash floods or wind. Increased surface water infiltration, such as from irrigation or a rise in the groundwater table, combined with the weight of a building can cause rapid settlement and cracking of foundations and walls. Most of the alluvium that underlies the Ontario area is generally not susceptible to collapse due to the granular nature of the soils and the lack of clay needed to form dry bonds between grains.

Compressible Soils

Compressible soils are typically unconsolidated, low-density Holocene sediments that may compress under the weight of structures and fill soil. The young sediments underlying the City are generally dry and loose in the upper few feet, and therefore are susceptible to compression. Areas that have been intensely farmed, such as much of Ontario Ranch, are especially susceptible to compression.

Expansive Soils

Soils containing expansive clay minerals can shrink or swell substantially as the moisture content decreases or increases. Structures built on these soils may experience shifting, cracking, and breaking as soils shrink and subside or expand. The near-surface sediments in the northern and central parts of the City are composed primarily of granular soils, that is, silty sand, sand, and gravel. Such sediments are usually nonexpansive or have very low expansion potential. Expansive soils are more likely to be present in the southern parts of the City, where there are silts, sandy silts, and silty clays.

Erosion

Erosion is the movement of rock and soil due to water, wind, and gravity. Soil erosion may be a slow process that continues relatively unnoticed, or it may occur quickly, causing serious loss of topsoil. The rate and magnitude of soil erosion by water is controlled by rainfall intensity and runoff, soil texture and cohesion, slope gradient and length, and vegetation cover. The young alluvial sediment and wind-blown sand underlying the City are generally granular, poorly

consolidated, and very susceptible to erosion. Grading increases the potential for erosion by removing protective vegetation, changing natural drainage patterns, and constructing slopes.

Paleontological Resources

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These are valued for the information they yield about the history of the earth and its past ecological settings. There are two types of resources; vertebrate and invertebrate. These resources are found in geologic strata conducive to their preservation, typically sedimentary formations. Paleontological sites are those areas that show evidence of prehuman activity. Often they are simply small outcroppings visible on the surface or sites encountered during grading. While the sites are important, it is the geologic formations that are the most important, since they may contain important fossils. Potential sensitivity for the presence of paleontological resources is based on the underlying geologic formation. Fossil remains may occur throughout Ontario, although the area of their distribution is not known. The potential for fossil occurrence depends on the rock type exposed at the surface in a given area.

The San Bernardino County Museum, Division of Geological Sciences, conducted the paleontological records search and found one previously known paleontological resource locality recorded by the Regional Paleontologic Locality Inventory, a computer database with positional and contextual data for more than 3,000 fossil localities throughout California and the southwestern United States. This review found one paleontological locality for the City area (SBCM 5.1.8). This locality yielded the remains of a mammoth from approximately 20 feet below the ground surface.

The possibility of finding additional paleontological resources within City boundaries is moderate to high. Geologic maps indicate that the proposed project area is situated on surface exposures of recent alluvium. These sediments have low potential to yield fossil resources or to contain significant nonrenewable paleontological resources. These recent sediments overlie older Pleistocene sediments with high potential to contain paleontological resources. Older Pleistocene alluvial sediments have yielded significant fossils of extinct plants and animals elsewhere in the Inland Empire. These older sediments, often found at depths of 10 feet or more below the ground surface, have yielded the fossil remains of plants and extinct terrestrial Pleistocene vertebrates. Significant vertebrate fossils from this age include Ice Age mammals such as camels, mammoths, mastodons, and ground sloths.

SPECIFIC PLAN

The geotechnical analysis prepared for the Specific Plan area was conducted in 2 parts, splitting the site between properties located east and west of Grove Avenue. The following discussions make this distinction where necessary.

Soils

West

Artificial fill soils were encountered at the ground surface and beneath the open-graded gravel extending to depths of 1.5 to 6.5 feet below ground surface. The fill soils generally consist of loose to medium dense silty fine sands. Occasional layers of loose to medium dense silty fine to coarse sands and fine to coarse sands were encountered. The fill soils possess a disturbed and mottled appearance, with some samples possessing asphaltic concrete fragments and twine rope pieces, resulting in their classification as artificial fill.

Native alluvium was encountered beneath the fill at all of the boring locations during the geotechnical investigation. The native alluvium extends to at least 50 feet below ground surface, the maximum depth explored. The alluvial soils generally consist of loose to very dense fine sands, silty fine sands, fine sandy silts, and stiff to very stiff silty clays and fine sandy clays. Occasional layers of medium dense to very dense silts, fine to coarse sands, clayey silts and clayey fine sands were encountered. In general, the alluvial soils possess trace to extensive amounts of iron oxide staining and calcareous nodules and veining. Occasional samples possess slight cementation and porosity, within the upper approximate 10 feet below ground surface (Appendix F1).

East

Artificial fill soils were encountered at the ground surface and below the pavements extending to depths of approximately 2.5 to 5.5 feet below ground surface. The fill soils generally consist of loose to medium dense fine sands, silty fine to coarse sands, loose/medium stiff clayey fine sands to fine sandy clays. The fill soils possess a disturbed and mottled appearance, resulting in their classification as artificial fill.

Native alluvium was encountered at the ground surface and beneath the fill or topsoil at the remaining borings. The native alluvium extends to at least the maximum depth explored of approximately 50 feet below ground surface. The alluvial soils generally consist of loose to dense fine sands, silty fine sands, fine sandy silts, fine to medium sands and stiff to very stiff silty clays. Occasional layers of medium dense/hard clayey fine sands, fine sandy clay and interbedded fine sand and silty fine sand, were encountered. The alluvium generally possesses trace to little iron oxide staining and calcareous nodules/veining (Appendix F2).

Groundwater

West

Free water was not encountered during the drilling of the borings conducted as part of the geotechnical investigation. Based on the lack of water within the borings and the moisture contents of the recovered soil samples, the static groundwater table was in excess of 50 feet deep at the time of the subsurface exploration.

A monitoring well on record is located approximately 4,300 feet northwest of the site. Water level readings within this well indicate a high groundwater level of approximately 135 feet below the ground surface in April 2020 (Appendix F1).

East

Free water was not encountered during the drilling of any of the on-site borings. Based on the lack of any water within the borings and the moisture contents of the recovered soil samples, the static groundwater table was more than 50 feet deep at the time of the subsurface exploration.

A monitoring well on record is located approximately 3,800 feet southwest of the site. Water level readings within this well indicate a high groundwater level of approximately 83 feet below the ground surface in June 2021. It should be noted that the ground surface elevation of the well is approximately 20 feet lower in elevation than the Specific Plan area (Appendix F2).

Seismic Hazards

The Specific Plan area is in an area that is subject to strong ground motions due to earthquakes. Numerous faults capable of producing significant ground motions are located near the Specific Plan area. An active fault is defined by the California Geotechnical Survey (CGS) as a fault that has experienced surface displacement within the Holocene Epoch (roughly the last 11,000 years). The nearest active fault to the Specific Plan area is the Chino Fault, located approximately 3.6 miles south (CGS 2025).

Secondary hazards associated with earthquakes include surface rupture, ground failure, unstable soils and slopes. Each of these hazards is briefly described below.

Fault Rupture

The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. Review of available maps indicates that the Specific Plan area is not located within an Alquist-Priolo Earthquake

Fault Zone. Furthermore, no evidence of faulting was identified during the geotechnical investigations (Appendix F1; Appendix F2).

Liquefaction

Liquefaction is the loss of strength in generally cohesionless, saturated soils when the pore-water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors which influence the potential for liquefaction include groundwater table elevation, soil type and plasticity characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking. The depth within which the occurrence of liquefaction may impact surface improvements is generally identified as the upper 50 feet below the existing ground surface. Liquefaction potential is greater in saturated, loose, poorly graded fine sands with a mean (d50) grain size in the range of 0.075 to 0.2 mm. Non-sensitive clayey (cohesive) soils which possess a plasticity index of at least 18 are generally not considered to be susceptible to liquefaction, nor are those soils which are above the historic static groundwater table.

Research of the San Bernardino County Land Use Services website indicates that the Specific Plan area is not located within a zone of liquefaction susceptibility. In addition, based on the lack of groundwater in the upper approximate 50 feet below ground surface, the subsurface conditions at the boring locations are not considered to be conducive to liquefaction (Appendix F1; Appendix F2).

Unstable Soils and Slopes

The overall site slopes downward to the south at a gradient of approximately one percent with localized variations, including berms and detention basins. Several berms were observed throughout the Specific Plan area with heights ranging from approximately 2 to 6 feet. Some of the dirt access roads are approximately 3 to 4 feet higher than adjacent site grades. Additionally, the bottoms of the detention basins appear to be approximately one to 10 feet lower than the adjacent site grades. The maximum site elevation differential is approximately 23 feet (Appendix F1; Appendix F2).

Slope and Instability Hazards

Soil Erosion

Erosion is the movement of rock and soil due to water, wind, and gravity. Soil erosion may be a slow process that continues relatively unnoticed, or it may occur quickly, causing loss of topsoil. The rate and magnitude of soil erosion by water is controlled by rainfall intensity and runoff, soil texture and cohesion, slope gradient and length, and vegetation cover.

The near-surface soils within the Specific Plan area contain appreciable amounts of silt and occasional clay and may become unstable if exposed to significant moisture infiltration or disturbance by construction traffic. Based on their granular content, some of the on-site soils would also be susceptible to erosion (Appendix F1; Appendix F2).

Settlement Potential

Settlement refers to unequal compression of a soil foundation, shrinkage, or undue loads being applied to a building after its initial construction that affects the soil foundation. The potential for seismically induced settlement within the Specific Plan area is considered low (Appendix F1; Appendix F2).

Shrinkage/Subsidence Potential

Subsidence is a gradual settling or sudden sinking of the ground surface (i.e., loss of elevation). The principal causes of subsidence are aquifer-system compaction, drainage of organic soils, underground mining, and natural compaction. Shrinkage is the reduction in volume in soil as the water content of the soil drops (i.e., loss of volume). The potential for subsidence to affect the Specific Plan area is considered low (Appendix F1; Appendix F2).

Soil Expansion Potential

Expansive soils are soils that exhibit cyclic shrink and swell patterns in response to variations in moisture. Sites with expansive soils (expansion index>20) require special attention during design and maintenance.

The near surface soils for the western portion of the Specific Plan area generally consist of silty fine sands and sandy silts. These soils are expected to have a very low expansion potential (Appendix F2). The near surface soils for the eastern portion of the Specific Plan area generally consist of silty sands, sandy silts and fine sands with occasional thin layers of clayey sands and sandy clays. Laboratory testing indicates that these materials have a very low expansion potential (Appendix F2).

Paleontological Setting

The Specific Plan area is located on the distal margins of the broad alluvial floodplain of the ancestral Santa Ana River. The Specific Plan area is mapped as middle Holocene-aged young sandy alluvial fan deposits. These young deposits overlie middle to late Pleistocene-aged very old sandy alluvial fan deposits, which are mapped at the surface south of the Specific Plan area. The occurrence of terrestrial vertebrate fossils at shallow depths from Pleistocene alluvial fan sediments in Ontario is well documented as these soils may contain high paleontological sensitivity.

A field survey of the Specific Plan area and the entire limits of disturbance was conducted to determine if any paleontological resources were visible. Ground visibility of the Specific Plan area was limited due to active dairy operations, dense vegetation, development, pavement, and gravel. The entire Specific Plan area has been previously rough-graded, including the off-site improvement areas. No bedrock outcrops were exposed that might indicate the presence of fossils. No paleontological resources, or evidence of paleontological resources, were observed during the survey (Appendix F3).

3.7.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to geology if it would:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

   i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. (Refer to Division of Mines and Geology Special Publication 42.)

   ii) Strong seismic ground shaking.

   iii) Seismic-related ground failure, including liquefaction.

   iv) Landslides.

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

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

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

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

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

METHODOLOGY

Specific Plan

The geotechnical analyses prepared for the Specific Plan area included a visual site reconnaissance, subsurface exploration, field and laboratory testing, and geotechnical engineering analysis to evaluate the geotechnical feasibility of the proposed uses. The subsurface exploration consisted of nine hollow-stem auger borings advanced to depths of 25 to 50± feet below the existing site grades. Additionally, 2 hand augers were advanced to depths of 2± feet within the existing grasslands. The soil samples recovered from the subsurface exploration were then sent to a laboratory for further testing to evaluate selected physical and engineering properties of the soils.

A paleontological literature review and collections and locality records search was conducted for the Specific Plan area using records from the Division of Geological Sciences at the San Bernardino County Museum (SBCM) and the Western Science Center (WSC) in Hemet, and data from existing paleontological literature. The field methodology included walking evenly spaced survey transects set approximately 10 to 15 meters apart while visually inspecting the ground surface, when possible. All potentially sensitive areas where paleontological resources might be located were closely inspected.

3.7.4 Relevant New and Modified General Plan Policies

There are no new and modified general plan policies applicable to geology and soils.

3.7.5 Environmental Impacts

2022 CERTIFIED EIR

The Certified EIR identified that development of the approved project would adhere to the California Building Code to ensure residents, employees, or visitors in Ontario would not be adversely affected by potential seismic-related hazards. Additionally, the Certified EIR identified that the approved project would not result in substantial soil erosion or the loss of topsoil. The approved project would also not exacerbate geologic hazards in the City, such as on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Development associated with the approved project would not be located on expansive soil, as defined in Table 18-1B of the Uniform building Code (1994), creating substantial direct or indirect risks to life or property. Development pursuant to the approved project would not involve the use of septic tanks or alternative waste water disposal systems that would not be supported by soils in the City.

The Certified EIR concluded that implementation of the approved project could directly or indirectly destroy a unique paleontological resource; however, paleontological resources impacts would be less than significant with mitigation incorporated.

PROPOSED PROJECT

a) Would the project subject residents [or occupants, visitors, etc.] to potential seismic-related hazards, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. (Refer to Division of Mines and Geology Special Publication 42.)

ii) Strong seismic ground shaking.

iii) Seismic-related ground failure, including liquefaction.

iv) Landslides.

The 2022 Certified EIR found that policies of the Approved Project, and state regulations would ensure that the potential impacts from seismic-related hazards would be less than significant.

Policy Plan Amendment

Earthquakes

The Upper Santa Ana River Valley and vicinity contain a number of known earthquake faults, which are described above and shown on Figure 5.7-2. The City of Ontario is not within any Alquist-Priolo Earthquake Fault Zone (CGS 2025). Of the faults listed, the southern section of the San Andreas Fault is estimated to be capable of generating the greatest magnitude earthquake, 8.0. The most intense peak horizontal ground acceleration that any of these faults is estimated to be capable of generating in Ontario is approximately 0.54 g by the Chino Fault, which passes approximately 4 miles from the southwestern City boundary.

Although there are a number of know earthquake faults in the vicinity, any future projects considered for approval would be required to comply with seismic safety provisions of the CBC (Title 24, Part 2 of the California Code of Regulations). Such compliance would reduce hazards arising from ground shaking to less than significant.

Liquefaction

Based on the groundwater levels throughout the City being greater than 50 feet below ground surface, there is currently no potential for liquefaction (Chino Basin Watermaster 2025). Therefore, this impact is less than significant.

Seismically Induced Settlement

The Ontario area is underlain by young, unconsolidated alluvial deposits and artificial fill that may be susceptible to seismically induced settlement (see Figure 5.7-1). Implementation of the proposed project could indirectly increase the number of people and structures exposed to earthquake-related hazards. Projects developed under the proposed project would be required to comply with the most current seismic safety standards in the CBC. Chapter 16 of the CBC establishes design and construction requirements to address structural loads, including earthquake forces, and Chapter 18 includes standards for excavation, grading, fill, and foundation design. Therefore, this impact is less than significant.

Based on the preceding, the proposed project would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Ground Rupture

There are no known active or potentially active faults on or trending toward the Specific Plan area. Research of available maps indicates that the site is not located within an Alquist-Priolo Earthquake Fault Zone. No evidence of faulting was identified during the geotechnical investigations (Appendix F1: Appendix F2). As with the findings of the 2022 Certified EIR, the potential for the Specific Plan to expose people or structures to substantial adverse effects related to rupture of a known earthquake fault is considered less than significant.

Seismic Ground Shaking

The Specific Plan area is located in a seismically active area of southern California and is expected to experience moderate to severe ground shaking during the lifetime of the on-site uses. The risk is not substantially different than the risk to other properties throughout the southern California area. As a mandatory condition of approval, future development within the Specific Plan area would be required to construct buildings and associated structures in accordance with the California Building Standards Code (CBSC) and the Ontario Development Code. The CBSC and Ontario Development Code, which have been specifically tailored for

California earthquake conditions, provide building standards that must be met to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures. In addition, the CBSC (Chapter 18) requires development sites to be evaluated in preliminary soil reports to identify site-specific geologic and seismic conditions and provide site-specific recommendations to preclude adverse effects involving unstable soils and strong seismic ground-shaking, including, but not limited to, recommendations related to ground stabilization, selection of appropriate foundation type and depths, and selection of appropriate structural systems. The geotechnical investigations prepared for the Specific Plan area include recommendations for design, construction, and grading considerations based on the Specific Plan area's geological conditions. These geotechnical investigations comply with the requirements of Chapter 18 of the CBSC. Mandatory compliance with these standards and site-specific design and construction measures would ensure future development associated with the Specific Plan would not expose people or structures to substantial adverse effects, including loss, injury or death, involving seismic ground shaking. As with the findings of the 2022 Certified EIR, impacts would be less than significant.

Seismic-Related Ground Failure

Subsurface conditions within the Specific Plan area are not considered susceptible to liquefaction. Future development implemented pursuant to the Specific Plan would be required to be designed and constructed in accordance with applicable seismic safety guidelines, including the standard requirements of the CBSC, as noted above. Furthermore, the Specific Plan would be required (via conditions of approval, as required by the Ontario Municipal Code) to comply with the grading and construction recommendations contained within the geotechnical investigations for the Specific Plan area to further reduce the risk of seismic-related ground failure. As with the findings of the 2022 Certified EIR, the potential for the Specific Plan to expose people or structures to substantial hazards associated with seismic-related ground failure is considered less than significant.

Landslides

The Specific Plan area is essentially flat, as is the immediately surrounding area. The Specific Plan area slopes downward to the south at a gradient of about one percent with localized variations, including berms and detention basins. The geotechnical investigations prepared for the Specific Plan area include retaining wall design recommendations for future development, which would ensure their structural soundness. These recommendations would be incorporated into the design and verified by the City during the plan check and permit issuance process. Mandatory compliance with the recommendations in the geotechnical investigations would ensure that the EBPSP area is engineered and constructed to maximize stability and preclude safety hazards to on-site and abutting off-site areas. Accordingly, the Specific Plan area would not be exposed to substantial landslide risks, and implementation of Specific Plan land uses

would not pose a substantial direct or indirect landslide risk to surrounding properties. Impacts would be less than significant.

Based on the preceding, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant

Impact GEO-1: Development of proposed project would adhere to the California Building Code to ensure residents, employees, or visitors in Ontario would not be adversely affected by potential seismic-related hazards.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant geology and soils impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

b) Would the project result in substantial soil erosion or the loss of topsoil?

The 2022 Certified EIR found that policies of the approved project and state regulations would ensure that the potential impacts from erosion or the loss of topsoil would be less than significant.

Policy Plan Amendment

The young alluvial sediment and windblown sand underlying the City are generally granular, poorly consolidated, and very susceptible to erosion. Grading increases the potential for erosion by removing protective vegetation, changing natural drainage patterns, and constructing slopes. Any future project developed consistent with the proposed project would be required to comply with the CBC and undergo review of grading plans for individual projects by the City Engineer which would ensure no significant impacts would occur. In addition, construction activities on project sites larger than one acre are required to prepare a SWPPP that details BMPs to reduce the potential for erosion during construction activities. The proposed project would result in an increase in land use intensity, but would not result in the development of new or previously

undeveloped areas in the city. Therefore, with compliance of safety provision, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Construction

Development of the Specific Plan area would result in the demolition of all structures on-site. Additionally, grading and construction activities would occur that would expose and disturb soils that are currently covered by impervious surfaces. Disturbed soils would be subject to potential erosion during rainfall events or high winds due to the removal of stabilizing vegetation and building materials (e.g., existing concrete foundations) and exposure of these erodible materials to wind and water. Pursuant to the requirements of the State Water Resources Control Board (SWRCB), the applicant would be required to obtain coverage under the State's General Construction Storm Water Permit for construction activities (NPDES permit). The NPDES permit is required for all development projects that include construction activities, such as clearing, grading, and/or excavation, that disturb at least one acre of total land area. In addition, the Specific Plan would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Program. Compliance with the NPDES permit and the Santa Ana River Basin Water Quality Control Program involves the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) for construction-related activities. The SWPPP would specify the Best Management Practices (BMPs) that the applicant would be required to implement during construction activities to ensure that waterborne pollution—including erosion/sedimentation—is prevented, minimized, and/or otherwise appropriately treated prior to surface runoff being discharged from the site. Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydro-seeding. Mandatory compliance with the SWPPP would ensure that the Specific Plan's implementation does not violate any water quality standards or waste discharge requirements during construction activities.

Operations

At buildout, the Specific Plan area would be covered by buildings, landscaping, and impervious surfaces. Land uses implemented pursuant to the EBPSP would be required to implement erosion control measures pursuant to Ontario Municipal Code Title 6, Chapter 12. Stormwater runoff from the Specific Plan area would be captured, treated to reduce waterborne pollutants (including sediment), and conveyed off-site via an on-site storm drain system. Design for the on-site storm drain system improvements in the Specific Plan area would utilize a variety of Low Impact Development (LID) design concepts to detain, filter, and treat surface runoff.

The applicant would be required to prepare and implement a Water Quality Management Plan (WQMP) to demonstrate compliance with the City's NPDES municipal stormwater permit, and to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters. The WQMP is a site-specific post-construction water quality management program designed to address the potential release of pollutants of concern for downstream receiving waters and other water pollutants through the use of BMPs. Implementation of the WQMP ensures on-going, long-term protection of the watershed basin. The Preliminary WQMP for the Specific Plan is included as Technical Appendix H2 to this SEIR.

Summary

Potential erosion impacts incurred during construction activities would be less than significant with mandated compliance with a City-approved SWPPP, as well as compliance with South Coast Air Quality Management District Rules that prohibit grading activities and site disturbance during high wind events. At Specific Plan buildout, potential soil erosion impacts would not occur, as pavement, roads, buildings, and landscaping would cover previously exposed soils. Impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact GEO-2: Implementation of the proposed project would not result in substantial soil erosion or the loss of topsoil.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant geology and soils impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

The 2022 Certified EIR found that policies of the approved project and state regulations would ensure that the potential impacts from geology and soils hazards would be less than significant.

Policy Plan Amendment

Ground Subsidence

The thick alluvial deposits comprising the Chino Subbasin may be susceptible to compaction, with resulting subsidence at the surface, in the event of rapid groundwater withdrawal. Surface subsidence of up to 2.5 feet and ground fissuring from groundwater extraction have been reported in Chino. Projects considered for approval under proposed project could expose structures or persons to potentially significant hazards from ground subsidence; however, compliance with the CBC and review of grading plans for individual projects by the City Engineer would ensure no significant impacts would occur.

Compressible Soils

The young sediments underlying the City are generally dry and loose in the upper few feet, and therefore are susceptible to compression. Much of the Ontario Ranch has been intensively farmed and is especially susceptible to compression. Developments approved pursuant to proposed project could expose persons or structures to potentially significant hazards from compressible soils; however, compliance with the CBC and review of grading plans for individual projects by the City Engineer would ensure no significant impacts would occur.

Summary

The proposed project would have similar geological hazards as the current TOP 2050. This is because while the proposed project would result in an increase in land use intensity, it would not result in development of new, previously undeveloped areas of the City. After compliance with the safety provisions of the CBC implementation of proposed project would have less-than-significant impacts from geologic hazards. The proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to geology and soils compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Landslide

The Specific Plan area is relatively flat, as is the immediately surrounding area. The site slopes downward to the south at a gradient of approximately one percent with localized variations, including berms and detention basins. As noted in the response to Threshold a, the geotechnical investigations include recommendations for retaining walls and manufactured slopes which would be incorporated into the design and verified by the City during the plan check and permit issuance process.

Subsidence

There is a low potential for subsidence to affect the Specific Plan area (Appendix F1; Appendix F2). Removal and recompaction of the near-surface existing soils is estimated to result in an average shrinkage of 5 to 15 percent for the western side and 6 to 14 percent for the eastern side of the Specific Plan area. Minor ground subsidence is expected to occur in the soils below the zone of removal, due to settlement and machinery working. The subsidence is estimated to be 0.10 feet (Appendix F1; Appendix F2).

Lateral Spreading and Liquefaction

Lateral spreading is primarily associated with liquefaction hazards. As noted above, the Specific Plan area is not susceptible to liquefaction. As such, there is a low potential for lateral spreading to affect the EBPSP.

Summary

The Specific Plan would be required to comply with the site-specific ground preparation and construction recommendations contained in the geotechnical investigations through the City's conditions of approval. As such, the potential for the EBPSP be located on a geologic unit or soil that is unstable, or that would become unstable and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse is considered less than significant. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact GEO-3 The City of Ontario would not exacerbate geologic hazards in the City, such as on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant geology and soils impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

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

The 2022 Certified EIR found that policies of the approved project and state regulations would ensure that the potential impacts from geology and soils hazards would be less than significant.

Policy Plan Amendment

Expansive Soils

Expansive soils are likely in the southern parts of the City, where there are silts, sandy silts, and silty clays. Near-surface soils in the northern and central parts of the City are primarily granular, that is, silty sand, sand, and gravel; such sediments are usually nonexpansive or have very low expansion potential. Future projects in the southern part of the City could expose persons or structures to potentially significant hazards from expansive soils. However, compliance with the CBC and review of grading plans for individual projects by the City Engineer would ensure no significant impacts would occur.

The Policy Plan Amendment would have similar impacts from expansive soils as the current TOP 2050. Therefore, after compliance with the safety provisions of the CBC, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The near surface soils for the western side of the Specific Plan area generally consist of silty fine sands and sandy silts. These soils are expected to have a very low expansion potential (Appendix F1). The near surface soils for the eastern side of the Specific Plan area generally consist of silty sands, sandy silts and fine sands with occasional thin layers of clayey sands and sandy clays. Laboratory testing indicates that these materials also have a very low expansion potential (Appendix F2). No design considerations related to expansive soils are warranted for the Specific Plan area.

Accordingly, the Specific Plan would not create substantial direct or indirect risks to life or property associated with the presence of expansive soils. Impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact GEO-4: Development associated with proposed project would not be located on expansive soil, as defined in Table 18-1B of the Uniform building Code (1994), creating substantial direct or indirect risks to life or property.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant geology and soils impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The 2022 Certified EIR found that policies of the approved project, and state regulations would ensure that the potential impacts from geology and soils hazards would be less than significant.

Policy Plan Amendment

As further discussed in section 3.19, *Utilities and Service Systems*, wastewater from Ontario is treated at wastewater treatment facilities owned and operated by the IEUA. Use of septic tanks

would be limited to existing septic tanks, and new septic tanks would be constricted to areas not in practical proximity to existing sewer mains, dependent on approval by the Santa Ana Regional Water Quality Control Board on a case-by-case basis. The proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to geology and soils compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan would install new sewer lines in Walker Avenue, Grove Avenue, Bon View Avenue, and Campus Avenue, and if needed, in Public Street 'A'. All existing on-site septic systems would be removed. Land uses implemented pursuant to the Specific Plan would not utilize septic tanks or alternative wastewater systems. **No impact** related to the use of alternative wastewater systems would occur. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: No impact.

Impact GEO-5: Implementation of proposed project would not result in use of septic tanks or alternative waste water disposal systems that would not be supported by soils in the City.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant geology and soils impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The 2022 Certified EIR found that buildout of the approved project would not result in impacts to paleontological resources with mitigation.

Policy Plan Amendment

Geologic Features

As identified in Section 3.7.2, the geologic units exposed at the surface in Ontario consist of sediments less than 11,000 years old (Holocene) deposited either by water or wind. Such geology is common throughout the City and region and is not considered unique.

Paleontological Resources

Ontario is underlain by deposits of Quaternary and upper-Pleistocene sediments deposited during Pliocene and early Pleistocene time. Quaternary Older Alluvial sediments may contain significant, nonrenewable, paleontological resources and are therefore considered to have high sensitivity. Older Pleistocene alluvial sediments can yield fossil remains, often found at depths of 10 feet or more below existing ground surface. As previously discussed, the San Bernardino County Museum, Division of Geological Sciences, conducted the paleontological records search and found one previously known paleontological resource locality recorded by the Regional Paleontologic Locality Inventory, a computer database with positional and contextual data for more than 3,000 fossil localities throughout California and the southwestern United States. This review found one paleontological locality for the City area (SBCM 5.1.8). This locality yielded the remains of a mammoth from approximately 20 feet below the ground surface. As a result, the possibility of finding additional paleontological resources within City boundaries is moderate to high at depths of 10 feet or more below ground surface.

Existing federal, state, and local regulations address the provisions of studies to identify paleontological resources, review applications for projects that would potentially involve land disturbance, provide a project-level standard condition of approval that addresses unanticipated paleontological discoveries, and enforces requirements to develop specific mitigation measures if resources are encountered during any development activity.

Paleontological resources are recognized as nonrenewable; and therefore receive protection under the California Public Resources Code (Section 21083.2) and CEQA. Long-term implementation of Policy Plan Amendment would allow development (e.g., new development, infill development, redevelopment, and revitalization/restoration), including grading, of known and unknown sensitive areas. Grading and construction activities of undeveloped areas or redevelopment that requires more intensive soil excavation than in the past could potentially cause the disturbance of paleontological resources. Future development that would be accommodated by proposed project could potentially unearth previously unrecorded resources. Therefore, the potential to uncover undiscovered archeological and paleontological resources is high. Like the approved project, paleontological resources impacts of proposed project would be **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant

Specific Plan

The Specific Plan area is located on the distal margins of the broad alluvial floodplain of the ancestral Santa Ana River. The Specific Plan area is mapped as middle Holocene-aged young sandy alluvial fan deposits. These young deposits overlie middle to late Pleistocene-aged very old sandy alluvial fan deposits, which are mapped at the surface south of the Specific Plan area.

A field survey of the Specific Plan area and the entire limits of disturbance was conducted to determine if any paleontological resources were visible. No bedrock outcrops were exposed that might indicate the presence of fossils. No paleontological resources or evidence of paleontological resources were observed during the survey (Appendix F3).

Potentially fossiliferous late Pleistocene alluvial fan deposits likely occur at a shallow depth below the Specific Plan area. These deposits underlie the Holocene young alluvial fan deposits mapped at the surface. The occurrence of terrestrial vertebrate fossils at shallow depths from Pleistocene alluvial fan sediments in Ontario is well documented as these soils may contain high paleontological sensitivity.

In the event that the construction activities encroach into older alluvial fan deposits, construction could result in impacts to important paleontological resources if such resources are unearthed and not properly treated. Therefore, similar to the 2022 Certified EIR, the potential to directly or indirectly destroy a unique paleontological resource buried beneath the ground surface is potentially significant. Therefore, this impact is **potentially significant**.

Specific Plan Significance without Mitigation: Potentially significant.

Impact GEO-6: Implementation of TOP 2050 could directly or indirectly destroy a unique paleontological resource.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The following mitigation measures were taken directly from the 2022 Certified EIR. Any modifications to the mitigation measures from the certified EIR are shown in strikethrough for deleted text and underline for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the Certified EIR identified in parenthesis [Former MM].

> **Mitigation Measure GEO-1-PPA [Former MM 5-2]:** In areas of documented or inferred from evident ~~archaeological and/or~~ paleontological resource presence, City staff shall

require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements:

- ~~Archaeologists and/or p~~Paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.
- Should any cultural resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources.
- Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional ~~Archaeologist/~~Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including a catalog with museum numbers.

New Mitigation Measures

Policy Plan Amendment

No new mitigation measures are proposed.

Specific Plan

Based on the findings of the Paleontological Assessment and in accordance with previous Mitigation Measure GEO-1-PPA, a Paleontological Resources Impact Mitigation Program (PRIMP) shall be prepared and implemented as required by Mitigation Measure GEO-1-SP.

Mitigation Measure GEO-1-SP: Prior to the issuance of a grading permit, a Paleontological Resources Impact Mitigation Program (PRIMP) shall be approved by the City of Ontario Planning department, as follows

1. All mitigation programs shall be performed by a qualified professional paleontologist, defined as an individual with an M.S. or Ph.D. in paleontology or geology who has

proven experience and who is knowledgeable in professional paleontological procedures and techniques. Fieldwork may be conducted by a qualified paleontological monitor, defined as an individual who has experience in the collection and salvage of fossil materials. The paleontological monitor shall always work under the direction of a qualified paleontologist.

2. Monitoring of mass grading and excavation activities shall be performed by a qualified paleontologist or paleontological monitor. Starting at a depth of four feet below existing grade, monitoring will be conducted full-time in areas of grading or excavation in undisturbed sediments. Monitoring of artificial fill is not required.

3. If a fossil(s) is found at a shallower depth, earth disturbance activities should be halted within a radius of 50 feet from the location of the fossil, and the paleontologist shall be consulted to determine the significance of the fossilized remains. If the fossil is deemed significant by the paleontologist, fulltime monitoring should be initiated at the site.

4. Paleontological monitors will be equipped to salvage fossils as they are unearthed to avoid construction delays. The monitor must be empowered to temporarily halt or divert equipment from the affected area to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface or, if present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. The monitor shall notify the paleontologist, who will then notify the concerned parties of the discovery.

5. Paleontological salvage during trenching and boring activities is typically from the generated spoils and does not delay the trenching or drilling activities. Fossils will be collected and placed in cardboard flats or plastic buckets and identified by field number, collector, and date collected. Notes will be taken on the map location and stratigraphy of the site, which will be photographed before it is vacated, and the fossils are removed to a safe place. On mass grading projects, discovered fossil sites will be protected by flagging to prevent them from being overrun by earthmovers (scrapers) before salvage begins. Fossils will be collected in a similar manner, with notes and photographs being taken before removing the fossils. The precise location of the site is determined with the use of electronic handheld devices. If the site involves remains from a large terrestrial vertebrate, such as large bone(s) or a mammoth tusk, that is/are too large to be easily removed by a single monitor, a

fossil recovery crew shall excavate around the find, encase the find within a plaster and burlap jacket, and remove it after the plaster is set. For large fossils, use of the contractor's construction equipment may be solicited to help move the jacket to a safe location.

6. Isolated fossils will be collected by hand, wrapped in protective materials, and placed in temporary collecting flats or five-gallon buckets. Notes will be taken on the map location and stratigraphy of the site, which will be photographed before it is vacated, and the fossils are moved to a safe place.

7. Particularly small invertebrate fossils typically represent multiple specimens of a limited number of organisms, and a scientifically suitable sample can be obtained from one to several 5-gallon buckets of fossiliferous sediment. If it is possible to dry screen the sediment in the field, a concentrated sample may consist of one or two buckets of material.

8. In accordance with the "Microfossil Salvage" section of the SVP guidelines (2010:7), bulk sampling and screening of fine-grained sedimentary deposits (including carbonate-rich paleosols) must be performed if the deposits are identified to possess indications of producing fossil "microvertebrates" to test the feasibility of the deposit to yield fossil bones and teeth. If indicators of potential microvertebrate fossils are found, screening of a test sample (approximately 600 pounds) is recommended, according to the SVP guidelines. If feasible, wet screening shall be conducted on the site. If screening yields significant fossils, then removing and processing a "standard sample" of 6,000 pounds shall be performed. If the test sample screening does not yield significant fossils, the standard sample screening is not performed.

9. In the laboratory, individual fossils will be cleaned of extraneous matrix, any breaks will be repaired, and the specimen, if needed, will be stabilized by soaking in an archivally approved acrylic hardener (e.g., a solution of acetone and Paraloid B-72).

10. Recovered specimens will be prepared to a point of identification and permanent preservation (not display), including screen-washing sediments to recover small invertebrates and vertebrates. Preparation of individual vertebrate fossils is often more time-consuming than for accumulations of invertebrate fossils.

11. Recovered specimens will be identified and curated into a professional, accredited public museum repository with a commitment to archival conservation and

permanent retrievable storage (e.g., the San Bernardino County Museum). The paleontological program should include a written repository agreement prior to the initiation of mitigation activities. Prior to curation, the lead agency (the City of Ontario) will be consulted on the repository/museum to receive the fossil material.

12. A final report of findings and significance will be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location(s). The report, when submitted to and accepted by the City of Ontario, will signify satisfactory completion of the program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.

Significance After Mitigation

Policy Plan Amendment

Mitigation Measure GEO-1-PPA [Prior MM 5-2] requires that in the event of an unanticipated discovery of paleontological resources during grading and excavation of the site, a qualified paleontologist would assess the find and develop a course of action to preserve the find. Therefore, Mitigation Measure GEO-1-PPA would reduce potential impacts to paleontological resources to a level that is less than significant.

Policy Plan Amendment Significance with Mitigation: Less than significant.

Specific Plan

The paleontological monitoring plan required by Mitigation Measure GEO-1-SP would mitigate any adverse impacts (loss or destruction) to potential nonrenewable paleontological resources (fossils), if present.

Specific Plan Significance with Mitigation: Less than significant.

3.7.6 Cumulative Impact Analysis

Proposed Project

The land use changes of the Policy Plan Amendment are comprehensive and encompasses the land use changes associated with the EBPSP and the concurrent Zoning changes. Therefore, cumulative impacts for the proposed project are described below.

Geological Hazards

Geology and soils impacts related to the proposed project would be specific to the sites of each development or redevelopment project under proposed project. Compliance with applicable state and local building regulations would be required of all development projects. Site-specific geologic hazards would be addressed by the geotechnical report required for each development project. The geologic investigation would identify the specific geologic and seismic characteristics on a site and provide guidelines for engineering design and construction to maintain the structural integrity of proposed structures and infrastructure. Therefore, compliance with applicable state and local building regulations and standard engineering practices related to seismic and geologic hazard reduction would prevent significant cumulative adverse impacts associated with geologic and seismic hazards. Impacts of the proposed project on geology and soils would not be cumulatively considerable. Therefore, this impact is **less than significant.**

Paleontological Resources

The area considered for cumulative impacts for paleontological resources is the City of Ontario. Projects in the City of Ontario and would comply with federal and state regulations governing the treatment of paleontological resources. Mitigation measures for the Policy Plan Amendment (MM GEO-1-PPA) and the Specific Plan (MM GEO-1-SP) would ensure that impacts to paleontological resources are less than significant and would be less than cumulatively considerable. Therefore, this impact is **less than significant.**

Cumulative Impacts: The proposed project's contribution to cumulative geology and soils impacts would not be cumulatively considerable.

3.7.7 References

BFSA. 2025. Paleontological Assessment for the Eucalyptus Business Park Specific Plan Project. (Appendix F3)

CGS (California Geological Survey). 2025. Fault Activity Map of California. https://maps.conservation.ca.gov/cgs/fam/.

Chino Basin Watermaster. 2025. 2024 State of the Basin: Chino Groundwater Basin. https://storymaps.arcgis.com/stories/7bdd20e4ec6b43aab2858bb1236c6079.

SCEDC (Southern California Earthquake Data Center) 2025. Earthquake Catalogs database. https://scedc.caltech.edu/earthquake/chronological.html.

SocalGeo. 2022a. Geotechnical Feasibility Study NWC Eucalyptus Avenue and Grove Avenue. (Appendix F1)

SocalGeo. 2022b. Geotechnically Feasibility Study NEC Eucalyptus Avenue and Grove Avenue. (Appendix F2)

SSC (Seismic Safety Commission). 2005. Status of the Unreinforced Masonry Building Law: 2004 Report to the Legislature. SSC 2005-02. https://ssc.ca.gov/wp-content/uploads/sites/9/2020/08/cssc_2005-02_Urm.pdf.

USGS (US Geological Survey). 2025. Interactive Quaternary Faults database. https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=5a6038b3a1684561a9b0aadf88412fcf.

3.8 GREENHOUSE GAS EMISSIONS

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential greenhouse gas (GHG) emissions impacts of the TOP 2050 Policy Plan Amendment and the EBPSP (proposed project) compared to the current TOP (approved project) and impacts identified in the 2022 Certified EIR. Because no single project is large enough to result in a measurable increase in global concentrations of GHG, climate change impacts of a project are considered on a cumulative basis. This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (South Coast AQMD). Cumulative impacts related to GHG emissions are based on GHG emissions in California.

GHG emissions modeling for the TOP 2050 Policy Plan Amendment is included in Appendix C1 of this SEIR. Transportation-sector impacts are based on trip generation and vehicle miles traveled (VMT), as provided by Fehr & Peers (Appendix K1). The GHG analysis for the EBPSP is included in Appendix C6 of this SEIR.

Terminology

- **Greenhouse gases (GHG).** Gases in the atmosphere that absorb infrared light, thereby retaining heat in the atmosphere and contributing to a greenhouse effect.
- **Global warming potential (GWP).** Metric used to describe how much heat a molecule of a greenhouse gas absorbs relative to a molecule of carbon dioxide (CO_2) over a given period of time (20, 100, and 500 years). CO_2 has a GWP of 1.
- **Carbon dioxide-equivalent (CO_2e).** The standard unit to measure the amount of greenhouse gases in terms of the amount of CO_2 that would cause the same amount of warming. CO_2e is based on the GWP ratios between the various GHGs relative to CO_2.
- **$MTCO_2e$.** Metric ton of CO_2e.
- **$MMTCO_2e$.** Million metric tons of CO_2e.

Greenhouse Gases and Climate Change

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as GHGs, to the atmosphere. The primary source of these GHGs is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified 4 major GHGs—water vapor, carbon dioxide (CO_2), methane (CH_4), and ozone (O_3)—that are the likely cause of an increase in global average temperatures observed in the 20th and 21st centuries. Other GHGs identified by the IPCC that contribute to global warming to

a lesser extent are nitrous oxide (N_2O), sulfur hexafluoride (SF_6), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons (IPCC 2001).[1,2]

The major GHGs applicable to the proposed project are briefly described.

- **Carbon dioxide (CO_2)** enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and respiration, and also as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (sequestered) when it is absorbed by plants as part of the biological carbon cycle.

- **Methane (CH_4)** is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and from the decay of organic waste in landfills and water treatment facilities.

- **Nitrous oxide (N_2O)** is emitted during agricultural and industrial activities as well as during the combustion of fossil fuels and solid waste.

GHGs are dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Some GHGs have a stronger greenhouse effect than others. These are referred to as high GWP gases. The GWP of GHG emissions are shown in Table 3.8-1, *GHG Emissions and Their Relative Global Warming Potential*. The GWP is used to convert GHGs to CO_2-equivalence (CO_2e) to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. For example, under IPCC's Fifth Assessment Report (AR5), GWP values for CH_4, 10 MT of CH_4 would be equivalent to 280 MT of CO_2.

[1] Water vapor (H_2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals); however, water vapor is not considered a pollutant because it is considered part of the feedback loop rather than a primary cause of change.

[2] Black carbon contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon is the most strongly light-absorbing component of particulate matter (PM) emitted from burning fuels such as coal, diesel, and biomass. The share of black carbon emissions from transportation is dropping rapidly and is expected to continue to do so between now and 2030 as a result of California's air quality programs. The remaining black carbon emissions will come largely from woodstoves/fireplaces, off-road applications, and industrial/commercial combustion (CARB 2022). However, state and national GHG inventories do not include black carbon due to ongoing work resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.

Table 3.8-1 GHG Emissions and Their Relative Global Warming Potential

GHGs	Fourth Assessment Report (AR4) GWP Relative to CO_2 [1]	Fifth Assessment Report (AR5) GWP Relative to CO_2 [1]	Sixth Assessment Report (AR6) GWP Relative to CO_2 [1]
Carbon Dioxide (CO_2)	1	1	1
Methane[2] (CH_4)	25	28	30
Nitrous Oxide (N_2O)	298	265	273

Source: IPCC 2007, 2013, and 2023.

Notes: GWP = global warming potential. The IPCC published updated GWP values in its Sixth Assessment Report (AR6) that reflect latest information on atmospheric lifetimes of GHGs and an improved calculation of the radiative forcing of CO2. However, GWP values identified in AR5 are used by the 2022 Scoping Plan for long-term emissions forecasting.

1. Based on 100 year time horizon of the GWP of the air pollutant compared to CO2.
2. The methane GWP includes direct effects and indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO2 is not included.

HUMAN INFLUENCE ON CLIMATE CHANGE

For approximately 1,000 years before the Industrial Revolution, the amount of GHGs in the atmosphere remained relatively constant. During the 20th century, however, scientists observed a rapid change in the climate and the quantity of climate change pollutants in the Earth's atmosphere that is attributable to human activities.

The recent IPCC Sixth Assessment Report (AR6) summarizes the latest scientific consensus on climate change. It finds that atmospheric concentrations of CO_2 have increased by 50 percent since the Industrial Revolution and continue to increase at a rate of two parts per million each year. By the 2030s, and no later than 2040, the world will exceed 1.5°C warming (CARB 2022). These recent changes in the quantity and concentration of climate change pollutants far exceed the extremes of the ice ages, and the global mean temperature is warming at a rate that cannot be explained by natural causes alone. Human activities are directly altering the chemical composition of the atmosphere through the buildup of climate change pollutants (CAT 2006). In the past, gradual changes in the Earth's temperature changed the distribution of species, availability of water, and other conditions. Human activities are accelerating this process so that environmental impacts associated with climate change no longer occur in a geologic time frame but within a human lifetime (IPCC 2007).

Like the variability in the projections of the expected increase in global surface temperatures, the environmental consequences of gradual changes in the Earth's temperature are hard to predict. Projections of climate change depend heavily upon future human activity. Therefore, climate models are based on different emission scenarios that account for historical trends in emissions and on observations of the climate record that assess the human influence of the trend and projections for extreme weather events. Climate-change scenarios are affected by

varying degrees of uncertainty. For example, there are varying degrees of certainty on the magnitude of the trends for:

- Warmer and fewer cold days and nights over most land areas.
- Warmer and more frequent hot days and nights over most land areas.
- An increase in frequency of warm spells/heat waves over most land areas.
- An increase in frequency of heavy precipitation events (or proportion of total rainfall from heavy falls) over most areas.
- Larger areas affected by drought.
- Intense tropical cyclone activity increases.
- Increased incidence of extreme high sea level (excluding tsunamis).

POTENTIAL CLIMATE CHANGE IMPACTS FOR CALIFORNIA

There is at least a greater than 50 percent likelihood that global warming will reach or exceed 1.5°C in the near-term, even for the very low GHG emissions scenario (IPCC 2022). Climate change is already impacting California and will continue to affect it for the foreseeable future. For example, the average temperature in most areas of California is already 1°F (~0.56°C) higher than historical levels, and some areas have seen average increases in excess of 2°F (~1.1°C) (CalOES 2020). The California Fourth Climate Change Assessment identifies the following climate change impacts under a business-as-usual scenario, in which no new actions are taken to curb GHG emissions:

- Annual average daily high temperatures in California are expected to rise by 2.7°F by 2040, 5.8°F by 2070, and 8.8°F by 2100 compared to observed and modeled historical conditions. These changes are statewide averages. Heat waves are projected to become longer, more intense, and more frequent.

- Warming temperatures are expected to increase soil moisture loss and lead to drier seasonal conditions. Summer dryness may become prolonged, with soil drying beginning earlier in the spring and lasting longer into the fall and winter rainy season.

- High heat increases the risk of death from cardiovascular, respiratory, cerebrovascular, and other diseases.

- Droughts are likely to become more frequent and persistent through 2100.[3]

[3] Overall, California has become drier over time, with five of the eight years of severe to extreme drought occurring between 2007 and 2016, and with unprecedented dry years in 2014 and 2015 (OEHHA 2018).

- Climate change is projected to increase the strength of the most intense precipitation and storm events affecting California.
- Mountain ranges in California are already seeing a reduction in the percentage of precipitation falling as snow. Snowpack levels are projected to decline significantly by 2100 due to reduced snowfall and faster snowmelt.
- Marine layer clouds are projected to decrease, though more research is needed to better understand their sensitivity to climate change.
- Extreme wildfires (i.e., fires larger than 10,000 hectares or 24,710 acres) would occur 50 percent more frequently. The maximum area burned statewide may increase 178 percent by the end of the century.
- Exposure to wildfire smoke is linked to increased incidence of respiratory illness.
- Sea level rise is expected to continue to increase erosion of beaches, cliffs, and bluffs. (CalOES 2020)

Global climate change risks to California are shown in Table 3.8-2, *Summary of GHG Emissions Risks to California*, and include impacts to public health, water resources, agriculture, coastal sea level, forest and biological resources, and energy.

Table 3.8-2 Summary of GHG Emissions Risks to California

Impact Category	Potential Risk
Public Health Impacts	Heat waves will be more frequent, hotter, and longer Fewer extremely cold nights Poor air quality made worse Higher temperatures increase ground-level ozone levels
Water Resources Impacts	Decreasing Sierra Nevada snow pack Challenges in securing adequate water supply Potential reduction in hydropower Loss of winter recreation

Statewide precipitation has become increasingly variable from year to year, with the driest consecutive four years occurring from 2012 to 2015 (OEHHA 2018).

Table 3.8-2 Summary of GHG Emissions Risks to California

Impact Category	Potential Risk
Agricultural Impacts	Increasing temperature Increasing threats from pests and pathogens Expanded ranges of agricultural weeds Declining productivity Irregular blooms and harvests
Coastal Sea Level Impacts	Accelerated sea level rise Increasing coastal floods Shrinking beaches Worsened impacts on infrastructure
Forest and Biological Resource Impacts	Increased risk and severity of wildfires Lengthening of the wildfire season Movement of forest areas Conversion of forest to grassland Declining forest productivity Increasing threats from pest and pathogens Shifting vegetation and species distribution Altered timing of migration and mating habits Loss of sensitive or slow-moving species
Energy Demand Impacts	Potential reduction in hydropower Increased energy demand

Sources: CEC 2006, 2009; CCCC 2012; CNRA 2014; CalOES 2020.

3.8.1 Regulatory Framework

This section describes the federal, State, regional, and local regulations applicable to GHG emissions.

FEDERAL

United States Environmental Protection Agency

The US Environmental Protection Agency (EPA) announced on December 7, 2009, that GHG emissions threaten the public health and welfare of the American people and that GHG emissions from on-road vehicles contribute to that threat. The EPA's final findings respond to the 2007 U.S. Supreme Court decision that GHG emissions fit within the Clean Air Act definition of air pollutants. The findings do not impose any emission reduction requirements, but allow

the EPA to finalize the GHG standards proposed in 2009 for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation (USEPA 2009).

To regulate GHGs from passenger vehicles, the EPA was required to issue an endangerment finding (USEPA 2025a). The finding identified emissions of 6 key GHGs—CO_2, CH_4, N_2O, hydrofluorocarbons, perfluorocarbons, and SF_6—that have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world. The first 3 are applicable to the proposed project's GHG emissions inventory because they constitute the majority of GHG emissions, and according to guidance by the South Coast AQMD, are the GHG emissions that should be evaluated as part of a project's GHG emissions inventory. In response to President Trump's "Unleashing American Energy" EO, published on January 20, 2025, the EPA announced on March 12, 2025, its intention to reconsider regulations and actions that rely on the Endangerment Finding (Holland & Knight 2025). The March 12, 2025, announcement specifically targets the following, which impact GHG emissions:

- Advanced Clean Trucks (ACT) Plan
- Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards
- Multi-pollutant Emissions Standards for model year 2027 and Later Light- and Medium-Duty Vehicles
- Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles: Phase 3.
- Corporate Average Fuel Economy (CAFE) Standards

On February 12, 2026, EPA finalized its rescission of the 2009 Greenhouse Gas Endangerment Finding.

US Mandatory Reporting Rule for GHGs (2009)

In response to the endangerment finding, the EPA issued the Mandatory Reporting of GHG Rule that requires substantial emitters of GHG emissions (e.g., large stationary sources) to report GHG emissions data. Facilities that emit 25,000 $MTCO_2e$ or more per year are required to submit an annual report; however, under the announcement released by the USEPA on March 12, 2025, related to reconsideration of GHG reporting requirements, the EPA would rescind reporting requirements for a substantial portion of the Greenhouse Gas Reporting Program (GHGRP) (covering most source categories) and would suspend reporting obligations for the remaining sectors (those under Subpart W of the GHGRP) until reporting year 2034 (Holland & Knight 2025).

Federal Fuel Economy and Fuel Standards

Update to Corporate Average Fuel Economy Standards

The federal government issued new Corporate Average Fuel Economy (CAFE) standards in 2012 for model years 2017 to 2025, which required a fleet average of 54.5 miles per gallon (mpg) in 2025. On March 30, 2020, the EPA finalized an updated CAFE and GHG emissions standards for passenger cars and light trucks and established new standards covering model years 2021 through 2026, known as the Safer Affordable Fuel Efficient (SAFE) Vehicles Final Rule for Model Years 2021 to 2026.

On June 7, 2024, the National Highway Traffic Safety Administration (NHTSA) announced final CAFE standards for passenger cars and light trucks built in model years 2027 to 2031 and final fuel efficiency standards for heavy-duty pickup trucks and vans built in model years 2030 to 2035. The final rules establish standards that would require an industry fleetwide average of approximately 50.4 mpg for passenger cars and light trucks in model year 2031, by increasing fuel economy by 2 percent year over year for passenger cars (model years 2027 to 2031) and for light trucks (model years 2029 to 2031). For heavy-duty pickup trucks and vans, the final rule would increase fuel efficiency at a rate of 10 percent per year (model years 2030 to 2032) and 8 percent per year (model years 2033 to 2035) (NHTSA 2024).

Multi-pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles

In 2024, the EPA issued a final rule, “Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles,” that sets new, more protective standards to reduce harmful air pollutant emissions from light-duty and medium-duty vehicles starting with model year 2027 (USEPA 2025b).

2025 Rollback of CAFE and Federal Fuel Standards

While both the new CAFE standards and fuel standard are currently in effect, the Trump Administration directed the Department of Transportation to rescind and replace all existing CAFE standards and emissions standards on January 29, 2025. This action targeted regulations covering model years 2024 through 2035 for both light-duty and heavy-duty vehicles.

On June 6, 2025, the NHTSA published an interpretive rule that establishes the NHTSA’s authority to revise the CAFE standards without consideration of electric vehicles (EV). California currently has no authority to implement related standards.

On June 11, 2025, the NHTSA published the final rule, “Resetting the Corporate Average Fuel Economy Program.” This rule does not immediately change current fuel economy standards;

however, the rule clarifies the NHTSA's interpretation of its obligations for CAFE standards stemming from the Energy Policy and Conservation Act of 1975 and the Energy Independence and Security Act of 2007. The rule asserts that some regulations, such as those established under previous presidential administrations, improperly considered EVs when identifying the "maximum feasibility" average fuel economy level upon which CAFE standards are developed, thereby establishing a legal foundation for future rollbacks of CAFE standards (NHTSA 2025).

STATE

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in Executive Order (EO) S-03-05 and EO B-30-15, EO B-55-18, Assembly Bill (AB) 32, Senate Bill (SB) 32, AB 1279, and SB 375.

Executive Order S-03-05

EO S-03-05 was signed June 1, 2005, and set the following GHG reduction targets for the state:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

Assembly Bill 32, the Global Warming Solutions Act (2006)

AB 32 was passed by the California State legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 tier of emissions reduction targets established in EO S-03-05. The California Air Resources Board (CARB) prepared the 2008 Scoping Plan to outline a plan to achieve the GHG emissions reduction targets of AB 32.

Senate Bill 32 and Assembly Bill 197

In September 2016, the California Governor signed SB 32 and AB 197 into law, making the EO B-30-15 goal for year 2030 into a statewide mandated legislative target. AB 197 established a joint legislative committee on climate change policies and requires CARB to prioritize direct emissions reductions rather than the market-based cap-and-trade program for large stationary, mobile, and other sources.

Executive Order B-55-18

EO B-55-18, signed September 10, 2018, sets a goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." EO B-55-18 directs CARB to work with relevant State agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning not only should emissions be

reduced to 80 percent below 1990 levels by 2050, but that, by no later than 2045, the remaining emissions be offset by equivalent net removals of CO_2e from the atmosphere, including through sequestration in forests, soils, and other natural landscapes.

Assembly Bill 1279

On August 31, 2022, the California Legislature passed AB 1279, which requires California to achieve net-zero GHG emissions no later than 2045 and to achieve and maintain negative GHG emissions thereafter. Additionally, AB 1279 also establishes a GHG emissions reduction goal of 85 percent below 1990 levels by 2045. CARB will be required to update the scoping plan to identify and recommend measures to achieve the net-zero and GHG emissions-reduction goals.

2022 Climate Change Scoping Plan

CARB adopted the *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) on December 15, 2022, which lays out a path to achieve carbon neutrality by 2045 or earlier and to reduce the state's anthropogenic (human-caused) GHG emissions (CARB 2022). The Scoping Plan provides updates to the previously adopted 2017 Scoping Plan and addresses the carbon neutrality goals of EO B-55-18 and the ambitious GHG reduction target as directed by AB 1279. Previous Scoping Plans focused on specific GHG reduction targets for our industrial, energy, and transportation sectors—to meet 1990 levels by 2020, and then the more aggressive 40 percent below that for the 2030 target. The 2022 Scoping Plan updates the target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045. Carbon neutrality takes it one step further by expanding actions to capture and store carbon including through natural and working lands and mechanical technologies, while drastically reducing anthropogenic sources of carbon pollution at the same time.

The path forward was informed by the recent Sixth Assessment Report (AR6) of the IPCC and the measures would achieve 85 percent below 1990 levels by 2045 in accordance with AB 1279. CARB's 2022 Scoping Plan identifies strategies as shown in Table 3.8-3, *Priority Strategies for Local Government Climate Action Plans*, which would be most impactful at the local level for ensuring substantial progress toward the State's carbon neutrality goals.

Table 3.8-3 Priority Strategies for Local Government Climate Action Plans

Priority Area	Priority Strategies
Transportation Electrification	Convert local government fleets to zero-emission vehicles (ZEV) and provide EV charging at public sites.
	Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans).
VMT Reduction	Reduce or eliminate minimum parking standards.
	Implement Complete Streets policies and investments, consistent with general plan circulation element requirements.
	Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.
	Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking
	Implement parking pricing or transportation demand management pricing strategies.
	Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing allowable density of the neighborhood).
	Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert “greenfield” land to urban uses (e.g., green belts, strategic conservation easements)
Building Decarboni-zation	Adopt all-electric new construction reach codes for residential and commercial uses.
	Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers).
	Adopt policies and incentive programs to electrify all appliances and equipment in existing buildings such as appliance rebates, existing building reach codes, or time of sale electrification ordinances.
	Facilitate deployment of renewable energy production and distribution and energy storage on privately owned land uses (e.g., permit streamlining, information sharing).
	Deploy renewable energy production and energy storage directly in new public projects and on existing public facilities (e.g., solar photovoltaic systems on rooftops of municipal buildings and on canopies in public parking lots, battery storage systems in municipal buildings).

Source: CARB 2022.

Based on Appendix D of the 2022 Scoping Plan, for residential and mixed-use development projects, CARB recommends first demonstrating that these land use development projects are aligned with State climate goals based on the attributes of land use development that reduce operational GHG emissions while advancing fair housing. Attributes that accommodate growth in a manner consistent with the GHG and equity goals of SB 32 have all the following attributes:

- Transportation Electrification
  - Provide electric vehicle (EV) charging infrastructure that, at a minimum, meets the most ambitious voluntary standards in the California Green Building Standards Code at the time of project approval.
- Vehicle Miles Traveled (VMT) Reduction
  - Locate projects on infill sites that are surrounded by existing urban uses and reuse or redevelop previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer).
  - The project does not result in the loss or conversion of the State's natural and working lands.
  - The project consists of transit-supportive densities (minimum of 20 residential dwelling units/acre), or is in proximity to existing transit stops (within a half mile), or satisfies more detailed and stringent criteria specified in the region's Sustainable Communities Strategy (SCS).
  - The project reduces parking requirements by:
    - Eliminating parking requirements or including maximum allowable parking ratios (i.e., the ratio of parking spaces to residential units or square feet); or
    - Providing residential parking supply at a ratio of <1 parking space per dwelling unit; or
    - For multifamily residential development, require parking costs to be unbundled from costs to rent or own a residential unit.
  - At least 20 percent of the units are affordable to lower-income residents.
  - Result in no net loss of existing affordable units.
- Building Decarbonization
  - Uses all electric appliances without any natural gas connections and does not use propane or other fossil fuels for space heating, water heating, or indoor cooking. (CARB 2022)

The second approach to project-level alignment with State climate goals is net-zero GHG emissions, especially for new residential development. The third approach to demonstrating project-level alignment with State climate goals is to align with GHG thresholds of significance,

which many local air quality management and air pollution control districts have developed or adopted (CARB 2022).

Senate Bill 375

SB 375, the Sustainable Communities and Climate Protection Act, was adopted in 2008 to connect the GHG emissions reduction targets established in the 2008 Scoping Plan for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce VMT and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions reduction targets for each of the 18 metropolitan planning organizations (MPO). The Southern California Association of Governments (SCAG) is the MPO for the Southern California region, which includes Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial Counties. Pursuant to the recommendations of the Regional Transportation Advisory Committee, CARB adopted per capita reduction targets for each of the MPOs rather than a total magnitude reduction target.

Update to the SB 375 Targets

Pursuant to the recommendations of the Regional Transportation Advisory Committee, CARB adopted per capita reduction targets for each of the MPOs rather than a total magnitude reduction target. CARB is required to update the targets for the MPOs every eight years. In June 2017, CARB released updated targets and technical methodology, and then released another update in February 2018, which became effective in October 2018 (CARB 2018). All sustainable communities strategies (SCS) adopted after October 1, 2018, are subject to these new targets. The SB 375 targets are in units of percent per capita reduction in GHG emissions from automobiles and light trucks compared to 2005. This excludes reductions anticipated from implementation of state technology and fuels strategies and any potential future state strategies such as statewide road user pricing. The proposed targets call for greater per capita GHG emission reductions from SB 375 than are currently in place, which for 2035 translates into proposed targets that either match or exceed the emission reduction levels in an MPO's currently adopted SCS. CARB staff began the target update process in 2024 with a public workshop and plans to conclude it in 2026 with Board approval of the new targets (CARB 2025a).

Additional GHG Sector-Specific Regulations

Table 3.8-4, *GHG Sector-Specific Regulations*, lists specific sector regulations that help reduce GHG emissions.

Table 3.8-4 GHG Sector-Specific Regulations

Sector	Regulations
Transportation	AB 1493, EO S-01-07, EO B-16-2012, EO N-79-20
Renewables Portfolio: Carbon Neutrality Regulations	SB 1078, SB 107, SB X1-2, EO S-14-08, SB 350, SB 100, SB 1020
Energy Efficiency	California Building Code: Building Energy Efficiency Standards, California Building Code: CALGreen, 2006 Appliance Efficiency Regulations
Solid Waste Diversion	AB 939, AB 341, AB 1327, AB 1826
Water Efficiency	SBX7-7, AB 1881
Short-Lived Climate Pollution Reduction Strategy	SB 1383

Source: Appendix C1.

REGIONAL

SCAG's 2024-2050 RTP/SCS

SB 375 requires each MPO to prepare an SCS in its regional transportation plan (RTP/SCS). For the SCAG region, the 2024-2050 RTP/SCS, Connect SoCal, was adopted on April 4, 2024, and is an update to the 2020-2045 RTP/SCS. In general, the RTP/SCS outlines a development pattern for the region that, when integrated with the transportation network and other transportation measures and policies, would reduce VMT from automobiles and light-duty trucks and thereby reduce GHG emissions from these sources.

Connect SoCal focuses on the continued efforts of the previous RTP/SCSs to integrate transportation and land use strategies in development of the SCAG region through the horizon year 2050 (SCAG 2024). Connect SoCal forecasts that the SCAG region will meet its GHG per capita reduction targets of 8 percent by 2020 and 19 percent by 2035. It also forecasts that implementation of the plan will reduce VMT per capita in year 2050 by 6.3 percent compared to baseline conditions for that year. Connect SoCal includes a "Core Vision" that centers on maintaining and better managing the transportation network for moving people and goods while expanding mobility choices by locating housing, jobs, and transit closer together, and increasing investments in transit and complete streets (SCAG 2024).

Riverside-San Bernardino-Ontario MSA Priority Climate Action Plan

In March 2024, the regional Riverside-San Bernardino-Ontario metropolitan statistical area (MSA) Priority Climate Action Plan (PCAP) was developed by 3 councils of governments: Coachella Valley Association of Governments (CVAG), San Bernardino County Transportation Agency (SBCTA), and Western Riverside Council of Governments (WRCOG). The City of Ontario is a beneficiary of the PCAP, which provides a plan to reduce GHG emissions for the entire Riverside-San Bernardino-Ontario MSA based on a compilation of existing and new analysis that includes GHG inventories across all sectors, assessment of reduction potential across each sector, and the development of 3 regional measures (i.e., light-duty vehicle infrastructure, building decarbonization, and goods movement decarbonization) (SBCTA 2024). The PCAP includes a broad range of measures geared to addressing climate change and its impacts by reducing GHG emissions associated with sectors of energy, transportation, water, waste, off-road transportation, and agriculture. The PCAP contains existing and forecast emissions inventories for each of the 3 subregions and planned GHG emission reductions by 2030 for each jurisdiction within the region. The City has adopted its own Community Climate Action Plan (CCAP) to guide local strategies for reducing GHG emissions at the community level. A discussion regarding the CCAP is provided in the following section, “Local.”

LOCAL

City of Ontario Municipal Code

The City’s Municipal Code is organized by volume, title, chapter, and article. The following regulations relate to GHG emissions impacts.

- **Volume II, Title 8, Building Regulations,** adopts the 2022 California Building Code.
- **Volume II, Title 8, Chapter 9, Electric Vehicle Charging Stations,** provides requirements for electric vehicle charging stations as well as expedited permit review and inspection requirements by the Building Department.
- **Volume II, Title 8, Chapter 10, Energy Code,** adopts the 2022 California Energy Code.
- **Volume I, Title 3, Chapter 10, Mobile Source Air Pollution Fees,** supports South Coast AQMD’s imposition of vehicle registration fee and to bring the City into compliance with the requirements in Health & Safety Code Section 44243 in order to receive fee revenues for the purpose of implementing programs to reduce air pollution from motor vehicles.

City of Ontario 2022 Climate Action Plan

The City of Ontario adopted the CCAP in August 2022 to reduce GHG emissions and achieve SB 32 emission reduction targets by year 2030 and additional reductions beyond year 2030. The CCAP is an update to the 2014 Community Action Plan and provides an updated emissions

inventory, emissions forecast, and reduction strategy analysis. The CCAP is consistent with CEQA Guidelines Section 15183.5 through 2030 because the emission reductions it demonstrates are consistent with Statewide 2030 reduction targets; however, the CCAP post-2030 reduction targets predate the State's current 2045 emission reduction targets and carbon neutrality goal and so are not aligned with them (Ontario 2022).

3.8.2 Existing Conditions

CALIFORNIA'S GHG SOURCES AND RELATIVE CONTRIBUTION

In 2025, the statewide GHG emissions inventory was updated for 2000 to 2023 emissions using the GWPs in IPCC's AR4 and reported that California produced 360.4 $MMTCO_2e$ GHG emissions in 2023 (3.0 percent lower than 2022 levels). Since peak levels in 2004, California's GHG emissions have generally followed a decreasing trend. By 2014, statewide GHG emissions dropped below the 2020 GHG limit (AB 32 target for year 2020) and have remained below that limit ever since. Additionally, the carbon intensity of California's economy (the amount of carbon pollution per million dollars of gross state product) is declining (CARB 2025b).

California's transportation sector remains the largest source of GHG emissions, producing 37.1 percent of the state's total emissions. Industrial sector emissions make up 18.6 percent, and electric power generation make up 15.9 percent of the state's emissions inventory. Other major sectors of GHG emissions include residential and commercial (12.0 percent), agriculture and forestry (8.1 percent), high GWP emissions (5.9 percent), and recycling and waste (2.4 percent).

Emissions from the transportation sector (e.g., on-road vehicles) have generally decreased since their peak in 2002, but this sector has experienced periods of growth and decline. A decrease through 2023 was primarily due to reductions from on-road sources, likely from an increased use in EVs and more fuel-efficient vehicles over that timeframe, and the subsequent decrease in the amount of fuel used. Electricity emissions also have decreased since the early 2000s due to the deployment of renewable and less carbon-intensive resources, leading to reduced dependence on fossil-fuel electricity generation. Emissions from the industrial sector decreased from 2022, largely due to the continued downward trend in oil and gas production (CARB 2025b).

POLICY PLAN AMENDMENT

City of Ontario Existing Emissions

The land uses under the approved project consist primarily of residential, mixed-use subareas, retail/service, business park and industrial areas, and open spaces. These operations currently

generate GHG emissions from vehicle trips, building energy use, water use, solid waste generation, and refrigerants.

SPECIFIC PLAN

The Specific Plan area is currently used for mostly agricultural uses, including dairy farming. GHGs commonly generated by these types of uses include Methane (CH_4) from enteric fermentation, Nitrous Oxide (N_2O) from manure and fertilizers, and Carbon Dioxide (CO_2) from soil liming, fertilizer, and fuel. CH_4 is the leading GHG associated with milk production, making up about 62 percent of the farm-gate life cycle GHG emissions.

3.8.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to greenhouse gas emissions if it would:

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

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

THRESHOLD GUIDANCE

Policy Plan Amendment

Consistency with a GHG Reduction Plan

CEQA Guidelines Section 15183.5, Tiering and Streamlining the Analysis of Greenhouse Gas Emissions, allows for lead agencies to analyze and mitigate the significant effects of GHG emissions at a programmatic level. Pursuant to CEQA Guidelines Section 15183.5, later project-specific environmental documents may tier from and/or incorporate by reference the GHG reduction plan so long as they include the following plan elements.

- Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area.
- Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable.

- Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area.
- Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level.
- Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels.
- Be adopted in a public process following environmental review.

The CCAP was adopted in a public process following environmental review in August 2022. The CCAP included and updated a GHG inventory for Ontario based on the latest community protocols and GWPs. The CCAP provided emissions forecasts for 2030 and 2050 and established GHG emissions targets for 2030 consistent with SB 32. The CCAP identified State and local measures to reduce GHG emissions and quantified GHG reductions associated with these measures. With implementation of the GHG reduction measures, the CCAP provides a flexible path to reduce the community's GHG emissions to achieve the 2030 target pursuant to SB 32. While the CCAP includes a forecast with reductions for the 2050 horizon, it was based on the reductions needed to achieve the 2050 target set by EO S-03-05 and predates the passage of AB 1279 that established updated reduction targets through year 2045. Consequently, the CCAP is a qualified GHG reduction plan through 2030 but does not provide a tiering opportunity that is aligned with existing legislative reduction targets for subsequent projects with a post-2030 buildout horizon.

Because the CCAP is the City's current GHG reduction strategy for the City, the proposed project will be assessed for consistency with the strategies of the City's CCAP as the applicable plan adopted for reducing GHG emissions. For the City's CCAP, impacts of the Policy Plan Amendment are further assessed against the per capita threshold identified in the CCAP. The 2050 GHG per capita goal in the CCAP is:

- 2.0 $MTCO_2e$ per person (service population)

CARB 2022 Scoping Plan

The Policy Plan Amendment forecasts growth in the City through year 2050; therefore, this Draft SEIR analyzes the potential for the Policy Plan Amendment to conflict with statewide GHG reduction goals identified in the CARB 2022 Scoping Plan that are applicable to local

governments, which reflect the legislative reduction targets of AB 1279.[4] AB 1279 established a carbon neutrality goal of 85 percent below 1990 levels by 2045. The State's 2022 Scoping Plan provides statewide strategies to achieve the GHG reduction goals of AB 1279. To provide a GHG emissions target for the City's community emissions in line with the AB 1279 targets, the City's AB 1279 reduction target was estimated based on the baseline emissions in the City's CCAP. The City's 2008 emissions were 2,212,900 $MTCO_2e$, which corresponds to an estimated 1990-equivalent level of 1,880,970 $MTCO_2e$, based on state guidance that 1990 emissions for local governments are 15 percent below 2005-2010 levels (Ontario 2022). An 85 percent reduction from estimated 1990 levels would require the City's 2050 emissions[5] to achieve the following annual GHG emissions target in 2050 to be consistent with AB 1279 for the Policy Amendment component of the proposed project:

- 282,140 $MTCO_2e$

Specific Plan

To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, South Coast AQMD convened a GHG CEQA Significance Threshold Working Group. Based on the last Working Group meeting (Meeting No. 15) in September 2010, South Coast AQMD identified a tiered approach for evaluating GHG emissions for development projects where South Coast AQMD is not the lead agency, which is based on an emissions capture rate of 90 percent. A 90 percent emission capture rate means that 90 percent of total emissions from all projects would be subject to a CEQA analysis. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial fraction of future stationary source projects that will be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate contribute a relatively small fraction of the cumulative statewide GHG emissions.

[4] The 2022 Scoping Plan includes statewide measures to achieve the state's carbon neutrality goals under EO B-55-18 such as carbon dioxide removal (CDR) that are not applicable to local governments. Carbon neutrality goals are a "no impact" level and not a "less than significant" impact level for climate change effects. There are presently no reliable means of forecasting how future technological developments related to carbon dioxide removal may affect future emissions in a planning jurisdiction. Therefore, carbon neutrality targets are not directly applicable to local governments and CEQA projects to mitigate GHG emissions impacts of a proposed project. Moreover, AB 1279 GHG reduction targets for 2045 are in line with the scientifically established levels needed in the U.S. to limit global warming below 1.5 to 2.0 degrees Celsius, the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea levels. For these reasons, the targets of AB 1279 are applicable to the SEIR. However, the CCAP includes measures that align with the state's carbon neutrality goals under EO B-55-18 and per capita targets under SB 32.

[5] The State has not adopted a quantitative GHG emissions reduction target beyond 2045; however, the State aspires to achieve net zero GHG emissions as soon as possible, but no later than 2045, and to achieve and maintain net negative GHG emissions thereafter.

In determining this level of emissions, data available from South Coast AQMD was utilized. South Coast AQMD used a database of projects that contained 798 projects, 60 of which were extremely large General Plan Updates, Master Plans, or Specific Plan projects. The 60 very large projects were removed from the database in order not to skew the emissions value, leaving a net of 738 projects. In addition, 27 projects were found to be outliers that would skew the emission value too high, leaving 711 as the sample population to use in determining the 90th percentile capture rate.

The South Coast AQMD analysis of the 711 projects within the sample population combined commercial, residential, and mixed-use projects. It should be noted that the sample of projects included warehouses and other light industrial land uses but did not include industrial processes (i.e., oil refineries, heavy manufacturing, electric generating stations, mining operations, etc.). Emissions from each of these projects were calculated by South Coast AQMD to provide a consistent method of emissions calculations.

The South Coast AQMD analysis determined that the 90th percentile ranged from 2,983 to 3,143 MT CO_2e per year. Therefore, a 3,000 MT CO_2e per year value is the low-end value within that range rounded to the nearest hundred tons of emissions and is used in defining small projects that are considered less than significant and do not need to provide further analysis.

Although the 3,000 MT CO_2e per year threshold was never adopted, it was developed and recommended by South Coast AQMD, an expert agency, based on substantial evidence as provided in the Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold document and subsequent Working Group meetings. Further, this threshold has been used for hundreds, if not thousands, of GHG analyses performed for projects located within the South Coast AQMD jurisdiction. As such, EBPSP emissions would be considered significant if the 3,000 MT CO_2e per year threshold was exceeded.

Mass Emissions and Health Effects

On December 24, 2018, in *Sierra Club et al. v. County of Fresno et al.* (Friant Ranch), the California Supreme Court determined that the EIR for the proposed Friant Ranch project failed to adequately analyze the project's air quality impacts on human health. The EIR prepared for the project, which involved a master planned retirement community in Fresno County, showed that project-related mass emissions would exceed the San Joaquin Valley Air Pollution Control District's regional significance thresholds. In its findings, the California Supreme Court affirmed the holding of the Court of Appeal that EIRs for projects must not only identify impacts to human health, but also provide an "analysis of the correlation between the project's emissions and human health impacts" related to each criterion air pollutant that exceeds the regional significance thresholds or explain why it could not make such a connection. In general, the ruling focuses on the correlation of emissions of toxic air contaminants and criteria air pollutants and their impact to human health.

In 2009, the EPA issued an endangerment finding for six GHGs—CO_2, CH_4, N_2O, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and SF_6—to regulate GHG emissions from passenger vehicles. The endangerment finding is based on evidence that shows an increase in mortality and morbidity associated with increases in average temperatures, which increase the likelihood of heat waves and ozone levels. The effects of climate change are identified in Table 3.8-2. Though identified effects such as sea level rise and increased extreme weather can indirectly impact human health, neither the EPA nor CARB has established ambient air quality standards for GHG emissions. The state's GHG reduction strategy outlines a path to avoid the most catastrophic effects of climate change, and the state's GHG reduction goals and strategies are based on the path to reducing statewide cumulative GHGs as outlined in AB 32, SB 32, and EO S-03-05.

Because no single project is large enough to result in a measurable increase in global concentration of GHG emissions, climate change impacts of a project are considered on a cumulative basis. Without federal ambient air quality standards for GHG emissions and given the cumulative nature of GHG emissions and the South Coast AQMD's significance thresholds, which are tied to reducing the state's cumulative GHG emissions, it is not feasible at this time to connect the project's specific GHG emissions to the potential health impacts of climate change.

METHODOLOGY

Policy Plan Amendment

This GHG evaluation was prepared in accordance with the requirements of CEQA to determine if significant GHG impacts are likely to occur in conjunction with future development that would be accommodated by the proposed project.

The emissions inventory and forecast for the Policy Plan Amendment utilizes a community emissions accounting method that includes sources that are in the indirect and direct jurisdictional control of the City of Ontario (geographic region).[6] The community GHG emissions inventory and forecast is based on activity data compiled for TOP 2050 (see Appendix C1). The community emissions inventory was compiled using the United States Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions (U.S. Community Protocol) accounting protocols, which were first developed in 2012 and last updated in 2019. The following is a summary of the assumptions used for the community GHG emissions analysis:

- **Building Energy.** Emissions associated with electricity and natural gas use for residential and nonresidential land uses in the city were based on the energy forecast without state actions

[6] Emissions from permitted sources are excluded from the existing emissions inventory because the reductions associated with the Industrial sector are regulated separately by South Coast AQMD or are otherwise not under the jurisdiction of the City.

conducted for the emissions inventory for the CCAP. Forecasts are adjusted for increases in dwelling units for residential electricity and natural gas use and non-residential square footage for non-residential electricity and natural gas use in the city. Southern California Edison (SCE) carbon intensity factors for year 2050 are based on statutory compliance with SB 100 to provide 100 percent of in-state electricity sales sourced from eligible renewable and carbon-free sources by 2045.

- **Transportation.** Transportation emissions forecasts were modeled using emissions data with adjusted factors from CARB's EMFAC2021 V1.0.2 web database.[7] Model runs were based on daily VMT data provided by Fehr & Peers (see Appendix K1) and calendar year 2050 emission rates. The VMT is based on the origin-destination methodology using the San Bernardino Transportation Analysis Model+ (SBTAM+) and includes the full trip length for land uses in the city and a 50 percent reduction in the trip length for external-internal/internal-external trips based on the recommendations of CARB's Regional Targets Advisory Committee (RTAC) under SB 375.[8] Consistent with CARB's methodology within the Climate Change Scoping Plan Measure Documentation Supplement, daily VMT was multiplied by 347 days per year to account for reduced traffic on weekends and holidays to determine annual emissions.

- **Off-Road Equipment.** Estimates for the Approved TOP are based on air quality and greenhouse gas emissions modeling conducted for the 2022 Certified EIR. The modeling used CARB's OFFROAD2021 V1.0.1 web database to estimate emissions from agricultural, light commercial, and construction within the City. The agricultural equipment forecast for the proposed project assumes there is no remaining farmland in the city. The construction equipment forecast for the proposed project was assumed to be similar to historic levels. The lawn and garden forecast for the proposed project is adjusted for changes in housing

[7] EMFAC2021 emissions projections assumed implementation of California's Advanced Clean Trucks (ACT) Regulation and the Heavy-Duty Low NO_X Omnibus Regulation, which had been authorized by EPA waivers under the CAA. The ACT and Omnibus regulations were disapproved by congressional resolutions H.J. Resolution 87 and H.J. Resolution 89, respectively, both of which were signed by the president on June 12, 2025. The CARB adjustment factors released for EMFAC2021 address the effects of the resolutions on the forecast emissions data in EMFAC2021.

[8] For accounting purposes, there are three types of trips:
Internal-Internal. Vehicle trips that originated and terminated within the city (Internal-Internal, I-I). Using the accounting rules established by RTAC, 100 percent of the length of these trips and their emissions are attributed to the city.
Internal-External/External-Internal. Vehicle trips that either originated or terminated (but not both) in the city (Internal-External or External-Internal, I-X and X-I). Using the accounting rules established by RTAC, 50 percent of the trip length for these trips is attributed to the city.
External-External. Vehicle trips that neither originated nor terminated in the city. These trips are commonly called pass-through trips (External-External, X-X). Using the accounting rules established by RTAC, these trips are not counted toward the city's VMT or emissions.

growth in the City. The light commercial/industrial equipment forecast for the proposed project is adjusted for changes in employment in the City.

- **Refrigerant Leakage.** Refrigerants are based on the statewide 2021 refrigerant use and statewide population based on the 2021 census data in order to derive emissions per person. Emissions from this sector are based on AR5.

- **Solid Waste Disposal.** GHG emissions released from trash collected from residents and businesses were quantified using the 2050 forecast per capita GHG emissions from the 2019 inventory developed for the CCAP.

- **Water Use and Wastewater Treatment.** GHG emissions from this sector include indirect GHG emissions from the embodied energy associated with water use and wastewater generation and fugitive GHG emissions from processing wastewater. The total annual existing and proposed water demand/wastewater generation in the city are based on the water demand factors from the City of Ontario, 2024 Water Demand and Sewer Flow Factors Technical Memorandum (see Appendix L1). Electricity use from water use is estimated using energy rates identified by in the 2022 CalEEMod Users Guide (CAPCOA 2022). Then energy is multiplied by the carbon intensity of energy. Wastewater treatment also results in direct CH_4 emissions from wastewater processing, which are based on the emission rates identified in the 2022 CalEEMod Users Guide (CAPCOA 2022).

Life-cycle emissions are not included in this analysis because not enough information is available for the proposed project, and therefore they would be speculative.[9] Black carbon emissions are not included in the GHG analysis because CARB does not include this short-lived climate pollutant in the State's GHG emissions inventory but treats it separately.[10]

[9] Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. The California Resources Agency, in adopting the CEQA Guidelines Amendments on GHG emissions found that lifecycle analysis was not warranted for project-specific CEQA analysis in most situations, for a variety of reasons, including lack of control over some sources, and the possibility of double-counting emissions (see Final Statement of Reasons for Regulatory Action, December 2009). Because the amount of materials consumed during the operation or construction of the proposed project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials is also not known, calculation of life cycle emissions would be speculative. A life-cycle analysis is not warranted (LCI 2008).

[10] Particulate matter emissions, which include black carbon, are analyzed in Section 3.3, *Air Quality*. The majority of anthropogenic sources come from transportation—specifically, heavy-duty vehicles. The share of black carbon emissions from transportation is dropping rapidly and is expected to continue to do so between now and 2030 as a result of California's air quality programs. The remaining black carbon emissions will come largely from woodstoves/fireplaces, off-road applications, and industrial/commercial combustion (CARB 2022).

Specific Plan

CalEEMod

The California Air Pollution Control Officers Association (CAPCOA) in conjunction with other California air districts, including South Coast AQMD, released CalEEMod 2022 in May 2022. The purpose of the model is to calculate construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used to determine the GHG emissions associated with the EBPSP. CalEEMod includes GHG emissions from the following source categories: construction, area, energy, mobile, waste, water, refrigerants, and stationary sources.

3.8.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.8.5 Environmental Impacts

2022 CERTIFIED EIR

The 2022 Certified EIR identified that implementation of Ontario's Community Climate Action Plan would meet the GHG reduction target established under SB 32 and Executive Order S-03-05 and progress toward the State's carbon neutrality goal, and thus result in less than significant GHG emissions impacts associated with the approved project with respect to established legislative reduction targets at the time. Goals and policies in TOP and actions in the CCAP were determined to minimize GHG emissions generated by the residential and nonresidential land uses in the City.

PROPOSED PROJECT

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The 2022 Certified EIR identified that with implementation of the CCAP, the approved project would achieve the EO S-03-05 GHG emissions reduction targets, resulting in an 80 percent decrease in the GHG emissions in the City by 2050 from existing conditions, and would make substantial progress toward the State's carbon neutrality goals under EO B-55-18. Impacts related to GHG emissions were identified as less than significant.

Policy Plan Amendment

Horizon Year 2050 Emissions Forecast

Buildout of the proposed project is not linked to a specific development time frame but is assumed over a 25-year horizon. The proposed project is an update to the current TOP 2050 to guide the City's development and conservation through 2050. The community GHG emissions inventory for the proposed project compared to the approved project is shown in Table 3.8-5, *City of Ontario GHG Emissions Forecast*. As shown in this table, the increase in development and population associated with the proposed project compared to the approved project would result in a slight increase in total GHG emissions across all sectors; however, the GHG emissions efficiency of the proposed project, expressed in GHG emissions per service population, would remain the same as the approved project because of regulations adopted to reduce GHG emissions and the natural turnover of California's on-road vehicle fleets, where newer, more efficient vehicles gradually replace older, less efficient ones. Overall, GHG emissions associated with the proposed project would be slightly higher compared to those of the approved project in the absence of local measures identified in the CCAP and would not meet AB 1279 carbon neutrality target.

Table 3.8-5 City of Ontario GHG Emissions Forecast

Emissions Sector	GHG Emissions ($MTCO_2e$/year)					
	Current TOP 2050	**%**	**Proposed Project**	**%**	**Net Change**	**%**
Building Electricity	0	0%	0	0%	0	0%
Building Natural Gas	552,783	22%	570,967	22%	18,184	3%
On-Road Transportation	1,594,833	63%	1,644,577	63%	49,744	3%
Off-Road Vehicles and Equipment	75,897	3%	76,077	3%	180	0%
Solid Waste/Landfills	111,042	4%	115,490	4%	4,448	4%
Refrigerants	185,362	7%	192,786	7%	7,425	4%
Water Use	15,400	1%	15,685	1%	285	2%
Wastewater Treatment	4,482	<1%	4,676	<1%	194	4%
Total Community Emissions	**2,539,799**	**100 %**	**2,620,257**	**100 %**	**80,459**	**3%**
AB 1279 Target – 282,140 $MTCO_2e$	**Does Not Achieve Target**	**—**	**Does Not Achieve Target**	**—**	**—**	**—**

Table 3.8-5 City of Ontario GHG Emissions Forecast

Emissions Sector	GHG Emissions ($MTCO_2e$/year)					
	Current TOP 2050	%	Proposed Project	%	Net Change	%
Service Population (SP)	710,472	—	728,776	—	18,304	3%
$MTCO_2e$/SP	3.6	—	3.6	—	0.0	<1%
CCAP 2050 per capita goal	2.0	—	2.0	—	—	—
Achieves CCAP 2050 per capita goal?	**Does Not Achieve Per Capita Goal**	**—**	**Does Not Achieve Per Capita Goal**	**—**	**—**	**—**

Source: Appendix C1.

Note: Based on GWPs in the IPCC Fifth Assessment Report (AR5). Emissions may not total to 100 percent due to rounding.

While growth in the City would cumulatively contribute to GHG emissions impacts, implementation of the TOP 2050 policies could help minimize energy and mobile-source emissions, as listed below. For example, Environmental Resources Element policies ER-3.1 through ER-3.6 would contribute to reducing emissions from energy consumption by increasing energy efficiency and transitioning from natural gas to renewable energy systems. Policies ER-4.1, ER-4.5, M-1.4, M-1.6, M-2.1 through M-2.4, M-3.3, and M-3.10 would contribute to reducing emissions from mobile sources by supporting transit-oriented development and non-motorized mobility options.

- **ER-3.1: Conservation Strategy.** We require conservation as the first strategy to be employed to meet applicable energy-saving standards.
- **ER-3.2: Green Development – Communities.** We encourage the use of the LEED Neighborhood Development rating system, or similar mechanism, to guide the planning and development of all new communities.
- **ER-3.3: Building and Site Design**. We require new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive solar, and natural ventilation.
- **ER-3.4: Green Development – Public Buildings.** We require all new and substantially renovated City buildings in excess of 10,000 square feet achieve a LEED Silver Certification standard, as determined by the U.S. Green Building Council.

- **ER-3.5: Fuel-Efficient and Alternative Energy Vehicles and Equipment.** We require purchase and use vehicles and equipment that are fuel efficient and meet or surpass state emissions requirements and/or use renewable sources of energy.

- **ER-3.6**: **Generation – Renewable Sources.** We promote the use of renewable energy sources (e.g., solar, wind, biomass) in public and private sector development.

- **ER-4.1: Land Use.** We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.

- **ER-4.5: Transportation.** We promote mass transit and non-motorized mobility options (walking, biking) to reduce air pollutant emissions.

- **M-1.4: Complete Streets.** We work to provide a complete, balanced, context-aware, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.

- **M-1.6: Reduce Vehicle Miles Traveled.** We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.

- **M-2.1: Active Transportation.** We maintain our Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways and pedestrian facilities that are safe, comfortable, and accessible and connect residential areas, businesses, schools, parks, and other key destination points.

- **M-2.2: Bicycle System.** We provide off-street multipurpose trails and Class II bikeways as our preferred paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right-of-way, we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas.

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

- **M-2.4: Network Opportunities.** We use public rights-of-way and easements such as, utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options to maintain and expand our bicycle and pedestrian network. In urban, mixed- use, and transit-oriented Place Types, we encourage the use of underutilized public and private spaces to expand our public realm and improve pedestrian and bicycle connectivity.

- **M-3.3: Transit-Oriented Development.** We may provide additional development-related incentives to those inherent in the Land Use Plan for projects that promote transit use and reduce vehicle miles traveled.

- **M-3.10: Multimodal Transportation Center.** We intend to ensure the development of a multimodal transportation center near ONT airport to serve as a transit hub with amenities for transit riders, pedestrians, and bicyclists transitioning to local buses, BRT, the Gold Line, high-speed rail, the proposed Ontario Airport Metro Center Circulator, and other future transit modes. We support locations for the multimodal transportation center that are north of ONT airport, between Vineyard Avenue and Interstate 15.

Implementation of the TOP 2050 policies would contribute to minimizing GHG emissions in the City to the extent feasible. However, GHG emissions are projected to increase 3 percent more than the approved project and would not achieve the State's carbon neutrality targets of AB 1279.

Therefore, the proposed project's GHG emissions compared to the approved project are considered **potentially significant** in regard to meeting the State's long-term reduction goals and achieving substantial progress toward carbon neutrality. As identified above, the 2022 Certified EIR identified less than significant impacts with regard to GHG emissions. Therefore, the proposed project would result in a new impact compared to that identified in the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

Construction

Construction-related emissions are expected from the following activities.

- Demolition
- Site Preparation
- Grading
- Building Construction
- Paving

- Architectural Coating

For construction phase emissions, GHGs are quantified and amortized over the life of a project. To amortize the emissions over the life of the EBPSP, the South Coast AQMD recommends calculating the total GHG emissions for construction activities, dividing it by a 30-year project life then adding that number to the annual operational phase GHG emissions. As such, construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions. The total and amortized construction emissions for each phase of construction are presented in Tables 3.8-6, *Amortized Annual EBPSP Construction Emissions – Phase 1*, 3.8-7, *Amortized Annual EBPSP Construction Emissions – Phase 2*, and 3.8-8, *Amortized Annual EBPSP Construction Emissions – Phase 3*. As shown in Tables 3.8-6 through 3.8-8, the total amortized GHG emissions at buildout of Phases 1, 2, and 3 would total 262 MT CO2e/yr.

Table 3.8-6 Amortized Annual EBPSP Construction Emissions – Phase I

	Emissions (MT/yr)				
Year	**CO_2**	**CH_4**	**N_2O**	**Refrigerants**	**Total CO_2e**
2027	1,829	0.08	0.11	1	1,864
2028	1,408	0.05	0.09	1	1,438
Total	3,238	0.13	0.20	3	3,302
Amortized	108	<0.01	0.01	0.09	110

Source: Appendix C6

Note: totals may not add up to 100 percent due to rounding

Table 3.8-7 Amortized Annual EBPSP Construction Emissions – Phase 2

	Emissions (MT/yr)				
Year	**CO_2**	**CH_4**	**N_2O**	**Refrigerants**	**Total CO_2e**
2028	852	0.05	0.06	0.35	871
2029	1,723	0.06	0.09	1	1,753
Total	2,575	0.11	0.15	2	2,624
Amortized	86	<0.01	<0.01	0.05	87

Source: Appendix C6

Note: totals may not add up to 100 percent due to rounding

Table 3.8-8 Amortized Annual EBPSP Construction Emissions – Phase 3

Year	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
2030	1,273.05	0.06	0.07	0.49	1,296.63
2031	637.03	0.02	0.03	0.28	646.03
Total	1,910.08	0.08	0.10	0.77	1,942.67
Amortized	63.67	0.00	0.00	0.03	64.76

Source: Appendix C6

Note: totals may not add up to 100 percent due to rounding

Operation

Operations of the EBPSP would generate CO_2, CH_4, N_2O, and Refrigerant emissions. Primary emissions sources would include:

- Mobile Source Emissions
- Area Source Emissions
- Energy Source Emissions
- Water Supply, Treatment, and Distribution
- Solid Waste
- Refrigerants
- Stationary Source Emissions
- Cargo Handling Equipment Source Emissions.

The estimated EBPSP-related GHG emissions for all phases are summarized in Table 3.8-9, *EBPSP GHG Emissions – Phase 1 (Unmitigated),* Table 3.8-10, *EBPSP GHG Emissions – Phases 1 and 2 (Unmitigated)*, and Table 3.8-11, *EBPSP GHG Emissions – Phases 1, 2, and 3 (Unmitigated) based on the project phasing*. As shown in these tables, the EBPSP would result in GHG emissions of approximately 46,847 $MTCO_2e$/yr at buildout and would exceed the numeric threshold of 3,000 $MTCO_2e$/yr. Thus, the EBPSP would result in a **potentially significant** impact with respect to GHG emissions. The 2022 Certified EIR identified less than significant impacts with regard to GHG emissions. Therefore, the proposed project would result in a new impact compared to that identified in the 2022 Certified EIR.

Table 3.8-9 EBPSP GHG Emissions – Phase 1 (Unmitigated)

Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction emissions	108	0	0.01	0.09	110
Mobile	15,525	0.88	2	17	16,093
Area	36	0	0	0	36
Energy	1,645	0.16	0.02	0	1,655
Water	396	9.21	0.22	0	692
Waste	112	11.17	0	0	391
Refrigeration	0	0	0	5	5
Stationary	8	0	0	0	8
Cargo Handling Equipment	—				237
Total CO_2e (All Sources)	19,227				

Source: Appendix C6

Note: totals may not add up to 100 percent due to rounding. Construction emissions are amortized over a 30-year project lifetime.

Table 3.8-10 EBPSP GHG Emissions – Phases 1 and 2 (Unmitigated)

Source	Emissions (MT/yr)				
	CO_2T	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction emissions	194	0.01	0.01	0.14	197.52
Mobile	32,016	1.71	3	33	33,115
Area	48	0	0.00	0	48
Energy	3,252	0.31	0.04	0	3,271
Water	758	17.62	0.42	0	1,325
Waste	250	24.98	0	0	874
Refrigeration	0	0	0	10	10
Stationary	17	0	0	0	17
Cargo Handling Equipment	—				426
Total CO_2e (All Sources)	39,284				

Source: Appendix C6

Note: totals may not add up to 100 percent due to rounding. Construction emissions are amortized over a 30-year project lifetime.

Table 3.8-11 EBPSP GHG Emissions – Phases 1, 2, and 3 (Unmitigated)

Source	Emissions (MT/yr)				
	CO_2T	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction emissions	257	0.01	0.01	0.17	262
Mobile	38,873	2	4	33	40,217
Area	60	0.00	0	0	60
Energy	3,168	0.40	0.05	0	3,192
Water	767	22	0.53	0	1,476
Waste	309	31	0	0	1,082
Refrigeration	0	0	0	16	16
Stationary	21	0	0	0	21
Cargo Handling Equipment	—				521
Total CO_2e (All Sources)	46,847				

Source: Appendix C6

Note: totals may not add up to 100 percent due to rounding. Construction emissions are amortized over a 30-year project lifetime.

Specific Plan Significance without Mitigation: Potentially significant.

Impact GHG-1: Implementation of the proposed project would result in an increase in GHG emissions compared to the approved project and would not achieve the carbon neutrality threshold of AB 1279.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant GHG emissions impacts and therefore did not identify mitigation measures.

New Mitigation Measures

Policy Plan Amendment

Mitigation Measure GHG-1-PPA is applicable to the Policy Plan Amendment.

> **Mitigation Measure GHG-1-PPA:** The City of Ontario shall prepare an update to the Community Climate Action Plan (CCAP) to align GHG emissions targets in the City with the GHG reduction targets of Assembly Bill (AB) 1279. The CCAP update shall be completed within 48 months of certification of the Ontario Policy Amendment SEIR.

Following the initial update within 48 months, the CCAP shall be updated at a frequency of no less than every 5 years to ensure the City is monitoring the plan's progress toward achieving the City's greenhouse gas (GHG) reduction target. The initial and subsequent updates shall consider a trajectory consistent with the GHG emissions reduction goal established under AB 1279 for year 2045, and the latest applicable statewide legislative GHG emissions reduction that may be in effect at the time of the update. If it is determined that the CCAP is not achieving the GHG emissions reduction targets established therein, the plan shall be amended as appropriate to ensure the established GHG emissions reduction target is achieved by 2045 or other benchmark year(s) identified by the latest statewide GHG emissions reduction legislation. The CCAP shall include the following:

- GHG inventories of existing- and forecast-year GHG levels.
- Tools and strategies for reducing GHG emissions to ensure a trajectory with the long-term GHG reduction target and carbon neutrality goal for year 2045 in Assembly Bill 1279 or subsequent GHG emissions reduction legislation in effect at the time of the CCAP update. These measures may include but are not limited to:
    - Encouraging electric vehicle adoption through incentives or education programs.
    - Adopting local ordinances or policies that require greater energy efficiency, waste reduction, and water conservation in new construction, additions, and/or alterations.
    - Encouraging the construction of solar arrays above parking lots and the integration of solar and other renewable energy generation technologies in new construction, additions, and/or alterations.
    - Encouraging the incorporation of energy storage and other grid-harmonizing infrastructure in new construction, additions, and/or alterations.
    - Collaborating with Southern California Edison to encourage existing developments to upgrade natural gas equipment (e.g., furnaces) with electric equipment (e.g., heat pumps), to the extent feasible.

- Plan implementation guidance that includes, at minimum, the following components:
  - Administration and Staffing
  - Finance and Budgeting
  - Timelines for Measure Implementation
  - Community Outreach and Education
  - Monitoring, Reporting, and Adaptive Management
  - Tracking Tools

Specific Plan

As previously mentioned, if the GHG emissions of a given project exceed 3,000 MTCO2e/yr, impacts would be considered significant. Additionally, the EBPSP would be required to achieve a minimum of 100 points pursuant to measures identified in the CCAP Screening Tables. To this end, Mitigation Measure GHG-1-SP is incorporated. Mitigation Measures AIR-1-SP through AIR-8-SP (presented in Section 3.3, *Air Quality*) would also aid in the reduction of GHG emissions.

Mitigation Measure GHG-1-SP: Project development proposals pursuant to the EBPSP shall implement CCAP Screening Table Measures that achieve at least 100 points per the Screening Tables. The City shall verify that Screening Table Measures achieving the 100-point performance standard are incorporated in development plans prior to the issuance of building permit(s) and/or site plans (as applicable). The City shall verify implementation of the selected Screening Table Measures prior to the issuance of Certificate(s) of Occupancy. At the discretion of the City, measures that provide GHG reductions equivalent to GHG emissions reductions achieved via the Screening Table Measures may be implemented. Multiple development proposals may, at the discretion of the City, be allowed to collectively demonstrate achievement of at least 100 points per the Screening Tables. Measures that shall be considered include:

- Reduction Measure 1: Building Electrification
- Reduction Measure 2: Solar Energy Systems for New Warehouse Development only
- Reduction Measure 7: Vehicle Electrification
- Reduction Measure 8: Active Transportation
- Reduction Measure 11: Waste diversion

- Reduction Measure 12: Water conservation
- Reduction Measure AR-1: Charging stations for large trucks.
- Reduction Measure AR-3: Installation of EV charging stations for employee vehicle parking spaces.
- Reduction Measure AR-4 Recycled Water.
- Reduction Measure AR-5 Reflective Paving.
- Reduction Measure AR-6 Zero Emission Cargo Equipment.

Mitigation Measure GHG-2-SP: Implement Mitigation Measure AIR-1-SP through AIR-8-SP.

Significance After Mitigation

Policy Plan Amendment

Implementation of Mitigation Measure GHG-1-PPA would ensure that the City aligns the CCAP update with the GHG reduction targets of AB 1279 and the statewide legislative GHG emission reduction targets that are in effect at the time of the CCAP update. Implementation of CCAP measures that increase the efficiency of energy and water use and offset electricity use through solar panels would reduce GHG emissions from land uses accommodated under the proposed project to the extent feasible.

Given the growth in population and employment in the City, the emissions reductions needed from existing development, the overall magnitude of emissions reductions needed to achieve the GHG reduction target from existing and new development, and federal legal constraints on the implementation and effectiveness of State actions for emissions reduction, it is uncertain whether implementation of Mitigation Measure GHG-1-PPA would achieve the substantial reductions needed to align with the GHG reduction targets of AB 1279. In addition, the City cannot ensure that Mitigation Measure GHG-1-PPA would be implemented prior to the generation of new GHG emissions from development facilitated under the proposed project, which could further limit the effectiveness of this mitigation measure in achieving the required emissions reductions. Therefore, GHG emissions impacts of the proposed project compared to the approved project are considered **significant and unavoidable**.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

Specific Plan

Preliminary CCAP measures to be implemented by the EBPSP are presented in Table 3.8-12, *EBPSP CCAP Screening Table*. These measures are subject to change throughout the

development process, so long as the requisite 100 points are achieved, as required through Mitigation Measure GHG-1-SP. As shown in this table, measures to be implemented by the EBPSP would achieve a total of 101 points.

Table 3.8-12 EBPSP CCAP Screening Table

Description	Feature	EBPSP Points
Reduction Measure 1: Building Electrification		
Replacement of gas appliance with electric appliance.	Electric space heater.	5
	Electric water heater.	8
	Electric stove.	2
Lack of natural gas infrastructure.	No natural gas infrastructure.	8
Reduction Measure 2: Solar Energy Systems for New Warehouse Development only		
Installation of rooftop solar energy systems at new warehouse/logistics facilities.	Installation of rooftop solar energy system which generates enough electricity to meet 45 percent of annual warehouse electricity demand.	22
Reduction Measure 7: Vehicle Electrification		
Installation of EV charging stations for truck parking spaces.	Installation of Level 2 or higher EV charging stations at a rate of 10-19 percent of planned truck parking spaces.	4
Reduction Measure 8: Active Transportation		
Installation or improvement of bicycle facilities.	Bicycle parking facilities with 1:20 ratio of bicycle parking to employee vehicle parking space.	2
	Construct or improve a single bicycle lane facility (only Class I, II, or IV) that 1) connects to a larger existing bikeway network or 2) closes an existing bikeway network gap that is at least 0.5 miles long.	3
Reduction Measure 11: Waste diversion		
Site design for non-residential warehouse development includes site(s) for green waste/ organics and recycling collection bins	Site design allocates sufficient space for storage and collection of green waste, organic waste, and recyclables.	20

Table 3.8-12 EBPSP CCAP Screening Table

Description	Feature	EBPSP Points
Reduction Measure 12: Water conservation		
Implement indoor water efficiency measures	Install water-efficient faucets and showerheads.	1
	Install on-demand water circulators on commercial sinks or dishwashing equipment.	2
Incorporate outdoor water efficiency measures.	Design and plan outdoor landscapes planted with drought-tolerant, low maintenance plants with a 1) drip irrigation system or 2) sprinkler irrigation system with a weather-based irrigation controller.	4
Additional Recommended Measures		
AR-1: Charging stations for large trucks.	Installation of conduit for charging stations for zero emission trucks larger than two-axles (class 8 and 9, and semi-trucks) so that facilities are prepared for the transition to electric trucks.	4
AR-3: Installation of EV charging stations for employee vehicle parking spaces.	Installation of Level 2 or higher EV charging stations at a rate of 10-19 percent of planned employee vehicle parking spaces with Level 2 EV charging stations.	6
AR-4 Recycled Water.	Use recycled water for at least 80 percent of outdoor water needs.	2
AR-5 Reflective Paving.	Use high-reflectivity pavement for all hardscaped areas, including parking areas, walking paths, and patios.	4
AR-6 Zero Emission Cargo Equipment.	Use of zero-emission cargo handling equipment for a minimum of 50 percent of all operations.	4
EBPSP Total Points		**101**

As part of the EBPSP's CCAP compliance measures, the EBPSP has committed to a rooftop solar system with sufficient capacity to offset 45 percent of the electrical demands. Tables 3.8-13, *EBPSP GHG Emissions – Phase 1 (Mitigated),* 3.8-14, *EBPSP GHG Emissions – Phases 1 and 2 (Mitigated),* and 3.8-15, *EBPSP GHG Emissions – Phases 1, 2, and 3 (Mitigated)*, present the estimated operational EBPSP-related GHG emissions for all phases with the incorporation of the rooftop solar system.

Table 3.8-13 EBPSP GHG Emissions – Phase 1 (Mitigated)

Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction emissions	108	0	0.01	0.09	110
Mobile	15,525	0.88	2	17	16,093
Area	36	0	0	0	36
Energy	938	0.09	0.01	0	944
Water	396	9	0.22	0	692
Waste	112	11	0	0	391
Refrigeration	0	0	0	5	5
Stationary	8	0	0	0	8
Cargo Handling Equipment	—				237
Total CO_2e (All Sources)	18,516				

Source: Appendix C6

Note: totals may not add up to 100 percent due to rounding. Construction emissions are amortized over a 30-year project lifetime.

Table 3.8-14 EBPSP GHG Emissions – Phases 1 and 2 (Mitigated)

Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction emissions	1934	0.01	0.01	0.14	198
Mobile	32,016	2	3	33	33,115
Area	48	0	0	0	48
Energy	1,941	0.19	0.02	0	1,953
Water	758	18	0.42	0	1,325
Waste	250	25	0	0	874
Refrigeration	0	0	0	10	10
Stationary	17	0	0	0	17
Cargo Handling Equipment	—				426
Total CO_2e (All Sources)	37,966				

Source: Appendix C6

Note: totals may not add up to 100 percent due to rounding. Construction emissions are amortized over a 30-year project lifetime.

Table 3.8-15 EBPSP GHG Emissions – Phases 1, 2, and 3 (Mitigated)

Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction emissions	257	0.01	0.01	0.17	262
Mobile	38,873	2	4	33	40,217
Area	60	0	0	0	60
Energy	1,870	0.24	0.03	0	1,884
Water	767	22	0.53	0	1,476
Waste	309	31	0	0	1,082
Refrigeration	0	0	0	16	16
Stationary	21	0	0	0	21
Cargo Handling Equipment	—				521
Total CO_2e (All Sources)	45,539				

Source: Appendix C6

Note: totals may not add up to 100 percent due to rounding. Construction emissions are amortized over a 30-year project lifetime.

As shown above, even with the incorporation of rooftop solar, the EBPSP would result in GHG emissions of approximately 45,539 $MTCO_2e$/yr at buildout and would still exceed the numeric threshold of 3,000 $MTCO_2e$/yr. Other features to be implemented through compliance with Mitigation Measure GHG-1-SP and Mitigation Measures AIR-1-SP through AIR-8-SP, as listed in Table 3.8-14, would also act to reduce GHG emissions, however these are not quantifiable. Accordingly, no additional feasible mitigation measures are available at this time that would substantially lessen the identified impacts associated with full buildout of the EBPSP area. Therefore, the EBPSP would result in **significant and unavoidable** GHG emissions**.**

Specific Plan Significance with Mitigation: Significant and unavoidable.

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

The 2022 Certified EIR identified that the approved project was consistent with statewide strategies adopted for the purpose of reducing GHG emissions. Applicable plans adopted for the purpose of reducing GHG emissions include the City's CCAP, the PCAP, CARB's Scoping Plan, and SCAG's Connect SoCal. A consistency analysis with these plans is presented below.

Policy Plan Amendment

CCAP

Consistency with CCAP 2050 Per Capita Goal

The City's CCAP stands as a comprehensive strategy to reduce communitywide GHG emissions (Ontario 2022). The City established per-capita emissions targets are 6.0 $MTCO_2e$ per capita by 2030 per SB 32 and 2.0 $MTCO_2e$ per capita below 1990 levels by 2050 per EO S-03-05. As identified in Table 3.8-5, the proposed project and approved project would not achieve the CCAP 2050 per capita goal of 2.0 $MTCO_2e$ per person without additional State and local GHG reduction measures. Therefore, the proposed project would not be consistent with the City's CCAP.

Consistency with CCAP Strategies

To ensure new development projects are consistent with the City's CCAP, the CCAP includes implementation of a development review process to reduce GHG emissions associated with new development. The development review process sets procedures for evaluating GHG impacts and determining significance for CEQA purposes by using the "Greenhouse Reduction Measures Screening Thresholds Tables" to mitigate project GHG emissions that exceed the threshold level. The Screening Tables provide a menu of options that both ensure implementation of the reduction strategies and flexibility for projects to reduce GHG emissions to levels that align with the City's reduction goals. As identified in Table 3.8-16, *Policy Plan Amendment CCAP Consistency Analysis*, the proposed project would be consistent with the applicable CCAP strategies.

Table 3.8-16 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
Energy	
Strategy 1: Building electrification. Promote and incentivize the phase-out of gas appliances in new and existing homes and businesses throughout the community to advance GHG reductions, increase energy efficiency, and protect public safety and environmental health.	**Consistent.** TOP 2050 contains various policies related to the promotion of building electrification. Policies ER-3.2, ER-3.6, and S-9.2 support building electrification and encourage sustainable development by promoting the use of LEED Neighborhood Development rating systems and renewable energy sources (e.g., solar, wind, biomass) in public and private sector development. Moreover, future development under the proposed project would be required to be constructed in accordance with State and City building codes current at the time, which include

Table 3.8-16 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
	provisions that support building electrification through electric readiness design requirements.
Strategy 2: Onsite solar energy for existing residential development. Continue to support and facilitate installation of rooftop solar photovoltaic and onsite solar energy systems in existing residential development.	**Consistent.** TOP 2050 contains a policy related to the promotion of on-site solar installations for existing homes, particularly for resilience during power outages. Policy S-9.1 would encourage and incentivize the installation of residential solar panels and battery storage systems that can provide electricity during power outages. Additionally, per the City's Municipal Code Chapter 8, Small Residential Rooftop Solar Energy Systems, the City provides an expedited permit review and streamlined inspection requirements for residential rooftop solar installations.
Strategy 3: Onsite Solar Energy Systems for Nonresidential Development. Ensure new large non-residential development, including City facilities, includes onsite renewable energy to support the site's energy needs by requiring solar photovoltaic panels or other appropriate onsite renewable energy generation systems for the following types of projects: ▪ New commercial and office buildings, or existing commercial and office building expansions greater or equal to 45,000 square feet in size. ▪ New industrial or existing industrial buildings expansions greater or equal to 100,000 square feet in size.	**Consistent.** TOP 2050 contains policies related to the promotion of on-site solar installations for nonresidential development. Policies ER-3.3 and ER-3.6 aim to incorporate technologies and best practices in building design that reduce the burning of fossil fuels by providing alternative energy sources, including passive and active solar. Policy S-9.1 would encourage and incentivize the installation of commercial solar panels and battery storage systems that can provide electricity during power outages. Moreover, future development under the proposed project would be required to be constructed in accordance with State and City building codes current at the time. Compliance with the California Energy Code (CCR, Title 24, Part 6) would ensure solar photovoltaic systems are installed for most new nonresidential development or require improved energy efficiency and design performance to offset its omission.
Strategy 4: Green Roofs. Promote and incentivize residents and business owners to install green roofs to conserve energy and reduce surface water runoff.	**Consistent.** TOP 2050 contains policies ER-1.6, ER-3.2, and ER-3.4, which promote sustainable building design and low impact development strategies through compliance with the LEED Neighborhood Development rating system and

Table 3.8-16 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
	the LEED Silver Certification standard for new development, which provide scoring options for including green roofs.
Strategy 5: Urban Cooling. Maintain and expand the City's existing tree canopy, with a goal of planting 500 trees annually through 2050 and promote the use of pervious concrete and cool pavement for pavement projects.	**Consistent.** TOP 2050 contains policies related to planting trees and the implementation of pervious surfaces. Policies ER-4.8, CD-1.5, and CD-2.5 aim to protect healthy trees and expand the tree canopy in environmental justice areas to enhance air quality and reduce the "heat island" effect. Policy CD-2.10 would require all development to minimize the visual impact of parking areas in a safe and environmentally sensitive manner, which could include shade trees and pervious surfaces. Additionally, the City's Municipal Code Chapter 2, Parkway Trees, provides provisions related to preservation, maintenance, and removal of parkway trees.
Strategy 6: Energy efficiency retrofits for low-income households. Promote and incentivize voluntary energy efficiency retrofits of homes to reduce natural gas and electricity usage, with the goal of retrofitting 9,000 low-income homes by 2050. Partner with community services agencies to fund energy efficiency projects, including heating, ventilation, air conditioning, indoor lighting, water heating equipment, insulation, and weatherization for low-income residents.	**Consistent.** TOP 2050 contains policies that would support energy efficient practices and renewable energy systems. Policy S-9.1 would encourage and incentivize the installation of residential solar panels and battery storage systems that can provide electricity during power outages. Policy S-9.3 would support and provide incentives for energy-efficient retrofits in residential buildings, prioritizing low-income applicants.
Strategy 7: Energy efficiency retrofits. Promote and incentivize voluntary energy efficiency retrofits to reduce natural gas and electricity usage. Partner with regional agencies to expand access to existing energy efficiency and conservation opportunities, incentives, and technical assistance for residents and businesses.	**Consistent.** TOP 2050 contains Policy S-9.3, which would support and provide incentives for energy-efficient retrofits in residential buildings, prioritizing low-income applicants.
Strategy 8: Smart Growth and Infill. Encourage revitalization of neighborhoods through higher-density, mixed-use, infill development and creative reuse of underutilized sites within the urban core.	**Consistent.** TOP 2050 contains various policies to support higher density and mixed-use development in underutilized public and private spaces. Policies LU-1.6, LU-4.4, M-1.4, and M-2.4 promote mixed use and transit-oriented development, along with enhancements to

Table 3.8-16 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
	pedestrian and bicycle connectivity in underutilized spaces.
Transportation	
Strategy 9: Transit-Oriented Development. Encourage development of compact, mixed-use, and transit-oriented development to improve the regional jobs-housing balance, especially on corridors served by high-ridership transit and bus rapid transit, such as Holt Avenue.	**Consistent.** TOP 2050 contains various policies to support compact and mixed-use development to improve regional jobs-housing balance. Policies CD-3.3, ER-4.1, ER-4.5, LU-1.6, LU-4.4, M-1.4, M-2.4, and M-3.1 through M-3.11 promote mixed-use and transit-oriented development while encouraging proactive partnerships with transit providers to ensure adequate public transit service for residents in environmental justice areas.
Strategy 10: Increase Transportation Ridership. Ensure a reliable and responsive transit system with dedicated and secure funding and resources to support increased ridership.	**Consistent.** TOP 2050 contains various policies to support reliable and safe transit system. Policies M-3.1 through M-3.11 aim to support a viable alternative to automobile travel and meet the basic transportation needs of the transit-dependent.
Strategy 11: Traffic signal synchronization and roadway management. Implement traffic and roadway management strategies to improve mobility and efficiency and reduce associated emissions.	**Consistent.** TOP 2050 contains policies promoting the efficient flow of all modes of traffic. Policies CD-2.2, CD-2.6, M-1.1, and M-1.5 would require roadways to be designed to reduce traffic congestion through intelligent transportation system and travel demand management strategies. While the policies of the Policy Plan Amendment would not require traffic signal synchronization, the Policy Plan Amendment would not conflict with or obstruct the City's ability to implement such a measure when determined feasible.
Strategy 12: Community vehicle electrification. Promote and incentivize the adoption of electric vehicles (EV) citywide, including light-duty and heavy-duty vehicles, for municipal, commercial, and residential uses.	**Consistent.** The Advanced Clean Cars II would require new cars sold in 2035 and beyond to be zero-emission vehicles, which includes battery electric vehicles, plug-in hybrid electric vehicles, and fuel cell electric vehicles; however, due to federal legal constraints, Advanced Clean Cars II cannot be enforced by the State. Nonetheless, future development under the Policy Plan Amendment would not obstruct implementation

Table 3.8-16 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
	of Advanced Clean Cars II program since this applies to automobile manufacturers in California. In addition, the Policy Plan Amendment would not conflict with or obstruct the City's ability to implement transportation electrification measures when determined feasible.
Strategy 13: Active Transportation Networks. Work with transit agencies, school districts, and employers to facilitate an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling, and walking.	**Consistent.** TOP 2050 contains various policies to support an interconnected transportation system. Policies CD-3.3, ER-4.1, ER-4.5, LU-1.1, LU-1.4, LU-1.6, LU-4.4, M-1.4, M-2.1 through M-2.4, and M-3.1 through M-3.11 promote mixed-use and transit-oriented development while encouraging proactive partnerships with transit providers to ensure adequate public transit service for residents in environmental justice areas.
Strategy 14: Vehicle Idling. Limit idling of heavy-duty trucks. Support the South Coast AQMD and CARB anti-idling requirements and provide signage in key areas where idling that is not consistent with South Coast AQMD or CARB requirements might occur.	**Consistent.** Diesel-fueled commercial vehicles under the proposed project would be required to comply with 13 CCR Section 2485, limiting truck idling to 5 minutes or less when the vehicles are not in use. Additionally, as described in Section 3.6, *Energy*, construction contractors would minimize nonessential idling of construction equipment during construction in accordance with 13 CCR Article 4.8, Chapter 9, Section 2449.
Strategy 15: Parking policy and event parking. Adopt a comprehensive parking policy that encourages carpooling and the use of alternative transportation, including providing parking spaces for car-share vehicles at convenient locations with access to public transportation.	**Consistent.** TOP 2050 contains policies to support carpooling and use of alternative modes of transportation. Policies M-3.9 through M-3.11 support a convenient mobility system for the Ontario Airport Metro Center, Ontario International Airport, and community-serving facilities.
Off-Road Equipment	
Strategy 16: Electrification of construction and landscaping equipment. Promote and incentivize the transition to electric construction and landscaping equipment.	**Consistent.** This measure is specific to the City to adopt an ordinance that promotes the transition to electric construction and landscaping equipment. While the policies of the Policy Plan Amendment would not require electrification of construction and landscaping equipment, the Policy Plan Amendment would not conflict with

Table 3.8-16 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
	or obstruct the City's ability to implement such a measure when determined feasible.
Strategy 17: Idling Ordinance for Construction Equipment. Limit idling of heavy-duty off-road construction equipment to reduce air pollution and GHG emissions from construction activity.	**Consistent.** Vehicle activity associated with the development allowed under the proposed project would be required to comply with 13 CCR Sections 2485 and 2499 to limit truck idling to 5 minutes or less when the vehicles are not in use.
Waste	
Strategy 18: Methane capture at landfills. Support efforts to reduce methane emissions from regional landfills.	**Consistent.** This measure is not directly applicable to the City, because the City does not own or operate any landfills. However, development allowed under the proposed project would be required to comply with SB 1383, setting strict organic waste collection to reduce landfill methane emissions, thereby supporting efforts to reduce methane emissions from regional landfills serving the city.
Strategy 19: Waste Diversion. Exceed waste diversion goals recommended by AB 939 and CALGreen by adopting a citywide diversion target of at least 75 percent of waste.	**Consistent.** Future development under the proposed project would be required to comply with all applicable federal, State, and local nonhazardous waste diversion requirements, including those in the applicable mandatory measures of CALGreen. Additionally, Policy ER-2.1 supports meeting or exceeding the waste diversion targets established by AB 939. Moreover, while the Policy Plan Amendment would not require waste diversion in new development that exceeds goals established by AB 939 and CALGreen, the Policy Plan Amendment would not conflict with or obstruct the City's ability to implement such a measure when determined feasible.
Strategy 20: Construction and Demolition Waste Recovery Ordinance. Increase the amount of waste recycled during construction and demolition of buildings.	**Consistent.** Future development under the proposed project would be required to comply with the City's Municipal Code Section 6-3.602, "Construction and demolition recycling plan," which ensures diversion of construction and demolition waste from landfills to the greatest extent possible by recycling, deconstruction for reuse, or by use of "green building" practices.

Table 3.8-16 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
Water	
Strategy 21: Indoor water efficiency. Encourage water-efficient retrofits of new and existing buildings by working with water providers and regional agencies.	**Consistent.** Future development under the proposed project would be required to be constructed in accordance with current State and City building codes in existence at the time. Compliance with the latest California Building Standards Code and CALGreen mandatory measures would require installation of water-efficient appliances and fixtures. The Policy Plan Amendment also contains various policies supporting water-efficient retrofits of new and existing development. Additionally, Policies ER-1.3 and ER-3.1 encourage the conservation of water supply and the implementation of energy-saving standards in buildings.
Strategy 22: Water Efficient Landscapes and Water Recycling. Promote drought-tolerant and fire-wise landscaping. Encourage increased use of reclaimed water for landscape irrigation, agricultural, and industrial use.	**Consistent.** Future development under the proposed project would be required to be constructed in accordance with current State and City development standards in existence at the time. The City has Landscape Development Guidelines that require landscapes to be designed for efficient water use, minimizing waste, and in compliance with the State's Model Water Efficient Landscape Ordinance (MWELO). These guidelines also promote recycled water irrigation where available and feasible.
Strategy 23: Water system and wastewater operations efficiency. Maximize efficiency at drinking water treatment, pumping, and distribution facilities, including development of off-peak demand schedules for heavy commercial and industrial users.	**Consistent.** Future development under the proposed project would be required to be constructed in accordance with current State and City development standards in existence at the time. Future compliance with the most recent California Building Standards Code and CALGreen mandatory measures will require the installation of water-efficient appliances and fixtures, such as low-flow toilets, faucets, showerheads, and other plumbing fittings. Additionally, Chapter 8A, Water Conservation Plan, of the City's Municipal Code contains a Water Conservation Plan designed to minimize potential water shortages through the

Table 3.8-16 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
	practice of water conservation and reducing inefficient water use.
Strategy 24: Methane capture for wastewater treatment. Work with Inland Empire Utilities Agency (IEUA), the local wastewater treatment provider, to increase methane capture rate.	**Consistent.** TOP 2050 includes Policies ER-1.8 and S-6.9, which require wastewater discharge and collection systems to comply with Regional Water Quality Control Board requirements, and require new development to mitigate potential methane hazards associated with industrial activities.
Strategy 25: Methane capture for dairy operations. Encourage and incentivize local dairy operations to reduce methane emissions through methane capture technology.	**Consistent.** This measure applies to dairy operations, and there are no dairy farms in the City of Ontario. However, the Policy Plan Amendment includes Policies ER-5.4 and LU-2.9, which protect existing farms and sensitive uses around them and require sensitive land uses on former dairy farms or methane-producing sites to be designed to minimize health risks.
Strategy 26: Climate change awareness and education. Promote climate change awareness and GHG reduction community-wide through a variety of mechanisms, including through support of climate change education in schools or community colleges.	**Consistent.** The State has several climate change education programs and requirements. AB 285 mandates that California public schools include instruction on the causes, effects, and mitigation of climate change in grades 1–12. Additionally, the California Education and the Environment Initiative provides a standards-based K–12 curriculum that teaches environmental literacy, including climate change and impacts. The Policy Plan Amendment would not obstruct implementation of these climate change education programs and requirements.
Strategy 27: Carbon Sequestration. Establish a citywide carbon sequestration project and sequestration goal of 5,000 MT CO_2 per year.	**Consistent.** TOP 2050 contains Policy ER-4.8, which aim to protect and expand the tree canopy. Moreover, the Policy Plan Amendment would not conflict with or obstruct the City's ability to implement a strategy to achieve this sequestration goal when determined feasible.
Strategy 28: Green Jobs. Support green job training and opportunities to create sustainable, living wage, quality employment opportunities.	**Consistent.** TOP 2050 contains Policies ER-3.2 through ER-3.4, which encourage energy efficient building and site design strategies in new construction and City buildings. Encouraging more energy-efficient building construction directly supports green job training and employment opportunities by increasing demand

Table 3.8-16 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
	for specialized skills across the construction and building-services sectors. Accordingly, the Policy Plan Amendment would not conflict with or obstruct the City's ability to support and promote green jobs.

Source: Ontario 2022.

PCAP

The regional PCAP serves as a high-level roadmap for reducing GHG emissions throughout the MSA. Specifically, the PCAP includes a broad range of measures geared towards addressing climate change and its impacts by reducing GHG emissions associated with sectors of energy, transportation, water, waste, offroad transportation, and agriculture. The CCAP, adopted in August 2022, provides an expanded set of GHG reduction strategies that align with the strategies in the PCAP. Therefore, implementation of the proposed project would not obstruct implementation of the regional PCAP to reduce subregional GHG emissions.

CARB Scoping Plan

CARB's Scoping Plan is applicable to state agencies but is not directly applicable to cities/counties and individual projects (i.e., the Scoping Plan does not require local jurisdictions to adopt its policies, programs, or regulations to reduce GHG emissions); however, new regulations adopted by the State agencies from the Scoping Plan result in GHG emissions reductions at the local level. So local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building and landscape sectors, and other statewide actions that affect a local jurisdiction's emissions inventory from the top down. Statewide strategies to reduce GHG emissions include the low carbon fuel standard, changes in the corporate average fuel economy standards, Renewable Portfolio Standards (RPS), and triennial updates to the California building codes.

The GHG emissions shown in Table 3.8-5 include reductions associated with statewide strategies that have been adopted since AB 32, SB 32, and AB 1279. The GHG emissions from energy use also accounted for SB 100, which accelerates the State's RPS program and requires power utility providers to supply 100 percent of in-state electricity sales sourced from eligible renewable and carbon-free generation sources. Because compliance with the RPS is evaluated on a 3-year average, power utility providers such as SCE will be required to provide 100 percent renewable and carbon-free electricity by 2050. Development projects accommodated under the proposed project would be required to adhere to the programs and regulations identified by the Scoping

Plan that are implemented and enforced by State, regional, and local agencies to achieve the statewide GHG reduction goals of AB 32, SB 32, and AB 1279. Furthermore, as listed under Impact a), the Policy Plan Amendment includes various policies that would help reduce long-term GHG emissions in the city.

However, as identified in Impact GHG-1, the proposed project would not achieve the carbon neutrality targets of AB 1279. Therefore, the proposed project would potentially conflict with the GHG reduction targets of the 2022 Scoping Plan.

SCAG's Connect SoCal

SCAG adopted the 2024-2050 RTP/SCS, Connect SoCal, in April 2024. Connect SoCal is a long-term plan for Southern California region that details the development, integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area (SCAG 2024). This plan outlines a forecast development pattern that demonstrates how the region can sustainably accommodate needed housing and job centers with multimodal mobility options. The overarching vision is to expand alternatives to driving, advance the transition to clean-transportation technologies, promote integrated and safe transit networks, and foster transit-oriented development in compact and mixed-use developments (SCAG 2024). In addition, Connect SoCal is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG-emission-reduction goals and federal Clean Air Act requirements.

As demonstrated in Section 3.11, *Land Use and Planning*, the proposed project would be generally supportive and consistent with the Connect SoCal goals (refer to Table 3.11-1). Additionally, the Policy Plan Amendment's policies M-1.4, M-3.3, M-3.10, and M-2.1 through M-2.4 would reduce VMT per service population consistent with the regional goals. As discussed in Section 3.14, *Population and Housing,* implementation of the proposed project would promote growth consistent with Connect SoCal's Priority Growth Areas and would maintain the City's jobs-housing balance. As a result, the proposed project would continue to provide for residents to both live and work in the City instead of commuting to other areas, which would contribute to minimizing VMT and VMT per service population. Therefore, the proposed project would not interfere with SCAG's ability to implement the regional strategies in Connect SoCal.

Summary

The proposed project would potentially conflict with the GHG reduction targets in the City's CCAP and the carbon neutrality targets identified in the 2022 Scoping Plan. Therefore, GHG impacts are considered **potentially significant**. As identified above, the 2022 Certified EIR identified less than significant impacts with regard to GHG emissions. Therefore, the proposed project would result in a new impact compared to that identified in the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Potentially Significant.

Specific Plan

CCAP

The EBPSP is not consistent with the current Policy Plan land use designation or zoning, and thus would require the General Plan and Zone Change Amendment proposed as part of the proposed project. Therefore, the EBPSP is not consistent with the land use buildout assumptions contained in the City's CCAP GHG emissions forecast. Therefore, this is a **potentially significant** impact.

2022 CARB Scoping Plan Consistency

Because the 2022 CARB Scoping Plan's strategies largely apply to State agencies and entities, the EBPSP would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The EBPSP would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. Some of the current transportation sector policies the EBPSP will comply with (through vehicle manufacturer compliance) include Advanced Clean Fleets, Zero Emission Forklifts, the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, and the Low Carbon Fuel Standard. As such, the EBPSP would be consistent with the 2022 Scoping Plan.

Specific Plan Significance without Mitigation: Potentially significant.

Impact GHG-2: The proposed project would be inconsistent with the Community Climate Action Plan's objective of reducing citywide GHG emissions and the State's carbon neutrality goals.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant GHG emissions impacts and therefore did not identify mitigation measures.

New Mitigation Measures

Policy Plan Amendment

Implementation of Mitigation Measures GHG-1-PPA would reduce emissions.

Specific Plan

Implementation of Mitigation Measures GHG-1-SP would reduce emissions.

Significance After Mitigation

Policy Plan Amendment

Implementation of CCAP measures that increase energy efficiency, water use, and offset electricity use through solar panels would reduce GHG emissions from land uses accommodated under the proposed project to the extent feasible. However, given the growth in population and employment within the City, the magnitude of emissions reductions needed to achieve the CCAP's 2050 per capita target, and federal legal constraints on the implementation and effectiveness of State actions for emission reduction, it is uncertain whether implementation of Mitigation Measure GHG-1-PPA would achieve the substantial reductions needed to achieve CCAP's 2050 per capita target and the State's carbon neutrality goals. Therefore, GHG emissions impacts of the proposed project compared to the approved project are considered **significant and unavoidable**.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

Specific Plan

The CCAP provides guidance on how to analyze GHG emissions and determine impact significance during the CEQA review of proposed development projects within the City. Because the CCAP addresses GHG emissions reductions and is consistent with the requirements of AB 32, SB 32, and international efforts to reduce GHG emissions, compliance with the CCAP fulfills the requirement for mitigation pursuant to the State CEQA Guidelines. As shown in Table 3.8-12, with the implementation of Mitigation Measure GHG-SP-1, the EBPSP would attain the minimum requisite 100 Screening Table points. However, because the EBPSP is not consistent with the land use pattern and subsequent communitywide GHG emissions projections of the CCAP, the EBPSP is determined to be inconsistent with the CCAP and would result in a **significant and unavoidable** GHG impact which was not anticipated as part of the 2022 Certified EIR.

Specific Plan Significance with Mitigation: Significant and unavoidable.

3.8.6 Cumulative Impact Analysis

Project-related GHG emissions are not confined to a particular air basin but are dispersed worldwide. Therefore, impacts under Impacts GHG-1 and GHG-2 are not project-specific

impacts to global warming, but are the proposed project's contribution to this cumulative impact.

Implementation of the proposed project would not meet the State's carbon neutrality targets. Additionally, the proposed project would be inconsistent with the City's CCAP objective of reducing citywide GHG emissions and the carbon neutrality targets identified in the 2022 Scoping Plan. Moreover, implementation of the EBPSP would exceed the significance emission threshold of 3,000 $MTCO_2e$/yr and would be inconsistent with the City's' CCAP. Therefore, project-related GHG emissions associated with the proposed project and their contribution to global climate change would be cumulatively considerable, and GHG emissions impacts would remain **significant**.

Cumulative Impacts: The proposed project, together with cumulative projects, would result in substantial GHG emissions impacts.

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3.9 HAZARDS AND HAZARDOUS MATERIALS

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential hazards and hazardous materials impacts associated with implementation of the TOP 2050 Policy Plan Amendment and EBPSP (proposed project) in comparison to the current TOP 2050 (approved project) and the impacts identified in the 2022 Certified EIR. Geologic hazards and flood hazards are addressed separately in Sections 3.7, *Geology and Soils*, and 3.10, *Hydrology and Water Quality*, respectively. Water quality and pollutant discharge are also addressed in Section 3.10. Fire hazards are discussed in Section 3.20, *Wildfires*.

The analysis for the EBPSP is based on environmental site assessments prepared by Roux Associates and covers both on-site and off-site improvements and the Chino and ONT Airport Land Use Compatibility Plan (ALUCP) Consistency Determination Analysis:

- Phase I Environmental Site Assessment, Eucalyptus Avenue and Walker Avenue, Ontario, California, March 24, 2025 (Appendix G1)
- Phase II Subsurface Investigation Letter Report, Proposed Eucalyptus Business Park Specific Plan (EBPSP) Development of Ontario Ranch II, Northwest of the Intersection of Eucalyptus Avenue and Grove Avenue, Ontario, California, July 7, 2025 (Appendix G2)
- Phase II Subsurface Investigation Letter Report, Proposed Eucalyptus Business Park Specific Plan (EBPSP) Development of Ontario Ranch I, Northwest of the Intersection of Eucalyptus Avenue and Walker Avenue, Ontario, California, July 7, 2025 (Appendix G3)

Chino and ONT Airport Land Use Compatibility Plan (ALUCP) Consistency Determination Analysis, February 12, 2026 (Appendix G6)

One comment letter was received in response to the NOP related to hazards and hazardous materials. The relevant issues raised in this comment letter are addressed throughout this section. For a summary of the response letters, refer to Table 1-1 in Chapter 1, *Introduction*, or Appendix A for the comment letters.

Hazardous Materials and Waste

Hazardous materials refer generally to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Hazardous materials are used in products (household cleaners, industrial solvents, paint, pesticides, etc.) and in the manufacturing of products (e.g., electronics, newspapers, plastic products). Hazardous materials can include petroleum, natural gas, synthetic gas, acutely toxic chemicals, and other toxic chemicals that are used in agriculture, commercial, and industrial uses; businesses; hospitals; and households. Accidental releases of hazardous

materials can occur from a variety of causes, including highway incidents, warehouse fires, train derailments, shipping accidents, and industrial incidents.

Hazardous Materials and Waste Regulation

There are many federal, state, and local programs that regulate the use, storage, and transportation of hazardous materials and hazardous waste, and they are constantly changing. Federal and state statutes as well as local ordinances and plans regulate hazardous waste management. These regulations reduce the danger that hazardous substances may pose to people and businesses under normal daily circumstances and as a result of emergencies and disasters.

3.9.1 Regulatory Framework

FEDERAL AND STATE AGENCIES

The following agencies govern hazardous materials and waste in the City of Ontario.

Federal Agencies

- **US Environmental Protection Agency.** The US Environmental Protection Agency (EPA) is the primary federal agency that regulates hazardous materials and waste. In general, the EPA works to develop and enforce regulations that implement environmental laws enacted by Congress. The agency is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and tribes the responsibility for issuing permits and for monitoring and enforcing compliance. EPA programs promote handling hazardous wastes safely, cleaning up contaminated land, and reducing trash. Under the authority of the Resource Conservation and Recovery Act (RCRA) and in cooperation with state and tribal partners, the Waste Management Division manages a hazardous waste program, an underground storage tank program, and a solid waste program that includes development of waste reduction strategies such as recycling.
- **Occupational Safety and Health Administration.** The Occupational Safety and Health Administration (OSHA) oversees administration of the Occupational Safety and Health Act, which requires specific training for hazardous materials handlers, provision of information to employees who may be exposed to hazardous materials, and acquisition of material safety data sheets from manufacturers. Material safety data sheets describe the risks associated with particular hazardous materials, and proper handling and procedures. Employee training must include response and remediation procedures for hazardous materials releases and exposures.
- **US Department of Transportation.** The US Department of Transportation (USDOT) has developed regulations pertaining to the transport of hazardous materials and hazardous wastes by all modes of transportation. The US Postal Service has developed additional

regulations for the transport of hazardous materials by mail. USDOT regulations specify packaging requirements for different types of materials.

- **Federal Aviation Administration.** The Federal Aviation Administration (FAA) issues and enforces regulations covering manufacturing, operating, and maintaining aircrafts. The FAA also certifies airmen and airports (including helicopters) that serve air carriers and conducts research on and develops systems and procedures needed for a safe and efficient system of air navigation and air traffic control.

State Agencies

- **California Environmental Protection Agency.** California Environmental Protection Agency (CalEPA) was created in 1991 by governor's executive order. Six boards, departments, and an office were placed under the CalEPA umbrella to create a cabinet-level voice for the protection of human health and the environment and to ensure the coordinated deployment of state resources. CalEPA oversees hazardous materials and hazardous waste compliance throughout California. Among those responsible for hazardous materials and waste management are the Department of Toxic Substances Control, Department of Pesticide Regulation, and Office of Environmental Health Hazard Assessment. CalEPA also oversees the unified hazardous waste and hazardous materials management regulatory program (Unified Program), which consolidates and coordinates:
  - Hazardous Materials Business Plan/Emergency Response Plan
  - Hazardous Waste/Tiered Permitting
  - Underground Storage Tanks
  - Aboveground Storage Tanks Spill Prevention Control and Countermeasures
  - California Accidental Release Prevention Program (CalARP)
  - Uniform Fire Code Hazardous Materials Management Plan

California Government Code Section 65962.5 directs CalEPA to compile, maintain, and update specified lists of hazardous material release sites. CEQA (California Public Resources Code Section 21092.6) requires the lead agency to consult the lists compiled pursuant to Government Code Section 65962.5 to determine whether the project and any alternatives are identified on any of the following lists:

- **EPA NPL.** The EPA's NPL includes all sites under the EPA's Superfund program, which was established to fund cleanup of contaminated sites that pose risks to human health and the environment.
- **EPA Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) and Archived Sites.** The EPA's CERCLIS includes a list of 15,000 sites nationally identified as hazardous sites. This would also involve a review for archived sites that have been removed from CERCLIS due to No Further Remedial Action Planned status.

- **EPA RCRIS (RCRA Info).** The Resource Conservation and Recovery Act Information System (RCRIS or RCRA Info) is a national inventory system about hazardous waste handlers. Generators, transporters, handlers, and disposers of hazardous waste are required to provide information for this database.
- **DTSC Cortese List.** DTSC maintains the Hazardous Waste and Substances Sites (Cortese) list as a planning document for use by the State and local agencies to comply with CEQA requirements by providing information about the location of hazardous materials release sites. This list includes the Site Mitigation and Brownfields Reuse Program Database.
- **DTSC HazNet.** DTSC uses this database to track hazardous waste shipments.
- **SWRCB LUSTIS.** Through the Leaking Underground Storage Tank Information System (LUSTIS), SWRCB maintains an inventory of USTs and LUSTs, which tracks unauthorized releases.

- **California Department of Toxic Substances Control.** The California Department of Toxic Substances Control (DTSC) is a department of CalEPA, which authorizes DTSC to carry out the RCRA program in California to protect people from exposure to hazardous wastes. (See *Federal Regulations*, below, for discussion of the RCRA.) The department regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California primarily under the authority of RCRA and in accordance with the California Hazardous Waste Control Law (California Health and Safety Code Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (Title 22, California Code of Regulations, Divisions 4 and 4.5). Permitting, inspection, compliance, and corrective action programs ensure that people who manage hazardous waste follow state and federal requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. San Bernardino County, including the City of Ontario, is in DTSC's Southern California region.
- **California Department of Forestry and Fire Protection.** The California Department of Forestry and Fire Protection (CAL FIRE) is dedicated to the fire protection and stewardship of over 13 million acres of California's wildlands. The Office of the State Fire Marshal supports CAL FIRE's mission to protect life and property through fire prevention engineering programs, law and code enforcements, and education. It provides for fire prevention by enforcing fire-related laws in state-owned or -operated buildings; investigating arson fires; licensing those who inspect and service fire protection systems; approving fireworks for use in California; regulating the use of chemical flame retardants; evaluating building materials against fire safety standards; regulating hazardous liquid pipelines; and tracking incident statistics for local and state government emergency response agencies. The California Fire Plan is the state's road map for reducing the risk of wildfire through planning and preservation to reduce firefighting costs and property losses, increase firefighter safety, and contribute to ecosystem health. The California Fire Plan is a cooperative effort between the State Board of Forestry and Fire Protection and CAL FIRE.

- **California Division of Occupational Safety and Health.** Like OSHA at the federal level, the California Division of Occupational Safety and Health (Cal/OSHA) is the responsible State agency for ensuring workplace safety. Cal/OSHA assumes primary responsibility for the adoption and enforcement of standards regarding workplace safety and safety practices. If a work site is contaminated, a site safety plan must be crafted and implemented to project the safety of workers. Site safety plans establish policies, practices, and procedures to prevent the exposure of workers and members of the public to hazardous materials originating from the contaminated site or building.
- **California Office of Emergency Services.** The California Office of Emergency Services (Cal OES) was established as part of the Governor's Office on January 1, 2009, pursuant to Assembly Bill 38, and merged the duties, powers, purposes, and responsibilities of the former Emergency Management Agency and the Governor's Office of Homeland Security. Cal OES is responsible for the coordination of overall State agency response to major disasters in support of local government. The agency is responsible for ensuring the State's readiness to respond to and recover from all hazards—natural, man-made, emergencies, and disasters—and for assisting local governments in their emergency preparedness, response, recovery, and hazard mitigation efforts.
- **California Department of Transportation and California Highway Patrol.** The California Department of Transportation (Caltrans) and the California Highway Patrol (CHP) have primary responsibility for enforcing federal and State regulations regarding transportation and responding to hazardous materials transportation emergencies. Caltrans manages more than 50,000 miles of California's highways and freeways, provides intercity rail services, permits more than 400 public-use airports and special-use hospital heliports, and works with local agencies. Caltrans is the first responder for hazardous material spills and releases on highways, freeways, and intercity rail lines. The CHP enforces hazardous materials and hazardous waste labeling and packing regulations designed to prevent leakage and spills of materials in transit and to provide detailed information to cleanup crews in the event of an accident. Vehicle and equipment inspection, shipment preparation, container identification, and shipping documentation are all part of the responsibility of the CHP, which conducts regular inspections of licensed transporters to ensure regulatory compliance.

  The State of California regulates the transport of hazardous waste originating or passing through the state. Common carriers are licensed by the CHP, pursuant to Section 32000 of the California Vehicle Code. This section requires licensing every motor (common) carrier that transports, for a fee, in excess of 500 pounds of hazardous materials at one time, and every carrier, if not for hire, that carries more than 1,000 pounds of hazardous material of the type requiring placards. Common carriers conduct a large portion of the business in the delivery of hazardous materials.

- **State Water Resources Control Board.** In California, the State Water Resources Control Board (SWRCB) has broad authority over water quality control issues for the State. The

SWRCB is responsible for developing statewide water quality policy and exercises the powers delegated to the State by the federal government under the Clean Water Act. SWRCB's Underground Storage Tank (UST) program protects the public health and safety, and the environment from releases of petroleum and other hazardous substances from USTs. The program elements include:

- **Leak Prevention.** This program element includes requirements for tank installation, construction, testing, leak detection, spill containment, and overfill protection.
- **Cleanup.** Cleanup of leaking tanks often involves a soil and groundwater investigation and remediation, under the direction of a regulatory agency.
- **Enforcement.** The SWRCB aid local agencies enforcing UST requirements.
- **Tank Tester Licensing.** Tank integrity testing is required by law, must meet the requirements of the SWRCB, and must be conducted by State licensed tank testers.

Regional Agencies

- **Certified Unified Program Agency.** A Certified Unified Program Agency (CUPA) is a local agency that has been certified by CalEPA to implement the local Unified Program. The CUPA can be a county, city, or joint powers authority. A "participating agency" is a local agency that has been designated by the local CUPA to administer one or more Unified Programs within their jurisdiction on behalf of the CUPA. A "designated agency" is a local agency that has not been certified by CalEPA to become a CUPA but is the responsible local agency that would implement the six Unified Programs until they are certified.

  The Unified Program is related to the State Emergency Response Commission (SERC) and local emergency planning committees (LEPC) that were established under both federal (EPCRA) and state authority for the hazardous materials business plans and emergency response plans. Though the CUPA structure does not specifically incorporate the SERC and LEPCs, both SERC and CUPA have found it beneficial to establish strong communication and coordination on hazardous materials issues. The CUPA board now has a representative on the SERC, and members of LEPCs are also CUPA board members. Common issues include ensuring that hazardous materials, waste, and tank programs maintain strong coordination and communication for maximum consistency in program implementation. Shared data, joint resources, common forms, provision of emergency information, and regulatory review are other interests that are coordinated by the CUPA board and SERC/LEPCs.

  San Bernardino County is a member of the Southern California Hazardous Waste Management Authority and works on a regional level to solve hazardous waste problems. The San Bernardino County Fire Protection District (SBCFPD), Hazardous Materials Division (HMD), is designated by the state as the CUPA for the County of San Bernardino. The fire department focuses on the management of specific environmental programs at the local government level to address the disposal, handling, processing, storage, and treatment of

local hazardous materials and waste products. The CUPAs are also responsible for implementing the leak prevention element of the Underground Storage Tank (UST) Program.

FEDERAL REGULATIONS

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) of 1976 is the principal federal law that regulates the generation, management, and transportation of waste. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste. Treatment is any process that changes the physical, chemical, or biological character of the waste to reduce its potential as an environmental threat. Treatment can include neutralizing the waste, recovering energy or material resources from the waste, rendering the waste less hazardous, or making the waste safer to transport, dispose of, or store.

The RCRA gave the EPA the authority to control hazardous waste from "cradle to grave," that is, from generation to transportation, treatment, storage, and disposal. The RCRA also set forth a framework for the management of nonhazardous wastes. The 1986 amendments to RCRA enabled the EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. It should be noted that RCRA focuses only on active and future facilities and does not address abandoned or historical sites. The federal Hazardous and Solid Waste Amendments are the 1984 amendments to RCRA that required phasing out land disposal of hazardous waste. Some of the other mandates of this strict law include increased enforcement authority for the EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program.

Toxic Substances Control Act

The Toxic Substances Control Act of 1976 (Title 40, Code of Federal Regulations, Part 763, Subpart R) gives the EPA authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. The EPA repeatedly screens these chemicals and can require reporting or testing of any that may pose an environmental or human health hazard. It can ban the manufacture and import of chemicals that pose an unreasonable risk. Also, the EPA has mechanisms in place to track the thousands of new chemicals that industry develops each year with either unknown or dangerous characteristics. It can control these chemicals as necessary to protect human health and the environment. The act supplements other federal statutes, including the Clean Air Act and the Toxic Release Inventory (TRI) under the Emergency Planning and Community Right-to-Know Act (EPCRA).

Comprehensive Environmental Response, Compensation and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, commonly known as the Superfund, was enacted to protect the water, air, and land resources from the risks created by past chemical disposal practices such as abandoned and historical hazardous wastes sites. Through CERCLA, the EPA was given power to seek out those responsible for any release and ensure their cooperation in the cleanup. This federal law created a tax on the chemical and petroleum industries that went to a trust fund for cleaning up abandoned or uncontrolled hazardous waste sites. CERCLA also enabled the revision of the National Contingency Plan, which provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The National Contingency Plan also established the National Priority List of sites, which are known as Superfund sites. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.

Emergency Planning and Community Right-To-Know Act

In 1986, Congress passed the Superfund Amendments and Reauthorization Act. Title III of this regulation is called the "Emergency Planning and Community Right-to-Know Act of 1986" (EPCRA). EPCRA required the establishment of state commissions, planning districts, and local committees to facilitate the preparation and implementation of emergency plan. Under the requirements, local emergency planning committees must develop a plan that describes preparing for and responding to a chemical emergency. The plan must include:

- An identification of local facilities and transportation routes with hazardous materials.
- The procedures for immediate response in case of an accident (including a community-wide evacuation plan).
- A plan for notifying the community that an incident has occurred.
- The names of response coordinators at local facilities.
- A plan for conducting drills to test the plan.

The emergency plan is reviewed by the State Emergency Response Commission and publicized throughout the community. The local emergency planning committee is required to review, test, and update the plan each year. The SBCFPD is responsible for coordinating hazardous material and disaster preparedness planning and appropriate response efforts with City departments and local and state agencies. The goal is to improve public- and private-sector readiness and to mitigate local impacts resulting from natural or human-made emergencies.

Another purpose of the EPCRA is to inform communities and citizens of chemical hazards in their areas. Sections 311 and 312 of EPCRA require businesses to report to state and local agencies the location and quantities of chemicals stored on-site. Under Section 313 of EPCRA, manufacturers are required to report releases for more than 600 designated chemicals. In

addition to chemical releases, regulated facilities are also required to report off-site transfers of waste for treatment or disposal at separate facilities, pollution prevention measures, and chemical recycling activities. The EPA maintains the Toxic Release Inventory (TRI) database to document the information that regulated facilities are required to report annually.

Disaster Mitigation Act of 2000

The Disaster Mitigation Act of 2000 requires state and local governments to prepare mitigation plans that identify hazards, potential losses, mitigation needs, goals, and strategies. It is intended to facilitate cooperation between state and local governments.

Hazardous Materials Transportation Act

The USDOT regulates hazardous materials transportation under CFR Title 49. State agencies that have primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies are the CHP and Caltrans. These agencies also govern permitting for hazardous materials transportation. Title 49 CFR reflects laws passed by Congress as of January 2, 2006.

Federal Response Plan

The Federal Response Plan of 1999 is a signed agreement among 27 federal departments and agencies and the American Red Cross that: 1) provides the mechanism for coordinating delivery of federal assistance and resources to augment efforts of state and local government overwhelmed by a major disaster or emergency; 2) supports implementation of the Robert T. Stafford Disaster Relief and Emergency Act, as well as individual agency statutory authorities; and 3) supplements other federal emergency operations plans developed to address specific hazards. The Federal Response Plan is implemented in anticipation of a significant event likely to result in a need for federal assistance or in response to an actual event requiring federal assistance under a presidential declaration of a major disaster or emergency.

Business Plan Act

Both the federal government and the State of California require all businesses that handle more than a specified amount of hazardous waste materials or extremely hazardous materials—termed a reporting quantity—to submit a hazardous materials business plan to the local CUPA.

Such a plan must be submitted by businesses that handle hazardous materials or a mixture containing a hazardous material in quantities equal to or greater than:

- 500 pounds of a solid
- 55 gallons of a liquid
- 200 cubic feet of a compressed gas standard temperature and pressure

- The federal Threshold Planning Quantity for Extremely Hazardous Substances
- Radioactive materials in quantities for which an emergency plan is required per Parts 30, 40, or 70 of the CFR, Title 10, Chapter 1

The business plan must include the type and quantity of hazardous materials, a site map, risks of using these materials, spill prevention, emergency response, employee training, and emergency contacts.

Federal Aviation Agency Advisory Circular 150/5390-2C

FAA Advisory Circular 150/5390-2C provides recommendations for heliport design, including heliports serving helicopters with single and tandem (front and rear) rotors.

Asbestos-Containing Materials Regulations

State agencies, in conjunction with the EPA and OSHA, regulate removal, abatement, and transport procedures for asbestos-containing materials. Releases of asbestos from industrial, demolition, or construction activities are prohibited by these regulations; medical evaluation and monitoring are required for employees performing activities that could expose them to asbestos. The regulations include warnings and practices that must be followed to reduce the risk for asbestos emissions and exposure. Finally, federal, state, and local agencies must be notified prior to the onset of demolition or construction activities with the potential to release asbestos. Requirements for limiting asbestos emissions from building demolition and renovation activities are specified in the South Coast Air Quality Management District (AQMD) Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). California Government Code Sections 1529 and 1532.1 provide for exposure limits, exposure monitoring, respiratory protection and good working practice by workers exposed to lead and asbestos-containing materials.

Hazardous Waste Generators

The EPA regulates generators of hazardous waste based on the amount of waste generated. Large quantity generators produce 1,000 kilograms or more per month, or more than one kilogram per month of acutely hazardous waste. Small quantity generators produce between 100 and 1,000 kilograms of hazardous waste per month.

STATE REGULATIONS

California Health and Safety Code and Code of Regulations

The Hazardous Substances Account Act (California Health and Safety Code Sections 25300, et seq.) authorizes the State to clean up hazardous materials release sites—including abandoned sites—not qualifying for cleanup under CERCLA; provides funds to pay for the state's share of

costs of CERCLA cleanups; and provides compensation to persons injured by hazardous materials releases.

California Health and Safety Code Chapter 6.95 and California Code of Regulations (CCR), Title 19, Section 2729, describes the minimum requirements for business emergency plans and chemical inventory reporting. These regulations require businesses to provide emergency response plans and procedures, training program information, and a hazardous material inventory disclosing hazardous materials stored, used, or handled onsite. A business that uses hazardous materials in certain quantities or mixtures containing them must establish and implement a business plan.

CCR Title 8, Section 5191, Occupational Exposure to Hazardous Chemicals in Laboratories, requires that all laboratories have a written chemical hygiene plan as a fundamental chemical safety plan for the laboratory. The chemical hygiene plans are written programs that set forth procedures, equipment, personal protective equipment, and work practices that are capable of protecting employees from the health hazards presented by hazardous chemicals used in laboratories.

Tanner Act (Assembly Bill 2948)

Although numerous state policies deal with hazardous waste, the most comprehensive is the Tanner Act (Assembly Bill 2948), which was adopted in 1986. The Tanner Act governs the preparation of hazardous waste management plans and the siting of hazardous waste facilities in California. To be in compliance with the Tanner Act, local or regional hazardous waste management plans need to include provisions that define: 1) the planning process for waste management, 2) the permit process for new and expanded facilities, and 3) the appeals process to the state available for certain local decisions.

California Building Code

The state of California provided a minimum standard for building design through the California Building Code (CBC), which is in Part 2 of Title 24 of the CCR. The CBC is based on the International Building Code, modified for California conditions. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Buildings are plan checked by city and county building officials for compliance with the CBC.

The California Building Code also requires the installation and maintenance of smoke alarms in residential dwelling units, as well as carbon monoxide detectors in every hallway leading to bedrooms.

- **California Code of Regulations Title 24, Part 2, Section 907.2.11.2.** Smoke alarms shall be installed and maintained on the ceiling or wall outside of each separate sleeping area in the

immediate vicinity of bedrooms. In each room used for sleeping purposes, and in each story within a dwelling unit. The smoke alarms shall be interconnected.

State Hazardous Waste Management Programs

Underground Storage Tank Program

Releases of petroleum and other products from USTs are the leading source of groundwater contamination in the United States. The RCRA Subtitle I establishes regulations governing the storage of petroleum products and hazardous substances in USTs and the prevention and cleanup of leaks. In EPA Region 9 (California, Arizona, Hawaii, Nevada, Pacific Islands, and over 140 tribal nations) the UST program operates primarily through state agency programs with EPA oversight. In California, the SWRCB, under the umbrella of CalEPA, provides assistance to local agencies enforcing UST requirements. The purpose of the UST program is to protect public health and safety and the environment from releases of petroleum and other hazardous substances. The program consists of 4 elements: leak prevention, cleanup, enforcement, and tank tester licensing. In September 2004, the SWRCB adopted regulations that require electronic submittal of information for groundwater cleanup programs, including groundwater analytical data, the surveyed locations of monitoring wells, and other data. The SWRCB's GeoTracker system currently has information submitted by responsible parties for over 10,000 leaking UST (LUST) sites statewide and has been extended to include all SWRCB groundwater cleanup programs, including the LUST, non-LUST (Spill, Leaks, Investigation, and Cleanup), Department of Defense, and landfill programs.

California Code of Regulations, Title 22, Division 4.5

CCR Title 22, Division 4.5, sets forth the requirements for hazardous-waste generators; transporters; and owners or operators of treatment, storage, or disposal facilities. These regulations include the requirements for packaging, storage, labeling, reporting, and general management of hazardous waste prior to shipment. In addition, the regulations identify standards applicable to transporters of hazardous waste. These regulations specify the requirements for transporting shipments of hazardous waste, including manifesting, vehicle registration, and emergency accidental discharges during transportation.

Hazardous Materials Disclosure Programs

Both the federal and state governments and the state require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials, termed a reporting quantity, to submit a hazardous materials emergency/contingency plan (also known as a hazardous materials business plan) to their local CUPA (CFR, EPA, SARA, and Title III) (Health and Safety Code, Division 20, Chapter 6.95, Sections 2500-25520; 19 CCR, Chapter 2,

Subchapter 3, Article 4, Sections 2729-2734). The responsible CUPA in San Bernardino County is the SBCFPD.

Hazardous Materials Business Plans

The hazardous materials business plan includes the business owner/operator identification page, hazardous materials inventory chemical description page, and an emergency response plan and training plan. Business plans must include an inventory of the hazardous materials at the facility. The entire hazardous materials business plan needs to be reviewed and recertified every three years. Business plans are required to include emergency response plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. These plans need to identify the procedures to follow for immediate notification to all appropriate agencies and personnel of a release, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information for all emergency coordinators of the business, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel. All facilities must keep a copy of their plan onsite.

Hazardous materials business plans are designed to be used for responding agencies, such as the SBCFPD, during a release or spill to allow for a quick and accurate evaluation of each situation for appropriate response. Businesses that handle hazardous materials are required by law to provide an immediate verbal report of any release or threatened release of hazardous materials if there is a reasonable belief that the release or threatened release of hazardous materials poses a significant present or potential hazard to human health and safety, property, or the environment. If a release involves a hazardous substance listed in Title 40 of the CFR in an amount equal to or exceeding the reportable quantity for that material, a notice must be filed with the California Office of Emergency Services within 15 days of the incident. Both the federal government (Code of Federal Regulations) and the State of California (California Health and Safety Code) require all businesses that handle more than a specified amount—or "reporting quantity"—of hazardous or extremely hazardous materials to submit a hazardous materials business plan to the SBCFPD. According to City guidelines, the preparation, submittal, and implementation of a business plan is required by any business that handles a hazardous material or a mixture containing a hazardous material in specified quantities.

Business plans must include an inventory of the hazardous materials at the facility. Businesses must update their business plan and the chemical portion annually. Also, business plans must include emergency response plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. These plans need to identify the procedures for immediate notification of all appropriate agencies and personnel, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information for all company emergency coordinators, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel.

Hazardous Materials Incident Response

Under Title III of SARA, the Local Emergency Planning Committee (LEPC) is responsible for developing an emergency plan for preparing for and responding to chemical emergencies in that community. The State Emergency Response Commission (SERC) established six emergency planning districts. The SERC appointed a LEPC for each planning district and supervises and coordinates their activities.

The emergency plan developed by the LEPCs must include:

- An identification of local facilities and transportation routes where hazardous materials are present.
- The procedures for immediate response in case of an accident (this must include a community-wide evacuation plan).
- A plan for notifying the community that an incident has occurred.
- The names of response coordinators at local facilities.
- A plan for conducting exercises to test the plan.

The plan is reviewed by the SERC and publicized throughout the community. The LEPC is required to review, test, and update the plan each year.

Hazardous Material Spill/Release Notification Guidance

All significant spills, releases, or threatened releases of hazardous materials must be immediately reported. Federal and state emergency notification is required for all significant releases of hazardous materials. Requirements for immediate notification of all significant spills or threatened releases cover owners, operators, persons in charge, and employers. Notification is required regarding significant releases from facilities, vehicles, vessels, pipelines, and railroads. Many state statutes require emergency notification of a hazardous chemical release:

- Health and Safety Codes Sections 25270.7, 25270.8, and 25507
- Vehicle Code Section 23112.5
- Public Utilities Code Section 7673, (PUC General Orders #22-B, 161)
- Government Code Sections 51018, 8670.25.5 (a)
- Water Code Sections 13271, 13272
- California Labor Code Section 6409.1 (b)10

In addition, all releases that result in injuries or workers harmfully exposed must be immediately reported to California Occupational Safety and Health Administration (California Labor Code Section 6409.1[b]). Additional reporting requirements are in the Safe Drinking Water and Toxic Enforcement Act of 1986 and Section 9030 of the California Labor Code.

California Accidental Release Prevention Program (CalARP)

The California Accidental Release Prevention Program (CalARP) became effective on January 1, 1997, in response to Senate Bill 1889, and replaced the California Risk Management and Prevention Program. Under CalARP, the Governor's Office of Emergency Services must adopt implementing regulations and seek delegation of the program from the EPA. CalARP aims to be proactive and therefore requires businesses to prepare risk management plans, which are detailed engineering analyses of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. In most cases, local governments will have the lead role for working directly with businesses in this program. The SBCFPD is the CUPA designated as the administering agency for CalARP.

California Fire Code

The California Fire Code (California Code of Regulations Title 24 Part 9) sets forth requirements for building materials and methods pertaining to fire safety and life safety, fire protection systems in buildings, emergency access to buildings, and handling and storage of hazardous materials. The City adopts the update to the California Fire Code every 3 years.

Government Code Section 65302

Government Code Section 65302 requires the safety element of a general plan to address evacuation routes. The CAL FIRE Safety Element checklist also requires cities to address evacuation routes. In addition, Senate Bill 99 (2018) requires a safety element, upon the next revision of the housing element on or after January 1, 2020, to include information identifying residential developments in hazard areas that do not have at least 2 emergency evacuation routes.

Airport-Related Hazards

State Aeronautics Act

Airport authorities and other agencies regulate aircraft activity. The State Aeronautics Act (Public Utilities Code Section 21001, et seq.) is implemented by Caltrans's Division of Aeronautics. Key purposes of the act include to: 1) foster and promote safety in aeronautics; 2) ensure that state laws and regulations relating to aeronautics are consistent with federal aeronautics laws and regulations; and 3) ensure that persons residing within the vicinity of airports are protected against intrusions by unreasonable levels of aircraft noise.

The State Aeronautics Act also establishes statewide requirements for airport land use compatibility plans (ALUCP), usually prepared by airport land use commissions. These plans are intended to provide for the orderly growth of a public airport and the area surrounding the airport while safeguarding the general welfare of inhabitants near the airport and the public in

general. San Bernardino County opted for an alternative to an airport land use commission and delegated responsibility to prepare an ALUCP to each airport's jurisdiction.

State law allows local jurisdictions within San Bernardino County to be responsible for airport land use compatibility planning under the "Alternative Process" in place of a county administered ALUC. Under the provisions of the Alternative Process the City of Ontario is the designated agency having responsibility for airport compatibility planning for Ontario International Airport (ONT) and the City of Chino is responsible for Chino Airport.

Air Safety Zones

The California ALUC Planning Handbook provides planning guidance to ALUCs and counties and cities with jurisdiction over airport area land uses. This handbook allows jurisdictions flexibility in determining air safety zones that represent areas of assumed accident potential. The City of Ontario has adopted Airport Land Use Compatibility Plans for both Ontario International Airport and Chino Airport that include safety zones with policies and criteria for each airport.

REGIONAL REGULATIONS

South Coast Air Quality Management District (South Coast AQMD)

South Coast AQMD Rule 1403 governs the demolition of buildings containing asbestos materials, requiring specific work practices designed to prevent the release of these asbestos-containing materials (ACMs). These regulations mandate thorough asbestos surveys, notification procedures, controlled removal methods, defined work schedules, and proper handling, storage, and disposal of ACM to ensure that demolition and renovation activities do not emit hazardous fibers or dust in the environment.

CAL FIRE, 2025 Strategic Fire Plan for San Bernardino-Inyo-Mono Unit

The California Strategic Plan is implemented through individual "unit plans" that are prepared for different regions of the state. CAL FIRE has adopted the 2025 Strategic Fire Plan for San Bernardino-Inyo-Mono Unit that covers San Bernardino County and the agency's priorities for prevention, protection, and suppression of wildfires. The overall goal of this plan is to reduce total wildfire-related losses and costs by protecting lives, property, and natural resources through coordinated prevention, fuels management, and pre-fire planning.

LOCAL REGULATIONS

City of Ontario Office of Emergency Management

The City of Ontario's Office of Emergency Management (OEM) leads efforts to protect life, property and the environment by developing, coordinating and managing programs that prevent, prepare for, respond to, recover from, and mitigate natural and man-made disasters

and emergencies in the City of Ontario. The OEM supports the fire chief, police chief, City manager, mayor, councilmembers, and all City staff to coordinate response and recovery efforts. OEM also works with residents, businesses, and community-based organizations to be prepared. The OEM provides information and training on how to build an emergency kit, create an emergency communications plan, and stay informed (Ontario 2025a).

The OEM is responsible for the management and oversight of the City of Ontario's Emergency Operations Center, disaster preparedness, grants, Homeland Security, emergency plans, and the Community Emergency Response Team Volunteer Program. OEM ensures that City employees and residents are as prepared as possible for disasters. This is accomplished through:

- Maintaining the City's Hazard Mitigation Plan
- Maintaining the City's Emergency Operations Plan
- Providing employee and citizen education in preparedness
- Training employees in disaster response, management, and recovery (Ontario 2025a)

City of Ontario Local Hazard Mitigation Plan

In November 2023, the City of Ontario adopted a local hazard mitigation plan (LHMP) to identify the City's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to reduce or eliminate long-term risk to people and property from natural and man-made hazards. wildfire was not identified as a hazard of concern in the LHMP; instead, urban fire represents the City's primary fire-related risk. Wildfire was not identified as a hazard of concern in the LHMP; instead, urban fire represents the City's primary fire-related risk. The LHMP includes a comprehensive set of mitigation actions (see Table 5-3, *Mitigation Action Implementation Plan,* of the LHMP) designed to enhance community resilience to hazard events. The LHMP is required to be updated and readopted by Federal Emergency Management Agency (FEMA) and the City of Ontario every 5 years, with the next update scheduled for November 2028.

City of Ontario Emergency Operations Plan

The City of Ontario has prepared an Emergency Operations Plan to address the City's planned response to natural disasters, technological incidents, and national security emergencies. The plan does not address normal day-to-day emergencies or the well-established and routine procedures used in coping with such emergencies. Its operational concepts focus on potential large-scale disasters that can generate unique situations requiring unusual emergency responses.

City of Ontario Fire Department

The Ontario Fire Department (OFD) has 7 bureaus: EMS, Fire Administrative Services, Fire Prevention, Operations, Personnel and Professional Standards, Support Services, and Training & Professional Development (Ontario 2025b). The OFD employs 265 personnel, staffing 11 fire stations (OFD 2025). Fire hazard risk in Ontario is discussed in Section 3.20, *Wildfires*.

The Ontario Fire Department's Fire Prevention Bureau is responsible for the Fire and Life Safety Inspection Program, Plan Review, Public Education, Fire Investigation, and Fireworks Enforcement. The Fire Prevention Bureau also provides permitting, inspection of, and standby for events such as firework shows, concerts, conventions, etc. The Bureau enforces the 2025 California Fire, Building, Electrical, Mechanical, Plumbing, and Residential Codes, as amended by the Ontario Municipal Code; National Fire Protection Association Standards; Title 19 of the California Public Safety Code; and the California Health and Safety Code (Ontario 2025c).

City of Ontario Safety Element

The Safety Element conveys the City's goals and policies to minimize potential hazards and promote a safe environment in Ontario. It identifies the natural and human-caused hazards that affect existing and future development and provides guidelines for protecting residents, businesses, workers, and visitors. It describes present and expected future conditions and sets policies and standards for improved public safety. The Safety Element also seeks to minimize the level of property loss due to potential disasters and provides a framework for emergency management.

3.9.2 Existing Conditions

Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that a business or implementing agency has a reasonable basis for believing would be injurious to public health and safety or harmful to the environment if released into the workplace or the environment.

POLICY PLAN AMENDMENT

Hazardous Materials Sites

A search of the online Toxics Release Inventory (TRI) Toxics Tracker, EnviroStor, and GeoTracker databases on October 31, 2025, identified multiple hazardous materials sites in Ontario, as shown in Table 3.9-1, *Hazardous Sites in the City of Ontario,* and mapped on Figure 3.9-1*, Hazardous Materials Cleanup Sites in Ontario (Open Cases)* (SWRCB 2025; DTSC 2025a; EPA 2025). The Cortese List includes two facilities: Fast Fuel Service Station #920 and Aluminum – Art Plating Company, Inc. (CalEPA 2026).

Table 3.9-1 Hazardous Materials Sites in the City of Ontario

Site Name Address	Reason for Listing and Regulatory Status
EPA Toxic Release Inventory (TRI) Facilities	
Location and TRI Facility ID	**TRI Data Summary for Reporting Year 2023**
Alger Precision Machining ID: 91761LGRMF724SB	Total Releases: 0lb Total Waste Management: 23,711lb
Alltech Inc. ID: 9176WLLTCH172SC	Total Releases: 9,564lb Total Waste Management: 9,564lb
Amrep Manufacturing Co. LLC ID: 9176WMRPMN1555S	Total Releases: 0lb Total Waste Management: 180,000lb
Bluescope Coated Products LLC ID: 91730CLFRN9133C	Total Releases: 118,209lb Total Waste Management: 1,200,583lb
Danco Anodizing (DBA Danco Metal Surfacing) ID: 91761NMLDB1750M	Total Releases: 0lb Total Waste Management: 149,131lb
Danco En ID: 9176WDNCNX1745E	Total Releases: 0lb Total Waste Management: 113,557lb
Frito-Lay Inc, ID: 91730FRTLY9535A	Total Releases: 7,685lb Total Waste Management: 154,448lb
GB Manufacturing Inc. California Acrylic Ind. Inc. ID: 91766CLFRN1462E	Total Releases: 182,030lb Total Waste Management: 182,030lb
Genlabs ID: 91710GNRLC5568S	Total Releases: 0lb Total Waste Management: 0lb
Holiday Rock – Chino ID: 91710CLVRS515SC	Total Releases: 0lb Total Waste Management: 0lb
Holiday Rock – Foothill ID: 91786HLLDY2193W	Total Releases: 649lb Total Waste Management: 649lb
Holiday Rock – Ontario ID: 9176WCLPRT84SCU	Total Releases: 0lb Total Waste Management: 0lb
Holiday Rock – Mountain View ID: 9178WHLLDY1499N	Total Releases: 0lb Total Waste Management: 0lb
Hudson Technologies Co. ID: 9176WPLRTC747EF	Total Releases: 8,649lb Total Waste Management: 8,649lb
Lighting Resources LLC ID: 9176WLGHTN85EFR	Total Releases: 0lb Total Waste Management: 259,611lb
Net Shapes Inc. ID: 9176WNTSHP175SB	Total Releases: 3lb Total Waste Management: 37,707lb

Table 3.9-1 Hazardous Materials Sites in the City of Ontario

Site Name Address	Reason for Listing and Regulatory Status
Net Shapes Inc. ID: 91761NTSHP1336E	Total Releases: 7lb Total Waste Management: 101,790lb
Plaze Inc. DBA Shield Parking of California ID: 91710SHLDP5165G	Total Releases: 500lb Total Waste Management: 500lb
PRC Composites LLC ID: 91761WMBRR1400S	Total Releases: 1,500lb Total Waste Management: 1,500lb
R&D Fasteners ID: 9173WRNDDF94449	Total Releases: 251lb Total Waste Management: 110,043lb
Skyline Steel LLC ID: 9176WSKYLN155EM	Total Releases: 4lb Total Waste Management: 2,543lb
Southwest Concrete Products Ontario Plant ID: 91762STHWS519SB	Total Releases: 0lb Total Waste Management: 17lb
Summit Machine LLC ID: 9176WSMMTM288EP	Total Releases: 8lb Total Waste Management: 2,052,429lb
Vorteq – Pacific ID: 91730WSTRN8875I	Total Releases: 3,020lb Total Waste Management: 4,480lb
GeoTracker, State Water Resources Control Board	
Location, GeoTracker ID, and Address	**Cleanup Status and Contamination Information**
Alger Manufacturing Company, Inc. ID: SL208413896 724 South Bon View Avenue Ontario, CA 91761	Open (05/01/1992) – Verification Monitoring as of 11/04/2024 ▪ Contaminants of concern: Tetrachloroethylene (PCE), trichloroethylene (TCE). ▪ Medias of concern: Aquifer used for drinking water supply, indoor air, soil, and soil vapor.
Chino Ave LLC ID: T10000019836 9510 Chino Avenue Ontario, CA 91761	Open (5/20/2021) – Remediation as of 06/08/2022 ▪ Contaminants of concern: Chromium, Copper, DDD/DDE/DDT, Lead, Mercury (Elemental), Nickel, Other Insecticides/pesticides/fumigants/herbicides, Other Metal, Total Petroleum Hydrocarbons (TPH), Toxaphene, Zinc ▪ Medias of concern: Soil.
General Electric – Flat Iron ID: SL0607132486 234 Main Street Ontario, CA 91762	Open (07/01/1987) – Remediation as of 05/03/2017 ▪ Groundwater contaminants of concern: Trichloroethene (TCE), tetrachloroethene (PCE), and chromium (Cr) in both Trivalent and Hexavalent states.

Table 3.9-1 Hazardous Materials Sites in the City of Ontario

Site Name Address	Reason for Listing and Regulatory Status
	▪ Soil contaminants of concern: PCE, TCE, Cr, total xylenes, toluene, ethylbenzene, 1,1,1,-trichloroethane, and 1,1,2-trichloroethane. ▪ Medias of concern: Aquifer used for drinking water supply, indoor air, soil, and soil vapor.
General Electric Company – Jet Engine Test Cell Facility ID: SL208133868 2264 East Avion Street Ontario, CA 91761	Open (05/18/1990) – Verification Monitoring as of 02/05/2010 ▪ Contaminants of concern: Tetrachloroethylene (PCE), trichloroethylene (TCE). ▪ Media of concern: Aquifer used for drinking water supply.
South Archibald TCE Plume ID: T10000004658 East Riverside Drive and South Archibald Avenue Ontario, CA 91761	Open (03/21/2013) – Remediation as of 08/26/2021 ▪ Contaminants of concern: Nitrate, trichloroethylene (TCE). ▪ Media of concern: Aquifer used for drinking water supply.
Sunshine Cleaners ID: T10000005696 2234-2254 South Euclid Avenue Ontario, CA 91762	Open (02/28/2014) – Site Assessment as of 02/28/2014 ▪ Contaminants of concern: Tetrachloroethylene (PCE), Trichloroethylene (TCE). ▪ Media of concern: Soil and soil vapor.
Fast Fuel Service Station #920 ID: T0607100388 1315 4th Street Ontario, CA 91764	Open (05/18/1995) – Site Assessment as of 12/24/2008 ▪ Contaminant of concern: Gasoline ▪ Media of concern: Soil.
EnviroStor Database, Department of Toxic Substances Control	
Location, EnviroStor ID, and Address	**Cleanup Status and Contamination Information**
Aluminum – Art Plating Company, Inc. ID: 60001398 803 West State Street Ontario, CA 91762	Active (2/1/2011) – State Response or National Priority List ▪ Contaminants of concern: Total chromium (1:6 ratio CR VI: CR III). ▪ Media of concern: Indoor air, soil, and soil vapor.
Cadet Cleaners ID: 60003484 452 N. Mountain Avenue Ontario, CA 91762	Active (02/01/2023) – Needs Evaluation ▪ Contaminants of concern: 1,2-Dichloroethylene (CIS), 1,2-Dichloroethylene (TRANS), Tetrachloroethylene (PCE), Trichloroethylene (TCE), and Vinyl Chloride.
Ontario Plaza ID: 60001166 1028 West 4th Street	Active (10/13/2020) – Voluntary Agreement ▪ Contaminants of concern: Tetrachloroethylene (PCE). ▪ Media of concern: Soil and soil vapor.

Table 3.9-1 Hazardous Materials Sites in the City of Ontario

Site Name Address	Reason for Listing and Regulatory Status
Ontario, CA 91762	
Ontario Site Discovery ID: 60003127 Bound By West State Street and South Palmetto Avenue	Active (4/27/2021) – Needs Evaluation ▪ Contaminants of concern: None specified. ▪ Media of concern: None specified. This is a site discovery project to investigate a potential source that lead to the high concentrations of tetrachloroethylene (PCE) and trichloroethylene (TCE) observed off-site of Alumin Art Plating.
Sunshine Cleaners – Driftwood Village ID: 60002433 2238 South Euclid Avenue Ontario, CA 91762	Active (10/1/2016) – Voluntary Agreement ▪ Contaminants of concern: Tetrachloroethylene (PCE), Trichloroethylene (TCE) ▪ Media of concern: indoor air, soil, and soil vapor.

Source: SWRCB 2025; DTSC 2025a; EPA 2025.

Hazardous Material Transport

Releases of explosive, highly flammable, or toxic materials can cause fatalities and injuries, necessitate evacuations, destroy property, or result in serious environmental effects if toxic materials seep into surface or groundwater supplies. In Ontario, hazardous materials and wastes are transported on the SR-60 and I-10. The City has no direct authority to regulate the transport of hazardous materials on federal and state highways or rail lines. When transporting explosives, inhalation hazards or other potentially dangerous materials, and controlled quantities of radioactive materials, state and federal governmental agencies require transporters to include safeguards to reduce the risks of hazardous materials release.

The DTSC's active hazardous waste transporter database shows 5 active transporters in Ontario (DTSC 2025b):

- Swift Oil & Vacuum Inc., 1274 S. Almond Avenue (Registration No. 2789)
- Lighting Resources, LLC, 805 E. Francis Street (Registration No. 3379)
- Vazquez & Sons Trucking, 1028 W. Vesta Street (Registration No. 6598)
- Rincon Transport Inc, 2750 E. Oak Hill Drive Unit 35 (Registration No. 7137)
- A. Rodriguez Transportation Inc., 1758 E. Olive Street (Registration No. 7216)

Figure 3.9-1

Hazardous Materials Cleanup Sites in Ontario (Open Cases)



Ontario City Boundary
County Boundary
Rail Network
EBPSP Boundary

Hazardous Material Cleanup Sites (Open Cases)

1, Alger Manufacturing Company Inc.
2, General Electric – Flat Iron
3, General Electric Co – Jet Engine Test Cell Facility
4, Ontario International Airport Joint Investigation
5, South Archibald TCE Plume
6, Sunshine Cleaners
7, 1425 South Vineyard Avenue
8, Aluminum – Art Plating Company Inc.
9, American Metals Recycling
10, Danco
11, Mission Cleaners
12, Ontario Plaza

Cleanup sites include those where soil or groundwater has been affected or is suspected to be affected by a chemical release from past or present land uses (referred to as "environmental cases") and are identified on federal, state, and local regulatory agency lists. These lists are developed to document and record disturbance activities on identified sites.

The status of each environmental case varies and can be either active (with ongoing investigations or remediation), closed (remediation or clean-up completed and approved by the regulatory agency), or unresolved (usually indicating that efforts toward remediation have stalled or been suspended).

This exhibit shows cleanup sites with open cases in Ontario which include sites with an active or unresolved status.

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0 2,500 5,000 10,000 FT

Source: Envirostar 2021, GeoTracker 2021

Date: 10/31/2025

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Potential Hazardous Building Materials

Some buildings in the City were built before the 1970s; based on the ages of these buildings, there is a potential for building materials to contain asbestos or lead-based paint (LBP). A potential release of hazardous materials could occur when asbestos-containing material (ACM) or LBP are disturbed during renovation or demolition activities. This disturbance could be harmful to human health. Typical hazardous materials of concern for existing older structures in the City include the following:

- **Asbestos** is a mineral fiber that is carcinogenic and harmful to respiratory health. Because of its fiber strength and heat resistance, it was widely used in a variety of building construction materials for insulation and as a fire-retardant, as well as in friction and heat-resistant products. Use of asbestos in the manufacturing of these products was common throughout California, until 1977, when it was banned. Older buildings constructed prior to 1978 could contain ACM. Asbestos can be released when ACMs are disturbed by cutting, sanding, drilling, or other remodeling activities. Improper attempts to remove these materials can release asbestos fibers into the air, increasing asbestos levels and affecting indoor air quality.
- **Lead** is a recognized harmful environmental pollutant that can pose a hazard when exposed through air, drinking water, food, contaminated soil, deteriorating paint, and dust. Lead was widely used in paint, gasoline, water pipes, and many other products prior to documentation of its health hazards. The use of LBP was banned in California in 1978, and therefore, buildings constructed prior to 1978 could contain LBP. If LBP is improperly removed from surfaces by dry scraping or sanding, LBP can be inhaled or otherwise absorbed into the body and could pose a potential public health risk.
- **Mold** can impair indoor air quality. The presence of visible water damage, damp materials, visible mold, or mold odor in buildings increases the potential risks of respiratory disease of occupants. According to the California Department of Public Health, known health risks include the development of asthma, allergies, and respiratory infections, the triggering of asthma attacks, and increased wheezing, coughing, difficulty breathing, and other symptoms.
- **Polychlorinated Biphenyls (PCBs)** are synthetic chemicals that were manufactured for use in various industrial and commercial applications—including oil in electrical and hydraulic equipment, and plasticizers in paints, plastics, and rubber products—because of their non-flammability, chemical stability, high boiling point, and electrical insulation properties. When released into the environment, PCBs persist for many years and bioaccumulate in organisms. The EPA has classified PCBs as probable human carcinogens. In 1979, the EPA banned the use of PCBs in most new electrical equipment and began a program to phase out certain existing PCB-containing equipment.
- **Radon** is a naturally-occurring odorless, tasteless, and invisible gas produced from the decay of uranium in soil and water. Structures placed on native soils with elevated levels of radon

can be impacted by the intrusion of radon gas into breathing spaces of the overlying structures, which can cause lung cancer. San Bernardino County is listed as a Zone 2 county, which predicts an average indoor radon screening level between 2 and 4 pCi/L, which is within the recommended levels assigned by the EPA (EPA 2014).

Schools

As described in Section 3.3, *Air Quality*, of this Draft SEIR, some land uses are considered more sensitive to airborne hazardous materials than others due to the types of population groups or activities involved. Because sensitive population groups include children, the California Environmental Quality Act (CEQA) requires an evaluation of hazardous emissions or handling hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school, private or public. There are currently 5 public school districts serving the City of Ontario (for list of public schools see Table 3.15-2, *Public Schools Serving the City of Ontario*).

Pipelines

Pipelines of concern carry hazardous liquids and/or gases that can be harmful to life and property. The City of Ontario does have hazardous pipelines that run through the City. A search on the US Department of Transportation (USDOT) National Pipeline Mapping System found 2 gas transmission pipelines and one hazardous liquid pipeline within the city (USDOT 2025). The risk associated with these pipelines is the exposure of people to hazardous materials or electrical currents because of breakage during an earthquake or ground excavation. Although the City does not contain any active earthquake faults, it is surrounded by areas that experience fault ruptures, liquefaction, and landslides. A seismic event that involves one of these hazards may affect a pipeline or electrical line in a surrounding area and could impact the services being provided to Ontario through pipelines and electrical lines. The excavation of areas near pipelines is required to follow the regulatory procedures of the Underground Service Alert of Southern California.

Airports

The Ontario International Airport (ONT) and the Chino Airport (CNO) operate in and around Ontario. ONT is centrally located in the northern part of the City, and the CNO borders Ontario on the south. Figure 3.9-2, *Airport Safety Zones*, shows the airport safety zones associated with ONT and CNO. Figure 3.13-2, *Airport Noise Contours*, in Section 3.13, *Noise*, identifies the noise compatibility zones for ONT and CNO.

Figure 3.9-2
Airport Safety Zones



- Ontario City Boundary
- County Boundary
- EBPSP Boundary

Ontario International Airport Safety
- ZONE-1
- ZONE-2
- ZONE-3
- ZONE-4
- ZONE-5

Chino Airport Safety Zones
- Safety Zone 1
- Safety Zone 2
- Safety Zone 3
- Safety Zone 4
- Safety Zone 6

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0 2,500 5,000 10,000 FT

Source: City of Ontario, 2019 and 2022 Date: 12/9/2025

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Ontario International Airport

ONT has the capacity to provide regional air traffic for domestic and international commercial and cargo service, and the necessary support facilities for major and smaller airlines. Prior to the closure of the Ontario Army Airfield in 1995, the site was operated by the Ontario Air National Guard. In 1967, there was a joint powers agreement between the City of Ontario and the Los Angeles Department of Airports to operate and manage ONT. The City of Ontario and San Bernardino County formed the Ontario International Airport Authority in August 2012 by enacting a joint powers agreement (Ontario 2018). In 2024, approximately 7 million passengers and 793,371 tons of air freight traveled through the airport (ONT 2025a).

The Ontario International Airport Land Use Compatibility Plan was adopted on April 19, 2011, by the Ontario City Council to promote compatibility with surrounding land uses and amended in July 2018. The ALUCP provides guidance and promotes compatibility between the airport and the land that surrounds it to avoid potential compatibility conflicts (Ontario 2018).

The Ontario International Airport–Inter Agency Collaborative (ONT-IAC) was formed through a Cooperative Agreement by all Affected Agencies to maintain local jurisdiction control of land use planning for areas within ONT Airport Influence Area. The Affected Agencies include the City of Chino, City of Fontana, City of Montclair, City of Ontario, City of Rancho Cucamonga, City of Upland and San Bernardino County. The ONT ALUCP contains the ONT-IAC operational framework and identifies 3 framework components: 1) a technical group (ONT-IAC Technical Staff Group) comprised of senior staff members from the Affected Agencies to review projects for consistency with the ALUCP; 2) an appeals body (ONT-IAC Mediation Board) to resolve consistency evaluation disputes; and 3) an administrative function managed by the City of Ontario.

Safety Zones

The following is a summary of the safety zone information for the ONT provided in the ALUCP:

- **Safety Zone 1** reflects the airport's established Runway Protection Zone. Land use restrictions in this zone include:
  - Prohibited livestock uses; outdoor assembly areas; local parks; camping grounds; cemeteries; all residential and lodging uses; all educational and institutional uses; all commercial, offices, and services uses; all industrial, manufacturing, and storage uses; airport terminals; rail and bus stations; communication facilities; power plants; electrical substations; wastewater facilities; solid waste disposal facilities; and solid waste transfer facilities. Conditional allowance for natural land area, flood plains/reservoirs, transportation routes, and auto parking.
- **Safety Zone 2** reflects the airport's established Inner Approach/Departure. Land use restrictions in the Safety Zone 2 include:

- Prohibited outdoor major facilities, group recreation, local parks, camping grounds, all residential and lodging uses, all educational and institutional uses, major and local retail, eating establishments, vehicle fueling, hazardous materials production, heavy industrial, research and development, communication facilities, and power plants.
- Conditional allowance for flood plains/reservoirs, nonresidential agriculture, small recreation, limited retail/wholesale, offices, personal and miscellaneous services, light industrial, indoor storage, rail and bus stations, electrical substations, wastewater facilities, and solid waste disposal facilities.
- Normally compatible with natural land areas, livestock uses, cemeteries, outdoor storage, mining and extraction, airport terminals, transportation routes, auto parking, and solid waste transfer facilities.

- **Safety Zone 3** reflects the airport's established Inner Turning Zone. Land use restrictions in the Safety Zone 3 include:
  - Prohibited outdoor major facilities, residential and lodging uses (except short-term lodging), most educational and institutional uses (except what is listed below), and hazardous materials production.
  - Conditional allowance for flood plains/reservoirs, nonresidential agriculture, group recreation areas, local parks, camping grounds, short-term lodging, adult education spaces, community libraries, indoor assembly facilities, indoor recreation, in-patient and out-patient medical, public safety facilities, commercial, office, and service uses, heavy industrial uses, light industrial, research and development, communications facilities, and power plants.
  - Normally compatible with natural land areas, livestock uses, cemeteries, vehicle fueling, indoor storage, outdoor storage, mining and extraction, airport terminals, rail and bus stations, transportation routes, auto parking, electrical substations, wastewater facilities, solid waste disposal facilities, and solid waste transfer facilities.
- **Safety Zone 4** reflects the airport's established Outer Approach/Departure. Land use restrictions in the Safety Zone 4 include
  - Prohibited outdoor major facilities, residential and lodging uses (except short-term lodging), most educational and institutional uses (except what is listed below), and hazardous materials production.
  - Conditional allowance for flood plains/reservoirs, nonresidential agriculture, group recreation areas, camping grounds, local parks, short-term lodging, adult education spaces, community library, large indoor assembly facilities, indoor recreation, in-patient and out-patient medical, public safety facilities, major retail, local retail, eating establishments, offices, personal and miscellaneous services, heavy industrial uses, light industrial, research and development, communications facilities, and power plants.
  - Normally compatible with natural land areas, livestock uses, cemeteries, limited retail/wholesale, vehicle fueling, indoor storage, outdoor storage, mining and extraction,

airport terminals, rail and bus stations, transportation routes, auto parking, electrical substations, wastewater facilities, solid waste disposal facilities, and solid waste transfer facilities.

- **Safety Zone 5** reflects the airport's established Sideline Zone. Land use restrictions in the Safety Zone 5 include
  - Prohibited outdoor major facilities, group recreation areas, camping grounds, residential and lodging uses, educational and institutional uses, major retail, local retail, hazardous materials production, heavy industrial, light industrial–high intensity, research and development, power plants, solid waste disposal facilities, and solid waste transfer facilities.
  - Conditional allowance for local parks, nonresidential agriculture, public safety facilities, eating establishments, offices, personal and miscellaneous services, vehicle fueling, light industrial, rail and bus stations, communications facilities, electrical substations, and wastewater facilities.
  - Normally compatible with natural land areas, livestock uses, cemeteries, limited retail/wholesale, indoor storage, outdoor storage, mining and extraction, airport terminals, transportation routes, and auto parking.

Chino Airport

CNO is operated by San Bernardino County Department of Airports and is designated a reliever airport for ONT and San Bernardino International Airport. The CNO is south of Ontario across Merrill Avenue and operates on 1,100 acres and services private, business, and corporate tenants and customers from the Inland Empire (Ontario 2022). The City of Chino adopted an Airport Comprehensive Land Use Plan (ACLUP) in November 1991. The Chino Airport Master Plan (AMP) was adopted by the County of San Bernardino in 2006. The ACLUP dated 1991 does not reflect the latest adopted AMP and is not useful for long-range planning purposes.

Also, the existing Chino Airport Land Use Compatibility Plan does not reflect the 2011 Caltrans Airport Land Use Planning Handbook. Public Utilities Code Section 21670.1(c) that requires local jurisdictions under the "alternative process" to "rely upon" the California Airport Land Use Planning Handbook for preparing Compatibility Plans and to utilize the Handbook's height, land use, noise, safety, and density criteria. Although the City of Ontario does not have the formal responsibility under the "alternative process" to prepare a compatibility plan for CNO, the City of Ontario has adopted the CNO Overlay Zone and Reference I: Chino Airport Land Use Compatibility Plan that addresses CNO's impacts on Ontario, consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook.

Safety Zones

The following is a summary of the Safety Zone information applicable for Chino Airport consistent with the Caltrans 2011 California Airport Land Use Planning Handbook:

- **Safety Zone 1 Runway Protection Zone.** Land use restrictions in Safety Zone 1 include:
  - Normally allowed uses: none
  - Limited uses: none
  - Avoided uses: Nonresidential uses except if very low intensity in character and confined to the outer sides; and Parking lots, streets, and roads.
  - Prohibited uses: All new structures and residential land uses.

- **Safety Zone 2 Inner Approach/Departure Zone.** Land use restrictions in the Safety Zone 2 include:
  - Normally allowed uses: Agriculture, non-group recreational uses, low-hazard materials storage, warehouse, low-intensity industrial uses, auto repair, aircraft repair, and marine repair services.
  - Limited uses: Single-story office buildings and nonresidential uses to activities that attract few people.
  - Avoided uses: All residential uses except as infill in developed areas, multi-story uses, uses with high density or intensity, shopping centers, and most eating establishments.
  - Prohibited uses: Theaters, meeting halls, other assembly uses, office buildings greater than three stories, labor intensive industrial uses, children's schools, large daycare centers, hospitals, nursing homes, stadiums, group recreational uses, and hazardous uses.

- **Safety Zone 3 Inner Turning Zone.** Land use restrictions in the Safety Zone 3 include:
  - Normally allowed uses: Uses allowed in Zone 2, greenhouses, low-hazard materials storage, mini-storage, warehouses, light industrial, and vehicle repair services.
  - Limited uses: Residential uses to very low densities and office and other commercial uses to low intensities.
  - Avoided uses: Commercial and other nonresidential uses having higher usage intensities, building with more than 3 aboveground habitable floors, and hazardous uses.
  - Prohibited uses: Major shopping centers, theaters, meeting halls, other assembly facilities, children’s schools, large daycare centers, hospitals, nursing homes, stadiums, and group recreational uses.

- **Safety Zone 4 Outer Approach/Departure Zone.** Land use restrictions in the Safety Zone 4 include:
  - Normally allowed uses: Uses allowed in Zone 3, restaurant, retail, and industry.
  - Limited uses: Residential uses to low density.
  - Avoided uses: High-intensity retail or office buildings.
  - Prohibited uses: Children’s schools, large daycare centers, hospitals, nursing homes, stadiums, and group recreational uses.

- **Safety Zone 6 Traffic Pattern Zone.** Land use restrictions in the Safety Zone 6 include:
  - Normally allowed uses: Residential uses (however, noise and overflight impacts should be considered where ambient noise levels are low).
  - Limited uses: Children's schools, large daycare centers, hospitals, nursing homes, and processing and storage of bulk quantities of highly hazardous materials.
  - Avoided uses: Outdoor stadiums and similar uses with very high intensities.
  - Prohibited uses: None.

Wildfire

As further described in Section 3.20, *Wildfire*, the City is not located within a fire hazard severity zone (FHSZ) or wildland-urban interface (WUI) (CAL FIRE 2025a). However, moderate, high, and very high FHSZs are to the north of the City, outside its boundaries in the San Bernardino Mountains. Although Ontario itself is not classified within an FHSZ, wildfires originating in these nearby areas could still pose a potential threat to the City's developed areas. Wildland fire protection is the primary responsibility of the SBCFPD.

SPECIFIC PLAN

Background

The Specific Plan area consists of 11 individual properties referred to herein as the DeGroot Trust, Pietersma Family Trust, Hindelang Family Trust, B&G Cattle Co., Riley, Costa, Whitegold Ventures LLP, Alewyn, Miersma, DeHoog II, and Swager Properties. Figure 3.9-3, *Properties within the EBPSP Area,* illustrates the locations of each of these properties within the Specific Plan area.

From at least 1938 to 1953, the Specific Plan area was used for agricultural purposes (row crops and orchards) with a few residential dwellings. By the mid-1950s, the area became increasingly used for dairy farming purposes. From at least 1986 to 1992, uses such as fiberglass camper shell manufacturing, general storage yards, and a truck storage facility were also present.

Currently, land uses within the Specific Plan area include dairy farms (including associated wastewater pond(s) and various ancillary dairy farm structures including corral canopies, sheds, feed silos, and milking barns), storage and minor maintenance of semi-trailer trucks, storage and distribution of krill oil and soy sauce, storage of tires, small animal corrals and associated residencies.

The Specific Plan area is located within the Chino Groundwater Basin. Concentrated animal feeding lots such as dairy farms can be a source of local groundwater degradation due to nitrates and total dissolved solids (TDS). The Chino Basin once had the highest concentration of dairy animals in the world, with approximately 350 dairies located within a 20-square mile area. Although the number of dairies has declined significantly, historical land application of manure and process water has resulted in significant groundwater degradation due to high levels of nitrate and TDS (EPA n.d.)

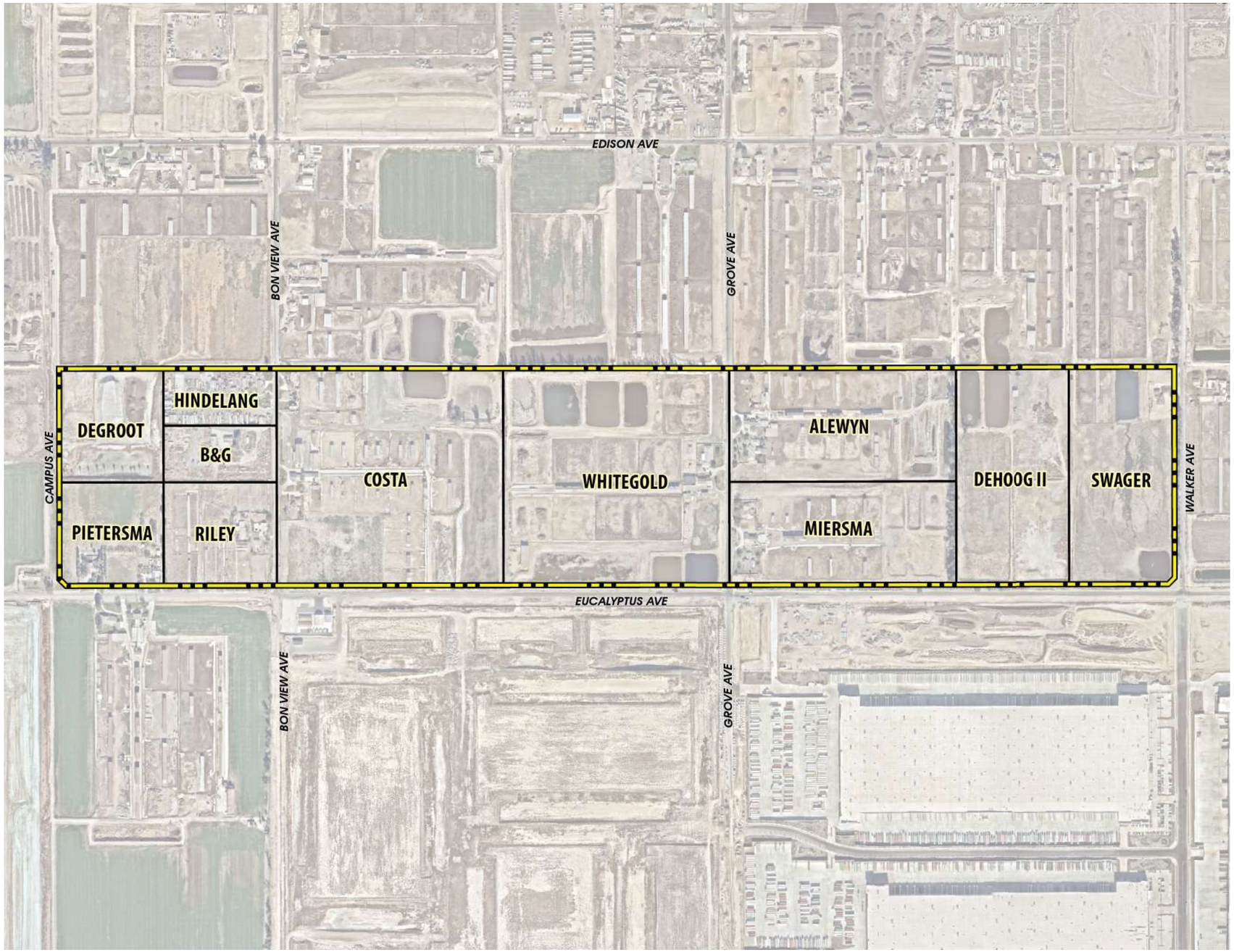
The eastern portion of the Specific Plan area is located within a large regional VOC groundwater plume comprised mostly of trichloroethylene (TCE), referred to as the South Archibald TCE Plume. This plume originates from a source approximately 1.7 miles to the northeast as a result of historical land use of numerous metal plating and finishing facilities. Low concentrations of TCE were reported from 2017 to 2022 in groundwater from two wells on the larger DeHoog II and Swager Properties at concentrations of 1.2 and 0.46 ug/l, respectively, well below the SWRCB, Division of Drinking Water maximum contaminant levels (MCLs) for TCE in drinking water of 5 ug/l. Based on the depth of groundwater and low concentrations of volatile organic compounds (VOCs) detected beneath the Specific Plan area, there is a low likelihood that a vapor intrusion issue is present. At least 2 of the Specific Plan area properties (Swager and DeHoog II) have drinking water supplied by the City of Ontario. There is a low likelihood that land use activities currently located within the Specific Plan area have contributed to the regional groundwater issue. Groundwater monitoring within the plume area is on-going and a remediation system to treat the contaminated groundwater is currently in the design and permitting phases (Appendix G1).

Site Reconnaissance

During the Phase I field reconnaissance, visual evidence of staining, unusual odors, petroleum sheens, or distressed vegetation were observed. Odors associated with dairy farm operations (manure, wastewater ponds) were identified throughout the Specific Plan area. With the exception of Pietersma, Hindelang, B&G Cattle and Riley properties, wastewater ponds associated with dairy farm operations were observed on the remaining properties located within the boundaries of the Specific Plan area. These ponds represent permitted features, and no chemical uses were noted to be associated with these features. No evidence of oil/water separators, utilities of environmental concern, landfills, or dumping was observed. On-site activities observed include dairy farm operations, storage, shipping, manufacturing processes and receiving of products. Exterior industrial features were observed including milk barns, cattle corral canopies, and feed silos. No railroad spurs, baghouses, air emissions, or barrels were observed. All properties were equipped with aboveground storage tanks (ASTs) for milk and feed silos. Interior industrial features were observed including milk pump rooms and cattle wash areas.

Figure 3.9-3

Properties within the EBPSP Area



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Several single to triple pole-mounted electrical transformers along Bon View and Eucalyptus Avenues, and a triple pole mounted transformer on each of the B&G Cattle and DeGroot properties were observed. All observed transformers are expected to be non- polychlorinated biphenyls (PCB) containing and/or dry-type transformers. No staining was observed in the areas of the pole-mounted transformers; therefore, the transformers are not considered a recognized environmental concern (REC) and do not warrant additional investigation. No hydraulic equipment was observed within the Specific Plan area.

Chemical storage, specifically within milk barns, at all properties associated with the dairy farm operations was observed. Chemicals observed in the milk barn areas included numerous 55-gallon drums of iodine, acid wash, and hydrogen peroxide for sanitation purposes. Cattle wash and other sanitation chemicals, farm waste, feed lot spoils, and wastewater ponds were observed.

Based on the age of the buildings (1930s to mid-1960s), it is possible that ACM, underground asbestos-cement pipelines (ACPs), and/or LBP are present. No water intrusion or mold was noted during the reconnaissance (Appendix G1).

Regulatory Agency Database Research

Regulatory records for the Hindelang Property indicate that the property was used to manufacture fiberglass camper shells from at least 1986 through 1992. This operation reportedly included use of a spray paint booth and used and stored hazardous materials including chlorinated and hydrocarbon solvents. Based on the documented use of chlorinated solvents (1,1,1-TCA), poor general housekeeping, and noted automobile repair operations, the Hindelang property was identified as a potential vapor encroachment concern. Additionally, environmental database records for the B&G property report hazardous wastes including 0.17-tons of halogenated solvents (chloroforms, methyl chloride, PCE, etc.) in 1997. Based on the documented use of chlorinated solvents (PCE), the B&G property was identified as a potential vapor encroachment concern.

The Whitegold property within the Specific Plan area was permitted and used for dairy farming purposes since at least 1979 with animal wastewater discharge. The HAZNET database reported approximately 0.9-tons of asbestos containing waste in 2018. This facility was also listed on the LUST and Cortese databases. Two 1,000-gallon USTs storing gasoline and diesel were removed from the property in 1994. No sampling activities were conducted at the time of removal. Soil sampling activities were conducted in 2004 and 2005 to determine the vertical and lateral extent of contamination under the direction of the Santa Ana RWQCB. Soil contaminated with Total Petroleum Hydrocarbon (TPH) and VOCs such as ethylbenzene, toluene, and xylenes were excavated and disposed of off-site. The Santa Ana RWQCB issued a No Further Action (NFA) letter for the case, dated October 18, 2006. Based on this information, the former LUST case

associated with these listings represents a historical recognized environmental concern (HREC) (Appendix G1).

Soil Sampling

Given the potential concerns identified above for the Hindelang and B&G properties, as well as potential pesticide concerns from historical dairy/agricultural uses, Phase II subsurface investigations were conducted throughout the Specific Plan area. For areas of concern associated with the Hindelang and B&G properties, a total of 8 soil borings were advanced to a depth of 5 feet below ground surface (bgs). For areas of potential pesticide concerns, a total of 220 individual soil samples were collected at a depth of approximately 0.5 feet bgs. Soil vapor sampling was also conducted at depths of 5 feet bgs.

In addition to the above, three samples were taken from several stockpiles of unknown origin, as well as four samples from the most frequently used dirt driveways/pathways at the Hindelang and B&G properties. Please refer to Figure 3.9-4, *EBPSP Soil Sample Locations*.

Samples were tested for TPH, organochlorine pesticides (OCPs), VOCs, and CAM 17 Metals. Laboratory testing concluded that none of the samples contained contaminants above the thresholds established by the USEPA or DTSC for commercial/industrial land uses. As such, the on-site soils are not significantly impacted by the historical or current land uses within the Specific Plan area (Appendix G2 and G3).

Airport-Related Hazards

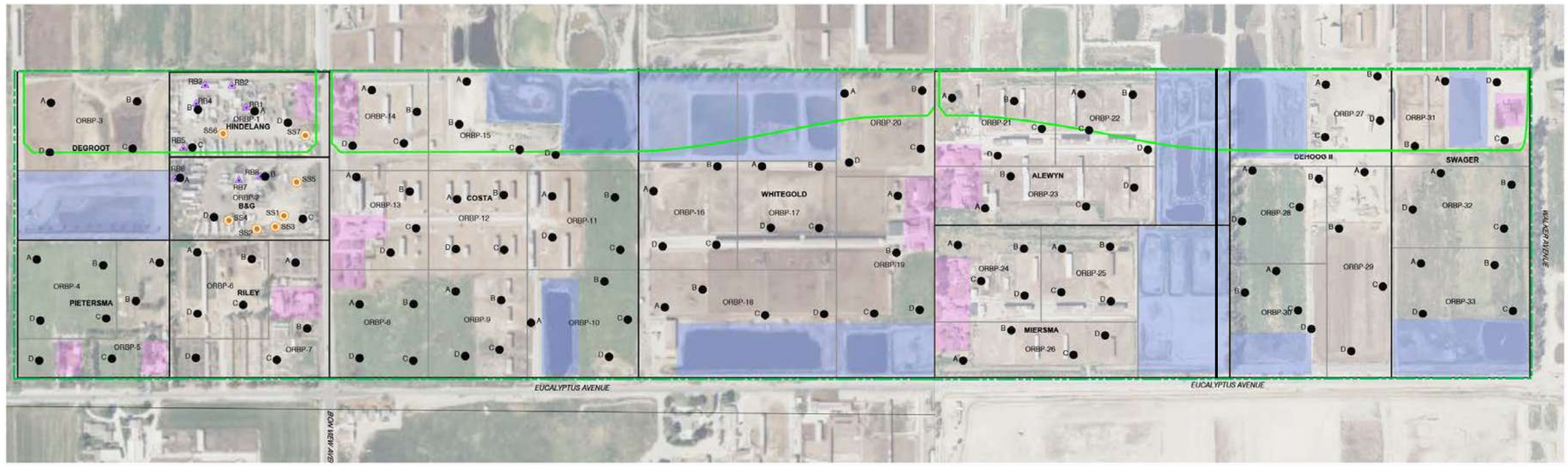
Although the Specific Plan area is located within the ONT Influence Area (AIA), it is located outside any identified safety, airspace protection, and noise impact zones. All properties located within the ONT AIA are subject to a real estate transaction disclosure notice (Ontario 2018).

The Specific Plan area is also located within the CNO AIA. The San Bernardino County Comprehensive Land Use Plan for Chino Airport was adopted in 1991 and does not reflect guidance set forth in the 2011 Caltrans Airport Land Use Planning Handbook (SBC ALUC 1991). As such, in 2022, the City of Ontario adopted the CNO Overlay District which provides maps, criteria, and policy language to guide development within the Chino AIA consistent with the 2011 Caltrans Airport Land Use Planning Handbook.

As illustrated in Figure 3.9-2, the majority of the Specific Plan area is located within CNO Safety Zone 6 (low risk), with a very small portion of the southeastern corner located within Safety Zone 4 (moderate risk). Uses permitted by the EBPSP are allowed in both of these safety zones (Ontario 2022b).

Figure 3.9-4

EBPSP Soil Sample Locations



- EBPSP Boundary
- Property Boundary
- Grid Line
- Ponds
- Residential/Developed
- RB2 — Soil and Soil Vapor Sample Location
- SS1 — Stockpile/Surface Soil Sample Location
- Agricultural Soil Discreet Sample
- ORBP-1 — Grid Designation
- Proposed Open Space Area

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0 275 550 Feet

Source: T&B 2025

Date: 12/09/2025

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Wildfire Hazards

The Specific Plan area is located within the limits of the City of Ontario, outside of the State Responsibility Area (SRA). The site is not located within an identified Fire Hazard Severity Zone (CAL FIRE 2025b).

According to the City's 2023 LHMP, no high fire severity zones exist within the City, nor does the City have any wildland-urban interface areas (Ontario 2023). The Specific Plan area is located within a Local Responsibility Area (LRA), with fire protection services currently provided by the OFD.

3.9.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to hazards and hazardous materials if it would:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

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

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

d) Be located on a site that is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

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

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

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

METHODOLOGY

Policy Plan Amendment

The required lists of hazardous material release sites summarized under State Agencies in Section 3.9.1, *Regulatory Framework*, are commonly and collectively referred to as the "Cortese List," named after the legislator who authored the legislation. Because the statute was enacted more than 20 years ago, some of the provisions refer to agency activities that were conducted many years ago and are no longer being implemented and, in some cases, the information required in the Cortese List does not exist. Those requesting a copy of the Cortese Lists are now referred directly to the appropriate information resources on websites hosted by the boards or departments referenced in the statute, including DTSC's online EnviroStor database and the SWRCB's online GeoTracker database. These 2 databases include hazardous material release sites, along with other categories of sites or facilities specific to each agency's jurisdiction. The following analysis is based on the hazardous materials identified for the Policy Plan Amendment in Section 3.9.2, *Existing Conditions*.

Specific Plan

The analysis of the Specific Plan area evaluates the potential impacts on human health and the environment due to potential exposure of hazardous materials or conditions associated with the site, construction, and operations. The Phase I analysis was conducted in general accordance with the American Society for Testing and Materials (ASTM) International Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM E1527-21) in an effort to identify, to the extent feasible, the presence of Recognized Environmental Conditions (RECs) with respect to the Specific Plan area. The site and surrounding areas were assessed to determine the potential presence of hazardous materials, which included a review of environmental records, a review of historical records, a site reconnaissance, and interviews with representatives of the Specific Plan area and adjoining properties. As part of the Phase II analysis, the site was subdivided into approximately uniform grids so the investigation could be conducted in a manner generally consistent with the DTSC Interim Guidance for Sampling Agricultural Properties.

3.9.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.9.5 Environmental Impacts

2022 Certified EIR

The Certified EIR concluded that the approved project would involve the transport, use, and/or disposal of hazardous materials. The Certified EIR also concluded that properties in the City are included on a list of hazardous materials sites. The approved project would comply with federal, state, and local regulations. Furthermore, the approved project concluded that consistency reviews of the proposed land uses with the Airport Land Use Compatibility Plan for the ONT and CNO would prevent significant impacts. In addition, buildout of the approved project would not affect the implementation of an emergency response or evacuation plan. With regard to urban and wildland fire threats, adherence to existing regulations and review of building plans by the Ontario Fire Department would reduce risks from fires to the City. Impacts resulting from the approved project were identified as less than significant upon implementation of regulatory requirements in the Certified EIR.

Proposed Project

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The Certified EIR concluded that federal and state regulations, City ordinances, and approved project's policies would help regulate the routine transport, use, and disposal of hazardous materials and wastes. As such, impacts were found to be less than significant.

Policy Plan Amendment

Similar to the approved project, the proposed project involves the designation of commercial, industrial, and residential land uses in Ontario as well as continued redevelopment and large amounts of infill development. Development associated with the proposed project would result in a concentration of commercial, hospitality, office, and industrial uses around ONT and numerous mixed-use projects throughout the City. The potential buildout of the proposed project would increase the number of businesses and residents in the City, thereby increasing the amount of hazardous materials being transported, stored, and manufactured, and the number of people exposed to these materials (refer to Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*). Buildout in accordance with the proposed project would result in an increase in the frequency of transport, use, and disposal of hazardous materials associated with commercial and industrial growth in Ontario, especially in the Ontario Ranch (see Figure 2-6, *Areas of Change*). Though businesses and users are required by federal, state, and local regulations to properly transport, use, and dispose of hazardous material, it is possible that

upset or accidental conditions may arise that result in the release of hazardous materials into the environment.

As noted in Section 3.9.2, *Existing Conditions*, the City also has a number of hazardous pipelines. A major high-pressure distribution pipeline, operated by Kinder Morgan, serves ONT with jet fuel. However, this pipeline and others running throughout the City are monitored by pipeline operators who are responsible for the upkeep of pipelines and the authorization of excavations around pipeline locations. Buildout of the proposed project would increase the exposure of people and the environment to potential hazards related to pipeline or electrical line rupture. As with all development in California, development in Ontario would be required to follow the procedural requirements of the Underground Service Alert of Southern California, or DigAlert.

Additionally, because demolition activities have the potential to expose construction workers and/or the public to ACMs or LBP, such activities would be conducted in accordance with applicable regulations, including, but not limited to: South Coast Air Quality Management District's Rule 1403; California Health and Safety Code Section 39650 et seq.; California Code of Regulations Title 8, Section 1529; California Occupational Safety and Health Administration regulations (8 CCR Section 1529 [Asbestos] and Section 1532.1 [Lead]); and the Code of Federal Regulations, Title 40, Part 61 (asbestos); Title 40, Part 763 (asbestos); and Title 29, Part 1926 (asbestos and lead).

In conclusion, existing federal and state regulations, City ordinances, and the Policy Plan Amendment policies would continue to regulate the handling of hazardous substances to minimize potential releases, exposure, storage, treatment, and disposal of hazardous materials and wastes. Compared to the approved project, implementation of the proposed project would result in similar impacts because it would increase land use intensity rather than expand development into previously undeveloped areas that require substantial landform modification. Therefore, like the approved project, any additional hazardous materials transport, use, or disposal occurring under the proposed project would be **less than significant** with continued compliance with applicable regulations. The Policy Plan Amendment would not result in new or substantially greater impacts compared to the approved project.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Construction

Construction activities may require limited transport of potentially hazardous materials (e.g., paints, solvents, fertilizer, etc.) to and from the site. This type of storage, transfer, use and disposal of potentially hazardous materials is extensively regulated at the local, State and federal levels.

Additionally, based on the age of the on-site structures (1930s to mid-1960s), there is a potential for ACMs, ACPs, and/or LBP to be present within the Specific Plan area. Demolition activities within the Specific Plan area would be required to comply with all applicable federal, State, and local hazardous materials regulations, which include mandatory provisions for the safe removal, transport, and disposal of ACMs, ACPs, and LBP. South Coast AQMD Rule 1403 (Asbestos Emissions) and Title 17 of the California Code of Regulations (CCR), Division 1, Chapter 8: Accreditation, Certification, and Work Practices for Lead-Based Paint and Lead Hazards would apply.

Compliance with the existing federal and state regulations, City ordinances, and the Policy Plan Amendment policies would ensure that removal of these materials would not result in a significant hazard to the public or the environment. Therefore, like the approved project, construction activities associated with implementation of the EBPSP would not pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials. Accordingly, construction of the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Impacts associated with construction would be **less than significant**.

Operations

Although the end users are unknown at this time, it is possible that hazardous materials could be used during the future building users' daily operations. State and federal Community-Right-to-Know laws allow public access to information about the amounts and types of chemicals in use at local businesses. Laws also are in place that require businesses to plan and prepare for possible chemical emergencies.

Any business that occupies the buildings within the Specific Plan area and that handles hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) would require a permit from the SBCFPD Hazardous Materials Division in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the SBCFPD and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business, and to prepare a Hazardous Materials Business Emergency Plan (HMBEP). An HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. With mandatory regulatory compliance, the operations of uses implemented pursuant to the EBPSP would not pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials. Accordingly, operations of EBPSP land uses would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, impacts associated with long-term operation of the EBPSP would be **less than significant**.

Specific Plan Significance without Mitigation: Less than significant

Impact HAZ-1: Compliance with existing regulations and policies would ensure that implementation of the proposed project would not adversely affect the environment through transport, use, and/or disposal of hazardous materials

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hazards and hazardous materials impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified, and no mitigation measures are needed.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

The Certified EIR concluded that compliance with federal and state regulations, City ordinances, and approved project's policies would help regulate the handling of hazardous substances, thereby reducing the potential for their release and exposure in the environment. Impacts were found to be less than significant.

Policy Plan Amendment

As listed in Table 3.9-1, the City of Ontario has around 36 TRI facilities or active sites that generate, transport, treat, store, and/or dispose of hazardous waste. Figure 3.9-1 shows the known contaminated sites and facilities in Ontario based on the EnviroStor database. An increase in the transport of hazardous waste from an increased demand for transport, use, and disposal within or outside the City could result in more accidents, leading to the release of hazardous materials. An increase in the transport of hazardous materials as a result of the commercial and industrial growth in the City would be limited to areas along interstates and rail lines, where commercial and industrial uses would be concentrated. Some transport of hazardous materials may occur near small commercial pockets proposed throughout various areas of the City.

As stated previously in Impact Discussion a), existing federal and state regulations, City ordinances, and the Policy Plan Amendment policies would continue to regulate the handling of hazardous substances to minimize potential releases, exposure, storage, treatment, and disposal of hazardous materials and wastes. Compared to the approved project,

implementation of the Policy Plan Amendment would result in similar impacts because it would increase land use intensity rather than expand development into previously undeveloped areas that require substantial landform modification. Therefore, like the approved project, any potential release and exposure of hazardous materials into the environment under the Policy Plan Amendment would be **less than significant** with continued compliance with applicable regulations. The Policy Plan Amendment would not result in new or substantially greater impacts compared to the approved project.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

On-Site Conditions

As discussed above, Phase II subsurface investigations were conducted throughout the Specific Plan area. For areas of concern associated with the Hindelang and B&G properties, a total of 8 soil borings were advanced to a depth of 5 feet bgs. For areas of potential pesticide concerns, a total of 220 individual soil samples were collected at a depth of approximately 0.5 feet bgs. Soil vapor sampling was also conducted at depths of 5 feet bgs.

In addition to the above, 3 samples were taken from several stockpiles of unknown origin, as well as 4 samples from the most frequently used dirt driveways/pathways at the Hindelang and B&G properties. Samples were tested for TPH, OCPs, VOCs, and CAM 17 Metals.

Laboratory testing concluded that none of the samples contained contaminants above the thresholds established by the USEPA or DTSC for commercial/industrial land uses. As such, the on-site soils are not significantly impacted by the historical or current land uses within the Specific Plan area (Appendix G2 and Appendix G3).

Nonetheless, construction activities have the potential to encounter unknown soil/soil vapor contamination or unknown subsurface structures within the Specific Plan area. As a result, the potential for accidental release of hazardous materials during construction associated with the Specific Plan area would represent a greater impact than the previously approved project. This is considered a **potentially significant** impact.

Construction

Construction activities may require limited transport of potentially hazardous materials (e.g., paints, solvents, fertilizer, etc.) to and from the site. This type of storage, transfer, use and disposal of potentially hazardous materials is extensively regulated at the local, State and federal levels.

As previously discussed in Impact Discussion a), above, there is a potential for ACMs, ACPs, and LBP to be present within the Specific Plan area. Demolition activities within the Specific Plan area would comply with all applicable federal, State, and local hazardous materials regulations. Compliance with regulatory requirements would ensure that removal of these materials would not result in a foreseeable upset or accident conditions involving the release of hazardous materials into the environment.

Any potential release or exposure of hazardous materials into the environment due to the construction of the EBPSP would be **less than significant** with continued compliance with applicable regulations. The EBPSP would not result in new or substantially greater impacts compared to the approved project.

Operations

Operations could involve the temporary storage and handling of potentially hazardous materials such as pesticides, fertilizers, or paint products that are pre-packaged for distribution and use, which is regulated at the local, State and federal levels.

As previously mentioned, any business that occupies the buildings within the Specific Plan area and that handles hazardous materials would require a permit from the SBCFPD Hazardous Materials Division in order to register the business as a hazardous materials handler. Such businesses would also be required to prepare a HMBEP.

Operations of the EBPSP would not result in conditions that are not currently addressed by existing regulations, precluding foreseeable upset or accident conditions involving the release of hazardous materials into the environment. Therefore, like the approved project, this impact is **less than significant**. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Potentially significant.

Impact HAZ-2: Existing regulations and policies of TOP 2050 would ensure that development associated with the Policy Plan Amendment would not exacerbate the potential release of hazardous materials into the environment. However, development of the EBPSP, as well as existing site conditions, may reveal unknown soil or soil vapor contamination or unknown subsurface structures.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hazards and hazardous materials impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Policy Plan Amendment

No additional mitigation measures have been identified.

Specific Plan

Development of the EBPSP has the potential to encounter unknown soil/soil vapor contamination or unknown subsurface structures within the Specific Plan area.

> **Mitigation Measure HAZ-1-SP:** Prior to the issuance of a grading permit, the Applicant shall prepare a Soil Management Plan (SMP) to address potentially unknown soil/soil vapor contamination or unknown subsurface structures (e.g., clarifiers, underground storage tanks [USTs], asbestos containing pipelines [ACPs], etc.) that may be encountered during redevelopment activities. The SMP shall include explicit instructions for the appropriate handling, storage, and disposal of any known or potentially impacted soil during soil moving activities. The general contractor shall follow the requirements of the SMP and stop work to make notification to the environmental team if any potential impacts are observed at any time the environmental team is not already on-site. The SMP shall also require air monitoring activities to monitor the air downwind of the Specific Plan area and appropriate Health and Safety Plans that will be employed by site workers. The SMP shall identify specific requirements intended to protect human health when soil in certain areas of known or suspected impacts are disturbed for any reason, including, without limitation, as a result of demolition, utility installation/repair, soil excavation, drilling, grading/filling activities, stockpile generation, soil management, loading, and transportation.

Significance After Mitigation

Specific Plan

Mitigation Measure HAZ-1-SP would ensure that no significant impacts due to unknown soil/soil vapor contamination or unknown subsurface structures would occur. Adherence to the SMP would ensure compliance with existing laws and regulations. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance with Mitigation: Less than significant.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of an existing or proposed school?

The Certified EIR concluded that compliance with federal and state regulations, City ordinances, and approved project's policies would help regulate the handling of hazardous substances, thereby reducing the potential for their release and exposure in the environment, including in proximity to existing and proposed schools. As such, impacts were found to be less than significant.

Policy Plan Amendment

Although implementation of the proposed project would increase overall commercial and industrial activity within the City, thereby potentially increasing the use or transport of hazardous materials near existing or proposed schools, future development would remain subject to all applicable federal, state, and local regulations governing the safe handling of such materials. Compliance with these regulations would ensure that hazardous substances are properly managed, stored, and disposed of to prevent releases to the environment near existing or proposed schools. Additionally, the areas of change are concentrated in the southern part of the City, and there are no schools in this area (refer to Figure 2-6). Moreover, any future projects located near schools would be required to demonstrate compliance with regulatory standards designed to protect sensitive receptors and ensure that hazardous emissions or waste are not generated in proximity to these facilities.

As stated previously in Impact Discussion a), existing federal and state regulations, City ordinances, and the Policy Plan Amendment policies, including policies S-6.1 through S-6.9, would continue to regulate the handling of hazardous substances to minimize potential releases, exposure, storage, treatment, and disposal of hazardous materials and wastes, including in proximity to schools. Compared to the approved project, implementation of the proposed project would result in similar impacts because it would increase land use intensity rather than expand development into previously undeveloped areas that require substantial landform modification. Therefore, like the approved project, any potential release and exposure of hazardous materials near existing or proposed schools under the proposed project would be **less than significant** with continued compliance with applicable regulations. The proposed project would not result in new or substantially greater impacts compared to the approved project.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan area is not located within one-quarter mile of an existing or proposed school. The nearest school is the Park View Elementary School, which is located approximately 1.87

miles southeast of the Specific Plan area. Accordingly, the EBPSP would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, and/or waste within one-quarter mile of an existing or proposed school. Therefore, like the approved project, impacts would be **less than significant**. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact HAZ-3: Existing regulations and policies identified in the Policy Plan Amendment would ensure that the proposed project would have no adverse impacts to schools from facilities that handle hazardous materials.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hazards and hazardous materials impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified, and no mitigation measures are needed.

d) Would the project be located on a site that is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?

The Certified EIR concluded that implementation of the approved project's policies in addition to compliance with existing regulations ensured that development of the approved project would not exacerbate existing hazards associated with existing hazardous materials sites. As such, impacts were found to be less than significant.

Policy Plan Amendment

The Policy Plan Amendment guides growth in development within the City and is not a development project. The proposed project primarily involves modifying the currently permitted and planned TOP land use pattern across nearly 1,000 acres in southern Ontario (see Figure 2-6). Development in accordance with the Policy Plan Amendment land use plan would involve redevelopment and reuse of some sites listed as hazardous materials sites on environmental databases (see Section 3.9.2 under "Hazardous Materials Sites"). The listings document the presence of hazardous materials on those sites but do not document hazardous releases. As a result, redevelopment of these sites could potentially expose future residents and workers to hazards from known hazardous materials releases on and near the sites.

Site assessments for hazardous materials and remediation of hazardous materials releases would be required for redevelopment projects developed in accordance with the Policy Plan Amendment and the regulations and policies of the agency assigned to the site (i.e., DTSC, Water Quality Control Board, CUPA, EPA). Furthermore, there are several Policy Plan Amendment policies that address development on and around known hazardous waste sites. These policies include:

- **LU-2.1: Land Use Decisions.** We minimize adverse impacts on adjacent properties when considering land use and zoning requests.
- **LU-2.3: Hazardous Uses.** We regulate the development of industrial and similar uses that use, store, produce, or transport toxic substances, air emissions, other pollutants, or hazardous materials.
- **LU-2.9: Methane Gas Sites.** We require sensitive land uses and new uses on former dairy farms or other methane-producing sites be designed to minimize health risks.
- **S-6.2: Response to Hazardous Materials Releases.** We respond to hazardous materials incidents and coordinate these services with other jurisdictions.
- **S-6.5: Location of Hazardous Material Facilities.** We regulate facilities that will be involved in the production, use, storage, or disposal of hazardous materials, pursuant to federal, state, county, and local regulations, so that impacts to the environment and sensitive land uses are mitigated. We prohibit new hazardous waste facilities in close proximity to sensitive land uses and environmental justice areas.
- **S-6.6: Location of Sensitive Land Uses.** We prohibit new sensitive land uses from locating within airport safety zones and near existing sites that use, store, or generate large quantities of hazardous materials.
- **S-6.8: Mitigation and Remediation of Groundwater Contamination.** We actively participate in local and regional efforts directed at both mitigating environmental exposure to contaminated groundwater and taking action to clean up contaminated groundwater once exposure occurs.
- **S-6.9: Remediation of Methane.** We require development to assess and mitigate the presence of methane, per regulatory standards and guidelines.

Compared to the approved project, buildout under the proposed project would result in similar impacts because it would increase land use intensity rather than expand development into previously undeveloped areas that require substantial landform modification. Therefore, like the approved project, the proposed project would not expose people to substantial hazards from sites containing hazardous materials listed on environmental databases and impacts would be **less than significant**. Overall, the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the approved project.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The SWRCB GeoTracker database and the DTSC online EnviroStor database were searched for records related to the Specific Plan area.

The Whitegold property has been permitted and used for dairy farming purposes since at least 1979 with animal wastewater discharge. This facility was listed on the LUST and Cortese databases (CalEPA 2026). Two 1,000-gallon USTs storing gasoline and diesel were removed from the property in 1994. No sampling activities were conducted at the time of removal. Subsequent soil sampling activities were conducted in 2004 and 2005 to determine the vertical and lateral extent of contamination under the direction of the Santa Ana RWQCB. Soils impacted with TPH and VOCs were reportedly excavated at depths ranging from approximately 32 to 50 feet bgs and disposed offsite, totaling approximately 500 cubic yards (752 tons) of impacted soil. Residual petroleum hydrocarbons were detected at a depth of approximately 30 feet bgs. Based on these remediation activities, the low residual concentrations of TPH and the depth to groundwater (approximately 120 feet bgs), the Santa Ana RWQCB issued a No Further Action letter for the case on October 18, 2006 (Appendix G1). As the site has received a status of Completed – Case Closed, it would not create a significant hazard to the public or the environment. No other properties within the Specific Plan area are identified on a list compiled pursuant to Government Code Section 65962.5. The 2022 Certified EIR acknowledged that development in accordance with TOP 2050 would affect properties identified on hazardous materials databases. Site assessments for hazardous materials and the remediation of any hazardous materials releases would be required for redevelopment projects implemented under the proposed project, in accordance with the regulations and policies of the agency with jurisdiction over the site (i.e., DTSC, Water Quality Control Board, CUPA, EPA).

Therefore, like the approved project, impacts would be **less than significant.** Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact HAZ-4: Existing regulations and policies of the Policy Plan Amendment would ensure that development associated with the proposed project would not exacerbate existing hazards.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hazards and hazardous materials impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified, and no mitigation measures are needed.

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

The Certified EIR concluded that the development allowed under the approved project near the airport influence areas would be consistent with the adopted ALUCP for ONT and meet the conditions of the CNO Authority and the 2011 Caltrans Airport Land Use Planning Handbook. As a result, impacts were identified as less than significant.

Airport safety hazards include hazards posed to aircraft and hazards posed by aircraft to people and property on the ground. With proper land-use planning, aircraft safety risks can be reduced, primarily by avoiding incompatible land uses. The Federal Aviation Administration and Caltrans Division of Aeronautics provide guidance for land use safety near airports. With adherence to these guidelines, high concentrations of people are not exposed to potential airplane accidents along runways or near airports while airplanes are departing and arriving. There are also guidelines on the placement of housing, schools, and other sensitive land uses near airports because of the noise pollution caused by airplanes (see also Section 3.13, *Noise*).

Policy Plan Amendment

Ontario International Airport

ONT has the capacity to provide regional air traffic for domestic and international commercial and cargo service, and the necessary support facilities for major and smaller airlines. It operates as a medium-hub, full-service airport serving major US cities and international cities with an average of 90 daily departures (ONT 2025b). The City of Ontario prepared an ALUCP for ONT in accordance with the Caltrans Division of Aeronautics' 2011 *California Airport Land Use Planning Handbook*.

The proposed project would redesignate the area along Holt Boulevard from Business Park to Mixed Use land use and a portion along Grove Avenue from Airport to Industrial land use. Although the proposed project would redesignate land uses near ONT, any future development facilitated by these changes would remain subject to meet the applicable safety zone restrictions, noise compatibility requirements, and airspace protection policies of the adopted ONT ALUCP. Additionally, the policies under Land Use-5 (LU-5), Airport Planning, of the Policy Plan Amendment require that all new development surrounding ONT be consistent with the adopted ALUCP and be coordinated with airport authorities to ensure that the public is

protected from excessive noise and safety hazards. Furthermore, a consistency determination analysis for the ONT was prepared by the City and found that the Policy Plan Amendment is consistent with ALUCP for ONT (Appendix G6). Therefore, the approved project, the Policy Plan Amendment maintains consistency with the ALUCP for ONT since the land use designation change within the airport influence area are consistent.

Chino Airport

The CNO is predominantly a recreational airport. Because the airport is not planned for expansion and would remain primarily recreational, and because only lower-elevation buildings surround it and would continue to surround it upon project implementation, the CNO poses no unique hazards. Similar to the approved project, buildout of the Policy Plan Amendment would involve development within the CNO influence area. The proposed land uses within the Chino Airport Overlay include Business Park, Industrial, Medium Density Residential, Mixed Use, and Open Space–Recreation.

The proposed project would redesignate land south of Edison Avenue from General Commercial, Medium Density Residential, and Mixed Use to Business Park and Open Space–Recreation. In general, these changes would result in a reduction in residential land use within the safety zones of Chino Airport. Any future development in these areas of change would remain subject to meet the applicable safety zone restrictions, and airspace protection policies of the CNO Authority and the Caltrans 2011 Handbook. These requirements include appropriate land uses, maximum population density, maximum site coverage, height restrictions, and required notification/disclosure areas based on the noise contours and runway protection, approach, and Part 77 zones of the adopted Chino Airport Master Plan. A consistency determination analysis for the CNO was also prepared by the City of Ontario found that the Policy Plan Amendment is consistent with ALUCP for CNO (Appendix G6).

Furthermore, the policies under Land Use-5 (LU-5), Airport Planning, of the Policy Plan Amendment promote coordination with airport authorities to ensure land uses near the airport are compatible and that the public is protected from excessive noise and safety hazards. These policies include:

- **LU-5.1: Coordination with Airport Authorities.** We collaborate with FAA, Caltrans Division of Aeronautics, airport owners, neighboring jurisdictions, and other shareholders in the preparation, update, and maintenance of airport-related plans.
- **LU-5.2: Airport Planning Consistency.** We coordinate with airport authorities to ensure The Ontario Plan is consistent with state law, federal regulations, and/or adopted master plans, and airport land use compatibility plans for ONT and Chino Airport.
- **LU-5.3: Airport Impacts.** We work with agencies to maximize resources to mitigate the impacts and hazards related to airport operations – their homes.

- **LU-5.4: ONT Growth Forecast.** We support and promote an ONT that accommodates 30 million annual passengers and 1.6 million tons of cargo per year, as long as the impacts associated with that level of operations are planned for and mitigated.
- **LU-5.5: Airport Compatibility Planning for ONT.** We create and maintain the Airport Land Use Compatibility Plan for ONT.
- **LU-5.6: Alternative Process.** We fulfill our responsibilities and comply with state law with regard to the Alternative Process for proper airport land use compatibility planning.
- **LU-5.7: ALUCP Consistency with Land Use Regulations.** We comply with state law that requires general plans, specific plans, and all new development to be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public-use airport.
- **LU-5.8: Chino Airport.** We will support the creation and implementation of the Airport Land Use Compatibility Plan for Chino Airport.
- **M-5.2. Land Use Compatibility with Regional Transportation Facilities.** We work with ONT, railroads, Caltrans, SBCTA, and other transportation agencies to minimize impacts.

Overall, the proposed project ensures compatibility with ONT and CNO. As a result, the proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan area is located approximately 4.5 miles south of ONT. Although the Specific Plan area is located within the ONT AIA, it is located outside any identified safety, airspace protection, and noise impact zones. All properties located within the ONT AIA are subject to a real estate transaction disclosure notice (Ontario 2018).

The Specific Plan area is approximately one-half mile north of CNO, within the CNO AIA. The San Bernardino County Comprehensive Land Use Plan for Chino Airport was adopted in 1991 and does not reflect guidance in the 2011 Caltrans Airport Land Use Planning Handbook (SBC ALUC 1991). As such, in 2022, the City of Ontario adopted the CNO Overlay District and Reference I: Chino Airport Land Use Compatibility Plan, which provides maps, criteria, and policy language to guide development within the Chino AIA consistent with the Caltrans 2011 Handbook.

The majority of the Specific Plan area is within CNO Safety Zone 6 (low risk), with a very small portion of the southeastern corner located within Safety Zone 4 (moderate risk). Uses permitted by the EBPSP are allowed in both of these safety zones, subject to the criteria and policies of Reference I: Chino Airport Land Use Compatibility Plan in Table 3.9-2, *CNO Compatibility Criteria Matrix* (Ontario 2022b).

Table 3.9-2 CNO Compatibility Criteria Matrix

Safety Zones	Residential Density Limits	Non-Residential Intensity Limits (People per acre)	Open Land Requirement for Entire Zone	Other Criteria	Boundary Determinations
Zone 1 Runway Protection Zone	0	0	All Remaining	Avigation Easement and Airspace Review Required	RPZ
Zone 2 Inner Approach/Departure Zone	0	60 (avg.) 120 (single acre)	25%; preserve open land nearest runway end	Avigation Easement and Airspace Review Required	Safety Zone 2
Zone 3 Inner Turning Zone	dwelling unit per 2-acre lot	100 (avg.) 300 (single acre)	15%; preserve open land along extended runway centerline	Avigation Easement and Airspace Review Required	Safety Zone 3
Zone 4 Outer Approach/Departure Zone	2 dwelling units per 2-acre lot	150 (avg.) 450 (single acre)	15%; preserve open land along extended runway centerline	Avigation Easement and Airspace Review Required	Safety Zone 4
Zone 6 Traffic Pattern Zone	No Limit	300 (avg.) 1,200 (single acre)	10%; preserve open land every 1/4 to 1/2 mile	Deed Notice and Airspace Review Required	Safety Zone 6

Source : Ontario 2022b.

Note: Excerpt from Chino Airport Land Use Compatibility Plan (CNO ALUCP), Table I-1: Compatibility Criteria Matrix, Reference I.

As discussed within Section 3.14, *Population and Housing*, of this Draft SEIR the EBPSP uses have the potential to create up to 1,590 employees within the project site. This would equate to an average of 8.41 people per acre. Even with the addition of visitors to the site, the intensity limits set forth above would not be exceeded. Furthermore, the policies under Land Use-5 (LU-

5), Airport Planning, of the Policy Plan Amendment promote coordination with airport authorities to ensure land uses near the airport are compatible and that the public is protected from excessive noise and safety hazards.

Therefore, the EBPSP would not result in greater impacts related to safety hazards or excessive noise for people residing or working in the area compared to the approved project, and impacts would be **less than significant**. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact HAZ-5: The proposed project is within the airport influence area of the Ontario International Airport and Chino Airport; however, land uses are consistent with the airport safety zones.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hazards and hazardous materials impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified, and no mitigation measures are needed.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The Certified EIR concluded that substantial transportation infrastructure improvements are planned to accommodate population growth in the City in the event of an emergency; therefore, the approved project would not interfere with an emergency evacuation plan. As a result, impacts were found to be less than significant.

Policy Plan Amendment

The threat of flood is one of Ontario's greatest hazard because large portions of the City are within the flood zone. The majority of the population growth associated with the proposed project would occur in Ontario Ranch. As identified in the City's Roadway Classification map (see Figure 3.17-1, *Roadway Classifications*), there are substantial improvements in transportation infrastructure planned to accommodate the increase in population in the City in the event of an emergency. Interstate highways would also serve as major emergency response and evacuation routes. As further described in Chapter 3.20, *Wildfire*, the Policy Plan Amendment land use plan

would not introduce new roadways or modify existing ones in a manner that would impede emergency vehicle access or evacuation operations. Furthermore, City design review procedures would ensure that all roadway and site designs maintain compliance with emergency access standards and the City's adopted emergency response plans.

As described in Section 3.9.1, *Regulatory Framework*, the City's OEM oversees the City's emergency plans, which address planned responses to natural disasters, technological incidents, and national security emergencies (Ontario 2025a). Compliance with the City's Emergency Operations Plan and LHMP would help ensure adequate emergency accessibility is provided to the community. Additionally, the OFD reviews development applications to ensure that adequate emergency accessibility is provided based on local and state guidance. Consequently, the development allowed under the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan area does not contain any emergency facilities, nor do adjacent roadways serve as emergency evacuation routes. The nearest evacuation routes are Edison Avenue/Ontario Ranch Road (east-west direction), Merrill Avenue (east-west direction), Euclid Avenue (north-south direction) and Grove Avenue (north-south direction) above Edison Avenue/Ontario Ranch Road.

Additionally, the City's LHMP identifies potential hazards within the City and includes hazard mitigation strategies and actions to be implemented in an effort to minimize risk. Land uses implemented pursuant to the Specific Plan would not interfere with the City's implementation of any of the actions identified therein.

The EBPSP does not propose or require permanent alteration of major vehicle circulation routes. In addition, no facilities or operations that would interfere with any identified emergency response or emergency evacuation plan are proposed in the Specific Plan area. In accordance with the City's OEM, LHMP, and coordination with the local fire and police departments during construction would ensure that potential interference with emergency response and evacuation efforts are avoided. Further, potential temporary traffic/access disruption that may occur during construction would be addressed through the implementation of a Temporary Traffic Control Plan, as required by the City. The City, as part of its discretionary review process, would review future development application materials to ensure that appropriate emergency ingress and egress is provided.

Based on the preceding, the EBPSP would not physically interfere with an adopted emergency response plan or emergency evacuation plan. Accordingly, the EBPSP would not result in a new

or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact would be **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact HAZ-6: Implementation of the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hazards and hazardous materials impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified, and no mitigation measures are needed.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

The Certified EIR found that, with the adherence to applicable state and local building standards, development and infrastructure associated with the approved project would result in less than significant risks related to wildfire hazards.

Policy Plan Amendment

Buildout of the proposed project modifies the land-use pattern and updates related Policy Plan elements while maintaining the overall planning and regulatory framework established by the approved project. As further described in Section 3.20, *Wildfire*, the adopted 2025 CAL FIRE Local Responsibility Area Fire Hazard Severity Zone map does not identify areas in Ontario within a Fire Hazard Severity Zone. However, the City recognizes that even though fuel loading is light and fire risk comes primarily from urban fires, not wildfires, there is some risk related to wildfire events.

Ontario is supported by multiple local and regional programs for fire prevention and for addressing wildland fires should they arise, including the California Building Code, the California Fire Code, CAL FIRE *2024 Strategic Fire Plan for California*, County of San Bernardino Multi-jurisdiction Hazard Management Plan, the Ontario LHMP, and fire services from OFD. Continued adherence to these regulations and practices would ensure that future development and infrastructure associated with the proposed project do not exacerbate risk in wildfire hazards or result in post-wildfire hazards (e.g., landslides, mudflows, and flooding).

In addition, the Safety Element contains the following policies to prevent wildfire hazards and support the community during wildfire events:

- **S-3.4: Special Team Services.** We maintain effective special rescue services.
- **S-3.6: Interagency Cooperation.** In order to back up and supplement our capabilities to respond to emergencies, we participate in the California Fire Rescue and Mutual Aid Plan.
- **S-3.8: Fire Prevention through Environmental Design.** We require new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces, and buildings.
- **S-3.9: Resource Allocation.** We analyze fire data to evaluate the effectiveness of our fire prevention and reduction strategies and allocate resources accordingly.
- **S-8.3: Emergency/Disaster Training and Exercises.** We conduct training and exercises to prepare for and evaluate emergency/disaster response and recovery procedures.
- **S-8.5: Interdepartmental Coordination.** We utilize all City departments to help support emergency/disaster mitigation, preparedness, response, mitigation, and recovery.
- **CD-2.8: Safe Design**. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintaining visibility and accessibility, and using lighting.

Because the proposed project would not alter topography, slope conditions, or emergency infrastructure design standards, and would continue to implement existing fire-safety programs and policies, it would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Accordingly, the Policy Plan Amendment would not result in new or substantially more severe impacts compared to the approved project, and wildfire-related risks would be **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As detailed in Section 3.20, *Wildfire*, of this SEIR the Specific Plan area is located within the limits of the City of Ontario, outside of the SRA, and is not located within an identified Fire Hazard Severity Zone (CAL FIRE 2025b).

According to the City's 2023 LHMP, no high fire severity zones exist within the City, nor does the City have any wildland-urban interface areas (Ontario 2023). The Specific Plan area is located within an LRA, with fire protection services currently provided by the OFD.

Uses implemented pursuant to the EBPSP would comply with the California Building Code, California Fire Code, CAL FIRE *2024 Strategic Fire Plan for California*, County of San Bernardino Multi-jurisdiction Hazard Management Plan, the Ontario LHMP, and applicable City policies.

Compliance with these standards and plans would act to prevent or minimize wildfire hazards and would avoid or reduce exposure to wildfire risks. Accordingly, the EBPSP would not result in new or substantially more severe impacts compared to the approved project. The potential for the EBPSP to expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires is considered **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact HAZ-7: The proposed project would not exacerbate wildfire risks in Ontario.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hazards and hazardous materials impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified, and no mitigation measures are needed.

3.9.6 Cumulative Impact Analysis

Proposed Project

The land use changes of the Policy Plan Amendment are comprehensive and encompasses the land use changes associated with the EBPSP and the concurrent Zoning changes. Therefore, cumulative impacts for the proposed project are described below.

Hazardous Materials

The cumulative setting for hazardous materials is the City of Ontario. Impacts arising from hazardous materials and hazardous materials releases are site specific and generally do not combine to cause cumulative impacts; however, the cumulative impact analysis considers the Specific Plan and nearby related projects.

As discussed previously, the EBPSP does not propose uses or activities that would require substantial handling or use of hazardous materials, hazardous substances, or hazardous waste that could result in potential adverse effects. Mitigation Measure HAZ-1-SP has been incorporated to ensure proper handling of unknown hazardous materials that may be encountered during grading activities. To the extent that such materials or substances may be

present during construction or operations they will be transported, stored, used and disposed of consistent with multiple and broad regulatory requirements. As with the Specific Plan, other related projects within the cumulative impact area would be required to comply with applicable federal, State, and local regulations, and such uses would be subject to additional review and permits from their local oversight agency. Therefore, the potential for release of hazardous materials into the environment, whether through accident or due to routine transport, use, or disposal of such materials would comply with regulatory requirements for each development and would not result in a cumulatively considerable impact.

Schools

Any future development located near schools would be required to comply with applicable federal, state, and local regulations governing the safe handling of hazardous materials near existing or proposed schools. Furthermore, the areas of change are concentrated in the southern portion of the City, where there are no schools, and the Specific Plan area is not located within one-quarter mile of an existing or planned school. Implementation of the proposed project would not contribute to a cumulatively-considerable impact associated with emissions within one-quarter mile of an existing or planned school.

Therefore, hazards and hazardous materials impacts are less than significant and would not be cumulatively considerable.

Airport Hazards

The areas considered for cumulative airport-related hazards impacts are the airport influence areas of ONT and CNO. Development proposed within the airport influence areas of ONT and CNO would be required to undergo evaluation under the ALUCP for ONT and the CNO Land Use Compatibility Plan to ensure that the projects comply with the land use regulations for the respective safety zones established by the responsible agencies. Cumulative impacts would be less than significant after compliance with such regulations and impacts of the proposed project would not be cumulatively considerable.

Fire Hazards

The areas considered for cumulative impacts related to wildfires are fire hazard severity zones in the City. Projects within wildfire hazards zones are required to comply with applicable regulations, including the California Building Code Chapter 7A, California Fire Code Chapter 49, and California Public Resources Code Sections 4291, et seq. In addition, policies under the Policy Plan Amendment's Safety Element would help reduce wildfire- and emergency-related risks. As a result, the risk of wildfire associated with the development under the proposed project would not be cumulatively considerable.

Emergency Response and Evacuation

The areas considered for cumulative impacts related to emergency response and evacuation are primarily the regional transportation networks (e.g., interstates) that support evacuation and emergency response in the City. Planned improvements to the City's transportation infrastructure would accommodate increased population and facilitate emergency response and evacuation, with interstate highways serving as primary evacuation routes. The proposed project would not introduce or modify roadways in a manner that impedes emergency vehicle access, and City design review procedures ensure compliance with emergency access standards and adopted emergency response plans. Additionally, the OFD reviews development applications to ensure adequate emergency accessibility. Compliance with the City's Emergency Operations Plan and the LHMP would further help maintain safe and accessible emergency routes for the community. Therefore, impacts to emergency response and evacuation are less than significant; and therefore, less than cumulatively considerable.

Cumulative impacts associated with hazards and hazardous materials are **less than significant**.

Cumulative Impacts: Implementation of the proposed project, in combination with other development in the city, would not result in a cumulatively considerable contribution to hazards and hazardous materials impacts.

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3.10 HYDROLOGY AND WATER QUALITY

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential hydrology and water quality impacts associated with implementation of the Ontario Policy Plan Amendment and EBPSP (proposed project) in comparison to TOP (approved project) and the impacts identified in the 2022 Certified EIR.

Hydrology deals with the distribution and circulation of water, both on land and underground. Water quality deals with the quality of surface water and groundwater. Surface water includes lakes, rivers, streams, and creeks; groundwater is under the earth's surface. Groundwater supply and management is discussed in Section 3.19, *Utilities and Service Systems*.

The site-specific analysis for the EBPSP is based on the "Preliminary Hydrology Study for Ontario Ranch" prepared by JLC Engineering & Consulting, Inc. and considers both on-site and off-site impacts associated with the EBPSP (see Appendix H1). In addition, the "Preliminary Water Quality Management Plan" for the EBPSP is also provided (Appendix H2). The "Eucalyptus Business Park Specific Plan Water Supply Assessment" includes the water demand and supply for the Specific Plan (Appendix L2).

The City received one comment letter for the NOP related to the San Bernardino County Flood Control District's (SBCFCD) facilities. The relevant hydrology and water quality issues raised in this comment letter is addressed in this section. For a summary of the comment letters, refer to Table 1-1 in Chapter 1, *Introduction*, or to Appendix A for the full comment letters.

Terminology

- **BMPs:** best management practices
- **Design capture volume:** required amount of stormwater to be retained due to a development project
- **LID:** low impact development
- **MS4:** municipal separate storm sewer system
- **SWPPP:** Stormwater Pollution Prevention Plan
- **TMDL:** Total Maximum Daily Load. A TMDL is an estimate of the total load of pollutants from point, nonpoint, and natural sources that a water body may receive without exceeding applicable water quality standards, with a factor of safety included. Required by Clean Water Act for impaired water bodies.

- **100-year storm:** rainfall total that has a 1 percent probability of occurring in a year.

3.10.1 Regulatory Framework

Federal, state and regional laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized below.

FEDERAL

Clean Water Act

The Clean Water Act (CWA) (Title 33 United States Code Sections 1251 to 1376) of 1972 is the primary federal law that governs and authorizes water quality control activities by the United States Environmental Protection Agency (EPA), as well as the states. The statute's goal is to restore, maintain, and preserve the integrity of the nation's waters. The CWA regulates both the direct and indirect discharge of pollutants into the nation's waters and sets water quality standards for all contaminants in surface waters. It is unlawful for any person to discharge any pollutant from a point source into navigable waters unless a permit is obtained under its provisions. The CWA mandates permits for wastewater and stormwater discharges, requires states to establish site-specific water quality standards, and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The CWA also funded the construction of sewage treatment plants and recognized the need for planning to address nonpoint sources of pollution. Section 402 of the CWA requires a permit for all point source (a discernible, confined, and discrete conveyance, such as a pipe, ditch, or channel) discharges of any pollutant into waters of the United States.

Section 303 of the CWA requires states to adopt water quality standards for all surface waters of the United States. As defined by the CWA, water quality standards consist of 2 elements: (1) designated beneficial uses of the water body in question and (2) criteria that protect the designated uses. Section 304(a) requires the EPA to publish advisory water quality criteria that accurately reflect the latest scientific knowledge on the kind and extent of all effects on health and welfare that may be expected from the presence of pollutants in water. Where multiple uses exist, water quality standards must protect the most sensitive use. In California, the EPA has delegated authority to the State Water Resources Control Board (SWRCB) and its 9 Regional Water Quality Control Boards (RWQCBs) to identify beneficial uses and adopt applicable water quality objectives.

When water quality does not meet CWA standards and compromises designated beneficial uses of a receiving water body, Section 303(d) of the CWA requires that water body be listed as "impaired," and a total maximum daily load (TMDL) must be developed for the impairing pollutant(s). Once established, the TMDL allocates the load among the pollutant sources to the water body.

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) program under Section 402 of the CWA was established to regulate municipal and industrial discharges to surface waters of the United States. Federal NPDES permit regulations include both point-source municipal waste discharge and nonpoint source stormwater runoff. All facilities that discharge stormwater into surface water from their municipal separate storm water systems (MS4s) are required to obtain an NPDES permit. Ontario lies within the jurisdiction of the Santa Ana RWQCB and is subject to the waste discharge requirements of the San Bernardino County MS4 permit, Order No. R8-2010-0036, NPDES No. CAS618036.

Under NPDES Permit Provision XI, New Development (Including Significant Re-Development), the co-permittees are required to include appropriate source control, site design, and stormwater treatment measures in new development and redevelopment projects to address stormwater runoff pollutant discharges and prevent increases in runoff flows from new development and redevelopment projects (SWRCB 2010). In addition, projects must address the potential for causing hydrologic conditions of concern if they disturb more than one acre of land and are not in an exempt area, as shown on the San Bernardino Hydrologic Conditions of Concern (HCOC) Exemption Map (San Bernardino County 2025).

Federal Emergency Management Agency

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program to provide subsidized flood insurance to communities that comply with FEMA regulations limiting development in floodplains. FEMA also issues Flood Insurance Rate Maps (FIRMs) that identify which land areas are subject to flooding. These maps provide flood information and identify flood hazard zones in the community. The design standard for flood protection is established by FEMA. FEMA's minimum level of flood protection for new development is the 100-year flood event, also described as a flood that has a 1-in-100 chance of occurring in any given year.

STATE

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Act (Water Code sections 13000 et seq.) is the basic water quality control law for California. This act established the SWRCB and divided the state into 9 regional basins, each under the jurisdiction of an RWQCB. The SWRCB is the primary State agency responsible for the protection of California's water quality and groundwater supplies. The RWQCBs carry out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a water quality control plan or basin plan that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems.

The Porter-Cologne Act also authorizes the SWRCB and RWQCBs to issue and enforce waste discharge requirements, NPDES permits, Section 401 water quality certifications, and other approvals. Other State agencies with jurisdiction over water quality regulation in California include the California Department of Health Services for drinking water regulations, the CDFW, and the Office of Environmental Health and Hazard Assessment.

The City of Ontario is in the Santa Ana River Basin, Region 8, in the Upper Santa Ana Watershed. The Basin Plan was updated in October 2025 to comply with the current regulations and improve accessibility and Chapters 3 through 6 of the Basin Plan were updated to incorporate recent amendments effective on or before July 27, 2023 (Santa Ana RWQCB 2025a). It gives directions on the beneficial uses of the state waters in Region 8; describes the water quality that must be maintained to support such uses; and provides programs, projects, and other actions necessary to achieve the established standards (Santa Ana RWQCB 2025a).

SWRCB General Construction Permit

Construction activities that disturb one or more acres of land that could impact hydrologic resources must comply with the requirements of the newly reissued SWRCB Construction General Permit (CGP) (Order WQ 2022-0057-DWQ). Under the terms of the permit, applicants must file Permit Registration Documents (PRDs) with the SWRCB before the start of construction. The PRDs include a Notice of Intent, risk assessment, site map, Storm Water Pollution Prevention Plan (SWPPP), annual fee, and a signed certification statement. The PRDs are submitted electronically to the SWRCB via the Stormwater Multiple Application and Report Tracking System (SMARTS) website.

Applicants must also demonstrate conformance with applicable best management practices (BMPs) and prepare a SWPPP containing a site map that shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project site. The SWPPP must list BMPs that would be implemented to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. Additionally, the SWPPP must contain a visual monitoring program, a sampling program to ensure compliance with water quality standards, and on-site collection of samples and inspection of BMPs during a qualifying precipitation event.

SWRCB General Industrial Permit

The Statewide General Permit for Storm Water Discharges Associated with Industrial Activities, Order No. 2014-0057-DWQ and amended by 2015-0122-DWQ (2018) implements the federally required storm water regulations in California for storm water associated with industrial activities that discharge to waters of the United States. This regulation covers facilities that are required by federal regulations or by the RWQCBs to obtain an NPDES permit. Dischargers are required to eliminate non-storm water discharges, develop SWPPPs that include BMPs, conduct

monitoring of stormwater runoff, and submit all compliance documents via the SWRCB's SMARTS program.

SWRCB Trash Amendments

On April 7, 2015, the SWRCB adopted an amendment to the Water Quality Control Plan for Ocean Waters of California to control trash and Part 1, Trash Provisions, of the Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California (SWRCB 2025a). They are collectively referred to as "the Trash Amendments." The Trash Amendments apply to all surface waters of California and include a land use-based compliance approach to focus trash controls on areas with high trash-generation rates. Areas such as high-density residential, industrial, commercial, mixed urban, and public transportation stations are considered priority land uses.

The Trash Amendments provide a framework for permittees to implement their provisions. Full compliance must occur within 10 years of the permit, and permittees must also meet interim milestones such as average load reductions of 10 percent per year. The amendment mandates that the City needs to install catch basin filters on all City catch basins by December 2, 2030.

Water Conservation in Landscaping Act of 2006

The Water Conservation in Landscaping Act includes the State of California's Model Water Efficient Landscape Ordinance (MWELO), which requires cities and counties to adopt landscape water conservation ordinances. The MWELO was revised in July 2015 via Executive Order B-29-15 to address the ongoing drought and build resiliency for future droughts. State law requires all land use agencies, which includes cities and counties, to adopt a Water Efficient Landscape Ordinance that is at least as efficient as the MWELO prepared by the DWR. The 2015 revisions to the MWELO improve water conservation in the landscaping sector by promoting efficient landscapes in new developments and retrofitted landscapes. The revisions increase water efficiency by requiring more efficient irrigation systems, incentives for grey water usage, improvements in on-site stormwater capture, and limiting the portion of landscapes that can be covered in high-water-use plants and turf. New development projects that include landscape areas of 500 square feet or more are subject to the MWELO. This applies to residential, commercial, industrial, and institutional projects that require a permit, plan check, or design review. The size threshold for rehabilitated landscapes has not changed and remains at 2,500 square feet. The City of Ontario has enacted these provisions into its Landscape Development Guidelines.

Senate Bill 92

On June 27, 2017, Governor Brown signed Senate Bill (SB) 92, which set new requirements focused on dam safety. As part of this legislation, dam owners must ow submit inundation maps to the DWR. After the maps are approved, the dam owner must submit an emergency action

plan to the California Office of Emergency Services. The dam owner must submit updated plans and inundation maps every 10 years, or sooner under certain conditions. The California Office of Emergency Services reviews and approves the emergency action plans. This legislation set forth additional provisions for the emergency action plans including compliance requirements, exercises of the plan, and coordination with local public safety agencies (Cal OES 2025).

California Water Code Section 13751

In 1949, the California Legislature concluded that collecting information on newly constructed, modified, or destroyed wells would be valuable in the event of underground pollution, and would also provide geologic information to better manage California's groundwater resources. Section 13751 of the Water Code requires Well Completion Report forms to be filed with DWR within 60 days from the date that construction, alteration, abandonment, or destruction of a well is completed. Completed forms are sent to the DWR regional office whose boundaries include the well (DWR 2025a).

REGIONAL

Santa Ana RWQCB

The Santa Ana Regional Water Quality Control Board (RWQCB, Region 8) regulates water quality within the Santa Ana River watershed and adjacent coastal drainages. Its Water Quality Control Plan (Basin Plan) is the region's primary water quality planning document. The Basin Plan identifies the beneficial uses of surface waters and groundwater, establishes water quality objectives necessary to protect those uses, and outlines an implementation program consisting of projects, policies, and actions designed to achieve and maintain compliance with state and federal water quality standards.

The Basin Plan was originally adopted in 1995 and has since been amended multiple times, most recently in October 2025, which incorporated updates to Chapters 3 through 6 and revisions to salt and nutrient management provisions. The Basin Plan guides the RWQCB's permitting, enforcement, and monitoring programs and provides the regulatory basis for the issuance of the NPDES permits and other waste discharge requirements in Region 8 (Santa Ana RWQCB 2025a). Additional information regarding the NPDES permit is provided in the San Bernardino County Regional MS4 Permit section, below.

San Bernardino County Regional MS4 Permit

In the San Bernardino County area of the Santa Ana River Basin, management and control of the municipal separate storm sewer system is shared by a number of agencies, including the San Bernardino County Flood Control District, San Bernardino County, and the cities of Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa.

On January 29, 2010, the Santa Ana RWQCB issued an area-wide MS4 permit to the San Bernardino County and municipalities in the county. Waste discharge requirements for stormwater entering municipal storm drainage systems are in the MS4 permit, Order No. R8-2010-0036, NPDES No. CAS618036. This permit expired on January 29, 2015. On August 1, 2014, the San Bernardino County Flood Control District submitted a Report of Waste Discharge on behalf of San Bernardino County and its 16 incorporated cities. The submitted report serves as the permit renewal application for the MS4 permit.

San Bernardino County Stormwater Program

The Technical Guidance Document for Water Quality Management Plans (WQMP) for the Region 8 area of San Bernardino County is the guidance document for the project's stormwater design in compliance with Santa Ana RWQCB requirements for Priority Projects or Transportation Projects. The MS4 permit requires that a preliminary project-specific WQMP be prepared early in the project development process and that a Final WQMP be submitted prior to the start of construction. A project specific WQMP is required to address the following (Santa Ana RWQCB 2013):

- Develop site design measures using low impact development (LID) principles.
- Establish project-specific design capture volume and applicable hydrologic conditions of concern requirements.
- Evaluate feasibility of on-site LID BMPs.
- Maximum hydrologic source control, infiltration, and biotreatment BMPs.
- Select applicable source control BMPs.
- Address post-construction BMP maintenance requirements

San Bernardino County Flood Control District

The San Bernadino County Flood Control District (SBCFCD) is the regional drainage authority for San Bernardino County. The SBCFCD operates and maintains the county's extensive flood control facilities, including dams, conservation basins, channels, and storm drains. The SBCFCD issues encroachment permits for development within its facility or rights-of-way.

Chino Basin Watermaster 2020 Optimum Basin Management Program Update Report

The Chino Basin adjudication is the 2020 Optimum Basin Management Program (OBMP) Update Report published by the Chino Basin Watermaster. This comprehensive report documents the update process of the OBMP, continuing the original program's 9 core elements such as monitoring, recharge, water supply for impaired areas, and groundwater management. It also confirms the Chino Basin was adjudicated in 1978 by the San Bernardino County Superior Court, which established the legal framework including the Watermaster to oversee sustainable

groundwater management among agricultural, non-agricultural, and appropriative water users. The adjudication established the physical solution to stop declining groundwater levels and mandated ongoing court jurisdiction for basin management, which led to the development of the OBMP (CBW 2020).

Sustainability Groundwater Management Act

The Chino Basin is exempt from the Sustainable Groundwater Management Act (SGMA) requirements because it is an adjudicated basin with an established physical solution and court oversight for sustainable management. This exemption means that the basin does not need to develop a separate Groundwater Sustainability Plan (GSP) under SGMA, as sustainable management is governed by the court judgment and implemented through the Watermaster and the OBMP. The court retains continuing jurisdiction to ensure beneficial use and avoid unreasonable groundwater use consistent with SGMA's sustainability goals, effectively fulfilling the state's groundwater sustainability objectives for this basin (DWR 2025b; CBW 2016).

LOCAL

City of Ontario Master Plan of Drainage

The City of Ontario's Master Plan of Drainage is a planning level drainage study that includes the following (Ontario 2012):

- Update and evaluation of inventory and capacities of the existing City-owned storm drain facilities.
- Preparation of hydrology studies to quantify peak flow rates for runoffs during major storm events, that are based on built-out conditions as per the Land Use Plan adopted by City Council on January 27, 2010, and the current TOP.
- Identification and quantification of upgrades to existing City-owned storm drain systems to provide adequate flood protection and mitigate development impacts, based on the City's latest policies and goals.
- Evaluation of alternatives to eliminate drainage deficiencies using the existing facilities to the maximum extent.
- Development of a master plan that establishes preliminary alignment and sizes for recommended future backbone drainage facilities that ensures adequate flood protection.
- Development of project costs and prioritization for the implementation of the recommended master plan facilities.

City of Ontario Capital Improvement Program

The City of Ontario regularly updates its CIP to prepare and budget for infrastructure improvements over a 5-year planning period. The CIP includes projects related to sewer improvements, storm drain improvements, and water system improvements.

City of Ontario Local Hazard Mitigation Plan

The City of Ontario Local Hazard Mitigation Plan (LHMP) is a comprehensive planning document prepared in accordance with the federal Disaster Mitigation Act of 2000. The LHMP identifies the natural and human-caused hazards that pose risks to the City, such as earthquakes, flooding, wildfires, drought, extreme heat, and hazardous materials incidents. The plan evaluates the City's vulnerability to these hazards and establishes long-term strategies to reduce risks, enhance community resilience, and minimize future disaster-related losses.

The LHMP was developed through coordination with City departments, regional and state agencies, and community stakeholders to ensure a collaborative and inclusive approach to hazard mitigation. The plan is reviewed and updated every five years to reflect changing conditions, new data, and community priorities. Adoption of the LHMP maintains the City's eligibility for federal and state hazard mitigation funding, which supports implementation of identified projects and programs that protect lives, property, and critical infrastructure. The current adopted version of the City of Ontario Local Hazard Mitigation Plan (LHMP) was approved by the City Council in November 2023 (Ontario 2023).

City of Ontario Standard Conditions of Approval for New Development

The City's standard conditions of approval for new development for the Original Model Colony (OMC) and Ontario Ranch projects (Resolution No. 2017-027) include the following regulations (Ontario 2017):

- **SC 3.65 (OMC); SC 3.66 (Ontario Ranch):** A hydrology study and drainage analysis, prepared in accordance with the San Bernardino County Hydrology Manual and the City of Ontario's Standards and Guidelines, and signed by a Civil Engineer registered in the State of California, shall be submitted to the Engineering Department prior to Grading Plan approval. Additional drainage facilities may be required as a result of the findings of the study.

- **SC 3.67 (OMC); SC 3.68 (Ontario Ranch):** Prior to Grading Plan approval and the issuance of a grading permit, an Erosion and Sediment Control Plan (ESCP) shall be submitted to, and approved by, the Engineering Department. The ESCP shall identify the BMPs that would be implemented by development projects during construction in order to reduce the discharge of sediment and other pollutants into the City's storm drain system.

- **SC 3.68 (OMC); SC 3.69 (Ontario Ranch):** Prior to Grading Plan approval and the issuance of a grading permit, a completed WQMP shall be submitted to, and approved by, the

Engineering Department. The WQMP shall be submitted using the San Bernardino County Stormwater Program's model template and shall identify all Post Construction, Site Design, Source Control, and Treatment Control BMPs, that will be incorporated into development project, in order to minimize any potential adverse impacts to receiving waters.

City of Ontario Municipal Code

Title 8, Chapter 13: Flood Damage Prevention Program

The City of Ontario's Flood Damage Prevention Program is in Title 8, Chapter 13 of the City's Municipal Code. The program applies to all areas of special flood hazards, areas of flood-related erosion hazards, and areas of mudflow hazards in the City. It includes standards for construction, for utilities, subdivisions, manufactured homes, and floodways. Construction standards include requirements for anchoring, floodproofing, and minimum elevations of floors.

Title 6, Chapter 6: Stormwater Drainage Systems

Section 6-6.206 prohibits specified types of discharges into the City's stormwater drainage system or into any street leading to the drainage system. Section 6-6.208 requires that any persons conducting activities that could potentially contribute to stormwater pollution comply with all applicable BMPs as listed in the California Stormwater Best Management Practice Handbooks or the current San Bernardino County Stormwater Program's "Report of Waste Discharge," to reduce pollutants in stormwater runoff and reduce non-stormwater discharges to the City's stormwater drainage system to the maximum extent practicable or to the extent required by law. Sections 6-6.501 through 6-6.506 govern discharges into stormwater from construction activities.

City of Ontario Departments

The City has several departments that involve design, construction, and maintenance of the City's storm drain system. The Engineering Department is responsible for the preparation and periodic revision of the MPD; developing storm drain standards and specifications; and reviewing and approving storm drain improvement plans provided by developers and businesses. The CIP and Field Services Divisions of the Engineering Department provides the planning, design, surveying, bidding, construction inspection, and project management functions for the City's CIP projects. The work includes repairing and constructing storm drain improvements at various locations throughout the City. The Land Development Division of the Engineering Department is responsible for the development of all public infrastructure and improvements associated with new development within the public right-of-way, which includes storm drains. The Parks and Street Maintenance Division under the Public Works Agency services and cleans the City's storm drains of debris and sediment. The City also collects development impact fees from project developers that are used to construct regional and local storm drain facilities and mitigate the impact of future development.

The City's Environmental Services Section under the Engineering Department is responsible for implementation of the MS4 permit and education of residents, business owners, and developers on stormwater pollution issues and regulatory requirements. The Environmental Services Section conducts the following activities:

- Represents the City as co-permittee of the San Bernardino County MS4 permit.
- Regulates stormwater runoff as required by the MS4 permit.
- Inspects commercial and industrial businesses identified as potential stormwater polluters and enforces the NPDES permit requirements.
- Inspects construction sites for compliance with the Ontario Municipal Code, San Bernardino County MS4 permit, and the State's General Construction Permit.
- Requires new development/redevelopment projects to prepare a WQMP and SWPPP in compliance with the regional MS4 permit and State Construction General Permit and reviews and approves these documents prior to the issuance of grading permits.
- Educates developers, contractors, business owners, residents, and municipal employees on stormwater BMPs.
- Controls illicit connections to storm drains.
- Controls or mitigates illegal discharges to storm drains.
- Controls municipal facility operations and practices to prevent discharges of pollutants to storm drains.

3.10.2 Existing Conditions

POLICY PLAN AMENDMENT

Regional Hydrology

The vast majority of the City of Ontario is within the Chino Creek subwatershed, which is part of the larger Santa Ana River Watershed. As shown on Figure 3.10-1, *Subwatersheds*, the Chino Creek subwatershed encompasses parts of San Bernardino County, Riverside County, and Los Angeles County and includes the cities of Rancho Cucamonga, Upland, Montclair, Ontario, Fontana, Chino, and Chino Hills. It drains a basin of approximately 218 square miles from the San Gabriel Mountains to the Santa Ana River near Corona. The portion of Ontario east of Interstate 15 (I-15) is in the Middle Santa Ana River subwatershed, which encompasses 292

square miles, including the cities of Fontana, Bloomington, Rancho Cucamonga, Eastvale, Jurupa Valley, Corona, Norco, and Riverside (Ontario 2012).

Local Hydrology

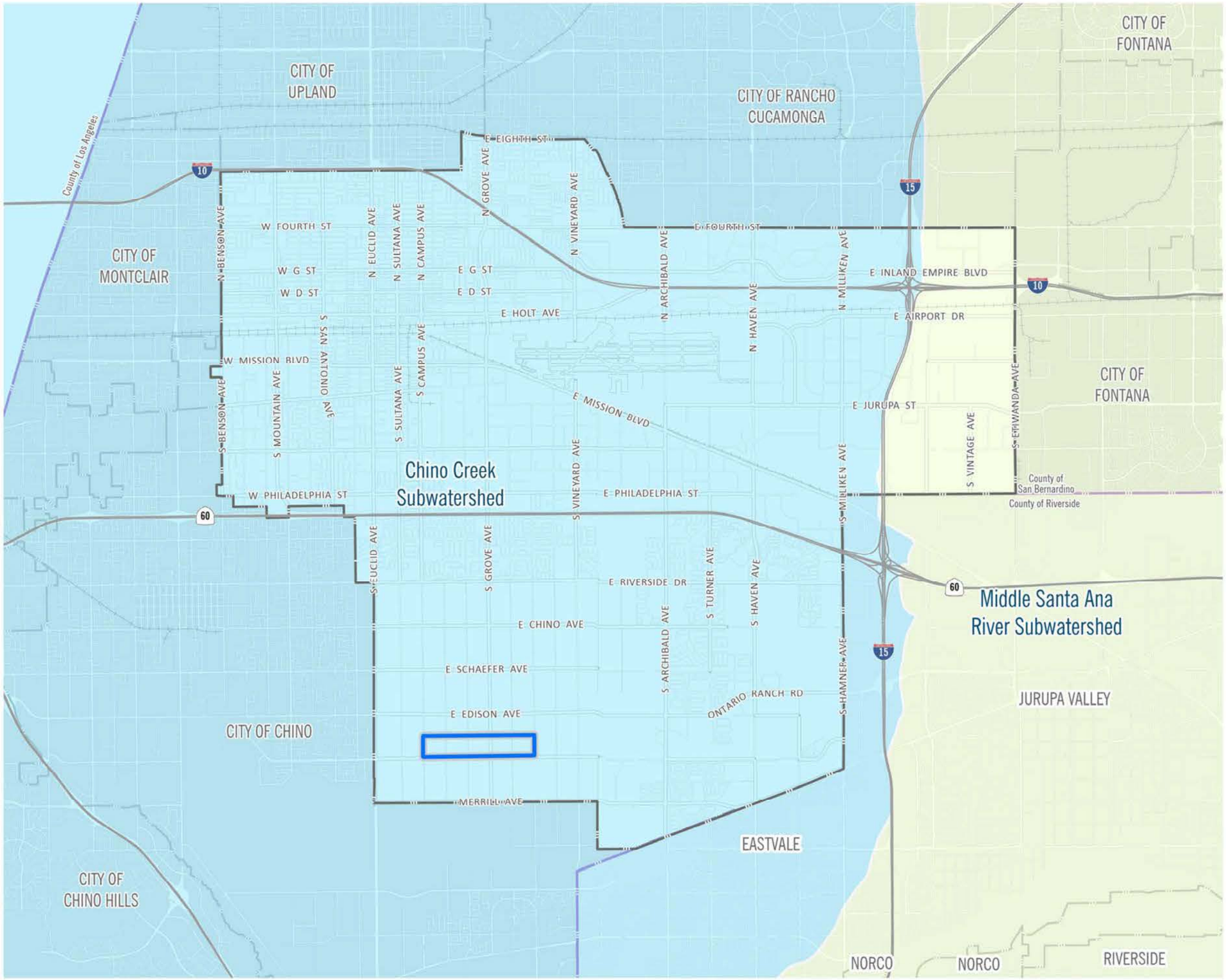
The City of Ontario is divided into 2 distinct areas generally divided by Riverside Drive: Original Model Colony (OMC) and Ontario Ranch (OR). The City presently owns and maintains over 136 miles of storm drains, mostly serving the OMC area of the City. In addition to the City-owned storm drains are the State-owned storm drains along Caltrans's I-10 and SR-60 corridors. All the City and State storm drain facilities discharge to regional backbone facilities owned and operated by San Bernardino County Flood Control District. The City of Ontario lies in the western portion of the Santa Ana River's watershed, upstream of the Prado Flood Control Basin. It is in a 277-square-mile area referred to as Zone 1 by San Bernardino County Flood Control District. Zone 1 generally slopes toward the south. There are three major regional channels that convey stormwater from the City: San Antonio Channel, Cucamonga Channel, and Day Creek Channel. Areas located in the southwest portion of the City that do not drain to these areas are diverted via other regional and backbone facilities in the City of Chino to the Prado Flood Control Basin (Ontario 2012).

Surface Water Quality

Section 303(d) of the 1972 Federal Clean Water Act requires states to identify water bodies that do not meet water quality objectives and are not supporting their beneficial uses. Each state must submit an updated list, called the 303(d) list, to the EPA every 2 years. In addition to identifying the water bodies that do not support beneficial uses, the list identifies the pollutant or stressor causing impairment and establishes a priority for developing a control plan to address the impairment. The list also identifies water bodies where 1) a total maximum daily load has been approved by the EPA and an implementation is available, but water quality standards are not yet met, and 2) water bodies where the water quality problem is being addressed by an action other than a TMDL, and water quality standards are not yet met.

The Santa Ana RWQCB monitors surface water quality through implementation of the Basin Plan and designates beneficial uses for surface water bodies within the City. The Basin Plan lists Cucamonga Creek, Reach 1, Deer Creek (Valley Reach) and Day Canyon Creek as the only surface water body within the City of Ontario (Santa Ana RWQCB 2025c). The beneficial uses listed for Cucamonga Creek, Reach 1 are for groundwater recharge (GWR), limited warm freshwater habitat (LWRM), and wildlife habitat (WILD). The beneficial uses listed for Day Canyon Creek includes Municipal and Domestic Supply (MUN), Industrial Process Supply (PROC), Water Contact Recreation (REC1), Non-contact Water Recreation (REC2), Cold Freshwater Habitat (COLD), GWR, and WILD (Santa Ana RWQCB 2025c).

Figure 3.10-1
Subwatersheds



Chino Creek Watershed
Middle Santa Ana River Watershed

EMPSP Boundary
Ontario City Boundary
County Boundary
Rail Network

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: USGS 2012
Date: 12/8/2025

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The EPA denotes surface water bodies on its list of Water Quality Limited Segments pursuant to Section 303(d) of the Clean Water Act. For 303(d) listed water bodies, a limit is established that defines the maximum amount of pollutants that can be received by that water body. Listed impaired water bodies to which stormwater from the City drains and their associated pollutants of concern are presented in Table 3.10-1, *Listed Impaired Water Bodies*.

Table 3.10-1 Listed Impaired Water Bodies

Name	Pollutants of Concern
Cucamonga Creek, Reach 1	Zinc, copper, cadmium, lead
San Antonio Creek	pH
Chino Creek, Reach 2	Indicator bacteria, pH
Chino Creek, Reach 1B	Toxicity, pyrethroids, bifenthrin, nutrients, indicator bacteria, chemical oxygen demand
Prado Basin Management Zone	pH
Prado Park Lake	Microcystins, nutrients, indicator bacteria

Sources: SWRCB 2025b.

Once a water body has been placed on the 303(d) list of impaired waters, states are required to develop a TMDL threshold to address each pollutant causing impairment. A TMDL defines how much of a pollutant a water body can tolerate and still meet water quality standards. A TMDL has been approved by the EPA for indicator bacteria in Chino Creek Reach 2, Chino Creek Reach 1B and Prado Park Lake.

Groundwater

The City of Ontario obtains its groundwater from the Chino Groundwater Basin. The Chino Basin is one of the largest groundwater basins in southern California and encompasses approximately 200 square miles of the Upper Santa Ana River watershed. It lies in portions of San Bernardino, Riverside, and Los Angeles counties. The Chino Basin has approximately 6 million acre-feet of water in storage and an estimated one million acre-feet of additional unused storage capacity. Since 1978, the Chino Basin has been managed via adjudication by the Chino Basin Watermaster. The Chino Basin Watermaster has determined the safe yield for the basin and has assigned individual pumping allocations to each water purveyor to ensure that the total groundwater production does not exceed the safe yield (CBW 2020; CDA 2025). Groundwater supply and management is discussed further in Section 3.19, *Utilities and Service Systems*.

Chino Basin Watermaster 2022 State of the Basin Report

The 2022 State of the Basin Report addresses groundwater supply and demand trends across the Chino Groundwater Basin. The report noted groundwater levels increased by between 10 to 40 feet in the western portion of Ontario and decreased by between 10 to 60 feet in the eastern portion of the City between 2000 and 2022. These groundwater-level changes are consistent with Watermaster groundwater modeling projections and reflect long-term basin management strategies, including desalter production in the southern Basin, controlled overdraft to achieve hydraulic control, subsidence management and mandatory supplemental water recharge in Management Zone 1, expanded use of recycled water and alternative water supplies, and facility improvements to enhance recharge of stormwater, recycled, and imported waters (CBW 2023).

Groundwater Quality

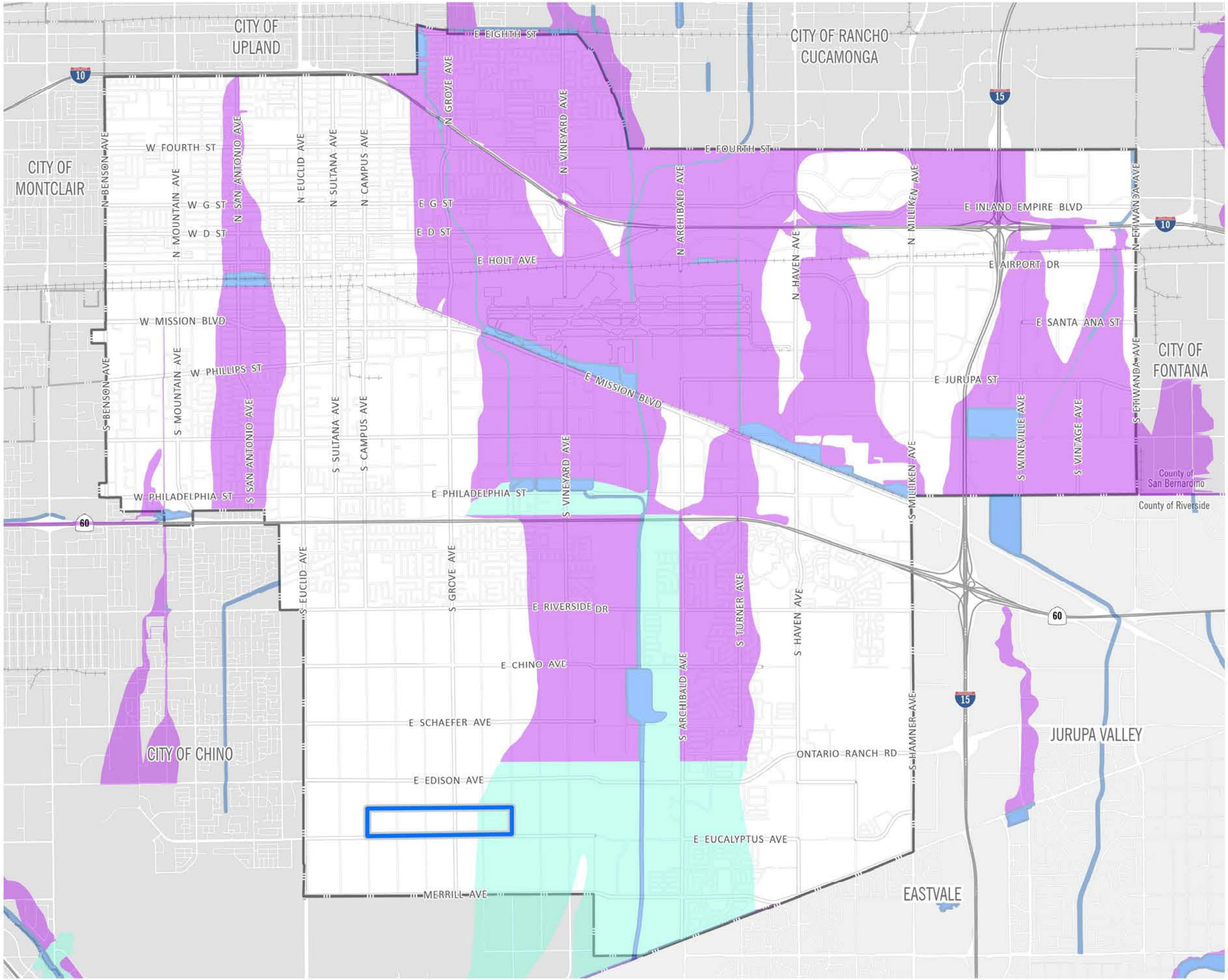
The groundwater quality in Chino Basin is described to have better quality in the northern portion of the basin where recharge occurs. Salinity, measured as total dissolved solids, exceeds 500 milligrams per liter, and nitrate concentrations exceed 50 milligrams per liter south of Riverside Drive (CBW 2023). This spatial pattern of water quality, where lower salinity and nitrate levels correspond with areas of active recharge in the northern basin and higher concentrations occur in the south, indicates that recharge processes help dilute and improve groundwater quality. There also are several groundwater contamination plumes that affect the City of Ontario's groundwater supply—General Electric Flatiron, Alger Manufacturing Inc., General Electric Jet Engine Test Cell Plume, South Archibald, and Milliken Landfill (CBW 2023). See Section 3.9, *Hazards and Hazardous Materials*, which discusses the effect of groundwater contamination on potable water supply for the City.

Flood Zones

FEMA identifies floodplain zones to assist cities with mitigating flooding hazards through land use planning. FEMA also outlines specific regulations for any construction within a 100-year floodplain. The 100-year floodplain is defined as an area that has a one percent chance of being inundated during a 12-month period. FEMA also prepares maps for 500-year floods, which means that in any given year, the risk of flooding in the designated area is 0.2 percent (FEMA 2020).

The portions of the City that are within the 100-year floodplain and 500-year floodplain are shown on Figure 3.10-2, *Flood Hazard Zones*. There are some portions of the City that are adjacent to areas with reduced flood risk due to levee within the 100-year floodplain.

Figure 3.10-2
Flood Hazard Zones



- EBPSP Boundary
- Ontario City Boundary
- County Boundary
- Rail Network

Flood Zone
- FEMA 100-Year Floodplain
- FEMA 500-Year Floodplain
- Area with Reduced Flood Risk Due to Levee

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025, FEMA 2025 Date: 2/17/2026

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Dam Inundation

Dam and levee failure can result from several causes, such as earthquakes, rapidly rising floodwaters, and structural design flaws (Ontario 2023). There are three dams that provide flood protection and water storage north of the City, and dam failure could potentially inundate parts of Ontario. These dams include (Ontario 2023):

- **San Antonio Dam.** An embankment flood control and debris dam located along San Antonio Creek in San Bernardino County, approximately 6.5 miles northwest of Ontario. Dam construction was completed in 1956 and is owned and maintained by the USACE, which continues to monitor and improve the structure. The dam is 3,850 feet long, 160 feet above the foundation, and 130 feet above the riverbed. The reservoir behind the dam is usually dry but can fill up to 11,880 acre-feet of water after large flooding events. San Antonio Dam is classified as a High Urgency of Action dam by the USACE.
- **Jurupa Basin.** A 29-foot-high earthen dam built in 2001 by the County of San Bernardino Department of Public Works. With a 7,000-foot crest length, this dam impounds up to 1,680-acre feet of water and is considered to have an extremely high downstream hazard classification. This basin is located west of Mulberry Avenue; east of Etiwanda Avenue; immediately north of Jurupa Avenue; and south of Santa Ana Avenue in the City of Fontana (IEUA 2001).
- **Hickory Basin.** A 19-foot-high earthen dam built in 2001 by the County of San Bernardino Department of Public Works. With a 4,600-foot crest length, this dam impounds up to 220-acre feet of water, a significant downstream hazard. This basin is located south of Whittram Road; east of Etiwanda Avenue; and west of Cottonwood Avenue. (IEUA 2001).

The western and southern portions of the City are in the dam inundation zone for the San Antonio Dam, shown on Figure 3.10-3*, Dam Inundation Zones*. The Hickory and Jurupa Basin inundation zones only affect small areas of the City east of I-15.

There are no State or local restrictions for development in dam inundation zones; however, each dam owner is required to prepare an emergency action plan (EAP) and coordinate its response to a dam break with local authorities. The EAP is required to include warning and notification procedures that typically involve the Standard Emergency Management System, the San Bernardino County Sheriff's Department, the County, the Ontario Police Department, and the Ontario Fire Department.

Seiches and Tsunamis

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin such as a reservoir, harbor, lake, or storage tank. Seiches can be created by winds, earthquakes, or tsunamis. Bodies of water such as bays, harbors, lakes, reservoirs, or large aboveground storage

tanks can experience seiches. There are twelve (12) active reservoirs, combined for a total capacity of 75 million gallons (MG) (Ontario 2021). The nearest body of water is the San Antonio Dam, approximately 6.5 miles to the northwest. A seiche at San Antonio Dam would cover a much smaller area than a catastrophic failure of the dam, and it is highly unlikely that any flood waters would reach the City. Additionally, seismic activity at enclosed aboveground water tanks in the City are unlikely to result in a seiche. Seismic seiche generation requires sufficient water volume and geometry to sustain standing wave motion and is generally evaluated in larger water bodies in hazard analyses (USGS 2025).

A tsunami is a great sea wave produced by undersea disturbances such as tectonic displacement or large earthquakes. The project site is approximately 30 miles from the ocean and therefore not at risk of flooding from a tsunami.

SPECIFIC PLAN

The existing topography of the Specific Plan area is relatively flat with a north-to-south sheet flow drainage pattern. The Specific Plan area currently receives flows from properties to the north. The Specific Plan area is located within three City of Ontario Master Drainage Plan (MDP) areas: Area XII, Area XIII, and Area XIV. There currently are no improved drainage facilities other than earthen ditches located within the Specific Plan area.

3.10.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, “Environmental Checklist Form,” of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to hydrology if it would:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

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

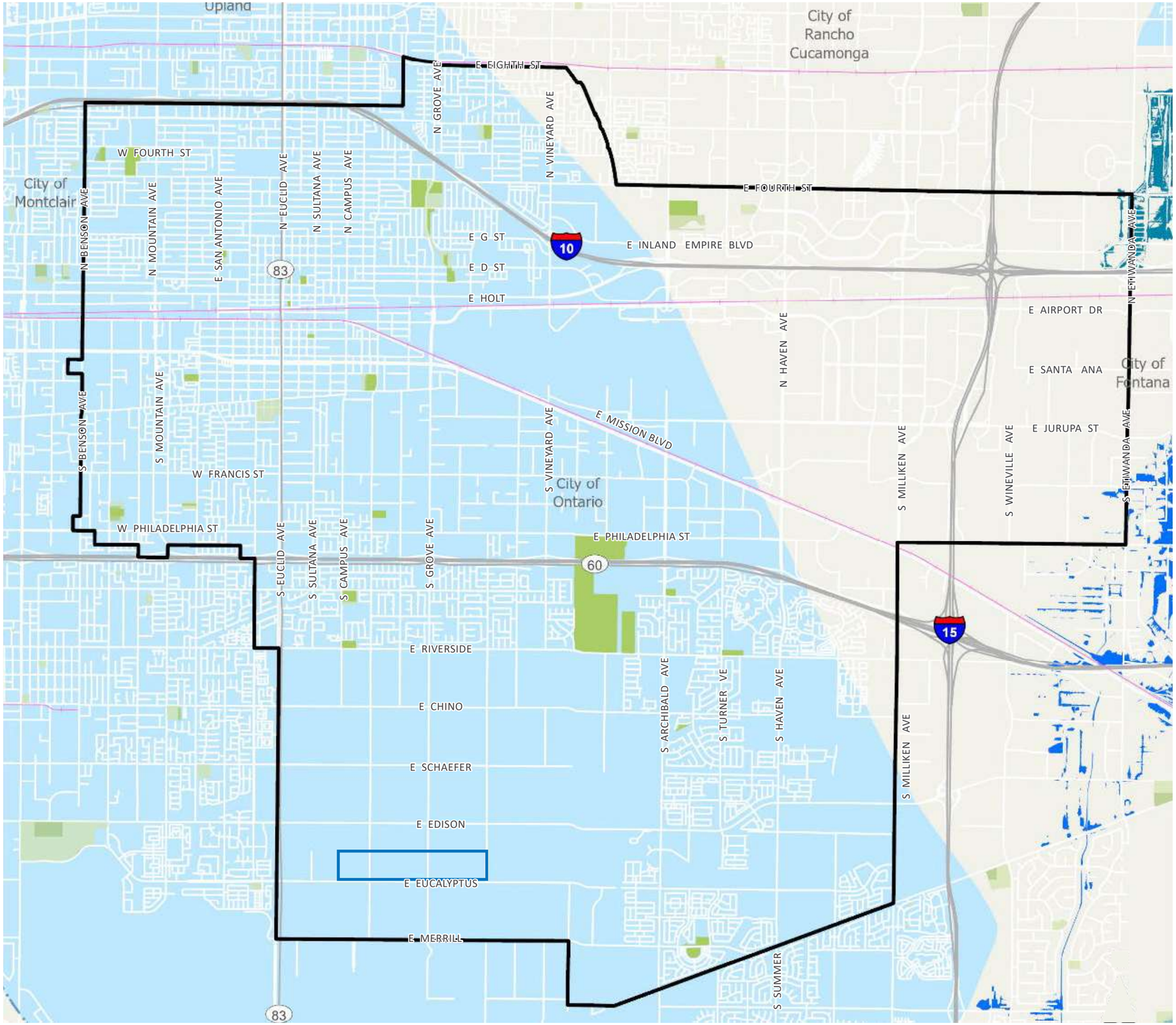
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

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

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

Figure 3.10-3

Dam Inundation Zones



- EBPSP Boundary
- Ontario City Boundary
- Rail Line
- Park

Dam Inundation Areas

- San Antonio Dam
- Hickory Basin
- Jurupa Basin

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 0.5 1 Miles

Source: The City of Ontario 2023

Date: 10/30/2025

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

iv) Impede or redirect flood flows.

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

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

METHODOLOGY

Specific Plan

Information from the Specific Plan's Preliminary Hydrology Calculations, Water Quality Management Plan (WQMP), Water Supply Assessment (WSA), and FEMA Flood Insurance Rate Maps (FIRMs) were utilized in the analyses of the Specific Plan's potential impacts to hydrology and water quality. Hydrologic and hydraulic calculations were performed per the San Bernardino County Rational Method program (AES Software). The Specific Plan's preliminary WQMP was prepared in accordance with the requirements of State of California Water Resources Control Board Order No. 2013-0001-DWQ.

3.10.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.10.5 Environmental Impacts

2022 CERTIFIED EIR (APPROVED PROJECT)

The Certified EIR concluded that the approved project would increase impervious surfaces in the City and surface-water flows into drainage systems within the watershed. The Certified EIR also identified that the approved project would increase pollutant concentrations during construction activities. The approved project would comply with federal, state, and local regulations, and stormwater infrastructure would be designed to accommodate flows in accordance with the San Bernardino County Hydrology Manual. Additionally, construction and post-construction related pollutant discharges would be minimized through implementation of BMPs specified in the Statewide CGP and the County's Technical Guidance Document for Water Quality Management Plans.

The Certified EIR identified that the increase of impervious surfaces in the City would not hinder the groundwater supply or recharge efforts of the Chino Basin Watermaster. Lastly, the Certified EIR identified that portions of the City are in the 100-year flood hazard zone, but the City would require structures to be above the base flood elevation. Portions of the City are within the inundation area for the San Antonio Dam, but the probability of catastrophic failure is low, especially when coupled with existing emergency evacuation procedures. The Certified EIR concluded that with compliance with state, County, and local regulations, all hydrology and water quality impacts would be less than significant.

PROPOSED PROJECT

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

The Certified EIR identified less than significant impacts related to water quality from development activities associated with the approved project.

Policy Plan Amendment

Construction

The proposed project involves the designation of commercial, industrial, and residential land uses in Ontario, as well as continued redevelopment and large amounts of infill development. The potential buildout of the proposed project would increase the number of populations, dwelling units, non-residential building square footage, and employment compared to the approved project (refer to Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*). Buildout in accordance with the proposed project would result in an increase in construction activities, which could impact water quality and waste discharge throughout the City of Ontario.

Clearing, grading, excavation, and construction activities associated with proposed project have the potential to impact water quality through soil erosion and by increasing the amount of silt and debris carried in runoff. Additionally, the use of construction materials, such as fuels, solvents, and paints, may present a risk to surface water quality. Finally, the refueling and parking of construction vehicles and other equipment on-site during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the storm drain system.

To minimize these potential impacts, future development associated with proposed project would require compliance with the SWRCB CGP (Order WQ 2022-0057-DWQ). The SWRCB mandates that projects that disturb one or more acres of land must obtain coverage under the Statewide CGP. The CGP also requires that prior to the start of construction activities, the

project applicant must file PRDs with the SWRCB, which includes notice of intent, risk assessment, site map, annual fee, signed certification statement, and SWPPP.

A SWPPP requires the incorporation of BMPs to control sediment, erosion, and hazardous materials contamination of runoff during construction and prevent contaminants from reaching receiving water bodies. The construction contractor is always required to maintain a copy of the SWPPP at the site and implement all construction BMPs identified in the SWPPP during construction activities. Prior to the issuance of a grading permit, the project applicant is required to provide proof of filing of the PRDs with the SWRCB, which include preparation of SWPPP.

In addition, the City of Ontario requires that an ESCP be submitted prior to grading plan approval and the issuance of a grading permit (Ontario 2017). Implementation of the erosion control plan would address any potential erosion issues associated with proposed grading and site preparation activities associated with future buildout under the proposed project. Submittal of the PRDs, implementation of the SWPPP, and the erosion control plan throughout the construction phase of the proposed project would address anticipated and expected pollutants of concern as a result of construction activities.

While the proposed project would accommodate additional development intensity and associated construction activity, compliance with existing state and local regulatory requirements—such as the CGP, preparation and implementation of a SWPPP, and submittal of ESCP —would ensure that construction-related pollutants are effectively managed. The City's established regulatory framework, combined with BMPs, would continue to minimize potential erosion, sedimentation, and contaminant discharges during construction.

Operation

Pollutants commonly generated during the post-construction phase of urban development include sediment, metals, nutrients, pesticides, hydrocarbons, and other contaminants associated with vehicular use, landscaping, and impervious surfaces. Under the proposed project, future development would continue to comply with the City's adopted stormwater quality policies and applicable regional and state water quality regulations. Specifically, the Policy Plan Amendment incorporates policies ER-1.5, ER-1.6, and ER-1.7 from the approved project, which direct the City to protect and enhance water quality through coordinated water resource management, implementation of LID strategies, and management of urban runoff in accordance with RWQCB requirements:

- **ER-1.5: Water Resource Management.** Environmental justice areas are prioritized as we coordinate with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater.

- **ER-1.6: Urban Run-off Quantity.** We encourage the use of low impact development strategies, to intercept run-off, slow the discharge rate, increase infiltration and ultimately reduce discharge volumes to traditional storm drain systems.

- **ER-1.7: Urban Run-Off Quality.** We require the control and management of urban runoff, consistent with Regional Water Quality Control Board regulations.

In addition, new development under the proposed project would be required to comply with NPDES Permit No. CAS618036 through the preparation of a WQMP. Each WQMP must identify and integrate BMPs to minimize pollutant discharges and protect receiving waters during the operational phase. These measures include:

- **Site Design BMPs:** Incorporation of permeable surfaces, preservation of natural drainage features such as swales, and use of detention and retention basins to reduce runoff volumes and promote infiltration.

- **Source Control BMPs:** Minimizing pollutant exposure through impervious paving in fueling and trash storage areas, directing run-on away from pollutant sources, implementing spill containment, and ensuring proper waste handling.

- **Non-structural BMPs:** Public education, employee training, operational restrictions (e.g., prohibiting fertilizer, pesticide, and waste discharges to streets or storm drains), and routine inspection and maintenance programs.

- **Treatment Control BMPs:** On-site pollutant removal through vegetated biofiltration swales, infiltration systems, and hydrodynamic separators, designed in accordance with the San Bernardino County Technical Guidance Document for WQMPs (Santa Ana RWQCB 2013).

These regulatory mechanisms and engineering controls would ensure that urban runoff is managed to meet or exceed applicable water quality standards. Implementation of these requirements would minimize pollutant loads to the City's storm drain system and prevent degradation of surface water or groundwater quality.

The SEIR evaluates whether the proposed project would result in new or more severe operational water quality impacts compared to the approved project. While the proposed project would accommodate additional development intensity and associated increases in impervious surfaces, all new development would remain subject to the same comprehensive regulatory framework governing stormwater quality. Mandatory preparation and implementation of project-specific WQMPs, adherence to LID principles, and enforcement of NPDES permit requirements would continue to ensure that post-construction discharges are effectively controlled and treated prior to entering the storm drain system.

Although the proposed project could incrementally increase the potential for pollutant generation, compliance with existing regulations, City policies, and RWQCB standards would prevent violations of water quality objectives or substantial degradation of water resources.

The proposed project would not result in new or substantially more severe operational water quality impacts compared to the approved project and that was identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Construction

Construction of the Specific Plan would require compliance with the CGP, which requires the preparation and implementation of a SWPPP. Additionally, the City requires the implementation of an ESCP, which would ensure that appropriate BMPs are implemented to prevent, to the maximum extent practicable, pollutants from reaching the City's storm drain system. Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydroseeding. Submittal, review, and approval of the ESCP by the City are required prior to the issuance of grading permits for development.

Mandatory compliance with the CGP, SWPPP, and ESCP would ensure that implementation of the Specific Plan would not result in a violation of any water quality standards or waste discharge requirements during construction activities.

Operation

The applicant would be required to implement a Water Quality Management Plan (WQMP) to demonstrate compliance with the City's NPDES municipal stormwater permit, and to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters. As identified within the preliminary WQMP (Appendix H2), the Specific Plan has been designed to include onsite structural-source control BMPs, as well as operational-source controls. Submittal, review, and approval of the WQMP by the City are required prior to the issuance of grading permits for development.

The Specific Plan would be required to comply with all State, County, and local regulations regarding stormwater runoff during operations. Compliance with these existing requirements would ensure water quality standards and waste discharge requirements would not be exceeded, and surface water and groundwater quality would not be degraded. Impacts would be **less than significant**. The 2022 Certified EIR did not identify any significant water quality

impacts. Accordingly, the Specific Plan would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact HYD-1: Compliance with existing regulations, City policies, and RWQCB standards would prevent violations of water quality objectives or substantial degradation of water resources associated with the proposed project.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hydrology and water quality impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

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

The 2022 Certified EIR identified less than significant impacts related to groundwater recharge and supply for the approved project.

Policy Plan Amendment

Buildout of proposed project is forecast to increase residential units by 7,225 and increase nonresidential square footage by 4,334,416 square feet compared to the approved project. Future development would increase the amount of impermeable surfaces in the City and reduce the amount of permeable surfaces available for groundwater recharge. Projects considered for approval under the proposed project, like the approved project, would have to meet the following requirements for limiting impacts to groundwater recharge:

- BMPs for compliance with NPDES regulations, for instance, preservation of existing vegetation.
- Preparation of project-specific hydrology studies estimating project impacts on drainage, in accordance with procedures in the San Bernardino County Technical Guidance Document for WQMPs (2013).

In addition, TOP 2050 includes policies that would promote infiltration of runoff and groundwater recharge, including Policies ER-1.5 and ER-1.6. Policy ER-1.5 prioritizes environmental justice areas in coordination with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater. Policy ER-1.6 encourages the use of LID and green infrastructure to intercept runoff, slow discharge rates, increase infiltration, and reduce discharge volumes to traditional storm drain systems. Groundwater supply and management are discussed further in Section 3.19, *Utilities and Service Systems*.

The Chino Basin Watermaster Rules & Regulations require monitoring, reporting, and limiting groundwater extractions to ensure sustainable yield of the basin (CBW 2022). New or modified wells must comply with Watermaster rules and state/county permitting requirements, ensuring that project operations would not substantially decrease groundwater supplies or interfere with groundwater recharge in a manner that impedes sustainable groundwater management.

With the implementation of policies that promote LID and infiltration for new development projects and compliance with the Chino Basin Watermaster's safe yield restrictions, the potential for the proposed project to substantially decrease groundwater supplies or interfere substantially with groundwater recharge, such that the project may impede sustainable groundwater management of the basin, is considered less than significant.

The Chino Groundwater Basin is adjudicated and is considered by DWR to be a very low priority groundwater basin (GE 2025). Each water purveyor has an allotted amount of water that can be pumped from the basin so that the safe yield is not exceeded. The City has access to additional water supplies that can accommodate the proposed increase in growth. Buildout of the proposed project would not interfere with sustainable management of the groundwater basin.

Therefore, this impact is **less than significant**. The proposed project would not result in new or substantially more severe impacts to groundwater supply or recharge compared to the approved project and impacts identified in the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Construction

Direct additions or withdrawals of groundwater are not proposed by the Specific Plan. Further, construction would not involve substructures or other intrusions at depths that would significantly impair or alter the direction or rate of flow of groundwater.

Operation

Water is provided to the Specific Plan area by the Ontario Municipal Utilities Company (OMUC). According to the Specific Plan's Water Supply Assessment (WSA) prepared by the OMUC, the projected operational water demand for the Specific Plan is 572.6 acre-feet per year (AFY). The OMUC has determined that it can meet Citywide water demands (including the Specific Plan) during normal, dry year, and multiple dry years through 2045 (OMUC 2025)

Groundwater which may be consumed by the Specific Plan, and the service area as a whole, would be recharged pursuant to the OMUCs policies and programs. The Specific Plan area is not a designated groundwater recharge area. The Specific Plan does not propose or require facilities or operations that would otherwise adversely affect designated recharge areas.

Based on the preceding, the potential for the Specific Plan to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that sustainable groundwater management of the basin may be impeded is considered **less than significant**.

The 2022 Certified EIR did not identify any significant groundwater supply or recharge impacts. Accordingly, the Specific Plan would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact HYD-2: Buildout of the proposed project would not interfere with sustainable management of the groundwater basin.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hydrology and water quality impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:

i) Result in a substantial erosion or siltation on- or off-site?

ii) Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or offsite?

iii) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

iv) Impede or redirect flood flows?

The 2022 Certified EIR identified less than significant impacts related to increased surface runoff, flooding, stormwater drainage, and flood flows for the approved project.

Policy Plan Amendment

Erosion and Siltation

Similar to the approved project, future development associated with the proposed project would involve site improvements that require grading, excavation, and soil exposure during construction, with the potential for erosion or siltation to occur. If not controlled, the transport of these materials to local waterways could temporarily increase suspended sediment concentrations and release pollutants attached to sediment particles. To minimize this impact, future projects under the proposed project would be required to comply with the requirements in the State's Construction General Permit, including preparation of a notice of intent and SWPPP prior to the start of construction activities (see Impact a). The SWPPP would describe the BMPs to be implemented during the project's construction activities. The implementation of the BMPs during the construction phase would include the following measures to minimize erosion and siltation:

- Minimize disturbed areas of the site.
- Install on-site sediment basins to prevent off-site migration of erodible materials.
- Implement dust control measures, such as silt fences and regular watering of open areas.
- Stabilize construction entrances/exits.
- Install storm drain inlet protection measures.

- Install sediment control measures around the site, including silt fences or gravel bag barriers.

In addition, the City of Ontario requires preparation of an erosion and sediment control plan and implementation of BMPs to control erosion, debris, and construction-related pollutants. This would further reduce the potential for erosion and siltation during the construction phase.

For post-construction, projects approved under the proposed project would be required to control stormwater discharges under NPDES Permit No. CAS618036 through preparation of a WQMP identifying BMPs for reducing or eliminating runoff (see Impact a). Additionally, the Policy Plan Amendment would follow policies ER-1.5 through ER-1.7 which collectively direct the City to incorporate strategies to capture, slow, or treat run-off that would reduce the potential for erosion and siltation during the operational phase of future development projects. Collectively, implementation of BMPs outlined in SWPPPs, erosion and sediment control plans, WQMPs, and TOP 2050 policies would address anticipated erosion and siltation impacts.

Flooding On- and Off-Site

Buildout of proposed project is forecast to increase residential units by 7,225 and increase non-residential square footage by 4,334,416 square feet compared to the approved project (refer to Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*). Future development would increase the amount of impermeable surfaces in the City, which could result in future on- and off-site flooding.

As discussed above, under “Erosion and Siltation,” future development projects would implement BMPs outlined in SWPPPs to reduce flooding impacts due to runoff during construction and BMPs included in WQMPs to reduce the potential for post-construction flooding impacts. The City’s standard conditions of approval for new development also require the preparation of hydrology studies and drainage analyses that document the peak runoff rates from the developed site and evaluate the capacity of the storm drain system to accept these flow rates.

Additionally, the Policy Plan Amendment would continue and implement the following TOP policies:

- **ER-1.6. Urban Run-off Quantity.** We encourage the use of low impact development strategies, to intercept run-off, slow the discharge rate, increase infiltration and ultimately reduce discharge volumes to traditional storm drain systems.

- **ER-1.7. Urban Run-off Quality.** We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.

- **S-2.1. Entitlement and Permitting Process.** We require hydrological studies prepared by a state-certified engineer when new development is located in a 100-year or 500-year floodplain to assess the impact that the new development will have on the flooding potential of existing development down-gradient.

- **S-2.5 Stormwater Management.** We maintain the storm drain system to convey a 100-year storm, when feasible, and encourage environmental site design practices to minimize flooding and increase groundwater recharge, including natural drainage, green infrastructure, and permeable ground surfaces.

- **S-2.6 Use of Flood Control Facilities.** We encourage joint use of flood control facilities as open space or other types of recreational facilities.

These policies direct the City to incorporate strategies to capture, slow, or treat runoff and to reduce the flooding potential down-gradient of new development. These policies would reduce the potential for on- and off-site flooding during the operational phase of future development projects.

Surface Runoff and Capacity of Storm Drain System

There are three major regional drainage channels that convey stormwater runoff from the City's storm drain system—San Antonio Channel, Cucamonga Channel, and Day Creek Channel. There are also several flood retentions and spreading basins in the City that are used to retain flood flows and recharge the Chino Groundwater Basin.

Projects considered for approval under the proposed project would be required to comply with the City's standard conditions of approval for new development under Resolution No. 2017-027, such as prepare project-specific hydrology and hydraulic studies following the methodology in the San Bernardino County Hydrology Manual, which describes the approach for estimating stormwater runoff and peak flow rates, for the 100-year storm event (San Bernardino County 1986). In compliance with the MS4 Permit and San Bernardino County Stormwater Program, new development projects would also be mandated to install stormwater treatment BMPs that retain the 2-year, 24-hour rainfall event (Santa Ana RWQCB 2013).

Furthermore, new development under the Policy Plan Amendment would continue and comply with TOP 2050 policies, such as Policy ER-1.6, which encourages the use of LID strategies to intercept runoff, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems. In addition, Policy S2-5 would maintain the storm drain system to convey a 100-year storm, when feasible, and encourage environmental site design practices to minimize flooding, thus reducing the impacts of any increases in surface water flows that enter the storm drainage systems.

Although the proposed project would result in an increase in impervious surfaces and potentially increase surface runoff, development in the City would follow the same regulations as identified in the Certified EIR for the approved project, such as preparing a hydrology study and drainage analysis, following the San Bernardino County Stormwater Program, and continuing to follow TOP 2050 policies.

Flood Flows

As shown in Figure 3.10-2, there are 100-year and 500-year flood zones throughout the City. FEMA periodically updates its FIRMs to incorporate improved topographic data, updated hydrologic and hydraulic modeling, and revised flood risk information. As a result, floodplain boundaries may shift between map versions. These updates do not necessarily indicate an increase in flood risk but reflect improved mapping accuracy. Future development under the proposed project would be required to comply with applicable flood hazard regulations and policies based on the most current FEMA mapping.

Flood hazards are among the most significant environmental concerns in the Ontario Ranch area. New development within Ontario Ranch is assumed to implement the Ontario Master Plan of Drainage, which outlines the regional facilities needed to manage stormwater and reduce flood risk. The San Bernardino County Flood Control District's comment letter identifies a parcel (APN 1052-161-03), which is owned by the District and cannot be developed at this time because it is currently occupied by the Grove Basin flood control facility, which provides flood protection for downstream properties (see full comment letter in Appendix A). This indicates that regional drainage improvements, including the Grove Basin project, are active components of flood management within Ontario Ranch.

In addition, the Policy Plan Amendment would not change policies established in the approved project. Therefore, the City would take the following actions to reduce impacts of potential developments within 100-year and 500-year flood zones:

- **S-2.1: Entitlement and Permitting Process**. We require hydrological studies prepared by a state-certified engineer when new development is located in a 100-year or 500-year floodplain to assess the impact that the new development will have on the flooding potential of existing development down-gradient.

- **S-2.2: Floodplain Mapping**. We require any new development partially or entirely in 100-year flood zones to provide detailed floodplain mapping for 100- and 200-year storm events as part of the development approval process.

- **S-2.3: Facilities that Use Hazardous Materials**. We comply with state and federal law and do not permit facilities using, storing, or otherwise involved with substantial quantities of onsite hazardous materials to be located in the 100-year flood zone or 500-year flood zone

unless all standards of elevation, flood-proofing, and storage have been implemented to the satisfaction of the Building Department.

- **S-2.4: Prohibited Land Uses**. We prohibit the development of new essential and critical facilities in the 100-year floodplain and discourage the development of new essential and critical facilities in the 500-year floodplain unless all standards of elevation and flood proofing demonstrate that a facility can be safe and operational during a flood event, implemented to the satisfaction of the Building Department.

- **S-2.5: Stormwater Management**. We maintain the storm drain system to convey a 100-year storm, when feasible, and encourage environmental site design practices to minimize flooding and increase groundwater recharge, including natural drainage, green infrastructure, and permeable ground surfaces.

In addition to these policies, the Ontario Municipal Code, Chapter 13, Flood Damage Prevention Program, requires that a development permit be obtained prior to development in a special flood hazard area to ensure that the site is reasonably safe from flooding and flood hazards. The City requires that all new structures in a special flood hazard area have elevations above the base flood elevation.

Summary

Implementation of TOP 2050 policies and existing regulations would ensure less than significant impact associated with erosion and siltation, flooding on- and off-site, surface runoff and capacity of the storm drain system, and flood flows. The proposed project would not result in a new or a substantial increase in magnitude of impacts related to flood hazards compared to the approved project and impacts identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Construction

During site preparation activities, any existing groundcover would be removed from the Specific Plan area, exposing the area to increased wind and water erosion potential. Further, construction site runoff may carry increased loads of sediment, heavy metals and petroleum hydrocarbons (from machinery) which could degrade water quality. As previously mentioned, in accordance with NPDES requirements, the applicant would be required to prepare and implement an ESCP to alleviate potential erosion, sedimentation and stormwater discharge contamination impacts.

The applicant would also be responsible for compliance with the CGP by filing a Notice of Intent to Commence Construction Activities. Under the CGP, discharge of materials other than stormwater is prohibited. The CGP stipulates further that the applicant shall prepare, retain at the construction site, and implement a SWPPP which identifies the sources of sediments and other pollutants that affect the quality of stormwater discharge, and implement practices to reduce sediment and other pollutants to stormwater discharge. SWPPP requirements include identification of construction and post-construction BMPs that would act to reduce sediments and other pollutants.

Implementation of the SWPPP and compliance with applicable NPDES and RWQCB requirements would ensure that potential construction-source erosion and water quality impacts of the Specific Plan are reduced to levels that would be less than significant.

Operation

The Specific Plan would implement a storm drainage system to convey stormwater runoff. The storm drainage system would include a series of detention and underground filtration systems. Water quality features within the proposed system include hydrodynamic separators and biofiltration units. Flows would then be routed to existing City storm drain lines located in Campus Avenue, Bon View Avenue, Grove Avenue, and Walker Avenue. In larger storm events, the underground detention systems, located downstream of the underground infiltration systems and upstream of the City's storm drain lines would detain excess runoff. Final design, configuration, and locations of proposed drainage system improvements will be reviewed and approved by the City prior to, or concurrent with, application for grading permits.

Over the life of the Specific Plan, contaminants such as oil, fuel and grease that are spilled or left behind by vehicular traffic collect and concentrate on paved surfaces. During storm events, these contaminants are washed into the storm drain system and may potentially degrade receiving water quality. Stormwater runoff from paved surfaces within the developed Specific Plan area could carry a variety of urban wastes, including greases and oils and small amounts of metals which are common by-products of vehicular travel. In addition, storm runoff will likely contain residual amounts of fertilizers and plant additives washed off from landscaped areas.

Recognizing the potential hazards of such urban runoff, the EPA has issued regulations which require municipalities to participate in the NPDES program. Compliance with applicable NPDES requirements and performance standards would be achieved through implementation of the WQMP. To ensure adequate and appropriate treatment of stormwater discharges, the stormwater management concept and associated WQMP would implement water quality BMPs that would treat stormwaters onsite prior to release to the regional stormwater system or infiltration to groundwater.

In combination, implementation of the SWPPP, on-site stormwater management system and associated WQMP, and compliance with NPDES Permit requirements, act to protect local and regional water quality by preventing or minimizing potential stormwater pollutant discharges to the watershed.

The Specific Plan would construct portions of four City MDP facilities, including portions of the Walker Storm Drain System, Grove Storm Drain System, Bon View Storm Drain System, and the Campus Storm Drain System. To assess the capacity of these facilities to accommodate flows from the Specific Plan, the design flow rates were compared to the rates that would be expected from the developed Specific Plan, as presented in Table 3.10-2, *Flow Rates for MDP Facilities to be Constructed by the Specific Plan*.

Table 3.10-2 Flow Rates for MDP Facilities to be Constructed by the Specific Plan

Storm Drain System Name	MDP Facility Name	Design Flow Rate (ft^3/second)	Proposed Condition Flow Rate (ft^3/second)[1]
Walker Storm Drain System	WLKR-XII-1	928	947.3
Grove Storm Drain System	GROV-XIII-1	1050	1025.6
Bon View Storm Drain System	BNVW-XIV-1	746	727.6
Campus Storm Drain System	MERL-XIV-2	124	129.5

Source: Appendix H1

1 It is noted that proposed condition flow rates include flows from properties located to the north, outside of the Specific Plan boundary.

As shown in this table, the proposed flow rate of WLKR-XII-1 would be 19.3 cubic foot per second (ft^3/s) higher than the design flow rate. This increase represents approximately 2 percent of the design flow rate. Additionally, the proposed flow rate of MERL-XIV-2 would be 5.5 ft^3/s higher than the design flow rate. This increase represents approximately 4 percent of the design flow rate. The RWQCB allows for 10 percent error on hydromodification criteria. As such, the increases under the proposed condition are within the acceptable range for hydrological error tolerances and are considered negligible. Proposed flow rates for all other facilities would be less than their respective design flow rates.

Summary

The Specific Plan would incorporate necessary drainage and stormwater management systems, and would comply with stormwater system design, construction, and operational requirements mandated under the City Development Code, and with regulations established by other agencies, including the RWQCB and California Department of Water Resources. Based on the preceding, the Specific Plan would not alter the existing drainage pattern of the site in a manner

that would result in substantial erosion, water quality, flooding, or downstream capacity impacts. Impacts would be **less than significant**.

Similarly, the 2022 Certified SEIR did not identify any significant impacts in this regard. Accordingly, the Specific Plan would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified SEIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact HYD-3: Implementation of BMPs outlined in project SWPPPs, erosion and sediment control plans, WQMPs, and adherence to TOP policies would address hydrology and water quality impacts related to erosion and flooding.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hydrology and water quality impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

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

The 2022 Certified EIR determined that the approved project would result in less-than-significant impacts related to flood hazards, tsunamis, seiches, or dam inundation.

Policy Plan Amendment

Flood Hazard

As shown in Figure 3.10-2, portions of the city are in the 100-year and 500-year floodplains. FEMA periodically updates its Flood Insurance Rate Maps (FIRMs) using improved topographic and hydrologic data, which may shift floodplain boundaries. These updates primarily reflect enhanced mapping accuracy rather than increased flood risk.

Development associated with the proposed project would continue to implement existing City flood hazard policies, including:

- **S-2.2: Floodplain Mapping**. We require any new development partially or entirely in 100-year flood zones to provide detailed floodplain mapping for 100- and 200-year storm events as part of the development approval process.

- **S-2.3: Facilities that Use Hazardous Materials**. We comply with state and federal law and do not permit facilities using, storing, or otherwise involved with substantial quantities of onsite hazardous materials to be located in the 100-year flood zone or 500-year flood zone unless all standards of elevation, flood-proofing, and storage have been implemented to the satisfaction of the Building Department.

Future development under the proposed project would be required to comply with the most current FEMA flood hazard regulations and applicable City policies.

Tsunami

The City is located approximately 30 miles inland from the Pacific Ocean and is not subject to tsunami inundation hazards.

Seiche

There are no large natural water bodies within or adjacent to the city that could generate a seiche during seismic activity. Existing reservoirs and aboveground storage tanks are enclosed and engineered to prevent sloshing or overflow, minimizing any potential for seiche-related impacts.

Dam Inundation

The western and southern portions of the City are in the dam inundation zone of San Antonio Dam (see Figure 3.10-3). The dam is owned and operated by the USACE and functions as a flood control and debris dam for San Antonio Creek. Additionally, there are 2 debris basins in the surrounding areas that impact small areas of the City east of I-15.

The probability of dam failure is very low (Ontario 2023). Dam owners are required to maintain emergency action plans that include procedures for damage assessment and emergency warnings. An EAP identifies potential emergency conditions at a dam and specifies preplanned actions to help minimize property damage and loss of life should those conditions occur. EAPs contain procedures and information that instruct dam owners to issue early warning and notification messages to downstream emergency management authorities, such as the Ontario Fire Department. Because the likelihood of dam or debris basin failure is low and emergency response and notification procedures are in place, the potential for the release of pollutants due to inundation is less than significant.

The proposed project would not increase exposure to flood zones, tsunami, seiche, or dam inundation hazards beyond what was evaluated in the 2022 Certified EIR. With continued implementation of applicable City policies, FEMA regulations, and emergency management procedures, impacts related to the release of pollutants due to project inundation would remain less than significant. Therefore, this impact is **less than significant**. The proposed project would not increase exposure to flood hazards compared to the approved project and impacts identified in the Certified EIR.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Dam Inundation

The Specific Plan area is located within the dam inundation zone of San Antonio Dam.

According to the 2022 Certified EIR, the probability of dam failure is very low, and Ontario has never been impacted by a major dam failure. In addition, dam owners are required to maintain Emergency Action Plans (EAPs) that include procedures for damage assessment and emergency warnings. An EAP identifies potential emergency conditions at a dam and specifies preplanned actions to help minimize property damage and loss of life should those conditions occur. EAPs contain procedures and information that instruct dam owners to issue early warning and notification messages to downstream emergency management authorities, such as the Ontario Fire Department (Ontario 2022).

Flood Hazard, Tsunami, and Seiche

The Specific Plan area is not within a 100-year floodplain, nor are there nearby water bodies or streams that would result in flooding at the Specific Plan area (Ontario 2023). The Specific Plan area is located approximately 30 miles inland; as such, tsunamis are not a concern at the Specific Plan area. The nearest large body of surface water (Lake Norconian) is located approximately 5.5 miles southeast of the Specific Plan area. At this distance, seiches are not a concern.

Based on the preceding, the potential for risk release of pollutants due to inundation is considered less than significant. The 2022 Certified EIR did not identify any significant inundation impacts. Accordingly, the Specific Plan would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact HYD-4: With continued implementation of applicable City policies, FEMA regulations, and emergency management procedures, impacts related to the release of pollutants due to project inundation would be less than significant.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hydrology and water quality impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The 2022 Certified EIR identified less than significant impacts related to consistency with a water quality control plan or sustainable groundwater management plan.

Policy Plan Amendment

The City's groundwater supplies are from the Chino Groundwater Basin, which is adjudicated and managed by the Chino Basin Watermaster. The Chino Basin is exempt from legislative requirements under the Sustainable Groundwater Management Act (SGMA) because it is an adjudicated basin and is not required to prepare a groundwater sustainability plan (DWR 2025b; CBW 2016).

During construction, adherence to the State Construction General Permit, implementation of a SWPPP, and compliance with the City's Erosion and Sediment Control Plan would ensure that surface water and groundwater quality are not adversely affected. During long-term operation, development under the proposed project would be required to comply with the Santa Ana River Basin Plan and the NPDES Permit No. CAS618036. Projects would prepare WQMPs identifying BMPs for the prevention of stormwater pollution, including site design, source control, and treatment measures.

Development projects in the City would also continue to implement Policy ER-1.5, which prioritizes coordination with local agencies to protect water quality, prevent pollution, and remediate contaminated surface water and groundwater, particularly within environmental justice areas. Implementation of this policy further supports consistency with regional and state water quality objectives.

Through compliance with applicable regulatory requirements and continued implementation of Policy ER-1.5, the proposed project would not conflict with or obstruct implementation of the Basin Plan or any groundwater management plan. The proposed project would not result in new or more severe impacts related to consistency with a water quality control plan or sustainable groundwater management plan compared to those identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Adherence to the State CGP, implementation of the SWPPP, and adherence to the City's ESCP requirements would ensure that surface and groundwater quality are not adversely impacted during construction. In addition, installation of on-site treatment facilities such as hydrodynamic separators and biofiltration units would ensure that water quality is not impacted during operations. As a result, site development will not obstruct or conflict with the implementation of the Santa Ana River Basin Water Quality Control Plan. The Specific Plan area currently uses groundwater from onsite groundwater wells for the irrigation of crops and other agricultural-related uses, which would cease with implementation of the Specific Plan. All onsite groundwater wells would be abandoned per the California Department of Water Resources Standards and completion of a DWR Well Completion Form. Upon development, the Specific Plan area would be connected to the City's public water supply and there would be no onsite wells for use of groundwater. The City manages both the potable and non-potable supplies to ensure withdrawals from the Chino Groundwater Basin do not exceed the safe yield for the Basin, as per the Chino Basin Watermaster's Optimum Basin Management Program (OBMP). Therefore, the Specific Plan would not obstruct or conflict with the OBMP and impacts would be less than significant.

Implementation of the SWPPP and WQMP would ensure the Specific Plan would not conflict with a water quality control plan or sustainable groundwater management plan. Impacts in this regard would be less than significant. The 2022 Certified SEIR did not identify any significant conflicts with groundwater management or controls plans. Accordingly, the Specific Plan would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified SEIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact HYD-5: Compliance with applicable regulatory requirements and TOP 2050 policies would ensure that the proposed project would not conflict with or obstruct implementation of the Basin Plan or any groundwater management plan.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hydrology and water quality impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

3.10.6 Cumulative Impact Analysis

Proposed Project

Cumulative impacts to hydrology, drainage, flooding, and water quality are considered for the Chino Creek subwatershed and the Middle Santa Ana River subwatershed, which are part of the larger Santa Ana River Watershed. The land use changes of the Policy Plan Amendment are comprehensive and encompasses the land use changes associated with the EBPSP and the concurrent Zoning changes. Therefore, cumulative impacts for the proposed project are described below.

Development in the City of Ontario and other projects in these watersheds would increase impervious areas, thus increasing runoff and flows into storm drainage systems. Within San Bernardino County, other projects would be required to prepare hydrology and hydraulic studies in accordance with the County Hydrology Manual and analyze stormwater flows that result from the 100-year storm event to ensure that the capacities of the storm drain systems are not exceeded. Additionally, other projects would be required to comply with MS4 permits applicable in those watersheds. The Santa Ana RWQCB MS4 permit applies to portions of three counties in the Santa Ana Basin. Other projects' compliance with the requirements of the Santa Ana RWQCB MS4 permit, the San Bernardino County Stormwater Program, and San Bernardino County Hydrology Manual guidance would reduce cumulative impacts to hydrology and drainage to less than significant and would not be cumulatively considerable.

If projects in the watersheds are within 100-year flood zones, they would be mandated to comply with National Flood Insurance Program requirements. Cumulative impacts to hydrology, drainage, and flooding would be less than significant, and impacts of the proposed project would not be cumulatively considerable.

Cumulative projects could generate pollutants that would contaminate stormwater. Compliance with the MS4 permit includes implementation of site design and source control BMPs that reduce the potential for pollutants to enter runoff and treatment control BMPs that remove pollutants from stormwater. Cumulative water quality impacts would be less than significant after compliance with such permits, and project impacts would not be cumulatively considerable.

The proposed project would not result in new or more severe cumulative impacts related to hydrology and water quality compared to those identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Cumulative Impacts: Cumulative water quality, hydrology, drainage, and flooding impacts would not be cumulatively considerable.

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3.11 LAND USE AND PLANNING

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential impacts to land use in the City of Ontario from implementation of TOP 2050 Policy Plan Amendment and EBPSP (proposed project) compared to the current TOP 2050 (approved project) and impacts identified in the 2022 Certified EIR. Land use impacts can be either direct or indirect. Direct impacts are those that result in land use incompatibilities; division of neighborhoods or communities; or interference with other land use plans, including habitat or wildlife conservation plans. This section focuses on whether implementation of the proposed project would result in direct physical impacts to the environment associated with land use and consistency with land use policies and plans. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other sections of this Draft SEIR.

The Policy Plan Amendment impacts are based on the proposed land use plan, described in detail in Chapter 2, *Project Description*, and shown on Figure 2-5, *Proposed TOP 2050 Land Use Plan,* and Figure 2-6*, Proposed TOP 2050 Land Use Plan with Areas of Change*. TOP 2050 goals and policies have been evaluated to determine their consistency with other relevant sections of TOP 2050 Policy Plan Amendment.

In addition, compatibility of the proposed land use changes for the Policy Plan Amendment and the EBPSP with the existing land uses in the surrounding area is discussed in this section. TOP 2050 Policy Plan Amendment and EBPSP are also evaluated for consistency with the Southern California Association of Governments (SCAG) Regional Comprehensive Plan and Guide and the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal.

There were several comment letters received in response to the NOP related to changes in the TOP 2050 land use designation and zoning as a result of the proposed project. The relevant issues raised in those comment letters are addressed throughout this section. For a summary of the comment letters, refer to Table 1-1 in Chapter 1, *Introduction*, or to Appendix A for the full comment letters.

3.11.1 Regulatory Framework

STATE

Housing Accountability Act

The Housing Accountability Act requires that cities approve applications for residential development that are consistent with a city's general plan and zoning code development standards without reducing the proposed density. Examples of objective standards are those that are measurable and have clear criteria that are determined in advance, such as numerical setback, height limit, universal design, lot coverage requirement, or parking requirement.

Senate Bill 330: Housing Crisis Act of 2019

Among other changes that promote housing, the Housing Crisis Act of 2019 strengthened the Housing Accountability Act by stating that a housing development project that complies with the objective standards of the general plan and zoning ordinance must be approved by the city, unless the city is able to make written findings based on the preponderance of the evidence in the record that: (1) the city has already met its Regional Housing Needs Assessment (RHNA) requirement; (2) there is an impact to the public health and safety that cannot be mitigated; (3) the property is agricultural land; (4) approval of the project would violate State or federal law and this violation cannot be mitigated; or (5) the project is inconsistent with the zoning and land use designation and not identified in the general plan housing element RHNA inventory.

Senate Bill 166: No Net Loss Law

SB 166 builds on existing laws and regulations to ensure a local agency meets its allocated housing units for lower- and moderate-income households. This bill requires adequate housing development capacities to be available throughout the housing element planning period to meet the unmet RHNA needs. SB 166 prevents a local jurisdiction from permitting an identified lower- and moderate-income residential housing site to develop another use or a lower density residential development. If a site identified for housing development is permitted for another use or developed at a lower density, and this prevents the local agency from meeting its RHNA for lower- and moderate-income residential housing, the local agency must identify another site for housing development within 180 days that will meet the RHNA.

REGIONAL

Southern California Association of Governments

SCAG is a regional council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, which encompass over 38,000 square miles. SCAG is the federally recognized metropolitan planning organization for this region and a forum

for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's metropolitan planning organization, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives, as discussed below.

Regional Transportation Plan/Sustainable Communities Strategy

SCAG adopted its current RTP/SCS, "Connect SoCal 2024," in April 2024. The document provides the long-range vision for the SCAG region (SCAG 2024). Connect SoCal 2024 expands land use and transportation strategies established in previous cycles of the RTP/SCS to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal 2024 contains plans and projections for the region's future. Like other RTPs/SCSs, Connect SoCal 2024 provides a policy framework for preparing local plans and handling issues of regional significance, such as land use and housing, open space and biological habitats, water, energy, air quality, solid waste, transportation, security and emergency preparedness, economy, and education. Connect SoCal 2024 also strives to achieve broader regional objectives, such as encouraging diverse housing construction in areas supported by multiple transportation options; promoting development of complete streets that prioritize safe opportunities to walk, bike, and pursue other forms of active transportation; leveraging new transportation technologies and data-driven solutions to efficient travel; and promoting conservation of natural lands. Connect SoCal 2024 advances regional planning by incorporating an integrated approach between SCAG, state and local governments, transportation commissions, resources agencies and conservation groups, the private sector, and the general public (SCAG 2024).

San Bernardino Council of Governments

The San Bernardino Council of Governments represents 24 cities and towns, including Ontario. It fosters intergovernmental communication and coordination, undertakes comprehensive regional planning with an emphasis on transportation, provides for citizen involvement in the planning process, and supplies technical services to its member governments. The City of Ontario is a member jurisdiction of the San Bernardino Council of Governments, and a participating agency in SCAG's Connect SoCal.

LOCAL

City of Ontario Development Code

The City of Ontario Development Code is designed to assist in the implementation of the goals and policies of TOP in order to promote and protect the public health, safety, and general

welfare in the community. Development Code Chapter 5 (Zoning and Land Use) establishes zoning designations and development standards to regulate orderly development. Currently, the Ontario Development Code identifies 7 special policy overlay zones: Agriculture (AG), Euclid Avenue (EA), Emergency Shelter (ES), Multimodal Transit Center (MTC), Interim Community Commercial (ICC), and Affordable Housing (AH), and Chino Airport (CNO). The land uses and regulations allowed in each of these overlay zones are outlined in Chapter 5 of the Ontario Development Code (Ontario 2025).

Ontario International Airport Land Use Compatibility Plan

State law allows local jurisdictions within San Bernardino County to be responsible for airport land use compatibility planning under the "Alternative Process" in place of a county administered ALUC. Under the provisions of the Alternative Process the City of Ontario is the designated agency having responsibility for airport compatibility planning for Ontario International Airport (ONT). The ONT Land Use Compatibility Plan (ALUCP) was adopted on April 19, 2011, by the Ontario City Council to promote compatibility with surrounding land uses and amended in July 2018. The ALUCP provides guidance to local jurisdictions that may be affected by ONT and the objective of the Plan is to promote compatibility between the airport and the land that surrounds it to avoid future compatibility conflicts (Ontario 2025). Figure 3.9-2, *Airport Safety Zones*, in Section 3.9, *Hazards and Hazardous Materials*, maps the compatibility zones and land uses surrounding the ONT.

The Ontario International Airport–Inter Agency Collaborative (ONT-IAC) was formed through a Cooperative Agreement by all Affected Agencies to maintain local jurisdictional control of land use planning for areas within the ONT Airport Influence Area. The Affected Agencies include the City of Chino, City of Fontana, City of Montclair, City of Ontario, City of Rancho Cucamonga, City of Upland and San Bernardino County. The ONT ALUCP contains the ONT-IAC operational framework and identifies 3 framework components: 1) a technical group (ONT-IAC Technical Staff Group) comprised of senior staff members from the Affected Agencies to review projects for consistency with the ALUCP; 2) an appeals body (ONT-IAC Mediation Board) to resolve consistency evaluation disputes; and 3) an administrative function managed by the City of Ontario.

Chino Airport Master Plan

The City of Ontario is also within the Chino Airport Influence Area. The Chino Airport is south of the City of Ontario across Merrill Avenue and is owned and operated by San Bernardino County. The City of Chino adopted its own Airport Comprehensive Land Use Plan (ACLUP) in November 1991. The Chino Airport Master Plan (AMP) was adopted by the County of San Bernardino in 2006. The 1991 Chino ACLUP does not reflect the 2006 Chino AMP nor does it reflect the 2011 Caltrans Airport Land Use Planning Handbook. Public Utilities Code Section 21670.1(c) requires local jurisdictions that are under the “alternative process” to “rely upon” the California Airport

Land Use Planning Handbook published by Caltrans Division of Aeronautics in October 2011, for preparing Compatibility Plans and to utilize the Handbook's height, land use, noise, safety, and density criteria. Although the City of Ontario does not have the formal responsibility under the "alternative process" to prepare a compatibility plan for Chino Airport, the City of Ontario has adopted the Chino Airport Overlay Zone that addresses Chino Airport's impacts on Ontario, consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook (Caltrans 2011). Figure 3.9-2, *Airport Safety Zones*, in Section 3.9, *Hazards and Hazardous Materials*, maps the compatibility zones and land uses surrounding Chino Airport within the City of Ontario.

3.11.2 Existing Conditions

POLICY PLAN AMENDMENT

The City of Ontario developed from a small agricultural town centered mainly on the citrus industry to a suburban community with a large manufacturing and industrial base. Figure 2-4, *Current Land Use Plan*, and Table 2-1, *Approved TOP 2050 Land Use Designation,* in Chapter 2, *Project Description*, show the existing land uses of Ontario. The City has a total population of 184,404 residents, the majority of whom live in the developed lands north of Riverside Drive (DOF 2025). This area was the City's boundary prior to the annexation of Ontario Ranch (formerly known as the New Model Colony) in 1999 and is called the Original Model Colony (OMC). Ontario Ranch was predominantly used for citrus and dairy agriculture. It is still used for dairy, poultry, and row crop agriculture, and it has some residential land uses. These residential land uses are older, single-family land uses and newer planned communities. Portions of the land are under contract with the City through the Williamson Act of 1964 to preserve agriculture land; however, as Ontario Ranch continues to develop, these contracts would expire or would be terminated.

Existing residential areas tend to be in the older portions of the City west of Grove Avenue and north of Riverside Drive, and scattered throughout Ontario Ranch. Business land uses include commercial and industrial land uses. Commercial land uses are prominent in the historic downtown area, mostly along Euclid and Holt Avenues; around the ONT and the business parks and industrial areas surrounding the airport; and around the Ontario Mills commercial and entertainment complex. Industrial and employment-based centers are prominent in Ontario, especially in the eastern portions of the City and areas surrounding the ONT and Chino Airport in Ontario Ranch. In these areas, types of businesses include light manufacturing, research and development, and technology development as well as medical services, entertainment venues, retail stores, galleries, health clubs, financial institutions, day care facilities, and professional offices. Public open space areas in the City include the Whispering Lakes Golf Course north of Riverside Drive, the Cucamonga-Guasti Regional Park in northern Ontario, with the Grand Park Phase 1 and the Ontario Sports Empire in southern Ontario.

SPECIFIC PLAN

On-Site Land Uses

The majority of the Specific Plan area is currently utilized as active dairy facilities, including dry lots, milking parlors, feed storage facilities, and associated residential uses. Other land uses include storage and minor maintenance of semitrailer trucks, storage and distribution of krill oil and soy sauce, tire storage, and small animal keeping.

The site is relatively flat, with variable topography on-site in the form of berms, fill material stockpiles, and a water retention basin. The site has been subjected to roughly a century of anthropogenic disturbances associated with these historic and ongoing land uses (Appendix D).

Surrounding Uses

Surrounding land uses are described below and illustrated in Figure 3.1-2 in Section 3.1, *Aesthetics*.

North: Dairy farms and residences, similar to existing land uses within the Specific Plan area, are adjacent to the site on the north.

South: Eucalyptus Avenue borders the Specific Plan area to the south, beyond which are industrial/business park uses, a fire station, and a dairy farm and residence.

East: Dairy farms and residences are east of the site, across Walker Avenue.

West: Additional dairy/agricultural uses are west of the site across Campus Avenue.

General Plan Designations

The current General Plan designations of the site include Medium Density Residential (with Affordable Housing Overlay), Mixed Use with Chino Airport Overlay (and Affordable Housing Overlay), and Open Space–Parkland.

The Medium Density Residential designation is intended for single and multi-family attached and detached residences, including townhouses, stacked flats, courtyard homes, and small lot single-family subdivisions. The Mixed Use designation is envisioned to primarily accommodate employee-intensive office, entertainment facilities, live-work, and supporting retail uses. The Affordable Housing Overlay identifies housing opportunities in the City to implement required rezone programs in compliance with State housing element law. The Open Space–Parkland designation allows recreational facilities, such as tot-lots, parks, golf courses, and sports complexes and joint-use facilities with schools, utilities, and drainage facilities.

Zoning Designation

The City of Ontario's Zoning Map designates the Specific Plan area's zoning as Specific Plan with an Agricultural Overlay and Affordable Housing Overlay. The Agricultural Overlay serves to accommodate the continuation of agricultural uses within the City, on an interim basis, until such time that development is slated to occur. The Affordable Housing Overlay facilitates housing opportunities within the City by implementing required rezone programs in compliance with State Housing Element law.

Airport Considerations

Although the Specific Plan area is in the ONT Airport Influence Area, it is outside any identified safety, airspace protection, and noise impact zones. All properties within the ONT Influence Area are subject to a real estate transaction disclosure notice (Ontario 2018).

The Specific Plan area is also in the Chino Airport (CNO) Influence Area. The San Bernardino County Comprehensive Land Use Plan for Chino Airport was adopted in 1991 and does not reflect guidance in the 2011 Caltrans Airport Land Use Planning Handbook. (SBC ALUC 1991) As such, in 2022, the City of Ontario adopted the CNO Overlay District, which provides maps, criteria, and policy language to guide development within the Chino Influence Area, consistent with the 2011 Caltrans Airport Land Use Planning Handbook.

As illustrated in Figure 3.9-2, *Airport Safety Zones*, the majority of the Specific Plan area is within CNO Safety Zone 6 (low risk), with a very small portion of the southeastern corner within Safety Zone 4 (moderate risk). Uses permitted by the EBPSP are allowed in both of these safety zones (Ontario 2022).

3.11.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to land use if it would:

a) Physically divide an established community.

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

METHODOLOGY

Specific Plan

The following analysis considers whether the EBPSP would conflict with applicable planning documents, plans, or policies from the City and other agencies that were adopted for the purposes of avoiding or mitigating an environmental effect and whether those conflicts, if any, would cause significant environmental effects. A determination regarding a project's consistency with an applicable plan is made by the Lead Agency. Consistency is achieved where a project furthers the overall objectives and policies of a plan and where it would not obstruct their attainment. EBPSP consistency was analyzed for the following plans: SCAG's 2024-2050 Connect SoCal, the City of Ontario Policy Plan, and City Municipal Code. Additionally, the Specific Plan's consistency with nearby airport requirements was considered.

A project's conflict with a policy is considered significant if such inconsistency would cause significant physical environmental impacts. A policy conflict is not in and of itself considered a significant impact but may be evidence that an underlying physical impact is significant and adverse.

Relevant New and Modified General Plan Policies

There are no new and modified general plan policies applicable to land use and planning.

3.11.4 Environmental Impacts

2022 Certified EIR

The Certified EIR concluded that the approved project would not divide an established community, and is consistent with the ONT and Chino airport land use compatibility plans and the SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Connect SoCal). Implementation of regulatory requirements and standard conditions of approval ensured that no significant impacts would occur.

Proposed Project

a) Would the project physically divide an established community?

Division of an established community commonly occurs with construction and development of physical features that constitute a barrier to easy and frequent travel between two or more constituent parts of a community. For example, a large freeway structure with few crossings

could effectively split a community. The Certified EIR found that the approved project would not conflict with existing land uses and would not divide an established community.

POLICY PLAN AMENDMENT

Implementation of Policy Plan Amendment would guide future growth within the City of Ontario. Table 2-1, *Approved TOP 2050 Land Use Designations*, Table 2-3, *TOP 2050 Policy Plan Amendment Proposed Land Use Summary*, and Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*, in Chapter 2, *Project Description*, detail the buildout statistics associated with the current TOP 2050 and the proposed Policy Plan Amendment.

Implementation of the proposed project would not result in the physical division of an established community. As shown in Figure 2-6, *Policy Plan Amendment: Areas of Change*, the proposed project would redesignate land currently designated for residential to business park, increase residential densities, and allow mixed uses in developed areas primarily on land within the Ontario Ranch that is currently used for agricultural purposes. More specifically, the proposed project would redesignate the area along Holt Boulevard from Business Park to Mixed Use land use and a portion along Grove Avenue from Airport to Industrial. These land use changes are consistent with the existing development pattern and would align with the surrounding land uses. Another concentrated area of land use redesignations would occur on the land south of Edison Avenue from General Commercial, Medium Density Residential, and Mixed Use to Business Park and Open Space–Recreation. In general, these changes would result in a reduction in residential land uses and align with the surrounding land uses. In addition, a new mixed use designation would be added for land surrounding the Ontario Sports Empire to align with recreational uses currently under development. Overall, by providing a mix of compatible uses that support connectivity, accessibility, and cohesive development, the redesignations would not create physical barriers or fragment the area.

Additionally, t TOP 2050 Policy Plan includes policies and programs that promote preservation and enhancement of existing neighborhoods and reduce potential conflicts between adjacent land uses. Therefore, the proposed project would not divide an established community or introduce incompatible land uses.

The proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to the division of a community compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

SPECIFIC PLAN

Although the Specific Plan would result a change of land use when compared to existing conditions, the EBPSP would act to implement the amended Policy Plan land use designations

(Business Park and Open Space–Parkland) that are being processed as a companion action to the Specific Plan. The site is zoned Specific Plan, indicating the site's anticipated transition to more urban uses. Additionally, the proposed business park uses would act as a logical transition from the industrial uses currently located to the south of the Specific Plan area toward the park and residential uses envisioned to the north. The Specific Plan would not physically divide an established community. Therefore, this impact is **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact LUP-1: Project implementation would not divide an established community.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant land use and planning impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

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

Pursuant to CEQA, impacts are considered significant if being inconsistent with a plan or policy would result in a physical impact to the environment. The Certified EIR found that buildout of the approved project would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.

Policy Plan Amendment

The preparation of the Policy Plan Amendment must be consistent with the policies and regulations of existing regional and local plans that are meant to prevent environmental impacts related to population growth and land use conflicts.

Consistency with SCAG's Regional Plans and Policies

The consistency of Policy Plan Amendment with SCAG's Connect SoCal is shown in Table 3.11-1, *Policy Plan Amendment Consistency with SCAG Connect SoCal*. Connect SoCal is a major advisory

plan prepared by SCAG that addresses important regional issues like housing, traffic/transportation, water, and air/quality. Connect SoCal serves as an advisory document to local agencies in the Southern California region for their information and voluntary use when preparing local plans and handling local issues of regional significance. Connect SoCal is advisory only and cannot be used for intergovernmental review. The Policy Plan Amendment is consistent with the majority of Connect SoCal's goals (see Section 3.14, *Population and Housing*, for a discussion on consistency with SCAG demographic projections). As shown in this table, the Policy Plan Amendment would be generally supportive of or consistent with the relevant policies and objectives in Connect SoCal 2024.

Table 3.11-1 Policy Plan Amendment Consistency with SCAG Connect SoCal

Connect SoCal Policy/Objective Number	Policy Plan Amendment Consistency Analysis
Mobility: Build and maintain an integrated multimodal transportation network.	**Consistent.** Ontario's Vision is to increase mobility options as the City and region grow. The mobility system would be coordinated with future land use patterns and levels of buildout. Access and connectivity to mobility options would be integrated into neighborhoods, villages, and districts. The Policy Plan Amendment includes updates to the mobility element to the City's multipurpose trails and bikeways to better align with changes under the Policy Plan Amendment. These changes would ensure multimodal transportation network throughout the city.
Communities: Develop, connect and sustain communities that are livable and thriving.	**Consistent.** The Policy Plan Amendment would not result in a reduction in housing capacity and would ensure that land uses are consistent with surrounding development. In addition, the Policy Plan Amendment would evaluate opportunities to reduce the impacts of truck routes on sensitive receptors, thereby promoting a more livable and thriving community.
Environment: Create a healthy region for the people of today and tomorrow.	**Consistent.** The Policy Plan Amendment does not propose changes to the Social Resources Element of TOP 2050, which identifies quality and accessible health care, education, community services, and cultural activities as critical components to achieving Ontario's Vision. The Policy Plan Amendment represents an efficient use of available land within the city, contributes to local and regional economies, and expands and diversifies employment and housing opportunities. As such the Policy Plan Amendment would remain consistent with the environment and social resources in Ontario.

Table 3.11-1 Policy Plan Amendment Consistency with SCAG Connect SoCal

Connect SoCal Policy/Objective Number	Policy Plan Amendment Consistency Analysis
Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents.	**Consistent.** The Policy Plan Amendment does not propose any changes to the Community Economics Element as included in the TOP 2050, which outlined goals and policies for decision-making in Ontario that incorporate the full short-term and long-term economic and fiscal implications of proposed City Council actions. As such, the Policy Plan Amendment would remain consistent with the economic environment in Ontario.

Sources: SCAG 2024.

Airport Plans

Airport operations and their accompanying noise and safety hazards require careful land use planning on adjacent lands to ensure the safety of residents and passengers, and to protect Ontario businesses and property owners from the potential hazards that could be created by airport operations. The Federal Aviation Administration and Caltrans Division of Aeronautics provide guidance for land use safety near airports. With adherence to these guidelines, high concentrations of people are not exposed to potential airplane accidents along runways or near airports while airplanes are departing and arriving. There are also guidelines on the placement of housing, schools, and other sensitive land uses near airports because of the noise pollution caused by airplanes.

Ontario International Airport

Ontario International Airport (ONT) provides regional air service for domestic and international commercial and cargo operations and includes the necessary support facilities for both major and smaller airlines. ONT operates as a medium-hub, full-service airport serving major U.S. and international destinations. The City of Ontario has adopted an Airport Land Use Compatibility Plan (ALUCP) for ONT in accordance with the Caltrans Division of Aeronautics' California Airport Land Use Planning Handbook.

The Policy Plan Amendment would redesignate the area along Holt Boulevard from Business Park to Mixed Use land use and a portion along Grove Avenue from Airport to Industrial land use. Although the Policy Plan Amendment would redesignate land uses near ONT, any future development facilitated by these changes would remain subject to meet the applicable safety zone restrictions, noise compatibility requirements, and airspace protection policies of the adopted ALUCP. The Land Use Element of the existing TOP 2050 requires that all new development surrounding ONT be consistent with the adopted ALUCP and comply with the

standards and recommendations of Federal Aviation Administration (FAA) Part 77, as adopted through Ordinance 2758 of the Ontario Municipal Code.

A consistency determination analysis for ONT was prepared by the City of Ontario, which found that TOP 2050 is consistent with the ALUCP for ONT (ONT–IAC 2018) (Appendix G6). The Policy Plan Amendment would be consistent with the existing policies related to the ONT in the Land Use Element; therefore, the Policy Plan Amendment would remain consistent with the approved project.

Chino Airport

Chino Airport is operated by the San Bernardino County Department of Airports and functions as a reliever airport for ONT and San Bernardino International Airport. The airport encompasses approximately 1,100 acres and serves private, business, and corporate tenants and customers throughout the Inland Empire. The City of Ontario is also within the Chino Airport Influence Area. The Chino Airport is south of the City of Ontario across Merrill Avenue. The City of Chino adopted its own Airport Comprehensive Land Use Plan (ACLUP) in November 1991. The Chino Airport Master Plan (AMP) was adopted by the County of San Bernardino in 2006. The 1991 Chino ACLUP does not reflect the 2006 Chino AMP nor does it reflect the 2011 Caltrans Airport Land Use Planning Handbook. Public Utilities Code Section 21670.1(c) requires local jurisdictions that are under the "alternative process" to "rely upon" the California Airport Land Use Planning Handbook published by Caltrans Division of Aeronautics in October 2011, for preparing Compatibility Plans and to utilize the Handbook's height, land use, noise, safety, and density criteria. Although the City of Ontario does not have the formal responsibility under the "alternative process" to prepare a compatibility plan for Chino Airport, the City of Ontario has adopted the Chino Airport Overlay Zone and Reference I: Chino Airport Land Use Compatibility Plan that addresses Chino Airport's impacts on Ontario, consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook (Caltrans 2011). Figure 3.9-2, *Airport Safety Zones*, in Section 3.9, *Hazards and Hazardous Materials*, maps the compatibility zones and land uses surrounding Chino Airport within the City of Ontario.

Land uses within the Chino Airport Overlay Zone include Medium Density Residential, Mixed Use, Business Park, Industrial, and Open Space–Recreation. The Policy Plan Amendment would redesignate land south of Edison Avenue from General Commercial, Medium Density Residential, and Mixed Use to Business Park and Open Space–Recreation. In general, these changes would result in a reduction of residential land use within the safety zones of Chino Airport. Future projects within this area would be required to comply with the conditions of the Chino Airport Overlay Zone , Reference I: Chino Airport Land Use Compatibility Plan and the 2011 Caltrans Airport Land Use Planning Handbook, that include standards governing allowable land uses, maximum population density, maximum site coverage, height restrictions, and notification/disclosure requirements based on noise contours and the runway protection,

approach, and Part 77 zones established by the FAA (Caltrans 2011). The Policy Plan Amendment does not include any changes to policies or plans related to Chino Airport; therefore, the Policy Plan Amendment would remain consistent with the approved project. As such, impacts would be **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

This section includes an analysis of the EBPSP's consistency with TOP 2050, the City's Development Code, and SCAG's Connect SoCal. Additionally, the Specific Plan's consistency with nearby airport requirements is discussed.

The Ontario Plan

As part of the Policy Plan Amendment being processed in conjunction with the EBPSP, the land use designations for the site would be changed as shown in Table 3.11-2, *Land Use Designations: Affected Acreage*.

Table 3.11-2 Land Use Designation: Affected Acreage

Current Land Use Designation	New Land Use Designation	Acreage Affected
Medium Density Residential (with Affordable Housing Overlay)	Business Park	47.74 acres
Mixed Use (with Chino Airport Overlay and Affordable Housing Overlay)	Business Park	81.70 acres
Open Space–Parkland	Business Park	19.18 acres
Total		**148.62 acres**[1]

1 The remaining Specific Plan acreage is designated as Open Space–Parkland and would be unaffected by the Policy Plan Amendment.

The Specific Plan would be implemented consistent with these land use designations, as amended. The following Table 3.11-3, *EBPSP Policy Plan Consistency Analysis*, provides an analysis of the EBPSP's consistency with applicable TOP 2050 policies. As demonstrated, no conflicts would occur.

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
Land Use Element	
LU-1: A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.	
LU-1.1: Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, foster the development of transit, and support the expansion of the active and multimodal transportation networks throughout the City.	**Consistent**. The Specific Plan area is located in the Ontario Ranch area of the City, which is an area planned for future growth. The City's Master Plans for water, sewer, and storm drainage identify planned infrastructure facilities to support growth in this area. The developer(s) of the EBPSP would be required to participate in the installation of the Master Planned infrastructure. Additionally, streets within the Specific Plan area would be designed to be safe and accessible to accommodate different modes of non-vehicular transportation.
LU-1.2: Sustainable Community Strategy. We integrate state, regional, and local Sustainable Community /Smart Growth principles into the development and entitlement process.	**Consistent**. The EBPSP features numerous sustainable features. The Specific Plan encourages non-motorized circulation by employees and visitors via its provision of an integrated network of sidewalks, bikeways, and trails. In accordance with Policy Plan Exhibit M-02, Multipurpose Trails & Bikeway, Class II bike lanes would be provided along both sides of Campus Avenue and Walker Avenue. Additionally, the Specific Plan area would also include an 8-foot multi-purpose trail along Eucalyptus Avenue, Grove Avenue and Walker Avenue. All development in the Specific Plan area would be required to conform to the California Green Building Standards Code (CALGreen Code), and the Specific Plan includes energy efficiency guidelines. In addition, the EBPSP includes a rooftop solar energy system which would generate enough electricity to meet 45% of annual electricity demand. The plant palette for the Specific Plan area consists of water-efficient species native to southern California or naturalized to the arid southern California climate, and the use of turf would be minimized. As such, the EBPSP is consistent with this policy.
LU-1.3: Adequate Capacity. We require adequate infrastructure and services for all development.	**Consistent**. The developer(s) of the EBPSP would be required to install adequate roadway and utility infrastructure improvements to meet the demands of the Specific Plan while maintaining adequate service

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
	levels for existing, surrounding development. Refer to SEIR Section 2.0, *Project Description*, for a detailed analysis of the adequacy of the Specific Plan's infrastructure improvements.
LU-1.4: Multimodal Mobility. We require development and urban design, where appropriate, that reduces reliance on the automobile and capitalizes on active transportation, transit, electric vehicles, and multimodal transportation opportunities	**Consistent**. The EBPSP would offer numerous opportunities for nonvehicular circulation, including multi-purpose trails, bikeways, and sidewalks. Class II bike lanes would largely be provided along both sides of Campus Avenue, between Riverside Drive and Holt Avenue, and along Walker Avenue, between Euclid Avenue and Hamner Avenue. Additionally, the Specific Plan would include an 8-foot multi-purpose trail along Eucalyptus Avenue, Grove Avenue, and Walker Avenue to encourage connectivity and circulation by employees, visitors, and the passersby that is not completely dependent on a motorized vehicle. Additionally, bike storage facilities would be required to be installed in each building to further promote alternative transportation.
LU-1.5: Jobs-Housing Balance. We coordinate land use, infrastructure, and transportation planning and analysis with regional, county, and other local agencies to further regional and subregional goals for jobs-housing balance.	**Consistent**. The EBPSP would construct roadway and utility improvements in accordance with the City's infrastructure master plans. Furthermore, the Specific Plan area would generate employment opportunities for residents and reduce the need for residents in the region to commute to other regions for employment opportunities.
LU-1.6: Complete Community. We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers, and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario.	**Consistent.** The EBPSP land use plan provides business park uses that would accommodate a variety of employment uses arranged in a sensible and efficient manner that allow ease of access and complement the surrounding community. The 36.15 acres of parkland would provide recreational amenities for residents of and visitors to the City of Ontario. The business park uses are intended to attract local, national, and international businesses and would assist in diversifying the mix of employment opportunities available in the City. Potential retail uses would serve both on-site uses and the broader community.

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
LU-2: Compatibility between a wide range of uses and resultant urban patterns and forms.	
LU-2.1: Land Use Decisions. We minimize adverse impacts on adjacent properties when considering land use and zoning requests.	**Consistent**. The Development Standards and Design Guidelines presented in the Specific Plan would act to minimize or preclude potential adverse impacts affecting adjacent properties. Proposed roadway improvements would allow for improved vehicle travel in the vicinity. Additionally, business park uses proposed by the EBPSP would act as a logical transition between the industrial uses currently being constructed to the south of the Specific Plan area and the park and residential uses envisioned to the north.
LU-2.2: Buffers. We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur. Additional mitigation is required when new uses could negatively impact environmental justice areas.	**Consistent**. The EBPSP provides conceptual streetscapes for Eucalyptus Avenue, Campus Avenue, Walker Avenue, and Public Street 'A'; primary and secondary corner treatments at Specific Plan entry points; and landscaped screening walls between truck courts and parking areas and adjacent public rights-of-way. Implementation of these features would provide a visual buffer between on-site/off-site uses. Additionally, the Specific Plan includes Open Space–Parkland along the northern boundary to separate the business park uses from the residential uses planned to the north. As such, the EBPSP is consistent with this policy.
LU-2.3: Hazardous Uses. We regulate the development of industrial and similar uses that use, store, produce, or transport toxic substances, air emissions, other pollutants, or hazardous materials.	**Consistent**. Building occupants within the Specific Plan area would be required to comply with all local and State requirements for using, storing, producing, or transporting toxic substances, air emissions, other pollutants, or hazardous materials.
LU-2.5: Regulation of Uses. We regulate the location, concentration, and operation of uses that have impacts on surrounding land uses.	**Consistent**. Refer to Policy LU-2.1, above.
LU-2.6: Infrastructure Compatibility. We require infrastructure to be aesthetically pleasing and in context with the community character.	**Consistent**. Water, sewer, storm drain, and dry utility improvements would be located underground and out of view, with the exception of stormwater inlets and channels that are required to be exposed at the surface. Roadway infrastructure improvements would be designed to be landscaped with a combination of evergreen and deciduous trees, including flowering varieties; shrubs; and groundcovers in an aesthetically

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
	pleasing manner to establish the Specific Plan's design theme.
LU-2.8: Transitional Areas. We require development in transitional areas to protect the quality of life of current residents.	**Consistent**. The Specific Plan stipulates landscaping and building setbacks along all of the Specific Plan's perimeter streets that separate the Specific Plan area from adjacent properties. Additionally, the proposed business park uses would act as a logical transition from the industrial uses currently being constructed south of the Specific Plan area to the park and residential uses envisioned in the north. Trucks traveling to and from the Specific Plan area would be required to utilize the City's approved truck routes, thereby minimizing exposure of nearby residents to truck-related impacts. Development within the Specific Plan area would comply with the Design Guidelines in Chapter 6 of the Specific Plan, which would provide for a high-quality, attractive, and contemporary environment.
LU-2.9: Methane Gas Sites. We require sensitive land uses and new uses on former dairy farms or other methane-producing sites be designed to minimize health risks.	**Consistent.** As detailed in SEIR Section 3.9, *Hazards and Hazardous Materials*, laboratory testing of on-site soils concluded that none of the samples contained contaminants above the thresholds established by the EPA or DTSC for commercial/industrial land uses. Nonetheless, Mitigation Measure HAZ-1-SP is included to preclude impacts related to potential unknown soil/soil vapor contamination within the Specific Plan area.
LU-4: Development that provides short-term value only when the opportunity to achieve our Vision can be preserved.	
LU-4.2: Interim Development. We allow development in urban, mixed use, and transit-oriented Place Types that is not immediately reflective of our ultimate Vision for the Place Type, provided it can be modified or replaced when circumstances are right to support development aligned with the Place Type Vision. We will not allow development that impedes,	**Consistent**. The central theme of the Ontario Vision is "[a] sustained, community-wide prosperity which continuously adds value and yields benefits." The open space/park area would introduce and sustain recreational amenities in the long term for use by City residents and visitors. The phased development of the business park uses would attract new businesses, provide employment opportunities for residents, contribute to the City's tax base, and construct circulation and utility infrastructure improvements that

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
precludes, or compromises our ability to achieve our Vision.	are critical to allow for the growth of the region. As such, implementation of the Specific Plan would help the City achieve its Vision by continuously adding value, yielding benefits, and contributing to the prosperity of the City and the Inland Empire region.
LU-4.3: Infrastructure Timing. We require that the necessary infrastructure and services be in place prior to or concurrently with development.	**Consistent**. Chapter 7, *Implementation Plan*, of the EBPSP includes a development phasing plan that requires infrastructure needed to support the buildout of the Specific Plan to be adequately phased concurrently with development.
LU-5: Integrated airport systems and facilities that minimize negative impacts to the community and maximize economic benefits.	
LU-5.5: Airport Compatibility Planning for ONT. We create and maintain the Airport Land Use Compatibility Plan for ONT.	**Consistent**. The land uses provided by the EBPSP would be consistent with the Airport Land Use Compatibility Plan (ALUCP) requirements for the Ontario International Airport. Furthermore, future development on the Specific Plan property would be required to comply with the Development Standards and Design Guidelines established in the Specific Plan, as well as the applicable requirements of the City of Ontario Development Code, which would preclude any potential inconsistencies with the Ontario International Airport ALUCP.
LU-5.7: ALUCP Consistency with Land Use Regulations. We comply with state law that requires general plans, specific plans, and all new development to be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public-use airport.	**Consistent**. The land uses provided by the EBPSP would be consistent with the Airport Land Use Compatibility Plan (ALUCP) requirements for both the Ontario International Airport and the Chino Airport. All proposed development would be reviewed by the Airport Land Use Commission in the Development Plan review process.
LU-5.8: Chino Airport. We will support the creation and implementation of the Airport Land Use Compatibility Plan for Chino Airport.	**Consistent**. The land uses provided by the EBPSP would be consistent with the Airport Land Use Compatibility Plan (ALUCP) requirements for the Chino Airport. Proposed development within the Specific Plan area would be reviewed by the Airport Land Use Commission in the site plan review process.

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
Housing Element	
H-1: Stable neighborhoods of quality housing, ample community services and public facilities, well-maintained infrastructure, and public safety that foster a positive sense of identity.	
H-1.4: Historical Preservation. We support the preservation and enhancement of residential structures, properties, street designs, lot configurations, and other reminders of Ontario's past that are considered to be local historical or cultural resources.	**Consistent**. As detailed in Section 3.5, *Cultural Resources*, no historical resources would be impacted by the EBPSP.
Parks and Recreation Element	
PR-1: A system of safe and accessible parks that meets the needs of the community.	
PR-1.9: Phased Development. We require parks be built in new communities before a significant proportion of residents move in.	**Consistent**. The EBPSP does not include the creation of new residential units, but includes 36.15 acres of the City's Grand Park, providing amenities such as pedestrian paths, gathering areas, turf areas, and botanical gardens. Phasing of Specific Plan development is discussed in Chapter 7, *Implementation Plan*, of the EBPSP.
PR-1.15: Trail Connectivity. We strengthen and improve equestrian, bike, and multipurpose trail connections within the City and work to improve trail connections into adjacent jurisdictions.	**Consistent**. The EBPSP would include an 8-foot-wide multi-purpose trail along Eucalyptus Avenue and 13-foot-wide multi-purpose trails along Grove Avenue and Walker Avenue to encourage connectivity and circulation by employees, visitors, and passersby that is not completely dependent on a motorized vehicle. The multi-purpose trail system in the Specific Plan area implements the multipurpose trail system shown in Exhibit M-3, Multipurpose Trails & Bikeway Corridor Plan, of the Policy Plan.
Environmental Resources Element	
ER-1: A reliable and cost-effective system that permits the City to manage its diverse water resources and needs.	
ER-1.3: Conservation and Sustainable Water Supply. We work with regional water providers and users to conserve water and ensure sustainable local water supplies as more frequent droughts reduce long term local and regional water availability	**Consistent.** The Specific Plan proposes a drought-tolerant plant palette and water-efficient irrigation system design to minimize the water demands of planned development. In addition, implementing development projects would be required to comply with the water-efficiency mandates of the California

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
	Green Building Standards Code, including the provision of water-efficient fixtures.
ER-1.4: Supply-Demand Balance. We require that available water supply and demands be balanced.	**Consistent**. Section 3.19, *Utilities and Service Systems*, evaluates the potential impacts related to water supply based on the results of a Water Supply Assessment. As concluded, implementation of the EBPSP would not obstruct the City's ability to meet water demands of its customers in normal, single dry, and multiple dry years.
ER-1.5: Water Resource Management. Environmental justice areas are prioritized as we coordinate with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater.	**Consistent.** As discussed in Section 3.10, *Hydrology and Water Quality*, implementation of the Specific Plan would not result in new, substantial sources of urban runoff, nor would it violate applicable stormwater quality requirements. Also, the EBPSP area includes permeable surfaces (e.g., Open Space–Parkland, landscaped areas, water quality/infiltration basins) that would allow surface water to percolate and contribute to recharge of the aquifer.
ER-1.6: Urban Run-off Quantity. We encourage the use of low impact development strategies, including green infrastructure, to intercept run-off, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.	**Consistent.** Please refer to Policy ER-1.5, above.
ER-1.7: Urban Run-off Quality. We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.	**Consistent.** Please refer to Policy ER-1.5, above.
ER-1.8: Wastewater Management. We require the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.	**Consistent.** All sewer conveyance infrastructure needed to serve the Specific Plan area would be installed in accordance with City design standards. Accordingly, implementation of the EBPSP would not violate any applicable waste discharge requirements.
ER-3: Cost-effective and reliable energy system sustained through a combination of low impact buildings, site and neighborhood energy conservation, and diverse sources of energy generation that collectively helps to minimize the region's carbon footprint.	
ER-3.3: Building and Site Design. We require new construction to incorporate energy efficient building and site design strategies, which could include	**Consistent.** The EBPSP Design Guidelines encourage all new construction to utilize design features, fixtures, appliances, and heating and cooling controls to conserve energy and water. In addition, all

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
appropriate solar orientation, maximum use of natural daylight, passive solar, and natural ventilation.	development would be required to comply with the California Green Building Standards Code.
ER-3.6: Generation- Renewable Sources. We promote the use of renewable energy sources (e.g., solar, wind, biomass) in public and private sector development.	**Consistent.** The EBPSP proposes a rooftop solar energy system which generates enough electricity to meet 45% of annual electricity demand.
ER-4: Improved indoor and outdoor air quality and reduced locally generated pollutant emissions.	
ER-4.1: Land Use. We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.	**Consistent.** The EBPSP would provide employment land uses in close proximity to major transportation corridors (Interstate 10, Interstate 15, State Route 60, State Route 83, State Route 71, and State Route 91) and near bus rapid transit (BRT) corridors along Edison Avenue/Ontario Ranch Road and Euclid Avenue. Therefore, the Specific Plan area provides local employment opportunities for residents and serves to improve the regional jobs-housing balance. Additionally, the Specific Plan area provides an integrated system of sidewalks, bikeways, and multi-purpose trails on internal and perimeter roadways to encourage non-vehicular modes of transportation.
ER-4.3: Greenhouse Gases (GHG) Emissions Reductions. We will reduce GHG emissions in accordance with regional, state, and federal regulations.	**Consistent.** As discussed in Section 3.8, *Greenhouse Gas Emissions*, the Specific Plan would be consistent with applicable regional, State, and federal regulations related to the reduction of GHG emissions and would not obstruct implementation of any GHG reduction plans/programs.
ER-4.8: Tree Planting. We protect healthy trees within the City and plant new trees to increase carbon sequestration and help the regional/local air quality. We expand the tree canopy in environmental justice areas to enhance air quality and reduce the "heat island" effect.	**Consistent.** The EBPSP is not located within an environmental justice area; regardless, numerous trees would be planted within the Specific Plan area, and in particular, along roadway street frontages, near building entrances, and in passenger car parking lots. In addition, trees would be planted in the Open Space–Parkland planning areas.
ER-5: Protected high value habitat and farming and mineral resource extraction activities that are compatible with adjacent development.	
ER-5.1: Habitat Conservation Areas. We support the protection of biological resources through the establishment,	**Consistent.** As presented with SEIR Section 3.4, *Biological Resources*, the site consists of disturbed and developed land that has been subject to a variety of anthropogenic disturbances which have eliminated the

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
restoration, and conservation of high-quality habitat areas.	natural plant communities that once grew there. No native plant communities or natural communities of special concern are present within or adjacent to the Specific Plan area.
ER-5.2: Entitlement and Permitting Process. We comply with state and federal regulations regarding protected species.	**Consistent.** SEIR Section 3.4, *Biological Resources*, includes Mitigation Measures BIO-1-SP through BIO-3-SP which require pre-construction surveys for nesting birds, burrowing owl, and roosting bat species, thus precluding significant impacts to protected species that may occur on-site.
ER-5.3: Right to Farm. We support the right of existing farms to continue their operations within the Ontario Ranch.	**Consistent.** As shown in Table 5-1, Permitted Uses, of the EBPSP, existing agricultural and dairy farms in the Specific Plan area are permitted uses in all Planning Areas.
ER-5.4: Transition of Farms. We protect both existing farms and sensitive uses around them as agricultural areas transition to urban uses.	**Consistent.** Please refer to Policy ER-5.3, above.
Community Economics Element	
CE-1: A complete community that provides for all incomes and stages of life.	
CE-1.1: Jobs-Housing Balance. We pursue improvement to the Inland Empire's balance between jobs and housing by promoting job growth that reduces the regional economy's reliance on out-commuting.	**Consistent.** The EBPSP would provide approximately 138 acres of new employment-generating land uses in close proximity to existing and planned residential land uses. The Specific Plan would provide an estimated 1,590 employees and would assist efforts to promote job growth and improve the balance between jobs and housing in the Inland Empire.
CE-1.12: Circulation. We continuously plan and improve public transit and non-vehicular circulation for the mobility of all, including those with limited or no access to private automobiles.	**Consistent.** BRT corridors are located along Edison Avenue and Euclid Avenue, in close proximity to the Specific Plan area. The EBPSP would construct a bus turnout near the intersection of Grove Avenue and Eucalyptus Avenue in anticipation of future Omnitrans service. Additionally, the Specific Plan area would provide Class II bikeways along Walker Avenue and Campus Avenue. Sidewalks would be provided along all streets within the Specific Plan area.

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
CE-2: A City of distinctive neighborhoods, districts, corridors, and centers where people choose to be.	
CE-2.1: Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community.	**Consistent.** The EBPSP would provide for the development of a high-quality and contemporary business park. The Specific Plan's Design Guidelines establish criteria for architecture, lighting, signage, and landscape design to promote the development of an attractive business park with timeless design features, for an inviting place to work and conduct business. The adjacency of the park and retail development would enhance the attractiveness of the Specific Plan area.
CE-2.2: Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional, and sustainable places that will compete well with their competition within the region.	**Consistent.** Implementing development projects within the Specific Plan area would be reviewed and approved pursuant to the provisions of the City's Subdivision Ordinance and Development Plan Review process. This provides for review by the City's Planning Department, which would require the development to demonstrate how appropriately unique, functional, and sustainable places would be created. Furthermore, development projects in the Specific Plan area would be required to be designed in accordance with the architectural and landscape Design Guidelines established in Chapter 6, Design Guidelines, of the EBPSP, which would result in a unique, aesthetically attractive, and contemporary business park that would be highly competitive with similar developments in the region.
CE-2.4: Protection of Investment. We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.	**Consistent.** Development projects in the EBPSP would be required to be designed in accordance with the architectural and landscape design guidelines in Chapter 6, Design Guidelines, of the Specific Plan, which would result in a unique, aesthetically attractive, and contemporary business park that reflects high-quality architectural design.
Mobility Element	
M-1: A system of roadways that meets the mobility needs of a dynamic and prosperous Ontario.	
Policy M1-1: Roadway Design and Maintenance. We require our roadways to: • Comply with federal, state, and local design and safety standards;	**Consistent**. The Specific Plan proposes roadway improvements consistent with the City of Ontario Master Plan of Streets and Highways, as described in EBPSP Chapter 4, Infrastructure Plan. Perimeter and internal streets would be constructed to City standards

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
• Meet the needs of multiple transportation modes and users; • Handle the capacity envisioned in the City of Ontario Master Plan of Streets and Highways; • Be maintained in accordance with best practices; • Be compatible with the streetscape and surrounding land uses; and Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand management strategies.	and designed to accommodate vehicles, pedestrians, and bicyclists through the inclusion of sidewalks, Class II bike lanes, and multi-purpose trails. Roadway designs include parkways and landscaping to support circulation and enhance compatibility with adjacent land uses. Maintenance responsibilities are outlined in EBPSP Chapter 7, Implementation Plan.
Policy M1-2: Mitigation of Impacts. We require development to mitigate its traffic impacts.	**Consistent**. The EBPSP mitigates potential VMT impacts to the extent feasible. Additionally, the Traffic Analysis identifies improvements and fair share contributions to be assessed of the EBPSP.
Policy M1-4: Complete Streets. We work to provide a complete, balanced, context-aware, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.	**Consistent.** The Specific Plan establishes a multimodal circulation network that includes sidewalks, Class II bike lanes, and multi-purpose trails along major roadways such as Campus Avenue and Walker Avenue, as described in EBPSP Chapter 4, Infrastructure Plan. The plan is designed to accommodate pedestrians, bicyclists, and vehicles through coordinated roadway and non-vehicular improvements. Design guidelines in EBPSP Chapter 6 address pedestrian connectivity and require consistent treatment of sidewalks, parkways, and landscape buffers to support safe and functional circulation throughout the Specific Plan area.
Policy M1-5: Level of Service. Maintain a peak hour Level of Service (LOS) E or better at all intersections. Maintain Level of Service D or better on arterial streets in the City. Develop and maintain a list of locations where LOS E or LOS F are considered acceptable and would be exempt from this level of service policy. Considerations for LOS exemption include	**Consistent.** The Traffic Analysis identifies improvements and fair share contributions to be assessed of the EBPSP to maintain acceptable LOS at affected intersections.

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
being restricted by environmental constraints, lacking available right-of-way, deterring an increase in VMT, or degrading other modes of travel (such as bicycle or pedestrian infrastructure).	
Policy M1-6: Reduced Vehicle Miles Traveled. We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.	**Consistent.** Uses internal to the Specific Plan would be connected through internal circulation systems, including sidewalks, bike lanes, and multi-purpose trails, reducing vehicle miles traveled.
M-2: A system of trails and corridors that facilitate and encourage active modes of transportation.	
Policy M2-1: Active Transportation. We maintain our Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways and pedestrian facilities that are safe, comfortable, and accessible and connect residential areas, businesses, schools, parks, and other key destination points.	**Consistent.** The Specific Plan includes the construction of Class II bike lanes along Campus Avenue and Walker Avenue, as well as multi-purpose trails along Eucalyptus Avenue, Grove Avenue, and Walker Avenue, as detailed in EBPSP Chapter 4, Infrastructure Plan. These facilities are integrated with a network of sidewalks throughout the Specific Plan area to support safe and accessible travel for pedestrians and bicyclists. The circulation improvements are designed to enhance connectivity within the business park and to adjacent areas, consistent with the City's active transportation goals.
Policy M2-2: Bicycle System. We provide off-street multipurpose trails and Class II bikeways as our primary paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right-of-way, we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas.	**Consistent.** The EBPSP includes Class II bikeways and multi-purpose trails throughout the circulation network to support bicycle travel. All development in the Specific Plan area would be required to comply with City of Ontario bicycle facility standards, including provisions for bike lanes, trails, and secure bicycle parking and storage.
Policy M2-3: Pedestrian Walkways. We require walkways that promote safe and convenient travel between residential	**Consistent.** The EBPSP includes sidewalks and multi-purpose trails along all major perimeter roadways, including Eucalyptus Avenue, Grove Avenue, Walker

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
areas, businesses, schools, parks, recreation areas, and other key destination points.	Avenue, Bon View Avenue, and Campus Avenue, to ensure safe and convenient pedestrian access throughout the area. Internal private drive aisles and public streets would provide additional pedestrian connections between planned business park uses and open space areas. All pedestrian facilities would be constructed in accordance with City standards and designed to promote visibility and safety.
M-2.4 Network Opportunities. We use public rights-of-way and easements such as utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options to maintain and expand our bicycle and pedestrian network. In urban, mixed- use, and transit-oriented Place Types, we encourage the use of underutilized public and private spaces to expand our public realm and improve pedestrian and bicycle connectivity. (Link to Community Design Element Urban, Mixed Use, and Transit-oriented Place Types Section)	**Consistent.** The EBPSP utilizes public rights-of-way to establish a connected bicycle and pedestrian network, including sidewalks and multi-purpose trails within the ROWs of Eucalyptus Avenue, Grove Avenue, Walker Avenue, and other major corridors. The EBPSP incorporates parkways, landscape buffers, and trail corridors to expand the public realm and improve non-vehicular connectivity throughout the Specific Plan area in alignment with City goals.
Goal M-4: An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.	
Policy M4-1: Truck Routes. We designate and maintain a network of City truck routes that provide for the safe and efficient transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses, as shown on Exhibit M-04, Truck Routes. We will minimize conflicts on truck routes through the design and implementation of buffers between travel lanes and pedestrian and bicycle facilities on designated truck routes.	**Consistent.** Trucks accessing the Specific Plan area would be required to travel along City-designated truck routes. Mandatory use of truck routes would minimize potential conflicts between truck traffic and other motorized and non-motorized transportation modes.
Policy M4-4: Environmental Considerations. We support both local and regional efforts to reduce/eliminate the negative environmental impacts of goods movement	**Consistent.** The EBPSP supports regional goods movement through planned improvements to surrounding roadways. The Specific Plan incorporates circulation and site planning strategies that accommodate truck access and loading while

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
through the planning and implementation of truck routing and the development of a plan to evaluate the future needs of clean fueling/recharging and electrified truck parking.	minimizing conflicts with non-vehicular travel. These improvements provide a framework that can support future environmental initiatives related to sustainable goods movement.
Community Design Benefit	
CD-1: A dynamic, progressive city containing distinct neighborhoods and commercial districts that foster a positive sense of identity and belonging among residents, visitors, and businesses.	
Policy CD1-3: Existing Neighborhoods. We require the existing character of viable residential and non-residential neighborhoods be preserved, protected and enhanced.	**Consistent.** The EBPSP is designed to preserve and protect the character of surrounding neighborhoods by incorporating a thoughtful land use plan, site design, and buffer treatments. Landscaped setbacks would be located along perimeter roadways to provide a visual and physical buffer between business park uses and adjacent properties. Building orientation, screening walls, and enhanced landscaping would be used to minimize visual and operational impacts on neighboring land uses. EBPSP Design Guidelines and Development Standards would ensure that lighting is directed away from adjacent areas and that loading and service areas are screened from public view, thereby reducing potential edge effects and maintaining compatibility with the surrounding community.
Policy CD1-4: Transportation Corridors. We will enhance our major transportation corridors within the City through landscape, hardscape, signage and lighting. The extent of enhancement should be appropriate to the use, type, and context of each corridor.	**Consistent.** The EBPSP would enhance major transportation corridors through a cohesive streetscape design that includes landscaping, parkways, and multi-purpose trails along Eucalyptus Avenue, Grove Avenue, Walker Avenue, Bon View Avenue, and Campus Avenue. These improvements include a combination of canopy trees, shrubs, and groundcover to frame the corridor edges and provide visual continuity. Class II bike lanes and an internal pedestrian network to promote safe, multimodal travel would also be provided. Entry monuments, consistent signage, and corner treatments would be integrated into the streetscape to reinforce the design character of the business park and create a welcoming environment for employees and visitors. EBPSP Design Guidelines establish architectural and landscape elements appropriate to the context of each corridor.

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
Policy CD1-3: Existing Neighborhoods. We require the existing character of viable residential and non-residential neighborhoods be preserved, protected and enhanced.	**Consistent.** The EBPSP is designed to preserve and protect the character of surrounding neighborhoods by incorporating a thoughtful land use plan, site design, and buffer treatments. Landscape setbacks and open space parkland would be located along perimeter roadways to provide a visual and physical buffer between business park uses and adjacent properties. Building orientation, screening walls, and enhanced landscaping would be used to minimize visual and operational impacts on neighboring land uses. EBPSP Design Guidelines and Development Standards would ensure that lighting is directed away from adjacent areas and that loading and service areas are screened from public view, thereby reducing potential edge effects and maintaining compatibility with the surrounding community.
Policy CD1-5: View Corridors. We require all major north-south streets be designed and redeveloped to feature views of the San Gabriel Mountains, which are part of the City's visual identity and a key to geographic orientation. Such views should be free of visual clutter, including billboards and may be enhanced by framing with trees.	**Consistent.** The Specific Plan does not include any design features that would obstruct views along major north-south corridors such as Campus Avenue, Grove Avenue, Bon View Avenue, and Walker Avenue. As outlined in EBPSP Chapter 6, Design Guidelines, and EBPSP Chapter 4, Infrastructure Plan, landscaping (including street trees and parkways) would be installed along these corridors as part of roadway improvements. These enhancements would be implemented concurrently with development to create a cohesive streetscape while maintaining an open visual character consistent with City policies.
CD-2: A high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct.	
Policy CD2-1: Quality Architecture. We encourage all development projects to convey visual interest and character through: • Building volume, massing, and height to provide appropriate scale and proportion; • A true architectural style which is carried out in plan, section and elevation through all aspects of the building and site design and	**Consistent.** Future development within the EBPSP area would be guided by the Specific Plan's Design Guidelines (Chapter 6), which promote high-quality architectural design through appropriate building massing, scale, and articulation. The guidelines require a unified architectural theme and consistent application of materials, colors, and detailing across all visible building elevations. While the Specific Plan does not prescribe specific materials, it emphasizes the use of durable and visually appealing finishes appropriate to a modern business park setting. These standards would

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
appropriate for its setting; and Exterior building materials that are visually interesting, high quality, durable, and appropriate for the architectural style.	ensure that new development contributes positively to the City's visual character.
Policy CD2-5: Streetscapes. We design new and, when necessary, retrofit existing streets to improve walkability, bicycling and transit integration, strengthen connectivity, and enhance community identity through improvements to the public right of way such as sidewalks, street trees, parkways, curbs, street lighting and street furniture.	**Consistent.** As part of implementation of the EBPSP, improvements would be made to existing public streets including Eucalyptus Avenue, Grove Avenue, Walker Avenue, Bon View Avenue, and Campus Avenue, as outlined in EBPSP Chapter 4, Infrastructure Plan. Planned improvements would include the addition of sidewalks, Class II bike lanes, and multi-purpose trails to support safe and efficient travel for pedestrians, bicyclists, and vehicles. Landscaped parkways with trees and other plantings would be provided along all major roadways to enhance the visual character of the street network and reinforce the Specific Plan's design framework as described in EBPSP Chapter 6, Design Guidelines. These enhancements are intended to improve connectivity and promote a cohesive streetscape identity throughout the plan area.
Policy CD2-7: Sustainability. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials and construction techniques.	**Consistent.** The Specific Plan supports sustainable development principles through its location near regional transportation corridors and within close driving distance of existing residential neighborhoods. The land use plan promotes a mix of employment-generating uses intended to serve both the local and regional workforce, aligning with smart growth objectives. As described in EBPSP Chapter 6, Design Guidelines, the landscaping strategy emphasizes the use of drought-tolerant plant species appropriate for the Inland Southern California climate, with an emphasis on low water use and long-term maintenance efficiency. These measures, combined with coordinated site planning and infrastructure improvements, would contribute to reduced resource demand and enhanced environmental performance across the Specific Plan area.
Policy CD2-8: Safe Design. We incorporate defensible space design into new and existing developments to	**Consistent.** The EBPSP serves as the framework for implementing development projects within the Specific

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintenance of visibility and accessibility, and use of lighting.	Plan area, and includes design specifications for walls, fences, sidewalks, building entrances, and lighting.
Policy CD2-9: Landscape Design. We encourage durable landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.	**Consistent.** The landscape concept for the EBPSP incorporates the use of attractive, durable landscaping materials, and an irrigation system designed to keep plant materials in good health while conserving water. Landscaping would be provided throughout the Specific Plan area, including along roadways, within passenger car parking lots, at monuments/entries, within common open space areas, and adjacent to buildings.
Policy CD2-10: Parking Areas. We require all development, including single-family residential, to minimize the visual impact of surface, structured, and garage parking areas visible from the public realm in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include: 1. Surface parking: Shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field. 2. Structured parking: facade articulation, screening, appropriate lighting, and landscaping. Garage parking: providing access to single-family residential garages through alley access, recessing garages from the frontage to emphasize front doors or active living spaces.	**Consistent.** Surface parking lots, truck courts, and loading areas would be designed in accordance with the City's Development Code and the Specific Plan's Design Guidelines (Chapter 6), which require the incorporation of landscaping, screening, and clearly defined pedestrian pathways and drive aisles. Additionally, each building's surface parking area would be designed to treat urban runoff through the respective site's storm drain design.
Policy CD2-11: Entry Statements. We encourage the inclusion of amenities, signage and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial developments, and	**Consistent.** The EBPSP includes guidelines for building entry treatments, primary and secondary corner treatments, and tenant monument treatments to identify the development and distinguish individual planning areas, in conformance with the intent of Policy

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
public places that reinforce them as uniquely identifiable places.	CD2-11. The entry treatments, corner treatments, and tenant monuments which are illustrated in EBPSP Chapter 6, Design Guidelines, incorporate landscaping and enhanced signage to provide attractive and distinctive visual statements.
Policy CD2-12: Site and Building Signage. We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.	**Consistent.** The Design Guidelines (Chapter 6 of the Specific Plan) include signage guidelines to ensure that future development would construct clear, concise, easy-to-read signs that reflect and complement the Specific Plan's design theme, provide for safe and efficient circulation of vehicle traffic, and facilitate pedestrian travel. Signs would be of high quality, and the use of distracting sign elements, such as flashing lights or moving parts, is prohibited. Additionally, a sign program would be provided along with the Specific Plan to further provide design standard for signs within the Specific Plan area.
Goal CD3: Vibrant urban environments that are organized around intense buildings, pedestrian and transit areas, public plazas, and linkages between and within developments that are conveniently located, visually appealing and safe during all hours.	
Policy CD3.2: Comfortable, Human-Scale Public Realm. We require that public spaces, including streets, parks, and plazas on both public and private property be designed to maximize safety, comfort and aesthetics and connect to the citywide pedestrian, vehicular, and bicycle networks.	**Consistent.** The Specific Plan promotes a comfortable, human-scale public realm through the coordinated design of its streetscapes, sidewalks, and multi-purpose trails, as described in EBPSP Chapter 4, Infrastructure Plan, and Chapter 6, Design Guidelines. Sidewalks and trails are integrated throughout the area to enhance pedestrian and bicycle connectivity, while landscaped parkways and consistent setbacks create a visually appealing and walkable environment. These improvements are designed to provide safe, accessible, and aesthetically cohesive connections to the citywide transportation network. Additionally, the Open Space–Parkland planning areas would provide both passive and active open space use for visitors, employees, and surrounding residents of the Specific Plan area.
Policy CD3.3: Complete and Connected Network We require that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated to provide connections internally and externally to	**Consistent.** The Specific Plan provides a coordinated and interconnected circulation network for vehicles, bicycles, and pedestrians, as illustrated in EBPSP Chapter 4, Infrastructure Plan, and EBPSP Chapter 6, Design Guidelines. Public roadways and private drive aisles would include sidewalks, Class II bike lanes, and

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
adjacent neighborhoods and properties (existing and planned) through a system of local roads and trails that promote walking and biking to nearby destinations (including existing and planned parks, commercial areas, and transit stops) and are designed to maximize safety, comfort, and aesthetics.	multi-purpose trails to ensure internal mobility and connectivity to surrounding areas. Improvements along major corridors such as Eucalyptus Avenue, Grove Avenue, and Walker Avenue support access to regional transit and commercial destinations. All future development would be required to comply with City standards for sight visibility, safety, and landscape placement to ensure a comfortable and secure travel experience for all users.
Policy CD 3.4: Context-Aware and Appropriate Design We require appropriate building and site design that complements existing development, respects the intent and identity of the Place Type, and provides appropriate transitions and connections between adjacent uses to ensure compatibility of scale, maintain an appropriate level of privacy for each use, and minimize potential conflicts.	**Consistent.** The Specific Plan establishes building and site design standards that ensure compatibility with surrounding development and land uses, as detailed in EBPSP Chapters 5, Development Regulations, and 6, Design Guidelines. The plan incorporates landscaped setbacks, internal circulation buffers, and screening treatments along perimeter roadways to create appropriate transitions between the business park and adjacent uses. Building height, massing, and orientation are designed to respect the scale of surrounding development and minimize potential land use conflicts, supporting a context-sensitive and visually cohesive environment.
Policy CD 3.5: Active Frontages. We create lively pedestrian streetscapes by requiring primary building, business, and residential entrances, outdoor dining, and storefronts be located on ground floors adjacent to sidewalks or public spaces and designed to maximize safety, comfort, aesthetics, and the intended functionality (as defined by the Place Type).	**Consistent.** The Specific Plan incorporates design elements that support active and engaging frontages along key pedestrian corridors. As described in EBPSP Chapter 6, Design Guidelines, primary building entrances are oriented toward public streets or internal circulation routes, with pedestrian connections provided from sidewalks and trails. Landscaping, lighting, and pathway design contribute to a safe and comfortable pedestrian experience, reinforcing the plan's intent to create a cohesive and visually appealing business park environment.
Policy CD 3.6: Managed Infrastructure. We collaborate with developers and property owners to facilitate development that realizes the envisioned character and functionality of the Place Type through the use of green and shared infrastructure within each Place Type.	**Consistent.** The Specific Plan supports coordinated infrastructure planning to achieve the intended character and functionality of a modern business park. As outlined in EBPSP Chapter 4, Infrastructure Plan, the Specific Plan includes shared infrastructure improvements such as integrated roadway systems, stormwater facilities, and utility corridors designed to serve multiple parcels efficiently. The Specific Plan also

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
	promotes sustainable practices through the use of drought-tolerant landscaping and multi-purpose trails within public rights-of-way, contributing to a cohesive, functional, and environmentally responsible development pattern.
Goal CD-5: A sustained level of maintenance and improvement of properties, buildings and infrastructure that protects the property values and encourages additional public and private investments.	
Policy CD5-1: Maintenance of Buildings and Property. We require all public and privately-owned buildings and property (including trails and easements) to be properly and consistently maintained.	**Consistent.** The Specific Plan defines the responsible parties for maintaining both public and private improvements, including roadways, utilities, landscaping, and pedestrian infrastructure, as outlined in EBPSP Chapter 7, Implementation Plan. A maintenance responsibility matrix is included to ensure long-term upkeep of all improvements, including trails and easements, in accordance with City standards. This framework ensures that all development within the Specific Plan area would be properly and consistently maintained.
Policy CD5-2: Maintenance of Infrastructure. We require the continual maintenance of infrastructure.	**Consistent.** Please refer to Policy CD5-1, above.

Sources: Ontario 2022b.

Ontario Development Code

Upon adoption of the Specific Plan, the EBPSP Development Regulations and Design Standards would apply to the Specific Plan area and would establish the applicable zoning regulations and development standards. The Specific Plan would become the land use implementation tool for the site as a whole. As stated in Ontario Development Code Section 1.01.035, in the event of any conflict between the requirements of the Development Code and the standards contained within an adopted project, the requirements of the project would govern, and when the provisions of a project are silent on a specific matter, the regulations in the Development Code shall apply (Ontario 2020). As such, the EBPSP would not result in conflicts with the Ontario Development Code, and impacts would be less than significant.

SCAG's Connect SoCal

SCAG's Connect SoCal goals are meant to provide guidance for municipalities throughout the SCAG jurisdictional area within the context of regional goals and policies. On April 4, 2024, SCAG's Regional Council adopted the 2024-2050 Connect SoCal (SCAG 2024). Table 3.11-4, *EBPSP Consistency with Connect SoCal*, provides an analysis of the Specific Plan's consistency with applicable policies of the 2024-2050 Connect SoCal. As shown, no conflicts would occur.

Table 3.11-4 EBPSP Consistency with Connect SoCal

2024-2050 RTP/SCS Regional Planning Policies	EBPSP Consistency
Mobility	
Complete Streets	
03. Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit).	**No Conflict.** Pedestrian and bicycle circulation would be accommodated within the Specific Plan area through a network of sidewalks, multi-purpose trails, and bike lanes. Additional pedestrian and bicycle facilities would be designed on individual business park building sites at the time buildings are designed and positioned in each planning area as part of implementing development projects.
05. Facilitate the implementation of Complete Streets and curb space management strategies that accommodate and optimize new technologies, micromobility devices and first/last mile connections to transit and last-mile delivery.	**No Conflict.** The EBPSP would include roadways improvements consistent with City requirements to accommodate site access and maintain acceptable peak hour operations. Additionally, the applicant would be required to pay Developer Impact Fees (DIF) to contribute to regional and local street improvements within the City. Due to the Specific Plan's proximity to the State highway system, uses implemented pursuant to the Specific Plan would facilitate first/last mile delivery for the movement of goods.
Communities	
Priority Development Areas	
34. Seek to realize scale economies or a critical mass of jobs and destinations in areas across the region that can support non- single occupant vehicle (SOV) options and shorter trip distances, combined trips and reduced vehicle miles traveled.	**No Conflict.** The Specific Plan would increase employment opportunities in the Inland Empire area, reducing the need for members of the local workforce to commute outside the area for employment. Additionally, the EBPSP would establish development intensities that could support future transit in the local area.

Table 3.11-4 EBPSP Consistency with Connect SoCal

2024-2050 RTP/SCS Regional Planning Policies	EBPSP Consistency
Environment	
Sustainable Development	
48. Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience.	**No Conflict.** The EBPSP promotes sustainable development practices that align with California's long-term environmental goals and energy efficiency standards. Section 6.6 of the Specific Plan includes energy efficiency guidelines. In addition to meeting or exceeding the California Green Building Standards Code and Title 24 energy efficiency requirements, future land uses would be required to accommodate solar photovoltaic (PV) systems and use zero-emission equipment for building operations. Compliance with applicable federal and State regulations and requirements, including the provisions of the Title 24 Building Energy Standards, would reduce the Specific Plan's resource consumption and help promote sustainable development.
Air Quality	
51. Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts.	The EBPSP would implement measures to reduce operational-source criteria pollutant emissions (refer to Mitigation Measures AIR-5-SP through AIR-12-SP and GHG-1-SP).

Source: SCAG 2024.

Airport Considerations

Although the Specific Plan area is within the ONT Airport Influence Area, it is outside any identified safety, airspace protection, and noise impact zones. All properties within the ONT Airport Influence Area are subject to a real estate transaction disclosure notice (Ontario 2018).

The Specific Plan area is also within the CNO Influence Area. The San Bernardino County Comprehensive Land Use Plan for Chino Airport was adopted in 1991 and does not reflect guidance in the 2011 Caltrans Airport Land Use Planning Handbook (SBC ALUC 1991). As such, in 2022, the City of Ontario adopted the CNO Overlay District and Reference I: Chino Airport Land Use Compatibility Plan, which provides maps, criteria, and policy language to guide development within the Chino Influence Area, consistent with the 2011 Caltrans Airport Land Use Planning Handbook.

The majority of the Specific Plan area is within CNO Safety Zone 6 (low risk), with a very small part of the southeastern corner in Safety Zone 4 (moderate risk). Uses permitted by the EBPSP are allowed in both of these safety zones, subject to the criteria and policies of Reference I: Chino Airport Land Use Compatibility Plan in Table 3.11-5, *CNO Compatibility Criteria Matrix* (Ontario 2022).

Table 3.11-5 CNO Compatibility Criteria Matrix

Safety Zones	Residential Density Limits	Non-residential Intensity Limits (People per acre)	Open Land Requirement for Entire Zone	Other Criteria	Boundary Determina-tions
Zone 1 Runway Protection Zone	0	0	All Remaining	Avigation Easement and Airspace Review Required	RPZ
Zone 2 Inner Approach/ Departure Zone	0	60 (avg.) 120 (single acre)	25%; preserve open land nearest runway end	Avigation Easement and Airspace Review Required	Safety Zone 2
Zone 3 Inner Turning Zone	dwelling unit per 2-acre lot	100 (avg.) 300 (single acre)	15%; preserve open land along extended runway centerline	Avigation Easement and Airspace Review Required	Safety Zone 3
Zone 4 Outer Approach/ Departure Zone	2 dwelling units per 2-acre lot	150 (avg.) 450 (single acre)	15%; preserve open land along extended runway centerline	Avigation Easement and Airspace Review Required	Safety Zone 4
Zone 6 Traffic Pattern Zone	No Limit	300 (avg.) 1,200 (single acre)	10%; preserve open land every 1/4 to 1/2 mile	Deed Notice and Airspace Review Required	Safety Zone 6

Source: Ontario 2022.

Note: Excerpt from Chino Airport Land Use Compatibility Plan (CNO ALUCP), Table I-1: Compatibility Criteria Matrix, Reference I

As discussed in SEIR Section 3.14, *Population and Housing*, the EBPSP uses have the potential to create up to 1,590 jobs. This would equate to an average of 8.41 people per acre, which would not exceed the non-residential intensity limits for Safety Zones 4 or 6. Even with the addition of visitors to the site, the intensity limits set forth above would not be exceeded. Future land uses implemented pursuant to the EBPSP would not conflict with the regulations for the applicable Safety Zone in which it is located.

Summary

Based on the preceding discussions, the EBPSP would not result in a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts are considered **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact LUP-2: Project implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant land use and planning impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Policy Plan Amendment

No mitigation measures were required.

Specific Plan

No mitigation measures were required.

3.11.5 Cumulative Impact Analysis

Cumulative projects in the City would have the potential to result in a cumulative impact if they would, in combination, conflict with existing land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental impact. Projects in the City would utilize TOP 2050 and regional planning documents such as SCAG's Connect SoCal during planning, to the extent that they are applicable. Cumulative projects would be required to

comply with the proposed project or they would not be approved without a general plan amendment. As discussed above, implementation of the proposed project would not conflict with existing land use plans, policies, or regulations. In addition, the proposed project would not physically divide an established community. Therefore, proposed project would not contribute to a significant cumulative impact, and this impact is **less than significant**.

Cumulative Impacts: The proposed project would not result in a cumulatively considerable impact to land use and planning.

3.11.6 References

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3.12 MINERAL RESOURCES

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates potential mineral resource impacts of TOP 2050 Policy Plan Amendment and the EBPSP (proposed project) compared to the current TOP (approved project) and impacts identified in the 2022 Certified EIR. Minerals are defined as any naturally occurring chemical elements or compounds, formed from inorganic processes and organic substances. Minable minerals or an "ore deposit" is defined as a deposit of ore or mineral having a value materially in excess of the cost of developing, mining, and processing the mineral and reclaiming the area.

3.12.1 Regulatory Framework

STATE

Surface Mining and Reclamation Act

California's Surface Mining and Reclamation Act of 1975 (SMARA) was enacted to address the need for a continuing supply of mineral resources, and to prevent or minimize the negative impacts of surface mining to public health, property, and the environment. Requirements for SMARA are codified under Public Resources Code Section 2710, et. seq. Under State law, all mining operations are required to obtain permits prior to commencing operations and to abide by local and state operating requirements. Mining operations are also required to have appropriate reclamation plans in place, provide financial assurances, and abide by State and local environmental laws.

Classification

The California Geological Survey Mineral Resources Project provides information about California's nonfuel mineral resources. The Mineral Resources Project classifies lands throughout the state that contain regionally significant mineral resources per SMARA. Nonfuel mineral resources include metals such as gold, silver, iron, and copper; industrial metals such as boron compounds, rare-earth elements, clays, limestone, gypsum, salt and dimension stone; and construction aggregate including sand, gravel, and crushed stone. Development generally results in a demand for minerals, especially construction aggregate. Urban preemption of prime deposits and conflicts between mining and other uses throughout California led to passage of SMARA, which requires all city and county general plans to incorporate the mapped designations approved by the State Mining and Geology Board.

The classification process involves the determination of Production-Consumption (P-C) region boundaries based on identification of active aggregate operations (Production) and the market area served (Consumption). The P-C regional boundaries are modified to include only the parts

of the region that are urbanized or urbanizing and are classified for their aggregate content. An aggregate appraisal further evaluates the presence or absence of significant sand, gravel, or stone deposits that are suitable sources of aggregate. The classification of these mineral resources is a joint effort of the state and the local governments. It is based on geologic factors and requires that the State Geologist classify the mineral resources area as one of 4 mineral resource zones (MRZ).

- **MRZ-1.** Adequate information indicates that no significant mineral deposits are present or likely to be present.
- **MRZ-2.** Adequate information indicates that significant mineral deposits are present, or a likelihood of their presence, and development should be controlled.
- **MRZ-3.** The significance of mineral deposits cannot be determined from the available data.
- **MRZ-4.** There is insufficient data to assign any other MRZ designation.

As part of the classification process, an analysis of site-specific conditions is used to calculate the total volume of aggregates in individually identified resource sectors. Resource sectors are MRZ-2 areas of regional or statewide significance. Anticipated aggregate demand in the P-C regions for the next 50 years is then estimated and compared to the total volume of aggregate reserves identified in the P-C region.

Designation

Once a classification report has been completed, the State Mining and Geology Board may choose, based on recommendations from the State Geologist, to proceed with the second step in SMARA's mineral land identification process, which is designation of mineral deposits that are of regional or statewide significance. In contrast to classifications, which inventories mineral deposits without regard to land use or land ownership, the purpose of a designation is to identify deposits that are potentially available from a land-use perspective and are of prime importance in meeting future needs of the region or state.

3.12.2 Existing Conditions

POLICY PLAN AMENDMENT

Mineral Resource Zones

Areas with known mineral resources in Ontario are shown in Figure 3.12-1, *Areas of Mineral Resource Significance*. Two areas in the City are classified as MRZ-2. One is in the northwestern part of the City, and the second is along the eastern City boundary (CDOC 1984). These 2 areas total 6,132 acres, or approximately 19 percent of the City's total area (Ontario 2022). The

remaining 81 percent of the City's area is MRZ-3, where the significance of mineral deposits is unknown. Mineral resources in the City are limited to construction aggregates such as sand and gravel. There are currently no permitted mining operations in the City.

Production-Consumption Regions

The City is in 3 P-C Regions. The northwestern portion is in the Claremont Upland Region, the eastern portion is in the San Bernardino Region, and the southwestern portion is in the Orange County-Temescal Region, as shown in Figure 3.12-1. All 3 regions are in the Greater Los Angeles Sand and Gravel Resource Area (Ontario 2022).

Regionally Significant Aggregate Resource Sectors

There is one area in Ontario that is designated by the California Geological Survey as Resource Sectors containing construction aggregate of "regional significance" (Ontario 2022). This area, known as the Day Creek Fan, Mira Loma Area Resource Sector, covers approximately 975 acres, a portion of which lies within the City of Ontario. The Day Creek Fan, Mira Loma Area Resource Sector is in the San Bernardino P-C Region and is divided into three aggregate resource sectors in the City of Ontario, identified as D-2, D-3, and D-5 (refer to Figure 3.12-1).

Since the mineral land classification was conducted in 1987, much of the Day Creek Fan, Mira Loma Area Resource Sector, has been developed for industrial park and warehousing uses. Aggregate resource sectors D-3 and D-5, totaling 385 acres, have been developed entirely with nonmineral uses and only small parcels remain. Portions of aggregate resource sector D-2, which totals approximately 106 acres, have been developed with industrial and warehouse uses (Ontario 2010). Industrial uses in aggregate resource sector D-2 do not necessarily preclude mining activities, but significant structural improvements in this part of the City may inhibit development of the Day Creek Fan, Mira Loma Area Resource Sector, for mineral extraction.

As defined by Section 2726 of SMARA, an area of regional significance is

> ... an area which is known to contain a deposit of minerals, the extraction of which is judged to be of prime importance in meeting future needs for minerals in a particular region of the state within which the minerals are located and which, if prematurely developed for alternate incompatible land uses, could result in the permanent loss of minerals that are of more than local significance.

Land uses inherently incompatible with mining include residential, commercial, public facilities, and geographically limited but impact-intensive industrial. According to Section 2762 of SMARA, prior to permitting a use that would threaten the potential to extract minerals in that area, the City would be required to prepare a statement specifying its reasons for permitting the proposed use and consider the importance of these minerals to their market region as a whole and not just their importance to Ontario.

SPECIFIC PLAN

As described previously, approximately 19 percent of the City's area is classified as MRZ-2. The remaining 81 percent of the City's area, including the Specific Plan area, is classified as MRZ-3, where the significance of mineral deposits is unknown (CDOC 2024). The location of the Specific Plan area within the City's MRZs is illustrated in Figure 3.12-1.

3.12.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to mineral resources if it would:

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

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

METHODOLOGY

Specific Plan

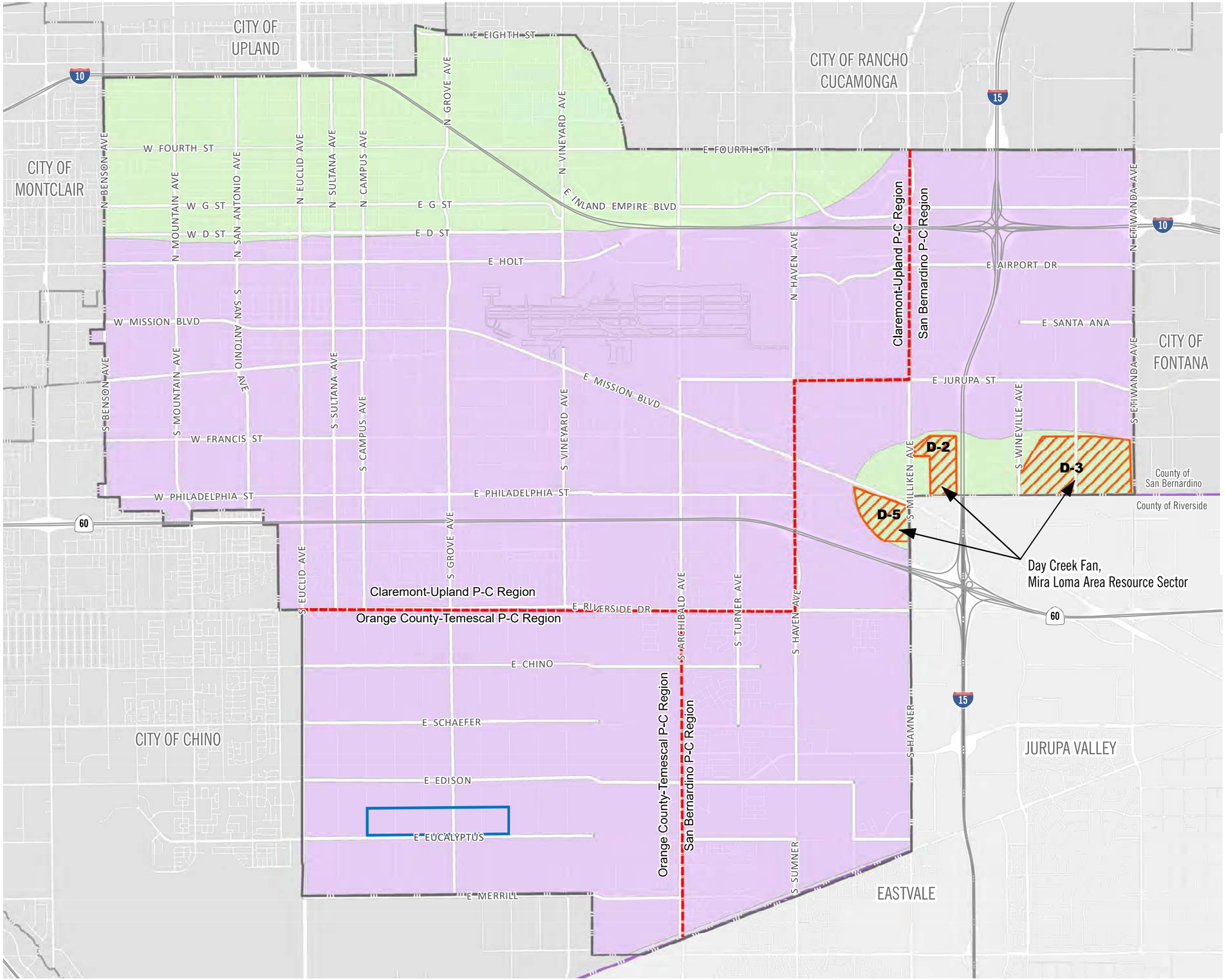
The Department of Conservation's Mineral Resources Data Portal and the EBPSP's Phase I Environmental Site Assessment were reviewed to determine whether there were any past or current mineral resources extraction activities within the Specific Plan area. This information was used to determine the potential to affect any mineral resources.

3.12.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

Figure 3.12-1

Areas of Mineral Resource Significance



EBPSP Boundary
Ontario City Boundary
County Boundary
Production-Consumption (P-C) Region Boundaries

Aggregate Resource Sectors
- D-2
- D-3
- D-5

Mineral Resource Zones
- MRZ-2
- MRZ-3

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2021, CGS 2007 and 2008

Date: 3/2/2022

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3.12.5 Environmental Impacts

2022 CERTIFIED EIR

The Certified EIR concluded that the approved project would not result in the loss of availability of a known mineral resource due to existing regulations and land uses. Upon implementation of regulatory requirements and standard conditions of approval, impacts of the approved project would be less than significant.

PROPOSED PROJECT

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

The Certified EIR identified that the approved project's land use plan would not alter existing conditions within areas designated as MRZ-2 and would not result in the loss of availability of known mineral resources in Ontario. As such, impacts were found to be less than significant.

Policy Plan Amendment

As described in Section 3.12.2, *Existing Conditions*, there are two areas in Ontario that are designated MRZ-2, where mineral resources are known or are likely. However, only one of these areas contains mineral resources that are regionally significant (Day Creek Fan, Mira Loma Area Resource Sectors D-2, D-3, and D-5). The remainder of the City is designated MRZ-3, where the significance of mineral deposits is unknown. Development in an MRZ-3 area would not result in significant impacts because mineral resources of statewide or local importance are not identified on the California Geological Survey's P-C maps. Aggregate resource sectors D-3 and D-5 have been completely developed, along with portions of sector D-2.

Prior to permitting a use that would threaten the potential to extract minerals in an MRZ-2 area, the City of Ontario is required under SMARA to prepare a statement specifying its reasons for permitting the proposed use and to consider the importance of these minerals to their market region as a whole and not just their importance to the City.

As shown in Figure 2-5, *Proposed Land Use Plan Map*, in Chapter 2, *Project Description*, the proposed project would primarily modify the planned TOP land use pattern across nearly 1,000 acres in southern Ontario and would not alter the existing land use designations for areas classified as MRZ-2 or aggregate resource sectors. Additionally, the parts of the City that are designated MRZ-2 but are outside of aggregate resource sectors are developed with urban uses and would continue to be designated for urban uses by the proposed project. Areas designated MRZ-2 outside of aggregate resource sectors are not available for extraction of mineral resources, and the proposed project would not result in changes to the existing conditions of

these areas. Therefore, the proposed project would not result in the loss of availability of a known mineral resource in Ontario. Additionally, the proposed project includes Environmental Resources (ER) Element Goal 5, which aims to protect high value habitat and ensure that mineral resource extraction activities that are compatible with adjacent land uses. Thus, the proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As shown in Figure 3.12-1, the Specific Plan area is designated as MRZ-3. Areas designated by the State of California Geologist as MRZ-3 include land that the significance of mineral deposits cannot be determined from the available data. There are no known mineral resources in Specific Plan area. Additionally, the proposed project includes Environmental Resources (ER) Element Goal 5, which aims to protect high value habitat and ensure that mineral resource extraction activities that are compatible with adjacent land uses. Therefore, the EBPSP would not result in the loss of availability of a known mineral resource. **No impacts** are anticipated. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the approved project.

Specific Plan Significance without Mitigation: No Impact.

Impact MIN-1: The proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant regional or state mineral resources impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new Mitigation Measures are required.

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

The Certified EIR identified that the approved project would not result in the loss of availability of locally important mineral resource recovery sites in Ontario, and impacts were identified as less than significant.

Policy Plan Amendment

As shown in Figure 2-5, the proposed project would primarily modify the planned TOP land use pattern across nearly 1,000 acres in southern Ontario and would not alter the existing land use designations for areas classified as MRZ-2 or aggregate resource sectors. As described previously in impact discussion a), the parts of the City that are designated MRZ-2 but are outside of aggregate resource sectors are developed with urban uses and would continue to be designated for urban uses by the proposed project. Areas designated MRZ-2 outside of aggregate resource sectors are not available for extraction of mineral resources, and the proposed project would not result in changes to the existing conditions of these areas. Additionally, the proposed project includes Goal ER-5, shown below, which aims to protect high value habitat and ensure that mineral resource extraction activities that are compatible with adjacent land uses.

- Goal ER-5: Protected high value habitat and farming and mineral resource extraction activities that are compatible with adjacent development.

Therefore, the proposed project would not result in the loss of availability of a locally important mineral resources recovery site. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As discussed above, there are no known mineral resources in the Specific Plan area, nor are there any permitted mining operations within the City. The Specific Plan area is not a mineral resource recovery site, and is currently developed with mostly dairy farms and associated residences. The EBPSP would not result in the loss of availability of locally important mineral resource recovery site. **No impacts** are anticipated. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the approved project.

Specific Plan Significance without Mitigation: No Impact.

Impact MIN-2: The proposed project would not result in the loss of availability of a locally important mineral resource area.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant locally important mineral resources impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new Mitigation Measures are required.

3.12.6 Cumulative Impact Analysis

The area considered for cumulative impacts to mineral resources is the P-C regions overlapping the City of Ontario and extending into other counties within the Greater Los Angeles Sand and Gravel Resources Area: the Claremont-Upland P-C region extends into Los Angeles County; the Orange County-Temescal Region extends into Orange County and Western Riverside County, and the San Bernardino P-C region encompasses San Bernardino and most western Riverside County. Other projects in the referenced areas could be proposed within areas designated by the California Geological Survey as Resource Sectors containing construction aggregate of "regional significance." Development of these projects within these areas of regional or statewide significance could cause loss of availability of known mineral resources valuable to the region; however, such projects would be subject to independent CEQA review, including an evaluation of potential impacts to MRZ areas and mining sites. Implementation of all feasible mitigation measures would be required to reduce any significant impacts identified.

As identified above, the proposed project would not impact mineral resources of statewide, regional, or local value. Specifically, the Specific Plan area is designated as MRZ-3 and does not contain known mineral resource deposits or any locally important mineral resource recovery sites on or within proximity to the Specific Plan area. Additionally, the proposed project includes Goal ER-5, which aims to protect high value habitat and ensure that mineral resource extraction activities that are compatible with adjacent land uses, which would help minimize cumulative impacts. Therefore, the proposed project would not cumulatively contribute to a significant cumulative impact. Impacts are **less than significant**.

Cumulative Impacts: Implementation of the proposed project would not result in cumulative mineral resource impacts.

3.12.7 References

CDOC (California Department of Conservation). 1984. Ontario (Plate 6-8) and Guasti (Plate 6-9) Quadrangles. Accessed September 23, 2025. https://filerequest.conservation.ca.gov/?q=SR_143.

———. 2024. CGS Information Warehouse, California Mineral Resources Data Portal. https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc.

Ontario, City of. 2022. The Ontario Plan 2050. Final Supplemental Environmental Impact Report. State Clearinghouse No. 2021070364. https://content.ontarioca.gov/sites/default/files/2024-12/Final_DraftSEIR_TOP2050.pdf.

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3.13 NOISE

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential for the TOP 2050 Policy Plan Amendment and EBPSP (proposed project) to result in noise and vibration impacts in the local environment in comparison to the current TOP (approved project) and impacts identified in the 2022 Certified EIR. Specifically, this section summarizes relevant federal, State and local noise guidelines, policies, and standards; reviews noise levels at existing receptor locations, and evaluates potential noise impacts. This evaluation uses procedures and methodologies specified by the Federal Transit Administration (FTA). The traffic noise analysis focuses on traffic noise increases due to the proposed truck route changes within the City.

The analysis for the Policy Plan Amendment is based in part on the noise modeling data included in Appendix I1 in this SEIR. The analysis for the EBPSP component is based on the noise technical study included as Appendix I2 in this SEIR.

One comment letter and one written comment were received in response to the NOP and related to noise impacts due to increased truck traffic and existing and future vibration impacts due to heavy truck traffic along Ontario Ranch Road. The relevant issues raised in those comment letters are addressed throughout this section. For a summary of the comment letters, refer to Table 1-1 in Chapter 1, *Introduction*, or see Appendix A for the entire comment letters.

Terminology

The following are definitions for terms used throughout this section.

- **Sound.** A disturbance created by a vibrating object, which, when transmitted by pressure waves through a medium such as air, is capable of being detected by a receiving mechanism, such as the human ear or a microphone.
- **Noise.** Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
- **Decibel (dB).** A unitless measure of sound on a logarithmic scale.
- **A-Weighted Decibel (dBA).** An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
- **Equivalent Continuous Noise Level (Leq)**; also called the Energy-Equivalent Noise Level. The value of an equivalent, steady sound level that, in a stated time period (often over an hour) and at a stated location, has the same A-weighted sound energy as the time-varying sound. Thus, the L_{eq} metric is a single numerical value that represents the equivalent amount of variable sound energy received by a receptor over the specified duration.

- **Statistical Sound Level (L_n).** The sound level that is exceeded "n" percent of time during a given sample period. For example, the L_{50} level is the statistical indicator of the time-varying noise signal that is exceeded 50 percent of the time (during each sampling period); that is, half of the sampling time, the changing noise levels are above this value and half of the time they are below it. This is called the "median sound level." The L10 level, likewise, is the value that is exceeded 10 percent of the time (i.e., near the maximum) and this is often known as the "intrusive sound level." The L_{90} is the sound level exceeded 90 percent of the time and is often considered the "effective background level" or "residual noise level."

- **Day-Night Sound Level (L_{dn} or DNL).** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the sound levels occurring during the period from 10:00 PM to 7:00 AM.

- **Community Noise Equivalent Level (CNEL).** The energy average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added from 7:00 PM to 10:00 PM and 10 dB from 10:00 PM to 7:00 AM. For general community/environmental noise, CNEL and Ldn values rarely differ by more than 1 dB (with the CNEL being only slightly more restrictive, that is, higher than the Ldn value). As a matter of practice, L_{dn} and CNEL values are interchangeable and are treated as equivalent in this assessment.

- **Peak Particle Velocity (PPV).** The peak signal value of an oscillating vibration velocity waveform usually expressed in inches per second (in/sec).

- **Sensitive Receptor.** Noise- and vibration-sensitive receptors include land uses where quiet environments are necessary for enjoyment and public health and safety. Residences, schools, motels and hotels, libraries, religious institutions, hospitals, and nursing homes are examples.

Noise and Vibration Fundamentals

Noise is defined as unwanted sound and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms such as "noisiness" or "loudness." Based on these known adverse effects of noise, the federal government, the State of California, and many local governments have established criteria to protect public health and safety and to prevent disruption of certain human activities.

SOUND FUNDAMENTALS

Sound is a pressure wave transmitted through the air. It is described in terms of loudness or amplitude (measured in decibels), frequency or pitch (measured in Hertz [Hz] or cycles per second), and duration (measured in seconds or minutes). The standard unit of measurement of the loudness of sound is the decibel (dB). Changes of 1 to 3 dBA are detectable under quiet, controlled conditions, and changes of less than 1 dBA are usually indiscernible. A 3 dBA change in noise levels is considered the minimum change that is detectable with human hearing in outside environments. A change of 5 dBA is readily discernable to most people in an exterior environment, and a 10 dBA change is perceived as a doubling (or halving) of the sound.

The human ear is not equally sensitive to all frequencies. Sound waves below 16 Hz are not heard at all and are "felt" more as a vibration. Similarly, while people with extremely sensitive hearing can hear sounds as high as 20,000 Hz, most people cannot hear above 15,000 Hz. In all cases, hearing acuity falls off rapidly above about 10,000 Hz and below about 200 Hz. Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale is usually used to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise is defined as unwanted sound and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the federal government, the State of California, and many local governments have established criteria to protect public health and safety and to prevent disruption of certain human activities.

NOISE FUNDAMENTALS

Noise intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies.

Unlike linear units such as inches or pounds, decibels are measured on a logarithmic scale, representing points on a sharply rising curve. On a logarithmic scale, an increase of 10 dBA is 10 times more intense than 1 dBA, while 20 dBA is 100 times more intense, and 30 dBA is 1,000 times more intense. A sound as soft as human breathing is about 10 times greater than 0 dBA. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. This

phenomenon is known as “spreading loss.” For a single point source, sound levels decrease by approximately 6 dBA for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by on-site operations from stationary equipment or activity at a project site. If noise is produced by a line source, such as highway traffic, the sound decreases by 3 dBA for each doubling of distance in a hard site environment. Line source noise in a relatively flat environment with absorptive vegetation decreases by 4.5 dBA for each doubling of distance.

Time variation in noise exposure is typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called Leq), or alternately, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. For example, the L50 noise level represents the noise level that is exceeded 50 percent of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. This level is also representative of the level that is exceeded 30 minutes in an hour. Similarly, the L2, L8, and L25 values represent the noise levels that are exceeded 2, 8, and 25 percent of the time or 1, 5, and 15 minutes per hour. These “L” values are typically used to demonstrate compliance for stationary noise sources with a city’s noise ordinance, as discussed below. Other values typically noted during a noise survey are the Lmin and Lmax. These values represent the minimum and maximum root-mean-square noise levels obtained over the measurement period.

Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, an artificial dB increment is added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL) or Day-Night Noise Level (Ldn). The CNEL descriptor requires that an artificial increment of 5 dBA be added to the actual noise level for the hours from 7:00 AM to 10:00 PM and 10 dBA for the hours from 10:00 PM to 7:00 AM The Ldn descriptor uses the same methodology except that there is no artificial increment added to the hours between 7:00 PM and 10:00 PM. Both descriptors give roughly the same 24 hour level with the CNEL being only slightly more restrictive (i.e., higher).

Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects our entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, and thereby affecting blood pressure, functions of the heart, and the nervous system. In comparison, extended periods of noise exposure above 90 dBA could result in permanent hearing damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 190 dBA will rupture the eardrum and permanently damage the inner ear.

VIBRATION FUNDAMENTALS

Vibration is an oscillatory motion through a solid medium, such as the ground or a building. Vibration is normally associated with activities stemming from operations of railroads or vibration-intensive stationary sources but can also be associated with construction equipment such as jackhammers, pile drivers, and hydraulic hammers.

Amplitude

Vibration amplitudes are usually described in terms of either the peak particle velocity (PPV) or the root mean square (RMS) velocity. PPV is the maximum instantaneous peak of the vibration signal, and RMS is the square root of the average of the squared amplitude of the signal. PPV is more appropriate for evaluating potential building damage. The units for PPV are normally inches per second (in/sec). Typically, groundborne vibration generated by human activities attenuates rapidly with distance from the source of the vibration.

The way in which vibration is transmitted through the earth is called propagation. As vibration waves propagate from a source, the energy is spread over an ever-increasing area such that the energy level striking a given point is reduced with the distance from the energy source. This geometric spreading loss is inversely proportional to the square of the distance. The amount of attenuation provided by material damping varies with soil type and condition as well as the frequency of the wave.

As with airborne sound, annoyance with vibrational energy is a subjective measure, depending on the level of activity and the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Persons accustomed to elevated ambient vibration levels, such as in an urban environment, may tolerate higher vibration levels. Table 3.13-1, *Human Reaction to Typical Vibration Levels*, shows the human response and the effects on buildings resulting from continuous vibration (in terms of various levels of PPV).

Table 3.13-1 Human Reaction to Typical Vibration Levels

Vibration Level (PPV)	Human Reaction	Effect on Buildings
0.006–0.019 in/sec	Threshold of perception, possibility of intrusion	Vibrations unlikely to cause damage of any type
0.08 in/sec	Vibrations readily perceptible	Recommended upper level of vibration to which ruins and ancient monuments should be subjected
0.10 in/sec	Level at which continuous vibration begins to annoy people	Virtually no risk of “architectural” (i.e., not structural) damage to normal buildings

Table 3.13-1 Human Reaction to Typical Vibration Levels

Vibration Level (PPV)	Human Reaction	Effect on Buildings
0.20 in/sec	Vibrations annoying to people in buildings	Threshold at which there is a risk to "architectural" damage to normal dwellings – houses with plastered walls and ceilings

Source: Caltrans 2020.

Notes: in/sec = inches per second; PPV = peak particle velocity; Caltrans = California Department of Transportation.

3.13.1 Regulatory Framework

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the federal government, the State of California, and local governments have established standards and ordinances to control noise.

FEDERAL

Federal Highway Administration

Proposed federal or federal-aided highway construction projects at a new location, or the physical alteration of an existing highway that significantly changes the horizontal or vertical alignment or increases the number of through-traffic lanes, require an assessment of noise and consideration of noise abatement per 23 CFR Part 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise." The Federal Highway Administration (FHWA) has adopted noise abatement criteria for sensitive receivers—such as picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals—when "worst-hour" noise levels approach or exceed 67 dBA Leq (Caltrans 2020).

US Environmental Protection Agency

In addition to FHWA standards, the EPA has identified the relationship between noise levels and human response. The EPA has determined that over a 24-hour period, an Leq of 70 dBA will result in some hearing loss. Interference with activity and annoyance will not occur if exterior levels are maintained at an Leq of 55 dBA and interior levels at or below 45 dBA. These levels are relevant to planning and design and useful for informational purposes, but they are not land use planning criteria because they do not consider economic cost, technical feasibility, or the needs of the community; therefore, they are not mandated.

The EPA also set 55 dBA Ldn as the basic goal for exterior residential noise intrusion; however, other federal agencies, in consideration of their own program requirements and goals, as well as the difficulty of actually achieving 55 dBA Ldn, have settled on the 65 dBA Ldn level as their

standard. At 65 dBA Ldn, activity interference is kept to a minimum, and annoyance levels are still low. It is also a level that can realistically be achieved.

US Department of Housing and Urban Development

The US Department of Housing and Urban Development (HUD) has set the goal of 65 dBA Ldn as a desirable maximum exterior standard for residential units developed under HUD funding (this level is also generally accepted within the State of California). Although HUD does not specify acceptable interior noise levels, standard construction of residential dwellings typically provides 20 dBA or more of attenuation with the windows closed. Based on this premise, the interior Ldn should not exceed 45 dBA Ldn.

Federal Transit Administration

The Federal Transit Administration (FTA) oversees safety measures related to noise and vibration. The FTA's Transit Noise and Vibration Impact Assessment manual indicates that 80 dBA equivalent sound level (Leq) is reasonable criteria for assessing construction noise levels at residential uses (FTA 2018). In the absence of local construction noise limits, the FTA recommends 80 dBA Leq criteria to assess the significance of construction noise levels at residential receivers. Recommended criteria for residential, commercial, and industrial receivers are shown in Table 3.13-2, *FTA Detailed Analysis Construction Noise Criteria*.

Table 3.13-2 FTA Detailed Analysis Construction Noise Criteria

Building/Structural Category	Daytime Leq (8-hour) dBA	Nighttime Leq (8-hour) dBA	30-Day Average Ldn (dBA)
Residential	80	70	75[1]
Commercial	85	85	80[2]
Industrial	90	90	85[2]

Source: FTA 2018.

Notes: dBA = A-weighted decibels; FTA = Federal Transit Administration; Leq = equivalent continuous sound level

1In urban areas with very high ambient noise levels (Ldn greater than 65 dB), Ldn from construction operations should not exceed existing ambient + 10 dB.

24-hour Leq, not Ldn.

The FTA also provides criteria for acceptable levels of groundborne vibration for various types of buildings. Structures amplify groundborne vibration; wood-frame buildings, such as typical residential structures, are more affected by ground vibration than heavier buildings. The level at which groundborne vibration is strong enough to cause architectural damage has not been determined conclusively, but the standards recommended by the FTA are shown in Table 3.13-3, *FTA Construction Vibration Damage Criteria*.

Table 3.13-3 FTA Construction Vibration Damage Criteria

Building/Structural Category	Peak Particle Velocity (PPV) (in/sec)	Approximate Vibration VdB
I. Reinforced-concrete, steel, or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Nonengineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

Source: FTA 2018.

Notes: VdB = vibration decibels; in/sec = inches per second; PPV = peak particle velocity; FTA = Federal Transit Administration

STATE

General Plan Guidelines

The State of California, through its General Plan Guidelines, discusses how ambient noise should influence land use and development decisions and includes a table of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable uses at different noise levels, expressed in CNEL (LCI 2017). A conditionally acceptable designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use and needed noise insulation features are incorporated in the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements. The general plan guidelines provide cities with recommended community noise and land use compatibility standards that can be adopted or modified at the local level based on conditions and types of land uses specific to that jurisdiction.

California Building Code

The California Building Code (CBC) is Title 24 of the California Code of Regulations. CBC Part 2, Volume 1, Chapter 12, Section 1206.4, Allowable Interior Noise Levels, requires that interior noise levels attributable to exterior sources not exceed 45 dBA in any habitable room. The noise metric is evaluated as either Ldn (the day-night average sound level) or CNEL (the community noise equivalent level), whichever is consistent with the noise element of the local general plan.

The State of California's noise insulation standards for non-residential uses are codified in the California Code of Regulations, Title 24, Part 11, California Green Building Standards Code (CALGreen). CALGreen noise standards are applied to new or renovation construction projects in California to control interior noise levels resulting from exterior noise sources. Proposed

projects may use either the prescriptive method (Section 5.507.4.1) or the performance method (Section 5.507.4.2) to show compliance. Under the prescriptive method, a project must demonstrate transmission loss ratings for the wall and roof-ceiling assemblies and exterior windows when located within a noise environment of 65 dBA CNEL or higher. Under the performance method, a project must demonstrate that interior noise levels do not exceed 50 dBA Leq(1hr).

Airport Noise Standards

California Code of Regulations Title 21, Subchapter 6, Airport Noise Standards, establishes 65 dBA CNEL as the acceptable level of aircraft noise for persons living in the vicinity of airports. Noise-sensitive land uses are generally incompatible in locations where the aircraft exterior noise level exceeds 65 dBA CNEL unless an aviation easement for aircraft noise has been acquired by the airport proprietor or the residence is a high-rise with an interior CNEL of 45 dBA or less in all habitable rooms and an air circulation or air conditioning system, as appropriate. Assembly Bill (AB) 2776 requires any person who intends to sell or lease residential properties in an airport influence area to disclose that fact to the person buying the property.

REGIONAL

Ontario International Airport Authority

The City of Ontario and San Bernardino County formed the Ontario International Airport (ONT) Authority in August 2012 by enacting a joint powers agreement (Ontario 2018). The Ontario International Airport Land Use Compatibility Plan (ALUCP) was adopted on April 19, 2011, by the Ontario City Council to promote compatibility with surrounding land uses and was amended in July 2018. The ALUCP provides guidance and promotes compatibility between the airport and the land that surrounds it to avoid potential compatibility conflicts (Ontario 2018). The ONT ALUCP identifies noise compatibility zones in the form of airport noise contour graphics that are intended to prevent development that is incompatible with airport operations.

Chino Airport

The City of Ontario is also within the Chino Airport Influence Area. Chino Airport (CNO) is south of the City of Ontario across Merrill Avenue and is owned and operated by San Bernardino County. The City of Chino adopted its own Airport Comprehensive Land Use Plan (ACLUP) in November 1991. The Chino Airport Master Plan (AMP) was adopted by the County of San Bernardino in 2006. The 1991 Chino ACLUP does not reflect the 2003 Chino AMP nor does it reflect the 2011 Caltrans Airport Land Use Planning Handbook. Public Utilities Code Section 21670.1(c) requires local jurisdictions that are under the “alternative process” to “rely upon” the California Airport Land Use Planning Handbook published by Caltrans Division of Aeronautics in October 2011, for preparing Compatibility Plans and to utilize the Handbook’s height, land use, noise, safety, and density criteria. Although the City of Ontario does not have

the formal responsibility under the "alternative process" to prepare a compatibility plan for Chino Airport, the City of Ontario has adopted the Chino Airport Overlay Zone that addresses Chino Airport's impacts on Ontario, consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook (Caltrans 2011). Figure 3.9-2, *Airport Safety Zones*, in Section 3.9, *Hazards and Hazardous Materials*, maps the compatibility zones and land uses surrounding Chino Airport within the City of Ontario.

LOCAL

The Ontario Plan 2050

TOP 2050 goals, policies, and programs that are relevant to noise are primarily in the Safety Element. The Safety Element aims to limit the exposure of the community to excessive noise levels by guiding decisions concerning land use and location of new roads and transportation facilities. The City's land use compatibility standards, shown in Table 3.13-4, *Ontario Noise Level Exposure and Land Use Compatibility Guidelines*, provide urban planners with a tool to gauge the compatibility of land uses relative to existing and future noise levels.

Table 3.13-4 Ontario Noise Level Exposure and Land Use Compatibility Guidelines

Land Use Categories		Community Noise Equivalent Level (CNEL)			
Category	Uses	Clearly Acceptable[1]	Normally Acceptable[2]	Normally Unacceptable[3]	Clearly Unacceptable[4]
Residential / Lodging	Single Family / Duplex	<60	60-65	65-70	70-85
	Multifamily	<60	60-65	65-75	75-85
	Mobile Homes	<60	60-65	—	65-85
	Hotel / Motel	<65	65-70	70-80	80-85
Public / Institutional	Schools / Hospitals	<60	60-65	65-70	70-85
	Churches / Libraries	<60	60-65	65-70	70-85
	Auditoriums / Concert Halls	<55	55-60	60-70	70-85
Commercial	Offices	<65	65-75	75-80	80-85
	Retail	<70	70-75	75-80	80-85
Industrial	Manufacturing	<70	70-75	75-85	—
	Warehousing	<70	70-80	80-85	—

Table 3.13-4 Ontario Noise Level Exposure and Land Use Compatibility Guidelines

Land Use Categories		Community Noise Equivalent Level (CNEL)			
Category	**Uses**	**Clearly Acceptable[1]**	**Normally Acceptable[2]**	**Normally Unacceptable[3]**	**Clearly Unacceptable[4]**
Recreational / Open Space	Parks / Playgrounds	<65	65-70	70-75	75-85
	Golf Course / Riding Stables	<65	65-70	70-75	75-85
	Outdoor Spectator Sports	<60	60-65	65-70	—
	Outdoor Music Shells / Amphitheaters	—	<60	60-65	65-85
	Livestock / Wildlife Preserves	<70	—	70-75	75-85
	Crop Agriculture	<55-85	—	—	—

Source: Ontario 2022a.

1. No special noise insulation required, assuming buildings of normal conventional construction.

2. Acoustical reports will be required for major new residential construction. Conventional construction with closed windows and fresh air supply systems of air conditions will normally suffice.

3. New construction should be discouraged. Noise/aviation easements required for all new construction. If new construction does proceed, a detailed analysis of noise reduction requirements must be made, and necessary noise insulation features included.

4. No new construction should be permitted.

City of Ontario Municipal Code

The City of Ontario enforces noise limits through its Municipal Code Chapter 29, Noise, Section 5.29. The Ontario Municipal Code provides exterior noise standards that limit noise exposure to sensitive receptors, as summarized in Table 3.13-5, *Ontario Exterior Noise Standards*.

Table 3.13-5 Ontario Exterior Noise Standards

Noise Zone	Land Use	Allowed Equivalent Noise Level, Leq	
		7:00 AM to 10:00 PM	10:00 PM to 7:00 AM
I	Single-Family Residential	65 dBA	45 dBA
II	Multi-Family Residential, Mobile Home Parks	65 dBA	50 dBA
III	Commercial Property	65 dBA	60 dBA
IV	Residential Portion of Mixed Use	70 dBA	70 dBA
V	Manufacturing and Industrial, Other Uses	70 dBA	70 dBA

Source: Ontario Municipal Code Section 5.29.

Notes: dBA = A-weighted decibels

The following supplemental standards shall apply to this table:

The noise limits summarized in Table 3.13-5 shall not exceed 1) the noise standard for the applicable zone for any 15-minute period (L25) and 2) a maximum instantaneous noise level equal to the value of the noise standard plus 20 dBA for any period of time (Lmax).

- In the event the ambient noise level exceeds the noise standard, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.
- The Noise Zone IV (residential portion of mixed use) standard shall apply to that portion of residential property falling within 100 feet of a commercial property or use, if the noise originates from that commercial property or use.
- If the measurement location is on a boundary between two different noise zones, the lower noise level standard applicable to the noise zone shall apply.
- Per Section, 5-29.11, the noise standards assigned to Noise Zone I (single-family residential) also apply to the outdoor use area of any school, day care center, hospital or similar health care institution, library, or museum while it is in use.

Exemptions

Section 5-29.06, Exemptions, of the Noise Chapter exempts:

- Any activity conducted on public property, or on private property with the consent of the owner, by any public entity or its officers, employees, representatives, agents, subcontractors, permittees, licensees or lessees that the public entity has authorized are exempt from the provisions of this chapter. This includes, without limitation, sporting and recreational activities that are sponsored, co-sponsored, permitted or allowed by the City or any school district within the City's jurisdictional boundaries. This also includes, without limitation, occasional outdoor gatherings, public dances, shows or sporting and entertainment events, provided such events are conducted pursuant to an approval,

authorization, contract, lease, permit or sublease by the appropriate public entity, specifically the planning commission or City Council.

- Occasional outdoor gatherings, public dances, show, sporting, and entertainment events, provided said events are conducted pursuant to a permit or license issued by the appropriate jurisdiction relative to the staging of said events.
- Noise sources associated with construction, repair, remodeling, demolition, or grading of public rights-of-way or during authorized seismic surveys.
- All mechanical devices, apparatus, or equipment associated with agriculture operations provided that:
- Operations do not take place between 8:00 PM and 7:00 AM.
- Such operations and equipment are utilized for the protection or salvage of agricultural crops during periods of potential or actual frost damage or other adverse weather conditions.
- Such operations and equipment are associated with agricultural pest control through pesticide application, provided the application is made in accordance with permits issued by or regulations enforced by the California Department of Agriculture.

Construction Noise

As stated above, noise sources associated with construction, repair, remodeling, demolition or grading of a public right-of-way is exempt from the provisions of the Municipal Code. Section 5-29.09 addresses construction noise and states that no person, while engaged in construction, remodeling, digging, grading, demolition or any other related building activity, shall operate any tool, equipment, or machine in a manner that produces loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a police or code enforcement officer, on any weekday except between the hours of 7:00 AM and 6:00 PM or on Saturday or Sunday between the hours of 9:00 AM and 6:00 PM

3.13.2 Existing Conditions

POLICY PLAN AMENDMENT

Sensitive Receptors

Certain land uses, such as residences, schools, and hospitals, are particularly sensitive to noise and vibration. Sensitive noise receptors include residences, senior housing, schools, places of worship, and recreational areas. These uses are regarded as sensitive because they are where

citizens most frequently engage in activities which are likely to be disturbed by noise, such as reading, studying, sleeping, resting, working from home, or otherwise engaging in quiet or passive recreation. Commercial and industrial uses are not particularly sensitive to noise. Non-residential structures are still analyzed for potential vibration impacts, such as architectural damage to a structure due to construction or demolition activities in close proximity.

Traffic Noise

On-road vehicles are the most prominent source of noise in the proposed project area. Traffic noise levels were estimated using a version of the FHWA traffic noise prediction model (FHWA-RD-77-108). Segment volume data, vehicle mix, and day, evening, and night percentage splits were provided by Fehr & Peers. Figure 3.13-1, *Existing Traffic Noise Contours*, provides a graphical representation. Appendix I1 contains the inputs and outputs used in existing traffic noise modeling.

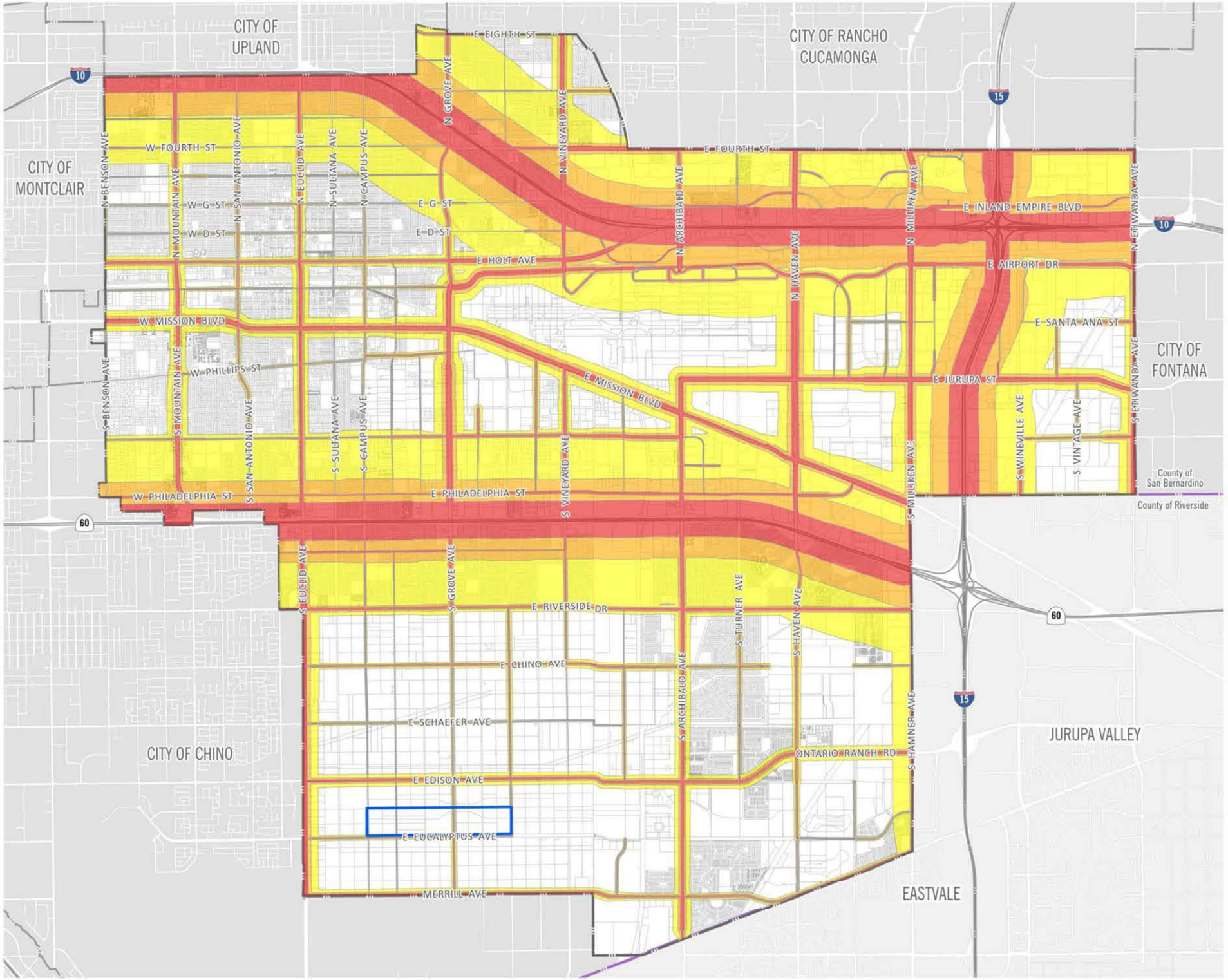
Aircraft Noise

Figure 3.13-2, *Airport Noise Contours*, shows the ALUCP noise contours based on the latest data provided by the City of Ontario and Chino Airport Master Plan for ONT and CNO, respectively. The noise contours are elongated in an east-west orientation aligned with the tarmacs. Currently sensitive uses, such as residential, are within the 65 dBA CNEL noise contour. The 65 dBA airport noise contour for CNO does not extend into the City.

Rail Noise

Railroad operations are also a substantial source of noise in some parts of the City. Day-night average noise levels vary by the number of trains per day along a given rail line, the timing and duration of train pass-by events, and whether or not trains must sound their warning whistles near “at-grade” crossings. Train warning whistles typically generate maximum noise levels of 105 to 110 dBA at 100 feet. Existing railroad noise levels were estimated using the Federal Transit Administration (FTA) CREATE rail noise model and the Federal Rail Administration (FRA) Grade Crossing Horn Model. Current freight and passenger train traffic on the rail lines in Ontario were estimated based on the number of locomotives and rail cars published by the Metrolink website, Union Pacific (UP) Los Angeles and Alhambra Subdivision videos, and FRA crossing and accident data. (FRA 2026; Amtrak 2026, Metrolink 2026).

Figure 3.13-1
Existing Traffic Noise Contours



Existing Noise Contours
- 60-65 dBA CNEL
- 65-70 dBA CNEL
- 70+ dBA CNEL
- Ontario City Boundary
- County Boundary
- EBPSP Boundary

2·0·5·0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: Fehr & Peers 2025; PlaceWorks 2025 Date: 2/19/2026

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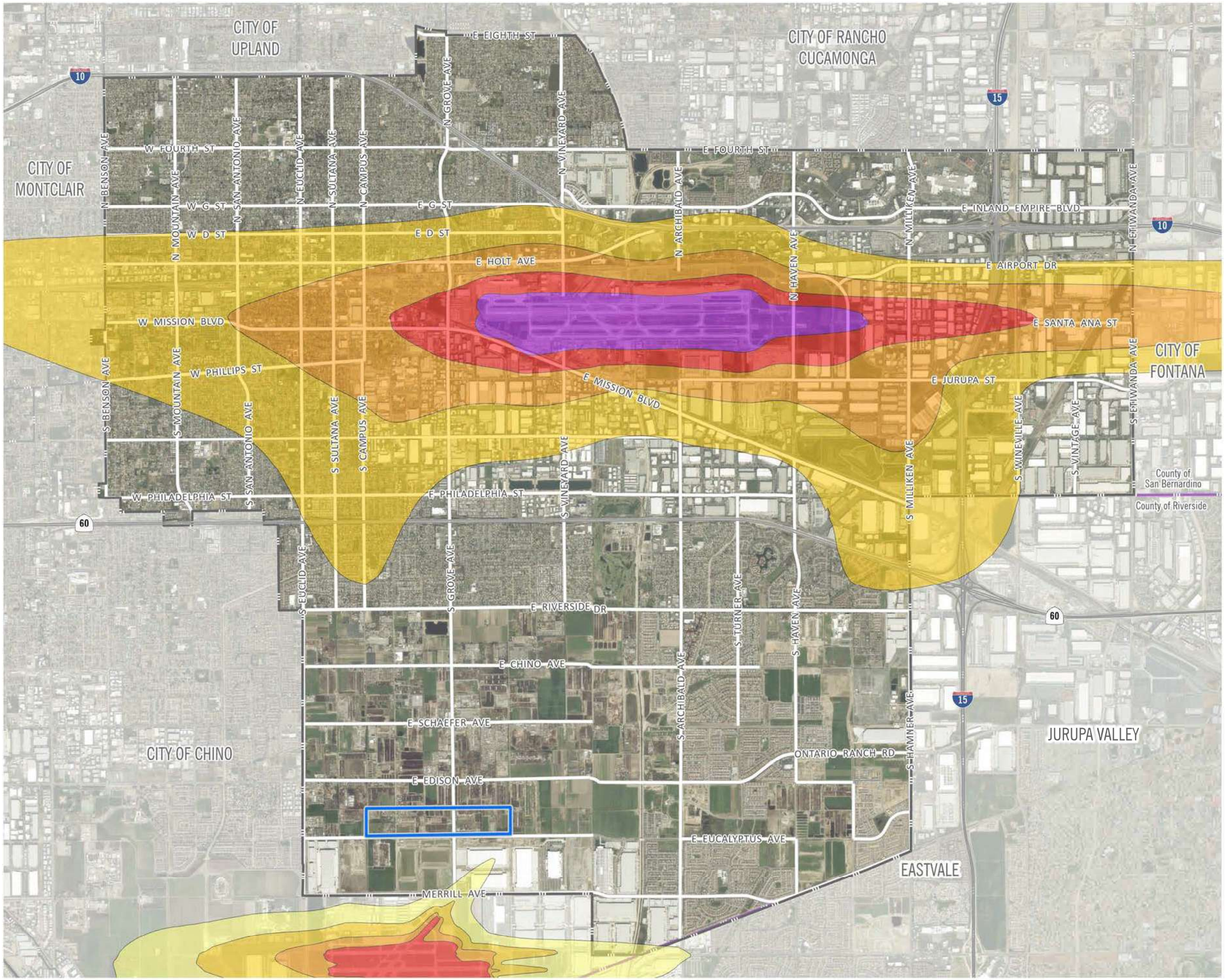
Figure 3.13-2
Airport Noise Contours



EBPSP Boundary
Ontario City Boundary
County Boundary

Ontario Airport Noise Contours
- 60-65 dBA CNEL
- 65-70 dBA CNEL
- 70-75 dBA CNEL
- 75+ dBA CNEL

Chino Airport Noise Contours 2028
- 55-60 dBA CNEL
- 60-65 dBA CNEL
- 65-70 dBA CNEL
- 70+ dBA CNEL

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2020, 2022; Riverside County ALUCP 2020

Date: 2/19/2026

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Table 3.13-6, *Existing Railroad Noise Levels*, contains the calculated distances to the 65 dBA CNEL contours from existing railroad noise, both from the main lines and within a quarter mile of grade crossings where horn warnings are required.

Table 3.13-6 Existing Railroad Noise Levels

Operator	Subdivision	Distance (feet) to 65 dBA CNEL Contour (Main Line)	Distance (feet) to 65 dBA CNEL Contour (Within ¼ Mile of Grade Crossing)
UP	Los Angeles	200	368
UP	Alhambra	490	509
UP	Spurs	8	71
SCRRA	San Gabriel	45	139
UP	Los Angeles	200	368

Source: Calculated using the FTA CREATE Model and FRA Grade Crossing Horn Model. See Appendix I1.
Notes: UP = Union Pacific; SCRAA = Southern California Regional Rail Authority

Stationary Noise

Stationary sources of noise occur on all types of land uses. Residential uses generate noise from landscaping, maintenance activities, and air conditioning systems. Commercial uses generate noise from heating, ventilation, and air conditioning (HVAC) systems; loading docks; and other sources. Industrial uses may generate noise from HVAC systems, loading docks, and machinery. Noise generated by residential or commercial uses is generally short and intermittent. Industrial uses may generate noise on a more continual basis. Nightclubs, outdoor dining areas, gas stations, car washes, fire stations, drive-throughs, swimming pool pumps, school playgrounds, athletic and music events, and public parks are other common noise sources.

Vibration

Commercial and industrial operations in the plan area can generate varying degrees of ground vibration, depending on the operational procedures and equipment. Such equipment-generated vibrations spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the vibration source depends on soil type, ground strata, and receptor-building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. In addition, substantial vibration levels can be generated at close distances to existing railroad lines and heavily travelled roadways at high rates of speed consisting of heavy truck traffic in the plan project area.

SPECIFIC PLAN

Noise Monitoring

To assess the existing noise level environment, 24-hour noise level measurements were taken at 7 locations in the vicinity of the Specific Plan area (see Appendix I2, Exhibit 5-1). The receiver locations were selected to describe and document the existing noise environment. The long-term noise level measurements were positioned as close to the nearest sensitive receiver locations as possible. Table 3.13-7, *EBPSP Ambient Noise Levels*, provides the ambient noise level measurements in the Specific Plan area.

Table 3.13-7 EBPSP Ambient Noise Levels

Location	Description	Energy Average Noise Level (dBA L_{eq})		CNEL
		Daytime	Nighttime	
L1	Located near the residence at 14353 Bon View Ave.	69.8	62.9	71.5
L2	Located near the residence at 14333 Bon View Ave.	64.9	57.6	66.4
L3	Located north of the site near the residence at 14117 S. Grove Ave.	69.4	60.8	70.6
L4	Located north of the site near the residence at 8377 Edison Ave.	69.9	60.0	70.5
L5	Located north of the site near the residence at 14350 Walker Ave.	59.8	51.4	61.2
L6	Located south of the site near the residence at 7566 Eucalyptus Ave.	62.3	52.5	62.8
L7	Located west of the site near the residence at 7511 Eucalyptus Ave.	49.9	47.7	54.9

Sources: Appendix I2

3.13.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to noise if it would:

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

b) Generate excessive groundborne vibration or groundborne noise levels.

c) For a project within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, if the project would expose people residing or working in the project area to excessive noise levels.

THRESHOLD GUIDANCE

Construction Noise Thresholds

The City of Ontario does not have an established construction noise threshold; therefore, the FTA's criteria for temporary construction noise is used. The FTA recommends a noise limit of 80 dBA Leq at property lines of receiving noise-sensitive receptors. A significant impact would occur if daytime construction noise would exceed 80 dBA Leq at noise-sensitive receptors (e.g., residential).

Since there are no measurable construction noise level limits set by the City of Ontario, thresholds from adjacent municipalities were reviewed. The City of Los Angeles recently proposed an update to its guidance, in accordance with CEQA, for assessing impacts from construction noise and vibration to account for reasonable expectations regarding construction noise and vibration during daytime and nighttime hours, and also include absolute maximum noise levels to protect human health (see Appendix I).

Daytime Construction. Construction activities between 7 AM and 7 PM Monday through Friday and between 8 AM and 6 PM on Saturdays would be limited to a maximum noise level of 80 dBA Leq, 8-hour at sensitive uses (at the property line with outdoor uses or at the exterior of the building), including outdoor public recreational areas. This threshold is based on the recommended criteria in the FTA Manual.

Nighttime Construction. For construction activities between 7 PM and 7 AM Monday through Friday, between 6 PM and 8 AM on Saturdays, and anytime on Sundays or national holidays, noise levels at sensitive uses would not exceed 5 dBA above the ambient noise level at the receptor. Mat pour activities (and other types of concrete pour, which require an extended continuous pour beyond the allowable construction hours) that are required to occur during nighttime hours for less than 5 days are exempt from this provision.

Nighttime-Absolute Noise

- Maximum 55 dBA Leq (Equivalent Continuous Sound Pressure Level) for sensitive uses within older buildings that would have operable windows that may be open;
- Maximum 65 dBA Leq for sensitive uses with windows closed that are not operable and are single-glazed;
- Maximum 70 dBA Leq for sensitive uses that have newer construction (i.e., the structures have been designed to ensure that an interior 45 dBA is obtained with double- paned windows). Certain mat pour activities are exempt from this provision.

Transportation and Operational Noise Thresholds

A project will normally have a significant effect on the environment related to traffic noise if it would substantially increase the ambient noise levels for adjoining areas. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions, and changes of 1 to 3 dBA under quiet, controlled conditions. Changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is readily discernible to most people in an outdoor environment. Based on this, the following thresholds of significance, similar to those recommended by the Federal Aviation Administration (FAA), are used to assess traffic noise impacts at sensitive receptor locations. A significant impact would occur if the traffic noise increase at sensitive receptors would exceed:

- 1.5 dBA for ambient noise environments of 65 dBA CNEL and higher.
- 3 dBA for ambient noise environments of 60 to 64 CNEL.
- 5 dBA for ambient noise environments of less than 60 dBA CNEL.

For the EBPSP, a significant impact would occur if the traffic noise increase at non-sensitive receptors would exceed:

- 3 dBA for ambient noise environments of 75 dBA CNEL and higher.

Stationary Noise Thresholds

As discussed in Section 3.13.1.2, Regulatory Background, the City's exterior noise standards are established in the Municipal Code, Chapter 29, Noise, Section 5.29 (Table 3.13-5). For the purposes of this analysis, these exterior noise standards are used to determine potentially significant stationary noise impacts.

Vibration Thresholds

The City of Ontario does not provide a quantified vibration perception (human annoyance) standard, nor does it establish a specific vibration damage standard. Structural damage is based on the PPV of the vibrations, and the criteria for assessing damage are based on building

material. Vibration annoyance is evaluated based on vibration velocity levels (Lv) measured in units of VdB. The FTA criterion for acceptable vibration damage levels for various types of buildings are shown in Table 3.13-8, *Groundborne Vibration Damage Criteria*.

Table 3.13-8 Groundborne Vibration Damage Criteria

Building/Structural Category	Peak Particle Velocity (PPV) (in/sec)
I. Reinforced-concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Nonengineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

Source: FTA 2018.

Notes: in/sec = inches per second; PPV = peak particle velocity; FTA = Federal Transit Administration

According to FTA's *Transit Noise and Vibration Impact Assessment Manual*, a vibration velocity (VdB) of 75 to 80 VdB will annoy individuals. Table 3.13-9, *Human Response to Different Levels of Groundborne Vibration and Noise*, presents the human response to different levels of ground-borne vibration and noise.

Table 3.13-9 Human Response to Different Levels of Groundborne Vibration and Noise

Vibration Velocity Level	Nosie Level		Human Response
	Low Frequency	Mid Frequency	
65 VdB	25 dBA	40 dBA	Approximate threshold of perception for many humans. Low-frequency sound: usually inaudible. Mid-frequency sound: excessive for quiet sleeping areas.
75 VdB	35 dBA	50 dBA	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find transit vibration at this level annoying. Low-frequency noise: tolerable for sleeping areas. Mid-frequency noise: excessive in most quiet occupied areas.
85 VdB	45 dBA	60 dBA	Vibration tolerable only if there are an infrequent number of events per day. Low-frequency noise: excessive for sleeping areas. Midfrequency noise: excessive even for infrequent events for some activities.

Source: FTA 2018, Table 5-5.

Low Frequency= Approximate noise level when vibration spectrum peak is near 30 hertz (Hz).

Mid Frequency= Approximate noise level when vibration spectrum peak is near 60 Hz.

The nearest buildings adjacent to the Specific Plan area can best be described as non-engineered timber and masonry buildings with a maximum acceptable continuous vibration threshold of 0.2 PPV (in/sec). For purposes of this analysis, the threshold of 75 VdB will be applied to human vibration annoyance.

METHODOLOGY

Policy Plan Amendment

The SEIR noise evaluation was prepared in accordance with the requirements of CEQA to fully disclose new impacts or changes in impacts that would occur because of the proposed project. The net change in traffic noise levels is determined by comparing the approved project average daily traffic (ADT) baseline to the proposed project's ADT volumes using a version of the Federal Highway Traffic Noise Prediction Model (FHWA-RD-77-108). Railroad noise levels were estimated using the FTA CREATE rail noise model and the FRA Grade Crossing Horn Model.

Specific Plan

Ambient Noise

Ambient noise levels were measured during typical weekday conditions over a 24-hour period. The long-term noise readings were recorded using Piccolo Type 2 integrating sound level meter and dataloggers. The Piccolo sound level meters were calibrated using a Larson-Davis calibrator, Model CAL 150. All noise meters were programmed in "slow" mode to record noise levels in "A" weighted form. The sound level meters and microphones were equipped with a windscreen during all measurements. All noise level measurement equipment satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013.

Construction Noise

To describe construction noise activities, the analysis was prepared using reference construction equipment noise levels from the Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM), which includes a national database of construction equipment reference noise emission levels. The RCNM equipment database provides a comprehensive list of the noise generating characteristics for specific types of construction equipment. In addition, the database provides an acoustic usage factor to estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation. Reference noise levels used in the analysis are shown in Table 3.13-10, *Construction Reference Noise Levels*.

Table 3.13-10 Construction Reference Noise Levels

Construction Stage	Reference Construction Equipment	Reference Noise Level @ 50 Feet (dBA L_{eq})	Composite Reference Noise Level (dBA L_{eq})	Reference Power Level (dBA L_w)
Demolition	Concrete Saw	83	86.8	118.4
	Grapple (on backhoe)	83		
	Gradall (Forklift)	79		
Site Preparation	Tractor	80	84.0	115.6
	Backhoe	74		
	Grader	81		
Grading	Scraper	80	83.3	114.9
	Excavator	77		
	Dozer	78		
Building Construction	Crane	73	81.1	112.8
	Tractor	80		
	Welder/Torch	70		
Paving	Paver	74	77.8	109.5
	Dump Truck	72		
	Roller	73		
Architectural Coating	Man Lift	68	79.8	111.4
	Compressor (air)	74		
	Generator	78		

Source: Appendix I2

Nighttime Pours

To estimate the noise levels due to nighttime concrete pour activities, sample reference noise level measurements were taken during a nighttime concrete pour at an unrelated construction site. Short-term nighttime concrete pour reference noise level measurements were taken during the noise-sensitive nighttime hours between 1:00 AM to 2:00 AM at 27334 San Bernardino Avenue in the City of Redlands. The reference noise levels describe the expected concrete pour noise sources that may include concrete mixer truck movements and pouring activities, concrete paving equipment, rear mounted concrete mixer truck backup alarms, engine idling, air brakes, generators, and workers communicating/whistling. To describe the nighttime concrete pour noise levels associated with the construction of the EBPSP, the analysis relies on reference sound pressure level of 67.7 dBA L_{eq} at 50 feet represented by a sound power level (L_w) of 100.3 dBA L_w.

Operational Noise

To estimate operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with operations of the EBPSP. The reference noise level measurements shown in Table 3.13-11, *Operational Reference Noise Levels*, were used to estimate the EBPSP operational noise impacts. It is important to note that the following projected noise levels assume the worst-case noise environment with all noise source activity all operating at the same time. These sources of noise activity will likely vary throughout the day.

Table 3.13-11 Operational Reference Noise Levels

Reference Noise Source	Noise Source Height (Feet)	Min./ Hour		Reference Noise Level (dBA L_{eq}) @ 50 Feet	Sound Power Level (dBA)
		Day	Night		
Loading Dock Activity	8'	60	60	65.7	111.5
Tractor Trailer Storage Activity	8'	60	60	62.8	103.4
Truck Movements	8'	60	60	59.8	93.2
Trash Enclosure Activity	5'	60	30	57.3	89.0
Roof-Top Air Conditioning Units	5' (above roofline)	39	28	57.2	88.9
Drive-Through Speakerphone	3'	60	30	54.8	84.0
Parking Lot Vehicle Movements	5'	60	30	52.6	81.1
Park Activities	5’	60	0	49.4	78.0

Source: Appendix I2

Traffic Noise

The expected roadway noise level increases from vehicular traffic were calculated using a computer program that replicates the FHWA Traffic Noise Prediction Model- FHWA-RD-77-108. This methodology is commonly used to describe the off-site traffic noise levels throughout southern California. The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL) by vehicle type. REMEL represents the maximum sound level (Lmax) of individual vehicle “pass by” events by vehicle type when measured at a “reference distance” of 50 feet from the center of the travel lane.

In California, the national REMELs are substituted with the California Vehicle Noise (Calveno) Emission Levels. Adjustments are then made to the REMEL to account for: the roadway classification (e.g., collector, secondary, major or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium

trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period. Research conducted by Caltrans has shown that the use of soft site conditions is appropriate for the application of the FHWA traffic noise prediction model used in this analysis.

Vibration

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. As provided by FTA, ground vibration levels associated with various types of construction equipment are summarized in Table 3.13-12. Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the potential for building damage using the following vibration assessment methods defined by the FTA. To describe the vibration impacts the FTA provides the following equation:
$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$.

Table 3.13-12 Vibration Source Levels for Construction Equipment

Equipment	PPV (in/sec) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089
Vibratory Roller	0.210

Source: Appendix I2

Receiver Locations

To describe the potential off-site noise levels, eight receiver locations in the vicinity of the Specific Plan area were identified. Other sensitive land uses in the study area that are located at greater distances than those identified would experience lower noise levels due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the Specific Plan boundary to each receiver location. Receiver locations are described below and illustrated in Figure 3.13-3, *EBPSP Noise Receiver Locations*.

- **Location R1** represents the existing residence at 7697 Edison Avenue, approximately 668 feet north of the site. Since there are no private outdoor living areas (backyard) facing the

site, receiver R1 is placed at the building's façade. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.

- **Location R2** represents the existing residence at 14213 Bon View Avenue, approximately 89 feet north of the site. Since there are no private outdoor living areas (backyard) facing the site, receiver R2 is placed at the building's façade. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.

- **Location R3** represents the existing residence at 14117 Grove Avenue, approximately 900 feet north of the site. Since there are no private outdoor living areas (backyard) facing the site, receiver R3 is placed at the building's façade. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.

- **Location R4** represents the existing residence at 8377 Edison Avenue, approximately 639 feet north of the site. Receiver R4 is placed in the private outdoor living area (backyard) facing the site. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.

- **Location R5** represents the existing residence at 14350 Walker Avenue, approximately 109 feet east of the site. Since there are no private outdoor living areas (backyard) facing the site, receiver R5 is placed at the building's façade. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment.

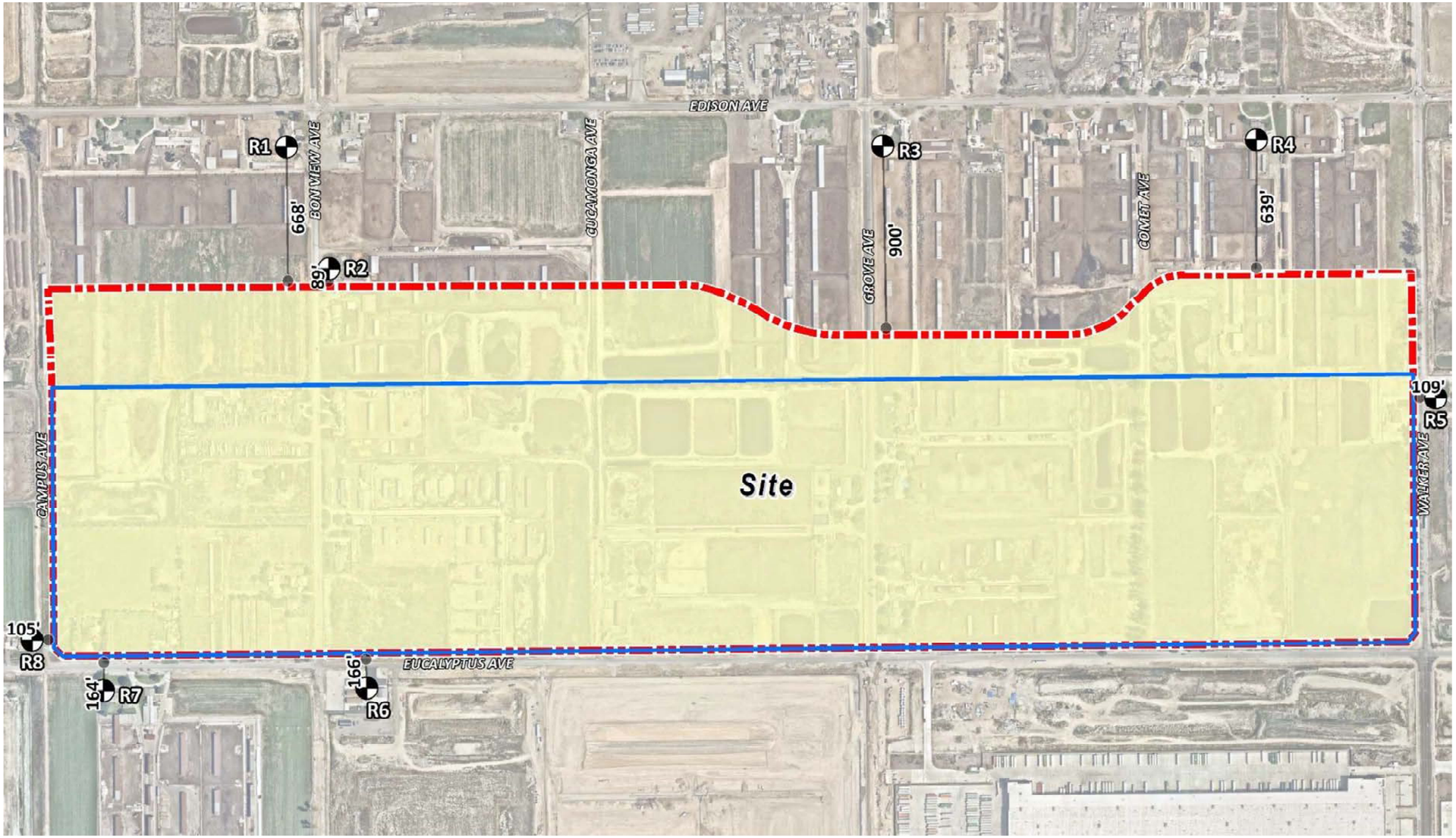
- **Location R6** represents the Ontario Fire Station 11 located at 7721 Eucalyptus Avenue, approximately 166 feet south of the site. R6 is placed at the nearest building façade facing the site. Since there are no private outdoor living areas (backyard) facing the site, receiver R6 is placed at the building's façade. A 24-hour noise measurement was taken near this location, L6, to describe the existing ambient noise environment.

- **Location R7** represents the existing residence at 7566 Eucalyptus Avenue, approximately 164 feet south of the site. Since there are no private outdoor living areas (backyard) facing the site, receiver R7 is placed at the building's façade. A 24-hour noise measurement was taken near this location, L6, to describe the existing ambient noise environment.

- **Location R8** represents the existing residence at 7511 Eucalyptus Avenue, approximately 105 feet west of the site. Since there are no private outdoor living areas (backyard) facing the site, receiver R8 is placed at the building's façade. A 24-hour noise measurement was taken near this location, L7, to describe the existing ambient noise environment.

Figure 3.13-3

EBPSP Noise Receiver Locations



Site Boundary

EBPSP Boundary

Receiver Locations

Distance from Receiver to Project Site Boundary (in feet)

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 300 600 FT

Source: Urban Crossroads 2025

Date: 01/15/2026

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3.13.4 Relevant New and Modified General Plan Policies

The proposed project includes modifications to the following TOP 2050 policy related to noise.

- **M-4.1 Truck Routes**. We designate and maintain a network of City truck routes that provide for the safe and efficient transport of goods while minimizing negative impacts on local circulation and noise- and- vibration- sensitive land uses, as shown on Exhibit M-04, Truck Routes. We will minimize conflicts on truck routes through the design and implementation of buffers between travel lanes and pedestrian and bicycle facilities on designated truck routes.

3.13.5 Environmental Impacts

2022 Certified EIR

The 2022 Certified EIR concluded that implementation of the approved project would not result in long-term operation-related stationary noise impacts and that stationary noise sources as a result of the approved project exceed City noise standards.

The 2022 Certified EIR identified that sensitive land uses within the 65 dBA CNEL (community noise equivalent-level) noise contour of the ONT airport would be exposed to substantial levels of airport-related noise. Mitigation Measure NOI-3-PPA (former MM 12-1) would reduce airport noise impacts to the extent feasible; however, this impact was identified as a significant unavoidable impact of the approved project.

The 2022 Certified EIR identified that construction activities associated with the approved project would expose sensitive uses to strong levels of groundborne vibration and construction noise. In addition, construction activities would substantially elevate noise levels in the vicinity of existing and future sensitive receptors. Mitigation Measures NOI-3-PPA (former MM 12-2) and NOI-1-PPA (former MM 12-4) would reduce construction-related noise and vibration impacts to the extent feasible; however, construction noise and vibration were identified as significant unavoidable impacts of the approved project.

Proposed Project

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

CONSTRUCTION NOISE

The 2022 Certified EIR identified that TOP buildout could result in individual construction developments near noise sensitive receptors and expose receptors to prolong periods of construction activity. Mitigation Measure NOI-1-PPA (former MM 12-4) was identified to reduce construction noise to the extent feasible; however, construction noise impacts of the approved project were identified as significant and unavoidable.

Policy Plan Amendment

Under the proposed project, the primary source of temporary noise within the City would be construction activities associated with new development projects. The proposed project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the City that would require substantial landform modification. Construction activities would involve both off-road demolition/construction equipment (e.g., excavators, dozers, cranes, etc.), general demolition/construction equipment (e.g., compressors, jack hammers, saws), and transport of workers and equipment to and from construction sites. The dominant equipment noise source is typically the engine, although work-piece noise (such as dropping of materials) can also be noticeable. Table 3.13-13, *Construction Equipment Noise Emission Levels*, lists typical construction equipment noise levels recommended for noise impact assessments, based on a distance of 50 feet from the equipment. It is noted that future development under the proposed project could potentially require installation of pile foundations that utilize impact pile drivers or similar equipment that generates high noise levels.

Table 3.13-13 Construction Equipment Noise Emission Levels

Construction Equipment	Typical Noise Levels at 50 feet, dBA	Construction Equipment	Typical Noise Levels at 50 feet, dBA
Air Compressor	80	Pile-Driver (Impact)	101
Backhoe	80	Pile-Driver (Sonic)	95
Ballast Equalizer	82	Pneumatic Tool	85
Ballast Tamper	83	Pump	77
Compactor	82	Rail Saw	90
Concrete Mixer	85	Rock Drill	95
Concrete Pump	82	Roller	85
Concrete Vibrator	76	Saw	76
Crane, Derrick	88	Scarifier	83
Crane, Mobile	83	Scraper	85
Dozer	85	Shovel	82
Generator	82	Spike Driver	77
Grader	85	Tie Cutter	84
Impact Wrench	85	Tie Handler	80
Jack Hammer	88	Tie Inserter	85
Loader	80	Truck	84
Paver	85		

Source: FTA 2018.
dBA = A-weighted decibels.

Table 3.13-14, *Typical Construction Noise Levels at Receptors,* shows construction noise levels for individual construction activities for proposed project phases at varying distances. Program level data for individual developments for TOP 2050 (such as construction equipment, duration, and phasing) is based on equipment list shown in this table and could generate noise levels in excess of 84 dBA Leq at 50 feet. Because multiple phases are proposed, project construction activities could generate noise disturbances for prolonged periods of time at noise-sensitive receptors throughout all phases of the proposed project.

Table 3.13-14 Typical Construction Noise Levels at Receptors

Construction Activity Phase	Noise Levels in dBA Leq				
	RCNM Reference Noise Level	Receptor at 100 feet	Receptor at 200 feet	Receptor at 300 feet	Receptor at 400 feet
Demolition	81	75	69	66	63
Site Prep	82	76	70	66	64
Grading	84	78	72	68	66
Building Construction	76	70	64	60	58
Paving	84	77	71	68	65
Architectural Coating	79	73	67	63	61
Exceeds FTA 80 Leq Standard?		**No**	**No**	**No**	**No**

Source: Appendix I1 (FHWA's CRAM software)

Notes. Distance measurements were taken using Google Earth (2025) from the area of anticipated construction to the property line of the nearest receptors.

dBA Leq = Energy Average Sound Levels

Safety Element Policy S4-1, Noise Mitigation, would help minimize the construction noise impacts through enforcement of the City's Noise Ordinance. This includes Municipal Code Chapter 29, Section 5-29.09, which limits construction, remodeling, digging, grading, demolition, or any other related building activity to between the hours of 7:00 AM and 6:00 PM, Monday through Friday, and 9:00 AM to 6:00 PM on weekends. The proposed project would not result in new or a substantial increase in the magnitude of impacts compared to the approved project. Nevertheless, construction-related noise impacts from the proposed project would be **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

Construction Equipment Noise Level Summary

Each construction stage has a specific equipment mix, depending on the work to be completed during that stage. As a result of the equipment mix, each stage has its own noise characteristics; some stages have higher continuous noise levels than others, and some have higher impact noise levels than others. Figure 3.13-4, *EBPSP Construction Noise Source Locations*, illustrates the boundaries of construction activities. Construction activities are expected to occur in the following stages:

- Demolition
- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

As previously mentioned, the construction noise analysis relies on reference construction equipment noise levels from the FHWA's RCNM, which includes a national database of construction equipment reference noise emission levels. Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the EBPSP construction noise level impacts at the nearest sensitive receiver locations were completed. To account for the dynamic nature of construction activities, the CadnaA construction noise analysis evaluates the noise source activities as multiple moving point sources, or construction crews, within the limits of construction. Construction impacts are based on the loudest activity and the highest noise level calculated at each receiver location, as shown in Table 3.13-15, *Construction Equipment Noise Level Summary*. As shown in this table, the construction noise levels are expected to range from 60.3 to 66.1 dBA L_{eq} at the nearby receiver locations.

Table 3.13-15 EBPSP Construction Equipment Noise Level Summary

Receiver Location	Construction Noise Levels (dBA L_{eq})						
	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels
R1	61.0	58.2	57.5	55.3	52.0	54.0	61.0
R2	66.1	63.3	62.6	60.4	57.1	59.1	66.1
R3	60.8	58.0	57.3	55.1	51.8	53.8	60.8
R4	60.3	57.5	56.8	54.6	51.3	53.3	60.3
R5	65.0	62.2	61.5	59.3	56.0	58.0	65.0
R6	64.9	62.1	61.4	59.2	55.9	57.9	64.9
R7	63.6	60.8	60.1	57.9	54.6	56.6	63.6
R8	63.8	61.0	60.3	58.1	54.8	56.8	63.8

Source: Appendix I2

Construction Noise Compliance

To evaluate whether the Specific Plan would generate potentially significant short-term noise levels at nearest receiver locations, a construction-related daytime noise level threshold of 80 dBA Leq is used as a reasonable threshold to assess the daytime construction noise level impacts pursuant to FTA guidance. Table 3.13-16, *EBPSP Construction Noise Compliance*, shows that the noise levels at the nearest receiver locations would satisfy the daytime 80 dBA Leq significance threshold during construction activities.

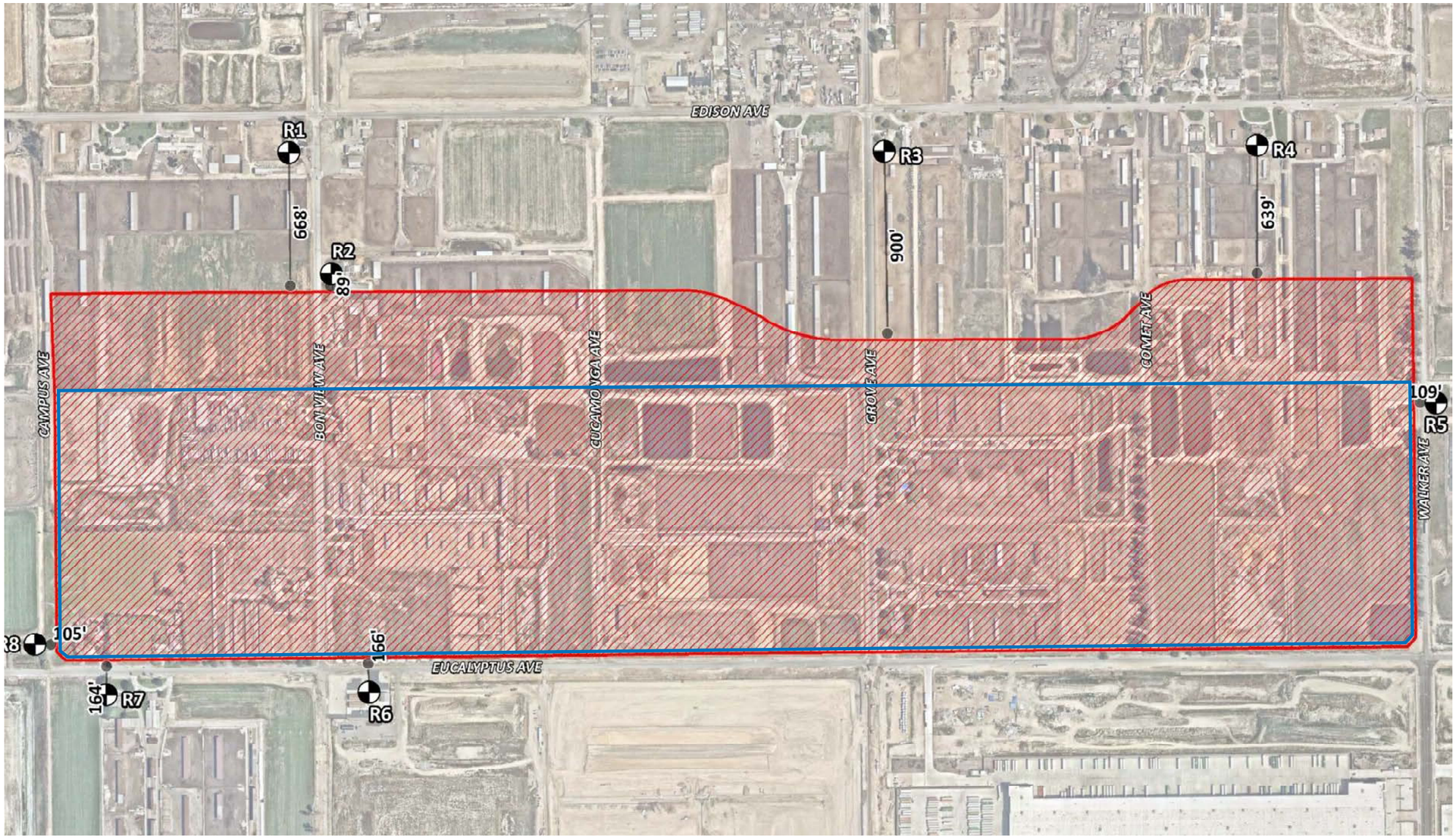
Table 3.13-16 EBPSP Construction Noise Compliance

Receiver Location	Construction Noise Levels (dBA L_{eq})		
	Highest Construction Noise Levels	Threshold	Threshold Exceeded?
R1	61.0	80	No
R2	66.1	80	No
R3	60.8	80	No
R4	60.3	80	No
R5	65.0	80	No
R6	64.9	80	No
R7	63.6	80	No
R8	63.8	80	No

Source: Appendix I2

Figure 3.13-4

EBPSP Construction Noise Source Locations



- Construction Boundary
- EBPSP Boundary
- Receiver Locations
- Distance from Receiver to Project Site Boundary (in feet)

2·0·5·0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 300 600 FT

Source: Urban Crossroads 2025

Date: 01/15/2026

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Temporary Construction Noise Increases

To describe the temporary construction noise contributions to the ambient noise environment, the Specific Plan construction noise levels were combined with the existing ambient noise level measurements at the nearest off-site receiver locations. The difference between the combined noise levels is used to describe the construction noise level contributions. Temporary noise level increases that would be experienced at sensitive receiver locations when construction-source noise is added to the ambient daytime conditions are presented in Table 3.13-17, *EBPSP Daytime Construction Noise Increases*. As indicated in this table, the Specific Plan would contribute construction noise increases ranging from 0.5 to 14.1 dBA L_{eq} during the daytime hours at the nearest receiver locations. The construction noise analysis shows that the nearest receiver locations would not exceed the 20 dBA L_{eq} noise significance threshold during construction activities.

Table 3.13-17 EBPSP Daytime Construction Noise Increases

Receiver Location	Typical EBPSP Construction Noise Level	Measure-ment Location	Reference Ambient Noise Levels	Combined EBPSP and Ambient	EBPSP Increase	Increase Criteria	Increase Criteria Exceeded?
R1	61.0	L1	69.8	70.3	0.5	20	No
R2	66.1	L2	64.9	68.6	3.7	20	No
R3	60.8	L3	69.4	70.0	0.6	20	No
R4	60.3	L4	69.9	70.4	0.5	20	No
R5	65.0	L5	59.8	66.1	6.3	20	No
R6	64.9	L6	62.3	66.8	4.5	20	No
R7	65.4	L6	62.3	67.1	4.8	20	No
R8	63.8	L7	49.9	64.0	14.1	20	No

Source: Appendix I2

Nighttime Concrete Pour Analysis

Nighttime concrete pouring activities are often used to support reduced concrete mixer truck transit times and to take advantage of lower air temperatures. Since nighttime concrete pours would take place outside the hours permitted by Section 5-29.09[a] of the City's Municipal Code, the Applicant would be required to obtain authorization from the City. Table 3.13-18, *EBPSP Nighttime Concrete Pour Noise Compliance*, provides the noise levels associated with these activities. As shown in this table, the noise levels associated with the nighttime concrete pour activities are estimated to range from 42.2 to 48.0 dBA Leq and would satisfy the FTA nighttime exterior noise level thresholds at all the receiver locations.

Table 3.13-18 EBPSP Nighttime Concrete Pour Noise Compliance

Receiver Location	Concrete Pour Construction Noise Levels (dBA L_{eq})		
	Exterior Noise Levels	Threshold	Threshold Exceeded?
R1	42.9	70	No
R2	48.0	70	No
R3	42.7	70	No
R4	42.2	70	No
R5	46.9	70	No
R6	46.8	70	No
R7	45.5	70	No
R8	45.7	70	No

Source: Appendix I2

To describe the temporary concrete pour noise contributions, the concrete pour noise levels were combined with the existing nighttime ambient noise levels measurements at the nearest off-site receiver locations, as shown in Table 3.13-19, *EBPSP Nighttime Concrete Pour Noise Increases*. As indicated above, the nighttime concrete pour activities will generate noise increases ranging from 0.0 to 2.1 dBA L_{eq} during the nighttime hours at the nearest receiver locations. As such, the nearest receiver locations would not exceed the nighttime 5 dBA noise increase threshold during nighttime concrete pour activities.

Table 3.13-19 EBPSP Nighttime Concrete Pour Noise Increases

Receiver Location	Typical EBPSP Construction Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined EBPSP and Ambient	EBPSP Increase	Increase Criteria	Increase Criteria Exceeded?
R1	42.9	L1	62.9	62.9	0.0	5	No
R2	48.0	L2	57.6	58.1	0.5	5	No
R3	42.7	L3	60.8	60.9	0.1	5	No
R4	42.2	L4	60.0	60.1	0.1	5	No
R5	46.9	L5	51.4	52.7	1.3	5	No
R6	46.8	L6	52.5	53.5	1.0	5	No
R7	45.5	L6	52.5	53.3	0.8	5	No
R8	45.7	L7	47.7	49.8	2.1	5	No

Source: Appendix I2

Off-Site Improvements

To support Specific Plan development, there would be milling, trenching, and paving for off-site improvements associated with roadway construction and utility installation. These off-site improvements would be constructed mostly within the existing public right-of-way (ROW). It is expected that the off-site construction activities would not take place at any one location for more than several days due to the nature of the linear construction activity. Construction noise from this off-site work would, therefore, be relatively short-term and the noise levels would be reduced as construction work moves linearly along with the selected alignment and farther from sensitive uses.

The loudest phase of construction associated with off-site improvements would likely be demolition/site preparation activities, which would generate similar noise levels compared to the construction noise source activities previously outlined. Using the loudest stage of demolition/site preparation construction activity, Table 3.13-20, *Off-site Improvements Noise Levels*, presents the estimated off-site construction noise levels at distances ranging from 25 to 200 feet. As shown in this table, the off-site construction noise levels are estimated to range from 64.6 to 68.45 dBA Leq. Since the off-site construction activities would not exceed the 80 dBA Leq construction noise level standard, the noise impacts due to these off-site activities would be less than significant.

Table 3.13-20 Off-site Improvements Noise Levels

Distance from Construction	Construction Noise Levels (dBA L_{eq})		
	Construction Noise Levels	Threshold	Threshold Exceeded?
25 Feet	68.4	80	No
50 Feet	67.3	80	No
100 Feet	66.1	80	No
200 Feet	64.6	80	No

Source: Appendix I2

Summary

Based on the preceding discussions, construction of EBPSP land uses and associated infrastructure would not exceed the thresholds set forth in previous Table 3.13-15 through Table 3.13-20. Additionally, increases in ambient noise levels would not exceed applicable thresholds. As such, construction-source noise would not result in a substantial temporary increase in ambient noise levels in the vicinity of the Specific Plan area in excess of established standards. Construction noise impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact NOI-1: Construction activities associated with buildout of the Policy Plan Amendment would result in intermittent, temporary increases in noise levels at sensitive receptors due to construction activities. Construction of the EBPSP would not exceed applicable thresholds or significantly increase ambient noise levels.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The following mitigation measures were taken directly from the 2022 Certified EIR. Any modifications to the mitigation measures from the 2022 Certified EIR are shown in strikethrough for deleted text and underline for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the 2022 Certified EIR identified in parenthesis [Former MM].

> **Mitigation Measure NOI-1-PPA [Former MM 12-4]:** Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. Construction contractors shall implement the following measures for construction activities conducted in the City of Ontario. Construction plans submitted to the City shall identify these measures on demolition, grading, and construction plans submitted to the City. The City of Ontario Planning and Building Departments shall verify that grading, demolition, and/or construction plans submitted include these notations prior to issuance of demolition, grading, and/or building permits.
>
> - Construction activity is limited to the hours between 7:00 AM and 6:00 PM Monday through Friday and 9:00 AM to 6:00 PM Saturdays and Sundays, as prescribed in Municipal Code Section 5-29.09.
> - During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques (e.g., improved mufflers, equipment re-design, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible.
> - Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools.

- Stationary equipment, such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses.
- Stockpiling shall be located as far as feasible from nearby noise-sensitive receptors.
- Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City Planning and Building Departments.
- At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City.
- Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.
- During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws.
- Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the performance standard of 80 dBA Leq. Barriers shall be constructed with a solid material that has a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier and may be lined on the construction side with an acoustical blanket, curtain, or equivalent absorptive material.

New Mitigation Measures

Policy Plan Amendment

Mitigation Measure NOI-1-PPA is applicable to the proposed project. No additional mitigation measures have been identified.

Specific Plan

Construction of the Specific Plan would not result in exceedances of applicable noise thresholds; and therefore, no EBPSP-specific mitigation measures are necessary. In accordance with Policy Plan Mitigation Measure NOI-1-PPA, the listed measures shall be identified on applicable EBPSP construction plans.

Significance After Mitigation

Policy Plan Amendment

Mitigation Measure NOI-1-PPA would reduce potential impacts associated with construction from individual development projects to the extent feasible; however, due to the potential for proximity of construction activities to sensitive uses, the number of construction projects occurring simultaneously, and the potential duration of construction activities, Impact NOI-1 could still result in a temporary substantial increase in noise levels above ambient conditions and exceedance of the 80 dBA Leq threshold. Therefore, project and cumulative impacts would remain **significant and unavoidable**. It should be noted that the identification of this program-level impact does not preclude the finding of less than significant impacts for subsequent projects analyzed at the project level.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

OPERATION NOISE

The 2022 Certified EIR identified that TOP buildout would not result in operational noise impacts at noise sensitive receptors due to stationary and traffic noise sources. Future stationary noise sources would be designed to comply with the City's Noise Ordinance, building codes, and subdivision and development code regulations to reduce noise from future development projects. Buildout of the TOP traffic noise would not result in a substantial noise increase in the vicinity of noise-sensitive receptors that would exceed the City's noise standards.

Policy Plan Amendment

Stationary Noise

The proposed project would introduce a variety of new mechanical equipment throughout the project site. This could include rooftop heating, ventilation and air conditioning (HVAC) equipment, chillers, cooling towers, pumps, boilers, air handling units, emergency power equipment, loading and unloading activities, leaf blowers, street sweepers, and parking areas. Stationary noise sources as part of future projects under the TOP would be required to comply with the exterior and interior noise level standards in the City's Municipal Code Section 5.29, shown in Table 3.13-5.

Design features commonly employed to achieve compliance, such as rooftop or ground-mounted equipment enclosures, parapet walls, acoustical screening, and silencers for exhaust and intake openings, would be incorporated as necessary based on final equipment specifications and acoustical evaluation. Due to the size of the project site, much of the mechanical equipment would be at large distances from off-site sensitive receptors and/or would be shielded by intervening structures. Furthermore, the Policy Plan Amendment Safety Element Policy S-4.1 requires implementation of noise mitigation measures based on ordinance and code threshold compliance.

- **Policy S4-1: Noise Mitigation.** We utilize the City's Noise Ordinance, building codes, and subdivision and development codes to mitigate noise impacts.

Individual projects accommodated under the proposed project would not exceed operational noise significance thresholds. Compared to the approved project, the proposed project would not result in new or a substantial increase in magnitude of impacts. Therefore, like the approved project, stationary noise impacts of developments that would be accommodated by the proposed project would be less than significant.

Traffic Noise

Individual projects and activities under the proposed project are expected to affect the community noise environment by generating additional traffic. The proposed project would revise existing truck routes to better accommodate future planned uses, align with adjacent jurisdictions truck routes, and alleviate truck traffic noise levels at existing and future noise sensitive uses. Project truck route traffic noise was analyzed for 203 roadway segments in the City to account for project related daily truck volume increases and decreases along existing and proposed truck route roadway segments. Of the 203 roadway segments analyzed, 34 segments resulted in daily traffic noise level increases, and for some of these roadway segments, a decrease in daily traffic noise levels.

Traffic-source noise levels were calculated using the FHWA-RD-77-108 with traffic data provided by Fehr and Peers. The model calculates the average noise level along specific roadway segments based on traffic volumes, average speeds, roadway geometry, vehicle type, and site environmental conditions. The average vehicle noise rates (energy rates) used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by Caltrans. Figure 3.13-5, *Project-Related Traffic Noise Contours*, provides a graphical representation. Table 3.13-21, *Project-Related Increase in Traffic Noise*, shows the no-project and with-project predicted noise levels at 100 feet from the nearest travel centerline as well as the predicted traffic noise increase with implementation of the proposed project. This table shows 34 roadway segments analyzed; the other 169 roadway segments analyzed resulted in a less than 1 dBA change in traffic noise with implementation of the proposed project.

Table 3.13-21 Project-Related Increase in Traffic Noise

Roadway	Segment		dBA CNEL at 50 Feet		Buildout Noise Increase, CNEL	Existing Sensitive Receptors	Significant Increase?
	From	To	2050 No Project	2050 with Project			
Mountain Avenue	Holt Blvd	State St	70	66	-4	No	No
Euclid Avenue	Mission Blvd	Phillips St	68	64	-4	Yes	No
Euclid Avenue	SR 60 Pomona Fwy	Walnut St	70	67	-3	No	No
Euclid Avenue	Walnut St	Riverside Dr	71	67	-4	Yes	No
Grove Avenue	5th St	4th St	62	64	2	No	No
Walker Avenue	Ontario Ranch Rd	Eucalyptus Ave	66	70	**4**	**No**	**Yes**
Walker Avenue	Eucalyptus Ave	Merrill Ave	64	69	**5**	**No**	**Yes**
Ontario Avenue	Eucalyptus Ave	Merrill Ave	60	66	**6**	**No**	**Yes**
Archibald Avenue	SR 60 Pomona Fwy	Riverside Dr	74	73	-1	Yes	No
Archibald Avenue	Riverside Dr	Chino Ave	72	71	-1	Yes	No
Archibald Avenue	Chino Ave	Schaefer Ave	71	70	-1	Yes	No
Archibald Avenue	Schaefer Ave	Ontario Ranch Rd	71	70	-1	Yes	No
Archibald Avenue	Ontario Ranch Rd	Eucalyptus Ave	72	70	-2	Yes	No
Archibald Avenue	Eucalyptus Ave	Merrill Ave	71	70	-1	Yes	No
Archibald Avenue	Merrill Ave	the South	68	65	-3	Yes	No
Milliken Avenue	I-10 San Bernardino Fwy	Airport Dr	70	76	**6**	**No**	**Yes**
Milliken Avenue	Santa Ana St	Jurupa St	67	73	**6**	**No**	**Yes**
Milliken Avenue	Jurupa St	Francis St	69	71	**2**	**No**	**Yes**
Milliken Avenue	Mission Blvd	SR 60 Pomona Fwy	69	74	**5**	**No**	**Yes**
Milliken Avenue	Chino Ave	Ontario Ranch Rd	65	67	**2**	**No**	**Yes**

Table 3.13-21 Project-Related Increase in Traffic Noise

Roadway	Segment		dBA CNEL at 50 Feet		Buildout Noise Increase, CNEL	Existing Sensitive Receptors	Significant Increase?
	From	To	2050 No Project	2050 with Project			
Etiwanda Avenue	Ontario Mills Pky	1-10 San Bernardino Fwy	74	71	-3	No	No
Jurupa Street	Milliken Ave	I-15/Ontario Fwy	75	71	-4	No	No
Mission Boulevard	San Antonio Ave	Euclid Ave	69	66	-3	Yes	No
Philadelphia Street	Parco Ave	Baker Ave	65	71	**6**	**Yes**	**Yes**
Edison Ave	Euclid Ave	Campus Ave	70	69	-1	Yes	No
Edison Ave	Campus Ave	Bon View Ave	70	68	-2	Yes	No
Edison Ave	Bon View Ave	Grove Ave	70	69	-1	Yes	No
Edison Ave	Grove Ave	Walker Ave	70	69	-1	Yes	No
Eucalyptus Avenue	Euclid Ave	Campus Ave	68	72	**4**	**Yes**	Yes
Eucalyptus Avenue	Campus Ave	Bon View Ave	67	71	**4**	**Yes**	Yes
Eucalyptus Avenue	Bon View Ave	Grove Ave	66	70	**4**	**No**	Yes
Eucalyptus Avenue	Grove Ave	Walker Ave	64	69	**5**	**No**	Yes
Eucalyptus Avenue	Walker Ave	Vineyard Ave	63	68	**5**	**No**	Yes
Eucalyptus Avenue	Vineyard Ave	Ontario Ave	63	68	**5**	**No**	Yes

Source: Appendix I1. FHWA Highway Traffic Noise Prediction

Notes: Model based on traffic volumes and truck mix use percentages provided by Fehr and Peers.

Bold text signifies a significant increase.

Appendix I1 contains the traffic noise modeling inputs and outputs for all truck route roadway segments analyzed.

For roadways with existing ambient noise environments of 65 dBA CNEL and higher, an increase of 1.5 dBA CNEL or greater would be considered a significant impact. For roadways with existing ambient noise environments of 60 dBA to 64 dBA CNEL, an increase of 3 dBA CNEL or greater would be considered a significant impact. As shown in Table 3.13-21, *Project-Related Increase in Traffic Noise,* with implementation of the proposed project, receptors along Mountain Avenue, Euclid Avenue, Archibald Avenue, Etiwanda Avenue, Jurupa Avenue, Mission Avenue, and Edison Avenue would experience a decrease of -1 dBA to -4 dBA CNEL in daily traffic noise levels. This decrease, or benefit, is attributable to proposed truck route changes. This table also shows that 15 roadway segments of Walker Avenue, Ontario Avenue, Milliken Avenue, Philadelphia Avenue, and Eucalyptus Avenue would experience a significant impact of 2 dBA to 6 dBA CNEL traffic noise increases with buildout of the proposed project. There are no noise-sensitive land uses along Walker Avenue, Ontario Avenue, or Milliken Avenue roadway segments; however, existing noise sensitive land uses are along the impacted roadway segments of Philadelphia Avenue and Eucalyptus Avenue.

Policy Plan Amendment Safety Element Policies S4-2, S4-4, and S4-5 encourage collaboration with other agencies, manage truck traffic, and minimize noise impacts through street design.

- **Policy S4-2: Coordination with Transportation Authorities.** We collaborate with airport owners, FAA, Caltrans, SBCTA, SCAG, neighboring jurisdictions, and other transportation providers in the preparation and maintenance of, and updates to transportation-related plans to minimize noise impacts and provide appropriate mitigation measures.

- **Policy S4-4: Truck Traffic.** We manage truck traffic to minimize noise impacts on sensitive land uses.

- **Policy S4-5: Roadway Design.** We design streets and highways to minimize noise impacts.

The proposed project would not result in new or a substantial increase in the magnitude of impacts compared to the approved project. Nevertheless, traffic-related noise impacts from the proposed project would be significant.

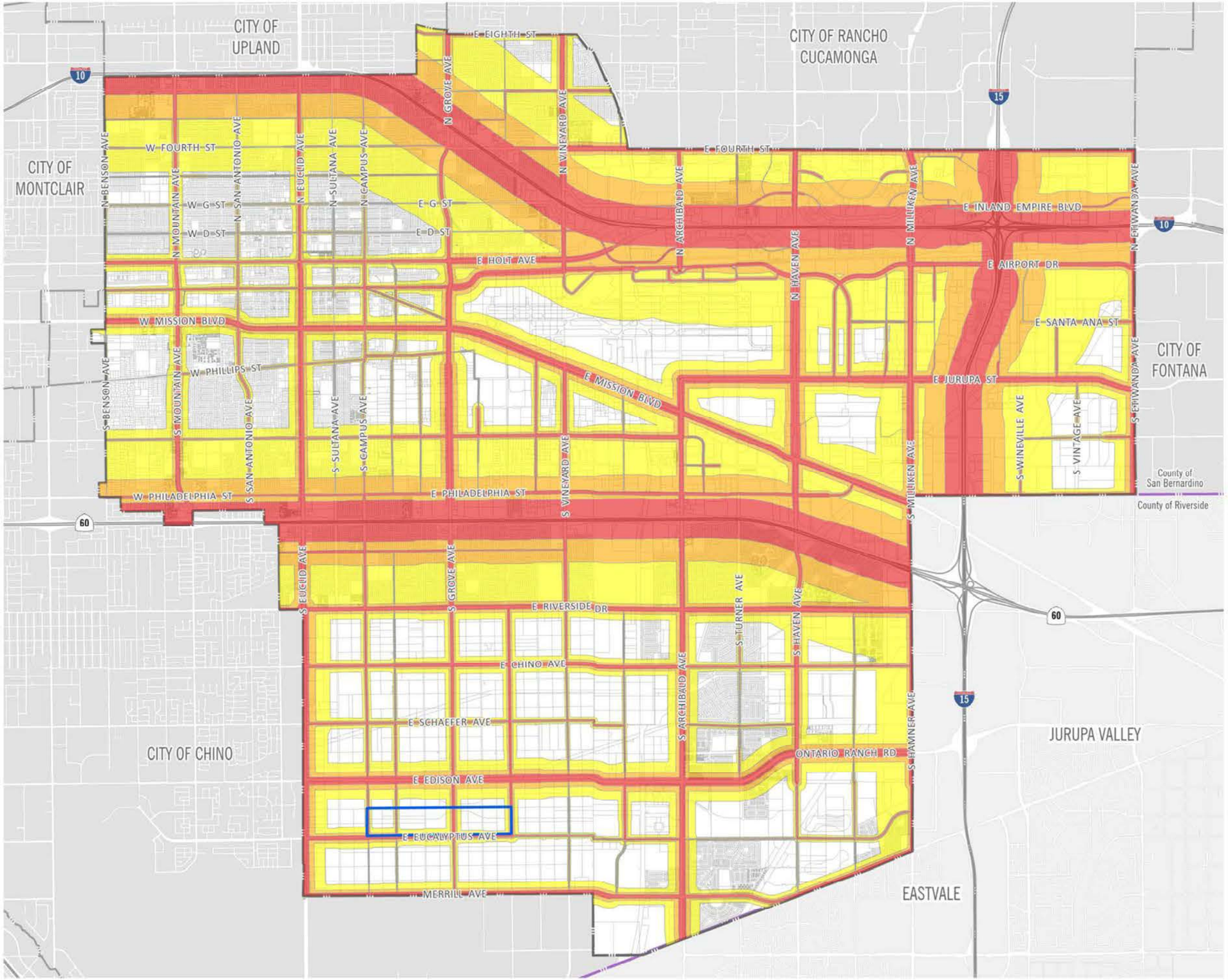
Summary

Stationary noise impacts of the proposed project would not exceed the City's operational noise thresholds; however, traffic noise generated by the proposed project would result in noticeable increase in traffic noise levels above the City's noise standards. Therefore, this impact is **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Figure 3.13-5

Future Project Traffic-Related Noise Contours



Future Noise Contours
- 60-65 dBA CNEL
- 65-70 dBA CNEL
- 70+ dBA CNEL
- Ontario City Boundary
- County Boundary
- EBPSP Boundary

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: Fehr & Peers 2025; PlaceWorks 2025 Date: 2/19/2026

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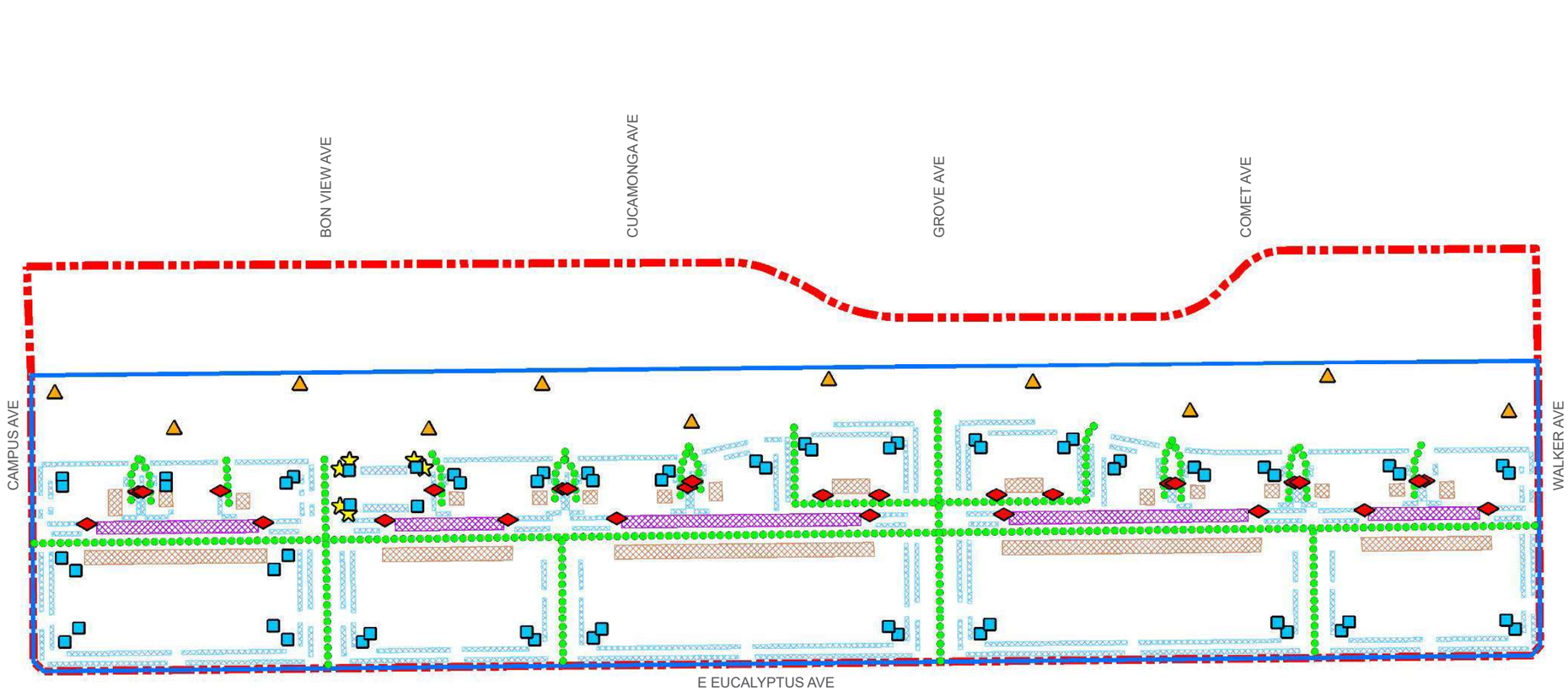
Figure 3.13-6

EBPSP Operational Noise Source Locations



- Site Boundary
- EBPSP Boundary
- Tractor Trailer Storage Activity
- Loading Dock Activity
- Parking Lot Vehicle Movements
- Truck Movements
- Park Activities
- Drive-Through Speakerphone
- Trash Enclosure Activity
- Roof-Top Air Conditioning Unit

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 300 600 FT

Source: Urban Crossroads 2025

Date: 01/15/2026

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Specific Plan

Operation

EBPSP-related operational noise sources are expected to include loading dock activity, tractor trailer storage activity, truck movements, trash enclosure activity, roof-top air conditioning units, drive-through speakerphones, parking lot vehicle movements, and park activities. Figure 3.13-6, *EBPSP Operational Noise Source Locations,* illustrates the operational noise source locations.

To present the potential worst-case noise conditions, the following analysis assumes the EBPSP land uses would be operational 24 hours per day, 7 days per week. Table 3.13-22, *EBPSP Daytime Operational Noise Levels*, and Table 3.13-23, *EBPSP Nighttime Operational Noise Levels*, present the daytime (7:00 AM-10:00 PM) and nighttime (10:00 PM-7:00 AM) operational noise levels, respectively, that can be expected at each of the receiver locations. As shown in these tables, the daytime hourly noise levels at the off-site receiver locations are expected to range from 43.3 to 52.8 dBA L_{eq} and the nighttime hourly noise levels are expected to range from 42.7 to 52.7 dBA L_{eq}.

Table 3.13-22 EBPSP Daytime Operational Noise Levels

Noise Source	Operational Noise Levels by Receiver Location (dBA L_{eq})							
	R1	R2	R3	R4	R5	R6	R7	R8
Loading Dock Activity	48.9	52.3	49.0	47.0	47.5	45.2	42.4	37.8
Tractor Trailer Storage Activity	36.0	38.4	29.5	33.6	29.7	30.0	29.5	25.5
Truck Movements	35.2	37.8	34.7	34.5	35.1	36.7	26.0	24.7
Trash Enclosure Activity	29.9	32.6	27.4	29.4	21.7	21.5	20.1	17.4
Roof-Top Air Conditioning Units	33.6	36.4	34.4	32.6	35.9	39.3	36.5	37.9
Drive-Through Speakerphone	21.5	25.8	15.6	10.5	7.8	10.4	5.8	2.8
Parking Lot Vehicle Movements	28.6	31.2	28.6	27.6	33.9	37.2	35.2	39.2
Park Activities	20.0	23.8	19.9	18.8	28.1	6.8	5.8	14.4
Total (All Noise Sources)	49.5	52.8	49.4	47.7	48.3	47.2	44.2	43.3

Source: Appendix I2

Table 3.13-23 EBPSP Nighttime Operational Noise Levels

Noise Source	Operational Noise Levels by Receiver Location (dBA Leq)							
	R1	R2	R3	R4	R5	R6	R7	R8
Loading Dock Activity	48.9	52.3	49.0	47.0	47.5	45.2	42.4	37.8
Tractor Trailer Storage Activity	36.0	38.4	29.5	33.6	29.7	30.0	29.5	25.5
Truck Movements	35.2	37.8	34.7	34.5	35.1	36.7	26.0	24.7
Trash Enclosure Activity	25.9	28.6	23.4	25.5	17.7	17.6	16.1	13.4
Roof-Top Air Conditioning Units	31.2	34.0	32.0	30.2	33.5	36.9	34.1	35.5
Drive-Through Speakerphone	21.5	25.8	15.6	10.5	7.8	10.4	5.8	2.8
Parking Lot Vehicle Movements	28.6	31.2	28.6	27.6	33.9	37.2	35.2	39.2
Park Activities	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total (All Noise Sources)	49.4	52.7	49.3	47.6	48.1	46.9	43.9	42.7

Source: Appendix I2

To demonstrate compliance with local noise regulations, the operational noise levels were evaluated against the City of Ontario exterior noise level standards, as shown in Table 3.13-24, *EBPSP Operational Noise Level Compliance*. As shown in this table, the operational noise levels associated with the EBPSP would not exceed applicable exterior noise level standards (adjusted to reflect the ambient noise levels per Section 5-29.04[a][1] of City of Ontario Municipal Code).

Table 3.13-24 EBPSP Operational Noise Level Compliance

Receiver Location	EBPSP Operational Noise Levels (dBA L_{eq})		Noise Level Standards (dBA L_{eq})		Noise Level Standards Exceeded?	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	49.5	49.4	69.8	62.9	No	No
R2	52.8	52.7	65.0	57.6	No	No
R3	49.4	49.3	69.4	60.8	No	No
R4	47.7	47.6	69.9	60.0	No	No
R5	48.3	48.1	65.0	51.4	No	No
R6	47.2	46.9	65.0	52.5	No	No
R7	44.2	43.9	65.0	52.5	No	No
R8	43.3	42.7	65.0	47.7	No	No

Source: Appendix I2

To describe the EBPSP operational noise level increases, the operational noise levels were combined with the ambient noise levels measurements for the nearby receiver locations. Table 3.13-25, *EBPSP Daytime Operational Noise Increases*, and Table 3.13-26, *EBPSP Nighttime Operational Noise Increases*, present the daytime and nighttime operational noise level

increases that can be expected at each of the receiver locations. As indicated in these tables, the EBPSP would generate daytime operational noise increases ranging from 0.0 to 0.9 dBA L_{eq} and nighttime operational noise increases ranging from 0.2 to 1.7 dBA L_{eq} at the nearest receiver locations. As such, noise increases associated with operations of the EBPSP would not exceed the applicable increase criteria.

Table 3.13-25 EBPSP Daytime Operational Noise Increases

Receiver Location	Total EBPSP Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined EBPSP and Ambient	EBPSP Increase	Increase Criteria	Increase Criteria Exceeded?
R1	49.5	L1	69.8	69.8	0.0	1.5	No
R2	52.8	L2	64.9	65.2	0.3	5.0	No
R3	49.4	L3	69.4	69.4	0.0	1.5	No
R4	47.7	L4	69.9	69.9	0.0	1.5	No
R5	48.3	L5	59.8	60.1	0.3	5.0	No
R6	47.2	L6	62.3	62.4	0.1	5.0	No
R7	44.2	L6	62.3	62.4	0.1	5.0	No
R8	43.3	L7	49.9	50.8	0.9	5.0	No

Source: Appendix I2

Table 3.13-26 EBPSP Nighttime Operational Noise Increases

Receiver Location	Total EBPSP Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined EBPSP and Ambient	EBPSP Increase	Increase Criteria	Increase Criteria Exceeded?
R1	49.4	L1	62.9	63.1	0.2	5.0	No
R2	52.7	L2	57.6	58.8	1.2	5.0	No
R3	49.3	L3	60.8	61.1	0.3	5.0	No
R4	47.6	L4	60.0	60.2	0.2	5.0	No
R5	48.1	L5	51.4	53.1	1.7	5.0	No
R6	46.9	L6	52.5	53.6	1.1	5.0	No
R7	43.9	L6	52.5	53.1	0.6	5.0	No
R8	42.7	L7	47.7	48.9	1.2	5.0	No

Source: Appendix I2

Off-Site Traffic Noise

To assess the off-site transportation CNEL noise level impacts associated with development of the Specific Plan, noise contours were developed for each of the scenarios outlined in the EBPSP

Traffic Analysis (Existing, Opening Year 2031, Horizon Year 2050). The noise contours were used to assess the incremental 24-hour dBA CNEL traffic-related noise impacts at land uses adjacent to roadways conveying EBPSP traffic. The noise contours represent the distance to noise levels of constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA CNEL noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the study area.

Existing with EBPSP Scenario

Based on the developed noise contours, Table 3.13-27, *Existing with EBPSP (Phase 1) Traffic Noise Increases*, Table 3.13-28, *Existing with EBPSP (Phase 2) Traffic Noise Increases*, and Table 3.13-29, *Existing with EBPSP (Buildout) Traffic Noise Increases*, present the off-site traffic noise increases that would be attributable to the EBPSP for the existing with EBPSP scenario. It is noted that the Existing With EBPSP (Phase 1 through Buildout) condition is provided solely for informational purposes and would not occur, since the Specific Plan would not be fully developed and occupied under Existing conditions.

EBPSP Phase 1 off-site traffic noise increases would range from -0.4 to 2.2 dBA CNEL (see Table 3.13-27).[1] Based on the significance criteria for off-site traffic noise, the noise increase threshold would be exceeded along the following two roadway segments under this scenario:

- Walker Avenue south of Ontario Ranch Road (Segment #9)
- Eucalyptus Avenue east of Euclid Avenue (Segment #17)

Table 3.13-28 shows that EBPSP Phase 2 off-site traffic noise increases would range from -0.4 to 3.2 dBA CNEL. Based on the significance criteria for off-site traffic noise, the same two study area roadway segments (Segments 9 and 17) would continue to experience noise increases in excess of the threshold under this scenario.

[1] It is noted that the City truck route modifications proposed as part of the Policy Plan Amendment may result in certain reductions in with EBPSP traffic volumes, and subsequently, the with EBPSP off-site traffic noise levels.

Table 3.13-27 Existing with EBPSP (Phase I) Traffic Noise Increases

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase Threshold	
				No EBPSP	With EBPSP	EBPSP Addition	Limit	Exceeded?
1	Euclid Ave (SR-83)	n/o Ontario Ranch Rd	Sensitive	79.8	79.9	0.1	1.5	No
2	Euclid Ave (SR-83)	n/o Eucalyptus Ave	Sensitive	78.8	79.1	0.3	1.5	No
3	Euclid Ave (SR-83)	s/o Eucalyptus Ave	Sensitive	80.6	80.7	0.1	1.5	No
4	Bon View Ave	n/o Ontario Ranch Rd	Sensitive	68.7	68.6	-0.1	1.5	No
5	Bon View Ave	s/o Ontario Ranch Rd	Sensitive	67.3	67.3	0.0	1.5	No
6	Grove Ave	n/o Ontario Ranch Rd	Sensitive	73.7	73.7	0.0	1.5	No
7	Grove Ave	s/o Ontario Ranch Rd	Sensitive	72.3	72.4	0.1	1.5	No
8	Walker Ave	n/o Ontario Ranch Rd	Sensitive	72.4	72.3	-0.1	1.5	No
9	Walker Ave	s/o Ontario Ranch Rd	Sensitive	70.5	72.7	2.2	1.5	Yes
10	Archibald Ave	n/o Ontario Ranch Rd	Sensitive	78.6	78.3	-0.3	1.5	No
11	Archibald Ave	s/o Ontario Ranch Rd	Sensitive	79.8	79.4	-0.4	1.5	No
12	Ontario Ranch Rd	e/o Euclid Ave (SR-83)	Sensitive	75.3	74.9	-0.4	1.5	No
13	Ontario Ranch Rd	w/o Grove Ave	Sensitive	74.4	74.0	-0.4	1.5	No
14	Ontario Ranch Rd	e/o Grove Ave	Sensitive	74.5	74.1	-0.4	1.5	No
15	Ontario Ranch Rd	w/o Archibald Ave	Non-Sensitive	76.3	77.5	1.2	3.0	No
16	Ontario Ranch Rd	e/o Archibald Ave	Sensitive	77.1	77.9	0.8	1.5	No
17	Eucalyptus Ave	e/o Euclid Ave (SR-83)	Sensitive	71.0	72.8	1.8	1.5	Yes
18	Eucalyptus Ave	w/o Grove Ave	Non-Sensitive	69.8	71.8	2.0	n/a	No
19	Eucalyptus Ave	e/o Grove Ave	Non-Sensitive	73.5	74.4	0.9	n/a	No
20	Eucalyptus Ave	e/o Walker Ave	Non-Sensitive	72.9	73.0	0.1	n/a	No

Source: Appendix I2

Table 3.13-28 Existing with EBPSP (Phase 2) Traffic Noise Increase

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase Threshold	
				No EBPSP	With EBPSP	EBPSP Addition	Limit	Exceeded?
1	Euclid Ave (SR-83)	n/o Ontario Ranch Rd	Sensitive	79.8	80.0	0.2	1.5	No
2	Euclid Ave (SR-83)	n/o Eucalyptus Ave	Sensitive	78.8	79.2	0.4	1.5	No
3	Euclid Ave (SR-83)	s/o Eucalyptus Ave	Sensitive	80.6	80.8	0.2	1.5	No
4	Bon View Ave	n/o Ontario Ranch Rd	Sensitive	68.7	68.6	-0.1	1.5	No
5	Bon View Ave	s/o Ontario Ranch Rd	Sensitive	67.3	67.4	0.1	1.5	No
6	Grove Ave	n/o Ontario Ranch Rd	Sensitive	73.7	73.8	0.1	1.5	No
7	Grove Ave	s/o Ontario Ranch Rd	Sensitive	72.3	72.5	0.2	1.5	No
8	Walker Ave	n/o Ontario Ranch Rd	Sensitive	72.4	72.4	0.0	1.5	No
9	Walker Ave	s/o Ontario Ranch Rd	Sensitive	70.5	73.7	3.2	1.5	Yes
10	Archibald Ave	n/o Ontario Ranch Rd	Sensitive	78.6	78.3	-0.3	1.5	No
11	Archibald Ave	s/o Ontario Ranch Rd	Sensitive	79.8	79.5	-0.3	1.5	No
12	Ontario Ranch Rd	e/o Euclid Ave (SR-83)	Sensitive	75.3	74.9	-0.4	1.5	No
13	Ontario Ranch Rd	w/o Grove Ave	Sensitive	74.4	74.1	-0.3	1.5	No
14	Ontario Ranch Rd	e/o Grove Ave	Sensitive	74.5	74.2	-0.3	1.5	No
15	Ontario Ranch Rd	w/o Archibald Ave	Non-Sensitive	76.3	77.8	1.5	3.0	No
16	Ontario Ranch Rd	e/o Archibald Ave	Sensitive	77.1	78.3	1.2	1.5	No
17	Eucalyptus Ave	e/o Euclid Ave (SR-83)	Sensitive	71.0	73.5	2.5	1.5	Yes
18	Eucalyptus Ave	w/o Grove Ave	Non-Sensitive	69.8	72.8	3.0	n/a	No
19	Eucalyptus Ave	e/o Grove Ave	Non-Sensitive	73.5	75.2	1.7	n/a	No
20	Eucalyptus Ave	e/o Walker Ave	Non-Sensitive	72.9	73.1	0.2	n/a	No

Source: Appendix I2

Table 3.13-29 shows that EBPSP Buildout off-site traffic noise increases would range from -0.4 to 3.7 dBA CNEL. Based on the significance criteria for off-site traffic noise, the same 2 study area roadway segments (Segments 9 and 17) would continue to experience noise increases in excess of the threshold under this scenario.

Opening Year with EBPSP Scenario

Based on the developed noise contours, Table 3.13-30, *Opening Year (2031) with EBPSP Traffic Noise Increases,* present the off-site traffic noise increases that would be attributable to the EBPSP for the opening year scenario. As shown in this table, the Opening Year (2031) off-site traffic noise increases would range from 0.0 to 2.3 dBA CNEL. Based on the significance criteria for off-site traffic noise, the noise increase threshold would be exceeded along the following roadway segment under this scenario:

- Walker Avenue south of Ontario Ranch Road (Segment #9)

Horizon Year with EBPSP Scenario

Based on the developed noise contours, Table 3.13-31, *Horizon Year (2050) with EBPSP Traffic Noise Increases,* present the off-site traffic noise increases that would be attributable to the EBPSP for the opening year scenario. As shown, Horizon Year (2050) off-site traffic noise increases would range from 0.0 to 0.7 dBA CNEL. Noise increases along all roadway segments would not exceed the significance criteria.

Summary

Operational Noise Summary

As shown in Table 3.13-22 through 3.13-26, noise associated with EBPSP operations would not exceed applicable thresholds for daytime or nighttime conditions. Additionally, noise level increases associated with operation of the Specific Plan would not exceed the increase criteria thresholds. Based on the preceding discussions, operational noise impacts of the EBPSP would be **less than significant**. Accordingly, EBPSP operations would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Off-Site Traffic Noise Summary

Based on the information presented in Tables 3.13-27 through 3.13-31, certain roadway segments would experience noise level increases in excess of the significance threshold under Existing with EBPSP (Phase 1 though Buildout) and Opening Year (2031) conditions. The EBPSP would not result in new or a substantial increase in the magnitude of impacts compared to that identified in the 2022 Certified EIR. Nevertheless, this would be a **potentially significant** impact.

Specific Plan Significance without Mitigation: Potentially significant.

Table 3.13-29 Existing with EBPSP (Buildout) Traffic Noise Increases

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase Threshold	
				No EBPSP	With EBPSP	EBPSP Addition	Limit	Exceeded?
1	Euclid Ave (SR-83)	n/o Ontario Ranch Rd	Sensitive	79.8	80.1	0.3	1.5	No
2	Euclid Ave (SR-83)	n/o Eucalyptus Ave	Sensitive	78.8	79.3	0.5	1.5	No
3	Euclid Ave (SR-83)	s/o Eucalyptus Ave	Sensitive	80.6	80.8	0.2	1.5	No
4	Bon View Ave	n/o Ontario Ranch Rd	Sensitive	68.7	68.7	0.0	1.5	No
5	Bon View Ave	s/o Ontario Ranch Rd	Sensitive	67.3	67.5	0.2	1.5	No
6	Grove Ave	n/o Ontario Ranch Rd	Sensitive	73.7	73.8	0.1	1.5	No
7	Grove Ave	s/o Ontario Ranch Rd	Sensitive	72.3	72.7	0.4	1.5	No
8	Walker Ave	n/o Ontario Ranch Rd	Sensitive	72.4	72.4	0.0	1.5	No
9	Walker Ave	s/o Ontario Ranch Rd	Sensitive	70.5	74.2	3.7	1.5	Yes
10	Archibald Ave	n/o Ontario Ranch Rd	Sensitive	78.6	78.3	-0.3	1.5	No
11	Archibald Ave	s/o Ontario Ranch Rd	Sensitive	79.8	79.5	-0.3	1.5	No
12	Ontario Ranch Rd	e/o Euclid Ave (SR-83)	Sensitive	75.3	74.9	-0.4	1.5	No
13	Ontario Ranch Rd	w/o Grove Ave	Sensitive	74.4	74.2	-0.2	1.5	No
14	Ontario Ranch Rd	e/o Grove Ave	Sensitive	74.5	74.2	-0.3	1.5	No
15	Ontario Ranch Rd	w/o Archibald Ave	Non-Sensitive	76.3	78.1	1.8	3.0	No
16	Ontario Ranch Rd	e/o Archibald Ave	Sensitive	77.1	78.5	1.4	1.5	No
17	Eucalyptus Ave	e/o Euclid Ave (SR-83)	Sensitive	71.0	73.9	2.9	1.5	Yes
18	Eucalyptus Ave	w/o Grove Ave	Non-Sensitive	69.8	73.2	3.4	n/a	No
19	Eucalyptus Ave	e/o Grove Ave	Non-Sensitive	73.5	75.6	2.1	n/a	No
20	Eucalyptus Ave	e/o Walker Ave	Non-Sensitive	72.9	73.1	0.2	n/a	No

Source: Appendix I2

Table 3.13-30 Opening Year (2031) with EBPSP Traffic Noise Increases

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase Threshold	
				No EBPSP	With EBPSP	EBPSP Addition	Limit	Exceeded?
1	Euclid Ave (SR-83)	n/o Ontario Ranch Rd	Sensitive	80.4	80.6	0.2	1.5	No
2	Euclid Ave (SR-83)	n/o Eucalyptus Ave	Sensitive	79.7	80.0	0.3	1.5	No
3	Euclid Ave (SR-83)	s/o Eucalyptus Ave	Sensitive	81.3	81.4	0.1	1.5	No
4	Bon View Ave	n/o Ontario Ranch Rd	Sensitive	70.7	70.7	0.0	1.5	No
5	Bon View Ave	s/o Ontario Ranch Rd	Sensitive	69.7	69.9	0.2	1.5	No
6	Grove Ave	n/o Ontario Ranch Rd	Sensitive	75.2	75.4	0.2	1.5	No
7	Grove Ave	s/o Ontario Ranch Rd	Sensitive	73.9	74.1	0.2	1.5	No
8	Walker Ave	n/o Ontario Ranch Rd	Sensitive	73.8	73.8	0.0	1.5	No
9	Walker Ave	s/o Ontario Ranch Rd	Sensitive	72.6	74.9	2.3	1.5	Yes
10	Archibald Ave	n/o Ontario Ranch Rd	Sensitive	79.7	79.7	0.0	1.5	No
11	Archibald Ave	s/o Ontario Ranch Rd	Sensitive	80.7	80.8	0.1	1.5	No
12	Ontario Ranch Rd	e/o Euclid Ave (SR-83)	Sensitive	76.4	76.4	0.0	1.5	No
13	Ontario Ranch Rd	w/o Grove Ave	Sensitive	75.6	75.7	0.1	1.5	No
14	Ontario Ranch Rd	e/o Grove Ave	Sensitive	75.6	75.6	0.0	1.5	No
15	Ontario Ranch Rd	w/o Archibald Ave	Non-Sensitive	77.6	78.5	0.9	3.0	No
16	Ontario Ranch Rd	e/o Archibald Ave	Sensitive	78.6	79.4	0.8	1.5	No
17	Eucalyptus Ave	e/o Euclid Ave (SR-83)	Sensitive	73.3	74.8	1.5	1.5	No
18	Eucalyptus Ave	w/o Grove Ave	Non-Sensitive	72.0	74.0	2.0	n/a	No
19	Eucalyptus Ave	e/o Grove Ave	Non-Sensitive	74.8	76.2	1.4	n/a	No
20	Eucalyptus Ave	e/o Walker Ave	Non-Sensitive	73.1	73.4	0.3	n/a	No

Source: Appendix I2

Table 3.13-31 Horizon Year (2050) with EBPSP Traffic Noise Increases

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase Threshold	
				No EBPSP	With EBPSP	EBPSP Addition	Limit	Exceeded?
1	Euclid Ave (SR-83)	n/o Ontario Ranch Rd	Sensitive	81.1	81.3	0.2	1.5	No
2	Euclid Ave (SR-83)	n/o Eucalyptus Ave	Sensitive	81.4	81.6	0.2	1.5	No
3	Euclid Ave (SR-83)	s/o Eucalyptus Ave	Sensitive	82.4	82.5	0.1	1.5	No
4	Bon View Ave	n/o Ontario Ranch Rd	Sensitive	76.8	76.8	0.0	1.5	No
5	Bon View Ave	s/o Ontario Ranch Rd	Sensitive	77.3	77.4	0.1	1.5	No
6	Grove Ave	n/o Ontario Ranch Rd	Sensitive	80.0	80.0	0.0	1.5	No
7	Grove Ave	s/o Ontario Ranch Rd	Sensitive	78.7	78.8	0.1	1.5	No
8	Walker Ave	n/o Ontario Ranch Rd	Sensitive	78.1	78.1	0.0	1.5	No
9	Walker Ave	s/o Ontario Ranch Rd	Sensitive	79.1	79.8	0.7	1.5	No
10	Archibald Ave	n/o Ontario Ranch Rd	Sensitive	82.5	82.5	0.0	1.5	No
11	Archibald Ave	s/o Ontario Ranch Rd	Sensitive	82.8	82.8	0.0	1.5	No
12	Ontario Ranch Rd	e/o Euclid Ave (SR-83)	Sensitive	79.4	79.5	0.1	1.5	No
13	Ontario Ranch Rd	w/o Grove Ave	Sensitive	78.7	78.8	0.1	1.5	No
14	Ontario Ranch Rd	e/o Grove Ave	Sensitive	78.3	78.3	0.0	1.5	No
15	Ontario Ranch Rd	w/o Archibald Ave	Non-Sensitive	81.2	81.6	0.4	3.0	No
16	Ontario Ranch Rd	e/o Archibald Ave	Sensitive	82.3	82.7	0.4	1.5	No
17	Eucalyptus Ave	e/o Euclid Ave (SR-83)	Sensitive	79.4	79.8	0.4	1.5	No
18	Eucalyptus Ave	w/o Grove Ave	Non-Sensitive	78.2	78.7	0.5	3.0	No
19	Eucalyptus Ave	e/o Grove Ave	Non-Sensitive	78.8	79.2	0.4	3.0	No
20	Eucalyptus Ave	e/o Walker Ave	Non-Sensitive	74.0	74.1	0.1	n/a	No

Source: Appendix I2

Impact NOI-2: Implementation of the Policy Plan Amendment and EBPSP would expose sensitive receptors to substantial permanent traffic noise increases.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant operational noise impacts, and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Policy Plan Amendment

TOP 2050 Policies (see Policies M-1.1 and M-4.1) would reduce roadway noise, to the extent feasible; however, no mitigation measures are available that would reduce the proposed project's substantial increase in traffic noise levels.

Specific Plan

To address potentially significant off-site traffic noise increases along study areas roadway segments, both quiet pavement and off-site noise barriers were considered as potential noise mitigation measures, as discussed below.

Quiet Pavement

The application of quieter pavements reduces traffic noise levels at the tire/pavement interface, which has been shown to be the primary source of traffic noise when vehicles travel faster than about 30 mph. Additionally, quiet pavement does not have the same physical site limitations as barriers and typically has a lower upfront cost. The noise performance of quieter pavement can degrade over time, typically 10 years, resulting in increased maintenance and rehabilitation needs for purposes of noise reduction.

Changing the pavement type of a roadway has been shown to reduce the amount of tire/pavement noise produced at the source under both near-term and long-term conditions. Traffic noise is generated primarily by the interaction of the tires and pavement, the engine, and exhaust systems. For automobile noise, as much as 75 to 90 percent of traffic noise is generated by the interaction of the tires and pavement, especially when traveling at higher speeds. According to research conducted by Caltrans, these types of pavements typically provide noise attenuation of 6 dBA for automobile traffic noise levels.

The effectiveness of reducing traffic noise levels is higher on roadways with low percentages of heavy trucks, since the heavy truck engine and exhaust noise is not reduced by quiet pavement.

This is due to the height of the truck engine exhaust stack above the pavement. Per Caltrans guidance a truck stack height is modeled using a height of 11.5 feet above the road. Based on Calveno REMELs, one heavy truck traveling at 55 mph generates as much noise as approximately 13 autos at the same speed. This is due to a combination of factors including the difference between the noise source height for heavy trucks of 11.5 feet versus autos with a noise source height of less than 2 feet. With the primary off-site traffic noise levels for the EBPSP consisting of heavy trucks with a stack height of 11.5 feet off the ground, the tire/pavement noise reduction benefits associated with quiet pavement would be primarily limited to autos.

Although the use of quiet pavement could theoretically reduce off-site traffic noise levels, such reductions would not provide reliable or meaningful benefits for noise generated by heavy truck traffic. Quiet pavement is primarily effective at reducing tire-on pavement noise at higher speeds and does not substantially reduce noise from truck engines and exhaust stacks. Consequently, quiet pavement would not reduce off-site truck-related traffic noise to less than significant levels.

Off-Site Noise Barriers

While noise barriers are commonly used to reduce the potential traffic noise levels from nearby transportation noise source activities, they are typically developed in coordination with new noise sensitive residential development or as part of a roadway widening project. Even though off-site noise barriers are typically not developed by individual off-site projects that contribute to the cumulative off-site traffic noise levels, off-site noise barriers were considered in the analysis as a potential traffic noise mitigation measure to reduce the EBPSP-related impacts.

However, noise barriers are not considered feasible as barriers would require openings for driveway access to individual residential lots fronting the road, thus greatly reducing their effectiveness. As such, off-site noise barriers would not be expected to lower the off-site traffic noise levels below a level of significance.

Significance After Mitigation

Policy Plan Amendment

Measures applied to individual development projects, such as constructing noise walls, evaluating and installing upgraded windows and doors, or applying rubberized asphalt on impacted roadway segments could reduce potential traffic noise impacts; however, impacted homes are on private property outside of the control of future project developers, so there may be limited admittance onto these properties to construct such walls. The cost versus benefit ratio in relation to the number of households benefited may not be feasible and reasonable in all cases. There are no funding mechanisms and procedures that would guarantee that the

implementation of sound insulation features at each affected home would reduce traffic noise in interior areas. Therefore, project impacts would remain **significant and unavoidable**. It should be noted that the identification of this program-level impact does not preclude the finding of less than significant impacts for subsequent projects analyzed at the project level.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

Specific Plan

Due to the infeasibility of both quiet pavement and off-site noise barriers, EBPSP-related off-site traffic noise increases at adjacent noise-sensitive land uses are considered a **significant and unavoidable** impact.

Specific Plan Significance with Mitigation: Significant and unavoidable.

b) Would the project generate excessive groundborne vibration or groundborne noise levels?

CONSTRUCTION VIBRATION

The 2022 Certified EIR identified that TOP buildout could result in individual construction developments near noise sensitive receptors and expose receptors to prolong periods of construction activity. Mitigation Measure NOI-2-PPA (former MM 12-2) was identified to reduce construction vibration to the extent feasible; however, construction vibration impacts of the approved project were identified as significant and unavoidable.

Policy Plan Amendment

Under the proposed project, the primary source of temporary vibration within the City would be construction activities associated with new development projects. The proposed project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the City that would require substantial landform modification.

Construction activity in the proposed project area would generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the construction site varies depending on soil type, ground strata, and receptor-building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures but can achieve the audible and perceptible ranges in buildings close to the construction site. It is

noted that future development under the proposed project could potentially require installation of pile foundations that utilize impact pile drivers or similar equipment that generates high noise levels. Groundborne vibration is almost never annoying to people who are outdoors, so it is usually evaluated in terms of indoor receivers (FTA 2018). Table 3.13-32, *Vibration Levels for Construction Equipment*, lists reference vibration levels for construction equipment.

Table 3.13-32 Vibration Levels for Construction Equipment

Equipment	Approximate RMS Vibration Level at 25 Feet (VdB)	Approximate PPV Vibration Level at 25 Feet (in/sec)
Pile Driver, Impact (Upper Range)	112	1.518
Pile Driver, Impact (Typical)	104	0.644
Pile Driver, Sonic (Upper Range)	105	0.734
Pile Driver, Sonic (Typical)	93	0.170
Vibratory Roller	94	0.210
Large Bulldozer	87	0.089
Caisson Drilling	87	0.089
Loaded Trucks	86	0.076
Jackhammer	79	0.035
Small Bulldozer	58	0.003

Source: FTA 2018.

Notes: in/sec = inches per second; RMS = root-mean-square; PPV = peak particle velocity; VdB = vibration decibel.

As shown in the table, vibration generated by construction equipment has the potential to be substantial since it has the potential to exceed the FTA criteria for architectural damage thresholds shown in the table (e.g., 0.2 in/sec PPV for non-engineered timber and masonry buildings). Construction details and equipment for future project-level developments under the proposed project are not known at this time but may cause vibration impacts. Therefore, this impact is **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. The FTA provides representative ground vibration levels associated with various types of construction equipment. Based on the representative vibration levels, it is possible to estimate the potential vibration levels received at vicinity sensitive receiver locations. As shown in Table 3.13-33, *EBPSP Construction Vibration Levels*, at distances ranging from 89 to 900 feet from construction

activities, construction vibration velocity levels are estimated to range from 0 to 0.031 PPV in/sec. Based on maximum acceptable continuous vibration threshold of 0.2 PPV (in/sec), the typical construction vibration levels would fall below the damage thresholds at all the receiver locations. Therefore, EBPSP-related vibration impacts are considered **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Table 3.13-33 EBPSP Construction Vibration Levels

Location	Distance to Const. Activity (Feet)	Typical Construction Vibration Levels PPV (in/sec)						Thresholds PPV (in/sec)	Thresholds Exceeded?
		Small bulldozer	Jack-hammer	Loaded Trucks	Large bulldozer	Vibratory Roller	Highest Vibration Level		
R1	668'	0.000	0.000	0.001	0.001	0.002	0.002	0.2	No
R2	89'	0.000	0.005	0.011	0.013	0.031	0.031	0.2	No
R3	900'	0.000	0.000	0.000	0.000	0.001	0.001	0.2	No
R4	639'	0.000	0.000	0.001	0.001	0.002	0.002	0.2	No
R5	109'	0.000	0.004	0.008	0.010	0.023	0.023	0.2	No
R6	166'	0.000	0.002	0.004	0.005	0.012	0.012	0.2	No
R7	164'	0.000	0.002	0.005	0.005	0.012	0.012	0.2	No
R8	105'	0.000	0.004	0.009	0.010	0.024	0.024	0.2	No

Source: Appendix I2

Specific Plan Significance without Mitigation: Less than significant.

Impact NOI-3: Construction activities associated with buildout of the Policy Plan Amendment may expose sensitive uses to excessive levels of groundborne vibration.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The following mitigation measures were taken directly from the 2022 Certified EIR. Any modifications to the mitigation measures from the 2022 Certified EIR are shown in strikethrough for deleted text and underline for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the 2022 Certified EIR identified in parenthesis [Former MM].

Mitigation Measure NOI-2-PPA [Former MM 12-2]: Prior to issuance of a building permit for individual projects that involve vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers occurring near sensitive receptors shall be evaluated for potential vibration impacts. Construction within 135 feet of fragile structures, such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration (FTA) architectural damage thresholds (e.g., 0.12 inches per second [in/sec] peak particle velocity [PPV] for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers shall be used. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.

New Mitigation Measures

Policy Plan Amendment

No additional mitigation measures are available to reduce construction-related vibration.

Specific Plan

The EBPSP would not result in significant construction-related vibration impacts. No mitigation is necessary.

Significance After Mitigation

Policy Plan Amendment

Mitigation Measure NOI-2-PPA would reduce potential impacts associated with construction vibration from individual development projects to the extent feasible. However, due to the potential for proximity of construction activities to sensitive uses, the number of construction projects occurring simultaneously, and the potential duration of construction activities, construction vibration impacts would be **significant and unavoidable**. Therefore, construction

vibration impacts associated with the proposed project would remain significant and unavoidable. It should be noted that the identification of this program-level impact does not preclude the finding of less than significant impacts for subsequent projects analyzed at the project level.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

OPERATION VIBRATION

The 2022 Certified EIR identified that the majority of commercial and industrial uses would not be immediately adjacent to vibration-sensitive uses, the use of heavy equipment associated with industrial activities would occur indoors, and no significant vibration impacts would occur from vibration generated by these uses. The 2022 Certified EIR also identified that potential impacts from on-road vehicles would not generate more than 0.8 in/sec PPV at vibration-sensitive receptors and approved project operational vibration impacts were less than significant.

Policy Plan Amendment

Commercial and Industrial Vibration

Commercial and industrial operations in the City would generate varying degrees of ground vibration, depending on the operational procedures and equipment. Such equipment-generated vibrations would spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the vibration source varies depending on soil type, ground strata, and receptor-building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Individual projects accommodated under the proposed project would not exceed operational vibration significance thresholds. Compared to the approved project, the proposed project would not result in new or a substantial increase in magnitude of impacts. Therefore, like the approved project, operational vibration impacts of developments that would be accommodated by the proposed project would be less than significant.

Truck Route Vibration

Caltrans has studied the effects of propagation of vehicle vibration on sensitive land uses and notes that heavy trucks and buses generate the highest earth-borne vibrations of normal traffic. Caltrans further notes that the highest traffic-generated vibrations are along freeways and state routes. Its study finds that,

> ... vibrations measured on freeway shoulders (five meters from the centerline of the nearest lane) have never exceeded 0.08 inches per second, with the worst

> combinations of heavy trucks and poor roadway conditions (while such trucks were moving at freeway speeds). This level coincides with the maximum recommended safe level for ruins and ancient monuments (and historic buildings). (Caltrans 2013)

Truck route operations would generate varying degrees of ground vibration, depending on the truck weight, speed, travel lane distance from sensitive receptors, and roadway condition. As noted from public comments, residential receptors along existing truck routes have experienced heavy truck travel vibration annoyance. Reducing speed limits of heavy trucks and increasing the travel lane distance to sensitive receptors would reduce truck route vibration impacts at existing and future sensitive receptors along the City's truck routes. The proposed project would result in a new, or substantial heavy truck-related vibration annoyance impact compared to the approved project. Therefore, this impact is potentially significant.

Summary

Individual projects accommodated under the proposed project would not exceed operational vibration significance thresholds; however, the proposed project would result in a new, or substantial heavy truck-related vibration annoyance impact compared to the approved project. Therefore, this impact is **potentially significant.**

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

As identified above for the Policy Plan Amendment, individual projects accommodated under the proposed project would not exceed operational vibration significance thresholds. Under long-term conditions, the EBPSP would not include or require equipment or activities that would result in perceptible groundborne vibration beyond the Specific Plan area. Trucks would travel to and from the site along local roadways; however, vibration levels for heavy trucks operating at the posted speed limits on paved surfaces are not generally perceptible beyond the roadway. Therefore, this impact is **less than significant**. The EBPSP would not result in new impacts or an increase in magnitude of impacts compared to that identified in the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant

Impact NOI-4: Heavy truck traffic annoyance along City haul routes associated with buildout of the Policy Plan Amendment may expose sensitive uses to excessive levels of groundborne vibration annoyance.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant long-term vibration impacts, and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Policy Plan Amendment

TOP 2050 Policy M-1.1 would reduce vibration levels due to heavy truck routes, to the extent feasible, through roadway maintenance. Additionally, the Policy Plan Amendment includes revisions to Policy M-4.1 that would provide safe and efficient transport of goods and minimizing negative impacts to vibration sensitive receptors.

Specific Plan

The EBPSP would not result in significant long-term operational vibration impacts. No mitigation is necessary.

Significance After Mitigation

Policy Plan Amendment

Revisions to Policy M-4.1 of TOP 2050 would reduce vibration annoyance impacts associated with heavy truck travel along City haul routes from individual development projects to the extent feasible. Reducing heavy truck travel speeds provide safe and efficient transport of goods on impacted roadway segments could reduce potential heavy truck vibration annoyance impacts. However, impacted receptors may still perceive an annoyance. Therefore, heavy truck vibration impacts associated with the proposed project would remain **significant and unavoidable**. It should be noted that the identification of this program-level impact does not preclude the finding of less than significant impacts for subsequent projects analyzed at the project level.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

c) For a project within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

AIRPORT NOISE HAZARDS

The 2022 Certified EIR identified that TOP buildout could expose noise sensitive uses to excessive noise levels from ONT. No impacts were identified from aircraft noise at CNO. Mitigation Measure NOI-3-PPA (former MM 12-1) was identified to reduce construction aircraft noise to the extent feasible. However, ONT noise impacts of the approved project were identified as significant and unavoidable.

Policy Plan Amendment

The City of Ontario's noise and land use compatibility standards considers a noise environment up to 60 dBA CNEL to be "clearly acceptable" for residential uses. Residential uses in exterior noise environments of up to 65 dBA CNEL are "normally acceptable." Normally acceptable conditions would require an acoustical report for major new residential construction. CBC Part 2, Volume 1, Chapter 12, Section 1206.4, Allowable Interior Noise Levels, requires that interior noise levels attributable to exterior sources not exceed 45 dBA in any habitable room.

The 2022 Certified EIR found that residents and other sensitive receptors within the 65 dBA noise contour of ONT would be exposed to excessive noise levels from airport operations, and consequently indoor and exterior noise environments would be exposed to elevated noise levels from aircraft overflights. No impacts would occur from aircraft overflights at CNO because the 65 dBA noise contour for CNO does not extend into the City.

The Policy Plan Amendment would redesignate the area along Holt Boulevard from Business Park to Mixed Use land use and a portion along Grove Avenue from Airport to Industrial land use. Although the Policy Plan Amendment would redesignate land uses near ONT, future development facilitated by these changes would remain subject the noise compatibility requirements of the adopted ALUCP. The Land Use Element of the existing TOP 2050 requires that new development surrounding ONT be consistent with the adopted ALUCP and comply with the standards and recommendations of Federal Aviation Administration (FAA) Part 77, as adopted through Ordinance 2758 of the Ontario Municipal Code.

A consistency determination analysis for ONT was prepared by the City of Ontario, which found that TOP 2050 is consistent with the ALUCP for ONT (ONT–IAC 2018) (Appendix G6). As stated in the consistency analysis, the proposed mixed-use land use designation allows for a combination of multi-family residential greater than 8 dwelling units per acre, office and commercial uses. The proposed mixed-use land use is consistent with the ONT ALUCP Noise Policy N2a, which allows new multi-family residential within the 65 to 70 dB CNEL noise contour provided that the

development can achieve a density that is 8 dwelling units per acre or greater and incorporate interior common space and recreational facilities.

Furthermore, Safety Element Policy S4-6, Airport Noise Compatibility, would minimize impacts. Policy S4-6 states that information from the ALUCPs shall be utilized to prevent the construction of new noise-sensitive land uses within airport noise impact zones. Future sensitive uses within the ONT Airport 65 dBA CNEL noise contour would be required to conduct a noise assessment and mitigate, as feasible, to achieve an interior noise level 45 dBA CNEL in any habitable room.

Policy Plan Amendment Safety Element Policies S4-2, S4-3, and S4-6 help minimize airport noise impacts.

- **Policy S4-2 Coordination with Transportation Authorities.** We collaborate with airport owners, FAA, Caltrans, SBCTA, SCAG, neighboring jurisdictions, and other transportation providers in the preparation and maintenance of and updates to transportation-related plans to minimize noise impacts and provide appropriate mitigation measures.
- **Policy S4-3 Airport Noise Mitigation**. We aggressively pursue funding and utilize programs to reduce the effects of aircraft noise in impacted areas of our community.
- **Policy S4-6 Airport Noise Compatibility.** We utilize information from Airport Land Use Compatibility Plans to prevent the construction of new noise -sensitive land uses within airport noise impact zones.

While the consistency determination for ONT identified that Policy Plan Amendment changes are consistent with the ONT ALUCP (Appendix G6), individual projects accommodated under the TOP 2050 could locate sensitive receptors within the 65 dBA noise contour of ONT and expose people residing or working in the City to excessive aircraft noise levels. Compared to the approved project, the Policy Plan Amendment would not result in new or a substantial increase in magnitude of impacts. Therefore, like the approved project, aircraft noise impacts of developments that would be accommodated by the Policy Plan Amendment would be **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

Although the Specific Plan area is located within the ONT Influence Area (AIA), it is located outside any identified safety, airspace protection, and noise impact zones. All properties located within the ONT AIA are subject to a real estate transaction disclosure notice. (Ontario 2018)

The Specific Plan area is also located within the CNO AIA. The San Bernardino County Comprehensive Land Use Plan for Chino Airport was adopted in 1991 and does not reflect

guidance set forth in the 2011 Caltrans Airport Land Use Planning Handbook. (SBC ALUC, 1991) As such, in 2022, the City of Ontario adopted the CNO Overlay District which provides maps, criteria, and policy language to guide development within the Chino AIA consistent with the 2011 Caltrans Airport Land Use Planning Handbook.

CNO overlay guidance illustrates that the Specific Plan area is located outside all identified noise contours of the Chino Airport. (Ontario 2022b) Similarly, the 2022 Certified EIR determined that the CNO noise contours would not result in significant impacts to the City of Ontario. The EBPSP would not result in a new or substantial increase in the severity of aircraft-related noise impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact NOI-5: Implementation of the Policy Plan Amendment could expose noise sensitive uses to excessive noise levels from the Ontario International Airport (ONT).

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The following mitigation measures were taken directly from the 2022 Certified EIR. Any modifications to the mitigation measures from the 2022 Certified EIR are shown in strikethrough for deleted text and underline for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the 2022 Certified EIR identified in parenthesis [Former MM].

> **Mitigation Measure NOI-3-PPA [Former MM 12-1]:** Prior to the issuance of building permits for any project that involves a noise-sensitive use within the 65 dBA CNEL contour of the Ontario International Airport, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City's Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Titles 24 and 21 of the California Code of Regulations).

New Mitigation Measures

Policy Plan Amendment

Mitigation Measure NOI-3-PPA is applicable to the proposed project. No additional mitigation measures have been identified.

Specific Plan

The EBPSP would not be subject to excessive aircraft noise; No mitigation is necessary. Additionally, the Specific Plan area is not located within the 65 dBA CNEL contour of the Ontario International Airport, as such, Mitigation Measure NOI-3-PPA would not apply.

Significance After Mitigation

Policy Plan Amendment

With the implementation of Mitigation Measure NOI-3-PPA and TOP 2050 policies, impacts to future sensitive receptors from excessive airport-related noise from operations at ONT would be reduced to comply with interior noise level thresholds of 45 dBA CNEL or less. While interior noise levels are required to achieve the interior noise limits of the California Building Standards, Title 24 and Title 25 of the California Code of Regulations, exterior noise levels may continue to exceed the noise compatibility criteria for the City. It should be noted that the identification of this program-level impact does not preclude the finding of less than significant impacts for subsequent projects analyzed at the project level. Consequently, airport noise compatibility impacts of the proposed project would remain **significant and unavoidable**.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

3.13.6 Cumulative Impact Analysis

The area considered for cumulative impacts for construction noise and vibration is the City of Ontario. Since details of individual development projects as a result of the proposed project are currently unknown, it cannot be determined whether proposed mitigation measures would reduce potentially significant impacts to less than significant levels for cumulative project-related noise impacts.

Construction

Construction activities may occur simultaneously and close to noise-sensitive receptors, which could result in significant impacts. For the EBPSP, there are no known projects that would overlap with the EBPSP's proposed construction schedule, with the exception of the Center Park Specific Plan to the north. Given the acreage associated with both the EBPSP and the Center Park Specific Plan and distance to the nearest noise-sensitive receptors, construction noise levels from the individual projects are not loud enough to result in a doubling of noise energy. Thus, the EBPSP would not substantially contribute to construction noise levels at noise sensitive receptors. EBPSP construction-source noise would not exceed applicable thresholds and would not substantially contribute to ambient noise conditions or to other related noise sources. There are no known or probable related projects that would interact with the less than significant effects of the EBPSP and thereby result in cumulatively significant impacts; however,

for the larger Policy Plan Amendment, the phasing of construction activities is speculative. As details of individual development projects in the project area are currently unknown, it cannot be determined whether Mitigation Measure NOI-1-PPA would reduce potentially significant impacts to less than significant. The proposed project's contribution to construction-related noise and vibration would therefore be cumulatively considerable, and the cumulative impact would be significant and unavoidable.

Operation

Stationary Sources

Stationary noise sources as part of future projects under the proposed project would be required to comply with the exterior and interior noise level standards in the City's Municipal Code Section 5.29, shown in Table 3.13-5, and Policy Plan Amendment Policy S4-1, Noise Mitigation. Design features commonly employed to achieve compliance, such as rooftop or ground-mounted equipment enclosures, parapet walls, acoustical screening, and silencers for exhaust and intake openings, would be incorporated as necessary based on final equipment specifications and acoustical evaluation. Due to compliance with stationary noise standards at the project level, much of the mechanical equipment would be located at large distances from off-site sensitive receptors and/or would be shielded by intervening structures. The proposed project would therefore not contribute to cumulatively considerable stationary source-related noise, and the cumulative impact would be less than significant.

Traffic Sources

To specifically estimate the proposed project's contribution to traffic noise, no-project noise levels were compared to those projected with completion of the proposed project. As demonstrated above, the proposed project's contribution to increases in ambient noise levels results in a significant impact. The proposed project would, therefore, contribute to cumulatively considerable traffic-related noise, and the cumulative impact would be significant and unavoidable.

Vibration

Construction

For the EBPSP, there are no known projects that would overlap with the EBPSP's proposed construction schedule, with the exception of the Center Park Specific Plan to the north. Given the acreage associated with both the EBPSP and the Center Park Specific Plan and distance to the nearest noise-sensitive receptors, construction noise levels from the individual projects are not loud enough to result in a doubling of noise energy. Thus, the EBPSP would not substantially contribute to construction noise levels at noise sensitive receptors. Accordingly, there is no

potential for the EBPSP to contribute to the exposure of persons to substantial cumulative temporary groundborne vibration or noise. For the Policy Plan Amendment construction activities may occur simultaneously and close to vibration-sensitive receptors, that could result in significant impacts. As details of individual development projects in the project area are currently unknown, it cannot be determined whether Mitigation Measure NOI-2-PPA would reduce potentially significant impacts to less than significant.

Operation

Groundborne vibration levels from heavy truck travel along City-designated truck routes of the proposed project could expose existing and future sensitive receptors to annoying vibration levels, as discussed above. Therefore, the proposed project's contribution to truck route-related vibration annoyance would therefore be cumulatively considerable, and the cumulative impact would be significant and unavoidable.

Summary

The above analysis of proposed project addresses cumulative impacts with regard to operational and construction noise as well as groundborne noise and vibration in the City. The project proposes the long-term buildout and operation of many different uses. Although multiple simultaneous nearby noise sources may, in combination, result in higher overall noise levels, this effect is captured and accounted for by the community noise level metrics that form the basis of the standards of significance for noise analysis. As described above, cumulative impacts for short-term construction noise and long-term operation (traffic noise and vibration from heavy trucks) are cumulatively considerable; and therefore, **significant**.

Cumulative Impacts: The proposed project, in combination with past, present, and reasonably foreseeable projects, could result in a substantial impact related to cumulative construction noise and vibration impacts and operational truck route traffic vibration impacts.

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3.14 POPULATION AND HOUSING

This section of the Draft Supplemental Environmental Impact Report (SEIR) examines the potential for socioeconomic impacts of TOP 2050 Policy Plan Amendment and EBPSP (proposed project) compared to that of the TOP 2050 (approved project) and 2022 Certified EIR. Population and housing impacts in the City of Ontario include changes in population, employment, and demand for housing, particularly housing cost/rent ranges defined as "affordable." Current website information and pertinent documents from the City of Ontario and other appropriate agencies were used in preparation of this section. The analysis in this section is based, in part, on information from:

- Southern California Association of Governments (SCAG)
- United States Census Bureau (US Census)
- California Department of Finance (DOF)

3.14.1 Regulatory Framework

STATE

California Housing Element Law

California planning and zoning law requires each city and county to adopt a general plan for future growth (California Government Code Section 65300). This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. At the state level, the Housing and Community Development Department (HCD) estimates the relative share of California's projected population growth that would occur in each county based on California DOF population projections and historical growth trends. These figures are compiled by HCD in a Regional Housing Needs Assessment (RHNA) for each region of California. Where there is a regional council of governments, HCD provides the RHNA to the council. The council then assigns a share of the regional housing need to each of its cities and counties. The process of assigning shares gives cities and counties the opportunity to comment on the proposed allocations. HCD oversees the process to ensure that the council of governments distributes its share of the state's projected housing need.

California housing element laws (California Government Code Sections 65580–65589) require that each city and county identify and analyze existing and projected housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community commensurate with local housing needs. State law recognizes the vital role local governments

play in the supply and affordability of housing. To that end, California Government Code requires that the housing element achieve legislative goals to:

- Identify adequate sites to facilitate and encourage the development, maintenance, and improvement of housing for households of all economic levels, including persons with disabilities.
- Remove, as legally feasible and appropriate, governmental constraints to the production, maintenance, and improvement of housing for persons of all incomes, including those with disabilities.
- Assist in the development of adequate housing to meet the needs of low- and moderate-income households.
- Conserve and improve the condition of housing and neighborhoods, including existing affordable housing. Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.
- Preserve for lower-income households the publicly assisted multifamily housing developments in each community.

REGIONAL

Southern California Association of Governments

SCAG is a regional council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, which encompass over 38,000 square miles. SCAG is the federally recognized metropolitan planning organization for this region and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's metropolitan planning organization, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents. The City of Ontario is within the San Bernardino County Transportation Agency (SBCTA) subregion of SCAG.

SCAG adopted its current RTP/SCS, "Connect SoCal 2024," in April 2024 to provide a long-range vision for the SCAG region (SCAG 2024a). Connect SoCal 2024 expands land use and transportation strategies established from previous cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal 2024 contains plans and projections for the region's future. Like other RTPs/SCSs, Connect SoCal 2024 provides a policy framework for preparing local plans and handling issues of regional significance, such as land use and

housing, open space and biological habitats, water, energy, air quality, solid waste, transportation, security and emergency preparedness, economy, and education. Connect SoCal 2024 also strives to achieve broader regional objectives, such as encouraging diverse housing construction in areas supported by multiple transportation options; promoting development of complete streets that prioritize safe opportunities to walk, bike, and pursue other forms of active transportation; leveraging new transportation technologies and data-driven solution to efficient travel; and promoting conservation of natural lands. Connect SoCal 2024 advances regional planning by incorporating an integrated approach between SCAG, state and local governments, transportation commissions, resources agencies and conservation groups, the private sector, and the general public. See Section 3.11, *Land Use and Planning*, of this SEIR.

LOCAL

City of Ontario Housing Element

The City's 6th-cycle housing element for the 2021-2029 period was adopted on March 1, 2022. The housing element is the City's plan for achieving local housing goals and compliance with the applicable statutes that are required of all local governments when updating their housing elements. The housing element includes housing programs that the City will implement to achieve the goals, policies, and objectives of the element. Program 11 of the housing element addresses development within the Ontario Ranch community. Goal 1 and its associated policies express the City's commitment to providing parks and recreational amenities for City neighborhoods.

3.14.2 Existing Conditions

POLICY PLAN AMENDMENT

Population

As of May 2025, according to the California Department of Finance, the City of Ontario and San Bernardino County have current populations of approximately 184,404 persons and 2,207,424 persons, respectively (DOF 2025). Table 3.14-1, *Population Trends in the City of Ontario and San Bernardino County,* exhibits the population growth trends in the City and County, collected by the DOF. According to the data, population has steadily increased in the City from 2020 to 2025, with the largest percentage increase for the City being 1.53 percent from 2021 to 2022. Countywide population has fluctuated year to year, but overall increased over the last 6 years.

Table 3.14-1 Population Trends in the City of Ontario and San Bernardino County

Year	City of Ontario		San Bernardino County	
	Population	Percent Change	Population	Percent Change
2020	175,297	N/A	2,181,654	N/A
2021	175,907	0.35%	2,179,941	-0.08%
2022	178,591	1.53%	2,183,077	0.14%
2023	180,707	1.18%	2,182,351	-0.03%
2024	182,875	1.20%	2,200,351	0.82%
2025	184,404	0.84%	2,207,424	0.32%

Sources: DOF 2025

Housing

As shown in Table 3.14-2, *Historical Housing Growth Trends in the City of Ontario and San Bernardino County*, the rate of housing growth has varied over the years.

Table 3.14-2 Historical Housing Growth Trends in the City of Ontario and San Bernardino County

Year	City of Ontario		San Bernardino County	
	Total Housing Units	Percent Change	Total Housing Units	Percent Change
2020	53,219	N/A	731,899	N/A
2021	53,666	0.84%	734,848	0.40%
2022	54,918	2.33%	740,893	0.82%
2023	55,981	1.94%	746,006	0.69%
2024	56,836	1.53%	751,646	0.76%
2025	57,621	1.38%	758,120	0.86%

Sources: DOF 2025.

Housing units in the City of Ontario are primarily single-family homes, although the City has a greater share of multifamily homes compared to San Bernardino County as a whole. Table 3.14--3, *Housing Units by Type in the City of Ontario and County of San Bernardino*, identifies the prevalence of housing types in the City and county. As shown in Table 3.14-3, in 2025, 58 percent of housing units in Ontario and 71 percent of housing units in the county were detached single-family homes. In 2025, 31 percent of housing units in Ontario were multifamily homes with 2 or more units, compared to 20 percent of housing units in the county.

Table 3.14-3 Housing Units by Type in the City of Ontario and County of San Bernardino

Type	City of Ontario		San Bernardino County	
	Total Housing Units	Percent	Total Housing Units	Percent
Single-Family Detached	33,638	58%	537,845	71%
Single-Family Attached	3,775	7%	28,069	4%
Multifamily (2 to 4 Units)	5,217	9%	47,351	6%
Multifamily Homes (5 or More Units)	12,827	22%	102,452	14%
Mobile Homes	2,164	4%	42,403	6%
Total	57,621	100%	758,120	100%
Vacancy Rate	Percent Vacant = 3.8%		Percent Vacant = 8.8%	
Household Size	Household Size = 3.31		Household Size = 3.14	

Sources: DOF 2025.

Employment

According to the California Employment Development Department, the growth rate of employment in the City of Ontario and San Bernardino County increased from 2020 to 2024. The City of Ontario and San Bernardino County employment among local residents and annual employment change percentages are shown in Table 3.14-4, *City of Ontario and San Bernardino County Employment Trends*. In 2024, Ontario's employed residents made up 9.2 percent of San Bernardino County's total employment of 975,200.

Table 3.14-4 City of Ontario and San Bernardino County Employment Trends

Year	City of Ontario		San Bernardino County	
	Employment (Persons)	Percent Change	Employment (Persons)	Percent Change
2020	78,200	N/A	879,600	N/A
2021	82,200	5.12%	915,500	4.08%
2022	87,000	5.84%	958,100	4.65%
2023	88,800	2.07%	967,900	1.02%
2024	89,500	0.79%	975,200	0.75%

Sources: EDD 2025.

Jobs-Housing Balance

The ratio of jobs to housing is important because an imbalanced ratio can lead to physical impacts on the environment. The "jobs-housing ratio" or "jobs-housing balance" is generally

measured by comparing the total number of jobs compared to the number of housing units or employed residents in a defined geographic area, without regard to economic constraints or individual preferences. The jobs-housing balance has implications for mobility, air quality, and the distribution of tax revenues and is one indicator of a project's effect on growth and quality of life in the project area. There is no ideal ratio adopted in state, regional, or city policies. The American Planning Association (APA) is an authoritative resource for community planning best practices, including the following recommendations for assessing job-housing balance:

- Jobs-housing ratio
  - Recommended target: 1.5 jobs per housing unit
  - Recommended range: 1.3 to 1.7 jobs per housing unit
- Jobs-employed resident ratio
  - Recommended target: 1 job per employed resident
  - Recommended range: 0.8 to 1.25 jobs per employed resident (Weitz 2003)

The APA recognizes that an ideal ratio will vary across jurisdictions and that, beyond the numerical ratio, it is also important for there to be a match between the types of jobs available in a community, the skills of the local labor force, and the characteristics of available housing, such as price, size, and location (Weitz 2003).

According to the Census Bureau's Longitudinal Employer-Household Dynamics data, in 2022 (the most recent year for which data are available) the City of Ontario had 137,623 jobs (US Census 2025). As shown in Table 3.14-4, in 2022 Ontario had 54,918 housing units. Therefore, in 2022 Ontario had a jobs-housing ratio of 2.51 (137,623 jobs/54,918 housing units). In 2022 Ontario had 80,700 employed residents (EDD 2025). Therefore, in 2022 Ontario had a jobs–to–employed residents ratio of 1.7 (137,623 jobs/80,700 employed residents), which is considered slightly imbalanced using the APA's recommended range of 0.8 to 1.25 jobs per employed resident (Weitz 2003).

Forecast

Regional Growth Forecast

Table 3.14-5, *SCAG Projections, City of Ontario and County of San Bernardino,* shows SCAG's regional forecast population and job projections for 2019 to 2050 for Ontario and the county. According to SCAG, the City and county are forecast to experience high growth in the next 2 decades. The number of households in the City are forecast to increase from 50,500 to 95,500, a difference of 45,000 (89.1 percent increase) between 2019 and 2050. The number of jobs in the City are forecast to increase from 122,000 to 187,700, a difference of 65,700 (53.9 percent increase) between 2019 and 2050. As shown in Table 3.14-5, SCAG projects a lower rate of

growth in San Bernardino County as a whole, with a projected 20.6 percent population growth, 45.1 percent household growth, and 33.1 percent job growth.

Table 3.14-5 SCAG Projections, City of Ontario and County of San Bernardino

Category	2019	2050	Projected Change 2019–2050	Percent Change 2019–2050
County of San Bernardino				
Population	2,175,000	2,623,000	448,000	20.6%
Households	657,000	953,000	296,000	45.1%
Jobs	860,000	1,145,000	285,000	33.1%
City of Ontario				
Population[1]	174,800	N/A	N/A	N/A
Households	50,500	95,500	45,000	89.1%
Jobs	122,000	187,700	65,700	53.9%

Source: SCAG 2024b.

1 SCAG no longer forecasts population by jurisdiction in the Regional Transportation Plan.

Regional Housing Needs Assessment

As shown in Table 3.14-6, *City of Ontario 2021–2029 Regional Housing Needs Assessment*, the City of Ontario's RHNA allocation for the 2021–2029 planning period is 20,854 units.

Table 3.14-6 City of Ontario 2021–2029 Regional Housing Needs Assessment

Income Category (Based on County AMI)	Number of Units	Percentage
Very Low	5,640	27%
Low	3,286	16%
Moderate	3,329	16%
Above Moderate	8,599	41%
Total	**20,854**	**100%**

Source: SCAG 2021.

Note: AMI = Area Median Income

SPECIFIC PLAN

Under existing conditions, 10 residential units are located within the EBPSP area. Certain areas of the EBPSP area are currently designated Medium Density Residential (with an Affordable Housing Overlay) and Mixed Use (with an Affordable Housing Overlay) under the approved

project. Under the current TOP 2050, these EBPSP parcels were planned to accommodate up to 2,195 housing units, including 1,098 low- and very-low income units.

3.14.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to population and housing if it would:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

METHODOLOGY

The project area's demographics are examined in the context of existing and projected populations and housing units for San Bernardino County and the City of Ontario. Information on population, housing, and employment for the project area is available from several sources, including:

- **California Department of Finance.** The DOF prepares and administers California's annual budget. Other duties include estimating population demographics and enrollment projections.
- **Southern California Association of Governments.** Policies, programs, employment, housing, and population projections adopted by SCAG to achieve regional objectives are expressed in its 2020-2045 RTP/SCS.
- **United States Census Bureau.** The official United States Census is described in Article I, Section 2 of the Constitution of the United States. It calls for an actual enumeration of the people every 10 years, to be used for apportionment among the states of seats in the House of Representatives. The United States Census Bureau publishes population and household data gathered in the decennial census.
- **American Community Survey.** The American Community Survey is facilitated by the U.S. Census Bureau and provides estimates of population, housing, household, economic, and transportation trends between decennial census.

3.14.4 Relevant New and Modified General Plan Policies

There are no new and modified general plan policies applicable to population and housing.

3.14.5 Environmental Impacts

2022 CERTIFIED EIR

The Certified EIR concluded that the approved project would directly result in population growth in the City. Buildout of the approved project would not displace people or housing and would not necessitate the construction of replacement housing. No significant adverse impacts were anticipated upon regulatory compliance and compliance with the approved project policies and programs.

PROPOSED PROJECT

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The Certified EIR identified that implementation of the approved project would accommodate population growth through land-use designations, goals, and policies that would provide a vision and guide growth in the City. One of the purposes of TOP 2050 is to adequately plan and accommodate future growth. Implementation of TOP 2050 accommodates population growth through land use designations, goals, and policies that provide a vision and guide growth in the City.

POLICY PLAN AMENDMENT

The proposed project includes changes in land use, with the majority of changes concentrated in Ontario Ranch. These land use changes are intended to improve growth areas by growing business and industrial uses in the city, adjust housing types, and meet state housing laws (see Chapter 2, *Project Description*).

The proposed project would increase population, dwelling units, nonresidential buildings, and employment when compared to the approved project (see Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*). The increase in housing capacity would be aligned with State initiatives to increase housing production in California in response to the State housing crisis (see Section 3.14.1, *Regulatory Framework*). The proposed project would ensure continued compliance with the objectives of the Housing Element. Also, the increase in employment would be aligned with the City's objectives to align with the jobs market.

Table 3.14-7*, Buildout Comparison of Approved TOP 2050 and Proposed Project to SCAG Forecasts*, compares the City's buildout projections for population, housing, and jobs to SCAG projections and includes buildout projections under both the approved project and the proposed project.

SCAG forecasts the City to be jobs-rich, with a jobs-housing ratio of 2.2 in 2045, which is the same as that of the proposed project. According to the California EDD, unemployment in the City was 5,000 in August 2025 (5.3 percent unemployment rate) and 61,700 for San Bernardino County (5.9 percent unemployment rate) (EDD 2025).

Table 3.14-7 Comparison of Approved TOP 2050 and Proposed Project to SCAG Forecasts

Category	SCAG Projections (2050)	Approved TOP 2050	Proposed Project (2050)
Population[1]	N/A	411,268	427,741
Housing Units	95,500	129,951	137,177
Jobs	187,700	299,204	301,035
Jobs-Housing Ratio	2.2	2.3	2.2

Source: SCAG 2024b.

[1] SCAG no longer forecasts population by jurisdiction in the Regional Transportation Plan.

SCAG's Connect SoCal identifies several types of "priority growth areas" in Ontario, including high-quality transit areas, transit priority areas, neighborhood mobility areas, and livable corridors. TOP 2050 would promote growth consistent with these priority growth areas because proposed land use changes under the proposed project are intended to encourage walking and biking, put residents in proximity to resources, and align future growth in Ontario with planned infrastructure improvements and regional transportation goals.

Although the increase in housing, and employment under the proposed project would exceed SCAG's regional forecasts for the City of Ontario, the proposed project would maintain the City's jobs-housing balance. Furthermore, TOP 2050 is consistent with SCAG's Connect SoCal strategies (see Section 3.11, *Land Use and Planning*). Therefore, while buildout under the proposed project would result in substantial population and employment growth, this growth is in line with the City's goals and policies to update business centers, adjust housing types, and meet state housing laws.

The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and that identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant

Specific Plan

Direct Impacts

Construction activities would generate temporary employment opportunities, including short-term design, engineering, and construction jobs. These types of employment are typical of the region and would not induce substantial population growth, if any.

Operations of the EBPSP land uses has the potential to generate up to 1,590 employees. SCAG projects 187,700 employees within the City by 2050. Table LU-03, *Future Buildout*, of the City's TOP 2050 Policy Plan Amendment projects 301,035 employees during the same timeframe. There are currently approximately 89,500 employees in the City of Ontario (EDD 2025). SCAG forecasts 187,700 employees by 2050 (SCAG 2024b). The EBPSP's estimated 1,590 employees represents 1.6 percent of SCAG's projected employment growth[1] and 0.8 percent of TOP's projected employment growth.[2] Therefore, the EBPSP's contribution to employment is well within current regional and local growth projections. Long-term employment demands would likely be filled by the available personnel pools within the City of Ontario, and/or neighboring communities. These types of employment positions are relatively common throughout Southern California and are unlikely to generate significant population migration.

Based on the preceding, the EBPSP's potential to directly induce substantial unplanned population growth in the area is considered less than significant.

Indirect Impacts

As detailed in Section 2, *Project Description*, of this SEIR, the EBPSP would require construction of roadways and utility infrastructure to serve the development. The EBPSP would implement infrastructure improvements that are consistent with the City and purveyor master plans. Environmental impacts of growth that would result from roadways and utilities pursuant to the Policy Plan have been previously evaluated and addressed in the 2022 Certified EIR. Growth that may result from or be facilitated by the EBPSP infrastructure improvements would not result in impacts not previously considered and addressed in the Policy Plan EIR.

Neither the EBPSP nor any related component would directly or indirectly result in substantial unplanned population growth that would cause a significant impact to the environment. Impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

[1] 1,590/(187,700-89,500) = 1.6%
[2] 1,590/(296,204-89,500) = 0.8%

Specific Plan Significance without Mitigation: Less than significant.

Impact POP-1: The Policy Plan Amendment and Specific Plan would directly result in population growth in the City of Ontario. [Threshold P-1]

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant population and housing impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The Certified EIR identified that the approved project would not displace people or housing and would not necessitate the construction of replacement housing.

Policy Plan Amendment

One of the purposes of Policy Plan Amendment is to adequately plan and accommodate future growth through the distribution, location, balance, and extent of land uses. Implementation of the Policy Plan Amendment would accommodate population growth through land use designations, goals, and policies that provide a vision and guide growth in the City. Land use changes under the proposed project would increase opportunities for housing in the City—for example, by increasing residential density in existing residential areas. The proposed project would provide land use designations for a variety of housing types and provide for additional residential opportunities throughout Ontario. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and that identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Under existing conditions, the Specific Plan area contains 10 residential units. The loss of these units is not considered substantial, given the City's overall housing stock. Implementation of the EBPSP would not displace a substantial number of people or housing and would not necessitate

the construction of replacement housing elsewhere. Therefore, the EBPSP would not result in significant impacts in this regard.

It is noted that development of the EBPSP area with the uses proposed under the EBPSP would result in the loss of the potential housing units anticipated under the current Policy Plan land use designations. To offset this loss consistent with SB 330, the Policy Plan Amendment is being processed in conjunction with the EBPSP and would redesignate various properties throughout the City to a more intensive residential land use designation. In summary, Citywide residential capacity would increase from 129,551 units to 137,177 units. Please refer to the Policy Plan discussions presented previously. Impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact POP-2: Buildout of Policy Plan Amendment and Specific Plan would not displace people or housing and would not necessitate the construction of replacement housing. [Threshold P-2].

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant population and housing impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

3.14.6 Cumulative Impact Analysis

The area considered for cumulative impacts is the SCAG region. As described above, the approved project exceeds SCAG's regional forecasts for the City of Ontario and therefore the increase in population, housing, and employment as part of the proposed project would also exceed SCAG's regional forecast for the City. The proposed project would comply with SB 330 and SB 166 (see Section 3.11, *Land Use and Planning*), and there would be no net loss of residential units in the City with implementation of the proposed project. The proposed project would align jobs with the current employment market. Employment generated by the proposed project is expected to be filled by the local and regional labor force. Regionally, The City of Ontario represents approximately 8 percent of the population, 8 percent of the housing, and 9

percent of the employment within San Bernardino County. Therefore, the proposed increase in population, housing units, and jobs would comprise a small portion of the countywide total.

SCAG identifies several Priority Growth Areas in Ontario, including high-quality transit areas, transit priority areas, neighborhood mobility areas, and livable corridors. The proposed project would promote growth consistent with these Priority Growth Areas, as proposed land use changes under the Policy Plan Amendment would promote mixed-use areas which would encourage walking and biking, put residents in proximity to resources, and align future growth in Ontario with planned infrastructure improvements and regional transportation goals.

Impacts of the proposed project would be less than cumulatively considerable. Therefore, this impact is **less than significant**.

Cumulative Impacts: The proposed Policy Plan Amendment and Specific Plan would not cause a cumulative impact to population and housing.

3.14.7 References

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3.15 PUBLIC SERVICES

This section of the Draft Supplemental Environmental Impact Report (SEIR) addresses the impacts of Policy Plan Amendment Project and EBPSP (proposed project) compared to TOP 2050 (approved project), as identified in the 2022 Certified EIR, to public services providing fire protection services, police protection services, school services, and parks (see Table 3.15-1, *Public Service Providers*). Parks and recreation services are also addressed in Section 3.16, *Recreation*. Public and private utilities and service systems, including water, wastewater, and solid waste services and systems, are addressed in Section 3.19, *Utilities and Service Systems*. Public agency responses to service questionnaires are in Appendix J to this SEIR.

Table 3.15-1 Public Service Providers

Public Service	Agency Name
Police	City of Ontario Police Department (OPD) San Bernardino County Sheriff's Department
Fire Protection and Emergency Medical Services	City of Ontario Fire Department (OFD) San Bernardino County Fire Department California Department of Forestry and Fire Protection (CAL FIRE) United States Forest Service (USFS)
Public Schools	Chaffey Joint Union High School District (CJUHSD) Ontario-Montclair School District (OMSD) Mountain View School District (MVSD) Cucamonga School District (CSD) Chino Valley Unified School District (CVUSD) Chaffey Community College District
Library	Lewis Family Branch Library Ovitt Family Community Library

3.15.1 Regulatory Framework

FEDERAL

International Fire Code

The International Fire Code (IFC) includes specialized technical fire and life safety regulations that apply to the construction and maintenance of buildings and land uses. Topics addressed in the code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions

intended to protect and assist fire responders, industrial processes, and many other general and specialized fire safety requirements for new and existing buildings.

STATE

California Health and Safety Code

State fire regulations in Sections 13000, et seq., of the California Health and Safety Code include regulations for building standards (also in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

California Fire Code

The California Fire Code (CFC) (California Code of Regulations, Title 24, Part 9) is based on the 2021 IFC and includes amendments from the State of California fully integrated into the code. The CFC contains fire safety-related building standards that are referenced in other parts of Title 24 of the California Code of Regulations. The CFC is updated once every 3 years; the 2022 CFC took effect on January 1, 2023, and the 2025 CFC, published on July 1, 2025, became effective January 1, 2026.

California State Assembly Bill 2926: School Facilities Act of 1986

To assist in providing school facilities to serve students generated by new development, Assembly Bill (AB) 2926 was enacted in 1986 and authorizes a levy of impact fees on new residential and commercial/industrial development. The bill was expanded and revised in 1987 through the passage of AB 1600, which added Sections 66000, et seq., to the Government Code. Under this statute, payment of impact fees by developers serves as CEQA mitigation to satisfy the impact of development on school facilities.

California Education Code Section 17620

California Education Code Section 17620 gives school districts the authority to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities, subject to any limitations set forth in Chapter 4.9 (commencing with Section 65995) of Division 1 of Title 7 of the Government Code.

California Senate Bill 50

Senate Bill (SB) 50, passed in 1998, provides a comprehensive school facilities financing and reform program and enables a statewide bond issue to be placed on the ballot. Under the provisions of SB 50, school districts are authorized to collect fees to offset the costs associated with increasing school capacity as a result of development and related population increases.

The funding goes to acquiring school sites, constructing new school facilities, and modernizing existing school facilities. SB 50 establishes a process for determining the amount of fees developers would be charged to mitigate the impact of development on school districts from increased enrollment. According to Section 65996 of the California Government Code, development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation."

Under this legislation, there are 3 levels of developer fees that may be imposed upon new development by the governing school district. Level I fees are assessed based upon the proposed square footage of residential, commercial/industrial, and/or parking structure uses. Level II fees require the developer to provide one-half of the costs of accommodating students in new schools, and the state provides the remaining half. To qualify for Level II fees, the governing board of the school district must adopt a School Facilities Needs Analysis and meet other prerequisites in accordance with Section 65995.6 of the California Government Code. Level III fees apply if the state runs out of bond funds, allowing the governing school district to impose 100 percent of the cost of school facility or mitigation minus any local dedicated school monies on the developer.

LOCAL

City of Ontario Municipal Code

- **Title 4, Chapter 4, Fire Code,** states that the 2022 edition of the California Fire Code in its entirety, together with the amendments, additions, deletions, exceptions in Chapter 4, are the adopted Fire Code of the City.

- **Title 4, Chapter 9, Alarm Systems,** provides the City's standards regarding private alarm systems including: police response, fees, fines, conditions for the suspension of a police response and a public education and training program.

- **Title 4, Chapter 11, Security Standards for Buildings,** provides standards for security measures in new and existing buildings in the City. The Chief of Police is responsible for the implementation of these standards during building plan checks and inspections.

- **Title 9, Chapter 6, Development and Subdivision Regulations,** establishes park dedication and in-lieu development fees for new subdivisions in Section 6.08.030, Park Dedication and In-Lieu Fee Regulations. This section establishes a park area standard ratio of 0.005 (five acres of park area per 1,000 residents) to calculate maximum amount of public park land required and a park area fee standard ratio of 0.003 (three acres of park area per 1,000 residents) to calculate the park impact fee in lieu of making an offer of parkland dedication.

Development Impact Fees

City of Ontario Services

The City uses development impact fees collected at building permit issuance to provide funding for police, fire, roadways, storm drainage, water and sewer infrastructure, solid waste infrastructure, general public facilities, libraries, public meetings, aquatics, and parks. Specific public infrastructure, facilities, and improvements projects are identified in the City's Master Facilities Plan and Development Impact Fee Nexus Report, which was most recently updated in 2025 (Ontario 2025a). The City also levies citywide development impact fees in addition to fees specific to development in Ontario Ranch. The most recent fee schedule was adopted by resolution (Resolution No. 2025-10) and became effective on July 1, 2025.

School Services

In accordance with Government Code Section 65995, et. seq, all 5 school districts serving the City currently levy developer fees on new development within their respective boundaries. These fees are levied for both residential and non-residential development and support the costs of providing school services.

Ontario Recreation and Parks Master Plan

The City of Ontario adopted the Ontario Recreation and Parks Master Plan in August 2021. The Master Plan includes an inventory of the City's existing parks and recreation facilities and analyzes the City's existing park level of service. This analysis is used to inform the Master Plan's recommendations for facility improvements.

3.15.2 Existing Conditions

FIRE PROTECTION

Policy Plan Amendment

The City of Ontario Fire Department (OFD) operates 11 fire stations throughout the City, including the Ontario International Airport fire station. The OFD has 265 personnel, including 213 sworn firefighters and 52 professional staff members that make up 7 bureaus—Operations, Fire Prevention, Support Services, Emergency Medical Services (EMS), Training and Professional Development, Personal and Professional Standards, and Administrative Services—and operates with a daily staff of 59 sworn firefighters. Throughout the 11 fire stations, there are ten 4-person paramedic engine companies, four 4-person truck companies, an 8-person aircraft rescue and firefighting (ARFF) station, 2 fire investigation supervisors, and 2 battalion chiefs (OFD 2025a).

The National Fire Protection Association (NFPA) Fire Code section 1710 recommends that a first-responder unit arrive at the scene in a travel time of 4 minutes or less at least 90 percent of the time. NFPA recommends that full response to a low/medium hazard fire occur within 8 minutes of the 911 call at least 90 percent of the time and within 10 minutes for a high hazard. The California Emergency Medical Services Authority (EMSA) is responsible for coordinating the planning, development, and implementation of 32 local EMS systems throughout California.

The OFD's total response time for the first arriving engine/unit is 10 minutes and 45 seconds on fire calls and 10 minutes and 17 seconds for EMS calls, 90 percent of the time, as of September 2025. OFD noted that its ideal response time 90 percent of the time is 6 minutes 39 seconds for arrival of the first fire suppression unit and 6 minutes 19 seconds for first arrival of a unit with minimum life support capabilities. Between July 2024 and June 2025, the OFD responded to 24,477 incidents (OFD 2025b).

The OFD has Automatic Aid Agreements with the cities that border Ontario—Upland, Rancho Cucamonga, Fontana, and Chino. The OFD participates in the State of California Master Mutual Aid System, which provides statewide resources if necessary, assisting with emergency response, fire services for all structural fires, and advanced life support (Ontario 2023; San Bernardino 2024).

Specific Plan

As previously stated, the City of Ontario, inclusive of the Specific Plan area, is currently served by the OFD. The nearest fire stations that serve the Specific Plan area are Fire Station 11, immediately south of the Specific Plan area at 7721 Eucalyptus Avenue, and Fire Station 9, 1.35 miles east of the Specific Plan area at 2661 East Grand Park Street. Station 11 is staffed with Engine 141 and Truck 141, which have 4 firefighters on each unit.

POLICE PROTECTION

Policy Plan Amendment

The City of Ontario Police Department (OPD) provides police protection services to the City, organized into three geographic areas: West Area Command, East Area Command, and South Area Command. Each area has a dedicated team of officers who operate 24/7 patrols as well as traffic officers, community engagement officers, narcotics investigators, and detectives (OPD 2025a). The OPD responded to approximately 208,000 calls for service in 2024 and had an average response of 3 minutes and 11 seconds in 2024 (OPD 2025b). The OPD currently has a 1.67 police officers per citizen ratio and an average response time of 1.16 minutes (OPD 2025c). Currently, the OPD has a total of 429 employees, 314 of which are sworn personnel (OPD 2025b). The main OPD station is at 2500 South Archibald Avenue in central Ontario. The OPD also has a substation called the Mills Station at 1 Mills Circle in the northeastern part of the City (OPD 2025a).

The Ontario Police Department's Airport Operations Bureau serves the Ontario International Airport (ONT) and consists of police officers, explosive detection canines, narcotic detection canines, and community service officers. The Airport Operations Bureau patrols all areas of the airport, investigates crimes, manages traffic flow, and responds to airport emergencies, all while enforcing Transportation Safety Administration regulations and airport security programs (OPD 2025c).

In addition to serving the City of Ontario, the OPD participates in mutual aid agreements with different public agencies to provide the optimum level of service during times of emergency. The OPD holds a mutual aid agreement with the San Bernardino County Sheriff and various jurisdictions surrounding Ontario (San Bernadino 2025). The OPD also participates in a statewide mutual aid program facilitated by the Governor's Office of Emergency Services (Cal OES). This enables the OPD to request assistance from other police and sheriff departments located within its designated Cal OES region when its resources are inadequate to meet service demands (Cal OES 2019).

Specific Plan

The Specific Plan area is currently served by the OPD and is at the southern end of the South Area Command. The nearest police facility is approximately 3 miles to the northeast at 2500 S. Archibald Avenue.

SCHOOL SERVICES

Policy Plan Amendment

There are 5 public school districts that serve the City of Ontario:

- **Chaffey Joint Union High School District (CJUHSD)** serves grades 9 through 12, except in the southwestern portion of Ontario Ranch, which is covered by CVUSD.
- **Chino Valley Unified School District (CVUSD)** serves TK through 12 in the western half of Ontario Ranch.
- **Ontario-Montclair School District (OMSD)** serves grades TK through 8 in the western half of the Original Model Colony (OMC).
- **Mountain View School District (MVSD)** serves grades K through 8 in the eastern half of Ontario Ranch and a portion of OMC.
- **Cucamonga School District (CSD)** serves grades K through 8 in the eastern half of the OMC and has one school (the Ontario Center School) within the City's boundaries.

Figure 3.15-1, *School Facilities and Districts*, shows the areas of Ontario covered by each school district. Table 3.15-2, *Public Schools Serving the City of Ontario*, lists schools in Ontario under each school district.

Table 3.15-2 Public Schools Serving the City of Ontario

School District	Schools
Chaffey Joint Union High School District	Chaffey High School Colony High School Ontario High School
Chino Valley Unified School District	Levi Dickey Elementary School Liberty Elementary School Woodcrest Junior High School
Cucamonga School District	Cucamonga Elementary School Los Amigos Elementary School The Ontario Center School
Mountain View School District	Creek View Elementary School Mountain View Elementary School Park View Elementary School Ranch View Elementary School Grace Yokley Junior High School
Ontario-Montclair School District	Arroyo Elementary School Berlyn Elementary School Bon View Elementary School Central Language Academy Corona Elementary School Del Norte Elementary School Edison Academy El Camino Elementary School Elderberry Elementary School Euclid Elementary School Hawthorne Elementary School Haynes Elementary School Lincoln Elementary School Mariposa Elementary School Sultana Elementary School Vista Grande Elementary School Vineyard STEM Academy De Anza Middle School Oaks Middle School Vina Danks Middle School Wiltsey Middle School

Source: CDE 2025a.

Table 3.15-3, *School District (K-12) Enrollment*, shows historical enrollment for each school district from 2021 to 2025 based on school year. As shown in the table, school district enrollment has remained steady during this time.

Table 3.15-3 School District (K-12) Enrollment

School District	2021-22	2022-23	2023-24	2024-25
Chaffey Joint Union High School District	23,566	23,145	22,628	22,116
Chino Valley Unified School District	26,822	26,601	26,473	26,529
Cucamonga School District	2,395	2,299	2,296	2,360
Mountain View School District	2,707	3,035	3,156	3,318
Ontario-Montclair School District	18,909	18,471	17,944	17,695

Source: CDE 2025b.

Note: Not all school districts offer the full range of grades K-12.

All 5 school districts serving the City currently levy developer fees on new development within their respective boundaries. For the purpose of calculating these fees, 4 of the districts have developed student generation rates that represent the average number of students per dwelling unit. The rates for each school district are shown in Table 3.15-4, *Student Generation Rates*.

Table 3.15-4 Student Generation Rates

School District	Elementary School[1]	Middle School[1]	High School[1]
Chaffey Joint Union High School District	--	--	0.133
Chino Valley Unified School District	0.241	0.063	0.144
Mountain View School District	0.155	0.023	--
Ontario-Montclair School District	0.306	0.093	--

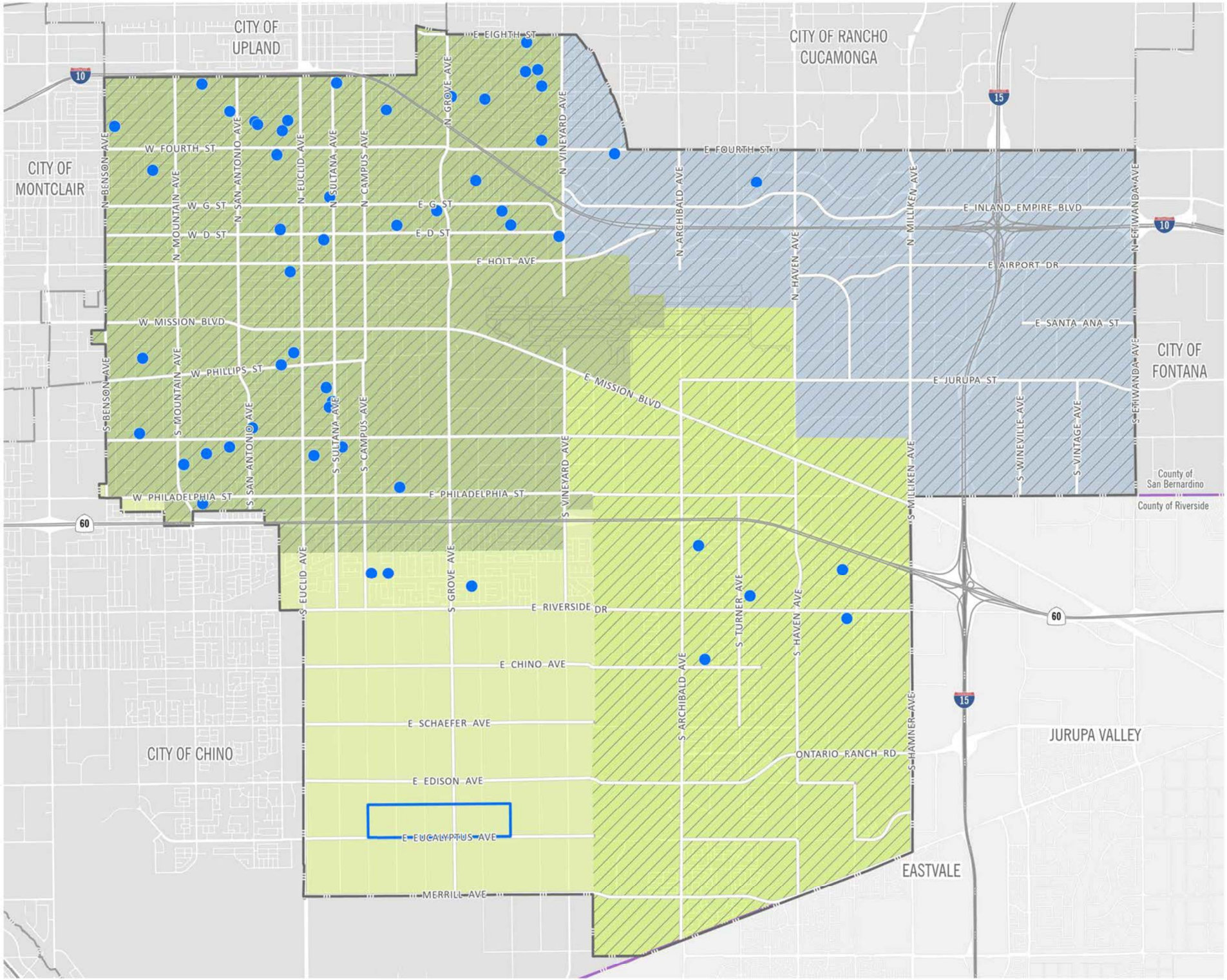
Source: CJUHS 2024; CVUSD 2024; MVSD 2025; OMSD 2024

Note: N/A = not available.

1 Notes average generation rate across all dwelling unit types.

Figure 5.15-1

School Facilities & Districts



- EBSP Boundary
- Ontario City Boundary
- County Boundary
- Public & Private Schools
- Chaffey Joint Union High School District
- Ontario-Montclair School District
- Cucamonga School District
- Mountain View School District
- Chino Valley Unified School District

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: CDE 2025; OMSD 2014; CSD 2025 Date: 12/15/2025

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Specific Plan

The Specific Plan area is located within the boundaries of CVUSD. CVUSD, which also serves the City of Chino, consists of 35 schools, including 4 alternative education schools, 3 K-8 schools, 20 elementary schools, 5 junior high schools, and 5 high schools. The EBPSP is within the attendance boundaries of Dickey Elementary School, Liberty Elementary School, Woodcrest Junior High School, and Chino High School (CVUSD n.d.).

PARKS

Policy Plan Amendment

Parks and recreational facilities in the City of Ontario are discussed in detail in Section 3.16 of this SEIR. The City has approximately 727 acres of parkland, consisting of 7 miniparks, 15 neighborhood parks, 6 community parks, 4 linear and special use parks, and 2 regional parks, each described in Table 3.16-2, *Park/Recreational Facilities in Ontario*. The City's population is 184,404 people (DOF 2025). Based on the City's established parkland standard of 3 acres per 1,000 residents, the City currently requires 553 acres of parkland.

Regional and state parks and recreation facilities in the vicinity of the City also provide parks and recreation opportunities for residents. These include the San Bernardino National Forest, Clevland National Forest, Silverwood Lake State Recreation Area, Chino Hill State Recreation Area, Cucamonga-Guasti Regional Park, and Prado Regional Park. Additional recreational facilities in the City separate from those associated with the parks in Table 3.16-2 include facilities on school sites. The City's joint use agreements with CVUSD and CJUHSD allow for public use of district facilities. The City also maintains 2.4 miles of paved hiking and biking trails and 1.3 miles of equestrian trails in the West Cucamonga Creek Trail System.

Specific Plan

The Ontario Recreation & Community Services Department provides community services such as parks, community centers, school recreation facilities, private golf courses, and recreational trails. As noted in Section 3.15.2, the City maintains a Recreation & Parks Master Plan that provides goals for infrastructure and program improvements throughout the City. Centennial Park, North Celebration Park, and South Celebration Park are all within 2 miles of the Specific Plan area.

A 36.15-acre segment of the City's "Grand Park" lies within the Specific Plan boundaries between Walker Avenue and Campus Avenue. Grand Park is planned as a 3.7-mile, 340-acre greenbelt between Haven Avenue and Euclid Avenue. The on-site segment of Grand Park would be developed as part of the Specific Plan.

OTHER PUBLIC SERVICES

Policy Plan Amendment

Other public services analyzed in the 2022 Certified EIR include library services. The City of Ontario has two facilities in its library system: the Ovitt Family Community Library at 215 East C Street, and the Lewis Family Branch at 3850 East Riverside Drive.

The Ontario library system has phases for proposed growth in alignment with population growth as part of its Library Facility Master Plan, which projects to a horizon year of 2035. Currently, the Ontario library system offers approximately 43 square feet per 100 capita among its 2 library branches. The Library Facility Master Plan outlines 8 projects, referred to as phases, that would each add facility space corresponding with growth in the City's population. The first permanent addition of a new library facility would occur when the City reaches a population of 205,000 residents under Phase 2a and each subsequent phase would add new facilities (Ontario 2020). The City currently levies development impact fees to offset costs for library facilities.

Specific Plan

As noted, the City's library system includes the Ovitt Family Community Library, located at 215 East C Street, and the Lewis Family Branch, located at 3850 East Riverside Drive. These facilities contain over 315,000 items, including books, magazines, DVDs, audio books, and a local history collection. A wide variety of technology is available for the public including internet, several software, eBooks, and state-of-the-art technology through Lightspeed makerspace that offers access to equipment such as 3D printers and a laser cutter (Ontario 2025b).

3.15.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to public services if it would:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:
   - Fire protection
   - Police protection

- Schools
- Parks
- Other public facilities

METHODOLOGY

The following analysis utilizes performance objectives provided by service providers in the questionnaires to assess the project's impact with respect to service levels. While a project's impact on performance objectives can be used to inform whether new or expanded facilities will be needed, public service provider impacts under CEQA concern the environmental impacts associated with the provision of new or expanded facilities. Therefore, despite whether a project results in diminished service levels, a significant impact would only occur if the construction/operation of new or expanded government facilities necessitated by the project results in a significant environmental impact.

Service provider questionnaires (see Appendix J) were prepared and distributed to the OFD, OPD, and the 5 school districts serving the City of Ontario to identify potential impacts related to public services associated with the proposed project. Each questionnaire included project buildout information and a site description to assist the agencies in evaluating whether new or expanded facilities may be required as a result of the project.

3.15.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.15.5 Impact Analysis

2022 CERTIFIED EIR

The 2022 Certified EIR noted that buildout of the approved project would require expansion of fire protection, police, and library services due to the introduction of new structures, residents, and workers within the City's boundaries. The 2022 Certified EIR concluded, however, that impacts would be less than significant since projects under the approved project would be reviewed by the City and the City service providers on an individual basis and would be required to comply with requirements in effect at the time building permits are issued, including the payment of development impact fees that contribute to funding for additional staffing, facilities, and equipment.

The 2022 Certified EIR also concluded that impacts to school services would be less than significant since the capacity of existing and planned schools serving the City would be able to accommodate the increase in population under the approved project. Developer impact fees

levied by each district also reduced impacts under the approved project. Additionally, the 2022 Certified EIR identified that implementation of the approved project would increase the use of existing park and recreational facilities, but that park dedications and payment of in-lieu fees would ensure impacts are less than significant.

PROPOSED PROJECT

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives?

FIRE PROTECTION

The 2022 Certified EIR concluded that impacts to fire protection services would be less than significant under the approved project.

Policy Plan Amendment

As shown in Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*, of this SEIR, buildout of the proposed project would result in a net increase of 16,473 residents and 1,831 employees in the City when compared to buildout under the approved project, which would result in increased demand on fire protection services. Based on correspondence with the OFD, while existing staffing and equipment levels are adequate to meet current demands for services, implementation of the proposed Policy Plan Amendment would incrementally impact the OFD's service capacity and likely require the construction new stations. The OFD notes that the department anticipates construction of a permanent facility for Fire Station 11 and that 2 additional stations would be required to meet future demands within the horizon of TOP 2050 (Appendix J).

The City's Master Facilities Plan, which outlines the City's plan for allocating funds to projects from development impact fees, also discusses OFD's need for these additional fire stations to meet future demand. With implementation of these additional facilities, the OFD reports that the projected population and employment increase under the proposed project would not result in a reduction in fire protection services (Appendix J).

While the details and timelines for constructing these stations is unknown at this time, development and implementation of new or expanded OFD facilities could have physical effects on the environment, such as lighting, biological resources, noise, traffic, and air quality. Impacts associated with buildout of the proposed Land Use Plan, which includes buildout of public service facilities, are analyzed throughout this SEIR. For example, construction-related air

quality and noise impacts of the proposed project are described in Section 3.3, *Air Quality,* and Section 3.13, *Noise*. Evaluation of environmental impacts specific to these facilities would be conducted pursuant to CEQA, when individual development projects are proposed. Evaluation of site-specific impacts in this SEIR would be speculative in this program-level SEIR.

The City has existing procedures to ensure that fire protection facilities are funded. For example, new development is require to pay Development Impact Fees, which are used to fund new OFD facilities and expansions. Additionally, implementation of the City's Master Facilities Plan ensures that OFD facility needs are identified for the allocation of Development Impact Fee funds. The City also allocates funds for new OFD facilities, equipment, and service personnel through the General Fund revenue and other revenue sources collected by the City (Ontario 2025a). Allocation of General Fund revenue for new facilities would ensure that new facilities are constructed to meet the service demands of OFD as a result of buildout of the proposed project.

Additionally, several Safety Element policies direct the City and the OFD maintain adequate service levels and ensure that development incorporates fire prevention measures. This includes Policy S-3.3, Fire and Emergency Medical Services, which directs the City to maintain sufficient fire stations, equipment and staffing to respond effectively to emergencies and meet the needs of the community and state requirements. Additionally, Policy S-3.7, Fire Prevention through Environmental Design, requires new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces, and buildings.

Furthermore, future development projects would be reviewed by the City and OFD on an individual basis. Future development projects would be required to comply City and OFD requirements in effect at the time building permits are issued to ensure that OFD fire safety needs are met.

Similar to development under the approved project, the City's existing processes for funding OFD facilities, equipment, and personnel would ensure that the necessary service improvements would be provided, when needed, through buildout under the proposed project. Impacts to fire protection services would therefore be **less than significant**. Additionally, the proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and impacts identified in the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As previously discussed, fire suppression and emergency response services for the Specific Plan area are currently provided by the OFD.

A need for new or expanded public services, such as fire protection services, is typically associated with population increases. The Specific Plan does not include the construction of new homes. While there would be increased employment on-site, it would not induce substantial population growth, as concluded in Section 3.14, *Population and Housing*. It is also noted that fire stations are a permitted use within the EBPSP, should the need arise at a later date.

Incremental fire protection service demands generated by the EBPSP are offset through payment of City of Ontario Development Impact Fees, a portion of which are allocated for fire protection services. Development impact fees would be paid at issuance of building permit(s).

Future projects within the EBPSP would be reviewed by OFD on an individual basis. Additionally, to the satisfaction of the OFD, uses implemented pursuant to the EBPSP would comply with City and Fire Department fire prevention and suppression requirements, including building/site design requirements, fire flow adequacy, and provisions for emergency access, thereby reducing potential increased demands for fire protection services. Based on the preceding, the potential for the EBPSP to result in substantial adverse physical impacts associated with the provision of the new or physically altered fire protection facilities is considered **less than significant**.

The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact PUB-1: The proposed project would not result in significant environmental impacts due to the provision of new or expanded fire protection services.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant fire and emergency services impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

POLICE PROTECTION

The 2022 Certified EIR identified less than significant impacts to police services and facilities.

Policy Plan Amendment

The proposed project would increase growth in the City when compared to the approved project and would result in an increased demand for police protection services. Therefore, the OPD may require additional staffing and facilities to accommodate population increases under the proposed project. To ensure the OPD is able to meet demands in its service area, it participates in mutual aid agreements with the San Bernardino County Sherriff and various jurisdictions surrounding Ontario. This allows resources to be allocated to participating jurisdictions when service demands are not able to be met by the jurisdiction's service provider at a particular time.

To meet long-term demand for services, the OPD may require the construction and operation of new substations. While the details and timelines for constructing new facilities are unknown at this time, development and implementation of new or expanded OPD facilities could have adverse physical effects on the environment, such as lighting, biological resources, noise, traffic, and air quality. Impacts associated with buildout of the proposed Land Use Plan, which includes buildout of public service facilities, are analyzed throughout this SEIR. For example, construction-related air quality and noise impacts of the proposed project are described in Section 3.3, *Air Quality,* and Section 3.13, *Noise*. Evaluation of environmental impacts specific to these facilities would be conducted pursuant to CEQA, when individual development projects are proposed. Evaluation of site-specific impacts in this SEIR would be speculative in this program-level SEIR.

The police services required to cover the new development and population growth for Ontario would be assessed and acquired appropriately based on the needs of the City. The City's Master Facilities Plan is continually updated to identify funding for police protection facilities and equipment through Development Impact Fees. Like development under the approved project, development under the proposed project would be subject to Development Impact Fees that fund the police services and facilities identified in the Master Facilities Plan. Additionally, funds for police service personnel are provided through the City's General Fund revenue and other sources of revenue collected by the City (Ontario 2025a). Allocation of General Fund revenue for new facilities would ensure that new facilities are constructed to meet the service demands of OPD as a result of buildout of the proposed project.

Several Safety Element policies also direct the City and the OPD maintain adequate service levels and ensure that development incorporates crime prevention measures. These include Policy S-7.1, Police Unit Response, which directs OPD to respond to calls for service in a timely manner, and Policy S-7.4 which requires new development to incorporate Crime Prevention through Environmental Design principles in the design of streetscapes, sites, open spaces, and buildings. Future projects under the proposed project would also be reviewed by the City and the OPD on an individual basis and would be required to comply with regulations in effect at the time building permits are issued. This includes applicable provisions in the City's Municipal Code

that aim to reduce impacts on police services by requiring installation of crime prevention measures (see Title 4, Chapter 11, Security Standards for Buildings).

While additional facilities may be required to support the OPD within the horizon of the proposed project, the locations and details regarding these potential future facilities are unknown and would be speculative to evaluate at this time. As with the approved project, the need for additional structures and personnel would be financed through available revenue sources collected by the City, and the impacts of the proposed project on police facilities, equipment, and services would be **less than significant**. Additionally, the proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and impacts identified in the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As previously discussed, police protection services for the Specific Plan area are currently provided by the OPD.

A need for new or expanded public services, such as police protection services, is typically associated with population increases. The Specific Plan does not include the construction of new homes. While there would be increased employment on-site, it would not induce substantial population growth, as concluded in Section 3.14, *Population and Housing*. It is also noted that police stations are a permitted use within the EBPSP, should the need arise at a later date.

Incremental police protection service demands generated by the EBPSP are offset through payment of City of Ontario Development Impact Fees. Development impact fees would be paid at issuance of building permit(s).

Additionally, site plan concepts and proposed building designs would be reviewed by the OPD to ensure incorporation of appropriate safety and security elements. Such design features would include secure building designs, defensible spaces, and area and facility security lighting. These design features would act to reduce demands for police protection services. Based on the preceding, the potential for the Specific Plan to result in substantial adverse physical impacts associated with the provision of the new or physically altered police protection facilities is considered **less than significant**.

The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact PUB-2: The proposed project would not result in significant environmental impacts due to the provision of new or expanded police facilities.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant policy protection services impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

SCHOOLS

The 2022 Certified EIR identified impacts to school facilities and services as less than significant upon payment of developer impact fees.

Policy Plan Amendment

Implementation of the proposed project would result in 7,225 additional housing units when compared to implementation of the approved project. As shown in Figure 2-6, *Areas of Change*, the proposed project would revise land uses in portions of the City within the school district boundaries of CJUHSD, CVUSD, MVSD, and OMSD. No residential land use changes would occur within the boundaries of OMSD; the parcels of change in this area are currently designated for non-residential uses under the approved project and would remain designated for non-residential uses under the proposed project.

Because the majority of the land use changes associated with the proposed project are in Ontario Ranch, student generations rates for the CVUSD identified in Table 3.15-4 were utilized to provide a conservative estimate of the maximum increase in students associated with the proposed project, as shown in Table 3.15-5.

Table 3.15-5 Proposed Project Student Generation

Location	Current TOP 2050	Proposed TOP 2050	Change
Original Model Colony			
Elementary School	16,720	16,817	97
Middle School	4,371	4,396	25
High School	9,990	10,048	58
Total OMC	31,081	31,262	181
Ontario Ranch			
Elementary School	14,598	16,242	1,644
Middle School	3,816	4,246	430
High School	8,723	9,705	983
Total Ontario Ranch	27,137	30,193	3,057
Total Citywide			
Elementary School	31,318	33,060	1,741
Middle School	8,187	8,642	455
High School	18,713	19,753	1,041
Total Citywide	58,218	61,455	3,237

Note: Total may not add to 100 percent due to rounding. Based on student generation rates for the CVUSD since these rates reflect the more conservative estimate of the maximum increase in students associated with the proposed project.

As part of the development of this SEIR, the City reached out to the five school districts that serve residents of Ontario to obtain existing conditions information and information on potential impacts of the proposed project. As noted above, schools in the CVUSD, MVSD, and the CJUHSD would experience the greatest increase in enrollment as a result of development in Ontario Ranch.

Based on responses from MVSD and CVUSD (see Appendix J), MVSD and CVUSD schools have capacity to accommodate increased student population under the proposed project. MVSD noted that its schools have a total maximum capacity of 4,450 students which indicates that the MVSD's school have a residual capacity of 1,132 students when accounting for existing 2024-2025 enrollment (MVSD 2025). CVUSD noted that its schools have a residual capacity of 1,681

students when accounting for 2024-2025 school enrollments (CVUSD 2025). Enrollments for CJUHSD and OMSD in 2024-2025 were also below their 2021-2022 enrollments and have largely decreased each year over this four-year period (see Table 3.15-3), indicating that these school districts also have additional capacity. For example, in CJUSD, 1,450 more students were enrolled in 2021-2022 than in 2024-2025. Therefore, based on this assumed capacity from enrollment in 2021-2022, CJUSD schools would have existing capacity for all school students added by the proposed project. Nonetheless, additional school facilities may be needed to serve the additional growth under the proposed project, especially within the Ontario Ranch.

Each school district that serves the City assesses its needs individually based on student generation rates from residential development, and charges development impact fees accordingly. Like under the approved project, residential development in Ontario under the proposed Policy Plan Amendment would require payments to corresponding school districts, which would go towards the construction of new facilities when and if they are needed. School districts determine their own development impact fees based on their student generation rates. These payments accommodate the need for new facilities based on the increase in student population in each district.

Developers would be required to pay the impact fees levied by each school district, set within the limits of SB 50. This funding program has been found by the Legislature to constitute "full and complete mitigation of the impacts" on the provision of adequate school facilities (Government Code Section 65995[h]). SB 50 establishes three potential limits for school districts, depending on the availability of new school construction funding from the state and the particular needs of the individual school districts. The school districts serving Ontario qualify for Level 1 fees, in which each district justifies their development fees for each land use and cannot request payment of development fees for school facility construction exceeding the amount of the statutory fees expressed in Education Code Section 17620. If school districts conduct a school facility needs assessment and qualify for participation in the State Funding Program by the State Allocation Board, among meeting other requirements, they can be eligible for Level 2 and Level 3 fees.

As discussed above, the school districts that would serve the increased growth under the proposed project would have capacity to accommodate this growth. Although the increased demand on school facilities would have the potential to impact one or more of the school districts that serve Ontario, payment of impact fees in compliance with SB 50 would reduce the impacts to an acceptable level. Therefore, the proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and impacts identified in the 2022 Certified EIR and impacts would be **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan area lies within the boundaries of CVUSD. The Specific Plan does not propose residential uses that would result in populations of resident school-aged children requiring public education, and would therefore not directly cause or contribute to a need to construct new or physically altered public school facilities. Additionally, employment generated by the Specific Plan is well within growth projections and is not anticipated to result in a substantial increase in population (please also refer to Draft SEIR Section, 3.14, *Population and Housing.*)

Each school district that serves the City of Ontario assesses its needs individually and charges development impact fees accordingly pursuant to SB 50. These payments accommodate the need for new facilities based on the increase in student population in each district. Payment of school impact fees would reduce any potential impacts to school services to levels that would be less than significant.

Based on the preceding, the potential for the EBPSP to result in substantial adverse physical impacts associated with the provision of the new or physically altered school facilities is considered less than significant. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact PUB-3: Payment of Senate Bill 50 fees would result in full and complete mitigation of impacts for the provision or expansion of school facilities.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant school services impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

PARKS

The 2022 Certified EIR concluded that development of park and recreation facilities required by the City's existing park dedications and in-lieu fee regulations would be able to serve the buildout population under the approved project and ensure that the City's parks per resident standards are maintained.

Policy Plan Amendment

As discussed in Section 3.16, the City of Ontario uses the established parkland standard of 3 acres per 1,000 residents but strives for 5 acres per 1,000 residents for parks in Ontario Ranch. The City has approximately 727 acres of parkland and a population of 184,404 people (DOF 2025). Thus, the City currently requires 553 acres of parkland.[1]

Buildout of the Policy Plan Amendment would modify the planned TOP land use pattern and generate additional residents in the City, most of whom would be concentrated in the southern portion of the City (refer to Table 2-4). Changes to the land use plan associated with the Policy Plan Amendment would result in a reduction of 43 acres of parkland in the City (4 percent reduction), including land formerly designated as Open Space–Recreation southeast of Chino Avenue and Haven Avenue and land at the southwest corner of Grove Avenue and Riverside Drive (see Figure 2-6, *Policy Plan Amendment Areas of Change*). Additionally, future growth in the City in accordance with buildout of the Policy Plan Amendment would increase the demand for parks and increase existing park usage (see Section 3.16, *Recreation*, Table 3.16-3, *Proposed Project Parkland Demand*). As a result, the proposed project would result in a demand of 1,283 acres of parkland. Compared to the approved project, the proposed project would result in an increased demand of 49 acres of parkland.

The proposed project would designate approximately 998 acres for recreational use under the Open Space Parkland (including EBPSP) land use designation (refer to Table 2-3). Based on the proposed project's future buildout projections, the 998 acres designated as Open Space Parkland would not satisfy the City's existing Park Dedications and In-Lieu Fee Regulations for parkland acquisition, resulting in a shortfall of 285 acres of parkland.[2]

While the proposed project would result in a slight reduction in parkland in the City compared to the approved project, the City strives to have new development in Ontario Ranch provide an additional 2 acres of private parkland to achieve a park ratio of 5 acres per 1,000 residents. The proposed project would generate an additional demand of approximately 31 acres of private parks in Ontario Ranch compared to the approved project (see Section 3.16, *Recreation*, Table 3.16-3, *Proposed Project Parkland Demand*). As described above, subdivisions with residential land uses are required to dedicate property for park and recreational purposes on-site, or pay a fee in lieu thereof, or a shared combination of both, to help achieve the City's park standards. Therefore, residential subdivisions within the Ontario Ranch may include additional parks that are not identified on the land use plan.

[1] (184,404 people / 1,000) x 3.0 acres per person = 553

[2] Policy Plan Amendment's 1,283 acres of parkland demand – 998 acres of designated parkland = 285 acres of parkland

In addition to parkland that is managed by the City, there are at least 180 acres of regional recreational facilities, joint-use agreements with school districts, and private recreational opportunities providing services that cannot be accommodated by existing facilities. Prado Regional Park also provides approximately 2,000 acres that would offset recreational demands. Furthermore, the Ontario Sports Empire is currently under construction and would develop approximately 199 acres to provide a variety of recreational amenities, including a semi-professional minor league baseball stadium, retail uses, a recreation center and aquatic center, and baseball/softball, soccer, and multi-use fields. Therefore, regional parks would more than offset the slight reduction in parkland of the proposed project compared to the approved project.

The proposed project, similar to the approved project, provides land use opportunities for public parks to be developed in line with future development. The Parks and Recreation (PR) Element contains relevant policies and programs to acquire additional parkland; integrate new park and recreation facilities with existing and future trails, bikeways, and easements; and conduct regular reviews and updates of the City's parks and trails plans to keep pace with demographic trends and recreational needs of Ontario's residents. The policies include:

- **PR-1.1: Access to Parks.** In all new residential development areas, we strive to provide a park and/or recreational facility within walking distance (¼ mile) of every residence and prioritize the establishment of parks in environmental justice areas that do not have adequate access to parks.
- **PR-1.2: Adjacency to Schools.** We examine locating parks adjacent to school sites to promote joint-use opportunities.
- **PR-1.3: Funding.** We shall seek outside, one-time sources of funding for capital improvements and reserve ongoing City funds primarily for operations and maintenance.
- **PR-1.4: Joint-Use Opportunities.** In areas where there is a need but no City recreational facility, we explore joint-use opportunities. (e.g., school sites).
- **PR-1.5: Acreage Standard.** We strive to provide 5 acres of parkland (public and private) per 1,000 residents.
- **PR-1.6: Private Parks.** We expect development to provide a minimum of 2 acres of developed private park space per 1,000 residents.
- **PR-1.12: Trails.** We promote connections between parks and local trails including those managed by other public agencies.
- **PR-1.13: Equestrian Trails.** We require the design, construction, and maintenance of equestrian trails in Rural Residential designated areas.

- **PR-1.15: Trail Connectivity.** We strengthen and improve equestrian, bike, and multipurpose trail connections within the City and work to improve trail connections into adjacent jurisdictions.

- **PR-2.4: Access to Programs.** We provide a range of recreational and physical exercise programs that are accessible to residents of all income levels throughout the community and prioritize establishing and maintaining equitable access for residents in environmental justice areas.

These policies and regulations are intended to support the City's standard parkland acreage ratio and to address the need for recreation space and parkland, while also preserving natural assets and environmentally sensitive lands. Additionally, the Ontario Sports Empire would provide high-quality athletic facilities and recreational spaces, resulting in a net increase in the amount of publicly accessible recreational amenities within the City; however, the extent to which the City of Ontario can plan and implement parks, trails, and other recreational facilities is related to the availability of funding.

Impacts associated with the development of land uses under the proposed project, including new parks and recreation facilities identified on the Land Use Plan, are analyzed throughout this SEIR. For example, construction-related air quality and noise impacts of the proposed project, which parks identified in the Land Use Plan, are described in Section 3.3, *Air Quality,* and Section 3.13, *Noise*. Park sites within future projects in Ontario Ranch would also be reviewed by the City of Ontario on an individual basis, as development occurs, and would be required to comply with requirements in effect at the time building permits are issued (i.e., payment of development impact fees).

The City's policies and regulations would ensure that development of park facilities would keep pace with the anticipated increase in population from buildout of the proposed project. Therefore, impacts would be **less than significant**, and the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to the use of existing park and recreational facilities compared to the approved project and impacts identified in the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan includes 36.15 acres of passive recreational opportunities for future employees and visitors through features such as pedestrian paths, gathering areas, turf areas, and botanical gardens. Future open space and recreational facility development in the Specific Plan area would be required to adhere to the Development Standards and Design Guidelines of the EBPSP. The construction of these recreational facilities would occur within the boundaries of the Specific Plan and would be inherent to the EBPSP's construction phase(s). Construction

impacts are analyzed throughout this Draft SEIR and mitigation is incorporated where necessary. As concluded in this Draft SEIR, the EBPSP's construction activities would be less than significant.

It is also noted that the recreational facilities provided by the Specific Plan were assumed by the City's Recreation & Parks Master Plan. The Master Plan concluded that the City is currently underserved by park facilities, and that the proposed recreational facilities were needed to serve the City's growing population (Ontario 2021). In this regard, the EBPSP the contribute to the overall provision of parkland within the City.

Based on the preceding, impacts associated with the Specific Plan's park facilities would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact PUB-4: The proposed project would not result in significant impacts associated with the provision or expansion of parks and recreation facilities.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant park services impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

OTHER PUBLIC SERVICES

The 2022 Certified EIR analyzed impacts to library services and determined that adequate services would be provided and payment of development impact fees would offset the costs associated with library services, ensuring that impacts on library services are less than significant.

Policy Plan Amendment

The Ontario library system strives for a goal of 0.6 square feet of library facilities per capita (Ontario 2020). The library's most recent Library Facility Master Plan notes that the library's current service ratio is 0.43 square feet per capita based on its 2020 service population. The Facility Master Plan also outlines strategies for the library to expand services as population in Ontario continues to increase. In accordance with the Facility Master Plan, the library system

would continue to evaluate library needs based on facilities, staffing, and resources provided as population continues to increase. The Ontario library system also offers interlibrary exchanges with the Inland Library System as well as with participating libraries throughout the country.

Buildout under the proposed project would increase growth population in the City when compared to the approved project, resulting in an increase in demand for library services. New facilities, books, and personnel would be necessary to maintain and reach adequate levels of service. Environmental impacts could result from the construction of future facilities; however, the location and size of potential future facilities is currently unknown. Future projects would be reviewed by the City of Ontario on an individual basis and would be required to comply with requirements in effect at the time building permits are issued (i.e., payment of development impact fees). Since adequate services would be provided and payment of development impact fees would offset the costs associated with library services, impacts on library services would be **less than significant**. Additionally, the proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and impacts identified in the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Demands for other public services are typically created by residential uses, which are not proposed by the Specific Plan. Implemented land uses would increase employment opportunities on-site; however, these positions would likely be filled by the existing employment pool in the City and/or neighboring communities. Therefore, uses implemented pursuant to the EBPSP would not be likely to create a significant increase in the use of other public facilities such as libraries, community centers, post offices or animal shelters. Therefore, impacts to other public services would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact PUB-5: The proposed project would not result in significant environmental impacts due to the provision of new or expanded library services.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant other public services impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

3.15.6 Cumulative Impact Analysis

The geographic scope of cumulative impacts under the proposed project is the service areas of the respective service providers.

FIRE

Growth associated with the proposed project are cumulative impacts since the service boundary of OFD is the City. As described above, OFD would be required to meet the increased demand for population and employment growth over the buildout of the proposed project. All development within the City, is subject to payment of development impact fees to ensure the adequate provision of services and maintenance of facilities. Increased property and sales tax from future new developments would provide funding for any capital improvements necessary to maintain adequate fire and police protection facilities, equipment, and/or personnel. By maintaining a consistent level of service through expansion or facility improvements, the OFD would be able to ensure that their performance objectives are consistently met. Furthermore, development pursuant to the proposed project would be subject to review by the OFD ensuring appropriate safety requirements are met. Accordingly, the proposed project would have a less than cumulatively considerable impact on fire protection services.

POLICE

Growth associated with the proposed project are cumulative impacts since the service boundary of OPD is the City. As described above, OPD would be required to meet the increased demand for population and employment growth over the buildout of the approved project. All development within the City is subject to payment of development impact fees to ensure the adequate provision of services and maintenance of facilities. Increased property and sales tax from future new developments would provide funding for any capital improvements necessary to maintain adequate fire and police protection facilities, equipment, and/or personnel. By maintaining a consistent level of service through expansion or facility improvements, the OPD would be able to ensure that their performance objectives are consistently met. Furthermore, development pursuant to the proposed project would be subject to review by the OPD ensuring appropriate safety requirements are met. Accordingly, the proposed project would have a less than cumulatively considerable impact on police protection services.

SCHOOLS

The EBPSP does not include any residential land uses and, therefore, is not expected to result in a significant increase in demand for schools. Projects pursuant to the Policy Plan Amendment and other cumulative development that involve residential development would increase the public-school population in the region and require the construction or expansion of school facilities so that adequate service ratios are maintained. This increase in student population would require the construction or expansion of school facilities, which could result in adverse environmental impacts. As discussed above, under state law, development projects are required to pay established school impact fees in accordance with SB 50 at the time of building permit issuance. The funding program established by SB 50 has been found by the Legislature to constitute "full and complete mitigation of the impacts of any legislative or adjudicative act…on the provision of adequate school facilities" (Government Code Section 65995[h]). The fees authorized for collection under SB 50 are conclusively deemed full and adequate mitigation of impacts on school district facilities. Furthermore, cumulative school projects require discretionary actions and would be required to demonstrate compliance with CEQA prior to project approval. The proposed project would not combine with areawide growth to result in cumulatively considerable impacts to school services.

PARKS

The proposed project provides land use opportunities for public parks to be developed in line with future development. The City would continue to regularly review the City's parks and trails inventory to ensure that it keeps pace with demographic trends and the recreational needs of Ontario's residents and construct new parks and recreation facilities accordingly. Since the details of future parks and recreation projects that would the proposed project and cumulative development are unknown at this time, such projects would be reviewed when proposed and comply with applicable requirements from the City to address potential environmental impacts.

The EBPSP does not include any residential land uses, and therefore is not expected to result in a significant increase in demand for parks. As with the development allowed under the Policy Plan Amendment and EBPSP, cumulative development projects would be required to comply with all applicable existing regulations, procedures, and policies that are intended to address impacts to park and recreation facilities. Therefore, impacts are **less than significant** and would not be cumulatively considerable.

LIBRARY

Growth associated with the proposed project are cumulative impacts since the service boundary for the Ontario library system is the City. The EBPSP does not include any residential land uses and, therefore, is not expected to result in a significant increase in demand for other public facilities, including libraries. Projects pursuant to the Policy Plan Amendment and other

cumulative development that involve residential development would increase the population in the region and require the construction or expansion of library facilities so that adequate service ratios are maintained. Development within the City is subject to payment of development impact fees to ensure the adequate provision of services and maintenance of public facilities. New or expanded libraries would also be subject to environmental review to determine potential environmental impacts when development is proposed. Impacts would be less than significant, and therefore, less than cumulatively considerable.

Cumulative Impacts: Implementation of the proposed project, in combination with other cumulative development, would not result in cumulatively considerable impacts to public services.

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3.16 RECREATION

This section of the Draft SEIR evaluates the potential impacts to public parks and recreational facilities associated with the TOP 2050 Policy Plan Amendment and EBPSP (proposed project) compared to impacts to the current TOP 2050 (approved project) and impacts in the 2022 Certified EIR.

Several comment letters related to recreation were received in response to the NOP. The relevant issues raised in those comment letters are addressed throughout this section. For a summary of the response letters, refer to Table 1-1 in Chapter 1, *Introduction*, or Appendix A for the response letters.

3.16.1 Regulatory Framework

STATE

Quimby Act

The Quimby Act was established by the California Legislature in 1965 to provide parks for the growing communities in California. The act authorizes cities to adopt ordinances addressing parkland and/or fees for residential subdivisions for the purpose of providing and preserving open space and recreational facilities and improvements. The Quimby Act requires the provision of 3 acres of park area per 1,000 persons residing within a subdivision unless the amount of existing neighborhood and community park area exceeds that limit, in which case the city may adopt a higher standard, not to exceed 5 acres per 1,000 residents. The Quimby Act also specifies acceptable uses and expenditures of such funds.

Mitigation Fee Act

The California Mitigation Fee Act (Government Code Section 66000, et seq.) allows cities to establish fees that will be imposed upon development projects for the purpose of mitigating the impact that the development projects have upon cities' ability to provide specified public facilities. In order to comply with the Mitigation Fee Act, the City must follow four primary requirements:

1) Make certain determinations regarding the purpose and use of a fee and establish a nexus or connection between a development project or class of project and the public improvement being financed with the fee.

2) Segregate fee revenue from the General Fund in order to avoid commingling of capital facilities fees and general funds.

3) Make findings each fiscal year describing the continuing need for fees that have been in the possession of the City for five years or more and that have not been spent or committed to a project.

4) Refund any fees with interest for developer deposits for which the findings noted above cannot be made.

California Public Park Preservation Act

The primary instrument for protecting and preserving parkland is California's Public Park Preservation Act of 1971. Under the Public Resource Code, cities and counties may not acquire any real property that is in use as a public park for any nonpark use unless compensation, land, or both are provided to replace the parkland acquired. This provides for no net loss of parkland and facilities.

LOCAL

City of Ontario Municipal Code

Quimby Act Fees

The Quimby Act is codified in Chapter 6.08.030, Park Dedication and In-Lieu Fee Regulations, in the Ontario Development Code. As a condition of approval of a tentative tract map, final map, or parcel map for a residential subdivision or the residential portion of a mixed-use project, or for a building permit within a subdivision, the subdivider shall be required to pay an impact fee, offer for dedication of park land in lieu thereof, or both, at the sole and exclusive option of the City. Recreational facilities provided by a project must be provided in accordance with the standards, specifications, and requirements of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, any applicable specific plan, and any other applicable resolution, policy, or standard of the City.

To meet the recreational needs of current and future residents and workers, the City requires 3 acres of park area for every 1,000 persons, equivalent to a park area standard ratio of 0.003. The maximum amount of public park land required to be dedicated by a subdivision or development project shall be equal to the total number of dwelling unit types multiplied by the dwelling unit occupancy factor multiplied by the park area standard ratio of 0.003. When a fee is paid to the City, in lieu of making an offer of parkland dedication, the park impact fee is calculated based on the total number of dwelling units multiplied by the dwelling unit occupancy factor multiplied by the park area fee standard ratio of 0.003 multiplied by the fair market value of the land to be developed by the City for parkland and recreational facilities. In addition, the City strives to have new development in Ontario Ranch provide an additional 2 acres of private parkland in order to achieve a park ratio of 5 acres per 1,000 residents.

At the time of filing a tentative map application for all subdivisions with residential land uses, project applicants may indicate whether they desire to dedicate property for park and recreational purposes on-site, or whether they desire to pay a fee in lieu thereof, or a shared combination of both. If they desire to dedicate land, they must designate the area on a tentative map in conformance with the provisions of TOP; any specific plan adopted thereto; and any other adopted resolution, policy, or regulation of the City.

Development Impact Fees

The City of Ontario has a list of development impact fees (DIF) charged by the Building Department or collected by the Building Department on behalf of other departments or governmental agencies at the time permits are issued. DIF provide the means to finance adequate infrastructure and other public improvements and facilities made necessary by the impacts created by new residential (i.e., beyond just demand created by subdivisions) and nonresidential development. The City's current fees for the General City (GC) and Ontario Ranch (OR) areas took effect on July 1, 2025 (Ontario 2025). To maintain the current level of service for parks in the City, the City requires payment of specific DIF for recreational facilities to ensure the acquisition and improvement of adequate recreation facilities (Ontario 2025). The DIF relevant to recreational facilities are in Table 3.16-1, *Recreational Facility Development Impact Fees*.

Table 3.16-1 Recreational Facility Development Impact Fees

Infrastructure Category/Area	Detached Dwellings	Attached Dwellings	High Density Dwellings	Mobile Home Dwellings
	Per Dwelling Unit			
General City (GC)				
Aquatics	$122	$108	$86	$102
Parks	$17,263	$15,300	$12,106	$14,401
Ontario Ranch (OR)				
Aquatics	$122	$108	$86	N/A
Parks	$17,263	$15,300	$12,106	N/A

Source: Ontario 2025b.

Ontario Recreation and Parks Master Plan

The City of Ontario finalized the Ontario Recreation and Parks Master Plan (ORPMP) in August 2021. The ORPMP is a comprehensive planning effort that provides a clear set of goals for infrastructure and program improvements to create a premier recreation and parks system in the City. Goals of the ORPMP include evaluating existing parks and recreation programs and

facilities, engaging and listening to the community, identifying common and visionary opportunities, and establishing implementation strategies. The ORPMP also outlines short-, mid-, and long-term recommendations in the areas of capital improvement plans; financial strategy plans; prioritization of proposed recommendations; park branding, signage, and placemaking; and improvements to the trail network. Priorities and recommendations for the City include:

- Maximize active park acreage on City-owned land by adding park amenities to opportunity areas.
- Implement joint-use agreements with school districts for use of amenities such as fields, courts, and walking/running tracks on school sites.
- Continue to work with developers on providing infill parks for future populations.
- Consider other park types such as linear parks when determining deficiencies in certain areas.
- Consider non-Ontario parks and programs in determining population-based demand and requirements.
- Focus should be given to preschool programming, youth activities, swim lessons, and senior wellness activities.
- Programs that are in high demand should be expanded while programs that have lower participation and service a narrower target market segment should be divested from.
- Demand for adult sports may be met through partnerships with existing providers or the City could provide programs for adults not offered by private providers.
- Continue to enable the Teen Action Committee and shape youth programming.
- Consider developing a walking/hiking/bicycling program that aims to increase awareness of programs, parks, trails, routes, and parks' amenities.

3.16.2 Existing Conditions

Ontario provides a variety of recreational opportunities in the City and nearby open space areas, including City parks, county parks, community centers, school recreation facilities, private parks, private golf courses, and recreational trails for bicycles, horses, and hiking. Open space provides many benefits to the community, including park and recreation areas, recreational trails, conservation of natural and significant resources, buffers between land uses, and the preservation of scenic views. Ontario has convenient access to several active and passive open space areas. Active recreation areas typically include facilities such as tailored playing surfaces, buildings, parking areas, and similar modifications to a natural site. Passive recreation areas

accommodate less-structured recreational pursuits and typically include minor modifications such as trails, service vehicle access improvements, enhanced landscape materials, and similar nonintrusive changes to the site (Ontario 2022).

The City has approximately 727 acres of parkland; it has 7 miniparks, 15 neighborhood parks, 6 community parks, 4 linear and special use parks, and 2 regional parks. Figure 3.16-1, *Existing and Proposed Park Facilities*, illustrates the locations of parklands in and around the City. Table 3.16-2, *Park/Recreational Facilities in Ontario*, provides the acreage and types of parks.

Table 3.16-2 Park/Recreational Facilities in Ontario

Name	Location	Amenities	Size (Acres)
Miniparks			
Nugent's Park	200 S. Lemon Avenue	6 horseshoe courts	0.2
Mountain View School Park	2585 S. Archibald Avenue	Playground	0.5
Sam Alba Park	401 E. Sunkist Street	Playground, restroom building, multipurpose field, baseball field, basketball court, softball field	1.0
Conservation Park	303 E. B Street	Amphitheater, 2 group picnic areas, playground, aquatic feature, walking path	1.0
Ranch Park	2832 E. Clydesdale Street	Playground, basketball court, walking path	1.8
Ontario Town Square	224 N. Euclid Avenue	Amphitheater, group picnic area, playground, 3 walking paths	1.9
George Gibbs Park	1499 W. 5th Street	Group picnic area, parking lot, multipurpose field, softball	2.7
		Total Minipark Acreage	**9.1**
Neighborhood Parks			
Grove Memorial Park	1072 N. Grove Avenue	Walking path	3.1
James R. Bryant	648 W. D Street	Playground, restroom building, dog park, parking lot, exercise area, 3 basketball courts, tennis court	4.5
Centennial Park	701 E. Riverside Drive	Group picnic area, playground, restroom building, multipurpose field, exercise area, 3 basketball courts	4.6

Table 3.16-2 Park/Recreational Facilities in Ontario

Name	Location	Amenities	Size (Acres)
Cypress Park	1030 S. Cypress Avenue	2 group picnic areas, playground, restroom building, parking lot, multipurpose field, exercise area, 3 basketball courts, walking path, volleyball court	4.7
Del Rancho Park	2014 S. Cypress Avenue	Group picnic area, playground, parking lot	4.8
James Galanis Park	1259 E. D Street	Parking lot	4.8
South Bon View Park	2025 S. Bon View Avenue	Group picnic area, playground, restroom building, parking lot, multipurpose field, exercise area, walking path	4.8
North Celebration Park	4980 S. Celebration Avenue	Group picnic area, playground, restroom building, parking lot, multipurpose field, walking path	5.0
South Celebration Park	2910 E. Merrill Avenue	Amphitheater, 3 group picnic areas, restroom building, multipurpose field, 3 walking paths	5.5
Ontario Motor Speedway Park	915 N Center Avenue	Playground, restroom building, parking lot, multipurpose field, concession stand, exercise area, softball field, 2 soccer fields, 2 walking paths	6.2
Creekside Park	3151 E. Riverside Drive	2 group picnic areas, playground, restroom building, parking lot, multipurpose field, 3 basketball courts, 2 tennis courts, walking path, volleyball court	6.9
Kimball Park	773 E. Walnut Street	Restroom building, parking lot, baseball field, 2 softball fields	7.1
Veterans Memorial Park	1259 E. D Street	Group picnic area, playground, restroom building, parking lot, multipurpose field, exercise area, softball field, 2 walking paths	7.5
Vineyard Park	1400 E. Sixth Street	2 group picnic areas, playground, restroom building, parking lot, 3 basketball courts, pool, 2 walking paths	9.0

Table 3.16-2 Park/Recreational Facilities in Ontario

Name	Location	Amenities	Size (Acres)
Jay Littleton Ball Park	1076 N. Grove Avenue	Restroom building, concession stand, baseball field	9.7
		Total Neighborhood Parks Acreage	**88.2**
Community Parks			
Bon View Park	1010 S. Bon View Avenue	Group picnic area, playground, restroom building, community garden, 2 parking lots, multipurpose field, concession stand, exercise area, baseball field, basketball court, softball field, pool, 2 walking paths	10.3
Homer Briggs Park	2099 S. Oaks Avenue	3 group picnic areas, playground, restroom building, parking lot, multipurpose field, concession stand, 2 baseball fields, basketball court, horseshoe court, equestrian trail, equestrian staging area, 3 walking paths	14.4
Anthony Munoz Park	1240 W. 4th Street	Playground, restroom building, community garden, 2 parking lots, 3 basketball courts, 2 softball fields, pool, 3 soccer fields, volleyball court	15.8
De Anza Park	1405 S. Fern Avenue	Group picnic area, playground, 2 restroom buildings, 3 parking lots, exercise area, 2 basketball courts, softball field, futsal court, pickleball court, 2 horseshoe courts, 4 soccer fields, 3 walking paths, and volleyball court	19.2
Westwind Park	2455 E. Riverside Drive	Group picnic area, playground, restroom building, 4 parking lots, concession stand, exercise area, 2 baseball fields, 3 basketball courts, 2 softball fields, pool, 3 tennis courts, 2 soccer fields, 4 walking paths	23
John Galvin Park	1072 N. Grove Avenue	3 group picnic areas, playground, restroom building, dog park, 2 parking lots, multipurpose field, exercise area, 2 baseball fields, 3 basketball courts,	25.6

Table 3.16-2 Park/Recreational Facilities in Ontario

Name	Location	Amenities	Size (Acres)
		softball field, 2 futsal courts, 2 horseshoe courts, 3 tennis courts, walking path, volleyball court	
		Total Community Parks Acreage	**108.3**
Linear and Special Use Parks			
Euclid Avenue Parkway	N. Euclid Ave.	Turf, planter areas, rose gardens, benches, mule car display, bandstand, and fountain	13.4
Ontario Soccer Complex	2200 E. Philadelphia Street	2 group picnic areas, restroom building, concession stand, 6 soccer fields, walking path	23.4
West Cucamonga Creek Trail	1450 E. Mission Blvd.	Paved hiking and bicycle trail, and equestrian trails	34.0
Whispering Lakes Golf Course	2525 E. Riverside Drive	Dog park, parking lot	175.9
		Total Linear and Special Use Parks Acreage	**246.7**
Regional Parks			
Guasti Regional Park	800 N Archibald Avenue	4 group picnic areas, playground, 3 restroom buildings, 2 parking lots, 2 aquatic features, pool, splash pad	75.5
Ontario Sports Empire	Southeast corner of Riverside Drive and Vineyard Avenue	Minor League Baseball stadium, recreational center, aquatics center, 8 multiuse baseball, softball, and soccer fields, active fields, commercial retail space, an indoor athletic facility, and community recreation center	199
		Total Regional Parks Acreage	**274.5**
		Total Park Acreage	**726.8**

Source: Ontario 2021, 2025c.

Note: Greenways allow for recreational access and open space. This table does not include the Euclid Avenue greenway, which has a bandstand (C Street/Euclid), WCTU Fountain (C Street/Euclid), trees, turf, planter areas, rose garden, benches, and a mule car display. In addition, the Mission Boulevard greenway is not in this table, nor is the West Cucamonga Creek Trail (classified as a linear and special use park), which consists of a paved hiking and bicycle trail—2.4 miles long—and 1.3 miles of equestrian trails.

Figure 3.16-1

Existing and Proposed Park Facilities



- Ontario City Boundary
- County Boundary
- Rail Network
- Existing Park
- Existing Parkway
- Existing Trail
- Planned Park

★ Community Center

1. Anthony Munoz Community Center
2. Armstrong Community Center
3. De Anza Community & Teen Center
4. Dorothy A Quesada Community Center
5. Ontario Senior Center
6. Veterans Memorial Community Center
7. Westwind Community Center

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025 Date: 2/27/2026

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POLICY PLAN AMENDMENT

Natural Areas

San Bernardino National Forest

San Bernardino National Forest (SBNF) is northeast of Ontario. It is situated in the San Gabriel, San Bernardino, San Jacinto, and Santa Rosa mountains and includes the vacation resort areas of Big Bear Lake, Lake Arrowhead, Mount San Jacinto, and the San Gorgonio Wilderness. The US Forest Service manages the 677,928-acre SBNF, 456,928 acres of which are in San Bernardino County. The SBNF consists of 500 miles of trails. Aside from camping, SBNF provides outdoor activities like hunting, fishing, recreational shooting, hiking, backpacking, mountain biking, horseback riding, and boating in the warmer months; and cross-country skiing, snowboarding, and snowmobiling in the winter months. Also associated with SBNF activities are volunteer organizations and trails associations.

Cleveland National Forest

The Cleveland National Forest is the southernmost national forest in California, 10 miles south of Ontario. The forest consists of 460,000 acres that offer a variety of terrains and recreational opportunities. The Trabuco Ranger District operates out of the Corona office at 1147 East Sixth Street. The Trabuco District manages approximately 139,000 acres in Orange and Riverside counties and offers a multitude of trails for hiking, biking, horseback riding, and remote camping for those seeking an alternative to developed campgrounds.

State Parks

Silverwood Lake State Recreation Area

Silverwood Lake State Recreation Area is adjacent to the SBNF along Highway 138, approximately 35 miles northeast of Ontario. Silverwood Lake was formed by the 249-foot Cedar Springs Dam, which, at 3,350 feet, is the highest reservoir in the State Water Project. Silverwood Lake State Recreation Area is approximately 2,000 acres and includes a stretch of the Pacific Crest Trail, which is a national scenic trail spanning 2,650 miles from Mexico to Canada. Activities at Silverwood Lake State Recreation Area include camping, hiking trails, swimming, boating, waterskiing, and fishing. Silverwood Lake State Recreation Area is managed by the California State Parks Department.

Chino Hills State Recreation Area/Chino Hills State Park

Chino Hills State Recreation Area/Chino Hills State Park is a 14,100-acre preserve that stretches from San Bernardino County through parts of Orange County. This recreation area is 15 miles

southwest of Ontario and provides recreational opportunities, including over 90 miles of trails for hiking, biking, and equestrian uses, and facilities for camping. The park is also a key wildlife corridor from the Puente Hills extending south to the Cleveland National Forest.

Regional Parks

Ontario Sports Empire

Ontario Sports Empire is a multiphase regional sports and entertainment complex currently under construction that would develop approximately 199 acres to provide a variety of recreational opportunities within Ontario Ranch. This regional park would provide a variety of experiences, including a 6,000-capacity, semipro, minor league baseball stadium with supportive retail/hospitality uses and community recreation facilities, including a new recreational center; aquatics center; and baseball, softball, and soccer fields. The Ontario Sports Empire is positioned to become a premier hub for sports tourism, retail, hospitality, and community activities in Southern California.

Cucamonga-Guasti Regional Park

Regional parks consist of 50 acres or more and attract users from a service radius of up to an hour's drive. A wide range of amenities are available at regional parks, including picnic grounds, hiking trials, scenic areas, lakes, campgrounds, and major sports facilities. The Cucamonga-Guasti Park is a day-use park near the Ontario Convention Center, Ontario Mills, and Ontario International Airport. Cucamonga-Guasti Park consists of approximately 180 acres and offers two lakes, a swim complex, water slide, splash pool, vineyards, and hiking trails. The park offers activities such as swimming, fishing, hiking, mountain biking, boating, volleyball, picnicking, and various other activities.

Prado Regional Park (City of Chino)

Prado Regional Park is on Highway 83, south of Highway 60 and north of Highway 91 in Chino; therefore, the acreage associated with this regional park is not included in Table 3.16-2. The regional park encompasses approximately 2,000 acres and includes such activities as fishing, picnics, horseback riding, camping, golf, hiking, and shooting range. Facilities include a dog training facility, showers, restrooms, public phones, groceries, grills and fire rings, picnic tables and shelters, and a 1.6-acre play area.

Local Parks

Local parks in Ontario vary in size and the amenities they provide to the population. Ontario's park classification system sets standards for 5 different types of parks: mini/neighborhood parks, community parks, linear parks, regional parks, and special use parks (Ontario 2021).

- Miniparks and Neighborhood Parks are generally less than 5 acres and serve residents within a 15-minute walk. Although they tend to focus more on passive recreation, they play an important role in providing outdoor access for neighborhoods. Open grassy areas, picnic tables, walkways, and playgrounds are typical park amenities.

- Community Parks are usually 5 to 30 acres and contain larger park facilities such as multipurpose fields, pools, and sports courts. Community parks serve the daily recreational needs of their local neighborhood as well as the broader community. This means they serve residents within a 15-minute walk or a 5-minute drive. Most community parks in Ontario also have community centers that provide a wide range of programs and services and accommodate special events, recreation programs, offices, and community services.

- Linear Parks are narrow and linear open spaces that typically have limited park amenities. They typically provide passive linear recreation experiences, such as walking, jogging, and biking as well as some forms of gathering spaces, such as benches and picnic tables.

- Regional Parks are larger than 30 acres and provide for a wide range of passive and active recreation. Recreation opportunities include natural open space, sports fields and courts, cultural facilities, trails, multipurpose buildings, playgrounds, aquatic facilities, and many other amenities. Regional parks can be found within city limits and may be managed by the city or the county.

- Special Use Parks are park areas that provide unique recreation opportunities. They often serve the recreation needs of specific groups of people but are always publicly available.

Public Recreation

The City of Ontario has joint agreements with Chino Unified School District and Woodcrest Junior High for the use of Kimball Park. The City also has an agreement with Chaffey Joint Union High School District and Colony High School for use of baseball fields and outdoor basketball and tennis courts.

Trail System

Current trail opportunities are in the northern portions of the City (north of Riverside Drive). City and private trails are localized in the northeastern corner of the intersection at Philadelphia Street and Benson Avenue. There are more than 4 miles of equestrian trails in the neighborhoods north of Philadelphia Street, south of Mission Boulevard, west of Magnolia Avenue, and east of Benson Avenue. The West Cucamonga Creek Trail provides 1.3 miles of equestrian trails and 2.4 miles of paved hiking and bicycle trails. In addition, the Home Briggs Memorial Park provides equestrian facilities (Ontario 2021).

Greenways allow for recreational access and open space. Most trail use is restricted to flood control channels and other informal trails. A number of greenways are utility easements interspersed throughout the City; however, greenway utility easements are not linked to the larger regional trails network. The Euclid Avenue Parkway is a 35-acre greenbelt stretching the entire length of the City. In addition, Mission Boulevard provides a 66-acre undeveloped greenway that traverses the City (Ontario 2022).

Bike Lanes and Bikeways

The California Streets and Highway Code designates bikeways and trails Class I, II, III, or IV. Class I bikeways are dedicated for exclusive use by bicyclists along rivers, channels, and utility rights-of-way. Class II bikeways are dedicated lanes along streets, with no parking allowed in the bike lane. Class III bikeways are bike routes normally shared with motor vehicles on the street or with pedestrians on sidewalks, and parking is allowed. Class IV bikeways are dedicated for exclusive use of bicycles and are physically separated from motor traffic with a vertical feature. Many of the City's bicycle paths are combined with sidewalks along each side of major streets. Cyclists generally use these one-way bike lanes for commuter or longer recreational purposes. Most of the City's arterial streets are sufficiently wide to allow for a 4-foot-wide Class II bike lane along the curb. Bicycle corridors, multipurpose trails, and Class I, II, III, and IV bike routes in Ontario are shown on Figure 3.17-3, *Multipurpose Trails and Bikeway Corridor Plan*.

Santa Ana River Trail

The Santa Ana River Trail is a developing corridor trail system south and east of Ontario in the Santa Ana River Wash. When completed, this regional trail will run 110 miles, from the Heart Bar Ranch area in the San Bernardino National Forest to the Pacific Ocean. The trail crosses 33 miles of the SBNF and covers 18 miles in San Bernardino County. The San Bernardino County Regional Parks Division is responsible for the creation, operation, and maintenance of 22 miles of trail in 4 phases. Phase I and II are complete and consist of 7.5 miles of trail starting at Waterman Avenue in San Bernardino to the Riverside County line. Phase III consists of 3.6 miles of the trail from Waterman Avenue to California Street in Redlands, and Phase IV consists of 11 miles of the trail from California Street in Redlands to Garnet Street in Mentone and up to the San Bernardino National Forest (San Bernardino County 2025).

SPECIFIC PLAN

The Ontario Recreation & Community Services Department provides community services such as parks, community centers, school recreation facilities, private golf courses, and recreational trails. The City maintains a Recreation & Parks Master Plan which provides goals for infrastructure and program improvements throughout the City.

Centennial Park, North Celebration Park, and South Celebration Park are all within 2 miles of the Specific Plan area. No recreational facilities are currently within the Specific Plan area.

3.16.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to recreation if it would:

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

METHODOLOGY

Specific Plan

To assess potential recreational impacts of the EBPSP, existing programs and facilities available within the City and provided by the Ontario Recreation & Community Services Department were reviewed, as well as the future facilities planned as part of the Ontario Parks Recreation & Parks Master Plan.

3.16.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.16.5 Environmental Impacts

2022 CERTIFIED EIR

The Certified EIR concluded that the approved project would generate additional residents, which would increase the use of existing park and recreational facilities. Project implementation would result in environmental impacts from the provision of new and/or expanded recreational facilities. Upon implementation of regulatory requirements and compliance with TOP policies and programs, impacts of the approved project would be less than significant.

PROPOSED PROJECT

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The Certified EIR found that buildout of the approved project's land use plan would result in population growth and an associated increase in demand for recreational facilities and parkland areas. Implementation of the approved project's policies and land use opportunities for public parks, designed to be aligned with future development, would ensure that park facilities would keep pace with the anticipated increase in population growth. As a result, impacts were identified as less than significant.

Policy Plan Amendment

Currently, the City of Ontario uses the established parkland standard of 3 acres per 1,000 residents but strives for 5 acres per 1,000 residents for parks in Ontario Ranch. The City has approximately 727 acres of parkland (see Table 3.16-2) and a population of 184,404 people (DOF 2025). Thus, the City currently requires 553 acres of parkland.[1]

Buildout of the Policy Plan Amendment would modify the planned TOP land use pattern and generate additional residents in the City, most of whom would be concentrated in the southern portion of the City (refer to Table 2-4). Changes to the land use plan associated with the Policy Plan Amendment would result in a reduction of 43 acres of parkland in the City (4 percent reduction), including land formerly designated as Open Space–Recreation southeast of Chino Avenue and Haven Avenue and land at the southwest corner of Grove Avenue and Riverside Drive (see Figure 2-6, *Policy Plan Amendment Areas of Change*). Additionally, future growth in the City in accordance with buildout of the Policy Plan Amendment would increase the demand for parks and increase existing park usage, as shown in Table 3.16-3, *Proposed Project Parkland Demand*.

[1] (184,404 people / 1,000) x 3.0 acres per person = 553

Table 3.16-3 Proposed Project Parkland Demand

Infrastructure Category/Area	Population	Parkland Demand (Acres)	Ontario Ranch Additional Parkland Demand (Acres)	Total Parkland Demand (Acres)
Approved Project				
Old Model Colony	217,612	653	N/A	653
Ontario Ranch	193,656	581	387	968
Total	411,268	1,234	387	1,621
Proposed Project				
Old Model Colony	218,643	656	N/A	656
Ontario Ranch	209,098	627	418	1,045
Total	427,741	1,283	418	1,701
Net Change				
Total Net Change	16,473	49	31	80

Note: Total parkland demand was calculated based on 3 acres/1,000 residents for Old Model Colony and Ontario Ranch, with an additional 2 acres/1,000 residents for new parkland in Ontario Ranch.

The Quimby Act is a funding mechanism for parkland acquisition. Under this Act and pursuant to the City's Municipal Code, residential subdivisions must dedicate parkland or pay in lieu fees to enable the City to acquire a ratio of 3 acres of parkland per 1,000 residents. As shown in Table 3.16-3, the approved project would result in a demand of 1,234 acres of parkland, and the proposed project would result in a demand of 1,283 acres of parkland. As a result, buildout allowed under the proposed project would result in an increased demand of 49 acres of parkland compared to the approved project.

The proposed project would designate approximately 998 acres for recreational use under the Open Space Parkland (including EBPSP) land use designation (refer to Table 2-3). Based on the proposed project's future buildout projections, the 998 acres designated as Open Space Parkland would not satisfy the City's existing Park Dedications and In-Lieu Fee Regulations for parkland acquisition, resulting in a shortfall of 285 acres of parkland.[2]

[2] Policy Plan Amendment's 1,283 acres of parkland demand – 998 acres of designated parkland = 285 acres of parkland

While the proposed project would result in a slight reduction in parkland in the City compared to the approved project, the City strives to have new development in Ontario Ranch provide an additional 2 acres of private parkland to achieve a park ratio of 5 acres per 1,000 residents. As shown in Table 3.16-3, the proposed project would generate an additional demand of approximately 31 acres of private parks in Ontario Ranch compared to the approved project. As described above, subdivisions with residential land uses are required to dedicate property for park and recreational purposes on-site, or pay a fee in lieu thereof, or a shared combination of both, to help achieve the City's park standards. Therefore, residential subdivisions within the Ontario Ranch may include additional parks that are not identified on the land use plan.

In addition to parkland that is managed by the City, there are at least 180 acres of regional recreational facilities, joint-use agreements with school districts, and private recreational opportunities providing services that cannot be accommodated by existing facilities. Prado Regional Park also provides approximately 2,000 acres that would offset recreational demands. Furthermore, the Ontario Sports Empire is currently under construction and would develop approximately 199 acres to provide a variety of recreational amenities, including a semi-professional minor league baseball stadium, retail uses, a recreation center and aquatic center, and baseball/softball, soccer, and multi-use fields. Therefore, regional parks would more than offset the slight reduction in parkland of the proposed project compared to the approved project.

The proposed project, similar to the approved project, provides land use opportunities for public parks to be developed in line with future development. The Parks and Recreation (PR) Element contains relevant policies and programs to acquire additional parkland; integrate new park and recreation facilities with existing and future trails, bikeways, and easements; and conduct regular reviews and updates of the City's parks and trails plans to keep pace with demographic trends and recreational needs of Ontario's residents. The policies include:

- **PR-1.1: Access to Parks.** In all new residential development areas, we strive to provide a park and/or recreational facility within walking distance (¼ mile) of every residence and prioritize the establishment of parks in environmental justice areas that do not have adequate access to parks.
- **PR-1.2: Adjacency to Schools.** We examine locating parks adjacent to school sites to promote joint-use opportunities.
- **PR-1.3: Funding.** We shall seek outside, one-time sources of funding for capital improvements and reserve ongoing City funds primarily for operations and maintenance.
- **PR-1.4: Joint-Use Opportunities.** In areas where there is a need but no City recreational facility, we explore joint-use opportunities. (e.g., school sites).

- **PR-1.5: Acreage Standard.** We strive to provide 5 acres of parkland (public and private) per 1,000 residents.
- **PR-1.6: Private Parks.** We expect development to provide a minimum of 2 acres of developed private park space per 1,000 residents.
- **PR-1.12: Trails.** We promote connections between parks and local trails including those managed by other public agencies.
- **PR-1.13: Equestrian Trails.** We require the design, construction, and maintenance of equestrian trails in Rural Residential designated areas.
- **PR-1.15: Trail Connectivity.** We strengthen and improve equestrian, bike, and multipurpose trail connections within the City and work to improve trail connections into adjacent jurisdictions.
- **PR-2.4: Access to Programs.** We provide a range of recreational and physical exercise programs that are accessible to residents of all income levels throughout the community and prioritize establishing and maintaining equitable access for residents in environmental justice areas.

These policies and regulations are intended to support the City's standard parkland acreage ratio and to address the need for recreation space and parkland, while also preserving natural assets and environmentally sensitive lands. Additionally, the Ontario Sports Empire would provide high-quality athletic facilities and recreational spaces, resulting in a net increase in the amount of publicly accessible recreational amenities within the City; however, the extent to which the City of Ontario can plan and implement parks, trails, and other recreational facilities is related to the availability of funding.

As a result, development of park facilities would keep pace with the anticipated increase in population from buildout of the proposed project. The proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to the use of existing park and recreational facilities compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The EBPSP would result in the conversion of a site designated for residential/agricultural uses into a business park and open space – parkland development.

The Specific Plan provides for the development of 36.15 acres of the City's public "Grand Park." Grand Park is a planned 3.7-mile greenbelt extending between Haven Avenue and Campus

Avenue and encompasses approximately 340 acres citywide. The Specific Plan would implement the southern half of a 1.25-mile stretch of the park, consistent with the City's Grand Park Landscape Master Plan. The remaining half of this segment of Grand Park would be installed by the Center Park Specific Plan, which is currently proposed to the north of the EBPSP area. Passive recreational opportunities for future employees, visitors, and residents of the City would be provided through features such as pedestrian paths, gathering areas, turf areas, and botanical gardens. The park would be heavily landscaped, including forested areas, meadow areas, and open space lawn areas, consistent with the City's Grand Park Landscape Master Plan.

Development of the Specific Plan would not directly increase housing or population, which typically cause an increase in the demand for and use of existing neighborhood parks and other citywide recreational facilities. If employees of the business park uses were to occasionally use park facilities within the City, they would likely utilize those provided by the Specific Plan. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, impacts related to the physical deterioration of existing parks or recreation facilities would be **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact REC-1: The proposed project would not result in substantial physical deterioration of recreational facilities.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant recreation impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new Mitigation Measures are required.

b) Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The Certified EIR found that buildout of the approved project's land use plan would result in the development of additional parkland and recreational facilities, which could lead to the construction of new or expanded facilities that may have an adverse physical effect on the environment. However, implementation of existing federal, state, and local regulations, as well as the approved project's policies, would help reduce potential adverse environmental impacts

associated with the expansion of parks, recreational facilities, and multiuse trails. As a result, these impacts were determined to be less than significant.

Policy Plan Amendment

The Policy Plan Amendment guides growth and development within the City and is not a development project. The Policy Plan Amendment project primarily involves modifying the currently permitted and planned TOP land use pattern across nearly 1,000 acres in southern Ontario. As described in impact discussion a), buildout of the proposed project would result in an increased demand of 80 acres of total parkland compared to the approved project (refer to Table 3.16-3).

As a result of these planned park facilities, the proposed project may result in the construction of new or expansion of existing recreational facilities in Ontario. The majority of these facilities would be in Ontario Ranch, including the Grand Park. Development and implementation of the Grand Park may have an adverse physical effect on the environment, such as lighting, biological resources, noise, traffic, and air quality. Environmental impacts associated with the construction of new and/or expansions of existing recreational facilities in accordance with the Proposed Land Use Plan are addressed separately. Construction-related air quality and noise impacts of the proposed project are described in Section 3.3, *Air Quality,* and Section 3.13, *Noise*.

Existing federal, state, and local regulations as well as goals and policies in the Policy Plan Amendment would help reduce potential adverse impacts to the environment that may result from buildout of the proposed project. Furthermore, subsequent environmental review would be required for development of park projects under the Proposed Land Use Plan. Consequently, the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to the use of existing park and recreational facilities compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan includes 36.15 acres of passive recreational opportunities for future employees and visitors through features such as pedestrian paths, gathering areas, turf areas, and botanical gardens. Future open space and recreational facility development in the Specific Plan area would be required to adhere to the Development Regulations and Design Guidelines of the EBPSP and the City's Grand Park Landscape Master Plan. The construction of these recreational facilities would occur within the boundaries of the Specific Plan area and would be inherent to the EBPSP's construction phase(s). The City shall be responsible for the design and construction of all park improvements within the EBPSP area. Construction impacts are analyzed throughout this SEIR in Section 3.3, *Air Quality,* and Section 3.12, *Noise,* and mitigation is incorporated where necessary.

It is also noted that the recreational facilities provided by the EBPSP were assumed by and included in the City's Recreation & Parks Master Plan. The Master Plan concluded that the City is currently underserved by park facilities, and that the proposed Grand Park would be needed to serve the City's growing population (Ontario 2021). In this regard, the EBPSP would contribute to the overall provision of parkland within the City. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Based on the preceding, impacts associated with the EBPSP's recreational facilities would be **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact REC-2: The proposed project would not result in adverse impacts associated with new or expanded recreational facilities within the City.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant recreation impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new Mitigation Measures are required.

3.16.6 Cumulative Impact Analysis

The area considered for cumulative impacts for recreation is the City of Ontario. As described above, the proposed project provides land use opportunities for public parks to be developed in line with future development. As described under impact discussion a), the Parks and Recreation Element contains relevant goals, policies, and programs that support a regular review of the City's parks and trails plans to keep pace with demographic trends and recreational needs of Ontario's residents (see Policies PR-1.1 through PR-1.16). In addition, Policy PR-1.5 strives to provide five acres of parkland per 1,000 residents in the Ontario Ranch, and Policy PR-1.6 provides a minimum of 2 acres of developed private park space per 1,000 residents in the City.

The Specific Plan does not propose residential uses that would result in an increase in population, thereby, increasing the use of existing neighborhood and regional parks or other recreational facilities. Employees and visitors of the Specific Plan land uses who do not already reside in the area are not anticipated to utilize local recreational facilities to the extent that physical deterioration would occur or be accelerated, even when considered in the context of

cumulative developments in the area. Given the proximity to planned business park uses, if future employees were to occasionally use park facilities within the City, they would likely utilize the public facilities provided by the Specific Plan.

Additionally, as previous discussed, the recreational facilities provided within the Specific Plan were assumed by and included in the City's Recreation & Parks Master Plan. The Master Plan concluded that the City is currently underserved by park facilities. Recreational facilities implemented by the EBPSP and future developed allowed under the proposed land use plan would help to address the open space and park needs of the growing community.

As with the development allowed under the Policy Plan Amendment and Specific Plan, cumulative development projects would be required to comply with all applicable existing regulations, procedures, and policies that are intended to address impacts to park and recreation facilities. As a result, development of park facilities would keep pace with the anticipated increase in population from buildout of the proposed project. Therefore, impacts are **less than significant** and would not be cumulatively considerable.

Cumulative Impacts: The proposed project would not result in cumulative impacts to recreation in the City.

3.16.7 References

DOF (California Department of Finance). 2025, May. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2025. https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2025/.

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3.17 TRANSPORTATION

This section of the Draft Supplemental Environmental Impact Report (SEIR) examines the potential for implementation of Policy Plan Amendment and EBPSP (proposed project) to impact transportation in the City of Ontario compared to the current TOP 2050 (approved project) and impacts identified in the 2022 Certified EIR. The analysis in this section is based on the following studies:

- *TOP Vehicle Miles Traveled Memorandum*, Fehr & Peers (Appendix K1)
- *EBPSP Vehicle Miles Traveled Memorandum*, Fehr & Peers (Appendix K2)
- *EBPSP Traffic Impact Analysis*, Urban Crossroads (Appendix K3)

This SEIR evaluates the cumulative effect of the proposed project on vehicle miles traveled (VMT) and uses the San Bernardino County Transportation Authority's (SBCTA) San Bernardino Traffic Analysis Model Plus (SBTAM+) travel demand forecast model.

Terminology

Level of Service. Roadway capacity is generally limited by the ability to move vehicles through intersections. LOS is a standard performance measurement to describe the operating characteristics of a street system in terms of the level of congestion or the delay experienced by motorists. Service levels range from A through F, that is, traffic conditions from best (uncongested, free-flowing conditions) to worst (total breakdown with stop-and-go operation).

- **Vehicles Miles Traveled.** VMT measures the number of trips and the lengths of those trips for the total number of miles that vehicles will travel on a roadway system. It is used to better assess traffic impacts on greenhouse gas emissions, air quality, and energy. The number of miles of vehicle travel is an indicator of the travel levels on the roadway system by motor vehicles.

- **Total VMT.** Total VMT represents all VMT generated by a project or in a defined area, such as a traffic analysis zone or city boundary, on a typical day, weekday, or weekend.

- **VMT per Service Population.** Service population (SP) counts residents and employees. VMT/SP measures the transportation "efficiency" of a project or plan and is defined as VMT generated on a typical weekday per person who lives and/or works in the designated area.

3.17.1 Regulatory Framework

STATE

Senate Bill 743

On September 27, 2013, SB 743 was signed into law, starting a process that fundamentally changed transportation impact analysis as part of CEQA compliance. With the adoption of SB 375, the State signaled its commitment to encourage land use and transportation planning decisions and investments that reduce VMT and thereby contribute to the reduction of greenhouse gas emissions, as required by the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32).

SB 743 eliminates auto delay, level of service, and similar measures of vehicular capacity or traffic congestion as the sole basis for determining significant impacts under CEQA. As part of the new CEQA Guidelines, the new criteria "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Public Resources Code Section 21099(b)(1)).

Pursuant to SB 743, the Natural Resources Agency adopted revisions to the CEQA Guidelines to implement SB 743 on December 28, 2018. The revised CEQA Guidelines establish new criteria for determining the significance of transportation impacts. Under the new Guidelines, VMT-related metric(s) were required beginning July 1, 2020, to evaluate the significance of transportation-related impacts under CEQA for development projects, land use plans, and transportation infrastructure projects. The legislation does not preclude the application of local general plan policies, zoning codes, conditions of approval, or any other planning requirements for evaluation of LOS, but such metrics may no longer constitute the sole basis for determining transportation impacts under CEQA.

AB 1358: California Complete Streets Act of 2008

The California Complete Streets Act of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 required circulation elements to address the transportation system from a multimodal perspective. The bill states that streets, roads, and highways must "meet the needs of all users…in a manner suitable to the rural, suburban, or urban context of the general plan." Essentially, this bill requires a circulation element to plan for all modes of transportation where appropriate—including walking, biking, car travel, and transit.

The Complete Streets Act also requires circulation elements to consider the various users of the transportation system, including children, adults, seniors, and the disabled. For further clarity, AB 1358 tasked the Office of Planning and Research (now the Office of Land Use and Climate Innovation) to release guidelines for compliance, which it did in December 2010.

SB 375: Sustainable Communities and Climate Protection Act

On December 11, 2008, the California Air Resources Board (CARB) adopted its proposed Scoping Plan for AB 32, the Global Warming Act. This scoping plan included the approval of SB 375 as the means for achieving regional transportation-related greenhouse gas emissions targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32.

There are 5 major components to SB 375. First, it addresses regional greenhouse gas emission targets. CARB's Regional Targets Advisory Committee guides the adoption of targets to be met by 2020 and 2035 for each metropolitan planning organization (MPO) in the state. These targets, which MPOs may propose themselves, are updated every eight years in conjunction with the revision schedule of housing and transportation elements.

Second, MPOs are required to create a sustainable communities strategy (SCS) that provides a plan for meeting regional targets. The SCS and the regional transportation plan (RTP) must be consistent with each other, including action items and financing decisions. If the SCS does not meet the regional target, the MPO must produce an Alternative Planning Strategy that details another plan to meet the target.

Third, SB 375 requires that regional housing elements and transportation plans be synchronized on 8-year schedules. In addition, Regional Housing Needs Assessment allocation numbers must conform to the SCS. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within 3 years.

Fourth, SB 375 provides CEQA streamlining incentives for preferred development types. Residential or mixed-use projects qualify if they conform to the SCS. Transit-oriented developments also qualify if they 1) are at least 50 percent residential, 2) meet density requirements, and 3) are within one-half mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences.

Finally, MPOs must use transportation and air emission modeling techniques consistent with guidelines prepared by the California Transportation Commission. Regional transportation planning agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with the commission's guidelines.

Senate Bill 99

SB 99 (Section 65302(g)(5) of the California Government Code) requires jurisdictions to review and update the safety element to include information identifying residential developments in hazard areas that do not have at least 2 emergency evacuation routes.

Assembly Bill 747

AB 747 added Section 65302.15 to the California Government Code (amended by AB 1409), which went into effect in January 2022. AB 747 requires local governments to identify the capacity, safety, and viability of evacuation routes and locations in their general plan safety element or local hazard mitigation plan.

REGIONAL

Southern California Association of Governments

SCAG is a regional council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, which encompass over 38,000 square miles. SCAG is the federally recognized metropolitan planning organization for this region and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the Southern California region's metropolitan planning organization, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents. The City of Ontario is in the San Bernardino County Transportation Agency (SBCTA) subregion of SCAG.

Connect SoCal 2024

SCAG adopted its current RTP/SCS, "Connect SoCal 2024," in April 2024 to provide a long-range vision for the SCAG region. Connect SoCal 2024 expands land use and transportation strategies established from previous cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal 2024 contains plans and projections for the region's future. Like other RTPs/SCSs, Connect SoCal 2024 provides a policy framework for preparing local plans and handling issues of regional significance, such as land use and housing, open space and biological habitats, water, energy, air quality, solid waste, transportation, security and emergency preparedness, economy, and education. Connect SoCal 2024 also strives to achieve broader regional objectives, such as encouraging diverse housing construction in areas supported by multiple transportation options; promoting development of complete streets that prioritize safe opportunities to walk, bike, and pursue other forms of active transportation; leveraging new transportation technologies and data-driven solution to efficient travel; and promoting conservation of natural lands. Connect SoCal 2024 advances regional planning by incorporating an integrated approach between SCAG, state and local governments, transportation commissions, resources agencies and conservation groups, the private sector, and the general public. See Section 3.11, *Land Use and Planning*, of this SEIR.

San Bernadino County Transportation Authority

Countywide Transportation Plan

The SBCTA, formerly known as the San Bernardino Associated Governments (SANBAG), prepared an interim update, released in 2021, to the Countywide Transportation Plan. The plan lays out a strategy for long-term investment in and management of San Bernardino County's regional transportation assets (SBCTA 2021).

Nonmotorized Transportation Plan

SBCTA updated the San Bernardino County Non-motorized Transportation Plan in June 2018. The goal of the plan is to develop an integrate nonmotorized transportation systems and identify sources of funds to implement increased bicycle and pedestrian access, increased travel by cycling and walking, routine accommodation in transportation and land use planning, and improved bicycle and pedestrian safety. The plan lays out design guidelines, bikeway and pedestrian system recommendations, implementation strategies and priorities, and funding opportunities. It points out that local jurisdictions are ultimately responsible for implementing projects in the plan. SBCTA serves in an advisory role by identifying projects on the regional network, providing advisory support for project development, supporting local education and safety efforts, encouraging the incorporation of nonmotorized facilities into general and specific plans, working to identify grant opportunities, etc. (SBCTA 2018).

Short-Range Transit Plan

SBCTA developed a short-range transit plan to help guide transit service improvements in the region over the next 5 years. The plan identifies transit service plans and helps prioritize major capital improvement projects for the region's transit needs. Goals of the short-range transit plan include connectivity between the various transit agencies in the county, facilitating transit travel between regions in the county and between the county and surrounding counties, and cost-effective accessibility programs for seniors and persons with disabilities. The short-range transit plan was released in December 2016 (SBCTA 2016b).

Long-Range Transit Plan

SBCTA developed a long-range transit plan to address the county's current and future travel challenges and create a transportation system that can increase the role of transit in the future. The plan establishes a transit vision for the next 25 years, prioritizes goals and projects for transit growth, and prioritizes connecting land use and transportation strategies. The plan developed four alternatives—"baseline" (with existing transit services), "plan" (existing transit and currently planned improvements), "vision" (existing transit, planned improvements, and rapid bus and rail), and "sustainable land use" (redistributing growth to transit corridors and

creating transit-oriented developments at station areas). The long-range transit plan was released in April 2010 (SBCTA 2010).

Points of Interest Pedestrian Plan

SBCTA developed a Countywide Points of Interest Pedestrian Plan to assist member agencies with the development of tools and guidelines for identifying and prioritizing pedestrian improvements. The project's goals include connecting various SBCTA member agencies and synchronizing project planning and implementation, given that each agency has different pedestrian accommodations, capital improvement programs, and maintenance regimes. (SBCTA 2019).

Congestion Management Program for San Bernardino County

The congestion management program for San Bernardino County, published and periodically updated by SBCTA, defines a network of state highways and arterials in the county and provides guidelines regarding LOS standards, impact criteria, and a process for mitigation of impacts on program facilities in the county. The congestion management program was last updated in June 2016 (SBCTA 2016a).

LOCAL

Development Impact Fees

The City of Ontario maintains development impact fees for projects in the City. The fees are updated periodically. They include fees assessed per dwelling unit, per hotel room, or per square foot and include fees for regional and local street improvements.

Traffic and Transportation Guidelines

The City engineer reviews proposed residential, commercial, and industrial development projects for consistency with the City's Traffic and Transportation Guidelines (Ontario 2013) and provides engineering input as well as conditions of approval for proposed projects.

3.17.2 Existing Conditions

POLICY PLAN AMENDMENT

Existing Roadway Network

The City of Ontario circulation system includes three freeways, an international airport, 2 main lines of the Union Pacific Railroad (UPRR), one Metrolink rail line, and a system of arterial and local streets.

Roadway Classification

TOP 2050 Mobility Element roadway classifications are shown on Figure 5.17-1, *Roadway Classifications*. TOP 2050's Functional Roadway Classification Plan shows the hierarchy of Ontario's roadway system, consistent with the guidelines of the Federal Highway Administration:

Freeway. Freeways are limited-access, high-speed travel ways in the state and federal highway systems.

Other Principal Arterials. Other Principal Arterials serve the major centers and corridors of activity, carry the highest volumes of traffic, and serve the longest trips of all city roadways. Other Principal Arterials typically accommodate 4 to 8 lanes of traffic and medians.

Minor Arterials. Minor arterials accommodate less traffic than Other Principal Arterials and are for trips of moderate length. Minor Arterials allow more access to abutting properties than Other Principal Arterials, so speeds are lower. Minor Arterials connect the community but ideally should not penetrate residential neighborhoods. The roadway configuration and right-of-way width vary depending on local conditions, but typically accommodate four to 6 lanes of traffic and medians.

Collector Streets. Collector streets provide access to abutting properties and traffic circulation within residential neighborhoods and business areas. Collector streets allow access to local and arterial roadways. The roadway configuration and right-of-way width vary depending on local conditions, but typically accommodate 2 to 4 lanes of traffic.

Local Streets. The primary function of a local street is to provide direct access to abutting properties. Local streets rarely have more than 2 travel lanes, and speed limits are generally low; they are not intended for through traffic. Local streets are not on the Functional Roadway Classifications map because they are not considered part of the backbone circulation system.

Enhanced Intersection. Enhanced Intersections may include additional lanes, reduced median width, increased right-of-way width, removal of on-street bike lanes, or reduction of parkway width to increase capacity, improve operations, and respond to local demands. Detailed engineering studies are necessary to identify the most effective and feasible types of improvements.

The ultimate number of lanes needed on each roadway as well as the right-of-way requirements are identified in the City's Master Plan of Street and Highways.

Traffic Management Center

The City of Ontario also maintains a traffic management center that enhances traffic signal coordination and monitoring in the City. Key functions include to:

- Implement a dynamic selection of traffic signal timings.
- Provide coordination among various agencies.
- Monitor traffic signal equipment and dispatch resources to fix malfunctioning equipment.
- Provide traffic detection and surveillance.
- Modify arterial traffic signal timing when an incident happens on a freeway.
- Manage incidents and special events or emergency evacuations.

Truck Routes

The City has designated certain roadways for the purpose of channeling large trucks through and within the City. In addition, the state of California has identified Mission Boulevard and parts of Milliken Avenue and Jurupa Street as extralegal load limit streets, as defined by the California Vehicle Code Section 320.5.[1] Figure 2-8, *Current Truck Routes*, in Chapter 2, *Project Description*, illustrates the existing designated truck routes in Ontario and the connections to truck routes in adjacent cities.

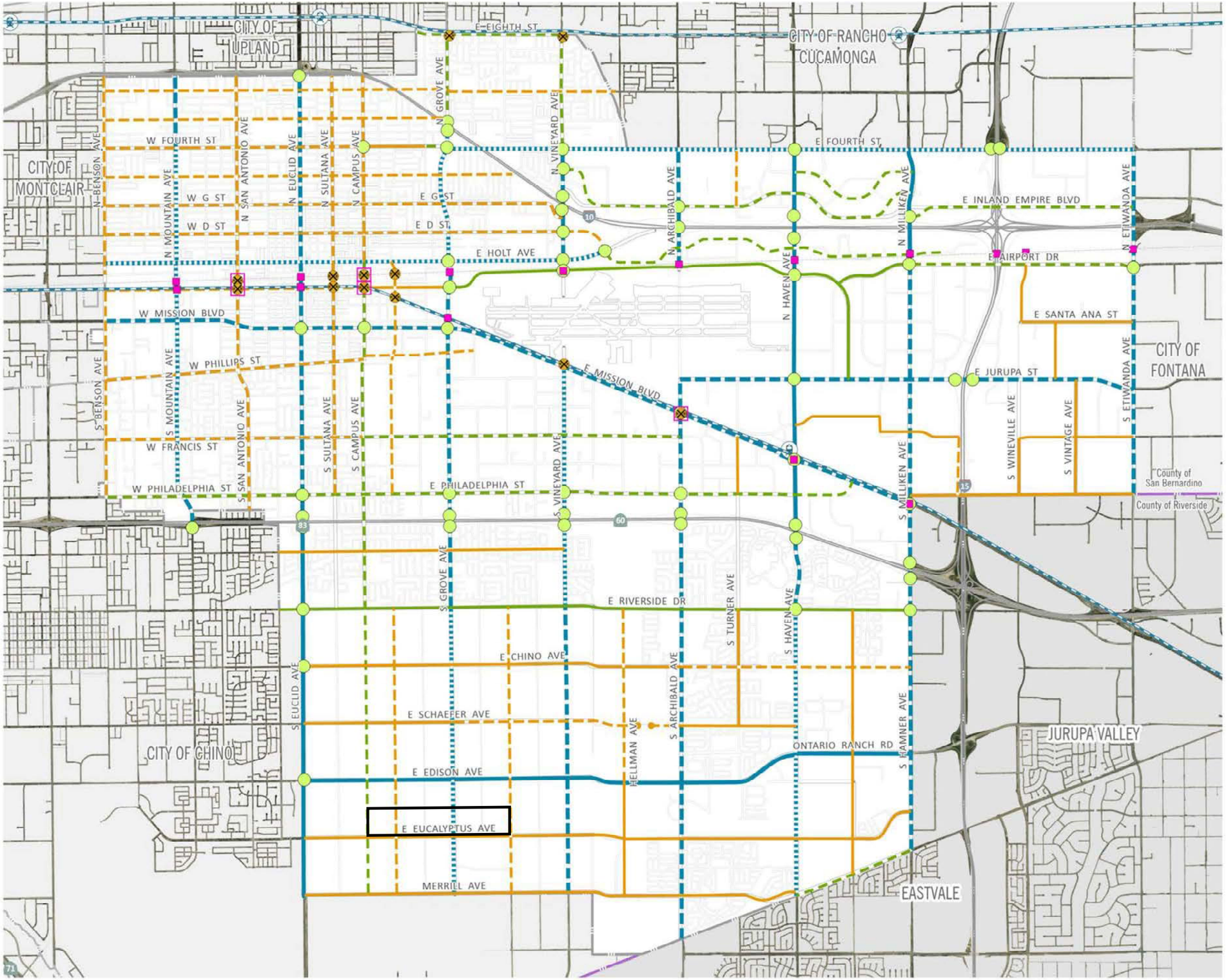
Rail Lines and Crossings

Two major east-west freight lines traverse Ontario. A third east-west line runs just north of the northern boundary of the City. The northern route through the City is the UPRR Alhambra Subdivision Line, which begins at the Ports of Los Angeles/Long Beach and runs through Los Angeles, Pomona, Colton, and points farther east. The southern route is the UPRR Los Angeles Subdivision Line, which also begins at the Ports of Los Angeles/Long Beach and runs through Pomona, but travels southeast to Riverside and points farther east.

[1] An extralegal load is a single unit or an assembled item which, due to its design, cannot be reasonably reduced or dismantled in size or weight so that it can be legally transported as a load without a permit.

Figure 3.17-1

Roadway Classifications



- Ontario City Boundary
- County Boundary

Rail Crossings

- Existing At-Grade Crossing
- Existing Grade-Separated Crossing
- Future Grade-Separated Crossing
- Enhanced Intersections
- Metrolink
- Metrolink Station

Roadway Classification

- Principal Arterial 8 Lanes
- Principal Arterial 6 Lanes
- Principal Arterial 4 Lanes
- Minor Arterial 6 Lanes
- Minor Arterial 4 Lanes
- Collector 4 Lanes
- Collector 2 Lanes
- EBPSP Boundary

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025 Date: 12/20/25

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The UPRR main lines run parallel to each other from the western boundary of the City to Campus Avenue. The Alhambra Subdivision Line continues east along the northern boundary of Ontario International Airport (ONT) north of Airport Drive, and the Los Angeles Subdivision Line turns southeast along the south side of ONT and the north side of Mission Avenue. Metrolink's Riverside County Line runs on the southern tracks, and the Amtrak Sunset Limited runs on the northern tracks. The rail line that traverses north of the City is Metrolink's San Bernardino Line. The Burlington Northern Santa Fe railroad has trackage rights on that line.

Both UPRR tracks are grade separated at Mountain Avenue and Euclid Avenue in the western part of the City. The northern tracks are grade separated at Grove Avenue, Vineyard Avenue, Archibald Avenue, Haven Avenue, and Milliken Avenue. The southern tracks are grade separated at Grove Avenue, Haven Avenue, and Milliken Avenue.

Existing Transit Facilities

Bus Transit

Omnitrans Transit Agency provides local transit service throughout San Bernardino County, including Ontario. Omnitrans provides countywide bus service and currently has 5 bus routes in the City that provide connections between rail stations, ONT, major employment and shopping centers, and residential areas.

Transit routes and transfer centers are shown on Figure 3.17-2, *Public Transit Plan*. There are 3 transfer centers in Ontario. The first is at the Civic Center on Sultana, between Holt and D; the second is at the Ontario Mills Mall; and the third is at ONT. Omnitrans provides connections to other regional bus services such as Foothill Transit, Los Angeles Metropolitan Transit Agency, and others.

Rail Facilities

Metrolink

Commuter train service in the City of Ontario is provided by Metrolink, which operates 6 commuter rail lines throughout southern California. The Riverside County Line runs between Los Angeles Union Station and downtown Riverside on Mondays through Fridays between 4:30 am and 8:00 pm, passing through Ontario. There is no Metrolink service on this line on Saturdays or Sundays. There is one Metrolink station in Ontario, off of Haven Avenue on Francis Street. This station is served by Omnitrans Bus Route 81. The Metrolink San Bernardino line is less than a mile north of the northern City limit of Ontario. Nearby stations on this line are at Milliken Avenue and Campus Avenue.

Amtrak

Amtrak has one route that regularly stops in Ontario, the Sunset Limited route, which travels between Los Angeles and New Orleans, Louisiana. The Amtrak stop in Ontario is near the Ontario transfer center on Emporia and Lemon (about one block from Holt and Sultana). This service arrives and departs on Sunday, Wednesday, and Friday.

Existing Bicycle Facilities

There are 4 bicycle facility classifications recognized by the City of Ontario:

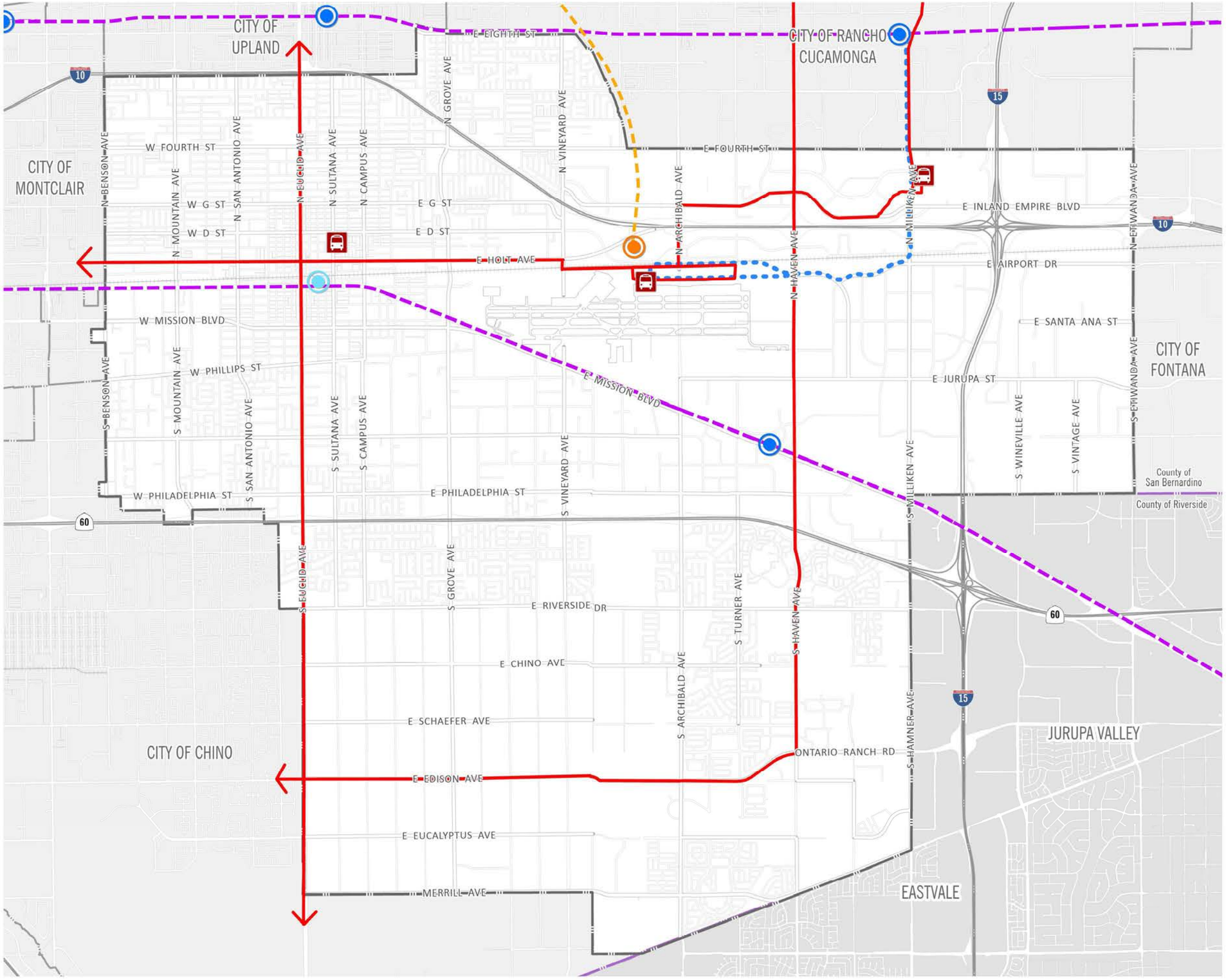
- **Class I Bikeways (Bike Paths).** Class I bicycle facilities are bicycle trails or paths that are off-street and separated from automobiles. They are a minimum of 8 feet in width for two-way travel and include bike lane signage and designated street crossings where needed. A Class I Bike Path may parallel a roadway (within the parkway) or may be a completely separate right-of-way that meanders through a neighborhood or along a flood control channel or utility right-of-way.

- **Class II Bikeways (Bike Lanes).** Class II bicycle facilities are striped lanes that provide bike travel and can be located next to either a curb or parking lane. If next to a curb, a minimum width of 5 feet is recommended;. however, a bike lane adjacent to a parking lane can be 4 feet in width. Bike lanes are exclusively for the use of bicycles and include bike lane signage, special lane lines, and pavement markings. A painted buffer can also be added to provide additional separation between motorists and cyclists.

- **Class III Bikeways (Bike Routes).** Class III Bikeways are streets providing for shared use by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, signage both by the side of the street and stenciled on the roadway surface alerts motorists to bicyclists sharing the roadway space and denotes that the street is an official bike route.

- **Class IV Bikeways (Cycle Tracks).** Class IV bicycle facilities, sometimes called cycle tracks or separated bikeways, provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and are protected from vehicular traffic via vertical separations (e.g., grade separation, flexible posts, inflexible physical barriers, on-street parking). California Assembly Bill 1193 (AB 1193) legalized and established design standards for Class IV bikeways in 2015.

Figure 3.17-2
Public Transit Plan



- County Boundary
- Ontario City Boundary
- Railroad

Transit Centers

- Existing Bus Transfer Center
- Existing Metrolink Station
- Amtrak Station/Proposed Metrolink Station
- Future Multimodal Transportation Center
- BRT Corridor
- Metro Goldline Extension
- Metrolink Line
- Ontario Airport Loop

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2020 Date: 1/5/26

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SPECIFIC PLAN

The existing roadway system, truck routes, transit service, and pedestrian facilities in the EBPSP study area are described below.

Existing Circulation System

State Route 60 (SR-60) is located approximately 2.2 miles north of the Specific Plan area and is accessible via the Grove Avenue on- and off-ramps. State Route 83 (SR-83) is located approximately 0.5 miles west of the Specific Plan area and is accessible via Ontario Ranch Road and Eucalyptus Avenue. Interstate 15 (I-15) is located approximately 4.5 miles east of the Specific Plan area and is accessible via the Edison Avenue/Ontario Ranch Road on- and off-ramps or the Limonite Avenue on- and off- ramps.

Direct access to the EBPSP area is provided by Campus Avenue to the west, Eucalyptus Avenue to the south, and Walker Avenue to the east. Additionally, Bon View Avenue and Grove Avenue provide access through the Specific Plan area in the north-south orientation.

Existing Truck Routes

Current City-designated truck routes within the Specific Plan area include Ontario Ranch Road, and Merrill Avenue in an east/west orientation, and Euclid Avenue and Archibald Avenue in a north/south orientation.

Existing Transit Services

The City of Ontario is currently served by Omnitrans, a public transit agency serving various jurisdictions within San Bernardino County. The following bus and transit facilities are located near the Specific Plan area:

- Omnitrans Bus Route 83, located approximately 0.6 miles to the west along Euclid Avenue.
- Omnitrans Bus Route 87, located approximately 1.8 miles to the north along Riverside Drive.

Bicycle and Pedestrian Facilities

There are limited pedestrian facilities in the vicinity of the Specific Plan area. Field observations indicated light pedestrian and bicycle activity in the area.

3.17.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to transportation if it would:

a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

d) Result in inadequate emergency access.

THRESHOLD GUIDANCE

VMT Thresholds

"City of Ontario Resolution Adopting Vehicle Miles Traveled Thresholds" (June 2020) outlines the methodology for VMT assessment for land use projects and defines adopted thresholds of significance for impact assessment, as shown below. This transportation impact assessment compares VMT generated by the Policy Plan Amendment and EBPSP (proposed project) to VMT generated by the current TOP 2050 (approved project), reviewing total VMT and per capita VMT to provide a comprehensive assessment.

The Ontario thresholds of significance for use as part of the environmental review process under CEQA, as defined in the City's VMT Impact Thresholds, are defined for General Plans and Specific Plans. The thresholds of significance are:

- **Project Threshold: Origin Destination (OD) Method VMT/SP.** Any increase in the citywide average VMT per service population (VMT/SP) of the proposed project compared to the current TOP 2050 (approved project) would be considered a significant impact.

- **Cumulative Impact: Boundary Method Total VMT.** Any increase in the total citywide daily VMT of the proposed project calculated using the Boundary Method compared to the current TOP (approved project) would be considered a significant impact.

Multimodal Facility Impacts

A significant impact would occur to transit, bicycle, and/or pedestrian facilities if the project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

METHODOLOGY

Policy Plan Amendment

The San Bernardino Traffic Analysis Model Plus (SBTAM+) was utilized to estimate VMT for the proposed project. The model has an updated base year land use that reflects a 2019 base year and a 2050 future year, consistent with the 2024 SCAG RTP/SCS. The future year land use datasets and roadway network in Ontario were updated to be consistent with a 2050 future year that reflects the buildout of the current TOP 2050 (approved project) and the proposed project, which includes all land use changes associated with the Policy Plan Amendment, including the EBPSP. Table 3.17-1, *Approved TOP 2050 VMT*, and Table 3.17-2, *Proposed Project VMT*, show the VMT of the approved project and proposed project, respectively, using 3 VMT methodologies (described below)—Project/Attraction (PA) VMT for informational purposes; VMT using the Origin-Destination (O-D) methodology for the Transportation (VMT/SP), Air Quality, Energy, GHG, and Noise sections; and Boundary method VMT to identify total VMT impacts under the City of Ontario VMT methodology.

Table 3.17-1 Approved TOP 2050 VMT

Scenario	Total Daily VMT	VMT/Resident or VMT/Employee	VMT/SP
Origin-Destination VMT (Trucks + Autos)	27,526,298	—	38.74
Home-Based Production VMT (Residents)	5,087,850	12.37	—
Home-Based-Work Attraction VMT (Employees)	6,551,999	21.90	—
City Boundary VMT	11,416,710	—	16.07

Source: Appendix K1 (based on SBTAM+).

Note: The approved project scenario is based on a service population of 710,472 people (411,268 residents + 299,204 employees).

Table 3.17-2 Proposed Project VMT

Scenario	Total Daily VMT	VMT/Resident or VMT/Employee	VMT/SP
Origin-Destination VMT (Trucks + Autos)	28,279,218	—	38.80
Home-Based Production VMT (Residents)	5,444,093	12.73	—
Home-Based-Work Attraction VMT (Employees)	6,660,586	22.13	—
City Boundary VMT	11,758,292	—	16.13

Source: Appendix K1 (based on SBTAM+).

Note: The proposed project scenario is based on a service population of 728,776 people (427,741 residents + 301,035 employees).

Production/Attraction VMT

The Production/Attraction (PA) method for calculating VMT sums all weekday VMT generated by trips with at least one trip end in the study area by trip purpose. The PA method tracks trips with at least one trip end in the analysis area to/from their ultimate destination unless that destination is outside of the model boundary area. Productions are land use types that generate trips (residences), and attractions are land use types that attract trips (employment). Productions and attractions are converted from person trips to vehicle trips for the purposes of calculating VMT for transportation impacts.

The PA method allows project VMT to be evaluated based on trip purpose (e.g., commute VMT), which is consistent with the Governor's Office of Land Use and Climate Innovation's (LCI) recommendations in a Technical Advisory (LCI 2018). PA matrices do not include truck trips or external trips that have one trip end outside of the model boundary, and therefore do not include these trips in the VMT estimates. This is not consistent with the LCI's recommendations, which suggest full accounting of VMT.

Origin-Destination VMT

The O-D method for calculating VMT sums all weekday VMT generated by trips with at least one trip end in the study area and tracks those trips to their estimated origins/destinations within the model boundary. The O-D method is completed after the final loops of assignment in the travel demand model (after person trips have been converted to total vehicle trips). Origins are all vehicle trips that start in a specific traffic analysis zone, and destinations are all vehicle trips that end in a specific traffic analysis zone. The O-D method accounts for external and truck trips and therefore provides a more complete estimate of all VMT in the study area. This

methodology is used to estimate VMT for the Air Quality, Noise, and Energy sections of this SEIR (see Appendix K1 for the Policy Plan Amendment and Appendix K2 for the EBPSP).[2]

Boundary Method VMT

The boundary method is the sum of all weekday VMT on a roadway network within a designated boundary. Boundary method VMT estimates VMT by multiplying the number of trips on each roadway segment by the length of that segment. This approach uses all trips, including those that do not begin or end in the designated boundary, and is another way to summarize VMT. This is the only VMT method that captures the effect of cut-through and/or displaced traffic. The boundary used in the VMT assessment is the Ontario city limits.

Specific Plan

The traffic modeling and forecasting was performed following the City's TIA Guidelines. SBTAM+ was utilized to estimate VMT for the analysis scenarios. The SBTAM+ roadway network and socio-economic data within the City of Ontario were updated to be consistent with TOP, for the horizon year 2050. Outside of the City of Ontario, this model assumes datasets consistent with the 2024 SCAG Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) with a base year of 2019 and future year of 2050.

Socio-Economic Assumptions

The EBPSP site spans the southern half of two separate Transportation Analysis Zones (TAZs) (53653201 and 53669101). Socio-Economic Data (SED) was isolated into one TAZ (53653201) to ensure the overlapping residential-based uses (isolated into the other TAZ [53669101]) would not influence the EBPSP-level VMT assessments. Furthermore, the Policy Plan Amendment land use changes were also coded in the model to represent the With EBPSP conditions. SBTAM+ SED inputs include total change in forecasted households, residents, and employment that represent the No EBPSP and With EBPSP conditions.

Truck Forecasting and Model Post-Processing

While SBTAM+ is identified as the preferred tool to forecast VMT for transportation impact analyses, there are some limitations of the model that were accounted for following the model runs to improve accuracy and best reflect the EBPSP. Specifically, the truck model within SBTAM+ was overwritten to best reflect the detailed truck trip generation, distribution and

[2] The air quality, energy, and GHG analyses also account for the recommendations of CARB's Regional Targets Advisory Committee (RTAC). Under the RTAC methodology, 100 percent of internal-to-internal trips and 50 percent of internal-to-external or external-to-internal trips are accounted for. RTAC forecasts are included in Appendix K1 (see Table 7, *RTAC VMT Forecasts*).

assignment forecast that was prepared as part of the EBPSP Traffic Study Scoping Agreement (2025), which was determined as the most appropriate representation of the EBPSP.

In addition to the truck assignment, EBPSP truck VMT from SBTAM+ was reviewed to ensure that truck trip lengths accurately reflect the heavy vehicle distribution origins and destinations. EBPSP truck trip lengths estimated in SBTAM+ were compared against statewide averages and were found to be underrepresenting truck VMT. Therefore, truck trip lengths were overwritten with City average truck trip length data extracted from the California Statewide Freight model to best estimate truck VMT.

As the EBPSP truck assignment was applied during post-processing, so was the accounting of the new City-wide truck routes. The net change in VMT was adjusted for trucks and autos between the future year no EBPSP truck routes and future year plus EBPSP truck routes. Since the latter prohibits trucks from operating along segments (i.e. Archibald Avenue between Merrill Avenue and SR-60, and Ontario Ranch Road Avenue between Euclid Avenue and Walker Avenue) trucks were rerouted, adding mileage to their journey. To calculate the net truck VMT increase, the total net increase in truck trips was multiplied by the average route net mileage increase for each route that would be impacted by the truck route prohibition. The auto backfill effect was calculated assuming one truck represents three Passenger Car Equivalents (PCE) at a 50 percent elasticity. Thus, auto trips would backfill onto more direct routes, now not allowable to trucks.

VMT Forecasts

VMT for the EBPSP using SBTAM+ is shown in Table 5.17-3, *EBPSP VMT*. Baseline EBPSP (year 2025) VMT was estimated by interpolating between VMT forecasted between the SBTAM+ base year model (year 2019) and future year model (year 2050). The City's project-level and cumulative impact thresholds were then applied to appropriate metrics to understand the EBPSP's effect on VMT.

Table 3.17-3 EBPSP VMT

Scenario	Total Daily VMT	VMT / Employee	VMT/SP
Year 2025			
Origin-Destination VMT (Trucks + Autos)	134,223	—	84.43
Home-Based-Work Attraction VMT (Employees)	34,606	21.77	—
City Boundary VMT	8,686,543	—	21.90
Year 2050			
Origin-Destination VMT (Trucks + Autos)	132,565	—	83.39
Home-Based-Work Attraction VMT (Employees)	32,603	20.51	—
City Boundary VMT	11,758,292	—	16.13

Source: Appendix K2.

Note: The EBPSP scenario is based on a service population of 1,590 people (0 residents and 1,590 employees).

EBPSP Traffic Impact Analysis

While SB 743 eliminated auto delay, level of service, and similar measures of vehicular capacity or traffic congestion as the sole basis for determining significant impacts under CEQA, a Traffic Impact Analysis was conducted for the EBPSP and is included as Appendix K3 to this Draft SEIR. The purpose of the traffic study is to evaluate the potential circulation system deficiencies that may result when the EBPSP is developed and where circulation system improvements are needed to maintain acceptable levels of service consistent with the City's General Plan level of service goals and policies. The results of the level of service (LOS) assessments for both Opening Year (2031) and Horizon Year (2050) traffic conditions are also summarized in Table 1-4 of Appendix K3. The traffic study included transportation infrastructure improvements recommendations to maintain Consistency with TOP 2050 mobility policies (see Table 1-5 and Table 1-6 in Appendix K3) and on-site circulation recommendations to maintain site access and acceptable peak hour operations for the EBPSP, which will be included as Conditions of Approval for the Specific Plan (see also Exhibits 1-5, 1-6, and 1-7 in Appendix K3).

3.17.4 Relevant New and Modified General Plan Policies

The proposed project includes modifications to the following TOP 2050 policies related to transportation.

- **M-1.9 Safe Systems Approach**. Implement a Safe Systems Approach into roadway design, evaluating roadway safety holistically to account for human behavior, vulnerable road users, and infrastructure design.

- **M-1.10 Priority Safety Corridors**. Identify roadways with a higher concentration of collisions and prioritize safety improvements to reduce collisions, with an emphasis on pedestrians, and bicyclists.

- **M-3.1 Transit Partners**. We maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available, cost-efficient, and convenient, particularly for residents in environmental justice areas, and within housing element strategy areas where sites suitable for lower-income housing development were identified in the sites inventory.

- **M-4.1 Truck Routes.** We designate and maintain a network of City truck routes that provide for the safe and efficient transport of goods while minimizing negative impacts on local circulation and noise- and- vibration- sensitive land uses, as shown on Exhibit M-04, Truck Routes. We will minimize conflicts on truck routes through the design and implementation of buffers between travel lanes and pedestrian and bicycle facilities on designated truck routes.

3.17.5 Environmental Impacts

2022 CERTIFIED EIR

The Certified EIR identified that the approved project is consistent with adopted policies, plans, or programs regarding public transit, bicycle, and pedestrian facilities and the performance and safety of such facilities and would not combine with other area projects to result in significant impacts to such facilities. Impacts associated with alternative transportation policies were identified as a less-than-significant impact. The Certified EIR identified that the approved project's impacts on emergency response and evacuation are less than significant. The Certified EIR identified that the Mobility Element adequately addresses potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access.

The Certified EIR identified that the approved project would result in a significant cumulative impact for vehicle miles traveled (VMT) as a result of a substantial increase in population in the City. The Certified EIR includes Mitigation Measure TRA-1-PP (former MM T-1), which requires

discretionary projects in the City to demonstrate compliance with the City's VMT Guidelines; however, cumulative impacts were identified as a significant and unavoidable impact of the approved project.

PROPOSED PROJECT

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

The Certified EIR found that the recommended circulation plan of the approved project would comply with adopted policies, plans, and programs for alternative transportation. The proposed project includes additional goals and policies to address alternative transportation systems. Section 3.11, *Land Use and Planning*, includes a consistency analysis with SCAG's Connect SoCal.

Policy Plan Amendment

The Policy Plan Amendment includes an update to the City network of truck routes to comply with AB 98. In addition, the Policy Plan Amendment includes minor updates to the City's multipurpose trails and bikeways, as shown on Figure 5.17-3, *Multipurpose Trails & Bikeway Corridor Plan*.

Transit

The proposed project does not include any changes to the Public Transit Plan as included in TOP 2050 (see Figure 3.17-2, *Public Transit*). The Public Transit Plan would continue to focus on providing efficient connectivity and integration via coordinated bus transfer centers and multimodal terminals. Therefore, implementation of the proposed project would not interfere with or obstruct the implementation and usage of transit.

Nonmotorized Transportation

The proposed project would include minor updates to multipurpose trails and bikeways, as shown in Figure 3.17-3. The minor updates would not change any existing policies on nonmotorized transportation as included in TOP 2050. The updates to the multipurpose trails and bikeways would be a result of the updates to the truck network and would better align the trails and bikeways in the City. Therefore, implementation of proposed project would not interfere with or obstruct the implementation and usage of nonmotorized transportation.

Connect SoCal

TOP 2050 is consistent with Connect SoCal, as shown in Section 3.11, *Land Use and Planning*. The goals of the RTP/SCS focus on transit, transportation and mobility, and protection of the environment and health of residents.

The proposed project is broadly consistent with the spirit of this plan because it encourages denser growth and more housing opportunities within a planned urban area and near existing and proposed transit, which is essential to the Sustainable Communities Strategy. Key goals and policies of the plan related to transportation were reviewed to verify consistency:

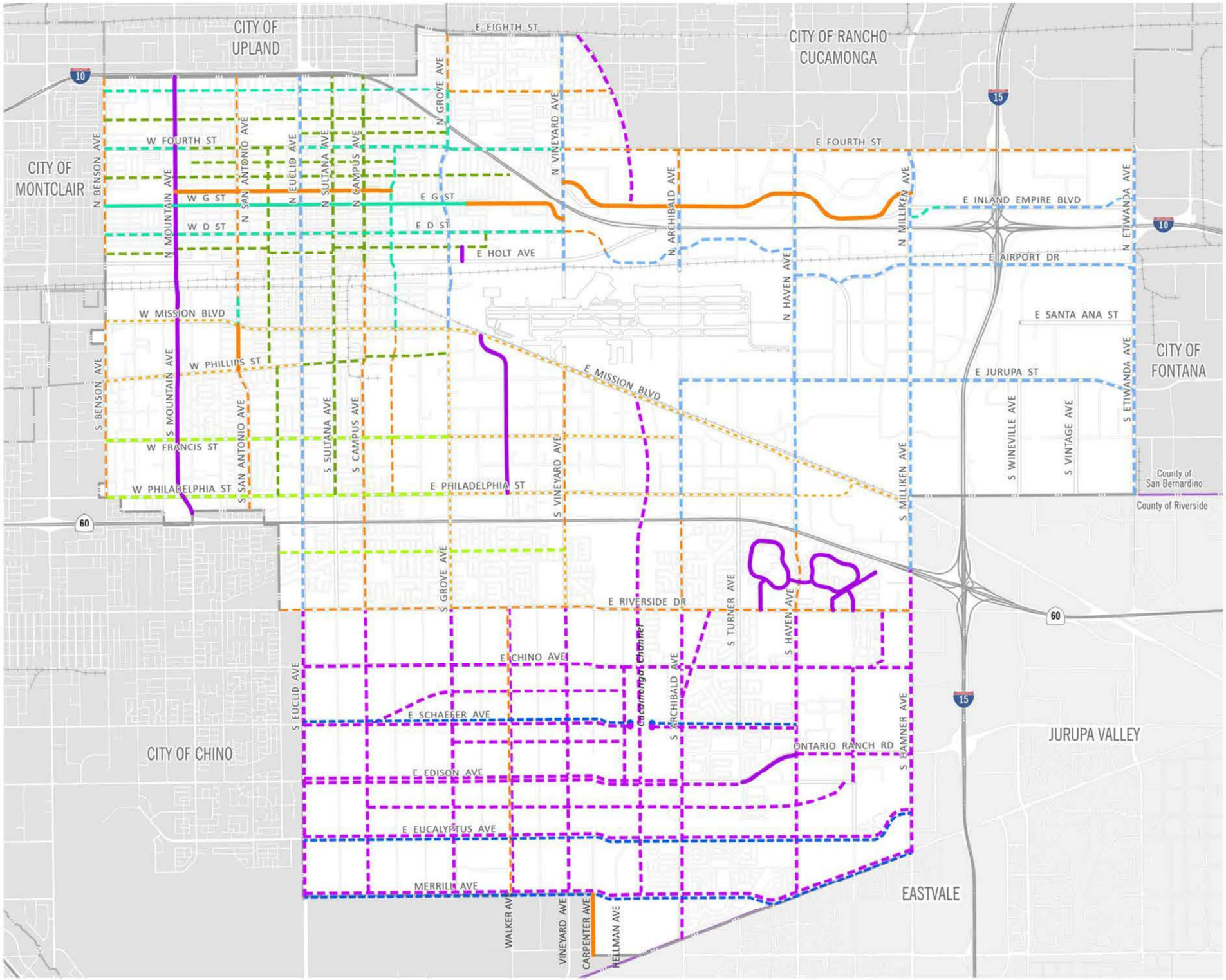
- **Mobility goals and policies** focus on system preservation and resilience, complete streets, transit and multimodal integration, transportation system management, transportation demand management, technology integration, safety, and funding the system/user fees. The land use changes associated with the Policy Plan Amendment do not propose any transportation policies or conditions that would conflict with any of these policies. There is no proposal to expand roadways or any element that would conflict with regional transportation investment strategies. Lastly, the proposed truck routes aim to remove truck routes nearest to sensitive receptors, which tend to be areas of higher pedestrian activity, therefore resulting in improved safety. Therefore, the proposed project would be consistent with SCAG's mobility goals and policies.

- **Communities goals and policies** focus on Priority Development Areas, housing in the region, 15-minute communities, and equitable engagement and decision-making. The proposed project increases housing density and results in an increase in housing in Ontario, which is in sync with these goals and objectives. The proposed project also promotes "15-minute communities" as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities) across the region. The proposed project supports the previous goals of TOP 2050 that promote accessibility and affordability to vulnerable communities. Therefore, the proposed project would be consistent with SCAG's community goals and policies.

- **Environment goals and policies** focus on sustainable development, air quality, clean transportation, natural and agricultural lands preservation, and climate resilience. The proposed truck routes (see Figure 2-9 in Chapter 2, *Project Description*) minimizes the number of people exposed to emissions along the City's truck routes, thereby promoting local and regional efforts to improve air quality for vulnerable populations and sensitive receptors (as defined by AB 98 and SB 415). The land use changes associated with the Policy Plan Amendment do not propose any change to the transportation system or planning that would conflict with environmental policies. Therefore, the proposed project would be consistent with SCAG's environmental goals and policies.

Figure 3.17-3

Multipurpose Trails & Bikeway Corridor Plan



- Ontario City Boundary
- County Boundary
- Rail Network

Existing Trail & Bike Network

- MultipurposeTrail / Bike Path (Class I)
- Bike Lane (Class II)
- Bike Route (Class III)

Proposed Trail & Bike Network

- MultipurposeTrail / Bike Path (Class I)
- Bike Lane (Class II)
- Buffered Bike Lane (Class II)
- Bike Lane (Class II)/Bike Route (Class III)
- Bike Boulevard (Class III)
- Bike Route (Class III)
- Separated Bike Lane (Class IV)
- Additional Studies Required

2 · 0 · 5 · 0
THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2026 Date: 2/27/2026

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- **Economy goals and policies** focus on goods movement, broadband, universal basic mobility, workforce development, and tourism. The proposed truck routes (see Figure 2-9) prioritize environmental justice concerns by limiting exposure of sensitive receptors. The focused higher density of the Policy Plan Amendment, specifically in Ontario Ranch, broadens safe and efficient access to a range of mobility services that improve connections to jobs, education, and basic services. The proposed land use changes associated with the Policy Plan Amendment do not propose any change to the transportation system or planning that would conflict with economic policies. Therefore, the proposed project would be consistent with SCAG's economy goals and policies.

Summary

As described above, the proposed project supports Connect SoCal 2024's VMT-reduction goals. The proposed project would not result in a new or a substantial increase in magnitude of impacts related to consistency with transit, bicycle, and pedestrian plans compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Circulation system and mobility plans and policies applicable to the EBPSP include SCAG's Connect SoCal, San Bernardino County CMP, and the City of Ontario Policy Plan Mobility Element. An analysis of the EBPSP's potential to conflict with these plans is presented below.

SCAG 2024-2050 RTP/SCS

SCAG's Connect SoCal seeks to improve mobility, promote sustainability, facilitate economic development, and preserve the quality of life for the residents in the region. Table 3.11-1, *Policy Plan Amendment Consistency with SCAG Connect SoCal*, presented in Section 3.11, *Land Use and Planning*, of this SEIR, addresses the Specific Plan's consistency with SCAG's Connect SoCal. As shown, the EBPSP would not conflict with any applicable 2024-2050 Connect SoCal policies. The Specific Plan would contribute to a safe, multimodal network and would include roadway improvements to accommodate site access. Consistency with Connect SoCal illustrates consistency with goals set forth for the region. As demonstrated, implementation of the EBPSP would not conflict with the goals and policies of SCAG's regional planning program.

San Bernardino County Congestion Management Plan

The intent of the CMP is to provide the analytical basis for transportation decisions. Although implementation of the CMP was made voluntary by the passage of AB 2419, the CMP requirement has been retained in all 5 urban counties within the SCAG region. The goals of the San Bernardino County CMP are to:

Goal 1. Maintain or enhance the performance of the multimodal transportation system and minimize travel delay.

Goal 2. Assist in focusing available transportation funding on cost-effective responses to subregional and regional transportation needs.

Goal 3. Provide for technical consistency in multimodal transportation system analysis.

Goal 4. Help to coordinate development and implementation of subregional transportation strategies across jurisdictional boundaries.

Goal 5. Anticipate the impacts of proposed new development on the multimodal transportation system, provide consistent procedures to identify and evaluate the effectiveness of mitigation measures and provide for adequate funding of mitigations.

Goal 6. Promote air quality and improve mobility through implementation of land use and transportation alternatives or incentives that reduce both vehicle trips and miles traveled and vehicle emissions.

EBPSP would not impede the ability to maintain or enhance the performance of the multimodal transportation system. The EBPSP would include roadway improvements to serve internal circulation needs and minimize impacts to travel delay. None of the proposed roadway improvements would interfere with existing or potential future improvements to the County's multimodal transportation system. The EBPSP would participate in the City's Development Impact Fee program, which is coordinated with regional planning efforts to meet regional transportation needs and to provide for adequate funding of mitigation for impacts of new development, consistent with the CMP. The CMP System LOS Element and Performance Measures Element also contain LOS standards for CMP designated highways and roadways, which are reflected in the Traffic Analysis prepared for the EBPSP (SEIR Appendix K3). Accordingly, the Specific Plan would not conflict with the San Bernardino County CMP.

City of Ontario Policy Plan Mobility Element

Table 3.11-3, *EBPSP Policy Plan Consistency Analysis*, presented in Section 3.11, *Land Use and Planning*, of this SEIR, addresses the Specific Plan's consistency with the City of Ontario Policy Plan Mobility Element. Consistency with the City's Mobility Element illustrates consistency with transportation goals set forth for the City. As demonstrated, implementation of the EBPSP would not conflict with the goals and policies of City of Ontario Policy Plan Mobility Element. The EBPSP would also be consistent with the City-wide Active Transportation Master Plan, aiding in the development of planned pedestrian and bicycle facilities.

Summary

As demonstrated above, the Specific Plan would not conflict with any program, plan, ordinance or policy addressing the circulation system. Impacts in this regard would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact TRA-1: The proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant transportation impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Implementation of the proposed project would not result in impacts not already previously disclosed. No mitigation is required.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Policy Plan Amendment

Table 3.17-4, *VMT Comparison of Policy Plan Amendment to the TOP 2050*, shows the results of the VMT impact assessment for both the project-level and cumulative VMT analysis. A significant impact would occur if the project VMT/SP (for the land use plan) exceeds the citywide average for service population under general plan buildout conditions. The project increases Origin-Destination VMT/SP (OD VMT/SP) and therefore would result in a significant transportation impact. For the cumulative scenario, a significant impact would occur if the project caused total daily VMT in the City to be higher than the no-project alternative under cumulative conditions. Since there would be a net increase in total citywide VMT associated with the proposed project (i.e., cumulative: City boundary VMT), the proposed project is also anticipated to result in a significant cumulative VMT impact.

Table 3.17-4 VMT Comparison of Policy Plan Amendment to the TOP 2050

Scenario	TOP 2050 (Approved Project)	Proposed Project	Difference	Significant
Project-Level: O-D Method (VMT/SP)	38.74	38.80	0.06	**Yes**
Cumulative: City Boundary VMT	11,416,710	11,758,292	341,582	**Yes**

Source: Appendix K1.

The following are relevant policies of TOP 2050 that may contribute to reducing potential transportation impacts as a result of implementation of the proposed project. They include VMT-reducing policies, such as land use planning policies that shorten trips between where people live, work, shop and recreate, and bicycle, pedestrian, and transit policies that increase mobility options and reduce dependency on automobiles.

- **LU-1.1 Strategic Growth.** We concentrate growth in strategic locations that help create place and identify, maximize available and planned infrastructure, and foster the development of transit.
- **LU-1.2 Sustainable Community Strategy.** We integrate state, regional and local Sustainable Community/Smart Growth principles into the development and entitlement process.
- **LU-1.4 Mobility.** We require development and urban design, where appropriate, that reduces reliance on the automobile and capitalizes on multi-modal transportation opportunities. (Refer to Mobility Element Policy M3-3)
- **CD-2.5 Streetscapes.** We design new and, when necessary, retrofit existing streets to improve walkability, bicycling, and transit integration, to strengthen connectivity, and enhance community identity through improvements to the public right of way such as sidewalks, street trees, parkways, curbs, street lighting, and street furniture.
- **CD-2.6 Connectivity.** We promote development of street patterns and pedestrian networks that create and unify neighborhoods, rather than divide them, and create cohesive and continuous corridors, rather than independent “islands” through the following means (Link to Mobility): 1) Local street patterns that provide access between subdivisions, within a neighborhood and discourage through traffic; 2) A local street system that is logical and understandable for the user. A grid system is preferred to avoid circuitous and confusing travel paths between internal neighborhood areas and adjacent arterials; and 3) Neighborhoods, centers, public schools, and parks that are linked by pedestrian greenways/open space networks. These may also be used to establish clear boundaries between distinct neighborhoods and/or centers.

- **CD-3.1 Design.** We require that pedestrian, vehicular, bicycle, and equestrian circulation on both public and private property be coordinated and designed to maximize safety, comfort, and aesthetics.
- **CD-3.2 Connectivity Between Streets, Sidewalks, Walkways, and Plazas.** We require landscaping and paving to be used to optimize visual connectivity between streets, sidewalks, walkways, and plazas for pedestrians.
- **CD-3.4 Ground Floor Usage of Commercial Buildings.** We create lively pedestrian streetscapes by requiring the location of uses, such as shopping, galleries, restaurants, etc., on ground floors adjacent to sidewalks.
- **CD-3.7 Transit Stops.** We require transit stops be well lit, safe, appealing to, and accessible by pedestrians.
- **CE-1.12 Circulation.** We continuously plan and improve public transit and non-vehicular circulation for the mobility of all, including those with limited or no access to private automobiles. (Refer to Mobility Public Transit)
- **M-1.4 Complete Streets.** We work to provide a balanced context sensitive, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.
- **M-1.6 Reduce Vehicle Miles Traveled.** We will strive to reduce VMT through a combination of land use, transportation projects, and travel demand management strategies in coordination with development projects and public capital improvement projects.
- **M-2.1 Active Transportation.** We maintain our Active Transportation Master Plan to create a comprehensive system of on-and off-street bikeways and pedestrian facilities that is safe, comfortable, accessible, and connect residential areas, businesses, schools, parks, and other key destination points.
- **M-2.2 Bicycle System.** We provide off-street multipurpose trails and Class II bikeways as our primary paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right of way we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas.

- **M-2.3 Pedestrian Walkways.** We require streets to include sidewalks and visible crosswalks to promote safe and comfortable mobility between residential areas, businesses, schools, parks, recreation areas, and other key destination points. (Link to Community Design CD3-1)

- **M-2.4 Network Opportunities.** We use public rights of way and easements such as, utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options to maintain and expand our bicycle and pedestrian network.

- **M-3.1 Transit Partners.** We maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available, cost-efficient, and convenient, particularly for residents in environmental justice areas.

- **M-3.2 Alternative Transit Facilities at New Development.** We require new development adjacent to an existing or planned transit stop to contribute to the creation of transit facilities, such as bus shelters, transit bays and turnouts, and bicycle facilities, such as secure storage areas.

- **M-3.3 Transit-Oriented Development.** We may provide additional development-related incentives to those inherent in the Land Use Plan for projects that promote transit use and reduce vehicle miles traveled.

- **M-3.4 Bus Rapid Transit (BRT) Corridors.** We work with regional transit agencies to implement BRT service and reduce vehicle miles traveled by targeting destinations and corridors with the highest number of potential riders.

- **M-3.5 Light Rail.** We support the extension of the Metro Rail Gold Line to Ontario and will work to secure station locations adjacent to the Meredith site and at the proposed multimodal transit center.

- **M-3.6 Metrolink Expansion.** We advocate expansion of Metrolink service to include the Downtown and the multimodal transit center.

- **M-3.7 High-Speed Rail.** We encourage the development of high-speed rail systems that would enhance regional mobility in southern California and serve the City of Ontario.

- **M-3.8 Feeder Systems.** We work with regional transit agencies to secure convenient feeder service from the Metrolink station and the proposed multimodal transit center to employment centers in Ontario.

- **M-3.9 Ontario Airport Metro Center Circulator.** We will explore the development of a convenient mobility system, including but not limited to shuttle service, people mover, and shared car system for the Ontario Airport Metro Center.

- **M-3.10 Multimodal Transit Center.** We intend to ensure the development of a multimodal transit center near ONT airport to serve as a transit hub with amenities for transit riders, pedestrians, and bicyclists transitioning to local buses, BRT, the Gold Line, high-speed rail, the proposed Ontario Airport Metro Center circulator, and other future transit modes. We support locations for the multimodal transportation center that are within the Ontario Airport Metro Center Growth Area.

- **M-3.11 Transit and Community Facilities**. We require the future development of community-wide serving facilities to be sited in transit-ready areas that can be served and made accessible by public transit. Conversely, we plan (and coordinate with other transit agencies to plan) future transit routes to serve existing community facilities.

While these policies and measures could help reduce VMT in the City, the applicability of these mitigations would be dependent on the significance and context of the impact. As a result, these measures are not anticipated to reduce the impact of increased VMT/SP (project level) or increased total VMT (cumulative) below the City's VMT thresholds. Therefore, the VMT impact is considered **potentially significant**. The Certified EIR identified less than significant impacts under the OD method (project-level) and significant impacts under the Boundary method (cumulative). The proposed project would result in a new project-level impact compared to the approved project. However, the proposed project would not result in a new or a substantial increase in magnitude of cumulative VMT compared to that identified in the Certified EIR.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

The Origin-Destination (O-D) and Boundary VMT forecasts for the EBPSP project scenarios are shown in Table 3.17-5, *VMT Comparison of the EBPSP to TOP 2050*. Baseline (year 2025) VMT was estimated by interpolating between VMT forecasted between the SBTAM+ base year model (year 2019) and future year model (year 2050). This table compares the EBPSP O-D VMT/SP to the applicable threshold. A significant impact would occur if the EBPSP VMT/SP exceeds the Citywide average for Service Population under TOP 2050 Buildout Conditions. This table also compares the EBPSP's cumulative VMT to the applicable threshold. A significant impact would occur if the EBPSP caused total daily VMT within the City to be higher than the No EBPSP alternative under cumulative conditions.

As shown in the table, the EBPSP would exceed the Citywide average for Service Population under TOP 2050 buildout conditions. Additionally, the total daily Citywide boundary VMT increases with the EBPSP. The Specific Plan is dominated by land uses that would potentially draw employees, visitors, and deliveries from a wide regional area rather than from nearby neighborhoods. As a result, many trips to and from the site could begin and end far from the Specific Plan area, which increases the miles traveled per trip. In addition, the area's current development pattern and limited non-auto travel options mean most travel occurs by vehicle,

and truck routing considerations can further extend travel distances by directing trucks to indirect routes. Further, because the EBPSP is employment-focused, the amount of vehicle travel associated with the site is spread over a smaller "service population," which can make the VMT efficiency metric appear especially high.

Table 3.17-5 VMT Comparison of EBPSP to TOP 2050

Scenario	Citywide (Approved Project)	Year 2025 Scenario		Year 2050 Scenario	
		EBPSP	Significant	EBPSP	Significant
Project-Level: O-D Method (VMT/SP)	38.74	84.43	**Yes**	83.39	**Yes**
Cumulative: City Boundary VMT	11,416,710	8,686,543	No	11,758,292	**Yes**

Source: Appendix K1.

It is also noted that many of the EBPSP design features act to implement the California Air Pollution Control Officers Association's (CAPCOA)-recommended measures to reduce VMT, including:

- **CAPCOA Measure T-33 – Locate Project near Bike Path/Bike Lane**. The Specific Plan area is located within a planned grid of multipurpose trails and bikeways, including proposed Class II bike lanes along Eucalyptus Avenue and parallel east–west streets, and proposed Class I multipurpose trail corridors on multiple north–south streets adjacent to the site. This integration with the City's bikeway system is consistent with the intent of CAPCOA Measure T-33 and is expected to reduce EBPSP-generated VMT when compared to a similar employment project without such bikeway access. The dense spacing of planned Class I and Class II facilities around the site shortens bicycle travel distances to nearby residential neighborhoods and services, supports mode shift away from single-occupant vehicles, and therefore contributes to a net reduction in VMT per employee. While CAPCOA does not provide a specific, empirically derived VMT reduction factor for T-33, the EBPSP's location and design clearly implement this measure and are reasonably expected to result in incremental VMT reductions.

- **CAPCOA Measure T-18 – Provide Pedestrian Network Improvements**. The EBPSP includes a non-vehicular circulation system with continuous sidewalks, marked crossings, and pedestrian connections linking each Planning Area to Eucalyptus Avenue, New Public Street "A" and connections to parks and open space areas. These facilities are designed to provide direct, comfortable, and safe walking routes between building entries, parking areas, park areas, and nearby streets, which improves the practicality of walk trips for employees and visitors. By making it easier to walk within the site and to connect to adjacent uses, the EBPSP supports the shift away from drive alone vehicle trips for short commute, lunch, and

other discretionary trips. As a result, the proposed pedestrian network is expected to reduce EBPSP-generated VMT compared to a comparable industrial project without these pedestrian improvements. CAPCOA Measure T-18 includes an empirical formula for estimating VMT reductions from enhanced pedestrian infrastructure; however, to maintain a conservative analysis and avoid introducing additional uncertainty related to input assumptions, the analysis does not quantify a numerical T-18 reduction. Instead, the VMT benefits of the EBPSP pedestrian improvements are acknowledged qualitatively.

- **CAPCOA Measure T-19 – Construct or Improve Bike Facility**. Consistent with the intent of T-33, the EBPSP's non-vehicular circulation (sidewalks, multi-purpose trails, and Class II bikeways) is designed to directly connect employees and visitors to the City's planned bikeway network identified in the General Plan. By tying each Planning Area to Eucalyptus Avenue and New Public Street "A," which in turn connect to the broader system of Class I and Class II facilities in the Ontario Ranch area, the EBPSP provides a continuous, safe, and attractive bicycle and pedestrian network between surrounding neighborhoods and employment uses. This integrated network shortens trip distances for nearby residents, makes bicycle and walking trips a viable substitute for drive alone trips (particularly for commute, lunch, and other short discretionary trips), and is therefore expected to reduce VMT relative to a comparable industrial project without such facilities. CAPCOA Measure T-19-A does include an empirical formula for estimating VMT reductions; however, to maintain a conservative analysis and avoid introducing additional uncertainty regarding input assumptions, the analysis does not quantify a numerical T-19-A reduction. Instead, the VMT benefits of the EBPSP's network and its connections to the City bikeway system are acknowledged qualitatively.

- **CAPCOA Measure T-25 – Extend Transit Network Coverage**. This measure will expand the local transit network by either adding or modifying existing transit service or extending the operation hours to enhance the service near a project area. Starting services earlier in the morning and/or extending services to late-night hours can accommodate the commuting times of alternative-shift workers. The EBPSP would construct a new bus stop along Grove Avenue at Eucalyptus Avenue to accommodate a future Omnitrans route serving the site and surrounding area. By providing a ready to use transit stop with appropriate frontage improvements, the EBPSP reduces the barriers for Omnitrans to implement or adjust service and shortens walk distances between employment uses and future transit. If a bus line is ultimately operated at this location, the stop would support a shift from drive alone commute and mid-day trips to transit, which would reduce VMT relative to a similar project without transit supportive infrastructure. However, because the decision to serve this stop and the level of future service are solely under the control of the transit agency and cannot be guaranteed, the analysis does not claim a quantitative VMT reduction under T-25. The VMT benefit of the constructed bus stop is therefore acknowledged qualitatively.

As discussed above, CAPCOA Measures T-33, T-18, T-19-A, and T-25 are design features proposed as part of the EBPSP. Although no quantitative VMT reductions have been taken in the analysis, these features would implement CAPCOA measures aimed at reducing VMT. Despite these project design features of the EBPSP, the EBPSP would result in **potentially significant** project-level and cumulative VMT impacts. The Certified EIR identified less than significant impacts under the OD method (project-level) and significant impacts under the Boundary method (cumulative). The EBPSP would result in a new project-level impact compared to the approved project. However, the EBPSP would not result in a new or a substantial increase in magnitude of cumulative VMT compared to that identified in the Certified EIR.

Specific Plan Significance without Mitigation: Potentially significant.

Impact TRA-2: The proposed project would generate a substantial increase in VMT per service population and total VMT compared to the approved project resulting in significant project-level and cumulative VMT impacts.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The following mitigation measure was taken directly from the 2022 Certified EIR. Any modifications to the mitigation measure from the Certified EIR are shown in strikethrough for deleted text and underline for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the Certified EIR identified in parenthesis [Former MM].

> **Mitigation Measure TRA-1-PPA [Former MM T-1]:** Prior to approval of discretionary projects subject to VMT reduction analysis, applicants shall demonstrate compliance with the City's VMT Guidelines for CEQA assessment of VMT impacts. For projects with VMT per Service Population exceeding the County's significance threshold, a mitigation plan shall be developed and implemented. Mitigation should consist of Transportation Demand Management (TDM) measures analyzed under a VMT-reduction methodology consistent with the California Air Pollution Control Officers Association's (CAPCOA) Final Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2021) and approved by the City of Ontario (if applicable). Examples of measures include but are not limited to:
>
> - Pedestrian Network Improvements: constructing new sidewalks and/or improving damaged or substandard sidewalks that connect to a larger pedestrian network.

- Construct or Improve Bike Facilities: constructing new or enhancing a single existing Class I, II or IV bike facility that connects to a larger bike network.
- Construct or Improve Bike Boulevards: implementing a Class III bike boulevard on a local or collector street that is one travel lane in each direction, has a design speed of 25 mph or less and a design volume of 5,000 ADT or less.
- Expand Bikeway Networks: constructing a network of interconnected new Class I, II, or IV bike facilities.
- Provide End of Trip Bicycle Facilities: constructing facilities that support cyclists such as bike parking, lockers, and showers.
- Implement Transit-Supportive Roadway Treatments: funding infrastructure improvements such as traffic signal modifications and roadway signing and striping that are dedicated to improving transit travel times and reliability.
- Transit Passes: proving discounted or free transit fare to a specific geographic area, population group, or to the general public.
- Vanpool Program: providing groups of 5 to 15 people with direct shuttle service between their workplace and residence.
- Carshare Program (conventional or EV): providing access to a shared fleet of on-demand vehicles for short-term use/rental. Best practice is to discount carshare membership and provide priority parking for carshare vehicles to encourage use of the service.
- Bikeshare Program (conventional or EV): providing access to a shared fleet of on-demand bicycles for short-term use/rental. Best practice is to discount bikeshare membership and dedicate bikeshare parking to encourage use of the service.
- Rideshare Program: providing access to and encouraging the use of a ridesharing platform or service. This could be an app, website, or other service that provides ride-matching coordination services.
- Community-Based Travel Planning (CBTP): CBTP is a residential based approach to outreach, performed by trained advisors, that provides households within a targeted geographic area with customized information,

incentives, and support to encourage the use of transportation alternatives in place of single occupancy vehicles.

- Commute Trip Reduction (CTR) Program: CTR programs can be mandatory or voluntary, and involve providing information, coordination, services, infrastructure, and/or incentives for alternative modes such as ridesharing, vanpool, transit passes, and cycling

New Mitigation Measures

Policy Plan Amendment

The proposed project would generate a substantial increase in VMT per service population and a substantial increase in total VMT compared to the approved project, resulting in significant project-level and cumulative VMT impacts. Mitigation Measure TRA-1-PPA [Former MM T-1] would be applied to the project to apply VMT reducing measures. Mitigation Measure TRA-1 would require that discretionary project provide a mitigation plans that identify TDM measures that would be required. The City requires pedestrian scale improvements at the time of project approval and maintains a Multipurpose Trails and Bikeway Corridor Plan as part of TOP 2050 to ensure a connected system of bicycle and pedestrian improvements. The City does not operate regional transit service. Therefore, no additional mitigation measures are available to reduce project or cumulative VMT impacts of the proposed project.

Specific Plan

Consistent with Certified EIR measure MM TRA-1-PPA, a VMT Mitigation Strategy Assessment has been prepared for the EBPSP, and is provided as Appendix K2 of this SEIR. As presented therein, many potential measures are already incorporated into the design of the Specific Plan. Specifically, the integration of the City's bikeway system, the installation of pedestrian infrastructure, and the provision of a new transit stop all act to reduce VMT. Additionally, the EBPSP would be required to pay City Transportation Development Impact Fees which help fund Citywide circulation improvements. Additional reductions in VMT would be realized by the following measure:

> **Mitigation Measure TRA-1-SP:** Prior to the issuance of the certificate of occupancy for each tenant, the operator or tenant shall: 1) prepare and submit a Transportation Demand Management (TDM) Program to the City for review, detailing strategies for reducing the use of single occupant vehicles by employees; and 2) provide written documentation to the satisfaction of the City that the TDM Program requirement is incorporated into any lease agreement for the site to ensure enforceability. The TDM Program shall include the following transportation measures recommended by California Air Pollution Control Officers Association (CAPCOA) and analyzed in the VMT Mitigation

Strategy Assessment (see SEIR Appendix K2) as calculated pursuant to the CAPCOA *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* or other substantial evidence:

- **T-5 Commute Trip Reduction (CTR) Program**. Employers within the EBPSP shall develop CTR programs to discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking, thereby reducing VMT.
- **T-7 Commute Trip Reduction (CTR) Marketing**. Materials shall educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT, including:
  - Onsite or online commuter information services.
  - Employee transportation coordinators.
  - Onsite or online transit pass sales.
  - Guaranteed ride home service.
- **T-8 Ridesharing Program**.
  - Designating a certain percentage of desirable parking spaces for ridesharing vehicles.
  - Designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles.
  - Providing an app or website for coordinating rides.
- **T-10 End-of-Trip Bicycle Facilities**. EBPSP land uses shall install and maintain end-of-trip facilities for employee use. End-of-trip facilities may include bike parking, bike lockers, showers, and personal lockers.

Significance After Mitigation

Policy Plan Amendment

VMT/SP and total VMT would increase under the proposed project compared to the approved project. Mitigation Measure TRA-1-PPA would reduce potential impacts for future development projects to the extent feasible. Future development projects consistent with proposed project would need to consider transportation demand management (TDM) measures consistent with

those identified in the Mobility Element. TDM techniques include incentives to use transit; incentives to form carpools rather than drive alone; and making home, work, and shopping closer together to shorten travel distances. Project-level and cumulative VMT impacts under the proposed project would remain. Therefore, the impact would be **significant and unavoidable**.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

Specific Plan

VMT/SP and total VMT would increase under the EPBSP. Mitigation Measure TRA-1-SP, above, would reduce commute-related VMT by 7.2 percent. However, the City's significance standard considers all trip types and does not isolate commute-related trips. Therefore, the 7.2 percent reduction applies only to a portion of the EBPSP's total VMT and is not sufficient to fully mitigate the overall impact. Project-level and cumulative VMT impacts under the EBPSP would remain. Therefore, the impact would be **significant and unavoidable**.

Specific Plan Significance with Mitigation: Significant and unavoidable.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The 2022 Certified EIR found that circulation improvements under the recommended circulation plan would be designed to adequately address potential hazardous conditions, and potential conflicting uses.

Policy Plan Amendment

The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

The City of Ontario has adopted engineering standards to ensure consistency in the geometric design of their mobility facilities. Additionally, all plans undergo an extensive review process at the City to ensure consistency with these adopted standards. Given that all future projects will be subject to these reviews, this impact is **less than significant**. The proposed project would not result in a new or a substantial increase in magnitude of impacts related to safety hazards compared to the approved project

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Efficient and safe access within, and access to, the EBPSP land uses would be provided by the design concept, site access improvements, and site adjacent roadway improvements included as

components of the Specific Plan. Driveways, on-site traffic signing and striping would be implemented in conjunction with detailed construction plans for the site. Sight distance at each access point would be reviewed to ensure conformance with City sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

Trucks accessing the Specific Plan area would be required to travel along City-designated truck routes. Mandatory use of truck routes would minimize potential conflicts between truck traffic and other motorized and non-motorized transportation modes.

The City of Ontario has adopted engineering standards to ensure consistency in the geometric design of their mobility facilities. All plans undergo an extensive review process at the City to ensure consistency with these adopted standards. Given that all future projects will be subject to these reviews, the EBPSP would be consistent with the City design standards.

The potential for the EBPSP to substantially increase hazards due to a geometric design feature or incompatible uses is considered **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact TRA-3: The proposed project adequately addresses potentially hazardous conditions (sharp curves, etc.) and potential conflicting uses.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant transportation impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Implementation of the proposed project would not result in impacts not already previously disclosed. No mitigation is required.

d) Would the project result in inadequate emergency access?

The Certified EIR found that circulation improvements under the recommended circulation plan would be designed to adequately address inadequate emergency access.

Policy Plan Amendment

The majority of the population growth associated with the proposed project would occur in Ontario Ranch. As identified in the City's Roadway Classification map (see Figure 3.17-1), there are substantial improvements in transportation infrastructure planned to accommodate the increase in population in the City in the event of an emergency. The City has roadway classification standards in Policy M-1.1 that include roadway design standards as part of TOP 2050, precluding the construction of any unsafe features.

- **M-1.1. Roadway Design and Maintenance.** We require our roadways to: 1) Comply with federal, state, and local design and safety standards; 2) Meet the needs of multiple transportation modes and users; 3) Handle the capacity envisioned in the City of Ontario Master Plan of Streets and Highways; 4) Be maintained in accordance with best practices; 5) Be compatible with the streetscape and surrounding land uses; and 6) Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand implementation strategies.

Therefore, the proposed project would not result in inadequate emergency access. A review of emergency access is included as part of the City's Design Review process. According to the City's Local Hazard Mitigation Plan (2018), interstate highways would serve as major emergency response and evacuation routes. Additionally, the fire department reviews all development applications to ensure that adequate emergency accessibility is provided based on local and state guidance. Since all future projects will undergo such reviews and requirements, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The EBPSP does not propose elements or aspects that would obstruct or restrict emergency access to or through the area. Additionally, representatives of the Ontario Fire Department and Ontario Police Department would review all development plans to ensure that emergency access is provided consistent with applicable requirements.

Construction

All construction materials and equipment would be stored/staged within the Specific Plan area and would not interfere with emergency vehicles traveling adjacent to the site. Any construction activities that would occur within the public right-of-way and require a partial or full closure of a sidewalk or vehicle travel lane would require a traffic control plan that complies with the California Manual on Uniform Traffic Control Devices and that must be approved by City to ensure that emergency response is not adversely affected.

Operation

The types of traffic generated during EBPSP operations (i.e., passenger cars and trucks) would be compatible with the type of traffic observed along surrounding roadways under existing conditions and would not interfere with the circulation of emergency vehicles along public streets adjacent to the site. As discussed above, development plans would be reviewed and approved by the fire and police departments to ensure that adequate emergency access is provided throughout the site.

Based on the preceding, the potential for the EBPSP to result in inadequate emergency access is considered **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact TRA-4: The proposed project adequately addresses potentially inadequate emergency access.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant transportation impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Implementation of the proposed project would not result in impacts not already previously disclosed. No mitigation is required.

3.17.6 Cumulative Impact Analysis

The cumulative effect for transportation impacts is the SBCTA region. Cumulative traffic impacts consider the impacts of future growth and development in the SBCTA region. As identified above, the proposed project would result in a significant cumulative impact for VMT as a result of a substantial increase in population within the City. Therefore, VMT impacts of proposed project are cumulatively considerable.

The proposed project is consistent with adopted policies, plans, or programs regarding public transit, bicycle, and pedestrian facilities and the performance and safety of such facilities and would not combine with other area projects to result in significant impacts to such facilities.

The City of Ontario has adopted standards related to emergency accessibility. Additionally, the fire department reviews all development applications to ensure that adequate emergency accessibility is provided based on local and state guidance. Review of emergency access is also included as part of the City's Design Review process.

Overall, because the proposed project would result in significant project-level and cumulative VMT impacts, cumulative impacts are considered **significant and unavoidable**.

Cumulative Impacts: Implementation of the proposed project would result in significant cumulative impacts to transportation.

3.17.7 References

Fehr & Peers. 2026a. TOP Vehicle Miles Traveled Memorandum. (Appendix K1)

Fehr & Peers. 2026b. EBPSP Vehicle Miles Traveled Memorandum. (Appendix K2)

Ontario, City of. 2018. 2018 Hazard Mitigation Plan.

SBCTA (San Bernardino County Transportation Authority). 2010, April. San Bernardino County Long-Range Transit Plan Final Report. Volume I. https://www.gosbcta.com/plan/long-range-transit-plan-2010/#:~:text=San%20Bernardino%20Associated%20Governments'%20Long,programming%20set%20by%20SB%20375.

SBCTA. 2016a. San Bernardino County Congestion Management Program. https://www.gosbcta.com/plan/congestion-management-plan-2016.

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SBCTA. 2018, June. San Bernardino County Non-motorized Transportation Plan. https://www.gosbcta.com/plan/non-motorized-transportation-plan-2018.

SBCTA. 2019, August. SBCTA Points of Interest Pedestrian Plan. https://www.gosbcta.com/wp-content/uploads/2019/08/SBCTA-POI-PedestrianPlan.pdf.

SBCTA. 2021. San Bernardino Countywide Transportation Plan: Interim 2021 Update (Draft). Introduction and Executive Summary. https://www.gosbcta.com/wp-content/uploads/2019/10/SBCTA_CTP_2021Update_ExecutiveSumFinal.pdf.

3.18 TRIBAL CULTURAL RESOURCES

Tribal cultural resources (TCR) include landscapes, sacred places, or objects with cultural value to a California Native American tribe. This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential for implementation of TOP 2050 Policy Plan Amendment and EBPSP (proposed project) to impact TCRs in the City of Ontario compared to TOP 2050 (approved project) and impacts identified in the 2022 Certified EIR. Potential impacts to other cultural resources (i.e., prehistoric, historic, archeological, and disturbance of human remains) are evaluated in Section 3.5, *Cultural Resources.*

The analysis in this section is based on the results of the Native American consultation conducted by the City in compliance with State Bill 18 (SB 18) and Assembly Bill 52 (AB 52); a search of the Native American Heritage Commission's (NAHC) Sacred Lands File (SLF); and a search of the California Historic Resources Information System. A complete copy of the records search is included as Appendix M1 of this SEIR.

Due to their sensitive and confidential nature, the maps and records of the California Historic Resources Information System search are omitted from the Draft EIR appendices. A compilation of Senate Bill 18 (SB 18) and Assembly Bill 52 (AB 52) tribal consultation letter correspondence received by the City from Native American tribes is provided in Appendix M2.

The analysis for the EBPSP is also based on the "Cultural Resources Study for the Eucalyptus Business Park Specific Plan Project" prepared by BFSA Environmental Services and considers both on-site and off-site impacts associated with the EBPSP (see Appendix E3).

3.18.1 Regulatory Framework

FEDERAL

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites which are on federal lands and Indian lands.

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act is a federal law passed in 1990 that provides a process for museums and federal agencies to return certain Native American cultural items, such as human remains, funerary objects, sacred objects, or objects of cultural patrimony, to lineal descendants and culturally affiliated Indian tribes.

National Historic Preservation Act

The National Historic Preservation Act of 1966 coordinates public and private efforts to identify, evaluate, and protect the nation's historic and archaeological resources. The act authorized the National Register of Historic Places, which lists districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture.

Section 106 (Protection of Historic Properties) of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. Section 106 Review ensures that historic properties are considered during federal project planning and implementation. The Advisory Council on Historic Preservation, an independent federal agency, administers the review process with assistance from state historic preservation offices.

National Register of Historic Places

The National Register of Historic Places (NRHP) is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation because of their significance in American history, architecture, archeology, engineering, and culture. The NRHP recognizes resources of local, state, and national significance which have been documented and evaluated according to uniform standards and criteria.

Authorized under the NHPA, the NRHP is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archeological resources. The NHRP is administered by the National Park Service, which is part of the U.S. Department of the Interior.

To be eligible for listing in the NRHP, a resource must meet at least one of the following criteria:

- Is associated with events that have made a significant contribution to the broad patterns of our history
- Is associated with the lives of persons significant in our past
- Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction
- Has yielded, or may be likely to yield, information important in history or prehistory

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites on federal and Indian lands.

American Indian Religious Freedom Act and Native American Graves Protection and Repatriation Act

The American Indian Religious Freedom Act recognizes that Native American religious practices, sacred sites, and sacred objects have not been properly protected under other statutes. It establishes as national policy that traditional practices and beliefs, sites (including right of access), and the use of sacred objects shall be protected and preserved. The Native American Graves Protection and Repatriation Act is a federal law passed in 1990 that mandates museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Indian tribes.

STATE

California Public Resources Code

Archaeological resources are protected pursuant to a wide variety of state policies and regulations enumerated under the California Public Resources Code. Cultural resources are recognized as a nonrenewable resource and therefore receive protection under the California Public Resources Code (PRC) and CEQA.

PRC Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites; identify the powers and duties of the Native American Heritage Commission (NAHC); require that descendants be notified when Native American human remains are discovered; and provide for treatment and disposition of human remains and associated grave goods.

California Health and Safety Code

The discovery of human remains is regulated by California Health and Safety Code Section 7050.5, which states that:

> In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation…until the coroner…has determined…that the remains are not subject to…provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible…. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and…has reason to believe that they are those of a Native American, he or she shall

contact, by telephone within 24 hours, the Native American Heritage Commission.

California Register of Historical Resources

Created in 1992 and implemented in 1998, the CRHR is "an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Sections 21083.2 and 21084.1). Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest (CPHI) program, identified as significant in historical resources surveys, or designated by local landmarks programs, may be nominated for inclusion in the CRHR.

Resources eligible for listing include buildings, sites, structures, objects, or historic districts that retain historical integrity and are historically significant at the local, state, or national level under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2. It is associated with the lives of persons important in our past;

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

4. It has yielded, or has the potential to yield, information important to the prehistory or history.

Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance. Resources whose historic integrity does not meet NRHP criteria may still be eligible for listing in the CRHR.

California Senate Bill 18

Existing law provides limited protection for Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places. These places may include sanctified cemeteries, religious, ceremonial sites, shrines, burial grounds, prehistoric ruins, archaeological or historic sites, Native American rock art inscriptions, or features of Native American historic, cultural, and sacred sites.

SB 18 was signed into law in September 2004 and went into effect on March 1, 2005. It placed new requirements on local governments for developments within or near "traditional tribal cultural places" (TTCP). Per SB 18, the law requires local jurisdictions to provide opportunities for involvement of California Native Americans tribes in the land planning process for the purpose of preserving traditional tribal cultural places. The Final Tribal Guidelines recommends that the NAHC provide written information as soon as possible but no later than 30 days after receiving a request to inform the lead agency if the proposed project is determined to be in proximity to a TTCP. The Final Tribal Guidelines recommends another 90 days for tribes to respond to a local government if they want to consult to determine whether the project would have an adverse impact on the TTCP. There is no statutory limit on the consultation duration. Forty-five days before the action is publicly considered by the local government council, the local government refers action to agencies, following the CEQA public review time frame. The CEQA public distribution list may include tribes listed by the NAHC who have requested consultation or it may not. If the NAHC, the tribe, and interested parties agree upon the mitigation measures necessary for the proposed project, they are included in the project's EIR. If the lead agency and the tribe both agree that adequate mitigation or preservation measures cannot be taken, neither party is obligated to take action.

Per SB 18, a city or county is required to consult with the NAHC and any appropriate Native American tribe prior to the adoption, revision, amendment, or update of a its general plan. Although SB 18 does not specifically mention consultation or notice requirements for adoption or amendment of specific plans, the Final Tribal Guidelines advises that SB 18 requirements extend to specific plans as well, because state planning law requires local governments to use the same process for amendment or adoption of specific plans as general plans (defined in Government Code sec. 65453). In addition, SB 18 provides a new definition of TTCP, requiring a traditional association of the site with Native American traditional beliefs, cultural practices, or ceremonies or the site must be shown to actually have been used for activities related to traditional beliefs, cultural practices, or ceremonies. (Previously, the site was defined to require only an association with traditional beliefs, practices, lifeways, and ceremonial activities.) SB 18 amended Civil Code Section 815.3 and adds California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places.

Assembly Bill 52

AB 52 of 2014 amended PRC Section 5097.94 and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3.

Consultation with Native Americans

AB 52 formalizes the lead agency–tribal consultation process, requiring the lead agency to initiate consultation with California Native American groups that are traditionally and culturally

affiliated with the project area, including tribes that may not be federally recognized. Lead agencies are required to begin consultation prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report.

Tribal Cultural Resources

Section 4 of AB 52 adds Sections 21074 (a) and (b) to the PRC, which address tribal cultural resources and cultural landscapes. Section 21074 (a) defines tribal cultural resources as one of the following:

1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

    a. Included or determined to be eligible for inclusion in the California Register of Historical Resources.

    b. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Section 1(a)(9) of AB 52 establishes that "a substantial adverse change to a tribal cultural resource has a significant effect on the environment." Effects on tribal cultural resources should be considered under CEQA. Section 6 of AB 52 adds Section 21080.3.2 to the PRC, which states that parties may propose mitigation measures "capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource." Further, if a California Native American tribe requests consultation regarding project alternatives, mitigation measures, or significant effects to tribal cultural resources, the consultation shall include those topics (PRC Section 21080.3.2[a]). The environmental document and the mitigation monitoring and reporting program (where applicable) shall include any mitigation measures that are adopted (PRC Section 21082.3[a]).

3.18.2 Existing Conditions

Paleo Indian, Archaic Period Milling Stone Horizon, and the Late Prehistoric Shoshonean groups represent the three general cultural periods in San Bernardino County. The following discussion of the cultural history of San Bernardino County references the San Dieguito Complex, the Encinitas Tradition, the Milling Stone Horizon, the La Jolla Complex, the Pauma Complex, and the San Luis Rey Complex, since these culture sequences have been used to describe archaeological manifestations in the region (see also Appendix E3). The Late Prehistoric component in the southwestern area of San Bernardino County was represented by the Gabrielino and Serrano Indians.

PALEO INDIAN PERIOD (LATE PLEISTOCENE: 11,500 TO CIRCA 9,000 YBP)

The Paleo Indian Period is associated with the terminus of the late Pleistocene (12,000 to 10,000 years before present [YBP]). Paleo Indians were likely attracted to multiple habitat types, including mountains, marshlands, estuaries, and lakeshores. These people likely subsisted using a more generalized hunting, gathering, and collecting adaptation, utilizing a variety of resources including birds, mollusks, and both large and small mammals.

ARCHAIC PERIOD (EARLY AND MIDDLE HOLOCENE: CIRCA 9,000 TO 1,300 YBP)

The Archaic Period of prehistory began with the onset of the Holocene circa 9,000 YBP. The Archaic Period in southern California is associated with a number of different cultures, complexes, traditions, horizons, and periods, including San Dieguito, La Jolla, Encinitas, Milling Stone, Pauma, and Intermediate.

LATE PREHISTORIC PERIOD (LATE HOLOCENE: 1,300 YBP TO 1790)

Approximately 1,350 YBP, a Shoshonean-speaking group from the Great Basin region moved into San Bernardino County, marking the transition to the Late Prehistoric Period. This period has been characterized by higher population densities and elaborations in social, political, and technological systems. Economic systems diversified and intensified during this period, with the continued elaboration of trade networks, the use of shell-bead currency, and the appearance of more labor-intensive, yet effective, technological innovations. Technological developments during this period included the introduction of the bow and arrow between A.D. 400 and 600 and the introduction of ceramics. Atlatl darts were replaced by smaller arrow darts, including the Cottonwood series points. Other hallmarks of the Late Prehistoric Period include extensive trade networks as far reaching as the Colorado River Basin and cremation of the dead.

Traditional Tribal Cultural Territories

Gabrielino

The territory of the Gabrielino at the time of Spanish contact covered much of present-day Los Angeles and Orange counties. The southern extent of this culture area is bounded by Aliso Creek; the eastern extent is located east of present-day San Bernardino along the Santa Ana River; the northern extent includes the San Fernando Valley; and the western extent includes portions of the Santa Monica Mountains. The Gabrielino also occupied several Channel Islands, including Santa Barbara Island, Santa Catalina Island, San Nicholas Island, and San Clemente Island. Because of their access to certain resources, including a steatite source from Santa Catalina Island, this group was among the wealthiest and most populous aboriginal groups in all of southern California. Trade of materials and resources controlled by the Gabrielino extended as far north as the San Joaquin Valley, as far east as the Colorado River, and as far south as Baja California.

The Gabrielino lived in permanent villages and smaller resource gathering camps, which were occupied at various times of the year depending upon the seasonality of the resource. Larger villages were comprised of several families or clans, and smaller seasonal camps typically housed smaller family units. The coastal area between San Pedro and Topanga Canyon was the location of primary subsistence villages, and secondary sites were located near inland sage stands, oak groves, and pine forests. Permanent villages were located along rivers and streams, as well as in sheltered areas along the coast. As previously mentioned, the Channel Islands were also the locations of relatively large settlements.

Resources procured along the coast and on the islands were primarily marine in nature and included tuna, swordfish, ray, shark, California sea lion, Stellar sea lion, harbor seal, northern elephant seal, sea otter, dolphin, porpoise, various waterfowl species, numerous fish species, purple sea urchin, and mollusks such as rock scallop, California mussel, and limpet. Inland resources included oak acorn, pine nut, Mohave yucca, cacti, sage, grass nut, deer, rabbit, hare, rodent, quail, duck, and a variety of reptiles such as western pond turtle and snakes.

The social structure of the Gabrielino is little known; however, there appears to have been at least three social classes: 1) the elite, which included the rich, chiefs, and their immediate family; 2) a middle class, which included people of relatively high economic status or long-established lineages; and 3) a class of people that included most other individuals in the society. Villages were politically autonomous units comprised of several lineages. During times of the year when certain seasonal resources were available, the village would divide into lineage groups and move out to exploit them, returning to the village between forays.

Each lineage had its own leader, with the village chief coming from the dominant lineage. Several villages might be allied under a paramount chief. Chiefly positions were of an ascribed

status, most often passed to the eldest son. Chiefly duties included providing village cohesion, leading warfare and peace negotiations with other groups, collecting tribute from the village(s) under his jurisdiction, and arbitrating disputes within the village(s). The status of the chief was legitimized by his safekeeping of the sacred bundle, which was a representation of the link between the material and spiritual realms and the embodiment of power.

Shamans were leaders in the spirit realm. The duties of the shaman included conducting healing and curing ceremonies, guarding the sacred bundle, locating lost items, identifying and collecting poisons for arrows, and making rain.

Marriages were made between individuals of equal social status and, in the case of powerful lineages, marriages were arranged to establish political ties between the lineages.

Men conducted the majority of the heavy labor, hunting, fishing, and trading with other groups. Women's duties included gathering and preparing plant and animal resources, and making baskets, pots, and clothing.

Gabrielino houses were domed, circular structures made of thatched vegetation. Houses varied in size and could accommodate anywhere from one to several families. Sweathouses (semicircular, earth-covered buildings) were public structures used in male social ceremonies. Other structures included menstrual huts and a ceremonial structure called a yuvar, an open-air structure built near the chief's house.

Clothing was minimal. Men and children most often went naked, while women wore deerskin or bark aprons. In cold weather, deerskin, rabbit fur, or bird skin (with feathers intact) cloaks were worn. Island and coastal groups used sea otter fur for cloaks. In areas of rough terrain, yucca fiber sandals were worn. Women often used red ochre on their faces and skin for adornment or protection from the sun. Adornment items included feathers, fur, shells, and beads.

Hunting implements included wood clubs, sinew-backed bows, slings, and throwing clubs. Maritime implements included rafts, harpoons, spears, hook and line, and nets. A variety of other tools included deer scapulae saws, bone and shell needles, bone awls, scrapers, bone or shell flakers, wedges, stone knives and drills, metates, mullers, manos, shell spoons, bark platters, wood paddles and bowls. Baskets were made from rush, deer grass, and skunkbush. Baskets were fashioned for hoppers, plates, trays, and winnowers for leaching, straining, and gathering. Baskets were also used for storing, preparing, and serving food, and for keeping personal and ceremonial items.

The Gabrielino had exclusive access to soapstone, or steatite, procured from Santa Catalina Island quarries. This highly prized material was used for making pipes, animal carvings, ritual objects, ornaments, and cooking utensils. The Gabrielino profited well from trading steatite, since it was highly valued by groups throughout southern California.

Serrano

The Serrano occupied an area east of present-day Los Angeles. Definitive boundaries are difficult to place for the Serrano due to their sociopolitical organization and a lack of reliable data. However, researchers place the Serrano in the San Bernardino Mountains east of Cajon Pass, and at the base of and north of the mountains near Victorville, east to Twentynine Palms, and south to the Yucaipa Valley. Serrano has been broadly used for languages in the Takic family, including Serrano, Kitanemuk, Vanyume, and Tataviam.

The Serrano were part of exogamous clans, which in turn were affiliated with one of two exogamous moieties, tukwutam (Wildcat) and wahiiam (Coyote). Details such as number, structure, and function of the clans are unknown. Clans were not political, but were rather structured based upon economic, marital, or ceremonial reciprocity, a pattern common throughout Southern California. The Serrano formed alliances amongst their own clans and with Cahuilla, Chemehuevi, Gabrielino, and Cupeño clans. Clans were large, autonomous, political and landholding units organized patrilineally, with all males descending from a common male ancestor, including all wives and descendants of the males. However, even after marriage, women would still keep their original lineage and would still participate in those ceremonies.

The Serrano had a shaman, a person who acquired their powers through dreams, which were induced through ingestion of the hallucinogen datura. The shaman was mostly a curer/healer, using herbal remedies.

Serrano village locations were typically located near water sources. Individual family dwellings were likely circular, domed structures. Daily household activities would either take place outside of the house out in the open, or under a ramada constructed of a thatched willow pole roof held up by four or more poles inserted into the ground. Families could consist of a husband, wife/wives, unmarried female children, married male children, the husband's parents, and/or widowed aunts and uncles. Rarely, an individual would occupy his own house, typically in the mountains. Serrano villages also included a large ceremonial house where the lineage leader would live, which served as the religious center for lineages or lineage-sets, granaries, and sweathouses.

The Serrano were primarily hunters and gatherers. Vegetal staples varied with locality. Acorns and piñon nuts were found in the foothills, and mesquite, yucca roots, cacti fruits, and piñon nuts were found in or near the desert regions. Diets were supplemented with other roots, bulbs, shoots, and seeds. Deer, mountain sheep, antelopes, rabbits, and other small rodents were among the principal food packages. Various game birds, especially quail, were also hunted. The bow and arrow were used for large game, while smaller game and birds were killed with curved throwing sticks, traps, and snares. Occasionally, game was communally hunted, often during mourning ceremonies. Earth ovens were used to cook meat, bones were boiled to extract marrow, and blood was either drunk cold or cooked to a thicker consistency and then

eaten. Some meat and vegetables were sun-dried and stored. Food acquisition and processing required the manufacture of additional items such as knives, stone or bone scrapers, pottery trays and bowls, bone or horn spoons, and stirrers. Mortars, made of either stone or wood, and metates were also manufactured.

The Serrano were very similar technologically to the Cahuilla. In general, manufactured goods included baskets, some pottery, rabbit-skin blankets, awls, arrow straighteners, sinewbacked bows, arrows, fire drills, stone pipes, musical instruments (rattles, rasps, whistles, bullroarers, and flutes), feathered costumes, mats for floor and wall coverings, bags, storage pouches, cordage (usually comprised of yucca fiber), and nets.

Historic Period

The historic background in the vicinity of the proposed project began with the Spanish colonization of Alta California. The first Spanish colonizing expedition reached southern California in 1769 with the intention of converting and civilizing the indigenous populations, as well as expanding the knowledge of and access to new resources in the region. In the late eighteenth century, the San Gabriel (Los Angeles County), San Juan Capistrano (Orange County), and San Luis Rey (San Diego County) missions began colonizing southern California and gradually expanded their use of the interior valley (presently western Riverside County) for raising grain and cattle to support the missions. The San Gabriel Mission claimed lands in present-day areas of Jurupa, Riverside, San Jacinto, and the San Gorgonio Pass, and the San Luis Rey Mission claimed land in present-day areas of Lake Elsinore, Temecula, and Murrieta. The indigenous groups who occupied these lands were recruited by missionaries, converted, and put to work in the missions. Throughout this period, the Native American populations were decimated by introduced diseases, a drastic shift in diet resulting in poor nutrition, and social conflicts due to the introduction of an entirely new social order.

In the mid to late 1770s, Juan Bautista de Anza passed through much of what is now Riverside County while searching for an overland route from Sonora, Mexico to San Gabriel and Los Angeles, describing fertile valleys, lakes, and sub-desert areas. Spanish missionaries formed Mission San Gabriel in the San Bernardino Valley in the early nineteenth century. The mission established Rancho San Bernardino in 1819, which included the present-day areas of San Bernardino, Fontana, Rialto, Redlands, and Colton.

Since there was no reliable water source in the area, from 1819 to 1820, the missionaries developed a zanja through the use of Native American labor from the Guachama Rancheria. The creation of the zanja was implemented to divert waters from Mill Creek all the way through the city of Redlands, ending near the mission to assist with agricultural enterprises. The new water source allowed nearby ranching districts to develop during the nineteenth century.

Mexico gained independence in 1822 and desecularized the missions in 1832, signifying the end of the Mission Period. By this time, the missions owned some of the best and most fertile land

in southern California. In order for California to develop, the land would have to be made productive enough to turn a profit. The new government began distributing the vast mission holdings to wealthy and politically connected Mexican citizens. The “grants” were called “ranchos,” and many of these ranchos have lent their names to modern-day locales.

The treatment of Native Americans grew worse during the Rancho Period. Most of the Native Americans were forced off of their land or put to work on the now privately owned ranchos, most often as slave labor. Native American culture had been disrupted to the point where they could no longer rely upon prehistoric subsistence and social patterns.

Spanish colonialism (missions) was based upon utilizing human resources while integrating them into their society. However, the Mexican and American ranchers did not accept Native Americans into their social order and used them specifically for the extraction of labor, resources, and profit. Rather than being incorporated, they were either subjugated or exterminated. In 1846, war erupted between Mexico and the United States. In 1848, with the signing of the Treaty of Guadalupe Hidalgo, the region was annexed as a territory of the United States, which led to California becoming a state in 1850. These events generated a steady flow of settlers into the area, including gold miners, entrepreneurs, health-seekers, speculators, politicians, adventurers, seekers of religious freedom, and individuals desiring to create utopian colonies.

Senate Bill 18 and Assembly Bill 52 Consultation

Pursuant to SB 18, the City of Ontario contacted the NAHC for a consultation list of tribes and a Sacred Lands File search for the Policy Plan Amendment and the EBPSP. Government Code Sections 65352.3 and 65352.4 require local governments to consult with California Native American tribes identified by the NAHC for the purpose of avoiding, protecting, and/or mitigating impacts to cultural places when creating or amending general plans, specific plans, and community plans. A tribe may be the only source of information regarding the existence of a tribal cultural resource. An SLF search is another method of identifying the presence of Native American resources near or on the project area.

In accordance with AB 52 in PRC Section 21080.3.1(d), a lead agency is required to provide formal notification of intended development projects to Native American tribes that have requested to be on the lead agency’s list for receiving such notification. The formal notification is required to include a brief description of the proposed project and its location, lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation regarding potential impacts to tribal cultural resources.

On July 19, 2025, the NAHC responded with a negative SLF search, indicating no record for the presence of Native American resources within the City of Ontario. The NAHC also provided a list of 24 Native American tribes or individuals to contact for further information with traditional lands or cultural places in San Bernardino County (see Appendix M1).

The City of Ontario sent letters to the Native American contacts on August 19, 2025. The letters requested any information related to cultural resources or heritage sites within the City (see Appendix M2). The following summarizes all tribal letters received in response to the City's invitations for AB 52/SB 18 consultation:

- The **Agua Caliente Band of Cahuilla Indians** responded on August 20, 2025, stating that the project is not in the tribe's traditional use area and the tribe would defer comments to other tribes in the area.
- The **Gabrieleño Band of Mission Indians–Kizh Nation** responded on August 20, 2025, stating that they do not have any comments and are okay with the project. The tribe requested to be notified of any future ground disturbances taking place.
- The **FT. Yuma Quechan Indians** responded on August 20, 2025, stating that the tribe would defer comments to other tribes in the area. The tribe did not wish to comment further on this project.
- The **Yuhaaviatam of San Manuel Nation (San Manuel Band of Mission Indians)** responded on September 10, 2025, stating that the project is outside the Serrano ancestral territory and that they did not wish to comment further on this project.

Several tribes responded to the NOP that was released for the proposed project (see Chapter 1, *Introduction*, for more details). The following summarizes the tribal comments that were received during the NOP:

- The **FT. Yuma Quechan Indians** responded to the NOP on November 4, 2025, stating that the tribe would defer comments to other tribes in the area. The tribe did not wish to comment further on this project.
- The **Agua Caliente Band of Cahuilla Indians** responded to the NOP on November 4, 2025, stating that project is not located within the tribe's traditional use area and the tribe would defer comments to other tribes in the area.

3.18.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to tribal cultural resources if it would:

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

   i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).

   ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

METHODOLOGY

Specific Plan

The Cultural Resources Assessment included background research, communication with the NAHC and local Native American groups, a cultural resource survey of the Specific Plan area, and resource documentation and evaluation. Additionally, City outreach letters were sent to local Native American tribal groups to elicit information regarding Native American cultural resources that may be in the vicinity of the Specific Plan area.

3.18.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.18.5 Environmental Impacts

2022 CERTIFIED EIR

The Certified EIR identified impacts to prehistoric archeological resources, which include TCRs, as a potentially significant impact of the approved project. As part of the Certified EIR, the City of Ontario conducted tribal consultation pursuant to SB 18 to identify resources that may be of cultural value to California Native American tribes. Mitigation Measures TCR-1-PPA (former MM 5-3), TCR-2-PPA (former MM 5-4), TCR-3-PPA (former MM TCR-1), and TCR-4-PPA (former MM TCR-2) were incorporated into the Certified EIR to reduce impacts to TCRs to less than significant levels.

PROPOSED PROJECT

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

The 2022 Certified EIR found that the TOP 2050 would not result in new impacts or a substantial increase in the magnitude of impacts to TCRs. Grading and construction activities in undeveloped areas or redevelopment that requires deeper soil excavation than in the past could potentially disturb TCRs, but mitigation measures TCR-1-PP through TCR-4-PP provided in the 2022 Certified EIR would reduce potential impacts associated with TCRs to a level that is less than significant.

Policy Plan Amendment

The SLF search conducted by the NAHC did not indicate the presence of known tribal cultural resources within or immediately adjacent to the City boundaries. Four tribes responded to the City's invitation for tribal resources consultation, the Agua Caliente Band of Cahuilla Indians, Gabrieleño Band of Mission Indians–Kizh Nation, FT. Yuma Quechan Indians, and Yuhaaviatam of San Manuel Nation (San Manuel Band of Mission Indians). As described above, all the tribes that responded deferred to other tribes or did not wish to consult.

The Policy Plan Amendment is a regulatory document that sets the framework for future growth and development in the City and does not result in development in and of itself; however, future development as a result of the implementation of proposed project could include grading in portions of the City with sensitivity to TCRs. Though the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to TCRs compared to the approved project, there is potential to uncover tribal cultural resources during construction,

which would also include disturbing previously undisturbed soils. Since the proposed project could result in the discovery of subsurface TCRs, the disturbance of which could cause a substantial adverse change in the significance of the resource(s), impacts would be potentially significant. Therefore, this impact is **potentially significant**. However, the proposed project would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Potentially significant

Specific Plan

As discussed in Section 3.5, *Cultural Resources*, a records search at the South Central Coastal Information Center (SCCIC) indicated that no cultural resources have previously been recorded within the Specific Plan area boundaries (see Appendix E3). Additionally, results of the NAHC SLF results were negative for the presence of Native American sacred sites or locations of ceremonial importance within the vicinity of the Specific Plan area. The field survey conducted as part of the Cultural Resources Survey did not identify any tribal resources.

AB 52, which became effective on July 1, 2015, requires lead agencies to provide notice to Native American tribes that are traditionally and culturally affiliated with the geographic area of a project. SB 18 requires local (city and county) governments to consult with California Native American tribes to aid in the protection of traditional tribal cultural places ("cultural places") through local land use planning. The consultation and notice requirements apply to adoption and amendment of both general plans (defined in Government Code Section 65300 et seq.) and specific plans (defined in Government Code 65450 et seq.).

To this end, outreach letters were sent to the following local Native American tribal groups on August 29, 2025.

- Agua Caliente Band of Cahuilla Indians
- Cahuilla Band of Indians
- Gabrieleno Band of Mission Indians - Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino/Tongva Nation
- Gabrielino-Tongva Tribe
- Morongo Band of Mission Indians
- Quechan Indian Tribe of the Fort Yuma Reservation
- San Manuel Band of Mission Indians
- Santa Rosa Band of Cahuilla Indians

- Serrano Nation of Mission Indians
- Soboba Band of Luiseno Indians

The outreach letters provided formal notification of the EBPSP, elicited information on Native American cultural resources that may be in the vicinity of the Specific Plan area, and offered formal consultation pursuant to AB 52/SB18.

Outreach responses received by the City are summarized below.

- San Manuel Band of Mission Indians indicated that the Specific Plan area was outside of their ancestral territory and did not request consultation.
- Agua Caliente Band of Cahuilla Indians indicated that the Specific Plan area was outside of their ancestral territory and did not request consultation.
- Quechan Indian Tribe of the Fort Yuma Reservation declined consultation.
- Gabrieleno Band of Mission Indians - Kizh Nation requested notification of ground disturbing activities.

The consultation period ended on November 17, 2025, with no tribes requesting formal consultation. Regardless, the Cultural Resources Study concluded that there is a potential for previously undiscovered archeological resources to exist within the Specific Plan area; this is a **potentially significant** impact. However, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Potentially significant

Impact TCR-1: Tribal cultural resources could be adversely impacted by grading activities associated with the Proposed Project.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The following mitigation measures were taken directly from the 2022 Certified EIR. Any modifications to the mitigation measures from the certified EIR are shown in strikethrough for deleted text and underline for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the Certified EIR identified in parenthesis [Former MM].

> **Mitigation Measure TCR-1-PPA [Former MM 5-3]:** Upon receipt of an application for a proposed project subject to CEQA and is within the City's jurisdiction, the City's representative shall consult with the relevant tribe(s)' representative(s) to determine if the proposed project is within a culturally sensitive area to the tribe. If sufficient

evidence is provided to reasonably ascertain that the site is within a [tribal] culturally sensitive area, an archaeologist shall prepare a cultural resources assessment. The findings of the cultural resources assessment shall be incorporated into the CEQA documentation. A copy of the report shall be forwarded to the tribe(s). If mitigation is recommended in the CEQA document, the procedure described in Mitigation Measure ~~5-4~~ TCR-2-PPA shall be followed.

Mitigation Measure TCR-2-PPA [Former MM 5-4]: ~~Prior to the issuance of grading permits for a proposed project for which the CEQA document defines cultural resource mitigation for potential tribal resources, the project applicant shall contact the designated tribe(s) to notify them of the grading, excavation, and monitoring program.~~ The applicant shall coordinate with ~~the City of Ontario and the~~ tribal representative(s) to ~~develop mitigation measures that~~ address the designation, responsibilities, and participation of tribal monitors during grading, excavation, and ground-disturbing activities; scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. The City of Ontario shall be the final arbiter of the conditions for projects within the City's jurisdiction.

Mitigation Measure TCR-3-PPA [Former MM TCR-1]: Tribal Cultural Resources Monitoring. The project archaeologist, in consultation with interested tribes, the developer, and the City of Ontario, shall develop an archaeological monitoring plan (AMP) to address the details, timing, and responsibility of archaeological and cultural activities that will occur on the project site. Details in the AMP shall include:

1. Project-related ground disturbance (including, but not limited to, brush clearing, grading, trenching, etc.) and development scheduling;

2. The development of a rotating or simultaneous schedule in coordination with the developer and the project archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists (if the tribes cannot come to an agreement on the rotating or simultaneous schedule of tribal monitoring, the Native American Heritage Commission shall designate the schedule for the onsite Native American Tribal Monitor for the proposed project);

3. The protocols and stipulations that the developer, City, Tribes, and project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

At least 30 days prior to application for a grading permit and before any brush clearance, grading, excavation, and/or ground disturbing activities on the site, the developer shall retain a tribal cultural monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.

Pursuant to the AMP, a tribal monitor from the consulting tribe shall be present during the initial grading activities. If tribal resources are found during grubbing activities, the tribal monitoring shall be present during site grading activities.

Mitigation Measure TCR-4-PPA [Former MM TCR-2]: Treatment and Disposition of Cultural Resources. In the event that Native American cultural resources are inadvertently discovered during the course of any ground-disturbing activities, including but not limited to brush clearance, grading, trenching, etc., for the proposed project, the following procedures will be carried out for treatment and disposition of the discoveries:

1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on-site or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process;

2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and nonhuman remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Ontario with evidence of same:

    a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloging, basic analysis, other analyses as recommended by the project archaeologist and approved by consulting tribes, and basic recordation have been completed; all documentation should be at a level of standard professional practice to allow the writing of a report of professional quality;

    b. A curation agreement with an appropriate qualified repository in San Bernardino County that meets federal standards per 36 CFR Part 79, and therefore the resource would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title,

to an appropriate curation facility in San Bernardino County, to be accompanied by payment of the fees necessary for permanent curation;

c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, materials shall be curated at the San Bernardino County Museum by default;

d. At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pregrade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City, County Museum, and consulting tribes.

New Mitigation Measures

Policy Plan Amendment

No additional mitigation measures are warranted.

Specific Plan

Mitigation Measure TCR-1-SP: The EBPSP shall implement MM TCR-2-PPA, MM TCR-3-PPA, MM TCR-4-PPA.

Significance After Mitigation

Policy Plan Amendment

In the event that subsurface TCRs are discovered, Mitigation Measures TCR-1-PPA, TCR-2-PPA, TCR-3-PPA, and TCR-4-PPA would reduce potential impacts associated with TCRs to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating to TCRs remain.

Policy Plan Amendment Significance with Mitigation: Less than significant.

Specific Plan

Implementation of Mitigation Measures TCR-2-PPA, TCR-3-PPA, and TCR-4-PPA would preclude significant impacts to any tribal cultural resources, in the event such resources are discovered within the Specific Plan area. Additionally, Mitigation Measure TCR-2-PPA would also ensure the notification requested by Kizh Nation is conducted.

Specific Plan Significance with Mitigation: Less than significant.

3.18.6 Cumulative Impact Analysis

Cumulative impacts to tribal cultural resources occur when the impacts of the proposed project, in conjunction with past, existing, and other foreseeable projects and development in the region, result in multiple and/or cumulative impacts to tribal cultural resources in the area. Projects in the City, including the EBPSP, future development would disturb soil and thus could potentially uncover tribal cultural resources. Future projects in the City of Ontario would comply with federal and state regulations and the Mitigation Measures in this SEIR to ensure that impacts to TCRs are less than significant and would be less than cumulatively considerable. Therefore, this impact is **less than significant.**

Cumulative Impacts: The proposed project, together with cumulative projects, would not have a substantial impact related to Tribal Cultural Resources.

3.18.7 References

BFSA (BFSA Environmental Services, Inc.). 2026, January. Cultural Resources Study for the Eucalyptus Business Park Specific Plan Project. (Appendix E3)

SCCIC (South Central Coastal Information Center). July 16, 2025. Record Search Results for The Ontario Plan 2050 Policy Plan Amendment and Specific Plan.

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3.19 Utilities and Service Systems

This section of the Draft Supplemental Environmental Impact Report (SEIR) addresses the potential for implementation of the Ontario Policy Plan Amendment and EBPSP (proposed project) to impact utilities and service systems in the City of Ontario compared to the current TOP 2050 (approved project) and impacts identified in the 2022 Certified EIR.

Utilities and service systems include water supply and distribution systems; wastewater (sewage) conveyance and treatment; storm drainage systems; solid waste collection and disposal services; electricity and natural gas, and telecommunication services. Impacts to hydrology (e.g., flooding) and water quality can be found in Section 3.10, *Hydrology and Water Quality*. The regulatory framework and existing conditions for electricity and natural gas facilities can be found in Section 3.6, *Energy*.

Public services and utilities are provided in the City of Ontario by the providers listed in Table 3.19-1*, Utility Providers*.

Table 3.19-1 Utility Providers

Utility	Agency Name
Water	City of Ontario Municipal Utilities Company Chino Basin Desalter Authority Inland Empire Utilities Agency San Antonio Water Company Water Facilities Authority
Wastewater Treatment	City of Ontario Municipal Utilities Company (infrastructure) Inland Empire Utilities Agency (treatment)
Regional Flood Control	City of Ontario San Bernardino County Flood Control District
Solid Waste Collection	City of Ontario Integrated Waste Department
Solid Waste Disposal (Landfills)	USA Waste of California, a subsidiary of Waste Management, Inc. Riverside County Department of Waste Resources
Electricity	Southern California Edison
Natural Gas	Southern California Gas Company
Telecommunications	OntarioNet, AT&T, Frontier, Spectrum, Earthlink Fiber

Water demand and supply is based on the Water Supply evaluation in Appendix L1. The site-specific analysis for the EBPSP is based on the "Preliminary Hydrology Study for Ontario Ranch" prepared by JLC Engineering & Consulting which considers both on-site and off-site impacts associated with the EBPSP (see Appendix H1) and the "EBPSP Water Supply Assessment" (see Appendix L2). In addition, the "Preliminary Water Quality Management Plan" for the EBPSP (Appendix H2) and the "Draft Eucalyptus Business Park Sewer Study" are also provided (Appendix L3).

Terminology

- **BMPs.** best management practices
- **LID.** low impact development
- **MS4.** municipal separate storm sewer system
- **NPDES.** National Pollution Discharge Elimination System
- **OMUC.** Ontario Municipal Utilities Company
- **SWPPP.** stormwater pollution prevention plan
- **UWMP.** urban water management plan
- **WSA.** water supply assessment
- **WQMP.** water quality management plan

3.19.1 Regulatory Framework

FEDERAL

Water

Federal Safe Drinking Water Act

The Safe Drinking Water Act, the principal federal law intended to ensure safe drinking water to the public, was enacted in 1974 and has been amended several times since then. It authorizes the United States Environmental Protection Agency (EPA) to set national standards for drinking water, called the National Primary Drinking Water Regulations, to protect against both naturally occurring and human-made contaminants. These standards set enforceable maximum contaminant levels in drinking water and require all water providers in the United States to treat water to remove contaminants, except for private wells serving fewer than 25 people. In California, the State Water Resources Control Board (SWRCB) conducts most enforcement

activities. If a water system does not meet standards, it is the water supplier's responsibility to notify its customers.

America's Water Infrastructure Act of 2018

America's Water Infrastructure Act was signed into law on October 23, 2018, and authorizes federal funding for water infrastructure projects; expands water storage capabilities; assists local communities in complying with the Safe Drinking Water Act and Clean Water Act; reduces flooding risks for rural, western, and coastal communities; and addresses significant water infrastructure needs in tribal communities (Barasso 2018). Additionally, the act requires public water systems serving more than 3,300 people to develop or update risk assessments and emergency response plans every 5 years and certify them to the EPA within a deadline specified by America's Water Infrastructure Act.

Wastewater

Clean Water Act and National Pollution Elimination Discharge System

The federal Clean Water Act requires that wastewater be treated before it is discharged to Waters of the United States (US Code Title 33, Sections 1251, et seq.). Requirements for waste discharges from publicly owned treatment works to navigable waters are addressed in National Pollution Elimination Discharge Systems (NPDES) regulations under the Clean Water Act. NPDES permits for such discharges in the project region are issued by the Santa Ana Regional Water Quality Control Board (RWQCB).

NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable connections and/or mass emissions of pollutants contained in the discharge; prohibitions on discharges not specifically allowed under the permit; and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities. Wastewater discharge is regulated under the NPDES permit program for direct discharges into receiving waters and by the National Pretreatment Program for indirect discharges to a wastewater (sewage) treatment plant.

Stormwater

National Pollutant Discharge Elimination System

Under the NPDES program, all facilities that discharge pollutants into waters of the United States are required to obtain an NPDES permit. Requirements for stormwater discharges are also regulated under this program. The NPDES permit regulates municipal and industrial

discharges to surface water of the United States from their municipal separate storm water systems (MS4s). The MS4 permits are issued by the regional water quality control boards. The City of Ontario is regulated by the San Bernardino County MS4 Permit issued by the Santa Ana RWQCB. This is discussed in further detail under the San Bernardino County Regional MS4 Permit section.

Solid Waste

Resource Conservation and Recovery Act of 1976

The Resource Conservation and Recovery Act of 1976 (Title 40 of the Code of Federal Regulations, Part 258), contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the federal landfill criteria. The federal regulations address the location, operation, design (liners, leachate collection, run-off control, etc.), groundwater monitoring, and closure of landfills.

STATE

Water

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Act (Water Code secs. 13000, et seq.) passed in California in 1969 and was amended in 2013. It is the basic water quality control law for California. Under this act, the SWRCB has authority over state water rights and water quality policy. The act divided the state into 9 regional jurisdictions, each under the SWRCB, and oversee water quality on a day-to-day basis at the local and regional levels. RWQCBs engage in various water quality functions in their respective regions and regulate all pollutant or nuisance discharges that may affect either surface water or groundwater. The City of Ontario is under the jurisdiction of the Santa Ana RWQCB (Region 8).

Sustainable Groundwater Management Act of 2014

On September 16, 2014, a three-bill legislative package was signed into law collectively known as the Sustainable Groundwater Management Act (SGMA). The Governor's signing message states "a central feature of these bills is the recognition that groundwater management in California is best accomplished locally." Under the roadmap laid out by the legislation, local and regional authorities in medium and high priority groundwater basins must form groundwater sustainability agencies (GSA) that oversee the preparation and implementation of groundwater sustainability plans (GSP). The City of Ontario is part of the Chino Basin, an adjudicated basin which is exempt from many requirements of SGMA including the need to prepare a GSP.

Urban Water Management Planning Act

The California Urban Water Management Planning Act and Section 10610, et seq., of the Water Code require that all urban water suppliers in California that provide water to more than 3,000 customers or supply more than 3,000 acre-feet per year (AFY) to prepare and adopt an urban water management plan (UWMP) and update it every 5 years. The act is intended to support efficient use of urban water supplies. The act requires the UWMP to compare water supply and demand over the next 20 years for normal years, single dry years, and multiple dry years and to determine current and potential recycled water uses. The UWMP also provides conservation measures to ensure the efficient use of water supplies and must include a water shortage contingency plan.

Senate Bills 610 and 221

Senate Bills 610 and SB 221 amended State law to ensure better coordination between local water supply and land use decisions and confirm that there is an adequate water supply for new development. Specific projects are required to prepare a water supply assessment (WSA). The WSA is composed of information regarding existing and forecast water demands as well as information pertaining to available water supplies for the new development. The following projects that are subject to the California Environmental Quality Act (CEQA) are required to prepare a WSA:

- Residential developments consisting of more than 500 dwelling units.
- Shopping center or business establishment employing more than 1,000 people or having more than 500,000 square feet of floor area.
- Commercial office building employing more than 1,000 people or having more than 250,000 square feet of floor space.
- Hotel or motel, or both, having more than 500 rooms.
- Industrial, manufacturing, or processing plant, or industrial park employing more than 1,000 people, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
- Mixed-use project that includes one or more of the uses specified above.
- Project that would demand an amount of water equivalent to, or greater than, the amount of water required for 500 dwelling units.

SB 221 requires written verification that there is sufficient water supply available for new residential subdivisions that include over 500 dwelling units. The verification must be provided before commencement of construction for the project.

Water Conservation Act of 2009 (Senate Bill X7-7)

New mandatory requirements for increasing water use efficiency, per State law (SB X7-7), mandate the reduction of per capita water use and agricultural water use throughout the State by 20 percent by 2020. Effective in 2016, urban retail water suppliers who do not meet the water conservation requirements established by this bill are not eligible for State water grants or loans. SB X7-7 requires that urban water retail suppliers determine baseline water use and set reduction targets according to specified standards. Demonstration of compliance with this regulation is a required component of each water provider's 2020 UWMP. The 2025 UWMPs will likely be prepared and approved in 2026.

2018 Water Conservation Legislation

In 2018, the California Legislature enacted two policy bills (SB 606 and Assembly Bill [AB] 1668) to establish long-term improvements in water conservation and drought planning to adapt to climate change and longer and more intense droughts in California (DWR 2025). The framework applies to both urban and agricultural water use. The Department of Water Resources and the SWRCB will develop new standards for:

- Indoor residential water use
- Outdoor residential water use
- Commercial, industrial, and institutional water use for landscape irrigation with dedicated meters
- Water loss

Urban water suppliers are required to stay within annual water budgets based on their standards for their service areas, and to calculate and report their urban water use objectives in an annual water use report. The indoor residential water use standard was established with the passage of SB 1157 in 2022. As a result, the California Water Code defines a 47-gallon-per-person daily standard for indoor residential use beginning in 2025 and further decreases to 42 gallons by 2030.

The outdoor residential and commercial water use standards are established as landscape efficiency factors (LEF) and become progressively more efficient over time, with an LEF for residential and commercial account of 0.80 until 2035, at which time it decreases to 0.63 until 2040, and then establishes a LEF for residential outdoor accounts of 0.55 and a LEF for commercial outdoor accounts of 0.45 after 2040. The water loss standard is the maximum allowable "real" water loss measured in gallons per connection per day for each water

purveyor's service area. Real losses are defined as the volume of annual leakage from the water purveyor's distribution system.

Collectively, the water use efficiency standards and local service area characteristics (such as population and landscape area) establish the Urban Water Use Objectives (UWUO) per urban retail water supplier that cannot be exceeded on an annual basis. Urban retail water suppliers are required to calculate and report their UWUOs alongside their actual usage in an annual report. The first reports were due to the SWRCB on January 1, 2024, and are required to be submitted every January 1 thereafter. The final proposed "Making Conservation a California Way of Life" regulation was adopted by the SWRCB on July 3, 2024, and became effective in January 1, 2025 (SWRCB 2025a).

The legislation also includes changes to UWMP preparation requirements. These changes include additional requirements for Water Shortage Contingency Plans (WSCP), expansion of dry year supply reliability assessments to a 5-year drought period, and establishment of annual drought risk assessment procedures and reporting.

Water Conservation in Landscaping Act of 2006

The Water Conservation in Landscaping Act (AB 1881) requires cities and counties to adopt the State of California's Model Water Efficient Landscape Ordinance (MWELO) or a comparable landscape water conservation ordinance that is at least as effective as the State's MWELO in conserving water.

The MWELO was revised in July 2015 via Executive Order B-29-15 to address the ongoing drought and to build resiliency for future droughts. The 2015 revisions to the MWELO increased water efficiency standards for new and retrofitted landscapes through more efficient irrigation systems, greywater usage, and on-site stormwater capture and by limiting the portion of landscapes that can be covered in turf. Each city and county is required to submit annual reports to DWR that document how the agency is achieving compliance with the State MWELO and how many projects were subject to the ordinance during the annual reporting period. MWELO went through a round of revisions in 2024 to reduce ambiguity and improve clarity of the requirements as well as reorganize the content to better adhere to the landscape design process. The 2024 revisions did not modify or add new requirements to MWELO.

The City of Ontario complies with the State's current MWELO and has implemented landscape development standards. Developers are required to submit landscape plans and complete water efficient landscape worksheets prepared by a certified landscape architect prior to the start of construction.

California Building Code: CALGreen

The California Building Standards Commission adopted the nation's first green building standards in July 2008, the California Green Building Standards Code (California Code of Regulations [CCR], Title 24, Part 11), also known as CALGreen. CALGreen applies to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure in California unless otherwise indicated in the code. CALGreen establishes planning and design standards for sustainable site development, including water conservation measures and requirements that new buildings reduce water consumption by 20 percent below a baseline. CALGreen is updated every three years to allow for consideration and possible incorporation of new efficient technologies and methods.

The mandatory provisions of CALGreen became effective January 1, 2011, and the latest version, the 2022 California Green Building Standards Code, became effective on January 1, 2023 (DGS 2025). The building efficiency standards are enforced through the local building permit process.

California Plumbing Code

The latest version of the California Plumbing Code (24 CCR Part 5) was issued in 2022 and became effective as of January 1, 2023. It specifies technical standards for the design, materials, workmanship, and maintenance of plumbing systems. One of the purposes of the plumbing code is to prevent conflicting plumbing codes within local jurisdictions. Among many topics covered in the code are water fixtures, potable and non-potable water systems, and recycled water systems.

Recycled Water Regulations

Planning and implementing water recycling projects entail numerous interactions with these regulatory agencies prior to project approval. The SWRCB, specifically the Division of Drinking Water, establishes the statewide effluent bacteriological and treatment reliability standards for recycled water uses in CCR, Title 22, Division 4, Environmental Health. Title 22 establishes standards for each general type of use based on the potential for human contact with recycled water. The SWRCB is responsible for establishing and enforcing requirements for the application and use of recycled water. Permits are required from the RWQCB for a water recycling operation. As part of the permit application process, applicants are required to demonstrate that the proposed recycled water operation will not exceed the ground and surface water quality objectives in the basin management plan and that the operation is compliant with Title 22 requirements.

California Health and Safety Code: California Safe Drinking Water Act

The California Health and Safety Code (HSC) addresses water issues primarily through the California Safe Drinking Water Act. The Act establishes a regulatory program enforced by Division of Drinking Water to ensure the safety of public drinking water systems. The SWRCB adopts primary and secondary drinking water standards and the Office of Environmental Health Hazard Assessment (OEHHA) develops public health goals (PHG). Public water systems are required to test their water for contaminants and notify customers if standards are exceeded or certain notification levels are met. The California HSC also establishes accreditation procedures for environmental laboratories, programs to certify operators of water treatment plants and water distribution systems, and the Drinking Water State Revolving Fund to assist small water systems serving disadvantaged communities.

California Water Code

The California Water Code states that the water resources of the State must be put to beneficial use and that waste or unreasonable use of water should be prevented. The code is divided into several sections that include provisions regarding water quality, formation of irrigation districts and water districts, safe drinking water, and water supply and infrastructure improvements. The California Water Code also addresses water shortage emergencies, drought planning, conservation mandates, potable water reuse. appropriation of water, and water rights.

Mandatory Water Conservation

Following the declaration of a state of emergency due to drought conditions on July 15, 2014, the SWRCB adopted Resolution No. 2014-0038 for emergency regulation of statewide water conservation efforts (SWRCB 2014). These regulations went into effect on August 1, 2014, to reduce outdoor urban water use and intended that all California households would voluntarily reduce their water consumption by 20 percent. Water companies with 3,000 or more service connections were required to report monthly water consumption to the SWRCB.

In January of 2022, following the Governor's proclamation of a drought state of emergency for all counties, the SWRCB adopted the prohibited wasteful water uses emergency regulations. These include the prohibition of the following wasteful water use practices: 1) the application of potable water to outdoor landscapes in a manner that causes excess runoff; 2) the washing of vehicles without an automatic shut-off nozzle; 3) the application of potable water to driveways and sidewalks; 4) the use of potable water in nonrecirculating ornamental fountains; and 5) the application of potable water to outdoor landscapes during and within 48 hours after at least 0.25 inch of rainfall. In June of 2022, additional emergency water conservation regulations were enacted prohibiting the irrigation of nonfunctional turf at commercial, industrial, and institutional accounts, and the implementation of conservation actions under Level 2 of urban water suppliers' WSCPs. As of June 5, 2024, the emergency regulations expired.

In October of 2023, AB 1572 was signed into law by the governor, prohibiting the irrigation of nonfunctional turf at commercial, industrial, and institutional sites (with exceptions for areas irrigated with recycled water or harvested rainwater). The irrigation prohibitions become effective in stages between 2027 and 2031, beginning with state and local government facilities. Under the law, urban water suppliers must adopt the same irrigation prohibitions into their local regulations.

SWRCB Division of Drinking Water

Division of Drinking Water regulates public water systems within California; oversees water recycling projects; permits water treatment devices; and supports and promotes water system security. The Division of Financial Assistance provides funding opportunities for drinking water system improvements; provides support for small water systems and for improving technical, managerial, and financial capacity; and certifies drinking water treatment and distribution operators. The Field Operations Branch of the Division of Drinking Water is responsible for the enforcement of the federal and California Safe Drinking Water Acts and the regulatory oversight of approximately 7,500 public water systems to ensure the delivery of safe drinking water to all Californians. In this capacity, Field Operations Branch staff perform field inspections, issue operating permits and amendments, review plans and specifications for new facilities, take enforcement actions for noncompliance with laws and regulations, review water quality monitoring results, and support and promote water system security. All public water systems in San Bernardino County and the City of Ontario County are under the purview of the Division of Drinking Water.

Principles Governing CEQA Analysis of Water Supply

In *Vineyard Area Citizens for Responsible Growth, Inc., v. City of Rancho Cordova* (February 1, 2007), the California Supreme Court articulated the following principles for analysis of future water supplies for projects subject to CEQA:

- To meet CEQA's informational purposes, the EIR must present sufficient facts to decision makers to evaluate the pros and cons of supplying the necessary amount of water to the project.
- CEQA analysis for large, multiphase projects must assume that all phases of the project will eventually be built, and the EIR must analyze, to the extent reasonably possible, the impacts of providing water to the entire project. Tiering cannot be used to defer water supply analysis until future phases of the project are built.
- CEQA analysis cannot rely on "paper water." The EIR must discuss why the identified water should reasonably be expected to be available. Future water supplies must be likely rather than speculative.

- When there is some uncertainty regarding future availability of water, an EIR should acknowledge the degree of uncertainty, include a discussion of possible alternative sources, and identify the environmental impacts of such alternative sources. Where a full discussion still leaves some uncertainty about long-term water supply, mitigation measures for curtailing future development if intended sources become unavailable may become a part of the EIR's approach.

- The EIR does not need to show that water supplies are ensured, because such a degree of certainty would be "unworkable, as it would require water planning to far outpace land use planning." The requisite degree of certainty of a project's water supply varies with the stage of project approval. CEQA does not require large projects, at the early planning phase, to provide a high degree of certainty regarding long-term future water supplies.

- The EIR analysis may rely on existing urban water management plans, if the project's demand was included in the water management plan's demand accounting.

The ultimate question under CEQA is not whether an EIR establishes a likely source of water, but whether it adequately addresses the reasonably foreseeable impacts of supplying water to the project.

Wastewater

State Water Resources Control Board: General Waste Discharge Requirements

On May 2, 2006, the SWRCB adopted Statewide General Waste Discharge Requirements (Order No. 2006-0003) and a monitoring and reporting program (Order No. WQ-2013-0058-EXEC) for all publicly owned sanitary sewer collection systems in California with more than one mile of sewer pipes. The order provides a consistent statewide approach to reducing sanitary sewer overflows (SSO). The Waste Discharge Requirements require public agencies that own or operate sanitary sewer systems to develop and implement a sewer system management plan (SSMP) and report all SSOs to the California Integrated Water Quality System Project (CIWQS).

The SWRCB has delegated authority to 9 RWQCBs to enforce these requirements within their regions. The Santa Ana RWQCB (Region 8) issues and enforces NPDES permits in the portion of San Bernardino County that includes Ontario. NPDES permits allow the RWQCB to regulate where and how waste is disposed, including the discharge volume and effluent limits of waste and the monitoring and reporting responsibilities of the discharge. The RWQCB is also charged with conducting inspections of permitted discharges and monitoring permit compliance.

Storm Drainage System

SWRCB General Construction Permit

Construction activities that disturb one or more acres of land that could impact hydrologic resources must comply with the requirements of the newly reissued SWRCB Construction General Permit (Order WQ 2022-0057-DWQ). Under the terms of the permit, applicants must file Permit Registration Documents (PRD) with the SWRCB prior to the start of construction. The PRDs include a Notice of Intent, risk assessment, site map, Storm Water Pollution Prevention Plan (SWPPP), annual fee, and a signed certification statement. The PRDs are submitted electronically to the SWRCB via the Stormwater Multiple Application and Report Tracking System (SMARTS) website.

Applicants must also demonstrate conformance with applicable best management practices (BMP) and prepare a SWPPP containing a site map that shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project site. The SWPPP must list BMPs that would be implemented to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. Additionally, the SWPPP must contain a visual monitoring program, a sampling program to ensure compliance with water quality standards, and on-site collection of samples and inspection of BMPs during a qualifying precipitation event.

SWRCB General Industrial Permit

The Statewide General permit for Storm Water Discharges Associated with Industrial Activities, Order No. 2014-0057-DWQ and amended by 2015-0122-DWQ (2018) implements the federally required stormwater regulations in California for stormwater associated with industrial activities that discharge to Waters of the United States. This regulation covers facilities that are required by federal regulations or by the RWQCBs to obtain an NPDES permit. Dischargers are required to eliminate non-storm water discharges, develop SWPPPs that include BMPs, conduct monitoring of stormwater runoff, and submit all compliance documents via the SWRCB's SMARTS program

SWRCB Trash Amendment

On April 7, 2015, the SWRCB adopted an amendment to "Water Quality Control Plan for Ocean Waters of California" to control trash. In addition, "Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California" added "Part 1, Trash Provisions." Together, they are collectively referred to as the "Trash Amendments." The Trash Amendments provide statewide consistency for the RWQCBs in their regulatory approach to protect aquatic life and public health beneficial uses, reduce environmental issues associated with trash in State waters, and focus limited resources on high-trash-generating areas (SWRCB 2015).

The Trash Amendments apply to all Phase I and II permittees under the NPDES municipal separate storm sewer systems (MS4) permits. Compliance with the Trash Amendment requires municipalities to install certified trash treatment control systems on all catch basins no later than December 2, 2030 (SWRCB 2025b). The Santa Ana RWQCB implements the statewide Trash Amendments through Water Code Section 13383 Orders that contain region-specific requirements.

Solid Waste

California Integrated Waste Management Act

California's Integrated Waste Management Act of 1989 (AB 939) set a requirement for cities and counties throughout the state to divert 50 percent of all solid waste from landfills by January 1, 2000, through source reduction, recycling, and composting. In 2008, the requirements were modified to reflect a per capita requirement rather than tonnage. To help achieve this, the act requires that each city and county prepare and submit a source reduction and recycling element. AB 939 also established the goal for all California counties to provide at least 15 years of ongoing landfill capacity. In 2007, SB 1016 amended AB 939 to establish a per-capita disposal measurement system based on two factors: a jurisdiction's reported total disposal of solid waste divided by the jurisdiction's population. CalRecycle sets a per-capita disposal rate target for each jurisdiction. Each jurisdiction must submit an annual report to CalRecycle with an update of its progress in implementing diversion programs and its current per-capita disposal rate.

California Short-Lived Climate Pollutants Act

SB 1383 focuses on the elimination of methane gas created by organic materials in landfills and set targets to achieve a 50 percent reduction in the statewide disposal of organic waste by 2020 and a 75 percent reduction by 2025. Organic waste makes up half of what Californians send to landfills. SB 1383 requires all businesses and residents to divert organic materials (including food waste, yard waste, and soiled paper products) from the landfill. The regulation took effect on January 1, 2022, and requires that organics collection service be provided to all residents and businesses. The collected organic waste must be recycled into new products, such as compost, mulch, biofuel, and electricity. Each city and county have an annual procurement target based on its population. Also, an edible food recovery program must be established by 2025 with the goal of recovering 20 percent of currently disposed edible food that would otherwise be sent to landfills to feed people in need. Mandated food donors and food recovery organizations and services must keep records of the amount and dates of food donations and acceptances.

Mandatory Commercial and Multifamily Residential Recycling Requirements

AB 341 (Chapter 476) set a statewide solid waste diversion goal of 75 percent by 2020. AB 341, which was passed in 2011 and took effect July 1, 2012, mandates recycling for businesses

producing four or more cubic yards of solid waste per week or multifamily residential dwellings of five or more units. Under AB 341, businesses and multifamily dwellings of 5 or more units in the proposed project must separate recyclables from trash and either subscribe to recycling services, self-haul their recyclables, or contract with a permitted private recycler.

Mandatory Organics Recycling Act

AB 1826, which was enacted in 2014, mandates organic waste recycling for all businesses and multifamily dwellings with 5 or more units. Starting January 1, 2020, all generators of 2 cubic yards or more of garbage, recycling, and compost combined per week must recycle organic waste. Organic waste includes food scraps, food-soiled paper waste, yard trimmings, and landscape materials. Organic waste can be recycled through composting, mulching, and anaerobic digestion which produces renewable energy and fuel. In addition to recycling food scraps, donating surplus food to local food banks can be part of the AB 1826 compliance effort.

California Solid Waste Reuse and Recycling Access Act

The California Solid Waste Reuse and Recycling Access Act requires development projects to set aside areas for collecting and loading recyclable materials. This act required CalRecycle to develop a model ordinance for adoption by any local agency to provide adequate areas for the collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt a model or an ordinance of their own that establishes standards, including space allocation, for the collection and loading of recyclable materials.

California Green Building Standards Code

Sections 4.408 and 5.408 of CALGreen pertain to construction waste reduction disposal and recycling. The requirements mandate that, in the absence of a more stringent local ordinance, a minimum of 65 percent of the nonhazardous construction and demolition waste generated during most new construction must be recycled or salvaged. CALGreen requires developers to prepare and submit a waste management plan for on-site sorting of construction debris, which is submitted to the City for approval, or use a waste management company with verifiable documentation. The waste management plan must:

- Identify the materials to be diverted from disposal by recycling, reuse on the project, or salvage for future use or sale.
- Specify if materials will be sorted on-site or mixed for transportation to a diversion facility.
- Identify the diversion facility where the material collected can be taken.
- Identify construction methods employed to reduce the amount of waste generated.

- Specify that the amount of materials diverted shall be calculated by weight or volume, but not by both.

The 2025 CALGreen Code is scheduled for adoption in 2025 and will become effective January 1, 2026, as part of California's triennial building code cycle. The California Building Standards Commission adopts updates to CALGreen as part of Title 24 of the California Code of Regulations.

REGIONAL

Wastewater

Inland Empire Utilities Agency NPDES Permit

The City of Ontario conveys its wastewater via regional trunk sewers to regional wastewater treatment plants (WWTPs) operated by the Inland Empire Utilities Agency (IEUA). The IEUA operates under an NPDES permit issued by the Santa Ana RWQCB (Order No. R8-2022-0041) that covers three of its regional water recycling plants (Nos. 1, 4, and 5) and the Carbon Canyon Water Recycling Facility. The permit sets forth discharge points, effluent limitations, receiving water limitation, and monitoring and reporting requirements (Santa Ana RWQCB 2022).

Inland Empire Utilities Agency Sewer System Management Plan

The IEUA maintains and regularly updates its Sewer System Management Plan to assess infrastructure capacity and plan for necessary capacity increases with future buildout conditions. The Plan was most recently updated in March 2025, and the latest audit report is dated 2024. A key element of the program is the System Evaluation and Capacity Assurance Plan, which establishes the steps necessary to address identified hydraulic deficiencies, including prioritization, alternatives analysis, and schedules (IEUA 2025a; IEUA 2024).

Stormwater

San Bernardino County Regional MS4 Permit

The Santa Ana RWQCB regulates stormwater discharges through separate MS4 (Municipal Separate Storm Sewer System) permits for each of the three counties in the Santa Ana River watershed (Orange, Riverside, San Bernardino) since the 1990s. The City is currently subject to the requirements of the San Bernardino County MS4 Permit (Order No. R8-2010-0036, NPDES Permit No. CAS618036). The RWQCB is in the process of revising the MS4 permit to include Orange County, Riverside County, and San Bernardino County under one regional permit covering all counties and cities in the watershed (Santa Ana RWQCB 2025).

Solid Waste

San Bernardino Countywide Integrated Waste Management Plan

The California Integrated Waste Management Act of 1989 (AB 939) requires each county to prepare and adopt a Countywide Integrated Waste Management Plan (CIWMP). The plan identifies solid waste facilities in San Bernardino County and describes the countywide plan for reaching the State-mandated 50 percent recycling goal. Waste reduction and disposal facilities in the county that require solid waste facility permits must conform to policies and siting criteria in the CIWMP. The CIWMP includes, by reference, source reduction and recycling elements, household hazardous waste elements, and nondisposal facility elements as well as a plan that describes countywide diversion programs and landfill disposal needs. The elements must be reviewed every 5 years and revised if necessary. The latest 5-year review report for the CIWMP was submitted by San Bernardino County Solid Waste Management Division on April 2018. The latest CIWMP states that the County has 5 landfills that have the capacity to accept all solid waste from its customers for a period in excess of 15 years (San Bernardino County 2018).

In addition, each city, county, or regional agency must prepare an annual report for submittal to CalRecycle that summarizes its progress in reducing solid waste, as required by Public Resources Code Section 41821. Once every 2 or 4 years (depending on the compliance schedule), CalRecycle conducts its own jurisdictional review of the annual reports to determine if the jurisdiction has met the Integrated Waste Management Act goals.

San Bernardino Recycling Market Development Zone

The San Bernardino Recycling Market Development Zone (RMDZ) includes the unincorporated areas of San Bernardino County and various cities within the county, including parts of Ontario. The County Economic Development Agency administers the RMDZ in collaboration with participating cities and solid waste providers. Materials targeted in the RMDZ include mixed waste paper, glass, tires and rubber, plastic, yard waste, and inert solids. The goal of the zone is to attract businesses that can process these materials in the RMDZ.

LOCAL

Water

City of Ontario Water Master Plan

The City of Ontario Water Master Plan (WMP) was prepared by AKM Consulting Engineers to document a multi-year capital improvement program to maintain the City's water utility infrastructure in a sound operable condition and to meet the level of service expectations of the

City through 2035. The WMP describes the water distribution system in the City of Ontario, identifies system deficiencies, and recommends improvements (Ontario 2012a).

City of Ontario Water Master Plan Update Draft

The City's latest Water Master Plan was completed in 2012. The 2020 Water Master Plan Update Draft aims to update the City's water model, perform hydraulic analyses, and develop capital improvement project recommendations based on the latest available information. The capacity of the City's potable water system was assessed through an initial survey of the water infrastructure, including water supply pipes, pumps, and storage facilities in March 2019. A computer model (Innovyze Infowater) was subsequently developed to model existing flows and proposed future flows. Proposed flows were based on a combination of land use information, including the existing 2020 General Plan and specific plans; previous water studies and plans; and a City buildout table completed in 2015 (Ontario 2020a).

City of Ontario Recycled Water Master Plan

The City recognizes the need to provide customers with the most economically feasible source of water supply. With the decreasing supply and escalating costs of imported water, Recycled Water provides an alternate and more economical source of water supply for irrigation and some industrial processes. The study area aligns with the City boundary, excluding two regions served by Cucamonga Valley Water District. The City is primarily split into the Old Model Colony (OMC) in the north and Ontario Ranch in the south, with Riverside Avenue as the general divider, although a section of the OMC is located south of Riverside Avenue between Archibald Ave and the Edison Power Lines to Schaffer Avenue. The Recycled Water Master Plan builds on previous Water and Recycled Water Master Plan and aims to catalogue users, identify potential future users, assess the economic feasibility of infrastructure development, size future pipelines, and outline a long-term Capital Improvement Plan. The data model used is based on information from IEUA as of November 2010 (Ontario 2012b).

City of Ontario Recycled Water Master Plan Update Draft

The Recycled Water Master Plan is a planning tool to guide future recycled water use and expansion of the existing system for the City of Ontario. The report assesses the recycled water system for 2 phases: the near term and future buildout. The near-term phase, which would take place over the next 5 years, considered the following (Ontario 2020b):

- Recycled water system in the Ontario Ranch service area
- Recycled water to the Creekside conversion project areas
- Conversion of large irrigation meters/users to recycled water
- Conversion of parks and schools to recycled water
- Conversion of current agricultural land to recycled water

The future phase considered full buildout in Ontario Ranch and all potential conversion areas in the Original Model Colony (OMC). The Euclid Avenue conversion areas are also considered as future phase improvements (Ontario 2020b).

City of Ontario Urban Water Management Plan

The City of Ontario has an approved UWMP updated in 2020. The UWMP provides current water usage by residential and nonresidential customers, and it projects future water use for a normal year, single dry year, and multiple dry years over a 25-year planning period. The UWMP was prepared with information from the City's Water Master Plan and 2018 Hazard Mitigation Plan, the San Bernardino County's 2017 Multi-Jurisdictional Hazard Mitigation Plan, and the UWMPs from the various agencies that supply water to the City, including the IEUA (Ontario 2021).

The City is currently preparing its 2025 UWMP update, which is scheduled for adoption in 2026. As such, the proposed project's water demand analysis is based on the most current planning information and is consistent with the City's ongoing long-range water resource planning efforts.

City of Ontario Water Shortage Contingency Plan

The City's Water Shortage Contingency Plan, which is provided in Chapter 8 of the 2020 UWMP, provides a detailed approach to how the City would respond in the case of a water shortage. The plan also includes an annual water supply and demand assessment, which reviews the water demands for the current years and for a potential upcoming single dry year prior to any response actions taken by the City. The water shortage contingency plan also contains a summary of the Emergency Response Plan, which provides the actions and responses that would be implemented during a catastrophic water shortage resulting from natural disasters, system failure, or other unforeseen circumstances. Per Water Code Section 10632 (a)(3)(A), the City must include the 6 standard water shortage levels from the normal reliability, as determined by an annual assessment of water demand and supply. The 6 standard water shortage levels correspond to progressively increasing estimated shortage conditions and align with the response actions the supplier would implement to meet the severity of the impending shortages. As part of the 2025 UWMP Update, the City's Water Shortage Contingency Plan will be updated and scheduled for adoption in 2026.

City of Ontario Water Connection and Water Usage Fees

The City imposes water connection fees and water usage fees in order to maintain and expand the water supply infrastructure that supplies potable and recycled water to residential and nonresidential customers. The rate structure has 2 components: a Readiness-to-Serve charge,

which is based on the size of the meter, and a monthly usage charge, which is based on the amount of water used. There are separate tier structures for potable water and recycled water. In addition, the City collects water service connection fees for new service connections.

Wastewater

City of Ontario Sewer System Management Plan

Ontario's current Sewer System Management Plan (SSMP) is dated February 2025 and was prepared pursuant to SWRCB's Order No. 2022-0103 DWQ and its amendment. The SSMP provides a plan and schedule to properly manage, operate, and maintain all parts of the sanitary sewer system, to reduce and prevent any SSOs, and to mitigate any SSOs that occur.

The SSMP demonstrates the City's ability to comply with the State requirements through collection system use ordinances, service agreements, or other legally binding procedures. It also outlines the measures taken to prevent illicit discharges into the wastewater collection system and steps taken to minimize infiltration and inflow, stormwater, chemical dumping, and unauthorized debris. The SSMP describes the design criteria for proper construction of sewers and connections; the City's operation and maintenance program; description of cleaning methods; sewer rehabilitation and replacement program; training; and an overflow emergency response plan (OMUC 2025a).

City of Ontario Sewer Master Plan Update

The City's Sewer Master Plan analyzes the age and status of the sewer infrastructure and the capacity of the sewer collection system for existing and future peak flows under both dry- and wet-weather conditions. The Ontario Ranch area was reassessed in this document for consistency with planning documents (Ontario 2012c).

Stormwater

City of Ontario Master Plan of Drainage

The City of Ontario's Master Plan of Drainage (MPD) was updated in 2012 to analyze existing storm drain infrastructure capacity and to determine future storm drain facility needs for buildout conditions (Ontario 2012d).

City of Ontario Capital Improvements Program

The Ontario Municipal Utilities Company (OMUC) regularly updates its CIP to prepare and budget for upcoming infrastructure improvements across a five-year planning horizon. The Engineering Department also prepares a budget for upcoming infrastructure improvements over a 5-year planning period.

All Utilities and Service Systems

City of Ontario Standard Conditions of Approval for New Development

The City's standard conditions of approval for new development include the following regulations that pertain to utilities and service systems (Ontario 2017).

- **SC 3.33 (OMC), 3.34.** All refusers must be kept in proper containers within a City-approved trash enclosure that includes a solid roof to prevent rainwater contact, consistent with the City's Refuse and Recycling Planning Manual. The enclosure and roof must match the building's architectural design, and architectural details of the roofed enclosure must be included in both the Development Plan submittal and the Water Quality Management Plan.
- **SC 3.42 (OMC), 3.43** Private sewer, domestic water, and storm drainage systems, shall be designed in accordance with CPC/UPC requirements, including but not limited to, the sizing of pipes. These systems must be reviewed, approved, and inspected by the Building Department. Design standards used by other departments for public sewer, water, and storm drainage systems shall not be used for such private systems.
- **SC 3.48 (OMC), 3.49.** For non-residential projects, the applicant must complete an Industrial Wastewater Discharge Permit and comply with all relevant local, state, and federal wastewater regulations. The permit application is available online.
- **SC 3.65 (OMC), 3.66.** A hydrology study and drainage analysis, prepared in accordance with the San Bernardino County Hydrology Manual and the City of Ontario's Standards and Guidelines, and signed by a Civil Engineer registered in the State of California, shall be submitted to the Engineering Department prior to Grading Plan approval. Additional drainage facilities may be required as a result of the findings of the study.
- **SC 3.67 (OMC), 3.68.** Prior to Grading Plan approval and the issuance of a grading permit, an Erosion and Sediment Control Plan shall be submitted to, and approved by, the Engineering Department. The Erosion and Sediment Control Plan shall identify the BMPs that would be implemented by development projects during construction in order to reduce the discharge of sediment and other pollutants into the City's storm drain system.
- **SC 3.9 (OMC), 3.10.** The project shall comply with the adopted California Energy Code (California Code of Regulations, Title 24, Part 6).

City of Ontario Municipal Code

The City of Ontario Municipal Code includes various directives that pertain to utilities as codified in Title 6, Sanitation and Health:

- **Chapter 3, Integrated Solid Waste Management.** This chapter describes the requirements and regulations for the users of the City's solid waste collection services, including nonorganic waste, recycling, green waste, and other organic waste. It also requires owners and occupants of residential and commercial buildings to pay monthly integrated waste service charges. The code describes the business recycling requirements and construction and demolition diversion requirements that must be implemented for compliance with State recycling and diversion laws. Business recycling plans must be submitted for new development and certain redevelopment projects that plan to use commercial collection services. Construction and demolition recycling plans must be submitted for the construction, addition, or alteration of residential and nonresidential structures. The code also specifies mandatory business recycling and mandatory commercial business organics recycling services.

- **Chapter 6, Stormwater Drainage System**. This chapter specifies prohibited discharges to the storm drain system, required compliance with Best Management Practices (BMPs), and residential, commercial and industrial requirements. Other sections of the chapter govern discharges into stormwater from construction activities and the requirements for preparation of a stormwater quality management plan for qualifying new development and redevelopment projects. Article 8 provides the basis for establishing the stormwater pollution abatement charges that are collected for developed parcels within the City to fund future storm drain improvements and the fees imposed for business inspections to ensure compliance with the MS4 permit requirements.

- **Chapter 7, Public Sewer System**. Article 2 contains prohibited discharges and limitations on industrial waste discharges, and Article 3 provides the requirements for industrial wastewater permits. Article 4 has specifications for pretreatment and monitoring facilities, and Article 5 provides monitoring, reporting, and inspection requirements. Article 6 covers enforcement, and Article 7 provides a schedule of fees and charges for sewer connections and for maintaining service with the City's sewer system.

- **Chapter 8A, Water Conservation Plan.** This section of the code provides the steps to be taken to minimize the potential for a water shortage through water conservation and the enactment of policies to be implemented during various stages of water shortages.

Chapter 8B, Water Services. This section of the code provides the rules for the collection and payment of water, refuse, storm water abatement, and wastewater services; service disconnection; service fees and charges; water service; water meters; and the use of fire hydrants.

Chapter 8C, Recycled Water Use. The purpose of this chapter is to establish procedures, specifications, and limitations on the development and operation of recycled water facilities and

systems within the City's service area and adopt rules and regulations controlling such use. The section includes rates, fees, charges, and deposits for obtaining recycled water service.

Chapter 8D, Potable Water Facilities. This section defines the roles and responsibilities of applicants, developers, contractors, the City, and customers and provides standards and procedures for the design, construction, monitoring, inspection, and management of potable water facilities.

Chapter 8E, Cross-Connection Control. This chapter establishes the City's authority to protect the public drinking water system from contamination caused by cross-connections and backflow. It provides control mechanisms to water users through inspection, testing, notification, reporting, and enforcement. The City of Ontario Municipal Code includes the following regulation that pertain to utilities, as codified in Title 7, Public Works:

- **Chapter 6, Underground Utility Service Connections.** This section of the code requires that all utility lines and related facilities, including, but not limited to, wires for supplying and distributing electrical energy and services, including street lighting, telephone, telegraph, and cable television service, to be constructed within the City upon property which is yet undeveloped shall be placed underground.

3.19.2 Existing Conditions

WATER

Policy Plan Amendment

The City of Ontario and its associated Water Utility (OMUC) provides water service within a 49-square mile service area. The service area includes most of the City of Ontario; however, the Cucamonga Valley Water District (CVWD) operates water lines that serve 2 areas in the northeastern portion of the City, including 1) North of 4th Street and East of Vineyard Avenue, and 2) North of I-10 and East of I-15. In addition, Inland Empire Utility Agency (IEUA) maintains water lines that carry the wholesale recycled water from RP-1 that is sold to the City for distribution to customers. Finally, the Metropolitan Water District of Southern California (MWD) also has delivery/conveyance lines that run through the City (Fuscoe and PlaceWorks 2021a).

The City's distribution system consists of approximately 584 miles of water mains, between 2 and 42 inches in diameter. There are 12 active reservoirs with a total capacity of 75 million gallons (MG). Additionally, the City has 6 pumping stations and 18 groundwater wells, with a total production capacity of approximately 56 million gallons per day (MGD). The City provides an average supply of 33.14 MGD of water to its service area.

The City receives its water supply from:

- Groundwater pumped from the Chino Basin.
- Treated groundwater from the Chino Basin produced by the Chino Basin Desalter Authority.
- Purchased surface water from the State Water Project from IEUA and supplied by the Metropolitan Water District of Southern California. This water is treated locally by the Water Facilities Authority.
- Groundwater purchased from San Antonio Water Company.
- Recycled water purchased from IEUA. (Ontario 2021)

Chino Basin Groundwater

Approximately 38 percent of Ontario's water supply is groundwater pumped by the City from the Chino Groundwater Basin, which is adjudicated and managed by the Chino Basin Watermaster. The 1978 Chino Basin Judgment initially estimated the "safe yield" of the basin at approximately 140,000 AFY. The safe yield is the amount of water that can be pumped from the aquifer annually and for a number of years without depleting the source beyond its ability to be replenished naturally through recharge. The safe yield is recalculated every 10 years, and the safe yield was reset to 131,000 AFY for the next 10 years (2020 to 2030). There are 3 stakeholder groups, designated as Pools, that are governed by the Chino Basin Judgment:

- Appropriative Pool, consisting of local cities, public water districts, and private water companies
- Overlying Agricultural Pool, representing dairymen, farmers, and the State of California.
- Overlying Non-agricultural Pool, representing area industries.

Pursuant to the judgment, the City of Ontario is in the Appropriative Pool and has a "base water right," which is a percentage of the safe yield. The City has appropriative rights of approximately 21 percent of the safe operating yield from the Appropriative Pool. This amounted to 8,470 AFY in 2020 (Ontario 2021) and varies from year to year based on the safe yield; however, the judgment stipulates that water producers can pump more than their appropriative right if they either pay for replenishment water that is recharged back into the groundwater basin or purchase water rights from other users. Stakeholders in the different Pools can also transfer or lease groundwater rights. By 2020, the City had purchased rights to 3,921 AFY of "overlying non-agricultural" pool water.

In addition, the judgment provides that as agricultural uses convert to urban uses, water rights in the Overlying Agricultural Pool can be converted at 2 acre-feet per acre to the water agency that serves the urban area. As of 2025, the City had obtained an additional 7,488 AFY from land use conversions (Chino Basin Watermaster 2025).

The City is also entitled to water rights due to groundwater recharge with stormwater and recycled water in the Chino Basin, and the City has rights to store water in the Chino Basin. As of

June 30, 2025, the City has 148,935 AF in storage pursuant to appropriative rights and zero AF in storage pursuant to overlying non-agricultural rights (Ontario 2021; Chino Basin Watermaster 2025). The availability of additional storage in the basin allows the City to take advantage of wet years by storing additional water for use in dry years.

Chino Desalter Authority

The City of Ontario also receives treated groundwater for potable uses from the Chino Desalter Authority (CDA). The CDA is a joint powers authority consisting of the cities of Chino, Chino Hills, Norco, and Ontario; the Jurupa Community Services District; the Santa Ana River Water Company; IEUA; and Western Municipal Water District. The CDA operates and manages Chino Desalters I and II. These desalter facilities remove salts from brackish groundwater extracted from the lower Chino Basin. The City has an agreement to receive 8,533 AFY of treated water from the CDA (Ontario 2021). In 2024, the City received 8,064 AF from CDA, which is approximately 20 percent of its water supply (OMUC 2025b).

MWD Imported Water

In addition, the City purchases treated, imported surface water from the Water Facilities Authority (WFA). The WFA is a joint powers authority consisting of the cities of Chino, Chino Hills, Ontario, and Upland and the Monte Vista Water District. The WFA purchases untreated imported water from MWD through IEUA. The surface water is treated at the WFA-operated Agua de Lejos Treatment Plant in Upland.

In 2024, the City purchased 6,517 AF of treated water from the WFA, which is approximately 16 percent of its total water supply (OMUC 2025). The imported water supplies from the WFA may be impacted during multi-year drought conditions, which limits MWD from delivering sufficient water supplies to all its member agencies. In anticipation of a reduction in supplies, MWD developed a Water Supply Allocation Plan, which provides a means of equitably providing reduced water supplies during drought conditions.

Other Purchased Water

The City also purchases water from the San Antonio Water Company (SAWCo), which delivers domestic and irrigation water to a variety of shareholders. The City has an entitlement of 600 AF based on the active share entitlements. SAWCo's water supply sources include surface water from San Antonio Canyon, water from the San Antonio tunnel, and groundwater sources from the Chino Basin, Six Basins, and Cucamonga Basin. Most of SAWCo's water supplies are obtained from groundwater produced in the Cucamonga Basin. In 2024, the City purchased 496 AF of water from SAWCo, which is approximately 1.2 percent of its total water supply (OMUC 2025).

2020 Urban Water Management Plan

Table 3.19-2, *UWMP Existing and Projected Supply and Demand: Normal Year*, provides the annual average water supply and demand projections from the City's UWMP under normal conditions through year 2045.

Table 3.19-2 UWMP Existing and Projected Supply and Demand: Normal Year

Supply/Demand	(Acre-Feet/Year)					
	2020	2025	2030	2035	2040	2045
Groundwater Pumped from Chino Basin	18,395	20,249	22,915	24,943	31,476	31,476
Chino Desalter Authority	6,626	11,000	13,000	15,000	17,000	17,000
Water Facilities Authority	6,513	8,533	8,533	8,533	8,533	8,533
San Antonio Water Company	565	600	600	600	600	600
Recycled Water – IEUA	7,812	12,168	13,465	14,762	16,059	16,059
Total Supplies	39,921	52,550	58,513	63,838	73,668	73,668
Average Annual Demand	39,921	52,550	58,513	63,838	73,668	73,668

Source: Ontario 2021.

The 2020 UWMP also reports the City's daily per capita water demand of 161 gallons per capita per day in 2020. This demand is well below the minimum water use reduction target of 196 gallons per capita per day required by the Water Conservation Bill of 2009 (SB X7-7). Therefore, the City is in compliance with SB X7-7 (Ontario 2021).

According to the 2020 UWMP, the City would increase local groundwater production, surface water purchases from Chino Basin Desalter and imported surface water providers, and the use of recycled water from IEUA to meet its future water supply needs. The supply capacity from additional storage upgrades would add between 2,000 and 5,000 AFY for groundwater sources. Overall, the City plans on increasing its total water supply from 39,921 AFY in 2020 to 73,668 AFY in 2045 (Ontario 2021).

Recycled Water

The City's recycled water system is an important component of its total water supplies. In 2024, the City obtained 9,994 AF from IEUA, which is approximately 25 percent of the total water supply (OMUC 2025). Recycled water is received from IEUA's water recycling plants RP-1 and RP--5, and then distributed through the City's purple pipe system. The recycled water received from IEUA is used for industrial uses, landscape irrigation, agricultural irrigation, and golf course

irrigation. The recycled pipelines operated and maintained by the City currently totals approximately 65.2 miles.

The City's Recycled Water Master Plan identifies potential future recycled water customers in the City as well as plans to expand the recycled water system to additional parks, schools, nurseries, and commercial landscaping areas. The City also plans to continue retrofitting landscape irrigation systems to use recycled water where available. Economic incentives for customers to convert to recycled water are being explored, since the monthly charge for recycled water is approximately 60 percent of the charge for potable water. The City is also investigating the viability of making conversion to recycled water mandatory for customers with non-potable uses that are in proximity to an existing or planned recycled water pipeline. In 2020, recycled water demands and projected near-term and future recycled water demands were reanalyzed and are summarized in Table 3.19-3, *Recycled Water Demands*.

Table 3.19-3 Recycled Water Demands

Service Area	2020 Recycled Water Demands (AFY)	Near Term Recycled Water Demands (AFY)	Future Recycled Water Demands (AFY)
Ontario Ranch	4,465	6,740	8,158
Original Model Colony (OMC)	5,190	5,428	7,901
Total	**9,655**	**12,168**	**16,059**

Source: Ontario 2020.

Specific Plan

The 2022 Certified EIR evaluated the projected water demand and the needed infrastructure expansion for the Specific Plan area. The proposed EBPSP includes several land use changes compared to what was previously evaluated in the 2022 Certified EIR. The EBPSP establishes nine planning areas that would provide for development of the site with approximately 2,939,000 square feet of Business Park uses on 138.01 acres and 36.15 acres of Open Space. A publicly operated animal shelter that would not exceed 35,000 square feet may also be included in any of the Business Park planning areas. The remaining 14.50 acres would be utilized for roadway improvements. A Water Supply Assessment (WSA) was prepared for the EBPSP and is included in Appendix L2.

Potable Water Facilities

The OMUC provides water service to residents, businesses, and other users in the City, including the Specific Plan area. As previously stated above the City's water supply sources include: groundwater pumped from the Chino Basin; treated groundwater from the Chino Basin produced by the Chino Basin Desalter Authority; treated, imported water purchased from MWD

through IEUA and treated by WFA; groundwater purchased from San Antonio Water Company; and recycled water purchased from IEUA (OMUC 2021)

The Specific Plan area lies within the 925 Pressure Zone (PZ). Existing potable water lines are located within Eucalyptus Avenue (16-inch and 24-inch) and Grove Avenue (30-inch). Additional lines are located south of the Specific Plan area within Walker Avenue (16-inch).

Recycled Water Facilities

Recycled water lines are currently located within Eucalyptus Avenue (30-inch and 12-inch) and Bon View Avenue (30-inch). Additionally, 8-inch lines are located south of the Specific Plan area within Campus Avenue, Grove Avenue, and Walker Avenue.

WASTEWATER

Policy Plan Amendment

The City operates and maintains the sewer collection system, which currently serves the Original Model Colony area and portions of the Ontario Ranch area. The sewer collection system consists of approximately 425 miles of sewer mains. The system operates largely by gravity but also includes 4 primary pump stations and approximately 11,000 feet of associated force mains. The existing wastewater flow is approximately 10.4 MGD. The sewer lines range in size from 4 inches up to 48 inches in diameter (Fuscoe and PlaceWorks 2021b).

Inland Empire Utilities Agency Sewer Collection System and Treatment Plants

IEUA operates four WWTPs that provide recycled water to the western part of San Bernardino County. IEUA also maintains a series of regional trunk lines that transport wastewater flows from Ontario to one of IEUA's regional treatment plants, described below (Fuscoe and PlaceWorks 2021).

- **Regional Water Recycling Plant #1 (RP-1).** This WWTP serves the cities of Ontario, Chino, Fontana, Montclair, Rancho Cucamonga, and Upland. It features two separate treatment sections, one for liquids and one for solids, and has a treatment capacity of 44 MGD. The wastewater flows are treated to Drinking Water Title 22 standards; therefore, the recycled water from the plant is suitable for distribution and use for landscape irrigation and industrial processes. The plant is in the City of Ontario at 2662 East Walnut Street.
- **Regional Water Recycling Plant #5 (RP-5).** This WWTP is in Chino and serves Chino, Chino Hills, and Ontario. The plant has a current capacity of 16.3 MGD, which will increase to 22.5 MGD with its planned expansion project that is currently under construction. Wastewater treated by this facility is either discharged to Chino Creek, delivered to industrial users, or pumped to basins for groundwater recharge.

IEUA also operates a system for non-reclaimable wastewater (NRW) that consists of industrial waste, groundwater treatment, and other high-strength wastewaters and brines. This system enables IEUA to prevent high-strength wastewater from entering the water-recycling facilities so that they can meet their NPDES permit limits and wastewater quality goals. IEUA operates 3 trunk lines that are part of the NRW system, one of which passes through Ontario. The NRW system conveys wastewater to large-scale treatment facilities in Los Angeles under the jurisdiction of the Sanitation Districts of Los Angeles County, where it is treated and ultimately discharged into the Pacific Ocean.

Specific Plan

Sanitary sewer and wastewater collection for the Specific Plan area are provided by the OMUC, which conveys wastewater to the IEUA for transmission and treatment. Under existing conditions, sanitary sewer lines are located south of the Specific Plan area within Campus Avenue (15-inch), Bon View Avenue (18-inch), Grove Avenue (21-inch), and Walker Avenue (21-inch). No sanitary sewer infrastructure is currently provided within the Specific Plan area.

Wastewater generated from the Ontario Ranch area is conveyed to the IEUA Regional Water Recycling Plant No. 5. RP-5 currently treats about 9 MGD, with a total treatment capacity of 16.3 MGD. RP-5 is currently undergoing an expansion to include solids handling infrastructure, which will increase capacity to 22.5 MGD. Ultimately, RP-5 will treat 30 MGD with a peak flow of 60 MGD (IEUA 2025a).

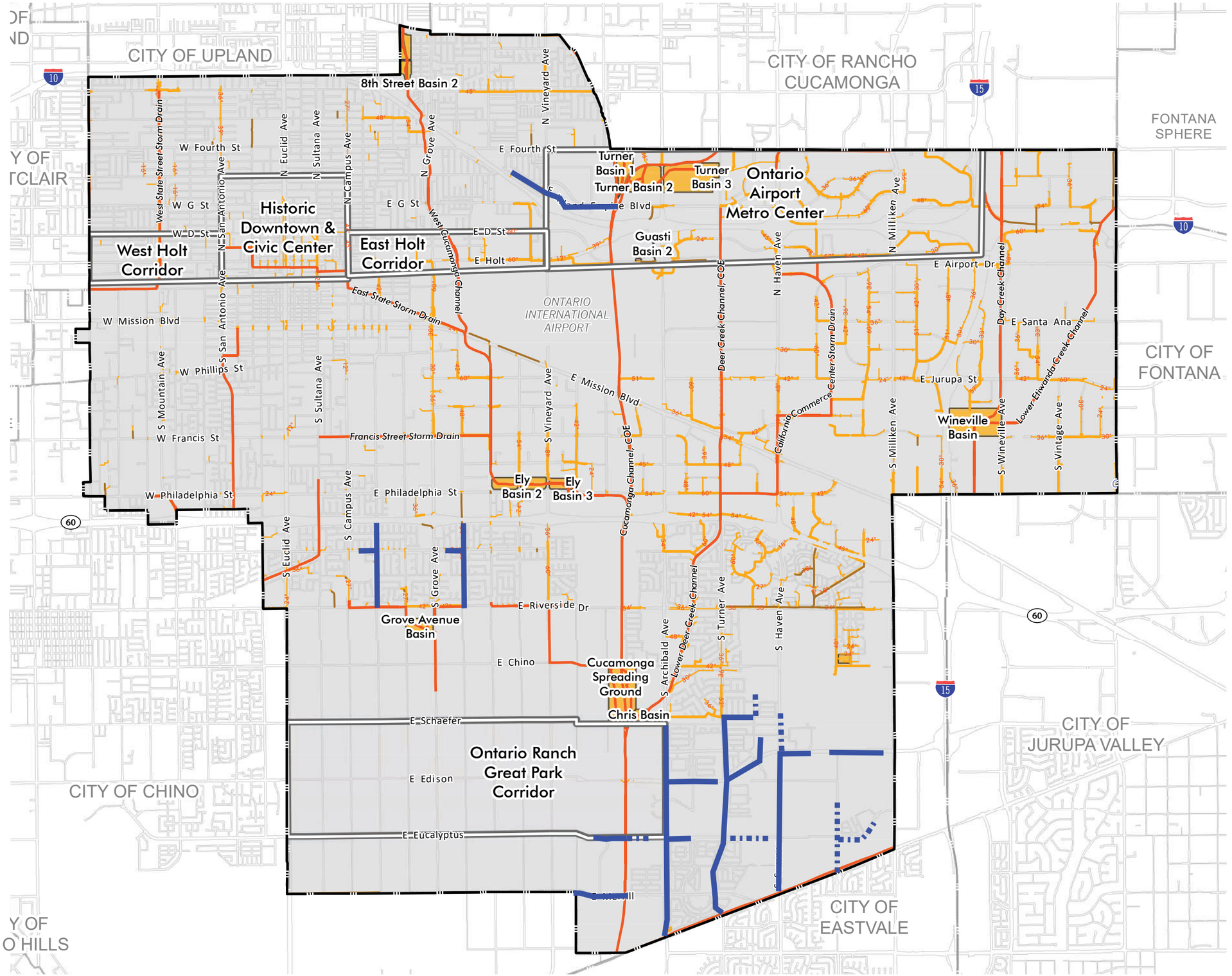
STORMWATER INFRASTRUCTURE

Policy Plan Amendment

The City owns and maintains over 136 miles of storm drains. The existing storm drain system is shown on Figure 3.19-1, *Existing Storm Drain System*. In addition, Caltrans has storm drains along Interstate 10 and State Route 60 corridors. All of the storm drains convey runoff to several regional backbone facilities owned and operated by the San Bernardino County Flood Control District (SBCFCD). The City is in Zone 1 of the SBCFCD. The following list shows the 3 major regional channels that convey stormwater from the City (Ontario 2012c).

- **San Antonio Channel.** The northwest portion of the City drains to San Antonio Channel via the city of Montclair's San Bernardino Avenue Storm Drain, SBCFCD's West State Street Storm Drain, and SBCFCD's Chino Storm Drain. San Antonio Channel runs along the western boundary of San Bernardino County through the cities of Montclair, Chino, and Chino Hills.
- **Cucamonga Channel.** This channel and a number of its tributary systems convey runoff from the central portion of the City. The regional SBCFCD storm drain systems that are tributary to Cucamonga Channel are:

Figure 3.19-1
Existing Storm Drain System



EBPSP Boundary
County Flood Control Channel
City Storm Drain - Open Channel
City Storm Drain - Underground
12” - 42”
42” - 120”
Detention Basins
Proposed Growth Areas
Ontario City Boundary
Newly Constructed City Storm Drain (accepted by City)
Newly Constructed City Storm Drain (not yet accepted by City)

Note: Does not show the SBCFCD Grove Basin Outlet Storm Drain Improvement Project along Grove Avenue, between the Grove Basin and Edison Avenue.

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: Fuscoe 2021 Date: 3/3/2022

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  - West Cucamonga Channel System, including the 8th Street Basins, Princeton Basin, East State Street Storm Drain, Francis Street Storm Drain, and Ely Basin
  - Riverside Drive Storm Drain #2 and Lower Cucamonga Spreading Grounds
  - Deer Creek Channel and Turner Basins
  - Lower Deer Creek Channel, Commerce Center Storm Drain, and Chris Basin
  - County Line Channel
- **Day Creek Channel.** The eastern portion of the City drains to this channel system and includes the following tributaries: Lower Etiwanda Creek Channel, Wineville Basin, and Riverside Basin.

Areas in the southwest portion of the City that do not drain to the three areas listed above instead drain to the Prado Flood Control Basin via other regional and backbone facilities in Chino, including the three listed here (Chino 2022).

- **Cypress Channel.** The channel system, which is owned and operated by the SBCFCD, includes Magnolia Storm Drain and Sultana-Cypress Storm Drain, which drain south through Chino to the Prado Flood Control Basin.

- **City of Chino, Line I.** As per Chino's Master Drainage Plan, Line I is a proposed double 10-foot by 8-foot reinforced concrete culvert (RCB) that will convey offsite runoff from the City of Ontario through a future storm drain system located at the intersection of Euclid Avenue and Merrill Avenue and eventually discharge into Prado Lakes.

- **City of Chino, Line J.** Line J currently receives runoff from the City of Ontario at the intersection of Grove Avenue and Merrill Avenue with flows routed to Kimball Basins and eventually into Prado Lakes.

SBCFCD is planning improvements to the Grove Basin outlet to address flooding issues along Grove Avenue, between Chino Avenue and Edison Avenue (SBCFCD 2025). The project includes a new 84-inch reinforced concrete pipe (RCP) and 96-inch RCP from Edison Avenue to Chino Avenue. From the Grove Basin outlet to Chino Avenue, the existing 66-inch RCP will be replaced with a 72-inch RCP. This storm drain system ultimately discharges into the Prado Basin.

Specific Plan

The existing topography within the Specific Plan area is relatively flat with a north-to-south sheet flow drainage pattern. The Specific Plan area is located within three City of Ontario Master Drainage Plan areas, including Area XII-1, Area XIII-1, Area XIV-1 and Area XIV-2. Existing storm drain infrastructure within the Specific Plan area includes portions of Eucalyptus Avenue (24-inch and 36-inch). Additional lines are located south of the Specific Plan area within Campus Avenue (60-inch), Bon View Avenue (102-inch), and Grove Avenue (120-inch).

SOLID WASTE

Policy Plan Amendment

Solid Waste Collection

The City of Ontario provides its own solid waste collection service. The Integrated Waste Department, which is part of the OMUC, provides its customers with blue containers for recyclables, green containers for grass clippings, leaves, and brush; and black containers for all nonrecyclable materials. The department has also developed a Refuse and Recycling Planning Manual to assist developers with meeting the City's requirements for refuse and recycling storage and access for service and addressing the City's recycling goals. The manual provides standards for residential, commercial, and industrial container storage and vehicle access, minimum weekly service requirements, and Ontario and San Bernardino County code requirements. The City also provides a household hazardous waste facility for residents at 1430 S. Cucamonga Avenue. Residents can recycle used computers, televisions, and other electronic waste free of charge.

Landfills

Household and business refuse, green waste, and recycling collected in Ontario are sent to the West Valley Materials Recovery Facility in Fontana for processing, recycling, or landfilling; the facility is operated by Burrtec. According to the most recent CalRecycle data, over 92 percent of the solid waste collected from the City was taken to either Badlands Sanitary Landfill or El Sobrante Landfill (CalRecycle 2025a). El Sobrante Landfill in Corona is owned and operated by USA Waste of California, a subsidiary of Waste Management, Inc. The Badlands Sanitary Landfill in Moreno Valley is owned and operated by the Riverside County Department of Waste Resources. The local enforcement agency for both landfills is the County of Riverside Department of Environmental Health. Information regarding these landfills is provided in Table 3.19-4, *Landfills Serving the City of Ontario*.

Table 3.19-4 Landfills Serving the City of Ontario

	Badlands Sanitary Landfill	El Sobrante Landfill
Total waste received in 2019 (tons)	886,389	3,419,460
Total waste received from Ontario in 2019 (tons)	47,574	218,454
Percentage of total waste from Ontario	5.4%	6.4%
Maximum permitted throughput (TPD)	5,000	16,054
Average daily disposal rate in 2024 (TPD)	2,964	10,441
Excess daily capacity (TPD)	2,036	5,613
Remaining capacity (cubic yards)	4,900,00	121,083,583
Estimate closing date	2059	2051

Sources: CalRecycle 2025a, 2025b, 2025c, 2025d.
Note: TPD = tons per day

Solid Waste Diversion and Recycling

Compliance with AB 939 is measured by comparing the CalRecycle target disposal rates for residents and employees to actual disposal rates. The latest target disposal rates for Ontario are 9.9 pounds per day (PPD) for residents and 16.4 PPD for employees. Actual disposal rates in 2024 were 10 PPD for residents and 14 PPD for employees (CalRecycle 2025e). Therefore, solid waste diversion goals for Ontario for employment are in compliance with AB 939. However, the diversion rate for residents is slightly over the target goal of 9.9 PPD.

Specific Plan

The City collects solid waste from residential, commercial, and industrial facilities, including the Specific Plan area. Based on data reported to CalRecycle, a large majority (approximately 76 percent in 2019) of the City's solid waste disposed of at landfills is transported to the El Sobrante Sanitary Landfill in the City of Corona at 10919 Dawson Canyon Road (CalRecycle 2025a)

Solid waste generated during the operation of the Specific Plan is anticipated to be collected by the City of Ontario and is anticipated to be hauled to either Badlands Sanitary Landfill or El Sobrante Landfill. As shown in Table 3.19-4, the Badlands Sanitary Landfill has a permitted disposal capacity of 5,000 tons per day with a remaining capacity of 4,900,000 cubic yards and the El Sobrante Landfill is permitted to receive 16,054 tons of solid waste per day with a remaining capacity of 121,083,583.

OTHER UTILITIES

Policy Plan Amendment

Telecommunications services include wireless internet, cell phone and land line telephone, cable television, and satellite television. There are numerous telecommunication and internet providers that serve the City, including the City's own OntarioNet. Additional telecommunication providers include AT&T, T-Mobile, Verizon, and others. Internet providers include Spectrum, Xfinity, AT&T, Frontier, T-Mobile, and others. Multiple choices give city residents and businesses a variety of options when choosing telecommunication providers. The current infrastructure is in place and sufficient to serve existing and future customers in Ontario and the surrounding area.

Specific Plan

OntarioNet and Frontier Communications provide telecommunication services to the Specific Plan area. Existing fiber optic lines exist south of Specific Plan area in Campus Avenue, Bon View Avenue, Grove Avenue, and Walker Avenue.

3.19.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to public services if it would:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

METHODOLOGY

Specific Plan

EBPSP-specific information regarding water supply and demand was obtained from the Water Supply Assessment (WSA). Water demand and wastewater generation were calculated using demand factors provided in the City's 2024 Water Demand and Sewer Flow Factors Technical Memorandum. The Specific Plan's solid waste generation was calculated using the California's Department of Resources Recycling and Recovery (CalRecycle) estimated solid waste generation rates.

3.19.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.19.5 Environmental Impacts

2022 CERTIFIED EIR

Water

Water Infrastructure

The Certified EIR determined that the approved project would increase residential and nonresidential development, leading to a higher demand for both potable and recycled water. Most of this increased demand would come from designated growth areas, with the largest share in the OMC. The Certified EIR determined that the Water Master Plan and Capital Improvement Plan developed by the City would address the growth and guide infrastructure upgrades and expansions. In addition, the City would manage growth through the requirement of development impact fees, water connection fees, and site-specific capacity studies to ensure new projects contribute fairly to the cost of expanding the water system. With these measures in place, and coordinated planning with the regional water agency, the expected impact of the proposed growth under the approved project on water infrastructure would not be significant. Impacts were determined to be less than significant.

Water Demand

The Certified EIR found that the approved project would increase water demand beyond projections in the City of Ontario's 2020 Urban Water Management Plan (UWMP) for 2040–

2045; however, this estimate was conservative and did not account for future water-saving measures, such as updated plumbing codes, greater use of recycled water, and state-mandated efficiency standards (e.g., SB 606 and AB 1668). With these measures in place—including reduced per capita water use and improved building standards—actual demand would likely remain below UWMP projections. City policies also promote water efficiency and require that infrastructure be in place before or during development. The 2020 UWMP confirms that water supplies are sufficient through 2045, even in dry years. As a result, the Certified EIR concluded that the City would meet the approved project's water needs with a less than significant impact on water supply.

Wastewater

Sewer Infrastructure

The Certified EIR concluded that the approved project would increase residential and nonresidential development, resulting in higher wastewater generation throughout the City of Ontario and its surrounding growth areas. While some locations are expected to see greater increases in sewer flow, the City has already planned and sized its sewer infrastructure to accommodate this growth. Existing policies require that necessary sewer improvements be implemented alongside new development, and the City routinely updates its Sewer Master Plan and Capital Improvement Program to maintain system capacity. In addition, site-specific studies and developer-funded fees help support ongoing upgrades. As a result, the Certified EIR found that the project would not cause a new or substantial impact on sewer infrastructure and determined the impact to be less than significant.

Wastewater Treatment Capacity

The City is served by 2 wastewater treatment facilities operated by the Inland Empire Utilities Agency. The Certified EIR concluded that these facilities have adequate capacity to accommodate both existing and future wastewater flows associated with the approved project. Planned facility expansions and ongoing infrastructure investments are in place to support anticipated regional growth, with funding provided through usage and connection fees. Additionally, water conservation efforts and compliance with modern building codes have led to a reduction in per-household wastewater generation. Regulatory agencies continue to ensure that treated water meets all applicable state and regional quality standards. Based on these factors, the Certified EIR determined that the approved project would not result in any significant impacts on wastewater collection or treatment systems. Impacts were determined to be less than significant.

Stormwater

The Certified EIR determined that potential future development under the approved project would increase impervious surfaces and stormwater runoff, potentially causing higher peak

flows and localized flooding. However, since much of the new development would occur on already paved infill sites, large increases in impervious surfaces are not expected. The City has planned storm drain improvements, especially in areas like Ontario Ranch where current drainage is limited, through its Master Plan Document (MPD) and Capital Improvement Plan (CIP). In addition, future projects under the approved project would still need to comply with stormwater regulations requiring treatment measures to control runoff and prevent increases in peak flows. City policies also require hydrological studies and adequate infrastructure to be in place before or during development. Developers must prepare drainage and water quality management plans to minimize runoff impacts. Development fees fund necessary storm drain upgrades, and ongoing maintenance and improvements will continue. Overall, compliance with these policies and plans means stormwater impacts from the approved project would be less than significant.

Solid Waste

The Certified EIR determined that the approved project would increase population and reduce employment, resulting in a net increase in solid waste generation. However, this additional waste would represent only a small fraction of the available landfill capacity, which is expected to remain sufficient well beyond 2050. The analysis assumes conservative waste generation rates and does not account for likely increases in recycling. State laws and City policies require recycling and waste diversion for construction, commercial, and organic waste, further reducing impacts. Therefore, the project would not cause significant impacts to solid waste facilities or services. Impacts were determined to be less than significant.

Other Utilities

The Certified EIR determined that the approved project would expand electric power, natural gas, and telecommunications infrastructure. Overall compliance with State laws, the City's municipal code, and the approved project policies would reduce impacts due to the expansion of energy and telecommunications infrastructure. Impacts were determined to be less than significant.

PROPOSED PROJECT

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

WATER

Policy Plan Amendment

The proposed project would result in an overall increase in the number of residential dwelling units and nonresidential square footage compared to the approved project. The breakdown for the increase in water demand is provided in Table 3.19-5, *Projected Water Demand Rates*. Full implementation of the proposed project has the potential to increase water demand by. 1,317 AFY of potable water and 68 AFY of recycled water.

Table 3.19-5 Projected Water Demand Rates

Land Use	Potable (AFY)		Recycled (AFY)	
	Approved Project	Proposed	Approved	Proposed
Residential	27,761	29,076	9,075	9,047
Mixed Use	7,477	7,109	2,104	2,036
Retail/Service	2,555	2,366	1,568	1,476
Employment	6,166	6,737	7,539	7,926
Other	1,358	1,346	9,125	8,994
Total	45,318	46,634	29,410	29,478
Increase in Water Demand	**1,317**		**68**	

Source: Appendix L1.

Notes: AFY = acre-feet-per-year.

Demand factors used to calculate water demands were from the City's 2024 Demand Factor Technical Memorandum (Ontario 2024a).

Water Infrastructure

To accommodate needed infrastructure expansion and improvements, the City has prepared a WMP and CIP. It also requires development impact fees and has construction requirements based on an evaluation of existing and projected water demands. The potable water demand

factors in the WMP are conservative and are used for sizing water pipes to convey average and peak daily flow rates. Therefore, they do not reflect the State's requirements to reduce residential indoor water demand to 47 gallons per person per day by 2025 and 42 gallons per person per day after 2030 (DWR 2021).

Because the planned development in the City for the current proposed project would result in an increase in demand for potable and recycled water, the City and the IEUA have made plans for infrastructure expansion and improvement. As part of the land development approval process, the City determines a project's fair-share costs and connection fees. Through the use of connection fees and agreements, the City maintains and expands its water distribution system as necessary and is able to ensure that new developments pay their fair-share costs. The City has the discretion to require water capacity studies associated with new development and redevelopment and currently requires site-specific studies to determine a project's impact throughout the water system. Therefore, impacts related to infrastructure expansion and improvement caused by the implementation of the proposed project would not result in significant environmental impacts.

Water Demand

Total water demand (potable plus recycled water) associated with the proposed project would be 76,112 AFY, which is an increase of approximately 3 percent compared to the 2020 UWMP calculated water demand of 73,688 AFY for the years 2040 and 2045 (Ontario 2021). The proposed project would result in an approximately 2 percent increase compared to the approved project of 74,728 AFY (potable plus recycled water).

The water demand factors used in the 2020 UWMP are conservative because they are based on the City's water demand factors from the WMP, which do not consider reductions in per capita water use in future years, the City's continuing conservation efforts, and the increased use of recycled water. Recent State laws, changes in the building code, and water service costs are anticipated to substantially lower water demand rates in the future:

- SB 606 and AB 1668 establish indoor water use standards (55 gallons per capita per day [GPCD] until 2025, 47 GPCD from 2025 to 2030, and 42 GPCD after 2030), outdoor water standards, and water loss standards that water suppliers must meet by 2028.
- New construction is subject to the latest CALGreen building code, which typically results in a 20 percent reduction in indoor water use.
- SB 407 requires all buildings in California to meet current plumbing fixture standards within this decade, which will require retrofitting of existing homes and businesses.
- Increases in water service costs, which will provide an incentive for additional water-saving practices and the use of recycled water, which is less costly, for nonpotable uses.

Therefore, applying these more conservative water demand factors by implementing a future water demand factor of 47 to 42 GPCD for all residential uses and a 20 percent reduction in nonresidential uses (compliance with CALGreen and new building code requirements) would reduce future water demand under the proposed project.

In addition, TOP 2050 includes policies that would further alleviate water demands from the proposed project such as:

- **Policy LU-1.3 Adequate Capacity.** We require adequate infrastructure and services for all development.
- **Policy LU-4.3 Infrastructure Timing.** We require that the necessary infrastructure and services be in place prior to or concurrently with development.
- **Policy ER-1.1 Local Water Supply.** We increase local water supplies to reduce our dependence on imported water. New and redevelopment projects are aligned with our available water supply and/or to enhance our available water supply.
- **Policy ER-1.2 Matching Supply to Use.** We match water supply and quality to the appropriate use.
- **Policy ER-1.3 Conservation and Sustainable Water Supply.** We work with regional water providers and users to conserve water and ensure sustainable local water supplies as more frequent droughts reduce long term local and regional water availability
- **Policy ER-1.4 Supply-Demand Balance.** We require that available water supply and demands be balanced.
- **Policy ER-1.5 Water Resource Management.** Environmental justice areas are prioritized as we coordinate with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater.
- **Policy S-3.7 Water Supply and System Redundancy.** We monitor our water system to manage and ensure adequate firefighting water supplies.

The 2020 UWMP states that there are sufficient water supplies through 2045 to meet projected demands in normal years, single dry years, and multiple dry years through 2045. Although the proposed project at buildout is estimated to generate a 3 percent increase in water demand compared to the 2020 UWMP using conservative water demand factors, new State requirements as listed above and City policies and code requirements would result in enhanced water efficiency and conservation. Applying these measures to the proposed project water demand estimates would result in total water demand below the projections in the 2020

UWMP for year 2045. Therefore, there would be sufficient water supplies to meet the demand for the proposed project buildout.

The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and impacts identified in the 2022 Certified EIR. Therefore, impacts to water infrastructure and water demand are **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Water Demand

As part of the Policy Plan Amendment being processed in conjunction with the EBPSP, a Policy Plan designation would be processed for the Specific Plan area. The Policy Plan land use designation would be changed from Medium Density Residential (with an Affordable Housing Overlay) (MDR-AH), Mixed Use (with an Affordable Housing Overlay) (MU-BC-AH), and Open Space–Parkland (OS-R) to Business Park (BP) and Open Space–Parkland (OS-R). The water demand for the EBPSP is provided in the WSA (Appendix L2) and summarized in Table 3.19-6, *EBPSP Water Demand*.

Table 3.19-6 EBPSP Water Demand

Land Use	Units	Water Demand Factor	Water Demand (GPD)	Water Demand (AFY)
Potable Water Demand				
Office Park	137.9 AC	1,800 GPD/AC	248,220	278.0
Open Space	36.15 AC	100 GPD/AC	3,615	4.0
Animal Shelter	Up to 35,000 SF	0.1 GPD/SF	3,500	3.9
			POTABLE - Sub Total (AFY)	**286.0**
Recycled Water Demand				
Office Park	137.9 AC	1,200 GPD/AC	165,480	185.4
Open Space	36.15 AC	2,500 GPD/AC	90,375	101.2
			RECYCLED - Sub Total (AFY)	**286.6**
			TOTAL EBPSP WATER DEMAND	**572.6**

Sources: Ontario 2024a; LACSD 2025.

Notes: AC = acre; SF = square feet; GPD = gallons per day; AFY = acre-feet per year.

Totals may not sum to 100 percent due to rounding.

Animal shelter water demand assumed to be 100 percent of wastewater generated from the proposed facility. Animal kennel wastewater generation rate from Los Angeles County Sanitation District (2025).

The total water demand for the EBPSP is estimated to be 572.6 AFY, which is less than the baseline water demand of 765.3 AFY for the previous land uses estimated in the 2022 Certified EIR (Appendix L2). The net reduction in water demand is 193 AFY, largely due to the removal of the residential land uses from the Specific Plan area and evaluated as part of the 2022 Certified EIR.

Water Infrastructure

As illustrated in Figure 3.19-2, *EBPSP Potable Water Infrastructure Plan*, new potable water lines would be installed in Campus Avenue and Walker Avenue to serve the Specific Plan area. Additional potable water lines would be installed in Bon View Avenue and Public Street A between Campus Avenue and Walker Avenue. These lines would connect to existing potable water facilities located adjacent to the Specific Plan area. In accordance with Ontario Municipal Code Chapter 8C, Recycled Water Use, recycled water infrastructure would be installed to serve the Specific Plan area.

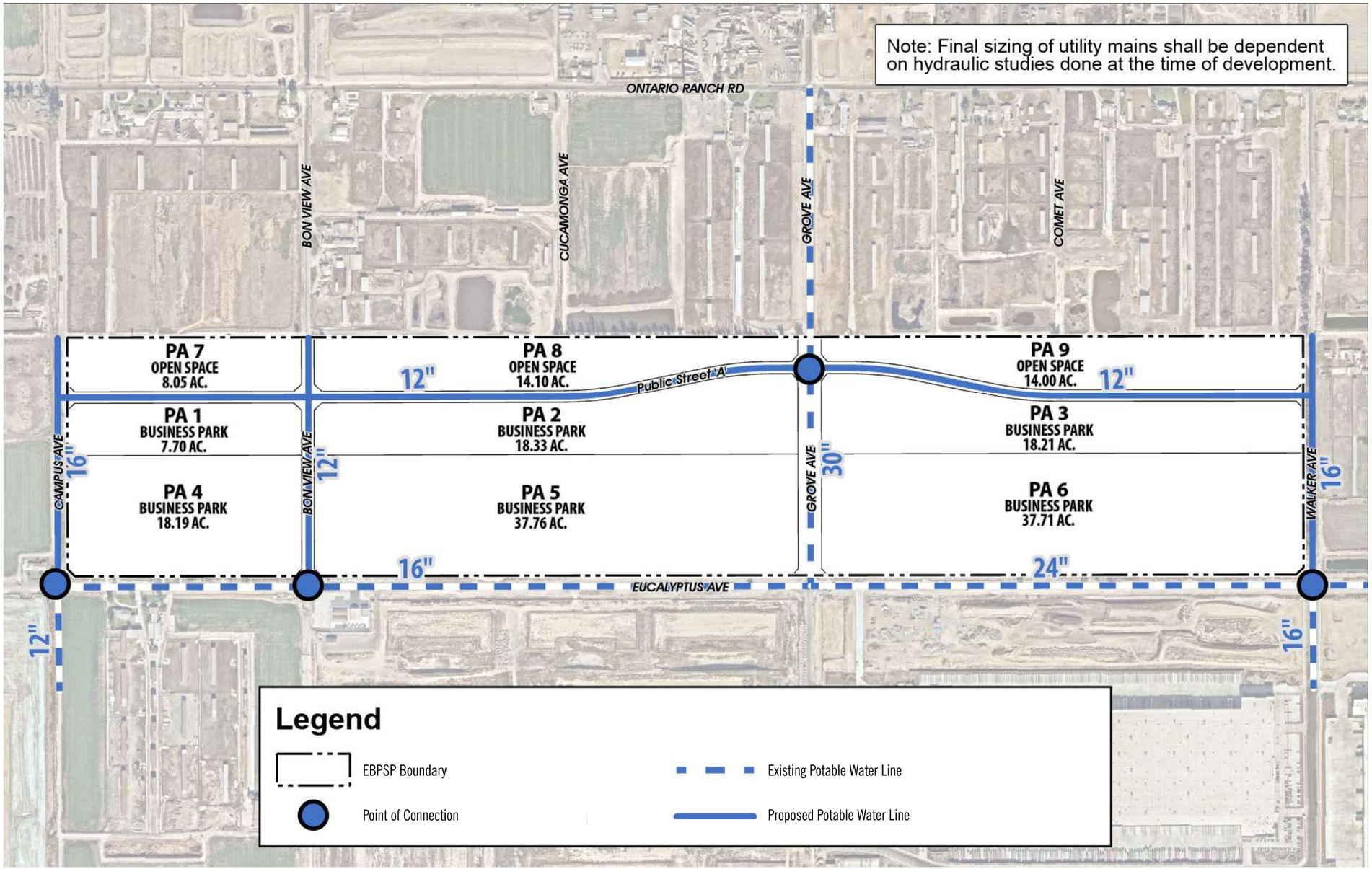
As illustrated in Figure 3.19-3, *EBPSP Recycled Water Infrastructure Plan*, new recycled water lines would be installed in Grove Avenue and Walker Avenue to serve the Specific Plan area. An additional recycled water line would be installed in Campus Avenue and Public Street A between Campus Avenue and Walker Avenue, at the City's discretion. These lines would connect to existing recycled water facilities located adjacent to the Specific Plan area.

Construction of the water lines would occur within dedicated public easements/right-of-way or within the boundaries of the Specific Plan. All water system improvements would be designed and constructed consistently with City requirements. Final sizing of utility mains shall be dependent on hydraulic studies done at the time of development. Through the use of connection fees and agreements, the City maintains and expands its water distribution system as necessary and ensures that new developments pay their fair-share costs.

As described in the City's 2020 UWMP, the City has adequate supplies to serve 100 percent of its customers during normal, dry year, and multiple dry year demand through 2045 with projected population increases and future development projects. Also, the City has the flexibility to increase groundwater production from the Chino Basin and increase the amount of imported water in wet and normal years. Completion of a new ion exchange treatment facility in 2024 that treats groundwater from two existing City groundwater wells would help ensure that the City's need for safe drinking water is met. The rest of the City's water supplies are purchased from various sources. The OMUC Water Master Plan and Recycled Water Master Plan are currently being updated. The EBPSP water infrastructure would be consistent with the master plans at the time of project approval, with final sizing and design determined upon submittal of development plans.

Figure 3.19-2

EBPSP Potable Water Infrastructure Plan



2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 275 550 Feet

Source: T&B 2025

Date: 02/24/2026

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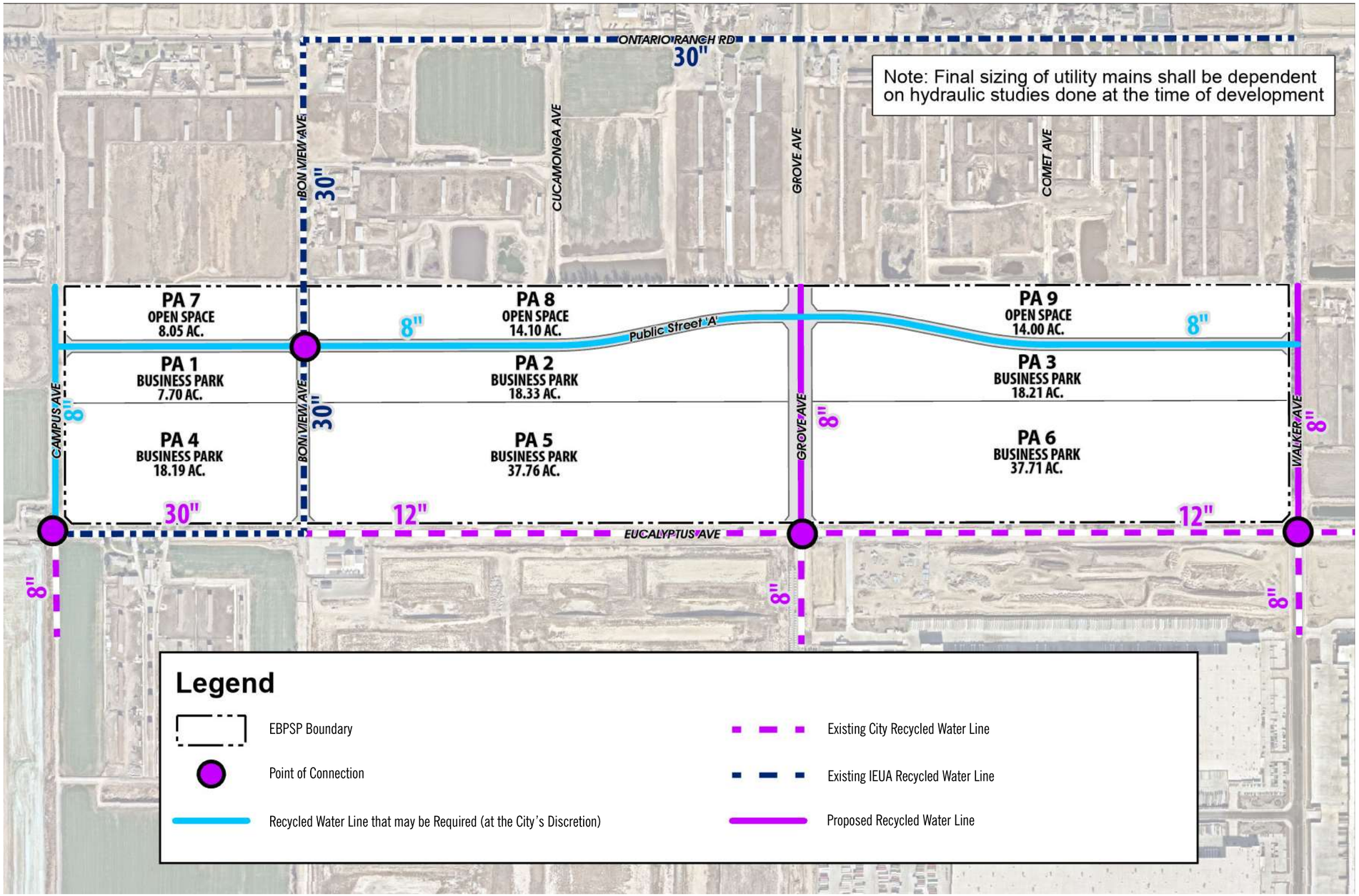
Figure 3.19-3

EBPSP Recycled Water Infrastructure Plan



2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 275 550 Feet

Source: T&B 2025

Date: 02/24/2026

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Although the EBPSP would result in new water connections, these connections would be part of the construction phase evaluated throughout this SEIR. The construction of the water lines necessary to serve the Specific Plan would not result in any significant physical effects on the environment that are not already identified and disclosed throughout this SEIR. Impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact USS-1: Implementation of the proposed project would not result in the relocation or construction of new or expanded water facilities which would cause a significant impact.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant water infrastructure impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new mitigation measures are necessary.

WASTEWATER

Policy Plan Amendment

The 2022 Certified EIR concluded that the approved project would generate additional wastewater that would be treated in accordance with the Santa Ana RWQCB and California Department of Public Health requirements.

The proposed project would result in an overall increase in the number of residential dwellings and nonresidential square footage compared to the approved project. The breakdown for the increases in wastewater flows is provided in Table 3.19-7, *Projected Wastewater Flow Rates*.

Table 3.19-7 Projected Wastewater Flow Rates

Land Use	Approved Project (GPD)	Proposed Project (GPD)	Change in Sewer Flow (GPD)	Percent Change
Residential	15,911,428	17,226,404	1,314,976	8.3
Mixed Use	5,721,159	5,396,954	-324,205	-5.7
Retail/Service	1,547,299	1,439,336	-107,963	-7.0
Employment	3,613,182	3,938,768	325,586	9.0
Other	974,359	966,218	-8,141	-0.8
Total (GPD)	**27,767,427**	**28,967,680**	**1,200,253**	**4.3**
Total (MGD)	**27.8**	**29.0**	**1.2**	**4.3**

Notes: GPD = gallons per day; MGD = millions of gallons per day.
Totals may not sum to 100 percent due to rounding.

Sewer Infrastructure

The proposed project would have the potential to increase wastewater flows by 1.2 MGD within the City. The largest increase would happen in the residential land use category. Mixed use and retail/service categories would see a reduction in wastewater flow rates as compared to the 2022 Certified EIR.

The proposed project would continue implementation of the four previously approved capital improvement projects, including construction of a new sewer main to divert flow from Vineyard Avenue. Final sizing of utility mains shall be dependent on hydraulic studies done at the time of development. The City has confirmed that the existing sewer infrastructure is adequately sized to accommodate the projected increase in flows under the proposed project; therefore, no adverse impacts on sewer infrastructure are anticipated.

Additionally, TOP 2050 includes policies that ensure sewer infrastructure improvements are implemented in coordination with new development or redevelopment. These requirements, which would continue with the proposed project, ensure that adequate capacity and proper timing of infrastructure are maintained to support growth. Relevant policies include:

- **Policy LU-1.3 Adequate Capacity.** We require adequate infrastructure and services for all development.
- **Policy LU-4.3 Infrastructure Timing.** We require that the necessary infrastructure and services be in place prior to or concurrently with development.
- **Policy ER-1.8 Wastewater Management.** We require the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.

The City also has the discretion to require additional sewer capacity studies for new development and redevelopment and is currently performing site-specific studies of certain areas of the sewer system. The City can require development fees to fund infrastructure improvements that are required for the proposed new developments.

The City regularly updates its Sewer Master Plan and CIP and has a process to assess local sewer impacts on a project-by-project basis. The Sewer Master Plan serves as an infrastructure planning tool to make decisions as to when CIP projects are warranted. The OMUC regularly provides and prioritizes sewer projects for inclusion in the latest CIP, which includes a budget for wastewater infrastructure improvements over a five-year planning horizon.

Wastewater Treatment Capacity

The City is served by 2 wastewater treatment facilities (RP-1 and RP-5) operated by the Inland Empire Utilities Agency (IEUA). IEUA can route flows to either of the 2 facilities as needed.

RP-1 has a hydraulic design capacity of 44 MGD but the current design treatment loading capacity for liquids is 32 MGD. Currently RP-1 is treating wastewater flows of 28 MGD (IEUA 2025b). RP-5 has a design capacity of 16.3 MGD and is currently treating wastewater flows of 9 MGD (IEUA 2025b). RP-5 is currently undergoing expansion to increase its capacity to 22.5 MGD with a projected completion date of 2026. Future expansions of the facilities will result in a total treatment capacity of 70 MGD. The current and future capacities of these treatment facilities are provided in Table 3.19-8, *IEUA WWTP Flow Rates and Capacities*.

Table 3.19-8 IEUA WWTP Flow Rates and Capacities

Wastewater Treatment Plant	Current Capacity (MGD)	2025 Capacity with RP-5 Expansion (MGD)	Scheduled Expansions (MGD)
RP-1	32[1]	32	40
RP-5	16.3	22.5	30
Total Capacity	48.3	54.5[2]	70
Current Flow Rates	37	37	
Excess Capacity	11.3	17.5	--

Source: IEUA 2025b.

Notes: MGD = millions of gallons per day

1. RP-1 total hydraulic capacity without loading treatment limitations is 44 MGD.
2. The RP-5 Liquids Expansion to 30 MGD and Biosolids Facility will be substantially completed by June 30, 2026. RP-1 Liquids Treatment Recovery is anticipated to start FY 28/29; the project will recover liquids treatment capacity to 40 MGD.

Upon completion of the expansion, the total capacity of the treatment facilities will be 54.5 MGD with average flows of 37 MGD. The residual capacity will be 17.5 MGD (IEUA 2025b). The proposed increase in wastewater with implementation of the proposed project would be 1.2 MGD as compared to the 2022 Certified EIR (See Table 3.19-7), which is about 6.9 percent of the residual capacity. Therefore, the wastewater treatment facilities have adequate capacity to accommodate both existing and future wastewater flows associated with the proposed project. Anticipated future regional growth will be accommodated by additional facility expansions and ongoing infrastructure investments, with funding provided through usage and connection fees. Additionally, water conservation efforts and compliance with modern building codes have led to a reduction in per-household wastewater generation.

In summary, the City's wastewater collection system and regional wastewater treatment facilities are adequate to convey the additional 1.2 MGD that would occur with implementation of the proposed project. With funding from sewer connection/usage fees and the CIP budget, the City would continue to expand and improve the sewer infrastructure to accommodate new development and future growth. Therefore, the impact on wastewater infrastructure is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As part of the Policy Plan Amendment being processed in conjunction with the EBPSP, a Policy Plan designation would be processed for the Specific Plan area. The Policy Plan land use designation would be changed from Medium Density Residential (with an Affordable Housing Overlay) (MDR-AH), Mixed Use (with an Affordable Housing Overlay) (MU-BC-AH), and Open Space–Parkland (OS-R) to Business Park (BP) and Open Space–Parkland (OS-R). Using the wastewater demand factors provided in the City's 2024 Water Demand and Sewer Flow Factors Technical Memorandum, the previous wastewater demand for the project and the new wastewater demand for the project were calculated, as shown in Table 3.19-9, *Projected Wastewater Flow Rates for Specific Plan Area.*

Table 3.19-9 Projected Wastewater Flow Rates for Specific Plan Area

Land Use	Approved Project (GPD)	Proposed Project (GPD)	Change in Sewer Flow (GPD)
MDR	168,160	--	-168,160
HDR	160,160	--	-160,160
Commercial	8,919	--	-8,919
Office	17,839	--	-17,839
Industrial	6,980	--	-6,980
Business Park	--	158,585	158,585
Open Space	4,604	3,254	-1,351
Animal Shelter	--	3,500	3,500
Total	**366,663**	**165,339**	**-201,325**

Source: Ontario 2024a; Appendix L2.

Wastewater Treatment Capacity

With the removal of residential land uses in the currently proposed EBPSP, the projected wastewater demand has decreased significantly, with an estimated wastewater generation rate of 165,339 GPD. The wastewater demand for the EBPSP has been included in the calculations for the proposed project (see Table 3-19-7). As identified above, the two treatment facilities that serve the City of Ontario and the EBPSP area have adequate capacity to accommodate existing and future wastewater flows.

Sewer Infrastructure

As illustrated in Figure 3.19-4, *EBPSP Sanitary Sewer Infrastructure Plan*, new sewer lines would be installed to support the Specific Plan land uses. Sewer lines would be installed in Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, and Public Street A between Campus Avenue and Walker Avenue. Additional sewer improvements may also be required along Eucalyptus Avenue and 'A' Street within the EBPSP frontage where future development would not front an existing public master-planned main (see Appendix L3). Final sizing of utility mains shall be dependent on hydraulic studies done at the time of development. These lines would connect to existing sewer facilities located adjacent to the Specific Plan area.

Construction of sewer lines would occur within dedicated public easements/right-of-way or within the boundaries of the Specific Plan. Sewer system improvements would be designed and constructed consistent with City requirements. Final sizing of utility mains shall be dependent on hydraulic studies done at the time of development. Through the use of connection fees and agreements, the City maintains and expands its sanitary sewer system as necessary and ensures that new developments pay their fair-share costs. TOP 2050 policies will ensure that sewer

infrastructure improvements are implemented in coordination with new development or redevelopment.

Although the EBPSP would result in new sewer connections, these connections would be part of the construction phase evaluated throughout this SEIR. The construction of the sewer lines necessary to serve the Specific Plan would not result in any significant physical effects on the environment that are not already identified and disclosed throughout this SEIR. Impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact USS-2: Implementation of the proposed project would not result in the relocation or construction of new or expanded wastewater facilities which would cause a significant impact.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant wastewater infrastructure impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new mitigation measures are needed.

STORMWATER INFRASTRUCTURE

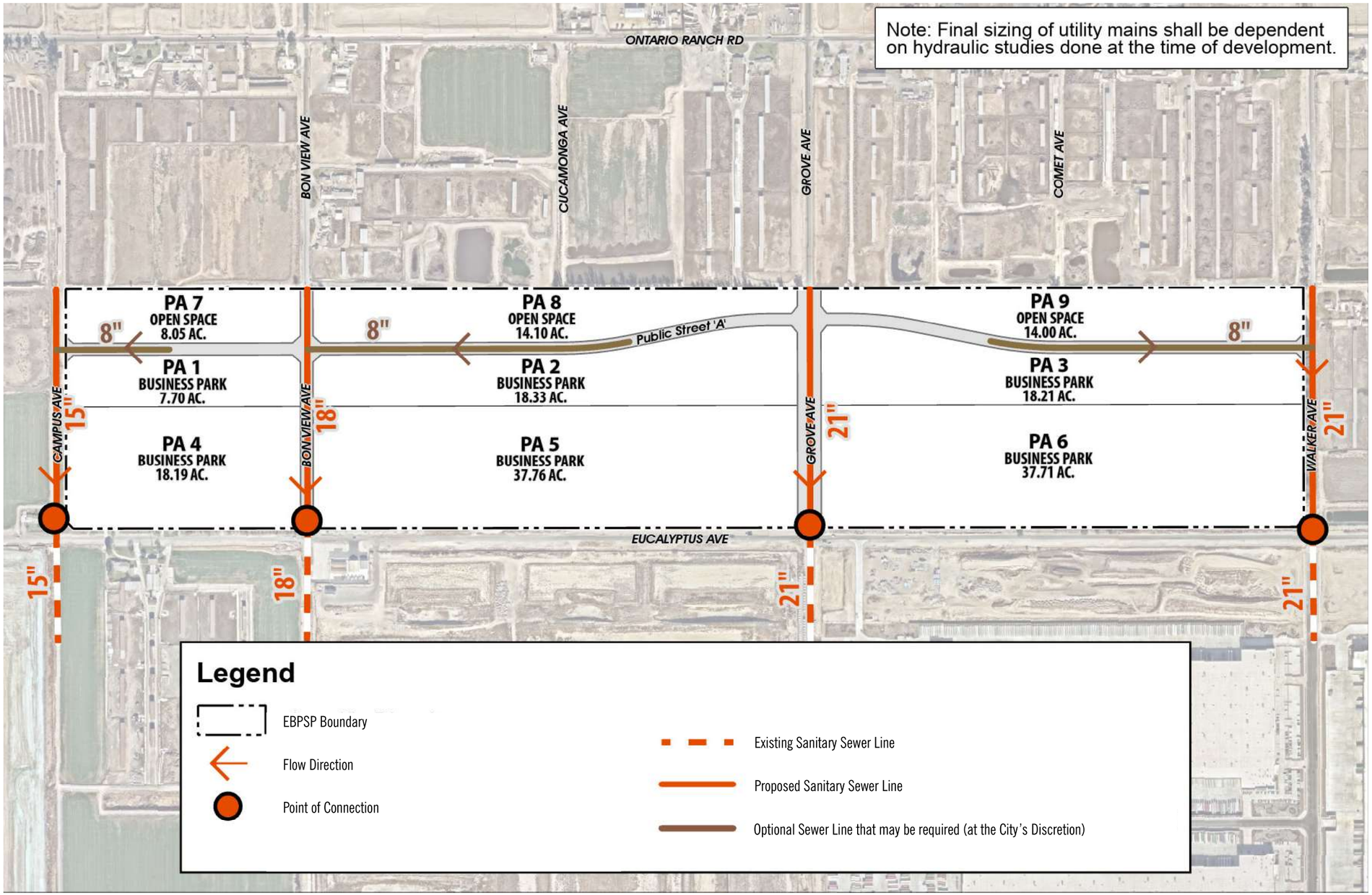
Policy Plan Amendment

Potential future development as part of the proposed project and the change in land uses could result in an increase in impervious surfaces, which in turn could result in an increase in stormwater runoff, higher peak discharges to drainage channels, and the potential to cause nuisance flooding in areas without adequate drainage facilities.

Most projects in Ontario Ranch would not be exempt from hydromodification requirements. Therefore, in this area and other portions of the City that are not exempt, all future projects would be required to install stormwater treatment measures to ensure that post-project runoff does not exceed pre-project runoff for the two-year, 24-hour storm event. This would also minimize the potential for increases in peak runoff from newly developed sites.

Figure 3.19-4

EBPSP Sanitary Sewer Infrastructure Plan



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In addition, TOP 2050 includes policies that would reduce stormwater impacts from the proposed project. Specific policies include:

- **Policy LU-4.3 Infrastructure Timing.** We require that the necessary infrastructure and services be in place prior to or concurrently with development.
- **Policy ER-1.6 Urban Run-off Quantity.** We encourage the use of low impact development strategies, including green infrastructure, to intercept run-off, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.
- **Policy ER-1.7 Urban Run-off Quality.** We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.
- **Policy S-2.1: Entitlement and Permitting Process.** We require hydrological studies prepared by a state-certified engineer when new development is located in a 100-year or 500-year floodplain to assess the impact that the new development will have on the flooding potential of existing development down-gradient.
- **Policy S-2.2 Floodplain Mapping.** We require any new development partially or entirely in 100-year flood zones to provide detailed floodplain mapping for 100- and 200-year storm events as part of the development approval process.
- **Policy S-2.5 Stormwater Management.** We maintain the storm drain system to convey a 100-year storm, when feasible, and encourage environmental site design practices to minimize flooding and increase groundwater recharge, including natural drainage, green infrastructure, and permeable ground surfaces
- **Policy S-2.6 Use of Flood Control Facilities.** We encourage joint use of flood control facilities as open space or other types of recreational facilities.

Compliance with these policies will ultimately reduce discharge volumes to the storm drain system. The proposed project would continue to implement these policies.

Each future project in the OMC and Ontario Ranch would be required to comply with the City's storm drain policies and the MS4 permit. This would require the preparation of hydrology reports and drainage plans for review and approval by the City to ensure that there are no adverse impacts to the City's storm drain system with the addition of stormwater from the project sites. Also, the developers would need to prepare a WQMP that addresses stormwater runoff and requires the construction of stormwater treatment facilities for temporary on-site retention of stormwater runoff. These requirements would minimize the amount of stormwater runoff from potential future development in these areas. Revenue from the City's development impact fees are used to fund infrastructure projects, including storm drain improvements. And

the City would continue to implement the proposed improvements to the storm drain infrastructure, as documented in the MPD and the CIP.

Compliance with the City's policies and programs that ensure adequate infrastructure and the regulatory provisions in the MS4 permit that limit runoff from new development would ensure that implementation of proposed would not result in significant increases in runoff that would contribute to the construction or expansion of new storm drains beyond what is already planned. In addition, the City would continue to repair, rehabilitate, and upgrade the storm drain system through implementation of the CIP program, and potential future development would be required to pay storm drainage fees per the City's municipal code. Therefore, impacts with respect to stormwater infrastructure would be less than significant. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

New stormwater infrastructure would be installed within the Specific Plan area to accommodate area stormwater flows. Specifically, stormwater lines would be installed in Campus Avenue, Bon View Avenue, Grove Avenue, and Walker Avenue. A storm drain line of varying diameter would be installed in Public Street A between Campus Avenue and Walker Avenue. The final sizing of utility mains shall be dependent on hydraulic studies done at the time of development. These lines would connect to existing stormwater facilities located adjacent to the Specific Plan area. Please refer to Figure 3.19-5, *EBPSP Storm Drainage Infrastructure Plan*.

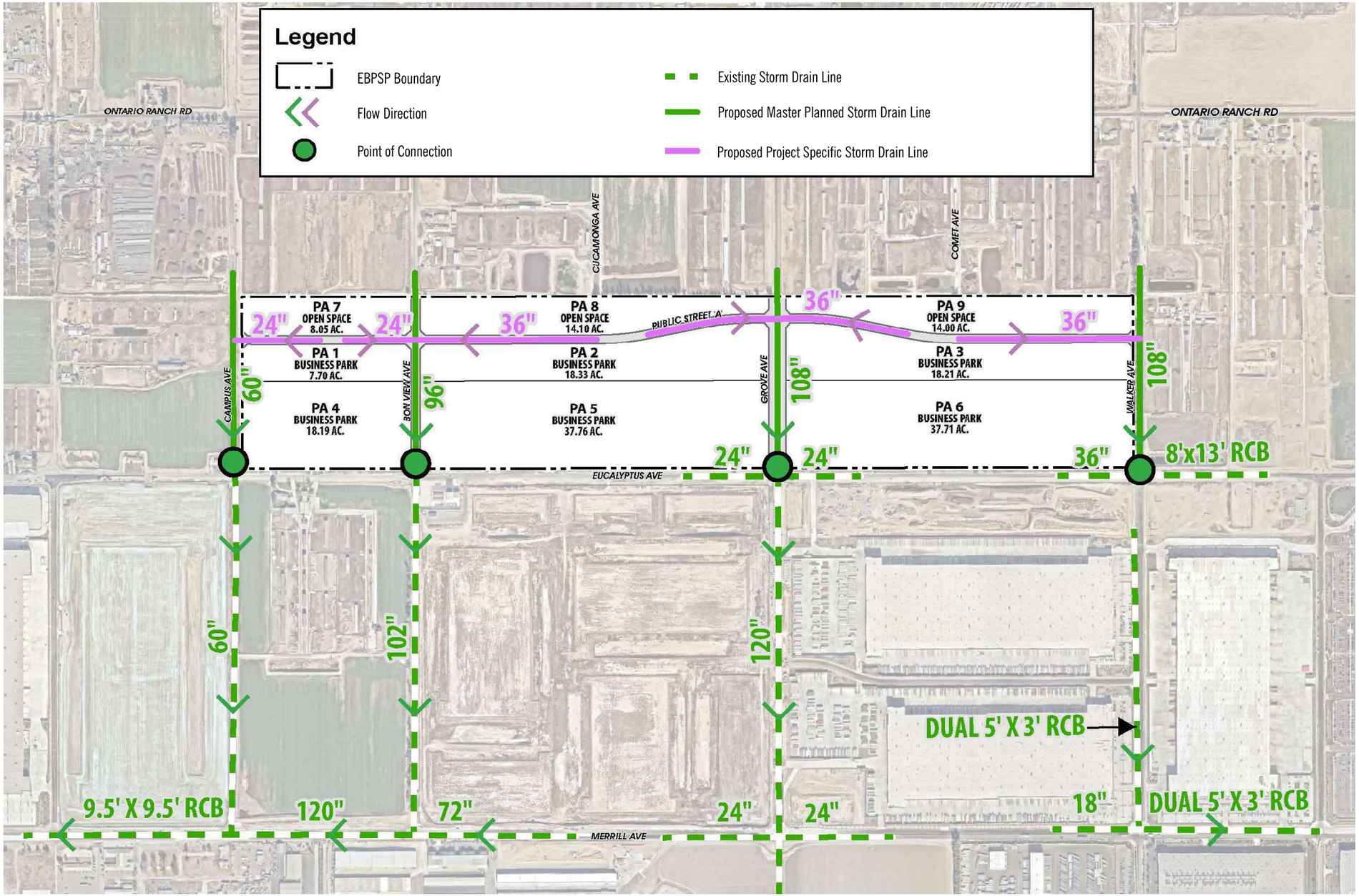
Construction of all stormwater infrastructure would occur within dedicated public easements/ right-of-way or within the boundaries of the Specific Plan. All stormwater improvements would be designed and constructed consistent with City requirements. Through the use of connection fees and agreements, the City maintains and expands its stormwater system as necessary and ensures that new developments pay their fair-share costs.

Although the EBPSP would result in new stormwater connections, these connections would be part of the construction phase evaluated throughout this SEIR. The construction of the stormwater facilities necessary to serve the Specific Plan would not result in any significant physical effects on the environment that are not already identified and disclosed throughout this SEIR. Impacts would be **less than significant.** The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Figure 3.19-5

EBPSP Storm Drain Infrastructure Plan



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Impact USS-3: Implementation of the proposed project would not result in the relocation or construction of new or expanded storm drainage facilities which would cause a significant impact.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant stormwater infrastructure impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new mitigation measures are proposed for the Policy Plan Amendment or Specific Plan.

ENERGY INFRASTRUCTURE

Policy Plan Amendment

Electricity

The proposed project is in Southern California Edison's (SCE) service area, which spans much of southern California from Orange and Riverside counties on the south to Santa Barbara County on the west to Mono County on the north. Total electricity consumption in SCE's service area was approximately 91,912 gigawatt-hours (GWh) in 2024 (CEC 2025a).

Electrical service to the City is provided by SCE through connections to existing off-site electrical lines and new on-site infrastructure. As shown in Table 3.19-10, Year 2050 Forecast Electricity Consumption, electricity use in the City due to the proposed project would increase by 92 GWh per year. The increase due to the proposed project is approximately 0.1 percent of the total electricity consumption for SCE in 2024 of 91,912 GWh.

Table 3.19-10 Year 2050 Forecast Electricity Consumption

Area	Electricity Usage, GWh per Year		
	Approved Project	Proposed Project	Net Change
Nonresidential	2,859	2,906	47
Residential	816	861	45
Total	3,674	3,766	92

Note: GWh = gigawatt=hours

Additionally, all new development as a result of the proposed project would be required to demonstrate compliance with the current Energy Code and CALGreen standards in effect at the time the individual development applications are submitted and can therefore be expected to be more energy-efficient than the current uses being replaced. This would result in reductions in electricity consumption per dwelling unit and per square foot when compared to existing development. Therefore, the proposed project would not require SCE to obtain new or expanded electricity supplies, and impacts would be less than significant.

Natural Gas

The Southern California Gas Company (SoCalGas) provides natural gas to the City of Ontario. SoCalGas' service area spans much of the southern half of California, from Imperial County on the southeast to San Luis Obispo County on the northwest, to part of Fresno County on the north, to Riverside County and most of San Bernardino County on the east (CEC 2022). Total natural gas consumption in SoCalGas's service area was approximately 495.93 trillion British thermal units (BTU) in 2024 (CEC 2025b).

Natural gas service to the City is provided by SoCalGas through connections to existing off-site natural gas pipelines and new on-site infrastructure. As shown in Table 3.19-11, *Year 2050 Forecast Natural Gas Consumption*, natural gas use in the City due to the proposed project would increase by 341,697 million BTU (MMBTU) per year. The increase due to the proposed project is less than 0.1 percent of the total natural gas consumption for SoCalGas in 2024 of 495.93 trillion BTU per year.

Table 3.19-11 Year 2050 Forecast Natural Gas Consumption

Area	Natural Gas Consumption, MMBTU per Year		
	Approved Project	Proposed Project	Net Change
Nonresidential	6,021,469	6,120,395	98,926
Residential	4,365,943	4,608,714	242,771
Total	**10,387,412**	**10,729,109**	**341,697**

Note: MMBTU = million British thermal units

Summary

Future developments implemented under the proposed project would be required to comply with the current and future updates to the Building Energy Efficiency Standards and CALGreen, which would contribute to reducing the energy demands shown in Tables 3.19-10 and 3.19-11. New and replacement buildings in compliance with these standards would generally have greater energy efficiency than existing buildings. It is anticipated that each update to the

Building Energy Efficiency Standards and CALGreen would result in greater building energy efficiency.

In addition to the Building Energy Efficiency Standards and CALGreen, the approved project includes the goals and policies to increase energy efficiency and reduce wasteful, inefficient use of energy resources (see Section 3.6, *Energy*). The Environmental Resources Element policies focus on coordinating with agencies to pursue energy-efficient goals and strategies, promoting energy-efficient development patterns and site designs, and expanding renewable energy strategies (Environmental Resources Element policies ER-3.2, ER-3.3, ER-3.4, and ER-3.6). Policy ER-3.3 would require energy-efficient building and site design strategies for future development projects. Policy ER-3.4 would require all new and substantially renovated City buildings of 10,000 square feet and greater to achieve LEED Silver Certification standard. Encouraging sustainable and energy-efficient building practices and using more renewable energy strategies will further reduce energy consumption in the City. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Energy infrastructure to serve the Specific Plan area would be installed underground or in accordance with applicable public utility standards and specifications and to the satisfaction of the City Engineer (see Figure 3.19-6, *EBPSP Dry Utilities Infrastructure Plan*). Connections to the existing energy networks are available in the vicinity, and any off-site improvements would occur within improved rights-of-way. The locations of other lateral connections, transformers, switches, pull boxes, and dry utility manholes would be determined at the time buildings are positioned and uses are established in each planning area in conjunction with implementing development. Because the Specific Plan area currently consists of agricultural and residential uses that require energy services, implementation of the EBPSP is not anticipated to limit the ability of service providers to provide service to area.

Although the EBPSP would result in new energy infrastructure connections, these connections would be part of the construction phase evaluated throughout this SEIR. The construction of the energy facilities necessary to serve the Specific Plan would not result in any significant physical effects on the environment that are not already identified and disclosed throughout this SEIR. Impacts would be **less than significant.** The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact USS-4: Implementation of the proposed project would not result in the relocation or construction of new or expanded electric power or natural gas facilities which would cause a significant impact.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant energy infrastructure impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new mitigation measures are needed.

OTHER UTILITIES

Policy Plan Amendment

Infrastructure supporting telecommunications services associated with the proposed project would be provided and installed in compliance with all State and local regulations. Furthermore, a number of franchised telecommunications providers are available in the region, including OntarioNet, and no significant expansion or construction of the telecommunications network is anticipated as a result of implementation of the proposed project. Additionally, TOP 2050 Policy LU-4.3 would ensure the necessary telecommunications infrastructure would be in place prior to future development because of the proposed project. Therefore, the proposed project would not require new or expanded telecommunication facilities, the construction or relocation of which could cause significant environmental effects. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Connections to other utilities, such as telecommunications and fiber optic networks, are available in the vicinity as shown in Figure 3.19-7, *EBPSP Fiber Optics Plan*. Infrastructure supporting telecommunications services associated with the EBPSP would be provided and installed in compliance with all State and local regulations. Telecommunication services for EBPSP would be similar as for the City, and would include OntarioNet, AT&T, Spectrum, Xfinity, Frontier, T-Mobile, and others. Dry utilities internal to the Specific Plan area would be installed underground in conjunction with the development in accordance with applicable public utility standards and specifications and to the satisfaction of the Ontario City Engineer.

Figure 3.19-6

EBPSP Dry Utilities Infrastructure Plan

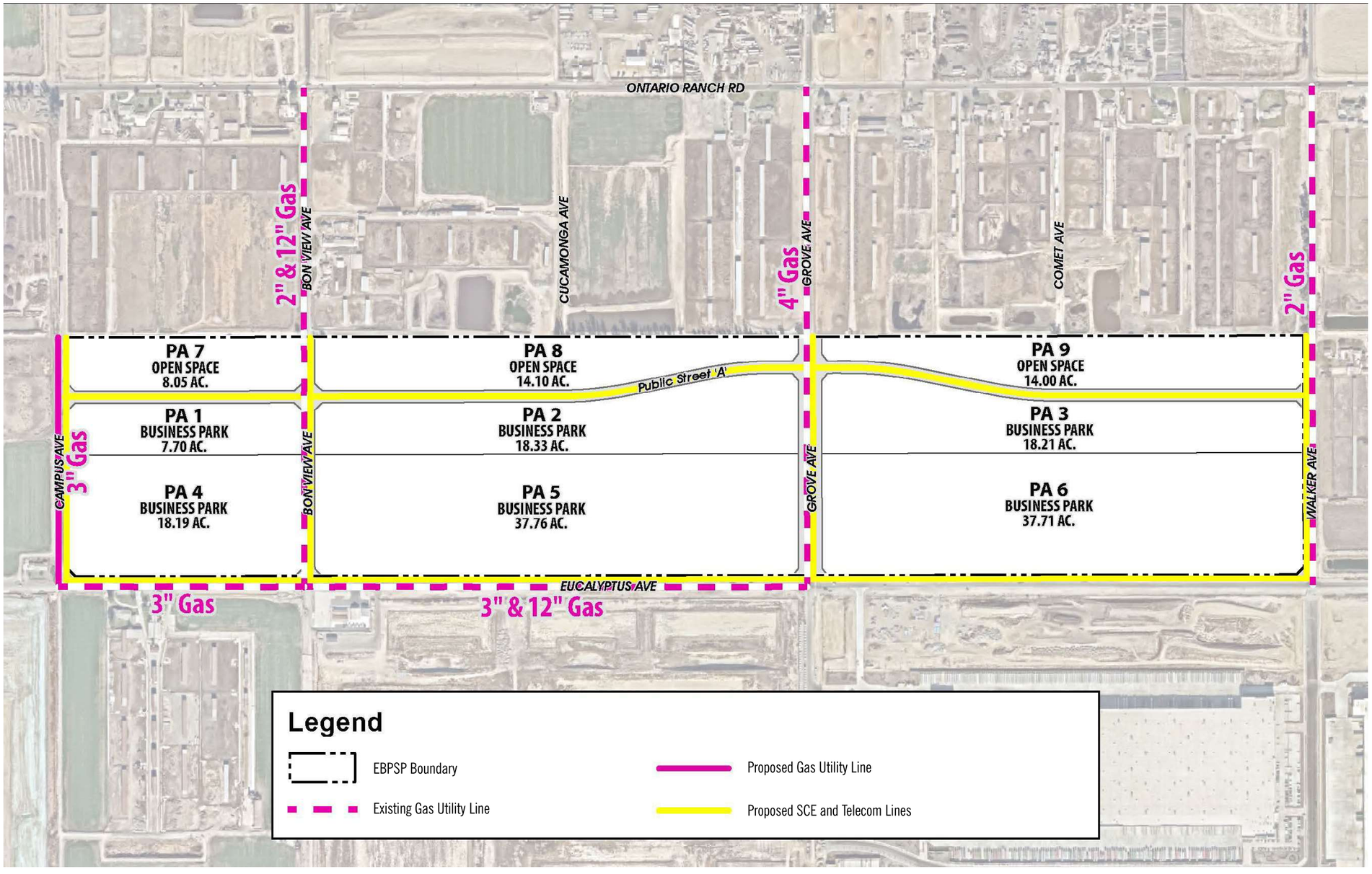

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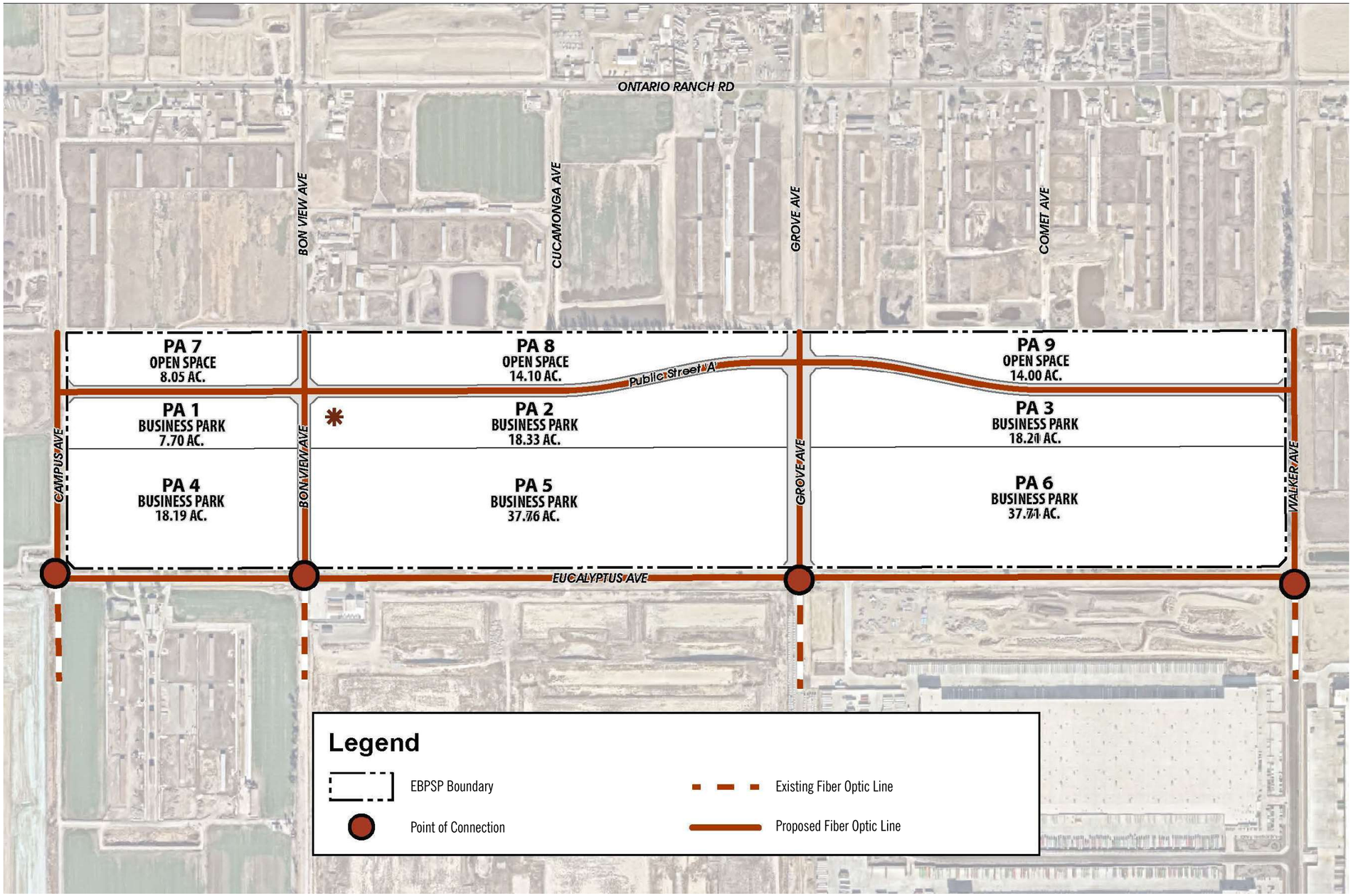
Figure 3.19-7

EBPSP Fiber Optics Plan



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Construction of any other utility network connections would occur within dedicated public easements/ right-of-way or within the boundaries of the Specific Plan. All connections would be designed and constructed consistent with City/purveyor requirements. The locations of other lateral connections, transformers, switches, pull boxes, and dry utility manholes would be determined at the time buildings are positioned and uses are established in each planning area in conjunction with implementing development. Although the EBPSP would result in new utility connections, these connections would be part of the construction phase evaluated throughout this SEIR. The construction of utility connections necessary to serve the Specific Plan would not result in any significant physical effects on the environment that are not already identified and disclosed throughout this SEIR. Impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact USS-5: Implementation of the proposed project would not result in the relocation or construction of new or expanded telecommunication facilities which would cause a significant impact.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant infrastructure impacts from telecommunication facilities and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new mitigation measures are necessary.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Policy Plan Amendment

As discussed under Impact (a), the proposed project would increase potable and recycled water demand compared to the approved project by approximately 1,317 AFY and 68 AFY, respectively. Total water demand at buildout would be approximately 76,112 AFY, representing an approximately 3 percent increase over the 73,688 AFY projected for 2040 and 2045 in the City's 2020 UWMP and a 2 percent increase over the approved project (74,728 AFY).

As detailed in Impact (a), the demand factors used in the City's WMP and 2020 UWMP are conservative and do not account for declining per-capita water use, continuing conservation efforts, increased recycled water use, or State-mandated water efficiency standards. State laws, CALGreen building code requirements, and SB 407 plumbing fixture retrofits will further reduce long-term water demand. Applying updated efficiency assumptions, such as 47 to 42 GPCD for residential uses and a 20 percent reduction in nonresidential uses, would reduce future water demand associated with the proposed project below levels estimated in the UWMP.

The City also implements TOP 2050 policies requiring adequate water supply, infrastructure timing, conservation, supply–demand balance, and water system redundancy (Policies LU-1.3, LU-4.3, ER-1.1 through ER-1.5, and S-3.7). As described under Impact (a), the City and IEUA have planned to expand the water infrastructure, apply connection fees and fair-share cost requirements, and conduct site-specific water capacity analyses for new development to ensure the system can meet future needs.

The 2020 UWMP concludes that sufficient water supplies are available through 2045 under normal, single-dry, and multiple-dry year conditions. Even with the proposed project's incremental increase in demand, updated State efficiency requirements and City policies would reduce actual water use below the conservative projections of the UWMP.

Therefore, consistent with the conclusions in Impact a), sufficient water supplies would be available to serve the proposed project and other foreseeable development during normal, dry, and multiple dry years. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As shown in Table 3.19-6, the proposed EBPSP would have a water demand of approximately 572.6 AFY, consisting of 286 AFY of potable water and 286.6 AFY of recycled water. This is less than the 765.3 AFY that was determined for the previous land uses provided in the 2022 Certified EIR, largely due to the removal of the residential land use components (Appendix L2).

As described in the City's 2020 UWMP, the City has adequate supplies to serve 100 percent of its customers during normal, dry year, and multiple dry year demand through 2045 with projected population increases and future development projects. The City has the flexibility to increase groundwater production from the Chino Basin during drought conditions and increase the amount of imported water in wet and normal years. Implementation of the proposed EBPSP will not require new water treatment facilities and there will be sufficient supplies to serve this project and future development within the City. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact USS-6: The City has sufficient water supplies to serve the proposed project and reasonably foreseeable future development during normal, dry, and multiple dry years.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant water supply impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new mitigation measures are proposed for the Policy Plan Amendment or Specific Plan.

c) Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Policy Plan Amendment

As discussed in Impact (a), IEUA has two wastewater facilities that serve the City of Ontario: RP-1 and RP-5. As provided in Table 3.19-8, the current combined capacity of these 2 facilities is 48.3 MGD and would increase to 54.5 MGD by 2026 once the expansion project for RP-5 is completed. In the future, the combined capacity of both wastewater treatment facilities will be 70 MGD.

Currently, RP-1 treats an average wastewater flow of 28 MGD and RP-5 treats an average wastewater flow of 9 MGD for a combined total of 37 MGD (IEUA 2025). The future expansion of these 2 facilities will result in a total treatment capacity of 70 MGD (IEUA 2025c). As shown in Table 3.19-7, the 2022 Certified EIR shows a wastewater demand of 27.8 MGD at buildout, and there will be an additional 1.2 MGD with implementation of the proposed project for a total wastewater flow of 29.0 MGD.

Combining the future project buildout of the proposed project of 29 MGD with the existing demand of 37 MGD, the total flow rate in the future would be 66 MGD. This is less than the total treatment capacity of 70 MGD, and therefore the proposed project would not exceed the capacity of the wastewater treatment facilities. Although the proposed project would result in a 1.2 MGD increase as compared to the approved project, this does not result in a significant increase as compared to the approved project.

IEUA continually invests in upgrades and expansion of their wastewater treatment facilities, as documented in the Ten-Year Sewer Capital Forecast report (IEUA 2025c). Over the next 10 years,

the IEUA is expected to spend 1.65 billion dollars on facility expansions and upgrades to the system. Wastewater flow forecasts are conducted annually based on future growth projections, with funding provided through usage and connection fees. Additionally, water conservation efforts and compliance with modern building codes have led to a reduction in per-household wastewater generation. IEUA has seen a decrease in the total volume of wastewater flows by 10 percent since 2010 due to an increase in indoor water use efficiency, even with an increase in the population served (IEUA 2025c).

In summary, IEUA's regional wastewater treatment facilities are adequate to convey the additional 1.2 MGD that would occur with implementation of the proposed project. Therefore, the proposed project would not exceed the capacity of the wastewater treatment providers, and this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As discussed in Impact (a), implementation of the EBPSP would result in a decrease in the projected wastewater demand as compared to the approved project. This is primarily due to the removal of residential land use from the proposed Specific Plan and the replacement with business park and open space land uses. The estimated wastewater generation rate of 165,339 GPD for the EBPSP has been included in the calculations for the proposed project (Table 3.19-9). As reported in the proposed project discussion above, there is sufficient capacity at the wastewater treatment facilities to treat the future wastewater flows for the buildout of both the EBPSP and Policy Plan Amendment.

Additionally, the EBPSP would pay applicable sewer connection fees and service fees, which act to fund wastewater treatment/reclamation improvement plans, operations, and maintenance generally. The City, in consultation with the IEUA, would determine when and in what manner area-serving facilities would be constructed and/or upgraded to meet increasing demands of area-wide development.

Lastly, the projected wastewater flows for the EBPSP area are conservative and will be lower than is estimated with the implementation of additional water conservation efforts and compliance with modern building codes that result in a reduction in wastewater generation. There is sufficient capacity for the wastewater providers to serve the EBPSP without exceeding existing and future wastewater demands. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact USS-7: The wastewater treatment provider has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant wastewater provider impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new mitigation measures are proposed for the Policy Plan Amendment or Specific Plan.

d) Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Policy Plan Amendment

The proposed project would result in an increase in population of 16,473 residents and 1,831 employees compared to the approved project. This increase in population and employment would result in more solid waste generation and could impact the capacity of the receiving landfills. Table 3.19-12, *Additional Solid Waste Generated by Policy Plan Amendment*, provides an estimate of the amount of solid waste that would be generated with the proposed project.

Table 3.19-12 Additional Solid Waste Generated by Policy Plan Amendment

	Residents	Employees
Increase in population and jobs with Policy Plan Amendment	16,473	1,831
Per capita waste generation rate (PPD)	10	14
Per capita waste generation rate (TPY)	1.83	2.56
Additional waste generated by Policy Plan Amendment (TPY)	30,146	4,687

Sources: CalRecycle 2025a, 2025b, 2025c, 2025d.
Note: PPD = pounds per day; TPY = tons per year

As shown in this table, the proposed project would generate an additional 30,146 tons per year (TPY) of solid waste from residents and 4,687 TPY from employees. This would result in a net increase in solid waste generation at buildout of the proposed project of 34,833 TPY.

This equates to about 112 TPD (assuming 312 disposal days per year). As provided in Table 3.19,4 the excess daily capacities of the Badlands Sanitary Landfill and the El Sobrante Landfill are 2,964 TPD and 10,441 TPD, respectively. The combined daily capacity for both landfills is 13,405 TPD. Therefore, these landfills would easily accommodate the additional 112 TPD from the proposed project, which is less than 1 percent of the landfills' excess capacity, and both landfills have closure dates beyond the year 2050. Additionally, these calculations conservatively assume that there is no increased diversion rate for recycling. In the future, other neighboring landfills would also be available to accept solid waste from the City, if needed. The latest update of the San Bernardino County CIWMP indicates that there is sufficient landfill capacity to meet the needs of the county for at least the next 15 years (San Bernardino County 2018).

Furthermore, future development pursuant to the proposed project would comply with Section 4.408 of the 2022 CALGreen building code, which requires that at least 65 percent of nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. Development would also comply with AB 341, which mandates recycling for commercial and multifamily residential land uses. Additionally, future businesses that generate organic waste in amounts over a certain threshold would be mandated to recycle organic matter in accordance with AB 1826. Therefore, solid waste facilities would be able to accommodate project-generated solid waste associated with the proposed project.

TOP 2050 also includes policies that describe solid waste diversion requirements, which include:

- **Policy ER-2.1 Waste Diversion**. We shall meet or exceed AB 939 requirements.
- **Policy ER-2.2 Hazardous and Electronic Waste**. We prohibit the disposal of hazardous and electronic waste into the municipal waste stream pursuant to state law.
- **Policy ER-2.3 Purchase Products Made from Recycled Materials**. We purchase recycled-content products where it is cost effective.

With continued compliance with the applicable regulations, leading to increased recycling and waste diversion, anticipated rates of solid waste disposal from the proposed project would be less than significant. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and impacts in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Solid waste generated during the operation of the Specific Plan land uses is anticipated to be collected by the City of Ontario and is anticipated to be hauled to either the El Sobrante Landfill

or the Badlands Sanitary Landfill. Construction and operation of the EBPSP land uses would be required to comply with State and local solid waste reduction, diversion, and recycling policies and regulations. Land uses implemented pursuant to the Specific Plan would not generate volumes or types of waste not already considered and addressed under existing policies, regulations, and infrastructure systems.

The Specific Plan would result in a building square footage of 2,939,000 square feet. Therefore, using US EPA's construction waste generation factor of 4.34 pounds per square feet for non-residential uses would result in approximately 12,755,260[1] pounds or 6,377.63[2] tons would be generated during the building construction phase. Additional waste would be expected from infrastructure installation and other related construction activities (EPA 2009).

During operations, based on CalRecycle's estimated waste generation rate of 1.42 pounds per 100 square feet per day for manufacturing/warehousing uses, the Specific plan land uses would generate approximately 41,733.80[3] pounds of solid waste per day or 20.8 tons per day (CalRecycle 2019).

The EBPSP's estimated solid waste generation represents 0.13 percent of the El Sobrante Landfill's daily capacity and 0.42 percent of the Badlands Sanitary Landfill daily capacity; as such, the Specific Plan would not contribute significantly to the daily throughput. Additionally, consistent with CALGreen, at least 65 percent of non-hazardous construction waste would be diverted from landfills through recycling, salvaging, or reuse. The EBPSP has also committed to providing sufficient space for storage and collection of green waste, organic waste, and recyclables, acting to help reduce solid waste generation. Accordingly, the potential for the EBPSP to generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure is considered **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact USS-8: Implementation of the proposed project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, and would not impair the attainment of solid waste reduction goals.

Mitigation Measures

[1] 2,939,000 SF x 4.34 lbs/SF =12,755,260 lbs
[2] 12,755,260 lbs x 1 ton/2000 lbs = 6,377.63 tons
[3] 2,939,000 SF x 1.42 lbs/100sf per day = 41,733.80 lbs per day

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant solid waste disposal impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new mitigation measures are proposed for the Policy Plan Amendment or Specific Plan.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Policy Plan Amendment

As discussed above, the City complies with all State requirements to reduce the volume of solid waste through recycling and organic waste diversion. In addition, all potential future development pursuant to the proposed project would comply with Division 4.4, Material Conservation and Resource Efficiency, of the CALGreen Code, which requires that at least 65 percent of nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. Potential future development would also comply with AB 341, which mandates recycling for commercial and multifamily residential land uses as well as schools and school districts. All jurisdictions in California are required to provide organic waste collection services to all residents and businesses, in accordance with SB 1383.

The City currently complies with all applicable federal, State, and local solid waste regulations, and solid waste, recycling, and green waste collection services are available to all residents and commercial businesses in Ontario. Therefore, the proposed project would comply with all current and future regulatory requirements, and impacts would be less than significant. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan would be required to comply with applicable City and State waste diversion and recycling mandates, including implementing the requirements of the City's Integrated Waste Department's Refuse & Recycling Planning Manual, which assists developers in meeting the City of Ontario's requirements for refuse and recycling (Ontario 2024b).

Moreover, the EBPSP would implement conventional land uses and would not establish uses or activities that would conflict with or obstruct local, State and federal solid waste management regulations. All solid waste generated by the EBPSP would be collected and disposed of as part of the City's municipal waste stream. In this latter regard, solid waste management services are

provided throughout the City including collection and transfer of refuse, green waste, and bulky items. Recycling services are also provided. The potential for the EBPSP conflict with federal, State, and local management and reduction statutes and regulations related to solid waste is considered **less than significant.** The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact USS-9: The proposed project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant solid waste compliance impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new mitigation measures are proposed for the Policy Plan Amendment or Specific Plan.

3.19.6 Cumulative Impact Analysis

WATER

The area considered for cumulative impacts for water supply and treatment is the City of Ontario, IEUA, and CVWD service areas. The OMUC service area includes most of the City of Ontario and will serve the Ontario Ranch. The CVWD serves two small areas in the northeastern portion of the City and the IEUA provides recycled water that is distributed by OMUC.

The 2020 UWMPs for the City, IEUA, and CVWD all state that there are sufficient water supplies through 2045 to meet projected demands in normal years, single dry years, and multiple dry years. Although the proposed project at buildout is estimated to generate an approximately 3 percent increase in water demand compared to the 2020 UWMP using conservative water demand factors, new State requirements for indoor water usage and City policies and code requirements would result in enhanced water efficiency and conservation efforts which would likely reduce the total water demand below the projections in the 2020 UWMP for year 2045. Overall, cumulative water demands would neither exceed planned levels of supply nor require building new water treatment facilities or expanding existing facilities beyond what is currently planned. In addition, future development would be required to pay connection fees, which would offset the costs of system maintenance and capital upgrades to support the new

development in the service areas. Therefore, cumulative impacts would be less than significant and impacts of the project would not be cumulatively considerable.

WASTEWATER

The area considered for cumulative impacts for wastewater is the IEUA service area. Cumulative projects in the IEUA service area could cause significant impacts if they exceed the combined capacities of the wastewater treatment plants.

Although the IEUA anticipates a significant increase in the growth of its service area in the next ten years, this will be accommodated by upgrades and expansion of their wastewater treatment facilities, as documented in the Ten-Year Sewer Capital Forecast report (IEUA 2025c). Capacity projects to address increasing demand over the next 10 years include the expansion at RP-5, the relocation of RP-2 solids handling to RP-5, and the beginning of the RP-1 liquid capacity recovery and solids treatment expansion. Over the next 10 years, the IEUA is expected to spend 1.65 billion dollars on facility expansions and upgrades to the system.

Wastewater flow forecasts are conducted annually based on future growth projections, with funding provided through usage and connection fees. Additionally, IEUA has experienced a decrease in the volume of sewage flow of approximately 10 percent since 2010 due to a decrease in indoor water consumption with compliance requirements for new development in accordance with the CALGreen and water conservation efforts. The ultimate capacity for wastewater flows to the IEUA WWTPs will be 80 MGD by 2060, with a future combined capacity of 70 MGD for RP-1 and RP-5, which serve the City of Ontario (IEUA 2025c).

Also, future development within the service area would be required to comply with all applicable regulations and ordinances issued by IEUA. The cities that discharge wastewater to the IEUA WWTPs are required to prepare SSMPs to ensure that the sewer infrastructure and treatment facilities can handle the wastewater flows within their service area. The IEUA and the cities within its service area plan for increased demand with future development. Therefore, with continued compliance with local and regional regulations, cumulative impacts would be less than significant and impacts of the project would not be cumulatively considerable.

STORM DRAINAGE

The area considered for cumulative impacts is the Chino Creek and the Middle Santa Ana River subwatershed. Other projects in this area would increase impervious areas, thus increasing runoff and flows into the storm drain systems. Within San Bernardino County, other projects would also be required to prepare hydrology and hydraulic studies in accordance with the County Hydrology Manual and analyze stormwater flows that result from the 100-year storm event to ensure that the capacities of the storm drain systems are not exceeded. Additionally, future projects would be required to comply with the MS4 permits applicable to those

watersheds. The Santa Ana RWQCB MS4 permit applies to portions of three counties in the Santa Ana Basin. Most projects would meet criteria in the MS4 permits that require LID measures and on-site stormwater bioretention facilities that would reduce the amount of runoff entering public storm drain systems. Cumulative impacts would be less than significant and would not be cumulatively considerable.

SOLID WASTE

The area considered for cumulative impacts to solid waste disposal includes all the cities and counties that dispose of their solid waste in Badlands Sanitary Landfill or El Sobrante Landfill. These landfills currently have a combined excess daily capacity of 13,405 TPD and have a remaining landfill capacity of 4,900,000 cubic yards for Badlands Sanitary Landfill and 121,083,583 cubic yards for El Sobrante Landfill. Both landfills have closure dates beyond 2050. In addition, State and local regulations and ordinances regarding the recycling of construction debris and organic waste will further reduce the amount of solid waste transported to these landfills in the future. Therefore, with continued compliance with the applicable regulations, in combination with reasonably foreseeable future development, cumulative impacts would be less than significant, and project impacts would not be cumulatively considerable.

OTHER UTILITIES

The area considered for cumulative impacts are the service areas of SCE for electricity and SoCalGas for natural gas. Other projects within the service areas would increase electricity and natural gas demands. The cumulative impacts of energy consumption and efficiency are provided in Section 3.6, *Energy*. All future projects developed within the SCE and SoCalGas service areas would implement the requirements of the California Energy Code and CALGreen Building Code. New buildings would also use new energy-efficient appliances and equipment, pursuant to the Appliance Efficiency Regulations. Counties and cities review project design plans against these codes and ensure compliance before issuing construction permits. These measures would reduce the overall consumption of electricity and natural gas.

The energy and telecommunications service providers that serve the EIR Study Area indicate that they have the capability to serve future increases in population within their service areas without significant changes to the existing infrastructure. In addition, the proposed project includes goals, policies, and actions that would contribute to minimizing inefficient, wasteful, or unnecessary energy consumption and ensure compliance with State, regional, or local plans for renewable energy, therefore avoiding the need for new or expanded electric power and natural gas facilities. Therefore, the proposed project would not result in a cumulatively considerable impact to electric power, natural gas, or telecommunication facilities and cumulative impacts would be less than significant.

Therefore, cumulative impacts are **less than significant**.

Cumulative Impact: Implementation of the proposed project, in combination with other developments in the city, would not make a cumulatively considerable contribution to cumulative utility and service systems impacts.

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3.20 WILDFIRE

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential wildfire impacts associated with implementation of the Ontario Policy Plan Amendment and EBPSP (proposed project) in comparison to TOP (approved project) and the impacts identified in the 2022 Certified EIR.

3.20.1 Regulatory Framework

FEDERAL

National Cohesive Wildfire Management Strategy

In the Federal Land Assistance, Management, and Enhancement Act of 2009 (FLAME Act), Congress mandated the development of a National Cohesive Wildland Fire Management Strategy for all lands in the United States. Wildfire management is guided by the National Cohesive Wildland Fire Management Strategy, which has three primary goals—resilient landscapes, fire-adapted communities, and safe and effective wildfire response. These 3 goals enable land managers to manage vegetation and fuels; protect homes, communities, and other values at risk; manage human-caused ignitions; and effectively and efficiently respond to wildfires. California is part of the Western Regional Strategy Committee, chartered to support and facilitate the implementation of the National Cohesive Wildland Fire Strategy.

National Fire Protection Association Standards

National Fire Protection Association (NFPA) codes, standards, recommended practices, and guides are developed through a consensus standards development process approved by the American National Standards Institute. NFPA standards are recommended (advisory) guidelines for fire protection that are referenced in the California Fire Code, which is adopted by Contra Costa County every 3 years. Specific standards applicable wildland fire hazards include, but are not limited to:

- **NFPA 1141,** Fire Protection Infrastructure for Land Development in Wildlands
- **NFPA 1142,** Water Supplies for Suburban and Rural Fire Fighting
- **NFPA 1143,** Wildland Fire Management
- **NFPA 1144,** Reducing Structure Ignition Hazards from Wildland Fire
- **NFPA 1710,** Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations

STATE

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CAL FIRE) is dedicated to the fire protection and stewardship of over 31 million acres of California's wildlands. CAL FIRE provides fire assessment and firefighting services for land in State Responsibility Areas (SRA), conducts educational and training programs, provides fire planning guidance and mapping, and reviews general plan safety elements to ensure compliance with State fire safety requirements. CAL FIRE staff, or a designee, also reviews building permit applications, parcel maps, and use permits for construction or development in SRAs and Local Responsibility Areas (LRA).

The Board of Forestry and Fire Protection is a government-appointed approval body within CAL FIRE. It is responsible for developing the general forest policy of the state, determining the guidance policies of CAL FIRE, and representing the state's interest in federal forestland in California. The Board of Forestry and Fire Protection also promulgates regulations and approves general plan safety elements that are adopted by local governments for compliance with State statutes.

The California Office of the State Fire Marshal supports the mission of CAL FIRE by focusing on fire prevention. These responsibilities include regulating buildings in which people live, congregate, or are confined; controlling substances and products that may, in and of themselves or by their misuse, cause injuries, death, and destruction by fire; providing statewide direction for fire prevention within wildland areas; regulating hazardous liquid pipelines; developing and renewing regulations and building standards; and providing training and education in fire protection methods and responsibilities. These are accomplished through major programs, including engineering, education, enforcement, and support from the Board of Forestry and Fire Protection.

Together, the Board of Forestry and Fire Protection, Office of State Fire Marshal, and CAL FIRE protect and enhance the forest resources of all wildland areas of California that are not under federal jurisdiction.

Fire Hazard Severity Zones and Responsibility Areas

CAL FIRE designates Fire Hazard Severity Zones (FHSZs) as authorized under California Government Code Sections 51175, et seq. FHSZs may be designated Very High, High, or Moderate. CAL FIRE considers many factors when designating FHSZs, including fire history, existing and potential vegetation fuel, flame length, blowing embers, terrain, and weather patterns for the area. CAL FIRE designates FHSZs in 2 types of areas depending on which level of government is financially responsible for fire protection.

- **Local Responsibility Area (LRA).** Incorporated communities are financially responsible for wildfire protection.
- **State Responsibility Area (SRA).** CAL FIRE and contracted counties are financially responsible for wildfire protection.

California Code of Regulations Section 1299.02

California Code of Regulations Section 1299.02 defines defensible space as the buffer landowners are required to create on their property between a "Building or Structure" and the plants, brush, and trees or other items surrounding the "Building or Structure" that could ignite in the event of a fire. A building or structure are defined as anything constructed that is designed or intended for support, enclosure, shelter, or protection of persons, animals, or property, having a permanent roof that is supported by walls or posts that connect to, or rest on the ground.

Public Resources Code Section 4291

Public Resources Code Section 4291, Mountainous, Forest-, Brush- and Grass-Covered Lands, is intended for any person who owns, lease, controls, operates, or maintains a building or structure in a mountainous area, forest-covered lands, shrub-covered lands, grass-covered lands, or land that is covered with flammable material, regardless of whether the property is in an SRA or Very High FHSZ. This section requires defensible space to be maintained within 100 feet from each side of a structure. An ember-resistant zone is required within 5 feet of a structure and more intense fuel reduction between 5 and 30 feet of a structure.

California Building Code

The California Buildings Standards Code (CCR Title 24) provides 12 different codes for construction and buildings in California. This code is updated every 3 years, with the most recent version effective January 1, 2023. The City of Ontario regularly adopts the most recent version of the California Building Standards Code, with local amendments, through Ontario Municipal Code Title 8, Chapter 1, Administrative and Building Code.

Building Design Standards

The California Building Code (CBC), Part 2 of 24 CCR, identifies building design standards, including those for fire safety. It is effective statewide, but a local jurisdiction may adopt more restrictive standards based on local conditions under specific amendment rules prescribed by the State Building Standards Commission. Commercial and residential buildings are plan checked by local city and county building officials for compliance with the CBC and any applicable local edits. Typical fire safety requirements of the CBC include the installation of sprinklers in buildings and other facilities; the establishment of fire-resistance standards for fire

doors and building materials; requirements for smoke-detection systems; exiting requirements; and the clearance of debris.

California Fire Code

The California Fire Code (CFC) incorporates, by adoption, the International Fire Code of the International Code Council, with California amendments. This is the official fire code for the state and all political subdivisions. It is found in 24 CCR Part 9 and, like the CBC, it is revised and published every 3 years by the California Building Standards Commission. Also like the CBC, the CFC is effective statewide, but a local jurisdiction may adopt more restrictive standards based on local conditions. The CFC is a model code that regulates minimum fire safety regulations for new and existing buildings; facilities; storage; processes, including emergency planning and preparedness; fire service features; fire protection systems; hazardous materials; fire flow requirements; and fire hydrant locations and distribution. Typical fire safety requirements include installation of sprinklers in all buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

Fire Safety During Construction and Demolition

Chapter 33 of the CFC, Fire Safety During Construction and Demolition, provides requirements for fire safety precautions during construction and demolition of a development project. The purpose of this chapter is to provide reasonable safety to life and property from fire during construction and demolition operations, including those in underground locations. Specific requirements include prohibiting smoking on-site, except for in approved areas; management of combustible materials and debris; cutting and welding; electrical wiring; and cooking. Additional requirements include the preparation of site safety plans prior to building permit issuance, providing fire watch during nonworking hours, and maintaining water supply for fire protection as soon as combustible materials arrive on a project site.

California Public Utilities Commission

In 2007, wildfires in southern California were ignited by overhead utility power lines and aerial communication facilities near power lines. In response, the California Public Utilities Commission began considering and adopting regulations to protect the public from fire hazards posed by overhead power lines and nearby aerial communication facilities. The commission published a fire threat map—under Rulemaking 15-05-006, following procedures in Decision 17-01-009, revised by Decision 17-06-024—that adopted a work plan for the development of a utility high-fire-threat district where enhanced fire safety regulations in Decision 17-12-024 apply (CPUC 2025). The fire regulations require electrical utilities to:

- Prioritize the correction of safety hazards.
- Correct nonimmediate fire risks in "Tier 2" (elevated fire threat) areas in the high fire-threat district within 12 months, and in "Tier 3" (extreme fire threat) areas within 6 months.
- Maintain increased clearances between vegetation and power lines in the high fire-threat district.
- Maintain stricter wire-to-wire clearances for new and reconstructed facilities in Tier 3 areas.
- Conduct annual inspections of overhead distribution facilities in rural areas of Tier 2 and Tier 3 areas.
- Prepare a fire prevention plan annually if overhead facilities exist in the high fire-threat district. (CPUC 2017)

Governor's Office of Land Use and Climate Innovation's Fire Hazard Technical Advisory

LCI (formerly the Governor's Office of Planning and Research) published the Fire Hazard Technical Advisory in 2015 and revised it in 2022 as a planning guide for addressing fire hazards, reducing risk, and increasing resilience across California's diverse communities and landscapes. The guide provides a range of goals, policies, and programs for fire hazard prevention and mitigation, disaster preparedness, and emergency response and recovery. The 2022 update includes specific land use strategies to reduce fire risk to buildings, infrastructure, and communities.

LOCAL

The Ontario Plan 2050

The Safety Element of TOP 2050 includes nine sections: 1) Seismic and Geologic Hazards, 2) Flood Hazards, 3) Fire and Rescue Hazards, 4) Noise Hazards, 5) Wind-Related Hazards, 6) Hazardous Materials and Waste, 7) Law Enforcement, 8) Emergency Management, and 9) Energy Resiliency. Chapter 3, Fire and Rescue Hazards, analyzes the City's risk from wildfires and structural fires as well as its firefighting capabilities, water supply, roadway standards, and emergency evacuation routes. This chapter contains specific requirements for complying with the CBC and CFC, maintaining sufficient fire services, maintaining an effective emergency notifications system, water supply redundancy, and fire prevention through environmental design.

City of Ontario Local Hazard Mitigation Plan

In 2023, the City of Ontario prepared a Local Hazard Mitigation Plan (LHMP) to identify local hazards, review and assess past disaster events, estimate the probability of future occurrences, and establish goals to reduce or eliminate long-term risks to people and property from natural and human-caused hazards. The City is not in an FHSZ or Wildland-Urban Interface (WUI). Consequently, wildfire was not identified as a hazard of concern in the LHMP; instead, urban fire represents the City's primary fire-related risk. The LHMP includes a comprehensive set of mitigation actions (see Table 5-3: *Mitigation Action Implementation Plan*) designed to enhance community resilience to hazard events. The LHMP is required to be updated and readopted by FEMA and the City of Ontario every 5 years, with the next update scheduled for November 2028.

City of Ontario Emergency Operations Plan

The City of Ontario Emergency Operations Plan, adopted in 2024, addresses the City's planned response to natural disasters, technological incidents, and national security emergencies. The plan does not address normal day-to-day emergencies or the well-established and routine procedures used in coping with such emergencies. Its operational concepts focus on potential large-scale disasters that can generate unique situations requiring unusual, large, and/or coordinated emergency responses.

City of Ontario Municipal Code

The Ontario Municipal Code includes various directives to minimize adverse impacts associated with wildfires. Most provisions related to wildfire and evacuation are in the following chapters:

- **Title 4, Chapter 4, Fire Code.** This chapter adopts the CFC by references and establishes local amendments to the CFC.
- **Title 8, Chapter 13, Flood Damage Prevention Program.** This chapter applies to any lands within areas of special flood hazards or areas of flood-related erosion hazards. This chapter provides specific development standards for development in flood hazard areas to promote public health, safety, and general welfare, and minimize losses due to flooding.

3.20.2 Existing Conditions

POLICY PLAN AMENDMENT

Wildfire Background

The term "wildfire" refers to fires that usually result from the ignition of dry grass, brush, or timber. Historically, wildfires commonly occurred in areas that are characterized by steep or

heavily vegetated areas, which make suppression of the fire difficult. More recently, wildfires have been encroaching into more urban areas, or the wildland-urban interface, threatening homes, businesses, and essential infrastructure. While wildfires play an important role in the ecology of many natural habitats, as urban development moves into areas susceptible to wildfire hazards, risks to human safety and property increase.

Wildfire Causes

Although the term "wildfire" suggests natural origins, a 2017 study that evaluated 1.5 million wildfires in the United States between 1992 and 2012 found that humans were responsible for igniting 84 percent of wildfires, accounting for 44 percent of acreage burned (Balch et al. 2017). The three most common initiators of human-caused wildfires are debris burning (logging slash, farm fields, trash, etc.), arson, and equipment use (Pacific Biodiversity Institute 2007). Lightning is the most common cause of nature-induced wildfire, with more than 40 percent of wildfires in the western United States caused by lightning between 1992 and 2015 (Balch et al. 2017; Cart 2023).

Power lines can ignite wildfires several ways, including:

- **Downed lines.** Downed power lines can produce arcing that can cause the powerlines to spark and ignite vegetation.
- **Vegetation contact.** A branch contacting two conductors for a sufficient duration may ignite the branch; a tree falling on a line can cause a downed line.
- **High winds and severe weather.** Conductors can slap together during high winds and severe weather, creating arcing of the powerlines and ejecting hot metal particles that can ignite flammable matter on the ground.
- **Equipment failures.** As circuit components deteriorate, they can arc and spark and thus ignite nearby flammable matter. (TWMP 2018)

Wildfires ignite structures in three ways: embers landing on the structure or flammable material next to the structure, direct flame contact, and radiant heat from fire close to the structure. Embers are the most common cause of home ignition. Embers ignite structures by entering through attic vents, igniting flammable materials around the home (litter in the roof gutter; wood stacks; or wood fencing), or finding their way under roofing materials (California Chaparral Institute 2025).

CAL FIRE estimated in 2017 that there were about three million housing units in California in FHSZs and potentially at risk from wildland fire—that is, just over 20 percent of all housing units in the state (CAL FIRE 2018).

Secondary Effects

Secondary effects of wildfire include debris flows postfire and air pollution from the smoke generated by fires. The following sections describe the hazardous conditions created by these secondary wildfire effects.

Postfire Debris Flows

Postfire landslide hazards include fast-moving, highly destructive debris flows that can happen soon after wildfires in response to high intensity rainfall events, and flows that are generated over a longer time because of root decay and loss of soil strength. Fires increase the potential for debris flows by increasing the imperviousness of soil so that it repels water, and by destroying vegetation that would slow and absorb rainfall, and whose roots would help stabilize soil (USGS 2018). The burning of vegetation and soil on slopes more than doubles the rate that water will run off into watercourses (CGS 2025). Postfire debris flows are particularly hazardous because they can occur with little warning, exert great impulsive loads on objects in their paths, strip vegetation, block drainage ways, damage structures, and endanger human life. Debris flows differ from mudflows in that debris flows are composed of larger particles. Postfire debris flows are most common in the 2 years after a fire; they are usually triggered by heavy rainfall. It takes much less rainfall to trigger debris flows from burned basins than from unburned areas.

Air Pollution

Smoke is made up of a complex mixture of gases and fine particles produced when wood and other organic materials burn. The biggest health threat from smoke is from fine particles ($PM_{2.5}$), which are microscopic particles that can penetrate the lungs and cause a range of health problems, from burning eyes and a runny nose to aggravated chronic heart and lung diseases. Exposure to particulate pollution is even linked to premature death. Some populations are more sensitive than others to smoke—for instance, people with heart or lung diseases, the elderly, children, people with diabetes, and pregnant women (USEPA 2021).

Wildfire in Ontario

CAL FIRE establishes FHSZs, designating each as moderate, high, or very high severity. Incorporated areas such as Ontario are considered local responsibility areas (Government Code 51178).

According to the California Office of Emergency Services, a WUI is defined as any area where structures and other human development meet or intermingle within wildland vegetation (Cal OES 2023). According to CAL FIRE, the WUI is subdivided into the “interface” zone (housing adjacent to wildland vegetation, but not mingled with it), the “intermix” zone (where houses and wildland vegetation directly mingle), and the “influence” zone (areas of wildfire-susceptible vegetation surrounding the other zones). The interface and intermix zones carry the highest risk

for wildfires affecting developed areas. Unlike wildfire in wildland areas, fires in WUI areas are more likely to damage or destroy buildings and infrastructure that support populations, the economy, and key services in the city.

The City is not located within a FHSZ or WUI; however, moderate, high, and very high FHSZs are to the north of the City, outside its boundaries in the San Bernardino Mountains. Although Ontario itself is not classified within an FHSZ, wildfires originating in these nearby areas could still pose a potential threat to the City's developed areas.

Wildfire History

CAL FIRE maintains a list of historic fires throughout the State. According to CAL FIRE, several wildfires outside the boundaries of the City of Ontario have occurred. The County of San Bernardino MJHMP lists wildfire events in the county from 2017 to 2022 (San Bernardino County 2022), none of which were in Ontario. Two historical wildfires in the City were the 1958 Pole Line fire that burned 3,960 acres and the 2007 Walker fire that burned 166 acres of pastureland (Ontario 2018).

Table 3.20-1, *Historic Wildfires in and Surrounding Ontario,* lists historic wildfire incidents surrounding Ontario from 1970 to 2024.

Table 3.20-1 Historic Wildfires in and Surrounding Ontario

Year	Fire Name	Acres Burned
1970	FPD #92	499
1974	Sunnyslope Fire	1,819
1979	Millie Fire	1,996
1979	Los Sarranos Fire	171
1980	Owl Fire	18,332
1988	Texas Fire	12,095
1990	Webb Fire II	339
1990	Yorba Fire	7,883
1996	Union Fire	269
1996	Philadelphia Fire	1,834
1998	Leroy Fire	171

Table 3.20-1 Historic Wildfires in and Surrounding Ontario

Year	Fire Name	Acres Burned
1998	Country Fire	1,111
2003	Padua Fire	10,457
2003	Grand Prix Fire	50,617
2007	Walker Fire	166
2014	Etiwanda Fire	2,141
2020	Blue Ridge Fire	13,694
2024	Bridge Fire	55,724
2024	Vista Fire	2,935
2024	Line Fire	43,975

Source: CAL FIRE 2025a.

Factors Influencing Wildfire

Several factors influence wildfire conditions and facilitate the spread of wildfires, including fuels, topography, weather conditions, and climate change. Human actions are also the leading cause of wildfires in California, increasing the risk of wildfire devastating natural lands and communities. This section describes these 5 factors in the context of the City of Ontario.

Fuel

Native habitats and vegetation communities are mostly absent throughout Ontario. According to Section 3.4, *Biological Resources,* of this Draft SEIR, natural vegetation in Ontario consists of California walnut woodland, Riversidian alluvial fan sage scrub, Southern California arroyo chub/Santa Ana sucker stream, southern cottonwood willow riparian forest, southern sycamore alder riparian forest, and southern willow scrub (CDFW 2025). Each type of vegetation contributes to fire hazard severity to varying degrees. The qualities of vegetation that directly influence fire risk include fuel type and size, loading, arrangement, chemical composition, and dead and live fuel moisture, which contribute to the flammability characteristics of the vegetation. Grass and brush fuel types react quickly to changes in weather such as low humidity or high wind speeds. Fires in areas covered by this vegetation type can spread quickly in gusty wind conditions. Low humidity, high wind, and fuel buildup conditions can also lead to crown fires in woodland fuel types, which can be fast moving and difficult to suppress.

Topography

Steep terrain or slope plays a key role in the rate and direction that wildfires spread, since fires will normally burn much faster uphill. When the gradient of a slope doubles, the rate of spread of a fire will also likely double. Terrain that forms a funneling effect, such as chimneys, chutes, or saddles on the landscape, can result in especially intense fire behavior. Conversely, flat terrain tends to have little effect on fire spread, resulting in fires that are driven by vegetation and wind. The city's topography is characterized by a mix of flat and gently rolling terrain. Ontario is part of the Inland Empire Valley, a large valley region surrounded by mountain ranges, contributing to a mix of plains and hills.

Weather and Wind

The climate in Ontario is influenced by the Pacific Ocean and a seasonal, migratory subtropical high-pressure cell. The area experiences wet winters and dry summers, with mild seasonal changes, and an average of approximately 20.78 inches of precipitation annually, with the wettest months being January and February (USA.com 2025). July and August are typically considered the hottest months of the year, with average high temperatures of 92 degrees Fahrenheit (°F) (USA.com 2025). Because the summer months are generally hot and dry, the risk of wildfires has historically been greatest in summer and fall. Relative humidity is also an important fire-related weather factor. As humidity levels drop, the dry air causes vegetation moisture levels to decrease, increasing the likelihood that plant material will readily ignite and burn; the risk of wildfire increases when lightning strikes occur during dry periods.

Wind is a primary weather factor in wildfire behavior. Santa Ana winds are warm easterly winds that flow from the Great Basin through the desert and through the passes of the San Bernardino Mountains. These winds have reported speeds of up to 80 miles per hour with sustained wind speeds of 40 miles per hour. As wind speeds increase, the rates of fire spread, intensity, and ember spread potential also increase. Gusty and erratic wind conditions, like those of the Santa Ana winds, can cause a wildfire to spread irregularly, making it difficult to predict its path and effectively deploy fire suppression forces. Santa Ana winds are especially dangerous because they are accompanied by low humidity that can dry out fuel. This can increase wildfire conditions in the area. Wind can also shift suddenly due to temperature changes, causing fires to spread unpredictably. Fall has historically been one of the most dangerous times for wildfire risk because it has periods of very high temperatures, low humidity, and strong wind increases that cause red flag warnings and extreme fire danger. Additionally, wind hazards can occur with destructive impacts to trees, power lines, and utility services, which could spark potential wildfires.

Human Actions

Most wildfires are ignited by human action, the result of direct acts of arson, carelessness, or accidents. Many fires originate in populated areas along roads and around homes and are often

the result of the careless disposal of cigarettes, mowing of dead grass, electrical equipment malfunction, use of equipment, or burning of debris. Recreation areas with increased human activity that are in high or very high fire hazard areas also increase the potential for wildfires.

Climate Change

Climate change is likely to increase annual average maximum temperatures in Ontario from a historical annual average of 78.5°F to 84.2°F by 2050 and 87.3°F by 2100 (Cal-Adapt 2025a). This will likely create warmer temperatures earlier and later in the year. Precipitation levels are projected to increase slightly over the course of the century, changing from a historical annual average of 13.2 inches to an annual average of 14.8 inches by 2099 (Cal-Adapt 2025a). Variations in precipitation patterns will also lead to an increase in frequency and intensity of heavy precipitation events as well as prolonged periods of drought. The combination of extreme heat and droughts can cause soils and vegetation to dry out, creating more fuel for wildfires. These factors are expected to increase wildfire conditions, creating the risk of more frequent and intense wildfires. Because wildfires burn the trees and other vegetation that help stabilize hillsides and absorb water, more areas burned by fire may also lead to an increase in landslides and floods. Historically, an average of 46.8 acres burned annually in the City of Ontario (Cal-Adapt 2025b). Wildfires are projected to decrease to an annual average in the city of 20.9 acres burned by 2050 and an annual average of 16.1 acres burned by 2100 (Cal-Adapt 2025b).

Fire Protection Services

Fire protection services in the plan area are provided by the Ontario Fire Department (OFD). OFD operates 11 fire stations throughout the City, including the Ontario International Airport fire station. Throughout the 11 fire stations there are ten 4-person paramedic engine companies, four 4-person truck companies, an 8-person aircraft rescue and firefighting (ARFF) station, a fire investigation supervisor, and 2 battalion chiefs (OFD 2025).

Evacuation and Access

Evacuation routes are designated roadways that allow many people to quickly leave an area due to a potential or imminent disaster. These routes should have sufficient capacity to accommodate the needs of the community, be safely and easily accessible, and allow people to travel far enough away to be safe from emergency conditions.

Primary emergency access and evacuation routes in the City of Ontario include State Route (SR-) 60, which traverses the City from west to east; SR-83, which extends from south to north through the western portion of the City; Interstate (I-) 10, which runs west to east across the northern portion of the City; and I-15, which extends south to north along the eastern portion of the City. These highways and a network of local arterial and collector roadways that connect to them, provide the City's primary evacuation routes.

As shown in the adopted General Plan Safety Element Figure S-09, Evacuation Constrained Areas, evacuation-constrained residential development in Ontario primarily consist of cul-de-sac-style neighborhoods along SR-60, in the downtown area, and along I-10. These areas are not in fire-prone areas, but may experience delays in evacuating due to the single ingress/egress nature of the neighborhoods.

SPECIFIC PLAN

The Specific Plan area is located within a Local Responsibility Area (LRA), but outside of a FHSZ or WUI area, similar to the rest of the City. The topography of the EBPSP is generally flat with existing agricultural uses and nonnative vegetation. The Specific Plan area experiences similar Santa Ana winds compared to the larger Ontario area.

Fire protection services are provided by the Ontario Fire Department. The nearest stations that serve the Specific Plan area include Fire Station 11, directly south of the Specific Plan area, located at 7721 Eucalyptus Avenue and Fire Station 9, located approximately 1.35 miles east of the Specific Plan area, at 2661 East Grand Park Street (OFD 2025).

Primary evacuation routes to the EBPSP include East Eucalyptus Avenue and South Grove Avenue. As shown in the adopted General Plan Safety Element Figure S-09, *Evacuation Constrained Areas*, the EBPSP does not contain residential evacuation constrained parcels.

3.20.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that, "If located in or near state responsibility areas or lands classified as very high fire hazard severity zones," the proposed project would result in a significant impact related to wildfire if it would:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

3.20.4 Relevant New and Modified General Plan Policies

The proposed project does not include new or modified policies relevant to wildfire.

3.20.5 Environmental Impacts

2022 CERTIFIED EIR

The City is outside of the SRA and does not contain lands within a LRA Very High FHSZ, and CAL FIRE has determined that the City contains no areas subject to very high wildfire risk. The City recognizes that even though fuel loading is light in Ontario and fire risk comes primarily from urban fires, not wildfires, there is some risk related to wildfires. The City has implemented policies as part of the approved project to help reduce risk of wildfire. Therefore, the Certified EIR concluded that impacts to wildfire, resulting from implementation of the approved project, would be less than significant.

PROPOSED PROJECT

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

The 2022 Certified EIR concluded that implementation of the approved project would not substantially impair emergency response or evacuation because the City's circulation system has been planned and designed to meet long-term safety and accessibility needs. Specifically, the majority of future population growth under the approved project would occur in Ontario Ranch, where extensive roadway improvements are planned to accommodate increased travel demand, enhance regional connectivity, and support emergency response capabilities.

As documented in the 2022 Certified EIR, Policy M-1.1, Roadway Design and Maintenance, ensures that all City roadways comply with applicable federal, State, and local safety standards; provide adequate multimodal access; and are designed to handle capacities identified in the City's Master Plan of Streets and Highways. This policy also requires maintenance consistent with best practices and promotes efficient traffic flow through intelligent transportation systems and travel demand management strategies. Emergency access and circulation consistency are further ensured through the City's design review process, during which the Ontario Fire

Department reviews proposed development plans to verify compliance with local and State emergency access standards.

The 2022 Certified EIR also noted that the City's 2018 LHMP identifies Interstates 10 and 15 and State Route 60 as major emergency response and evacuation routes that provide regional egress capacity in the event of large-scale emergencies. These facilities, along with the City's arterial network, are critical components of Ontario's coordinated emergency management framework. Based on these factors, the 2022 Certified EIR found that the approved project would not result in new or more severe impacts related to transportation hazards or emergency access, and impacts would remain less than significant.

Policy Plan Amendment

The proposed project involves adjustments to land use designations and corresponding updates to the Policy Plan elements while maintaining the overall circulation framework established under the approved project. As described in Chapter 2, *Project Description*, of this Draft SEIR, the proposed project would increase population and employees in Ontario, which would add additional vehicles to roadways in the event of an evacuation. As shown in Figure 3.17-1, *Roadway Classifications*, substantial improvements to the City's transportation infrastructure are planned to accommodate population growth and maintain safe, efficient travel during emergencies. The proposed project would not introduce new roadways or modify existing ones in a manner that would impede emergency vehicle access or evacuation operations. Furthermore, continued implementation of Policy M-1.1 and City design review procedures would ensure that all roadway and site designs maintain compliance with emergency access standards and the City's adopted emergency response plans.

Accordingly, the proposed project would result in no new or more severe impacts related to impairment of an adopted emergency response plan or emergency evacuation plan compared to the approved project. The circulation network, policy framework, and interagency review mechanisms that were found to be adequate in the 2022 Certified EIR remain in place, and the proposed project would not impede implementation of an emergency response plan or evacuation plan. The proposed project would not result in new or a substantial increase in magnitude of impacts for wildfire compared to the approved project and that identified in the 2022 Certified EIR. Therefore, impacts would remain **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The proposed Specific Plan involves adjustments to land use designations and roadway improvements consistent with federal, State, and local design and safety standards, acting to improve emergency circulation in the area. The proposed project would not, however, introduce new roadways or modify existing ones in a manner that would impede emergency vehicle

access or evacuation operations. Additionally, the City and Fire Department would review development applications to ensure adequate emergency access is provided in compliance with emergency access standards and the City's adopted emergency response plans. Compliance with existing regulations, City policies, and Fire Department recommendations would ensure impacts to emergency response plans and evacuation plans would be **less than significant**.

Accordingly, the proposed Specific Plan would result in no new or more severe impacts related to impairment of an adopted emergency response plan or emergency evacuation plan compared to the approved project. The circulation network, policy framework, and interagency review mechanisms found to be adequate in the 2022 Certified EIR remain in place, and the proposed Specific Plan would not impede implementation of an emergency response plan or evacuation plan. The proposed Specific Plan would not result in new or a substantial increase in magnitude of impacts for emergency response and evacuation compared to the approved project and that identified in the 2022 Certified EIR.

EBPSP Significance without Mitigation: Less than significant.

Impact WIL-1: Implementation of the proposed project would not impair or otherwise interfere with the City's adopted emergency response or evacuation plans.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant emergency evacuation impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and no mitigation measures are required.

b Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The 2022 Certified EIR found that implementation of the approved project would not exacerbate wildfire risks. The City of Ontario lies outside of CAL FIRE's State Responsibility Area and contains no areas designated as Very High FHSZs. Consequently, fire risk within the planning area is predominantly urban in nature, associated with localized ignition sources rather than wildland conditions.

The 2022 Certified EIR determined that compliance with applicable State and local fire-safety regulations, including CAL FIRE's 2019 Strategic Fire Plan for California, the California Fire Code, and the City's LHMP, would ensure that new development and infrastructure are designed, constructed, and maintained to minimize ignition potential, facilitate emergency response, and prevent post-fire slope or drainage instability. The 2022 Certified EIR also found that continued implementation of City policies promoting fire prevention, interagency coordination, emergency preparedness and training, and data-driven resource allocation would further reduce wildfire-related risks. These measures collectively minimize the potential for wildfire ignition or spread and limit exposure to pollutant concentrations from wildfire smoke. Based on these factors, the 2022 Certified EIR concluded that wildfire-related impacts under the approved project would be less than significant and would not result in new or more severe impacts compared to previously evaluated conditions.

Policy Plan Amendment

The proposed project modifies the land-use pattern and updates related Policy Plan elements while maintaining the overall planning and regulatory framework established by the approved project. The 2025 adopted CAL FIRE Local Responsibility Area Fire Hazard Severity Zone map do not identify areas in Ontario within a FHSZ. Although vegetation and fuel loading are light and fire hazards are primarily urban, the City acknowledges some residual risk from wildfire events.

Ontario is supported by multiple local and regional programs for fire prevention and response, including the California Building Code, the California Fire Code, the City's LHMP, and fire protection and emergency services provided by the Ontario Fire Department. Continued adherence to these regulations and practices would ensure that future development and infrastructure associated with the proposed project do not exacerbate wildfire hazards.

In addition, implementation of the following policies would directly reduce wildfire and emergency-related risks:

- **S-3.8: Fire Prevention through Environmental Design.** We require new development to incorporate fire prevention considerations in the design of streetscapes, sites, open spaces, and buildings.
- **S-3.9: Resource Allocation.** We analyze fire data to evaluate the effectiveness of our fire prevention and reduction strategies and allocate resources accordingly.
- **S-8.5: Interdepartmental Coordination.** We utilize all City departments to help support emergency/disaster mitigation, preparedness, response, mitigation, and recovery.
- **CD-2.8: Safe Design.** We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and

open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintaining visibility and accessibility, and using lighting.

These policies collectively promote fire-resilient development and reduce the potential for secondary hazards such as flooding or slope instability following fire events.

Because the proposed Policy Plan Amendment does not alter topography, slope conditions, or emergency infrastructure design standards and would continue to implement existing fire-safety programs and policies, the proposed project would not exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Additionally, development under the proposed Policy Plan would be subject to the most recent version of the California Building Code and California Fire Code, which have more stringent requirements for new development than previous versions of the code. Accordingly, the proposed project would not result in new or substantially more severe impacts compared to the approved project impacts identified in the 2022 Certified EIR, and wildfire-related impacts would remain **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As previously discussed in Section 3.20.2, *Existing Conditions*, the EBPSP is in a relatively flat area, and there are no steep slopes where high winds would exacerbate fire risks. Adjacent areas are urbanized and lack vegetation.

Further, uses implemented pursuant to the EBPSP would comply with the California Building Code, California Fire Code, and City policies, including Policy Plan policies S-3.8, S-3.9, S-8.5, and CD-2.8, acting to minimize wildfire hazards, thereby minimizing exposure to pollutant concentrations from wildfires. Based on the preceding, the potential for the EBPSP to exacerbate wildfire risks, and thereby expose occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire is considered less than significant.

Because the proposed EBPSP does not alter topography, slope conditions, or emergency infrastructure design standards and would continue to implement existing fire-safety programs and policies, the proposed Specific Plan would not exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Accordingly, the proposed EBPSP would not result in new or substantially more severe impacts compared to the approved project impacts identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact WIL-2: Implementation of the proposed project would not exacerbate wildfire risk, require infrastructure that could increase fire hazards, or expose people or structures to secondary post-fire hazards such as flooding, landslides, or drainage changes.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant wildfire impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified and no mitigation measures are required.

c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environments?

The 2022 Certified EIR found that implementation of the approved project would not require infrastructure that could increase fire hazard potential. The City of Ontario lies outside of CAL FIRE's State Responsibility Area and contains no areas designated as very high FHSZ. Consequently, fire risk within the planning area is predominantly urban in nature, associated with localized ignition sources rather than wildland conditions.

Policy Plan Amendment

The 2025 adopted CAL FIRE Local Responsibility Area Fire Hazard Severity Zone map does not identify areas in Ontario within a FHSZ. While the proposed Policy Plan Amendment would facilitate future development that includes installation of new infrastructure (e.g., roads, utilities, and related improvements), such improvements would occur in an area without very high wildfire risk and would not, in and of themselves, introduce or exacerbate wildfire risk.

Development under the proposed Policy Plan would be subject to the most recent version of the California Building Code and California Fire Code, which have more stringent requirements for new development than previous versions of the code. Additionally, implementation of Policies S-3.8, S-3.9, S-8.5, and CD-2.8 would directly reduce wildfire and emergency-related risks. These policies collectively promote fire-resilient development and reduce the potential for secondary hazards such as flooding or slope instability following fire events.

Accordingly, although new infrastructure would be constructed under the proposed Policy Plan, it would not increase wildfire hazards. Additionally, such infrastructure and maintenance activities would also be required to comply with the adopted State regulations, Ontario Municipal Code standards, and TOP policies to mitigate the impact of infrastructure on the environment. The proposed project would not result in new or substantially more severe impacts compared to the approved project and that identified in the 2022 Certified EIR, and wildfire-related impacts would remain **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The EBPSP would facilitate future development that would require the installation of new roads, utilities, and related improvements; however, infrastructure improvements proposed by the Specific Plan would be implemented in areas not within a FHSZ. Water, sewer, storm drain, and dry utility improvements under the proposed EBPSP would be installed underground. Infrastructure and utility plans would be reviewed by the City and Fire Department to ensure conformance with California Building Code, California Fire Code, Municipal Code, and TOP 2050 requirements to reduce the risk of wildfire and impacts of infrastructure on the environment.

Accordingly, although new infrastructure would be constructed under the proposed EBPSP, it would not increase wildfire hazards. The proposed EBPSP would not result in new or substantially more severe impacts compared to the approved project and that identified in the 2022 Certified EIR and impacts would remain **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact WIL-3: Implementation of the proposed project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environments.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant wildfire impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified and no mitigation measures are required.

d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The 2022 Certified EIR found that implementation of the approved project would not expose people or structures to post-fire hazards such as landslides, mudflows, or flooding. The City of Ontario lies outside of CAL FIRE's State Responsibility Area and contains no areas designated as very high FHSZ. With respect to geologic and hydrologic conditions, the Certified EIR notes that the City of Ontario is in the Upper Santa Ana River Valley, which exhibits a gentle southerly slope of approximately 1 percent, with elevations ranging from 1,150 feet in the north to 640 feet in the south. Due to this broad and gradual topography, the city does not contain steep slopes that would be susceptible to significant landslide or post-fire slope failure hazards. Additionally, the Certified EIR notes that large portions of the City are outside the 100-year floodplain, and only limited areas adjacent to flood control channels, detention basins, and creeks fall within the 100-year flood zone. A portion of the Ontario Ranch area is designated Zone D, representing areas where flood hazards are undetermined and no formal analysis has been completed.

Policy Plan Amendment

The 2025 adopted CAL FIRE Local Responsibility Area Fire Hazard Severity Zone map does not identify areas in Ontario within a Fire Hazard Severity Zone. Additionally, the City does not contain steep slopes that would be susceptible to postfire slope failure or landslides. The Policy Plan Amendment would not introduce development into steeper terrain or areas with elevated postfire runoff risk, nor would it modify land use patterns in a manner that could increase exposure to downslope or downstream flooding hazards following a wildfire.

The Policy Plan Amendment does not involve physical improvements or changes to drainage patterns, and future development would continue to be subject to City regulations that manage erosion, grading, and flooding hazards. This includes the requirement for an erosion and sediment control plan prior to grading plan approval and issuance of a grading permit, as well as compliance with Title 8, Chapter 13 (Flood Damage Prevention Program) of the Ontario Municipal Code, which establishes standards for development in flood-prone areas. Development under the amended Policy Plan would also remain subject to the most recent California Building Code and California Fire Code standards. These requirements ensure proper site drainage, erosion control, and flood protection, and therefore reduce the potential for downslope or downstream flooding, landslides, or other hazards associated with runoff or postfire slope instability. Accordingly, the proposed project would not result in new or substantially more severe impacts compared to the approved project and impacts identified in the 2022 Certified EIR, and wildfire-related impacts would remain **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan area is in the southern portion of the City, where largely flat agricultural fields dominate the topography. The flat topography of the site does not present any potential risks related to landslides or other slope instability. Additionally, as detailed in SEIR Section 3.10, *Hydrology and Water Quality*, the proposed EBPSP would not substantially alter the existing drainage pattern or result in substantial runoff when compared to existing conditions. The EBPSP's stormwater management system, Stormwater Pollution Prevention Plan (SWPPP), and Water Quality Management Plan (WQMP) would act to avoid or minimize flooding, slope instability, or adverse drainage changes.

Uses implemented pursuant to the EBPSP would also be required to comply with the recommendations identified in the Preliminary Geotechnical Investigation (see Appendix F1 and Appendix F2), which would ensure that the site and structures are engineered and constructed to maximize stability and preclude safety hazards. Additionally, future development would continue to be subject to City regulations that manage erosion, grading, and flooding hazards. This includes the requirement for an erosion and sediment control plan prior to grading plan approval and issuance of a grading permit, as well as compliance with Title 8, Chapter 13 (Flood Damage Prevention Program) of the Ontario Municipal Code, which establishes standards for development in flood-prone areas. Development under the proposed EBPSP would also remain subject to the most recent California Building Code and California Fire Code standards. These requirements ensure proper site drainage, erosion control, and flood protection, and therefore reduce the potential for downslope or downstream flooding, landslides, or other hazards associated with runoff or postfire slope instability.

Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant

Impact WIL-4: Implementation of the proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant wildfire impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified and no mitigation measures are required.

3.20.6 Cumulative Impact Analysis

The cumulative setting for wildfire includes potential future development within San Bernardino, surrounding cities, and unincorporated County areas that may exacerbate wildfire risks. Future development over the buildout horizon of the proposed project would not impair an adopted emergency response plan or emergency evacuation plan and would not result in new or substantially more severe wildfire impacts compared to the approved project. Cumulative development in the surrounding local jurisdictions and State lands in Fire Hazard Severity Zones would be subject to the same State regulations applicable to future projects, including the California Building Code, California Fire Code, California Public Resources Code Sections 4291, and SRA or Very High Fire Hazard Severity Zone Fire Safe Regulations. Continued implementation of approved project policies related to fire prevention and hazard reduction would further minimize wildfire risk. Accordingly, the proposed project would not make a cumulatively considerable contribution to cumulative wildfire impacts, and cumulative impacts would be **less than significant**.

Cumulative Impacts: Implementation of the proposed project, in combination with other development in the city, would not make a cumulatively considerable contribution to cumulative wildfire or emergency response impacts.

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4. ALTERNATIVES TO THE PROPOSED PROJECT

4.1 INTRODUCTION

This chapter presents the alternatives analysis for the proposed project, as required by the California Environmental Quality Act (CEQA). CEQA requires that an environmental impact report (EIR) include a discussion of reasonable project alternatives that would "feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any significant effects of the project and evaluate the comparative merits of the alternatives" (CEQA Guidelines sec. 15126.6[a]).

The discussion includes an explanation of the methodology used to select alternatives to the proposed project, with the intent of identifying potentially feasible alternatives that could avoid or substantially lessen the significant impacts identified for the proposed project while still meeting most of the basic project objectives, pursuant to CEQA Guidelines Section 15126.6(a). This chapter identifies a reasonable range of alternatives that meet these criteria, and these alternatives are evaluated with respect to minimizing adverse environmental effects as compared to the proposed project. It also describes other alternatives and alternative concepts that were considered but eliminated from detailed consideration and the reasons for their elimination. For the alternatives selected for analysis, this chapter evaluates the impacts of the alternatives against approved project and compares the potential impacts of the alternatives with those of the proposed project. Finally, as required under CEQA Guidelines Section 15126.6(e), based on this analysis, this chapter then discusses the environmentally superior alternative.

The discussion in this chapter is intended to inform the public and decision makers of feasible alternatives to the proposed project that would avoid or substantially lessen any of the significant effects of the proposed project. Section 15126.6, "Consideration and Discussion of Alternatives to the Proposed Project," of the CEQA Guidelines states that:

> An EIR shall describe a range of reasonable alternatives to the project, or the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for

> selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason. (sec. 15126.6[a])

4.2 FACTORS CONSIDERED WHEN DEVELOPING ALTERNATIVES

This section describes the basis for determining the range of CEQA alternatives and identifies the specific alternatives that are analyzed in this Draft EIR. The primary factors considered when determining feasible alternatives to the proposed project are the identified project objectives and the significant impacts that have been identified for the proposed project.

4.2.1 Project Objectives

Chapter 2, Section 2.3, *Statement of Project Objectives*, lists the objectives that have been established for the proposed project and will aid decision makers in their review of the project, the project alternatives, and associated environmental impacts.

4.2.2 Significant Impacts

Apart from the No Project Alternative, alternatives to a project should be evaluated because of their ability to feasibly attain most of the basic objectives of the project and avoid or lessen the project's identified significant impacts. The proposed project would result in 6 potentially significant impacts that would be reduced to less than significant levels with mitigation and 14 significant unavoidable impacts.

LESS-THAN-SIGNIFICANT IMPACTS WITH MITIGATION

The following impacts were found to be less than significant with implementation of mitigation measures:

- **Impact BIO-1 (PPA + EBPSP):** Implementation of the proposed project could impact special-status species, as well as nesting birds, burrowing owls, and roosting bat species.
- **Impact BIO-4 (PPA + EBPSP):** Implementation of the proposed project could affect wildlife movement.
- **Impact CUL-2 (PPA + EBPSP):** Implementation of the proposed project could impact archeological resources in the City.

- **Impact GEO-6 (PPA + EBPSP):** Implementation of the proposed project could directly or indirectly destroy a unique paleontological resource.
- **Impact HAZ-2 (PPA + EBPSP):** Existing regulations and policies of TOP 2050 would ensure that development associated with the Policy Plan Amendment would not exacerbate the potential release of hazardous materials into the environment. However, development of the EBPSP, as well as existing site conditions, may reveal unknown soil or soil vapor contamination or unknown subsurface structures.
- **Impact TCR-1 (PPA + EBPSP):** Tribal cultural resources could be adversely impacted by grading activities associated with the proposed project.

SIGNIFICANT AND UNAVOIDABLE IMPACTS

The following impacts were found to be significant and unavoidable even with implementation of mitigation measures:

- **Impact AQ-1 (PPA + EBPSP):** The additional population growth forecast for the Policy Plan Amendment and Specific Plan and the associated emissions would exceed the assumptions of the South Coast AQMD's AQMP.
- **Impact AQ-2 (PPA):** Construction activities associated with future development that would be accommodated under the Policy Plan Amendment could generate short-term emissions in exceedance of the South Coast AQMD's threshold criteria.
- **Impact AQ-3 (PPA + EBPSP):** Implementation of the proposed project would generate additional, long-term emissions in exceedance of South Coast AQMD's threshold criteria and cumulatively contribute to the South Coast Air Basin's nonattainment designations.
- **Impact AQ-4 (PPA):** Construction activities associated with the Policy Plan Amendment could expose sensitive receptors to substantial air pollutant concentrations.
- **Impact AQ-5 (PPA):** Operation of industrial and warehousing land uses accommodated under the Policy Plan Amendment would cumulative contribute to elevated levels of toxic air contaminants in the South Coast AQMD region.
- **Impact CUL-1 (PPA):** Implementation of the Policy Plan Amendment could impact historical resources.
- **Impact GHG-1 (PPA + EBPSP):** Implementation of the proposed project would result in an increase in GHG emissions compared to the approved project and would not achieve the carbon neutrality threshold of AB 1279.

- **Impact GHG-2 (PPA + EBPSP):** The proposed project would be inconsistent with the Community Climate Action Plan's objective of reducing citywide GHG emissions and the State's carbon neutrality goals.
- **Impact NOI-1 (PPA):** Construction activities associated with buildout of the Policy Plan Amendment would result in intermittent, temporary increases in noise levels at sensitive receptors due to construction activities. Construction of the EBPSP would not exceed applicable thresholds or significantly increase ambient noise levels.
- **Impact NOI-2 (PPA + EBPSP):** Implementation of the Policy Plan Amendment and EBPSP would expose sensitive receptors to substantial permanent traffic noise increases.
- **Impact NOI-3 (PPA):** Construction activities associated with buildout of the Policy Plan Amendment may expose sensitive uses to excessive levels of groundborne vibration.
- **Impact NOI-4 (PPA):** Heavy truck traffic annoyance along City haul routes associated with buildout of the Policy Plan Amendment may expose sensitive uses to excessive levels of groundborne vibration annoyance.
- **Impact NOI-5 (PPA):** Implementation of the Policy Plan Amendment could expose noise sensitive uses to excessive noise levels from the Ontario International Airport (ONT).
- **Impact TRA-2 (PPA + EBPSP):** The proposed project would generate a substantial increase in VMT per service population and total VMT compared to the approved project, resulting in significant project-level and cumulative VMT impacts.

4.3 ALTERNATIVES CONSIDERED BUT REJECTED

CEQA Guidelines section 15126.6(c) requires EIRs to identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. CEQA Guidelines section 15126.6(c) provides that among the factors that may be used to eliminate alternatives from detailed consideration in the EIR are (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts. Following is a discussion of alternatives considered and rejected, along with the reasons that alternative was not included in the analysis.

4.3.1 Alternative Development Areas Outside of the City

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of

the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines Section 15126[5][B][1]). The City does not have land use authority outside of the City's boundaries. Therefore, an alternative development area would be infeasible and was not analyzed.

4.3.2 Alternate EBPSP Sites Alternative

As identified above, CEQA requires that the discussion of alternatives focus on alternatives to a project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. In addition, an alternative site need not be considered when implementation is "remote and speculative," such as when the alternative site is beyond the control of a project applicant.

Given the scope of the EBPSP, a similarly sized project and land use elsewhere in the City of Ontario would result in similar impacts. Significant and unavoidable regional air quality emission impacts of the EBPSP are largely due to mobile emissions during operation and are not site specific; therefore, relocation of the EBPSP would not substantially reduce these impacts. The EBPSP's location is preferrable for business park development because of its proximity to the regional transportation network and major infrastructure, helping to reduce VMT and off-site traffic noise. Therefore, analysis of an alternative site for the EBPSP is neither meaningful nor necessary because the significant impacts resulting from the EBPSP would not be avoided or substantially lessened by its implementation in an alternate location.

Moreover, there are no existing, undeveloped sites for sale that are a similar size as the EBPSP area within close proximity to key freeway infrastructure (i.e., I-15, SR-83, and SR-60) and that could reasonably be controlled by the Applicant for the purpose of developing the EBPSP. Furthermore, the Applicant does not hold ownership control over any other parcels of land in or near the Specific Plan area that could be used as an alternative location for the proposed EBPSP. Therefore, because an alternate location is not available that would avoid or substantially lessen the significant environmental effects of the EBPSP, and because the Applicant does not have ownership control over and cannot reasonably obtain ownership control over any other parcels of land in the jurisdiction of the City that could accommodate the EBPSP, an alternate site is not feasible. As a result, this alternative was rejected from further consideration.

4.3.3 Alternative Housing Element Sites Alternative

The City received several NOP comment letters on land use and planning impacts as a result of areas in the Ontario Ranch where high density residential (HDR) land uses are proposed. The

locations are identified as Housing Element that fulfill the City's lower income RHNA obligations. Because these sites are being rezoned, specifically to make up for a shortfall of lower income sites, State law requires that these sites establish a minimum density of 20 du/ac. The City evaluated alternative locations in Ontario Ranch for opportunities to upzone from low density residential (LDR) to HDR to accommodate the City's RHNA obligations. However, locations in Ontario Ranch designated for LDR are not adjacent to proposed infrastructure, such as water and sewer, which are needed to accommodate the HDR land uses. According to OMUC, infrastructure in these areas would not be constructed until post-2030 horizon. Therefore, these sites do not meet the criteria for alternative housing site. Additionally, CEQA only requires locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines Section 15126[5][B][1]). Since the City is obligated to maintain the RHNA, shifting the location of the HDR unit to alternative areas within Ontario Ranch would not reduce or eliminate the environmental impacts of the proposed project. Therefore, an alternative housing element sites within Ontario Ranch were not analyzed.

4.3.4 Truck Route Scenario 1 Alternative

In summer 2025, the City conducted outreach and initiated an evaluation of its existing truck routes, which evaluated changes to truck routes in northern Ontario, including in the Original Model Colony. Truck Route Scenario 1 retained all existing truck routes and added an additional route along Eucalyptus Avenue. This scenario was rejected because it would increase truck volumes on designated routes, substantially worsen conditions at Grand Park, and require additional mitigation measures and funding. This alternative was considered but rejected.

4.3.5 Truck Route Scenario 2 Alternative

In summer 2025, the City conducted outreach and initiated an evaluation of its existing truck routes, which evaluated changes to truck routes in northern Ontario, including in the Original Model Colony. Truck Route Scenario 2 retained all existing truck routes and added additional routes along Eucalyptus Avenue and Walker Avenue. This scenario was rejected because it would make mitigation measures for noise, vibration, and air quality more challenging; result in significantly higher truck volumes than Truck Route Scenarios 1 and 3; and introduced new truck traffic through low-density neighborhoods. Therefore, this alternative was considered but rejected.

4.4 ALTERNATIVES SELECTED FOR ANALYSIS

The following alternatives have been determined to represent a reasonable range of alternatives that have the potential to feasibly attain most of the objectives of the proposed

project and that may avoid or substantially lessen any of the significant impacts of the proposed project.

- No Project Alternative/Current TOP 2050
- Medium High Density Residential (MHDR) Alternative
- Truck Route Scenario 3 Alternative
- Reduced Intensity Alternative

4.5 NO PROJECT ALTERNATIVE/CURRENT TOP 2050

In the No Project Alternative/Current TOP 2050, the Policy Plan Amendment and EBPSP project would not be implemented by the City. The current TOP 2050 would remain in effect and would apply to land uses within the City and land uses on the EBPSP project site. Buildout statistics for Policy Plan Amendment and EBPSP compared to the No Project Alternative are shown in Table 4-1, *No Project Alternative/Current TOP 2050 vs. Growth Projections at Buildout.*

Table 4-1 No Project Alternative/Current TOP 2050 vs. Growth Projections at Buildout

Category	Proposed Project	No Project Alternative/ Current TOP 2050	Difference
Policy Plan Amendment			
Population	427,741	411,268	-16,473
Housing Units	137,177	129,951	-7,226
Non-residential SQFT	268,162,895	263,828,479	-4,334,416
Jobs	301,035	299,204	-1,831
EBPSP Site			
Population	0	6,335	6,335
Housing Units	0	2,195	2,195
Non-residential SQFT	2,939,000	1,632,143	-1,306,857
Jobs	1,590	3,126	1,536

Note: SQFT = square feet

As shown in this table, the No Project Alternative would result in a reduction in population, housing units, and non-residential square footage but an increase in employment. In addition, the proposed project includes updated policies to comply with State laws, including AB 98. This alternative would not include revisions to the City's truck routes, which are proposed to minimize impacts to sensitive receptors.

The TOP 2050 designates the Specific Plan area for Medium Density Residential (MDR), Mixed-Use (Eucalyptus/Chino Airport) (MU-BC); and Open Space Parkland (OS-C). Buildout under these

designations would allow for up to 2,195 residential units and 1,632,143 square feet of non-residential land uses within the Specific Plan area. As shown in the table, the No Project Alternative would result in an increase in population, units, and employment but a decrease in non-residential square feet.

4.5.1 Aesthetics

Policy Plan Amendment

In this alternative, the entire City would be developed under the existing TOP 2050 land use plan and would involve new development and redevelopment in the same areas as the proposed project. The City's Municipal Code identifies development standards to ensure quality development in the City. Aesthetic impacts would be similar to the proposed project and would be less than significant.

Specific Plan

The Specific Plan area is not in an area identified for scenic preservation. There are no scenic vistas in the Specific Plan area, nor would development of the site adversely affect a designated scenic vista. The No Project Alternative would cover the same development impact area as the EBPSP and result in similar less than significant impacts.

4.5.2 Agriculture and Forestry Resources

Policy Plan Amendment

In this alternative, the entire City would be developed under the existing TOP 2050 land use plan and would involve new development and redevelopment in similar areas as the proposed project. At the time of the 2022 Certified EIR there was no land zoned for agriculture in the City. Therefore, the impacts from rezoning lands from agricultural to non-agricultural have already occurred. This alternative would have similar impacts to Farmland and lands currently under a Williamson Act contract. Therefore, impacts on agriculture and forestry resources would be similar to the proposed project and would be less than significant.

Specific Plan

Similar to the EBPSP, the existing on-site agricultural uses would be removed from the Specific Plan area under this alternative. The City of Ontario no longer has land designated for agricultural use, and impacts associated with the implementation of the EBPSP, including the conversion of grazing land and Prime Farmland to a non-agricultural use, would not result in impacts not already disclosed. Therefore, implementation of this alternative would result in the same impacts to agricultural resources that would occur from implementation of the EBPSP.

4.5.3 Air Quality

Policy Plan Amendment

As identified in Section 3.3, *Air Quality,* the proposed project would result in an increase in NOx, CO, PM_{10}, $PM_{2.5}$, and reactive organic gasses (ROG) emissions. Under this alternative, the buildout would remain the same as the existing TOP 2050. Therefore, although the impacts would remain significant and unavoidable, they would be slightly less than those of the proposed project. Impacts regarding consistency with the AQMP, cumulatively considerable net increase of pollutants for which the project region is in nonattainment, and exposing sensitive receptors to substantial pollutant concentrations would be similar to the proposed project. This alternative would also result in less industrial warehouse development; therefore, there would be fewer diesel trucks. However, this alternative would not include the revisions to the truck route map that routes trucks away from sensitive receptors on Archibald Avenue. In comparison to the proposed project, this alternative would have slightly less impact, and impacts would remain significant and unavoidable.

Specific Plan

As with the EBPSP, construction of the No Project Alternative has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the Specific Plan area. In addition, fugitive dust emissions would result from construction activities. Under this alternative, the development impact area would be the same as the EBPSP. Therefore, although the type of construction would be different under this alternative due to the proposed uses, implementation of this alternative would result in similar impacts from construction-related air quality that would occur from implementation of the EBPSP, and impacts would be less than significant.

Operational activities associated with either the EBPSP or this alternative would result in emissions of ROGs, NO_x, SO_x, CO, PM_{10}, and $PM_{2.5}$. Emissions calculated for the EBPSP under the No Project Alternative/Current TOP 2050 are shown in Table 4-2, *EPBPSP No Project Alternative/Current TOP 2050 Air Pollutant Emissions*.

Table 4-2 EBPSP No Project Alternative/Current TOP 2050 Air Pollutant Emissions

Source	Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer						
Mobile	92	125	1,073	3	308	80
Area	117	38	210	0.24	3	3
Stationary	1	21	14	0.13	2	2
On-Site Equipment	2	5	5	0.01	0.27	0.27
Maximum Daily Emissions	212	192	1,398	4	313	85
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	YES	YES	YES	NO	YES	YES
Winter						
Mobile	87	133	882	3	308	80
Area	94	36	15	0.23	3	3
Stationary	2	5	5	0.01	0.27	0.27
On-Site Equipment	1	2	97	0	0.18	0.16
Maximum Daily Emissions	185	198	1,013	3	313	85
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	YES	YES	YES	NO	YES	YES

Source: Appendix N

As shown above, operations of the No Project Alternative/Current TOP 2050 would exceed the numerical thresholds of significance established by the South Coast AQMD for emissions of VOCs, NO_x, CO, PM_{10}, and $PM_{2.5}$. The $PM_{2.5}$ exceedance occurring under this alternative would not occur under the EBPSP buildout conditions. Additionally, while both scenarios would exceed the CO threshold, emissions under this alternative (1,399/1,013) would be substantially greater when compared to the EBPSP (759/563). This is primarily due to the increased trip generation under this alternative, as discussed subsequently in Section 4.5.17. Overall, impacts would be greater than the EBPSP and would remain significant and unavoidable.

4.5.4 Biological Resources

Policy Plan Amendment

Under this alternative, biological resource impacts would be the same as the proposed project. A number of special status plant species and special status wildlife species are known to occur within or immediately adjacent to the City or are known to occur in the region based on historical data. Federal and state regulations require development projects to assess and mitigate potential biological resources within a project site. The proposed project would be

within the same footprint as the approved project. Mitigation measures identified for the proposed project would be applicable to this alternative. Therefore, impacts on biological resources would be the same as the proposed project, and impacts would be less than significant with mitigation incorporated.

Specific Plan

The No Project Alternative/Current TOP 2050 e would have the same overall impact area as the EBPSP. Potential impacts to sensitive wildlife species and migratory and nesting birds would continue to occur, and mitigation measures would be implemented to reduce impacts to such resources to a less-than-significant level. Therefore, impacts would be similar to the EBPSP.

4.5.5 Cultural Resources

Policy Plan Amendment

Cultural resource impacts are primarily associated with potential ground disturbance and development of previously undisturbed areas, or impacts to potential historic structures (building additions, demolition, etc.). Development under this alternative would be the same as the proposed project because the development footprint would be the same. Mitigation measures for the proposed project would be applicable to this alternative and would mitigate potential impacts to archeological resources; however, like the proposed project, this alternative would have the potential to impact historic buildings as a result of redevelopment. Therefore, impacts to potential cultural resources would be the same as the proposed project and would remain significant and unavoidable.

Specific Plan

The No Project Alternative/Current TOP 2050 would result in a similar development impact area as the EBPSP and would therefore result in a similar potential to adversely affect any undiscovered archaeological resources in the Specific Plan area. Like the EBPSP, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts to cultural resources from this alternative would be similar to those associated with the EBPSP.

4.5.6 Energy

Policy Plan Amendment

As identified in Section 3.6, *Energy*, this alternative would result in similar energy impacts. In general, impacts to energy use under this alternative would be slightly reduced as compared to the proposed project as development would be reduced, and would be less than significant.

Specific Plan

The No Project Alternative/Current TOP 2050 would reduce the amount of non-residential building square footage but would increase the number of residential units, residents, and employees. In general, business park uses have a higher energy demand than residential. Therefore, building energy demand would be reduced compared to the EBPSP; however, this alternative would result in a substantial increase in vehicle trips compared to the EBPSP (17,378 additional trips when compared to the EBPSP). Therefore, fuel consumption would increase under this alternative. Impacts under either the EBPSP or this alternative would be less than significant.

4.5.7 Geology and Soils

Policy Plan Amendment

As with proposed project, individual development projects under the No Project Alternative/Current TOP 2050 would be required to prepare site-specific geotechnical investigations to evaluate seismic, liquefaction, ground settlement, paleontological resources, and/or soil expansion hazards. All development projects would be required to comply with existing federal, state, and local regulations, such as the California Building Code and statewide Construction General Permit. The proposed project would also be within the same development footprint as the current TOP 2050. Impacts would be the same as proposed project and would be less than significant.

Specific Plan

Grading and development of the Specific Plan area would still occur under the No Project Alternative, and therefore, impacts to geology and soils would be similar to those that would result from the EBPSP. This alternative would also have a similar potential to impact undiscovered paleontological resources during grading. Development realized under this alternative would be required to implement mitigation measures to reduce potential impacts to less than significant. Therefore, impacts from under this alternative would be similar to those of the EBPSP.

4.5.8 Greenhouse Gas Emissions

Policy Plan Amendment

As identified in Section 3.8, *Greenhouse Gas Emissions*, the proposed project would result in 3 percent emissions increase above the current 2050 TOP. As a result, this alternative would result in lesser impacts compared to the proposed project, but impacts would remain significant and unavoidable.

Specific Plan

The No Project Alternative/Current TOP 2050 would have the same development impact area as the EBPSP. Although the type of construction would be different under this alternative due to the proposed uses, implementation of this alternative would result in similar impacts from construction related GHG emissions that would occur from implementation of the EBPSP. GHG emissions that could be expected from operations of the No Project Alternative/Current TOP 2050 are presented in Table 4-3, *EBPSP No Project Alternative/Current TOP 2050 GHG Emissions*.

Table 4-3 EBPSP No Project Alternative/Current TOP 2050 GHG Emissions

Source	Emissions (MT/yr)				
	CO_2	**CH_4**	**N_2O**	**Refrigerants**	**Total CO_2e**
Mobile	46,233	2	3	41	47,071
Area	594	0.01	0	0	595
Energy	8,812	1	0.08	0	8,859
Water	423	12	0.30	0	819
Waste	278	28	0	0	973
Refrigeration	0	0	0	3	3
Stationary	21	0	0	0	21
On-site Equipment					284
Total CO_2e (All Sources)	58,625				

Source: Appendix N

The No Project Alternative/Current TOP 2050 would result in an increase in residential units and a decrease in business park uses. As shown in the table, emissions associated with the land use mix under this alternative are estimated at 58,625 $MTCO_2e$/yr. When compared to the emissions associated with the EBPSP (45,539 $MTCO_2e$/yr), this alternative would result in an increase of 13,086 $MTCO_2e$. Both the EBPSP and this alternative would result in significant and unavoidable GHG emissions impacts.

4.5.9 Hazards and Hazardous Materials

Policy Plan Amendment

In both this alternative and proposed project, land uses throughout the City would be required to comply with existing federal, state, and local regulations governing use, storage, transport, and disposal of hazardous materials and hazardous wastes. Structures would be required to comply with building standards in the California Building Code and the California Fire Code. The proposed project would also be within the same development footprint as the current TOP 2050. Impacts would be the same as proposed project and would be less than significant.

Specific Plan

Uses implemented under the No Project Alternative/Current TOP 2050 would be subject to the same federal, state, and local regulations and permitting requirements as are applicable to the EBPSP. In addition, this alternative would also include mitigation of potentially contaminated soils that may exist on the site during construction activities. Similar to the EBPSP, this alternative would result in less than significant impacts with mitigation measures incorporated.

4.5.10 Hydrology and Water Quality

Policy Plan Amendment

This alternative would have the same hydrology and water quality impacts as the proposed project. Future project-specific water quality management plans (WQMPs), preliminary and/or final, will be prepared consistent with the prevailing terms and conditions of the City Local Implementation Plan (LIP) and Model WQMP at the time of project application. Moreover, low impact development (LID) and water quality treatment solutions prescribed in project-specific WQMPs would be designed to support or enhance the regional BMPs and efforts implemented by the City as part of Citywide efforts to improve water quality. During construction, project-specific Stormwater Pollution Prevention Plans (SWPPP) are required to be prepared in accordance with the site-specific sediment risk analyses based on the grading plans. The SWPPP must describe construction best management practices (BMP) that address pollutant source reduction, and provide measures/controls necessary to mitigate potential pollutant sources. Therefore, impacts would be similar and remain less than significant.

Specific Plan

The No Project Alternative/Current TOP 2050 would result in the same area of impervious surfaces compared to the EBPSP. This alternative would introduce new sources of water pollutants from construction and operational activities. Similar to the EBPSP, this alternative would be required to include storm drain facility improvements as well as source control, site design, and treatment control BMPs. Therefore, this alternative would result in similar less than significant impacts to hydrology and water quality.

4.5.11 Land Use and Planning

Policy Plan Amendment

This alternative would leave the current TOP 2050 in place. As a result, there would not be a need to upzone parcels within Ontario Ranch to High Density Residential (HDR). Because the changes to the land use plan would replace areas planned for residential use with nonresidential uses, the loss in residential capacity must be offset by increasing the residential

capacity by an equal amount elsewhere in the city to comply with SB 330, which mandates no net loss of residential capacity citywide. Additionally, land uses within the airport influence area identified in the land use plan are generally consistent with the Airport Land Use Compatibility Plan for Chino Airport and Ontario International Airport (ONT). Because this alternative would not trigger SB 330 or SB 166 and the associated need for additional HDR land use, this alternative would reduce land use and planning impacts of the proposed project and would be less than significant.

Specific Plan

Uses constructed under the No Project Alternative/Current TOP 2050 would be consistent with the existing land use designations of the site. Comparative land use and planning impacts under this alternative would be reduced when compared to the EBPSP.

4.5.12 Mineral Resources

Policy Plan Amendment

The proposed project and this alternative would result in similar impacts to mineral resources. The proposed project would also be within the same development footprint as the current TOP 2050. Impacts would be the same as proposed project and would be less than significant.

Specific Plan

The Specific Plan area is designated as MRZ-3 and does not contain known mineral resource deposits. The City's Policy Plan does not identify any locally important mineral resource recovery sites on or within proximity to the Specific Plan area. Therefore, like the EBPSP, the No Project Alternative/Current TOP 2050 would have no potential to impact the availability of known mineral resources or a mineral resource recovery site.

4.5.13 Noise

Policy Plan Amendment

Construction and operational noise impacts would be the same as the proposed project under this alternative. Like the proposed project, construction activities under this alternative could occur close to sensitive receptors, and impacts would be significant. This alternative would have similar operational noise impacts. Therefore, noise impacts would be the same under this alternative in comparison to the proposed project and would be significant (construction noise).

Specific Plan

Under this alternative, the types of construction activities and equipment employed would be similar to those associated with construction of the EBPSP. Additionally, this alternative would have the same development impact area as the EBPSP. Maximum construction-source noise/vibration levels would be unchanged.

Stationary operational noise could decrease under this alternative compared to the EBPSP due to the reduced scope of the business park uses. The No Project Alternative/Current TOP 2050 would generate approximately 28,836 daily vehicle trips, primarily passenger vehicles, compared to 9,596 daily trips under the EBPSP, which would include 1,218 daily truck trips. Although this alternative would substantially increase overall traffic volumes, the reduction in heavy-duty truck activity is an important consideration for traffic noise. Heavy-duty trucks contribute disproportionately to roadway noise compared to passenger vehicles due to higher engine, exhaust, and tire-pavement noise characteristics. As a result, increases in traffic volumes dominated by passenger vehicles typically result in smaller incremental noise increases than traffic streams with a higher truck component. As such, despite the substantial increase in trips, off-site vehicular noise impacts are assumed to be comparable to the EBPSP.

4.5.14 Population and Housing

Policy Plan Amendment

This alternative would result in a decrease in residential units, jobs, and population compared to the proposed project (see Table 2-4 in Chapter 2, *Project Description)* and would result in growth that is in line with that identified by SCAG for the City of Ontario. Although the proposed project would exceed SCAG's regional forecasts for the City of Ontario, the proposed project would maintain the City's jobs-housing balance. Therefore, population and housing impacts of this alternative would be similar to the proposed project but would remain less than significant.

Specific Plan

Buildout under the no project alternative would allow for up to 2,195 residential units and 1,632,143 square feet of non-residential land uses. Under TOP 2050, on-site population was estimated to be 6,335 and employment opportunities were estimated to be 3,126. As such, under this alternative, on-site employees would increase by 1,536 employees when compared to the EBPSP's estimated 1,590 employees. As shown in Table 3.14-7, SCAG estimated a total of 95,500 housing units and 187,700 jobs in 2050 and the TOP 2050 estimated a total of 411,268 residents, 129,551 housing units, and 296,204 jobs in 2050. Buildout of the Specific Plan area as forecast under the Current TOP would be consistent with the City's and SCAG's growth projections. Nevertheless, growth under this alternative would be consistent with the City's and SCAG's growth projections, and impacts would be similar and less than significant.

4.5.15 Public Services

Policy Plan Amendment

This alternative would result in a decrease in population compared to proposed project. As a result, the impacts on public services, including fire, police, school, and library services, would be reduced under this alternative and would be less than significant.

Specific Plan

Under the No Project Alternative/Current TOP 2050, buildout would result in a total of 6,335 new residents and 3,126 new employees, an increase of 1,536 employees compared to the EBPSP. Therefore, demand for fire and police protection services would increase under this alternative. In addition to the increased demands for fire and police protection services, the residential uses developed under this alternative would result in an increased population of school-aged children. This would result in an increased demand for school services that would not occur under the EBPSP. As such, public service demands would be greater than those under the EBPSP but would remain less than significant.

4.5.16 Recreation

Policy Plan Amendment

This alternative would result in a reduction in population compared to proposed project. As a result, the demand for recreation and recreational services in the City would be less. Impacts under this alternative, would be less than the proposed project, and would be less than significant.

Specific Plan

The No Project Alternative/Current TOP 2050 would result in the development of residential uses not proposed by the EBPSP. The increased population caused by this alternative would result in an increased demand for recreational facilities. Development under this alternative would include 51.16 acres of Open Space Parkland to support the recreational demand from future residents, employees and visitors. Although impacts are not anticipated to be significant, they would be increased when compared to the EBPSP.

4.5.17 Transportation

Policy Plan Amendment

As identified in Section 3.17, *Transportation*, this alternative results in a slight decrease in total VMT and VMT per service population (VMT/SP) compared to proposed project. As a result, this

alternative would reduce the project's significant VMT impact; however, impacts would remain significant and unavoidable.

Specific Plan

Using the assumptions from the TOP 2050 EIR for the site (2,195 residential units and approximately 1.6 million square feet of non-residential mixed use) the trip generation that would be expected under the No Project Alternative/Current TOP 2050 was developed and compared to the EBPSP, as shown in Table 4-4, *EBPSP No Project Alternative/Current TOP 2050*. As shown, traffic under this alternative would increase by 17,378 trips when compared to the EBPSP. Given the increase in trip generation, it can reasonably be expected that the No Project Alternative/Current TOP 2050 would also increase VMT. Therefore, VMT impacts would be greater than the EBPSP and would remain a significant and unavoidable impact.

Table 4-4 EBPSP No Project Alternative/Current TOP 2050 Trip Generation

	AM Peak Hour			PM Peak Hour			
Land Use	**In**	**Out**	**Total**	**In**	**Out**	**Total**	Daily
Actual Vehicle							
Business Park (ITE 770)	1,225	269	1,494	368	901	1,269	16,016
Internal Capture	-14	0	-14	-17	-17	-34	-406
Multi-Family Residential (ITE 220)	216	684	900	708	434	1,142	13,632
Internal Capture	0	-14	-14	-17	-17	-34	-406
Total Trips	1,427	939	2,366	1,042	1,301	2,343	28,836
EBPSP Trips	696	249	945	448	750	1,198	11,458
Net Change	**731**	**690**	**1,421**	**594**	**551**	**1,145**	**17,378**

4.5.18 Tribal Cultural Resources

Policy Plan Amendment

Impacts to tribal cultural resources would primarily be associated with potential ground disturbance and development of previously undisturbed areas. Development under proposed project and this alternative would be similar, as the TOP 2050 and proposed project would have the same development footprint. Mitigation measures for the protection of tribal cultural resources would be applicable to this alternative. Additionally, both the proposed project and this alternative would comply with federal and state regulations pertaining to the protection and preservation tribal cultural resources. Therefore, impacts to potential tribal cultural resources would be similar to the proposed project and would be less than significant.

Specific Plan

The No Project Alternative/Current TOP 2050 would result in a similar potential to adversely affect buried tribal cultural resources as the EBPSP, since the development impact area would be the same. As with the EBPSP, this alternative would be required to implement mitigation measures to reduce potential impacts to less than significant. Potential impacts to tribal cultural resources under this alternative would be similar to those associated with the EBPSP.

4.5.19 Utilities and Service Systems

Policy Plan Amendment

This alternative would result in a decrease in population compared to TOP 2050; therefore, the impact on the City's infrastructure systems would be reduced, including the demand on water supply. Overall, impacts would be reduced under this alternative compared to the proposed project, and impacts would be less than significant.

Specific Plan

Like the EBPSP, the No Project Alternative/Current TOP 2050 would implement all necessary on-site and off-site utilities and service infrastructure system improvements. In general, residential uses and commercial uses have greater water and sewer demands compared to business park uses. Based on the increased scope and intensity of development under this alternative, demands for utilities and services under this alternative would be increased. However, no significant impacts would result from either the EBPSP or this alternative

4.5.20 Wildfire

Policy Plan Amendment

The City of Ontario is not in a very high fire hazards severity zone. Additionally, the development footprint of the TOP 2050 and proposed project are the same. As a result, this alternative would result in similar risk associated with wildfire events. Overall, this alternative would have similar impacts compared to the proposed project, and impacts would be less than significant.

Specific Plan

According to the City's 2023 Local Hazard Mitigation Plan (LHMP), no high fire severity zones exist within the City, nor does the City have any wildland-urban interface areas. The No Project Alternative/Current TOP 2050 would result in a similar development impact area to the EBPSP and would therefore result in similar potential for wildfire. The impacts related to wildfire would be less than significant for both the EBPSP and this alternative.

4.5.21 Summary

Policy Plan Amendment

Impacts of the No Project Alternative/Current TOP 2050 would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, noise, tribal cultural resources, and wildfire. This alternative would reduce the proposed project's air quality, energy, GHG, land use and planning, public services, recreation, transportation, and utilities and service systems impacts. This alternative would not meet some of the objectives of the proposed project.

Specific Plan

The No Project Alternative/Current TOP 2050 would result in greater impacts to energy, construction noise, public services, recreation, and utilities and service systems. This alternative would exacerbate significant and unavoidable impacts related to operational air quality, GHG, off-site traffic-related noise, and transportation. Impacts related to aesthetics, agriculture and forestry resources, construction air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, onsite noise, population and housing, tribal cultural resources, and wildfire would be similar compared to the EBPSP. Additionally, impacts to land use and planning would decrease under this alternative.

As compared with the EBPSP, this alternative would not meet the following objectives to the same extent due to the change in the proposed land uses from business park to residential and mixed-use:

- To provide a land use plan that implements The Ontario Plan's vision and appropriately positions business park and public parkland uses north of Eucalyptus Avenue, between Campus Avenue and Walker Avenue.
- To facilitate the development of a variety of employment-generating uses in a business park setting.
- To provide business park uses that are compatible with surrounding land uses.

4.6 TRUCK ROUTE SCENARIO 3 ALTERNATIVE

In summer 2025, the City conducted outreach and initiated an evaluation of its existing truck routes, which evaluated changes to truck routes in northern Ontario, including in the Original Model Colony. Changes in southern Ontario were evaluated as part of the Policy Plan Amendment concurrent with land use changes. The City received comments regarding heavy

truck traffic passing by residential areas, especially along Ontario Ranch Road and Archibald Avenue. Specific issues identified by the public from truck travel include noise, vibration, and air quality impacts on homes and schools; safety concerns for pedestrians and cyclists; road damage from heavy vehicles; and the need for better enforcement of truck routes. Based on feedback from the public, the City identified four truck routes concepts for Ontario Ranch. Figure 2-9, *Proposed Truck Routes*, identifies the proposed truck routes selected by the City to move forward for the Policy Plan Amendment and to address the requirements of AB 98.

The Truck Route Scenario 3 is one of the four concepts evaluated by the City. Truck Route Scenario 3 Alternative would not remove Archibald Avenue as a designated truck route, as proposed under the project, and would add additional truck routes along Eucalyptus Avenue, Walker Avenue, and Hellman Avenue. The Truck Route Scenario 3 Alternative was chosen as an alternative to the proposed project because these additional routes would disperse truck traffic throughout the Ontario Ranch area to a greater extent. While the total number of trucks in the City and the Ontario Ranch area would remain the same, impacts would be spread across a broader area rather than concentrated along two specific routes. This alternative would increase impacts along Archibald Avenue and Edison Avenue while decreasing impacts along Ontario Ranch Road. See Figure 4-1, *Truck Route Scenario 3 Alternative.*

This alternative would not affect the land uses proposed for the EBPSP. Therefore, a separate analysis of this alternative for the Specific Plan component is not included below as it would be the same as that of the Policy Plan Amendment.

4.6.1 Aesthetics

In this alternative, the entire City would be developed in the same areas as TOP 2050 but with truck routes dispersed across the Ontario Ranch area. The City's Municipal Code identifies development standards to ensure quality development in the City. Aesthetic impacts would be similar to the proposed project and would be less than significant.

4.6.2 Agriculture and Forestry Resources

In this alternative, the City would be developed in similar areas as the proposed project. The alternative truck routes would be on existing roadways within the Ontario Ranch area and would have similar impacts to Farmland (City) and lands currently under a Williamson Act contract. Therefore, impacts on agriculture and forestry resources would be similar to the proposed project and would be less than significant.

4.6.3 Air Quality

The proposed project results in increases in diesel particulate matter (DPM) concentration and health risk along some truck route in Ontario Ranch as a result of changes to the City's truck routes in accordance with AB 98. While these changes are designed to reduce the number of sensitive receptors to substantial pollutant concentrations, there are some truck routes that would experience an increase in trucks when compared to the current TOP. Under this alternative, trucks would be dispersed on several north-south and east-west truck routes, including Archibald Avenue. Because Archibald Avenue would remain a truck route, localized concentrations of air pollutants would be slightly reduced at some sensitive receptors, in particular along Ontario Ranch Road, compared to the proposed project. Localized impacts associated with the revisions to the truck routes would be similar and would remain less than significant.

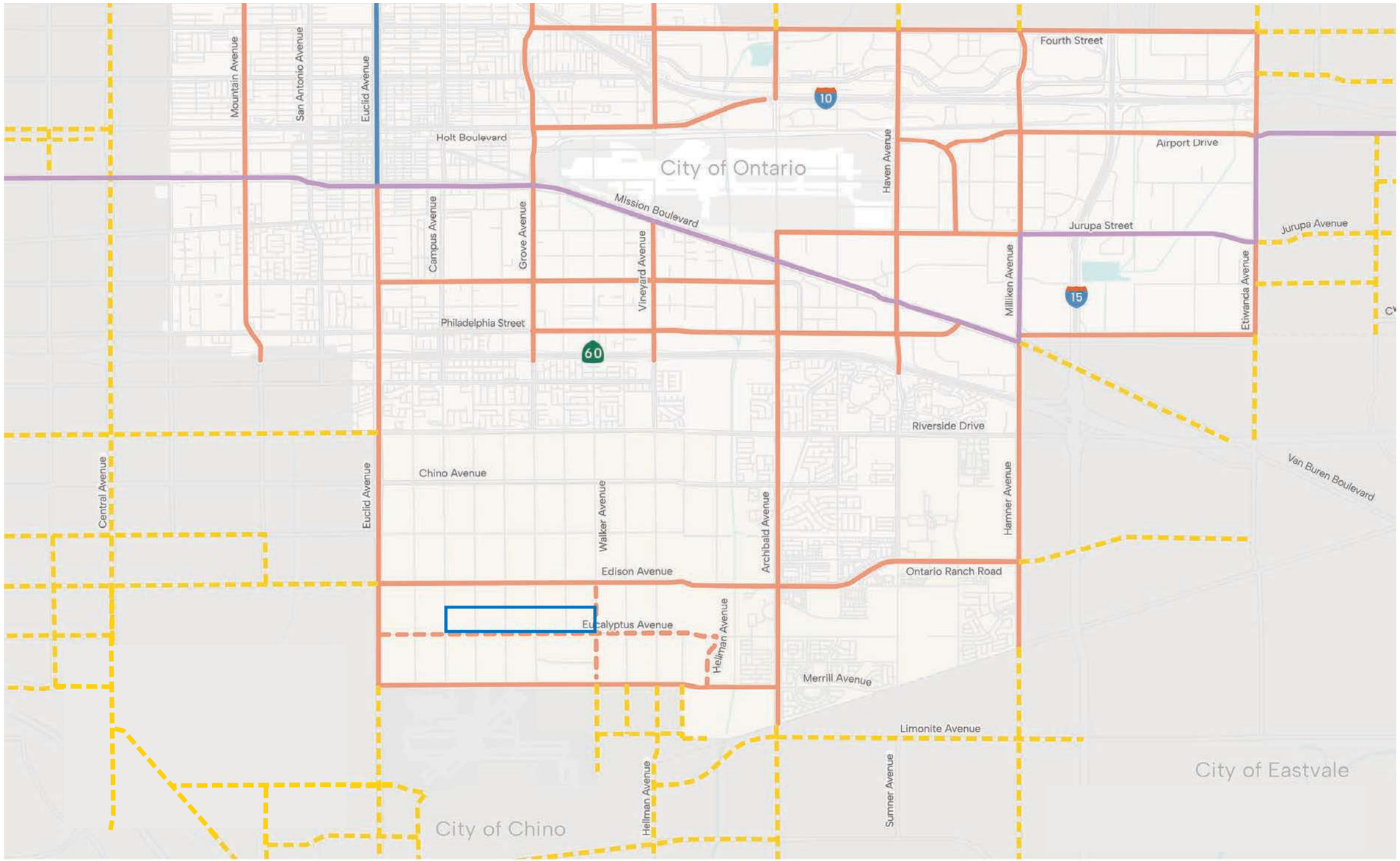
Regional emissions would be the same as the proposed project because the changes to the truck routes would not generate new truck trips or warehouses that have the potential to generate additional area and stationary sources of air pollutant emissions, which cumulative contribute to health risk impacts in the air basin. Therefore, like the proposed project, implementation of this alternative would be the same and also result in significant and unavoidable impacts regarding consistency with the AQMP, cumulatively considerable net increase of pollutants for which the project region is in nonattainment, and exposing sensitive receptors to substantial pollutant concentrations. In comparison to the proposed project, this alternative would have similar, significant and unavoidable impacts.

4.6.4 Biological Resources

Under this alternative, biological resource impacts would be the same as the proposed project. A number of special status plant species and special status wildlife species are known to occur within or immediately adjacent to the City or are known to occur in the region based on historical data. Federal and state regulations require development projects to assess and mitigate potential biological resources within a project site. This alternative would be within the same footprint as the proposed project. Mitigation measures identified for the proposed project would be applicable to this alternative. Therefore, impacts on biological resources would be the same as the proposed project, and impacts would be less than significant with mitigation incorporated.

Figure 4-1

Truck Route Scenario 3 Alternative



EBPSP Boundary

Truck Routes
- City Trruck Routes
- Adjacent Agency Truck Routes
- State DOT Network

Proposed Changes
- Truck Route Removal
- Truck Route Addition

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

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4.6.5 Cultural Resources

Cultural resources impacts are primarily associated with potential ground disturbance and development of previously undisturbed areas, or impacts to potential historic structures (building additions, demolition, etc.). Development under this alternative would be the same as the proposed project because the development footprint would be the same. The alternative truck routes would be on existing roadways within the Ontario Ranch area. Mitigation measures for the proposed project would be applicable to this alternative and would mitigate potential impacts to archeological resources; however, like the proposed project, this alternative would have the potential to impact historic buildings as a result of redevelopment. Therefore, impacts to potential cultural resources would be the same as the proposed project and would remain significant and unavoidable.

4.6.6 Energy

This alternative would result in the same energy use compared to the proposed project as in does not change buildout as compared to the proposed project. In general, impacts to energy use under this alternative would be the same as the proposed project and would be less than significant.

4.6.7 Geology and Soils

As with proposed project, individual development projects under this alternative would be required to prepare site-specific geotechnical investigations to evaluate seismic, liquefaction, ground settlement, paleontological resources, and/or soil expansion hazards similar to that of the proposed project. All development projects would be required to comply with existing federal, state, and local regulations, such as the California Building Code and statewide General Construction Permit. Impacts be the same as proposed project and would be less than significant.

4.6.8 Greenhouse Gas Emissions

This alternative would result in the same buildout and a similar VMT compared to the proposed project. As a result, this alternative would also have the same GHG emissions as of the proposed project, but they would be dispersed through the Ontario Ranch area. Therefore, impacts of this alternative would be the same compared to the proposed project and would remain less than significant.

4.6.9 Hazards and Hazardous Materials

In this alternative, land uses throughout the City would be required to comply with existing federal, state, and local regulations governing use, storage, transport, and disposal of hazardous materials and hazardous waste. Since truck routes would spread throughout the Ontario Ranch area, transport hazardous materials would remain the same citywide, but would be dispersed throughout residential areas, posing a slight increase of transport of hazardous materials to additional residents. Structures would be required to comply with building standards in the California Building Code and the California Fire Code. This alternative would result in similar impacts compared to the proposed project, and impacts would be less than significant.

4.6.10 Hydrology and Water Quality

This alternative would have the same hydrology and water quality impacts as the proposed project. Future project-specific WQMPs, preliminary and/or final, will be prepared consistent with the prevailing terms and conditions of the City LIP, and Model WQMP at the time of project application. Moreover, LID and water quality treatment solutions prescribed in project-specific WQMPs would be designed to support or enhance the regional BMPs and efforts implemented by the City as part of its citywide efforts to improve water quality. During construction, project-specific SWPPPs are required to be prepared in accordance with the site-specific sediment risk analyses based on the grading plans. The SWPPP must describe construction BMPs that address pollutant source reduction and provide measures/controls necessary to mitigate potential pollutant sources. Therefore, impacts would be similar and remain less than significant.

4.6.11 Land Use and Planning

This alternative would result in dispersed truck routes in the Ontario Ranch area, but truck trips in the City would remain consistent with the proposed project. The truck routes under the alternative would be through residential areas and would not be consistent with land uses, as such impacts associated with this alternative would be higher than the proposed project but would remain less than significant. Neither this alternative nor the proposed project would divide an established community. Therefore, the land use impacts would be the same and, like the proposed project, would be less than significant.

4.6.12 Mineral Resources

The proposed project and this alternative would result in similar impacts to mineral resources. The alternative truck routes would be on existing roadways within the Ontario Ranch area. Impacts would be the same as the proposed project and would be less than significant.

4.6.13 Noise

Construction and operational noise impacts would be the same as the proposed project under this alternative. Like the proposed project, construction activities under this alternative could occur close to sensitive receptors, and impacts would be significant. This alternative would have slightly reduced operational noise and vibration impacts from a reduction in truck traffic while also increasing traffic noise levels along alternate roadways, however overall traffic noise would be reduced along major arterials in the City. Noise and vibration impacts would be slightly reduced under this alternative in comparison to the proposed project but would remain significant.

4.6.14 Population and Housing

This alternative would result in the same buildout as the proposed project. Therefore, population and housing impacts of this alternative would be similar to the proposed project and would remain less than significant.

4.6.15 Public Services

This alternative would result in the same buildout as the proposed project. As a result, the impacts on public services, including fire, police, school, and library services, would be the same as the proposed project under this alternative and would be less than significant.

4.6.16 Recreation

This alternative would result in the same buildout as the proposed project. As a result, the demand for recreation and recreational services in the City would be the same. Impacts under this alternative would be the same as the proposed project and would be less than significant.

4.6.17 Transportation

This alternative would result in the same total VMT as the truck traffic would remain the same within the City, although truck routes would be spread throughout the Ontario Ranch area. This alternative would have a similar VMT per service population (VMT/SP) compared to proposed project. Impacts would be the same under this alternative and would not eliminate the significant unavoidable VMT impact under criterion 2. Overall, this alternative would have similar VMT impacts compared to the proposed project, and the VMT impact would remain significant and unavoidable.

4.6.18 Tribal Cultural Resources

Impacts to tribal cultural resources would primarily be associated with potential ground disturbance and development of previously undisturbed areas. Development under this alternative would be similar, as this alternative and proposed project would have the same development footprint. Mitigation measures for the protection of tribal cultural resources would be applicable to this alternative. Additionally, both the proposed project and this alternative would comply with federal and state regulations pertaining to the protection and preservation tribal cultural resources. Therefore, impacts to potential tribal cultural resources would be similar to the proposed project and would be less than significant.

4.6.19 Utilities and Service Systems

This alternative would result in the same buildout as the proposed project; therefore, the impact on the City's infrastructure systems would be the same. Overall, impacts would be similar under this alternative compared to the proposed project, and impacts would be less than significant.

4.6.20 Wildfire

The City of Ontario is not in a very high fire hazards severity zone. Additionally, the development footprint of this alternative and the proposed project are the same. As a result, this alternative would result in similar risk associated with wildfire events. Overall, this alternative would have similar impacts compared to the proposed project, and impacts would be less than significant.

4.6.21 Summary

This alternative would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, energy, geology and soils, GHG, hazards and hazardous materials, hydrology and water quality, land use, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and system services, and wildfire. This alternative would reduce the proposed project's air quality and noise impacts.

This alternative would meet all the objectives of the Policy Plan Amendment with the exception of objectives on truck routes and circulation changes. As compared with the proposed project, this alternative would not meet the following objectives:

- Update the City's truck routes based on proposed land use changes to ensure the City continues to comply with state law and ensures a safe and efficient goods movement network while minimizing the exposure of existing and future sensitive receptors to noise, vibration, and air pollution generated by heavy trucks.

- Update the Policy Plan component of TOP 2050 for internal consistency with proposed land use and circulation changes.

4.7 REDUCED INTENSITY ALTERNATIVE

The proposed land use plan would result in a net increase of 6,370,304 square feet of industrial and business park land use compared to the approved TOP 2050. The EBPSP represents 2,939,000 square feet of the growth in industrial and business park land uses under the proposed project (46 percent). Therefore, this alternative considers a reduced intensity alternative for the EBPSP area. The Reduced Intensity Alternative was selected to reduce overall impacts associated with air quality, noise, and transportation.

The Reduced Intensity Alternative would result in a 30 percent reduction in building area on the EBPSP project site. The buildout intensity of the remaining portions of the proposed project would remain the same; however, overall, the buildout of the proposed project would be reduced. Under this alternative, a total of 2,057,300 square feet of non-residential square feet would be developed, a reduction of 881,700 square feet. The total development impact area would remain the same as the EBPSP. Park areas are assumed to remain as proposed. Access to the site would be similar to the EBPSP, with a proportional reduction in the number of parking spaces. Table 4-5, *Reduced Intensity Alternative*, provides the buildout statistics of this alternative for the proposed project and EBPSP.

Table 4-5 Reduced Intensity Alternative

Category	Proposed Project	Reduced Intensity Alternative	Difference
Policy Plan Amendment			
Population	427,741	427,741	0
Housing Units	137,177	137,177	0
Non-residential SQFT	268,162,895	267,281,195	-881,700
Jobs	301,035	300,558	-477
EBPSP Site			
Non-residential SQFT	2,939,000	2,057,300	-881,700
Jobs	1,590	1,113	-477

Note: SQFT = square feet

4.7.1 Aesthetics

Under this alternative, land uses within the City would be built out in accordance with the proposed project, with the exception of the EBPSP, where the intensity would be reduced. Though this alternative would result in a slight reduction in land use intensity in Ontario Ranch

for the EBPSP, overall the aesthetics of the site would be similar to those of the proposed project.

The Specific Plan area is not in an area identified for scenic preservation. There are no scenic vistas in the Specific Plan area; nor would the development of the site adversely affect a designated scenic vista. The existing land uses would still be replaced with business park and open space – parkland uses, although the building square footage would be reduced. Site design and architectural features would be similar to the project under this alternative. Walls and fences would be provided for screening, buffering, and security purposes along building site perimeters and interior to building sites. Landscaping would include a variety of trees, shrubs, vines, and accent plants along the site's perimeter. Thus, impacts under this alternative would be the less than significant, similar to the EBPSP. Impacts to the remaining portions of the proposed project would remain the same and would be less than significant.

4.7.2 Agriculture and Forestry Resources

In this alternative, the City would be developed in similar areas as the proposed project. The reduction in land use intensity would be within the EBPSP, and the remaining portions of the City would have similar impacts to Farmland (City) and lands currently under a Williamson Act contract. Therefore, impacts on agriculture and forestry resources would be similar to the proposed project and would be less than significant.

Similar to the EBPSP, development realized under the Reduced Intensity Alternative would remove the existing agricultural uses from the site. The City of Ontario no longer has land designated for agricultural use, and impacts associated with the implementation of the EBPSP, including the conversion of grazing land and Prime Farmland to a non-agricultural use, would not result in significant impacts. Therefore, implementation of the Reduced Intensity Alternative would result in the same impacts to agricultural resources that would occur from implementation of the EBPSP.

4.7.3 Air Quality

This alternative would result in a less than 1 percent decrease in non-residential development citywide, but approximately 30 percent decrease in non-residential development within the EBPSP. Therefore, the citywide air pollution emission impacts and local impacts would be slightly reduced. Like the proposed project, implementation of this alternative would also result in significant and unavoidable impacts regarding consistency with the AQMP, cumulatively considerable net increase of pollutants for which the project region is in nonattainment, and exposing sensitive receptors to substantial pollutant concentrations. In comparison to the proposed project, this alternative would have slightly less impact, but impacts would remain significant and unavoidable.

Although the development impact area would be similar to the EBPSP, the Reduced Intensity Alternative would result in an approximate 30 percent reduction of allowable building square footage. Therefore, this alternative would slightly reduce the EBPSP's already less than significant construction-related air quality impacts.

At buildout, the EBPSP's operational emissions of ROGs, NO_X, CO, and PM_{10} emissions would exceed the applicable South Coast AQMD regional thresholds for these pollutants and would therefore contribute to the violation of an air quality standard and result in a cumulatively considerable net increase of an ozone precursor. No feasible mitigation measures exist that would reduce the EBPSP's emissions to levels that are less than significant.

The 30 percent reduction in development intensity under the Reduced Intensity Alternative would translate to an approximate 30 percent reduction in operational-source air pollutant emissions when compared to the EBPSP. Table 4-6, *Reduced Intensity Alternative Operation Emission Comparison at Buildout,* compares operational-source air pollutant emissions under the EBPSP and Reduced Intensity Alternative.

Table 4-6 Reduced Intensity Alternative Operational Emissions Comparison at Buildout

Pollutant	SCAQMD Threshold	EBPSP		Reduced Intensity Alternative	
		Maximum[1] Daily Emissions	Threshold Exceeded?	Maximum[2] Daily Emissions	Threshold Exceeded?
ROG - Summer	55	129	**YES**	91	**YES**
ROG - Winter		107	**YES**	75	**YES**
NO_X - Summer	55	196	**YES**	138	**YES**
NO_X - Winter		205	**YES**	143	**YES**
CO - Summer	550	759	**YES**	531	NO
CO - Winter		563	**YES**	394	NO
SO_2 - Summer	150	3	NO	2	NO
SO_2 - Winter		2	NO	2	NO
PM_{10} - Summer	150	170	**YES**	119	NO
PM_{10} - Winter		170	**YES**	119	NO
$PM_{2.5}$ - Summer	55	47	NO	33	NO
$PM_{2.5}$ - Winter		46	NO	33	NO

1. See Table 3.3-18.
2. Reflects a 30 percent reduction.

As shown above, although the reduction in intensity realized under the Reduced Intensity Alternative would be sufficient to alleviate the EBPSP's CO and PM_{10} exceedances, this alternative would still result in operational exceedances of South Coast AQMD thresholds for ROG and NO_X. Therefore, significant and unavoidable air quality impacts would persist under the Reduced Intensity Alternative but would be slightly reduced compared to the proposed project.

4.7.4 Biological Resources

The Reduced Intensity Alternative would involve the same development impact area as the proposed project and EBPSP. As such, this alternative would result in the same potential impacts to biological resources (including sensitive raptors, migratory birds, nesting birds, burrowing owl, and roosting bat species) as the EBPSP. As with the EBPSP, mitigation measures would be necessary to reduce impacts. Impacts to biological resources under the Reduced Intensity Alternative would be comparable to the EBPSP. Impacts on biological resources would be the same as the proposed project, and impacts would be less than significant with mitigation incorporated.

4.7.5 Cultural Resources

The Reduced Intensity Alternative would have the same development impact area as the EBPSP and the proposed project. No known historical or archaeological resources, as defined by CEQA Guidelines Section 15064.5, are present in the EBPSP area; however, there is a remote potential for the EBPSP site to contain unidentified surface or subsurface archaeological resources. Like the EBPSP, this alternative would be required to implement mitigation measures to reduce potential impacts. Therefore, impacts to potential cultural resources would be the same as the proposed project and would remain significant and unavoidable. Impacts to cultural resources from the Reduced Intensity Alternative would be similar to those of the EBPSP.

4.7.6 Energy

Under the Reduced Intensity Alternative, the total building square footage would be reduced by approximately less than 1 percent citywide but 29 percent with a proportional decrease in construction energy demands, operational building energy consumption, and vehicle fuel within the EBPSP. This alternative would result in a slight decrease in energy impacts and a decrease in buildout. In general, impacts to energy use under this alternative would be slightly decreased compared to the proposed project because development would be reduced, but would remain less than significant. This alternative would further reduce the EBPSP's already less than significant energy impacts.

4.7.7 Geology and Soils

This alternative would result in the same development footprint as the proposed project. As with proposed project, individual development projects under this alternative would be required to prepare site-specific geotechnical investigations to evaluate seismic, liquefaction, ground settlement, paleontological resources, and/or soil expansion hazards similar to that of the proposed project. All development projects would be required to comply with existing federal, state, and local regulations, such as the California Building Code and statewide Construction General Permit. Impacts would be the same as proposed project and would be less than significant.

Grading and development of the entire EBPSP area would still occur under the Reduced Intensity Alternative; therefore, impacts to geology and soils would be similar to those generated by the EBPSP. This alternative would also result in a similar potential to impact undiscovered paleontological resources during grading. Development realized under this alternative, like the EBPSP, would be required to implement mitigation measures to reduce potential impacts. Therefore, impacts from the Reduced Intensity Alternative would be similar to those of the EBPSP.

4.7.8 Greenhouse Gas Emissions

This alternative would result in a decrease in buildout compared to the proposed project. As a result, this alternative would also have a slight decrease in GHG emissions compared to the proposed project. Therefore, impacts of this alternative would be slightly decreased compared to the proposed project, but would remain significant and unavoidable.

With the reduced scope of facilities realized under the Reduced Intensity Alternative, greenhouse gas emissions would be reduced. At buildout and with mitigation, the EBPSP's greenhouse gas emissions of 45,539 $MTCO_2e$/yr would exceed the applicable numeric threshold of 3,000 $MTCO_2e$/yr. Under the Reduced Intensity Alternative, greenhouse gas emissions would be reduced to 31,877 $MTCO_2e$/yr. No feasible mitigation measures exist that would reduce these emissions to levels that are less than significant. Therefore, although greenhouse gas emissions would be reduced under this alternative, impacts would continue to be significant and unavoidable.

4.7.9 Hazards and Hazardous Materials

In this alternative, land uses throughout the City would still be required to comply with existing federal, state, and local regulations governing use, storage, transport, and disposal of hazardous materials and hazardous waste. Structures would be required to comply with building standards

in the California Building Code and the California Fire Code. This alternative would result in similar impacts compared to the proposed project, and impacts would be less than significant.

The Reduced Intensity Alternative would develop the same types of land uses as the EBPSP, but on a reduced scale. The use and storage of potentially hazardous materials would be subject to the same federal, state, and local regulations and permitting requirements as would occur with the EBPSP. As with the EBPSP, development of the site under this alternative would address the potentially contaminated soils that may be present within the site. This alternative would be required to implement the same type of mitigation measures that are included in Section 3.9, *Hazards and Hazardous Materials*. Similar to the EBPSP, with mitigation incorporated, hazards and hazardous materials impacts under the Reduced Intensity Alternative would be less than significant.

4.7.10 Hydrology and Water Quality

This alternative would have the same hydrology and water quality impacts as the proposed project. Future project-specific WQMPs, preliminary and/or final, will be prepared consistent with the prevailing terms and conditions of the City LIP, and Model WQMP at the time of project application. Moreover, LID and water quality treatment solutions prescribed in project-specific WQMPs would be designed to support or enhance the regional BMPs and efforts implemented as part of citywide efforts to improve water quality. During construction, project-specific SWPPPs are required to be prepared in accordance with the site-specific sediment risk analyses based on the grading plans. The SWPPP must describe construction BMPs that address pollutant source reduction and provide measures/controls necessary to mitigate potential pollutant sources. Therefore, impacts would be similar and remain less than significant.

The Reduced Intensity Alternative would result in a slight reduction in the amount of impervious surfaces when compared to the EBPSP. Regardless, this alternative would introduce new sources of water pollutants from construction and operational activities, and result in similar runoff and potential for impacts to drainage, erosion, and water quality as the EBPSP. Similar to the EBPSP, this alternative would be required to include storm drain facility improvements, source control, site design, and treatment control BMPs. Therefore, the Reduced Intensity Alternative would result in similar less than significant impacts to hydrology and water quality.

4.7.11 Land Use and Planning

The land uses identified in the proposed project would remain the same under this alternative, with the exception of the EBPSP. The current General Plan designations of the site include Medium Density Residential (with Affordable Housing Overlay), Mixed Use with Chino Airport Overlay (and Affordable Housing Overlay), and Open Space–Parkland. Uses under the Reduced

Intensity Alternative would not be consistent with these designations. Like the EBPSP, upon adoption of the Specific Plan, the EBPSP Development Regulations and Design Standards would apply to the Specific Plan area and would establish the applicable zoning regulations and development standards. The Specific Plan would become the land use implementation tool for the site as a whole. Similarly, no conflicts with TOP 2050 policies, the City's Development Code, or SCAG's Connect SoCal would occur. Both the EBPSP and the Reduced Intensity Alternative would result in less than significant impacts related to land use and planning. Neither this alternative nor the proposed project would divide an established community. Therefore, the land use impacts would be the same and, like the proposed project, would be less than significant.

4.7.12 Mineral Resources

The proposed project and this alternative would result in similar impacts to mineral resources as the footprint would remain the same. Impacts would be the same as the proposed project and would be less than significant.

The Reduced Intensity Alternative would result in a similar development impact area as the EBPSP and would therefore result in similar potential to adversely affect any mineral resources in the Specific Plan area. The Specific Plan area is designated MRZ-3 and does not contain known mineral resource deposits. The City's Policy Plan does not identify any locally important mineral resource recovery sites on or within proximity to the site. Therefore, like the EBPSP, the Reduced Intensity Alternative would have no potential to impact the availability of known mineral resources or a mineral resource recovery site.

4.7.13 Noise

Construction noise impacts would be the same as the proposed project under this alternative for both the Policy Plan Amendment and the EBPSP. Under this alternative, the types of construction activities and equipment employed would be similar to those associated with construction of the EBPSP. Maximum received construction-source noise/vibration levels at receptors near the EBPSP would be unchanged, but the duration may be decreased. For the Policy Plan Amendment, construction activities would continue to occur close to sensitive receptors, and impacts would continue to be significant. No significant construction noise impacts were identified for the EBPSP so impacts for the Specific Plan would remain less than significant.

This alternative would have slightly decrease in operational noise impacts associated with the reduction in nonresidential square feet and associated reduction in truck trips. However, the 29 percent reduction in the nonresidential square footage within the Specific Plan would not be sufficient to reduce the significant off-site vehicular noise for either the EBPSP or the Policy Plan

Amendment. Overall operational noise and vibration impacts would be slightly reduced under this alternative in comparison to the proposed project and would remain significant.

4.7.14 Population and Housing

This alternative would result in decrease in buildout, as shown in Table 4-5, compared to the proposed project. Therefore, population and housing impacts of this alternative would be slightly decreased compared to the proposed project and would remain less than significant.

As with the EBPSP, no housing would be developed under the Reduced Intensity Alternative. As such, no increase in population would occur. Buildout of this alternative would result in a reduction of employment opportunities on-site. While the EBPSP would employ an estimated 1,590 employees, this alternative would reduce the number of employees to 1,113. Similar to the EBPSP, development implemented under this alternative would be within the growth projections for the area, and impacts to population and housing would be less than significant.

4.7.15 Public Services

This alternative would result in decrease in non-residential square footage, as shown in Table 4-5, compared to the proposed project. Therefore, public services impacts of this alternative would be slightly decreased compared to the proposed project and would remain less than significant.

The reduction in overall scope under the Reduced Intensity Alternative would result in slightly less demand for public services, including fire protection and law enforcement. This alternative would further reduce the EBPSP's already less than significant impacts to public services.

4.7.16 Recreation

This alternative would result in a decrease in non-residential square footage, as shown in Table 4-5, compared to the proposed project. Therefore, recreation impacts of this alternative would be slightly decreased compared to the proposed project and would remain less than significant.

The EBPSP introduces 36.15 acres planned for development of the City's public "Grand Park." The amount of Open-Space-Parkland under this alternative is assumed to be the same as proposed under the EBPSP. Similarly, development of the Reduced Intensity Alternative would not directly increase housing or population, both of which typically cause an increase in the demand for and use of existing neighborhood parks and other citywide recreational facilities. Therefore, impacts associated with recreation under the Reduced Intensity Alternative would be less than significant and similar to the EBPSP.

4.7.17 Transportation

This alternative would result in decreased dwelling units as compared to the proposed project. As such this would decrease VMT in the City and would result in a decrease in VMT impacts compared to the proposed project; however the VMT impact would remain significant and unavoidable.

The Reduced Intensity Alternative would result in reduced total VMT when compared to the EBPSP. Because the intensity and scope of uses would be decreased under the Reduced Intensity Alternative, the service population would also be decreased. The Reduced Intensity Alternative would therefore not substantially alter the VMT/SP ratio otherwise resulting from the EBPSP. As with the EBPSP, VMT impacts under this alternative would remain significant and unavoidable.

4.7.18 Tribal Cultural Resources

Impacts to tribal cultural resources would primarily be associated with potential ground disturbance and development of previously undisturbed areas. Development under this alternative would be similar, as this alternative and proposed project would have the same development footprint. Mitigation measures for the protection of tribal cultural resources would be applicable to this alternative. Additionally, both the proposed project and this alternative would comply with federal and state regulations pertaining to the protection and preservation tribal cultural resources. Therefore, impacts to potential tribal cultural resources would be similar to the proposed project and would be less than significant.

The Reduced Intensity Alternative would result in a similar potential to adversely affect buried tribal cultural resources as the EBPSP, since the development impact area would be the same. As with the EBPSP, this alternative would be required to implement mitigation measures to reduce potential impacts to less than significant. Potential impacts to tribal cultural resources under this alternative would be similar to those associated with the EBPSP.

4.7.19 Utilities and Service Systems

This alternative would result in decrease in buildout, as shown in Table 4-5, compared to the proposed project. Therefore, utilities and system services impacts of this alternative would be slightly decreased compared to the proposed project and would remain less than significant.

Like the EBPSP, the Reduced Intensity Alternative would implement all necessary on-site and off-site utilities and service infrastructure system improvements. Based on the decreased scope and intensity of development under this alternative, demands for utilities and services under

this alternative would be slightly reduced. The Reduced Intensity Alternative would further reduce the EBPSP's already less than significant impacts.

4.7.20 Wildfire

The City of Ontario is not in a very high fire hazards severity zone. Additionally, the development footprint of this alternative and the proposed project are the same. As a result, this alternative would result in similar risk associated with wildfire events. Overall, this alternative would have similar impacts compared to the proposed project, and impacts would be less than significant.

According to the City's 2023 Local Hazard Mitigation Plan (LHMP), no high fire severity zones exist within the City, nor does the City have any wildland-urban interface areas. The Reduced Intensity Alternative would result in a similar development impact area as the EBPSP and would therefore result in similar potential for wildfire.

4.7.21 Summary

Policy Plan Amendment

This alternative would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use, mineral resources, population and housing, recreation, tribal cultural resources, and wildfire. This alternative would reduce the proposed project's air quality, energy, GHG, noise, public services, transportation, and utilities and system services impacts. This alternative would meet all the objectives of the Policy Plan Amendment.

Specific Plan

This alternative would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use, mineral resources, population and housing, recreation, tribal cultural resources, and wildfire. This alternative would reduce the proposed project's air quality, energy, GHG, noise, public services, transportation, and utilities and system services impacts.

The Reduced Intensity Alternative would meet most of the EBPSP objectives; however, this alternative would not meet the following objectives to the same extent as the EBPSP due to the reduced square footage and proportional reduction in employees.

- To provide a land use plan that implements The Ontario Plan's vision and appropriately positions business park and public parkland uses north of Eucalyptus Avenue, between Campus Avenue and Walker Avenue.

- To facilitate the development of a variety of employment-generating uses in a business park setting.
- To provide opportunities for positive economic benefit to the City, including new net revenues to the General Fund that can be used for vital City services.

Use of the Specific Plan area would not be maximized under the Reduced Intensity Alternative. Additionally, the 30 percent reduction would reduce the amount of potential employment opportunities for community residents; therefore, the alternative would not be fully maximizing the economic benefit to the City.

4.8 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

In addition to the discussion and comparison of impacts of the proposed project and the alternatives, CEQA Guidelines Section 15126.6 requires that an "environmentally superior" alternative be selected and the reasons for such a selection be disclosed. In general, the environmentally superior alternative is the alternative to the proposed project that has the potential to reduce the proposed project's significant impacts on the environment to the greatest extent feasible.

Identification of the environmentally superior alternative is an informational procedure, and the alternative to the proposed project selected may not be the alternative to the proposed project that best meets the goals or needs of the City of Ontario. Because CEQA Guidelines Section 15126.6(c) requires an evaluation of a reasonable range of alternatives to the proposed project, the proposed project under consideration cannot be identified as the environmentally superior alternative. Additionally, in accordance with CEQA Guidelines Section 15126.6(e)(2), if the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative from among the other alternatives.

The following alternative has been identified as "environmentally superior" to the proposed project:

- Reduced Intensity Alternative

The Reduced Intensity Alternative has been identified as the environmentally superior alternative because it would either lessen or result in similar impacts as the proposed project; however, it would not avoid any significant and unavoidable impacts. As shown in Table 4-7, *Comparison of Project Alternative Impacts*, and Table 4-8, *Ability to Meet Proposed Project Objectives*, the Reduced Intensity Alternative lessens impacts to air quality, energy, GHG emissions, noise, public services, transportation, and utilities and system services while partially achieving the benefits of the project objectives.

Table 4-7 Comparison of Project Alternative Impacts

Environmental Topic	Proposed Project[1]	No Project Alternative/ Current TOP 2050	Truck Route Scenario 3 Alternative	Reduced Intensity Alternative
3.1 Aesthetics	LTS	PPA: = SP: =	=	=
3.2 Agriculture and Forestry Resources	LTS	PPA: = SP: =	=	=
3.3 Air Quality	SU	PPA: ↓ SP: ↑	↓	↓
3.4 Biological Resources	LTS/M	PPA: = SP: =	=	=
3.5 Cultural Resources	PPA: SU EBPSP: LTS/M	PPA: = SP: =	=	=
3.6 Energy	LTS	PPA: ↓ SP: ↑	=	↓
3.7 Geology and Soils	LTS/M	PPA: = SP: =	=	=
3.8 Greenhouse Gas Emissions	SU	PPA: ↓ SP: ↑	=	↓
3.9 Hazards and Hazardous Materials	PPA: LTS EBPSP: LTS/M	PPA: ↓ SP: ↑	=	=
3.10 Hydrology and Water Quality	LTS	PPA: ↓ SP: ↑	=	=
3.11 Land Use and Planning	LTS	PPA: ↓ SP: ↓	=	=
3.12 Mineral Resources	PPA: LTS EBPSP: NI	PPA: ↓ SP: ↑	=	=

Table 4-7 Comparison of Project Alternative Impacts

Environmental Topic	Proposed Project[1]	No Project Alternative/ Current TOP 2050	Truck Route Scenario 3 Alternative	Reduced Intensity Alternative
3.13 Noise	PPA:SU EBPSP: LTS	PPA: ↓ SP: =	↓	↓
3.14 Population and Housing	LTS	PPA: = SP: =	=	=
3.15 Public Services	LTS	PPA: ↓ SP: ↑	=	↓
3.16 Recreation	LTS	PPA: ↓ SP: ↑	=	=
3.17 Transportation	SU	PPA: ↓ SP: ↑	=	↓
3.18 Tribal Cultural Resources	LTS/M	PPA: ↓ SP: ↑	=	=
3.19 Utilities and Service Systems	LTS	PPA: ↓ SP: ↑	=	↓
3.20 Wildfire	LTS	PPA: ↓ SP: ↑	=	=

Notes:

PPA Policy Plan Amendment
SP Specific Plan
NI No Impact
LTS Less than Significant
LTS/M Less than Significant with Mitigation
SU Significant and Unavoidable

↓ Reduced impact in comparison to the proposed project
= Similar impact in comparison to the proposed project
↑ Greater impact in comparison to the proposed project

1. The impacts listed in this column represent the highest significance determination for each respective topic.

Table 4-8 Ability to Meet Proposed Project Objectives

Objective	Proposed Project	No Project Alternative/ Current TOP 2050	Truck Route Scenario 3 Alternative	Reduced Intensity Alternative
Policy Plan Amendment				
Comprehensively plan for and assess land use changes requested by property owners while ensuring compliance with state laws and maintaining the vision and objectives of current TOP 2050.	Yes	Yes	Yes	Yes
Reposition the planned employment center in southwest Ontario from a mix of office, retail, and residential uses to a concentration of business park uses.	Yes	No	Yes	Yes
Ensure there is no net loss in overall housing capacity within the City, consistent with the requirements of state law.	Yes	Yes	Yes	Yes
Plan for adequate housing capacity to ensure the City continues to meet the requirements of the City's sixth-cycle RHNA obligation.	Yes	Yes	Yes	Yes
Update the City's truck routes based on proposed land use changes to ensure the City continues to comply with state law and ensures a safe and efficient goods movement network while minimizing the exposure of existing and future sensitive receptors to noise, vibration, and air pollution generated by heavy trucks.	Yes	No	No	Yes
Update the Policy Plan component of TOP 2050 for internal consistency with proposed land use and circulation changes.	Yes	No	No	Yes

Table 4-8 Ability to Meet Proposed Project Objectives

Objective	Proposed Project	No Project Alternative/ Current TOP 2050	Truck Route Scenario 3 Alternative	Reduced Intensity Alternative
Specific Plan				
To provide a land use plan that implements The Ontario Plan's vision and appropriately positions business park and public parkland uses north of Eucalyptus Avenue, between Campus Avenue and Walker Avenue.	Yes	No	NA	Partial
To facilitate the development of a variety of employment-generating uses in a business park setting.	Yes	No	NA	Partial
To provide business park uses that are compatible with surrounding land uses.	Yes	No	NA	Yes
To provide opportunities for positive economic benefit to the City, including new net revenues to the General Fund that can be used for vital City services.	Yes	No	NA	Partial
To provide opportunities for the development of passive use parks consistent with the City of Ontario's Grand Park Master Plan.	Yes	No	NA	Yes
To provide landscaped open space within the Specific Plan area, including pedestrian trails adjacent to public arterial and collector streets.	Yes	No	NA	Yes
To improve connectivity in the area by providing pedestrian paths, bicycle routes, and comfort amenities such as bike racks that encourage circulation by means not dependent on a motorized vehicle.	Yes	No	NA	Yes
To identify and construct capital improvements for water, recycled water, sewer, storm drain, and circulation facilities that serve planned land uses within and adjacent to the Specific Plan area.	Yes	No	NA	Yes

Table 4-8 Ability to Meet Proposed Project Objectives

Objective	Proposed Project	No Project Alternative/ Current TOP 2050	Truck Route Scenario 3 Alternative	Reduced Intensity Alternative
To set forth a development phasing sequence that allows for logical development and aligns with installation of on-site and off-site infrastructure.	Yes	No	NA	Yes
To define guidelines and standards that provide a cohesive design for architecture, landscaping, streetscapes, entry monuments, corner treatments, walls and fencing, lighting, and signage within the Specific Plan area.	Yes	No	NA	Yes

5. OTHER CEQA CONSIDERATIONS

This chapter provides a discussion of the effects of the proposed project based on the analyses in Sections 3.1 through 3.20 of this Draft SEIR. The topics covered in this chapter include effects not found to be significant, significant and unavoidable impacts, significant irreversible changes to the environment, and growth-inducing effects. A more detailed analysis of the effects that the proposed project would have on the environment and proposed mitigation measures to minimize significant impacts are provided in Chapter 3, *Environmental Analysis*, of this Draft SEIR.

5.1 EFFECTS NOT FOUND TO BE SIGNIFICANT

California Environmental Quality Act (CEQA) Guidelines Section 15128, "Effects Not Found to Be Significant," allows environmental issues for which there is no likelihood of significant impact to be "scoped out" and not analyzed further in the SEIR.

As described in the Notice of Preparation (NOP) prepared for the proposed project (see Appendix A), the City of Ontario determined a full-scope SEIR would be required to evaluate all impacts in the 20 environmental categories; therefore, all categories are evaluated in Chapter 3, *Environmental Analysis,* of this SEIR.

5.2 SIGNIFICANT UNAVOIDABLE IMPACTS

CEQA Guidelines Section 15126.2(a) requires that "Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short- and long-term effects." CEQA Guidelines Section 15126.2(c) requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. Table ES-3, *Summary of Significant Environmental Impacts and Mitigation Measures*, in the *Executive Summary* of this Draft EIR summarizes the significant impacts, mitigation measures, and levels of significance with and without mitigation.

Though mitigation measures, where feasible, would reduce the level of impact of the proposed project, the following impacts would remain significant and unavoidable:

AIR QUALITY

- **Impact AQ-1 (PPA + EBPSP):** The additional population growth forecast for the Policy Plan Amendment and Specific Plan and the associated emissions would exceed the assumptions of the South Coast AQMD's AQMP.

- **Impact AQ-2 (PPA):** Construction activities associated with future development that would be accommodated under the Policy Plan Amendment could generate short-term emissions in exceedance of the South Coast AQMD's threshold criteria.

- **Impact AQ-3 (PPA + EBPSP):** Implementation of the proposed project would generate additional, long-term emissions in exceedance of South Coast AQMD's threshold criteria and cumulatively contribute to the South Coast Air Basin's nonattainment designations.

- **Impact AQ-4 (PPA)**: Construction activities associated with the Policy Plan Amendment could expose sensitive receptors to substantial air pollutant concentrations.

- **Impact AQ-5 (PPA):** Operation of industrial and warehousing land uses accommodated under the Policy Plan Amendment would cumulatively contribute to elevated levels of toxic air contaminants in the South Coast AQMD region.

CULTURAL RESOURCES

- **Impact CUL-1 (PPA):** Implementation of the Policy Plan Amendment could impact historical resources.

GREENHOUSE GAS EMISSIONS

- **Impact GHG-1 (PPA + EBPSP)**: Implementation of the proposed project would result in an increase in GHG emissions compared to the approved project and would not achieve the carbon neutrality threshold of AB 1279.

- **Impact GHG-2 (PPA + EBPSP):** The proposed project would be inconsistent with the Community Climate Action Plan's objective of reducing citywide GHG emissions and the State's carbon neutrality goals.

NOISE

- **Impact NOI-1 (PPA):** Construction activities associated with buildout of the Policy Plan Amendment would result in intermittent, temporary increases in noise levels at sensitive receptors due to construction activities. Construction of the EBPSP would not exceed applicable thresholds or significantly increase ambient noise levels.

- **Impact NOI-2 (PPA + EBPSP):** Implementation of the Policy Plan Amendment and EBPSP would expose sensitive receptors to substantial permanent traffic noise increases.

- **Impact NOI-3 (PPA):** Construction activities associated with buildout of the Policy Plan Amendment may expose sensitive uses to excessive levels of groundborne vibration.

- **Impact NOI-4 (PPA):** Heavy truck traffic annoyance along City haul routes associated with buildout of the Policy Plan Amendment may expose sensitive uses to excessive levels of groundborne vibration annoyance.

- **Impact NOI-5 (PPA)**: Implementation of the Policy Plan Amendment could expose noise sensitive uses to excessive noise levels from the Ontario International Airport (ONT).

TRANSPORTATION

- **Impact TRA-2 (PPA + EBPSP):** The proposed project would generate a substantial increase in VMT per service population and total VMT compared to the approved project resulting in significant project-level and cumulative VMT impacts.

5.3 SIGNIFICANT IRREVERSIBLE CHANGES

Section 15126.2(d) of the CEQA Guidelines requires that an EIR discuss whether "Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely." The discussion shall consider primary and secondary impacts that generally commit future generations to similar uses, irreversible damage from environmental accidents, and irretrievable commitments of resources.

- Implementation of the proposed project would include construction activities that would entail the commitment of nonrenewable and/or slowly renewable energy resources; human resources; and natural resources such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, water, and fossil fuels. Future developments in accordance with the proposed project would require the use of natural gas and electricity, fossil fuels, and water. The commitment of resources required for the construction and operation of the proposed project would limit the availability of such resources for future generations or for other uses during the life of the project.

- An increased commitment of social services and public maintenance services (e.g., police, fire, schools, libraries, and sewer and water services) would also be required. The energy and social service commitments would be long-term obligations in view of the low likelihood of returning the land to its original condition once it has been developed.

- Population growth related to the proposed project compared to the approved project would increase vehicle miles traveled and volatile organic compound emissions associated with consumer product use. The proposed project would cumulatively contribute to the South Coast Air Basin's nonattainment designation for ozone (O_3).

5.4 GROWTH-INDUCING EFFECTS

Section 15126.2(e) of the CEQA Guidelines requires that an EIR discuss the ways in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Typical factors may include the removal of obstacles to population growth, such as through a major expansion of a wastewater plant.

This section evaluates the proposed project's potential to create such growth inducements. As CEQA Guidelines Section 15126.2(e) states, "It must not be assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment." In other words, negative impacts associated with growth inducement occur only where the projected growth would cause significant adverse environmental impacts.

Approval and implementation of proposed project would not remove obstacles to growth. Development in the City is guided by TOP 2050. Changes to the approved project are identified in Section 2.4.1, *Project Characteristics*, and would not result in changes to existing regulations that would remove barriers to growth in the City. Portions of the City are already served by infrastructure. Like the approved project, implementation of proposed project would allow for development of currently undeveloped land and redevelopment of existing land uses. This would induce construction of infrastructure extensions and improvements, such as roadways, storms drains, water pipes, solid waste collection systems, and energy/communication extensions toward undeveloped areas of the City. In addition, the proposed project would increase demand for electricity and natural gas that could require expansion of energy infrastructure, as provided by Southern California Edison and the Southern California Gas Company. Impacts to existing utilities and service systems and potential needs for future improvements are discussed further in Section 3.19, *Utilities and Service Systems*.

TOP 2050 and the proposed project accommodate the additional population growth required to accommodate the South California Association of Governments' Regional Housing Needs Assessment (RHNA). Buildout of the proposed project may require additional firefighting and police personnel and construction of new and/or expanded facilities to improve response times, if necessary. Buildout may also require future construction of new and/or expanded schools in the school districts that serve Ontario (e.g., Chaffey Joint Union High School District, Chino Valley Unified School District, Cucamonga School District, Ontario-Montclair School District, and Mountain View School District). Impacts from the proposed project on public services facilities are discussed in detail in Section 3.15, *Public Services*.

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This Draft SEIR was prepared by the City of Ontario in consultation with the following organizations, consultants, and individuals.

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City of Ontario

ONTARIO POLICY PLAN AMENDMENT

June 2026 | Final Supplemental Environmental Impact Report

State Clearinghouse No. 2025110102



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ONTARIO POLICY PLAN AMENDMENT

City of Ontario

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1. INTRODUCTION

This Final Supplemental Environmental Impact Report (Final SEIR) has been prepared in accordance with the California Environmental Quality Act (CEQA), as amended (Public Resources Code Sections 21000 et seq.), and the CEQA Guidelines (California Code of Regulations Sections 15000 et seq.).

According to the CEQA Guidelines Section 15132, the Final EIR shall consist of:

(a) The draft EIR or a revision of the draft.

(b) Comments and recommendations received on the draft EIR either verbatim or in summary.

(c) A list of persons, organizations, and public agencies comments on the draft EIR.

(d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.

(e) Any other information added by the lead agency.

This document contains responses to comments received on the Draft SEIR for The Ontario Plan (TOP) 2050 Policy Plan Amendment during the public review period, which began March 5, 2026, and closed April 20, 2026. This document has been prepared in accordance with CEQA and the CEQA Guidelines and represents the independent judgment of the Lead Agency. This document and the circulated Draft SEIR comprise the Final SEIR, in accordance with CEQA Guidelines Section 15132.

1.1 FINAL EIR ORGANIZATION

Chapter 1, Introduction. This chapter describes CEQA requirements and the content of this Final EIR.

Chapter 2, Response to Comments. This chapter provides a list of agencies, organizations, and individuals commenting on the Draft SEIR; comments received during the public review period; and responses to comments.

Chapter 3, Revisions to the Draft EIR. This chapter contains revisions to the Draft SEIR as a result of the comments received by agencies and interested persons, as described in Section 2,

and/or errors and omissions discovered subsequent to release of the Draft SEIR for public review.

The responses to comments contain material and revisions that will be added to the text of the Final SEIR. City of Ontario staff has reviewed this material and determined that none of this material constitutes the type of significant new information that requires recirculation of the Draft SEIR for further public comment under CEQA Guidelines Section 15088.5. None of this new material indicates that the project will result in a significant new environmental impact not previously disclosed in the Draft SEIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in CEQA Guidelines Section 15088.5.

1.2 ENVIRONMENTAL REVIEW PROCESS

1.2.1 Notice of Preparation and Scoping Meeting

The City of Ontario has determined that a Supplemental EIR would be required for this project and issued a Notice of Preparation (NOP) on November 4, 2025. The NOP and comments received during the NOP's public review period, from November 4 to December 5, 2025, are in Appendix A, *Notice of Preparation,* of the Draft SEIR. The NOP process is used to help determine the scope of the environmental issues to be addressed in the Draft SEIR. There were a total of 16 unique agencies/organizations/residents that responded to the NOP. This SEIR has taken those responses into consideration.

SCOPING MEETING

Prior to preparation of the SEIR, the City of Ontario hosted a public scoping meeting on November 20, 2025, to determine the concerns of responsible and trustee agencies and the community regarding the proposed project. The scoping meeting identified concerns related to truck routes, warehousing, and associated air quality, noise, and vibration impacts; loss of agricultural resources; and increased housing density.

1.2.2 Final EIR Certification

The Draft SEIR was circulated for public review for 45 days from March 5, 2026, to April 20, 2026. Interested agencies and members of the public were invited to provide written comments on the Draft SEIR to the City. Upon completion of the 45-day review period, the City of Ontario has reviewed all written comments received and prepared written responses for each, see Chapter 3, *Revisions to the Draft EIR*. The Final SEIR incorporates the comments received during the NOA public review period, responses to the comments, and any changes to the SEIR that

result from comments. The Final SEIR will be presented to the City of Ontario for potential certification as the environmental document for the project. All persons who comment on the SEIR will be notified of the availability of the Final SEIR and the date of the public hearing before the City.

The SEIR was available to the general public for review at various locations:

- City of Ontario, City Hall, Planning Department, 303 East B Street, Ontario, CA 91764
- Ovitt Family Community Library, 215 East C Street, Ontario, CA 91764
- Lewis Family Branch, 3850 East Riverside Drive, Ontario, CA 91761
- Online at: https://www.ontarioca.gov/Planning/Reports/EnvironmentalImpact

Public agencies that submitted comments during the 45-day public review period on the SEIR will receive written responses to their comments at least 10 days prior to final action on the proposed project. If the City Council decides to certify the Final SEIR, it will make the necessary findings required by CEQA and the CEQA Guidelines regarding the extent and nature of the impacts presented in the Final SEIR. The Final SEIR must be certified by the City prior to making a decision to approve the proposed project. Public input is encouraged at all public hearings and meetings before the Planning Commission and City Council concerning the proposed project.

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2. RESPONSE TO COMMENTS

Section 15088 of the California Environmental Quality Act (CEQA) Guidelines requires the lead agency to evaluate comments on environmental issues received from public agencies and interested parties who reviewed the Draft Supplemental Environmental Impact Report (SEIR) and to prepare written responses.

This chapter provides all comments received on the Draft SEIR and the lead agency's responses to each comment. Comment letters and specific comments are given letters and numbers for reference purposes. Where sections of the Draft SEIR are excerpted in this document, the sections are shown indented. Changes to the Draft SEIR text are shown in double underlined text for additions and ~~strikeout~~ for deletions.

2.1 LIST OF COMMENTERS

Table 2-1, *List of Commenters*, lists the agencies, organizations, and residents that provided comments on the Draft SEIR during the public review period.

Table 2-1 List of Commenters

Number Reference	Commenter	Date of Comment
Agencies		
A1	San Bernardino County	March 9, 2026
A2	Department of Toxic Substance Control (DTSC)	March 18, 2026
A3	Omnitrans	April 10, 2026
A4	South Coast Air Quality Management District (South Coast AQMD)	April 16, 2026
A5	City of Chino	April 20, 2026
A6	San Bernadino County Land Use Services Department	April 20, 2026
A7	California Department of Transportation	April 20, 2026
Organizations		
O1	Golden State Environmental Justice Alliance (GSEJA)	April 16, 2026
O2	Center for Biological Diversity	April 20, 2026
O3	Fair Ontario	April 20, 2026

Table 2-1 List of Commenters

Number Reference	Commenter	Date of Comment
Residents		
R1	Alejandra Barajas	March 5, 2026
R2	Yesenia Varela	March 6, 2026
R3	Annjanet Cruz	March 9, 2026
R4	Ray Smith	April 15, 2026
R5	Randi Campbell	April 17, 2026
R6	Tina Silva	April 20, 2026
R7	Marty McBride	April 20, 2026

2.2 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES

CEQA Guidelines section 15204(a) outlines parameters for submitting comments and reminds persons and public agencies that the focus of review of and comment on Draft EIRs should be

> . . . on the sufficiency of the document in identifying and analyzing possible impacts on the environment and ways in which significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible. . . . CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.

The CEQA Guidelines further advises,

> Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence. (sec. 15204[c])

> Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency's statutory responsibility. (sec. 15204[d])
>
> This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section. (sec. 15204[e])

In accordance with CEQA, Public Resources Code Section 21092.5, copies of the written responses to public agencies will be provided to those agencies at least 10 days prior to certifying the EIR.

2.3 COMMENTS AND RESPONSES

This section includes a reproduction of and response to each comment received during the public review period for the Draft SEIR. Comments are presented in their original form in Appendix A, *Draft SEIR Comments Received*, and annotated to identify each comment number.

Responses to individual comments are provided in this chapter following the text of each corresponding comment. Comments are arranged by category, date received, and name. Categories and their corresponding abbreviations are:

- Agencies (A)
- Organizations (O)
- Residents (R)

2.3.1 Comments from Agencies

A1. San Bernadino County, Land Use Services Department – March 9, 2026

Comment A1-1

The County of San Bernardino has received the attached Notice of Availability (NOA) for The Ontario Plan (TOP) 2050 Policy Plan Amendment Supplemental Environmental Impact Report (EIR).

Could you please provide a map identifying the sites proposed for land use changes, including any sites within the Eucalyptus Business Park Specific Plan, in addition to those addressed in the Policy Plan? I understand that the proposed amendment could result in up to 7,225 additional residential units and approximately 4.3 million square feet of additional nonresidential uses. While I was able to locate the proposed zoning map on the City's EIR webpage, it is difficult to determine which specific sites are proposed for change and their new designations without a before-and-after comparison. If a comparison map is not readily available, could you instead provide a list of the affected sites, including their addresses or APNs, acreage, and current and proposed land use/zoning designations?

Additionally, could you please confirm whether any truck routes are proposed to be modified, or whether the update is limited to adding vibration-related impact considerations to Policy M-4.1 to address potential impacts from truck traffic?

Response A1-1

The City replied to the San Bernardino County Land Use Services Department on March 10, 2026. As noted in the City's reply, the Draft SEIR Section 2.0, *Project Description*, identifies all the parcels in the EBPSP (see Draft SEIR Section 2.1.1) and the parcels affected by the Policy Plan Amendment (see Draft SEIR Section 2.4.1).

The Draft SEIR addresses AB 98 and shows both the City's Current Truck Routes (see Draft SEIR Figure 2-8, *Current Truck Routes*) and Proposed Truck Routes (see Draft SEIR Figure 2-9, *Proposed Truck Routes*).

A2. Department of Toxic Substance Control (DTSC) – March 18, 2026

Comment A2-Intro

The Department of Toxic Substances Control (DTSC) reviewed the Draft Environmental Impact Report (DEIR) for the Ontario Plan 2050 Policy Plan Amendment Supplemental Environmental Impact Report (Project). The proposed Project is a Policy Plan Amendment to The Ontario Plan (TOP). The Policy Plan Amendment project component primarily involves modifying the currently permitted and planned TOP land use pattern across more than 1,300 acres in southern Ontario. These proposed changes to TOP are driven by requests from property owners and developers who seek to alter the allowable type or intensity of land use on their properties as well as land use changes required to improve land use compatibility, maintain compliance with state laws, uphold long-term planning goals, and plan for a cohesive land use pattern that repositions the southwest portion of the city as a regional employment and logistics center. A critical aspect of these proposed Policy Plan Amendments is to ensure compliance with state laws. DTSC recommends and requests consideration of the following comments:

Response A2-Intro

The Department of Toxic Substances Control's (DTSC's) overview of project description is acknowledged. Responses to DTSC's comments are provided in responses A2-1 through A2-2 below.

Comment A2-1

1. There are several areas of which DTSC has regulatory oversight over that are within the Ontario Plan 2050 Policy Plan, whether they are listed as having documented contamination, land use restrictions, are subject to a Hazardous Waste Facility Permit, or the potential for the Project site to be included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, DTSC recommends further coordination with the Department in the event that the proposed Project may impact any of the areas that may fall under DTSC's oversight. Please review the project area in Ontario, CA EnviroStor[https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=Ontario+++California&__cf_chl_rt_tk=ePdg4aJ2Yb.54whfA3flnIE10lZX2zDtGOiWD3RPI4I-1776720557-1.0.1.1-qJPN1yCsDeghShDDHEtvfsfcgpcKxgHrZW5zpC9nX1k]; DTSC's public-facing database and coordinate with the Department if any suspected decisions may impact these areas of which DTSC oversees.

Response A2-1

The comment notes that DTSC has regulatory oversight in certain areas of the project area and recommends coordinating with DTSC if the proposed project could affect any areas under its jurisdiction. Table 3.9-1, *Hazardous Materials Sites in the City of Ontario*, and Figure 3.9-1, *Hazardous Materials Cleanup Sites in Ontario (Open Cases),* of the Draft SEIR describes the hazardous material sites based on Toxics Release Inventory (TRI) Toxics Tracker, EnviroStor, and GeoTracker in Ontario. Future development on sites listed in Table 3.9-1, would be required to comply with applicable federal and state regulations and City ordinances, including coordination with DTSC where applicable, to minimize potential release and exposure of hazardous materials.

Comment A2-2

2. DTSC recommends all imported soil/fill material be tested to ensure all COCs meet screening levels as outlined in DTSC's Preliminary Endangerment Assessment Guidance Manual [https://dtsc.ca.gov/wp-content/uploads/sites/31/2023/06/PEA_Guidance_Manual.pdf]. Furthermore, DTSC advises referencing the DTSC Information Advisory Clean Imported Fill Material Fact Sheet [https://dtsc.ca.gov/information-advisory-clean-imported-fill-material-fact-sheet/]if importing soil/fill is necessary. To minimize the possibility of introducing contaminated soil/fill material, there should be documentation of the origins of the soil/fill material and, if applicable, sampling be conducted to ensure that the imported soil/fill material is suitable for the intended land use. The sampling should include analysis based on the source of the soil/fill and knowledge of prior land use.

Response A2-2

The EBPSP would require import of up to 150,000 cubic yards (CY) of soil. In accordance with the requirements of the EBPSP geotechnical evaluation, the imported soil would be required to be suitable for the proposed uses. Additionally, it is a construction management best practice to test imported soils prior to transport to ensure that they are suitable for the proposed use. Likewise, future projects constructed in accordance with the Ontario Policy Plan Amendment, like the approved TOP 2050 would also implement similar construction management best practices regarding soil import. The City of Ontario requires submission of a soil engineering and engineering geology evaluation prior to issuance of a grading permit and requirements for testing of soil may be required as part of this process. The proposed project would comply with all applicable federal and state regulations governing the importation and use of soil and fill material.

Comment A2-3

DTSC appreciates the opportunity to comment on the DEIR for the Ontario Plan 2050 Policy Plan Amendment Supplemental Environmental Impact Report. Thank you for your assistance in protecting California's people and environment from the harmful effects of toxic substances. If you have any questions or would like clarification on DTSC's comments, please respond to this letter or via the for additional guidance.

Response A2-3

This comment does not address the adequacy of the analysis in the Draft SEIR and no further response is necessary.

A3. OmniTrans – April 14, 2026

Comment A3-Intro

Omnitrans appreciates the opportunity to provide comments on the Ontario Plan 2050 Policy Plan Amendment Supplemental Draft Environmental Impact Report (EIR). Our comments focus on transit considerations as Ontario Ranch continues to experience significant growth:

Response A3-Intro

Responses to OmniTrans' comments are provided in Responses A3-1 through A3-4. The City is committed to continuing to work with OmniTrans on transit planning, implementation, and service in the Ontario Ranch area.

Comment A3-1

Omnitrans is supportive of the increased densities along Edison Avenue—which is identified as a transit priority corridor in SBCTA's Long Range Multimodal Transportation Plan (LRMTP) [https://www.gosbcta.com/wp-content/uploads/2026/03/LRMTP-Appendix-B-Transit-Vision.pdf], particularly as Ontario Ranch becomes more developed. The levels of density that Edison is proposed to see meet the threshold of Bus Rapid Transit (BRT) service. We also note that Euclid Avenue and Haven Avenue are also designated as a transit priority corridors in the LRMTP. Identifying connectivity with future Housing Element sites will be an important consideration for both Omnitrans and the City of Ontario as growth continues.

Response A3-1

OmniTrans' support of the increase in density of the transit priority corridor to support future BRT are noted. The City looks forward to continuing support and coordination with Omnitrans to provide excellent service to existing and future Ontario Ranch residents, increase transit service in the region, and complete regional housing goals.

Comment A3-2

As several roadways that are anticipated to absorb the impact of upzoned housing sites will be widened as envisioned in the City's adopted Mobility Element, Omnitrans requests continued and structured coordination with the City to identify BRT/transit supportive features to improved roadways. These features include, but are not limited to:

- Safe, signalized pedestrian crossings at bus stop locations
- Curb space accommodations for future bus stops and amenities

- Transit Signal Priority (TSP) and other operational treatments at Enhanced Intersection locations
- Potential for dedicated transit lanes on BRT corridors
- Transit-supportive active transportation infrastructure such as Class IV and Class II+ buffered bike lanes, Leading Pedestrian Intervals, and other traffic calming measures.

Response A3-2

OmniTrans' comments on the TOP 2050 Policy Plan Amendment Mobility do not address the adequacy of the analysis in the SEIR. The City will continue to coordinate with Omnitrans to ensure BRT/transit supportive features along future roadways within the Ontario Ranch, as noted by OmniTrans, facilitate safe and efficient access to regional transit. The City will continue to implement its Active Transportation Plan to provide and improve access to bus stops, including future BRT stops.

Comment A3-3

Omnitrans also strongly supports rerouting existing truck routes away from concentrations of high-density housing and future transit priority corridors. Changes to truck circulation patterns significantly affect transit viability and user safety, particularly regarding stop accessibility, curb space, and pedestrian or bike conflicts with truck traffic. These considerations are particularly important in Ontario Ranch as the area continues to add housing and employment and the demand for transit continues to grow. However, if truck volumes, driveway conflicts, and corridor congestion increase without proactive mitigation, transit service can become slower, less reliable, and more expensive to operate. Logistics facilities are more difficult to integrate well with transit, but with early coordination (particularly on stop access, sidewalks, crossings, and employer participation), transit service will have a higher chance of success in this new region.

Response A3-3

OmniTrans' comments in support of changes to the City's Truck Routes to reroute existing truck routes away from high-density housing and transit priority corridors are noted. As stated in Chapter 2, *Project Description*, under "Transportation Updates" (see sections starting on page 2-38), the SEIR identifies the factors considered in selecting the proposed Truck Routes identified in Figure 2-9, *Proposed Truck Routes*. The City is actively responding to AB 98/SB 415 requirements to promote truck travel on appropriate truck routes and avoid existing and future sensitive receptors to the best extent possible.

Section 3.17, *Transportation*, evaluates potential hazards associated with traffic movements. As noted in this section, all plans undergo an extensive review process at the City to ensure

consistency with these adopted standards. At the time of project review for warehouse project/truck intensive projects, the City Engineer will review ingress/egress points for potential compatibility issues with OmniTrans BRT/transit service. The City is committed to continuing to work with OmniTrans on transit planning, implementation, and service in the Ontario Ranch area.

Comment A3-4

Omnitrans appreciates the City's commitment to the expansion of Bus Rapid Transit, as demonstrated through its partnership on the sbX Purple Line. Omnitrans requests to remain an active stakeholder in the developmental planning process, particularly as it relates to Ontario Ranch and its growth, potential, and regional significance.

<Photo>

Response A3-4

The City is committed to continuing to work with OmniTrans on transit planning, implementation, and service in the Ontario Ranch area.

A4. South Coast Air Quality Management District – April 16, 2026

Comment A4-Intro

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The City of Ontario is the California Environmental Quality Act (CEQA) Lead Agency for the Proposed Project. To provide context, South Coast AQMD staff have provided a brief summary of the project information and prepared the following comments, organized by topic of concern.

Summary of Project Information in the Draft SEIR

Based on the Draft SEIR, the Proposed Project consists of two primary components: The Ontario Plan (TOP) Policy Plan Amendment (PPA) and the Eucalyptus Business Park Specific Plan (EBPSP).

The PPA component would modify the existing and planned land use pattern within the TOP area, encompassing more than 1,300 acres in the southern portion of the City of Ontario.[1] In addition, the PPA includes updates to the City's designated truck route network to ensure consistency with Assembly Bill 98 (AB 98).[2] Specifically, two roadway segments would be removed from, and three segments added to, the City's official truck route system.[3]

The EBPSP component would establish a specific plan over approximately 189 acres, consisting of nine Planning Areas (PAs).[4] Land uses would include approximately 137.9 acres designated for Business Park uses, 36.15 acres for Open Space–Parkland, and 14.97 acres for roadway and circulation improvements.[5] Development within PAs 1 through 6 would accommodate up to approximately 2,939,000 square feet (sf) of industrial/business park uses. Individual building sizes would not exceed 560,000 sf, and cold storage uses would be prohibited.[6] PAs 7 through 9 would be developed as Open Space–Parkland.[7] Additionally, the Specific Plan allows for the potential development of a 35,000 sf publicly operated animal resource center, should the City elect to include it in the Specific Plan areas.[8] The EBPSP site is generally bounded by Campus Avenue to the west, Eucalyptus Avenue to the south, and Walker Avenue to the east.[9] Based on a review of aerial imagery, the nearest sensitive receptor is located approximately 100 feet north of the EBPSP site.

The EBPSP construction is anticipated to commence in January 2027 and continue through June 2031,[10] and would occur in three phases,[11] with the details[12] as follows:

- Phase 1 (2028)
  - 340,700 sf industrial park
  - 553,300 sf warehousing

  - 326,200 sf high-cube fulfillment center (sort)
  - 33.8-acre park
- Phase 2 (2029)
  - 273,700 sf industrial park
  - 553,300 sf warehousing
  - 261,000 sf high-cube fulfillment center (sort)
  - 5,000 sf retail
  - 5,000 sf fast-food restaurant with drive-thru
  - 35,000 sf public animal shelter
  - 37.7-acre park
- Phase 3 (2031)
  - 162,600 sf industrial park
  - 211,700 sf manufacturing
  - 163,600 sf warehousing
  - 47,900 sf high-cube fulfillment center (sort)
  - 21-acre park

1 Draft SEIR. p. 2-17.

2 Ibid. p. 2-20.

3 Ibid. p. 2-54.

4 Ibid. p. 2-20.

5 Ibid. p. 2.49.

6 Ibid. p. 2-50.

7 Ibid. p. 2-53.

8 Ibid.

9 Ibid. p. 2-54.

10 Ibid. p. 2-75.

11 Ibid. p. 2-77.

12 Appendix C3: EBPSP AQ Study. p. C3-17.

Response A4-Intro

The South Coast Air Quality Management District's (South Coast AQMD) overview of project description is acknowledged. Responses to South Coast AQMD's comments are provided in responses A4-1 through A4-11 below.

Comment A4-1

South Coast AQMD Comments

Truck Idling Duration and Emissions Modeling

Appendix C4 (EBPSP HRA) of the Draft SEIR evaluates truck emissions with 15 minutes of idling per truck per day to estimate diesel particulate matter (DPM) emissions for the health risk assessment (HRA).[13] However, the actual idling times may be longer in duration since the EBPSP is anticipated to involve a total of 1,218 two-way truck trips per day.[14] Moreover, it is reasonable to expect that individual trucks may experience extended periods of idling due to on-site queuing, security checks, staging, loading, and unloading operations, among other factors, particularly during peak hours or in congested circulation areas. As such, a 15-minute idling duration may underestimate actual on-site idling behavior and, consequently, DPM emissions, which are a key contributor to localized health risks.

While the California Air Resources Board (CARB) limits diesel truck idling to five minutes as set forth in the Airborne Toxic Control Measure (ATCM), an exemption from this requirement is allowed for trucks equipped with engines that meet the optional low-NOx idle emission standard, which is typically applicable to model year 2008 and newer trucks. These vehicles, often referred to as "clean idle" certified, are permitted to idle longer than five minutes when situated more than 100 feet from sensitive land uses such as homes and schools.[15] Furthermore, CARB's EMFAC2021 Volume III Technical Document (Table 4.4.2-5) indicates that heavy-duty trucks may idle for up to five hours at a single location under certain conditions.[16] For these aforementioned reasons, as a practical matter, the idling duration for onsite heavy-duty trucks visiting the Proposed Project site could idle for a much longer duration than what was analyzed in the Draft EIR. Thus, the HRA may have substantially underestimated the full extent of operational health risks associated with the DPM emissions from the anticipated onsite heavy-duty truck activities.

Accurate characterization of idling activity is essential to fully assess the potential health risk impacts, particularly for nearby sensitive receptors. Therefore, to ensure the HRA provides an accurate and health-protective estimate of potential exposure, the Lead Agency is recommended to either: 1) revise the operational emissions modeling in the Final SEIR to assume a minimum of 30 minutes of idling per truck per day, unless site-specific data or operational constraints justify a shorter duration; or 2) provide empirical evidence, such as

facility-specific queuing and processing time studies, vehicle circulation modeling, or comparable industry data, to substantiate the 15-minute assumption as representative of expected operations of the Proposed Project.

13 Appendix C4: EBPSP HRA. p. C4-19.

14 Appendix C4: EBPSP HRA. p. C4-20.

15 CARB, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling was promulgated in Chapter 13 of the California Code of Regulations, Section 2485: Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling, available at https://ww2.arb.ca.gov/sites/default/files/2022-06/13_CCR_2485_OAL_06222022-2_ADA_06272022_0.pdf

16 CARB, EMFAC2021 Volume III Technical Document, Table 4.4.2-5, p. 161., available at https://ww2.arb.ca.gov/sites/default/files/2021-03/emfac2021_volume_3_technical_document.pdf

Response A4-1

The City acknowledges this comment and has reviewed the idling assumptions contained in Appendix C4 (EBPSP HRA). The EBPSP HRA applies a 15-minute onsite idling duration consistent with South Coast AQMD guidance for CEQA health risk assessments, which is specifically intended to capture the cumulative time associated with truck queuing, check-in, staging, and loading/unloading at logistics facilities. This assumption is inherently conservative in that it exceeds CARB's 5-minute regulatory limit under the ATCM and thereby encompasses any idling that could occur under the "clean idle" certified truck exemption. The 15-minute figure represents a worst-case operational scenario derived from South Coast AQMD-recommended methodology for evaluating mobile source health risk.

The comment references CARB's EMFAC2021 Technical Document (Table 4.4.2-5) as evidence that trucks may idle up to 5 hours under certain conditions. The City notes that this reference reflects absolute maximum idling durations under a range of conditions for the entire EMFAC modeling framework and is not representative of average or expected onsite idling behavior at a business park/industrial project of this type. Applying a 5-hour or even 30-minute idling assumption, as recommended by South Coast AQMD, across the entire truck fleet without site-specific empirical support would itself be speculative and inconsistent with the project's operational characteristics.

Notwithstanding the foregoing, and consistent with the approach taken in other comparable CEQA documents for warehouse and industrial projects in the South Coast Air Basin, the City would require the Applicant to implement an enhanced idling restriction as a project condition

via Mitigation Measure (MM) AIR-3-SP. Specifically, based on comments received on the Draft SEIR, MM AIR-3-SP would require the limiting of all onsite heavy-duty diesel truck idling to a maximum of 2 minutes, enforceable through signage at loading dock facilities and the project's Mitigation Monitoring and Reporting Program. This condition further reduces actual idling below the conservative modeling assumption already used in the HRA and ensures that DPM emissions from onsite truck activity are minimized to the greatest extent feasible. Accordingly, the HRA does not underestimate operational health risk, and the conclusions of the Draft SEIR remain valid. Changes to MM AIR-3-SP to reflect the two minute idle time requirement can be found in Chapter 3, *Revisions to the Draft SEIR*.

Comment A4-2

Completion of the Overlapped Emissions Analysis

Appendix C3 (EBPSP Air Quality Study) of the Draft SEIR includes a discussion of the temporal overlap between construction and operational activities.[17] However, the analysis presents combined emissions without a corresponding determination of significance.[18] While the South Coast AQMD has not established specific thresholds of significance for overlapping construction and operational emissions, a standard practice is to conservatively compare the combined (overlapping) emissions to the applicable operational significance thresholds to evaluate potential impacts. Therefore, the Lead Agency is recommended to revise the air quality analysis to include a determination for overlapping construction and operational emissions using South Coast AQMD's air quality *operational* significance thresholds. Where exceedances of applicable thresholds are identified, the analysis should identify, evaluate, and incorporate all available and feasible mitigation measures to reduce emissions to the maximum extent practicable. Such measures may include, but are not limited to, enhanced equipment emissions controls, construction scheduling refinements to minimize overlap, and increased reliance on zero- and near-zero emission technologies. The revised analysis and conclusions should be included in the Final SEIR to ensure a complete and transparent assessment of potential air quality impacts.

17 Appendix C3: EBPSP AQ Study. p. C3-65.

18 Appendix C3: EBPSP AQ Study. p. C3-926.

Response A4-2

The City acknowledges this comment but respectfully disagrees that the Draft SEIR's air quality analysis is deficient with respect to overlapping construction and operational emissions. The Draft SEIR's air quality analysis was prepared consistent with South Coast AQMD's 1993 CEQA Air Quality Handbook, which establishes the standard methodology for quantifying construction and operational emissions separately and comparing each to applicable significance thresholds. This approach reflects South Coast AQMD's own established guidance for CEQA air quality

analyses. See Section *9.8 Analyzing and Reporting Emissions* from the 1993 CEQA Handbook (Page 9-15) which states: *"The environmental documentation should demonstrate clearly that the amount of emissions generated by the project have been compared to the thresholds of significance. In this step, construction and operational related emissions should be considered separately."*

Notwithstanding the foregoing, the Draft SEIR did not ignore or omit consideration of overlap of construction and operational emissions. Appendix C3 of the Draft SEIR expressly quantified the EBPSP's combined construction and operational emissions, thereby disclosing the potential for overlap-period emissions and providing the public and responsible agencies a meaningful opportunity to comment on that analysis during the public review period. Likewise, the South Coast AQMD operational significance thresholds used throughout the Draft SEIR were disclosed and applied in the air quality analysis.

In response to the Commenter's request, the Final SEIR incorporates additional discussion of this combined emissions scenario into the EBPSP's operational analysis, see Chapter 3, *Revisions to the Draft SEIR*. The Final SEIR's discussion of overlap-period emissions does not introduce a new emissions inventory, revise underlying modeling assumptions, or present new technical analysis. Rather it clarifies and amplifies information already disclosed by applying an existing significance framework to emissions data previously disclosed to the public and decisionmakers.

Accordingly, the comparison of overlap-period emissions to operational significance thresholds does not constitute significant new information within the meaning of CEQA Guidelines section 15088.5 because it does not deprive the public of a meaningful opportunity to comment on the environmental consequences of the project.

Based on the construction schedule presented in Table 3-3 of the EBPSP Air Quality Impact Analysis (Appendix C3 of the Draft SEIR), the three construction phases occur sequentially with no internal overlap among construction phases. However, because Phase 1 construction concludes and Phase 1 operations commence in 2028, and because Phase 2 and Phase 3 construction commence while prior phases are already operational, construction of Phase 2 would overlap with operation of Phase 1 and construction of Phase 3 would overlap with operation of Phases 1 and 2.

The overlapping emissions for these two phases also exceed South Coast AQMD's operational significance thresholds for ROG and NOx and were identified in Appendix C3. This is consistent with the finding in the Draft SEIR that the EBPSP's operational emissions are significant and unavoidable. This result does not represent a new or distinct significant impact. The overlapping emissions scenario reflects the same operational impact already identified in Tables 3.3-11 through 3-18 of the Draft SEIR, which identified significant and unavoidable emissions for ROG, NOx, CO, and PM_{10} operating independently of any construction activity. The operational

component drives the exceedances in both overlap scenarios; the construction component alone does not exceed any applicable threshold, as shown in Tables 3.3-15 and 3.3-16 (see also Tables 3-7 and 3-8 in Appendix C3).

The Draft SEIR already incorporates all feasible mitigation measures identified to reduce the EBPSP's significant and unavoidable operational emissions through Mitigation Measures AIR-1-SP through AIR-8-SP. These measures require features such as water efficient fixtures, Energy Star-rated appliances, outdoor electrical outlets (to accommodate outdoor electrical equipment), rooftop solar, idling restrictions, EV charging stations, infrastructure for truck EV charging stations (to accommodate this technology at such time it becomes commercially available), and tenant lease agreements to ensure the continued implementation of these requirements.

Although construction emissions were determined to be less than significant when evaluated separately against South Coast AQMD's construction significance thresholds, the Final SEIR incorporates Mitigation Measure AIR-9-SP to further reduce emissions during temporary overlap periods when construction and operational activities occur concurrently.

> **Mitigation Measure AIR-9-SP:** Prior to the commencement of construction activities that may overlap with operation of nearby approved or existing uses and result in concurrent emissions-generating activities ("overlap periods"), the project applicant shall prepare and submit a construction emissions management plan to the City for review and approval. The plan shall identify and implement feasible measures to minimize construction-related emissions during overlap periods and shall include, at a minimum, the following measures, where applicable and feasible:
>
> a) Apply water or approved soil stabilizers to disturbed soils, unpaved haul roads, staging areas, and stockpiles as necessary to prevent visible dust emissions.
>
> b) Cover, water, or otherwise stabilize all soil stockpiles and inactive disturbed areas.
>
> c) Limit vehicle speeds on unpaved surfaces to 15 miles per hour or less.
>
> d) Install and maintain track-out control devices, including rumble plates, wheel washers, or equivalent measures, at construction access points.
>
> e) Suspend grading and other soil-disturbance activities during high wind events when visible dust cannot be adequately controlled.
>
> f) Utilize off-road diesel-powered construction equipment meeting U.S. EPA Tier 4 Final emissions standards for engines rated at 50 horsepower or greater, unless such equipment is demonstrated to be unavailable or infeasible.

g) All diesel-powered off-road construction equipment and on-road haul trucks operating during overlap periods shall utilize renewable diesel meeting California Air Resources Board specifications to the extent commercially available and feasible.

h) Require off-road equipment with a power rating below 19 kilowatts, including plate compactors and pressure washers, to be electrically powered or battery operated where commercially available and feasible.

i) Prohibit the idling of construction equipment and on-road haul trucks for more than five consecutive minutes, except where necessary for safety, operational requirements, or manufacturer specifications.

j) Utilize electrically powered or battery-powered construction tools and equipment where commercial available and feasible.

k) Require heavy-duty haul trucks entering the construction site during grading and building construction phases to be model year 2014 or newer to the extent feasible and commercially available.

l) Encourage construction workers to carpool, rideshare, or utilize shared transportation to access the construction site and provide information regarding available ridesharing and transit opportunities to construction personnel.

m) Use architectural coatings, including paints, primers, sealants, adhesives, and caulks, that comply with applicable South Coast AQMD VOC content limits in effect at the time of construction. To the extent feasible, coatings with VOC levels below applicable regulatory thresholds shall be utilized.

n) Use high-pressure/low-volume paint applicators with minimum transfer efficiency of 50 percent or other application techniques with equivalent or greater transfer efficiency where feasible.

o) Keep paint container lids closed when not in use and utilize compliant low-VOC cleaning solvents for paint equipment cleaning activities.

p) Use pre-painted construction materials to the extent feasible.

q) Recycle or properly dispose of all unused paint and paint-related materials at an authorized facility or household hazardous waste collection facility, as applicable. Water-based and oil-based paints shall be stored and disposed of separately.

r) Sequence grading, excavation, paving, and other intensive construction activities to avoid simultaneous operation of multiple high-emission equipment fleets in close

proximity, limit concurrent operation of heavy-duty diesel-powered equipment where feasible, and coordinate construction scheduling to reduce peak daily emissions during overlap periods.

s) Construction haul routes shall be designed to avoid or minimize exposure to sensitive receptors to the extent feasible.

The addition of Mitigation Measure AIR-9-SP does not trigger recirculation. Under CEQA Guidelines section 15088.5(a)(3), when information added to the final EIR consists of new mitigation measures, recirculation is required only if the new measure meets all of the following criteria: (1) it is feasible, (2) it is considerably different from the mitigation measures already evaluated in the draft EIR, (3) it would clearly lessen the project's significant environmental impacts, and (4) it is not adopted. *South County Citizens for Smart Growth v. County of Nevada* (2013) 221 Cal.App.4th 316, 330. Because AIR-9-SP is being adopted and incorporated into the MMRP, it does not satisfy the criteria requiring recirculation.

Although AIR-9-SP would reduce emissions associated with concurrent construction and operational activities, implementation of the measures would not reduce overlap-period emissions to a less than significant level. As disclosed in the Draft SEIR, the Project's operational emissions independently exceed South Coast AQMD significance threshold and remain significant and unavoidable even with mitigation. Accordingly, while the overlap-period mitigation measures would lessen overall emissions during periods of concurrent construction and operation, the overlap scenarios would continue to result in significant and unavoidable emissions because the operational component of the Project would independently exceed applicable significance thresholds. This significance determination was already disclosed in the Draft SEIR, and the overlap-period analysis does not identify a new significant impact or a substantial increase in the severity of a previously identified impact.

Moreover, the overlap scenarios disclosed in Appendix C3 represent a conservative worst-case assumption because they assume simultaneous occurrence of peak construction activity and peak operational activity. In practice, peak construction activity and peak operational activity are unlikely to occur on the same day, and the duration of any overlap period is finite and temporary by nature. The overlap analysis therefore provides conservative disclosure of potential concurrent emissions conditions sufficient to inform decisionmakers and the public regarding the nature and magnitude of potential impacts.

For these reasons, substantial evidence supports the City's conclusion that the Draft SEIR adequately discloses and evaluates construction and operational emissions consistent with CEQA and South Coast AQMD guidance, and all feasible mitigation measures have been identified and disclosed in the EIR. The Commenter has not identified significant new

information, a substantial increase in environmental impacts, or additional feasible mitigation measures requiring revision or recirculation of the Draft SEIR.

Comment A4-3

Recommend Conducting a Quantitative Analysis of Human Health Consequences

Section 3.3 (Air Quality) of the Draft SEIR states that the health impacts or human health consequences analysis is not conducted.[19] The health impacts are acknowledged; however, the Lead Agency relies on infeasibility arguments to conclude that the quantification of the health effects analysis is not provided in the Draft SEIR. However, the February 2023 Friant Community Plan Update and Friant Ranch Specific Plan contained a detailed quantitative analysis of Human Health Consequences Analysis,[20] which is evidence that this type of calculation can be performed.

For context, the Bloomington Business Park Specific Plan Project[21] was required to recirculate its Draft EIR following a legal challenge in San Bernardino County Superior Court (Case No. CIVSB2228456). In that proceeding, the court directed the County to set aside its prior approvals, finding that the EIR was legally inadequate with respect to its analysis of air quality impacts, including the application of the Friant Ranch methodology for evaluating health effects. As articulated in the court's ruling, "*a sufficient discussion of significant impacts requires not merely a determination of whether an impact is significant, but some effort to explain the nature and magnitude of the impact.*[22]" This standard underscores the requirement under the CEQA that an EIR provide a meaningful, evidence-based analysis that allows decision-makers and the public to understand the extent and severity of a project's environmental and public health impacts.

Therefore, the Lead Agency is recommended to review the analysis in the above-referenced document, perform a quantitative analysis specific to the Proposed Project, and incorporate the results in the Final SEIR.

19 Ibid. p. 3.3-73.

20 Quantitative Analysis of Human Health Consequences Analysis, Table 3.3-8. Available at: https://www.fresnocountyca.gov/files/sharedassets/county/v/1/vision-files/files/72347-friant-prr-deir_2-7-23.pdf

21 Bloomington Business Park Specific Plan Project (SCH: 2020120545). Available at https://ceqanet.lci.ca.gov/2020120545/10

22 Bloomington Business Park Specific Plan Project. Court Ruling. p. 34 of PDF. Available at https://www.climatecasechart.com/documents/california-superior-court-found-that-ceqa-review-for-industrial-rezoning-improperly-analyzed-greenhouse-gas-reduction-measures_4d86

Response A4-3

South Coast AQMD notes that although the Draft SEIR concludes that impacts would be significant, it does not sufficiently characterize the nature and magnitude of the effect. The response below regarding 'health effects' of exceeding the South Coast AQMD significance threshold is divided into key components: 1) Modeling Challenges; 2) Stationary Sources Impacts, 3) AB 98/SB 415 Truck Routes Emissions; and 4) Co-Benefits Risk Assessment.

Modeling Challenges

Although the Draft SEIR provides an emission forecast for the EBPSP and the Ontario Policy Plan Amendment implementation, the Draft SEIR does not model potential increases in potential health outcomes, which includes mortality, respiratory effects, and cardiovascular effects of air pollution. The Draft SEIR does quantify the increase in criteria air pollutants emissions for both the EBPSP and the Ontario Policy Plan Amendment compared to the approved project. In addition, a qualitative discussion of the health effects associated with this impact is included under the section entitled "Health Impacts" starting on page 3.3-72 of the Draft SEIR.

At a programmatic level, it is not feasible to quantify the increase in criteria air pollutant emissions from stationary sources associated with a general plan given that it is speculative to identify the location, amount, and emission rates for individual sources. Additionally, the location, velocity of emissions, meteorology and topography of the area, and locations of receptors are equally important model parameters as the quantity of toxic air contaminant emissions.

The white paper, "Assessing Regional Criteria Pollutant Emissions Impacts Under CEQA in Light of the Friant Ranch Ruling," has been added as Appendix D of the Final SEIR and describes several of the challenges of quantifying local effects—particularly health risks—for large-scale, regional projects, and these are applicable to both criteria air pollutants and toxic air contaminants. Similarly, the 2 amicus briefs in the Draft SEIR C1 (filed by the air districts on the Friant Ranch case) describe respective positions regarding CEQA requirements, modeling feasibility and variables; and reliability of results for determining specific health risks associated with criteria air pollutants at the time of this case. The discussions also include the distinction between criteria air pollutant emissions and toxic air contaminants with respect to health risks. Additionally, the South Coast Air Quality Districts' Significance Thresholds and Monitoring demonstrate the infeasibility based on the current guidance/methodologies of the Air Districts. The following summarizes major points about the infeasibility of assessing health impacts associated with implementation of the Ontario Policy Plan Amendment.

To achieve and maintain air quality standards, the South Coast AQMD established numerical emission indicators of significance for regional and localized air quality impacts for both construction and operational phases of a local plan or project. South Coast AQMD has established the thresholds based on "scientific and factual data that is contained in the federal and state Clean Air Acts" and recommend "that these thresholds be used by lead agencies in making a determination of significance." The numerical emission indicators are based on the recognition that the air basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health. The thresholds represent the maximum emissions from a plan or project that are not expected to cause or contribute to an exceedance of the most stringent applicable national or state ambient air quality standard. By analyzing the plan's emissions against the thresholds, an EIR assesses whether these emissions directly contribute to any regional or local exceedances of the applicable ambient air quality standards and exposure levels.

South Coast AQMD currently does not have methodologies that would provide the City with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project's mass emissions.

For criteria air pollutants, exceedance of the regional significance thresholds cannot be used to correlate a project to quantifiable health impacts, unless emissions are sufficiently high to use a regional model.

Ozone concentrations are dependent upon a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Secondary formation of PM and ozone can occur far from sources, as a result of regional transport due to wind and topography (e.g., low-level jet stream). Photochemical modeling depends on all emission sources in entire domain (i.e., modeling grid). Low resolution and spatial averaging produce "noise" and modeling errors that usually exceed individual source contributions. Because of the complexities of predicting ground-level ozone concentrations in relation to the National Ambient Air Quality Standards (AAQS) and California AAQS, it is not possible to link health risks to the magnitude of emissions exceeding the significance thresholds.

Current models used in CEQA air quality analyses are designed to estimate potential project construction and operation emissions for defined projects. The estimated emissions are compared to significance thresholds, which are keyed to reducing emissions to levels that will not interfere with the region's ability to attain the health-based standards. While this serves to protect public health in the overall region, there is currently no CEQA methodology to determine the impact of emissions (e.g., pounds per day) on future concentration levels (e.g., parts per million or micrograms per cubic meter) in specific geographic areas. CEQA thresholds, therefore, are not specifically tied to potential health outcomes in the region.

Until such time that South Coast AQMD has provided methodology to assess the specific correlation between mass emissions generated and their effect on health, individual analysis for the evaluation of health effects would not be meaningful.

Stationary Source Impacts

Regional emissions are divided into two major source categories: stationary and mobile sources. The Ontario Policy Plan Amendment provides a land use plan that designates land uses for employment-generating uses, including Business Park and Industrial. These broad employment categories cover a wide variety of potential uses. For a programmatic environmental document, it is speculative to determine the exact nature of and location that would occur within these employment-generating categories for stationary sources. Therefore, it is not possible to determine what types of toxic air contaminants would be generated on an individual site. Additionally, because the exact nature of the future industrial uses is speculative for this programmatic assessment, the quantity of toxic air contaminants generated by the proposed project is also unknown. Thus, for programmatic, general plan–level assessments, it is not feasible to conduct regional dispersion modeling to determine the incremental contribution of risks associated with land use changes in the unincorporated areas.

Policy Plan Amendment AB 98/SB 415 Truck Routes HRA

Section 3.3, *Air Quality*, under the section Mobile Sources of TACs, starting on page 3.3-86 includes an operational HRA to evaluate impacts of changes to the City's truck routes in Ontario Ranch in accordance with AB 98/SB 415 compared to the current TOP. The results of the operational HRA were included in Appendix C2 of the Draft SEIR. As identified in this section the unmitigated results of the HRA indicate that the maximum incremental cancer risk resulting from the changes to the Truck Routes would not exceed South Coast AQMD threshold of 10 in one million (see Table 3.3-22, *Ontario Ranch Truck Route Changes Operational Health Risk Summary*). Consequently, changes to the City's Truck Routes associated with the Ontario Policy Plan Amendment would have a beneficial impact on existing sensitive receptors along Archibald Avenue and overall would not expose sensitive receptors to substantial pollutant concentrations along proposed truck routes in the City.

Co-Benefits Risk Assessment

Additionally, a separate Co-Benefits Risk Assessment (COBRA) screening analysis has been prepared for the EBPSP and is included as Appendix D to the Final SEIR. The COBRA analysis estimates incremental regional changes in health indicators (including mortality, asthma events, and respiratory hospitalizations) from the EBPSP's peak daily criteria pollutant and precursor emissions across the four-county South Coast Air Basin. The results confirm that the EBPSP's incremental contribution to regional health outcomes is very small relative to existing background conditions. This analysis fulfills the Friant Ranch requirement to provide a reasoned,

evidence-based connection between the EBPSP's significant air emissions and their expected human health consequences, to the extent that existing tools permit reliable quantification.

Consistent with guidance from South Coast AQMD, San Joaquin Valley Air Pollution Control District (SJVAPCD), Sacramento Metropolitan Air Quality Management District (SMAQMD), the Association of Environmental Professionals, and the City of Los Angeles Technical Advisory Panel, the City finds that current regional photochemical tools (such as CAMx, CMAQ, and BenMAP) are designed and validated for regional planning and attainment analyses, not for resolving the incremental health effects of an individual project whose emissions represent a small fraction of the basinwide precursor inventory. The incremental changes in ozone and secondary $PM_{2.5}$ concentrations attributable to the EBPSP would fall within the models' margins of uncertainty and would not produce reliable, site-specific health outcome estimates. These limitations further support the City's reliance on the COBRA analysis as the appropriate quantitative tool to fulfill Friant Ranch obligations for the EBPSP. No edits to the Draft SEIR are warranted.

Comment A4-4

Recommended Air Quality Mitigation Measures to Reduce Construction Emissions

Section 3.3 (Air Quality) of the Draft SEIR evaluates emissions associated with construction activities of the EBPSP and concludes that construction-related impacts would be less than significant; therefore, no mitigation measures are proposed.[23] Notwithstanding this determination, the Lead Agency is recommended to incorporate all feasible and available best management practices to further minimize criteria pollutants and precursor emissions to the maximum extent practicable.

Furthermore, given the extent, scale, and duration of the Proposed Project, the Lead Agency is recommended to evaluate the applicability of the statewide clean-fleet and clean-construction programs under development by the California Air Resources Board (CARB). These programs provide a framework for achieving substantial near-term reductions in nitrogen oxide (NOx), VOC, and DPM emissions from on- and off-road fleets, which are the key precursors to the formation of ozone, which have associated adverse health impacts. Taking full advantage of these programs would provide additional opportunities to minimize the significant effects of the Proposed Project. CARB's California Clean Construction Program is designed to recognize and encourage off-road construction fleets that voluntarily exceed regulatory requirements by deploying cleaner-than-Tier 4 Final or zero-emission off-road equipment.[24] Similarly, CARB's Clean Fleet Connect[25] and Advanced Clean Fleets (ACF) programs support on-road fleet transitions toward zero-emission technologies.[26] These frameworks demonstrate that both construction and operational fleets can achieve meaningful emissions reductions through the adoption of newer, cleaner equipment and zero-emission technologies.

In addition to the use of the cleanest available construction technologies (e.g., Tier 4 Final engines), renewable diesel fuel, super-compliant low-volatile organic compound (VOC) architectural coatings, and zero-emission (fully electric) equipment where feasible, the Lead Agency is recommended to consider implementing enhanced fugitive dust control measures (e.g., increased watering frequency, application of soil stabilizers, and minimizing disturbed areas), idling restrictions for on-road and off-road equipment, and optimized construction phasing and scheduling to reduce equipment overlap and associated emissions. Further measures may include the establishment of designated construction haul routes to minimize exposure to sensitive receptors and the preparation of a construction emissions management plan to ensure effective implementation and monitoring of these practices.

Incorporation of these mitigation measures would further reduce short-term air quality impacts and potential localized health risks, particularly in proximity to sensitive receptors. These additional mitigation measures should be evaluated, disclosed, and incorporated, as appropriate, in the Final SEIR to demonstrate the Lead Agency's commitment to minimizing air quality impacts beyond the identified level of significance.

23 Ibid. p. 3.3-56.

24 CARB – California Clean Construction Program. Available at: https://ww2.arb.ca.gov/our-work/programs/california-clean-construction-program.

25 CARB – Clean Fleet Connect. Available at: https://ww2.arb.ca.gov/our-work/programs/clean-fleet-connect.

26 CARB – Advanced Clean Fleets Program. Available at: https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets.

Response A4-4

South Coast AQMD notes that construction activities associated with EBPSP would not exceed the South Coast AQMD regional or localized construction thresholds. The Ontario Policy Plan Amendment project component identified potentially significant construction-related air quality impacts; therefore, mitigation measures were identified for discretionary projects within the City.

As identified in Mitigation Measure (MM) AIR-1-PPA, future projects subject to CEQA would be required to prepare and submit a technical analysis to the City identifying specific impacts and necessary mitigation to reduce those impacts to less-than-significant levels as feasible. As noted in MM AIR-1-PPA, mitigation can include utilizing Tier 4 construction equipment, using super-compliant VOC paints, employing dust control measures that exceed South Coast AQMD's Rule 403, and implementing idling restrictions, which were recommended by the Commenter.

Additionally, construction vehicles and equipment associated with future construction projects in Ontario would be subject to relevant statewide clean-fleet and clean-construction programs that are in effect at the time those vehicles or equipment are manufactured or utilized. For instance, CARB's Clean Fleet Connect and Advanced Clean Fleets programs would assist individual heavy duty vehicle operators in the long-term transition toward zero-emission technologies.

Nonetheless, at the request of South Coast AQMD, MM AIR-1-PPA was modified to incorporate the additional construction measures such as using renewable diesel fuel and zero-emission (ZE) equipment, when feasible. These revisions do not require recirculation. The modified measure has been adopted as part of the project approval and therefore does not satisfy the recirculation criteria under CEQA Guidelines section 15088.5(a)(3). Moreover, the revisions merely strengthen and refine mitigation measures already evaluated in the Draft SEIR and do not result in a new significant impact or substantial increase in the severity of an identified impact.

See Response A4-2.For the EBPSP, although construction emissions were determined to be less than significant when evaluated separately against South Coast AQMD's construction significance thresholds, the Final SEIR incorporates Mitigation Measure AIR-9-SP to further reduce emissions during temporary overlap periods when construction and operational activities occur concurrently.

The addition of Mitigation Measure AIR-9-SP does not trigger recirculation. Under CEQA Guidelines section 15088.5(a)(3), when information added to the final EIR consists of new mitigation measures, recirculation is required only if the new measure meets all of the following criteria: (1) it is feasible, (2) it is considerably different from the mitigation measures already evaluated in the draft EIR, (3) it would clearly lessen the project's significant environmental impacts, and (4) it is not adopted. South County Citizens for Smart Growth v. County of Nevada (2013) 221 Cal.App.4th 316, 330. Because AIR-9-SP is being adopted and incorporated into the MMRP, it does not satisfy the criteria requiring recirculation.

With respect to the statewide clean-construction programs identified by South Coast AQMD, the City has reviewed CARB's California Clean Construction Program. Many of the best practices and emissions-reduction concepts promoted by this program are reflected in Mitigation Measure AIR-9-SP. However, the City notes that CARB's California Clean Construction Program is largely voluntary and encourages deployment of equipment cleaner than Tier 4 Final on a voluntary basis; requiring contractors to use equipment exceeding Tier 4 Final specifications or mandating zero-emission construction fleets on a fixed schedule is not presently feasible for the regional construction market serving this area (i.e., Southern California). However, for future projects under the Ontario Policy Plan Amendment, the City has modified MM AIR-1-PPA to incorporate additional construction measures that may be implemented on a project-by-project

basis as necessary to reduce impacts, including using renewable diesel and ZE equipment (see Final SEIR Chapter 3, *Revisions to the Draft SEIR*).

Comment A4-5

Recommended Air Quality and Greenhouse Gas Mitigation Measures and Project Design Features for Consideration

CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate any significant adverse air quality impacts. To further reduce the Proposed Project's air quality impacts, the following mitigation measures and project design considerations are recommended to be incorporated into the Final SEIR.

Response A4-5

Responses to each of South Coast AQMD's recommended measures identified are provided in responses A4-6 through A4-9 below.

Comment A4-6

Mitigation Measures to Reduce Operational Air Quality Impacts from Mobile Sources

1. Require ZE or NZE on-road haul trucks, such as heavy-duty trucks with natural gas engines that meet the CARB's adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), if and when feasible.

   Note: Given CARB's clean truck rules and regulations aiming to accelerate the utilization and market penetration of ZE and NZE trucks, such as the Advanced Clean Trucks Rule and the Heavy-duty Low NOx Omnibus Regulation, ZE and NZE trucks will become increasingly more available for use.

2. Require a phase-in schedule to incentivize the use of cleaner operating trucks to reduce any significant adverse air quality impacts.

   Note: South Coast AQMD staff are available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency.

3. Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the Final EIR. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing this higher activity level.

4. Provide electric vehicle (EV) charging stations or, at a minimum, provide electrical infrastructure, and electrical panels should be appropriately sized. Electrical hookups should be provided for truckers to plug in any onboard auxiliary equipment.

Response A4-6

Mobile source emissions mitigation measures requested by South Coast AQMD are reviewed below:

- *Require ZE or NZE on-road haul trucks, such as heavy-duty trucks with natural gas engines that meet the CARB's adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), if and when feasible.* For the Ontario Policy Plan Amendment, it would be infeasible to require all future trucking activities to utilize zero-emission (ZE) or near zero-emission (NZE) technologies as the operations, constraints, and impacts of individual future projects are unknown at this time. The City has no control over the technologies used for regional trucking activities that utilize the City's truck routes; therefore, the City would not be able to enforce such a measure. In addition, individual projects facilitated by the Ontario Policy Plan Amendment that are subject to CEQA would be required to prepare a technical analysis under MM AIR-3-PPA to identify that individual project's impacts and implement feasible mitigation to reduce impacts, which may include utilizing or phasing in use of ZE or NZE emission technologies.

- *Require a phase-in schedule to incentivize the use of cleaner operating trucks to reduce any significant adverse air quality impacts.* For the Ontario Policy Plan Amendment, it would be infeasible to require all future individual projects to commit to a phase-in schedule for utilizing ZE or NZE technologies as the operations, constraints, and impacts of individual future projects are unknown at this time. Many future individual projects will have limited control over the technologies used for off-site trucking activities; therefore, the City would not be able to enforce a phase-in schedule via a programmatic mitigation measure. While future individual projects would have control over domiciled fleets and the technologies used therein, compliance with CARB's Mobile Cargo Handling Equipment Regulation will require new cargo handling equipment to meet relevant emission control standards, and CARB is exploring zero-emission requirements for future iterations. In addition, individual projects facilitated by the Ontario Policy Plan Amendment that are subject to CEQA would be required to prepare a technical analysis under MM AIR-3-PPA to identify that individual project's impacts and implement feasible mitigation to reduce impacts, which may include utilizing or phasing in use of ZE or NZE emission technologies for domiciled fleets.

- *Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the Final EIR. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing this higher activity level.* For future individual projects facilitated by the Ontario Policy Plan Amendment, projects subject to CEQA will be analyzed for potential impacts based on their operational characteristics, including the number of trucks accessing the site. Nonetheless, to avoid uncertainty surrounding the number of trucks accessing an individual site exceeding what was analyzed during that project's CEQA review, MM AIR-3-PPA has been modified to include this as a sample measure that may be implemented if an individual project's truck trip estimates are uncertain or unknown (see Final SEIR Chapter 3, *Revisions to the Draft SEIR*).

- *Provide electric vehicle (EV) charging stations or, at a minimum, provide electrical infrastructure, and electrical panels should be appropriately sized. Electrical hookups should be provided for truckers to plug in any onboard auxiliary equipment*. Future development projects would additionally be required via CALGreen to install electric vehicle charging infrastructure according to the off-street parking supply provided and the project's occupancy type, for both passenger vehicles and trucks. For example, Section 5.106.5.3 of the January 2026 Errata of the 2025 CALGreen code specifies mandatory standards for electric vehicle capable space and electric vehicle charging infrastructure installation in new nonresidential construction. Moreover, Section 5.106.5.5 of the January 2026 Errata of the 2025 CALGreen code specifies mandatory standards for new facilities that accommodate truck activities, including warehouses, grocery stores, office buildings, manufacturing facilities, and retail stores with planned off-street loading spaces. In addition, MM AIR-3-PPA identifies electric vehicle charging standards which exceed mandatory compliance with CALGreen as a sample measure that can be implemented on individual projects to reduce impacts, and loading dock electrical hookups are identified as an additional sample measure that future warehousing, industrial, or other trucking-intensive projects can implement to reduce potential impacts.

For EBPSP, with respect to statewide clean-fleet programs identified by South Coast AQMD applicable to Project operations, the City has reviewed CARB's Clean Fleet Connect and Advanced Clean Fleets (ACF) programs. Many of the emissions-reduction concepts promoted by these programs are already reflected in the EBPSP's operational mitigation measures via MM AIR-1-SP and MM AIR-5-SP for supporting future use of ZE trucks, MM AIR-2-SP for supporting the use of alternative fuels, MM AIR-3-SP for idling restrictions, MM AIR-4-SP for using newer model year trucks and installing signage designating idling limits and trucking movement locations, MM AIR-6-SP for using water efficient fixtures, and MM AIR-7-SP for energy efficient appliances and renewable energy technology integration. The City notes, however, that CARB's clean-fleet programs — including the ACF rule — are in various stages of regulatory

development and implementation, and mandating zero-emission on-road fleet transitions on a fixed schedule beyond what is currently required by law is not presently feasible given fleet supply and supporting infrastructure constraints in the South Coast Air Basin. The EBPSP has incorporated mitigation measures requiring tenants to transition to zero-emission heavy-, medium-, and light-duty trucks consistent with commercially available technologies and applicable CARB regulations in effect at the time of operation. Findings and conclusions of the Draft SEIR are not affected.

Comment A4-7

Mitigation Measures to Reduce Operational Air Quality Impacts from Other Area Sources

1. Maximize the use of solar energy by installing solar energy arrays.

2. Use light-colored paving and roofing materials.

3. Utilize only Energy Star heating, cooling, and lighting devices and appliances.

Response A4-7

Area source emissions mitigation measures requested by South Coast AQMD are reviewed below:

- *Maximize the use of solar energy by installing solar energy arrays.* Future new construction projects would be required via the California Building Standards Code, Part 6 (Energy Code) to consider rooftop solar arrays in building design. In addition, individual projects facilitated by the Ontario Policy Plan Amendment that are subject to CEQA would be required to prepare a technical analysis under MM AIR-3-PPA to identify that individual project's impacts and implement feasible mitigation to reduce impacts, which may include increasing the size of the required rooftop solar system beyond prescriptive code compliance.

- *Use light-colored paving and roofing materials.* Future individual projects would be required via the California Building Standards Code, Part 11 (CALGreen) to meet specified roof solar reflectance performance requirements depending on the occupancy type and proposed roof assembly design. Nonetheless, MM AIR-3-PPA has been modified to include a sample measure to meet the voluntary residential and nonresidential voluntary standards for more stringent solar reflectance and thermal emittance performance which may be implemented to reduce potential project-specific impacts.

- *Utilize only Energy Star heating, cooling, and lighting devices and appliances.* Title 20 of the California Code of Regulations regulates the energy efficiency of newly manufactured appliances that would be used in future development projects within the EBPSP and City of Ontario. In addition, MM AIR-3-PPA identifies sample measures that future projects can implement to reduce impacts, such as providing electric vehicle charging infrastructure beyond mandatory code requirements, using Energy Star-certified appliances, and utilizing renewable energy and energy storage technologies.

For the EBPSP, the City has reviewed South Coast AQMD's recommended area source measures and confirms that solar energy arrays, light-colored paving and roofing, and Energy Star equipment requirements are addressed through the California Energy Code, CALGreen standards, and the EBPSP's design features. To the extent any of these measures exceed mandatory code requirements and are feasible for individual future projects within the Ontario Policy Plan Amendment area, MM AIR-3-PPA has been updated to identify them as sample measures available for implementation (see Final SEIR Chapter 3, *Revisions to the Draft SEIR*).

Comment A4-8

Design Considerations for Reducing Air Quality and Health Risk Impacts

1. Clearly mark truck routes with trailblazer signs so that trucks will not travel next to or near sensitive land uses (e.g., residences, schools, daycare centers, etc.).

2. Design the Proposed Project such that truck entrances and exits are not facing sensitive receptors, and trucks will not travel past sensitive land uses to enter or leave the Proposed Project site.

3. Design the Proposed Project such that any truck check-in point is inside the Proposed Project site to ensure no trucks are queuing outside.

4. Design the Proposed Project to ensure that truck traffic inside the Proposed Project site is as far away as feasible from sensitive receptors.

5. Restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the Proposed Project site.

Response A4-8

As identified on page 3.3-85 of the Draft SEIR, TOP includes Policy ER-4.9 in TOP 2050, which requires future development projects that generate more than 100 trucks per day or 40 trucks with transportation refrigeration units per day within 1,000 feet of sensitive receptors to prepare a site-specific health risk analysis (HRA) to determine potential project-generated impacts and specify necessary mitigation to reduce impacts. Area source emissions mitigation measures requested by South Coast AQMD are reviewed below:

- *Clearly mark truck routes with trailblazer signs so that trucks will not travel next to or near sensitive land uses (e.g., residences, schools, daycare centers, etc.).* The Ontario Policy Plan Amendment includes changes to the City's Truck Routes in accordance with AB 98/SB 415 in order to minimize impacts of commercial trucks to sensitive land uses in the City. As discussed on pages 3.3-87 through 3.3-99 of the Draft SEIR, a Citywide HRA was prepared to analyze the potential individual cancer risk and chronic non-hazard risk impacts and communitywide cancer burden impacts resulting from the net increase in trucking activities accommodated by changes to the City's Truck Routes. As shown therein and in Tables 3.3-22 and 3.3-23, individual and communitywide risk impacts would be below the South Coast AQMD's significance thresholds and would not represent a potentially significant impact.

- *Design the Proposed Project such that truck entrances and exits are not facing sensitive receptors, and trucks will not travel past sensitive land uses to enter or leave the Proposed Project site.* Future development projects facilitated under the proposed Ontario Policy Plan Amendment are not known at this time; therefore, it would not be feasible to specify required site orientation and design, such as site entrances and exits or queueing locations, at this time. Nonetheless, MM AIR-3-PPA has been modified to include a sample measure to alter the design of a future individual project such that truck entrances and exits are not facing sensitive receptors and trucks entering or existing the site do not pass by sensitive land uses, which may be implemented to reduce potential project-specific impacts (see Final SEIR Chapter 3, *Revisions to the Draft SEIR*).

- *Design the Proposed Project such that any truck check-in point is inside the Proposed Project site to ensure no trucks are queuing outside.* Future development projects facilitated under the proposed Ontario Policy Plan Amendment are not known at this time; therefore, it would not be feasible to specify required site orientation and design, such as designating specific check-in locations for trucks accessing a project site, at this time. Nonetheless, MM AIR-3-PPA has been modified to include a sample measure to alter the design of a future individual project such that trucks entering the site have an interior check-in location to maximize the distance between queueing trucks and nearby

sensitive receptors, which may be implemented to reduce potential project-specific impacts (see Final SEIR Chapter 3, *Revisions to the Draft SEIR*).

- *Design the Proposed Project to ensure that truck traffic inside the Proposed Project site is as far away as feasible from sensitive receptors.* Future development projects facilitated under the proposed Ontario Policy Plan Amendment are not known at this time; therefore, it would not be feasible to specify required site orientation and design, such as designating specific truck routing interior to a project site, at this time. In addition, AB 98 requires logistics projects of 250,000 square feet or more and with loading bays within 900 feet of sensitive receptors, or a logistics project with loading bays within 900 feet of sensitive receptors where the site is not zoned industrial, to orient loading bays away from nearby sensitive receptors to the extent feasible; locate loading bays a minimum of 500 feet from the property line of the nearest sensitive receptor; have separate entrances for heavy-duty trucks accessible via a truck route; locate truck entrances, exits, and internal circulation away from sensitive receptors; and include property perimeter screening and buffering. Future project compliance with AB 98 requirements, as applicable, will assist in reducing potential impacts to sensitive receptors with respect to distancing internal truck traffic from nearby sensitive receptors. Nonetheless, MM AIR-3-PPA has been modified to include a sample measure to alter the design of a future individual project such that trucks traveling in the interior of the site to maximize the distance between truck travel paths and nearby sensitive receptors, which may be implemented to reduce potential project-specific impacts (see Final SEIR Chapter 3, *Revisions to the Draft SEIR*).

- *Restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the Proposed Project site.* Future development projects facilitated under the proposed Ontario Policy Plan Amendment are not known at this time; therefore, it would not be feasible to specify required site orientation and design, such as prescribing overnight parking at future project sites, at this time. In addition, AB 98 requires logistics projects of 250,000 square feet or more and with loading bays within 900 feet of sensitive receptors, or a logistics project with loading bays within 900 feet of sensitive receptors where the site is not zoned industrial, to orient loading bays away from nearby sensitive receptors to the extent feasible; locate loading bays a minimum of 500 feet from the property line of the nearest sensitive receptor; have separate entrances for heavy-duty trucks accessible via a truck route; locate truck entrances, exits, and internal circulation away from sensitive receptors; and include property perimeter screening and buffering. Future project compliance with AB 98 requirements, as applicable, will assist in reducing potential impacts to sensitive receptors with respect to distancing internal truck traffic from nearby sensitive receptors. Nonetheless, MM AIR-3-PPA has been modified to include a sample measure to alter the design of a future individual project such that trucks accessing the site have space for overnight parking, which may be

implemented to reduce potential project-specific impacts (see Final SEIR Chapter 3, *Revisions to the Draft SEIR*).

For the EBPSP, the City further notes that AB 98 requirements for qualifying logistics projects will provide an additional mandatory regulatory layer ensuring that truck entrances, loading bays, and internal circulation are sited and designed to maximize separation from sensitive receptors. Future project compliance with AB 98, combined with the sample measures added to MM AIR-3-PPA as described above, collectively achieve the design objectives recommended by South Coast AQMD in this comment.

Comment A4-9

Lastly, the South Coast AQMD also suggests that the Lead Agency conduct a review of the following references and incorporate additional mitigation measures as applicable to the Proposed Project in the Final EIR:

1. State of California – Department of Justice: Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act[27]

2. South Coast AQMD 2022 Air Quality Management Plan,[28] specifically:

    a. Appendix IV-A – South Coast AQMD's Stationary and Mobile Source Control Measures

    b. Appendix IV-B – CARB's Strategy for South Coast

    c. Appendix IV-C – SCAG's Regional Transportation Strategy and Control Measure

3. United States Environmental Protection Agency (U.S. EPA) Transportation, Air Quality, and Climate Change.[29]

27 State of California – Department of Justice, Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act available at https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf

28 South Coast AQMD, 2022 Air Quality Management Plan (AQMP) available at http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan

29 United States Environmental Protection Agency (U.S. EPA) Transportation, Air Quality, and Climate Change available at https://www.epa.gov/transportation-air-pollution-and-climate-change

Response A4-9

The City has reviewed the measures in the documents referenced by South Coast AQMD and has determined that these measures are already included TOP 2050 policies and implementation measures, have been integrated as mitigation measures, are not applicable to the project, and/or were determined to not be feasible for this programmatic review.

Comment A4-10

Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program

On May 7, 2021, South Coast AQMD's Governing Board adopted Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program,[30] and Rule 316 – Fees for Rule 2305.[31] Rules 2305 and 316 are new rules that will reduce regional and local emissions of NOx and particulate matter (PM), including DPM. These emission reductions will reduce public health impacts for communities located near warehouses from mobile sources that are associated with warehouse activities. Also, the emission reductions will help the region attain federal and state ambient air quality standards. Rule 2305 applies to owners and operators of warehouses greater than or equal to 100,000 sf. Under Rule 2305, operators are subject to an annual WAIRE Points Compliance Obligation that is calculated based on the annual number of truck trips to the warehouse. WAIRE Points can be earned by implementing actions in a prescribed menu in Rule 2305, implementing a site-specific custom plan, or paying a mitigation fee. Warehouse owners are only required to submit limited information reports, but they can opt to earn Points on behalf of their tenants if they choose, because certain actions to reduce emissions may be better achieved at the warehouse development phase, for instance, the installation of solar and charging infrastructure. Rule 316 is a companion fee rule for Rule 2305 to allow South Coast AQMD to recover costs associated with Rule 2305 compliance activities. Since the Proposed Project consists of the development of up to 2,939,000 sf of warehouses, fulfillment centers, industrial park uses, etc., the Proposed Project's warehouse owners and operators will be required to comply with Rule 2305 once the warehouse is occupied. Therefore, South Coast AQMD staff recommends that the Lead Agency review South Coast AQMD Rule 2305 to determine the potential WAIRE Points Compliance Obligation for future operators and explore whether additional project requirements and CEQA mitigation measures can be identified and implemented at the Proposed Project that may help future warehouse operators meet their compliance obligation. South Coast AQMD staff is available to answer questions concerning Rule 2305 implementation and compliance by phone or email at (909) 396-3140 or waire-program@aqmd.gov. For implementation of guidance documents and compliance and reporting tools, please visit South Coast AQMD's WAIRE Program webpage.[32]

30 South Coast AQMD Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program available at http://www.aqmd.gov/docs/default-source/rule-book/reg-xxiii/r2305.pdf.

31 South Coast AQMD Rule 316 – Fees for Rule 2305 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-iii/r316.pdf

32 South Coast AQMD WAIRE Program available at http://www.aqmd.gov/waire.

Response A4-10

South Coast AQMD comments regarding South Coast AQMD Rule 2305, *Warehouse Indirect Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE)*, are not comments on the physical environmental impacts associated with the proposed project. Existing and future warehouses within Ontario that are subject to South Coast AQMD Rule 2305 will need to comply with the WAIRE program requirements. This comment is noted and no changes to the Draft SEIR are warranted.

Comment A4-11

South Coast AQMD Air Permits and Role as a Responsible Agency

Appendix C3 (EBPSP AQ Study) of the Draft SEIR states that the Proposed Project would include a total of two emergency fire pumps in Phase 1, four emergency fire pumps in Phase 2, and five emergency fire pumps in Phase 3.[33] Thus, air permits from South Coast AQMD will be required. The Final SEIR should include a discussion about the South Coast AQMD rules that may be applicable to the Proposed Project. Those rules may include, for example, Rule 201 – Permit to Construct,[34] Rule 203 – Permit to Operate,[35] Rule 401 – Visible Emissions,[36] Rule 402 – Nuisance,[37] Rule 403 – Fugitive Dust,[38] Rule 1110.2 – Emissions from Gaseous and Liquid Fueled Engines,[39] Rule 1113 – Architectural Coatings,[40] and Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines,[41] etc.

It is important to note that if air permits from the South Coast AQMD are required, South Coast AQMD's role under CEQA will become the Responsible Agency of the Proposed Project. Per CEQA Guidelines Section 15086, the Lead Agency is required to consult with South Coast AQMD. CEQA Guidelines Section 15096 sets forth specific procedures for a Responsible Agency, including making a decision on the adequacy of the CEQA document for use as part of the process for conducting a review of the Proposed Project and issuing discretionary approvals. Also, as set forth in CEQA Guidelines Section 15096(h), the Responsible Agency is required to make Findings in accordance with CEQA Guidelines Section 15091 for each significant effect of the project and issue a Statement of Overriding Considerations in accordance with CEQA

Guidelines Section 15093, if necessary. Lastly, as set forth in CEQA Guidelines Section 15096(i), the Responsible Agency may file a Notice of Determination.

CEQA Guidelines Section 15096 sets forth specific procedures for a Responsible Agency, including making a decision on the adequacy of the CEQA document for use as part of the process for conducting a review of the Proposed Project and issuing discretionary approvals. Moreover, it is important to note that if a Responsible Agency determines that a CEQA document is not adequate to rely upon for its discretionary approvals, the Responsible Agency must take further actions listed in CEQA Guideline Section 15096(e), which could have the effect of delaying the implementation of the Proposed Project. In its role as CEQA Responsible Agency, the South Coast AQMD is obligated to ensure that the CEQA document prepared for this Proposed Project contains a sufficient project description and analysis to be relied upon in order to issue any discretionary approvals that may be needed for air permits.

For these reasons, the final CEQA document should be revised to include a discussion about any and all new stationary and portable equipment requiring South Coast AQMD air permits, provide the evaluation of their air quality and greenhouse gas impacts, and identify South Coast AQMD as a Responsible Agency for the Proposed Project as this information will be relied upon as the basis for the permit conditions and emission limits for the air permit(s). Please contact South Coast AQMD's Engineering and Permitting staff at (909) 396-3385 for questions regarding what types of equipment would require air permits. For more general information on permits, please visit South Coast AQMD's webpage at https://www.aqmd.gov/home/permits.

33 Appendix C3: EBPSP AQ Study. p. C3-59.

34 South Coast AQMD, Rule 201 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-201.pdf

35 South Coast AQMD, Rule 203 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-203.pdf

36 South Coast AQMD, Rule 401 available at https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-401.pdf

37 South Coast AQMD, Rule 402 available at https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf

38 South Coast AQMD, Rule 403 available at https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403

39 South Coast AQMD, Rule 1110.2 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1110_2.pdf

40 South Coast AQMD, Rule 1113 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf

41 South Coast AQMD, Rule 1470 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1470.pdf

Response A4-11

South Coast AQMD comments regarding air permits for future stationary sources of emissions within Ontario are not comments on the physical environmental impacts associated with the proposed project. The EBPSP considered a worst-case emissions scenario assuming that future projects within the Specific Plan may require fire pumps. However, as noted in the Executive Summary, the Ontario Policy Plan Amendment and EBPSP were evaluated as a Program EIR. Site plans for individual buildings and specific equipment are speculative at this planning phase of the proposed project for both the Ontario Policy Plan Amendment and EBPSP project components. Should stationary sources within the EBPSP and the City of Ontario that require a permit from South Coast AQMD, the project applicants for such projects will need to adhere to South Coast AQMD's rules and regulations.

Given the information available at this programmatic stage, it would not be appropriate to identify the type of future environmental analysis that may be required for future discretionary projects in Specific Plan or City. As noted by South Coast AQMD, the District would be lead agency for stationary sources that require a permit in the City.

The City further acknowledges that the EBPSP's emergency fire pump installations will require air permits from South Coast AQMD under applicable rules, including Rules 201 and 203 (Permit to Construct and Permit to Operate) and Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines), among others. As a result, South Coast AQMD will serve as a Responsible Agency for the proposed project under CEQA, as set forth in CEQA Guidelines sections 15086 and 15096.

The Final SEIR Chapter 3, *Revisions to the Draft SEIR*, has been revised to identify South Coast AQMD as a Responsible Agency for the proposed project and include a discussion of the South Coast AQMD rules applicable to the stationary and portable equipment associated with the EBPSP, including the emergency fire pumps and any other equipment identified through coordination with South Coast AQMD's Engineering and Permitting staff.

With respect to South Coast AQMD's request for an evaluation of the air quality and GHG emissions impacts associated with the emergency fire pumps, this analysis is contained in the Draft SEIR. Section 3.5.4 of the EBPSP Air Quality Impact Analysis (Appendix C3 of the Draft SEIR) describes the stationary source emissions methodology and assumptions in detail. The EBPSP was conservatively assumed to include two diesel-fueled emergency fire pumps in Phase

1, four in Phase 2, and five in Phase 3, each rated at 220 brake-horsepower and assumed to operate up to one hour per day, one day per week, for up to 50 hours per year for maintenance and testing purposes consistent with Rule 1470 operational limitations. Criteria pollutant and GHG emissions from the fire pumps were calculated using CalEEMod and are reflected in the "Stationary" source line item in Tables 3-11, 3-12, and 3-13 of the EBPSP Air Quality Impact Analysis (Appendix C3 of the Draft SEIR). At Phase 3 buildout, the peak daily stationary source emissions are 1.80 lbs/day ROG, 5.05 lbs/day NOx, 4.60 lbs/day CO, 0.01 lbs/day SO2, 0.27 lbs/day PM10, and 0.27 lbs/day PM2.5. These emissions are included within the EBPSP's total operational emissions presented in Tables 3-11 through 3-13 and evaluated against South Coast AQMD's regional significance thresholds accordingly. The stationary source emissions do not independently exceed any applicable significance threshold and do not alter the significance conclusions presented in the Draft SEIR.

The City acknowledges South Coast AQMD's obligation under CEQA Guidelines section 15096 to make findings on the adequacy of the CEQA document and to issue a Statement of Overriding Considerations, if necessary. The City will work cooperatively with South Coast AQMD staff throughout the permitting process.

Comment A4-12

Conclusion

As set forth in Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(a-b), the Lead Agency shall evaluate comments from public agencies on environmental issues and prepare a written response at least 10 days prior to certifying the Final SEIR. As such, please provide South Coast AQMD written responses to all comments contained herein at least 10 days prior to the certification of the Final SEIR. In addition, as provided by CEQA Guidelines Section 15088(c), if the Lead Agency's position is at variance with recommendations provided in this comment letter, detailed reasons supported by substantial evidence in the record to explain why specific comments and suggestions are not accepted must be provided.

Thank you for the opportunity to provide comments. South Coast AQMD staff are available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Danica Nguyen, Air Quality Specialist, at dnguyen1@aqmd.gov should you have any questions.

Response A4-12

This comment does not address the adequacy of the analysis in the Draft SEIR and no further response is necessary. Responses to comments will be sent to all agencies who commented during the public review period of the NOA in accordance with CEQA Guidelines section 15088(b).

A5. City of Chino – April 16, 2026

Comment A5-Intro

This letter is in response to an email regarding a Notice of Availability of a Draft Supplemental EIR for The Ontario Plan 2050 Policy Plan Amendment. Thank you for giving the City of Chino the opportunity to review the information and provide comments. In reviewing the proposed changes to the Ontario Plan

Response A5-Intro

Responses to the City of Chino's comments are provided in Responses A5-1 through A5-5.

Comment A5-1

- As the Proposed Land Use Plan identifies intensifying the Business Park Land Use Type along Eucalyptus Avenue, The City of Chino requests the EIR identify how this project will address its compliance with AB98. Specifically, to ensure that the existing residential sensitive land uses west of Euclid Avenue are protected from increased commercial vehicle traffic through truck routing maps, signage, enforcement policies, and cooperation with neighboring jurisdictions.

Response A5-1

As described in Chapter 2, *Project Description*, the Policy Plan Amendment evaluates changes to the City's current Truck Routes concurrent with the TOP 2050 land use plan changes. As described under the section entitled "Transportation", the changes to the truck route map are to minimize the number of existing and proposed sensitive receptors adjacent to the truck routes. AB 98/SB 415 requires cities to balance impacts to sensitive receptors with commercial truck operational needs. Factors that were considered included:

- Direct access to a freeway interchange.
- Connection to truck routes in other jurisdictions.
- Direct service to Industrial and Business Park land uses.
- Larger roads (generally 4-6 lanes).
- The presence of soundwalls and vegetation.
- The proximity of a parallel truck route.
- Existing and future estimated truck volumes.
- Fewer gaps in truck routes.

- Presence of existing and planned sensitive uses (e.g., residential areas, Grand Park, and schools).
- Roadway operations.

As part of the selection of the Truck Routes, a detailed analysis of existing truck origins/destinations and local travel patterns was conducted and found that the majority of truck traffic traveling to and from the Ontario Ranch area are traveling on State Route 60 (SR-60) and Interstate 15 (I-15). The assessment evaluated the anticipated shifts in truck travel patterns related to truck route changes and identified that trucks were being routed away from sensitive receptors in Ontario to appropriate truck routes in Ontario and Chino. The proposed project does not recommend changes of truck routes in Chino.

TOP 2050 includes policies and implementation measures to implement the proposed changes to the City's Truck Routes. The City is proposing to install truck route signage to direct trucks to turn onto Euclid Avenue when traveling west on Eucalyptus Avenue. In accordance with AB 98, the City is required to provide the GIS truck route map to mapping providers, post the GIS layer on the City's website, and require warehouse operators to direct truck drivers to use the designated truck routes to access facilities.

Comment A5-2

- The Proposed Truck Route changes add Eucalyptus Avenue east of Euclid as a truck route, the City of Chino requests that the EIR include the identification of mitigation measures to prevent commercial traffic from using Eucalyptus Avenue west of Euclid Avenue through residential areas. The City of Chino requests that the City of Ontario work collaboratively on truck route signage along the shared Euclid Avenue boundary.

Response A5-2

See Response A5-1. The proposed business park uses associated with the EBPSP require direct access to a truck route. Euclid Avenue is an existing truck route (see Figure 2-8, *Current Truck Routes*). Truck distribution for the EBPSP is included in Appendix K3 of the Draft SEIR (see Exhibit 4-3). The City of Chino does not identify Eucalyptus west of Euclid Avenue as a truck route. However, it is not anticipated that trucks associated with the EBPSP or the Policy Plan Amendment to travel west of Euclid Avenue because the ultimate destination for commercial trucks is the freeways, including I-10, SR-60, and SR-71. As shown in Exhibit 4-3 of Appendix K3 of the Draft SEIR, truck distribution on Eucalyptus west of Euclid Avenue is not anticipated. While Eucalyptus Avenue does extend to the west in Chino, there is no direct access to SR-71 as the street dead ends into Central Avenue (then named College Park Avenue), after passing through a roundabout at Clarks Avenue. Trucks are much more likely to travel to/from

Eucalyptus Avenue in Ontario via Euclid Avenue and Edison Avenue, both of which are truck routes in Chino and Ontario and provide direct access to SR-60 and SR-71, respectively.

Comment A5-3

- The Proposed Truck Routes remove a portion of Edison Avenue from Euclid Avenue to Walker Avenue while maintaining Edison Avenue easterly all the way to 1-15 in the City of Eastvale. This presents inconsistent regional commercial route planning that differs from previous plans. The City of Chino is concerned that this change presents further concerns with regional truck routes as mentioned above.

Response A5-3

See also Response A5-2. AB 98/SB 415 requires the City to balance impacts to sensitive receptors to operational needs of commercial trucks when revising truck routes. The proposed changes to the truck routes intend to encourage trucks to use major freight corridors, such as Euclid Avenue, SR-60, SR-71, and I-15, and to avoid using roadways that are fronted by sensitive receptors. The proposed project includes concurrent land use changes to TOP 2050 in addition to changes related to AB 98/SB 415. Because of the concurrent land use changes along Eucalyptus Avenue that reallocate residential land uses to high density corridors and the presence of sensitive land uses in Ontario Ranch along Edison Avenue identified in TOP 2050, the City proposed changes to the Truck Routes identified in Figure 2-9, *Proposed Truck Routes*.

The Ontario Policy Plan Amendment includes residential receptors along Edison Avenue/Ontario Ranch Road between Euclid Avenue and Archibald Avenue; and neighborhood centers at the intersections of Euclid Avenue/Edison Avenue, Grove Avenue/Edison Avenue, and on the south side of the corridor generally between Walker Avenue and Carpenter Avenue. While much of this area is undeveloped now, TOP 2050 plans for sensitive land uses along these corridors. As such, Edison Avenue/Ontario Ranch Road between Euclid Avenue and Walker Avenue is not necessary for truck access and proposed for removal pursuant to AB 98/SB 415. In contrast, Eucalyptus Avenue is needed for truck access and is being proposed as a designated truck route. Eucalyptus Avenue is also closer to Chino Airport and thereby zoned to allow for logistics uses on the south side of the street and mixed use and medium density residential on the north side.

Based on an analysis of the existing truck routing patterns, the change in the designated truck routes is anticipated to result in a negligible change to truck access in Chino. Specifically, based on vehicle classification counts collected at the intersection of Euclid Avenue and Edison Avenue on May 15, 2025, heavy-duty trucks represent less than 5 percent of the eastbound and westbound through traffic on Edison Avenue and Euclid Avenue (see counts provided in Draft SEIR Appendix K3, , pages 3.1-193 and 3.1-208). The shift of 30 eastbound trucks from a through movement on Eucalyptus Avenue to a right or left turn on Euclid Avenue would not impact

freight access nor alter the level of service on Euclid Avenue. Additionally, as indicated in the San Bernardino County Land Use Services Department (Comment Letter A6), the City's proposed truck routes align with the County's regional truck routes. The City's proposed Truck Routes are not inconsistent with the City of Chino's truck routes.

Comment A5-4

- The City of Chino is concerned that with the proposed truck route changes, commercial traffic will be concentrated on Euclid Avenue beyond originally anticipated intersection compacities at buildout. Further, this change is likely to impact SR-60 and SR-71 interchanges that may require additional improvement considerations beyond what has been identified to date. The EIR and traffic impact analysis should review both interchanges to determine how intensifying commercial traffic on Euclid Avenue affects the Level of Service to these locations.

Response A5-4

The comments on delay-based metrics, such as level of service (LOS), do not address the adequacy of the analysis in the Draft SEIR pursuant to SB 743, and no further response is necessary; however, a Traffic Impact Analysis (TIA) was conducted for the EBPSP and was included as Appendix K3 to the Draft SEIR. Table 7-1, Horizon Year (2050) Intersection analysis identifies the LOS for SR-60 and SR-72 ramps.

The proposed changes to the truck routes reflect AB98/SB 415 goals to avoid sensitive receptors and aggregate trucks to regional truck routes such as state highways and expressways, which Euclid Avenue is classified as. The proposed changes reflect current conditions which show that trucks primarily utilize regional routes such as SR-60, SR-71, and SR-91 for regional travel, while Euclid Avenue is not the preferred route for regional travel. The removal of Archibald Avenue would result in minor rerouting of trips to Euclid Avenue but not to the extent that regional planning and future interchanges would be affected.

Based on vehicle classification counts collected along Euclid Avenue in May 2025, the changes to the truck route designations in Ontario would result in minor shifts to existing heavy-duty truck volumes on Euclid Avenue, with the most detectable change occurring at the intersection of Euclid Avenue and Edison Avenue. The shifts represent less than 5 percent of the eastbound and westbound through traffic on Edison Avenue and Euclid Avenue (see counts provided in Draft SEIR Appendix K3, pages 3.1-193 and 3.1-208). The shift of 30 eastbound trucks from a through movement on Eucalyptus Avenue to a right or left turn on Euclid Avenue would not impact freight access nor alter the level of service on Euclid Avenue.

Comment A5-5

- The City of Chino requests that the City of Ontario coordinate Active Transportation facilities along Euclid Avenue and through east-west streets to provide seamless regional connectivity.

Response A5-5

The City of Ontario looks forward to coordinating bicycle and pedestrian connections between Chino and Ontario, specifically along Edison Avenue adjacent to the planned regional park. Ensuring safe separation between trucks and vulnerable roadway users is very important to the City of Ontario. The proposed removal of the truck route designation from Edison Avenue will improve safe access to the planned park by eliminating heavy-duty truck traffic.

A6. San Bernardino County, Land Use Services Department – April 20, 2026

Comment A6-1

Thank you for providing the Notice of Preparation (NOP) for the proposed amendments to the Ontario Plan (TOP} 2050 Policy Plan.

Based on the information provided, the project is located entirely within the City of Ontario, and direct impacts to unincorporated County areas are expected to be limited. The proposed truck routes also appear consistent with those already evaluated by the County.

Please continue to include County departments, including Land Use Services and Public Works-Traffic, as well as regional partners such as the San Bernardino County Transportation Authority (SBCTA), to ensure impacts to County roadways and truck routes remain limited and coordination is maintained.

Response A6-1

The County of San Bernardino Land Use Department determination of consistency with the County's truck routes is noted. The City will continue to coordinate with the County of San Bernardino Land Use Services and Public Works-Traffic as well as SBCTA.

A7. California Department of Transportation – April 21, 2026

Comment A7-Intro

The California Department of Transportation (Caltrans) Local Development Review (LDR) Branch has completed its review of the Ontario Plan 2050 Policy Plan Amendment Supplemental Environmental Impact Report documents. The City of Ontario is in the southwestern corner of San Bernardino County and is surrounded by the cities of Chino and Montclair and unincorporated San Bernardino County to the west; the cities of Upland and Rancho Cucamonga to the north; the City of Fontana and unincorporated San Bernardino County to the east; and the cities of Eastvale and Jurupa Valley to the south.

The Policy Plan Amendment project component primarily involves modifying the currently permitted and planned TOP land use pattern across more than 1,300 acres in southern Ontario. These proposed changes to TOP are driven by requests from property owners and developers who seek to alter the allowable type or intensity of land use on their properties as well as land use changes required to improve land use compatibility, maintain compliance with state laws,

uphold long-term planning goals, and plan for a cohesive land use pattern that repositions the southwest portion of the city as a regional employment and logistics center.

Given that the project is proposing to work within Caltrans' ROW, further review and the issuance of a Caltrans Encroachment Permit prior to construction to address impacts to Caltrans' will be necessary. Based on the information currently available, these comments are preliminary and subject to revision as the project design and development progress.

Based on the information available, we are submitting the following comments:

Response A7-Intro

Responses to Caltrans comments are included in Responses A7-1 through A7-4. It should be noted that the EBPSP and the Policy Plan Amendment provide a program-level review of potential impacts associated with buildout of land uses in accordance with the TOP 2050 and the Specific Plan. Specific improvements to Caltrans facilities are not identified as part of this program environmental review; however, should future projects warrant improvements within Caltrans right-of-way (ROW) a Caltrans Encroach Permit would be required.

Comment A7-1

Modal Planning Programs

In the Eucalyptus Business Park Specific Plan, Project Level VMT Impact Assessment contains a revised truck map removing Archibald Avenue as one of the current truck routes (page K1-48). Given the decrease in future truck trips with the proposed change to the existing truck route, the City should make a concerted effort to implement the mobility plan/Ontario Active Transportation Master Plan (2021), prioritizing streets where trucks are prohibited or will be restricted, as it is notable that there are no continuous north-south bicycle facilities south of SR-60, five years following the completion of the Active Transportation Master Plan.

Response A7-1

The EBPSP does not remove Archibald Avenue from the City's Truck Routes because this action is part of the concurrent Policy Plan Amendment project component. The Policy Plan Amendment includes changes to the City's truck routes (see Figure 2-8, *Current Truck Routes*) as identified in Figure 2-9, *Proposed Truck Routes*. As described under the section entitled "Transportation", the changes to the truck route map are to minimize the number of existing and proposed sensitive receptors adjacent to the truck routes. AB 98/SB 415 requires cities to balance impacts to sensitive receptors with commercial truck operational needs.

Caltrans request to prioritize implementation of the Ontario Active Transportation Master Plan is noted. The comments on the City's Active Transportation Master Plan do not address the adequacy of the analysis in the Draft SEIR, and no further response is necessary. The Mobility Element of TOP includes changes to the City's Multipurpose Trails & Bikeways Plan, as shown in Figure 3.17-3. The changes to the City's Multipurpose Trails & Bikeways Plan further refine Ontario's Active Transportation Master Plan and shift Class II bike lanes to Multipurpose Trails or Class 1 bikeways to ensure that these Active Transportation improvements align with the proposed land use plan and do not conflict with the proposed changes to the City's Truck Routes being implemented in response to AB 98/SB 415. Proposed active transportation improvements along existing and proposed roadways in Ontario Ranch are contingent upon redevelopment in Ontario Ranch. The City agrees and is committed to implementing the Mobility Element and Active Transportation Master Plan, including strengthening north/south bicycle connectivity within the Ontario Ranch Area as development occurs and funding allows.

Comment A7-2

Traffic Operations

- Exhibit 1-4 on Page 11: The study area should include the intersection of Euclid Avenue (SR-83) and Bickmore Avenue.
- Provide Synchro (Version 12) input files that are used to analyze intersections.
- On Page 38 under Section 2.3: CA MUTCD should be updated to CA MUTCD 2026
- Intersection #1 in Table 7-1 on Page 97: The Synchro output for this ramp intersection showed failure. The HCS output showed the WB left off-ramp failed. This left-turn movement should be improved. Also, a double left on NB Euclid to the WB on ramp should be considered.
- Intersection #2 in Table 7-3 on Page 102: A double SB left without a project is the same as with a project. Verify
- Intersection #21 in Table 7-3 on Page 102: Additional trips add onto the SR-60 WB ramps and Grove Avenue. So, the improvement of these WB ramps should be considered
- The EB left off-ramp at intersection #22 in Table 7-3 on Page 102: Is adding an exclusive left-turn lane? which is a three-lane approach to Grove Ave. Verify

Traffic Operations-San Bernadino County does not consider the TIA report to be completed or approved for this proposed project. Additional comments may be provided after the next submittal is reviewed.

Response A7-2

The comments on delay-based metrics, such as level of service (LOS) do not address the adequacy of the analysis in the Draft SEIR pursuant to SB 743, and no further response is necessary. Further, Caltrans does not have jurisdictional authority over approval of the EBPSP TIA.

Responses to individual comments on the LOS study are provided below:

- The study area intersections evaluated in the EBPSP Traffic Impact Analysis (TIA), which was included in Appendix K3 of the Draft SEIR, were established through the City scoping process. Numerous study area intersections are located along Euclid Avenue. Specifically, nine intersections, as well as the on/off-ramps to/from both the SR-60 and SR-71. It is noted that both intersections along Euclid Avenue to the north and south of Bickmore Avenue (Kimball Avenue and Pine Avenue) were included as study area intersections.
- Synchro Version 12 input files for all study intersections were sent to Caltrans for review on May 15, 2026.
- The EBPSP TIA was underway prior to the release of MUTCD 2026 edition, and is consistent with the latest guidelines in place at the time of traffic study scoping agreement approval. Furthermore, there were no changes to the CA MUTCD for peak hour warrants that would change the findings/recommendations in the Traffic Analysis.
- Intersection level of service operations at signalized intersections are evaluated based on the intersection's average control delay per the HCM 7th Edition methodology for signalized intersections. As shown in the TIA Table 7-1, Intersection #1 is anticipated to operate at an acceptable LOS under the analyzed conditions. Additionally, as shown in Table 7-3 of the TIA (Appendix K3 of the Draft SEIR), the westbound left-turn movement is not anticipated to experience queuing deficiencies, and available storage is sufficient to accommodate projected queues. Therefore, no improvements are recommended at this location.
- Under Horizon Year conditions, improvements have been recommended for Without Project and With Project conditions. TIA Table 7-3 does not show a "Without Improvements" condition. Table 7-3 shows that at intersection #21, the same improvements have been recommended for both Without Project and With Project conditions. This indicates that the same improvements are needed without and with the project.
- As shown in TIA Table 7-1, Intersection #21 is anticipated to operate at an acceptable LOS under the analyzed conditions. Additionally, as shown in Table 7-3 of the TIA, the study intersection is not anticipated to experience queuing deficiencies, and available storage is sufficient to accommodate projected queues. Therefore, no improvements are recommended at this location.

- The recommended improvements consist of adding an exclusive left-turn lane. As such, the eastbound approach would consist of a left-turn lane, a shared left-through lane, and a right-turn lane.

Comment A7-3

Caltrans Encroachment Permit

Be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW requires a Caltrans-issued encroachment permit. For information regarding the Encroachment Permit application and submittal requirements, contact:

Caltrans Office of Encroachment Permits
464 West 4th Street, Basement, MS 619
San Bernardino, CA 92401-1400
(909)383-4526
D8.E-permits@dot.ca.gov
https://dot.ca.gov/programs/traffic-operations/ep
Important Note: All new permit applications must now be submitted through our new CEPS Online Portal at: https://ceps.dot.ca.gov/
Local Development Review and Encroachment Permit Process

Please note that this LDR Letter is **not** a Caltrans approval nor an entitlement. However, once the above comments have been properly addressed, the project may proceed with the Caltrans Office of Encroachment Permits for an in-depth review and permit issuance.

Response A7-3

See Response A7-Intro. Should future projects warrant improvements within Caltrans right-of-way (ROW) a Caltrans Encroach Permit would be required. The City will coordinate with Caltrans appropriately to obtain all necessary permitting, as needed.

Comment A7-4

Thank you again for including the Caltrans LDR Branch in the review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email LDR-D8@dot.ca.gov or call 909-963-9608.

Response A7-4

This comment does not address the adequacy of the analysis in the Draft SEIR and no further response is necessary.

2.3.2 Comments from Organizations

O1. Golden State Environmental Justice Alliance – April 16, 2026

Comment O1-1

Thank you for the opportunity to comment on the Supplemental Environmental Impact Report (EIR) for the proposed Eucalyptus Business Park Specific Plan/The Ontario Plan 2050 Policy Plan Amendment Project. Please accept and consider these comments on behalf of Golden State Environmental Justice Alliance. Also, Golden State Environmental Justice Alliance formally requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this Project. Send all communications to Golden State Environmental Justice Alliance, P.O. Box 79222, Corona, CA 92877.

1.0 Summary

The Project includes two aspects: 1) Project-level analysis of adoption of the Eucalyptus Business Park Specific Plan (EBPSP) to construct 2,939,000 s.f. of industrial business park uses and 2) program-level analysis of substantial amendments to seven chapters (Land Use Element, Housing Element, Mobility Element, Community Design Element, Parks and Recreation Element, Safety Element, and Environmental Resources Element) of the City's General Plan known as The Ontario Plan (TOP Policy Plan Amendment (PPA)) to accommodate the proposed EBPSP, unaccounted for land use changes that increase TOP buildout by 1,395,416 square feet of nonresidential building area, and other changes to TOP. The EBPSP proposes demolition of all existing onsite structures to accommodate the construction and operation of an industrial business park area. The EBPSP would establish 9 planning areas that provide for development of the site with approximately 2,939,000 SF of industrial business park uses on 137.9 acres (Planning Areas 1-6) and 36.15 acres of Open Space–Parkland (Planning Areas 7-9). The remaining 14.97 acres would be utilized for roadway improvements. The Business Park land use designation is intended to provide for uses such as employee intensive office spaces, technology centers, research and development facilities, warehouse and distribution, and light manufacturing. No cold storage would be permitted. The Specific Plan would also allow a maximum of 10,000 SF of commercial uses within the Business Park planning areas to support the Business Park operations and a 35,000 SF publicly operated animal resource center if the City of Ontario decides to locate an animal resource center in the Specific Plan.

Response O1-1

This serves as an introduction to the comment letter. This comment does not address the adequacy of the analysis in the Draft SEIR and no further response is necessary. Responses to the Golden State Environmental Justice Alliance's (GSEJA) comments are provided in Responses O1-2 through O1-73.

Comment O1-2

Executive Summary 2.2. Type and Purpose of this Draft SEIR

The amendments to TOP are analyzed at a programmatic level as a Supplemental EIR to the existing TOP EIR. The EBPSP portion of the Project is analyzed as a Project Supplemental EIR. However, CEQA requires that TOP be analyzed as a Subsequent EIR. The EIR states that, "The proposed land use changes necessitate updates and modifications across the Land Use Element and various other elements of TOP 2050 Policy Plan." This justification language is vague and overly simplifies the extent of the PPA amendments to TOP. The existing TOP has a total of nine chapters, and the PPA modifies seven of them – Land Use Element, Housing Element, Mobility Element, Community Design Element, Parks and Recreation Element, Safety Element, and Environmental Resources Element. The Project also includes changes to the City's Development Code and Zoning Map to reflect the changes within TOP.

CEQA Guidelines Section 21166 requires that a subsequent EIR be prepared when any of the following apply: 1) substantial changes to the approved Project will require major revisions to the certified EIR, 2) substantial changes occur with respect to the circumstances under which the approved Project is being undertaken will require major revisions to the certified EIR, or 3) new information, that was not known and could not have been known at the time the EIR for the approved Project was certified becomes available. All three of these circumstances apply to the proposed Project. The approved Project (existing TOP) is changed so fundamentally and substantially that the RHNA sites inventory of the Housing Element is altered, new land use designations are created, existing land use designations are altered, and the Development Code and Zoning Map must also be updated as a result in order to accommodate these substantial changes.

Further, substantial changes and revisions to the existing TOP EIR are necessary in that the proposed Project has prepared new analyses for Air Quality, GHG, Truck Routes, Noise, VMT, and Water Supply. New information that was not known and could not have been known at the time the EIR for the approved Project (existing TOP) was certified becomes available, including but not limited to the proposed revisions to seven chapters of TOP to accommodate the EBPSP, the Redondo Beach case law requirements for Housing Elements, and state law requirements such as SB 330, SB 166, SB 1000, and AB 98.

CEQA Guidelines Section 15163(a)(2) allows preparation of a Supplemental EIR if "only minor additions or changes would be necessary to make the previous EIR adequately apply to the Project in the changed situation." The Project creates a completely new situation that is changed entirely from the previously certified EIR. The Project includes substantial changes to seven of the nine chapters within The Ontario Plan and requires major revisions of the previous EIR due to involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (CEQA Guidelines Section 15162(a)(1)). Therefore, a Subsequent EIR is required to be prepared and circulated for public review.

Response O1-2

The *Executive Summary* section ES.2.2, *Type and Purpose of this Draft SEIR*, summarizes the considerations for moving forward with a Supplemental EIR under Section 15163. As noted in the Draft SEIR, Chapter 2, *Project Description,* the proposed project includes land use designation changes at the request of property owners within the City as well as minor revisions to the Elements of TOP 2050. Contrary to the Commenter's assertion that a subsequent EIR is required under Public Resources Code section 21166, that section allows preparation of either a subsequent or supplemental EIR when one or more of the listed events occurs. Based on the City's review of the proposed project and the CEQA Guidelines, specifically Section 15162, *Subsequent EIRs and Negative Declarations*, and Section 15163, *Supplement to an EIR*, the City determined that a Supplement to The Ontario Plan 2050 SEIR was appropriate. The proposed project is not a comprehensive update to TOP 2050 and the revisions to the Elements of TOP, as described in Chapter 2 under the section entitled, *Policy Plan Elements*, are considered to be minor. The land use changes affect approximately four percent[1] of the total acreage in the City.

Moreover, pursuant to *Citizens for a Sustainable Treasure Island v. City and County of San Francisco* (2014) 227 Cal.App.4th 1036, the level of detail required in an EIR is determined by the nature of the project. As such, it matters little what the title of CEQA document is so long as the EIR evaluated the impacts of the proposed project. *City of Irvine v. County of Orange* (2015) 238 Cal.App.526, 540 (focus is on the substance of the EIR, not its nominal title). In this case, the Commenter is arguing that the analysis in the SEIR is inadequate merely based on the title of the EIR. There is nothing in this comment that suggests that the analysis in the 20 topical sections included in the proposed project Draft SEIR is inadequate or misleading. The CEQA procedures of a Subsequent and Supplemental EIR are not different once an EIR is determined to be needed. An EIR must adhere to the requirements of CEQA Guidelines, Article 7, *EIR Process* (CEQA Guidelines section 15080 through section 15097) regardless of whether the decision was made to proceed with a *Subsequent* EIR or a *Supplemental* EIR.

[1] 1,435 acres / 33,022 acres

However, as stated above, based on the City's review of the conditions identified under CEQA Guidelines section 15162 and section 15163, the City determined that a Supplemental EIR was the appropriate CEQA document for the proposed project.

Comment O1-3

1.1 Project Piecemealing

The EIR does not accurately or adequately describe the Project, meaning "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment" (CEQA § 15378). The proposed Project is a piecemeal portion of a larger overall project to be developed by Sares Regis within the City.

The EIR misleads the public and decision makers by circumventing adequate and accurate environmental analysis for the whole of the action - construction and operation of all Sares Regis buildings as a whole. At minimum, known piecemealed Projects include the development of the Meredith International Centre (3,001,160 s.f. of industrial distribution space across seven buildings[1,2]). Cumulatively, the proposed EBSP Project and the piecemealed Project will construct 5,940,160 sf of warehouse/industrial building area. The proposed TOP Policy Plan Amendment increases TOP buildout for nonresidential building area by 4,334,416 sf, which cumulatively develops 7,335,576 sf of nonresidential building area.

1 https://www.rga-architects.com/meredith-international-centre

2 https://www.oltmans.com/projects/meredith-international-centre-bldgs-1-7-infrastructure-and-solar

Response O1-3

The City disagrees with the GSEJA that the proposed project meets the definition of piecemealing for the purpose of CEQA. TOP 2050 itself is the City's general plan. Thus, buildout of the City's land use plan under the Ontario Policy Plan Amendment considers cumulative growth within the City. As noted in CEQA Guidelines section 15130(b)(1)(B), a general plan is considered a plan that evaluates the conditions contributing to cumulative effect. Therefore, TOP 2050 inherently considers cumulative growth that can be used to define cumulative impacts in a CEQA document.

The Draft SEIR evaluated the impacts of the Policy Plan Amendment, the concurrent Zoning amendment, and the EBPSP under one comprehensive Draft SEIR. Therefore, the proposed project was evaluated as a whole, since the Policy Plan Amendment, the Zoning amendment, and the EBPSP, are interrelated components of a single planning effort. The Draft SEIR analyzes

these elements across all environmental issue areas, including alternatives and cumulative impacts, at a level of detail appropriate for the programmatic nature of the action. The environmental review does not defer or segment any reasonably foreseeable phases or components of the proposed project that would result in additional impacts.

Moreover, the Meredith International Center is a separate development proposal with independent approvals, timing, financing, and operational purposes. The Meredith International Center is not a foreseeable consequence of the proposed Policy Plan Amendment, concurrent Zoning Amendment, or EBPSP, nor is it necessary to implement or operate the Project. Likewise, the Project does not rely the Meredith International Centre for access, infrastructure, utilities, parking, or functionality. Each may proceed independently and retains independent utility absent the other. Accordingly, the analysis complies with CEQA's requirement to evaluate the whole of the action and does not constitute piecemealing**.**

Comment O1-4

2.0 Project Description

The EBSP aspect of the Project proposes to construct 2,939,000 sf of nonresidential building area. Table 2-4: Comparison of Approved TOP 2050 to Policy Plan Amendment within the EIR states that the TOP PPA will increase the allowable development of nonresidential building square feet by 4,334,416 square feet. This leaves 1,395,416 square feet of nonresidential building area unaccounted for. The land use changes that generate this specific increase in nonresidential building area are not discussed in the EIR. The EIR is inadequate as an informational document, and this does not comply with CEQA's requirements for meaningful disclosure. The EIR must be revised and include a complete list of affected Assessors Parcel Numbers, the parcel size, the existing and proposed TOP land use designations, and the existing and proposed Zoning designation to adequately disclose the land use changes for the 1,395,416 square feet of nonresidential building area increase over existing conditions.

Response O1-4

The GSEJA is citing the total non-residential change identified in Table 2-4, *Comparison of the Approved TOP 2050 to Policy Plan Amendment* of the Draft EIR then stating that there is 1,395,416 square feet of nonresidential building area unaccounted for because the EBPSP only accounts for 2,939,000 square feet of industrial/business park land use. However, GSEJA is not accounting for the change in square footage by land use type.

Table 2-3, *TOP 2050 Policy Plan Amendment Proposed Land Use Summary*, provides detailed information on buildout of the proposed project. Table 2-1, *Approved TOP 2050 Land Use Designation*, provides detailed information on buildout of the current TOP 2050. Table 2-1 and Table 2-3 in the Draft SEIR are based on the buildout methodology, which has been added as

Appendix C, *Buildout Methodology*, to the Final SEIR. Table 2-3 and Table 2-1 provides a detailed accounting of the acres, housing units, households, population, non-residential square footage, and employment by land use type. In contrast, Table 2-4 is a summary table provided in the Draft SEIR that identifies the total change in residential units, population, non-residential square feet, and employment associated with the current TOP compared and the Policy Plan Amendment project.

The industrial and business park land uses in Table 2-1 for the current TOP and Table 2-3 for the Policy Plan Amendment are summarized under the heading "Employment". At buildout, the proposed project would result in 215,009,231 square feet of industrial land uses. Compared to the current TOP (see Appendix C), the "Employment" land uses are currently, 208,638,928 square feet. As a result, the proposed project result in an increase in 6,370,304 square feet of industrial land use and an increase in 294.1 acres of industrial land uses in the City, of which the EBPSP represents 47 percent of that change.

To summarize, the difference in the square footage numbers cited by the Commenter is because total non-residential square footage includes more land use subtypes than just the industrial land use, which the Draft SEIR evaluates as part of the Ontario Policy Plan Amendment project analysis.

As noted by the Commenter, the section entitled "Assessor Parcel Numbers" lists each individual parcel that would be affected by the Policy Plan Amendment. The Draft SEIR also includes Figure 2-6, *Policy Plan Amendment Areas of Change*, which identifies the location of the parcels associated with the Policy Plan Amendment. At the request of the Commenter, Figure 2-6a through 2-6c, *Policy Plan Amendment Area of Change*, has been added to the SEIR in order to identify the parcel numbers on this figure (see Appendix B, *Revised Draft SEIR Figures*).

Thus, the project description is not inaccurate or misleading. The Draft SEIR provides a clear and consistent project description with detailed information on the change in non-residential (and employment land use as a subsect of this total) land uses in the City that the public and decision makers would need to evaluate the potential impacts of those land use changes.

Comment O1-5

The EIR has also excluded copies of the Eucalyptus Business Park Specific Plan document, revised Draft Housing Element, and changes to the City's Zoning Map and Development Code to implement the Policy Plan Amendments from the EIR. This does not comply with CEQA's requirements for adequate informational documents and meaningful disclosure (CEQA Guidelines Section 15121 and PRC Section 21003(b)). Incorporation by reference (CEQA Guidelines Section 15150 (f)) is not appropriate as the Eucalyptus Business Park Specific Plan document, revised Draft Housing Element, and changes to the City's Zoning Map and

Development Code to implement the Policy Plan Amendments contribute directly to the analysis of the problem at hand and is relied upon throughout the EIR to support less than significant findings. A revised EIR must be prepared to include the Eucalyptus Business Park Specific Plan document, revised Draft Housing Element, and changes to the City's Zoning Map and Development Code to implement the Policy Plan Amendments as appendices to the EIR for review, analysis, and comment by the public and decision makers.

Response O1-5

The comment incorrectly asserts that CEQA requires the EIR to include complete copies of the EBPSP, revised Draft Housing Element, and implementing zoning documents as an appendices to the EIR. CEQA does not require that every related planning document referenced in an EIR be physically reproduced within the EIR itself. Rather, CEQA Guidelines section 15150 expressly authorizes incorporation by reference where the material is reasonably available for public review and inspection. The EIR adequately describes the Policy Plan Amendment, the concurrent Zoning amendment, and the EBPSP to permit informed public review and decision-making. The EIR summarizes the relevant components of these planning documents, analyzes their potential environmental effects, and identifies the basis of the conclusions reached.

All information cited by GSEJA was posted to the City's website by March 4, 2026: https://www.ontarioca.gov/government/community-development/planning/environmental-documents.

- **EBPSP.** The EBPSP was posted to the City's website https://content.ontarioca.gov/sites/default/files/2026-03/Eucalyptus%20Business%20Park%20Specific%20Plan%20Public%20Review%20Draft%202026-03-03.pdf.

- **Policy Plan Amendment.** Appendix B, *TOP 2050 Policy Matrix*, of the Draft SEIR identified the changes to TOP 2050 as a result the Policy Plan Amendment project. The Housing Element Technical Report Amendments was posted to the City's website: https://content.ontarioca.gov/sites/default/files/2026-03/HEonly_PublicReviewDraft_260304.pdf.pdf. The zoning amendments were also included in the Draft SEIR as Figure 2-10, *Proposed Zoning Map*. Additionally, the amendments to The Ontario Plan (TOP) are currently available on the project website: https://www.myinput.com/OntarioPPA/draft-documents.

- **Zoning.** The proposed changes are available on the City's website: https://content.ontarioca.gov/sites/default/files/2026-03/Proposed%20Zoning%20Map%2020260304.pdf. The

The information requested by GSEJA was made available to the public during circulation of the Draft SEIR on the City's "Environmental Documents" portion of the City's website.

The Commenter also incorrectly contends that incorporation by reference is prohibited because the reference documents "contribute directly" to the analysis. CEQA does not impose such limitation. To the contrary, incorporation by reference is routinely used for planning documents, technical studies, and regulatory materials that inform EIR analyses, provided the EIR itself contains sufficient detail to allow meaningful evaluation of environmental impacts. The relevant standard is whether the EIR functions as an informational document enabling informed participation and decision-making, not whether every supporting document is reproduced in full as an appendix.

Moreover, the EIR contains sufficient information to support the analysis and conclusions presented. The commentor has not identified any specific information allegedly omitted from the EIR that precluded meaningful public review or impaired the ability of decision-makers to evaluate environmental effects. Nor has the commentor demonstrated that any member of the public lacked access to the referenced documents during the review process.

Accordingly, the EIR complies with CEQA Guidelines sections 15121 and 15150, as well as Public Resources Code section 21003(b), and recirculation is not required pursuant to CEQA Guidelines section 15088.5.

Comment O1-6

The EIR does not include a detailed floor plan, a detailed site plan, a detailed grading plan, or detailed building elevations. The basic components of a Planning Application include a detailed site plan, floor plan, grading plan, written narrative, and detailed elevations. The site plan provided in Figure 2-12 has been edited for public review to remove meaningful information such as the legend, key notes, floor area ratio calculation, and site coverage. All these basic items are necessary to conduct any type of analysis, and the EIR is inadequate as an informational document, as it is not possible to ascertain any meaningful analysis based upon the information provided. Further, no building elevations are included. A revised EIR must be prepared to include a wholly accurate, adequate, and legible detailed site plan, floor plan, and building elevations for public review.

Response O1-6

Executive Summary, section ES.2.2, *Type and Purpose of this Draft SEIR*, under the subsection entitled "Program EIR" identifies that a program level analysis for proposed project, including the EBPSP, was prepared. The EBPSP is referred to as 'project' because it is more refined and less 'general' than TOP 2050, but EBPSP is a Specific Plan; and therefore, a plan-level review was conducted. Because of the programmatic nature of the Specific Plan, detailed floor plans and

site plans are not available at this program-level stage of the project entitlements. It is however noted that Table 5-2 of the EBPSP provides the maximum floor area ratio, maximum building heights and footprints, minimum landscape coverage, etc. The City will require these project-level components at the time applications for individual development projects are submitted. Chapter 2, *Project Description*, is based on the level of information available at the time of the EIR. The lack of detailed, project-level site plans, elevations, floor plans, in a program EIR does not constitute inaccurate, inconsistent, or incomplete information pursuant to CEQA.

Comment O1-7

Additionally, the grading plan provided in Figure 2-15 has been edited for public review to remove meaningful information. For example, it does not provide any detailed information, such as earthwork quantity notes. Providing the grading plan and earthwork quantity notes is vital as the Project Description states that, "…the site needs to export approximately 51,000 CY of organic materials." The EIR has not provided substantial evidence to support this claim. Verification of the import/export materials is vital as it directly informs the quantity of necessary truck hauling trips due to soil import/export during the grading phase of construction. A revised EIR must be prepared to include wholly accurate and adequate detailed Project grading plans for public review.

Response O1-7

See Response O1-6. The Draft SEIR is a Program EIR. The EBPSP construction impacts identified in the Draft SEIR are based on the level of information available at the time of analysis, as identified in Chapter 2, *Project Description*. Specifically, Draft SEIR page 2-63 specifies the approximate earthwork quantities anticipated for the Specific Plan. These quantities are based on land surveys, project concepts, and site-specific geotechnical characteristics. The anticipated earthwork quantities informed the technical analyses prepared for the EBPSP. The project description in Chapter 2 is intended to provide a stable and accurate summary of the proposed project. The Project Description provides the level of detail sufficient for the Draft SEIR's programmatic environmental review and is based on the best available information at this planning phase. Final, engineering-level detail is not yet available. Accordingly, the absence of detailed grading plans does not preclude meaningful environmental analysis or public review.

Comment O1-8

3.3 Air Quality, 3.6 Energy, and 3.8 Greenhouse Gas Emissions

The EIR does not include relevant environmental justice issues for analysis in reviewing potential impacts, including cumulative impacts from the proposed Project. This conflicts with CEQA Guidelines Section 15131 (c), which requires that "Economic, social, and particularly housing

factors shall be considered by public agencies together with technological and environmental factors in deciding whether changes in a Project are feasible to reduce or avoid the significant effects on the environment identified in the EIR. If information on these factors is not contained in the EIR, the information must be added to the record in some other manner to allow the agency to consider the factors in reaching a decision on the Project." This is especially significant as the surrounding community is highly burdened by pollution. According to CalEnviroScreen 4.0[3], CalEPA's screening tool that ranks each census tract in the state for pollution and socioeconomic vulnerability, the proposed Project's census tract (6071001903) is highly burdened by pollution and ranks in the 99th percentile for overall pollution burden, meaning that it is among the most polluted census tracts in the state. The surrounding community bears the impact of multiple sources of pollution and is more polluted than other census tracts in many pollution indicators measured by CalEnviroScreen. For example, the Project census tract ranks in the 77th percentile for ozone burden, 93rd percentile for particulate matter (pm) 2.5 burden, and 57th percentile for diesel pm burden. These environmental factors are attributed to heavy truck activity in the area. Ozone can cause lung irritation, inflammation, and worsening of existing chronic health conditions, even at low levels of exposure[4]. Exhaust fumes contain toxic chemicals that can damage DNA, cause cancer, make breathing difficult, and cause low birth weight and premature births[5]. The very small particles of diesel PM can reach deep into the lung, where they can contribute to a range of health problems. These include irritation to the eyes, throat, and nose, heart and lung disease, and lung cancer[6]. See also the attached air quality comments and analysis from SWAPE.

The census tract ranks among the most severely impacted in several areas that impact water quality. The census tract ranks in the 98th percentile for groundwater threats. People who live near contaminated groundwater may be exposed to chemicals moving from the soil into the air inside their homes[7]. Accordingly, the census tract ranks in the 100th percentile for drinking water impacts, which indicates that it ranks with the worst quality drinking water in the state. Poor communities and people in rural areas are exposed to contaminants in their drinking water more often than people in other parts of the state[8]. The census tract also ranks in the 87th percentile for impaired waters. Water pollution can harm wildlife habitats and change the number and types of plants and animals in the environment[9]. When fish and shellfish are contaminated, people who eat them can be exposed to toxic substances[10].

The census tract ranks in the 99th percentile for solid waste facility impacts. Solid waste facilities can expose people to hazardous chemicals, release toxic gases into the air (even after these facilities are closed), and chemicals can leach into soil around the facility and pose a health risk to nearby populations[11]. The census tract also bears more impacts from cleanup sites than 80% of the state. Chemicals in the buildings, soil, or water at cleanup sites can move into nearby communities through the air or movement of water[12].

The census tract ranks in the 100th percentile for toxic releases. People living near facilities that emit toxic releases may breathe contaminated air regularly or if contaminants are released during an accident[13]. The census tract also ranks in the 87th percentile for hazardous waste facility impacts. Hazardous waste generators and facilities contribute to the contamination of air, water, and soil near waste generators and facilities can harm the environment as well as people[14].

Further, the census tract is a diverse community including 29% Hispanic, 5% African-American, and 37% Asian-American residents, who are especially vulnerable to the impacts of pollution. The community has a high rate of low educational attainment, meaning 53% of the census tract over age 25 has not attained a high school diploma, which is an indication that they may lack health insurance or access to medical care. The community also has a high rate of poverty, meaning 35% of the households in the census tract have a total income before taxes that is less than the poverty level. Income can affect health when people cannot afford healthy living and working conditions, nutritious food and necessary medical care[15]. Poor communities are often located in areas with high levels of pollution[16]. Poverty can cause stress that weakens the immune system and causes people to become ill from pollution[17]. Living in poverty is also an indication that residents may lack health insurance or access to medical care. Medical care is vital for this census tract as it ranks in the 29th percentile for incidence of cardiovascular disease and 49th percentile for low birth weights. The community also has a high rate of linguistic isolation, meaning 69% of the census tract speaks little to no English and faces further inequities as a result.

3 CalEnviroScreen 4.0 https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40

4 OEHHA Ozone https://oehha.ca.gov/calenviroscreen/indicator/air-quality-ozone

5 OEHHA Traffic https://oehha.ca.gov/calenviroscreen/indicator/traffic-density

6 OEHHA Diesel Particulate Matter https://oehha.ca.gov/calenviroscreen/indicator/diesel-particulate-matter

7 OEHHA Groundwater Threats https://oehha.ca.gov/calenviroscreen/indicator/groundwater-threats

8 OEHHA Drinking Water https://oehha.ca.gov/calenviroscreen/drinking-water

9 OEHHA Impaired Waters https://oehha.ca.gov/calenviroscreen/indicator/impaired-water-bodies

10 Ibid.

11 OEHHA Solid Waste Facilities https://oehha.ca.gov/calenviroscreen/indicator/solid-waste-sites-and-facilities

12 OEHHA Cleanup Sites https://oehha.ca.gov/calenviroscreen/indicator/cleanup-sites

13 OEHHA Toxic Releases https://oehha.ca.gov/calenviroscreen/indicator/toxic-releases-facilities

14 OEHHA Hazardous Waste Generators and Facilities https://oehha.ca.gov/calenviroscreen/indicator/hazardouswaste-generators-and-facilities

15 OEHHA Poverty https://oehha.ca.gov/calenviroscreen/indicator/poverty

16 Ibid.

17 Ibid.

Response O1-8

The Commenter mischaracterizes the requirements of CEQA Guidelines section 15131(c). That section does not require an EIR to analyze environmental justice issues. Rather, CEQA Guidelines section 15131 provides that economic, social, and other non-environmental effects need not be treated as significant effects on the environment under CEQA, although such considerations may be relevant in evaluating the feasibility of mitigation measures or alternatives. Section 15131 further recognizes that determinations regarding feasibility or feasibility of mitigation measures must be supported by substantial evidence in the administrative record. Accordingly, the Commenter's reliance on section 15131(c) imposing an independent environmental justice analysis is misplaced.

Environmental justice (EJ) is not a standalone topic under CEQA. Senate Bill (SB) 1000 signed into 2016, required local governments to identify EJ communities (called "disadvantaged communities") in their jurisdictions and address EJ in their general plans. The law requires the inclusion of an EJ element when a lead agency is updating two or more General Plan elements. CEQA is generally concerned with physical environmental impacts of a particular project and does not focus on the social impacts. The Draft SEIR provides the context for physical impacts on surrounding communities and provides an overview of the CalEnviroScreen (CES) information in Section 3.3, *Air Quality*, on page 3.3-29 of the Draft SEIR. This section includes Figure 3.3-3, *Environmental Justice Communities*, which shows the census tracts and associated neighborhoods in Ontario that have been identified as EJ communities through the SB 1000 process, and Figure 3.3-4, *CES4 Indicator: Pollution Burden*, which depicts the pollution burden percentile for Ontario by census tracts.

The Draft SEIR includes a detailed, quantified analysis of project- and cumulative-level air quality, energy, and greenhouse gas (GHG) emissions impacts in Sections 3.3, 3.6, and 3.8, respectively. As noted above, environmental justice, including consideration of impacts on disadvantaged communities, is not a standalone requirement under CEQA. Additionally, South Coast Air Quality Management District (South Coast AQMD) has not defined significance thresholds directly pertaining to environmental justice impacts. However, the air quality issues

evaluated in Section 3.3, *Air Quality*, of the Draft SEIR are relevant to the discussion regarding environmental justice issues.

The Draft SEIR addresses potential regional and cumulative air quality and health risk impacts on sensitive receptors, which include populations that may overlap with identified EJ communities. For example, Impact AQ-4 and Impact AQ-5 evaluated potential project-related construction phase and operation phase localized impacts, respectively, that are associated with criteria air pollutants and toxic air contaminants to offsite sensitive receptors. As discussed on page 3.3-85 of Draft SEIR, the Draft SEIR acknowledges that cumulative development in the City would contribute to increased environmental burdens on sensitive populations, including EJ communities in the South Coast Air Basin.

Consequently, the Draft SEIR determined the proposed project would cumulatively contribute to significant health impacts in the air basin and expose sensitive receptors to substantial pollution concentrations. Therefore, the Draft SEIR considered cumulative health risk impacts in light of the pollution burden of the surrounding community and considered mitigation measures to reduce the proposed project's cumulative impact.

Comment O1-9

3.9 Hazards and Hazardous Materials

The EBSP area of the Project is within Referral Area C and Safety Zone III of the Chino Airport Land Use Compatibility Plan[18]. The City's Development Code Reference I: Chino Airport Land Use Compatibility Plan[19] (it must be noted that this is the City's adopted Chino Airport ALUCP and not the statutorily authorized Chino Airport ALUCP) states that regarding statutorily required airport land use compatibility analysis, "San Bernardino County and its cities elected to follow the Alternative Process when this option became available as a result of the 1994 legislation (Assembly Bill 2831). Specific requirements for implementation of the Alternative Process are set forth in Public Utilities Code Section 21670.1(c)(2)." Further, "The California Division of Aeronautics approved the San Bernardino County Alternative Process in 1996. The approval of the Alternative Process designated the City of Chino as the local jurisdiction responsible for leading the compatibility planning process for Chino Airport. The current Chino Airport Land Use Compatibility Plan (ALUCP) does not reflect the guidance set forth in the 2011 Caltrans Airport Land Use Planning Handbook. Although the City of Ontario does not have the formal responsibility under the "alternative process" to prepare a compatibility plan for Chino Airport, the City of Ontario has prepared an airport land compatibility plan for Chino Airport consistent with the 2011 Caltrans Airport Land Use Planning Handbook solely to address impacts within Ontario's boundaries."

Even though the City of Ontario has adopted an ALUCP for the Chino Airport, analysis of compliance with the City's ALUCP does not satisfy the statutory requirements of Public Utilities Code Section 21670.1. Only the City of Chino is authorized via the approved Alternative Process as the local jurisdiction responsible for the compatibility planning process for the Chino Airport. The City of Ontario is not authorized to determine this statutorily required review. The EIR must be revised to disclose this information and utilize it for analysis. The proposed Project extensively amends seven of nine TOP chapters, amends a specific plan, and amends the City's development code; all of these actions require ALUCP compatibility review by the City of Chino, which is the authorized lead. The EIR has not provided any substantial evidence to support a less-than-significant finding; the Project directly conflicts with Public Utilities Code Section 21670.1 and all statutory requirements for airport compatibility planning, and a revised EIR must be prepared to include a finding of significance. Further, the EIR has not included substantial evidence to demonstrate that the Project has obtained a "Determination of No Hazard to Air Navigation" from the FAA. The EIR must be revised to include a finding of significance.

18 https://lus.sbcounty.gov/wp-content/uploads/sites/48/Airports/Chino.pdf

19 https://content.ontarioca.gov/sites/default/files/2024-12/Reference%20I_Chino%20Airport%20Land%20Use%20Compatibility%20Plan_Rev%2005.02.2023.pdf

Response O1-9

A consistency analysis was prepared in coordination with the City of Ontario to evaluate project consistency with the Chino ALUCP in Appendix G6 of the Draft SEIR. The land uses evaluated within this analysis are within the City of Ontario's jurisdiction. This coordination does not constitute implementation of the Alternative Process under Public Utilities Code Section 21670.1, but reflects a project-level consistency review against the Chino ALUCP. The City of Ontario is not overriding an Airport Land Use Commission's determination. Rather, the Draft SEIR evaluated and disclosed the potential airport land use compatibility impacts consistent with CEQA requirements and determined that the proposed project was consistent with the ALUCP.

Nothing in Public Utilities Code section 21670.1 prohibits the City from evaluating consistency with applicable airport compatibility criteria or incorporating airport compatibility planning policies into its general plan, development code, or environmental review documents. CEQA requires analysis of physical environmental effects associated with a project; it does not require an EIR to resolve interagency jurisdictional disputes or characterize potential procedural disagreements as significant environmental impacts absent substantial evidence of resulting physical environmental consequences.

The *Watsonville Pilots Association v. City of Watsonville* (2010) 183 Cal.App.4th 1059 established that agencies must adopt the strictest, nondiscretionary airport land-use and safety standards outlined in the California Airport Land Use Planning Handbook (2010) into its general plan before approving any airport-adjacent developments. Since the City of Chino's ALUCP is out of date for Chino Airport, the City of Ontario completed an ALUCP for Chino airport consistent with the California Airport Land Use Planning Handbook. This approach has also been completed by the County of Riverside for Chino airport as well. Furthermore, the City of Chino was provided the opportunity to comment on the project during the 45 day review period.

The Commenter also states that the Draft SEIR does not include substantial evidence to demonstrate that the proposed project has obtained a "Determination of No Hazard to Air Navigation" from the Federal Aviation Administration (FAA). As described on page 3.9-54 of the Draft SEIR, the FAA and Caltrans Division of Aeronautics provides guidance for land use safety near airports. However, no specific vertical development proposal, building height , or FAA-regulated obstruction evaluation application is currently before the City as part of this programmatic environmental review, and future site-specific development projects would remain subject to FAA review requirements. The land use designation changes associated with the proposed project would be designed to be consistent with applicable airport safety compatibility criteria and to avoid incompatible land uses within applicable air safety zones. The *Executive Summary* identifies that the Draft SEIR is a Program EIR.

Accordingly, substantial evidence supports the Draft SEIR's airport land use compatibility analysis, and the Commenter has not demonstrated that the Draft SEIR fails to comply with CEQA or omits analysis of significant airport-related environmental impact. No revisions to the Draft SEIR are warranted.

Comment O1-10

3.11 Land Use and Planning

The EIR has also excluded copies of the Eucalyptus Business Park Specific Plan document, revised Draft Housing Element, and changes to the City's Zoning Map and Development Code to implement the Policy Plan Amendments from the EIR. This does not comply with CEQA's requirements for adequate informational documents and meaningful disclosure (CEQA Guidelines Section 15121 and PRC Section 21003(b)). Incorporation by reference (CEQA Guidelines Section 15150 (f)) is not appropriate as the Eucalyptus Business Park Specific Plan document, revised Draft Housing Element, and changes to the City's Zoning Map and Development Code to implement the Policy Plan Amendments contribute directly to the analysis of the problem at hand and is relied upon throughout the EIR to support less than significant findings. A revised EIR must be prepared to include the Eucalyptus Business Park Specific Plan document, revised Draft Housing Element, and changes to the City's Zoning Map

and Development Code to implement the Policy Plan Amendments as appendices to the EIR for review, analysis, and comment by the public and decision makers.

Response O1-10

See Response O1-5. The information requested by GSEJA was made available to the public during circulation of the Draft SEIR. Recirculation is not required pursuant to CEQA Guidelines section 15088.5.

Comment O1-11

The EBSP aspect of the Project proposes to construct 2,939,000 sf of nonresidential building area. Table 2-4: Comparison of Approved TOP 2050 to Policy Plan Amendment within the EIR states that the TOP PPA will increase the allowable development of nonresidential building square feet by 4,334,416 square feet. This leaves 1,395,416 square feet of nonresidential building area unaccounted for. The land use changes that generate this specific increase in nonresidential building area are not discussed in the EIR. The EIR is inadequate as an informational document, and this does not comply with CEQA's requirements for meaningful disclosure. The EIR must be revised and include a complete list of affected Assessors Parcel Numbers, the parcel size, the existing and proposed TOP land use designations, and the existing and proposed Zoning designation to adequately disclose the land use changes for the 1,395,416 square feet of nonresidential building area increase over existing conditions.

Response O1-11

See Response O1-4. The difference in the square footage numbers cited by the Commenter is because total non-residential square footage includes more land use subtypes than just the industrial land use, which the Draft SEIR evaluates as part of the Ontario Policy Plan Amendment project analysis. The project description is not inaccurate or misleading. The Draft SEIR provides a clear and consistent project description with detailed information on the change in non-residential (and employment land use as a subsect of this total) land uses in the City that the public and decision makers would need to evaluate the potential impacts of those land use changes.

The section entitled "Assessor Parcel Numbers" lists each individual parcel that would be affected by the Policy Plan Amendment. Figure 2-5, *Proposed Land Use Plan*, shows the proposed land use designations in the City and Figure 2-10, Proposed Zoning Map, shows the proposed zoning changes. The Draft SEIR also includes Figure 2-6, *Policy Plan Amendment Areas of Change*, which identifies the location of the parcels associated with the Policy Plan Amendment. At the request of the Commenter, Figure 2-6a through 2-6c, *Policy Plan*

Amendment Area of Change, has been added to the SEIR in order to identify the parcel numbers where there are land use changes on this figure (see Appendix B, *Revised Draft SEIR Figures*).

Comment O1-12

The EIR excludes from its analysis the Project's required General Plan Amendment and Zone Change applications to allow development of the proposed uses on the Project site. The site was not anticipated to be developed with the proposed use and is therefore not accounted for in regional and local plans adopted for purposes of avoiding or mitigating environmental effects, including but not limited to the AQMP, RTP/SCS, and General Plan. A revised EIR must be prepared to include this information for analysis and include a finding of significance.

Response O1-12

GSEJA is incorrect. Chapter 2, *Project Description,* describes the Policy Plan Amendment and Zoning changes associated with the proposed project. Section 3.3, *Air Quality*, under criteria a) for the *AQMP Consistency Analysis* starting on page 3.3-48 of the Draft SEIR provides a consistency analysis with the South Coast AQMD's AQMP. Likewise, Section 3.11, *Land Use and Planning,* Table 3.11-1*, Policy Plan Amendment Consistency with SCAG Connect SoCal*, provides a consistency analysis with SCAG's RTP/SCC. The analyses in these sections consider the land use and zoning changes associated with the Policy Plan Amendment project (inclusive of the EBPSP). No edits to the Draft SEIR are warranted. Recirculation is not required pursuant to CEQA Guidelines section 15088.5.

Comment O1-13

The EBSP aspect of the Project proposes to change the land use designations of several sites identified for residential development in the Housing Element sites inventory to non-residential land use designations. This requires the proposed Policy Plan Amendment (PPA) to revise the existing inventory to remove the EBSP sites, include new additional replacement sites, and revise the land use/zoning designations on multiple sites within the existing inventory as part of the Policy Plan Amendment (PPA). The EIR is not clear regarding the acreage of land attributed to each existing land use designations for the overall Project site (EBSP and PPA) in order to calculate if there is a net loss of housing capacity. Specifically, the EIR only provides a list of all APNs affected by the PPA beginning on pages 2-18. The EIR excludes meaningful information for these sites, including but not limited to the existing/proposed General Plan land use designation, existing/proposed Zoning designation, acreage, total unit capacity, realistic unit capacity for HCD Housing Element analysis, and whether the parcel is in the existing sites inventory.

Response O1-13

Chapter 2, *Project Description*, summarizes the no net loss provisions under SB 330 and SB 166. As described in the Project Description, the redesignation of land within the EBPSP is being evaluated concurrently as part of the Policy Plan Amendment in the Draft SEIR. Figure 2-6, *Policy Plan Amendment Areas of Change*, identifies the location of the land use changes and the proposed land use designations associated with the Ontario Policy Plan Amendment project. The proposed project includes upzoning several sites to meet the City's RHNA obligation as shown in Figure 2-7, *Policy Plan Amendment Affordability Sites Inventory*.

See Response O1-4 and Response O1-11. The section entitled "Assessor Parcel Numbers" lists each individual parcel that would be affected by the Policy Plan Amendment. The Draft SEIR also includes Figure 2-6, *Policy Plan Amendment Areas of Change*, which identifies the location of the parcels associated with the Policy Plan Amendment. At the request of the Commenter, Figure 2-6a through 2-6c, *Policy Plan Amendment Area of Change*, has been added to the SEIR in order to identify the parcel numbers on this figure (see Appendix B, *Revised Draft SEIR Figures*). The total acreage associated with the land use changes is 1,435 acres.

See Response O1-28. Section 5.2 of the Housing Element Technical Report Amendments, released and posted with the Draft SEIR, included a full accounting of the City will meet its RHNA requirements for each income category, including the sites inventory, acreage, applicable land use and zoning designations, development assumptions, density assumptions, affordability assumptions, and site capacity calculations.

The Draft SEIR evaluates the environmental impacts of the land use changes described in Chapter 2. The Project Description is not inaccurate, inconsistent, or incomplete. It includes the detail needed to disclose the potential program-level environmental impacts to the public and decision makers.

Comment O1-14

Government Code Section 66300(b)(1)(A) requires that agencies shall not "change the general plan land use designation, specific plan land use designation, or zoning to a less intensive use below what was allowed under the land use designation and zoning ordinances in effect at the time of the proposed change." Under Government Code Section 66300(b)(1)(A), a "less intensive use" includes, but is not limited to, reductions to height, density, or floor area ratio, new or increased open space or lot size requirements, or new or increased setback requirements, minimum frontage requirements, or maximum lot coverage limitations, or any other action that would individually or cumulatively reduce residential development capacity. Pursuant to SB 330, replacement capacity for any displaced residential units must be provided concurrently at the time of Project approval.

Response O1-14

See Response O1-13. Chapter 2, *Project Description*, summarizes the no net loss provisions under SB 330 and SB 166. One of the primary goals of the Policy Plan Amendment is to "Ensure there is no net loss in overall housing capacity within the City, consistent with the requirements of state law." As stated on page 2-37, the proposed land use changes result in a net gain in housing capacity, increasing the estimated number of allowed units from 129,951 units under TOP 2050, to 137,177 units under the proposed project, an increase of 5.6 percent, meeting the requirements of SB 330 (see Appendix C, *Buildout Methodology*). The reason the City must plan for an increase in housing units rather than net replacement of units is due to more stringent requirements related to Senate Bill 166. The proposed project does not reduce buildout and therefore would be consistent with Government Code Section 66300(b)(1)(A). The project would not result in a less intensive use.

Comment O1-15

Government Code Section 66300 (h)(i)(1) states that, "this section does not prohibit an affected county or an affected city, including the local electorate acting through the initiative process, from changing a land use designation or zoning ordinance to a less intensive use, or reducing the intensity of land use, if the city or county concurrently changes the development standards, policies, and conditions applicable to other parcels within the jurisdiction to ensure that there is no net loss in residential capacity." The EIR is inadequate in that it does not provide the acreage of each existing General Plan land use and Zoning designation within the overall Project area. The total acreage for each existing General Plan land use and Zoning designation is necessary to calculate the existing total residential development capacity to ensure there is no net loss of capacity. The EIR must be revised to include this information for analysis.

As an example, the total residential unit capacity of only the EBSP parcels that are within the existing HCD Certified Housing Element sites inventory may be calculated because the existing Housing Element includes the necessary information. Table B-2: Housing Element Sites Inventory within the City's HCD Certified Housing Element[20] identifies 16 parcels from the EBSP portion of the Project site as part of its identified sites inventory to accommodate its RHNA allocation.

1. APN 0216-322-01

    Site 2-70
    Acres: 9.1
    Current GP: MDR
    Proposed GP: MU-BC
    Current Zoning: SP-AG

Proposed Zoning: SP-AG-AH
Min Density: 25
Max Density: 45
Opportunity Area: Great Park Corridor
VLI: 40 units
Low: 24 units
Mod: 32 units
Above Mod: 32 units
Total HE Capacity: 127 units
Max Density Capacity: 409 units

2. APN 0216-322-02

Site 2-71
Acres: 3.1
Current GP: MDR
Proposed GP: MU-BC
Current Zoning: SP-AG
Proposed Zoning: SP-AG -AH
Min Density: 25
Max Density: 45
Opportunity Area: Great Park Corridor
VLI: 13 units
Low: 8 units
Mod: 11 units
Above Mod: 11 units
Total HE Capacity: 42 units
Max Density Capacity: 139 units

3. APN 0216-321-06

Site 2-67
Acres: 5.7
Current GP: MDR
Proposed GP: MU-BC
Current Zoning: SP-AG
Proposed Zoning: SP-AG -AH
Min Density: 25
Max Density: 45
Opportunity Area: Great Park Corridor
VLI: 25 units

Low: 15 units
Mod: 20 units
Above Mod: 20 units
Total HE Capacity: 79 units
Max Density Capacity: 256 units

4. APN 0216-321-07

Site 2-68
Acres: 9.1
Current GP: MDR
Proposed GP: MU-BC
Current Zoning: SP-AG
Proposed Zoning: SP-AG -AH
Min Density: 25
Max Density: 45
Opportunity Area: Great Park Corridor
VLI: 40 units
Low: 24 units
Mod: 32 units
Above Mod: 32 units
Total HE Capacity: 128 units
Max Density Capacity: 409 units

5. APN 0216-322-10a

Site 2-129
Acres: 11.8
Current GP: MDR
Proposed GP: MDR
Current Zoning: SP-AG
Proposed Zoning: SP-AG -AH
Min Density: 20
Max Density: 30
Opportunity Area: Great Park Corridor
VLI: 81 units
Low: 48 units
Mod: 65 units
Above Mod: 65 units
Total HE Capacity: 258 units
Max Density Capacity: 354 units

6. APN 0216-322-10b

Site 2-130
Acres: 11.8
Current GP: MDR
Proposed GP: MU-BC
Current Zoning: SP-AG
Proposed Zoning: SP-AG -AH
Min Density: 25 Max Density: 45
Opportunity Area: Great Park Corridor
VLI: 52 units Low: 31 units
Mod: 41 units Above
Mod: 41 units
Total HE Capacity: 165 units
Max Density Capacity: 531 units

7. APN 0216-321-01

Site 2-64
Acres: 8.8
Current GP: MDR
Proposed GP: MU-BC
Current Zoning: SP-AG
Proposed Zoning: SP-AG -AH
Min Density: 25
Max Density: 45
Opportunity Area: Great Park Corridor
VLI: 38 units Low: 22 units
Mod: 31 units
Above Mod: 31 units
Total HE Capacity: 121 units
Max Density Capacity: 396 units

8. APN 0216-321-02

Site 2-65
Acres: 7.5
Current GP: MDR
Proposed GP: MU-BC
Current Zoning: SP-AG
Proposed Zoning: SP-AG -AH

Min Density: 25
Max Density: 45
Opportunity Area: Great Park Corridor
VLI: 32 units
Low: 19 units
Mod: 26 units
Above Mod: 26 units
Total HE Capacity: 103 units
Max Density Capacity: 337 units

9. APN 1053-551-01

Site 2-118
Acres: 26.7
Current GP: MDR
Proposed GP: MU-BC
Current Zoning: SP-AG
Proposed Zoning: SP-AG -AH
Min Density: 25
Max Density: 45
Opportunity Area: Great Park Corridor
VLI: 118 units
Low: 69 units
Mod: 93 units
Above Mod: 93 units
Total HE Capacity: 373 units
Max Density Capacity: 1,201 units

10. APN 1053-541-01

Site 2-117
Acres: 5.5
Current GP: MDR
Proposed GP: MDR
Current Zoning: SP-AG
Proposed Zoning: SP-AG -AH
Min Density: 20
Max Density: 30
Opportunity Area: Great Park Corridor
VLI: 38 units
Low: 22 units

Mod: 30 units
Above Mod: 30 units
Total HE Capacity: 121 units
Max Density Capacity: 165 units

11. APN 1053-571-01

Site 2-119
Acres: 9.1
Current GP: MDR
Proposed GP: MDR
Current Zoning: SP-AG
Proposed Zoning: SP-AG -AH
Min Density: 20
Max Density: 30
Opportunity Area: Great Park Corridor
VLI: 62 units
Low: 37 units
Mod: 50 units
Above Mod: 50 units
Total HE Capacity: 199 units
Max Density Capacity: 273 units

12. APN 1053-571-02

Site 2-120
Acres: 9.1
Current GP: MDR
Proposed GP: MDR
Current Zoning: SP-AG
Proposed Zoning: SP-AG -AH
Min Density: 20
Max Density: 30
Opportunity Area: Great Park Corridor
VLI: 62 units
Low: 37 units
Mod: 50 units
Above Mod: 50 units
Total HE Capacity: 200 units
Max Density Capacity: 273 units

13. APN 1053-531-01

    Site 2-115
    Acres: 3.0
    Current GP: MDR
    Proposed GP: MDR
    Current Zoning: SP-AG
    Proposed Zoning: SP-AG -AH
    Min Density: 20
    Max Density: 30
    Opportunity Area: Great Park Corridor
    VLI: 21 units
    Low: 12 units
    Mod: 17 units
    Above Mod: 17 units
    Total HE Capacity: 66 units
    Max Density Capacity: 90 units

14. APN 1053-531-04

    Site 2-116
    Acres: 2.9
    Current GP: MDR
    Proposed GP: MDR
    Current Zoning: SP-AG
    Proposed Zoning: SP-AG -AH
    Min Density: 20
    Max Density: 30
    Opportunity Area: Great Park Corridor
    VLI: 20 units
    Low: 12 units
    Mod: 16 units
    Above Mod: 16 units
    Total HE Capacity: 63 units
    Max Density Capacity: 87 units

15. APN 1053-581-04

    Site 2-122
    Acres: 9.0
    Current GP: MDR

Proposed GP: MDR
Current Zoning: SP-AG
Proposed Zoning: SP-AG -AH
Min Density: 20
Max Density: 30
Opportunity Area: Great Park Corridor
VLI: 62 units
Low: 36 units
Mod: 50 units
Above Mod: 50 units
Total HE Capacity: 197 units
Max Density Capacity: 270 units

16. APN 1053-581-03

Site 2-121
Acres: 9.1
Current GP: MDR
Proposed GP: MDR
Current Zoning: SP-AG
Proposed Zoning: SP-AG -AH
Min Density: 20
Max Density: 30
Opportunity Area: Great Park Corridor
VLI: 63 units
Low: 37 units
Mod: 50 units A
above Mod: 50 units
Total HE Capacity: 200 units
Max Density Capacity: 273 units

Total EBSP Sites Maximum Density: 5,463 units

The EBSP area sites have a maximum density of 5,463 residential units. The Project proposes to change the General Plan Land Use and Zoning designations for these sites, which will reduce their total residential capacity to 0 dwelling units. It is not possible to calculate if the identified replacement sites provide zoning capacity for at least 5,463 units because the EIR does not provide the necessary information to conduct this analysis. It is also not possible to calculate the overall existing zoning capacity of all affected APNs at each income level, nor the proposed overall zoning capacity of all affected APNs at each income level, because the EIR does not provide the necessary information to conduct this analysis.

20. https://hcdpowerbi.blob.core.windows.net/housing-elements/ontario-6th-adopted031122.pdf

Response O1-15

See Responses O1-13 and O1-14. One of the primary goals of the Policy Plan Amendment is to "Ensure there is no net loss in overall housing capacity within the City, consistent with the requirements of state law." As stated on page 2-37, the proposed land use changes result in a net gain in housing capacity, increasing the estimated number of allowed units from 129,951 units under TOP 2050, to 137,177 units under the proposed project, an increase of 5.6 percent, meeting the requirements of SB 330.

Chapter 2, *Project Description*, includes the list of Assessor Parcel Numbers (APNs) affected by the proposed land use changes. As detailed in Response O1-4, the Draft SEIR also includes Figure 2-6, *Policy Plan Amendment Areas of Change*, which identifies the location of the parcels associated with the Policy Plan Amendment. At the request of the Commenter, Figure 2-6a through 2-6c, *Policy Plan Amendment Area of Change*, has been added to the SEIR in order to identify the parcel numbers on this figure (see Appendix B, *Revised Draft SEIR Figures*).

The project description is not inaccurate or misleading. The Draft SEIR provides a clear and consistent project description with detailed information on the change in non-residential (and employment land use as a subsect of this total) land uses in the City that the public and decision makers would need to evaluate the potential impacts of those land use changes.

Comment O1-16

The EIR does not provide any information to determine the Project's compliance or noncompliance with statutory requirements of the Housing Crisis Act (HCA) of 2019/Senate Bill (SB) 330[21]/SB 8[22]. The HCA/SB 330/SB 8 requires replacement housing sites when any land designated for housing development (including land not in the Housing Element sites inventory) experiences land use changes to ensure no net loss of housing capacity. The EIR has not included substantial evidence to support compliance with these laws nor a less-than-significant finding. The EIR must be revised to include a finding of significance and recirculated for public review. Table 3.11-1 Policy Plan Amendment Consistency with SCAG Connect SoCal includes a general and broad discussion of the Project and excludes analysis with specific policies of the RTP/SCS. The sweeping generalizations exclude analysis that the project will result in significant and unavoidable impacts to Air Quality (inconsistent with AQMP, local and regional construction emissions, localized construction emissions, and cumulative health risks), Greenhouse Gases (project-related emissions and inconsistency with the City's Community Climate Action Plan), and Transportation (increase in VMT). The EIR's findings of significance directly conflict with its generalizations that the Project is consistent with key goals related to mobility and

environmental goals and policies related to sustainable development, air quality, clean transportation, and climate resilience. The EIR has not provided any analysis here with the policies of SCAG's Connect SoCal RTP/SCS, and a revised EIR must be prepared to at minimum include consistency analysis of the following.

1. Equitable Engagement and Decision-Making Policy 46. Promote racial equity that is grounded in the recognition of the past and current harms of systemic racism and one that advances restorative justice.
2. Equitable Engagement and Decision-Making Policy 47. Increase equitable, inclusive, and meaningful representation and participation of people of color and disadvantaged communities in planning processes.
3. Sustainable Development Policy 48. Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption, and promote resilience.
4. Sustainable Development Policy 49. Support communities across the region to advance innovative, sustainable development practices.
5. Sustainable Development Policy 50. Recognize and support the diversity of communities across the region by promoting local place-making, planning, and development efforts that advance equity, mobility, resilience, and sustainability.
6. Air Quality Policy 51. Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts.
7. Air Quality Policy 52. Support investments that reduce hazardous air pollutants and greenhouse gas emissions.
8. Air Quality Policy 53. Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities.
9. Climate Resilience Policy 64. Prioritize the most vulnerable populations and communities subject to climate hazards to help the people, places, and infrastructure that are most at risk for climate change impacts. In doing so, recognize that disadvantaged communities are often overburdened.
10. Climate Resilience Policy 65. Support local and regional climate and hazard planning and implementation efforts for transportation, land use, and other factors.
11. Climate Resilience Policy 66. Support nature-based solutions to increase regional resilience of the natural and built environment.

A revised EIR must be prepared to disclose the Project's inconsistency with these policies and include a finding of significance.

21 Housing Crisis Act of 2019/SB 330
https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200SB330

22 SB 8 https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220SB8

Response O1-16

See Responses O1-13 and O1-14. One of the primary goals of the Policy Plan Amendment is to "Ensure there is no net loss in overall housing capacity within the City, consistent with the requirements of state law." As stated on page 2-37, of Chapter 2, *Project Description*, the proposed land use changes result in a net gain in housing capacity, increasing the estimated number of allowed units from 129,951 units under TOP 2050, to 137,177 units under the proposed project, an increase of 5.6 percent, meeting the requirements of SB 330. The requirements of SB 330 and SB 166 are cited several times throughout Chapter 2 in relation to the proposed project. Recirculation is not required pursuant to CEQA Guidelines section 15088.5.

The CEQA Guidelines section 15358(b) defines effects on the environment as physical changes. Consistency with regional plans would only result in an impact if being inconsistent with that plan or policy would result in a physical impact to the environment. Section 3.11, *Land Use and Planning,* includes a consistency analysis with SCAG's Connect SoCal's overarching goals in Table 3.11-1, *Policy Plan Amendment Consistency with SCAG Connect SoCal*. As noted by GSEJA Table 3-11.1 does not identify consistency with every individual policy in Connect SoCal but provides an analysis with Mobility, Communities, Environment, and Economy goals. The Draft SEIR need not evaluate consistency of every policy in SCAG's RTP/SCS to determine consistency. The proposed project provides a reasoned analysis of goals that are relevant to environmental effects, with enough detail to show that the proposed project would not result in a physical environmental impact as a result of being inconsistent with these goals.

Comment O1-17

Additionally, the EIR has not analyzed the Policy Plan Amendment in accordance with the existing General Plan policies. The EIR concludes that the Project will result in significant and unavoidable impacts to Air Quality (inconsistent with AQMP, local and regional construction emissions, localized construction emissions, and cumulative health risks), Cultural Resources (Historic Resources), Noise (Construction Noise, Traffic Noise, Construction Vibration, Heavy Truck Vibration, and Exterior Airport Noise Exposure), Greenhouse Gases (Project related emissions and inconsistency with the City's Community Climate Action Plan), Transportation (increase in VMT). The PPA is directly inconsistent with several TOP items listed below, including but not limited to Policy LU-2.4, Policy LU-2.10, Policy LU-5.1, Policy LU-5.2, Policy LU-5.6, Policy H-2.4, Policy H-4.6, Goal ER-4, Policy ER-4.6, Goal CE-3, and Policy CE3-1. The EIR relying upon

approval of the PPA itself to determine consistency with TOP circumvents CEQA's requirements for meaningful disclosure and informational documents. The EIR must be revised to include an analysis of the proposed PPA in accordance with the existing TOP goals and policies in order to provide an adequate and accurate environmental analysis.

Response O1-17

The comment asserts that the EIR improperly relies on approval of the proposed Policy Plan Amendment to establish consistency with the TOP and therefore fails to evaluate the Project against existing TOP goals and policies. The comment further contends that the project is inconsistent with several identified TOP policies because the EIR identifies significant and unavoidable impacts related to air quality, cultural resources, noise, greenhouse gas emissions, and transportation.

CEQA does not require a project to be fully consistent with every existing TOP policy in order for an EIR to be adequate. Rather, CEQA requires disclosure and analysis of the project's environmental impacts, including inconsistencies with applicable plans and policies where relevant. CEQA Guidelines section 15125(d). The EIR satisfies this requirement by fully disclosing the project's significant and unavoidable impacts related to air quality, cultural resources, noise, GHG emissions, and transportation, and by identifying feasible mitigation measures where available.

Moreover, the existence of significant and unavoidable impacts does not itself establish inconsistency with the TOP. Consistency determinations require consideration of whether a project is compatible with the general plan viewed as a whole, and the agency retrains broad discretion to weigh and balance competing policies and objectives. *East Sacramento Partnership for a Livable City v. City of Sacramento* (2016) 5 Cal.App.5th 281, 305. A project's inconsistency with a policy does not, by itself, constitute a significant environmental impact under CEQA. *Joshua Tree Downtown Bus. Alliance v. County of San Bernardino* (2016) 1 Cal.App.5th 677, 695.

The comment does not explain how the Policy Plan Amendment would be inconsistent with the cited TOP goals or policies, nor does it identify any specific aspect of the EIR's analysis that is allegedly inaccurate or unsupported. A generalized assertion that the Policy Plan Amendment conflicts with various TOP policies, without substantial evidence or reasoned explanation, does not demonstrate inadequacy in the Draft EIR.

Nowhere in Section 3.11, *Land Use and Planning*, does the analysis state that impacts associated with the Policy Plan Amendment to land use and planning criteria b) are less than significant once the project is adopted or because it would be adopted. The Policy Plan Amendment project is the goals and policies of TOP 2050 (see Section 3.11, *Land Use and Planning*). The Draft SEIR does not rely on approval of the Policy Plan Amendment for less than significant impacts for land use and planning.

Lastly, a consistency analysis of the EBPSP with TOP Policies is included in Table 3.11-3, *EBPSP Policy Plan Consistency Analysis*. As noted in Response O1-16, impacts would only be significant if being inconsistent with a TOP policy would result in a physical impact to the environment. Table 3.11-3 provides a reasoned analysis of goals and policies that are relevant to environmental effects of the EBPSP, with enough detail to show that the proposed project would not result in a physical environmental impact as a result of being inconsistent with these goals.

The EIR contains substantial evidence supporting its analysis and conclusions regarding environmental impact and plan consistency. The comment does not identify any specific inadequacy in the EIR's analysis or omission of material information that would require recirculation or revision pursuant to CEQA Guidelines section 15088.5.

Comment O1-18

Further, Table 3.11-3 EBPSP Policy Plan Consistency Analysis has not provided consistency analysis with all TOP items, and a revised EIR must be prepared to include a consistency analysis with all goals and policies of the TOP, including but not limited to the following:

1. Goal LU-1. A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.
2. Policy LU-1.7 Revenues and Costs. We require future amendments to our Land Use Plan to be accompanied by analyses of fiscal impacts.
3. Policy LU-2.4 Regulation of Nuisances. We regulate the location, concentration, and operation of potential nuisances.
4. Policy LU-2.10 Sensitive Uses. We monitor and share information with the community about stationary and non-stationary emission sources. We encourage siting and design of facilities to minimize health and safety risks on existing and proposed sensitive uses, especially in environmental justice areas.
5. Policy LU-2.11 Context-Aware Transitions and Connections. We require new development projects and land-planning efforts to provide context-aware and appropriate transitions and connections between existing and planned neighborhoods, blocks, sites, and buildings.
6. Goal LU-5. Integrated airport systems and facilities that minimize negative impacts on the community and maximize economic benefits.
7. Policy LU-5.1 Coordination with Airport Authorities. We collaborate with the FAA, Caltrans Division of Aeronautics, airport owners, neighboring jurisdictions, and other stakeholders in the preparation, update, and maintenance of airport-related plans.

8. Policy LU-5.2 Airport Planning Consistency. We coordinate with airport authorities to ensure The Ontario Plan is consistent with state law, federal regulations, and/or adopted master plans, and airport land use compatibility plans for ONT and Chino Airport.

9. Policy LU-5.6 Alternative Process. We fulfill our responsibilities and comply with state law with regard to the Alternative Process for proper airport land use compatibility planning.

10. Policy H-2.4 Ontario Ranch. We support a premier lifestyle community in the Ontario Ranch, distinguished by diverse housing, the highest design quality, and cohesive and highly amenitized neighborhoods.

11. Policy H-4.6 Fair Housing. We further fair housing by prohibiting discrimination in the housing market, lifting barriers that restrict access to housing, and providing education, support, and enforcement services to address discriminatory practices.

12. Policy PR-1.5 Acreage Standard. We strive to provide 5 acres of parkland (public and private) per 1,000 residents.

13. Policy PR-1.6 Private Parks. We expect development to provide a minimum of 2 acres of developed private park space per 1,000 residents.

14. Goal ER-1. A reliable and cost-effective system that permits the City to manage its diverse water resources and needs.

15. Policy ER-1.1 Local Water Supply. We increase local water supplies to reduce our dependence on imported water. New and redevelopment projects are aligned with our available water supply and/or to enhance our available water supply.

16. Policy ER-1.2 Matching Supply to Use. We match water supply and quality to the appropriate use.

17. Goal ER-4. Improved indoor and outdoor air quality and reduced locally generated pollutant emissions.

18. Policy ER-4.6 Particulate Matter. We support efforts to reduce particulate matter to meet State and Federal Clean Air Standards.

19. Policy ER-4.9. New Localized Air Pollution Sources Near Existing Sensitive Receptors. We require new developments to conduct a Health Risk Assessment for land uses that generate more than 100 trucks per day or 40 trucks per day by trucks operating transportation refrigeration units (TRUs) within 1,000 feet of sensitive land uses (California Health and Safety Code § 42705.5(a)(5)). If the health risk assessment determines the new development poses health hazards that increase the incremental cancer risk above the threshold established by the South Coast Air Quality Management District (AQMD), we will only approve permits upon the condition that adequate mitigation measures are proposed and implemented for potential impacts on the

sensitive uses around the site and along the route within Ontario taken by the trucks to and from freeways. We require new developments that must perform a health risk assessment to conduct additional public outreach by sending notifications in multiple languages to all residents living within 500 feet, and encourage hosting a public meeting.

20. Goal CE-3. Decision-making deliberations that incorporate the full short-term and long-term economic and fiscal implications of proposed City Council actions.

21. Policy CE3-1 Fiscal Impact Disclosure. We require requests for City Council action to disclose the full fiscal impacts, including direct and indirect costs.

22. Policy CE-3.2 General Plan Amendments. We require those proposing General Plan amendments to disclose reasonably foreseeable impacts through a fiscal analysis.

23. Policy CE-3.3 Long-Term Funding Disclosure. We require those requesting City support or funding for projects or programs to disclose if and how they can be continued without further City support.

24. Policy SR-2.7 Community Engagement. We promote targeted outreach and education to historically underrepresented groups to encourage meaningful participation in the decision-making process for projects whose outcomes will affect land use in environmental justice areas.

25. Policy M-3.2 Alternative Transit Facilities at New Development. We require new development adjacent to an existing or planned transit stop to contribute to the creation of transit facilities, such as bus shelters, transit bays and turnouts, and bicycle facilities, such as secure storage areas.

It is vital for the EIR to provide an analysis of the project in accordance with these General Plan items, particularly as there are requirements for fiscal impact disclosure and fiscal analysis applicable to the proposed Project that are not provided for analysis.

Response O1-18

See Response O1-17. Table 3.11-3 provides a reasoned analysis of goals and policies that are relevant to environmental effects of the EBPSP, with enough detail to show that the proposed project would not result in a physical environmental impact as a result of being inconsistent with these goals. The policies listed by the Commenter are generally directed towards City staff for use during land use decisions.

CEQA does not require an EIR to prove complete consistency with every policy or goal within a general plan. *Golden Door Props., LLC v. County of San Diego* (2020) 50 Cal.App.5th 467, 502. Rather, consistency determinations require consideration of whether a project is compatible with the general plan viewed as a whole, and the agency retrains broad discretion to weigh and

balance competing policies and objectives. *East Sacramento Partnership for a Livable City v. City of Sacramento* (2016) 5 Cal.App.5th 281, 305. In addition, a project's inconsistency with a policy does not, by itself, constitute a significant environmental impact under CEQA. *Joshua Tree Downtown Bus. Alliance v. County of San Bernardino* (2016) 1 Cal.App.5th 677, 695. CEQA likewise does not require an EIR to explain why the project is consistent with applicable plans or to provide support for a conclusion there are no plan inconsistencies. *North Coast Rivers Alliance v. Marin Mun. Water Dist.* (2013) 216 Cal.App.4th 883, 894.

Further, CEQA Guidelines section 15125(d) only requires an EIR to discuss any inconsistencies between the proposed project and applicable plans. The comment does not explain how the EBPSP would be inconsistent with the cited TOP goals or policies, nor does it identify any specific aspect of the EIR's analysis that is allegedly inaccurate or unsupported. A generalized assertion that the EBPSP conflicts with various TOP policies, without substantial evidence or reasoned explanation, does not demonstrate inadequacy in the EIR.

Lastly, the CEQA Guidelines section 15358(b) defines effects on the environment as physical changes. CEQA Guidelines sections 15064(e) and 15382 provide that fiscal or economic effects may not be treated as significant effects on the environment. In addition, Public Resources Code Section 20180(e) and CEQA Guidelines section 15064(f)(6) provide that evidence of social or economic impacts that do not contribute to, or are not caused by, physical impacts on the environment is not substantial evidence of a significant effect on the environment.

Recirculation is not required pursuant to CEQA Guidelines section 15088.5.

Comment O1-19

Additionally, as discussed fully in the Hazards and Hazardous Materials section, the Project has not met the statutory requirements for airport compatibility planning via the Alternative Process for the Chino Airport. The EIR is inadequate as an informational document and does not meet CEQA's requirements for meaningful disclosure due to the lack of analysis with these requirements. The Project ultimately does not comply with these requirements, and the EIR must be revised to include a statement regarding the inconsistency and include a finding of significance.

Table 3.11-3 EBPSP Policy Plan Consistency Analysis includes misleading and erroneous consistency analysis for several items, and the EIR must be revised to remove these statements and provide accurate information. For example, the EIR concludes the project is consistent with "Policy ER-4.1. Land Use. We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance," because, "The EBPSP would provide employment land uses in close proximity to major transportation corridors (Interstate 10, Interstate 15, State Route 60, State Route 83, State Route 71, and State Route 91) and near bus rapid transit (BRT) corridors along Edison

Avenue/Ontario Ranch Road and Euclid Avenue. Therefore, the Specific Plan area provides local employment opportunities for residents and serves to improve the regional jobs-housing balance.

Response O1-19

See Response O1-9 regarding airport land use compatibility. Public Utilities Code Section 21670.1 does not apply as the City of Ontario is not overriding the ALUC's determination of inconsistency. Section 3.9, *Hazards and Hazardous Materials*, of the Draft SEIR and Section 3.11, *Land Use and Planning*, identify that the proposed project is consistent with Caltrans 2011 Handbook.

The Commenter has not identified substantial evidence that the proposed project would create a physical hazard to air navigation, substantially interfere with airport operations, or otherwise result in a significant airport-related environmental impact requiring a finding of significance under CEQA. To the extent the Commenter alleges procedural or jurisdictional deficiencies associated with the Alternative Process under Public Utilities Code Section 21670.1, such assertions concern regulatory or intergovernmental coordination issues and do not, in themselves, establish physical environmental impacts.

The City disagrees with GSEJA that the EBPSP does not comply with the safety requirements for Chino Airport and warrants a 'significant' finding. The Draft SEIR, starting on page 3.9-56 of Section 3.9 provides a detailed consistency evaluation with the CNO safety zones. Table 3.9-2, CNO Compatibility Criteria Matrix, details the criteria required for new development within the safety zones. The EBPSP land uses would equate to an average of 8.41 people per acre, which is substantially below the non-residential intensity limits for Zone 6 and Zone 4. No changes to the CNO airport compatibility analysis are needed.

The Commenter's disagreement with the City's policy interpretation does not establish that the consistency analysis is inaccurate or unsupported. Policy consistency analyses inherently involve the exercise of planning judgment and balancing of multiple policy considerations. Here, the Draft SEIR acknowledges that the project would result in significant and unavoidable air quality and GHG impacts, while separately evaluating whether the project is generally consistent with broader land use, transportation, and economic development policies contained in TOP 2050. A project may remain generally consistent with an applicable policy framework even where certain environmental impacts remain significant and unavoidable.

See Response See Response O1-18 regarding consistency with TOP policies. Table 3.11-3 provides a reasoned analysis of goals and policies that are relevant to environmental effects of the EBPSP, with enough detail to show that the proposed project would not result in a physical environmental impact as a result of being inconsistent with these goals. Specifically, the EBPSP would be consistent with Policy ER-4.1 by developing a site within an urbanized area that would

utilize existing regional transportation infrastructure and public services. The project would provide employment opportunities proximate to existing and proposed residential communities within the region, which may reduce vehicle miles traveled associated with longer-distance commuting patterns. Additionally, development projects implemented pursuant to the EBPSP would be required to comply with applicable State and local regulations pertaining to energy efficiency, air quality, vehicle emissions, and sustainability measures, which would further reduce operational greenhouse gas and criteria pollutant emissions. Therefore, the EBPSP would be consistent with this Policy.

The Commenter's disagreement with planning conclusion does not demonstrate that the Draft SEIR is misleading, inadequate, or legally deficient under CEQA. Recirculation is not required pursuant to CEQA Guidelines section 15088.5.

Comment O1-20

Additionally, the Specific Plan area provides an integrated system of sidewalks, bikeways, and multipurpose trails on internal and perimeter roadways to encourage non-vehicular modes of transportation." The analysis here excludes the possibility that the proposed Project will result in significant and unavoidable cumulatively considerable GHG emissions and impacts. The EIR has not provided substantial evidence to support the conclusion that the Project does not conflict with this policy, and the EIR's own findings conclude that the Project will have significant and unavoidable impacts. A revised EIR must be prepared to include an accurate analysis that discloses and employs the Project's significant and unavoidable impacts for analysis and includes a finding of significance due to direct inconsistencies with this policy.

Response O1-20

See Response O1-19. The CEQA Guidelines section 15358(b) defines effects on the environment as physical changes. Consistency with regional plans would only result in an impact if being inconsistent with that plan or policy would result in a physical impact on the environment.

Comment O1-21

Similarly, the EIR concludes the project is consistent with, "Policy ER-4.3: Greenhouse Gases (GHG) Emissions Reductions. We will reduce GHG emissions in accordance with regional, state, and federal regulations," because, "As discussed in Section 3.8, Greenhouse Gas Emissions, the Specific Plan would be consistent with applicable regional, State, and federal regulations related to the reduction of GHG emissions and would not obstruct implementation of any GHG reduction plans/programs." The analysis here excludes the possibility that the proposed Project will result in significant and unavoidable cumulative GHG emissions and impacts, including inconsistency with the City's Community Climate Action Plan and emissions that will impede regional, state, and federal GHG reduction targets. A revised EIR must be prepared to include an

accurate analysis that discloses and employs the Project's significant and unavoidable impacts for analysis and includes a finding of significance due to direct inconsistencies with this policy.

Response O1-21

Section 3.8, *Greenhouse Gas Emissions*, of the Draft SEIR included an evaluation of the magnitude of GHG emissions associated with the Policy Plan Amendment and EBPSP under Significance Criteria a) (starting on Draft SEIR page 3.8-24) as well as a general consistency evaluation of the proposed project with plans adopted for the purpose of GHG emissions under Significance Criteria b) (starting on Draft SEIR page 3.8-39). The quantitative evaluation under Significance Criteria a) significance conclusions do not alter the significance conclusions under Significant Criteria b) because these are two different metrics. The City's Community Climate Action Plan (CCAP) is an implementation program of TOP 2050. The goals and policies of TOP 2050 support the City's GHG reduction goals that are implemented through measures identified in the CCAP. Neither the Policy Plan Amendment nor the Specific Plan are inconsistent with the measures in the City's CCAP. As identified in CEQA Guidelines section 15088.5, *Recirculation of an EIR prior to Certification*, none of the conditions that would trigger recirculation have been met.

Comment O1-22

The EIR also concludes that the Project is consistent with "Policy M1-6: Reduced Vehicle Miles Traveled. We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects," because, "Uses internal to the Specific Plan would be connected through internal circulation systems, including sidewalks, bike lanes, and multi-purpose trails, reducing vehicle miles traveled." The analysis here excludes the possibility that the proposed Project will increase VMT and result in significant and unavoidable cumulative considerable VMT impacts. A revised EIR must be prepared to include an accurate analysis that discloses and employs the Project's significant and unavoidable impacts for analysis and includes a finding of significance due to direct inconsistencies with this policy. .

Response O1-22

See Response O1-21. Section 3.17, *Transportation,* of the Draft SEIR evaluates the VMT impacts of the proposed project. Page 3.17-39 the analysis concluded that the proposed project would result in project-level and cumulative significant and unavoidable VMT impacts. The executive summary shows the VMT determinations, as well as Chapter 4, *Alternatives,* of the Draft SEIR. The Policy Plan Amendment and the Specific Plan are consistent with the measures in the City's CCAP. The proposed project's significant and unavoidable finding on VMT impacts is not

applicable to the consistency evaluation with the measures in the City's CCAP. Recirculation is not required pursuant to CEQA Guidelines section 15088.5.

Comment O1-23

The EIR concludes the Project is consistent with "Policy M1-5: Level of Service. Maintain a peak hour Level of Service (LOS) E or better at all intersections. Maintain Level of Service D or better on arterial streets in the City. Develop and maintain a list of locations where LOS E or LOS F is considered acceptable and would be exempt from this level of service policy. Considerations for LOS exemption include being restricted by environmental constraints, lacking available right-of-way, deterring an increase in VMT, or degrading other modes of travel (such as bicycle or pedestrian infrastructure)," because, "The Traffic Analysis identifies improvements and fair share contributions to be assessed of the EBPSP to maintain acceptable LOS at affected intersections." However, as stated in the Transportation analysis below, none of these improvements and fair share contributions are included as Mitigation Measures in the EIR nor discussed as required improvements. Without implementation of these requirements, the impacts remain significant and unavoidable, and a finding of significance must be included in a revised EIR.

Response O1-23

The comments on delay-based metrics, such as level of service (LOS) do not address the adequacy of the analysis in the Draft SEIR pursuant to SB 743. In accordance with SB 743, Section 3.17, *Transportation*, of the Draft SEIR evaluated the VMT impacts of the proposed project. However, a Traffic Impact Analysis (TIA) was conducted for the EBPSP and was included as Appendix K3 to the Draft SEIR. The recommendations for traffic improvements identified in the TIA for the EBPSP will be required as Conditions of Approval. However, since these are delay-based recommendations, these improvements are not required to mitigate physical impacts on the environment under CEQA.

Comment O1-24

3.14 Population and Housing

The EIR has excluded the revised Draft Housing Element as an appendix to the EIR. This does not comply with CEQA's requirements for adequate informational documents and meaningful disclosure (CEQA Guidelines Section 15121 and PRC Section 21003(b)). Incorporation by reference (CEQA Guidelines Section 15150 (f)) is not appropriate as the revised Draft Housing Element contributes directly to the analysis of the problem at hand and is relied upon throughout the EIR to support less than significant findings. A revised EIR must be prepared to include the revised Draft Housing Element as an appendix to the EIR for review, analysis, and comment by the public and decision makers.

Response O1-24

See Response O1-5. The information requested by GSEJA was made available to the public during circulation of the Draft SEIR on the City's "Environmental Documents" portion of the City's website. Recirculation is not required pursuant to CEQA Guidelines section 15088.5.

Comment O1-25

The Project faces significant inconsistency with the State Housing Element Law. Pursuant to Government Code Section 65863[23], a jurisdiction shall ensure that its housing element sites inventory "can accommodate, at all times throughout the planning period, its remaining unmet share of the regional housing need allocated pursuant to Section 65584" and "at no time…shall a city, county, or city and county by administrative, quasi-judicial, legislative, or other action permit or cause its inventory of sites identified in the housing element to be insufficient to meet its remaining unmet share of the regional housing need." Further, this Section states the following:

> "No city, county, or city and county shall, by administrative, quasi-judicial, legislative, or other action, reduce, or require or permit the reduction of, the residential density for any parcel to, or allow development of any parcel at, a lower residential density, as defined in paragraphs (1) and (2) of subdivision (g), unless the city, county, or city and county makes written findings supported by substantial evidence of both of the following:
>
> (A)The reduction is consistent with the adopted general plan, including the housing element.
>
> (B) The remaining sites identified in the housing element are adequate to meet the requirements of Section 65583.2 and to accommodate the jurisdiction's share of the regional housing need pursuant to Section 65584. The finding shall include a quantification of the remaining unmet need for the jurisdiction's share of the regional housing need at each income level and the remaining capacity of sites identified in the housing element to accommodate that need by income level."

Table B-2: Housing Element Sites Inventory within the City's HCD Certified Housing Element[24] identifies 16 parcels from the EBSP portion of the Project site as part of its identified sites inventory to accommodate its RHNA allocation.

1. APN 0216-322-01

   Site 2-70
   Acres: 9.1

Current GP: MDR
Proposed GP: MU-BC
Current Zoning: SP-AG
Proposed Zoning: SP-AG-AH
Min Density: 25 Max Density: 45
Opportunity Area: Great Park Corridor
VLI: 40 units
Low: 24 units
Mod: 32 units
Above Mod: 32 units
Total HE Capacity: 127 units
Max Density Capacity: 409 units

2. APN 0216-322-02

Site 2-71
Acres: 3.1
Current GP: MDR
Proposed GP: MU-BC
Current Zoning: SP-AG
Proposed Zoning: SP-AG -AH
Min Density: 25
Max Density: 45
Opportunity Area: Great Park Corridor
VLI: 13 units
Low: 8 units
Mod: 11 units
Above Mod: 11 units
Total HE Capacity: 42 units
Max Density Capacity: 139 units

3. APN 0216-321-06

Site 2-67
Acres: 5.7
Current GP: MDR
Proposed GP: MU-BC
Current Zoning: SP-AG
Proposed Zoning: SP-AG -AH
Min Density: 25
Max Density: 45
Opportunity Area: Great Park Corridor

VLI: 25 units
Low: 15 units
Mod: 20 units
Above Mod: 20 units
Total HE Capacity: 79 units
Max Density Capacity: 256 units

4. APN 0216-321-07

Site 2-68
Acres: 9.1
Current GP: MDR
Proposed GP: MU-BC
Current Zoning: SP-AG
Proposed Zoning: SP-AG -AH
Min Density: 25
Max Density: 45
Opportunity Area: Great Park Corridor
VLI: 40 units
Low: 24 units
Mod: 32 units
Above Mod: 32 units
Total HE Capacity: 128 units
Max Density Capacity: 409 units

5. APN 0216-322-10a

Site 2-129
Acres: 11.8
Current GP: MDR
Proposed GP: MDR
Current Zoning: SP-AG
Proposed Zoning: SP-AG -AH
Min Density: 20
Max Density: 30
Opportunity Area: Great Park Corridor
VLI: 81 units
Low: 48 units
Mod: 65 units
Above Mod: 65 units
Total HE Capacity: 258 units
Max Density Capacity: 354 units

6. APN 0216-322-10b

Site 2-130
Acres: 11.8
Current GP: MDR
Proposed GP: MU-BC
Current Zoning: SP-AG
Proposed Zoning: SP-AG -AH
Min Density: 25
Max Density: 45
Opportunity Area: Great Park Corridor
VLI: 52 units Low: 31 units
Mod: 41 units
Above Mod: 41 units
Total HE Capacity: 165 units
Max Density Capacity: 531 units

7. APN 0216-321-01

Site 2-64
Acres: 8.8
Current GP: MDR
Proposed GP: MU-BC
Current Zoning: SP-AG
Proposed Zoning: SP-AG -AH
Min Density: 25
Max Density: 45
Opportunity Area: Great Park Corridor
VLI: 38 units Low: 22 units
Mod: 31 units
Above Mod: 31 units
Total HE Capacity: 121 units
Max Density Capacity: 396 units

8. APN 0216-321-02

Site 2-65
Acres: 7.5
Current GP: MDR
Proposed GP: MU-BC
Current Zoning: SP-AG
Proposed Zoning: SP-AG -AH
Min Density: 25

Max Density: 45
Opportunity Area: Great Park Corridor
VLI: 32 units
Low: 19 units
Mod: 26 units
Above Mod: 26 units
Total HE Capacity: 103 units
Max Density Capacity: 337 units

9. APN 1053-551-01

Site 2-118
Acres: 26.7
Current GP: MDR
Proposed GP: MU-BC
Current Zoning: SP-AG
Proposed Zoning: SP-AG -AH
Min Density: 25
Max Density: 45
Opportunity Area: Great Park Corridor
VLI: 118 units
Low: 69 units
Mod: 93 units
Above Mod: 93 units
Total HE Capacity: 373 units
Max Density Capacity: 1,201 units

10. APN 1053-541-01

Site 2-117
Acres: 5.5
Current GP: MDR
Proposed GP: MDR
Current Zoning: SP-AG
Proposed Zoning: SP-AG -AH
Min Density: 20
Max Density: 30
Opportunity Area: Great Park Corridor
VLI: 38 units
Low: 22 units
Mod: 30 units
Above Mod: 30 units

Total HE Capacity: 121 units
Max Density Capacity: 165 units

11. APN 1053-571-01

Site 2-119
Acres: 9.1
Current GP: MDR
Proposed GP: MDR
Current Zoning: SP-AG
Proposed Zoning: SP-AG -AH
Min Density: 20
Max Density: 30
Opportunity Area: Great Park Corridor
VLI: 62 units
Low: 37 units
Mod: 50 units
Above Mod: 50 units
Total HE Capacity: 199 units
Max Density Capacity: 273 units

12. APN 1053-571-02

Site 2-120
Acres: 9.1
Current GP: MDR
Proposed GP: MDR
Current Zoning: SP-AG
Proposed Zoning: SP-AG -AH
Min Density: 20
Max Density: 30
Opportunity Area: Great Park Corridor
VLI: 62 units
Low: 37 units
Mod: 50 units
Above Mod: 50 units
Total HE Capacity: 200 units
Max Density Capacity: 273 units

13. APN 1053-531-01

Site 2-115
Acres: 3.0

Current GP: MDR
Proposed GP: MDR
Current Zoning: SP-AG
Proposed Zoning: SP-AG -AH
Min Density: 20
Max Density: 30
Opportunity Area: Great Park Corridor
VLI: 21 units
Low: 12 units
Mod: 17 units
Above Mod: 17 units
Total HE Capacity: 66 units
Max Density Capacity: 90 units

14. APN 1053-531-04

Site 2-116
Acres: 2.9
Current GP: MDR
Proposed GP: MDR
Current Zoning: SP-AG
Proposed Zoning: SP-AG -AH
Min Density: 20
Max Density: 30
Opportunity Area: Great Park Corridor
VLI: 20 units
Low: 12 units
Mod: 16 units
Above Mod: 16 units
Total HE Capacity: 63 units
Max Density Capacity: 87 units

15. APN 1053-581-04

Site 2-122
Acres: 9.0
Current GP: MDR
Proposed GP: MDR
Current Zoning: SP-AG
Proposed Zoning: SP-AG -AH
Min Density: 20
Max Density: 30

Opportunity Area: Great Park Corridor
VLI: 62 units
Low: 36 units
Mod: 50 units
Above Mod: 50 units
Total HE Capacity: 197 units
Max Density Capacity: 270 units

16. APN 1053-581-03

Site 2-121
Acres: 9.1
Current GP: MDR
Proposed GP: MDR
Current Zoning: SP-AG
Proposed Zoning: SP-AG -AH
Min Density: 20
Max Density: 30
Opportunity Area: Great Park Corridor
VLI: 63 units
Low: 37 units
Mod: 50 units
Above Mod: 50 units
Total HE Capacity: 200 units
Max Density Capacity: 273 units

Total EBSP Sites Maximum Density: 5,463 units

The EBSP area sites have a maximum density of 5,463 residential units. The Project proposes to change the General Plan Land Use and Zoning designations for these sites, which will reduce their total residential capacity to 0 dwelling units. The EIR has not provided substantial evidence to demonstrate that the remaining sites identified in the housing element are adequate to meet the requirements of Government Code Section 65583.2 and to accommodate the jurisdiction's share of the regional housing need pursuant to Government Code Section 65584 through the end of the 2021-2029 planning period. As an example, Table B-2: Housing Element Sites Inventory within the Housing Element was not updated to reflect or disclose the proposed changes associated with the overall Project. This means that the EIR's calculations to accommodate the City's RHNA are not supported by substantial evidence, such as the list of parcels in the inventory, parcel size, existing/proposed land use and zoning designations, and quantity of units per income level, which are not specified. The EIR has not demonstrated that the City's Housing Element can accommodate at all times throughout the planning period its remaining unmet share of the regional housing need. The EIR must be revised to include a

finding of significance because it has not demonstrated that the City can continue to accommodate its RHNA following the potential approval of the proposed Project.

23 Government Code Section 65863 https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=65863

24 https://hcdpowerbi.blob.core.windows.net/housing-elements/ontario-6th-adopted031122.pdf

Response O1-25

See Response O1-15 and Response O1-28. GSEJA's comments regarding the Housing Element Inventory are not comments on the physical environmental impacts associated with the proposed project. Chapter 2, *Project Description*, of the Draft SEIR described the revisions to the Housing Element necessary to comply with the requirements of Government Code Section 65863, enacted by SB 166, including Figure 2-7, *Policy Plan Amendment Affordability Sites Inventory Changes*, showing proposed changes to the Housing Element sites inventory.

As discussed in Response O1-28, Section 5.2 of the Housing Element Technical Report Amendments disclosed the City's revised sites inventory, including site acreage, applicable land use and zoning designations, development assumptions, density assumptions, affordability assumptions, and site capacity calculations used to evaluate the City's ability to accommodate its RHNA by income category. Section 5.2 provides the information necessary to evaluate compliance with Government Code Sections 65583(a)(3), 65583.2, and 65863, and provides a full accounting of the City's RHNA accommodation strategy. The revised sites inventory described in Section 5.2 of the Housing Element Technical Report Amendments demonstrates that the City maintains adequate capacity to accommodate its remaining RHNA allocation for all income categories following the proposed amendments and that the proposed project, which is comprised of the Policy Plan Amendments and the EBPSP, does not result in a net loss of RHNA accommodation capacity. In accordance with SB 166 (Government Code Section 65863) the EBPSP is being processed concurrently with the Policy Plan Amendments, zoning revisions, and updates to the City's Sites Inventory that will fulfill the City's RHNA requirement for all income levels (see Chapter 2 under the section entitled "Land Use Changes" starting on page 2-34 of the Draft SEIR) and Section 5.2 of the Housing Element Technical Report Amendments. The FEIR, Appendix C, also includes a summary describing how the proposed project meets RHNA requirements consistent with State Housing Law as well as the detailed sites inventory.

Comment O1-26

Government Code Section 65585(b)(1) requires that prior to submitting the revised draft Housing Element to HCD, the City must provide seven days' notice prior to submitting to HCD,

post the draft revised document on its website, and send an email notification to interested parties. The City has not posted the draft revised Housing Element on its website in compliance with Government Code Section 65585(b)(1). The document is not posted as part of the Project webpage[25] and this page does not include any information regarding submittal to HCD. The document is buried at the bottom of the CEQA documents for the overall Project, which is unusual and misleading since the draft revised Housing Element is not listed in the EIR as an attachment or appendix for public review and was not forwarded to the Governor's Office of Land Use and Climate Innovation (formerly OPR) CEQAnet clearinghouse as part of the CEQA record. The EIR does not provide substantial evidence to demonstrate that the lead agency has complied with these requirements. A finding of significance must be included in a revised EIR, and the lead agency must take action to comply.

25 https://www.myinput.com/OntarioPPA

Response O1-26

See Response O1-25. GSEJA's comments regarding review of the revisions to the Housing Element by HCD are not comments on the physical environmental impacts associated with the proposed project. The Draft Housing Element Technical Report Amendments is a component of the proposed project and does not need to be included as an Appendix to the Draft SEIR. This document was publicly available during the review period. The Draft Housing Element Technical Report was posted to the City's website on March 5, 2026. Notifications to interested parties were distributed pursuant to CEQA (See Responses O-5 and O-24). The draft revisions to the Housing Element were posted along with the environmental analysis on the City's website. A link to the City's official public review website was also provided from the project website.

On March 31, 2026, 25 days after the document was made available to the public, the City submitted the Draft Housing Element Technical Report Amendments to HCD for formal review.

Comment O1-27

The EIR has not addressed the Second District Court of Appeal's October 10, 2025, decision in the *New Commune DTLA LLC et al. v. City Redondo Beach et al.*(2025) Cal.App.5th, 2025 WL 2886322[26]. The Court held that, "An overlay cannot be used to satisfy the minimum density and residential use requirements set out in section 65583.2, subdivision (h)(2) (hereafter section 65583.2(h)(2)), where the base zoning expressly permits development that does not include housing." The proposed Mixed-Use designations for the affected APNs in the revised Housing Element sites inventory permit the development of a variety of non-residential land uses, including but not limited to office, commercial, hospitality, and retail. The underlying land use and zoning designations permit development that does not include housing on the identified sites. This fails to satisfy the requirements of Government Code section 65583.2. Additionally,

the Mixed-Use designation violates the requirement of section 65583.2(h)(2) that at least 50 percent of lower-income housing sites be "designated for residential use and for which nonresidential uses or mixed uses are not permitted" because it does not satisfy the mixed-use exception.

Further, as a result of the Redondo Beach case, any other zoning overlay in the Housing Element that is utilized to accommodate the City's RHNA does not meet statutory requirements. All zoning overlays applied to sites where the base zoning expressly permits development that does not include housing must be removed and replaced with residential zoning designations to accommodate the RHNA.

The Project website indicates that "Discovery" was conducted from August to October 2025, and Environmental Review was conducted from November 2025 to February 2026. The case decision was issued during the Discovery phase and was available throughout the entirety of the Environmental Review phase. The EIR is inadequate as an informational document and must be revised to include this information for analysis and include a finding of significance due to the Project's noncompliance with the Housing Element law.

26 https://www.courts.ca.gov/opinions/archive/B336042.PDF

Response O1-27

GSEJA's comments regarding the applicability of overlays to meet the Housing sites inventory are not comments on the physical environmental impacts associated with the proposed project. Recirculation is not required pursuant to CEQA Guidelines section 15088.5.

The Commenter raises questions regarding the interpretation of Government Code Section 65583.2(h)(2) in light of the October 10, 2025, Court of Appeal decision in *New Commune DTLA LLC et al. v. City of Redondo Beach et al.(2025) Cal.App.5th, 2025 WL 2886322*. The City acknowledges that this decision provides recent guidance regarding the use of overlay and mixed-use zoning approaches in Housing Element site inventories.

As noted by the Commenter, the Draft SEIR environmental review process occurred between November 2025 and February 2026. Although the Court of Appeal decision was issued the month before that timeframe, the case remained subject to further appellate review until January 28, 2026, when the California Supreme Court denied the petition for review. Accordingly, the legal status and ultimate precedential effect of the decision remained unresolved through much of the environmental review process.

The City also notes that the circumstances evaluated in the Redondo Beach decision differ from the City's Housing Element framework. In Redondo Beach, the court found that the issue was not the use of an overlay itself, but rather that the overlay framework allowed development

with 100 percent non-residential uses on sites that needed to be rezoned to accommodate lower-income RHNA obligations. The court also found that Redondo Beach relied on mixed-use and overlay sites to accommodate more than 50 percent of its lower-income RHNA. By contrast, mixed-use sites in the City's revised Housing Element inventory comprise less than 50 percent of the City's lower-income RHNA inventory, such that the City's site inventory strategy falls under the default provisions of Government Code Section 65583.2(h)(2), rather than the mixed-use exemption.

In addition, the Affordable Housing (AH) Overlay adopted by the City differs substantially from the overlay framework evaluated in the Redondo Beach case. In Redondo Beach, the overlay provided an optional alternative framework that allowed development under either the overlay standards or the underlying base zoning, including continued development with exclusively non-residential uses. By contrast, the City's AH Overlay is mandatory and applies to all development on sites where the overlay is identified. While the Overlay does not alter the underlying land use designations or permitted uses, it establishes additional mandatory development standards and requirements applicable to development on affected sites. These include provisions requiring that all new residential development within the overlay achieve a minimum density of 20 dwelling units per acre, as well as by-right provisions and affordability thresholds for qualifying affordable housing projects consistent with State Housing Element law.

The City's Housing Element is currently undergoing review by the California Department of Housing and Community Development (HCD). Because the City's Housing Element framework differs from the issues addressed in the Redondo Beach case, the City is coordinating with HCD to ensure statutory compliance in light of the court's clarification of Government Code Section 65583.2(h)(2). In its May 21, 2026, review letter, HCD stated that the City should consult with its own legal counsel to determine compliance with the court's decision. The City anticipates any future refinements or clarifications related to the Housing Element and Housing Element implementation would not alter the physical environmental impact analysis contained in the Draft SEIR.

Comment O1-28

Further, since Table B-2: Housing Element Sites Inventory within the Housing Element was not updated to reflect or disclose the proposed changes associated with the overall Project, it is not possible to determine if the revised site inventory meets all statutory requirements because parcel-level data is excluded. Government Code Section 65583(a)(3) requires that the Housing Element contain an, "inventory of land suitable and available for residential development, including vacant sites and sites having realistic and demonstrated potential for redevelopment during the planning period to meet the locality's housing need for a designated income level . . ." Government Code Section 65583.2 contains additional specific requirements for the sites inventory. Neither the EIR nor the draft revised Housing Element as posted on the Project EIR

webpage of the City's website contains the statutorily required information. The EIR must be revised to include this information for analysis and provide a finding of significance due to these inconsistencies with state law.

Response O1-28

See Response O1-27. GSEJA's comments regarding the applicability of overlays to meet the Housing sites inventory are not comments on the physical environmental impacts associated with the proposed project. Recirculation is not required pursuant to CEQA Guidelines section 15088.5.

The Commenter raises questions regarding the level of detail provided in the revised Housing Element sites inventory and consistency with Government Code Sections 65583(a)(3) and 65583.2. Section 5.2 of the Housing Element Technical Report Amendments disclosed the City's sites inventory, including the identification of sites, number of parcels and associated acreage, applicable zoning and land use designations, development assumptions, density assumptions, affordability assumptions, and site capacity calculations used to evaluate the City's ability to accommodate its RHNA by income category. Section 5.2 includes the information required to evaluate the adequacy of the sites inventory pursuant to Government Code Sections 65583(a)(3) and 65583.2 and provides full disclosure of the City's RHNA accommodation strategy.

Table B-2 includes the same information as Section 5.2 in a different format. An updated version of Table B-2 has been included in the FEIR Table C-13b in Appendix C. The inclusion of the table does not alter the analysis or conclusions contained in the Draft SEIR.

Comment O1-29

It must be noted that the only information the public can ascertain regarding the site's inventory is found in Figure 2-7 Policy Plan Amendment Affordability Sites Inventory Changes. This figure demonstrates that the only identified RHNA sites within the highest resource area of the City are located within the EBSP area. These sites are proposed to be removed from the inventory as part of project implementation, meaning that no RHNA sites will be located within a Highest Resource Area of the City. Figure 2-7 depicts that new sites are added on the south side of Holt Boulevard, west of Grove Avenue near the Ontario Airport. The TCAC Opportunity Map[27] identifies these sites as within a Low Resource Area (Census Tract06071001600). HUD also identifies these sites as within a Racially or Ethnically Concentrated Area of Poverty (R/ECAP – Tract 001600)[28]. These actions directly conflict with the City's statutory requirements to affirmatively further fair housing (Government Code Article 10.6).

As a result of the proposed changes to the site's inventory, the following figures must be revised and included as part of the draft revised Housing Element:

1. Figure 3-14 Sites Inventory and Median Income
2. Figure 3-15 Sites Inventory and R/ECAPs
3. Figure 3-16 Sites Inventory and Familial Status
4. Figure 3-17 Sites Inventory and Population with Disability
5. Figure 3-18 Sites Inventory and Proximity to Jobs
6. Figure 3-19 Sites Inventory and CalEnviroScreen
7. Figure 3-20 Sites Inventory and Overcrowding
8. Figure 3-21 Sites Inventory and Overpayment (Owner-Occupied Housing)
9. Figure 3-22 Sites Inventory and Overpayment (Renter-Occupied Housing)

27 https://belonging.berkeley.edu/2026-ctcachcd-affh-mapping-tool

28 https://hudgis-hud.opendata.arcgis.com/maps/HUD::racially-or-ethnically-concentrated-areas-of-poverty-recaps/about

Response O1-29

See Responses O1-26 through O1-28. GSEJA's comments regarding the Housing sites inventory are not comments on the physical environmental impacts associated with the proposed project. The GSEJA recommends that the City update the Affirmatively Furthering Fair Housing (AFFH) maps and associated analysis in the Housing Element. While this comment is not related to the physical impacts on the environment and no response under CEQA is needed, the City acknowledges the concern about AFFH and updating the Housing Element consistent with state law. The Housing Element, including the AFFH analysis, is currently undergoing review by the California Department of Housing and Community Development (HCD). Based on preliminary guidance received from HCD in November 2025 during this ongoing review process, HCD indicated that updates to the AFFH maps and analysis may not be required, beyond a summary discussion addressing the implications of the revised sites inventory. This summary can be found on page H-70 of the Draft Housing Element and found that "Although specific parcels in the sites inventory have been updated, the overall geographic distribution of capacity by income category and the associated fair housing factors remain consistent with the AFFH analysis in this chapter. The updated inventory continues to:

- Reduce the concentration of lower-income households in northwest Ontario.
- Expand affordable housing opportunities in high-resource areas.
- Support neighborhood reinvestment in low-resource areas without causing displacement."

HCD acknowledged this analysis in its May 21, 2026, review letter, but directed the City to prepare additional updates to the AFFH data and analysis to confirm that the new sites inventory continues to affirmatively further fair housing. The City is preparing revisions to the AFFH section consistent with HCD's review letter and will distribute revisions for public review for at least seven days consistent with state law before resubmitting to HCD for a formal review to determine compliance and maintain state certification.

Importantly, nothing in HCD's May 21, 2026 review letter indicates that revisions to the sites inventory, increases in residential capacity, or other land use changes are required. Rather HCD's comments are directed toward refinement of the AFFH analysis and potential programmatic measures intended to support. fair housing objectives, such as additional coordination with public agencies or not-for-profit organizations to improve educational or environmental outcomes in areas targeted for new residential development. Accordingly, the potential revisions identified by HCD are informational and programmatic in nature and would not result in new or more severe environmental impacts, intensify development beyond that already analyzed in the SEIR, or otherwise constitute significant new information requiring recirculation under CEQA Guidelines section 15088.5.

Comment O1-30

The EIR relies upon the regional SCAG jobs-housing balance to conclude that the Project will have less than significant impacts. This does not address the impacts of the Project on the City. Notably, Table 3.14-7: Comparison of Approved TOP 2050 and Proposed Project to SCAG Forecasts incorrectly calculated the SCAG projected jobs-housing ratio for 2050. Table 3.14-7 depicts SCAG projecting a 2.2 jobs-housing ratio, which is the same as the proposed Project. However, the calculation of 187,700 jobs divided by 95,500 housing units yields a 1.9 jobs-housing ratio. The EIR must be revised to correct the calculation and accurately state that the proposed Project increases the severity of the imbalanced jobs-housing ratio in the City. As stated and sourced by the EIR, the American Planning Association recommends a target of 1.5 jobs per housing unit and recommends a range of 1.3 to 1.7 jobs per housing unit. SCAG considers an area balanced when the jobs-housing balance is 1.36; communities with more than 1.36 jobs per dwelling unit are considered jobs-rich, while those with fewer than 1.36 are housing-rich[29]. The approval of the proposed Project will exacerbate the City's imbalance of jobs and housing by adding more jobs without providing the residential capacity to help achieve a jobs-housing balance in accordance with SCAG's threshold. The EIR must be revised to include a finding of significance due to this.

SCAG's Connect SoCal Demographics and Growth Forecast[30] notes that the City will add 42,100 jobs from 2019 – 2035 and 23,600 jobs from 2035 – 2050, with an overall total of 187,700 jobs in the City in 2050. Table 3.14-7 Comparison of Approved TOP 2050 and Proposed Project to SCAG Forecasts depicts that the existing approved TOP would accommodate a total of 299,204

jobs in 2050, and the proposed Project would accommodate a total of 301,035 jobs in 2050. The total jobs accommodated by the proposed Project are more than 1.5 times the SCAG projection. The proposed Project is inconsistent with regional forecasts and would generate substantial unplanned population growth in the area. A revised EIR must be prepared with a finding of significance.

29 https://scag.ca.gov/sites/default/files/old/file-attachments/neweconomyjobshousingbalance.pdf

30 SCAG Connect SoCal Demographics and Growth Forecast adopted April 2024 https://scag.ca.gov/sites/default/files/2024-05/23-2987-tr-demographics-growth-forecast-final-040424.pdf

Response O1-30

Table 3.14-7 of the Draft SEIR has been updated to reflect a 2.0 Job-Housing Ratio (see Chapter 3, *Revisions to the Draft SEIR*). This revision does not alter the conclusions of the Draft SEIR or result in any new or more sever environmental impacts associated with population and housing or the regional job-housing balance. As explained in the revised text, the updates reflect SCAG's forecast analysis assumptions and methodology rather than any change to the proposed project's development program, land use assumptions, or environmental setting.

The revised information does not constitute "significant new information" requiring recirculation under CEQA Guidelines section 15088.5. Recirculation is only required where new information added to an EIR after public notice is given but before certification deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible mitigation measure or alternative that the project's proponent. Recirculation is not required where the new information merely clarifies, amplifies, or makes insignificant modifications to an adequate EIR. CEQA Guidelines section 15088.5(b).

Here, the revision to Table 3.14-7 in the Draft SEIR is clarifying and informational in nature. The update does not identify any new significant environmental impact, substantially increase the severity of a previously identified impact, result in a feasible project alternative or mitigation considerably different from those previously analyzed, or reveal that the Draft SEIR was fundamentally inadequate or conclusory in nature. Rather, the revised table refines the presentation of regional forecasting information while maintain the same analytical conclusions disclosed in the Draft SEIR.

Moreover, the Draft SEIR already disclosed and analyzed the Project's impacts related to population growth, housing, and regional planning assumptions. See Section 3.14, *Population and Housing*, (page 3.14-10) of the Draft SEIR, regarding the analysis on the proposed project's impact on regional forecasts.

Accordingly, because the revision to Table 3.14-7 merely clarify and amplify information already contained in the Draft SEIR and do not result in any new significant impact or substantial increase in impact severity, recirculation is not required pursuant to CEQA Guidelines section 15088.5.

Comment O1-31

The EIR states that "Operations of the EBPSP land uses have the potential to generate up to 1,590 employees," but there is no methodology or source provided to disclose how this number of employees was generated. This does not comply with CEQA's requirements for adequate informational documents and meaningful disclosure (CEQA Guidelines Section 15121 and PRC Section 21003(b)). Incorporation by reference (CEQA Guidelines Section 15150 (f)) is not appropriate as the methodology for EBPSP employment generation contributes directly to the analysis of the problem at hand by providing the methodology for calculating the jobs generated by the Project. A revised EIR must be prepared to include the methodology for EBPSP employment generation for review, analysis, and comment by the public and decision makers.

Utilizing the EIR's calculation of 1,590 employees in the interim, the Project represents 3.7% of the City's employment growth from 2019 to 2035. A single project accounting for this amount of the projected growth over 16 years (SCAG) represents a significant amount of growth. The EIR must be revised to include this information for analysis and include a finding of significance due to this significant and unavoidable cumulative considerable impact.

Response O1-31

Chapter 2, *Project Description*, of the Draft SEIR provides detailed information on buildout of the proposed project. Appendix C, *Buildout Methodology*, to the Final SEIR. The analysis for employee projections is included in Section 3.14, *Population and Housing*, on page 3.14-11 of the Draft SEIR. No changes to the SEIR are warranted.

Comment O1-32

The EIR does not provide any cumulative analysis discussion of projects approved since 2016 and projects "in the pipeline" to determine if the Project will exceed the employment/population growth forecasts by SCAG and/or the General Plan. For example, other recent industrial projects such as PDEV21-003[31] (23,100 square foot industrial building), PDEV21-007[32] (808,639 sf of industrial buildings), PDEV21-010[33] (1,438,926 sf industrial building), PDEV21-016[34] (38,445 sf industrial building), PDEV21-018[35] (168,772 sf of industrial buildings), PDEV21-020[36] (50,121 sf industrial building), PDEV21-024[37] (198,496 sf industrial building), PDEV21-026[38] (45,000 sf industrial building), PDEV21-028[39] (32,425 sf industrial building), PDEV21-029[40] (15,132 sf industrial building), PDEV21-030[41] (175,047 sf industrial

building), PDEV21-031[42] (38,155 sf industrial building), PDEV21-034[43] (32,000 sf industrial building), PDEV21-035[44] (60,455 sf industrial building), PDEV21-040[45] (1,255,320 sf industrial building), PDEV21-047[46] (4,281,128 sf industrial building), PDEV21-037[47] (167,600 sf industrial building), PDEV22-010 & PMTT22-008: East State Street Warehouse Project[48] (336,761 square foot warehouse), South Ontario Logistics Center Specific Plan[49] (5,333,518 sf industrial space), 5355 East Airport Drive[50] (270,337 sf industrial building), and Euclid Mixed Use Specific Plan (1,386,777 s.f. industrial space) combined with the EBPSP aspect of the proposed Project will cumulatively generate 19,500,154 sf of industrial space. This is approximately 16,318 employees (utilizing SCAG employment generation factors for warehouses[51]), which is 38.7% of the City's employment growth forecast over 16 years, accounted for only by a limited quantity of industrial projects. When combined with the PPA total increase in nonresidential building area of 4,334,416 s.f., the proposed Project will cumulatively generate 20,895,570 s.f. of industrial space. This is approximately 17,485 employees, which is 41.5% of the City's employment growth forecast over 16 years, accounted for only by a limited quantity of industrial projects. These totals increase exponentially when other industrial and commercial development activities are added to the calculation. A revised EIR must be prepared to include this information for analysis, and also provide a cumulative analysis discussion of projects approved since 2019 and projects "in the pipeline" to determine the City's progress towards SCAG and TOP employment/population growth forecasts and buildout scenarios.

31 Ontario Monthly Application Activity February 2021
https://www.ontarioca.gov/sites/default/files/OntarioFiles/Planning/Monthly-Activity-Reports/2021/02-2021%20Monthly%20Activity%20Report%20-%20New%20Apps.pdf

32 Ibid.

33 Ontario Monthly Application Activity March 2021
https://www.ontarioca.gov/sites/default/files/OntarioFiles/Planning/Monthly-Activity-Reports/2021/03-2021%20Monthly%20Activity%20Report%20-%20New%20Apps.pdf

34 Ontario Monthly Application Activity April 2021
https://www.ontarioca.gov/sites/default/files/OntarioFiles/Planning/04-2021%20Monthly%20Activity%20Report%20-%20New%20Apps.pdf

35 Ontario Monthly Application Activity May 2021
https://www.ontarioca.gov/sites/default/files/OntarioFiles/Planning/05-2021%20Monthly%20Activity%20Report%20-%20New%20Apps.pdf

36 Ontario Monthly Application Activity June 2021
https://www.ontarioca.gov/sites/default/files/OntarioFiles/Planning/06-2021%20Monthly%20Activity%20Report%20-%20New%20Apps.pdf

37 Ontario Monthly Application Activity July 2021
https://www.ontarioca.gov/sites/default/files/OntarioFiles/Planning/07-2021%20Monthly%20Activity%20Report%20-%20New%20Apps.pdf

38 Ibid.

39 Ibid.

40 Ontario Monthly Application Activity August 2021
https://www.ontarioca.gov/sites/default/files/OntarioFiles/Planning/08-2021%20Monthly%20Activity%20Report%20-%20New%20Apps.pdf

41 Ontario Monthly Application Activity September 2021
https://www.ontarioca.gov/sites/default/files/OntarioFiles/Planning/09-2021%20Monthly%20Activity%20Report%20-%20New%20Apps.pdf

42 Ibid.

43 Ibid.

44 Ontario Monthly Application Activity October 2021
https://www.ontarioca.gov/sites/default/files/OntarioFiles/Planning/10-2021%20Monthly%20Activity%20Report%20-%20New%20Apps.pdf

45 Ontario Monthly Application Activity November 2021
https://www.ontarioca.gov/sites/default/files/OntarioFiles/Planning/11-2021%20Monthly%20Activity%20Report%20-%20New%20Apps.pdf

46 Ontario Monthly Application Activity December 2021
https://www.ontarioca.gov/sites/default/files/OntarioFiles/Planning/12-2021%20Monthly%20Activity%20Report%20-%20New%20Apps.pdf

47 PDEV21-037 https://ceqanet.opr.ca.gov/2022110019

48 https://ceqanet.opr.ca.gov/2022120581

49 https://ceqanet.opr.ca.gov/Project/2021010318

50 https://ceqanet.opr.ca.gov/2022090006/2

51
https://www.mwcog.org/file.aspx?A=QTTlTR24POOOUIw5mPNzK8F4d8djdJe4LF9Exj6lXOU%3D

Response O1-32

As discussed in the *Executive Summary* of the Draft SEIR, ES.1.1, the proposed project is a Supplement to the 2022 Draft SEIR. Pursuant to the CEQA Guidelines section 15162, the baseline for the proposed project is the current TOP 2050 and impacts identified in the Certified EIR.

As described in section Chapter 3, *Evaluation Analysis*, of the Draft SEIR, the SEIR evaluates the impacts of the Policy Plan Amendment and the EBPSP relative to The Ontario Plan (TOP) 2050 (approved project), as required by CEQA Guidelines section 15163. A description of the CEQA baseline and evaluation methodology is provided in Section 3 under the section entitled "Evaluation Methodology." As noted in this section, the baseline for the Policy Plan Amendment and the EBPSP is the current TOP 2050 and the SEIR analyzes any land use changes, and associated environmental impacts, related to the Policy Plan Amendment and the EBPSP when compared to the TOP 2050.

Furthermore, buildout of the Policy Plan Amendment includes all the projects as described above (see Table 2-3, *TOP 2050 Policy Plan Amendment Proposed Land Use Summary*, in the Draft SEIR and Appendix C, *Buildout Methodology*, in the Final SEIR). Therefore, the projects constructed since the Certified EIR are included in the buildout and part of the cumulative impacts of the Policy Plan Amendment. As noted in CEQA Guidelines section 15130(b)(1)(B), a general plan is considered a plan that evaluates the conditions contributing to cumulative effect. Therefore, TOP 2050 inherently considers cumulative growth of all land uses within the City.

Comment O1-33

3.17 Transportation

The EIR includes a general and broad discussion of the Project and excludes analysis with specific policies of the RTP/SCS. The sweeping generalizations exclude analysis that the Project will result in significant and unavoidable impacts to Air Quality (inconsistent with AQMP, local and regional construction emissions, localized construction emissions, and cumulative health risks), Greenhouse Gases (Project-related emissions and inconsistency with the City's Community Climate Action Plan), and Transportation (increase in VMT). The EIR's findings of significance directly conflict with its generalizations that the Project is consistent with key goals related to mobility and environmental goals and policies related to sustainable development, air quality, clean transportation, and climate resilience. The EIR has not provided any analysis here with the policies of SCAG's Connect SoCal RTP/SCS, and a revised EIR must be prepared to at minimum include consistency analysis of the following:

1. Equitable Engagement and Decision-Making Policy 46. Promote racial equity that is grounded in the recognition of the past and current harms of systemic racism and one that advances restorative justice.
2. Equitable Engagement and Decision-Making Policy 47. Increase equitable, inclusive, and meaningful representation and participation of people of color and disadvantaged communities in planning processes.
3. Sustainable Development Policy 48. Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption, and promote resilience.
4. Sustainable Development Policy 49. Support communities across the region to advance innovative, sustainable development practices.
5. Sustainable Development Policy 50. Recognize and support the diversity of communities across the region by promoting local place-making, planning, and development efforts that advance equity, mobility, resilience, and sustainability.
6. Air Quality Policy 51. Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts.
7. Air Quality Policy 52. Support investments that reduce hazardous air pollutants and greenhouse gas emissions.
8. Air Quality Policy 53. Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities.
9. Climate Resilience Policy 64. Prioritize the most vulnerable populations and communities subject to climate hazards to help the people, places, and infrastructure that are most at risk for climate change impacts. In doing so, recognize that disadvantaged communities are often overburdened.
10. Climate Resilience Policy 65. Support local and regional climate and hazard planning and implementation efforts for transportation, land use, and other factors.
11. Climate Resilience Policy 66. Support nature-based solutions to increase regional resilience of the natural and built environment.

A revised EIR must be prepared to disclose the Project's inconsistency with these policies and include a finding of significance.

Response O1-33

See Response O1-16. See Section 3.11, *Land Use and Planning*, *EBPSP Consistency with Connect SoCal*. The CEQA Guidelines section 15358(b) defines effects on the environment as physical

changes. Consistency with regional plans would only result in an impact if being inconsistent with that plan or policy would result in a physical impact on the environment. Section 3.11, *Land Use and Planning,* includes a consistency analysis with SCAG's Connect SoCal's overarching goals in Table 3.11-1, *Policy Plan Amendment Consistency with SCAG Connect SoCal*. Table 3.11-4, *EBPSP Consistency with Connect SoCal*, of the Draft SEIR includes an analysis with applicable policies of the RTP/SCS.

Moreover, the Draft SEIR need not evaluate consistency of every policy in SCAG's RTP/SCS to determine consistency. *Stop Syar Expansion v. County of Napa* (2021) 63 Cal.App.5th 444, 460; *North Coast Rivers Alliance v. Marin Mun. Water Dist.* (2013) 216 Cal.App.4th 614, 632. In addition, a project's inconsistency with policies of an applicable plan does not necessarily mean the project will have a significant environmental impact. *Joshua Tree Downtown Bus. Alliance v. County of San Bernardino* (2016) 1 Cal.App.5th 677, 695.

The proposed project provides a reasoned analysis of goals that are relevant to environmental effects, with enough detail to show that the proposed project would not result in a physical environmental impact as a result of being inconsistent with these goals. No edits to the SEIR are warranted.

Comment O1-34

Appendix K3 includes several requirements necessary to implement the Project, including lists of requirements in Table 1-5: Existing and E+P Improvements Required to Maintain General Plan Consistency, Table 1-6: Improvements Required to Maintain General Plan Consistency, and a list of 55 on-site circulation improvements necessary for the EBPSP, "based on the minimum improvements needed to accommodate site access and maintain acceptable peak hour operations for the proposed EBPSP." It must be noted that several of the requirements in Tables 1-5 and 1- 6 are outside the jurisdiction of the lead agency and under the jurisdiction of Caltrans, City of Chino, or City of Eastvale. There is no reasonable assurance or substantial evidence that implementation of these requirements will be achieved in order to maintain General Plan consistency; a finding of significance must be included in a revised EIR due to inconsistency with the General Plan.

The EIR does not acknowledge these extensive lists of requirements. As stated in Appendix K3, these requirements are necessary for General Plan Consistency and to ensure adequate site access and operational safety of the EBPSP. The EIR also has not included these requirements as Mitigation Measures.

The EIR must be revised to include a finding of significance, as there is no substantial evidence to support a less-than-significant finding. The EIR has not adequately analyzed the Project's potential to substantially increase hazards due to a geometric design feature (e.g., sharp curves

or dangerous intersections) or incompatible uses, or the Project's potential to result in inadequate emergency access. The EIR has not provided any exhibits depicting the available truck/trailer turning radius at the intersection of the Project driveways and adjacent streets to determine if there is enough space available to accommodate heavy truck maneuvering. Further, there are no exhibits providing on-site analysis regarding available space on the property to accommodate heavy truck maneuvering. Several areas for potential conflicts exist. For example, passenger vehicle parking stalls are located within the truck/trailer loading courts of Buildings 4, 5, 6, 7, 10, 11, 12, 15, 16, and 17.

Similarly, truck/trailer parking stalls are located within the gated truck/trailer loading dock court of Buildings 1, 2, 8, 9, and 14. These parking stalls may be in use at any time and further restrict truck/trailer movement on the site and present a safety hazard with potential for conflicts between passenger cars and trucks/trailers. Additionally, this will increase truck idling time as trucks waiting for passenger cars require additional time to maneuver, which will also result in increased queuing duration and associated increased queuing area for trucks/trailers. These issues and overall truck/trailer access at the site have not been analyzed. The EIR states it provides a Project-level environmental analysis for the EBPSP, and excluding this information does not provide an adequate Project-level review. The EIR must be revised to include a finding of significance, as it has not provided any substantial evidence to support a less-than-significant finding.

Response O1-34

The comments on delay-based metrics, such as level of service (LOS), do not address the adequacy of the analysis in the Draft SEIR pursuant to SB 743, and no further response is necessary. The listed improvements identified by GSEJA are based on the recommendation identified in the EBPSP Traffic Impact Analysis (TIA) (Draft SEIR Appendix K3). The improvements identified in Tables 1-5 and 1-6 of the TIA, do not address the EBPSP's physical impacts on the environment; and therefore, are not evaluated in the Draft SEIR. These required improvements will be identified as Conditions of Approval (COA) for the EBPSP. Recirculation is not required pursuant to CEQA Guidelines section 15088.5.

The Draft SEIR does not assume that all identified regional transportation improvements must be completed prior to approval of the proposed Policy Plan Amendment or EBPSP in order for the project to proceed. Rather, the transportation analysis evaluates circulation conditions based on applicable regional transportation planning assumptions, identifies transportation improvements associated with future buildout conditions, and evaluates the project's transportation impacts pursuant to current CEQA transportation requirements, including VMT. The Commenter has not identified substantial evidence demonstrating that the project would conflict with a legally adopted circulation plan or policy in a manner resulting in a significant physical environmental impact requiring additional CEQA findings.

The Commenter also incorrectly characterizes all circulation improvements identified in Appendix K3 as mitigation measures. Many of the identified improvements constitute planned infrastructure assumptions, project design features, or future transportation system improvements associated with long-term circulation planning rather than mitigation measures adopted to reduce a significant impact. CEQA does not require every transportation improvement identified in a transportation analysis to be separately incorporated as a mitigation measure where improvement is already part of an existing or planned circulation framework or where the project does not create a significant transportation impact.

See Response O1-6. The Draft SEIR in the *Executive Summary* identifies that the EIR is a "Program EIR". However, the analysis in the Draft SEIR is based on the level of information available. The lack of detailed, project-level site plans, including plans showing truck trailer turning radius, truck docks, etc. are not available at this planning-level phase of entitlements. The lack of this project-level data in a program EIR does not constitute inaccurate, inconsistent, or incomplete information pursuant to CEQA. Section 3.17, *Transportation*, includes a program-level evaluation of hazards associated with future project ingress/egress points. As noted on pages 3.17-40 through 3.17-41, the City of Ontario has adopted engineering standards to ensure consistency in the geometric design of their mobility facilities. Additionally, all plans undergo an extensive review process at the City to ensure consistency with these adopted standards. This finding is consistent with the finding in the Certified EIR.

It should be noted that the Health Risk Assessment (HRA) for the EBPSP included as Appendix C4 of the Draft SEIR considered onsite truck idling. The information included in Section 3.17 includes the detail needed to disclose the potential program-level environmental impacts to the public and decision makers regarding potential traffic hazards.

Accordingly, substantial evidence supports the Draft SEIR's transportation and circulation analyses, including the evaluation of roadway improvements, truck circulation, emergency access, and internal site design considerations. The Commenter has not identified substantial evidence demonstrating that the EBPSP would create a significant geometric design hazard, inadequate emergency access, or transportation safety impact requiring additional CEQA findings or recirculation of the Draft SEIR. No edits to the Draft SEIR are warranted.

Comment O1-35

The EIR states that, "Efficient and safe access within, and access to, the EBPSP land uses would be provided by the design concept, site access improvements, and site adjacent roadway improvements included as components of the Specific Plan." However, the EBPSP document is not included as an attachment for public review, and the alleged components of the EBPSP are not presented here for analysis. The EIR has not included substantial evidence to support this claim, and the EIR must be revised to include a finding of significance.

The EIR also states that, "Driveways, on-site traffic signing and striping would be implemented in conjunction with detailed construction plans for the site. Sight distance at each access point would be reviewed to ensure conformance with City sight distance standards at the time of preparation of final grading, landscape, and street improvement plans. The City of Ontario has adopted engineering standards to ensure consistency in the geometric design of its mobility facilities. All plans undergo an extensive review process at the City to ensure consistency with these adopted standards. Given that all future projects will be subject to these reviews, the EBPSP would be consistent with the City design standards." This does not comply with CEQA's requirements for adequate informational documents and meaningful disclosure (CEQA Guidelines Section 15121 and PRC Section 21003(b)). Deferring this environmental analysis required by CEQA to the construction permitting phase is improper mitigation and does not comply with CEQA's requirement for meaningful disclosure and adequate informational documents. The EIR states that it is a project EIR document for CEQA compliance yet it has not provided Project-specific information, which renders it inadequate as an informational document.

A revised EIR must be prepared to include a finding of significance, as the EIR has not provided any substantial evidence to support a less-than-significant finding.

Response O1-35

See Response O1-6 and Response O1-34. Project site plans will be analyzed for design features upon submittal and review. The Draft SEIR in the *Executive Summary* identifies that the EIR is a "Program EIR". The analysis in the Draft SEIR is based on the level of information available. Citing the City's requirements for engineering-level review of plans for future site-specific projects within the plan is not deferral under CEQA. For one, the City's internal review process is not considered CEQA mitigation. The City's design standards are not arbitrary. The City's engineering requirements are based on a combination of widely accepted technical guidance, regulatory requirements (adopted design manuals), and local policy priorities (functional roadway classifications). These standards include safety and operational performance standards (site distance, lance widths, turning radii, intersection design, and traffic calming). Secondly, because the EBPSP is a program-level analysis of the EBPSP's environmental impacts, it is presumed that there would be additional applications submitted to the City of Ontario since project-level information is not available at this program-level phase. The City Planning and Public Works would review the project-level applications to ensure that they are complete and include the necessary project level information to conduct the review with the City's design standards. Further, all of this occurs prior to the construction permitting phase.

The lack of this project-level data in a program EIR does not constitute inaccurate, inconsistent, or incomplete information pursuant to CEQA. The information included in Section 3.17 includes the detail needed to disclose the potential program-level environmental impacts to the public

and decision makers regarding potential traffic hazards. No edits to the Draft SEIR are warranted.

Comment O1-36

There are also no exhibits depicting emergency vehicle access and maneuvering. The EIR states that, "The EBPSP does not propose elements or aspects that would obstruct or restrict emergency access to or through the area." However, the EBPSP document is not included as an attachment for public review, and the alleged components of the EBPSP are not presented here for analysis. The EIR has not included substantial evidence to support this claim, and the EIR must be revised to include a finding of significance.

Response O1-36

See Response O1-6, Response O1-34, and Response O1-35. Section 3.17, *Transportation*, includes a program-level evaluation of potential impacts to emergency access under significance criteria d). Overall, the City's roadway network ensures that emergency vehicles can operate throughout the City in an efficient manner (see Figure see Figure 3.17-1, *Roadway Classification Map*). As noted in the Draft SEIR, the fire department reviews all development applications to ensure that adequate emergency accessibility is provided based on local and state guidance. The lack of truck turning radius in this program EIR does not constitute inaccurate, inconsistent, or incomplete information pursuant to CEQA. Additionally, this information is not needed to evaluate whether the overall roadway network provides adequate emergency access since the City notes in their Local Hazard Mitigation Plan (2018) that interstate highways would serve as major emergency response and evacuation routes (see page 3.17-42). Thus, the information included in Section 3.17 includes the detail needed to disclose the potential program-level environmental impacts to the public and decision makers regarding potential traffic hazards. No edits to the Draft SEIR are warranted

Comment O1-37

The EIR also states regarding emergency access that, "…representatives of the Ontario Fire Department and Ontario Police Department would review all development plans to ensure that emergency access is provided consistent with applicable requirements." However, the EIR has not listed the fire code and/or Police/Fire Department requirements or provided their review of the Project. Deferring this environmental analysis required by CEQA to the construction permitting phase is improper mitigation and does not comply with CEQA's requirement for meaningful disclosure and adequate informational documents (CEQA Guidelines Section 15121 and PRC Section 21003(b)). A revised EIR must be prepared to include a finding of significance, as the EIR has not provided any substantial evidence to support a less-than-significant finding.

Response O1-37

See Response O1-6 and Responses O1-34 through O1-36. It is standard operating practice in the City of Ontario for the City's police and fire departments to review development applications. The City's Fire Department reviews site-specific project plans based on the latest Fire Code. It is not necessary to cite the specific fire code requirements in an EIR. Section 3.15, *Public Services*, provides a summary of the regulatory framework and existing conditions within the City, including laws that govern police protection and fire protection services such as the International Fire Code. GSEJA has not provided any substantial evidence in their comment that that would contradict the findings in the Draft SEIR regarding emergency service and emergency access. As noted in Response O1-35, review of site plans would occur prior to construction activities. Recirculation is not required pursuant to CEQA Guidelines section 15088.5.

Comment O1-38

4.0 Alternatives

The EIR is required to evaluate a reasonable range of alternatives to the proposed Project, which will avoid or substantially lessen any of the significant effects of the Project (CEQA § 15126.6). The alternatives chosen for analysis include the CEQA-required "No Project/Current TOP 2050" alternative and only two others – Truck Route Scenario 3 Alternative and Reduced Intensity Alternative. The EIR does not evaluate a reasonable range of alternatives, as only two alternatives beyond the required No Project alternative are analyzed. The EIR must be revised to include analysis of a reasonable range of alternatives and foster informed decision making (CEQA Guidelines Section 15126.6). This could include alternatives such as development of the site with a Project that reduces all the proposed Project's significant and unavoidable impacts to less than significant levels, or a mixed-use Project that provides affordable housing and local-serving commercial uses, which may reduce VMT, GHG emissions, and improve Air Quality.

Response O1-38

The lead agency has discretion to determine how many alternatives will constitute a reasonable range. *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 566. As explicitly noted in Chapter 4, *Alternatives,* of the Draft SEIR, the Draft SEIR considered and rejected five alternatives, and evaluated four Alternatives, including the No Project Alterative/Current TOP 2050. No alternatives were identified that would entirely reduce impacts of either the Policy Plan Amendment or EBPSP to less than significant levels. The No Project Alternative/Current TOP evaluated the EBPSP based on the current mixed-use land use designations. An exhaustive review of alternatives that consider variations of the existing mixed-use designations on the EBPSP site is not warranted. The alternatives were selected based on an evaluation the feasibility of the alternatives and whether the alternative could achieve most of the project's

objectives while reducing impacts. A reasonable range of alternatives was provided in Chapter 4.

Comment O1-39

5.3 Significant Irreversible Changes

The EIR does not discuss its own conclusion that implementation of the proposed Project will result in significant and unavoidable impacts to Air Quality (inconsistent with AQMP, local and regional construction emissions, localized construction emissions, and cumulative health risks), Cultural Resources (Historic Resources), Noise (Construction Noise, Traffic Noise, Construction Vibration, Heavy Truck Vibration, and Exterior Airport Noise Exposure), Greenhouse Gases (Project related emissions and inconsistency with the City's Community Climate Action Plan), Transportation (increase in VMT). The EIR does not adequately discuss or and analyze the commitment of resources is not consistent with regional and local growth forecasts and does not address the EIR's own conclusion that the Project will result in impacts (Air Quality, GHG) that exceed with the forecasts of the applicable plans (AQMP, 2030/2050 GHG reduction goals, City's Climate Action Plan). The EIR must be revised to include these findings for analysis in its discussion.

Response O1-39

The Draft SEIR cites, in several locations, the significant unavoidable impacts of the proposed project, including Section 5.2, *Significant Unavoidable Impacts*. Section 5.3, *Significant Irreversible Changes*, is not the analysis of the proposed project significant impact but the evaluation of what resources the project would ultimately commit the City and/or applicants to using pursuant to Section 15126.2(d). GSEJA states that this discussion in Section 5.3 is not consistent with regional and local growth forecasts; however, the section is entirely based on the regional and local forecasts identified in Chapter 2, *Project Description*, and the impact analysis in Chapter 3, *Environmental Analysis*, of the Draft SEIR. Recirculation is not required pursuant to CEQA Guidelines section 15088.5.

Comment O1-40

5.4 Growth-Inducing Effects

A revised EIR must be prepared to include an accurate cumulative analysis discussion here to demonstrate the impact of the proposed Project in a cumulative setting. The EIR does not include any information regarding the buildout conditions of the existing TOP in order to provide an adequate and accurate cumulative analysis. The revised EIR must provide the horizon year of the existing TOP, the total developable building floor area analyzed within the Project site's land use designations, and cumulative development since adoption of the existing

TOP. This is particularly vital as growth generated by the proposed Project is in conflict with the AQMP and state/regional/local GHG reduction plans and targets.

The EIR has not provided an adequate or accurate cumulative analysis discussion here to demonstrate the impact of the proposed Project in a cumulative setting. For example, recent industrial projects combined with the EBPSP aspect of the proposed Project will cumulatively generate 19,500,154 sf of industrial space. This is approximately 16,318 employees (utilizing SCAG employment generation factors for warehouses[52]), which is 38.7% of the City's employment growth forecast over 16 years, accounted for only by a limited quantity of industrial projects. When combined with the PPA total increase in nonresidential building area of 4,334,416 s.f., the proposed Project will cumulatively generate 20,895,570 s.f. of industrial space. This is approximately 17,485 employees, which is 41.5% of the City's employment growth forecast over 16 years, accounted for only by a limited quantity of industrial projects.

These totals increase exponentially when other industrial and commercial development activities are added to the calculation. A revised EIR must be prepared to include this information for analysis, and also provide a cumulative analysis discussion of projects approved since 2019 and projects "in the pipeline" to determine the City's progress towards SCAG and TOP employment/population growth forecasts and buildout scenarios.

52 https://www.mwcog.org/file.aspx?A=QTTlTR24POOOUIw5mPNzK8F4d8djdJe4LF9Exj6lXOU%3D

Response O1-40

See Response O1-4. As noted in Chapter 3, *Environmental Analysis*, each section of Chapter 3 provides a cumulative impact analysis. The EIR is a Supplemental EIR and therefore, impacts in Chapter 3 are based on changes to the approved project compared to the proposed project and impacts identified in the Certified EIR (see Chapter 3 under the section entitled "Evaluation Methodology"). The horizon year for both the current TOP (approved project) and the Ontario Policy Plan Amendment is 2050.

Table 2-3, *TOP 2050 Policy Plan Amendment Proposed Land Use Summary*, provides detailed information on buildout of the proposed project. Table 2-1, *Approved TOP 2050 Land Use Designation*, provides detailed information on buildout of the current TOP 2050. This constitutes the CEQA baseline. Table 2-1 and Table 2-3 in the Draft SEIR are based on the buildout methodology, which has been added as Appendix C, *Buildout Methodology*, to the Final SEIR. Table 2-1 and Table 2-3 provide a detailed accounting of the acres, housing units, households, population, non-residential square footage, and employment by land use type. In contrast, Table 2-4 is a summary table provided in the Draft SEIR that identifies the total change in residential units, population, non-residential square feet, and employment associated with the current TOP compared and the Policy Plan Amendment project.

The industrial and business park land uses in Table 2-1 for the current TOP and Table 2-3 for the Policy Plan Amendment are summarized under the heading "Employment". At buildout, the proposed project would result in 215,009,231 square feet of industrial land uses and 197,535 jobs. Compared to the current TOP (see Appendix C), the "Employment" land uses are currently, 208,638,928 square feet and 191,839 jobs. As a result, the proposed project result in an increase in 6,370,304 square feet of industrial land use and 5,696 jobs. Appendix C to the Final SEIR provides the employment generation assumptions.

The Draft SEIR considers cumulative growth in the City associated with buildout of TOP 2050. Recirculation is not required pursuant to CEQA Guidelines section 15088.5 because the changes merely clarify, amply or make insignificant modifications.

Comment O1-41

Impact on Biological Resources

Please see the attached comments and analysis from Dr. Smallwood.

Response O1-41

Responses to the letter from Dr. Smallwood dated April 13, 2026, in Attachment 2 to the GSEJA letter, are included in Responses O1-50 through O1-73.

Comment O1-42

Conclusion

For the foregoing reasons, GSEJA believes the EIR is flawed, and a revised EIR must be prepared for the proposed Project and circulated for public review. Golden State Environmental Justice Alliance requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this Project. Send all communications to Golden State Environmental Justice Alliance, P.O. Box 79222, Corona, CA 92877.

Response O1-42

Responses to GSEJA comments are included in Responses O1-1 through O1-41. The City will ensure that the GSEJA is on the project mailing list. Recirculation is not required because the changes merely clarify, amplify, or make insignificant modifications to an adequate SEIR. *Laurel Heights Improvement Ass'n v. Regents of Univ. of Cal.* (1993) 6 Cal.4th 1112; CEQA Guidelines § 15088.5(b).

Comment O1-43

We have reviewed the March 2026 Draft Supplemental Environmental Impact Report ("DSEIR") for the Ontario Policy Plan Amendment ("Project") located in the City of Ontario ("City"). The DSEIR assesses the environmental effects associated with the implementation of the proposed Policy Plan Amendment to The Ontario Plan ("TOP") as well as the Eucalyptus Business Park Specific Plan ("EBPSP" or "Specific Plan").

Our review concludes that the DSEIR fails to adequately evaluate the Project's air quality impacts. As a result, emissions and health risk impacts associated with construction and operation of the proposed Project may be underestimated and inadequately addressed. A revised Environmental Impact Report ("EIR") should be prepared to adequately assess and mitigate the potential air quality impacts that the Project may have on the environment.

Response O1-43

The comment states that the Draft SEIR fails to adequately evaluate potential air quality impacts associated with the proposed project. As described in Response O1-8, the Draft SEIR includes a detailed, quantified analysis of potential air quality and health risk impacts in Sections 3.3, *Air Quality*, of the Draft SEIR. The Draft SEIR also identifies feasible mitigation measures to minimize construction- and operation-related air quality impacts and associated health effects.

Comment O1-44

Air Quality

Failure to Evaluate Combined Construction and Operational Emissions

The DSEIR's air quality analysis is inadequate because it fails to evaluate criteria air pollutant emissions associated with simultaneous construction and operational activities. The DSEIR proposes construction of the EBPSP in three overall phases, with each phase becoming operational upon completion (p. 2-75, Table 2-9). As a result, construction of Phases 2 and 3 would occur concurrently with the previously completed portions of the Specific Plan. Under these circumstances, the appropriate methodology is to evaluate combined construction and operational emissions during overlapping phases, consistent with the South Coast Air Quality Management District's ("SCAQMD") recommended approach for phased projects.[1] The DSEIR's failure to calculate construction and operational emissions together results in a vast underestimation of peak daily emissions and, consequently, the Project's air quality impacts.

In order to analyze the EBPSP's actual peak emissions scenario, we summed the DSEIR's construction and operational criteria air pollutant emissions estimates for the overlapping phases (p. 3.3-56, Table 3.3-12, Table 3.3-13; p. 3.3-64 – 3.3-65, Table 3.3-15, Table 3.3-16). Our

analysis demonstrates that the combined reactive organic gas ("ROG") and nitrogen oxide ("NOx") emissions, as calculated by the DSEIR's air modeling, exceed the applicable SCAQMD construction and operational daily thresholds (see table below).

DSEIR Criteria Air Pollutant Emissions		
Emissions Source	**ROG (lbs/day)**	**NOx (lb/day)**
Phase 2 Construction Emissions[1]	51	48
Phase 1 Operational Emissions	55	84
Combined Emissions	106	132
SCAQMD Construction/Operational Threshold	**55/75**	**55/100**
Exceeds?	Yes	Yes
Phase 3 Construction Emissions[1]	61	47
Phase 1 and 2 Operational Emissions	89	169
Combined Emissions	150	216
SCAQMD Construction/Operational Threshold	**55/75**	**55/100**
Exceeds?	Yes	Yes

1 Presented emissions represent the annual maximum.

As shown in our analysis, when construction and operational emissions are properly combined for concurrent phases, ROG and NOx emissions exceed the applicable SCAQMD daily significance thresholds. This finding indicates a potentially significant air quality impact that the DSEIR did not identify or address. In our opinion, a revised EIR should be prepared to provide an accurate evaluation of the combined air quality impacts from overlapping EBPSP construction and operation incorporate mitigation measures accordingly.

1 "Draft Supplemental Environmental Impact Report (Draft SEIR) for the Proposed Tesoro del Valle (Phases A, B, and C) (SCH No.: 2016101032)," SCAQMD, April 2018, available at: https://www.aqmd.gov/docs/defaultsource/ceqa/comment-letters/2018/dseirtesorodelvalle040418.pdf#:~:text=Therefore%2C%20it%20is%20recommended%20that%20the%20Lead,for%20operation%2C%20mitigation%20measures%20will%20be%20required.

Response O1-44

See Comment A4-2. Contrary to the Commenter's assertion, the Draft SEIR did not ignore or omit consideration of overlap of construction and operational emissions. Appendix C3 of the Draft SEIR expressly quantified emissions associated with periods when the EBPSP's construction and operational emissions would occur concurrently, thereby disclosing the potential for overlap-period emissions and providing the public and responsible agencies a meaningful opportunity to comment on that analysis during the public review period. In fact, the overlap period emissions calculations presented by the Commenter are consistent, and

derived from, the emissions data already disclosed in Appendix 3.13 of Appendix C3 on page C3-926.

The Final SEIR's discussion of overlap-period emissions does not introduce a new emissions inventory, revise underlying modeling assumptions, or present new technical analysis. Rather it clarifies and amplifies information already disclosed by applying an existing significance framework to emissions data previously available to the public and decisionmakers. Accordingly, the comparison of overlap-period emissions to operational significance thresholds does not constitute significant new information within the meaning of CEQA Guidelines section 15088.5 because it does not deprive the public of a meaningful opportunity to comment on the environmental consequences of the project.

Comment O1-45

Failure to Implement All Feasible Mitigation to Reduce Emissions

The DSEIR's standalone operational air quality analysis also presents inadequacies. The DSEIR estimates that the operational ROG, NOX, CO, and PM10 emissions associated with the EBPSP would exceed applicable SCAQMD thresholds (see screenshot below) (p. 3.3-64 – 3.3-65, Table 3.3-15, Table 3.3-16, Table 3.3-17).

Table 3.3-17 EBPSP Peak Operational Emissions Summary: Phases 1, 2, and 3

Source	Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	$PM_{10}T$	$PM_{2.5}T$
Summer						
Mobile	34.57	186.25	448.56	2.50	168.99	45.93
Area	91.72	1.08	127.82	0.01	0.23	0.17
Stationary	1.80	5.05	4.60	0.01	0.27	0.27
Cargo Handling Equipment	1.27	4.09	178.00	0.00	0.32	0.30
Maximum Daily Emissions	129.36	196.45	758.99	2.52	169.81	46.66
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	YES	YES	YES	NO	YES	NO
Winter						
Mobile	32.95	195.55	380.69	2.43	168.99	45.93
Area	70.71	0.00	0.00	0.00	0.00	0.00
Stationary	1.80	5.05	4.60	0.01	0.27	0.27
Cargo Handling Equipment	1.27	4.09	178.00	0.00	0.32	0.30
Maximum Daily Emissions	106.74	204.68	563.29	2.44	169.58	46.49
South Coast AQMD Regional Thresholds	55	55	550	150	150	55

Table 3.3-17 EBPSP Peak Operational Emissions Summary: Phases 1, 2, and 3

Source	Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	$PM_{10}T$	$PM_{2.5}T$
Threshold Exceeded?	**YES**	**YES**	**YES**	NO	**YES**	NO

Source: Appendix C3.

Note: Emissions may not total to 100 percent due to rounding.

The DSEIR concludes that the impacts associated with operation of the EBPSP would be significant-and-unavoidable, stating:

> "Although Mitigation Measures AIR-1-SP through AIR-8-SP are designed to reduce operational source criteria pollutant emissions of the EBPSP, there is no way to meaningfully quantify these reductions in CalEEMod, and therefore no numeric emissions credit has been taken in the Therefore, even with application of these measures, EBPSP operational-source emissions impacts are considered significant and unavoidable" (p. 3.3-74 – 3.3-75).

While we agree that the Specific Plan would result in significant air quality impacts, the DSEIR's assertion that this impact is significant-and-unavoidable is unreliable. According to CEQA Guidelines §15096(g)(2):

> "When an updated EIR has been prepared for a project, the Responsible Agency shall not approve the project as proposed if the agency finds any feasible alternative or feasible mitigation measures within its powers that would substantially lessen or avoid any significant effect the project would have on the environment."2

As such, the DSEIR is required under CEQA to implement all feasible mitigation to reduce impacts to a less-than-significant level. To reduce the EBPSP's air quality impacts to the maximum extent possible, additional feasible mitigation measures should be incorporated, such as those suggested in the section of this letter titled "Feasible Mitigation Measures Available to Reduce Emissions." The Project should not be approved until a revised EIR is prepared, incorporating all feasible mitigation to reduce emissions to the maximum extent possible.

Response O1-45

Mitigation measures recommended by GSEJA to reduce air quality emissions were evaluated in Response O1-46. The Draft SEIR includes a comprehensive set of operational air quality mitigation measures (Mitigation Measures AIR-1-SP through AIR-8-SP) designed to reduce the EBPSP's operational criteria pollutant emissions to the maximum extent feasible. The Draft SEIR

transparently acknowledges that, despite implementation of these measures, certain regional operational emissions of ROG, NOx, CO, and PM_{10} remain above South Coast AQMD's applicable significance thresholds, and therefore discloses those impacts as significant and unavoidable, consistent with CEQA's requirement for full disclosure of significant impacts that cannot be mitigated to a less than significant level.

Under CEQA, a significant and unavoidable finding does not reflect a failure of analysis, rather it reflects the City's good-faith determination, supported by substantial evidence that remaining impacts cannot be feasibly reduced further. This determination is subject to a Statement of Overriding Considerations at the time of project approval, as provided under CEQA Guidelines section 15093

Comment O1-46

Mitigation

Feasible Mitigation Measures Available to Reduce Emissions

The DSEIR is required under CEQA to implement all feasible mitigation to reduce the Project's potential impacts. As demonstrated in the sections above, the EBPSP would result in potentially significant air quality impacts—during both construction and operation—that should be mitigated further.

To reduce the ROG emissions associated with construction and operation, we recommend the DSEIR require the use of super compliant, low-VOC paints less than 10 g/L during the architectural coating construction phase and during Project maintenance, as recommended by the California Department of Justice ("CA DOJ").[3] Further mitigation used by other land use development projects to address ROG emissions includes: [4]

- Recycle leftover paint. Take any leftover paint to a hazardous waste center; do not mix leftover water-based and oil-based paints.
- Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors.
- For water-based paints, clean up with water only. Whenever possible, do not rinse the cleanup water down the drain or pour it directly into the ground or the storm drain
- Use compliant low-VOC cleaning solvents to clean paint application equipment.
- Keep all paint- and solvent-laden rags in sealed containers to prevent VOC emissions.

- Contractors shall construct/build with materials that do not require painting and use pre-painted construction materials to the extent practicable.
- Use high-pressure/low-volume paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.

In order to reduce the NOX and PM10 emissions associated with EBPSP construction and operation, we recommend the DSEIR consider incorporating several mitigation measures as listed below. The California Air Resources Board ("CARB") recommends:[5]

- Require all off-road diesel-powered equipment used during construction to be equipped with Tier 4 or cleaner engines, except for specialized construction equipment in which Tier 4 engines are not available. In place of Tier 4 engines, off-road equipment can incorporate retrofits, such that, emission reductions achieved are equal to or exceed that of a Tier 4 engine.
- Require all off-road equipment with a power rating below 19 kilowatts (e.g., plate compactors, pressure washers) used during project construction be battery powered.
- Require all heavy-duty trucks entering the construction site during the grading and building construction phases be model year 2014 or later. All heavy-duty haul trucks should also meet CARB's lowest optional low-oxides of nitrogen (NOx) standard starting in the year 2022.
- Require all loading/unloading docks and trailer spaces be equipped with electrical hookups for trucks with transport refrigeration units (TRU) or auxiliary power units.
- Requiring all TRUs entering the project-site be plug-in capable.
- Require all heavy-duty trucks entering or on the project site to be zero-emission vehicles, and be fully zero-emission. A list of commercially available zero-emission trucks can be obtained from the Hybrid and Zero-emission Truck and Bus Voucher Incentive Project (HVIP).
- Restrict trucks and support equipment from idling longer than two minutes while on site.
- Require the installation of vegetative walls or other effective barriers that separate loading docks and people living or working nearby.

The CA DOJ suggests:[6]

- Prohibiting off-road diesel-powered equipment from being in the "on" position for more than 10 hours per day.
- Providing information on transit and ridesharing programs and services to construction employees.
- Constructing zero-emission truck charging/fueling stations proportional to the number of dock doors at the project.
- Constructing and maintaining electric light-duty vehicle charging stations proportional to the number of employee parking spaces

Lastly, SCAQMD staff recommends a phase-in schedule to incentivize the use of cleaner operating trucks to reduce any significant adverse air quality impacts.[7]

We have provided several mitigation measures that would reduce Project-generated emissions. These measures offer a cost-effective, feasible way to incorporate lower-emitting design features into the proposed Specific Plan, which would subsequently reduce emissions released during construction and operation.

A revised EIR should be prepared that includes all feasible mitigation measures, as well as an updated air analysis to ensure that the necessary mitigation measures are implemented to reduce emissions to the maximum extent feasible. The revised EIR should also demonstrate a commitment to the implementation of these measures prior to Project approval, to ensure that the Project's potentially significant emissions are reduced to the maximum extent possible.

2 "Cal. Code Regs. tit. 14 § 15096." California Legislature, available at: https://casetext.com/regulation/californiacode-of-regulations/title-14-natural-resources/division-6-resources-agency/chapter-3-guidelines-forimplementation-of-the-california-environmental-quality-act/article-7-eir-process/section-15096-process-for-a-responsible-agency.

3 "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act." State of California Department of Justice, September 2022, available at: https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf, p. 8 – 10.

4 "Banning Commerce Center Project." Kimley-Horn and Associates, Inc., June 2024, available at: https://ceqanet.opr.ca.gov/2022090102/2; Draft Environmental Impact Report, p. 1-7.

5 "Recommended Air Pollution Emission Reduction Measures for Warehouses and Distribution Centers." CARB, August 2023, available at: https://ww2.arb.ca.gov/sites/default/files/2023-08/CARB%20Comments%20-

%20NOP%20for%20the%20%20Oak%20Valley%20North%20Project%20DEIR.pdf; Attachment A, p. 5 – 8.

6 "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act." State of California Department of Justice, September 2022, available at: https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf, p. 8 – 10

Response O1-46

The GSEJA includes a list of measures that would reduce emissions associated with construction of the EBPSP. The City has reviewed the recommended mitigation measures and the source documents cited by the Commenter, including the California Department of Justice Warehouse Projects Best Practices and Mitigation Measures to Comply with CEQA and the CARB recommendations referenced. The measures recommended by the Commenter are either: (1) already incorporated into the project's mitigation measures and design features, as presented in the Draft SEIR; (2) required under existing regulatory frameworks applicable to the project and therefore do not require separate CEQA mitigation; or (3) not feasible for this project given its specific operational characteristics, tenant structure, and market conditions.

See Response A4-2. Although construction emissions were determined to be less than significant when evaluated separately against South Coast AQMD's construction significance thresholds, the Final SEIR incorporates Mitigation Measure AIR-9-SP to further reduce emissions during temporary overlap periods when EBPSP construction and operational activities occur concurrently.

> **Mitigation Measure AIR-9-SP:** Prior to the commencement of construction activities that may overlap with operation of nearby approved or existing uses and result in concurrent emissions-generating activities ("overlap periods"), the project applicant shall prepare and submit a construction emissions management plan to the City for review and approval. The plan shall identify and implement feasible measures to minimize construction-related emissions during overlap periods and shall include, at a minimum, the following measures, where applicable and feasible:
>
> a) Apply water or approved soil stabilizers to disturbed soils, unpaved haul roads, staging areas, and stockpiles as necessary to prevent visible dust emissions.
>
> b) Cover, water, or otherwise stabilize all soil stockpiles and inactive disturbed areas.
>
> c) Limit vehicle speeds on unpaved surfaces to 15 miles per hour or less.
>
> d) Install and maintain track-out control devices, including rumble plates, wheel washers, or equivalent measures, at construction access points.

e) Suspend grading and other soil-disturbance activities during high wind events when visible dust cannot be adequately controlled.

f) Utilize off-road diesel-powered construction equipment meeting U.S. EPA Tier 4 Final emissions standards for engines rated at 50 horsepower or greater, unless such equipment is demonstrated to be unavailable or infeasible.

g) All diesel-powered off-road construction equipment and on-road haul trucks operating during overlap periods shall utilize renewable diesel meeting California Air Resources Board specifications to the extent commercially available and feasible.

h) Require off-road equipment with a power rating below 19 kilowatts, including plate compactors and pressure washers, to be electrically powered or battery operated where commercially available and feasible.

i) Prohibit the idling of construction equipment and on-road haul trucks for more than five consecutive minutes, except where necessary for safety, operational requirements, or manufacturer specifications.

j) Utilize electrically powered or battery-powered construction tools and equipment where commercial available and feasible.

k) Require heavy-duty haul trucks entering the construction site during grading and building construction phases to be model year 2014 or newer to the extent feasible and commercially available.

l) Encourage construction workers to carpool, rideshare, or utilize shared transportation to access the construction site and provide information regarding available ridesharing and transit opportunities to construction personnel.

m) Use architectural coatings, including paints, primers, sealants, adhesives, and caulks, that comply with applicable South Coast AQMD VOC content limits in effect at the time of construction. To the extent feasible, coatings with VOC levels below applicable regulatory thresholds shall be utilized.

n) Use high-pressure/low-volume paint applicators with minimum transfer efficiency of 50 percent or other application techniques with equivalent or greater transfer efficiency where feasible.

o) Keep paint container lids closed when not in use and utilize compliant low-VOC cleaning solvents for paint equipment cleaning activities.

p) Use pre-painted construction materials to the extent feasible.

q) Recycle or properly dispose of all unused paint and paint-related materials at an authorized facility or household hazardous waste collection facility, as applicable. Water-based and oil-based paints shall be stored and disposed of separately.

r) Sequence grading, excavation, paving, and other intensive construction activities to avoid simultaneous operation of multiple high-emission equipment fleets in close proximity, limit concurrent operation of heavy-duty diesel-powered equipment where feasible, and coordinate construction scheduling to reduce peak daily emissions during overlap periods.

s) Construction haul routes shall be designed to avoid or minimize exposure to sensitive receptors to the extent feasible.

The addition of Mitigation Measure AIR-9-SP does not trigger recirculation. Under CEQA Guidelines section 15088.5(a)(3), when information added to the final EIR consists of new mitigation measures, recirculation is required only if the new measure meets all of the following criteria: (1) it is feasible, (2) it is considerably different from the mitigation measures already evaluated in the draft EIR, (3) it would clearly lessen the project's significant environmental impacts, and (4) it is not adopted. *South County Citizens for Smart Growth v. County of Nevada* (2013) 221 Cal.App.4th 316, 330. Because AIR-9-SP is being adopted and incorporated into the MMRP, it does not satisfy the criteria requiring recirculation.

Although AIR-9-SP would reduce emissions associated with concurrent construction and operational activities, implementation of the measures would not reduce overlap-period emissions to a less than significant level. As disclosed in the Draft SEIR, the Project's operational emissions independently exceed South Coast AQMD significance threshold and remain significant and unavoidable even with mitigation. Accordingly, while the overlap-period mitigation measures would lessen overall emissions during periods of concurrent construction and operation, the overlap scenarios would continue to result in significant and unavoidable emissions because the operational component of the Project would independently exceed applicable significance thresholds. This significance determination was already disclosed in the Draft SEIR, and the overlap-period analysis does not identify a new significant impact or a substantial increase in the severity of a previously identified impact.

Operational phase mitigation measures requested by GSEJA are reviewed below:

- *Require all loading/unloading docks and trailer spaces be equipped with electrical hookups for trucks with transport refrigeration units (TRU) or auxiliary power units*. As described in Chapter 2, *Project Description*, cold storage is not a permitted use within the Specific Plan. This measure is not applicable.

- *Requiring all TRUs entering the project-site be plug-in capable*. As described in Chapter 2, *Project Description*, cold storage is not a permitted use within the Specific Plan. This measure is not applicable.

- *Require all heavy-duty trucks entering or on the project site to be zero-emission vehicles, and be fully zero-emission. A list of commercially available zero-emission trucks can be obtained from the Hybrid and Zero-emission Truck and Bus Voucher Incentive Project (HVIP).* It would be infeasible to require future trucking activities within the EBPSP to utilize zero-emission (ZE) or near zero-emission (NZE) technologies as the operations, constraints, and impacts of individual future projects are unknown at this time. The City has no control over the technologies used for regional trucking activities that utilize the City's truck routes; therefore, the City would not be able to enforce such a measure. Mitigation Measure (MM) AIR-1-SP and MM AIR-1-5) require onsite charging infrastructure to support the transition to ZE trucks once such vehicles are widely commercially available.

- *Restrict trucks and support equipment from idling longer than two minutes while on site*. Based on comments received on the Draft SEIR, the City and Applicant have agreed to a two-minute maximum onsite idling restriction (see Final SEIR Chapter 3, *Revisions to the Draft SEIR*), which is more stringent than CARB's five-minute ATCM limit and consistent with the intent of the recommended measure.
- *Require the installation of vegetative walls or other effective barriers that separate loading docks and people living or working nearby*. EBPSP Section 5.5.1, *Other Development Standards*, requires loading docks and truck parking areas to be visually screened from Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, and Public Street 'A' by walls and landscaping features. Section 6.5.1, *Parking and Loading Areas*, prohibits business park buildings fronting Public Street 'A' from including loading docks on any façades facing that street; requires commercial vehicle loading doors, service docks, and outdoor equipment areas to be oriented or screened through the use of solid walls and dense landscaping; and prohibits the loading and unloading of commercial vehicles and trucks from occurring on or being visible from public streets. Additionally, AB 98 requires logistics projects of 250,000 square feet or more and with loading bays within 900 feet of sensitive receptors, or a logistics project with loading bays within 900 feet of sensitive receptors where the site is not zoned industrial, to orient loading bays away from nearby sensitive receptors to the extent feasible; locate loading bays a minimum of 500 feet from the property line of the nearest sensitive receptor; have separate entrances for heavy-duty trucks accessible via a truck route; locate truck entrances, exits, and internal circulation away from sensitive receptors; and include property perimeter screening and buffering. Future project compliance with AB 98 requirements, as applicable, will assist in reducing potential impacts to sensitive receptors with respect to distancing internal truck traffic from nearby sensitive

receptors. Nonetheless, MM AIR-3-PPA has been modified to include a sample measure to alter the design of a future individual project such that trucks traveling in the interior of the site to maximize the distance between truck travel paths and nearby sensitive receptors, which may be implemented to reduce potential project-specific impacts (see Final SEIR Chapter 3, *Revisions to the Draft SEIR*).

- *Prohibiting off-road diesel-powered equipment from being in the "on" position for more than 10 hours per day*. The Specific Plan requires use of zero-emission offroad cargo handling equipment. Therefore, this measure is not applicable.

- *Constructing zero-emission truck charging/fueling stations proportional to the number of dock doors at the project*. The Draft SEIR includes Mitigation Measure (MM) AIR-1-SP and MM AIR-1-5, which require installation of infrastructure for electric-powered trucks within the EBPSP.

- *Constructing and maintaining electric light-duty vehicle charging stations proportional to the number of employee parking spaces*. The Draft SEIR includes Mitigation Measure (MM) AIR-1-SP and MM AIR-1-5, which require installation of infrastructure for electric-powered trucks within the EBPSP.

- *Phase-in schedule to incentivize the use of cleaner operating trucks to reduce any significant adverse air quality impacts*. Measures required by existing law, such as compliance with CARB's Truck and Bus Regulation, ATCM requirements, and South Coast AQMD Rule 2305 (WAIRE), do not require separate CEQA mitigation.

The EBPSP's comprehensive mitigation program addresses the full range of feasible construction and operational emission reductions available for this type of project in the South Coast Air Basin. Recirculation is not required pursuant to CEQA Guidelines section 15088.5 because the changes merely clarify, amplify, or make insignificant modifications.

Comment O1-47

Disclaimer

SWAPE has received limited discovery regarding this project. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the

work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Response O1-47

This comment notes that additional information may become available in the future and that the analysis is based on information reasonably accessible at the time it was prepared. This comment does not raise any environmental issue regarding the adequacy of the Draft SEIR; therefore, no further response is required pursuant to CEQA. The comment is acknowledged for the record.

Comment O1-48

Matthew F. Hagemann, P.G., C.Hg.

- Geologic and Hydrogeologic Characterization, Investigation and Remediation Strategies
- Industrial Stormwater Compliance
- CEQA Review
- Expert Testimony

Professional Certifications:

California Professional Geologist, P.G.

California Certified Hydrogeologist, C.Hg.

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.

B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Experience:

30 years of experience in environmental policy, contaminant assessment and remediation, stormwater compliance, and CEQA review. Spent nine years with the U.S. EPA in the Resource Conservation Recovery Act (RCRA) and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where I identified emerging threats to groundwater. While with EPA, I served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. Led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) and directed efforts to improve hydrogeologic characterization and water quality monitoring.

For the past 15 years, as a founding partner with SWAPE, I developed extensive client relationships and has managed complex projects that include consultations as an expert witness and a regulatory specialist, and managing projects ranging from industrial stormwater compliance to CEQA review of impacts from hazardous waste, air quality and greenhouse gas emissions.

Positions held include:

Government:
Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989– 1998);

Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);

Geologist, U.S. Forest Service (1986 – 1998).

Educational:

Geology Instructor, Golden West College, 2010 – 2104, 2017;

Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);

Instructor, College of Marin, Department of Science (1990 – 1995).

Private Sector:

Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);

Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

Executive Director, Orange Coast Watch (2001 – 2004);

Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, responsibilities have included:

- Lead analyst and testifying expert, for both plaintiffs and defendants, in the review of over 300 environmental impact reports and negative declarations since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, greenhouse gas emissions, and geologic hazards.

- Recommending additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce exposure to hazards from toxins.

- Stormwater analysis, sampling and best management practice evaluation, for both government agencies and corporate clients, at more than 150 industrial facilities.
- Serving as expert witness for both plaintiffs and defendants in cases including contamination of groundwater, CERCLA compliance in assessment and remediation, and industrial stormwater contamination.
- Technical assistance and litigation support for vapor intrusion concerns, for both government agencies and corporate clients.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.

With Komex H2O Science Inc., duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict Sate of California regulatory requirements.
- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities included:

- Leading efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiating a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identifying emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. Used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. Prepared geologic reports, conducted hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer
- Served as a hydrogeologist with the RCRA Hazardous Waste program. Duties included:
- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote ”part B” permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel. Wrote contract specifications and supervised contractor’s investigations of waste sites.

With the National Park Service, directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation- wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served as senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9. Activities included the following:

- Advising the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaping EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improving the technical training of EPA's scientific and engineering staff.
- Earning an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific principles into the policy-making process.
- Establishing national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities included:

- Mapping geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinating research with community stakeholders who were concerned with natural resource protection.
- Characterizing the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

Duties included the following:

- Supervising year-long effort for soil and groundwater sampling.
- Conducting aquifer tests.
- Investigating active faults beneath sites proposed for hazardous waste disposal.

Teaching:

- From 1990 to 1998, taught at least one course per semester at the community college and university levels:
- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.
- Part time geology instructor at Golden West College in Huntington Beach, California from 2010 to 2014 and in 2017.

Summary of Testimony Experience Over Past Four Years

In Re New Jersey Department of Environmental Protection et al. vs. E.I. DuPont de Nemours and Company, in the United States District Court, District of New Jersey, Civil Action No. 1:19-cv-14766-RMB-JBC. Deposition in 2025. Representing Plaintiffs in matters regarding contamination of groundwater, wastewater, soil, and air with per- and poly-fluoroalkyl substances.

In Re Edmond Asher, et al., vs. RTX Corporation (f/k/a Raytheon Technologies Corporation, et al.) in the County of Huntington Superior Court, Indiana, Cause number 35D01-2006-CT-000338. Deposition in 2024. Representing Plaintiffs in matters regarding contamination of groundwater and soil vapor with trichlorethylene.

In Re Wright vs Consolidated Rail Corporation In the Circuit Court of Cook County, Illinois, Case No: 21L3966. Deposition in 2023, Representing Plaintiff in matters involving groundwater and drinking water contamination of perchloroethylene, trichlorethylene, 1,2-dichloroethane, and carbon tetrachloride.

In Re Behr Dayton Thermal Products LLC In the United States District Court for the Southern District of Ohio Western Division at Dayton, Case No: 08-cv-326. Deposition in 2022. Representing Plaintiff in matters regarding contamination of groundwater and indoor air with perchloroethylene and trichloethelene.

Orange County Water District vs. Sabic Innovative Plastics US, LLC, et al. In the Court of Appeal, Fourth District,

Division 1, California, Case No: D070553. Deposition in 2020. Representing Plaintiff in matters involving compliance with The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA).

Los Angeles Waterkeeper vs. AAA Plating and Inspection, Inc. In the United States District Court for the Central

District of California, Case No: No. CV 18-5916 PA (GJSx). Deposition in 2019. Expert witness representing Plaintiff in matters involving contaminated stormwater runoff at an industrial facility in Compton, California.

Californians for Alternatives to Toxics vs. Schneider Dock and Intermodal Facility. In the United States District Court for the Northern District of California, Case No: 3:17-cv-05287-JST. Deposition in 2019. Expert witness representing Plaintiff in matters involving contaminated stormwater runoff at an industrial facility in Eureka, California.

Bells et al. vs. The 3M Company et al. In the United States District Court for the District of Colorado, Case No: 1:16-CV-02531-RBJ. Deposition in 2018. Expert witness representing Plaintiff on matters regarding the general hydrogeological conditions present in an area impacted by per- and poly-fluoroalkyl substances.

Ungar vs. Foundation for Affordable Housing. In the Superior Court, State of California, Los Angeles County, Case No. BC628890 Deposition in 2017. Expert witness representing defendant on matters involving alleged drinking water contamination.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S.EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Coloradao.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M**., 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells.

Presentation to the Ground Water and Environmental Law Conference, National GroundwaterAssociation.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal representatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks.

Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F**. 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval AirStation, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Clean up at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examinations,2009-2011.

Response O1-48

This comment consists of the curriculum vitae of Mathew Hagemann. This comment does not raise any environmental issue regarding the adequacy of the Draft SEIR; therefore, no further response is required pursuant to CEQA. The comment is acknowledged for the record.

Comment O1-49

Paul Rosenfeld, Ph.D. Chemical Fate and Transport & Air Dispersion Modeling

Principal Environmental Chemist Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Focus on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years of experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from oil spills, landfills, boilers and incinerators, process stacks, storage tanks,

confined animal feeding operations, industrial, military and agricultural sources, unconventional oil drilling operations, and locomotive and construction engines. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities. Dr. Rosenfeld has also successfully modeled exposure to contaminants distributed by water systems and via vapor intrusion.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)

UCLA School of Public Health; 2003 to 2006; Adjunct Professor

UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate

Komex H_2O Science, 2001 to 2003; Senior Remediation Scientist National Groundwater Association, 2002-2004; Lecturer

San Diego State University, 1999-2001; Adjunct Professor

Anteon Corp., San Diego, 2000-2001; Remediation Project Manager Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager Bechtel, San Diego, California, 1999 – 2000; Risk Assessor

King County, Seattle, 1996 – 1999; Scientist James River Corp., Washington, 1995-96; Scientist

Big Creek Lumber, Davenport, California, 1995; Scientist Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist

Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

Rosenfeld, P.E., Spaeth, K.R., McCarthy, S.J. *et al.* Camp Lejeune Marine Cancer Risk Assessment for Exposure to Contaminated Drinking Water From 1955 to 1987. *Water Air Soil Pollut* **235**, 124 (2024). https://doi.org/10.1007/s11270-023-06863-y.

Rosenfeld P.E., Spaeth K.R., Remy L.L., Byers V., Muerth S.A., Hallman R,C., Summers-Evans J., Barker S. (2023) Perfluoroalkyl substances exposure in firefighters: Sources and implications, *Environmental Research*, Volume 220, https://doi.org/10.1016/j.envres.2022.115164.

Rosenfeld P.E. and Spaeth K.R., (2023) Authors' Response to Letter to the Editor from Bullock and Ramacciotti, *Water Air Soil Pollution* Volume 234, https://doi.org/10.1007/s11270-023-06165-3

Rosenfeld P. E., Spaeth K., Hallman R., Bressler R., Smith, G., (2022) Cancer Risk and Diesel Exhaust Exposure Among Railroad Workers. *Water Air Soil Pollution.* **233,** 171.

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health.* 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P**., (2015) Modeling the Effect of Refinery Emission On Residential Property Value. *Journal of Real Estate Research*. 27(3):321-342

Chen, J. A, Zapata A. R., Sutherland A. J., Molmen, D.R., Chow, B. S., Wu, L. E., **Rosenfeld, P. E.,** Hesse, R. C., (2012) Sulfur Dioxide and Volatile Organic Compound Exposure To A Community In Texas City Texas Evaluated Using Aermod and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

Rosenfeld, P.E. & Feng, L. (2011). *The Risks of Hazardous Waste.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2011). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Agrochemical Industry*, Amsterdam: Elsevier Publishing.

Gonzalez, J., Feng, L., Sutherland, A., Waller, C., Sok, H., Hesse, R., **Rosenfeld, P.** (2010). PCBs and Dioxins/Furans in Attic Dust Collected Near Former PCB Production and Secondary Copper Facilities in Sauget, IL. *Procedia Environmental Sciences*. 113–125

Feng, L., Wu, C., Tam, L., Sutherland, A.J., Clark, J.J., **Rosenfeld, P.E.** (2010). Dioxin and Furan Blood Lipid and Attic Dust Concentrations in Populations Living Near Four Wood Treatment Facilities in the United States. *Journal of Environmental Health*. 73(6), 34-46.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2010). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Wood and Paper Industries.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.,** (2009). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Petroleum Industry*. Amsterdam: Elsevier Publishing.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. *WIT Transactions on Ecology and the Environment, Air Pollution,* 123 (17), 319-327.

Cheremisinoff, N.P., **Rosenfeld, P.E.** Davletshin, A.R. (2008). ***Responsible Care.*** Gulf Publishing. Texas.

Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency

Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). Methods For Collect Samples For Assessing Dioxins And Other Environmental Contaminants In Attic Dust: A Review. *Organohalogen Compounds*, 70, 000527-000530.

Hensley, A.R. A. Scott, J. J. J. Clark, **Rosenfeld, P.E.** (2007). Attic Dust and Human Blood Samples Collected near a Former Wood Treatment Facility. *Environmental Research*. 105, 194-197.

Rosenfeld, P.E., J. J. J. Clark, A. R. Hensley, M. Suffet. (2007). The Use of an Odor Wheel Classification for Evaluation of Human Health Risk Criteria for Compost Facilities. *Water Science & Technology* 55(5), 345-357.

Rosenfeld, P. E., M. Suffet. (2007). The Anatomy of Odour Wheels for Odours of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities.* Boston Massachusetts: Elsevier Publishing

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

Rosenfeld P. E., J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme for The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004.* New Orleans, October 2-6, 2004.

Rosenfeld, P.E., and Suffet, I.H. (2004). Understanding Odorants Associated with Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash, *Water Science and Technology*, 49(9), 171-178.

Rosenfeld, P. E., Grey, M. A., Sellew, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

Rosenfeld, P.E., Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office*, Publications Clearinghouse (MS–6), Sacramento, CA Publication #442-02-008.

Rosenfeld, P.E., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

Rosenfeld, P.E., and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality.* 29, 1662-1668.

Rosenfeld, P.E., C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affects on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

Rosenfeld, P.E., and C.L. Henry. (2001). Activated Carbon and Wood Ash Sorption of Wastewater, Compost, and Biosolids Odorants. *Water Environment Research*, 73, 388-393.

Rosenfeld, P.E., and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

Chollack, T. and **P. Rosenfeld. (**1998). Compost Amendment Handbook for Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation on St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Master's thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelor's Thesis. University of California.

Presentations:

Rosenfeld, P.E., "The science for Perfluorinated Chemicals (PFAS): What makes remediation so hard?" Law Seminars International, (May 9-10, 2018) 800 Fifth Avenue, Suite 101 Seattle, WA.

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society.* Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water*. Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution.* Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluoroctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (20-22 July (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility*. The 23rd Annual International Conferences on Soils Sediment and Water.* Platform lecture conducted at University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant*. The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The *23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting.* Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition.* Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference.* Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference.* Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference.* Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus on Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water and Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference.* Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River.

Meeting of tribal representatives. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model for PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants*. Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium on Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium on Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting for Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington.

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conferenc*e. Lecture conducted from Indianapolis, Maryland.

Rosenfeld. P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation.* Lecture conducted from Anaheim California.

Rosenfeld. P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest.* Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation with High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell.* Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest.* Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E, C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation with High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. The course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. $41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate the effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: $10,000 grant awarded to San Diego State University. Goal: investigate the effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. $100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. $20,000 grant awarded to investigate the effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: $10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: $15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. $500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the District Court of Harris County Texas

Mt Davis Interest, Inc v Sesco Cement Corp
Cause No 2023-26512
Trial 6-6-2-25

In the United States Southern District of New York

Gallo vs Avon Products Inc., et al
Civil Action No.: 1:23-cv-2023
Deposition 4-24-2025

In Vanderburgh Superior Court 5, County of Vanderburgh, Indiana

Markello v CSX
Civil Action No 82D05-2011-CT-004962
Deposition 3-26-25

In the Circuit Court of Cook County Illinois

Jarosiewicz v Northeast Regional Railroad
Case No 2023 L 002290
Deposition 2-27-25

In the District Court 191st Judicial District Dallas County

Acklin v Poly America International
Cause No DC-22-08610
Deposition 1-8-2025

United States District Court, Norther District of California

Asustin Vs Monsanto
Case No 2:23-cv-272
Deposition 12-20-25

In Jefferson Circuit Court Division One, Louisville, Kentucky

Stafford vs, CSX
Case No. 18-CI-001790
Deposition: 8-27-24

In the Twenty-Second Judicial Circuit of St. Louis. State of Missouri

Patricia Godfrey vs, Amtrak
Case No. 2122-CC-00525
Deposition: 7-17-24

In the Circuit Court of Jefferson County Alabama

Linda Early Vs. CSX
Case number CV-2021-00241
Deposition 6-24-24

In the Court of Common Please Lucas County, Ohio

Brenda Conkright vs. CSX
Case No. G-4801-CI-0202102664-000
Deposition: 6-4-24

In the Commonwealth of Kentucky, Greenup Circuit Court

Patsy Sue Napier vs. CSX
Case No. 19-CI-0012
Deposition: 5-8-2-24

In United States District Court of Hawaii

Patrick Feindt, Jr. et al. vs. The United States of America
Case No. 1:22-cv-LEK-KJM
Trial 3-29-24 and 4-5-24

In the District Court of Hood County State of Texas

Artie Gray vs. Exxon Mobil

Case No. C-2018047
Rosenfeld Deposition:4-22-2024

In the Elkhart Superior Court State of Indiana

Estate of Clark Stacy vs. Penn Central Corporation
Cause No 2D01-2001-CT-00007
Rosenfeld Deposition 1-25-2024 and 3-7-2024

In the Circuit Court of Trempealeau County, State of Wisconsin

Michael J. Sylla et al. vs. High-Crush Whitehall LLC
Case No. 2019-CV-63, 2019-CV-64, 2019-CV-65, 2019-CV-66
Rosenfeld Deposition: 3-5-2024

In the Circuit Court of Trempealeau County, State of Wisconsin

Leland Drangstveit vs. High-Crush Blair LLC
Case No. 19-CV-66
Rosenfeld Deposition 3-5-2024

In the Circuit Court of Jefferson County Alabama

Donald Lee Ashworth vs. CSX Transportation Inc.
Case No CV-2021-901261
Rosenfeld Deposition 1-23-2024

In the United States District Court for the Eastern District of Wisconsin

Gary L Siepe vs. Soo Line Railroad
Case No. 2:21-cv-00919 Rosenfeld
Deposition 1-19-2024

In the United States District Court for the Western District of Louisiana

Ricky Bush v. Clean Harbors Colfax LLC
Case No. 1:22-cv-02026-DDD-JPM
Rosenfeld Deposition 12-18-2023 and 1-15-2024

In United States District Court of Hawaii

Patrick Feindt, Jr. et al. vs. The United States of America
Case No. 1:22-cv-LEK-KJM
Rosenfeld Deposition 11-29-2023

In the Circuit Court for the Twentieth Judicial Circuit St. Clair County, Illinois

Timothy Gray vs. Rural King et al.
Case No 2022-LA-355
Rosenfeld Deposition 9-26-2023

In United States District Court Eastern District of Wisconsin

Gary L. Siepe vs. Soo Line Railroad Company
Case No. 2:21-cv-00919
Rosenfeld Deposition 9-15-2023

In the Circuit Court of Cook County Illinois

Donald Fox vs. BNSF
Case No. 2021 L12
Rosenfeld Deposition 9-12-2023

In the Court of Common Please Cuyahoga County, Ohio

Thomas Schleich vs. Penn Central Corporation Lead
Case No. CV-20-939184
Rosenfeld Deposition 8-27-2023

In the Circuit Court of Jackson County Missouri at Kansas City

Timothy Dalsing vs. BNSF
Case No. No. 2216-cv06539
Rosenfeld Deposition 7-28-2023

In the United States District Court for the Southern District of Texas Houston Division

International Terminals Company LLC Deer Park Fire Litigation
Lead Case No. 4:19-cv-01460
Rosenfeld Deposition 7-25-2023

In the Circuit Court of Livingston County Missouri

Shirley Ralls vs. Canadian Pacific Railway and Soo Lind Railroad
Case No. 28LV-CV0020
Rosenfeld Daubert Hearing 7-18-2023 Trial Testimony 7-19-2023

In the Circuit Court of Cook County Illinois

Brenda Wright vs. Penn Central and Conrail

Case No. No. 2032L003966
Rosenfeld Deposition 6-13-2023

In the Circuit Court Common Please Philadelphia of Jefferson County Alabama

Frank Belle vs. Birmingham Southern Railroad Company et al.
Case No. 01-cv-2021-900901.00
Rosenfeld Deposition 4-6-2023

In the Circuit Court of Jefferson County Alabama

Linda De Gregorio vs. Penn Central
Case No. 002278
Rosenfeld Deposition 3-27-20203

In the United States District Court Eastern District of New York

Rosalie Romano et al. vs. Northrup Grumman Corporation
Case No. 16-cv-5760
Rosenfeld Deposition 3-16-2023

In the Superior Court of Washington, Spokane County

Judy Cundy vs. BNSF
Case No. 21-2-03718-32
Rosenfeld Deposition 3-9-2023

In The Court of Common Pleas of Philadelphia County, PA Civil Trial Division

Feaster v Conrail
Case No. 001075
Rosenfeld Deposition 2-1-2023

In United States District Court for the Central District of Illinois

Sherman vs. BNSF
Case No. 3:17-cv-01192
Rosenfeld Deposition 1-18-2023

In United States District Court District of Colorado

Gonzales vs. BNSF
Case No. 1:21-cv-01690
Rosenfeld Deposition 1-17-2023

In United States District Court District of Colorado

Abeyta vs. BNSF
Case No. 1:21-cv-01689-KMT
Rosenfeld Deposition 1-3-2023

In United States District Court For The Easter District of Louisiana

Nathaniel Smith vs. Illinois Central Railroad
Case No. 2:21-cv-01235
Rosenfeld Deposition 11-30-2022

In the Superior Court of the State of California, County of San Bernardino

Billy Wildrick, Plaintiff vs. BNSF Railway Company
Case No. CIVDS1711810
Rosenfeld Deposition 10-17-2022

In the State Court of Bibb County, State of Georgia

Richard Hutcherson, Plaintiff vs Norfolk Southern Railway Company
Case No. 10-SCCV-092007
Rosenfeld Deposition 10-6-2022

In the Civil District Court of the Parish of Orleans, State of Louisiana

Millard Clark, Plaintiff vs. Dixie Carriers, Inc. et al.
Case No. 2020-03891
Rosenfeld Deposition 9-15-2022

In The Circuit Court of Livingston County, State of Missouri, Circuit Civil Division

Shirley Ralls, Plaintiff vs. Canadian Pacific Railway and Soo Line Railroad
Case No. 18-LV-CC0020
Rosenfeld Deposition 9-7-2022

In The Circuit Court of the 13th Judicial Circuit Court, Hillsborough County, Florida Civil Division

Jonny C. Daniels, Plaintiff vs. CSX Transportation Inc.
Case No. 20-CA-5502
Rosenfeld Deposition 9-1-2022

In The Circuit Court of St. Louis County, State of Missouri

Kieth Luke et. al. Plaintiff vs. Monsanto Company et. al.

Case No. 19SL-CC03191
Rosenfeld Deposition 8-25-2022

In The Circuit Court of the 13th Judicial Circuit Court, Hillsborough County, Florida Civil Division

Jeffery S. Lamotte, Plaintiff vs. CSX Transportation Inc.
Case No. NO. 20-CA-0049
Rosenfeld Deposition 8-22-2022

In State of Minnesota District Court, County of St. Louis Sixth Judicial District

Greg Bean, Plaintiff vs. Soo Line Railroad Company
Case No. 69-DU-CV-21-760
Rosenfeld Deposition 8-17-2022

In United States District Court Western District of Washington at Tacoma, Washington

John D. Fitzgerald Plaintiff vs. BNSF
Case No. 3:21-cv-05288-RJB
Rosenfeld Deposition 8-11-2022

In Circuit Court of the Sixth Judicial Circuit, Macon Illinois

Rocky Bennyhoff Plaintiff vs. Norfolk Southern
Case No. 20-L-56
Rosenfeld Deposition 8-3-2022, Trial 1-10-2023

In Court of Common Pleas, Hamilton County Ohio

Joe Briggins Plaintiff vs. CSX
Case No. A2004464
Rosenfeld Deposition 6-17-2022

In the Superior Court of the State of California, County of Kern

George LaFazia vs. BNSF Railway Company.
Case No. BCV-19-103087
Rosenfeld Deposition 5-17-2022

In the Circuit Court of Cook County Illinois

Bobby Earles vs. Penn Central et. al.
Case No. 2020-L-000550
Rosenfeld Deposition 4-16-2022

In United States District Court Easter District of Florida

Albert Hartman Plaintiff vs. Illinois Central
Case No. 2:20-cv-1633
Rosenfeld Deposition 4-4-2022

In the Circuit Court of the 4th Judicial Circuit, in and For Duval County, Florida

Barbara Steele vs. CSX Transportation
Case No.16-219-Ca-008796
Rosenfeld Deposition 3-15-2022

In United States District Court Easter District of New York

Romano et al. vs. Northrup Grumman Corporation
Case No. 16-cv-5760
Rosenfeld Deposition 3-10-2022

In the Circuit Court of Cook County Illinois

Linda Benjamin vs. Illinois Central
Case No. No. 2019 L 007599
Rosenfeld Deposition 1-26-2022

In the Circuit Court of Cook County Illinois

Donald Smith vs. Illinois Central
Case No. No. 2019 L 003426
Rosenfeld Deposition 1-24-2022

In the Circuit Court of Cook County Illinois

Jan Holeman vs. BNSF
Case No. 2019 L 000675
Rosenfeld Deposition 1-18-2022

In the State Court of Bibb County State of Georgia

Dwayne B. Garrett vs. Norfolk Southern
Case No. 20-SCCV-091232
Rosenfeld Deposition 11-10-2021

In the Circuit Court of Cook County Illinois

Joseph Ruepke vs. BNSF

Case No. 2019 L 007730
Rosenfeld Deposition 11-5-2021

In the United States District Court For the District of Nebraska

Steven Gillett vs. BNSF
Case No. 4:20-cv-03120
Rosenfeld Deposition 10-28-2021

In the Montana Thirteenth District Court of Yellowstone County

James Eadus vs. Soo Line Railroad and BNSF
Case No. DV 19-1056
Rosenfeld Deposition 10-21-2021

In the Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois

Martha Custer et al. vs Cerro Flow Products, Inc.
Case No. 0i9-L-2295
Rosenfeld Deposition 5-14-2021 Trial October 8-4-2021

In the Circuit Court of Cook County Illinois

Joseph Rafferty vs. Consolidated Rail Corporation and National Railroad Passenger Corporation d/b/a AMTRAK,
Case No. 18-L-6845
Rosenfeld Deposition 6-28-2021

In the United States District Court For the Northern District of Illinois

Theresa Romcoe vs. Northeast Illinois Regional Commuter Railroad Corporation d/b/a METRA Rail
Case No. 17-cv-8517
Rosenfeld Deposition 5-25-2021

In the Superior Court of the State of Arizona In and For the Cunty of Maricopa

Mary Tryon et al. vs. The City of Pheonix v. Cox Cactus Farm, L.L.C., Utah Shelter Systems, Inc.
Case No. CV20127-094749
Rosenfeld Deposition 5-7-2021

In the United States District Court for the Eastern District of Texas Beaumont Division

Robinson, Jeremy et al vs. CNA Insurance Company et al.

Case No. 1:17-cv-000508
Rosenfeld Deposition 3-25-2021

In the Superior Court of the State of California, County of San Bernardino

Gary Garner, Personal Representative for the Estate of Melvin Garner vs. BNSF Railway Company.
Case No. 1720288
Rosenfeld Deposition 2-23-2021

In the Superior Court of the State of California, County of Los Angeles, Spring Street Courthouse

Benny M Rodriguez vs. Union Pacific Railroad, A Corporation, et al.
Case No. 18STCV01162
Rosenfeld Deposition 12-23-2020

In the Circuit Court of Jackson County, Missouri

Karen Cornwell, Plaintiff, vs. Marathon Petroleum, LP, Defendant.
Case No. 1716-CV10006
Rosenfeld Deposition 8-30-2019

In the United States District Court For The District of New Jersey

Duarte et al, Plaintiffs, vs. United States Metals Refining Company et. al. Defendant.
Case No. 2:17-cv-01624-ES-SCM
Rosenfeld Deposition 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division

M/T Carla Maersk vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS “Conti Perdido” Defendant.
Case No. 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica

Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No. BC615636
Rosenfeld Deposition 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica

The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No. BC646857
Rosenfeld Deposition 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado

Bells et al. Plaintiffs vs. The 3M Company et al., Defendants
Case No. 1:16-cv-02531-RBJ
Rosenfeld Deposition 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District

Phillip Bales et al., Plaintiff vs. Dow Agrosciences, LLC, et al., Defendants
Cause No. 1923
Rosenfeld Deposition 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa

Simons et al., Plaintifs vs. Chevron Corporation, et al., Defendants
Cause No. C12-01481
Rosenfeld Deposition 11-20-2017

In The Circuit Court of The Twentieth Judicial Circuit, St Clair County, Illinois

Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc.,
Defendants Case No.: No. 0i9-L-2295
Rosenfeld Deposition 8-23-2017

In United States District Court For The Southern District of Mississippi

Guy Manuel vs. The BP Exploration et al., Defendants
Case No. 1:19-cv-00315-RHW
Rosenfeld Deposition 4-22-2020

In The Superior Court of the State of California, For The County of Los Angeles

Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
Case No. LC102019 (c/w BC582154)
Rosenfeld Deposition 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division

Brenda J. Cooper, et al., Plaintifs, vs. Meritor Inc., et al., Defendants
Case No. 4:16-cv-52-DMB-JVM
Rosenfeld Deposition July 2017

In The Superior Court of the State of Washington, County of Snohomish

Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No. 13-2-03987-5
Rosenfeld Deposition, February 2017 Trial March 2017

In The Superior Court of the State of California, County of Alameda

Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No. RG14711115
Rosenfeld Deposition September 2015

In The Iowa District Court In And For Poweshiek County

Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No. LALA002187
Rosenfeld Deposition August 2015

In The Circuit Court of Ohio County, West Virginia

Robert Andrews, et al. vs. Antero, et al.
Civil Action No. 14-C-30000
Rosenfeld Deposition June 2015

In The Iowa District Court for Muscatine County

Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No. 4980
Rosenfeld Deposition May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida

Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.
Case No. CACE07030358 (26)
Rosenfeld Deposition December 2014

In the United States District Court Western District of Oklahoma

Tommy McCarty, et al., Plaintiffs, vs. Oklahoma City Landfill, LLC d/b/a Southeast Oklahoma City Landfill, et al. Defendants.
Case No. 5:12-cv-01152-C
Rosenfeld Deposition: July 2014

In the County Court of Dallas County Texas

Lisa Parr et al, *Plaintiff*, vs. Aruba et al, *Defendant.*
Case Number cc-11-01650-E
Rosenfeld Deposition: March and September 2013 Rosenfeld Trial: April 2014

In the County of Kern, Unlimited Jurisdiction

Rose Propagation Services vs. Heppe Enterprises
Case No. S-1500-CV-278190, LHB
Rosenfeld Deposition: May 2014

In the Circuit Court of Baltimore County Maryland

Philip E. Cvach, II et al., *Plaintiffs* vs. Two Farms, Inc. d/b/a Royal Farms, Defendants
Case Number: 03-C-12-012487 OT
Rosenfeld Deposition: September 2013

In the Court of Galveston County, Texas 56th Judicial District

MDL Litigation Regarding Texas City Refinery Ultracracker Emission Event Litigation
Cause No. 10-UC-0001
Rosenfeld Deposition: March 2013 Rosenfeld Trial: September 2013

In the United States District Court of Southern District of Texas Galveston Division

Kyle Cannon, Eugene Donovan, Genaro Ramirez, Carol Sassler, and Harvey Walton, each Individually and on behalf of those similarly situated, *Plaintiffs,* vs. BP Products North America, Inc., *Defendant.*
Case 3:10-cv-00622
Rosenfeld Deposition: February 2012 Rosenfeld Trial: April 2013

In the United States District court of Southern District of California

United States of America, Plaintiff vs. 2,560 Acres of Land, more or less, located in Imperial County, State of California; and Donald L. Crawford, et. al.
Civil No. 3:11-cv-02258-IEG-RBB
Rosenfeld Deposition: December 2012, January 2013

In the Court of Common Pleas of Tuscarawas County Ohio

John Michael Abicht, et al., Plaintiffs, vs. Republic Services, Inc., et al., Defendants
Case No. 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition October 2012

In the Court of Common Pleas of Tuscarawas County Ohio

John Michael Abicht, et al., *Plaintiffs,* vs. Republic Services, Inc., et al., *Defendants*
Case Number: 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition: October 2012

In the United States District Court for the Middle District of Alabama, Northern Division

James K. Benefield, et al., Plaintiffs, vs. International Paper Company, Defendant.
Civil Action No. 2:09-cv-232-WHA-TFM
Rosenfeld Deposition July 2010, June 2011

Response O1-49

This comment consists of the curriculum vitae of Paul Rosenfeld. This comment does not raise any environmental issue regarding the adequacy of the Draft SEIR; therefore, no further response is required pursuant to CEQA. The comment is acknowledged for the record.

Comment O1-50

I write to comment on potential impacts to biological resources that would result from development of the proposed 189-acre Eucalyptus Business Park Specific Plan (EBPSP or "project"), which is addressed in the City's Ontario Policy Plan Amendment Draft Supplemental Environmental Impact Report (SEIR). The EBPSP would add 2,939,000 sf of industrial and commercial buildings on 137.9 acres, roadway improvements on

14.97 acres, and parkland on 36.15 acres at the northwest corner of Eucalyptus Ave and Walker Ave. My comments that follow address my concerns that the SEIR and its supporting biological resources technical report (ELMT 2025), mischaracterize the wildlife community as part of the existing environmental setting, and that its impacts analysis is flawed and its mitigation measures are inadequate.

My qualifications for preparing expert comments are the following. I hold a Ph.D. degree in Ecology from University of California at Davis, where I also worked as a post-graduate researcher in the Department of Agronomy and Range Sciences. My research has been on animal density and distribution, habitat selection, wildlife interactions with the anthrosphere, and conservation of rare and endangered species. I authored many papers on these and other

topics. I served as Chair of the Conservation Affairs Committee for The Wildlife Society – Western Section. I am a member of The Wildlife Society, and I've lectured part-time at California State University, Sacramento. I was Associate Editor of wildlife biology's premier scientific journal, The Journal of Wildlife Management, as well as of Biological Conservation, and I was on the Editorial Board of Environmental Management. I have performed wildlife surveys in California for forty-one years. My CV is attached.

Response O1-50

The Commenter's introductory remarks and qualifications are acknowledged. Responses to Shawn Smallwood's comments are addressed in Responses O1-51 through O1-73 below.

Comment O1-51

THE WILDLIFE COMMUNITY AS A BIOLOGICAL RESOURCE

Most environmental reviews pursuant to the California Environmental Quality Act (CEQA) focus on special-status species because CEQA's Checklist Evaluation of Environmental Impacts Question IV(a) asks specifically whether the project would adversely affect special-status species. However, this narrowly focused question is part of a larger policy goal of CEQA, which is "to prevent the elimination of fish or wildlife species due to man's activities, insure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities and examples of the major periods of California history." Pub. Res. Code § 21001(c). This policy is not restricted to special-status species; it also applies to wildlife populations and plant and animal communities, as it must, because special-status species are inter-dependent members of ecological communities. The CEQA Guidelines Section 21155.1 defines wildlife habitat as "the ecological communities upon which wild animals, birds, plants, fish, amphibians, and invertebrates depend for their conservation and protection." This definition is consistent with the scientific definition of habitat, which is that portion of the environment that is used by members of a species for survival and reproduction (Hall et al. 1997). An essential portion of the environment used by any special-status species is composed of the collection of other species of plants and wildlife, because these species provide for special-status species their forage, refugia and nest substrates, and some serve as ecological mutualists. The CEQA Checklist Evaluation assigns priority to special-status species to balance information and cost, but it does not exclude the need to evaluate environmental impacts to other species, which, after all, are members of the very communities within which special-status species inter-depend for survival and reproduction.

The species I consider to be special-status species are those listed in California's Special Animals List inclusive of threatened and endangered species under the California and federal

Endangered Species Acts, candidates for listing under CESA and FESA, California's Fully Protected Species, California species of special concern, and California's Taxa to Watch List (https://nrm.dfg.ca.gov/FileHandler.ashx?

DocumentID=109406), continental and region-specific US Fish and Wildlife Service Birds of Conservation Concern (https://www.fws.gov/sites/default/files/documents/ birds-of-conservation-concern-2021.pdf), and naturally rare species such as raptors protected by California's Birds of Prey laws, Fish and Game Code Sections 3503, 3503.5, 3505 and 3513 (see https://wildlife.ca.gov/Conservation/ Birds/Raptors).

What follows is a summary of a site visit to detect as many of the species of wildlife as possible within the short time available. The visit was also intended to detect as many of the special-status species as possible, but with the understanding that most special-status species are less readily detectable due to rarity and crypticity. Nonetheless, the species detected can indicate the ecological integrity of the site and thus the likelihood of occurrence of special-status species not yet detected.

Response O1-51

The Commenter is correct in stating the larger goal of CEQA. However, CEQA attains this larger goal by asking very specific questions related to potential impacts to candidate, sensitive, or special status species and habitats. Non-special status species are not at risk of potential "elimination" or "populations dropping below self-perpetuating levels." Section 3.4, *Biological Resources*, of the Draft SEIR evaluates existing biological conditions within the Specific Plan area, including vegetation communities and associated wildlife, and assesses potential impacts to these resources. The analysis considers special-status species, sensitive natural communities, wildlife movement, and other biological resources using established federal and State regulatory lists and recognized scientific sources, consistent with CEQA Guidelines and standard professional practice. While the significance criteria appropriately emphasize special-status species and sensitive habitats due to their regulatory and ecological importance, these resources also function as indicators of broader ecological conditions. Accordingly, the Draft SEIR's evaluation of habitat types and associated species addresses potential effects on wildlife communities and ecological function.

The Biological Resources Assessment (Appendix D of the Draft SEIR) does not limit itself to the identification of special-status species. All species observed, or with the potential to occur on the EBPSP site, are identified within the Assessment. Refer to Assessment Table D-1.

CEQA Guidelines Appendix G further addresses potential impacts on native wildlife nursery sites and wildlife corridors. These apply to all species, not just sensitive species, thus ensuring that potential impacts to non-special status species are also considered.

The Commenter's field observations are noted and will be included in the administrative record. However, the comment does not identify a specific omission, analytical flaw, or substantial new information that would alter the environmental conclusions in the Draft SEIR. Section 3.4 is supported by substantial evidence, including field surveys, habitat assessments, and documented database sources, and is sufficient to evaluate the proposed project's potential biological impacts.

Comment O1-52

SITE VISIT

On my behalf, Noriko Smallwood, a wildlife biologist with a Master of Science Degree from California State University Los Angeles, visited the site of the proposed project for 1.13 hours of diurnal survey starting at 18:08, and for 2.67 hours of nocturnal survey starting at 19:16 on 6 April 2026, and for 3 hours of diurnal survey starting at 06:26 on 9 April 2026. During daylight, Noriko walked the site's perimeter where accessible, stopping to scan for wildlife with use of binoculars. At night, Noriko affixed a Pettersson M500 acoustic bat detector to a 25-foot pole, and cabled the detector to her computer, which ran SonoBat Live. SonoBat Live identifies bat species based on the bats' sonograms that are detected by the M500. She also scanned for nocturnal wildlife using a Pulsar Telos LRF XG50 5.5-14x 50 mm thermal-imaging monocular. Noriko recorded all species of vertebrate wildlife she detected, including those whose members flew over the site or were seen on the site's fringe. Conditions were sunny with 9 MPH west wind and temperatures of 74-64° F on 6 April 2026, and partly cloudy with 3 MPH west wind and temperatures of 56-68° F on 9 April 2026. The site contains dairy farms, open fields of annual grassland, eucalyptus groves, row crops, and houses (Photo 1).

<Photo 1. View of the project site, 9 April 2026. Photo by Noriko Smallwood.>

Noriko saw American barn owl (Photo 2), red-tailed hawk and turkey vulture (Photos 3 and 4), merlin and American kestrel (Photos 5 and 6), ring-billed gull and Hudsonian whimbrel (Photos 7 and 8), mallard and black-necked stilt (Photos 9-11), double-crested cormorant, Canada goose, and white-faced ibis (Photos 12-14), great blue heron and common raven (Photos 15 and 16), mourning dove and northern mockingbird (Photos 17 and 18), killdeer and California horned lark (Photos 19 and 20), house finch and Cassin's kingbird (Photos 21 and 22), song sparrow and white-crowned sparrow (Photos 23 and 24), red-winged blackbird and barn swallow (Photos 25 and 26), brown-headed cowbird (Photos 27 and 28), great-tailed grackle and Bullock's oriole (Photos 29 and 30), Mexican free-tailed bat (Photo 31), desert cottontail and California ground squirrel (Photos 32-34). Noriko detected 43 species of vertebrate wildlife at or adjacent to the project site, including nine species with special status (Table 1).

<Photo 2. American barn owl on the project site detected using a thermal imaging camera, 6 April 2026. Photo by Noriko Smallwood.>

<Photos 3 and 4. Red-tailed hawks (left), and turkey vulture (right) on the project site, 6 April 2026. Photos by Noriko Smallwood.>

<Photos 5 and 6. Merlin (left), and American kestrel (right) on the project site, 6 and 9 April 2026. Photos by Noriko Smallwood.>

<Photos 7 and 8. Ring-billed gull (top), and whimbrel (bottom) on the project site, 9 April 2026. Photos by Noriko Smallwood.>

<Photos 9, 10, and 11. Black-necked stilt harassing a mallard (top), mallard (bottom left), and black-necked stilt (bottom right) on the project site, 6 and 9 April 2026. Photos by Noriko Smallwood.>

<Photos 12, 13, and 14. Double-crested cormorant (top), and Canada goose (middle), and white-faced ibis (bottom) on the project site, 9 April 2026. Photos by Noriko Smallwood.>

<Photos 15 and 16. Great blue heron (left), and common raven with nest material (right) on the project site, 9 April 2026. Photos by Noriko Smallwood.>

<Photos 17 and 18. Mourning dove (left), and northern mockingbird (right) on the project site, 6 and 9 April 2026. Photos by Noriko Smallwood.>

<Photos 19 and 20. Killdeer (left), and California horned lark (right) on the project site, 9 and 6 April 2026. Photos by Noriko Smallwood.>

<Photos 21 and 22. House finch (left), and Cassin's kingbird and brown-headed cowbird (right) on the project site, 9 April 2026. Photos by Noriko Smallwood.>

<Photos 23 and 24. Song sparrow (left), and white-crowned sparrow (right) on the project site, 6 and 9 April 2026. Photos by Noriko Smallwood.>

<Photos 25 and 26. Red-winged blackbird (left), and barn swallow (right) on the project site, 9 April 2026. Photos by Noriko Smallwood.>

<Photos 27 and 28. Brown-headed cowbirds on the project site, 9 April 2026. Photos by Noriko Smallwood.>

<Photos 29 and 30. Great-tailed grackle (left), and Bullock's oriole (right) on the project site, 9 April 2026. Photos by Noriko Smallwood.>

<Photo 31. Sonogram of Mexican free-tailed bat on the project site detected using SonoBat Live and a Pettersson M500, 6 April 2026. Photo by Noriko Smallwood.>

<Photos 32, 33, and 34. Desert cottontail (top left and bottom), and California ground squirrel (top right) on the project site, 6 and 9 April 2026. Photos by Noriko Smallwood.>

Table 1. *Species of wildlife Noriko observed during 1.13 hours of diurnal survey and 2.67 hours of nocturnal survey on 6 April 2026, and during 3 hours of diurnal survey on 9 April 2026.*

Common name	***Species name***	**Status1**	**Notes**
Canada goose	*Branta canadensis*		Flock flew over
Mallard	*Anas platyrhynchos*		On pond; flocks flew over
Rock pigeon	*Columba livia*	Non-native	Many
Eurasian collared-dove	*Streptopelia decaocto*	Non-native	Just off site
Mourning dove	*Zenaida macroura*		
Anna's hummingbird	*Calypte anna*		
Black-necked stilt	*Himantopus mexicanus*		On pond; flew over
Killdeer	*Charadrius vociferus*		On pond; flew over
Hudsonian whimbrel	*Numenius hudsonicus*		Flocks flew over
Western sandpiper	*Calidris mauri*		On pond; flew over
Ring-billed gull	*Larus delawarensis*		Flocks flew over
Double-crested cormorant	*Nannopterum auritum*	WL	Flock flew over
Great blue heron	*Ardea herodias*		Flew over
White-faced ibis	*Pledagis chihi*	WL	Flocks flew over, landed on site
Turkey vulture	*Cathartes aura*	BOP	Many roosted in eucalyptus
Red-tailed hawk	*Buteo jamaicensis*	BOP	Pair
American barn owl	*Tyto furcata*	BOP	Multiple foraged in evening
American kestrel	*Falco sparverius*	BOP	
Merlin	*Falco columbarius*	WL, BOP	
Cassin's kingbird	*Tyrannus vociferans*		
Black phoebe	*Sayornis nigricans*		
American crow	*Corvus brachyrhynchos*		
Common raven	*Corvus corax*		Gathered nest material
California horned lark	*Eremophila alpestris actia*	WL	
Northern rough-winged swallow	*Stelgidopteryx serripennis*		

Barn swallow	*Hirundo rustica*		Gathered nest material, foraged
Northern mockingbird	*Mimus polyglottos*		
European starling	*Sturnus vulgaris*	Non-native	Many, murmurations
House sparrow	*Passer domesticus*	Non-native	
American pipit	*Anthus rubescens*		
House finch	*Haemorphous mexicanus*		Foraged
White-crowned sparrow	*Zonotrichia leucophrys*		Foraged
Song sparrow	*Melospiza melodia*		
Western meadowlark	*Sturnella neglecta*		Just off site
Bullock's oriole	*Icterus bullockii*	BCC	Multiple in eucalyptus
Red-winged blackbird	*Agelaius phoeniceus*		Many foraged, flew over
Brown-headed cowbird	*Molothrus ater*		Many, murmurations
Great-tailed grackle	*Quiscalus mexicanus*		
Mexican free-tailed bat	*Tadarida brasiliensis*	WBWG: L	
Desert cottontail	*Sylvilagus audubonii*		Foraged
California ground squirrel	*Otospermophilus beecheyi*		
Coyote	*Canis latrans*		Scat
Botta's pocket gopher	*Thomomys bottae*		Burrows

[1] Listed on CDFW's Special Animals List (https://nrm.dfg.ca.gov/FileHandler.ashx? DocumentID=109406) as WL = CDFW's Taxa to Watch List; WBWG = Western Bat Working Group with priority rankings, of low (L), moderate (M), and high (H); BCC = U.S. Fish and Wildlife Service's Bird of Conservation Concern (https://www.fws.gov/sites/default/files/documents/birds-of-conservation-concern-2021.pdf); and BOP = protected by Birds of Prey (California Fish and Game Code 3503.5, see https://wildlife.ca.gov/Conservation/Birds/Raptors).

Response O1-52

The Commenter's site visit and photo documentation are acknowledged and will be included in the administrative record. However, CEQA determinations are based on the full record of substantial evidence, including habitat conditions, biological databases, regional context, and field investigations conducted by qualified biologists. Section 3.4, *Biological Resources*, of the Draft SEIR is based on documented site conditions within the Specific Plan area, which consists predominantly of disturbed, developed, and agricultural land uses with limited suitability for native vegetation communities or special-status species. This characterization is supported by field surveys, habitat assessments, and regulatory database review, and constitutes substantial evidence supporting the environmental conclusions in the Draft SEIR.

Table 1, as provided by the Commenter, lists species detected during the Commenter's independent site visit. Although 43 species were detected, a portion of those are non-

native/invasive. Non-native/invasive species included in the Commenter's analysis include rock pigeon, Eurasian collared-dove, European starling, house sparrow, and brown-headed cowbird. The loss of habitat for invasive species should not be considered in the evaluation of potential impacts under CEQA. Various other species listed by the Commenter are not candidate, sensitive, or special status species. Additionally, several species were observed offsite or via "fly-over." While observations of all species in the vicinity of the site are useful to note, they do not necessarily indicate the suitability of onsite habitat or the likelihood for those species to occur onsite. As required under CEQA, the Draft SEIR includes sufficient mitigation for the protection of candidate, sensitive, and special status species.

Comment O1-53

ANALYSIS OF RECONNAISSANCE SURVEY DATA

Noriko detected 43 species of vertebrate wildlife, which was a relatively large number for the brevity of her survey effort. All the species in Table 1 would lose due to the project and its replacement of natural ground covers with impervious surfaces.

Assuming the habitat that would remain within the region is at carrying capacity for each species at issue, habitat loss translates directly to a numerical decline in the species. Smallwood and Smallwood (2023) confirmed this habitat loss by measuring the impacts of similar development projects on species richness and the abundances of wildlife. Smallwood and Smallwood (2023) directly compared the species and the numbers of animals observed prior to development to the those observed after development, while they did the same at control sites. The measured losses of these species resulting from development is indicative of habitat loss, because habitat is defined as that portion of the environment that is used for survival and reproduction by members of a species (Hall et al. 1997).

However, the species of wildlife Noriko detected at the project site were not the only species that were present during her survey, as there are always species that are not detected. To demonstrate this, I fit nonlinear regression models to Noriko's accumulation of first detections of vertebrate wildlife species with time into her daytime surveys to predict the number of species that she would have detected with longer surveys or perhaps with additional biologists available to assist her. The type of model is a logistic growth model, which reaches an asymptote that corresponds with the theoretical maximum number of vertebrate wildlife species that could have been detected during the survey. The model that I fit to Noriko's survey data from the morning of 9 April predicts 41 species of vertebrate wildlife were available to be detected, or 3 more species than she detected that morning (Figure 1). Noriko's rate of species detections on the evening of 6 April nearly matched her rate of detections on the morning of 9 April (Figure 1). Noriko's rate of species detections exceeded the upper bound of the 95%

confidence interval estimated from many other morning surveys we have completed in the Inland Empire region, thus indicating the project site is relatively species-rich for the region.

<Figure 1. Actual and predicted relationships between the numbers of vertebrate wildlife species detected and the elapsed survey time based on Noriko's visual-scan surveys at the project site on 6 and 9 April 2026. Note the confidence interval (orange) applies only to the morning survey (red line).>

Unknown are the identities of the species Noriko missed, but the species that Noriko did and did not detect on composed only a fraction of the species that would occur at the project site over the period of a year or longer. This is because many species are seasonal in their occurrence, some require more survey effort because they are highly cryptic, and the members of other species would visit the site only periodically while patrolling large home ranges. Surveys on only two days cannot possibly detect all of the species of the local wildlife community.

At least a year's worth of surveys would be needed to more accurately report the number of vertebrate species that occur at the project site, but I only have Noriko's one survey. However, by use of an analytical bridge, a modeling effort applied to a large, robust data set from a research site can predict the number of vertebrate wildlife species that likely make use of the site over the longer term. This analytical bridge draws inference from the pattern of species detections more than it does from the research site, and I note that the pattern, i.e., rate, of species detections is consistent from site to site.

As part of my research, I completed a much larger survey effort across 167 km^2 of annual grasslands of the Altamont Pass Wind Resource Area, where from 2015 through 2019 I performed 721 1-hour visual-scan surveys, or 721 hours of surveys, at 46 stations. I used binoculars and otherwise the methods were the same as the methods I and other consulting biologists use for surveys at proposed project sites. At each of the 46 survey stations, I tallied new species detected with each sequential survey at that station, and then related the cumulative species detected to the hours (number of surveys, as each survey lasted 1 hour) used to accumulate my counts of species detected. I used combined quadratic and simplex methods of estimation in Statistica to estimate least-squares, best-fit nonlinear models of the number of cumulative species detected regressed on hours of survey (number of surveys) at the station: $\check{R} = 1 / [1/a + b \times (Hours)]^c$, where $\check{R}$ represented cumulative species richness detected. The coefficients of determination, r^2, of the models ranged 0.88 to 1.00, with a mean of 0.97 (95% CI: 0.96, 0.98); or in other words, the models were excellent fits to the data.

I projected the predictions of each model to thousands of hours to find predicted asymptotes of wildlife species richness. The mean model-predicted asymptote of species richness was 57 after 11,857 hours of visual-scan surveys among the 46 stations of my research site. I also averaged

model predictions of species richness at each incremental increase of number of surveys, i.e., number of hours (Figure 2). On average I would have detected 15.5 species over my first 4.13 hours of diurnal surveys at my research site in the Altamont Pass (4.13 hours to match the 4.13 hours Noriko surveyed during daylight hours at the project site), which composed 27.2% of the predicted total number of species I would detect with a much larger survey effort at the research site. Given the example illustrated in Figure 2, the 41 vertebrate wildlife species that Noriko detected in her 4.13 hours of daylight survey at the project site likely represented 27.2% of the species to be detected after many more visual-scan surveys over another year or longer. With many more repeat surveys through the year, Noriko would likely detect 41 / 0.272 = 151 species of vertebrate wildlife in daylight surveys at the site. Assuming Noriko's ratio of special-status to non-special-status species was to hold through the detections of all 151 predicted species, then continued daylight surveys would eventually detect 29 special-status species of vertebrate wildlife.

Because my prediction of 151 species of vertebrate wildlife, including 29 special-status species, is derived from daytime visual-scan surveys, and would detect few nocturnal mammals such as bats, the true number of species composing the wildlife community of the site must be larger. Proof of this in Noriko's brief nocturnal survey in which she added two more species of vertebrate wildlife to her tally. Noriko's reconnaissance survey should serve only as a starting point toward characterization of the site's wildlife community, but it certainly cannot alone inform of the inventory of species that use the site. More surveys are needed than could be accomplished in her one site visit to produce a species inventory the project site's wildlife community. Nevertheless, the large number of species I predict at the project site is indicative of a relatively species-rich wildlife community that warrants a serious survey effort.

<**Figure 2.** Mean (95% CI) predicted wildlife species richness, Ř, as a nonlinear function of hour-long survey increments across 46 visual-scan survey stations across the Altamont Pass Wind Resource Area, Alameda and Contra Costa Counties, 2015–2019. Note that the location of the study is largely irrelevant to the utility of the graph to the interpretation of survey outcomes at the project site. It is the pattern in the data that is relevant, because the pattern is typical of the pattern seen elsewhere. >

Response O1-53

The modeling approach and regional extrapolations described by the Commenter are not part of the biological resources analysis methodology used in the Draft SEIR. The existing conditions described in Section 3.4, *Biological Resources*, of the Draft SEIR are based on site-specific habitat evaluation, review of applicable biological information sources and regulatory databases, and field investigations conducted within the Specific Plan area. This approach is consistent with CEQA Guidelines and standard professional practice for assessing biological resources. The Commenter provides a prediction model used as part of an unrelated biological

survey. The survey referenced by the Commenter was conducted over a span of four years (721 hours of survey time) on a site comprised of 40,000 acres of open space grassland in the State's Central Valley. In contrast, the EBPSP site is comprised of 189 acres of entirely developed land in the City of Ontario which has been subject to a high degree of anthropogenic disturbance associated with agricultural activities. It is unlikely that the EBPSP site's ability to support species diversity and richness is comparable to the reference site.

While the Specific Plan could result in the conversion of agricultural and disturbed habitat, CEQA requires an assessment of whether such changes would result in a significant environmental impact, as well as identification of feasible mitigation measures and alternatives to reduce those impacts. CEQA does not assume that all wildlife observed on a site would be permanently eliminated, nor does it require the environmental analysis to treat every observation of common or mobile wildlife species as evidence of permanent population loss. *Save Our Capitol! v. Department of Gen. Servs.* (2023) 87 Cal.App.5th 655, 686-67. The Draft SEIR recognizes that wildlife observations reflect conditions at a specific point in time and that species presence may vary temporally and spatially. However, CEQA does not require exhaustive, year-round inventories of all common or wide-ranging species. Instead, it requires a reasonable and good-faith effort supported by substantial evidence regarding existing habitat conditions and the potential for biological resources to occur on-site to assess potential impacts.

Comment O1-54

MISCHARACTERIZATION OF THE EXISTING ENVIRONMENTAL SETTING

CEQA's primary objectives should guide the design and conduct of CEQA review. Four of CEQA's primary objectives are to (1) accurately characterize the existing environmental setting, (2) disclose potential project impacts to the public and decision-makers, (3) foster public participation with decision-making over proposed projects, and (4) identify issues and feasible alternative mitigation measures to minimize environmental impacts. The first objective is essential to the other three, because an accurate understanding of the existing environmental setting is needed to predict impacts, provide the public with the means to meaningfully participate with issues of importance, and effectively strategize mitigation and project alternatives (Figure 3). For biological resources, essential information includes the species composition of the plant and wildlife communities, key ecological interactions, identification of ecological keystone species, determining the presence of special-status species or their habitats, and identifying risk factors that could result in significant direct, indirect and cumulative impacts should the project go forward.

The public and decision-makers need to know which species are susceptible to harm potentially caused by the project and its associated activities, and which are known to be vulnerable to

harm once exposed to the environmental changes brought by the project. For these reasons, field studies are needed to identify as many of the species that occur on the project site as reasonably feasible, and to otherwise examine the environmental conditions for their likelihood to support species that are not detected, otherwise known as "habitat assessment." A review of species occurrence records – also known as "desktop review" – is needed to identify the other species that potentially occur on the site – a process that is also referred to as "habitat assessment." Because habitat assessments that are based on either or both field study and desktop review are prone to uncertainty, emphasis needs to be directed to adequate field study to reduce the pool of species subjected to habitat assessment, thereby weighing the review more towards certainty. Appropriately weighted reviews are less susceptible to speculation over species occurrence likelihoods. For this reason, protocol-level detection surveys have been formulated for numerous special-status species of plants and wildlife, and otherwise best scientific practices are needed to provide a reasonable likelihood of detection of species that truly occur on the project site. The negative findings of a properly conducted detection survey are the only findings that can support a determination of species absence.

Response O1-54

The Commenter provides a narrative on the importance of characterizing the existing environmental setting through a review of species occurrence records and field studies.

A lead agency is not required to undertake a protocol-level survey when assessing whether the project will affect endangered, rare, or threatened species; it may employ other survey methodologies, such as reconnaissance-level surveys, as long as its choice of methodology is supported by substantial evidence. *Save North Petaluma River & Wetlands v. City of Petaluma* (2022) 86 Cal.App.5th 207, 221-26; *Gray v. County of Madera* (2008) 167 Cal.App.4th 1099, 1124; *Association of Irritate Residents v. County of Madera* (2003) 107 Cal.App.5th 1383, 1396.

Moreover, discrepancies in results arising from different methods for assessing environmental issues do not undermine the validity of the EIR's analysis as long as a reasonable explanation supporting the EIR's analysis is provided. *Planning & Conserv. League v. Castaic Lake Water Agency* (2009) 180 Cal.App.4th 210, 243. Section 3.4, *Biological Resources*, of the Draft SEIR evaluates biological resources using site-specific habitat information, field investigations, and established biological and regulatory data sources, including federal and State datasets such as the California Natural Diversity Database (CNDDB), California Native Plant Society (CNPS) Inventory, U.S. Fish and Wildlife Service (USFWS) GIS data, and the National Wetlands Inventory (NWI), among other relevant scientific sources. Therefore, the steps identified by the Commenter were taken as part of the Biological Resources Assessment prepared for the EBPSP (see Appendix D of the Draft SEIR). This approach is consistent with CEQA practice for characterizing biological resources and evaluating environmental effects. This comment does

not raise any issues concerning or relating to the adequacy of the environmental analysis provided in the Draft SEIR and thus no further response is required.

Comment O1-55

Assess species occurrence likelihoods

1. Desktop review.
  a. Species geographic range overlap or database occurrence records
  b. Crosswalk habitat associations with mapped ground cover
2. Reconnaissance survey/Habitat assessment
3. Detection surveys for special-status species

<Figure 3. General flow of information from its gathering through characterizing the existing environment to predicting impacts and their significance.>

Even among reviews founded on the best of field studies, there is always uncertainty over some of the determinations of species occurrences. The uncertainties of habitat assessments need to be managed to achieve CEQA's primary objectives. This means that the methodological details of both the field studies and desktop review need to be carefully and thoroughly reported, and it means that results need to be reported in context of their uncertainties. For example, the reporting of having detected 10 species in a reconnaissance survey is nearly meaningless without also reporting the numbers of species found in surveys of similar methods and effort levels, and the reporting of the failure to detect a given species is nearly entirely meaningless without also reporting the likelihood that species would be detected given the survey methods and effort level. The same is true of desktop review; that is, there should be some means of validating habitat assessments based on the thousands of habitat assessments that have already been conducted in support of CEQA reviews. If industry standards in environmental review are to be credible, then they must include the use of the comparative method.

In the case of the proposed project, the SEIR fails to explain how or why the steps taken to characterize the ecological community relate to CEQA's primary objectives. Additionally, the ecological community is inaccurately characterized as composed of only those species detected in a reconnaissance survey or deemed likely to occur based on desktop review of occurrence records. Furthermore, the SEIR reports nothing about the uncertainties of ELMT's (2025) findings, which vastly diminishes the accuracy of the characterization of the existing environmental setting.

Response O1-55

See Response O1-54 regarding sources used in the Draft SEIR to evaluate biological resources. Section 3.4, *Biological Resources*, of the Draft SEIR integrates multiple sources of biological information rather than relying on any single method or field visit.

The Commenter states that the ecological community of the EBPSP site is inaccurately characterized; however, the Commenter's flowchart accurately provides the steps undertaken as part of the Biological Resources Assessment. No evidence or specific inaccuracies are identified. Moreover, CEQA does not require environmental analysis to include statistical reporting of detection probabilities for reconnaissance-level surveys, quantitative detection modeling, or statistical validation against external survey datasets. Instead, CEQA permits reliance on substantial evidence and reasonable professional judgment supported by available biological information, habitat conditions, and documented species occurrence data. *Save Petaluma River & Wetlands v. City of Petaluma* (2022) 86 Cal.App.5th 207, 221-26.

The Draft SEIR evaluates the ecological setting based on habitat types present within and near the Specific Plan area and their potential to support biological resources, including species that may not have been directly observed during limited survey effort. This approach provides the appropriate level of detail necessary for an informed understanding of the nature and magnitude of the impacts to biological resources by accounting for variability in species presence and detectability, consistent with CEQA requirements.

Comment O1-56

Environmental Setting informed by Field Surveys

ELMT (2025) deployed two biologists on 18 April 2025 to document existing conditions, verify plant communities identified in aerial imagery, and assess the potential for special-status biological resources to occur, and in the same survey to evaluate the site for its potential to support wetland features. ELMT does not explain how its survey contributes to CEQA's objectives, but it is my opinion that each documentation of a species detected in a survey lessens the uncertainty of the species composition of the local ecological community, and it hence improves the accuracy of the characterization of the environmental setting. ELMT (2025) does not state the detection of wildlife species as one of its objectives, but it does report the species it detected. However, more information needs to be reported so that survey findings can be considered in an appropriate comparative context to reveal the degree of uncertainty that remains in how many species, and which species, truly comprise the wildlife community. ELMT (2025) fails to report its survey start time, its survey duration, and how its findings compare to other similar surveys in the region.

ELMT (2025) reports 20 species of vertebrate wildlife were found on the project site. Four of these species are special-status species, despite the SEIR's (p. 3.4-55) claim that "No special-status wildlife species were observed within the Specific Plan area during the habitat assessment.." In comparison, Noriko detected 43 species of vertebrate wildlife. ELMT detected 3 species that Noriko did not, but Noriko detected 26 species that ELMT did not, and ultimately Noriko's survey effort brings the total number of vertebrate wildlife species detected on the site to 46, which is more than double the number ELMT (2025) reports. A comparison between ELMT's and Noriko's surveys reveals that the wildlife community depicted by ELMT (2025) is nowhere close to accurate, and the comparison indicates that additional surveys would further increase the number of species known to the site.

ELMT (2025) documented three fewer than the average number of vertebrate wildlife species detected among surveys by consulting biologists at California project sites, and Noriko detected 1.42 times the number we average in our surveys of the same sites (Figure 4). ELMT (2024) documented the same number of special-status species of vertebrate wildlife as the average among surveys reported by consulting biologists at California project sites, and Noriko detected 1.5 times the number we average in our surveys of the same sites (Figure 5). Relative to the corresponding averages, ELMT. found fewer species of wildlife while Noriko found 50% more – a difference that needs an explanation.

Two comparative contexts are needed to fully disclose the meanings of survey findings in the SEIR. The first is to contextualize the survey findings relative to the survey effort, because otherwise it is misleading to insinuate that the species detected were definitive of the wildlife community. As Figures 1 and 2 demonstrate, additional surveys contribute to an increasingly more accurate characterization of the wildlife community, but eventually to a point at which the species inventory would be obtained. Quicker progress toward an accurate characterization of the wildlife community can be achieved by adding nocturnal surveys as well as specialized surveys for detecting bats, small mammals, reptiles and amphibians. However the surveys are done, it is imperative to compare survey findings to the findings from other surveys and their associated survey attributes to provide interpretive context such as to quantify the uncertainty of the findings, or alternatively to understand whether the findings fall within the expected range of findings given the survey methods and level of effort. If no such comparison is possible, then the lack of comparability should be discussed as a survey limitation.

Another example of how once can contextualize survey findings can be found in Figure 6, which compares Noriko's findings to hundreds of other survey results at other proposed project sites, developed sites, and at relatively intact "references sites," but it does so relative to the survey effort. This approach is more informative than the other comparative contexts because it factors in survey effort. Figure 6 reveals that considering her survey effort, the number of wildlife species that Noriko detected was more indicative of nearly pristine reference sites than it was of the project sites we have surveyed throughout California, again showing the site to be relatively

rich in species. It is possible that as one of the very last remaining fragments of habitat in the region, the project site attracts members of more species. Because ELMT (2025) fails to report key survey attributes, I cannot compare its reconnaissance survey findings to past consultant findings relative to survey effort.

The second comparative context is to assess the probabilities of detection considering the survey effort of each special-status species, whether detected or not. The SEIR inaccurately claims that ELMT (2025) failed to detect any special-status species. However, even if ELMT had failed to detect special-status species, such a failure can mean that the survey was inadequate. Each species presents survey personnel with a unique range of detection probabilities based on the species' natural history, its behavior patterns, survey effort, the study area's distance from known activity areas of the species, and the levels of skill of survey personnel. Many animals maintain home ranges that are larger than most project sites, and they periodically shift their foraging activities to various parts of their home range, hence occurring on a particular site only periodically. To detect these species, survey personnel must be at the site on the same date and time as the one or more members of the species. The probability of detection of any given species during any given survey is less than 100%, and for many species that truly occur on a given site, it is closer to 0%.

<**Figure 5.** Frequency distribution of the number of special-status species of wildlife detected by consulting biologists (left graph) and by me and Noriko (right graph) among project sites surveyed in support of environmental reviews.>

<**Figure 6.** Noriko Smallwood's survey findings at the Project site relative to our survey findings at other project sites (red), at developed sites (black), and at more pristine sites that we survey as reference sites (green). Noriko's findings exceed the upper bound of the 95% confidence interval based on the results of hundreds of surveys at project sites, and they approach the lower bound of the 95% CI from many surveys at reference sites.>

For example, white-tailed kite was detected by neither ELMT nor Noriko, but among our hundreds of surveys at project sites, Noriko and I have found white-tailed kites in environments similar to the project site. Based on hundreds of surveys within the geographic range of white-tailed kite, Noriko's 4.13 hours of daylight survey combined with the knowledge that white-tailed kite has been documented within 1.5 miles of the project site afforded Noriko an 11% likelihood of detection of white-tailed kite (Figure 7). Noriko would need to conduct many more surveys to accumulate a reasonable likelihood of detecting white-tailed kite, but the patterns of our findings in our many other surveys depicted in Figure 7 reveal that it is highly unlikely that the white-tailed kite is absent from the project site. This use of the comparative method leads to a fundamentally different way of interpreting survey results than is expressed in ELMT (2025) and the SEIR, and it provides for more accurate disclosure of potential project impacts.

<**Figure 7.** Probability of detection of whitetailed kite as a function of survey effort and proximity of occurrence records to a project site, based on hundreds of reconnaissance surveys we completed 2019–2024.>

This second comparative context is very important because it is the basis for the formulation of detection survey protocols. Experienced biologists are aware of survey limitations due to ranges of variation in the activity periods, levels of crypticity, and periodic movement patterns of wildlife species, and due to variation in the skill and commitment of survey personnel. This second comparative context acknowledges that the occurrence likelihood of a species on a particular site is rarely if ever zero, so long as the site is within the species' geographic range and it provides habitat. This second comparative context reveals that a determination of zero likelihood of occurrence is typically indicative of insufficient survey effort. A common goal of detection survey protocols is to support absence determinations with a survey effort that should have resulted in a detection if the species had been present at the time of the surveys, but it does not prove that the species is always absent from the site. This second comparative context and its implications should not be neglected in CEQA review, but it is neglected in the case of the SEIR prepared for this project.

ELMT (2025) conducted no protocol-level detection surveys for rare plants (see CDFW 2018), Crotch's bumble bee (see CDFW 2023), burrowing owl (see CDFW 2012) nor for any other special-status species. The appropriate surveys were not implemented for various other types of wildlife, hence leaving conclusions in ELMT (2025) and the SEIR unfounded. For example, ELMT (2025) reports that no amphibians were detected, but it does not describe its likelihood of detecting amphibians had amphibians been present. ELMT (2025) reports the same for reptiles, but it again fails to report the likelihood of detecting any reptiles had they in truth been present. If ELMT surveyed in the middle of the day, then its likelihood of detecting amphibians would have been near 0%, and if ELMT surveyed for only an hour, then its likelihood of detecting reptiles would have been near 0%. Survey findings need to be contextualized by reporting of survey method and survey effort. Similarly, no acoustic surveys were conducted for bats, and no live trapping was conducted for small mammals. Noriko detected bats because she implemented the appropriate survey method for doing so. ELMT (2025) reports its survey results as if they are definitive, but they are not.

Response O1-56

See Response O1-54 regarding sources used in the Draft SEIR to evaluate biological resources. The analysis in Section 3.4, *Biological Resources*, of the Draft SEIR identifies existing habitat types within and near the Specific Plan area and evaluates their suitability to support biological resources based on known species ranges, habitat requirements, and regional occurrence information. This habitat-based approach is a standard CEQA methodology for characterizing

biological conditions, particularly in areas dominated by disturbed, agricultural, and developed land uses.

The Commenter summarizes the tasks undertaken as part of the Draft SEIR site-specific Biological Resources Assessment, but notes that the study does not include a start time, duration, or a comparison of other surveys in the region. To clarify, the survey was conducted on April 18, 2025, from 6:30 AM to 9:30 PM. The inclusion of this information does not constitute significant new information under CEQA, and therefore no revisions to the Draft SEIR are required.

As part of the Assessment, similar surveys in the vicinity for projects, such as the Ontario Ranch Business Center and the Centerpark Specific Plan (all prepared by different biologists), produced comparable observations and results, and proposed similar mitigation.

The Commenter erroneously claims that four special-status wildlife species were found on the EBPSP site. No specific reference or evidence is provided to support this statement. In point of fact, the Biological Resources Assessment (see Appendix D of the Draft SEIR) states, "No special-status wildlife species were observed within the study area during the habitat assessment." (page 10). Further, Biological Resources Assessment Table D-1 provides a complete listing of all potentially occurring special-status species, and identifies which of them were observed on-site. As shown, no special-status species were observed on-site.

The Commenter notes a discrepancy between the number of species detected as part of their independent site survey compared to the survey conducted as part of the Draft SEIR. While an increase in the number or duration of surveys would likely result in an increase in species detections, it would not more accurately represent the site's ability to support those species at any given time. Additionally, the Commenter's site visit included a nocturnal survey. The pre-construction bat survey required by Draft SEIR Mitigation Measure BIO-3-SP requires nocturnal site visits, and will no doubt add to the number of species identified on the site. The City maintains that the Draft SEIR survey results appropriately represent the community and species present on-site.

Contrary to the Commenter's statement that the EBPSP site is "…one of the very last remaining fragments of habitat in the region…", the site and surrounding land have supported agricultural land uses since at least 1938. The area presently supports pasture crop fields, cattle stockyards, trucking facilities, and various industrial land uses. The off-site improvements would occur within paved and unpaved roads. Due to historic and existing land uses, no native plant communities or natural communities of special concern are present within or adjacent to the site, which has been subjected to roughly a century of anthropogenic disturbances associated with historic and ongoing land uses (i.e., dairy ranches). These disturbances have eliminated the

natural plant communities that historically occurred within the site and general vicinity. Conditions of the site are documented in Draft SEIR Figure 3.1-1, *EBPSP Site Photos*.

In the Commenter's discussion of context, he states "…the occurrence likelihood of a species on a particular site is rarely if ever zero, so long as the site is within the species' geographic range and it provides habitat." The Commenter goes on to say, "…that a determination of zero likelihood of occurrence is typically indicative of insufficient survey effort." As concluded by the EBPSP Biological Resources Assessment, the EBPSP site contains limited habitat even for those species adapted to a high degree of anthropogenic disturbances. These disturbances have eliminated the natural plant communities that once occurred within the study area, greatly reducing potential foraging opportunities for wildlife species.

The Commenter notes that no protocol-level detection surveys for rare plants, Crotch's bumble bee, or burrowing owl. CEQA does not mandate protocol level surveys; an agency may employ other methodologies, such as reconnaissance-level surveys, as long as its choice of methodology is supported by substantial evidence. *Save North Petaluma River & Wetlands v. City of Petaluma* (2022) 86 Cal.App.5th 207, 221-26. Here, the Biological Resources Assessment determined that the site does not contain suitable habitat for special-status plants or Crotch's bumble bee. However, because the Assessment determined that the site has the potential to support burrowing owl, Draft SEIR Mitigation Measure BIO-2-SP requires two surveys prior to construction. If owls are identified, coordination with the CDFW would be required. See Draft SEIR page 3.4-63.

The Commenter incorrectly states that the Biological Resources Assessment does not describe its likelihood of detecting reptiles or amphibians had these species been present during the site survey. The Commenter is referred to page 7 of the Assessment, which identifies the species of reptiles and amphibians observed on the site, as well as other species that can be expected to occur.

The Commenter states, "…no acoustic surveys were conducted for bats…Noriko detected bats because she implemented the appropriate survey method for doing so." It is noted that the Biological Resources Assessment concludes that the EBPSP site has a moderate potential to support two bat species (western yellow bat/Lasiurus xanthinus and the hoary bat/Lasiurus cinereus). Additionally, the Assessment requires pre-construction exit counts and acoustic surveys prior to site disturbance. Draft SEIR Mitigation Measure BIO-3-SP requires these surveys of all future projects implemented pursuant to the EBPSP. If the results of the bat survey find a total of a single roosting individual of a special-status bat species or 25 or more individuals of a non-special status bat species, a Bat Management Plan would be developed for review and approval by CDFW. See Draft SEIR page 3.4-64.

Comment O1-57

Environmental Setting informed by Desktop Review

ELMT (2025) relies on occurrence records in the California Natural Diversity Data Base (CNDDB) to establish its pool of special-status species for assessing occurrence likelihoods, otherwise referred to as habitat assessments. ELMT (2025) queried the CNDDB for occurrence records of special-status species within four USGS 7.5' Quadrangles inclusive of the project site. Special-status species represented by occurrence records in these Quads were moved forward in the habitat assessment, but species lacking records were screened out of further analysis. However, the CNDDB is a volunteer, positive-sightings database, and as such it is useful for confirming presence but not for confirming absence of species because such databases are not designed for this purpose. As noted by the CNDDB, "*The CNDDB is a positive sighting database. It does not predict where something may be found. We map occurrences only where we have documentation that the species was found at the site. There are many areas of the state where no surveys have been conducted and therefore there is nothing on the map. That does not mean that there are no special status species present*." ELMT (2025) and hence the SEIR misuse the CNDDB.

The CNDDB relies entirely on volunteer reporting from biologists who were allowed access to whatever properties they report from. Many properties have never been surveyed by biologists. Many properties have been surveyed, but the survey outcomes never reported to the CNDDB. Many properties have been surveyed multiple times, but not all survey outcomes reported to the CNDDB. Furthermore, the CNDDB is interested only in the findings of special-status species, which means that species more recently assigned special status will have been reported many fewer times to the CNDDB than were species assigned special status since the inception of the CNDDB. Therefore, occurrence records in the CNDDB are most abundant for species assigned special status decades ago, but fewest for species only recently assigned special status. And because negative findings are not reported to the CNDDB, the CNDDB is also inappropriate as a basis for weighting occurrence likelihoods such as absent, not expected, unlikely, low, moderate or high. Whereas the CNDDB can be confirmatory of species presence, it cannot support absence determinations or assignments of low likelihood of occurrence. And again, the screening out of a species due to lack of occurrence records in the CNDDB is the same as an absence determination, but without the support of the detection surveys that have been formulated for this purpose.

As suggested above, ELMT (2025) also weighs the likelihoods of occurrence of those species that passed the initial screening for inclusion. South assigns occurrence likelihood categories of Absent (reported as Presumed absent, which effectively means absent), Low, Moderate, and High. As noted above, however, the absence of occurrence records is not evidence of absence, nor is it evidence of any likelihood of occurrence. At best, CNDDB records can serve as evidence

of the likelihood of detection of a species, but again, this likelihood does not parallel the likelihood of occurrence because species often occur where never detected by biologists.

In my assessment based on a database review and site visits, 137 special-status species of wildlife are known to occur near enough to the site to warrant analysis of occurrence potential (Table 2). Not all these species should be expected to occur at the project site, but each of them should be given a closer look to determine occurrence likelihoods and whether additional surveys are needed, or implementation of detection surveys, or whether it would be reasonable to assume presence. Of these 137 species, 20 were recorded on or just off (on the fringe) the project site, and another 18 (13%) have been documented within 1.5 miles of the site (Very close), another 40 (29%) between 1.5 and 4 miles (Nearby), and another 48 (35%) between 4 and 30 miles (In region). Over half (57%) of the special-status species in Table 2 have been reportedly seen within 4 miles of the project site. The site therefore supports at least 20 special-status species of wildlife, and it carries the potential for supporting many more special-status species of wildlife based on the proximities of recorded occurrences. Evidence certainly suggests that habitat assessments are needed for these species.

ELMT (2025) considers the occurrence likelihoods of only 64 (47%) of the special-status species listed in Table 2, which means that 73 (53%) of the special-status species in Table 2 were screened out of the analysis in the first step of the desktop review. Of the 64 special-status species considered by ELMT, 50 of them are determined to be absent from the project site. However, of these 50 “absent” species, five of them – Swainson’s hawk, peregrine falcon, vermilion flycatcher, yellow-headed blackbird, and double-crested cormorant, were detected on the project site, nine of them have been documented within 1.5 miles of the project site, and another 15 of them have been documented within 4 miles of the project site. Of the 6 special-status species ELMT determines to have a low likelihood of occurrence, 2 – merlin and loggerhead shrike – have been documented on the project site, and 2 have been documented within 1.5 miles of the site. ELMT’s process for determining occurrence likelihoods is flawed and inaccurate.

Although ELMT (2025) presumes yellow-headed blackbird to be absent from the project site, ELMT (2025:D-7) also reports having detected this species on the site. Perhaps whomever prepared Table D-1 was unaware of which species ELMT’s biologists detected on the project site. Whatever the reason for it, this glaring inconsistency involves a special-status species that warrants greater care.

Of the special-status species in Table 2 but not included in ELMT’s analyses of occurrence likelihoods, 7 have been documented on the project site, 6 have been documented within 1.5 miles of the site, and 25 have been documented between 1.5 and 4 miles from the project site. None of these 38 special-status species should have been omitted from the analyses in EMLT (2025) and the SEIR.

Despite the SEIR's assertion that the certified 2022 SEIR provides the logical baseline from which to predict project impacts on biological resources, ELMT (2025) analyzes the occurrence likelihoods of special-status species. Had the 2022 SEIR been the logical baseline, then ELMT would have had no need to conduct a field survey or desktop review. Regardless, the 2022 SEIR was not an appropriate baseline because its assignments of special status to the species it assesses for occurrence likelihoods date to circa 2001.

The same reliance on outdated species statuses is true of ELMT (2025) and the SEIR prepared for this project. For example, numerous species are assigned California Species of Special Concern, but which are now on CDFW's Taxa to Watch List. More important, however, are the many species that have been assigned special status or have had their status upgraded since 2009 EIR from which the 2022 SEIR tiered. Circumstances have changed for 31 special-status species that were either designated with special status or were upgraded in status since the 2009 EIR (Table 2). Of these 31 special-status species, four have been documented on the project site, three have been documented within 1.5 miles, and 13 have been documented between 4 and 30 miles from the project site. These changes in circumstance directly bear on the accuracy and the potential consequences of the characterization of the existing environmental setting.

Response O1-57

See Response O1-54 regarding sources used in the Draft SEIR to evaluate biological resources. The Commenter states that the Biological Resources Assessment, and hence the Draft SEIR, misuse the CNDDB. However, the CNDDB is only one of many references utilized during the literature review process. Additionally, the Commenter erroneously assumes that a lack of historical detection of special-status species and habitat types would lead to an assumption of absence of those species within the EBPSP site. Rather, the literature review is used as a reference tool to evaluate the survey area, and all observations of species and habitats obtained during biological assessments are collected regardless of previously recorded observations. Therefore, the detection of any species on-site, and thus its inclusion in the Biological Resources Assessment is independent of historical records.

The Commenter states that 137 special-status species of wildlife are known to occur near the site. At the time of the Biological Resources Assessment, the literature review was conducted with the most updated information. The Commenter also states that many special-status species were recorded 1.5 to 4 miles from the EBPSP site. It is noted that Prado Regional Park occurs approximately 2.8 miles south of the EBPSP site. Prado Regional Park forms a major open space area with the Prado Basin to the south, and the Santa Ana River to the east. Additionally, the Santa Ana Mountains lie further south and the Chino Hills further west. The communities and site conditions present within these open space areas do not reflect current conditions of the EBPSP site. Therefore, including special-status wildlife detections within the Prado Basin or

similar areas in proximity to the site, does not give an accurate depiction of the site's ability to support special-status species. Nevertheless, and as stated previously, the Assessment evaluated the site's potential to support all special-status species known to occur in the area.

The Commenter states that the biological assessment only considered the occurrence likelihoods of 47% of the special-status species listed in Table 2. This is not accurate, as the CNDDB table is not completed until after the biological survey is conducted. Therefore, all special-status species historically detected in the vicinity of the site are considered when evaluating the site's ability to support these species.

The Commenter states inconsistencies in regard to the presence of yellow-headed blackbird onsite. To clarify, yellow-headed blackbird was not observed on-site at the time of the assessment.

The Commenter states that 38 special-status species were omitted from the analysis. As stated previously, all special-status species known to occur in the vicinity of the EBPSP site were included in the analysis.

The Commenter notes that the baseline of the Draft SEIR is the 2022 Certified TOP EIR, and further states that it is not an appropriate baseline because the occurrence likelihoods are outdated. As the Commenter is aware, the Biological Resource Assessment (or any of the technical analyses prepared for the EBPSP) did not rely on that baseline alone. Out of an abundance of caution, the technical studies did not "take credit" for the development of the site already assumed in the 2022 Certified TOP EIR. As stated on page 2 of the Assessment, the following literature sources were used to identify species and habitats known to occur locally:

- U.S. Fish and Wildlife (USFWS) threatened and endangered species occurrence GIS overlay;
- USFWS Designated Critical Habitat Maps;
- California Natural Diversity Database (CNDDB) Rarefind 5;
- International Union for Conservation of Naturae (IUCN);
- CNDDB Biogeographic Information and Observation System (BIOS);
- California Native Plant Society Electronic Inventory (CNPSEI) database;
- Calflora Database;
- United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS), Soil Survey;
- USFWS National Wetland Inventory;
- Environmental Protection Agency (EPA) Water Program "My Waters" data layers;
- Google Earth Pro historic aerial imagery (1985-2024);

- San Bernardino County General Plan;
- USFWS Critical Habitat designations for Threatened and Endangered Species; and
- USFWS National Wetlands Inventory (NWI).

The literature review provided a baseline from which to inventory biological resources potentially occurring on the EBPSP site. CEQA requires a reasonable and good-faith effort, supported by substantial evidence, to evaluate biological resources. This includes consideration of habitat conditions, species distribution information, and professional biological judgment in assessing the potential for species occurrence. CEQA does not require that all species with regional occurrence records be included in the analysis, nor does it require that occurrence databases alone be used to infer presence or absence without evaluating habitat suitability.

Comment O1-58

Mischaracterization of the Wildlife Community

ELMT (2025) reports on a field survey and a desktop review having been completed. However, its field survey was much too cursory, and its results are poorly interpreted, even misinterpreted. Its desktop review is incomplete and inaccurate. Greater care is warranted, but even if ELMT was not authorized or supported to complete a more suitable field survey effort and desktop review, its conclusions needed to be appropriately cautious. This more cautious approach would be consistent with the Precautionary Principle in rick analysis – or CEQA review – involving precious or rare resources such as special-status species (National Research Council 1986). The true wildlife community remains to be described with sufficient accuracy. Without a more accurate characterization of the wildlife community, the basis remains inadequate for predicting impacts and formulating appropriate mitigation strategies.

Table 2. Occurrence likelihoods of special-status species of wildlife at or near the proposed project site, according to eBird/iNaturalist records (https://eBird.org, https://www.inaturalist.org) and on-site survey findings, where 'Very close' indicates within 1.5 miles of the site, "nearby" indicates within 1.5 and 4 miles, and "in region" indicates within 4 and 30 miles, and 'in range' means the species' geographic range overlaps the site. Species highlighted in **orange** indicate changes in special status since 2009. Entries in bold font identify species detected by Noriko Smallwood during her site visit.

Common name	***Species Name***	**Status[1]**	**ELMT (2025)**	**Records, Surveys**
Vernal pool fairy shrimp	*Branchinecta lynchi*	FT		In region
San Diego fairy shrimp	*Branchinecta sandiegonensis*	FE		In region
Riverside fairy shrimp	*Streptocephalus woottoni*	FE		In region
Monarch	***Danaus plexippus***	**FC (2019)**		**Very close**
Crotch's bumble bee	***Bombus crotchii***	**CCE (2019)**	**Absent**	**In region**
Western spadefoot	***Spea hammondii***	**FC (2023), SSC**	**Absent**	**In region**
Southwestern pond turtle	***Actinemys pallida***	**FC (2023), SSC**	**Absent**	**In region**
Coast horned lizard	*Phrynosoma blainvillii*	SSC	Absent	In region
Orange-throated whiptail	*Aspidoscelis hyperythra*	WL	Absent	In region
Coastal whiptail	*Aspidoscelis tigris stejnegeri*	SSC	Absent	In region
San Diegan legless lizard	***Anniella stebbinsi***	**SSC (2016)**	**Absent**	**In region**
California glossy snake	***Arizona elegans occidentalis***	**SSC (2016)**		**In region**
Coast patch-nosed snake	*Salvadora hexalepis virgultea*	SSC	Absent	In region
Two-striped gartersnake	*Thamnophis hammondii*	SSC		In region
South coast gartersnake	*Thamnophis sirtalis pop. 1*	SSC	Absent	In region
Red-diamond rattlesnake	*Crotalus ruber*	SSC	Absent	Nearby
Brant	*Branta bernicla*	SSC2	Absent	Nearby

Common name	*Species Name*	Status[1]	ELMT (2025)	Records, Surveys
Cackling goose (Aleutian)	*Branta hutchinsii leucopareia*	WL		Nearby
Redhead	*Aythya americana*	SSC2		Nearby
Western grebe	*Aechmophorus occidentalis*	BCC (2021)		Nearby
Clark's grebe	*Aechmophorus clarkii*	BCC (2021)		Nearby
Western yellow-billed cuckoo	*Coccyzus americanus occidentalis*	FT (2014), CE	Absent	In region
Black swift	*Cypseloides niger*	SSC3, BCC		In region
Vaux's swift	*Chaetura vauxi*	SSC2	Absent	Very close
Costa's hummingbird	*Calypte costae*	BCC	Moderate	Nearby
Calliope hummingbird	***Selasphorus calliope***	**BCC (2021)**		**In region**
Rufous hummingbird	***Selasphorus rufus***	**BCC (2021)**	**Absent**	**Nearby**
Allen's hummingbird	*Selasphorus sasin*	BCC		Nearby
Mountain plover	*Charadrius montanus*	SSC2, BCC	Absent	In region
Snowy plover	*Charadrius nivosus*	BCC		In region
Western snowy plover	*Charadrius nivosus nivosus*	FT, SSC		In region
Long-billed curlew	*Numenius americanus*	WL		Very close
Marbled godwit	*Limosa fedoa*	BCC		Nearby
Red knot	*Calidris canutus*	BCC		In region
Pectoral sandpiper	***Calidris melanotos***	**BCC (2021)**		**On site**
Short-billed dowitcher	*Limnodromus griseus*	BCC		Nearby
Lesser yellowlegs	*Tringa flavipes*	BCC		Very close
Willet	***Tringa semipalmata***	**BCC (2021)**		**Nearby**

Common name	***Species Name***	**Status**[1]	**ELMT (2025)**	**Records, Surveys**
Laughing gull	*Leucophaeus atricilla*	WL		Nearby
Franklin's gull	*Leucophaeus pipixcan*	BCC		In region
Heermann's gull	***Larus heermanni***	**BCC (2021)**		**Nearby**
Western gull	***Larus occidentalis***	**BCC (2021)**		**Nearby**
California gull	***Larus californicus***	**BCC (2021), WL**	**Moderate**	**On site**
California least tern	*Sternula antillarum browni*	FE, CE, CFP		Nearby
Black tern	***Chlidonias niger***	**SSC2, BCC (2021)**		**Nearby**
Elegant tern	*Thalasseus elegans*	BCC, WL		In region
Black skimmer	*Rynchops niger*	BCC, SSC3		Nearby
Common loon	*Gavia immer*	SSC		Nearby
Double-crested cormorant	*Phalacrocorax auritus*	WL	Absent	On site/**On site**
American white pelican	*Pelacanus erythrorhynchos*	SSC1	Absent	Very close
Least bittern	*Ixobrychus exilis*	SSC2	Absent	Nearby
White-faced ibis	*Plegadis chihi*	WL	Moderate	On site/**On site**
Turkey vulture	*Cathartes aura*	BOP		On site/**On site**
Osprey	*Pandion haliaetus*	WL, BOP	Absent	Very close
White-tailed kite	*Elanus luecurus*	CFP, BOP	Low	Very close
Golden eagle	*Aquila chrysaetos*	BGEPA, CFP, BOP, WL	Absent	Nearby
Northern harrier	***Circus cyaneus***	**BCC (2021), SSC3, BOP**	**High**	**On site**
Sharp-shinned hawk	*Accipiter striatus*	WL, BOP	Moderate	On site
Cooper's hawk	*Accipiter cooperii*	WL, BOP	Moderate	On site

Common name	***Species Name***	**Status[1]**	**ELMT (2025)**	**Records, Surveys**
Bald eagle	*Haliaeetus leucocephalus*	CE, BGEPA, BOP	Absent	Very close
Red-shouldered hawk	*Buteo lineatus*	BOP		Very close
Swainson's hawk	*Buteo swainsoni*	CT, BOP	Absent	On site
Red-tailed hawk	*Buteo jamaicensis*	BOP		On site/**On site**
Ferruginous hawk	*Buteo regalis*	WL, BOP	Absent	Very close
Zone-tailed hawk	*Buteo albonotatus*	BOP		Nearby
Harris' hawk	*Parabuteo unicinctus*	WL, BOP		In region
Rough-legged hawk	*Buteo lagopus*	BOP		In region
American barn owl	*Tyto furcata*	BOP		Very close/**On site**
Western screech-owl	*Megascops kennicotti*	BOP		Nearby
Great horned owl	*Bubo virginianus*	BOP		Nearby
Burrowing owl	***Athene cunicularia***	**BCC, CCE, SSC2, BOP**	**Moderate**	**Very close**
Long-eared owl	***Asio otus***	**BCC (2021), SSC3, BOP**	**Absent**	**In region**
Short-eared owl	***Asia flammeus***	**BCC (2021), SSC3, BOP**	**Absent**	**Nearby**
Lewis's woodpecker	*Melanerpes lewis*	BCC		Nearby
Nuttall's woodpecker	*Picoides nuttallii*	BCC		Nearby
American kestrel	*Falco sparverius*	BOP		On site/**On site**
Merlin	*Falco columbarius*	WL, BOP	Low	On site/**On site**
Peregrine falcon	*Falco peregrinus*	BOP	Absent	On site
Prairie falcon	*Falco mexicanus*	WL, BOP	Low	Very close

Common name	*Species Name*	Status[1]	ELMT (2025)	Records, Surveys
Olive-sided flycatcher	***Contopus cooperi***	**BCC, SSC2 (2011)**	**Absent**	**Nearby**
Willow flycatcher	*Empidonax trailii*	CE	Absent	Very close
Southwestern willow flycatcher	*Empidonax traillii extimus*	FE, CE	Absent	Nearby
Vermilion flycatcher	*Pyrocephalus rubinus*	SSC2	Absent	On site
Least Bell's vireo	*Vireo bellii pusillus*	FE, CE	Absent	Nearby
Loggerhead shrike	*Lanius ludovicianus*	SSC2	Low	On site
Oak titmouse	*Baeolophus inornatus*	BCC		Very close
California horned lark	*Eremophila alpestris actia*	WL	Moderate	On site/**On site**
Bank swallow	*Riparia riparia*	CT		Very close
Purple martin	*Progne subis*	SSC2		Nearby
Wrentit	***Chamaea fasciata***	**BCC (2021)**		**Nearby**
California gnatcatcher	***Polioptila c. californica***	**FT, SSC2 (2016)**	**Absent**	**Nearby**
California thrasher	***Toxostoma redivivum***	**BCC (2021)**		**Nearby**
Cassin's finch	***Haemorhous cassinii***	**BCC (2021)**		**In region**
Lawrence's goldfinch	*Spinus lawrencei*	BCC	Absent	Very close
Grasshopper sparrow	*Ammodramus savannarum*	SSC2	Absent	Nearby
Black-chinned sparrow	*Spizella atrogularis*	BCC		In region
Gray-headed junco	*Junco hyemalis caniceps*	WL		In region
Bell's sparrow	*Amphispiza b. belli*	WL	Absent	Nearby
Oregon vesper sparrow	***Pooecetes gramineus affinis***	**SSC2 (2017)**		**In range**
Southern California rufous-crowned sparrow	*Aimophila ruficeps canescens*	WL	Absent	Nearby
Yellow-breasted chat	*Icteria virens*	SSC3	Absent	Nearby

Common name	*Species Name*	Status[1]	ELMT (2025)	Records, Surveys
Yellow-headed blackbird	*Xanthocephalus xanthocephalus*	SSC3	Absent	On site
Bullock's oriole	***Icterus bullockii***	**BCC (2021)**		**Very close/On site**
Tricolored blackbird	***Agelaius tricolor***	**CT (2018), BCC, SSC1**	**Absent**	**Very close**
Prothonotary warbler	*Protonotaria citrea*	BCC		In region
Lucy's warbler	*Leiothlypis luciae*	SSC3		In region
Virginia's warbler	***Leiothlypis virginiae***	**WL, BCC (2021)**		**Nearby**
Northern yellow warbler	*Setophaga aestiva*	SSC2	Absent	Very close
Prairie warbler	*Setophaga discolor*	BCC		In region
Summer tanager	*Piranga rubra*	SSC1	Absent	Nearby
Little brown bat	*Myotis lucifugus*	WBWG: M		In region
Yuma myotis	*Myotis yumanensis*	WBWG: LM	Absent	In region
Long-eared myotis	*Myotis evotis*	WBWG: M		In region
Fringed myotis	*Myotis thysanodes*	WBWG: H		In range
Long-legged myotis	*Myotis volans*	WBWG: H		In range
California myotis	*Myotis californicus*	WBWG:L		In region
Small-footed myotis	*Myotis ciliolabrum*	WBWG: M		In range
Canyon bat	*Parastrellus hesperus*	WBWG: M		In region
Big brown bat	*Episticus fuscus*	WBWG: L		In region
Silver-haired bat	*Lasionycteris noctivagans*	WBWG: M		In range
Hoary bat	*Lasiurus cinereus*	WBWG: M	Low	In region
Western red bat	*Lasiurus blossevillii*	SSC, WBWG: H	Absent	In region
Western yellow bat	*Lasiurus xanthinus*	SSC, WBWG: H	Low	In region

Common name	***Species Name***	**Status**[1]	**ELMT (2025)**	**Records, Surveys**
Spotted bat	*Euderma maculatum*	SSC, WBWG: H		In range
Townsend's big-eared bat	*Corynorhinus townsendii*	SSC, WBWG: H		In range
Pallid bat	*Antrozous pallidus*	SSC, WBWG: H		In region
Mexican free-tailed bat	*Tadarida brasiliensis*	WBWG: L		Nearby/**On site**
Pocketed free-tailed bat	*Nyctinomops femorosaccus*	SSC, WBWG: M	Absent	In range
Western mastiff bat	*Eumops perotis*	SSC, WBWG: H	Absent	In range
San Diego black-tailed jackrabbit	*Lepus californicus bennettii*	SSC	Absent	In region
Northwestern San Diego pocket mouse	*Chaetodipus fallax fallax*	SSC	Absent	In region
Pallid San Diego pocket mouse	*Chaetodipus fallax pallidus*	SSC		In range
Stephens' kangaroo rat	***Dipodomys stephensi***	**FT (2022), CT**	**Absent**	**In region**
Los Angeles pocket mouse	*Perognathus longimembris brevinasus*	SSC		In region
San Diego Bryant's woodrat	*Neotoma bryanti intermedia*	SSC	Absent	In region
Southern grasshopper mouse	*Onychomys torridus ramona*	SSC		In range
American badger	*Taxidea taxus*	SSC	Absent	In region

[1] Listed on CDFW's Special Animals List (https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109406) as FT or FE = federal threatened or endangered; FC = federal candidate for listing; CT or CE = California threatened or endangered; CCT or CCE = Candidate California threatened or endangered; CFP = California Fully Protected (California Fish and Game Code 3511); SSCi = California Species of Special Concern with i = priorities 1, 2 and 3; WL = CDFW's Taxa to Watch List; BGEPA = Bald and Golden Eagle Protection Act; WBWG = Western Bat Working Group with priority rankings, of low (L), moderate (M), and high (H); BCC = U.S. Fish and Wildlife Service's Bird of Conservation Concern (https://www.fws.gov/sites/default/files/documents/birds-of-conservation-concern-2021.pdf); and BOP = protected by Birds of Prey (California Fish and Game Code 3503.5, see https://wildlife.ca.gov/Conservation/Birds/Raptors).

Response O1-58

See Response O1-54 regarding sources used in the Draft SEIR to evaluate biological resources. CEQA does not require a complete inventory of all species potentially occurring on a site, nor does it require exhaustive or protocol-level surveys in all cases. Instead, CEQA requires a reasonable and good-faith effort, supported by substantial evidence, to characterize biological resources and assess the potential for species occurrence. This includes reliance on habitat suitability, regional species ranges, and field observations, recognizing that wildlife presence may vary temporally and spatially and that short-term surveys cannot be expected to document all species that may use a site over time.

The Commenter states the field survey was too cursory, the results are poorly interpreted, and the desktop review is incomplete and inaccurate; However, no specific inaccuracies are provided. The survey was conducted in the appropriate amount of time, given the size of the project site and onsite conditions. Additionally, conservative measures were taken when evaluating potential direct and indirect impacts to species which may occur on-site. As stated previously, the survey results and mitigation measures are comparable to those of similar projects in the region.

Table 2, as provided by the Commenter, lists occurrence likelihoods of various species in the region. It is again noted that Prado Regional Park is approximately 2.8 miles south of the EBPSP site. Prado Regional Park forms a major open space area with the Prado Basin to the south, and the Santa Ana River to the east. Additionally, the Santa Ana Mountains lie further south and the Chino Hills further west. The communities and site conditions present within these open space areas do not reflect current conditions of the EBPSP site. Therefore, the occurrence likelihoods listed in Table 2 do not give an accurate depiction of the site's ability to support special-status species. The Commenter's submitted observations and data compilation are noted and will be included in the administrative record. However, they do not demonstrate that the Draft SEIR mischaracterizes existing biological conditions or that its conclusions regarding the wildlife community are unsupported. The analysis is consistent with CEQA requirements and provides a sufficient basis for impact evaluation and mitigation planning.

Comment O1-59

BIOLOGICAL IMPACTS ASSESSMENT

The impacts analysis in CEQA review involves prediction. Impact predictions are necessary in environmental review because measuring a project's impacts directly could not happen until after the impacts occur, and the timing of this type of measurement would come too late for formulating a mitigation strategy or deciding on a project alternative. As noted earlier, the accuracy of the predictions of impacts and their significance ultimately relies on the degree of

accuracy in the characterization of the existing environmental setting (Figure 3). Prediction accuracy also relies on experience, of which development projects subjected to CEQA review have been made amply available (Figure 8). CEQA prohibits the use of speculation to predict that potential project impacts would be less than significant (see CEQA Guidelines section 15145. SPECULATION), so it is experience that must be used. The type of experience proven most effective, and therefore most amenable to achieving CEQA's primary objectives, is scientific inference, as generally depicted in Figure 8. Scientific inference can be drawn from scientific studies or from the many other projects that have undergone CEQA review. The comparative method enables the use of scientific inference to predict impacts and to predict the efficacies of mitigation strategies, the latter of which should be also amply available in the record.

<Figure 8. A framework for arriving at predicted project impacts based on experience with other project sites. Ideally, there is a pool of similar projects in similar circumstances where predicted impacts were compared to realized impacts, and into which the proposed project can also contribute to experience.>

In the following, I analyze several types of impacts likely to result from the project, none of which are analyzed adequately by ELMT (2025) or the SEIR, and some of which are not analyzed at all.

Response O1-59

CEQA does not require impact analysis to rely on cross-project statistical inference or the type of comparative framework described by the Commenter. Instead, impacts must be supported by substantial evidence in the record, including expert judgment supported by facts, habitat-based analysis, and reasonably foreseeable project effects on biological resources. Section 3.4, *Biological Resources*, of the Draft SEIR evaluates biological impacts based on changes to existing site-specific environmental conditions, consistent with CEQA impact analysis requirements. Predictions of impact are derived from the documented baseline setting, including habitat conditions, field reconnaissance, and established biological and regulatory data sources, and do not depend on post-project measurement or comparative modeling across other projects.

The Commenter notes the importance of experience when preparing biological impact assessments. Indeed, the project biologists that conducted the EBPSP Biological Resources Assessment have a combined 22 years of experience with similar surveys. The commentor does not provide any evidence or argument demonstrating that these experts lack the qualifications necessary to render professional opinions on the subject. Additionally, four other studies completed in the area were reviewed in developing the conclusions of the EBPSP Biological Resources Assessment. This comment does not raise any issues concerning or relating to the

adequacy of the environmental analysis provided in the Draft SEIR and thus no further response is required.

Comment O1-60

REDUCED PRODUCTIVE CAPACITY FROM HABITAT LOSS

Habitat loss results in a reduced productive capacity of affected wildlife species. The site is proven to serve as habitat to at least 46 species of vertebrate wildlife which ELMT and Noriko observed on the site, but the number of avian nest sites remains unknown. The surveys that have been conducted on the project site were unsuitable for detecting all bird nests or for estimating total nest density. The alternative method for estimating avian productive capacity is to infer it from estimates of total nest density elsewhere. Noriko and I have completed studies to estimate total avian nest density in various environments, but not in an environment that would match the project site.

The projection of inferences of total nest density from study sites to the project site would benefit from knowledge of the acreages of vegetation or ground cover classifications on the project site. ELMT (2025) includes the stated objective to produce a vegetation map, but it reports only a map that crudely classifies covers as Disturbed, Developed, Active Dairy, and Stock Pond. No acreages are reported of these classes, and these classes are only crudely described to vegetative structure. Notably, the reporting is silent on the numbers and arrangements of trees and shrubs on and around the project site, lumping them all as "ornamentals." Nor is there any discussion of the management of grassland, wetland and ruderal vegetation that could affect ground-nesting birds. Therefore, my projection of inferences of total nest density from study sites to the project site is necessarily crude, and they must rely on assumptions that likely vary in accuracy. Nonetheless, my approach at least serves as an example of how a needed analysis can be conducted with a better foundation.

Noriko estimated an average 3.22 nests/acre among three of her grassland study sites in southern California, two of which were in nearby Murrieta. I estimated a weighted mean of 15.59 nests/acre on 11.42 acres of abandoned walnut trees bounded by hedge shrubs and trees in Rancho Cordova, California in 2023. Assuming Noriko's estimates represent the total nest density of the portion of the project site lacking trees and artificial structures, and my total nest density represents the rest of the site, and assuming the acreage of these two types of environment are about equally divided, then I estimate 1,778 nest sites. Assuming 1.39 broods per nest site based on a review of 322 North American bird species, which averaged 1.39 broods per year, then I estimate 2,471 nest attempts per year. Assuming Young's (1948) study site typifies bird productivity of 2.9 fledged birds per nest attempt, then I predict 7,166 fledglings/year at the project site.

The loss of 1,778 nest sites and 2,471 nest attempts per year would easily qualify as significant impacts that have not been analyzed in the SEIR. But the impacts would not end with the immediate loss of nest sites. The reproductive capacity of the site would be lost. The project would prevent the production of 7,166 fledglings per year. Assuming an average bird generation time of 4 years, the lost capacity of both breeders and annual fledgling production can be estimated from an equation in Smallwood (2022): {(nests/year × chicks/nest × number of years) + (2 adults/nest × nests/year) × (number of years ÷ years/generation)} ÷ (number of years) = 8,055 birds per year lost to California.

The loss of 8,055 birds per year would be a loss of significant habitat value that is currently provided by the project site. Most of these birds are protected by the federal Migratory Bird Treaty Act and by California's Migratory Bird Protection Act, both of which are intended to most strongly protect breeding migratory birds. The loss of 8,055 birds per year would easily qualify as an unmitigated significant impact.

Response O1-60

The Commenter notes that the number of on-site avian nest sites is currently unknown, and goes on to make assumptions as to the number of nests and future fledglings that may be lost due to implementation of the EBPSP. However, these estimates are not based on site-specific survey data contained in the administrative record. The studies cited by the Commenter were conducted in locations (between 30-350 miles from the EBPSP site) with habitat characteristics and environmental conditions that differ from those identified within the EBPSP project area; and therefore, do not constitute substantial evidence demonstrating that similar nesting densities or impacts would occur at the project site.

As discussed in the Biological Resources Assessment (Appendix D to the Draft SEIR), as well as the Draft SEIR, the impact analysis recognizes the potential for nesting birds to occur within the project area and incorporates mitigation measures specifically designed to avoid or minimize impacts to active nests. Pursuant to Mitigation Measure BIO-1-SP (Draft SEIR page 3.4-63), pre-disturbance nesting bird surveys would be conducted prior to vegetation removal or ground-disturbing activities during nesting season. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a no-disturbance buffer established in the field with flagging, fencing, or other appropriate barriers. A qualified biological monitor would be present to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Construction activities cannot occur within the buffer area until the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions.

The Draft SEIR also identifies that the EBPSP would include approximately 35 acres of parkland which would be heavily landscaped, including forested areas, meadow areas, and open space

lawn areas, consistent with the City's Grand Park Landscape Master Plan. Additionally, landscaping within the business park areas would include a combination of evergreen and deciduous trees, shrubs, and groundcovers. While these landscaped areas are not identified as mitigation for nesting bird impacts, these areas may provide habitat and nesting opportunities for species already adapted to urbanized environments.

The comment does not identify any specific inadequacy of the biological impact analysis presented in the Draft SEIR. Accordingly, the comment does not require revision to the analysis.

Comment O1-61

INTERFERENCE WITH WILDLIFE MOVEMENT

One of CEQA's principal concerns regarding potential project impacts is whether a proposed project would interfere with wildlife movement in the region. Unfortunately, this concern has not motivated any serious analysis of whether or how the project would interfere with wildlife movement in the region. As part of its field survey, ELMT (2025:D-3) reportedly searched for "any natural corridors and linkages that could support the movement of wildlife through the area...," but no specific methodology was described for doing so, and no results of the search for corridors and linkages is reported. Lacking field data, ELMT and the SEIR only speculate that the project site does not function as a corridor or linkage in wildlife movement.

ELMT (2025) and the SEIR rely on the red-herring argument that the project site must act as a wildlife movement corridor or linkage before changes to it could result in significant interference with wildlife movement in the region. The premise of the argument is not true. The CEQA standard expressed in Question (d) of the CEQA's App. G Checklist applies to all types of movement and not just the movement channeled by corridors. As habitat fragmentation proceeds, the remaining patches of open space increase in their importance as stopover opportunities for wildlife on long-distance dispersal or migration. In the case of this project, the project site is one of the last remaining fragments of habitat in the region, and is therefore of critical importance to many wild animals on the move.

Response O1-61

Section 3.4, *Biological Resources*, of the Draft SEIR evaluates the potential for the proposed project to interfere with wildlife movement by analyzing the existing land use setting of the Specific Plan area, the surrounding pattern of urban and agricultural development, and available biological resources and land use mapping. It concludes that the Specific Plan area is embedded in a largely developed or disturbed landscape and does not contain documented features that function as regional connectivity pathways. On this basis, the analysis determines that the Specific Plan would not substantially interfere with regional wildlife movement.

Contrary to the Commenter's assertion that the Biological Resources Assessment, and therefore the Draft SEIR, only speculate "that the project site does not function as a corridor or linkage in wildlife movement", literature review conducted as part of the Assessment included a search of the County's GIS Land Use Map as well as information from the City's General Plan regarding major open space areas. Open Space areas in the vicinity of the site include the Prado Basin, Chino Dairy Preserve, Santa Ana River, and Chino Hills Open Space. The EBPSP site is entirely developed and disturbed and is separated from these areas by additional development. As such, the EBPSP site does not contain any mapped or designated regional wildlife corridor, linkage, or movement pathway identified in applicable planning documents or conservation resources.

The administrative record further demonstrates that the proposed project site and surrounding land have supported intensive agricultural and developed land uses for decades. Historical arial photography and site investigations indicated that the property has been used for pasture crop production, cattle operations, trucking -related uses, and industrial activities since at least 1938. Contrary to the Commenter's statement that the EBPSP site currently contains open space or operates as one of the last remaining fragments of habitat in the region, no native plant communities or natural communities of special concern are present within or adjacent to the site, which has been subjected to roughly a century of anthropogenic disturbances associated with historic and ongoing land uses (i.e., dairy ranches). These disturbances have eliminated the natural plant communities that historically occurred within the site and general vicinity. Conditions of the site are documented in Draft SEIR Figure 3.1-1, *EBPSP Site Photos*.

Here, the commentor does not provide site-specific evidence demonstrating that the EBPSP site currently serves as a regional wildlife linkage or that implementation of the proposed project would substantially impede wildlife movement between recognized habitat areas. Accordingly, the comment does not identify a deficiency in the analysis and nor revision is required.

Comment O1-62

TRAFFIC IMPACTS ON WILDLIFE

The SEIR neglects to address one of the project's most obvious, substantial impacts on wildlife, and that is wildlife mortality and injuries caused by project-generated traffic. Project-generated traffic would endanger wildlife that must, for various reasons, cross roads used by the project's traffic (Photos 32—35), including along roads far from the project footprint but which would nevertheless by traversed by automobiles head to or from the project's building. Vehicle collisions have accounted for the deaths of many thousands of amphibian, reptile, mammal, bird, and arthropod fauna, and the impacts have often been found to be significant at the population level (Forman et al. 2003). Across North America traffic impacts have taken devastating tolls on wildlife (Forman et al. 2003). In Canada, 3,562 birds were estimated killed per 100 km of road per year (Bishop and Brogan 2013), and the US estimate of avian mortality

on roads is 2,200 to 8,405 deaths per 100 km per year, or 89 million to 340 million total per year (Loss et al. 2014). Local impacts can be more intense than nationally.

<Photos 32 and 33. A desert cottontail runs across the road in Murietta, California (top), and a great-tailed grackle crosses a road in the Imperial Valley (bottom).>

<**Photos 34 and 35**. Raccoon killed on Road 31 just east of Highway 505 in Solano County (left; photo taken on 10 November 2018), and California kingsnake killed by a vehicle on a rural road in El Dorado County in 2024.>

The nearest study of traffic-caused wildlife mortality was performed along a 2.5-mile stretch of Vasco Road in Contra Costa County, California. Fatality searches in this study found 1,275 carcasses of 49 species of mammals, birds, amphibians and reptiles over 15 months of searches (Mendelsohn et al. 2009). This fatality number needs to be adjusted for the proportion of fatalities that were not found due to scavenger removal and searcher error. This adjustment is typically made by placing carcasses for searchers to find (or not find) during their routine periodic fatality searches. This step was not taken at Vasco Road (Mendelsohn et al. 2009), but it was taken as part of another study next to Vasco Road (Brown et al. 2016). Brown et al.'s (2016) adjustment factors for carcass persistence resembled those of Santos et al. (2011). Also applying searcher detection rates from Brown et al. (2016), the adjusted total number of fatalities was estimated at 9,462 animals killed by traffic on the road. This fatality number projected over 1.25 years and 2.5 miles of road translates to 3,028 wild animals per mile per year. In terms comparable to the national estimates, the estimates from the Mendelsohn et al. (2009) study would translate to 188,191 animals killed per 100 km of road per year, or 22 times that of Loss et al.'s (2014) upper bound estimate and 53 times the Canadian estimate. An analysis is needed of whether increased traffic generated by the project site would similarly result in local impacts on wildlife.

For wildlife vulnerable to front-end collisions and crushing under tires, road mortality can be predicted from the study of Mendelsohn et al. (2009) as a basis, although it would be helpful to have the availability of more studies like that of Mendelsohn et al. (2009) at additional locations. My analysis of the Mendelsohn et al. (2009) data resulted in an estimated 3,028 animals killed per mile along a county road in Contra Costa County. The estimated numbers of fatalities were 1.75% birds, 26.4% mammals (many mice and pocket mice, but also ground squirrels, desert cottontails, striped skunks, American badgers, raccoons, and others), 67.4% amphibians (large numbers of California tiger salamanders and California red-legged frogs, but also Sierran treefrogs, western toads, arboreal salamanders, slender salamanders and others), and 4.4% reptiles (many western fence lizards, but also skinks, alligator lizards, and snakes of various species). VMT is useful for predicting wildlife mortality because I was able to quantify miles traveled along the studied reach of Vasco Road during the period of the Mendelsohn et al.

(2009), hence enabling a rate of fatalities per VMT that can be projected to other sites, assuming similar collision fatality rates.

Response O1-62

The Commenter's reference to wildlife mortality statistics is acknowledged. The cited study pertains to a segment of Vasco Road located approximately 350 miles from the EBPSP site. Vasco Road roadway functions as a major commuter corridor, carrying approximately 24,000 vehicles per day[2], and is situated between Vasco Caves Regional Preserve and Brushy Peak Regional Preserve, areas that support extensive natural habitat and wildlife movement. In contrast, the EBPSP project site is situated within highly disturbed and developed landscapes characterized by longstanding agricultural, industrial, and transportation-related uses. Accordingly, the conditions underlying the referenced study are not representative of the environmental setting of the EBPSP project site, and the study does not constitute substantial evidence demonstrating that similar wildlife mortality impacts would occur as a result of implementation of the proposed project.

Section 3.4, *Biological Resources*, of the Draft SEIR evaluates potential biological impacts related to traffic by considering site-specific conditions, including existing habitat quality, the surrounding urban and agricultural land uses, roadway network characteristics, and the potential for impacts to special-status species and other sensitive biological resources. It concludes that while wildlife-vehicle collisions may occur, they are associated with baseline conditions in developed or urbanizing areas and are not identified as resulting in significant impacts under the Specific Plan because no substantial evidence indicates effects on special-status species or disruption of recognized movement corridors within the Specific Plan area.

The Commenter has not identified substantial evidence demonstrating that the Draft SEIR's analysis of biological impacts related to traffic is inadequate or unsupported, and no revision to the analysis is required.

Comment O1-63

Predicting project-generated traffic impacts on wildlife

The SEIR predicts 130,631,620 annual VMT will be generated by the project. During the Mendelsohn et al. (2009) study, 19,500 cars traveled Vasco Road in Contra Costa County daily, so the vehicle miles that contributed to my estimate of non-volant fatalities was 19,500 cars and trucks × 2.5 miles × 365 days/year × 1.25 years = 22,242,187.5 vehicle miles per 9,462 wildlife

[2] Contra Costa County Public Works. Vasco Road Safety Improvements - Phase 2. https://www.contracosta.ca.gov/10392/Vasco-Road-Safety-Improvements---Phase-2

fatalities, or 2,351 vehicle miles per fatality. This rate divided into the predicted into annual operational VMT predicts 55,564 vertebrate wildlife fatalities per year due to project-generated traffic.

However, some might argue that this prediction relies too much on a study along a road through less-disturbed rangeland that likely supports more non-volant wildlife that is more vulnerable to collision mortality. I would argue that the project-generated traffic would pass through similar rural environments with ample wildlife available to be crushed under automobile tires. Nevertheless, to better represent those reaches of road that are more urban than rural, or that would become more urban with the development of the project, I recently completed my own study of wildlife mortality caused by automobiles along roads that were urban and interfaced between urban and agricultural land uses.

I completed one year of daily pedestrian surveys along 2.7 km (1.713 miles) of local, collector and minor arterial roads in north Davis, California, where I tallied 314 fatalities of 40 species of vertebrate wildlife. Most of the fatalities were small-bodied animals such as Sierran treefrogs, western toads, western fence lizards, 10”- to 16”-long juvenile Pacific gophersnakes, valley gartersnakes and California kingsnakes, as well as bushtits, yellow-rumped warblers, deer mice and California ground squirrels. Most of the animals I found would never have been detected from a moving vehicle, which is why people often underestimate how many wild animals are killed by vehicle traffic.

The animals I found in my study did not include all the animals killed by vehicles on the roads I searched. Many had been removed by scavengers before I could find and count them. (American crows patrol the roads every morning, and so does a large flock of wild turkeys.) Some of the animals are knocked off the road in places where I could never find them, and some were undoubtedly caught and carried away in the grills of vehicles or in tire treads. Most of the Sierran treefrogs disappeared from where I found them within several hours, so daily searches missed many of the fatalities. To adjust for these undetected fatalities, I fit a logit regression model to my fatality finds, all of which transitioned to carcass detection trials after I initially found them. Starting with the first day after each detection, I monitored the carcass trials for 30 days, and I assigned each a body mass estimate based on typical body mass reported in the literature. Predictor variables were days since detection and log10 body mass. The relationship between carcass detection probability and the predictor variables is depicted in Figure 9. My fatality finds adjusted by the model results in an estimate of 2,126 vertebrate wildlife fatalities over 1.713 miles of roads in one year, or 1,241 vertebrate wildlife fatalities/mile/year. This rate is 40.9% of the rate measured at Vasco Road, or an estimated 5,748 vehicle miles per fatality. Applying this urban fatality rate to the predicted construction MT predicts 830 vertebrate wildlife fatalities, and applying it to annual operational VMT predicts 22,726 vertebrate wildlife fatalities per year in the area around the project that is traveled by project-generated traffic.

<**Figure 9.** Wildlife carcass detection probability is a function of the number of days since discovery and log10 body mass.>

A reasonable range of predicted mortality is therefore 22,726 to 55,564 vertebrate wildlife fatalities per year due to project-generated traffic. Based on my analysis, the project-generated traffic would cause significant impacts on wildlife. The SEIR does not address this potential impact, let alone propose to mitigate it. Mitigation measures to improve wildlife safety along roads are available and are feasible, and they need exploration for their suitability with the proposed project. Given the predicted level of project-generated traffic-caused mortality, and the lack of any proposed mitigation, it is my opinion that the proposed project would result in potentially significant adverse biological impacts, and that these impacts would be unmitigated.

Response O1-63

See Response O1-62. The Commenter cites another study located approximately 370 miles from the EBPSP site in support of assertions regarding potential traffic-related wildlife mortality rates in the project vicinity. However, the mortality data referenced by the Commenter was derived from roadway segments and habitat conditions substantially different from those present within and surrounding the EBPSP area. As discussed in Response O1-62, the EBPSP is located within a highly disturbed and developed environment that does not function as a recognized wildlife corridor or regional habitat linkage. Accordingly, the cited study does not constitute substantial evidence demonstrating that similar wildlife movement patterns or mortality rates would occur in the vicinity of the EBPSP site.

The Commenter also references potential roadway mitigation measures intended to improve wildlife crossing safety. However, the Draft SEIR does not identify a significant impact related to wildlife movement or wildlife-vehicle collisions that would require such mitigation. Here, the Draft SEIR concludes, based on site-specific conditions and available biological information, that implementation of the EBPSP would not substantially interfere with wildlife movement or connectivity.

In addition, many of the roadway modifications or off-site wildlife crossing improvements referenced by the Commenter, would occur on properties or within transportation corridors that are not owned, or controlled, or operated by the Applicant. The Commenter does not demonstrate how such measures would be roughly proportional to the identified project impact or otherwise necessary to mitigate a significant biological impact attributable to the EBPSP. Accordingly, the comment does not identify a deficiency in the Draft SEIR's analysis and no revision to the analysis is required.

Comment O1-64

CUMULATIVE IMPACTS

One of CEQA's principal concerns regarding potential project impacts is whether a proposed project would contribute significantly to cumulative impacts of past, present and future projects, or to multiple types of impacts that are cumulatively considerable. Unfortunately, the SEIR fails to seriously analyze the project's contribution to cumulative impacts on biological resources. According to the SEIR (p. 3.4-76), "The proposed project, including the EBPSP, would comply with the City's Habitat Mitigation Fee per Ontario Ranch Settlement Agreement, which would reduce impacts with respect to the cumulative loss of habitat for sensitive species. Additionally, mitigation measures would reduce impacts to sensitive species that may be present on future development sites, as well as the EBPSP and off-site improvements, to less than significant. Projects in the CDFW inland deserts region, including future development in accordance with the Policy Plan Amendment, would be required to comply with existing state regulations protecting biological resources, which could include the preparation of biological reports and surveys. Impacts of the proposed project would be less than cumulatively considerable with implementation of mitigation. Therefore, this impact is less than significant." However, the CEQA Guidelines (§15064(h)(3)) states, "When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable." The SEIR fails to explain how payment of a mitigation fee per the settlement agreement would minimize, avoid or offset the project's contributions to cumulative impacts. Nor does the SEIR summarize the performance of the settlement agreement to date.

Following a settlement agreement between the City and Endangered Habitats League and Sierra Club, who challenged the City's 1998 General Plan Amendment EIR, the City "established a habitat mitigation fee to cover potential environmental impacts to the burrowing owl, DSFLF [Delhi Sands flower-loving fly], raptor foraging, loss of open space, and agricultural lands" (SEIR p. 3.4-11). Following disfunction over the implementation of the City's settlement agreement, the City entered into a memorandum of agreement (MOA) on 21 November 2023 with the Inland Empire Resource Conservation District to administer the mitigation fund. The SEIR (p. 3.4-12) reports, "With respect to burrowing owl and DSFLF, this MOA ensures:

- A mitigation fee will be applied to development projects within Ontario Ranch that will impact burrowing owls or their habitat;
- The City of Ontario will identify lands occupied by burrowing owl or DSFLF and suitable long-term habitat for these species to be avoided and maintained;

- In the case of burrowing owls being present on proposed development sites that are not viable long-term habitat, developers can pay the Habitat Mitigation Fee and relocate the owls in consultation with the California Department of Fish and Wildlife; and

- Up to 25 percent of the Habitat Mitigation Fee collected for burrowing owls can be used for the recovery of the DSFLF."

An explanation is needed, however, how the relocation of burrowing owls would be allowed without an CDFW-issued incidental take permit for a species that is now a candidate for listing under the California Endangered Species Act. And considering the SEIR's assertion (p. 3.4-12) that "Native habitats and vegetation communities are mostly gone throughout Ontario," explanations are needed as to where burrowing owls could be relocated and where burrowing owl habitat that can be protected. As written, the MOA's requirements are not credible Also important to the MOA's credibility, a summary is needed of the number of burrowing owls that have benefitted from this MOA to date.

A burrowing owl expert cited by Miller (2024) as a personal communication cautioned that "Most remaining owl colonies in western San Bernardino County were small, highly fragmented, unprotected, and on the brink of extirpation" (Pete Bloom, 2002). Another expert, "Kidd et al. (2007) reported that burrowing owls continued to decline in southwestern San Bernardino County, where they nested in native habitat and on dairy lands; of 78 known pairs in the southwest corner of the county, 26 were eliminated due to habitat loss; and of 54 known breeding pairs in the high desert portion of their study area, 21 pairs were eliminated, also from habitat loss. Most remaining breeding pairs and colonies were small, highly fragmented, unprotected, and declining rapidly in the absence of adequate mitigation for habitat loss." The local threats to burrowing owls mirror the regional threats from habitat loss, habitat degradation, and habitat fragmentation. It is therefore essential that the City summarize the performance of its MOA with the Inland Empire Resource Conservation District.

Response O1-64

Pursuant to the Ontario Ranch Settlement Agreement, a comprehensive burrowing owl and habitat mitigation framework applies to new development projects within Ontario Ranch through buildout. As described in the Draft SEIR, implementation of these measures is intended to address potential impacts to burrowing owl and associated habitat resources on a regional basis. The Settlement Agreement requires, among other things:

- Prior to issuance of grading permits, Ontario shall impose a $4,320 per net acre mitigation fee on proposed developments in Annexation Area 163 that require discretionary approval or permitting from the City.

- Ontario, in consultation with CDFW, will identify, through CEQA review, lands occupied by burrowing owl and suitable as long-term habitat. The City will require avoidance of those lands to maintain a viable territory and require long-term maintenance through dedication in fee or grant of easement to the Land Trust. If the site is not viable long-term habitat, the developer shall pay the mitigation fee and make provisions for relocation of the owls.

- Since habitat that benefits DSFLF can be expected to benefit burrowing owl, up to 25 percent of the mitigation fee may be used by the City for DSFLF recovery.

- All mitigation fees collected shall be used for the above-described purposes and may be used to purchase property, conservation easements, or other land with long-term conservation value for the environmental impacts; enhance/restore lands with such values; maintain and operate these lands; and pay for related administrative costs (not to exceed 10 percent of the total fees).

- Land/easements dedicated, conveyed, or purchased to benefit wildlife, waterfowl, raptors, and/or burrowing owl must have long-term conservation value for those species and must be managed by the land trust. The parcels must be in the habitat area designated as part of the settlement agreement. Unacceptable properties are those that would otherwise be purchased by another entity or group as open space mitigation for environmental impacts.

Pursuant to the Ontario Ranch Settlement Agreement, mitigation fees have been collected by the City and have been deposited into a trust fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value.

As discussed in the Draft SEIR, Inland Empire Resource Conservation District (IERCD) is the nonprofit trust entity responsible for the administration of the habitat mitigation fees and creation of a habitat program pursuant to the requirements of the Settlement Agreement. IERCD is responsible for maintaining interactive mapping and a current inventory of the burrowing owl occurrences and to select adequate lands for passive relocation. (Also see Draft SEIR pages 3.4-9 through 3.4-12.)

The Commenter's suggestion that specific relocation sites should be identified is not consistent with the regulatory process applicable to burrowing owl relocation. Relocation, if needed, is conducted on a case-by-case basis in coordination with CDFW and requires the preparation of a project-specific burrowing owl relocation plan based on then-existing site conditions, owl occupancy, and availability of suitable habitat. Burrowing owl relocation often does not involve translocating owls within the same City, especially since (as highlighted by the Commenter and the Draft SEIR) native habitats and vegetation communities are mostly gone throughout Ontario. For example, a recent burrowing owl relocation involved translocating owls from a site

near the Ontario Airport to a site in Nuevo, Riverside County, over 40 miles southeast. Relocation sites are assessed in collaboration with CDFW for their ability to provide suitable habitat for burrowing owl prior to translocation. This occurs on a case-by-case basis. Thus, no relocation sites are currently recommended at this time.

Importantly, no burrowing owls were observed onsite at the time of the biological assessment. Nevertheless, a pre-construction burrowing owl clearance survey (BIO-2-SP) shall be completed prior to project-related disturbance to ensure impacts to burrowing owl do not occur. Although not anticipated, in the event burrowing owl is detected onsite during the clearance survey, CDFW shall be notified and focused surveys and a relocation plan may be required in accordance with applicable regulatory requirements and agency direction. Accordingly, the Draft SEIR identifies enforceable mitigation measures and compliance procedures sufficient to address potential impacts to burrowing owl consistent with CEQA and the Ontario Ranch Settlement Agreement.

Comment O1-65

As for the notion that implementation of the project-specific mitigation measures would avoid significant cumulative impacts, this notion is inconsistent with CEQA's definition of a cumulative impact. CEQA defines a cumulative impact as an impact "created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts" (CEQA Guidelines §15065 (a)(3)). Even though a project's direct or indirect effects might be mitigated to a less than significant impact at the project level, it can still incrementally contribute to the effects of other projects for a significant cumulative impact.

The SEIR's conclusion that an existing settlement agreement and project-specific mitigation would avoid significant cumulative impacts lacks evidentiary support, and it is readily refutable. Noriko Smallwood and I performed an experiment to measure the efficacy of applicable laws and regulations, permitting requirements, and required mitigation measures at avoiding or minimizing project impacts including cumulative impacts. We revisited the project sites we had surveyed as experts to repeat the survey methods at the same time of year, the same start time in the day, and the same methods and survey duration to control these sources of variation to cleanly measure the effects of mitigated development on wildlife. We structured the experiment in a before-after, control-impact experimental design, as some of the sites had been developed since our initial survey and some had remained undeveloped. All the developed sites had included mitigation measures to avoid, minimize or compensate for impacts to wildlife. Nevertheless, we found that mitigated development resulted in a 66% loss of species on site, and 48% loss of species in the project area. Counts of vertebrate animals declined 90%. We found that "Development impacts measured by the mean number of species detected per survey were greatest for amphibians (-100%), followed by mammals (-86%), grassland birds (-75%), raptors (-53%), special-status species (-49%), all birds as a group (-48%), non-native birds

(-44%), and synanthropic birds (-28%). Our results indicated that urban development substantially reduced vertebrate species richness and numerical abundance, even after richness and abundance had likely already been depleted by the cumulative effects of loss, fragmentation, and degradation of habitat in the urbanizing environment," and despite all the mitigation measures and existing policies and regulations. Experimental evidence demonstrates the need to analyze a project's potentially significant contributions to cumulative impacts on wildlife despite existing laws, policies, previous settlement agreements and project-by-project requirements of mitigation. The environmental review for this project needs to include an appropriate cumulative impacts analysis as required by CEQA.

Response O1-65

The Commenter's concerns regarding the cumulative reduction of species richness within urban development are noted, as are the results of the Commenter's independent observations and analyses. CEQA recognizes that individual projects may contribute incrementally to broader cumulative impacts even where project-level effects are reduced through mitigation. However, CEQA does not require or rely on post-hoc experimental comparisons, extrapolations from unrelated project sites, and retrospective ecological reconstruction methodologies of the type described by the Commenter to evaluate cumulative impacts. Instead, CEQA Guidelines section 15130 requires a reasonable, good-faith effort to analyze a project's incremental contribution in the context of reasonably foreseeable development, existing environmental conditions, and applicable regulatory and planning frameworks.

Consistent with these requirements, the Draft SEIR evaluates cumulative biological impacts based on the proposed project's incremental effects within the regional setting, together with other planned and foreseeable development, existing site conditions, and applicable regulatory protections and mitigation programs. These include, among other things, compliance with State and federal protections for special-status species, implementation of project-specific mitigation measures, and participation in the City's habitat mitigation framework established pursuant to the Ontario Ranch Settlement Agreement. Based on this analysis, the Draft SEIR concludes that the project's contribution to cumulative biological impacts would not be cumulatively considerable following implementation of applicable mitigation measures and regulatory requirements.

The Draft SEIR also identifies that the EBPSP includes open space park areas which would provide habitat for wildlife species known to occur in the vicinity. Any species currently occurring within the site are acclimated to a high degree of anthropogenic disturbance associated with ongoing agricultural operations and adjacent industrial uses. The Draft SEIR does not conclude that implementation of the EBPSP would have no biological effect; rather, it concludes, based on substantial evidence in the record, that the project would not substantially affect regional biodiversity, disrupt recognized wildlife movement functions, or result in

cumulatively considerable impacts to special-status biological resources following implementation of identified mitigation measures.

Accordingly, the commentor does not identify a deficiency in the cumulative biological resources analysis contained int eh Draft SEIR, and no revision to the analysis is required.

Comment O1-66

FLAWED MITIGATION STRATEGY

The mitigation strategy needs to be based on a sound understanding of the existing wildlife community. It needs to be known which species occur or are likely to occur on the project site as well as the nature of their occurrences. It needs to known which species are resident and which are migratory. For special-status species, detection surveys should have been completed to either detect the species or to obtain evidence of its absence. Surveys should have been completed to understand how wildlife use the site in their movement patterns. And what was found of wildlife species needs to be carefully interpreted by comparing the findings to the findings from other survey efforts at other sites. Failures to detect species should be interpreted relative to the probabilities of their detections given the survey effort. The mitigation strategy needs to follow the steps under Assess species occurrence likelihoods and Characterize wildlife community, followed by Step 7: Predict impacts (Figure 3). However, the IS/MND's mitigation strategy does not follow from these steps. This pointed out, my comments follow in regular font the summary of each required mitigation measure in italics.

Policy Plan Amendment (These are new measures that did not appear in 2022 EIR)

Mitigation Measure BIO-1-PPA: Biological Resources Assessment. *Applicants for future development projects on non-infill sites with suitable natural habitat shall conduct a biological resources assessment of the proposed project ... by a qualified biologist and summarized in a biological resources letter report or biological resources technical report that will be submitted to the Ontario Planning Department for review and approval prior to being issued a grading permit*. …

Mitigation Measure BIO-2-PPA: Biological Reconnaissance-Level Survey.

The biological reconnaissance-level survey shall include, but not be limited to:

An analysis of available literature and biological databases including ... California Department of Fish and Wildlife (CDFW); California Natural Diversity Database (CNDDB); California Native Plant Society (CNPS) ... The literature review shall be performed prior to the field survey to identify sensitive biological resources that were reported previously from the proposed development

project vicinity and to help determine the type of sensitive biological resources that may be in the survey area. …

A field assessment survey that includes mapping vegetation communities in the proposed development project ... An evaluation of each mapped vegetation community's State and Global rarity ranks shall be determined using CDFW's Vegetation Classification and Mapping Program (VegCAMP) … the proposed development project's potential to support special status plant and wildlife species ... nesting habitat for migratory and special status bird species ... potential impacts to bats and roosts ... potential jurisdictional areas, including wetlands and riparian habitats ... potential local and regional wildlife movement corridors.

Mitigation Measure BIO-3-PPA: Focused Species Surveys. *If one or more special status plant or animal species has the potential to occur within the proposed development project area … a qualified biologist shall conduct additional focused surveys for said species using the most recently updated protocols recommended by natural resource agencies or, if not available, standards accepted in the professional biological community to survey that taxonomic group, community, or species. …*

Mitigation Measure BIO-4-PPA: Biological Resources Report. *The results of the biological survey for proposed development projects with no significant impacts may be presented in a biological survey letter report. For proposed development projects with significant impacts that require mitigation to reduce the impacts to below a level of significance, and/or agency consultation and permitting, the results of the biological survey shall be presented in a biological technical report. The impact analysis shall consider impacts from areas subject to fuel modification and grading to accommodate the development.*

Mitigation Measure BIO-5-PPA: Special-Status Species, Sensitive Habitats, Wetlands, Other Non-wetland Waters, Native Wildlife Nursery Sites, and Wildlife Corridors*. If a sensitive biological resource is identified during field surveys (see Mitigation Measures BIO-2-PPA and BIO-3-PPA), the City shall require implementation of mitigation measures at the project level that fully account for the adversely affected resource. Mitigation measures shall adhere to the following order of priority to reduce adverse impacts of a proposed project to the resource: avoid impacts, minimize impacts, and compensate for impacts. Mitigation measures shall be used on a project-level basis and be tailored to on-site conditions and sensitive biological resources present.*

Priority 1, Avoidance of Impacts. … Priority 2, Minimize Impacts. … Priority 3, Offset Impacts. … The applicant shall obtain incidental take authorization from USFWS (16 US Code Section 1531 et seq.) or CDFW (California Fish and Game Code Sections 2050–2115.5) prior to commencing development of the project site [for Endangered, Rare, Threatened, or Candidate Species…

Mitigation Measure BIO-6-PPA: Demarcate Work Area Boundary.

Mitigation Measure BIO-7-PPA: Preconstruction Special Status Species Surveys. ...

Mitigation Measure BIO-8-PPA: Pre-disturbance Nesting Bird Surveys. *The City of Ontario shall require applicants for future development projects with suitable natural habitat, to contract with a qualified biologist with experience in conducting breeding bird surveys to conduct a preconstruction general nesting bird survey …. no more than 5 days prior to initiation of construction...*

Mitigation Measure BIO-9-PPA: Active Nest Avoidance and No-Work Buffers. *If active nests of avian species protected by the Migratory Bird Treaty Act and Fish and Game Code are detected within the proposed development project area or within a 300-foot buffer (500-foot buffer for raptors and listed species) of the proposed development project area, a no-work buffer will be established around the nest (typically 300 feet for passerines and 500 feet for raptors and listed species) and construction shall be restricted in the area until the young have fledged; there is no evidence of a second attempt at nesting if the nest attempt has failed, as determined by the qualified biologist …*

Mitigation Measure BIO-10-PPA: Nest Monitoring. *…*

Mitigation Measures BIO-1-PPA through BIO-10-PPA generally represent the City's view of industry standards, but without any statement of nexus between CEQA's primary objectives and these measures. These perceived industry standards introduce many shortfalls that leave the reports that follow from them vulnerable to challenge, as exemplified by my comments on ELMT (2025).

For example, BIO-1-PPA insufficiently defines the scope of the letter report where it refers to a "biological resources assessment," and what it means by "suitable natural habitat," and "qualified biologist." More detail is needed, such as whether the biological resources assessment is intended to achieve CEQAs primary objectives, and how it would do so. There is no such thing in wildlife ecology as "suitable habitat," just as there is no such thing as "unsuitable habitat" (see Krausman 2016). It needs to also be explained whether protocol-level detection surveys are to be conducted.

BIO-2-PPA would continue to misuse the CNDDB to obtain incomplete lists of special-status species for analysis of occurrence likelihoods, and it would continue to present findings from the desktop review and field surveys as definitive rather than in contexts facilitated by comparative analysis.

BIO-3-PPA requires protocol-level detection surveys for special-status species determined by a qualified biologist to potentially occur on the project site. Problems with this requirement start with the lack of any definition of what qualifies as a qualified biologist. In the case of this project, the consulting biologist fails to recognize that species it detected in its reconnaissance

survey, such as yellow-headed blackbird, are special-status species. As for the burrowing owl, no protocol-level detection survey was completed despite the consulting biologist determining that burrowing owls have a high likelihood of occurrence. The language of BIO-3-PPA is too subjective for it to be enforceable. Moreover, in situations where a candidate or listed species potentially occurs, such as the burrowing owl, the applicant needs to consult with the appropriate regulatory authority prior to conducting the surveys.

BIO-4-PPA requires a letter report for biological studies leading to determinations of less-than-significant impacts with mitigation, but otherwise a technical report.

However, whether the report is letter form or report form is irrelevant to the need to achieve CEQA's primary objectives.

BIO-5-PPA requires a prioritized series of mitigation actions in response to survey results that reveal sensitive biological resources on the project site. It requires the attainment of an ITP for resources that cannot be mitigated through avoidance or minimization measures, but if such a resource is found on site or determined to potentially occur, then the priority is to put consultation with the regulatory agencies ahead of any decision over whether avoidance, minimization or compensatory mitigation is appropriate. The agencies must be consulted first.

BIO-6-PPA and BIO-7-PPA should be implemented if the project goes forward, but it needs to be understood that the conservation benefits of these measures are de minimis relative to the potential project impacts on the resources at issue.

BIO-8-PPA should be implemented if the project goes forward, but it needs to be understood that the conservation benefits of these measures are de minimis relative to the potential project impacts on the resources at issue. Moreover, this measure suffers the same shortfalls as BIO-1-PPA, where it lacks suitable definitions for "suitable natural habitat" and "qualified biologist."

BIO-8-PPA would not detect and salvage more than a small fraction of the bird nests on the project site in the time allotted. Preconstruction, take-avoidance surveys should consist of two steps, both of which are very difficult. First, the biologist(s) performing the survey must identify birds that are breeding. Second, the biologist(s) must locate the breeding birds' nests. The first step is typically completed by observing bird behaviors such as food deliveries and nest territory defense. To be successful, these types of observations typically require many surveys on many dates spread throughout the breeding season even for a single species. To identify and locate the birds of all species nesting on a site would require a much greater survey effort than can be accomplished in BIO-2's allotted timespan. Many bird nests would be missed.

I estimate the project site supports 1,778 nest sites in the average year, and this number does not include those that would need to be located within the defined buffer area beyond the

project site's boundary. Even assuming all these nests could be found (not likely), the mitigation measure would apply only to the breeding season of the survey. After the breeding season of the preconstruction survey, there would be no further production of birds from the project site. The long-established principle of carrying capacity would ensures that the numbers of birds residing in California would be recued by the numbers lost from the breeding populations on the project site. The project's impact on birds would be permanent and of large magnitude. The conservation benefits of this measure would be *de minimis* compared to the project's potential impacts on breeding birds.

BIO-9-PPA and BIO-10-PPA allow a single individual to make subjective decisions, outside the public's view, to determine the buffer area and buffer timing for any given species. These measures lack objective criteria, and they are therefore unenforceable.

Lastly, Mitigation Measures BIO-1-PPA through BIO-10-PPA lack any summary of their efficacy, neither for any single Measure nor for the collection of Measures. After thousands of projects have required similar mitigation measures throughout California, there surely must be a record of their performance. Some record of performance is especially warranted in this SEIR, because the City of Ontario is nearly built out while the burrowing owl and many other special-status species have declined within the City. As Pete Bloom informed Miller (2024), the burrowing owl is approach extirpation throughout southwest San Bernardino County. And as a test of the general collection of Mitigation Measures BIO-1-PPA through Bio-10-PPA, Smallwood and Smallwood (2023) measured substantial declines in various types of vertebrate wildlife species despite the requirements of these measures. The evidence is overwhelming that Mitigation Measures BIO-1-PPA through BIO-10-PPA are ineffective.

Response O1-66

Section 3.4, *Biological Resources*, of the Draft SEIR presents a tiered mitigation framework that links the level of biological investigation and mitigation requirements to the specific conditions present at the time future development activities are proposed. This approach is consistent with CEQA practice for large planning areas and specific plans where subsequent site-specific development proposals may occur over time and where precise disturbance areas, construction timing, and biological conditions may change prior to implementation. Mitigation Measures BIO-1-PPA through BIO-10-PPA require progressively detailed biological review including, record searches, habitat assessment, focused field investigations, and protocol-level surveys where warranted based on habitat suitability or species-specific regulatory requirements. These evaluations are required to be conducted by qualified biologists and are subject to review and approval by the City and, where applicable, coordination with responsible resource agencies such as the California Department of Fish and Wildlife and the U.S. Fish and Wildlife Service.

Mitigation measures requested by GSEJA are reviewed below:

- ***Mitigation Measure BIO-1-PPA: Biological Resources Assessment.*** This structure ensures that biological constraints are evaluated at the time impacts could occur, when project design modifications, avoidance measures, buffers, seasonal restrictions, and other mitigation options remain feasible and effective. CEQA does not require an EIR for large-scale planning document to predetermine all future biological conditions or conduct protocol-level surveys for every species absent evidence demonstrating such surveys are presently necessary. Rather, CEQA permits the use of performance standards, deferred mitigation, and future site-specific review where the agency commits itself to specific performance criteria and implementation mechanisms capable of reducing impacts. Here, the Draft SEIR establishes enforceable biological review procedures, mitigation requirements, and agency coordination process sufficient to ensure biological impacts are identified and addressed during subsequent project implementation. The Commenter's concerns regarding terminology such as "qualified biologist" or "suitable habitat" do not demonstrate that the mitigation measures are unenforceable or improperly deferred. Such terminology is commonly used in CEQA documents and biological resource permitting because its meaning is informed by professional standards, agency guidance, and species-specific survey protocols administered by CDFW, USFWS, and other regulatory agencies. During implementation, determinations regarding habitat suitability, survey requirements, and appropriate mitigation measures are made pursuant to these established standards and subject to agency oversight and City

- ***Mitigation Measure BIO-2-PPA: Biological Reconnaissance-Level Survey.*** The comment asserts that Mitigation Measure BIO-2-PPA would rely on incomplete California Natural Diversity Database (CNDDB) information to evaluate special-status species occurrence potential and would present desktop review and field survey findings as definitive rather than comparative. The comment has been reviewed. As written, Mitigation Measure BIO-2-PPA requires a comprehensive biological assessment utilizing multiple sources of information, including but not limited to the California Department of Fish and Wildlife (CDFW), California Natural Diversity Database (CNDDB), California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants, National Wetland Inventory (NWI), USGS National Hydrographic Dataset (NHD), EcoAtlas, and U.S. Fish and Wildlife Service databases, in addition to field assessment surveys and habitat evaluations. The measure further requires evaluation of habitat suitability for special-status plant and wildlife species, nesting birds, bats, jurisdictional resources, and wildlife movement corridors. Accordingly, the analysis is not based solely on CNDDB records, but on multiple biological databases, literature review, field observations, and professional evaluation of site conditions to assess species occurrence potential. No substantial evidence has been provided demonstrating that the methodology required under BIO-2-PPA is inadequate; therefore, no revisions to the Draft EIR are required.

- ***Mitigation Measure BIO-3-PPA: Focused Species Surveys.*** Please see Response O1-57 regarding the Commenter's assertions concerning exhaustive species inventories and protocol-level surveys. CEQA requires agencies to rely on substantial evidence and reasonable professional judgment to determine the appropriate level of biological investigation necessary to support environmental review. The Draft SEIR's use of reconnaissance-level assessment combined with trigger-based focused surveys is consistent with this standard and with common biological resources practice and CEQA standards for programmatic and planning-level environmental review. approval authority.

- ***Mitigation Measure BIO-4-PPA: Biological Resources Report.*** The comment notes that Mitigation Measure BIO-4-PPA requires preparation of a letter report for biological studies supporting determinations of less-than-significant impacts with mitigation and a technical report in other circumstances. The comment has been reviewed. Mitigation Measure BIO-4-PPA is intended to establish the appropriate level of documentation based on the nature and significance of biological resource findings. The measure distinguishes between circumstances where a letter report is sufficient and those requiring a more comprehensive technical report. No revisions to the Draft SEIR are required.

- ***Mitigation Measure BIO-5-PPA: Special-Status Species, Sensitive Habitats, Wetlands, Other Non-wetland Waters, Native Wildlife Nursery Sites, and Wildlife Corridors.*** Please see Response O1-65 regarding mitigation effectiveness. CEQA requires that mitigation be feasible, enforceable, and reasonably capable of reducing impacts. The Draft SEIR meets this standard by incorporating established biological survey practices, mandatory avoidance and minimization measures, regulatory compliance mechanisms, and oversight mechanisms that are routinely applied to reduce impacts to sensitive biological resources. Mitigation Measure BIO-5-PPA is intended to require consultation with applicable regulatory agencies where sensitive biological resources are identified or determined to potentially occur on the project site. As written, implementation of avoidance, minimization, compensatory mitigation, and permitting requirements, including a potential Incidental Take Permit (ITP), would occur in coordination with the applicable agencies and consistent with regulatory requirements. Therefore, no revisions to the Draft SEIR are required.

- ***Mitigation Measure BIO-6-PPA: Demarcate Work Area Boundary.*** Please see Response O1-65 regarding mitigation effectiveness. CEQA requires that mitigation be feasible, enforceable, and reasonably capable of reducing impacts. The Draft SEIR meets this standard by incorporating established biological survey practices, mandatory avoidance and minimization measures, regulatory compliance mechanisms, and oversight

mechanisms that are routinely applied to reduce impacts to sensitive biological resources.

- ***Mitigation Measure BIO-7-PPA: Preconstruction Special Status Species Surveys.*** Please see Response O1-65 regarding mitigation effectiveness. CEQA requires that mitigation be feasible, enforceable, and reasonably capable of reducing impacts. The Draft SEIR meets this standard by incorporating established biological survey practices, mandatory avoidance and minimization measures, regulatory compliance mechanisms, and oversight mechanisms that are routinely applied to reduce impacts to sensitive biological resources.

- ***Mitigation Measure BIO-8-PPA: Pre-disturbance Nesting Bird Surveys.*** Please see Response O1-65 regarding mitigation effectiveness. CEQA requires that mitigation be feasible, enforceable, and reasonably capable of reducing impacts. The Draft SEIR meets this standard by incorporating established biological survey practices, mandatory avoidance and minimization measures, regulatory compliance mechanisms, and oversight mechanisms that are routinely applied to reduce impacts to sensitive biological resources. With respect to construction-phase protections, the inclusion of preconstruction nesting bird surveys, buffers, and monitoring reflects established avoidance and minimization measures used to comply with the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC). These measures are designed to avoid direct impacts to active nests during construction activities and are routinely applied in comparable development contexts. The Commenter's concerns regarding terminology such as "qualified biologist" or "suitable habitat" do not demonstrate that the mitigation measures are unenforceable or improperly deferred. Such terminology is commonly used in CEQA documents and biological resource permitting because its meaning is informed by professional standards, agency guidance, and species-specific survey protocols administered by CDFW, USFWS, and other regulatory agencies. During implementation, determinations regarding habitat suitability, survey requirements, and appropriate mitigation measures are made pursuant to these established standards and subject to agency oversight and City.

- ***Mitigation Measure BIO-9-PPA: Active Nest Avoidance and No-Work Buffers.*** Mitigation Measure BIO-9-PPA has been revised to clarify that a Qualified Biologist will make the determination (see Chapter 3, *Revisions to the Draft SEIR*). The terminology "qualified biologist" is commonly used in CEQA documents and biological resource permitting because its meaning is informed by professional standards, agency guidance, and species-specific survey protocols administered by CDFW, USFWS, and other regulatory agencies.

- ***Mitigation Measure BIO-10-PPA: Nest Monitoring.*** As noted int BIO-10-PPA, "Periodic nest monitoring will be conducted at the discretion of the qualified biologist". The terminology "qualified biologist" is commonly used in CEQA documents and biological resource permitting because its meaning is informed by professional standards, agency guidance, and species-specific survey protocols administered by CDFW, USFWS, and other regulatory agencies.

Comment O1-67

Specific Plan

Mitigation Measure BIO-1-SP: Pre-disturbance Nesting Bird Surveys, Avoidance, and Monitoring. *If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds shall be conducted within 3 days of the start of any vegetation removal or ground-disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the preconstruction clearance survey, construction activities shall stay outside of a no-disturbance buffer, which is typically 50 to 100 feet for songbird nests and 100 to 300 feet for raptors; however, the ultimate size of the no-disturbance buffer will be determined by the wildlife biologist and will depend on the level of construction noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, type and duration of construction activity, species habituation, and topographical barriers. These factors will be evaluated on a case-by-case basis when developing buffer distances. Limits of construction to avoid an active nest will be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed about the sensitivity of nest areas. A biological monitor shall be present to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur*.

If the project goes forward, preconstruction surveys for nesting birds should be implemented, but this measure would not avoid the permanent loss of habitat, nor the collision mortality with automobiles. Preconstruction, take-avoidance surveys should consist of two steps, both of which are very difficult. First, the biologist(s) performing the survey must identify birds that are breeding. Second, the biologist(s) must locate the breeding birds' nests. The first step is typically completed by observing bird behaviors such as food deliveries and nest territory defense. To be successful, these types of observations typically require many surveys on many dates spread throughout the breeding season even for a single species. To identify and locate the birds of all species nesting on a site would require a much greater survey effort than can be accomplished in BIO-1-SP's allotted timespan. Many bird nests would be missed.

I estimate the project site supports 1,778 nest sites in the average year, and this number does not include those that would need to be located within the defined buffer area beyond the project site's boundary. Even assuming all these nests could be found (not likely), the mitigation measure would apply only to the breeding season of the survey.

After the breeding season of the preconstruction survey, there would be no further production of birds from the project site. The project's impact on birds would be permanent and of large magnitude. The conservation benefits of this measure would be *de minimis* compared to the project's potential impacts on breeding birds.

Furthermore, the mitigation language allows a single individual to make a subjective decision, outside the public's view, to determine the buffer area and buffer timing for any given species. This measure lacks objective criteria, and it is therefore unenforceable.

Lastly, the mitigation language includes the requirement that the preconstruction nest survey shall be conducted by a qualified biologist, and this requirement carries over to determinations of the buffer areas and buffer timing to avoid take caused by construction activities. Undefined, however, is what qualifies as a "qualified biologist" in these contexts. As mentioned earlier in this letter, Noriko Smallwood and I have been conducting surveys over the past several years to estimate total nest density, which is relevant to a preconstruction, take-avoidance survey because our surveys were likewise directed to all bird species that could be concurrently nesting on a site. Searching for the nests of one species is difficult, but searching for nests of all bird species at once is vastly more difficult. For this reason, there are very few published estimates of total nest density, and there are very few wildlife biologists who have experience with surveys for the nest attempts of all bird species on a given site. A technical way to qualify a wildlife biologist for the tasks outlined in this measure would be to obtain an agency Memorandum of Understanding in which the biologist is named and said to be qualified for conducting the preconstruction survey and for determining the take-avoidance buffer area and timing. However, a more compelling means of qualifying the biologist would be to require that the biologist has achieved demonstrable experience with nest surveys and avian nesting behavior. Without a better definition of what is a qualified biologist in the contexts of these tasks, BIO-1-SP lacks objective criteria, and it is therefore unenforceable.

Response O1-67

The Commenter again states that the EBPSP would result in the loss of habitat for nesting birds and other wildlife species. However, as discussed in Response O1-60, the existing vegetation within the project site primarily consists of disturbed agricultural land, ruderal vegetation, and ornamental landscaping associated with ongoing and historic anthropogenic land uses. The Draft SEIR acknowledges that redevelopment of the site would alter existing conditions, but also explains that the EBPSP would incorporate substantial landscaped open space, including

approximately 35 acres of parkland featuring forested areas, meadow areas, and open space lawn areas consistent with the City's Grand Park Landscape Master Plan, together with additional landscaping throughout the business park portions of the project. These landscaped areas may provide habitat and nesting opportunities for bird species adapted to urbanized and disturbed environments.

The Commenter also raises concerns regarding wildlife mortality associated with vehicle traffic. These issues are addressed in Response O1-62. As explained there, the Draft SEIR evaluates biological impacts related to traffic based on site-specific conditions and concludes that the project would not substantially interfere with wildlife movement corridors or result in significant impacts to special-status wildlife species.

Draft SEIR Mitigation Measure BIO-1-SP requires pre-construction nesting bird surveys consistent with the Migratory Bird Treaty Act and applicable provisions of the California Fish and Game Code, protecting nesting birds, nests, and eggs from unauthorized take or destruction.

The Commenter incorrectly suggests that such surveys must be conducted continuously and repeatedly throughout the breeding season. The purpose of a pre-construction nesting bird survey is to identify active nests immediately prior to vegetation removal or ground-disturbing activities so that direct impacts to nesting birds may be avoided during construction. Consistent with standard biological practice and regulatory guidance, surveys are conducted within a defined period prior to disturbance activities because nesting conditions can change rapidly over time and surveys conducted too far in advance may not accurately reflect active nesting conditions at the time work occurs.

Further, if active nests are observed during the clearance survey, a no-disturbance buffer would be established around the nest, and biological monitoring would be required to monitor previously recorded nest sites. Monitoring also involves re-checking the site to determine if additional active nests have been established. Accordingly, the mitigation framework does not rely solely on a single site visit without follow-up oversight, as implied by the Commenter.

The Commenter's estimate that the EBPSP site supports 1,778 nest sites in the average year is not supported by site-specific survey data contained in the administrative record. The Commenter's assertion that no further bird reproduction would occur within the project area following implementation of the EBPSP fails to account for the landscaped open space, parkland, and ornamental vegetation proposed as part of the EBPSP, which may continue to support nesting opportunities for certain bird species adapted to developed environments.

The Commenter also asserts that Mitigation Measure BIO-1-SP improperly allows a single individual to make subjective decisions regarding nesting bird protections. However, the mitigation specifically requires that surveys and associated determinations be conducted by a qualified biologist with relevant training and experience. The use of qualified biologists to

establish species-appropriate avoidance buffers and monitoring requirements is standard practice in California biological resources management and is routinely implemented pursuant to guidance form the California Department of Fish and Wildlife and other resource agencies. Wildlife buffers are tailored to the individual species and the level of disturbance associated with the site. This methodology is supported by CDFW and it is generally recommended that no-disturbance buffers of 300-500 feet for raptors and 100-300 feet for songbirds are established.

Under CEQA, mitigation measures are not required to eliminate all potential ecological effects or ensure complete biological certainty. Rather, mitigation measures must be feasible, enforceable, and reasonably capable of reducing potentially significant impacts. Mitigation Measure BIO-1-SP meets this standard by establishing enforceable survey, avoidance, buffering, and monitoring requirements designed to avoid direct impacts to active nests during construction activities. Accordingly, the Commenter does not identify a deficiency in the Draft SEIR's analysis or mitigation framework, and no revision to the analysis is required.

Comment O1-68

Mitigation Measure BIO-2-SP: Preconstruction Burrowing Owl Surveys. *To ensure burrowing owl are still absent from the Specific Plan area, a pre-construction burrowing owl clearance survey shall be conducted in accordance with CDFW's 2012 Staff Report on Burrowing Owl Mitigation. Two surveys shall be conducted, the first 14 to 30 days prior to ground-disturbing activities, and the second within 24 hours before ground-disturbing activities. ... If burrowing owls are found within the Specific Plan area during the pre-construction clearance surveys, coordination with the CDFW will be required to determine if avoidance and minimization measures can be implemented to avoid any direct or indirect impacts to burrowing owl, or if an Incidental Take Permit under Section 2081 of the CESA will need to be prepared and approved by CDFW.*

Due to a rapid decline throughout California (Miller 2024), the California Fish and Game Commission voted unanimously in 2024 to designate the burrowing owl as a candidate for listing under the California Endangered Species Act. It is therefore imperative to first consult with the CDFW about whether and how to obtain an incidental take permit (ITP), and otherwise to adhere to the CDFW (2012) survey and mitigation guidelines. The SEIR does not indicate that there has been any consultation with CDFW, and it misrepresents CDFW's (2012) survey and mitigation guidelines by skipping breeding-season detection surveys before performing preconstruction take-avoidance surveys.

For the burrowing owl, there are three types of surveys recommended and described in the CDFW's (2012) survey and mitigation guidelines: (1) Habitat assessment, (2) Detection surveys, and (3) Preconstruction survey. The habitat assessment is intended to evaluate the likelihood that the site supports burrowing owls, and to decide whether detection surveys should be

performed. The detection survey, otherwise described as either or both breeding-season or non-breeding-season survey, is intended to detect whether the site truly supports burrowing owls, and if so, where and how many. The preconstruction survey, otherwise known as a take-avoidance survey, is intended to determine whether burrowing owls immigrated to the site since completion of the detection survey, or whether they returned to the site since passive or active relocations were performed as mitigation. The three types of survey carry distinct but inter-related purposes, and CDFW (2012) intends them to be completed in chronological order as numbered above.

The first two types of survey support impacts analysis, whereas the third type of survey is a mitigation measure. Burrowing owls can be determined absent at the time of the survey based on evidence derived from the habitat assessment or detection survey, but only if the surveys achieved the minimum standards of CDFW (2012). Whereas an absence determination naturally follows from the negative findings of properly performed detection surveys, the following three questions must be answered negatively to determine absence based on the habitat assessment:

A) Are there occurrence records nearby the project site?

B) Is the site's vegetation cover and height typical of where burrowing owls are found?

C) Are there fossorial mammals present which typically construct burrows useable by burrowing owls, or are there surrogate cavities that can serve as nest sites?

If the answers to these questions are compellingly negative, then detection surveys are not necessary, but they could be implemented to make certain that burrowing owls are absent on the project site. If the answers to these questions are affirmative or not compellingly negative, then it should be assumed that burrowing owl habitat exists on the site until detection surveys prove otherwise.

To question A, the nearest burrowing owl occurrence records are within 1.5 miles of the project site. Moreover, ELMT (2024) determines a moderate likelihood of occurrence. The evidence easily justifies an affirmative answer to question A, and so this part of the habitat assessment warrants a detection survey effort.

To question B, the vegetation cover is typical of conditions where burrowing owls often occur. The answer to question B is affirmative, and so this part of the habitat assessment warrants a detection survey effort.

To question C, ground squirrels are known to occur on the project site. Ground squirrels construct burrows used by burrowing owls, and these two species mutually alarm-call for predators and survive better together (K. S. Smallwood, unpublished data). The answer to question C is affirmative, and so this part of the habitat assessment warrants a detection survey effort.

The answers to all three questions are affirmative. Therefore, breeding-season detection surveys are needed, and these surveys are not to be confused with preconstruction take-avoidance surveys. Breeding-season detection surveys are needed to accurately characterize the existing environmental setting and to publicly disclose potential impacts on the burrowing owl.

Lastly, regardless of the survey outcome, the project would permanently eliminate potential burrowing owl habitat from the project site, and in doing so it would reduce the region's carrying capacity for supporting burrowing owls.

Response O1-68

The Commenter incorrectly states that coordination with CDFW for an incidental take permit (ITP) is required prior to determining whether burrowing owls are present within the project site. As described in the Draft SEIR and Biological Resources Assessment, incidental take authorization would only be necessary if burrowing owls are detected and project activities could result in take as defined under applicable law. If pre-construction surveys confirm the absence of burrowing owls within the areas subject to disturbance, no incidental take authorization would be required.

The Commenter also mischaracterizes the survey methodology applicable to burrowing owl evaluation. The Biological Resources Assessment prepared for the EBPSP included a habitat assessment consistent with CDFW survey guidance to evaluate whether the project site contains habitat conditions suitable to support burrowing owls. The assessment conducted on April 18, 2025, included pedestrian reconnaissance surveys throughout the site and surrounding accessible areas. Biologists systematically evaluated the site for habitat features associated with burrowing owl occupancy, including suitable grassland or disturbed open habitats, presence of fossorial mammal burrows, earthen beams, drainage features, anthropogenic structures potentially usable as burrows, and other habitat indicators identified in applicable guidance documents. Binocular surveys were also conducted to inspect suitable habitat areas, adjacent perch locations, and surrounding accessible lands within approximately 150 meters of the project boundary.

The methodology used in the habitat assessment is described in the Biological Resources Assessment and reflects accepted practice for determining whether focused protocol-level burrowing owl surveys are warranted. The assessment identified no evidence of burrowing owl occupancy within the project site or adjacent accessible areas. While many small mammal burrows were observed, the assessment concluded that the observed burrows generally lacked the size, condition, or configuration typically associated with burrowing owl use. Further, the site supports active dairy/agricultural operations and a high degree of associated disturbance. The site supports and is surrounded by tall trees, and utility poles which are utilized by raptors

to prey on burrowing owl. Based on these site-specific conditions, the qualified biologist determined that focused surveys were not warranted at the time of the assessment.

The Commenter states further suggests that the mere presence of nearby occurrence records, grassland vegetation, or fossorial mammals automatically requires focused burrowing owl surveys. However, the Commenter's simplified formulation does not accurately reflect the professional evaluation process used to determine habitat suitability under CDFW guidance. Habitat suitability determinations require consideration of multiple site-specific factors, including habitat condition, disturbance context, burrow characteristics, surrounding land uses, predator pressures, and evidence of current or recent occupancy. The existence of regional occurrence records or isolated small mammal burrows alone does not establish that a site supports suitable occupied habitat warranting focused protocol level survey.

Notwithstanding the conclusion that the site currently provides only marginal habitat and lacks evidence of occupancy, the Draft SEIR incorporates Mitigation Measures BIO-2-SP to address the potential for temporary or seasonal site occupation prior to construction activities. BIO-SP-2 requires pre-construction burrowing owl clearance surveys immediately prior to project-related disturbance activities. If burrowing owls are detected during those surveys, the measure requires coordination with CDFW regarding appropriate avoidance measures, minimization requirements, relocation procedures if necessary, and any applicable permitting requirements, including incidental take authorization under the California Endangered Species Act where warranted.

The Commenter states that implementation of the EBPSP would eliminate burrowing owl habitat, thus reducing the region's carrying capacity for the species. However, as the Draft SEIR concluded, based on substantial evidence and site-specific investigation, the EBPSP site currently provides only marginal habitat conditions and does not support occupied burrowing owl habitat. The Draft SEIR therefore does not conclude that development of the site would eliminate occupied burrowing owl habitat or substantially reduce regional habitat availability for the species. Further, Mitigation Measure BIO-2-SP would require preconstruction surveys to address potential short-term site reoccupation. Where burrowing owls are detected, the measure requires coordination with CDFW to determine appropriate avoidance, minimization, or permitting actions, including incidental take authorization under the California Endangered Species Act, if necessary. Therefore, development of the EBPSP site would not eliminate burrowing owl habitat or lead to a reduction in carrying capacity. The Commenter does not identify a deficiency in the Draft SEIR's burrowing owl analysis or mitigation framework, and no revision to the analysis is required.

Comment O1-69

Mitigation Measure BIO-3-SP: Pre-disturbance Roosting Site Survey and Bat Management Plan. *If on-site clearing or grading will take place between late spring and late summer and/or in the fall (generally mid-March through late October), a qualified biologist shall be retained to determine whether potential roosting sites for bats may be affected. For large ornamental trees and palms suitable for bat roosting/nursery, exit counts and acoustic surveys shall be performed prior to initial ground disturbance or vegetation or structure removal to determine whether the Specific Plan area (and a 300-foot buffer) supports a nursery or roost. If the*

results of the bat survey find a single roosting individual of a special-status bat species or 25 or more individuals of a non-special status bat species with potential to be present in the Specific Plan area (i.e., hoary bat, western yellow bat), a Bat Management Plan shall be developed to ensure mortality to bats does not occur. For each location confirmed to be occupied by bats, the plan shall provide details both in text and graphically where exclusion devises and/or staged tree removal will need to occur, the timing for exclusion work, and the timeline and methodology needed to exclude the bats. The plan shall be reviewed and approved by CDFW prior to disturbance of the roosts.

If the project goes forward, I concur that preconstruction surveys for roosting bats should be completed, but I would extend the surveys to all bats whether roosting or not. Further, these surveys should be the second set of surveys, the first having been detection surveys to inform the characterization of the existing environmental setting, to disclose potential project impacts on bats, and to formulate an effective mitigation strategy. The detection surveys should have already been completed. The SEIR should be withdrawn from public circulation until an adequate detection survey is completed and its results disclosed in a more complete draft of the CEQA review.

Finally, regardless of survey outcome and unless a substantial mitigation strategy is required, the survey alone cannot avoid or minimize the loss of the region's carrying capacity due to habitat destruction caused by the project. The carrying capacity of bats cannot be relocated unless an already degraded portion of the environment is restored to increase the carrying capacity of bats at another site.

Response O1-69

Draft SEIR Mitigation Measure BIO-3-SP addresses the potential presence of both roosting and non-roosting bat species within the project area. As described in the Draft SEIR, bat surveys are required to be conducted between March and late October, which corresponds to the period of highest bat activity in Southern California and includes the maternity roosting season for many

bat species. Conducting surveys during this timeframe maximizes the likelihood of detecting bat species and identifying potentially occupied roost sites prior to disturbance activities.

Mitigation Measure BIO-3-SP further provides that if bats or active roosts are identified onsite, preparation and implementation of a Bat Management Plan would be required prior to disturbance of occupied habitat or roost features. The Bat Management Plan would identify all confirmed bat roost locations and specify appropriate avoidance, exclusion, minimization, and monitoring measures based on the species present and site conditions. Such measures may include, as appropriate installation of exclusion devices, phased or staged tree removal, seasonal work restrictions, establishment of avoidance buffers, monitoring requirements, and methodologies for humane exclusion of bats from occupied features.

Importantly the Draft SEIR requires that the Bat Management Plan be reviewed and approved by CDFW prior to implementation of disturbance activities affecting occupied bat habitat or roost sites. Accordingly, the mitigation framework incorporates both agency oversight and species-specific protective measures designed to avoid or minimize impacts to bats consistent with accepted biological resources management practices.

The Commenter's assertion that the Draft SEIR lacks a substantial mitigation strategy for bats is therefore incorrect. Mitigation Measure BIO-3-SP establishes enforceable survey requirements, mandatory preparation of a CDFW-reviewed Bat Management Plan where warranted, and implementation of species-appropriate avoidance and exclusion procedures. Under CEQA, mitigation measures are required to be feasible, enforceable, and reasonably capable of reducing potentially significant impacts. The Draft SEIR's bat mitigation framework satisfies this standard.

Comment O1-70

Wildlife Movement

To mitigate impacts on project interference with wildlife movement in the region, the SEIR refers to requirements under the Policy Plan Amendment and Specific Plan to complete preconstruction surveys for nesting birds and roosting bats. However, the SEIR fails to explain how these surveys would avoid or minimize project interference with wildlife movement in the region. These surveys would accomplish nothing in the ways of avoiding or minimizing the losses of stopover and roosting opportunities for migrating birds or bats. In no way does the SEIR mitigate for these potential impacts.

Response O1-70

As stated on Draft SEIR page 3.4-36, the City is extensively urbanized and developed with a combination of urban, industrial, transportation, and agricultural land uses. The Draft SEIR

explains that large areas of intact native habitat are generally absent within the City and that remaining open space primarily consists of agricultural lands, parks, golf courses, flood control facilities, utility corridors, and scattered disturbed vacant parcels. The Draft SEIR further identifies certain drainage channels and utility corridors that may provide limited local movement opportunities for urban-adapted wildlife species such as insects, reptiles, birds, and small- to medium-sized mammals. However, these features are largely constrained by surrounding development, are frequently concrete-lined or otherwise disturbed, and do not function as substantial regional wildlife corridors for larger mammals or species requiring extensive contiguous habitat.

Importantly, the drainage corridors and Southern California Edison utility corridors identified in the Draft SEIR are not located within or adjacent to the EBPSP site. As explained in the Draft SEIR, the EBPSP site itself is highly disturbed, surrounded by existing development and infrastructure, and lacks riparian habitat, natural open space linkages, or other features typically associated with regional or local wildlife movement functions. The Draft SEIR specifically concluded that the project site does not contain or connect to recognized wildlife corridors, habitat linkages, or stepping-stone habitat areas that would facilitate meaningful wildlife movement through the region. Development associated with the EBPSP would therefore occur within areas that are already disturbed and isolated form recognized wildlife movement features.

The Draft SEIR's conclusions are also consistent with the analysis contained in the 2022 Certified EIR for the approved project, which similarly determined that implementation of the approved project would not result in significant impacts to wildlife movement, and did not identify any mitigation measures related to wildlife corridors or habitat connectivity as necessary.

The Commenter's assertion that the Draft SEIR fails to address or mitigate impacts to wildlife movement corridors is therefore incorrect. In addition to the site-specific analysis conducted for the EBPSP, the Draft SEIR incorporates Mitigation Measure BIO-2-PPA, which requires future projects subject to discretionary review elsewhere within the planning area to prepare a Biological Reconnaissance-Level Survey that specifically contains (among other requirements) an evaluation of potential local and regional wildlife movement corridors. Refer to Draft SEIR pages 3.4-56 and 3.4-57. If future site-specific investigations identify a wildlife movement feature or corridor with the potential to be adversely affected by development appropriate avoidance, minimization, or mitigation measures would be developed through the subsequent CEQA and permitting process.

Accordingly, the Draft SEIR evaluates wildlife movement based on site-specific evidence and regional land use conditions and includes mechanisms for additional review where warranted by future project conditions. The Commenter does not identify substantial evidence

demonstrating that the EBPSP site currently functions as a wildlife corridor or that the Draft SEIR's analysis is inadequate.

Comment O1-71

NEEDED MITIGATION MEASURES

Road Mortality: Compensatory mitigation is needed for the increased wildlife mortality that would be caused by collisions with automobiles due to project-generated road traffic in the region. I suggest that this mitigation can be directed toward funding research to identify fatality patterns and effective impact reduction measures such as reduced speed limits and wildlife under-crossings or overcrossings of particularly dangerous road segments. Compensatory mitigation can also be provided in the form of donations to wildlife rehabilitation facilities (see below).

Wildlife overcrossings and under-crossings have been built and tested for wildlife use. Strategic fencing and speed controls have also been implemented, as speed is an important factor to wildlife mortality (Illner 1992), and whereas a required mitigation includes an onsite speed limit, this measure would not apply to commuter traffic off the project site.

Response O1-71

Refer to Responses O1-62 and O1-63. Under CEQA, mitigation measures are required only for impacts determined to be significant or potentially significant based on substantial evidence. Where an environmental analysis concludes that a particular impact would be less than significant, CEQA does not require the adoption of compensatory, off-site, or speculative mitigation measures.

In addition, mitigation imposed pursuant to CEQA must also be feasible, enforceable, and supported by a demonstrated nexus and rough proportionality to the project's impacts. As discussed in Responses O1-62 and O1-63, the Draft SEIR concludes, based on site-specific biological analysis and existing environmental conditions, that implementation of the EBPSP would not substantially interfere with wildlife movement corridors, significantly affect regional habitat connectivity, or result in significant impacts associated with wildlife-vehicle collisions. The Commenter has not provided substantial evidence demonstrating otherwise.

Accordingly, CEQA does not require implementation of the additional mitigation measures proposed by the Commenter, particularly where such measures are directed toward impacts that were not identified as significant in the Draft SEIR or would involve modifications to off-site properties and infrastructure outside the Applicant's control. The Draft SEIR conclusion that no additional mitigation is warranted is therefore consistent with CEQA's requirements governing impact analysis and mitigation.

Comment O1-72

Fund Wildlife Rehabilitation Facilities: Compensatory mitigation is needed, and it ought to also include funding contributions to wildlife rehabilitation facilities to cover the costs of injured animals that will be delivered to these facilities for care. Many animals would likely be injured during construction and by collisions with automobiles traveling to and from the project site during project operations**.**

Thank you for your consideration,

Response O1-72

See Response O1-71. CEQA focuses on impacts to wildlife populations and habitats as a whole, rather than individual wildlife casualties, unless those casualties would meaningfully affect a species' regional population. In this case, the EBPSP site's sensitive biological resources were thoroughly surveyed and analyzed. The Draft SEIR determined that, with the adopted mitigation measures, the EBPSP would not result in significant impacts to sensitive wildlife species.

Mitigation measures are in place to avoid and minimize harm to wildlife during construction – for example, a qualified biologist has authority to halt construction if protected wildlife is present and pre-construction surveys and avoidance provides for locating and avoiding impacts to sensitive species before any ground disturbance. These measures would greatly reduce the likelihood of animals being injured on-site. Furthermore, if any injured wildlife (particularly special-status species) is found during construction, standard protocols require that the on-site biologist humanely capture and transport the animal to an authorized rehabilitation center or contact wildlife authorities, as appropriate. Such responses are part of normal mitigation implementation and regulatory compliance (e.g., under CDFW guidance), and do not necessitate a special funding mandate on the EBPSP.

The Commenter's proposed mitigation measure requiring the Applicant to provide funding to wildlife rehabilitation centers is not supported by substantial evidence demonstrating that implementation of the EBPSP would result in significant wildlife injury impacts, overwhelm existing wildlife care centers, or cause substantially affect wildlife populations in a manner requiring compensatory funding. Under CEQA, mitigation measures must be reasonably related and roughly proportional to identified significant impacts. As discussed in Response O1-71, the EBPSP's biological impacts would be reduced through implementation of enforceable mitigation measures and compliance with existing wildlife protection requirements.

Accordingly, the Draft SEIR appropriately concludes that additional compensatory mitigation in the form of mandatory funding for wildlife rehabilitation facilities is not necessary to reduce a significant environmental impact.

Comment O1-73

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Response O1-73

The Commenter's bibliography is noted. No response is necessary.

O2. Center for Biological Diversity – April 20, 2026

Comment O2-Intro

These comments are submitted on behalf of the Center for Biological Diversity (the "Center") regarding the Ontario Plan 2050 ("TOP 2050") Policy Plan Amendment ("PPA") and Eucalyptus Business Park Specific Plan ("EBPSP") Project ("Project"). The Center has reviewed the Draft Supplemental Environmental Impact Report ("DSEIR") for the Project closely and is concerned that the City of Ontario ("City") has failed to adequately analyze and mitigate the potential environmental impacts of the Project. Critical deficiencies in the DSEIR include, but are not limited to, the DSEIR's Project Description, and analysis of and mitigation for the Project's emissions of air pollutants and greenhouse gases. The Center urges the City to recirculate a revised DSEIR that, inter alia, sufficiently analyzes and mitigates Project impacts related to air quality and greenhouse gas emissions, and includes a legally sufficient Project description.

The Center is a non-profit, public interest environmental organization dedicated to the protection of native species and their habitats through science, policy, and environmental law. The Center has over 1.8 million members and online activists throughout California and the United States. The Center has worked for many years to protect imperiled plants and wildlife, open space, air and water quality, and overall quality of life for people in the Inland Empire, including the City of Ontario.

Response O2-Intro

Responses to the Center for Biological Diversity's comments are provided in Responses O2-1 through O2-10.

Comment O2-1

I. THE DSEIR FAILS TO ADEQUATELY DESCRIBE THE LAND USE CHANGES PROPOSED UNDER THE PROJECT

An accurate, stable, and finite project description remains the sine qua non of an informative and legally sufficient EIR. (County of Inyo v. City of Los Angeles (1977) 71 Cal.App.3d 185, 193.) For planning projects, like the proposed amendments to TOP 2050, this requires the inclusion of relevant details available to the lead agency and prohibits conflicting or inconsistent descriptions of the nature of the project or its main elements. (Citizens for a Sustainable Treasure Island v. City and County of San Francisco (2014) 227 Cal.App.4th 1036 at 1052-1055.) Here, the DSEIR fails to adequately describe the Project because it fails to include relevant details regarding the land use changes that would result from its adoption, and because the description of the industrial land use expansion under the project is inconsistent.

Response O2-1

See Responses O2-2 and O2-3. Chapter 2, *Project Description*, provides a complete, accurate, and stable project description for the proposed Policy Plan Amendment sufficient to support informed environmental review under CEQA. The Draft SEIR clearly identifies the nature and extent of the proposed land use modifications, including changes in residential development potential, non-residential development intensity, population, and employment assumptions relative to the previously approved TOP 2050 framework.

Table 2-4, *Comparison of the Approved TOP 2050 to Policy Plan Amendment*, summarizes the net changes associated with the proposed Policy Plan Amendment, including changes in residential units, population, non-residential square feet, and employment generation compared to the currently approved TOP. Table 2-3, *TOP 2050 Policy Plan Amendment Proposed Land Use Summary*, provides additional detail regarding the proposed land use designations and anticipated buildout characteristics associated with the amended land use plan. Together, these tables and accompanying narrative provide sufficient detail regarding the proposed project to permit meaningful environmental analysis and public review.

CEQA does not require a project description to include every future design detail or implementation decision, particularly for planning-level land use amendments and long-term buildout scenarios. Rather, the project description must contain sufficient information to allow decisionmakers and the public to understand the project and evaluate its environmental consequences. The Draft SEIR satisfies this standard by clearly describing the scope of the proposed amendments, the anticipated development program, and the changes being analyzed relative to the approved TOP 2050. Accordingly, the Commenter has not identified a deficiency in the Draft SEIR's project description.

Comment O2-2

A. The DSEIR's Project Description Lacks Sufficient Detail and Contains Out-of-Date Information

Nowhere in the DSEIR is a clear and comprehensive accounting of the land use changes that would occur under the PPA. In many places, the Project is only generally summarized, for example as "modifying the currently permitted and planned TOP land use pattern across more than 1,300 acres in southern Ontario" or as affecting "approximately 1,300" acres. (DSEIR at ES-10, 2-17, 2-34.) These modifications are summarized vaguely as including, in part, "a handful" of changes in northern Ontario. (DSEIR at ES-10, 2-20.) The DSEIR does include a list of parcels affected by the PPA, but does not describe the location or acreage of the parcels, nor does it indicate how the land use designation of the parcels would change under the Project. (DSEIR at 2-18–2-20.) The DSEIR does include maps that purport to show the land use designations under

the adopted TOP 2050 and those proposed under the Project (See DSEIR 2-13, 2-21.) However, Figure 2-4: Current TOP Land Use Plan includes text stating that "this figure is out of date" at the top of the map. (DSEIR at 2-13.) The DSEIR fails to explain in what way this map of current land uses is out of date. Given the lack of accurate information displaying the geographic extent and distribution of current land uses, it is impossible to accurately identify the changes proposed under the Project. The DSEIR should be revised to clearly and accurately describe the changes proposed under the PPA in order to render the DSEIR adequate as an informational document under CEQA.

Response O2-2

Chapter 2, *Project Description*, provides a complete, accurate, and stable project description for the changes associated with the Policy Plan Amendment to support informed environmental review and decision-making under CEQA. The Draft SEIR clearly identifies the nature, extent, geographic distribution of the proposed land use changes, including changes in residential development potential, non-residential development intensity, population, and employment assumptions relative to the approved TOP 20250 framework.

Table 2-4, *Comparison of the Approved TOP 2050 to Policy Plan Amendment*, summarizes the net changes associated with the Policy Plan Amendment, including changes in residential units, population, non-residential square feet, and employment associated with the currently approved TOP 2050. Table 2-3, *TOP 2050 Policy Plan Amendment Proposed Land Use Summary*, provides additional detail for buildout of the proposed project. Table 2-3 is based on the buildout methodology, which has been added as Appendix C, *Buildout Methodology*, to the Final SEIR.

The Draft SEIR also identifies specific properties affected by the proposed Policy Plan Amendment. As noted by the Commenter, the section entitled "Assessor Parcel Numbers" lists each individual parcel subject to proposed land use changes and Figure 2-6, *Policy Plan Amendment Areas of Change*, identifies the location of those parcels geographically. In response to the Commenter's request, Figures 2-6a through 2-6c, *Policy Plan Amendment Area of Change*, have been added to the SEIR in order to identify the parcel numbers directly on these figures.

In addition, Figure 2-4, *Current TOP Land Use Plan*, has been corrected in the Final SEIR (see Appendix B, *Revised Figures*). The City has also made available an interactive online mapping tool that identifies proposed land use changes associated with the Policy Plan Amendment, including specific information and geographic locations of the proposed amendments. This mapping resource is publicly accessible at: https://www.myinput.com/OntarioPPA/land-use-changes. Similar to Figure 2-5, *Proposed Land Use Plan*, and Figure 2-6, the interactive map

identifies the parcels affected by proposed land use modifications and allows users to review the geographic distribution of proposed changes.

CEQA does not require a planning-level EIR to provide final engineering-level detail or parcel-by-parcel development plans for future buildout scenarios. Rather, the project description must contain sufficient information to allow the public and decisionmakers to understand the project and evaluate its environmental consequences. The Draft SEIR clearly identifies the proposed land use amendments, affected properties, anticipated development assumptions, and geographic extent of the proposed changes. Accordingly, the Commenter has not identified a deficiency in the Draft SEIR's project description.

Comment O2-3

B. The DSEIR Provides Conflicting Data Regarding Industrial Land Use Changes Proposed Under the Project

In addition to failing to clearly and accurately describe the overall land use designation changes proposed by the Project, the DSEIR also fails specifically to provide an accurate, stable, and definite description of the industrial land use component of the Project. In the Executive Summary, a quantification of the total industrial square-footage increase under the Project is provided, but the figure is not included in the summary of the proposed Project, instead being included in the description of the reduced intensity project alternative. (DSEIR at ES-26 [describing a net increase of 6,370,304 square feet of industrial land use designated area under the proposed Project.]) However, this figure is inconsistent with other data regarding the prospective change in land use area provided in the DSEIR. For example, elsewhere the Executive Summary includes quantifications of the total square footage impacted by the PPA as compared to the TOP 2050, categorized only as "residential" and "non-residential." (DSEIR at ES-20.) Here, the net increase in non-residential land uses is stated to be 4,344,416 square feet. (Id.) Because the total non-residential square footage stated in the Executive Summary (which can reasonably be assumed to include industrial uses and is not explained to do otherwise) is considerably smaller than the industrial square footage stated earlier in the same section of the DSEIR, the accuracy of both figures cannot be determined. Also, in Tables 2-1 and 2-3 of the Project Description, the DSEIR identifies the total industrial land use area under the approved TOP 2050 as 7,591.3 acres, and the total industrial land use area under the Project as 7,606.2 acres. (DSEIR at 2-10, 2-33.) The difference between these areas, 14.9 acres, corresponds to approximately 649,044 square feet, not the 6,370,304 square feet described in the Executive Summary. Because the DSEIR includes inconsistent and apparently conflicting descriptions of the changes in the total industrial buildout allowed under the Project as compared to the adopted TOP 2050, it fails to provide a clear, accurate, and stable description of the Project.

Response O2-3

As stated in Response O2-2, Table 2-3, *TOP 2050 Policy Plan Amendment Proposed Land Use Summary*, provides additional detail for buildout of the proposed project. Table 2-1, *Approved TOP 2050 Land Use Designation*, provides corresponding buildout information for the currently approved TOP 2050 framework. Table 2-1 and Table 2-3 in the Draft SEIR are based on the buildout methodology, which has been added as Appendix C, *Buildout Methodology*, to the Final SEIR. Table 2-3 and Table 2-1 provides a detailed accounting of the acres, housing units, households, population, non-residential square footage, and employment by land use type. In contrast, Table 2-4, *Comparison of the Approved TOP 2050 to Policy Plan Amendment*, is a summary table provided in the Draft SEIR that identifies the total change in residential units, population, non-residential square feet, and employment associated with the current TOP compared and the Policy Plan Amendment project.

The industrial and business park land uses in Table 2-1 for the current TOP and Table 2-3 for the Policy Plan Amendment are summarized under the heading "Employment". At buildout, the proposed project would result in 215,009,231 square feet of industrial land uses. Compared to the current TOP (see Appendix C), the "Employment" land uses are currently, 208,638,928 square feet. As a result, the proposed project result in an increase in 6,370,304 square feet of industrial land use and an increase in 294.1 acres of industrial land uses in the City, of which the EBPSP represents 47 percent of that change.

The Commenter asserts that these figures conflict with the total net increase in non-residential square footage identified in Table 2-4. However, the figures are not inconsistent because Table 2-4 summarizes total non-residential square footage across all non-residential land use categories, not solely industrial or employment-related uses. While the proposed Policy Plan Amendment increases employment-related square footage, the land use changes also include reductions to other non-residential categories, such as hospitality and commercial land uses. As a result, the overall net increase in total non-residential square footage identified in Table 2-4 is lower than the increase associated specifically with employment-related land use categories. Appendix C and Table 2-1 and Table 2-3 identify these changes by individual land use designation and demonstrate how the summarized totals were derived.

The Commenter also incorrectly states that the approved TOP 2050 currently provides only 7,591.3 acres of industrial land use. That figure reflects only the acreage associated with specific "Industrial" land use designation and does not account for all employment-related land use categories capable of accommodating industrial, warehouse, logistics, or related employment-generating uses. As shown in Table 2-1, the current TOP includes approximately 8,797.4 acres of employment-related land use categories, while Table 2-3 identifies approximately 9,091.5 acres under the proposed Policy Plan Amendment, resulting in a net increase of 294.1 acres of employment-related land uses citywide.

Accordingly, the Draft SEIR does not contain inconsistencies regarding non-residential or employment-related development assumptions. The Draft SEIR, together with Appendix C, provides sufficient information regarding the nature, extent, and distribution of the proposed land use changes to allow the public and decision makers to understand the project and evaluate its environmental impacts. The Commenter has not identified a deficiency in the Draft SEIR's project description.

Comment O2-4

II. THE DSEIR FAILS TO ADEQUATELY DISCLOSE, ANALYZE, OR MITIGATE GREENHOUSE GAS EMISSIONS IMPACTS

The climate crisis is an immediate and significant threat to Californian communities. Climate change is already transforming California, increasing ambient temperatures and the frequency and severity of wildfires, reducing the quantity and longevity of snowpack, and changing water availability patterns. (Turco et al., 2023.) Climate change is causing sea level rise, extreme weather events, and "irreversible losses" at the species and ecosystem levels. (IPCC, 2023; US Global Change Research Program, 2023.) And it is increasing stress on species and ecosystems, causing species-level changes in morphology, behavior, phenology, and geographic range shifts, and ecosystem-level changes such as the increasing frequency of extreme weather events, widespread changes in productivity, species interactions, and vulnerability to biological invasions. (Weiskopf et al., 2020.) In fact, climate-change-related local extinctions are already widespread and have occurred for hundreds of species. (Wiens, 2016.) And catastrophic levels of species extinctions are projected in the coming decades if climate change continues unabated. (Maclean & Wilson, 2011; Thomas et al., 2004; Urban, 2015.)

Despite the fact that the United States has contributed more to the climate crisis than any other country, neither domestic nor international climate policy is on pace to avert catastrophic levels of warming. (Climate Action Tracker, 2023; Friedlingstein et al., 2023; Friedrich et al., 2023.) As a result, California has taken steps through legislation and regulation to fight climate change and reduce statewide greenhouse gas ("GHG") emissions in lieu of competent federal or international action. The California Climate Crisis Act (AB 1279) requires the State to achieve net zero GHG emissions by no later than 2040, to achieve and maintain net negative GHG emissions thereafter, and to ensure that by 2045, statewide GHG emissions are reduced to 85 percent the level in 1990. (AB 1279 (2022).) And Governor Newsom has issued several executive orders to help the State meet this mandate. (See, e.g., Executive Order N-19-19 (2019); Executive Order N-79-20 (2020).)

However, the State's climate goals require the active involvement of local governments like the City when considering industrial projects with potentially far-reaching climate impacts. Indeed, "the extent to which current and future generations will experience a hotter and

different world depends on [the] choices [made at the local level] now and in the near term." (IPCC, 2023.) Given this background, and the increasingly urgent need for drastic action to reduce GHG emissions, the DSEIR's failure to adequately analyze and mitigate Project-related GHG emissions is alarming. The City must amend the DSEIR in the following ways to more thoroughly analyze and more comprehensively minimize Project-related GHG emissions.

Response O2-4

The comment states that the Draft SEIR does not adequately analyze and mitigate project-related GHG emissions. However, the Draft SEIR includes a detailed, quantified analysis of project- and cumulative-level GHG emissions impacts in Section 3.8, *Greenhouse Gas Emissions*. The Draft SEIR also identifies feasible mitigation measures to minimize construction- and operation-related GHG impacts.

The Draft SEIR also provides extensive background information regarding climate change science, applicable regulatory frameworks, and the relationship between project-generated GHG emissions and statewide climate policy objectives. Section 3.8, *Human Influence on Climate Change* and *Potential Climate Change Impacts for California*, describes the rapid change in the climate and the associated risks to California, including impacts to public health, water resources, agriculture, coastal sea level, forest and biological resources, and energy.

Impact GHG-1 evaluates whether construction and operational emissions associated with the proposed Policy Plan Amendment would conflict with the State's long-term reduction goals and achieving substantial progress toward carbon neutrality. The analysis includes consideration of the South Coast AQMD Working Group recommended project-level significance threshold framework and evaluates the ability of EBPSP and broader Policy Plan Amendment to achieve consistency with applicable climate goals and reduction trajectories.

Impact GHG-2 separately evaluates consistency of the proposed project with applicable plans, policies, and programs adopted for the purpose of reducing GHG emissions, including the City's Community Climate Action Plan (CCAP), the Riverside-San Bernardino-Ontario metropolitan statistical area Priority Climate Action Plan (PCAP), California Air Resources Board (CARB) Scoping Plan, and Southern California Association of Governments (SCAG) Connect SoCal. The Draft SEIR analyzes consistency with these regulatory and planning documents and identifies applicable reduction measures incorporated into the project.

Importantly, the Draft SEIR expressly acknowledges that implementation of the project would result in new and significant GHG impacts relative to the previously Certified 2022 EIR. The Draft SEIR further concludes that the project's contribution to global climate change would be cumulatively considerable, even with mitigation, due to the nature of GHG emissions and the project's scale. Accordingly, contrary to the Commenter's assertion, the Draft SEIR does not minimize or ignore the project's GHG impacts; rather, it discloses, quantifies, and evaluates

those impacts consistent with CEQA requirements and identifies feasible mitigation measures intended to reduce emissions to the extent practicable.

Comment O2-5

A. The DSEIR's Analysis of Project GHG Impacts Improperly Excludes GHG Impacts Resulting from Vegetation Changes

The DSEIR's GHG analysis omits one of the key sources of Project construction and operational GHG emissions: the conversion of working lands and grasslands into developed areas. Currently, much of the Project area is comprised of dairy operations and associated agricultural land uses. (DSEIR at 3.2-6.) The Project would impact hundreds of acres of these areas. (DSEIR at ES-17.) Despite this, the DSEIR does not reflect any accounting of the GHG impacts associated with the loss of above and below ground carbon storage, or any consideration of how altering the land cover of this acreage will change the carbon sequestration potential of the area. (See DSEIR at 3.8-21 – 3.8-24.)

As detailed in a 2023 Center report, "Hidden in Plain Sight: California's Native Habitats are Valuable Carbon Sinks" (Yap et al., 2023), California habitats, including grasslands, are important carbon sinks that should be included in carbon calculations. Although the carbon storage and sequestration potential of such habitats are often overlooked, carbon in these systems is stored in the form of soil organic carbon (e.g., extensive root networks, soil microbial communities, and mycorrhizae), soil inorganic carbon (e.g., calcite/caliche), and above-ground vegetation. (Janzen, 2004; Meyer, 2012; Mi et al., 2008; Thomey et al., 2014; Wang et al., 2010; Zamanian et al., 2016.) Non-native grasslands have been found to store, on average, 38.4 to 60.3 metric tons of carbon per acres in their soils, and to sequester an estimated 1.3 to 1.8 metric tons of carbon per acre, per year (Koteen et al., 2011). Cultivation grasses for dairy production can also result in carbon net carbon storage from the atmosphere. (Cavallo et al., 2011.)

Estimating the quantity of existing carbon stock can be done using RePlan, a core component of the California Strategic Growth Council's ("SGC") Integrated Regional Conservation and Development ("IRCAD") initiative. (California Strategic Growth Council, 2026b). This sophisticated online tool provides a myriad of functionality, including the ability to estimate carbon stocks throughout California. The tool takes as input a shapefile or drawn polygonal map area and outputs an estimate of the total carbon over the defined acreage. The data backing this tool comes from the California Natural and Working Lands Inventory conducted by CARB. (California Strategic Growth Council, 2026a). The City thus has no excuse for overlooking emissions associated with the loss of vegetation, topsoil, and grasslands, all of which sequester carbon.

Because the DSEIR does not account for either carbon emissions resulting from land use conversion or the loss of carbon sequestration capacity that would result from such land use conversion, the estimate of total emissions is inaccurate, and the true amount of GHG emissions resulting from the proposed Project is likely to be higher than stated in the DSEIR. The omission of any sequestration analysis is particularly concerning, as the loss of the sequestration ability of existing landscapes will lead to a continued increase in net emissions into the future. The DSEIR fails to account for these decades of lost sequestration opportunity, in violation of CEQA, and the City must consequently amend its analysis and recirculate an updated DSEIR to account for this deficiency. (CEQA Guidelines §§ 15126, 15378.)

Response O2-5

The proposed Policy Plan Amendment is evaluated at a programmatic level and analyzes the environmental effects associated with proposed changes in land use designations throughout the City. The Draft SEIR's GHG focuses on emission sources associated with anticipated land use development under the proposed project, including construction activity, transportation, energy consumption, water usage, wastewater treatment, and sold waste generation. The analysis does not separately quantify emissions or sequestration associated with the natural and working lands emissions sector (e.g., wetlands, agriculture, forests) because the emissions inventory and forecast are based on projected urban development activities under both the approved TOP 2050 framework and the proposed Policy Plan Amendment. The analysis likewise does not assume or rely upon future carbon sequestration credits or speculative future emissions sinks in evaluating projects. Accordingly, an independent inventory of existing natural and working lands sequestration capacity was not necessary to evaluate the incremental GHG impacts associated with the proposed land use changes analyzed in the Draft SEIR.

The CEQA baseline is based on buildout of the current TOP 2050 and impact identified in the Certified EIR (see Chapter 3, *Environmental Impacts*, under the section titled "Evaluation Methodology"). The existing agricultural land estimates provided in Table 3.2-2 that the Commenter references reflect existing agricultural land in the City, and are not equivalent to the approved or proposed future buildout scenarios analyzed under the SEIR. As discussed on page 3.2-23 of the Draft SEIR, the City contains no forest lands; therefore, the natural and working lands sector for the City would be limited to agricultural lands for existing conditions only. Neither the current TOP 2050 (approved project) nor the proposed project allows for agricultural land within the City. The proposed project would result in no change in land use designations from forest land or farmland to non-forest land or non-farmland designations (see pages 3.2-22 and 3.2-23 of the Draft SEIR).

As identified on pages 32 and 37 of the City's Community Climate Action Plan (CCAP)[3], existing agricultural lands accounted for 8 percent of citywide GHG emissions in 2008 and decreased to 3 percent of citywide GHG emissions in 2019 as a result of changes in fertilizer use and retirement of livestock lands in the City. Moreover, as noted on page 32 of the CCAP, the land use and sequestration sector, the smallest source of GHG emissions in Ontario, remained at less than 1 percent during this time. Accordingly, the omission of separate natural and working lands sequestration inventory form the programmatic GHG analysis does not materially affect the Draft SEIR's evaluation of project-related GHG impacts.

Importantly, the Draft SEIR does not conclude that the proposed project would result in less-than-significant GHG impacts. To the contrary, the Draft SEIR expressly determines that implementation of the proposed project would result in a significant and unavoidable GHG impact. In response to those impacts, Mitigation Measure GHG-1-PPA requires the City to update its current CCAP to quantify an updated citywide emissions inventory and forecast, including for the natural and working lands sector, and identify and implement measures necessary to reduce GHG impacts.

Accordingly, the Commenter has not demonstrated that the Draft SEIR's programmatic GHG analysis is inadequate or inconsistent with CEQA.

Comment O2-6

B. The DSEIR Fails to Adequately Mitigate Greenhouse Gas Emissions from Warehouses

The Center recognizes that the City has already identified several mitigation measures that relate to GHG emission reductions. (See DSEIR at ES-81, 3.8-36 [mitigation measure GHG-1- PPA: "measures may include…encouraging the construction of solar arrays above parking lots and the integration of solar and other renewable energy generation technologies"; GHG-1-SP Reduction Measure 2: "Installation of rooftop solar energy system which generates enough electricity to meet 45 percent of annual warehouse electricity demand."]) However, despite these measures, the DSEIR concludes that the Project would result in significant and unavoidable GHG emissions without mandating feasible, commonsense mitigation to the maximum extent possible, as required. (DSEIR at 3.8-35 – 3.8-39; Pub. Res. Code §§ 21002.1(b); 21081(a)(1); CEQA Guidelines § 15021(a).) The City should require, at a minimum, current common GHG emission mitigation measures that have been used throughout the state for future warehouse developments within the planning area. Examples of such measures include those listed in the Fontana Ordinance No. 1891, which were specifically formulated to mitigate impacts from warehouse development and protect residents and the air basin from cumulative environmental impacts. (Fontana

[3] Ontario, City of. 2022, August 16. Community Climate Action Plan (CCAP)

Warehouse Ordinance, 2022.) The California Office of the Attorney General memorandum detailing warehouse best practices should also assist the City in complying with its mitigation requirements. (See California Attorney General, 2022.) Nearly all the example mitigation measures in this document have been adopted at other warehouse projects in California, demonstrating their feasibility.

Response O2-6

Mitigation Measure (MM) GHG-1-PPA and MM GHG-1-SP include specific performance standards, identify the types of potential actions that can feasibly achieve that performance standard, and include means to ensure enforceability in line with the requirements of CEQA Guidelines section 15126.4. CEQA does not require mitigation measures to prescribe every future design or technological solution at the programmatic planning level. Rather, deferred or performance-based mitigation is permissible where the agency commits itself to specific performance standards and procedures capable of achieving those objectives.

For example, MM GHG 1-PPA requires that the Community Climate Action Plan (CCAP) consider a trajectory consistent with AB 1279 for year 2045. Likewise, EBPSP MM GHG 1-SP identifies that projects within the EBPSP achieve 100 points based on the City's current CCAP screening tables. Additionally, both mitigation measures also identify representative categories of reduction measures and implementation strategies that must be considered during subsequent project review and implementation . Accordingly, the mitigation measures establish identifiable performance criteria, implementation procedures, and compliance mechanisms sufficient to satisfy CEQA's requirements for enforceability and effectiveness.

In addition, future development projects within the project area would remain subject to applicable State regulatory requirements intended to reduce energy consumption and GHG emissions. These include compliance with the California Building Standards Code, Part 6 (Energy Code), which requires consideration of rooftop readiness and implementation of energy-efficiency measures in future building design and construction.

The Draft SEIR also incorporates MM AIR-3-PPA, which requires future projects subject to CEQA review to prepare a technical assessment of potential operational air quality impacts and implement measures to reduce impacts. While MM AIR-3-PPA is directed primarily towards operational air quality impacts, many of the measures implemented under MM AIR-3-PPA would also reduce GHG emissions. For instance, measures that may be implemented under this mitigation include idling restrictions, renewable energy generation and storage, CALGreen voluntary measures to reduce demand on vehicle trip generation, electric vehicle charging infrastructure, and Energy Star-rated appliance installation. These measures would contribute to reductions in both criteria pollutant emissions and GHG emissions associated with future development.

The City has reviewed the measures in the documents referenced by the Commenter and has determined that the additional measures are already included TOP 2050 policies and implementation measures, have been integrated as mitigation measures, are not applicable to the project, and/or were determined to not be feasible for this programmatic review.

CEQA does not require adoption of every mitigation measure proposed by commenters, particularly where the lead agency determines that existing mitigation adequately addresses the identified impacts or where proposed measures are infeasible or unsupported by substantial evidence.

Accordingly, the Draft SEIR's GHG mitigation framework is consistent with CEQA requirements, and no revision to the analysis or mitigation measures is warranted.

Comment O2-7

i. *The City Must Require Rooftop Solar Sufficient for 100 Percent of Warehouse Energy Demands*

Installing solar on the roofs of large warehouses in California is a crucial opportunity to use miles of flat, sunny space that would otherwise be underutilized. The technology exists now to feasibly require all future building sites to install enough rooftop solar photovoltaic panels to meet 100 percent of projected energy needs or be built with the capacity for these panels to be added later. In order to meet its decarbonization targets, California needs to double its clean energy generation in the next decade, which will require a "record-breaking" expansion of clean energy infrastructure. (Gill et al., 2021.) The Joint Agency SB 100 Report calls for building 2.8 GW/year of solar every year for 25 years, which is higher than the previous maximum annual build. (Id.) The biggest obstacle to increasing solar energy capacity as fast as needed is the large amount of flat, sunny land that solar farms require. (Groom, 2022.) Building solar infrastructure across undeveloped land is an imperfect solution that hurts important ecosystems, eliminates opportunities for natural carbon sinks, and is often opposed by local residents. (Courage, 2021; Groom, 2022.)

Each warehouse built with the capacity to provide 100 percent of its own clean energy via rooftop solar brings California closer to the clean energy targets we must meet to avoid the climate crisis's most devastating effects. The California Attorney General recommends that new warehouses are built with this capacity, and companies and municipalities are realizing it makes sense. (California Attorney General, 2022.) The City of Fontana already requires that every warehouse over 400,000 square feet generate all required power from rooftop solar. (Fontana Warehouse Ordinance, 2022) However, despite this potential, the DSEIR does not require solar panels; rather, just updates to the Community Climate Action Plan, based on which future projects "may include" solar or other renewable energy sources. (DSEIR at 3.8-33 [emphasis

added].) First, this improperly deferred and overly vague mitigation violates CEQA. (See San Joaquin Raptor Rescue Center v. County of Merced (2007) 149 Cal.App.4th 645, 670 [EIR inadequate where the success or failure of mitigation efforts "may largely depend upon management plans that have not yet been formulated and have not been subject to analysis and review within the EIR"].) In the limited circumstances in which deferred mitigation is appropriate, the agency must meet all of the following elements: (1) practical considerations prevented the formulation of mitigation measures during the planning process; (2) the agency committed itself to developing mitigation measures in the future; (3) the agency adopted specific performance criteria prior to project approval; and (4) the EIR lists the mitigation measures to be considered, analyzed, and possibly incorporated into the mitigation plan. (See POET, LLC v. State Air Resources Bd. (2013) 218 Cal.App.4th 681, 736 –737 [review denied].) Here, the DSEIR fails to meet these criteria. It does not attempt to explain why it is not possible to formulate and disclose a mitigation plan now, and it does not list the mitigation measures to be considered.

Also, because this is a feasible mitigation measure, the DSEIR must go beyond the vague and future planning actions identified in GHG-1-PPA and the inadequate 45 percent requirement in GHG-1-SP and require rooftop solar to meet 100 percent of each building's energy needs. In particular, the City should amend the mitigation measures related to renewable energy use to require sufficient photovoltaic generation capacity to meet 100 percent of the warehouse energy demand, including the total demand of expanded electric vehicle charging onsite as well. To achieve this, warehouses should be required to build out the maximum available photovoltaic coverage consistent with the California Attorney General's recommendation that new warehouses be built "to accommodate the maximum future coverage of solar panels and installing the maximum solar power generation capacity feasible." (California Attorney General, 2022.) The City must therefore strengthen mitigation measures GHG-1-PPA and GHG-1-SP to require future developers to install the maximum feasible solar generation capacity, sufficient to meet any demand attendant to medium- and heavy-duty electric truck charging onsite. (Uphold Our Heritage, 147 Cal.App.4th at 600; Citizens of Goleta Valley, 197 Cal.App.3d at 1180.) If the City declines to adopt such a measure, it must explain the basis for its decision. (Los Angeles Unified Sch. Dist., 58 Cal.App.4th at 1029.) Failure to do so would violate CEQA.

Response O2-7

Please refer to Response O2-6 regarding the applicability of the California Energy Code to future new development projects and the appropriateness of Mitigation Measure GHG-1-PPA for this programmatic level of environmental review. Contrary to the Commenter's assertion, MM GHG-1-PPA does not constitute improper deferral of mitigation under CEQA.

The Draft SEIR in the *Executive Summary* identifies that the EIR is a "Program EIR". The analysis in the Draft SEIR is based on the level of information available. Therefore, it is unknown what site-specific constraints may be present for future projects facilitated by the proposed project. Because of this, MM GHG-1-PPA appropriately requires the City to update its Climate Action Plan and develop measures that would apply to future individual projects to achieve the State's long-term GHG emission reduction targets. The lack of project-level data in a program EIR does not constitute inaccurate, inconsistent, or incomplete information pursuant to CEQA. The information included in Section 3.8, *Greenhouse Gas Emissions*, includes the detail needed to disclose the potential program-level environmental impacts to the public and decision makers regarding potential GHG emissions impacts.

To be clear, the rooftop solar energy system contemplated as part of the EBPSP are project design features incorporated into the Specific Plan and are not mitigation measures relied upon by the Draft SEIR to reduce significant GHG impacts. Separate from these design features, Mitigation Measure GHG-1-SP to achieve a minimum of 100 points based on the City's current CCAP screening tables, or equivalent future standards adopted by the City. Compliance with these requirements would occur through subsequent project-level review and the City's discretionary approval and permitting process.

At the programmatic planning stage evaluated in the Draft SEIR, the identities of future tenants, specific building configurations, operational characteristics, and ultimate energy demands associated with the future development within the EBPSP are not currently known. Accordingly, it would be speculative and infeasible at this time to require 100 percent of future operational electricity demand be supplied exclusively through on-site rooftop solar generation. Future demands may vary substantially depending on tenant-specific operational needs, including refrigeration systems, warehouse automation, industrial processes, HVAC requirements, electric vehicle fleet charging, equipment charging, data processing systems, and other energy-intensive commercial or industrial activities that cannot presently be quantified with precision.

In addition, the amount of rooftop area suitable for photovoltaic installation may vary considerably among future buildings due to structural engineering requirements, rooftop mechanical equipment, ventilation systems, skylights, fire access pathways, screening features, shading conditions, roof orientation, and applicable building and fire code setback requirements. These constraints may substantially reduce the area available for solar installations and, in some cases, may prevent rooftop systems from generating sufficient electricity to offset total project demand. Further, photovoltaic generation is inherently intermittent and may not coincide with periods of peak operational electricity demand associated with future industrial or logistics uses.

For these reasons, the Draft SEIR does not assume that rooftop generation alone would be sufficient to achieve consistency with long-term GHG reduction targets. Instead, future project

applicants would retain the flexibility to achieve compliance with Mitigation Measure GHG-1-SP through a combination of feasible GHG reduction strategies, which may include rooftop solar installations, battery storage systems, renewable energy procurement, building electrification, energy efficiency improvements, electric vehicle infrastructure, transportation demand reduction measures, and other qualifying measures identified through future project-level review and implementation for the City's CCAP

Accordingly, the Draft SEIR establishes enforceable performance standards, identifies feasible categories of reduction measures, incorporates existing regulatory programs and City implementation mechanisms, and commits the City to future CCAP updates and project-level review sufficient to satisfy CEQA Guidelines section 15126.4. Substantial evidence supports the conclusion that the mitigation framework is reasonably capable of reducing GHG emissions associated with future development facilitated by the project, while appropriately accounting for the programmatic nature of environmental review and the presently unknown characteristics of future individual development projects. Therefore, no edits to the Draft SEIR are warranted.

Comment O2-8

ii. The City Must Require Warehouse Developments to Maximize Electric Truck Infrastructure

The DSEIR must require concrete, enforceable measures that prepare future developments to operate with an all-electric fleet, as it will soon be required to do. CARB has developed strategies to completely electrify heavy-duty trucks in the state by 2045, and specifically to achieve 100 percent zero-emissions drayage trucks by 2035. (CARB, 2022.) Substantial evidence shows that requiring the usage of zero-emission heavy-duty trucks in lieu of diesel trucks is an effective means of reducing the GHG implications of heavy-duty truck traffic. (Union of Concerned Scientists, 2025.) Battery-electric trucks have lower lifecycle GHG emissions than diesel trucks no matter the operating characteristics of the vehicle or the electric grid. (Id.) Battery-electric heavy-duty trucks operating in the United States result in only 18 percent of the lifecycle GHG emissions associated with analogous diesel trucks. (Id.) This is notable because although battery-electric vehicles do not have tailpipe GHG emissions like diesel vehicles, there are still GHG emissions associated with the generation of the electricity used to charge and thereby power the vehicles. California has a larger proportion of renewable electricity generation sources than the national average, so electric heavy-duty trucks operating and charging in California would reduce the GHG emissions associated with Project-related truck traffic even more. (Nuclear Energy Institute, 2022) And as discussed infra, it would be feasible for future developments to comply with a mitigation measure requiring the use of medium- and heavy-duty electric trucks as often and as quickly as possible. (Uphold Our Heritage, 147 Cal.App.4th at 600; Citizens of Goleta Valley, 197 Cal.App.3d at 1180.) The DSEIR

must require more electric truck charging infrastructure to meet the demands of the fleet mix of 2045. Otherwise, the City will lag sorely behind the much-needed transition and will cement diesel emissions for decades.

Heavy-duty electric trucks are already available for purchase, and many freight facilities and other distribution centers have committed to utilizing such vehicles. (Fadhil & Xie, 2025.) Based on company announcements, there are at least ten Class 7 or 8 models with ranges up to 550 miles that have already been commercially deployed or are slated for commercial deployment in the coming years. (Fadhil & Xie, 2025; Good Car, Bad Car, 2024) Tesla is projecting to complete construction of its "Tesla Semi" production line so that it can begin volume production in 2026, and the company expects to produce 50,000 semi-trucks per year upon reaching full capacity. (Fred Lambert, 2025.) And several international companies, including the Chinese manufacturer BYD and the German manufacturer Daimler, produce heavy-duty electric trucks and have already sold hundreds of zero-emission electric heavy-duty trucks in the United States. (Fred Lambert, 2020.) As a result, sales of new medium- and heavy-duty electric trucks in California jumped from just a few hundred in 2021 to one in 12 medium- and heavy-duty trucks sold in 2022, one in six in 2023, and one in four in 2024. (California Air Resources Board, 2023, 2024, 2025.) Many companies involved in the warehousing industry, including UPS, Fedex, Anheuser-Busch, Frito-Lay, PepsiCo, and IKEA, have already purchased thousands of heavy-duty electric trucks and are on pace to purchase even more such vehicles. (See, e.g., Fedex, 2025; Frito-Lay, 2019; IKEA, 2025; Mark Matousek, 2018; Nora Manthey, 2022; WattEV, 2025.)

Moreover, many warehouse and distribution facilities throughout California have committed to requirements mandating that medium- and heavy-duty truck electrification be attained and maintained early in the occupancy process, including the Beaumont Pointe Project in Beaumont, California, the Compass Danbe Centerpointe Project in Moreno Valley, California, the Citrus and Oleander Project in Fontana, California, among others. (City of Beaumont, 2023 [referring mitigation measures B-41 and B-42 therein and stating that they require that "all heavy-duty vehicles engaged in drayage to or from the project site to be zero-emission beginning in 2030" and that "tenants to use zero-emission light- and medium-duty vehicles as part of business operations"]; City of Fontana, 2023; Compass Danbe Settlement, 2021 [requiring that all heavy-duty trucks serving the warehouse be electric within three years of occupancy or whenever "widely commercially available" and establishing an enforceable, aggressive schedule by which specified portions of all other warehouse-related commercial vehicles must be electric by dates certain].) In 2022, Walmart opened a fulfillment center in Canada which will feature a fully electric fleet. (Walmart, 2022.) And the South Coast Air Quality Management District has committed to deploying 23 Class 8 Volvo battery-electric trucks to move freight across the Inland Empire and another 100 Battery-electric trucks broadly throughout California via a partnership with NFI Industries and Schneider. (NFI, 2021.)

Additionally, government regulators are increasingly investing in programs to facilitate medium- and heavy-duty truck electrification. California offers significant incentives to assist warehousing companies attain and utilize heavy-duty electric trucks, with the most prominent being the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project, which provides $150,000 as a voucher to offset some of the purchase price for certain vehicles. (See, e.g., California Air Resources Board, 2020, 2018, 2019, 2024; California Public Utilities Commission, 2018; San Diego Gas & Electric Co., 2024.) And California utilities have already committed to support the development of heavy-duty charging infrastructure and are likely to continue to do so in the future as well. (California Public Utilities Commission, 2018.) The South Coast Air Quality Management District, for instance, allows for the purchase and use of electric heavy-duty trucks as one way to comply with its indirect source rule for warehouses (referred to as the Warehouse Actions and Investments to Reduce Emissions or WAIRE program). (South Coast Air Quality Management District, 2020.) In fact, in enacting that rule, that Air District expressly found that battery-electric heavy-duty trucks are commercially available. And on June 12, 2025, Governor Newsom signed Executive Order N-27-25, reaffirming California's commitment to deploying zero-emission vehicle technologies to improve air quality.

As a result of these programs, in part, the total cost of ownership for electric heavy-duty trucks is likely to be less than for analogous diesel trucks. (California Air Resources Board, 2021.) One study found that when incentives and utilities' investments were incorporated into a total-cost-of-ownership analysis, battery-electric heavy-duty trucks currently have a favorable total cost of ownership compared to diesel equivalents. (ICF, 2019.) That study further indicates that battery-electric trucks should be able to compete with equivalent diesel trucks on a total-cost-of-ownership basis without regulatory incentives by 2030. (Id. at 32.)

It is therefore feasible for the City to require future developers and subsequent tenants and/or lessees of warehouse developments to utilize medium- and heavy-duty electric trucks as often and as quickly as possible. (Uphold Our Heritage, 147 Cal.App.4th at 600; Citizens of Goleta Valley, 197 Cal.App.3d at 1180.) If the City declines to adopt a mitigation measure requiring future operators to utilize medium- and heavy-duty electric trucks as often and as quickly as possible, it must explain the basis for its decision as to each measure. (Los Angeles Unified Sch. Dist., 58 Cal.App.4th at 1029.) Failure to do so would violate CEQA.

Response O2-8

For the proposed Policy Plan Amendment, it would be infeasible at this programmatic stage of environmental review to require all future trucking activities to utilize zero-emission (ZE) or near zero-emission (NZE) technologies. The proposed Policy Plan Amendment evaluates long-term land use changes and development potential throughout the City and does not identify specific future tenants, operational characteristics, fleet compositions, logistics models, delivery schedules, or freight service providers associated with future individual projects. Accordingly,

the operational needs, energy demands, technological requirements, and infrastructure constraints associated with future trucking activity are not currently known with sufficient specificity to support imposition of a universal ZE or NZE fleet mandate.

Under CEQA Guidelines section 15364, "feasible" means capable of being accomplished in successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors. CEQA does not require adoption of mitigation measures that are speculative, technologically uncertain, unenforceable, or outside the lead agency's jurisdiction and control. Here, substantial evidence in the administrative record supports the conclusion that a mandatory requirement restricting all future truck activity to ZE or NZE vehicles is not presently feasible for the proposed Policy Plan Amendment or the EBPSP.

The City's land use authority extends to regulation of development proposals and land uses within its jurisdiction, but not to independently owned third-party trucking companies, interstate commerce carriers, regional freight operators, or off-site fleet operations utilizing public roadways. Truck fleets serving future development facilitated by the proposed project may include independent owner-operators, regional distribution fleets, interstate carriers, and logistics providers across multiple jurisdictions. The City lack direct regulatory authority to mandate vehicle technology standards for such off-site fleets operating on public highways, which are primarily regulated through State and federal mobile source programs administered by the California Air Resources Board and the U.S. Environmental Protection Agency. Accordingly, a mitigation measure requiring that only ZE trucks serve future development would attempt to regulate third-party activities beyond the City's practical enforcement authority.

In addition, future project applicants may not possess direct control over the technologies utilized by freight carriers serving their facilities. Warehousing, logistics, manufacturing, and distribution tenants frequently rely upon common carriers operating mixed fleets throughout the regional and interstate supply chains. At present, heavy-duty ZE truck technologies continue to face operational limitations related to vehicle range, charging duration, payload impacts, charging availability, and fleet deployment capacity, particularly for long-haul freight operations and high-intensity logistics uses. Consequently, requiring immediate universal conversion to ZE technologies for all future truck trips associated with speculative future industrial and logistics development may not presently be technologically or commercially feasible across all potential operational scenarios.

Widespread deployment of heavy-duty ZE truck fleets would require substantial supporting infrastructure, including utility distribution upgrades, transformer capacity expansion, substation improvements, transmission interconnections, high-capacity charging equipment, and coordination with local regional utility providers. Such infrastructure improvements are dependent upon future utility planning, regional electrical grid capacity, technological

advancement, and third-party implementation schedules that are presently unknown and outside the City's control. The amount and timing of electrical infrastructure necessary to support future heavy-duty truck electrification cannot presently be determined because future tenant operations, vehicle fleet compositions, charging schedules, and energy demands remain speculative.

Nevertheless, the Draft SEIR identifies multiple mechanisms intended to facilitate future transition toward lower-emission freight operations and reduce operational emissions associated with future development. Pursuant to Mitigation Measure AIR-1PPA and AIR-3-PPA, future projects subject to CEQA review would be required to prepare project-specific technical analyses evaluating operational air quality impacts and to implement feasible mitigation measures where warranted. Depending on characteristics of future projects, such measures as individual electric truck charging infrastructure, loading dock electrical hookups, renewable energy systems, transportation demand management measures, renewable energy procurement, and other operational emission reduction strategies.

Future development projects would additionally be required via CALGreen to install electric vehicle charging infrastructure according to the off-street parking supply and loading spaces provided and the project's occupancy type, for both passenger vehicles and trucks. For example, Section 5.106.5.3 of the January 2026 Errata of the 2025 CALGreen code specifies mandatory standards for electric vehicle capable space and electric vehicle charging infrastructure installation in new nonresidential construction. Moreover, Section 5.106.5.5 of the January 2026 Errata of the 2025 CALGreen code specifies mandatory standards to support future electric truck charging for new facilities that accommodate truck activities, including warehouses, grocery stores, office buildings, manufacturing facilities, and retail stores with planned off-street loading spaces.

In addition, MM AIR-3-PPA identifies electric vehicle charging standards which exceed mandatory compliance with CALGreen as a sample measure that can be implemented on individual projects to reduce impacts, and loading dock electrical hookups are identified as an additional sample measure that future warehousing, industrial, or other trucking-intensive projects can implement to reduce potential impacts.

The Draft SEIR also recognizes that heavy-duty vehicle emissions and fleet transition requirements are already subject to extensive State regulatory oversight, including implementation of statewide heavy-duty fleet transition and clean truck programs intended to increase deployment of ZE technologies over time. Future projects facilitated by the Policy Plan Amendment and EBPSP would remain subject to those evolving state regulations in addition to applicable local mitigation measures, CALGreen requirements, South Coast AQMD regulations, and future City climate and air quality implementation programs.

Accordingly, substantial evidence supports the City's conclusion that a mandatory requirement restricting all future truck activity to exclusive ZE or NZE technologies is not presently feasible at the programmatic stage of review. The Draft SEIR appropriately identifies feasible performance-based mitigation measures and future project-level implementation mechanisms consistent with the scope and level of detail appropriate for a program EIR. Therefore, no edits to the Draft SEIR are warranted.

Comment O2-9

III. THE CITY MUST IMPOSE CONDITIONS ON ANY POTENTIAL FUTURE DATA CENTER DEVELOPMENT

The DSEIR concludes that the PPA would have the potential to result in significant impacts due to the generation of additional, long-term emissions of criteria air pollutants in exceedance of the relevant SCAQMD thresholds and would contribute to the air basin's nonattainment status. (See e.g. DSEIR at ES-33.) For this reason, the DSEIR incorporates into the PPA mitigation measure AIR-3-PPA. This measure establishes that "[p]rior to future discretionary approval by the City of Ontario for development projects subject to CEQA review" the City will review and approve applicant-prepared assessments of "project operation-phase-related air quality impacts," based on which the City will require mitigation measures to reduce operational emissions be included as conditions of permit approval. Despite the implementation of this mitigation measure, the DSEIR concludes the Project would result in significant and unavoidable air quality impacts due to exceedances of criteria pollutant thresholds. (DSEIR at ES-33.) The DSEIR makes a similar conclusion for GHG emissions, with the Project projected to result in a 3 percent increase over that of the approved TOP 2050. (DSEIR at 3.8-28)

The Center is concerned that the potential for data center development within areas of the City with the Industrial or Business Park designation could ultimately result in air quality, GHG, and other impacts that exceed the assumptions of the DSEIR. Data centers are associated with significant environmental impacts. These include air quality, GHG, energy use, water use, and noise. (Xiao et al., 2025; Yarñez-Barnuevo, 2026.) Currently, data centers are allowed by right in the City under the zoning that conforms to the general plan Business Park and Industrial land use designations. (Ontario Development Code at 5.02-19.) As a result, DSEIR mitigation such as AIR-3-PPA would not apply to these developments, which would not require discretionary approval. The zoning for the proposed EBPSP shows that data centers require a conditional use permit, allowing the City to evaluate the impacts of any proposed development and impose appropriate conditions on their approval. (Eucalyptus Business Park Specific Plan at 5-9.) The Center urges the City to make data center developments conditional when zoning all areas with the Business Park and Industrial land use designations proposed under the Project.

Further, the Center recommends the adoption of the following as best practices to mitigate the potential environmental impacts of data centers within the City.

Response O2-9

For the proposed Policy Plan Amendment, the Draft SEIR evaluates land use changes at a programmatic planning level and does not identify specific future tenants or end users for industrial and business park land uses. At this stage of planning, the identities, operational characteristics, utility demands, and site-specific operational profiles of future occupants are speculative and unknown. No site-specific information regarding future facility size, server density, cooling technology, electrical loads, water demand, backup power systems, or operational intensity is presently available.

The buildout assumptions for industrial land are based on standardized development intensity and employment-rate methodologies consistent with those utilized for the approved TOP 2050 (see Final SEIR Appendix C, *Buildout Methodology*). The proposed project does not materially alter the methodology used to estimate development potential. Similarly, the water supply evaluation for TOP is based on Ontario Municipal Utility Company (OMUC) adopted water demand rates by acreage by land use type, which is consistent with the methodology used for the Certified EIR. OMUC's demand factors are based on planning-level utility forecasting methodologies intended to account for a range of industrial and other land uses at buildout and are routinely used for general plan planning, utility forecasting, infrastructure planning, and Uban Water Management Plan analyses where final tenant composition is not yet known.

The Commenter's concern regarding potential development of future data centers within the City will be forwarded to decision-makers for their consideration. However, the Draft SEIR does not assume that future industrial or business park development will consist predominantly, or exclusively, of data center uses, nor does the proposed Policy Plan Amendment specifically approve any data center project. The EBPSP permits a broad range of employment and industrial uses, and the environmental analysis evaluates the reasonably foreseeable impacts associated with the land use intensities and development assumptions available at the programmatic planning stage. The Draft SEIR therefore does not defer analysis of known future project or improperly segment environmental review.

Importantly, the EBPSP does not permit data centers as a use by right. As identified in Table 5-1 of the Specific Plan, "Data Centers" are classified as a Conditionally Permitted ("C") use. Therefore, additional discretionary review would be required for a data center project since it is not a Permitted ("P") land use by right but a Conditionally Permitted land use. Should an applicant propose this use within the Specific Plan area, the City will consider the best practices identified in Responses O2-10 through O2-13.

As part of the future discretionary review process, the City may require additional technical studies to evaluate potential impacts of a data center, including energy and water use. Meaningful project-specific analysis of those impacts cannot presently be conducted int eh absence of an actual development proposal.

Accordingly, substantial evidence supports the Draft SEIR's use of planning-level land use and utility assumptions appropriate for a program EIR. The possibility that future conditional use application could include data center proposals does not render the environmental analysis inadequate where no specific project exists, future operational characteristics remain unknown, and subsequent discretionary review would require additional project-specific environmental analysis and mitigation as appropriate under CEQA.

Comment O2-10

A. If approved, data centers should be responsibly sited and use on-site renewable energy, storage, and micro-grids

As a threshold matter, data centers should be responsibly sited. State and local governments should require companies to determine the availability of renewable resources like solar and wind, along with water availability so that local water resources are not depleted. The companies should be required to assess the potential site's effects on any nearby communities and wildlife, especially imperiled species.

If approved, data centers provide the opportunity to generate electricity where it is consumed on-site or "on campus." Therefore, once sited, data centers should be constructed to maximize energy efficiency and be powered by on-site renewables like solar and wind, batteries and microgrids, eliminating the need for fossil and diesel generators for backup power.

Solar and wind energy co-location with data centers is not a new concept, as multiple companies have begun exploring this arrangement both in the U.S. and globally. (See e.g. He et al., 2024; Mock & Bush, 2024.) For example, Google and partners Intersect Power and TPG Rise Climate recently announced plans to co-locate data centers with high capacity, clean electricity such as solar alongside battery storage in the United States. (Howland, 2024.) Apple claims that 100% renewable energy powers its data center in Maiden, North Carolina, of which a large percentage comes from onsite solar. (Apple, 2018.) A data center co-located with Japan Renewable Energy Corporation's solar farm runs entirely on solar. (Butler, 2023.) Powering data centers with renewable energy and storage instead of fossil fuels curbs greenhouse gas emissions, yields more resilience in climate disasters, and avoids environmental justice, public-health, and wildlife harms.

Moreover, powering data centers with on-site renewables bypasses the pitfalls of relying on the country's antiquated and fragile fossil-fueled grid. It avoids the risk of blackouts because

of increased load demand, particularly from extreme heat, as well as longer development timelines due to cumbersome transmission buildout, interconnection and process delays, and greater infrastructure costs.

Response O2-10

See Response O2-9. Data centers are not permitted by right within the EBPSP and are instead classified as a conditionally permitted use subject to discretionary review and approval by the City. Any future data center proposal within the EBPSP would require additional project-specific environmental review under CEQA, as appropriate, based on the characteristics and operational details of the proposed facility. Approval of the proposed Policy Plan Amendment would not commit the City to approval of any future data center project or foreclose the ability to impose additional environmental review, operational conditions, infrastructure requirements, or mitigation measures during subsequent discretionary review.

If a future data center project is proposed, the City would require additional technical studies evaluating potential impacts and feasible mitigation to reduce those impacts, including those recommended by the Commenter.

The Commenter's request regarding responsible siting of data centers and use of on-site renewable energy systems are acknowledged and will be forwarded to City decisionmakers. However, the Draft SEIR appropriately evaluates the proposed project at a programmatic level based on currently available information and does not omit analysis of a known future project. The Commenter has not demonstrated a deficiency in the Draft SEIR's analysis under CEQA, and no revisions to the Draft SEIR are warranted.

Comment O2-11

B. For any additional energy demand, data centers must pay for all new energy infrastructure, instead of passing costs onto ratepayers, and deploy distributed energy to open grid capacity

To the extent that on-site renewable energy and storage is insufficient to power AI data centers, companies may seek to use grid resources. In that case the costs of providing power to data centers should be borne entirely by the data center company or operators, not subsidized by captured residential and other commercial customers. State regulators should require that these corporations invest their own money in any new energy generation and related infrastructure as a portion of the company's overall investment. This rectifies the current practice, where ratepayers are subsidizing the data center industry by paying for new gas power plants and pipelines for data center infrastructure, some of which is eventually unused by technology companies. (See, e.g Kunkel, 2025.)

Any new energy infrastructure should start with the deployment of distributed energy resources for existing grid customers to free up grid capacity for data center needs. Specifically, data centers should pay for existing grid customers — prioritizing low-income and historically marginalized communities — to obtain rooftop solar, storage, microgrids and energy-conservation technologies like heat pumps and bi-directional electric vehicle charging. This will allow those customers to locally generate sufficient power to offset grid power consumed by the data center. Grid-enhancing technologies and virtual power plants can also ensure that data center needs on the grid can be adaptable to serve new loads. (See, e.g., Environmental Law and Policy Center, 2025 [also discussing emerging mechanisms like clean transition tariffs, which help carry out continued clean energy sourcing.])

Response O2-11

See Response O2-9. Data centers are not permitted by right within the EBPSP and are instead classified as a conditionally permitted use subject to future discretionary review and approval by the City. Any future data center project in the EBPSP would require additional project-specific environmental review under CEQA, as appropriate, based on the operational characteristics and infrastructure demands of the proposed facility. Approval of the proposed project would not commit the City to approval of any future data center project or foreclose the ability to require additional environmental review, technical studies, utility coordination, infrastructure improvements, or mitigation measures during subsequent discretionary approvals.

If a future data center project is proposed, the City would require additional technical studies evaluating potential impacts and, based on those studies, identify feasible mitigation measures, infrastructure requirements, and project conditions necessary to reduce significant impacts consistent with CEQA requirements. Such measures could include, where appropriate, energy efficiency requirements, renewable energy integration, utility infrastructure upgrades, demand management measures, backup power restrictions, or other project-specific mitigation measures supported by the subsequent environmental analysis.

The Commenter's recommendation that future data center projects bear their full cost of energy infrastructure associated with their operations is acknowledged and will be forwarded to decision-makers for their consideration. However, the Draft SEIR appropriately evaluates the project a programmatic level using currently available information and does not omit analysis of a known future project. Accordingly, the Commenter has not identified a deficiency with the Draft SEIR's analysis under CEQA, and no edits to the Draft SEIR are warranted.

Comment O2-12

C. To curb water usage, data centers must adopt best practices such as advanced cooling technologies to optimize water efficiency

In addition to being sited responsibly, data centers should utilize technologies for minimizing water usage. Closed-loop designs can reduce water consumption by enabling the reuse of water to cool servers, while zero-water cooling systems, using PFAS-free cooling fluid, can be employed in especially water-stressed regions. To reduce water quality impacts, data centers should pre-treat any cooling system discharges before releasing them into wastewater or stormwater systems.

To supply closed-loop systems, data centers should use recycled or reclaimed water and avoid unsustainable withdrawals of surface and groundwater sources used for drinking water. Where possible, data centers should be co-located with existing water recycling facilities or wastewater treatment plants to supply recycled water for cooling purposes. Developers should factor water risks into early planning decisions, including site selection and infrastructure design, and local governments should require that data centers disclose sources of water, as well as anticipated and actual water usage. Data centers should adopt and make publicly available monitoring and mitigation plans for water usage at the time of project approval. Monitoring and mitigation plans should include on-going obligations that ensure the surrounding ecosystems and nearby communities' water supplies are not negatively impacted by the data center's water usage throughout the life of the project. As with data center infrastructure, water infrastructure costs should not be passed onto ratepayers. Data center developers should not only pay for water infrastructure, but also fees for every centum cubic feet or thousand gallons of potable water used.

Response O2-12

See Response O2-9. Data centers are not permitted by right within the EBPSP and are instead classified as a conditionally permitted use subject to future discretionary review and approval by the City. Any future data center project in the EBPSP would require additional project-specific environmental review under CEQA, as appropriate, based on the operational characteristics and infrastructure demands of the proposed facility. Approval of the proposed project would not commit the City to approval of any future data center project or foreclose the ability to require additional environmental review, technical studies, utility coordination, infrastructure improvements, or mitigation measures during subsequent discretionary approvals.

If a future data center project is proposed, the City would require additional technical studies evaluating potential impacts, and based on those studies, identify feasible mitigation measures, infrastructure requirements, and project conditions necessary to reduce significant impacts

consistent with CEQA requirements. Such measures could include, where appropriate, energy efficiency requirements, renewable energy integration, utility infrastructure upgrades, demand management measures, backup power restrictions, or other project-specific mitigation measures supported by the subsequent environmental analysis.

As provided in the Draft SEIR, Section 3.19 *Utilities and Service Systems*, pages 3.19-25 to -27, recycled water comprised approximately 25 percent of the City's total water supply in 2024 and the recycled water infrastructure to the EBPSP would be expanded as part of Specific Plan development. Depending upon the characteristics of any future data center proposal, recycled water infrastructure could potentially support certain cooling technologies, including closed-loop cooling systems, subject to future engineering analysis, utility coordination, public health requirements, and project-specific feasibility review. Any such use of recycled water would be evaluated through the future discretionary review and site-specific technical studies with a proposed conditional use permit application.

Future data center proposals would also require coordination with applicable utility providers regarding electrical service capacity, recycled water availability, potable water demand, wastewater conveyance, infrastructure improvements, and applicable service obligations. Any required infrastructure upgrades or utility improvements would be evaluated during subsequent project review based on the operational characteristics and demands of the proposed facility.

The Commenter's recommendation that future data center projects bear the full cost of associated energy and water infrastructure improvements is acknowledged and will be forwarded to decision-makers for their consideration. However, the Draft SEIR appropriately evaluates the proposed project at a programmatic level using the information reasonably available at the time of analysis and does not omit analysis of a known future project. Accordingly, the Commenter has not identified a deficiency in the Draft SEIR's analysis under CEQA, and no edits to the Draft SEIR are warranted.

Comment O2-13

D. Noise impacts should be considered early in the planning stage, and state regulators should regulate noise impacts of data centers

State and local governments should utilize legislative solutions to reduce the noise impacts of data centers on surrounding communities. (Hammer et al., 2013.) Noise code limits should fall below 55 decibels near residential areas, schools, hospitals, and public lands, and buffers of at least 500 feet should be required. In addition, local noise ordinances should address noise factors beyond A-weighted decibels (dBA) over set periods, as data centers' tonality and frequency content can also impact surrounding communities. To address concerns

regarding the character of noise, state and local governments should also engage stakeholders early in the planning process, such as local businesses and public health experts, to gain broader insights on data center noise impacts.

Data center developers should take noise minimization into account at the planning stage. An early design-level acoustical analysis can help optimize site layouts and identify noise management strategies. Technologies such as rooftop screening, acoustical wraps, physical acoustical screening (such as a noise wall), noise attenuation wraps for air cooled chillers, and other soundproofing materials can reduce data center noise and minimize impacts on the local community. Data centers should continue to monitor noise levels to document and ensure compliance with local and/or state regulations for the duration of their operation.

Response O2-13

See Response O2-9. Data centers are not permitted by right within the EBPSP and are instead classified as a conditionally permitted use subject to future discretionary review and approval by the City. Any future data center project in the EBPSP would require additional project-specific environmental review under CEQA, as appropriate, based on the operational characteristics and infrastructure demands of the proposed facility. Approval of the proposed project would not commit the City to approval of any future data center project or foreclose the ability to require additional environmental review, technical studies, utility coordination, infrastructure improvements, or mitigation measures during subsequent discretionary approvals.

If a future data center project is proposed, the City would require additional technical studies evaluating potential impacts, and based on those studies, identify feasible mitigation measures, infrastructure requirements, and project conditions necessary to reduce significant impacts consistent with CEQA requirements. Such measures could include, where appropriate, energy efficiency requirements, renewable energy integration, utility infrastructure upgrades, demand management measures, backup power restrictions, or other project-specific mitigation measures supported by the subsequent environmental analysis.

As discussed on page 3.13-44 of the Draft SEIR, future stationary noise sources developed under the project would be required to comply with the exterior and interior noise standards established in the City's Municipal Code Section 5.29 and summarized in Table 3.13-5 of the Draft SEIR. Depending on the characteristics of a future data center proposal, feasible noise reduction measures could include, among others, project site layout modifications, rooftop equipment screening, acoustical enclosures or wraps, noise barriers or walls, equipment setbacks, operational restrictions, and incorporation of sound attenuating building material and design features. Such measures would be evaluated based on the specific design and operational characteristics of the proposed facility at the time of future discretionary review.

The Commenter's recommendation that future data center projects to evaluate and mitigate potential noise impacts is acknowledged and will be forwarded to decision-makers for their consideration during future policy and project review process. However, the Draft SEIR appropriately evaluates the proposed Project at a program level using the information reasonably available at the time of analysis and does not omit analysis of a known future project. Accordingly, the Commenter has not identified a deficiency in the Draft SEIR's analysis under CEQA, and no edits to the Draft SEIR are warranted.

Comment O2-14

IV. CONCLUSION

Thank you for the opportunity to submit comments on the DSEIR for the Project. As detailed above, the Center is concerned that the DSEIR lacks an adequate project description and analysis of, and mitigation for, Project impacts related to air quality and greenhouse gas emissions. The Center urges the City to revise the DSEIR to correct these deficiencies, consistent with the City's obligations as a lead agency under CEQA, and to recirculate the revised DSEIR for public review and comment.

Given the possibility that the Center will be required to pursue legal remedies in order to ensure that the City complies with its legal obligations including those arising under CEQA, we would like to remind the City of its statutory duty to maintain and preserve all documents and communications that may constitute part of the "administrative record" of this proceeding. (Pub. Res. Code § 21167.6(e); Golden Door Properties, LLC v. Superior Court (2020) 53 Cal.App.5th 733, 763) The administrative record encompasses any and all documents and communications that relate to any and all actions taken by the City with respect to the Project, and includes "pretty much everything that ever came near a proposed [project] or [] the agency's compliance with CEQA. . . ." (County of Orange v. Superior Court (2003) 113 Cal.App.4th 1, 8.) The administrative record further includes all correspondence, emails, and text messages sent to or received by the City's representatives or employees, that relate to the Project. Maintenance and preservation of the administrative record requires that, inter alia, the City (1) suspend all data destruction policies; and (2) preserve all relevant hardware unless an exact replica of each file is made.

Please add the Center to your notice list for all future updates to the Project, using the contact information below, and do not hesitate to contact the Center with any questions.

Response O2-14

As identified in CEQA Guidelines section 15088.5, *Recirculation of an EIR prior to Certification*, none of the conditions that would trigger recirculation have been met. None of the comments contain substantial evidence that the proposed project will result in a significant new

environmental impact not previously disclosed in the Draft SEIR, a significant increase in the severity of a previously identified environmental impact that will not be mitigated, or any of the other circumstances requiring recirculation described in Section 15088.5 of the CEQA Guidelines. Specifically, Chapter 2, *Project Description*, provides a complete, clear and consistent description of the proposed Project (see Responses O2-1 through O2-3), Section 3.3, *Air Quality*, adequately describes the air quality impacts (see Response O2-4). Section 3.8, *Greenhouse Gas Emissions*, provides a comprehensive analysis of the proposed project's GHG emissions impacts (see Responses O2-5 through O2-8).

The City of Ontario will retain the administrative record in accordance with the California Public Resources Code and City procedures. The Center for Biological Diversity will be included on the proposed project mailing list.

Comment O2-15

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Response O2-15

This section summarizes the reference material cited by the Center for Biological Diversity. The supporting reference materials supplied by the Center for Biological Diversity are part of the record and can be reviewed upon request.

O3. Fair Ontario – April 20, 2026

Comment O3-Intro

Fair Ontario submits these comments on the Draft Supplemental Environmental Impact Report (DSEIR) for the proposed Ontario Plan 2050 Amendment and Eucalyptus Business Park Specific Plan.

The proposed project would enable development of approximately 189 acres, including up to nearly 3 million square feet of industrial-scale uses under the label of a "business park."

In substance, the project facilitates large-scale warehouse and logistics operations with significant environmental, land use, and public trust implications.

Response O3-Intro

Fair Ontario's overview of project description is acknowledged. Responses to Fair Ontario's comments are provided in responses O3-1 through O3-10 below.

Comment O3-1

LEGALLY INADEQUATE PROJECT DESCRIPTION

CEQA requires a "stable, finite and accurate" project description (CEQA Guidelines §15124; *County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185).

Here, the DSEIR repeatedly characterizes the project as a "business park" while the Specific Plan expressly allows warehousing and distribution uses.

This inconsistency obscures:

- The scale of logistics operations
- Truck traffic generation
- Air quality impacts

An EIR that fails to disclose the project's true operational characteristics is legally inadequate.

Response O3-1

As defined in the City's Policy Plan (Table LU-02), the Business Park designation is defined as "[e]mployee-intensive office uses including corporate offices, technology centers, research and

development, “clean” industry, light manufacturing, and supporting retail within a business park setting.”

Further, Division 5.01, Zoning Districts and Boundaries, of the City’s Development Code provides a description of the Business Park Zoning District: “…to accommodate industrial-serving commercial and office uses, and very light industrial uses, which may be developed at a maximum intensity of 0.6 FAR. Development within this zoning district is typically multi-tenant in nature; however, single-tenant buildings are not precluded.”

The Business Park zone is, in fact, an industrial zone and allows warehousing, so long as it is contained within an enclosed building (See Development Code Table 5.02-1, Land Use Matrix). The diverse range of building sizes proposed by the EBPSP are provided in an effort to house a diverse range of businesses, and create a business park setting. Square footages permitted within the EBPSP are below the maximum allowable FAR. As such, Business Park is the appropriate zoning for the EBPSP site.

Section 2.4.2, *Eucalyptus Business Park Specific Plan Project*, identifies that the “Business Park” land use designation is intended to provide for uses such as employee-intensive office spaces, technology centers, research and development facilities, warehouse and distribution, and light manufacturing. As shown in Table 2-7, *EBPSP Land Use Statistics Summary*, the EBPSP would include 2,939,000 square feet (SF) of Business Park uses.

The environmental analysis contained in the Draft SEIR evaluates the reasonably foreseeable buildout of the EBPSP based on the range of permitted and conditionally permitted uses allowed under the Specific Plan. The EBPSP Air Quality Study (Appendix C3 of the Draft SEIR), EBPSP Health Risk Assessment (Appendix C4 of the Draft SEIR), and EBPSP VMT Memo (Appendix K2 of the Draft SEIR) utilize conservative assumptions regarding the composition and operational characteristics of future land uses in order to evaluate the worst-case development scenario for transportation, air quality, GHG emissions, energy demand, and health risk impacts. Specifically, the analyses assume that 1,905,300 SF of the proposed buildings (64 percent) would be warehousing, and high-cube fulfillment centers; and 988,700 SF (7.5 percent) would be industrial and manufacturing uses. Only 28 percent of the Business Park uses are retail, fast food, and public animal shelter uses. These land use types do not generate substantial daily commercial truck trips.

Although the identities and operational characteristics of future tenants are currently unknown, the Draft SEIR conservatively assumes a development profile dominated by truck-intensive land uses in order to avoid underestimating potential operational impacts. The analysis therefore evaluates a reasonably foreseeable maximum-intensity operational scenario using accepted modeling methodologies and truck trip generation assumptions derived from recognized technical sources and industry-standard forecasting methodologies. Substantial evidence in the

record therefore supports the conclusion that the Draft SEIR provides a conservative evaluation of potential truck activity and associated operational impacts within the EBPSP.

In addition, future projects within the EBPSP could not exceed the development intensity square footage, or land use assumptions evaluated in the Draft SEIR without further CEQA review and approval. Likewise, conditionally allowed uses within the Specific Plan would require additional site-specific evaluation and additional CEQA review and approval. Approval of the EBPSP does not authorize development beyond the scope analyzed in the Draft SEIR or foreclose future environmental review where additional impacts may occur.

Therefore, transportation, air quality, GHG, energy, and health risk analyses provide a conservative evaluation of truck-generating land uses and reasonably foreseeable development with the EBPSP. The Commenter has not identified significant new information, substantial changes to the project, or substantial increase in the severity of environmental impacts beyond those already disclosed in the Draft SEIR that would require recirculation pursuant to CEQA Guidelines section 15088.5.

Comment O3-2

BASELINE AND LAND USE ANALYSIS DEFICIENCIES

CEQA requires that impacts be analyzed against an accurate environmental baseline (CEQA Guidelines §15125; *Communities for a Better Environment v. South Coast AQMD* (2010) 48 Cal.4th 310).

The project converts land planned for residential and mixed-use development into industrial use.

The DSEIR fails to adequately analyze:

- Loss of planned housing capacity
- Policy implications of this land use conversion
- Differences in environmental impacts between residential and logistics uses

This constitutes a failure to evaluate impacts against a meaningful baseline.

Response O3-2

The Commenter does not explain the basis for the assertion that the Draft SEIR utilizes an inadequate baseline, nor does the Commenter provide supporting evidence, data, or expert opinion demonstrating that the baseline methodology is inconsistent with CEQA's requirements. CEQA Guidelines §15204(c) provides that comments on environmental documents should

explain the rationale for the Commenter's position and include supporting facts, reasonable assumptions based on facts, or expert opinion supported by facts. The comment does not identify a legally or factually supported alternative baseline or explain how the Draft SEIR's baseline approach would materially distort the analysis of environmental impacts.

As described in section Chapter 3, *Evaluation Analysis*, of the Draft SEIR, the SEIR evaluates the impacts of the Policy Plan Amendment and the EBPSP relative to The Ontario Plan (TOP) 2050 (approved project), as required by CEQA Guidelines section 15162 and section 15163. A description of the CEQA baseline and evaluation methodology is provided in Section 3 under the section entitled "Evaluation Methodology." As noted in this section, the baseline for the Policy Plan Amendment and the EBPSP is the current TOP 2050 and the SEIR analyzes any land use changes, and associated environmental impacts, related to the Policy Plan Amendment and the EBPSP when compared to the TOP 2050. This includes any changes for land previously designated for residential and mixed-use development to industrial use. Therefore, the Draft SEIR evaluates impacts based on an accurate baseline.

The Commenter asserts that the Draft SEIR fails to adequately analyze loss of planned housing capacity. One of the primary goals of the Policy Plan Amendment is to "Ensure there is no net loss in overall housing capacity within the City, consistent with the requirements of state law." As stated on Draft SEIR page 2-37, the proposed land use changes would result in a net gain in housing capacity, increasing the estimated number of allowed units from 129,951 units under TOP 2050, to 137,177 units under the proposed project, an increase of 5.6 percent, meeting the requirements of SB 330. The reason the City must plan for an increase in housing units rather than net replacement of units is due to more stringent requirements related to Senate Bill 166. This includes the land uses within the EBPSP area.

Additionally, the Commenter erroneously states that the Draft SEIR does not analyze policy implications of converting land previously designated for residential and mixed-use development to industrial use. The Draft SEIR assesses the implications of land use changes and updates to the Ontario Policy Plan Amendment component of the TOP 2050 that are required for internal consistency with proposed land use and circulation changes. Chapter 3.11, *Land Use and Planning*, of the Draft SEIR analyzes the consistency of the EBPSP with the policies of the TOP 2050.

Accordingly, substantial evidence supports the Draft SEIR's baseline methodology and analysis of housing capacity and land use policy implications. The Commenter has not identified substantial evidence demonstrating that the Draft SEIR utilizes an improper baseline, omits analysis of reasonably foreseeable impacts, or otherwise fails to comply with CEQA's requirements for subsequent environmental review. The Draft SEIR provides decisionmakers and the public with sufficient information to understand and evaluate the environmental

consequences of the proposed Policy Plan Amendment and EBPSP, and no revisions to the analysis are warranted.

Comment O3-3

SIGNIFICANT AND UNAVOIDABLE IMPACTS

The DSEIR acknowledges significant impacts related to:

- Traffic and truck congestion
- Air quality degradation
- Noise

Under CEQA, mitigation measures must be feasible and enforceable (CEQA Guidelines §15126.4).

Here, mitigation measures are vague, deferred, or dependent on future action, rendering them legally insufficient.

Response O3-3

The Commenter does not explain the basis for the assertion that the mitigation measures identified in the Draft SEIR are vague, improperly deferred, or dependent on speculative future actions, nor does the Commenter provide supporting evidence, data, or expert opinion demonstrating that the mitigation framework is inconsistent with CEQA's requirements. CEQA Guidelines section 15204(c) provides that comments on environmental documents should explain the rationale for the commenter's position and include supporting facts, reasonable assumptions based on facts, or expert opinion supported by facts. The comment does not identify specific mitigation measures alleged to be deficient, or identify alternative feasible mitigation measures supported by substantial evidence.

CEQA permits the use of performance-based mitigation and future project-level implementation measures where the agency commits itself to achieving identified performance standards and establishes criteria and procedures capable of reducing impacts. The Mitigation Measures in the Draft SEIR are consistent with CEQA Guidelines section 15126.4 because they identify specific performance objectives, establish implementation procedures, identify categories of feasible mitigation actions, and include enforceable compliance mechanisms tied to future discretionary review and project approval process.

For example, Mitigation Measures AIR-1-PPA through AIR-3-PPA, AIR-1-SP through AIR-8-SP, NOI-1-PPA through NOI-3-PPA, TRA-1-PPA, and TRA-1-SP each establish identifiable performance standards, identify the types of potential actions that can feasibly achieve that

performance standard, and include review and approval of technical analyses by the City of Ontario Planning Department prior to discretionary approval for development projects subject to CEQA. The mitigation measures are enforceable through conditions of approval, mitigation monitoring and reporting requirements, discretionary permit conditions, and other legally binding mechanism available to the City. In addition, the measures incorporate compliance with existing regulatory standards. The mitigation framework does not rely upon undefined future study or speculative future action without enforceable standards.

Accordingly, substantial evidence supports the City's conclusion that the mitigation measures adopted in the Draft SEIR comply with CEQA Guidelines section 15126.4 and provide enforceable, feasible, and reasonably effective mechanisms for reducing environmental impacts associated with future development projects. No revisions to the Draft SEIR are warranted.

Comment O3-4

GREENHOUSE GAS ANALYSIS IS DEFICIENT

The DSEIR admits the project:

"would result in an increase in GHG emissions… and would not achieve the carbon neutrality threshold of AB 1279."

CEQA requires mitigation measures to be enforceable and effective, not speculative (*Communities for a Better Environment v. City of Richmond* (2010) 184 Cal.App.4th 70).

Deferring mitigation—such as electrification or solar deployment—to future implementation violates CEQA.

Response O3-4

See Response O3-3. The Commenter does not explain the basis for the assertion that the GHG mitigation measures identified in the Draft SEIR are unenforceable, ineffective, or speculative, nor does the Commenter provide supporting evidence, data, or expert opinion demonstrating that the mitigation framework is inconsistent with CEQA's requirements. CEQA Guidelines section 15204(c) provides that comments on environmental documents should explain the rationale for the Commenter's position and include supporting facts, reasonable assumptions based on facts, or expert opinion supported by facts. The comment does not identify specific mitigation measures alleged to be deficient, or identify alternative feasible mitigation measures supported by substantial evidence.

Mitigation Measures GHG-1-PPA and GHG-1-SP include specific performance standards, identify the types of potential actions that can feasibly achieve that performance standard, and include

means to ensure enforceability in line with the requirements of CEQA Guidelines section 15126.4. For example, Mitigation Measure GHG 1-PPA requires that the Community Climate Action Plan (CCAP) consider a trajectory consistent with AB 1279 for year 2045. Likewise, EBPSP Mitigation Measure GHG 1-SP requires that projects within the EBPSP achieve 100 points based on the City's current CCAP screening tables. Additionally, both Mitigation Measures GHG 1-PPA and Mitigation Measure GHG 1-SP provide example measures that shall be considered.

Accordingly, these mitigation measures are not vague or improperly deferred. They establish enforceable performance standards and implementation procedures consistent with CEQA Guidelines section 15126.4, and no revisions to the Draft SEIR are warranted.

Comment O3-5

FAILURE TO PROVIDE ADEQUATE RESPONSES TO COMMENTS

CEQA requires good-faith, reasoned responses to public comments (CEQA Guidelines §15088).

As documented in submitted comments:

- Key issues are redirected without analysis
- Agency constraints are not addressed
- Substantive objections receive no meaningful response

This failure undermines the integrity of the environmental review process.

Response O3-5

The Commenter asserts the Draft SEIR fails to provide adequate responses to public comments in violation of CEQA Guidelines section 15088. The City respectfully disagrees. CEQA requires a lead agency to provide good-faith, reasoned responses to comments raising significant environmental issues. Responses are sufficient where they demonstrate that the lead agency considered the environmental issues raised and provided a reasoned explanation supported by substantial evidence

The Final SEIR includes detailed written responses addressing substantive environmental issues raised by commenters regarding air quality, GHG emissions, biological resources, traffic and vehicle miles traveled, utilities, land use, noise, and other environmental topics. Where comments raised overlapping or repetitive issues, the response appropriately incorporated or referenced related responses addressing the same substantive concerns in order to avoid redundancy and improve clarity within the record. CEQA expressly permits responses to address comments by reference where the environmental issues has been adequately discussed elsewhere in the EIR or responses to comments.

The Commenter generally asserts that "key issues are redirected without analysis," "agency constraints are not addressed," and "substantive objections receive no meaningful response," but does not identify specific comments allegedly lacking a response or explain how any particular response fails to satisfy CEQA Guidelines section 15088. Nor does the Commenter identify any substantial environmental issue raised during the public review process that was omitted from consideration by the City. Conclusory assertions that responses are inadequate, unsupported by citation to specific deficiencies in the Final SEIR or administrative record, do not demonstrate a violation of CEQA.

The Draft SEIR, Table 1-1, *NOP Comment Summary*, provides a list of the comments received during the Notice of Preparation (NOP), the date received, a summary of the comment, and where the issue is addressed. Accordingly, the Final SEIR demonstrates that the City considered and responded in good faith to substantive environmental comments received during the public review period consistent with CEQA Guidelines section 15088. The Commenter has not identified substantial evidence demonstrating that the City failed to provide reasoned responses to significant environmental issues or that any alleged deficiency prejudicially impaired informed decision-making or public participation under CEQA.

Comment O3-6

INADEQUATE CUMULATIVE IMPACT ANALYSIS

CEQA requires analysis of cumulative impacts (CEQA Guidelines §15130; *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692).

The project is located within a region already saturated with warehouse and logistics development.

The DSEIR fails to adequately evaluate:

- Combined regional truck traffic
- Air quality impacts across multiple projects
- Public health consequences

This omission is legally significant.

Response O3-6

The Commenter asserts that the Draft SEIR fails to adequately analyze cumulative impacts associated with regional warehouse and logistics development, including combined truck traffic, air quality impacts, and public health consequences. The City respectfully disagrees. The Draft SEIR includes cumulative impact analysis consistent with CEQA Guidelines section 15130.

The Draft SEIR includes a detailed, quantified analysis of project- and cumulative-level impacts in the Draft SEIR. Each topical section of Chapter 3, *Environmental Analysis*, includes a subsection on cumulative impacts. As noted in CEQA Guidelines section 15130(b)(1)(B), a general plan is considered a plan that evaluates the conditions contributing to cumulative effect. Therefore, TOP 2050 inherently considers cumulative growth that can be used to define cumulative impacts in a CEQA document.

With respect to transportation impacts, the Draft SEIR's traffic and vehicle miles traveled analyses incorporate cumulative traffic conditions and regional travel demand forecasts that account for planned and foreseeable development throughout the region, including industrial and logistics-related growth. The transportation analysis evaluates cumulative roadway operations, truck traffic contributions, and regional circulation impacts using accepted traffic modeling methodologies and SCAG regional transportation assumptions.

In addition to the growth projections associated with TOP 2050 considered in the Draft SEIR, individual topical sections also consider the greater cumulative area of effect. Specifically, Section 3.3, *Air Quality*, Section 3.3.6, *Cumulative Impact Analysis*, identifies the SoCAB as the cumulative setting for air quality. The emissions analysis considers the truck trip for trucks associated with land uses within the City (see the section entitled "Methodology"). The Health Risk Assessment also considers whether commercial trucks associated with the Ontario Policy Plan Amendment would cumulatively contribute to health risks in the SoCAB (see section entitled "Non-permitted Sources (Warehouses)" and the summary on Draft SEIR page 3.3-98). Similar to that identified in the Certified EIR, the proposed project also identified significant and unavoidable project and cumulative impacts for regional air quality and health risk. A discussion of the public health consequences was included under the section entitled "Health Impacts".

The Commenter cites *Kings County Farm Bureau v. City of Hanford* (199) 221 Cal.App.3d 692. However, unlike the deficiencies identified in that case, the Draft SEIR here does not omit discussion of cumulative impacts or fail to disclose the project's contribution to regional environmental conditions. Rather, the Draft SEIR includes separate cumulative analyses for applicable resource areas, identifies cumulative significance conclusions, evaluates the project's incremental contribution to those impacts, and identifies feasible mitigation measures consistent with CEQA Guidelines section 15130.

Accordingly, substantial evidence supports the Draft SEIR's cumulative impact analyses for transportation, air quality, GHG, and public health impacts. The Commenter has not identified substantial evidence demonstrating that the Draft SEIR omits required cumulative analysis or otherwise fails to comply with CEQA's cumulative impact requirements.

Comment O3-7

PROPOSITION 70: FAILURE TO ADDRESS PUBLIC TRUST OBLIGATIONS

The DSEIR fails to analyze legal constraints associated with Proposition 70 lands.

As documented in the Planning and Conservation League's October 20, 2006 letter:

- San Bernardino County received state bond funds to acquire agricultural land
- The County explicitly committed to placing conservation easements on these lands
- These easements were required to function as perpetual deed restrictions
- These commitments constitute binding public trust obligations

Further, the County:

- Accepted approximately $20 million in bond funds
- Generated additional trust funds from agricultural operations
- Was required to preserve the land consistent with the original conservation purpose

The DSEIR does not analyze:

- Whether these obligations have been satisfied
- Whether conversion to industrial use is legally permissible
- Whether required conservation easements have been implemented

This is not a question of land configuration or contiguity.

It is a question of compliance with the original purpose and intent of Proposition 70 Fulfillment of binding public trust obligations, and failure to analyze these issues renders the DSEIR incomplete and legally deficient.

Response O3-7

The Commenter asserts that the Draft SEIR is deficient because it does not evaluate alleged legal obligations associated with Proposition 70 funding, including whether San Bernardino County satisfied obligations related to agricultural preservation, implementation of conservation easements, or continued use of certain lands consistent with the original purposes of the funding program. The City disagrees that the Draft SEIR is legally deficient under CEQA on this basis.

Fair Ontario's comments regarding the administration of the County of San Bernardino Proposition 70 lands are not comments on the physical environmental impacts associated with the proposed project. Fair Ontario's concerns about the loss of agricultural land associated with Proposition 70 are noted and will be forwarded to the decision-makers for their review and consideration.

The Commenter does not identify any recorded conservation easement, deed restriction, enforceable public trust encumbrance, or other legally operative land use restriction applicable to the EBPSP site or properties affected by the Policy Plan Amendment that would prohibit the land use changes evaluated in the Draft SEIR. Although the Commenter references historical funding arrangements, correspondence, and general preservation objectives associated with Proposition 70 bond funding, the Commenter has not provided substantial evidence demonstrating that the subject properties are currently encumbered by enforceable restrictions requiring permanent agricultural preservation or prohibiting future urban development.

It should be noted that the City of Ontario is not a participant in the San Bernardino County Proposition 70 implementation. The Southern California Agricultural Land Foundation managed 200 acres of farmland within Ontario Ranch through a 1988 Park Bond Act with San Bernardino County, which ceased in 2006. The County of San Bernardino deed restrictions remain in effect until either a conservation easement is recorded or until the County of San Bernardino sells or exchanges the property. For the City of Ontario, the City evaluated conversation of agricultural land to non-agricultural use as part of the 2010 Certified EIR and, prior to that, as a result of annexation of the New Model Colony in 1999 from the County of San Bernardino; however, the proposed project would not result in any additional conversion of agricultural land in Ontario compared to the approved project (see Section 3.2, *Agriculture and Forestry Resources*, of the Draft SEIR).

Accordingly, substantial evidence supports the conclusion that the Draft SEIR adequately analyzes environmental impacts associated with the proposed Policy Plan Amendment and EBPSP and is not rendered incomplete or legally deficient by the Commenter's assertions regarding Proposition 70 funding or alleged public trust obligations. No revisions to the Draft SEIR are warranted.

Comment O3-8

FAILURE TO ANALYZE AGRICULTURAL PRESERVATION ALTERNATIVES

CEQA requires evaluation of feasible alternatives that reduce environmental impacts (*Laurel Heights Improvement Assn. v. Regents of UC* (1988) 47 Cal.3d 376).

The DSEIR does not adequately evaluate alternatives that:

- Preserve agricultural use
- Maintain compliance with Proposition 70
- Reduce environmental impacts

Response O3-8

The Commenter asserts that the Draft SEIR fails to adequately evaluate feasible alternatives that would preserve agricultural uses, maintain compliance with alleged Proposition 70 obligations, and reduce environmental impacts. The City respectfully disagrees. The Draft EIR includes an alternatives analysis consistent with CEQA Guidelines section 15126.6, which requires evaluation of a reasonable range of alternatives capable of attaining most of the project objectives while avoiding or substantially lessening significant environmental impacts.

The alternatives analysis in the Draft SEIR evaluates alternatives appropriate to the nature and objectives of the proposed Policy Plan Amendment and EBPSP, including consideration of alternatives that would reduce the intensity of development or avoid portions of the proposed land use changes. As noted in Chapter 3,2, *Agriculture and Forestry Resources*, the proposed project has less than significant impacts on agricultural resources therefore CEQA does not require the analysis of an alternative to reduce environmental impacts to agricultural uses.

To the extent the Commenter suggests that the Draft SEIR was required to evaluate preserving the project site entirely in agricultural use, the Commenter does not explain how such alternative would feasibly obtain most of the basic objectives of the proposed Policy Plan Amendment and EBPSP. As discussed in Section 3.2, the City has experienced longstanding urbanization and conversion of agricultural land pursuant to previously approved planning documents, including TOP 2050. The approved TOP 2050 baseline already contemplates urban development of the project area, and the Draft SEIR evaluates the incremental environmental changes associated with the proposed amendment.

In addition, the Commenter's reference to alleged Proposition 70 obligations do not establish the existence of enforceable land use restrictions requiring permanent agricultural preservation of the project site. As discussed in Response O3-7, the Commenter has not identified any recorded conservation easement, deed restriction, or legally operative encumbrance applicable to the project site that would prohibit the proposed land use change. CEQA does not require an EIR to evaluate alternatives premised upon speculative legal assumptions or unsupported assertions regarding land use restrictions that have not been demonstrated to apply to the project properties.

See Response O3-7. The City of Ontario is not a participant in the San Bernardino County Proposition 70 implementation. The County of San Bernardino deed restrictions remain in effect until either a conservation easement is recorded or until the County of San Bernardino sells or

exchanges the property. Accordingly, substantial evidence supports the Draft SEIR's alternatives analysis and its evaluation of feasible alternatives consistent with CEQA Guidelines section 15126.6. The Commenter has not demonstrated that the Draft SEIR fails to evaluate a reasonable range of feasible alternatives or otherwise violates CEQA's alternatives analysis requirements.

It is also noted that Draft SEIR Section 4.7 evaluates a Reduced Intensity Alternative. The Reduced Intensity Alternative would result in a 30 percent reduction in building area on the EBPSP project site. The Reduced Intensity Alternative was selected for analysis in an effort to reduce overall impacts associated with air quality, noise, and transportation. As concluded on Draft SEIR page 4-39, the Reduced Intensity Alternative was identified as the environmentally superior alternative because it would either lessen or result in similar impacts as the proposed project; however, it would not avoid any significant and unavoidable impacts.

Comment O3-9

QUESTIONABLE ECONOMIC BENEFITS

The project's economic justification is unsupported.

Warehouse development:

- Produces fewer jobs per acre
- Is increasingly automated
- Provides lower-wage employment

The DSEIR fails to substantiate claimed benefits or compare them to alternative land uses.

Response O3-9

Fair Ontario's comments regarding the economic benefits of the project are not comments on the physical environmental impacts associated with the proposed project. The Draft SEIR evaluated potential impacts in Chapter 3, *Environmental Analysis*. Alternatives to the proposed project were considered in Chapter 4, *Alternatives to the Proposed Project*. Fair Ontario's concerns about the economic value of warehouse development in Ontario are noted will be forwarded to the decision-makers for their review and consideration.

Accordingly, the Commenter has not identified substantial evidence demonstrating that the Draft SEIR fails to disclose or analyze the project's physical environmental impacts as required by CEQA. The Commenter's disagreement with economic or policy rationale underlying the proposed land use changes does not establish a deficiency in the Draft SEIR's environmental analysis.

Comment O3-10

CONCLUSION

The DSEIR fails to comply with CEQA and does not adequately analyze critical environmental, legal, and policy issues.

Fair Ontario respectfully requests:

1. Recirculation of the DSEIR with an accurate project description
2. Full and enforceable mitigation measures
3. Comprehensive cumulative and GHG analysis
4. Explicit analysis of Proposition 70 public trust obligations
5. Evaluation of agricultural preservation alternatives
6. Meaningful responses to all public comments

Until these deficiencies are corrected, the project should not proceed.

Response O3-10

See Responses O3-2 through O3-9. Pursuant to CEQA Guidelines section 15088.5, a Draft EIR is required to be recirculated only when "significant new information" is added to the EIR after circulation of the Draft EIR. The proposed project's Draft SEIR was prepared in accordance with CEQA Guidelines. The Draft SEIR provides a stable and accurate project description, comprehensively assesses the significant environmental effects of the project at the appropriate programmatic level, provides a reasonable range of alternatives to the proposed project, and identifies feasible mitigation measures to reduce and avoid potentially significant environmental impacts. No "significant new information" has been added to the revised Draft SEIR; and therefore, the Draft SEIR is not inadequate and does not need to be recirculated.

The mitigation measures in the Draft SEIR comply with the requirements of CEQA Guidelines section 15126.4. Each topical section of the Draft SEIR includes a comprehensive analysis of cumulative impacts, including GHG emissions.

Fair Ontario's concerns about the loss of agricultural land associated with Proposition 70 are noted will be forwarded to the decision-makers for their review and consideration. The Grand Park allows for continues agricultural use and existing agricultural use is allowed to continue under the City's Right-to-Farm Ordinance. Additionally, the Grand Park envisions creation of a Farm Hub as well as potential agricultural uses.

Accordingly, the Final SEIR provides good-faith, reasoned responses to substantive environmental comments and contains sufficient analysis to inform the public and decisionmakers regarding the environmental consequences of the proposed project. No recirculation or additional revisions are required.

2.3.3 Comments from Residents

R1. Alejandra Barajas – March 5, 2026

Comment R1-1

Hello,

I recently received the proposed plan for Eucalyptus park and have to express my dissatisfaction with the proposal. My biggest concern being the Air Quality impacts with and without mitigation measures. Ontario does not need more air pollution!

When will public comment be taken live? I would love to express my thoughts in person as well.

Response R1-1

The Commenter does not express specific concerns with the air quality analysis; and therefore, a specific response cannot be provided. The Commenter is referred to Section 3.3, *Air Quality*, for a full analysis, per CEQA, of the EBPSP.

The Commenter states general opposition to the EBPSP, and identifies air quality as their primary concern. No specific Draft SEIR discussions or conclusions are mentioned; the Commenter's concerns will be forwarded to the City decision-makers for consideration during their deliberations on the project.

The Commenter also inquires about opportunities for public engagement on the project:

- A public scoping meeting was held on November 20, 2025, to solicit public input.
- The Draft SEIR was made available for public review and comment from March 5, 2026, through April 20, 2026.
- The project went before the City Planning Commission on April 28, 2026.
- The project is scheduled to go before the City Council on June 16, 2026.

The City will provide notice for the hearing in line with the City's established noticing requirements.

R2. Yesenia Varela – March 6, 2026

Comment R2-1

Hello, I like would like to highly suggest different truck routes in my neighborhood. I live 3 houses from the corner of Phillips and Sultana. Every single day there is Semis passing this intersection. I understand there is warehouses on campus that they need to get to. But Euclid elementary and De Anza Middle school are near by. Children walk these routes as well. The streets here are narrow and besides the noise these semis cause the safety of the children should be a priority. I really hope the city can mandate a different route that suggest campus ave for these semi truck drivers as it is a bigger street.

Response R2-1

The City has designated certain roadways as truck routes for the purpose of channeling large trucks through and within the City. Neither Sultana Avenue nor Phillips Avenue are designated truck routes as shown in Figure 2-8, *Current Truck Routes,* and Figure 2-9, *Proposed Truck Routes*, in the Draft SEIR. The closest truck route to the intersection of Phillips Avenue and Sultana Avenue is Euclid Avenue. The City is proposing to install truck route signage to implement the proposed Truck Routes. The request for truck route signage to direct trucks off of Phillips Street and Sultana Avenue has been noted and will be forwarded to decision-makers.

R3. Annjanet Cruz – March 9, 2026

Comment R3-1

I want to submit my public comment to oppose the further disgrace of adding even more warehouses in Ontario. It's already zoned for 'affordable housing' whatever that means and should remain housing... the warehouses along Euclid are the ugliest and the city should really be ashamed for this poor planning. Build beautiful houses, with beautiful landscape and parks. These warehouse jobs can't even support the workers to live here. Do better by the people. No on Eucalyptus Park

Response R3-1

The Commenter's general opposition to the development of warehouses within the City is noted, as is their opinion regarding the aesthetics of existing warehouses located elsewhere in the City.

The Commenter references the sites existing zoning, and states their preference for the development of residential uses and parks. It is noted that the project includes the development of approximately 35 acres of parkland to further development of the City's planned Grand Park.

See Chapter 2, *Project Description*. The Policy Plan Amendment abides by the requirements of SB 330/SB 166, which requires no net loss of housing capacity. Per the Ontario Policy Plan Amendment, if any proposed rezonings convert land from uses that allow housing to uses that do not allow housing, the City offsets this by concurrently upzoning another property elsewhere to prevent a net loss of housing capacity. This includes the land uses within the EBPSP area.

Assumptions by the Commenter regarding future employee wages are speculative. No specific Draft SEIR discussions or conclusions are mentioned; The Commenter's concerns will be forwarded to the City decision-makers for consideration during their deliberations on the project.

R4. Ray Smith – April 15, 2026

Comment R4-1

Numerous Public Comments cite the necessity for controlling the undeniable harms caused by ever increasing levels of GHG emissions. This is clearly not dealt with adequately as per the admission on page 93, Table ES-3

“Implementation of the proposed project would result in an increase in GHG emissions compared to the approved project (current plan) and would not achieve the carbon neutrality threshold of AB 1279”.

The suggested remedy is to revise and front load the mitigation measures to a future date to bring them back into compliance with the CCAP guidelines. This is not acceptable. The mitigation “suggestions” found in several places in the document need to be changed to mandates for immediate inclusion. Rooftop solar to cover the complete building demand and built out charging stations need to be in 100% operation. Use of electric battery storage on site and preferential treatment for EV delivery vehicles are other means of meeting GHG targets.

Response R4-1

The Commenter incorrectly states that mitigation measures contained with the Draft SEIR are merely “suggestions.” This is not the case, mitigation measures are required by CEQA, along with a Mitigation Monitoring and Reporting Plan that allows the City to track and verify their implementation.

As identified in Section 3.6, *Greenhouse Gas Emissions*, in the Draft SEIR, GHG emissions impacts were identified as a significant and unavoidable impact of the proposed project. While all future discretionary projects within the City are subject to the measures in the City’s existing Community Climate Action Plan (CCAP)—including measures for rooftop solar, charging station, and battery energy storage—the existing CCAP does not address the more recent carbon neutrality requirements of the State. Therefore, mitigation measures are warranted. Mitigation Measures GHG-1-PPA and GHG-1-SP include specific performance standards, identify the types of potential actions that can feasibly achieve that performance standard, and include means to ensure enforceability in line with the requirements of CEQA Guidelines section 15126.4.

Specific to the Commenter’s GHG mitigation concerns on the EBPSP, future projects implemented pursuant to the EBPSP are required by Mitigation Measure GHG-1-SP to achieve the 100-point performance standard of the City’s CCAP. Selected measures would be incorporated into development plans. Mitigation Measures AIR-1-SP through AIR-8-SP require features such as water efficient fixtures, Energy Star-rated appliances, outdoor electrical outlets

(to accommodate outdoor electrical equipment), rooftop solar, idling restrictions, EV charging stations, and infrastructure for truck EV charging stations (to accommodate this technology at such time it becomes commercially available).

The Commenter's assertion that compliance with these measures could be pushed out to a future date is incorrect. It is important to note that the Specific Plan is a regulatory document that provides land use plans, infrastructure plans, and development guidelines to provide a framework for future development within the Specific Plan area. Future projects implemented pursuant to the EBPSP would still require project-level review. As required by the Draft SEIR, implementation of the selected CCAP measures would be verified by the City prior to the issuance of Building Permit(s) and/or Certificate(s) of Occupancy. No additions, revisions, or corrections to the Draft SEIR are necessary.

Comment R4-2

The Public Comments (Page 122, Section 1.2.1., Table 1-1) are not specifically addressed. Rather they are referred to general, non-specific topics in the SEIR. For example the comment by San Bernardino County Public Works states that they own a parcel included in the Specific Plan and "that development cannot proceed at this parcel". No where is this addressed in Section 3.11 as promised. Again the Endangered Habitats League requests assurances that terms of a Settlement and General Use Agreement be observed. They are simply referred to the same Section 3.11. Another, Jason Alonzo generally objects to the proposed land use changes but his "strong dissatisfaction" gets no reply in Section 3.11. CCAEJ wondered about the cumulative impacts of all the existing warehouses with the addition of 6 more in this proposal. Specifically what do we learn from reading 3.8 and 3.11?

Response R4-2

CEQA Guidelines section 15088 requires evaluating comments on environmental issues received from agencies, organizations, and individuals received during the Notice of Availability (NOA) public review period and preparing written responses to those comments. This section of the Final SEIR includes responses to written comments in accordance with Section 15088.

The Draft SEIR, Table 1-1, *NOP Comment Summary*, provides a list of the comments received during the Notice of Preparation (NOP), the date received, a summary of the comment, and where the issue is addressed. Written responses are not required for comments submitted during the NOP.

A scoping meeting is held early in the environmental review process to identify the key issues to be analyzed within an EIR. It provides the public with an opportunity to raise concerns, suggest alternatives, and recommend mitigation measures so the EIR can focus on potentially significant impacts and avoid unnecessary analysis. In this case, no environmental topics were "scoped

out," meaning the Draft SEIR analyzed every CEQA topic. CEQA does not require formal individual responses to scoping meeting comments, rather they are considered by the Lead Agency to identify areas of concern as they relate to the CEQA process. No additions, revisions, or corrections to the Draft SEIR are necessary.

- The comment regarding the San Bernardino County Public Works comment is in regard to a parcel that the County mistakenly identified as a parcel affected by the Policy Plan Amendment. Upon review and coordination with the County, this parcel was determined to be outside of the Areas of Change. All parcels within the EBPSP area are under the control of the Applicant; no parcels are owned by the San Bernardino County.

- The requirements of the Settlement Agreement identified by the Endangered Habitats League, as noted in Table 1-1, are described in Section 3.4, *Biological Resources* (see page 3.4-9 through 3.4-12).

- Cumulative impacts from warehouses within Ontario are addressed throughout Chapter 3, *Environmental Analysis*, including Section 3.3, *Air Quality*. The Draft SEIR identifies that future individual development under the proposed project would generate air toxics that could contribute to elevated levels of risk, which is a significant and unavoidable impact of the Policy Plan Amendment.

Comment R4-3

Why is the EBPSP being zoned Business Park? The document here and elsewhere (Zoning Code) specifies this zone encompasses: "Employee-intensive office uses including corporate offices, technology centers, research and development, "clean" industry, light manufacturing and supporting retail within a business park setting". There is no mention of warehousing large or small.

Response R4-3

The EBPSP would function as the regulatory document for implementing zoning for the entire site. The EBPSP project site would be designated as Specific Plan in both TOP 2050 and the City's Zoning map. Business Park land uses are defined within the Specific Plan, which is summarized in Chapter 2, *Project Description*, of the Draft SEIR.

As defined in the City's Policy Plan (Table LU-02), and correctly quoted by the Commenter, the Business Park designation is defined as "[e]mployee-intensive office uses including corporate offices, technology centers, research and development, "clean" industry, light manufacturing, and supporting retail within a business park setting."

Further, Division 5.01, Zoning Districts and Boundaries, of the City's Development Code provides a description of the Business Park Zoning District: "…to accommodate industrial-serving commercial and office uses, and very light industrial uses, which may be developed at a maximum intensity of 0.6 FAR. Development within this zoning district is typically multi-tenant in nature; however, single-tenant buildings are not precluded."

The Business Park zone is, in fact, an industrial zone and allows warehousing, so long as it is contained within an enclosed building (See Development Code Table 5.02-1, Land Use Matrix). The diverse range of building sizes proposed by the EBPSP are provided in an effort to house a diverse range of businesses, and create a business park setting. Square footages permitted within the EBPSP are below the maximum allowable FAR. As such, Business Park is the appropriate zoning for the EBPSP site. No additions, revisions, or corrections to the Draft SEIR are necessary.

Comment R4-4

How are you making a legitimate response and consideration of these comments due on April 20 when the SEIR goes before the Planning Commission on April 28?

Response R4-4

CEQA Guidelines section 15087 require responses to public comments be provided to commenting agencies at least 10 days prior to certification. The public comment period was from March 5, 2026, through April 20, 2026. The Planning Commission is a recommending body for the Ontario Policy Plan Amendment, Zoning, and EBPSP. The approving body (City Council) meeting is currently scheduled for June 16, 2026. Responses to all public comments will be provided appropriately. No additions, revisions, or corrections to the Draft SEIR are necessary. Responses to comments are part of the Final SEIR, which will be made available 10 days prior to the City Council action on the project.

Comment R4-5

Are we just steam rolling over the existing PACE agreements? Are we being told that the city is just going to arbitrarily cancel these so the EBPSP can just move ahead?

Response R4-5

This comment does not include supporting information or evidence that would allow for a focused response. The Commenter's concerns about Proposition 70 lands within Ontario Ranch are noted and will be forwarded to the decision-makers for their review and consideration.

A PACE agreement is a financing mechanism which allows property owners to finance energy-efficient upgrades. PACE agreements create a lien on the property, typically paid similar to property taxes, and cannot just "be cancelled." The lien stays with the property, not the individual. As such, they are typically paid in full at the sale of the property. The City of Ontario is not a participant in the San Bernardino County Proposition 70 implementation. The County of San Bernardino deed restrictions remain in effect until either a conservation easement is recorded or until the County of San Bernardino sells or exchanges the property. For the City of Ontario, the City evaluated conversation of agricultural land to non-agricultural use as part of the 2010 Certified EIR and prior to that as a result of annexation of the New Model Colony in 1999 from the County of San Bernardino; however, the proposed project would not result in any additional conversion of agricultural land in Ontario compared to the approved project (see Section 3.2, *Agriculture and Forestry Resources*, of the Draft SEIR). No PACE agreements are in place for properties within the EBPSP. No additions, revisions, or corrections to the Draft SEIR are necessary.

R5. Randi Campell – April 17, 2026

Comment R5-1

Dear Mr. Grahn, I'm a long time resident of Ontario and an active member of the community. I am a member of the board and donate my time and money to multiple organizations in the City. I attend City Council meetings, Planning Commission meetings and am very active in arts and culture events in Ontario. I am writing today because I am very concerned about the expansion of mega warehouses in our city. Ontario already is cited as having the worst air quality in the entire United States and the truck traffic needed for warehouses is notorious for contributing to air pollution in addition to general traffic and noise. We all understand the need for the City to generate revenue and provide economic opportunity. But mega warehouses are not the only option; my neighbors and I want to live in a city that is citizen friendly as well. Smaller, multi-use developments provide a much better alternative; safer streets, cleaner air, reduced noise, improved quality of life. We deserve to live in a healthy environment. We must reconsider this choice for our city. Thank you in advance and best regards, Randi Campbell

Response R5-1

Chapter 4, *Alternatives,* includes an evaluation of alternatives to the proposed project including the No Project Alternative/Current TOP 2050 and the Reduced Intensity Alternative that considers a reduced development for the EBPSP area. The Reduced Intensity Alternative was selected to reduce overall impacts associated with air quality, noise, and transportation for the EBPSP site. The Commenter's concerns about additional warehousing and associated air quality, traffic, and noise in Ontario are noted and will be forwarded to the decision-makers for their review and consideration.

R6. Tina Silva– April 20, 2026

Comment R6-1

I am writing to oppose the Ontario Plan amendments. The EIR clearly identifies unavoidable impacts to air quality, traffic, and noise, which will harm residents' health and quality of life.

Response R6-1

The Commenter's concern associated with the air quality, traffic, and noise impacts of the project are noted and will be forwarded to the decision-makers for their review and consideration.

Comment R6-2

I am especially concerned about the proposed use of Prop 70 land, which should be protected and preserved for open space and environmental benefits. This project would result in the permanent loss of land that supports groundwater recharge and helps mitigate flooding and climate impacts.

Response R6-2

The Commenter's concerns about Proposition 70 lands within Ontario Ranch and the associated benefits of agricultural land are noted and will be forwarded to the decision-makers for their review and consideration. The City of Ontario is not a participant in the San Bernardino County Proposition 70 implementation. The County of San Bernardino deed restrictions remain in effect until either a conservation easement is recorded or until the County of San Bernardino sells or exchanges the property. For the City of Ontario, the City evaluated conversation of agricultural land to non-agricultural use as part of the 2010 Certified EIR and prior to that as a result of annexation of the New Model Colony in 1999 from the County of San Bernardino; however, the proposed project would not result in any additional conversion of agricultural land in Ontario compared to the approved project (see Section 3.2, *Agriculture and Forestry Resources*, of the Draft SEIR).

Comment R6-3

The plan will also increase truck traffic through local streets, as many of these warehouse and business park sites are not located directly adjacent to freeways. This means diesel trucks will travel longer distances on city roads, worsening congestion, damaging infrastructure, and increasing air pollution in residential neighborhoods.

Response R6-3

The Commenter's concerns about truck traffic associated with warehousing and business park uses noted and will be forwarded to the decision-makers for their review and consideration. As described in Chapter 2, *Project Description*, the Policy Plan Amendment evaluates changes to the City's current Truck Routes concurrent with the TOP 2050 land use plan changes. As described under the section entitled "Transportation", the changes to the truck route map are to minimize the number of existing and proposed sensitive receptors adjacent to the truck routes. AB 98/SB 415 requires cities to balance impacts to sensitive receptors with commercial truck operational needs.

Comment R6-4

Additionally, the project proposes roughly 2.9 million square feet of business park/warehouse uses yet is projected to generate only about 1,500 jobs. This is a low return for such a large amount of land, especially when weighed against the environmental and public health costs.

Response R6-4

The comments on employment associated with warehouses do not address the adequacy of the analysis in the Draft SEIR, and no further response is necessary. The Commenter's concerns about the economic value of warehouse development in Ontario are noted and will be forwarded to the decision-makers for their review and consideration.

Comment R6-5

Given these unavoidable harms and limited benefits, I urge the City to reject these amendments and prioritize a healthier, more sustainable future for our community.

I hope the community emails are taken into consideration before the upcoming Planning Committee meeting on April 28th.

Would you kindly acknowledge my email as well?

Response R6-5

The Commenter's opposition to the project is noted and will be forwarded to the decision-makers for their review and consideration.

R7. Marty McBride– April 20, 2026

Comment R7-1

Good afternoon –

I am a resident of Ontario and I have some grave concerns regarding the environmental impact of the proposed development. There appears to be significant impact issues with respect to air quality, noise, pollution, and disturbance to native wildlife and plants that are an important part of our local ecosystem. These issues must be addressed by the City prior to greenlighting these projects - and the appropriate agencies and experts must be collaborators to mitigate as much as possible any harmful effects of development.

My greatest concern, however, is that the people of Ontario were not provided with public information sessions to review the reports and understand the significance of these developments in layman's terms. Without such sessions, residents have no opportunity to ask for clarification prior to the end of the comment period.

The city can and must do better to assist its residents to be well informed so they can make informed decisions and recommendations to the city. Resident engagement is a hallmark of good governance, and more residents would feel comfortable providing feedback if they were fully aware of the issues they are being asked to comment on.

Sincerely

Response R7-1

The Commenter does not express specific concerns with the air quality analysis, noise, transportation analysis in the Draft SEIR; and therefore, a specific response cannot be provided. The Commenter can refer to Section 3.3, *Air Quality,* Section 3.13, *Noise,* and Section 3.4*, Biological Resources,* for a full analysis, per CEQA, in the Draft SEIR.

In regard to outreach conducted for the proposed project, the City has conducted the following:

- Community Survey. A community survey was launched from July 9, 2025, to August 8, 2025, which gathered 125 responses regarding policy topics such as extreme heat, flooding, open space, and conflicts related to truck routes. Respondents expressed strong support for completing Grand Park and other planned parks. There were concerns about flooding and extreme heat, with many calls for the addition of shade trees and cooling infrastructure. Participants also advocated for better enforcement of truck routes and the implementation of noise buffers. Additionally, there was an emphasis on equitable resource allocation across neighborhoods.

- Notice of Preparation (NOP) and Scoping Meeting. The NOP was circulated for a 30-day public review period on November 4, 2025. During the public review period, the City hosted a public scoping meeting on November 20, 2025, along with a concurrent open house, at the De Anza Teen and Community Center, which was attended by approximately 50 participants. This meeting was also noticed on the City's social media. The purpose of the meeting was to gather input from responsible and trustee agencies, as well as the community, prior to preparation of the SEIR. Key concerns identified during the scoping process included truck routes and warehousing-related impacts, including air quality, noise, and vibration; the loss of agricultural resources; and increased housing density.

- Notice of Availability (NOA). The NOA for the Draft SEIR for the Policy Plan Amendment and EBPSP was posted to the City website. The NOA indicated that the Draft SEIR was available for review and that the City would be accepting comments through April 20, 2026. The NOA was advertised as a hearing in at least one newspaper of general circulation in the City of Ontario (the Inland Valley Daily Bulletin newspaper).

The Commenter's request for additional outreach on project in the City is noted and will be forwarded to the decision-makers for their review and consideration.

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3. REVISIONS TO THE DRAFT EIR

3.1 INTRODUCTION

This section contains revisions to the Draft SEIR based upon (1) additional or revised information required to prepare a response to a specific comment; (2) applicable updated information that was not available at the time of Draft SEIR publication; and/or (3) typographical errors. This section also includes additional mitigation measures to fully respond to commenter concerns as well as provide additional clarification to mitigation requirements included in the Draft SEIR.

None of the revisions to the Draft SEIR require recirculation of the document. Recirculation is only required when significant new information is added. Information is not significant unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect or a feasible way to mitigate or avoid such an effect. Recirculation is not required where the new information merely clarifies, amplifies, or makes insignificant modifications. (CEQA Guidelines Section 15088.5.) As explained below, none of the changes adds any new significant information and recirculation is not required.

For each revision, the Draft SEIR page and location on the page are identified, followed by the textual, tabular, or graphical revision. Changes made to the Draft SEIR are identified here in ~~strikethrough~~ to indicate deletions and in <u>Double underlined</u> to signify additions.

3.2 DRAFT EIR REVISIONS

Revisions to Draft SEIR Figures

Revisions to the Draft SEIR figures are included as Appendix B, *Revised Draft SEIR Figures*, of the Final SEIR. These figures have been revised reflect the correct basemap for the approved TOP, as well as minor corrections to the EBPSP figures.

- Figure 2-4, *Current TOP Land Use Plan*
- Figure 2-6a, b, and c*, Policy Plan Amendment Areas of Change*
- Figure ES-5, *Conceptual EBPSP Land Use Plan*
- Figure 2-11, *Conceptual EBPSP Land Use Plan*
- Figure 2-13, *Conceptual EBPSP Vehicular Circulation and Access Plan*

- Figure 2-14, *Conceptual EBPSP Non-Vehicular Circulation and Mobility Plan*
- Figure 3.19-4, EBPSP Sanitary Sewer Infrastructure
- Figure 3.19-5, *EBPSP Storm Drain Infrastructure*

Executive Summary

Section ES.4, *Summary of Proposed Project,* on page ES-10 has been revised to reflect the specific acreage of land use changes.

The Policy Plan Amendment project component primarily involves modifying the currently permitted and planned TOP land use pattern across ~~more than 1,300~~ 1,435 acres in southern Ontario. These proposed changes to TOP are driven by requests from property owners and developers who seek to alter the allowable type or intensity of land use on their properties as well as land use changes required to improve land use compatibility, maintain compliance with state laws, uphold long-term planning goals, and plan for a cohesive land use pattern that repositions the southwest portion of the City as a central business center.

Section ES.4, *Summary of Proposed Project,* on page ES-20 and ES-21 has been revised based on minor changes to the EBPSP site plan.

As illustrated in Figure ES-5, *Conceptual EBPSP Land Use Plan*, the EBPSP would establish 9 planning areas that would provide for development of the site with approximately 2,939,000 SF of Business Park uses on 137.9 acres and ~~36.15~~ 35.88 acres of Open Space–Parkland. The remaining ~~14.97~~ 15.24 acres would be utilized for roadway improvements. Table ES-2, *EBPSP Land Use Statistical Summary*, provides a breakdown of acreages by planning area. The EBPSP would result in estimated 1,590 employees within the project site.

Section ES.4, *Summary of Proposed Project,* Table ES-2, *EBPSP Land Use Statistical Summary*, on page 2-49 has been revised based on minor changes to the EBPSP site plan.

Table 2-7 EBPSP Land Use Statistical Summary

Planning Area (PA)	Land Use Designation	Acres	Target Buildout SF
1	Business Park	7.70	162,600
2	Business Park	18.33	273,700
3	Business Park	18.21	340,700
4	Business Park	18.19	423,200
5	Business Park	37.76	859,300
6	Business Park	37.71	879,500
7	Open Space – Parkland	~~8.05~~ 8.00	—
8	Open Space – Parkland	~~14.10~~ 13.99	—
9	Open Space – Parkland	~~14.00~~ 13.89	—
-	Roadway	~~14.97~~ 15.24	—
	TOTAL	**189.0**	**2,939,000**

Chapter 2, Project Description

Section 4.1, *Policy Plan Amendment Project,* on page 2-17 has been revised to reflect the specific acreage of land use changes.

The Policy Plan Amendment project component primarily involves modifying the currently permitted and planned TOP land use pattern across ~~more than 1,300~~ 1,435 acres in southern Ontario. These proposed changes to TOP are driven by requests from property owners and developers who seek to alter the allowable type or intensity of land use on their properties as well as land use changes required to improve land use compatibility, maintain compliance with state laws, uphold long-term planning goals, and plan for a cohesive land use pattern that repositions the southwest portion of the City as a regional employment and logistics center. A critical aspect of these proposed Policy Plan Amendments is to ensure compliance with state laws, including requirements enacted by the following Senate and Assembly Bills (SB/AB).

Section 2.4.1, *Policy Plan Amendment Project,* on page 2-34 has been revised to reflect the specific acreage of land use changes.

Figure 2-6, *Policy Plan Amendment Areas of Change*, shows the changes in land use between the Current TOP and proposed project that will be evaluated in this SEIR. The proposed project

has ~~approximately 1,300~~ 1,435 acres of land use changes that affect the buildout projections throughout the City; however, the majority of changes are concentrated in Ontario Ranch.

Section 2.4.2, *Eucalyptus Business Park Specific Plan Project,* on page 2-49 has been revised based on minor changes to the EBPSP site plan

As illustrated in Figure 2-11, *Conceptual EBPSP Land Use Plan*, the EBPSP would establish 9 planning areas that would provide for development of the site with approximately 2,939,000 SF of Business Park uses on 137.9 acres and ~~36.15~~ 35.88 acres of Open Space–Parkland. The remaining ~~14.97~~ 15.24 acres would be utilized for roadway improvements.

Section 2.4.2, *Eucalyptus Business Park Specific Plan Project,* Table 2-7, *EBPSP Land Use Statistical Summary*, on page 2-49 has been revised based on minor changes to the EBPSP site plan.

Table 2-7 EBPSP Land Use Statistical Summary

Planning Area (PA)	Land Use Designation	Acres	Target Buildout SF
1	Business Park	7.70	162,600
2	Business Park	18.33	273,700
3	Business Park	18.21	340,700
4	Business Park	18.19	423,200
5	Business Park	37.76	859,300
6	Business Park	37.71	879,500
7	Open Space – Parkland	~~8.05~~ 8.00	—
8	Open Space – Parkland	~~14.10~~ 13.99	—
9	Open Space – Parkland	~~14.00~~ 13.89	—
-	Roadway	~~14.97~~ 15.24	—
	TOTAL	**189.0**	**2,939,000**

Section 2.4.2, *Eucalyptus Business Park Specific Plan Project,* on page 2-53 has been revised based on minor changes to the EBPSP site plan.

Situated between the northern boundary of the Specific Plan and new Public Street 'A', Planning Areas 7, 8, and 9 would be designated Open Space–Parkland. This ~~36.15~~ 35.88-acre area would implement a segment of the City's public "Grand Park."

Section 2.5, *Intended Uses of the SEIR*, Table 2-11, *Project Approvals Needed*, on page 2-78 has been revised based on comments from South Coast AQMD.

Table 2-11 Project Approvals Needed

Lead Agency	Action
City of Ontario City Council	▪ Certification of the SEIR ▪ Adoption of the Policy Plan Amendment ▪ Adoption of the EBPSP ▪ Approval of the Cancelation of Williamson Act Contracts ▪ Approval of the EBPSP Development Agreement ▪ Approval of the EBPSP Tentative Parcel Map ▪ Adoption of the Findings of Fact and Statement of Overriding Considerations ▪ Adoption of the Mitigation Monitoring Program ▪ Adoption of any ordinances, guidelines, programs, actions, or other mechanisms that implement the Policy Plan Amendment and Specific Plan
Responsible Agencies	**Action**
Ontario International Airport–Inter Agency Collaborative (ONT-IAC) Technical Advisory Group	▪ For review of local airport-related policies
California Department of Forestry and Fire Protection (CAL FIRE)	▪ Review of the Safety Element for policies in state responsibility areas and very high fire hazard severity zones
California Department of Housing and Community Development	▪ For certification of the Housing Element
<u>South Coast Air Quality Management District (South Coast AQMD)</u>	▪ <u>Permits associated with stationary equipment associated with the EBPSP</u>

Section 3.3, Air Quality

Section 3.3.1, *Regulatory Framework*, on page 3.3-16 has been modified in response to comments from South Coast AQMD.

<u>South Coast AQMD Permitting Requirements</u>

<u>Implementation of the EBPSP will require the installation of stationary and portable equipment subject to permitting by the South Coast AQMD. Based on the project description, the EBPSP</u>

includes emergency fire water pumps in each development phase, including two emergency fire pumps in Phase 1, four emergency fire pumps in Phase 2, and five emergency fire pumps in Phase 3. These diesel-fueled stationary compression ignition engines are subject to the above South Coast AQMD rules as well as the following applicable permitting rules, at a minimum:

- **Rule 201, Permit to Construct.** Requires a permit prior to construction, installation, or modification of any equipment that may emit air contaminants.
- **Rule 203, Permit to Operate.** Requires a permit to operate any equipment for which a Permit to Construct has been issued.
- **Rule 1110.2. Emissions from Gaseous and Liquid Fueled Engines.** Establishes emission limits and operational requirements for stationary internal combustion engines.
- **Rule 1470, Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines.** Establishes emission standards, operational requirements, and health risk notification requirements for stationary diesel-fueled compression ignition engines, including emergency fire pumps.

Future project applicants within the EBPSP will be required to consult with South Coast AQMD's Engineering and Permitting staff prior to installation of any stationary or portable equipment to determine the full scope of applicable permitting requirements. As a result of the permitting requirements described above, South Coast AQMD will serve as a Responsible Agency for the proposed project under CEQA, as set forth in CEQA Guidelines Sections 15086 and 15096.

AQMP Consistency Analysis on page 3.3-51 has been modified to address a minor typo.

Impacts for the Specific Plan are embodied in the emissions tables (Tables 3.3-~~12~~11 to 3.3-18) under Air Quality Threshold b...

Section 3.3.5, *Environmental Impact*, on page 3.3-55 has been modified in response to comments from South Coast AQMD.

Consistent with industry standards and typical construction practices, each piece of equipment is assumed to operate up to a total of eight hours per day. Standard construction practices to be employed during EBPSP construction include:

- Fugitive dust controls, including soil watering, soil stabilization, limited speeds on-site, and the use of rumble plates or street sweepers.
- Equipment emission controls, including the use of Tier 4 Final off-road diesel equipment, idling restrictions, and the use of electrical equipment when feasible.
- Construction vehicle controls, including encouraging ridesharing and covering haul truck loads.

- Architectural coatings, including the use of low-VOC paints, primers, and sealants.
- Construction phasing, including sequencing construction to minimize overlap of high-emission activities and avoiding simultaneous high-emission operations when feasible.

Mitigation Measure AIR-1-PPA on page 3.3-58 has been modified in response to comments South Coast AQMD and GSEJA.

Mitigation Measure AIR-1-PPA [Former MM 3-1]: Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Ontario Building Department shall require feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include:

- Require fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as:
  - Requiring use of nontoxic soil stabilizers to reduce wind erosion.
  - Applying water every ~~four~~ 4 hours to active soil disturbing activities.
  - Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.
- Using construction equipment rated by the United States Environmental Protection Agency as having Tier 4 interim or higher exhaust emission limits.
- Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.
- Limiting nonessential idling of construction equipment to no more than ~~five~~ 5 consecutive minutes.

- Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at: ~~http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf.~~ https://www.aqmd.gov/home/rules-compliance/compliance/vocs/architectural-coatings/super-compliant-coatings.
- Using electric off-road vehicles and equipment where feasible and using renewable diesel fuel for diesel-fueled vehicles and equipment where gasoline, natural gas, or electric alternatives are not available.

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

Operation – Regional Emissions, Specific Plan, on page 3.3-63 has been modified in response to comments from South Coast AQMD and GSEJA.

Estimated peak operational emissions for all phases are summarized in Table 3.3-15, *EBPSP Peak Operational Emissions Summary: Phase 1*; Table 3.3-16, *EBPSP Peak Operational Emissions Summary: Phases 1 and 2*; and Table 3.3-17, *EBPSP Peak Operational Emissions Summary: Phases 1, 2, and 3*. As shown in these tables, Phase 1 emissions would exceed the numerical thresholds of significance established by the South Coast AQMD for emissions of ROG (summer only) and NO_x. Phase 1 and 2 emissions would exceed the South Coast AQMD significance thresholds for emissions of ROG, NO_x, and CO (summer only).

An evaluation of the potential maximum daily emissions associated with overlapping construction and operational phases of the EBPSP was conducted (see Appendix C3, Appendix 3.13 on page C3-926). Three construction phases occur sequentially with no internal overlap among construction phases. However, because Phase 1 construction concludes and Phase 1 operations commence in 2028, and because Phase 2 and Phase 3 construction commence while prior phases are already operational, the following construction/operations overlap scenarios exist and emissions are shown in Table 3.3-18, *EBPSP Overlapping Construction and Operational Emissions Summary*:

- *Overlap Scenario 1 — Phase 2 Construction / Phase 1 Operations*: Phase 2 construction occurs from July 2028 through December 2029, during which time Phase 1 is operational. The peak combined emissions for this scenario are the Phase 2 construction peak (50.64 lbs/day ROG and 47.92 lbs/day NOx) added to Phase 1 operational emissions (55.12 lbs/day

ROG and 87.50 lbs/day NOx), yielding combined maximum daily emissions of approximately 105.76 lbs/day ROG and 135.42 lbs/day NOx.

- *Overlap Scenario 2 — Phase 3 Construction / Phase 1 and 2 Operations*: Phase 3 construction occurs from January 2030 through June 2031, during which time Phases 1 and 2 are both operational. The peak combined emissions for this scenario are the Phase 3 construction peak (61.19 lbs/day ROG and 46.71 lbs/day NOx) added to Phase 1 and 2 operational emissions (107.39 lbs/day ROG and 169.30 lbs/day NOx), yielding combined maximum daily emissions of approximately 168.58 lbs/day ROG and 216.01 lbs/day NOx.

The overlap scenarios also represent a conservative worst-case analytical construct, as peak construction and peak operational activity would not necessarily occur on the same calendar day. The duration of any overlap period is temporary and bounded by the sequential construction schedule.

At buildout, the EBPSP's operational emissions would exceed the applicable South Coast AQMD significance thresholds for emissions of ROG, NO_x, CO, and PM_{10}. This would be a **potentially significant** impact. Long-term operational impacts associated with the approved project were identified as significant and unavoidable in the 2022 Certified EIR. Therefore, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR..

Operation – Regional Emissions on page 3.3-66 a new table has been added in response to comments from South Coast AQMD and GSEJA.

Table 3.3-18 EBPSP Overlapping Construction and Operation Emissions Summary

Source	Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	$PM_{10}T$	$PM_{2.5}T$
Overlap Scenario 1						
Phase 2 Construction (Table 3.3-12)	50.64	47.92	72.64	0.19	13.31	5.28
Phase 1 Operations (Table 3.3-15)	55.12	87.50	335.45	1.01	60.12	16.73
Maximum Daily Emissions	105.76	135.42	408.09	1.20	73.43	22.01
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	YES	YES	NO	NO	NO	NO
Overlap Scenario 2						
Phase 3 Construction (Table 3.3-13)	61.19	46.71	71.43	0.19	12.66	5.16
Phase 1 and 2 Operations (Table 3.3-16)	107.39	169.30	648.49	2.08	133.76	36.78
Maximum Daily Emissions	168.58	216.01	719.92	2.27	146.42	41.94
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	YES	YES	YES	NO	NO	NO

Table 3.3-18 EBPSP Overlapping Construction and Operation Emissions Summary

Source	Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	$PM_{10}T$	$PM_{2.5}T$

Source: Appendix C3.
Note: Emissions may not total to 100 percent due to rounding.

Mitigation Measure AIR-3-PPA on page 3.3-67 has been modified in response to comments from South Coast AQMD and GSEJA.

Mitigation Measure AIR-3-PPA [Former MM AQ-1]: Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project operation-phase-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Ontario Planning Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval. Possible mitigation measures to reduce long-term emissions could include, but are not limited to the following:

- For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions.
- Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use.
- Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles

while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 sec. 2485).

- Provide changing/shower facilities as specified in Section A5.106.4.3 of CALGreen (Nonresidential Voluntary Measures).
- Provide bicycle parking facilities per Section A4.106.9 of CALGreen (Residential Voluntary Measures).
- Provide preferential parking spaces for low-emitting, fuel-efficient, and carpool/van vehicles per Section A5.106.5.1 of CALGreen (Nonresidential Voluntary Measures).
- Provide facilities to support electric charging stations per Section A5.106.5.3 and Section ~~A5.106.8.2~~ A4.106.8 of CALGreen (Nonresidential Voluntary Measures; Residential Voluntary Measures).
- Applicant-provided appliances shall be Energy Star–certified appliances or appliances of equivalent energy efficiency (e.g., dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star–certified or equivalent appliances shall be verified by the City during plan check.
- Use cool roof materials to improve reflectance and thermal emittance performance of roof structures per Section A5.106.11.2 and Section A4.106.5.1 of CALGreen (Nonresidential Voluntary Measures; Residential Voluntary Measures).
- Limit the daily number of trucks accessing the project site to levels analyzed in the technical assessment.
- Design the project such that truck entrances and exits are not facing sensitive receptors, and trucks will not travel past sensitive land uses to enter or leave the project site.
- Design the project such that truck traffic interior to the project site is located as far away from nearby sensitive receptors as feasible.
- Design the project such that trucks accessing the project site have available on-site overnight parking to prevent trucks from parking in sensitive land use areas.

- Design the project such that any truck check-in location is in the interior of the project site to prevent truck queueing and idling outside the project site and in closer proximity to nearby sensitive receptors.

New Mitigation Measures, Specific Plan on page 3.3-68 has been modified to identify the construction-related measures being implemented as part of the EBPSP.

Standard construction practices such as fugitive dust controls; use of Tier 4 off-road-road diesel equipment; idling restrictions; use of electrical equipment, when feasible; encouraging ridesharing; use of low-VOC paints, primers, and sealants; and construction phasing to minimize overlap of high-emission activities were incorporated to reduce the EBPSP's construction emissions. In addition, ~~i~~Implementation of the following Mitigation Measures would be required for Specific Plan:

Mitigation Measure AIR-3-SP on page 3.3-69 has been modified in response to comments from South Coast AQMD and GSEJA.

Mitigation Measure AIR-3-SP: Idling Regulations. Prior to issuance of a certificate of occupancy, legible, durable, weather-proof signs shall be installed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include the following instructions for truck drivers to shut off engines when not in use.

a) Instructions for drivers of diesel trucks to restrict idling to no more than ~~5~~ 2-minutes once the vehicle is stopped, the transmission is set to "neutral" or "park" and the parking brake is engaged.

b) Telephone numbers of the building facilities manager and CARB to report violations.

Mitigation Measure AIR-9-SP has been added on page 3.3-72 in response to comments from South Coast AQMD and GSEJA.

Mitigation Measure AIR-9-SP: Prior to the commencement of construction activities that may overlap with operation of nearby approved or existing uses and result in concurrent emissions-generating activities ("overlap periods"), the project applicant shall prepare and submit a construction emissions management

plan to the City for review and approval. The plan shall identify and implement feasible measures to minimize construction-related emissions during overlap periods and shall include, at a minimum, the following measures, where applicable and feasible:

a) Apply water or approved soil stabilizers to disturbed soils, unpaved haul roads, staging areas, and stockpiles as necessary to prevent visible dust emissions.

b) Cover, water, or otherwise stabilize all soil stockpiles and inactive disturbed areas.

c) Limit vehicle speeds on unpaved surfaces to 15 miles per hour or less.

d) Install and maintain track-out control devices, including rumble plates, wheel washers, or equivalent measures, at construction access points.

e) Suspend grading and other soil-disturbance activities during high wind events when visible dust cannot be adequately controlled.

f) Utilize off-road diesel-powered construction equipment meeting U.S. EPA Tier 4 Final emissions standards for engines rated at 50 horsepower or greater, unless such equipment is demonstrated to be unavailable or infeasible.

g) All diesel-powered off-road construction equipment and on-road haul trucks operating during overlap periods shall utilize renewable diesel meeting California Air Resources Board specifications to the extent commercially available and feasible.

h) Require off-road equipment with a power rating below 19 kilowatts, including plate compactors and pressure washers, to be electrically powered or battery operated where commercially available and feasible.

i) Prohibit the idling of construction equipment and on-road haul trucks for more than five consecutive minutes, except where necessary for safety, operational requirements, or manufacturer specifications.

j) Utilize electrically powered or battery-powered hand construction tools and equipment where commercial available and feasible.

k) Require heavy-duty haul trucks entering the construction site during grading and building construction phases to be model year 2014 or newer to the extent feasible and commercially available.

l) Encourage construction workers to carpool, rideshare, or utilize shared transportation to access the construction site and provide information regarding available ridesharing and transit opportunities to construction personnel.

m) Use architectural coatings, including paints, primers, sealants, adhesives, and caulks, that comply with applicable South Coast AQMD VOC content limits in effect at the time of construction. To the extent feasible, coatings with VOC levels below applicable regulatory thresholds shall be utilized.

n) Use high-pressure/low-volume paint applicators with minimum transfer efficiency of 50 percent or other application techniques with equivalent or greater transfer efficiency where feasible.

o) Keep paint container lids closed when not in use and utilize compliant low-VOC cleaning solvents for paint equipment cleaning activities.

p) Use pre-painted construction materials to the extent feasible.

q) Recycle or properly dispose of all unused paint and paint-related materials at an authorized facility or household hazardous waste collection facility, as applicable. Water-based and oil-based paints shall be stored and disposed of separately.

r) Sequence grading, excavation, paving, and other intensive construction activities to avoid simultaneous operation of multiple high-emission equipment fleets in close proximity, limit concurrent operation of heavy-duty diesel-powered equipment where feasible, and coordinate construction scheduling to reduce peak daily emissions during overlap periods.

s) Construction haul routes shall be designed to avoid or minimize exposure to sensitive receptors to the extent feasible.

Construction-Phase Localized Significance Thresholds on page 3.3-79 has been revised to reflect revised table numbering.

Based on South Coast AQMD's LST Methodology, emissions of concern during construction activities include NO_X, CO, $PM_{2.5}$, and PM_{10}. Table 3.3-~~18~~19, *EBPSP Construction Source LST*

Summary: Phase 1; Table 3.3-~~19~~20, *EBPSP Construction Source LST Summary: Phase 2;* and Table 3.3-~~20~~21, *EBPSP Construction Source LST Summary: Buildout,* present the construction-source localized emissions that can be expected during each construction phase of the Specific Plan. As shown in these tables, emissions for all construction phases would not exceed South Coast AQMD's localized significance thresholds at the maximally exposed receptors as a result of construction activities.

Table 3.3-~~18~~19 EBPSP Construction-Source LST Summary: Phase 1

	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
Phase 1 Construction	**1-Hour**	**8-Hours**	**1-Hour**	**24-Hours**	**24-Hours**
Peak Day Localized Emissions	0.03	0.01	1.05E-02	0.84	0.41
Background Concentration	1.5	1.1	0.085	—	—
Total Concentration	1.53	1.11	0.10	0.84	0.41
South Coast AQMD Threshold	20	9	0.18	10.40	10.40
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: Appendix C4.

Table 3.3-~~19~~20 EBPSP Construction-Source LST Summary: Phase 2

	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
Phase 2 Construction	**1-Hour**	**8-Hours**	**1-Hour**	**24-Hours**	**24-Hours**
Peak Day Localized Emissions	0.04	0.01	1.40E-02	1.01	0.49
Background Concentration	1.5	1.1	0.085	—	—
Total Concentration	1.54	1.11	0.10	1.01	0.49
South Coast AQMD Threshold	20	9	0.18	10.40	10.40
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: Appendix C4.

Table 3.3-~~20~~21 EBPSP Construction-Source LST Summary: Buildout

Phase 3 Construction	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hours	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.08	0.03	2.69E-02	1.59	0.77
Background Concentration	1.5	1.1	0.085	—	—
Total Concentration	1.58	1.13	0.11	1.59	0.77
South Coast AQMD Threshold	20	9	0.18	10.40	10.40
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: Appendix C4.

Construction-Phase Toxic Air Contaminants on page 3.3-80 has been revised to reflect revised table numbering.

Construction-related DPM emissions are expected primarily as a function of the operation of heavy-duty construction equipment. Potential health risks to residents, workers, and school children were evaluated over a period of 30, 25, and 9 years of exposure, as discussed below. Table 3.3-~~21~~22, *Summary of EBPSP Construction Health Risks*, presents a summary of the previous discussions of EBPSP construction health risks.

Table 3.3-~~21~~22 Summary of EBPSP Construction Health Risks

Maximum Exposed Location	Receptor Location	Time Period (Year)	Maximum Lifetime Cancer Risk[1]	Significance Threshold[1]	Exceeds Significance Threshold?
Cancer Risk					
Sensitive Receptor	R5	4.50	1.39	10	NO
Worker Receptor	R6	4.50	0.04	10	NO
Individual School Child	R9	4.50	<0.01	10	NO
Maximum Exposed Location	**Receptor Location**	**Time Period**	**Maximum Hazard Index**	**Significance Threshold**	**Exceeds Significance Threshold?**
Non-Cancer Risk					
Sensitive Receptor	R5	Annual Average	<0.01	1	NO
Worker Receptor	R6	Annual Average	<0.01	1	NO
Individual School Child	R9	Annual Average	<0.01	1	NO

Source: Appendix C4.
1. risk per million

Non-permitted Sources (Warehousing and Industrial Land Uses), Individual Health Risk Impacts, on page 3.3-87 has been revised to reflect revised table numbering.

The calculated health risk values are based on the modeled receptor concentration over an average 70-year lifetime. Unmitigated results of the health risk assessment shown in Table 3.3-~~22~~23, *Ontario Ranch Truck Route Changes Operational Health Risk Summary*, indicate that the maximum incremental cancer risk resulting from the proposed project would be less than the South Coast AQMD threshold of 10 in one million. The incremental risk shown in Table 3.3-~~22~~23 reflects the net change between 2050 conditions for the approved project and 2050 conditions for the proposed project, focusing specifically on the change of route designations and redistribution of truck volumes on the designated truck route network for each 2050 scenario. As shown, the MER would experience a cancer risk of approximately 9.5 per million people. The MER would also not exceed the South Coast AQMD's chronic hazard threshold of 1.0. Because the incremental cancer risk and hazard index do not exceed the South Coast AQMD thresholds, changes to the City's truck routes (see Figure 2-9) in addition to the growth in truck traffic associated with the Policy Plan Amendment would not expose sensitive receptors to substantial pollutant concentrations.

Table 3.3-~~22~~23 Ontario Ranch Truck Route Changes Operational Health Risk Summary

Receptor	Incremental Increase Cancer Risk (per million)	Incremental Increase Chronic Hazard
Maximally Exposed Receptor	9.5	<0.1
South Coast AQMD Threshold	10	1.0
Significant?	NO	NO

Source: See Appendix C2.

Non-permitted Sources (Warehousing and Industrial Land Uses), Citywide Cancer Burden, on page 3.3-97 has been revised to reflect revised table numbering.

As shown in Table 3.3-~~23~~24, *Unmitigated Cancer Burden Summary*, the proposed project would result in a total cancer burden of 0.43, which would be below the South Coast AQMD's significance threshold of 0.5. As a result, changes to the City's truck routes (see Figure 2-9) in addition to the growth in truck traffic associated with the Policy Plan Amendment would not substantially increase cancer burden in the City.

Table 3.3-~~23~~24 Unmitigated Cancer Burden Summary

Risk Contour	Square Miles	Population	Cancer Burden
5 to 9 per million	0.3	2,567	0.02
2 to 5 per million	1.2	10,266	0.05
1 to 2 per million	12.3	105,227	0.21
<1 per million	36.2	309,691	0.15
Total Cancer Burden	—	—	0.43
South Coast AQMD Threshold	—	—	0.5
Significant?	—	—	NO

Source: See Appendix C2.

Operational-Source Localized Significance Thresholds, on page 3.3-101 has been revised to reflect revised table numbering.

Table 3.3-~~24~~25, *EBPSP Operational Source LST Summary: Phase 1*; Table 3.3-~~25~~26, *EBPSP Operational Source LST Summary: Phases 1 and 2*; and Table 3.3-~~26~~27, *EBPSP Operational Source LST Summary: Phases 1, 2, and 3*, present the operational-source localized emissions that can be expected during each operational phase of the Specific Plan. As shown, emissions for all operational phases would not exceed South Coast AQMD's localized significance thresholds at the maximally exposed receptors as a result of operational activities.

Table 3.3-~~24~~25 EBPSP Operational-Source LST Summary: Phase 1

	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
Peak Operations	1-Hour	8-Hours	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	3.96E-02	3.43E-02	1.52E-03	0.23	0.09
Background Concentration	1.5	1.1	0.085		
Total Concentration	1.54	1.13	0.09	0.23	0.09
South Coast AQMD Threshold	20	9	0.18	2.50	2.50
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: Appendix C4.

Table 3.3-~~25~~26 EBPSP Operational-Source LST Summary: Phases 1 and 2

	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
Peak Operations	**1-Hour**	**8-Hours**	**1-Hour**	**24-Hours**	**24-Hours**
Peak Day Localized Emissions	4.65E-02	3.49E-02	2.28E-03	0.57	0.18
Background Concentration	1.5	1.1	0.085		
Total Concentration	1.55	1.13	0.09	0.57	0.18
South Coast AQMD Threshold	20	9	0.18	2.50	2.50
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: Appendix C4.

Table 3.3-~~26~~27 EBPSP Operational-Source LST Summary: Phases 1, 2, and 3

	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
Peak Operations	**1-Hour**	**8-Hours**	**1-Hour**	**24-Hours**	**24-Hours**
Peak Day Localized Emissions	5.20E-02	3.94E-02	2.65E-03	0.72	0.23
Background Concentration	1.5	1.1	0.085		
Total Concentration	1.55	1.14	0.09	0.72	0.23
South Coast AQMD Threshold	20	9	0.18	2.50	2.50
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: Appendix C4.

Operational-Source Health Risk Thresholds, on page 3.3-103 has been revised to reflect revised table numbering.

Table 3.3-~~27~~28, *Summary of EBPSP Operational Health Risks,* presents a summary of the EBPSP operational health risk analysis.

Table 3.3-~~27~~28 Summary of EBPSP Operational Health Risks

Maximum Exposed Location	Receptor Location	Time Period (Year)	Maximum Lifetime Cancer Risk[1]	Significance Threshold[1]	Exceeds Significance Threshold?
Cancer Risk					
Sensitive Receptor	R5	30	2.27	10	NO
Worker Receptor	R6	25	0.21	10	NO
Individual School Child	R9	9	0.04	10	NO
Maximum Exposed Location	**Receptor Location**	**Time Period**	**Maximum Hazard Index**	**Significance Threshold**	**Exceeds Significance Threshold?**
Non-Cancer Risk					
Sensitive Receptor	R5	Annual Average	<0.01	1	NO
Worker Receptor	R6	Annual Average	<0.01	1	NO
Individual School Child	R9	Annual Average	<0.01	1	NO

Source: Appendix C4.

Notes:

1. risk per million

Construction and Operational Impacts Combined, on page 3.3-105 has been revised to reflect revised table numbering.

The land use with the greatest potential exposure to construction-source and operational-source DPM emissions is Location R5. As shown in Table 3.3-~~28~~29, *Summary of EBPSP Construction and Operational Health Risks Combined,* at the MEIR, the maximum incremental cancer risk attributable to construction-source and operational-source DPM emissions is estimated at 2.38 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be ≤0.01, which would not exceed the applicable threshold of 1.0. As such, the EBPSP would not cause a significant human health or cancer risk to adjacent land uses as a result of construction and operational activity. All other receptors during construction and operational activity would experience less risk than what is identified for this location.

Table 3.3-~~28~~29 Summary of EBPSP Construction and Operational Health Risks Combined

Maximum Exposed Location	Receptor Location	Time Period (Year)	Maximum Lifetime Cancer Risk[1]	Significance Threshold[1]	Exceeds Significance Threshold?
Cancer Risk					
Sensitive Receptor	R5	30	2.38	10	NO
Maximum Exposed Location	**Receptor Location**	**Time Period**	**Maximum Hazard Index**	**Significance Threshold**	**Exceeds Significance Threshold?**
Non-Cancer Risk					
Sensitive Receptor	R5	Annual Average	<0.01	1	NO

Source: Appendix C4.

1. risk per million

Section 3.4, Biological Resources

Mitigation Measure BIO-9-PPA on page 3.4-62 has been modified to clarify the determination should be made by a Qualified Biologist.

Mitigation Measure BIO-9-PPA: Active Nest Avoidance and No-Work Buffers. If active nests of avian species protected by the Migratory Bird Treaty Act and Fish and Game Code are detected within the proposed development project area or within a 300-foot buffer (500-foot buffer for raptors and listed species) of the proposed development project area, as determined by the qualified biologist, a no-work buffer will be established around the nest (typically 300 feet for passerines and 500 feet for raptors and listed species) and construction shall be restricted in the area until the young have fledged; there is no evidence of a second attempt at nesting if the nest attempt has failed, as determined by the qualified biologist; or until appropriate protection measures (installation of noise and/or visual barriers, intermittent halting or rerouting of high noise-producing construction activities to other portions of the project area, biological monitoring, and/or noise monitoring to ensure effectiveness of no-work buffers and/or noise reduction measures, etc.) that respond to the specific situation have been developed and implemented in consultation with the City and regulatory agencies. A figure showing the locations of no-work buffers established during

the preclearance nesting survey shall be included in the predisturbance survey report (see Mitigation Measure BIO-8-PPA)

Section 3.5 Cultural Resources

Mitigation Measure CUL-1-PPA on page 3.5-38 has been modified because potentially historic buildings within Ontario Ranch have already been evaluated for historic significance through the City's tier system.

Mitigation Measure CUL-1-PPA [Former MM 5-1]: Historic or potentially historic resources in the City, except for those properties in the Ontario Ranch, shall be evaluated for historic significance through the City's tier system prior to the issuance of plan or development approvals. Pursuant to the City's Development Code (Chapter 4, Permits, Actions, and Decisions, and Chapter 7, Historic Preservation), mitigation measures for ~~all~~ Tier III Historic Resources citywide, Tier II historic resources in Ontario Ranch, or potentially significant historic resources in Ontario Ranch shall include the following:

a) Each historic resource shall be fully documented and cataloged pursuant to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards, to provide a record of the resource, including, but not limited to: [i] the preparation of site plans, floor plans, exterior and interior elevations, and detail drawings of character defining features (such as moldings, stairs, etc.); and [ii] photographs of the resource, including the exterior, interior, and interior and exterior character defining features (such as moldings, light fixtures, trim patterns, etc.).

b) A mitigation fee ~~established pursuant to Section 7.01.030 (Historic Preservation Mitigation Fee)~~ shall be paid to the City and deposited into the Historic Preservation Trust Fund prior to the issuance of a demolition permit for Tier III historic resources, Tier II Historic Resources located in Ontario Ranch, or a potentially significant historic resource in Ontario Ranch. Fees for Tier III Historic Resources citywide shall be 10 percent and fees for Tier II historic resources in Ontario Ranch and potentially significant historic properties in Ontario Ranch shall be 30 percent of the price per square foot construction cost, as established in the most current ICC Building Valuation Data. Fees for Tier I citywide and II historic resources outside of Ontario Ranch shall be determined during the Environmental Impact Report process. ~~The fees established for Tier III will be used as a reference point for establishing fees for Tier I and II historic resources.~~

c) Issuance of a ~~A~~ Certificate of Appropriateness shall be required ~~not be issued~~ for the demolition of a~~n~~ Tier III historic resource citywide or a Tier II historic resource in Ontario Ranch, either in whole or in part~~,~~ However, it shall not be issued until such time that a demolition permit application and a replacement structure has been approved by the City, and appropriate permits have been issued for its construction, unless: [i] a waiver is granted pursuant to Subsection H (Replacement Structure Waiver for Historic Resources Located within Industrial Zoning Districts) of Section 4.02.050; [ii] a deferral of the replacement structure requirement is granted pursuant to Subsection G (Replacement Structure Deferral) of Section 4.02.050; or [iii] demolition is required pursuant to Section 7.01.050 (Unsafe or Dangerous Conditions) ~~of this Development Code~~.

d) In an effort to preserve features and artifacts from historic resources, a determination whether items within or on the resource should be salvaged must be made by the Planning Department and may include the local historical society prior to the issuance of the demolition permit. The applicant shall be responsible for the removal, relocation, storage, and donation of such items selected for salvaging. The applicant shall provide an inventory of salvaged items to the Planning Department, and shall include a list of each item name, description, and dimension (as necessary), and the location of each item on a floor plan.

Section 3.11, Land Use and Planning

Table 3.11-1, *Policy Plan Amendment Consistency with SCAG Connect SoCal*, has been revised to reflect a minor typo.

Table 3.11-1 Policy Plan Amendment Consistency with SCAG Connect SoCal

Connect SoCal Policy~~/Objective Number~~	Policy Plan Amendment Consistency Analysis

Table 3.11-3, *EBPSP Policy Plan Consistency Analysis*, has been revised in response to minor changes to the EBPSP site plan.

LU-1.6: Complete Community. We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers, and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario.	**Consistent.** The EBPSP land use plan provides business park uses that would accommodate a variety of employment uses arranged in a sensible and efficient manner that allow ease of access and complement the surrounding community. The ~~36.15~~ 35.88 acres of parkland would provide recreational amenities for residents of and visitors to the City of Ontario. The business park uses are intended to attract local, national, and international businesses and would assist in diversifying the mix of employment opportunities available in the City. Potential retail uses would serve both on-site uses and the broader community.
PR-1.9: Phased Development. We require parks be built in new communities before a significant proportion of residents move in.	**Consistent**. The EBPSP does not include the creation of new residential units, but includes ~~36.15~~ 35.88 acres of the City's Grand Park, providing amenities such as pedestrian paths, gathering areas, turf areas, and botanical gardens. Phasing of Specific Plan development is discussed in Chapter 7, *Implementation Plan*, of the EBPSP.

Section 3.13, Population and Housing

Table 3.14-7, *Comparison of Approved TOP 2050 and Proposed Project to SCAG Forecast*, and text on page 3.14-10 has been revised in response to comments from the GSEJA.

SCAG forecasts the City to be jobs-rich, with a jobs-housing ratio of 2.0 ~~2.2~~ in 2050 ~~2045~~, which is ~~the same as that of~~ slightly less than the proposed project. According to the California EDD, unemployment in the City was 5,000 in August 2025 (5.3 percent unemployment rate) and 61,700 for San Bernardino County (5.9 percent unemployment rate) (EDD 2025).

Table 3.14-7 Comparison of Approved TOP 2050 and Proposed Project to SCAG Forecasts

Category	SCAG Projections (2050)	Approved TOP 2050	Proposed Project (2050)
Population[1]	N/A	411,268	427,741
Housing Units	95,500	129,951	137,177
Jobs	187,700	299,204	301,035
Jobs-Housing Ratio	~~2.2~~ 2.0	2.3	2.2

Source: SCAG 2024b.

[1] SCAG no longer forecasts population by jurisdiction in the Regional Transportation Plan.

Section 3.15, Public Services

Section 3.15.2, *Existing Conditions*, on page 3.15-11 has been revised based on minor changes to the EBPSP site plan.

A ~~36.15~~ 35.88-acre segment of the City's "Grand Park" lies within the Specific Plan boundaries between Walker Avenue and Campus Avenue.

Section 3.15.5, *Impact Analysis*, on page 3.15-25 has been revised based on minor changes to the EBPSP site plan.

The Specific Plan includes ~~36.15~~ 35.88 acres of passive recreational opportunities for future employees and visitors through features such as pedestrian paths, gathering areas, turf areas, and botanical gardens.

Section 3.16, Recreation

Section 3.16.5, *Impact Analysis*, on page 3.16-19 has been revised based on minor changes to the EBPSP site plan.

The Specific Plan provides for the development of ~~36.15~~ 35.88 acres of the City's public "Grand Park."

Section 3.16.5, *Impact Analysis*, on page 3.16-21 has been revised based on minor changes to the EBPSP site plan.

The Specific Plan includes ~~36.15~~ 35.88 acres of passive recreational opportunities for future employees and visitors through features such as pedestrian paths, gathering areas, turf areas, and botanical gardens.

Section 3.18, Tribal Cultural Resources

Section 3.18.5, *Environmental Impacts*, Mitigation Measure TCR-3-PPA on page 3.18-18 through 3.18-19 has been revised to identify the project archeologist as the responsible entity to identify the rotating Tribal Cultural Resources Monitor schedule.

Mitigation Measure TCR-3-PPA [Former MM TCR-1]: Tribal Cultural Resources Monitoring. The project archaeologist, in consultation with interested tribes, the developer, and the City of Ontario, shall develop an archaeological monitoring plan (AMP) to address the details, timing, and responsibility of archaeological and cultural activities that will occur on the project site. Details in the AMP shall include:

1. Project-related ground disturbance (including, but not limited to, brush clearing, grading, trenching, etc.) and development scheduling;

2. The development of a rotating or simultaneous schedule in coordination with the developer and the project archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists (if the tribes cannot come to an agreement on the rotating or simultaneous schedule of tribal monitoring, the ~~Native American Heritage Commission~~ project archeologist shall designate the schedule for the onsite Native American Tribal Monitor for the proposed project);

3. The protocols and stipulations that the developer, City, Tribes, and project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

At least 30 days prior to application for a grading permit and before any brush clearance, grading, excavation, and/or ground disturbing activities on the site, the developer shall retain a tribal cultural monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.

Pursuant to the AMP, a tribal monitor from the consulting tribe shall be present during the initial grading activities. If tribal resources are found during grubbing activities, the tribal monitoring shall be present during site grading activities.

Section 3.19, Utilities and Public Services

Section 3.19.2, *Existing Conditions*, on page 3.19-26 has been revised based on minor changes to the EBPSP site plan.

The EBPSP establishes nine planning areas that would provide for development of the site with approximately 2,939,000 square feet of Business Park uses on 138.01 acres and ~~36.15~~ 35.88 acres of Open Space. A publicly operated animal shelter that would not exceed 35,000 square feet may also be included in any of the Business Park planning areas. The remaining ~~14.50~~ 15.24 acres would be utilized for roadway improvements.

Table 3.19-6, *EBPSP Water Demand*, and text on page 3.19-41 has been revised based on minor changes to the EBPSP site plan.

Table 3.19-6 EBPSP Water Demand

Land Use	Units	Water Demand Factor	Water Demand (GPD)	Water Demand (AFY)
Potable Water Demand				
Office Park	137.9 AC	1,800 GPD/AC	248,220	278.0
Open Space	~~36.15~~ 35.88 AC	100 GPD/AC	~~3,615~~ 3,588	4.0
Animal Shelter	Up to 35,000 SF	0.1 GPD/SF	3,500	3.9
			POTABLE - Sub Total (AFY)	**286.0**
Recycled Water Demand				
Office Park	137.9 AC	1,200 GPD/AC	165,480	185.4
Open Space	~~36.15~~ 35.88 AC	2,500 GPD/AC	~~90,375~~ 88,700	~~101.2~~ 100.5
			RECYCLED - Sub Total (AFY)	**~~286.6~~ 285.9**
			TOTAL EBPSP WATER DEMAND	**~~572.6~~ 571.9**

Section 3.19.5, *Environmental Impacts*, on page 3.19-42 has been revised based on minor changes to the EBPSP site plan.

The total water demand for the EBPSP is estimated to be ~~572.6~~ 571.9 AFY, which is less than the baseline water demand of 765.3 AFY for the previous land uses estimated in the 2022 Certified EIR (Appendix L2).

Chapter 4, Alternatives

Section 4.7.16, *Recreation*, on page 4-36 has been based on minor changes to the EBPSP site plan.

The EBPSP introduces ~~36.15~~ 35.88 acres planned for development of the City's public "Grand Park."

EXECUTIVE SUMMARY

Pages ES-30 through ES-107, Table ES-3, *Summary of Environmental Impacts and Mitigation Measures*, has been revised as a result of revisions to Mitigation Measure AIR-1-PPA and Mitigation Measure AIR-3-PPA requested by South Coast AQMD (Comment Letter A4), the addition of Impact AGF-5 to the summary table, and minor revisions to Mitigation Measures CUL-1-PPA and TCR-1-PPA.

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
AGRICULTURE AND FORESTRY RESOURCES			
Impact AGF-5: The proposed project would not involve other changes that would result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use that have not been previously disclosed.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
AIR QUALITY			
Impact AIR-2: Construction activities associated with future development that would be accommodated under the Policy Plan Amendment could generate short-term emissions in exceedance of South Coast AQMD's threshold criteria.	PPA: PS EBPSP: LTS	**Policy Plan Amendment** **Mitigation Measure AIR-1-PPA [Former MM 3-1]:** Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology for assessing air quality impacts.	PPA: SU EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		If construction-related criteria air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Ontario Building Department shall require feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include: ▪ Require fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as: o Requiring use of nontoxic soil stabilizers to reduce wind erosion. o Applying water every ~~four~~ 4 hours to active soil disturbing activities. o Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials. ▪ Using construction equipment rated by the United States Environmental Protection Agency as having Tier 4 interim or higher exhaust emission limits. ▪ Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards. ▪ Limiting nonessential idling of construction equipment to no more than ~~five~~ 5 consecutive minutes. ▪ Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		Management District's website at: ~~http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf.~~ https://www.aqmd.gov/home/rules-compliance/compliance/vocs/architectural-coatings/super-compliant-coatings. ▪ Using electric off-road vehicles and equipment where feasible and using renewable diesel fuel for diesel-fueled vehicles and equipment where gasoline, natural gas, or electric alternatives are not available. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Planning Department. **Specific Plan** No mitigation measures are required.	
Impact AIR-3: Implementation of the proposed project would generate additional, long-term emissions in exceedance of South Coast AQMD's threshold criteria and cumulatively contribute to the South Coast Air Basin's nonattainment designations.	PPA: PS EBPSP: PS	**Policy Plan Amendment** **Mitigation Measure AIR-2-PPA [Former MM 3-2]:** The City of Ontario shall evaluate new development proposals within the City and require all developments to include access or linkages to alternative modes of transportation, such as transit stops, bike paths, and/or pedestrian paths (e.g. sidewalks). **Mitigation Measure AIR-3-PPA [Former MM AQ-1]:** Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project operation-phase-related air quality impacts	PPA: SU EBPSP: SU

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Ontario Planning Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval. Possible mitigation measures to reduce long-term emissions could include, but are not limited to the following: ▪ For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions. ▪ Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use. ▪ Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		California Air Resources Board Rule 2845 (13 CCR Chapter 10 sec. 2485). ▪ Provide changing/shower facilities as specified in Section A5.106.4.3 of CALGreen (Nonresidential Voluntary Measures). ▪ Provide bicycle parking facilities per Section A4.106.9 of CALGreen (Residential Voluntary Measures). ▪ Provide preferential parking spaces for low-emitting, fuel-efficient, and carpool/van vehicles per Section A5.106.5.1 of CALGreen (Nonresidential Voluntary Measures). ▪ Provide facilities to support electric charging stations per Section A5.106.5.3 and Section ~~A5.106.8.2~~ A4.106.8 of CALGreen (Nonresidential Voluntary Measures; Residential Voluntary Measures). ▪ Applicant-provided appliances shall be Energy Star–certified appliances or appliances of equivalent energy efficiency (e.g., dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star–certified or equivalent appliances shall be verified by the City during plan check. ▪ Use cool roof materials to improve reflectance and thermal emittance performance of roof structures per Section A5.106.11.2 and Section A4.106.5.1 of CALGreen (Nonresidential Voluntary Measures; Residential Voluntary Measures). ▪ Limit the daily number of trucks accessing the project site to levels analyzed in the technical assessment.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ Design the project such that truck entrances and exits are not facing sensitive receptors, and trucks will not travel past sensitive land uses to enter or leave the project site. ▪ Design the project such that truck traffic interior to the project site is located as far away from nearby sensitive receptors as feasible. ▪ Design the project such that trucks accessing the project site have available on-site overnight parking to prevent trucks from parking in sensitive land use areas. ▪ Design the project such that any truck check-in location is in the interior of the project site to prevent truck queueing and idling outside the project site and in closer proximity to nearby sensitive receptors. **Specific Plan** **Mitigation Measure AIR-1-SP:** To facilitate the future installation of infrastructure that would charge the batteries that power the motors of electric-powered trucks, the following shall be installed: 1) prior to the shell building permit approval, an electrical room(s) and/or exterior area(s) of the site shall be designated where future electrical panels would be located for the purpose of supplying power to on-site charging facilities for electric powered trucks. Conduit shall be installed from this designated area where the panel would be located to the onsite location where the charging facilities would be located and where electric-powered trucks would park and connect to charging facilities to charge the batteries that	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		power the motors of the electric-powered trucks; 2) prior to issuance of a building permit for tenant improvements, tenants that plan to operate electric trucks would be required to construct electrical charging infrastructure in addition to the required conduits. **Mitigation Measure AIR-2-SP:** In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants with information related to South Coast AQMD's Carl Moyer Program, or other such programs that promote truck retrofits or "clean" vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, and CARB regulations. Tenants shall be notified about the availability of: 1) alternatively fueled cargo handling equipment; 2) grant programs for diesel-fueled vehicle engine retrofit and/or replacement; 3) access to alternative fueling stations proximate to the site that supply compressed natural gas; and 4) the United States Environmental Protection Agency's SmartWay program. **Mitigation Measure AIR-3-SP:** Idling Regulations. Prior to issuance of a certificate of occupancy, legible, durable, weather-proof signs shall be installed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include the following instructions for truck drivers to shut off engines when not in use.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ Instructions for drivers of diesel trucks to restrict idling to no more than ~~5~~2 minutes once the vehicle is stopped, the transmission is set to "neutral" or "park" and the parking brake is engaged. ▪ Telephone numbers of the building facilities manager and CARB to report violations. **Mitigation Measure AIR-4-SP:** All future operations shall adhere to the following: ▪ Sites shall clearly mark entry and exit points for trucks and service vehicles. ▪ Facility operators shall maintain records of their fleet equipment owned by the facility and ensure that all diesel-fueled Medium-Heavy Duty Trucks (MHDT) and Heavy-Heavy Duty Trucks (HHD) use year CARB 2010 or newer engines. The records should be maintained on-site and be made available for inspection by the lead agency. ▪ Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks. ▪ Signs should be posted in the appropriate locations and/or handouts should be provided that show the locations of nearest food options, fueling, truck maintenance services, and other similar convenience services. ▪ Each Facility shall designate a Compliance Officer responsible for implementing the measures described herein and/or in the project conditions of	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		approval and mitigation measures. Contact information shall be provided to the City and updated annually, and signs shall be posted in visible locations providing the contact information for the Compliance Officer to the surrounding community. The Compliance Officer also shall coordinate with CARB and South Coast AQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations. ▪ Signs shall be posted in the appropriate locations heavy truck drivers to park and perform any self-maintenance of trucks in designated on-site areas and not within the surrounding community or on public streets. ▪ Development plans and specifications shall include signs at every truck exit driveway providing directional information to the truck route. **Mitigation Measure AIR-5-SP:** Electric Vehicle Charging and Future Truck Charging Capability. Prior to issuance of building permits, the following features shall be demonstrated on the EBPSP's building plans to the extent feasible over minimum California Code of Regulations Title 24 requirements. Installation shall be verified by the City prior to issuance of a certificate of occupancy. ▪ For use by employees and visitors conducting business at the building, install automobile electric vehicle (EV) charging stations at the minimum number required by the California Code of Regulations Title 24. All charging stations shall be	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		equipped with Level 2 or faster chargers. Signs shall be posted indicating that the charging stations are for exclusive use by the building's employees and by visitors conducting business at the building. ▪ Install appropriate electrical infrastructure sufficiently sized to accommodate the potential installation of additional auto and truck EV charging stations in the future. ▪ Install raceways for conduit to tractor trailer parking areas in logical, gated locations determined by the Applicant during construction document plan check, for the purpose of accommodating the future installation of EV truck charging stations at such time this technology becomes commercially available. The charging station location(s) are to be located inside the gated and secured truck courts. **Mitigation Measure AIR-6-SP:** Water Efficient Fixtures. All water fixtures shall be water efficient (toilets/urinals (1.5 gallons per minute [gpm] or less), showerheads (2.0 gpm or less), and faucets (1.28 gpm or less). **Mitigation Measure AIR-7-SP:** City Review of Construction Documents. Prior to issuance of building permits, the following features shall be demonstrated on building and landscape plans to the extent feasible. Installation shall be verified by the City prior to issuance of a certificate of occupancy. a) Install Energy Star-rated heating, cooling, lighting, and appliances	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		b) Structures shall be equipped with outdoor electric outlets in the front and rear to facilitate use of electrical lawn and garden equipment. c) Install rooftop solar energy systems which generate enough electricity to meet 45% of the annual warehouse electricity demand. **Mitigation Measure AIR-8-SP**: Tenant Lease Agreement. Prior to issuance of a certificate of occupancy, the following language shall be included within tenant lease agreements in order to reduce operational air pollutant emissions to the extent feasible: a) Information about energy efficiency, energy-efficient lighting and lighting control systems, energy management, and existing energy incentive programs. b) Information about funding opportunities, such as the Carl Moyer Program, that provide incentives for using cleaner-than-required engines and equipment. c) Requirements to use the cleanest technologies available and to provide the necessary infrastructure to support zero-emission vehicles, equipment, and appliances that would be operating on site at such time this technology becomes commercially available. This requirement shall apply to equipment such as forklifts, handheld landscaping equipment, yard trucks, office appliances, etc. d) Requirements to exclusively use zero-emission light and medium-duty delivery trucks and vans, when economically feasible.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		e) Requirements to operate in compliance with, and to monitor compliance with, all current and applicable air quality regulations for on-road trucks including the California Air Resources Board's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Periodic Smoke Inspection Program, and the Statewide Truck and Bus Regulation. f) Requirements and identification of the responsible party to maintain, replace, and upgrade rooftop solar panels per the manufacturer's recommendations for the life of the lease. The EBPSP would comply with existing solar requirements per the California Energy Code in effect during permitting (at the time of Construction Drawing Plan Check Submittal). In the case that the tenant requires additional solar capacity, this shall be addressed during the tenant improvement process. The EBPSP would be required to meet the CCR Title 24 energy efficiency standards in effect at the time building permit applications are submitted. g) Requirements and identification of the responsible party to maintain, replace, and repair the legible, durable, weather-proof signs that were installed at initial building occupancy placed at truck access gates, loading docks, and truck parking areas that identify applicable CARB anti-idling regulations. h) The tenant agreement shall include notification that the tenant shall comply with CARB Truck and Bus regulation, including requirements that only haul trucks meeting model year 2010 engine emission standards shall be used	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		for the on-road transport of materials to and from the site. i) Requirements for the building owner to provide a Green Cleaning Products and Paint Education Program available to the building tenant, to keep at the building's office, break room, leasing space, or on an accessible website **Mitigation AIR-9-SP:** Prior to the commencement of construction activities that may overlap with operation of nearby approved or existing uses and result in concurrent emissions-generating activities ("overlap periods"), the project applicant shall prepare and submit a construction emissions management plan to the City for review and approval. The plan shall identify and implement feasible measures to minimize construction-related emissions during overlap periods and shall include, at a minimum, the following measures, where applicable and feasible: a) Apply water or approved soil stabilizers to disturbed soils, unpaved haul roads, staging areas, and stockpiles as necessary to prevent visible dust emissions. b) Cover, water, or otherwise stabilize all soil stockpiles and inactive disturbed areas. c) Limit vehicle speeds on unpaved surfaces to 15 miles per hour or less. d) Install and maintain track-out control devices, including rumble plates, wheel washers, or equivalent measures, at construction access points.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		e) Suspend grading and other soil-disturbance activities during high wind events when visible dust cannot be adequately controlled. f) Utilize off-road diesel-powered construction equipment meeting U.S. EPA Tier 4 Final emissions standards for engines rated at 50 horsepower or greater, unless such equipment is demonstrated to be unavailable or infeasible. g) All diesel-powered off-road construction equipment and on-road haul trucks operating during overlap periods shall utilize renewable diesel meeting California Air Resources Board specifications to the extent commercially available and feasible. h) Require off-road equipment with a power rating below 19 kilowatts, including plate compactors and pressure washers, to be electrically powered or battery operated where commercially available and feasible. i) Prohibit the idling of construction equipment and on-road haul trucks for more than five consecutive minutes, except where necessary for safety, operational requirements, or manufacturer specifications. j) Utilize electrically powered or battery-powered construction tools and equipment where commercial available and feasible. k) Require heavy-duty haul trucks entering the construction site during grading and building	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		construction phases to be model year 2014 or newer to the extent feasible and commercially available. l) Encourage construction workers to carpool, rideshare, or utilize shared transportation to access the construction site and provide information regarding available ridesharing and transit opportunities to construction personnel. m) Use architectural coatings, including paints, primers, sealants, adhesives, and caulks, that comply with applicable South Coast AQMD VOC content limits in effect at the time of construction. To the extent feasible, coatings with VOC levels below applicable regulatory thresholds shall be utilized. n) Use high-pressure/low-volume paint applicators with minimum transfer efficiency of 50 percent or other application techniques with equivalent or greater transfer efficiency where feasible. o) Keep paint container lids closed when not in use and utilize compliant low-VOC cleaning solvents for paint equipment cleaning activities. p) Use pre-painted construction materials to the extent feasible. q) Recycle or properly dispose of all unused paint and paint-related materials at an authorized facility or household hazardous waste collection facility, as applicable. Water-based and oil-based paints shall be stored and disposed of separately. r) Sequence grading, excavation, paving, and other intensive construction activities to avoid	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		simultaneous operation of multiple high-emission equipment fleets in close proximity, limit concurrent operation of heavy-duty diesel-powered equipment where feasible, and coordinate construction scheduling to reduce peak daily emissions during overlap periods. s) Construction haul routes shall be designed to avoid or minimize exposure to sensitive receptors to the extent feasible.	
BIOLOGICAL RESOURCES			
Impact BIO-1: Implementation of the proposed project could impact special-status species, as well as nesting birds, burrowing owls, and roosting bat species.	PPA: PS EBPSP: PS	**Policy Plan Amendment** **Mitigation Measure BIO-9-PPA: Active Nest Avoidance and No-Work Buffers**. If active nests of avian species protected by the Migratory Bird Treaty Act and Fish and Game Code are detected within the proposed development project area or within a 300-foot buffer (500-foot buffer for raptors and listed species) of the proposed development project area, as determined by the qualified biologist, a no-work buffer will be established around the nest (typically 300 feet for passerines and 500 feet for raptors and listed species) and construction shall be restricted in the area until the young have fledged; there is no evidence of a second attempt at nesting if the nest attempt has failed, as determined by the qualified biologist; or until appropriate protection measures (installation of noise and/or visual barriers, intermittent halting or rerouting of high noise-producing construction activities to other portions of the project area, biological	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		monitoring, and/or noise monitoring to ensure effectiveness of no-work buffers and/or noise reduction measures, etc.) that respond to the specific situation have been developed and implemented in consultation with the City and regulatory agencies. A figure showing the locations of no work buffers established during the preclearance nesting survey shall be included in the predisturbance survey report (see Mitigation Measure BIO-8-PPA)	
CULTURAL RESOURCES			
Impact CUL-1: Implementation of the Policy Plan Amendment could impact historical resources.	PPA: PS EBPSP: LTS	**Policy Plan Amendment** **Mitigation Measure CUL-1-PPA [Former MM 5-1]:** Historic or potentially historic resources in the City, except for those properties in the Ontario Ranch, shall be evaluated for historic significance through the City's tier system prior to the issuance of plan or development approvals. Pursuant to the City's Development Code (Chapter 4, Permits, Actions, and Decisions, and Chapter 7, Historic Preservation), mitigation measures for ~~all~~ Tier III Historic Resources citywide, Tier II historic resources in Ontario Ranch, or potentially significant historic resources in Ontario Ranch shall include the following: a) Each historic resource shall be fully documented and cataloged pursuant to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards, to provide a record of the resource, including, but not limited to: [i] the preparation of site plans, floor plans, exterior and interior elevations,	PPA: SU EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		and detail drawings of character defining features (such as moldings, stairs, etc.); and [ii] photographs of the resource, including the exterior, interior, and interior and exterior character defining features (such as moldings, light fixtures, trim patterns, etc.). b) A mitigation fee ~~established pursuant to Section 7.01.030 (Historic Preservation Mitigation Fee)~~ shall be paid to the City and deposited into the Historic Preservation Trust Fund prior to the issuance of a demolition permit for Tier III historic resources, Tier II Historic Resources located in Ontario Ranch, or a potentially significant historic resource in Ontario Ranch. Fees for Tier III Historic Resources citywide shall be 10 percent and fees for Tier II historic resources in Ontario Ranch and potentially significant historic properties in Ontario Ranch shall be 30 percent of the price per square foot construction cost, as established in the most current ICC Building Valuation Data. Fees for Tier I citywide and II historic resources outside of Ontario Ranch shall be determined during the Environmental Impact Report process. ~~The fees established for Tier III will be used as a reference point for establishing fees for Tier I and II historic resources~~ c) Issuance of a ~~A~~ Certificate of Appropriateness shall be required ~~not be issued~~ for the demolition of a~~n~~ Tier III historic resource citywide or a Tier II historic resource in Ontario Ranch, either in whole or in part~~,~~ However, it shall not be issued until such time that a demolition permit application and a replacement structure has been approved by the City, and appropriate permits have been	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		issued for its construction, unless: [i] a waiver is granted pursuant to Subsection H (Replacement Structure Waiver for Historic Resources Located within Industrial Zoning Districts) of Section 4.02.050; [ii] a deferral of the replacement structure requirement is granted pursuant to Subsection G (Replacement Structure Deferral) of Section 4.02.050; or [iii] demolition is required pursuant to Section 7.01.050 (Unsafe or Dangerous Conditions) ~~of this Development Code~~. d) In an effort to preserve features and artifacts from historic resources, a determination whether items within or on the resource should be salvaged must be made by the Planning Department and may include the local historical society prior to the issuance of the demolition permit. The applicant shall be responsible for the removal, relocation, storage, and donation of such items selected for salvaging. The applicant shall provide an inventory of salvaged items to the Planning Department, and shall include a list of each item name, description, and dimension (as necessary), and the location of each item on a floor plan. **Mitigation Measure CUL-2-PPA:** Project applicants for development projects that contain Tier II Historic Resources in Ontario Ranch pursuant to the City's historic resource evaluation system (i.e., 8314 Edison Avenue, 8484 Schaefer Avenue, 8185 Edison Avenue, 14251 Euclid Avenue, and 13948 S. Walker Avenue) and all other potentially historic properties in Ontario Ranch shall be subject to the following additional	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		mitigation requirements prior to the issuance of any grading, demolition, or development approvals: a) **Documentation.** A complete chain of title with copies of recorded deeds / documents for each parcel within the eligible property boundaries shall be provided to the Planning Department by the project applicant to ensure that all ethnic groups associated with each significant parcel / property are identified. The information shall be integrated into the HABS-Like Local Documentation Package prepared for each property. For properties with Basque or Portugues Associations, the following additional measures are required: ▪ **Basque Associations**. For properties with Basque associations, the project applicant shall contact the Chino Basque Club to inquire if the organization possesses any historic materials relating to the property or the owners identified in the complete chain of title. New materials resulting in this effort shall be integrated with HABS-like documentation; and ▪ **Portuguese Associations**. For properties with Portuguese associations, the project applicant shall contact the Chino Valley Divino Espirito Santo (DEA) Club to inquire if the organization possesses any historic materials relating to the property or the owners identified in the complete chain of title. New materials resulting in this effort shall be integrated with HABS-like documentation.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		b) **Avoidance.** All efforts to avoid demolition of historic resources shall be made by the project applicant. Alternatives to demolition that shall include: ▪ **Adaptive Reuse Study.** Prior to approval of demolition, an adaptive reuse study shall be prepared by a qualified professional meeting the minimum qualifications standards of the Secretary of the interior Professional Qualifications (Code of Federal Regulations, 36 CFR Part 61). The adaptive reuse study shall make recommendations on the possible reuse of the historic resource into the proposed project. If feasible and determined appropriate, the historic resource shall be integrated into the project, thereby avoiding demolition. ▪ **Structural Analysis for Relocation and/or Reconstruction**. Prior to approval of demolition, a structural analysis shall be prepared by a California licensed engineer meeting the minimum qualifications standards of the Secretary of the interior Professional Qualifications (Code of Federal Regulations, 36 CFR Part 61). The analysis shall identify the building components and materials and determine the feasibility of relocation and reconstruction. o If determined that relocation is feasible and a receiver site is available, the project applicant shall facilitate the relocation, affixing the building or structure to a permanent foundation, with	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		approved relocation plans and required permit issuance. o If a receiver site is not available, the historic resource shall be advertised and shall be offered at no cost for those who can relocate the structures off-site. Advertisements notifying the public of the opportunity to relocate the structures shall be placed for a minimum of 30 days: on-site with temporary signage, in at least 3 local publications (newspapers, magazines, local organization newsletters), and on local bulletin boards (realtor's offices, local business). A social media campaign, posted on the applicant's website or on a local non-profit heritage site, including a dedicated web page with the structure's information (description, square footage, photographs) and contact information should be incorporated into the relocation advertisement. c) **Interpretive Plan**. An interpretative plan highlighting the history, architectural styles, businesses, or individuals that have historic significance and have contributed to the development of the dairy industry shall be prepared by a qualified historian to further educate and increase community awareness of the local dairy history. The interpretive plan may be developed and constructed at a site-specific location, as determined by the City, or development in an on-line format.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		Specific Plan **No mitigation measures are required.**	
TRIBAL CULTURAL RESOURCES			
Impact TCR-1: Tribal cultural resources could be adversely impacted by grading activities associated with the Proposed Project.	PPA: PS EBPSP: PS	**Policy Plan Amendment** **Mitigation Measure TCR-1-PPA [Former MM 5-3]:** Upon receipt of an application for a proposed project subject to CEQA and is within the City's jurisdiction, the City's representative shall consult with the relevant tribe(s)' representative(s) to determine if the proposed project is within a culturally sensitive area to the tribe. If sufficient evidence is provided to reasonably ascertain that the site is within a [tribal] culturally sensitive area, an archaeologist shall prepare a cultural resources assessment. The findings of the cultural resources assessment shall be incorporated into the CEQA documentation. A copy of the report shall be forwarded to the tribe(s). If mitigation is recommended in the CEQA document, the procedure described in Mitigation Measure ~~5-~~4 TCR-2-PPA shall be followed. **Mitigation Measure TCR-2-PPA [Former MM 5-4]:** ~~Prior to the issuance of grading permits for a proposed project for which the CEQA document defines cultural resource mitigation for potential tribal resources, the project applicant shall contact the designated tribe(s) to notify them of the grading, excavation, and monitoring program.~~ The applicant shall coordinate with ~~the City of Ontario and the~~ tribal representative(s) to ~~develop mitigation measures that~~ address the designation, responsibilities, and participation of tribal monitors during grading, excavation, and ground-	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		disturbing activities; scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. The City of Ontario shall be the final arbiter of the conditions for projects within the City's jurisdiction. **Mitigation Measure TCR-3-PPA [Former MM TCR-1]:** Tribal Cultural Resources Monitoring. The project archaeologist, in consultation with interested tribes, the developer, and the City of Ontario, shall develop an archaeological monitoring plan (AMP) to address the details, timing, and responsibility of archaeological and cultural activities that will occur on the project site. Details in the AMP shall include: 1. Project-related ground disturbance (including, but not limited to, brush clearing, grading, trenching, etc.) and development scheduling; 2. The development of a rotating or simultaneous schedule in coordination with the developer and the project archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists (if the tribes cannot come to an agreement on the rotating or simultaneous schedule of tribal monitoring, the ~~Native American Heritage Commission~~ project archeologist shall	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		designate the schedule for the onsite Native American Tribal Monitor for the proposed project); 3. The protocols and stipulations that the developer, City, Tribes, and project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation. At least 30 days prior to application for a grading permit and before any brush clearance, grading, excavation, and/or ground disturbing activities on the site, the developer shall retain a tribal cultural monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Pursuant to the AMP, a tribal monitor from the consulting tribe shall be present during the initial grading activities. If tribal resources are found during grubbing activities, the tribal monitoring shall be present during site grading activities. **Mitigation Measure TCR-4-PPA [Former MM TCR-2]:** Treatment and Disposition of Cultural Resources. In the event that Native American cultural resources are inadvertently discovered during the course of any ground-disturbing activities, including but not limited to brush clearance, grading, trenching, etc., for the proposed project, the following procedures will be carried out for treatment and disposition of the discoveries: 1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		temporarily curated in a secure location on-site or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; 2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and nonhuman remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Ontario with evidence of same: a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloging, basic analysis, other analyses as recommended by the project archaeologist and approved by consulting tribes, and basic recordation have been completed; all documentation should be at a level of standard professional practice to allow the writing of a report of professional quality; b. A curation agreement with an appropriate qualified repository in San Bernardino County	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		that meets federal standards per 36 CFR Part 79, and therefore the resource would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility in San Bernardino County, to be accompanied by payment of the fees necessary for permanent curation; c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, materials shall be curated at the San Bernardino County Museum by default; d. At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		evidence of the required cultural sensitivity training for the construction staff held during the required pregrade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City, County Museum, and consulting tribes. **Specific Plan** **Mitigation Measure TCR-1-SP:** The EBPSP shall implement MM TCR-2-PPA, MM TCR-3-PPA, MM TCR-4-PPA.	

APPENDIX A:
DRAFT SEIR COMMENTS RECEIVED



From: Raza, Kumail <Kumail.Raza@lus.sbcounty.gov>
Sent: Monday, March 9, 2026 10:33 AM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Cc: Gonzales, Paul Paul.Gonzales@lus.sbcounty.gov>; Acuna, Vincent <Vincent.Acuna@lus.sbcounty.gov>
Subject: Notice of Availability for EIR - The Ontario Plan (TOP) 2050 Policy Plan Amendment

Good morning, Thomas,

The County of San Bernardino has received the attached Notice of Availability (NOA) for The Ontario Plan (TOP) 2050 Policy Plan Amendment Supplemental Environmental Impact Report (EIR).

Could you please provide a map identifying the sites proposed for land use changes, including any sites within the Eucalyptus Business Park Specific Plan, in addition to those addressed in the Policy Plan? I understand that the proposed amendment could result in up to 7,225 additional residential units and approximately 4.3 million square feet of additional nonresidential uses. While I was able to locate the proposed zoning map on the City's EIR webpage, it is difficult to determine which specific sites are proposed for change and their new designations without a before-and-after comparison. If a comparison map is not readily available, could you instead provide a list of the affected sites, including their addresses or APNs, acreage, and current and proposed land use/zoning designations?

A1-1

Additionally, could you please confirm whether any truck routes are proposed to be modified, or whether the update is limited to adding vibration-related impact considerations to Policy M-4.1 to address potential impacts from truck traffic?

Thank you.

Best Regards, [sbcounty.gov]

Kumail Raza, AICP

Planning Manager
E: kumail.raza@lus.sbcounty.gov
D: (909) 387-5366
Land Use Services Department
385 N. Arrowhead Avenue, 1st Floor
San Bernardino, CA 92415

Department of Toxic Substances Control

Yana Garcia
Secretary for
Environmental Protection

Katherine M. Butler, MPH, Director
8800 Cal Center Drive
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dtsc.ca.gov

Gavin Newsom
Governor

SENT VIA ELECTRONIC MAIL

March 18, 2026

Thomas Grahn
Principal Planner
City of Ontario
303 East B Street
Ontario, CA 91764
tgrahn@ontarioca.gov

RE: DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE ONTARIO PLAN 2050 POLICY PLAN AMENDMENT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT DATED MARCH 6, 2026, STATE CLEARINGHOUSE NUMBER 2025110102

Dear Thomas Grahn,

The Department of Toxic Substances Control (DTSC) reviewed the Draft Environmental Impact Report (DEIR) for the Ontario Plan 2050 Policy Plan Amendment Supplemental Environmental Impact Report (Project). The proposed Project is a Policy Plan Amendment to The Ontario Plan (TOP). The Policy Plan Amendment project component primarily involves modifying the currently permitted and planned TOP land use pattern across more than 1,300 acres in southern Ontario. These proposed changes to TOP are driven by requests from property owners and developers who seek to alter the allowable type or intensity of land use on their properties as well as land use changes required to improve land use compatibility, maintain compliance with state laws, uphold long-term planning goals, and plan for a cohesive land use pattern that repositions the southwest portion of the city as a regional employment and logistics center. A critical aspect of these proposed Policy Plan Amendments is to ensure compliance with state laws. DTSC recommends and requests consideration of the following comments:

A2-Intro

1. There are several areas of which DTSC has regulatory oversight over that are within the Ontario Plan 2050 Policy Plan, whether they are listed as having documented contamination, land use restrictions, are subject to a Hazardous Waste Facility Permit, or the potential for the Project site to be included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, DTSC recommends further coordination with the Department in the event that the proposed Project may impact any of the areas that may fall under DTSC's oversight. Please review the project area in Ontario, CA EnviroStor; DTSC's public-facing database and coordinate with the Department if any suspected decisions may impact these areas of which DTSC oversees. A2-1
2. DTSC recommends all imported soil/fill material be tested to ensure all COCs meet screening levels as outlined in DTSC's Preliminary Endangerment Assessment Guidance Manual. Furthermore, DTSC advises referencing the DTSC Information Advisory Clean Imported Fill Material Fact Sheet if importing soil/fill is necessary. To minimize the possibility of introducing contaminated soil/fill material, there should be documentation of the origins of the soil/fill material and, if applicable, sampling be conducted to ensure that the imported soil/fill material is suitable for the intended land use. The sampling should include analysis based on the source of the soil/fill and knowledge of prior land use. A2-2

DTSC appreciates the opportunity to comment on the DEIR for the Ontario Plan 2050 Policy Plan Amendment Supplemental Environmental Impact Report. Thank you for your assistance in protecting California's people and environment from the harmful effects of toxic substances. If you have any questions or would like clarification on DTSC's comments, please respond to this letter or via the CEQA Review email for additional guidance. A2-3

Sincerely,



Tamara Purvis
Associate Environmental Planner
HWMP - Permitting Division – CEQA Unit
Department of Toxic Substances Control
Tamara.Purvis@dtsc.ca.gov

cc: (via email)

Governor's Office of Land Use and Climate Innovation
State Clearinghouse
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Dear Mr. Thomas Grahn,

Omnitrans appreciates the opportunity to provide comments on the Ontario Plan 2050 Policy Plan Amendment Supplemental Draft Environmental Impact Report (EIR). Our comments focus on transit considerations as Ontario Ranch continues to experience significant growth: A3-Intro

Omnitrans is supportive of the increased densities along Edison Avenue—which is identified as a transit priority corridor in SBCTA's Long Range Multimodal Transportation Plan (LRMTP), particularly as Ontario Ranch becomes more developed. The levels of density that Edison is proposed to see meet the threshold of Bus Rapid Transit (BRT) service. We also note that Euclid Avenue and Haven Avenue are also designated as a transit priority corridors in the LRMTP. Identifying connectivity with future Housing Element sites will be an important consideration for both Omnitrans and the City of Ontario as growth continues. A3-1

As several roadways that are anticipated to absorb the impact of upzoned housing sites will be widened as envisioned in the City's adopted Mobility Element, Omnitrans requests continued and structured coordination with the City to identify BRT/transit supportive features to improved roadways. These features include, but are not limited to:

- Safe, signalized pedestrian crossings at bus stop locations
- Curb space accommodations for future bus stops and amenities
- Transit Signal Priority (TSP) and other operational treatments at Enhanced Intersection locations
- Potential for dedicated transit lanes on BRT corridors
- Transit-supportive active transportation infrastructure such as Class IV and Class II+ buffered bike lanes, Leading Pedestrian Intervals, and other traffic calming measures.

A3-2

Omnitrans also strongly supports rerouting existing truck routes away from concentrations of high-density housing and future transit priority corridors. Changes to truck circulation patterns significantly affect transit viability and user safety, particularly regarding stop accessibility, curb space, and pedestrian or bike conflicts with truck traffic. These considerations are particularly important in Ontario Ranch as the area continues to add housing and employment and the demand for transit continues to grow. However, if truck volumes, driveway conflicts, and corridor congestion increase without proactive mitigation, transit service can become slower, less reliable, and more expensive to operate. Logistics facilities are more difficult to integrate well with transit, but with early coordination (particularly on stop access, sidewalks, crossings, A3-3

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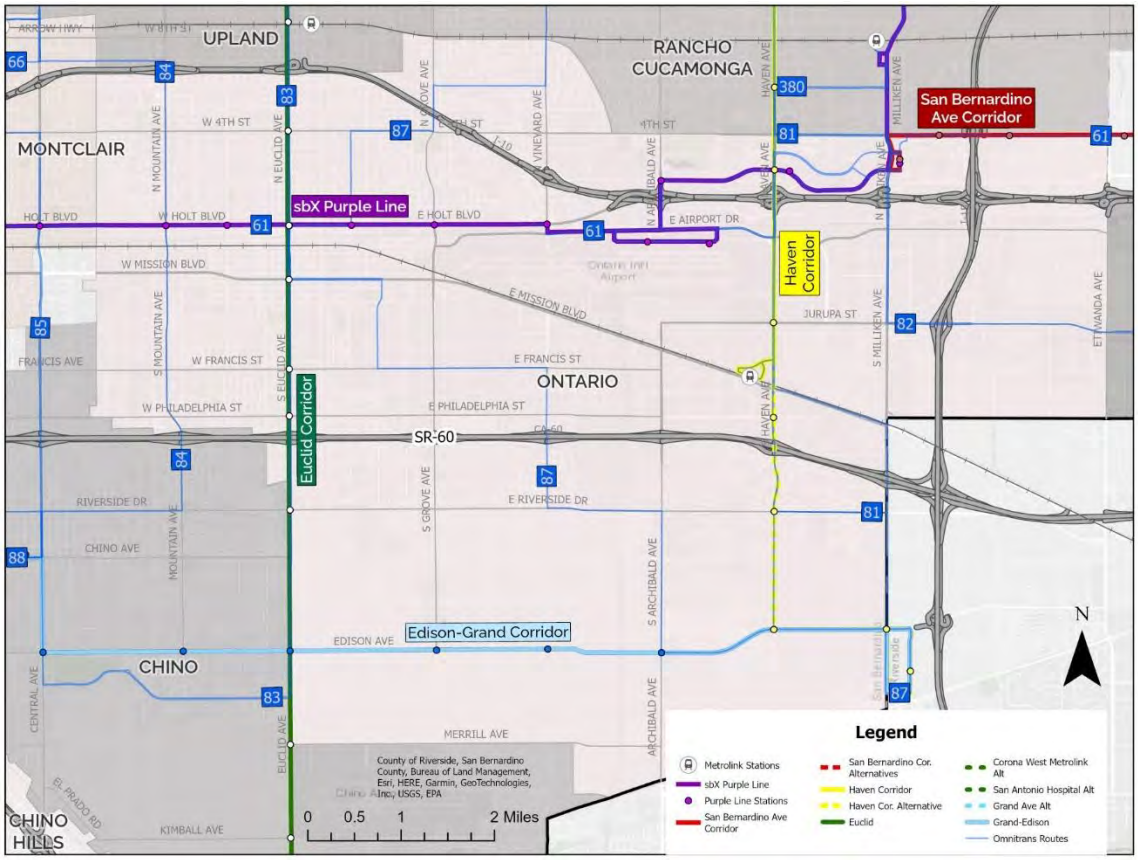
and employer participation), transit service will have a higher chance of success in this new region. A3-3 cont.

Omnitrans appreciates the City's commitment to the expansion of Bus Rapid Transit, as demonstrated through its partnership on the sbX Purple Line. Omnitrans requests to remain an active stakeholder in the developmental planning process, particularly as it relates to Ontario Ranch and its growth, potential, and regional significance.

Best regards, A3-4

Youssef Kaddeche
Planner I

Cc: Alex Shippau, Development Planning Manager
Ben Nolen, Service Planning Manager



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SENT VIA E-MAIL:
tgrahn@ontarioca.gov
Thomas Grahn, Principal Planner
City of Ontario
303 East B Street
Ontario, CA 91764

April 16, 2026

Draft Subsequent Environmental Impact Report (SEIR) for the Proposed The Ontario Plan 2050 Policy Plan Amendment (Proposed Project) (SCH No.: 2025110102)

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The City of Ontario is the California Environmental Quality Act (CEQA) Lead Agency for the Proposed Project. To provide context, South Coast AQMD staff have provided a brief summary of the project information and prepared the following comments, organized by topic of concern.

Summary of Project Information in the Draft SEIR

Based on the Draft SEIR, the Proposed Project consists of two primary components: The Ontario Plan (TOP) Policy Plan Amendment (PPA) and the Eucalyptus Business Park Specific Plan (EBPSP).

A4-Intro

The PPA component would modify the existing and planned land use pattern within the TOP area, encompassing more than 1,300 acres in the southern portion of the City of Ontario.[1] In addition, the PPA includes updates to the City's designated truck route network to ensure consistency with Assembly Bill 98 (AB 98).[2] Specifically, two roadway segments would be removed from, and three segments added to, the City's official truck route system.[3]

The EBPSP component would establish a specific plan over approximately 189 acres, consisting of nine Planning Areas (PAs).[4] Land uses would include approximately 137.9 acres designated for Business Park uses, 36.15 acres for Open Space–Parkland, and 14.97 acres for roadway and circulation improvements.[5] Development within PAs 1 through 6 would accommodate up to approximately 2,939,000 square feet (sf) of industrial/business park uses. Individual building sizes would not exceed 560,000 sf, and cold storage uses would be prohibited.[6] PAs 7 through 9 would be developed as Open Space–Parkland.[7] Additionally, the Specific Plan allows for the potential development of a 35,000 sf publicly operated animal resource center, should the City elect to

[1] Draft SEIR. p. 2-17.
[2] *Ibid*. p. 2-20.
[3] *Ibid*. p. 2-54.
[4] *Ibid*. p. 2-20.
[5] *Ibid*. p. 2.49.
[6] *Ibid*. p. 2-50.
[7] *Ibid*. p. 2-53.

include it in the Specific Plan areas.[8] The EBPSP site is generally bounded by Campus Avenue to the west, Eucalyptus Avenue to the south, and Walker Avenue to the east.[9] Based on a review of aerial imagery, the nearest sensitive receptor is located approximately 100 feet north of the EBPSP site.

The EBPSP construction is anticipated to commence in January 2027 and continue through June 2031,[10] and would occur in three phases,[11] with the details[12] as follows:

- Phase 1 (2028)
  - 340,700 sf industrial park
  - 553,300 sf warehousing
  - 326,200 sf high-cube fulfillment center (sort)
  - 33.8-acre park
- Phase 2 (2029)
  - 273,700 sf industrial park
  - 553,300 sf warehousing
  - 261,000 sf high-cube fulfillment center (sort)
  - 5,000 sf retail
  - 5,000 sf fast-food restaurant with drive-thru
  - 35,000 sf public animal shelter
  - 37.7-acre park
- Phase 3 (2031)
  - 162,600 sf industrial park
  - 211,700 sf manufacturing
  - 163,600 sf warehousing
  - 47,900 sf high-cube fulfillment center (sort)
  - 21-acre park

A4-Intro

<u>South Coast AQMD Comments</u>

Truck Idling Duration and Emissions Modeling

Appendix C4 (EBPSP HRA) of the Draft SEIR evaluates truck emissions with 15 minutes of idling per truck per day to estimate diesel particulate matter (DPM) emissions for the health risk assessment (HRA).[13] However, the actual idling times may be longer in duration since the EBPSP is anticipated to involve a total of 1,218 two-way truck trips per day.[14] Moreover, it is reasonable to expect that individual trucks may experience extended periods of idling due to on-site queuing, security checks, staging, loading, and unloading operations, among other factors, particularly during peak hours or in congested circulation areas. As such, a 15-minute idling duration may underestimate actual on-site idling behavior and, consequently, DPM emissions, which are a key contributor to localized health risks.

A4-1

[8] *Ibid*.
[9] *Ibid*. p. 2-54.
[10] *Ibid*. p. 2-75.
[11] *Ibid*. p. 2-77.
[12] Appendix C3: EBPSP AQ Study. p. C3-17.
[13] Appendix C4: EBPSP HRA. p. C4-19.
[14] Appendix C4: EBPSP HRA. p. C4-20.

While the California Air Resources Board (CARB) limits diesel truck idling to five minutes as set forth in the Airborne Toxic Control Measure (ATCM), an exemption from this requirement is allowed for trucks equipped with engines that meet the optional low-NOx idle emission standard, which is typically applicable to model year 2008 and newer trucks. These vehicles, often referred to as "clean idle" certified, are permitted to idle longer than five minutes when situated more than 100 feet from sensitive land uses such as homes and schools.[15] Furthermore, CARB's EMFAC2021 Volume III Technical Document (Table 4.4.2-5) indicates that heavy-duty trucks may idle for up to five hours at a single location under certain conditions.[16] For these aforementioned reasons, as a practical matter, the idling duration for onsite heavy-duty trucks visiting the Proposed Project site could idle for a much longer duration than what was analyzed in the Draft EIR. Thus, the HRA may have substantially underestimated the full extent of operational health risks associated with the DPM emissions from the anticipated onsite heavy-duty truck activities. A4-1 cont.

Accurate characterization of idling activity is essential to fully assess the potential health risk impacts, particularly for nearby sensitive receptors. Therefore, to ensure the HRA provides an accurate and health-protective estimate of potential exposure, the Lead Agency is recommended to either: 1) revise the operational emissions modeling in the Final SEIR to assume a minimum of 30 minutes of idling per truck per day, unless site-specific data or operational constraints justify a shorter duration; or 2) provide empirical evidence, such as facility-specific queuing and processing time studies, vehicle circulation modeling, or comparable industry data, to substantiate the 15-minute assumption as representative of expected operations of the Proposed Project.

Completion of the Overlapped Emissions Analysis

Appendix C3 (EBPSP Air Quality Study) of the Draft SEIR includes a discussion of the temporal overlap between construction and operational activities.[17] However, the analysis presents combined emissions without a corresponding determination of significance.[18] While the South Coast AQMD has not established specific thresholds of significance for overlapping construction and operational emissions, a standard practice is to conservatively compare the combined (overlapping) emissions to the applicable operational significance thresholds to evaluate potential impacts. Therefore, the Lead Agency is recommended to revise the air quality analysis to include a determination for overlapping construction and operational emissions using South Coast AQMD's air quality ***operational*** significance thresholds. Where exceedances of applicable thresholds are identified, the analysis should identify, evaluate, and incorporate all available and feasible mitigation measures to reduce emissions to the maximum extent practicable. Such measures may include, but are not limited to, enhanced equipment emissions controls, construction scheduling refinements to minimize overlap, and increased reliance on zero- and near-zero A4-2

[15] CARB, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling was promulgated in Chapter 13 of the California Code of Regulations, Section 2485: Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling, available at https://ww2.arb.ca.gov/sites/default/files/2022-06/13_CCR_2485_OAL_06222022-2_ADA_06272022_0.pdf

[16] CARB, EMFAC2021 Volume III Technical Document, Table 4.4.2-5, p. 161., available at https://ww2.arb.ca.gov/sites/default/files/2021-03/emfac2021_volume_3_technical_document.pdf

[17] Appendix C3: EBPSP AQ Study. p. C3-65.

[18] Appendix C3: EBPSP AQ Study. p. C3-926.

emission technologies. The revised analysis and conclusions should be included in the Final SEIR to ensure a complete and transparent assessment of potential air quality impacts. A4-2 cont.

Recommend Conducting a Quantitative Analysis of Human Health Consequences

Section 3.3 (Air Quality) of the Draft SEIR states that the health impacts or human health consequences analysis is not conducted.[19] The health impacts are acknowledged; however, the Lead Agency relies on infeasibility arguments to conclude that the quantification of the health effects analysis is not provided in the Draft SEIR. However, the February 2023 Friant Community Plan Update and Friant Ranch Specific Plan contained a detailed quantitative analysis of Human Health Consequences Analysis,[20] which is evidence that this type of calculation can be performed.

For context, the Bloomington Business Park Specific Plan Project[21] was required to recirculate its Draft EIR following a legal challenge in San Bernardino County Superior Court (Case No. CIVSB2228456). In that proceeding, the court directed the County to set aside its prior approvals, finding that the EIR was legally inadequate with respect to its analysis of air quality impacts, including the application of the Friant Ranch methodology for evaluating health effects. As articulated in the court's ruling, "*a sufficient discussion of significant impacts requires not merely a determination of whether an impact is significant, but some effort to explain the nature and magnitude of the impact*.[22]" This standard underscores the requirement under the CEQA that an EIR provide a meaningful, evidence-based analysis that allows decision-makers and the public to understand the extent and severity of a project's environmental and public health impacts. A4-3

Therefore, the Lead Agency is recommended to review the analysis in the above-referenced document, perform a quantitative analysis specific to the Proposed Project, and incorporate the results in the Final SEIR.

Recommended Air Quality Mitigation Measures to Reduce Construction Emissions

Section 3.3 (Air Quality) of the Draft SEIR evaluates emissions associated with construction activities of the EBPSP and concludes that construction-related impacts would be less than significant; therefore, no mitigation measures are proposed.[23] Notwithstanding this determination, the Lead Agency is recommended to incorporate all feasible and available best management practices to further minimize criteria pollutants and precursor emissions to the maximum extent practicable. A4-4

Furthermore, given the extent, scale, and duration of the Proposed Project, the Lead Agency is recommended to evaluate the applicability of the statewide clean-fleet and clean-construction programs under development by the California Air Resources Board (CARB). These programs provide a framework for achieving substantial near-term reductions in nitrogen oxide (NOx),

[19] *Ibid*. p. 3.3-73.
[20] Quantitative Analysis of Human Health Consequences Analysis, Table 3.3-8. Available at: https://www.fresnocountyca.gov/files/sharedassets/county/v/1/vision-files/files/72347-friant-prr-deir_2-7-23.pdf
[21] Bloomington Business Park Specific Plan Project (SCH: 2020120545). Available at https://ceqanet.lci.ca.gov/2020120545/10
[22] Bloomington Business Park Specific Plan Project. Court Ruling. p. 34 of PDF. Available at https://www.climatecasechart.com/documents/california-superior-court-found-that-ceqa-review-for-industrial-rezoning-improperly-analyzed-greenhouse-gas-reduction-measures_4d86
[23] *Ibid*. p. 3.3-56.

VOC, and DPM emissions from on- and off-road fleets, which are the key precursors to the formation of ozone, which have associated adverse health impacts. Taking full advantage of these programs would provide additional opportunities to minimize the significant effects of the Proposed Project. CARB's California Clean Construction Program is designed to recognize and encourage off-road construction fleets that voluntarily exceed regulatory requirements by deploying cleaner-than-Tier 4 Final or zero-emission off-road equipment.[24] Similarly, CARB's Clean Fleet Connect[25] and Advanced Clean Fleets (ACF) programs support on-road fleet transitions toward zero-emission technologies.[26] These frameworks demonstrate that both construction and operational fleets can achieve meaningful emissions reductions through the adoption of newer, cleaner equipment and zero-emission technologies. A4-4 cont.

In addition to the use of the cleanest available construction technologies (e.g., Tier 4 Final engines), renewable diesel fuel, super-compliant low-volatile organic compound (VOC) architectural coatings, and zero-emission (fully electric) equipment where feasible, the Lead Agency is recommended to consider implementing enhanced fugitive dust control measures (e.g., increased watering frequency, application of soil stabilizers, and minimizing disturbed areas), idling restrictions for on-road and off-road equipment, and optimized construction phasing and scheduling to reduce equipment overlap and associated emissions. Further measures may include the establishment of designated construction haul routes to minimize exposure to sensitive receptors and the preparation of a construction emissions management plan to ensure effective implementation and monitoring of these practices.

Incorporation of these mitigation measures would further reduce short-term air quality impacts and potential localized health risks, particularly in proximity to sensitive receptors. These additional mitigation measures should be evaluated, disclosed, and incorporated, as appropriate, in the Final SEIR to demonstrate the Lead Agency's commitment to minimizing air quality impacts beyond the identified level of significance.

Recommended Air Quality and Greenhouse Gas Mitigation Measures and Project Design Features for Consideration

CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate any significant adverse air quality impacts. To further reduce the Proposed Project's air quality impacts, the following mitigation measures and project design considerations are recommended to be incorporated into the Final SEIR. A4-5

Mitigation Measures to Reduce Operational Air Quality Impacts from Mobile Sources

1. Require ZE or NZE on-road haul trucks, such as heavy-duty trucks with natural gas engines that meet the CARB's adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), if and when feasible. A4-6

[24] CARB – California Clean Construction Program. Available at: https://ww2.arb.ca.gov/our-work/programs/california-clean-construction-program.
[25] CARB – Clean Fleet Connect. Available at: https://ww2.arb.ca.gov/our-work/programs/clean-fleet-connect.
[26] CARB – Advanced Clean Fleets Program. Available at: https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets.

Note: Given CARB's clean truck rules and regulations aiming to accelerate the utilization and market penetration of ZE and NZE trucks, such as the Advanced Clean Trucks Rule and the Heavy-duty Low NOx Omnibus Regulation, ZE and NZE trucks will become increasingly more available for use.

2. Require a phase-in schedule to incentivize the use of cleaner operating trucks to reduce any significant adverse air quality impacts.

   Note: South Coast AQMD staff are available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency.

3. Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the Final EIR. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing this higher activity level.

4. Provide electric vehicle (EV) charging stations or, at a minimum, provide electrical infrastructure, and electrical panels should be appropriately sized. Electrical hookups should be provided for truckers to plug in any onboard auxiliary equipment.

A4-6 cont.

Mitigation Measures to Reduce Operational Air Quality Impacts from Other Area Sources

1. Maximize the use of solar energy by installing solar energy arrays.
2. Use light-colored paving and roofing materials.
3. Utilize only Energy Star heating, cooling, and lighting devices and appliances.

A4-7

Design Considerations for Reducing Air Quality and Health Risk Impacts

1. Clearly mark truck routes with trailblazer signs so that trucks will not travel next to or near sensitive land uses (e.g., residences, schools, daycare centers, etc.).
2. Design the Proposed Project such that truck entrances and exits are not facing sensitive receptors, and trucks will not travel past sensitive land uses to enter or leave the Proposed Project site.
3. Design the Proposed Project such that any truck check-in point is inside the Proposed Project site to ensure no trucks are queuing outside.
4. Design the Proposed Project to ensure that truck traffic inside the Proposed Project site is as far away as feasible from sensitive receptors.
5. Restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the Proposed Project site.

A4-8

Lastly, the South Coast AQMD also suggests that the Lead Agency conduct a review of the following references and incorporate additional mitigation measures as applicable to the Proposed Project in the Final EIR:

1. State of California – Department of Justice: Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act[27]

2. South Coast AQMD 2022 Air Quality Management Plan,[28] specifically:

   a) Appendix IV-A – South Coast AQMD's Stationary and Mobile Source Control Measures

   b) Appendix IV-B – CARB's Strategy for South Coast

   c) Appendix IV-C – SCAG's Regional Transportation Strategy and Control Measure

3. United States Environmental Protection Agency (U.S. EPA) Transportation, Air Quality, and Climate Change.[29]

A4-9

Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program

On May 7, 2021, South Coast AQMD's Governing Board adopted Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program,[30] and Rule 316 – Fees for Rule 2305.[31] Rules 2305 and 316 are new rules that will reduce regional and local emissions of NOx and particulate matter (PM), including DPM. These emission reductions will reduce public health impacts for communities located near warehouses from mobile sources that are associated with warehouse activities. Also, the emission reductions will help the region attain federal and state ambient air quality standards. Rule 2305 applies to owners and operators of warehouses greater than or equal to 100,000 sf. Under Rule 2305, operators are subject to an annual WAIRE Points Compliance Obligation that is calculated based on the annual number of truck trips to the warehouse. WAIRE Points can be earned by implementing actions in a prescribed menu in Rule 2305, implementing a site-specific custom plan, or paying a mitigation fee. Warehouse owners are only required to submit limited information reports, but they can opt to earn Points on behalf of their tenants if they choose, because certain actions to reduce emissions may be better achieved at the warehouse development phase, for instance, the installation of solar and charging infrastructure. Rule 316 is a companion fee rule for Rule 2305 to allow South Coast AQMD to recover costs associated with Rule 2305 compliance activities. Since the Proposed Project consists of the development of up to 2,939,000 sf of warehouses, fulfillment centers, industrial park uses, etc., the Proposed Project's warehouse owners and operators will be required to comply with Rule 2305 once the warehouse is occupied. Therefore, South Coast AQMD staff

A4-10

[27] State of California – Department of Justice, Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act available at https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf
[28] South Coast AQMD, 2022 Air Quality Management Plan (AQMP) available at http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan
[29] United States Environmental Protection Agency (U.S. EPA) Transportation, Air Quality, and Climate Change available at https://www.epa.gov/transportation-air-pollution-and-climate-change
[30] South Coast AQMD Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program available at http://www.aqmd.gov/docs/default-source/rule-book/reg-xxiii/r2305.pdf.
[31] South Coast AQMD Rule 316 – Fees for Rule 2305 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-iii/r316.pdf

recommends that the Lead Agency review South Coast AQMD Rule 2305 to determine the potential WAIRE Points Compliance Obligation for future operators and explore whether additional project requirements and CEQA mitigation measures can be identified and implemented at the Proposed Project that may help future warehouse operators meet their compliance obligation. South Coast AQMD staff is available to answer questions concerning Rule 2305 implementation and compliance by phone or email at (909) 396-3140 or waire-program@aqmd.gov. For implementation of guidance documents and compliance and reporting tools, please visit South Coast AQMD's WAIRE Program webpage.[32]

A4-10 cont.

South Coast AQMD Air Permits and Role as a Responsible Agency

Appendix C3 (EBPSP AQ Study) of the Draft SEIR states that the Proposed Project would include a total of two emergency fire pumps in Phase 1, four emergency fire pumps in Phase 2, and five emergency fire pumps in Phase 3.[33] Thus, air permits from South Coast AQMD will be required. The Final SEIR should include a discussion about the South Coast AQMD rules that may be applicable to the Proposed Project. Those rules may include, for example, Rule 201 – Permit to Construct,[34] Rule 203 – Permit to Operate,[35] Rule 401 – Visible Emissions,[36] Rule 402 – Nuisance,[37] Rule 403 – Fugitive Dust,[38] Rule 1110.2 – Emissions from Gaseous and Liquid Fueled Engines,[39] Rule 1113 – Architectural Coatings,[40] and Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines,[41] etc.

It is important to note that if air permits from the South Coast AQMD are required, South Coast AQMD's role under CEQA will become the Responsible Agency of the Proposed Project. Per CEQA Guidelines Section 15086, the Lead Agency is required to consult with South Coast AQMD. CEQA Guidelines Section 15096 sets forth specific procedures for a Responsible Agency, including making a decision on the adequacy of the CEQA document for use as part of the process for conducting a review of the Proposed Project and issuing discretionary approvals. Also, as set forth in CEQA Guidelines Section 15096(h), the Responsible Agency is required to make Findings in accordance with CEQA Guidelines Section 15091 for each significant effect of the project and issue a Statement of Overriding Considerations in accordance with CEQA Guidelines Section 15093, if necessary. Lastly, as set forth in CEQA Guidelines Section 15096(i), the Responsible Agency may file a Notice of Determination.

A4-11

CEQA Guidelines Section 15096 sets forth specific procedures for a Responsible Agency, including making a decision on the adequacy of the CEQA document for use as part of the process for conducting a review of the Proposed Project and issuing discretionary approvals. Moreover, it is important to note that if a Responsible Agency determines that a CEQA document is not adequate to rely upon for its discretionary approvals, the Responsible Agency must take further actions listed in CEQA Guideline Section 15096(e), which could have the effect of delaying the

[32] South Coast AQMD WAIRE Program available at http://www.aqmd.gov/waire.
[33] Appendix C3: EBPSP AQ Study. p. C3-59.
[34] South Coast AQMD, Rule 201 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-201.pdf
[35] South Coast AQMD, Rule 203 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-203.pdf
[36] South Coast AQMD, Rule 401 available at https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-401.pdf
[37] South Coast AQMD, Rule 402 available at https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf
[38] South Coast AQMD, Rule 403 available at https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403
[39] South Coast AQMD, Rule 1110.2 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1110_2.pdf
[40] South Coast AQMD, Rule 1113 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf
[41] South Coast AQMD, Rule 1470 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1470.pdf

implementation of the Proposed Project. In its role as CEQA Responsible Agency, the South Coast AQMD is obligated to ensure that the CEQA document prepared for this Proposed Project contains a sufficient project description and analysis to be relied upon in order to issue any discretionary approvals that may be needed for air permits.

For these reasons, the final CEQA document should be revised to include a discussion about any and all new stationary and portable equipment requiring South Coast AQMD air permits, provide the evaluation of their air quality and greenhouse gas impacts, and identify South Coast AQMD as a Responsible Agency for the Proposed Project as this information will be relied upon as the basis for the permit conditions and emission limits for the air permit(s). Please contact South Coast AQMD's Engineering and Permitting staff at (909) 396-3385 for questions regarding what types of equipment would require air permits. For more general information on permits, please visit South Coast AQMD's webpage at https://www.aqmd.gov/home/permits. A4-11 cont.

Conclusion

As set forth in Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(a-b), the Lead Agency shall evaluate comments from public agencies on environmental issues and prepare a written response at least 10 days prior to certifying the Final SEIR. As such, please provide South Coast AQMD written responses to all comments contained herein at least 10 days prior to the certification of the Final SEIR. In addition, as provided by CEQA Guidelines Section 15088(c), if the Lead Agency's position is at variance with recommendations provided in this comment letter, detailed reasons supported by substantial evidence in the record to explain why specific comments and suggestions are not accepted must be provided. A4-12

Thank you for the opportunity to provide comments. South Coast AQMD staff are available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Danica Nguyen, Air Quality Specialist, at dnguyen1@aqmd.gov should you have any questions.

Sincerely,

Sam Wang

Sam Wang
Program Supervisor, CEQA IGR
Planning, Rule Development & Implementation

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CITY of CHINO

April 16, 2026

Sent Via Email and US Mail:
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Thomas Grahn
City of Ontario Planning Department
303 East B Street
Ontario, CA 91764

Re: NOTICE OF AVAILABILITY OF A DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT The Ontario Plan 2050 Policy Plan Amendment (State Clearinghouse No. 2025110102)

Dear Thomas:

This letter is in response to an email regarding a Notice of Availability of a Draft Supplemental EIR for The Ontario Plan 2050 Policy Plan Amendment. Thank you for giving the City of Chino the opportunity to review the information and provide comments. In reviewing the proposed changes to the Ontario Plan

A5-Intro

- As the Proposed Land Use Plan identifies intensifying the Business Park Land Use Type along Eucalyptus Avenue, The City of Chino requests the EIR identify how this project will address its compliance with AB98. Specifically, to ensure that the existing residential sensitive land uses west of Euclid Avenue are protected from increased commercial vehicle traffic through truck routing maps, signage, enforcement policies, and cooperation with neighboring jurisdictions.

A5-1

- The Proposed Truck Route changes add Eucalyptus Avenue east of Euclid as a truck route, the City of Chino requests that the EIR include the identification of mitigation measures to prevent commercial traffic from using Eucalyptus Avenue west of Euclid Avenue through residential areas. The City of Chino requests that the City of Ontario work collaboratively on truck route signage along the shared Euclid Avenue boundary.

A5-2

- The Proposed Truck Routes remove a portion of Edison Avenue from Euclid Avenue to Walker Avenue while maintaining Edison Avenue easterly all the way to I-15 in the City of Eastvale. This presents inconsistent regional commercial route planning that differs from previous plans. The City of Chino is concerned that this change presents further concerns with regional truck routes as mentioned above.

A5-3

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Web Site: www.cityofchino.org

- The City of Chino is concerned that with the proposed truck route changes, commercial traffic will be concentrated on Euclid Avenue beyond originally anticipated intersection compacities at buildout. Further, this change is likely to impact SR-60 and SR-71 interchanges that may require additional improvement considerations beyond what has been identified to date. The EIR and traffic impact analysis should review both interchanges to determine how intensifying commercial traffic on Euclid Avenue affects the Level of Service to these locations. A5-4

- The City of Chino requests that the City of Ontario coordinate Active Transportation facilities along Euclid Avenue and through east-west streets to provide seamless regional connectivity. A5-5

If you have any questions, please contact Chris Cortez, Assistant Planner, by email at ccortez@cityofchino.org, or by phone at 909-334-3525.

Sincerely,

Warren Morelion, AICP
Director of Development Services

cc: Michael Hitz, AICP, Principal Planner

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SAN BERNARDINO COUNTY

Land Use Services Department
Planning

Miguel Figueroa
Director

Thomas Bustamonte
Assistant Director

SENT VIA EMAIL

April 20, 2026

Thomas Grahn
Principal Planner
City of Ontario
303 East B Street,
Ontario, CA 91764

RE: NOTICE OF AVAILABILITY FOR EIR - THE ONTARIO PLAN (TOP) 2050 POLICY PLAN AMENDMENT

Dear Mr. Grahn,

Thank you for providing the Notice of Preparation (NOP) for the proposed amendments to the Ontario Plan (TOP) 2050 Policy Plan.

Based on the information provided, the project is located entirely within the City of Ontario, and direct impacts to unincorporated County areas are expected to be limited. The proposed truck routes also appear consistent with those already evaluated by the County. A6-1

Please continue to include County departments, including Land Use Services and Public Works - Traffic, as well as regional partners such as the San Bernardino County Transportation Authority (SBCTA), to ensure impacts to County roadways and truck routes remain limited and coordination is maintained.

Best Regards,

Paul Gonzales
Planning Chief

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April 20, 2026

Route I-10, I-15, SR-60, SR-83
GTS I D: 39418
SCH #:2025110102

Subject: Ontario Plan 2050 Plan Amendment

The California Department of Transportation (Caltrans) Local Development Review (LDR) Branch has completed its review of the Ontario Plan 2050 Policy Plan Amendment Supplemental Environmental Impact Report documents. The City of Ontario is in the southwestern corner of San Bernardino County and is surrounded by the cities of Chino and Montclair and unincorporated San Bernardino County to the west; the cities of Upland and Rancho Cucamonga to the north; the City of Fontana and unincorporated San Bernardino County to the east; and the cities of Eastvale and Jurupa Valley to the south.

The Policy Plan Amendment project component primarily involves modifying the currently permitted and planned TOP land use pattern across more than 1,300 acres in southern Ontario. These proposed changes to TOP are driven by requests from property owners and developers who seek to alter the allowable type or intensity of land use on their properties as well as land use changes required to improve land use compatibility, maintain compliance with state laws, uphold long-term planning goals, and plan for a cohesive land use pattern that repositions the southwest portion of the city as a regional employment and logistics center. A7-Intro

Given that the project is proposing to work within Caltrans' ROW, further review and the issuance of a Caltrans Encroachment Permit prior to construction to address impacts to Caltrans' will be necessary. Based on the information currently available, these comments are preliminary and subject to revision as the project design and development progress.

Based on the information available, we are submitting the following comments:

Modal Planning Programs

In the Eucalyptus Business Park Specific Plan, Project Level VMT Impact Assessment contains a revised truck map removing Archibald Avenue as one of the current truck routes (page K1-48). Given the decrease in future truck trips with the proposed change to the existing truck route, the City should make a concerted effort to implement the mobility plan/Ontario Active Transportation Master Pla A7-1

(2021), prioritizing streets where trucks are prohibited or will be restricted, as it is notable that there are no continuous north-south bicycle facilities south of SR-60, five years following the completion of the Active Transportation Master Plan.

A7-1 cont.

Traffic Operations

- Exhibit 1-4 on Page 11: The study area should include the intersection of Euclid Avenue (SR-83) and Bickmore Avenue.
- Provide Synchro (Version 12) input files that are used to analyze intersections.
- On Page 38 under Section 2.3: CA MUTCD should be updated to CA MUTCD 2026
- Intersection #1 in Table 7-1 on Page 97: The Synchro output for this ramp intersection showed failure. The HCS output showed the WB left off-ramp failed. This left-turn movement should be improved. Also, a double left on NB Euclid to the WB on ramp should be considered.
- Intersection #2 in Table 7-3 on Page 102: A double SB left without a project is the same as with a project. Verify
- Intersection #21 in Table 7-3 on Page 102: Additional trips add onto the SR-60 WB ramps and Grove Avenue. So, the improvement of these WB ramps should be considered
- The EB left off-ramp at intersection #22 in Table 7-3 on Page 102: Is adding an exclusive left-turn lane? which is a three-lane approach to Grove Ave. Verify

A7-2

Traffic Operations-San Bernadino County does not consider the TIA report to be completed or approved for this proposed project. Additional comments may be provided after the next submittal is reviewed.

Caltrans Encroachment Permit

Be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW requires a Caltrans-issued encroachment permit. For information regarding the Encroachment Permit application and submittal requirements, contact:

Caltrans Office of Encroachment Permits
464 West 4th Street, Basement, MS 619
San Bernardino, CA 92401-1400
(909)383-4526
D8.E-permits@dot.ca.gov
https://dot.ca.gov/programs/traffic-operations/ep
Important Note: All new permit applications must now be submitted through our new CEPS Online Portal at: https://ceps.dot.ca.gov/
Local Development Review and Encroachment Permit Process

A7-3

Please note that this LDR Letter is **not** a Caltrans approval nor an entitlement. However, once the above comments have been properly addressed, the project may proceed with the Caltrans Office of Encroachment Permits for an in-depth review and permit issuance.

Thank you again for including the Caltrans LDR Branch in the review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email LDR-D8@dot.ca.gov or call 909-963-9608.

A7-4

Sincerely,



Janki Patel
Branch Chief – Local Development Review
Division of Transportation Planning
Caltrans District 08

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April 16, 2026

Thomas Grahn
Principal Planner
City of Ontario
303 East B Street
Ontario, CA 91764

Via Email to:
tgrahn@ontarioca.gov

Subject: Comments on Eucalyptus Business Park Specific Plan / The Ontario Plan 2050 Policy Plan Amendment Supplemental Environmental Impact Report EIR (SCH NO. 2025110102)

Dear Mr. Grahn,

Thank you for the opportunity to comment on the Supplemental Environmental Impact Report (EIR) for the proposed Eucalyptus Business Park Specific Plan/The Ontario Plan 2050 Policy Plan Amendment Project. Please accept and consider these comments on behalf of Golden State Environmental Justice Alliance. Also, Golden State Environmental Justice Alliance formally requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this Project. Send all communications to Golden State Environmental Justice Alliance, P.O. Box 79222, Corona, CA 92877. O1-1

1.0 Summary

The Project includes two aspects: 1) Project-level analysis of adoption of the Eucalyptus Business Park Specific Plan (EBPSP) to construct 2,939,000 s.f. of industrial business park uses and 2) program-level analysis of substantial amendments to seven chapters (Land Use Element, Housing Element, Mobility Element, Community Design Element, Parks and Recreation Element, Safety Element, and Environmental Resources Element) of the City's General Plan known as The Ontario Plan (TOP Policy Plan Amendment (PPA)) to accommodate the proposed EBPSP, unaccounted for land use changes that increase TOP buildout by 1,395,416 square feet of nonresidential building area, and other changes to TOP. The EBPSP proposes demolition of

all existing onsite structures to accommodate the construction and operation of an industrial business park area. The EBPSP would establish 9 planning areas that provide for development of the site with approximately 2,939,000 SF of industrial business park uses on 137.9 acres (Planning Areas 1-6) and 36.15 acres of Open Space–Parkland (Planning Areas 7-9). The remaining 14.97 acres would be utilized for roadway improvements. The Business Park land use designation is intended to provide for uses such as employee intensive office spaces, technology centers, research and development facilities, warehouse and distribution, and light manufacturing. No cold storage would be permitted. The Specific Plan would also allow a maximum of 10,000 SF of commercial uses within the Business Park planning areas to support the Business Park operations and a 35,000 SF publicly operated animal resource center if the City of Ontario decides to locate an animal resource center in the Specific Plan. O1-1 cont.

Executive Summary 2.2. Type and Purpose of this Draft SEIR

The amendments to TOP are analyzed at a programmatic level as a Supplemental EIR to the existing TOP EIR. The EBPSP portion of the Project is analyzed as a Project Supplemental EIR. However, CEQA requires that TOP be analyzed as a Subsequent EIR. The EIR states that, "The proposed land use changes necessitate updates and modifications across the Land Use Element and various other elements of TOP 2050 Policy Plan." This justification language is vague and overly simplifies the extent of the PPA amendments to TOP. The existing TOP has a total of nine chapters, and the PPA modifies seven of them – Land Use Element, Housing Element, Mobility Element, Community Design Element, Parks and Recreation Element, Safety Element, and Environmental Resources Element. The Project also includes changes to the City's Development Code and Zoning Map to reflect the changes within TOP. O1-2

CEQA Guidelines Section 21166 requires that a subsequent EIR be prepared when any of the following apply: 1) substantial changes to the approved Project will require major revisions to the certified EIR, 2) substantial changes occur with respect to the circumstances under which the approved Project is being undertaken will require major revisions to the certified EIR, or 3) new information, that was not known and could not have been known at the time the EIR for the approved Project was certified becomes available. All three of these circumstances apply to the proposed Project. The approved Project (existing TOP) is changed so fundamentally and substantially that the RHNA sites inventory of the Housing Element is altered, new land use designations are created, existing land use designations are altered, and the Development Code and Zoning Map must also be updated as a result in order to accommodate these substantial changes.

Further, substantial changes and revisions to the existing TOP EIR are necessary in that the proposed Project has prepared new analyses for Air Quality, GHG, Truck Routes, Noise, VMT, and Water Supply. New information that was not known and could not have been known at the time the EIR for the approved Project (existing TOP) was certified becomes available, including but not limited to the proposed revisions to seven chapters of TOP to accommodate the EBPSP, the Redondo Beach case law requirements for Housing Elements, and state law requirements such as SB 330, SB 166, SB 1000, and AB 98.

CEQA Guidelines Section 15163(a)(2) allows preparation of a Supplemental EIR if "only minor additions or changes would be necessary to make the previous EIR adequately apply to the Project in the changed situation." The Project creates a completely new situation that is changed entirely from the previously certified EIR. The Project includes substantial changes to seven of the nine chapters within The Ontario Plan and requires major revisions of the previous EIR due to involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (CEQA Guidelines Section 15162(a)(1)). Therefore, a Subsequent EIR is required to be prepared and circulated for public review.

O1-2 cont.

1.1 Project Piecemealing

The EIR does not accurately or adequately describe the Project, meaning "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment" (CEQA § 15378). The proposed Project is a piecemeal portion of a larger overall project to be developed by Sares Regis within the City.

The EIR misleads the public and decision makers by circumventing adequate and accurate environmental analysis for the whole of the action - construction and operation of all Sares Regis buildings as a whole. At minimum, known piecemealed Projects include the development of the Meredith International Centre (3,001,160 s.f. of industrial distribution space across seven buildings[1],[2]). Cumulatively, the proposed EBSP Project and the piecemealed Project will construct 5,940,160 sf of warehouse/industrial building area. The proposed TOP Policy Plan Amendment increases TOP buildout for nonresidential building area by 4,334,416 sf, which cumulatively develops 7,335,576 sf of nonresidential building area.

O1-3

[1] https://www.rga-architects.com/meredith-international-centre
[2] https://www.oltmans.com/projects/meredith-international-centre-bldgs-1-7-infrastructure-and-solar

CEQA Section 15161 describes Project EIRs as examining "the environmental impacts of a specific development Project. This type of EIR should focus primarily on the changes in the environment that would result from the development Project. The EIR shall examine all phases of the Project, including planning, construction, and operation." The specific development Project is the construction and operation of all Sares Regis buildings as a whole, including, at a minimum, the projects listed above and any future projects associated with the undisclosed increase of 1,395,416 square feet of nonresidential building area in the TOP, as fully discussed in the Project Description section below.

O1-3 cont.

Additionally, CEQA Guidelines Section 15146 requires that the degree of specificity in an EIR "will correspond to the degree of specificity involved in the underlying activity which is described in the EIR. (a) An EIR on a construction Project will necessarily be more detailed in the specific effects of the Project than will be an EIR on the adoption of a local general plan or comprehensive zoning ordinance because the effects of the construction can be predicted with greater accuracy." Because there are multiple buildings as part of a single Project, the Project EIR must be more detailed in the specific effects of the Project.

A Project EIR must be prepared, which accurately represents the whole of the action without piecemealing the Project into separate, smaller development projects to present unduly low environmental impacts. The EIR must be revised to comply with CEQA Guidelines Section 15161 by preparing a Project EIR to adequately and accurately disclose the Project-specific and cumulative impacts of all Sares Regis projects.

2.0 Project Description

The EBSP aspect of the Project proposes to construct 2,939,000 sf of nonresidential building area. Table 2-4: Comparison of Approved TOP 2050 to Policy Plan Amendment within the EIR states that the TOP PPA will increase the allowable development of nonresidential building square feet by 4,334,416 square feet. This leaves 1,395,416 square feet of nonresidential building area unaccounted for. The land use changes that generate this specific increase in nonresidential building area are not discussed in the EIR. The EIR is inadequate as an informational document, and this does not comply with CEQA's requirements for meaningful disclosure. The EIR must be revised and include a complete list of affected Assessors Parcel Numbers, the parcel size, the existing and proposed TOP land use designations, and the existing and proposed Zoning designation to adequately disclose the land use changes for the 1,395,416 square feet of nonresidential building area increase over existing conditions.

O1-4

The EIR has also excluded copies of the Eucalyptus Business Park Specific Plan document, revised Draft Housing Element, and changes to the City's Zoning Map and Development Code to implement the Policy Plan Amendments from the EIR. This does not comply with CEQA's requirements for adequate informational documents and meaningful disclosure (CEQA Guidelines Section 15121 and PRC Section 21003(b)). Incorporation by reference (CEQA Guidelines Section 15150 (f)) is not appropriate as the Eucalyptus Business Park Specific Plan document, revised Draft Housing Element, and changes to the City's Zoning Map and Development Code to implement the Policy Plan Amendments contribute directly to the analysis of the problem at hand and is relied upon throughout the EIR to support less than significant findings. A revised EIR must be prepared to include the Eucalyptus Business Park Specific Plan document, revised Draft Housing Element, and changes to the City's Zoning Map and Development Code to implement the Policy Plan Amendments as appendices to the EIR for review, analysis, and comment by the public and decision makers.

O1-5

The EIR does not include a detailed floor plan, a detailed site plan, a detailed grading plan, or detailed building elevations. The basic components of a Planning Application include a detailed site plan, floor plan, grading plan, written narrative, and detailed elevations. The site plan provided in Figure 2-12 has been edited for public review to remove meaningful information such as the legend, key notes, floor area ratio calculation, and site coverage. All these basic items are necessary to conduct any type of analysis, and the EIR is inadequate as an informational document, as it is not possible to ascertain any meaningful analysis based upon the information provided. Further, no building elevations are included. A revised EIR must be prepared to include a wholly accurate, adequate, and legible detailed site plan, floor plan, and building elevations for public review.

O1-6

Additionally, the grading plan provided in Figure 2-15 has been edited for public review to remove meaningful information. For example, it does not provide any detailed information, such as earthwork quantity notes. Providing the grading plan and earthwork quantity notes is vital as the Project Description states that, "…the site needs to export approximately 51,000 CY of organic materials." The EIR has not provided substantial evidence to support this claim. Verification of the import/export materials is vital as it directly informs the quantity of necessary truck hauling trips due to soil import/export during the grading phase of construction. A revised EIR must be prepared to include wholly accurate and adequate detailed Project grading plans for public review.

O1-7

3.3 Air Quality, 3.6 Energy, and 3.8 Greenhouse Gas Emissions

The EIR does not include relevant environmental justice issues for analysis in reviewing potential impacts, including cumulative impacts from the proposed Project. This conflicts with CEQA Guidelines Section 15131 (c), which requires that "Economic, social, and particularly housing factors shall be considered by public agencies together with technological and environmental factors in deciding whether changes in a Project are feasible to reduce or avoid the significant effects on the environment identified in the EIR. If information on these factors is not contained in the EIR, the information must be added to the record in some other manner to allow the agency to consider the factors in reaching a decision on the Project." This is especially significant as the surrounding community is highly burdened by pollution. According to CalEnviroScreen 4.0[3], CalEPA's screening tool that ranks each census tract in the state for pollution and socioeconomic vulnerability, the proposed Project's census tract (6071001903) is highly burdened by pollution and ranks in the 99th percentile for overall pollution burden, meaning that it is among the most polluted census tracts in the state. The surrounding community bears the impact of multiple sources of pollution and is more polluted than other census tracts in many pollution indicators measured by CalEnviroScreen. For example, the Project census tract ranks in the 77th percentile for ozone burden, 93rd percentile for particulate matter (pm) 2.5 burden, and 57th percentile for diesel pm burden. These environmental factors are attributed to heavy truck activity in the area. Ozone can cause lung irritation, inflammation, and worsening of existing chronic health conditions, even at low levels of exposure[4]. Exhaust fumes contain toxic chemicals that can damage DNA, cause cancer, make breathing difficult, and cause low birth weight and premature births[5]. The very small particles of diesel PM can reach deep into the lung, where they can contribute to a range of health problems. These include irritation to the eyes, throat, and nose, heart and lung disease, and lung cancer[6]. See also the attached air quality comments and analysis from SWAPE.

O1-8

The census tract ranks among the most severely impacted in several areas that impact water quality. The census tract ranks in the 98th percentile for groundwater threats. People who live near contaminated groundwater may be exposed to chemicals moving from the soil into the air inside their homes[7]. Accordingly, the census tract ranks in the 100th percentile for drinking water impacts, which indicates that it ranks with the worst quality drinking water in the state. Poor communities and people in rural areas are exposed to contaminants in their drinking water

[3] CalEnviroScreen 4.0 https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40
[4] OEHHA Ozone https://oehha.ca.gov/calenviroscreen/indicator/air-quality-ozone
[5] OEHHA Traffic https://oehha.ca.gov/calenviroscreen/indicator/traffic-density
[6] OEHHA Diesel Particulate Matter https://oehha.ca.gov/calenviroscreen/indicator/diesel-particulate-matter
[7] OEHHA Groundwater Threats https://oehha.ca.gov/calenviroscreen/indicator/groundwater-threats

more often than people in other parts of the state[8]. The census tract also ranks in the 87th percentile for impaired waters. Water pollution can harm wildlife habitats and change the number and types of plants and animals in the environment[9]. When fish and shellfish are contaminated, people who eat them can be exposed to toxic substances[10].

The census tract ranks in the 99th percentile for solid waste facility impacts. Solid waste facilities can expose people to hazardous chemicals, release toxic gases into the air (even after these facilities are closed), and chemicals can leach into soil around the facility and pose a health risk to nearby populations[11]. The census tract also bears more impacts from cleanup sites than 80% of the state. Chemicals in the buildings, soil, or water at cleanup sites can move into nearby communities through the air or movement of water[12].

The census tract ranks in the 100th percentile for toxic releases. People living near facilities that emit toxic releases may breathe contaminated air regularly or if contaminants are released during an accident[13]. The census tract also ranks in the 87th percentile for hazardous waste facility impacts. Hazardous waste generators and facilities contribute to the contamination of air, water, and soil near waste generators and facilities can harm the environment as well as people[14].

O1-8 cont.

Further, the census tract is a diverse community including 29% Hispanic, 5% African-American, and 37% Asian-American residents, who are especially vulnerable to the impacts of pollution. The community has a high rate of low educational attainment, meaning 53% of the census tract over age 25 has not attained a high school diploma, which is an indication that they may lack health insurance or access to medical care. The community also has a high rate of poverty, meaning 35% of the households in the census tract have a total income before taxes that is less than the poverty level. Income can affect health when people cannot afford healthy living and working conditions, nutritious food and necessary medical care[15]. Poor communities are often located in areas with high levels of pollution[16]. Poverty can cause stress that weakens the immune system and causes people to become ill from pollution[17]. Living in poverty is also an

[8] OEHHA Drinking Water https://oehha.ca.gov/calenviroscreen/drinking-water
[9] OEHHA Impaired Waters https://oehha.ca.gov/calenviroscreen/indicator/impaired-water-bodies
[10] Ibid.
[11] OEHHA Solid Waste Facilities https://oehha.ca.gov/calenviroscreen/indicator/solid-waste-sites-and-facilities
[12] OEHHA Cleanup Sites https://oehha.ca.gov/calenviroscreen/indicator/cleanup-sites
[13] OEHHA Toxic Releases https://oehha.ca.gov/calenviroscreen/indicator/toxic-releases-facilities
[14] OEHHA Hazardous Waste Generators and Facilities https://oehha.ca.gov/calenviroscreen/indicator/hazardous-waste-generators-and-facilities
[15] OEHHA Poverty https://oehha.ca.gov/calenviroscreen/indicator/poverty
[16] Ibid.
[17] Ibid.

indication that residents may lack health insurance or access to medical care. Medical care is vital for this census tract as it ranks in the 29th percentile for incidence of cardiovascular disease and 49th percentile for low birth weights. The community also has a high rate of linguistic isolation, meaning 69% of the census tract speaks little to no English and faces further inequities as a result.

O1-8 cont.

3.9 Hazards and Hazardous Materials

The EBSP area of the Project is within Referral Area C and Safety Zone III of the Chino Airport Land Use Compatibility Plan[18]. The City's Development Code Reference I: Chino Airport Land Use Compatibility Plan[19] (it must be noted that this is the City's adopted Chino Airport ALUCP and not the statutorily authorized Chino Airport ALUCP) states that regarding statutorily required airport land use compatibility analysis, "San Bernardino County and its cities elected to follow the Alternative Process when this option became available as a result of the 1994 legislation (Assembly Bill 2831). Specific requirements for implementation of the Alternative Process are set forth in Public Utilities Code Section 21670.1(c)(2)." Further, "The California Division of Aeronautics approved the San Bernardino County Alternative Process in 1996. The approval of the Alternative Process designated the City of Chino as the local jurisdiction responsible for leading the compatibility planning process for Chino Airport. The current Chino Airport Land Use Compatibility Plan (ALUCP) does not reflect the guidance set forth in the 2011 Caltrans Airport Land Use Planning Handbook. Although the City of Ontario does not have the formal responsibility under the "alternative process" to prepare a compatibility plan for Chino Airport, the City of Ontario has prepared an airport land compatibility plan for Chino Airport consistent with the 2011 Caltrans Airport Land Use Planning Handbook solely to address impacts within Ontario's boundaries."

O1-9

Even though the City of Ontario has adopted an ALUCP for the Chino Airport, analysis of compliance with the City's ALUCP does not satisfy the statutory requirements of Public Utilities Code Section 21670.1. Only the City of Chino is authorized via the approved Alternative Process as the local jurisdiction responsible for the compatibility planning process for the Chino Airport. The City of Ontario is not authorized to determine this statutorily required review. The EIR must be revised to disclose this information and utilize it for analysis. The proposed Project extensively amends seven of nine TOP chapters, amends a specific plan, and amends the City's development code; all of these actions require ALUCP compatibility review by the City of

[18] https://lus.sbcounty.gov/wp-content/uploads/sites/48/Airports/Chino.pdf
[19] https://content.ontarioca.gov/sites/default/files/2024-12/Reference%20I_Chino%20Airport%20Land%20Use%20Compatibility%20Plan_Rev%2005.02.2023.pdf

Chino, which is the authorized lead. The EIR has not provided any substantial evidence to support a less-than-significant finding; the Project directly conflicts with Public Utilities Code Section 21670.1 and all statutory requirements for airport compatibility planning, and a revised EIR must be prepared to include a finding of significance.

O1-9 cont.

Further, the EIR has not included substantial evidence to demonstrate that the Project has obtained a "Determination of No Hazard to Air Navigation" from the FAA. The EIR must be revised to include a finding of significance.

3.11 Land Use and Planning

The EIR has also excluded copies of the Eucalyptus Business Park Specific Plan document, revised Draft Housing Element, and changes to the City's Zoning Map and Development Code to implement the Policy Plan Amendments from the EIR. This does not comply with CEQA's requirements for adequate informational documents and meaningful disclosure (CEQA Guidelines Section 15121 and PRC Section 21003(b)). Incorporation by reference (CEQA Guidelines Section 15150 (f)) is not appropriate as the Eucalyptus Business Park Specific Plan document, revised Draft Housing Element, and changes to the City's Zoning Map and Development Code to implement the Policy Plan Amendments contribute directly to the analysis of the problem at hand and is relied upon throughout the EIR to support less than significant findings. A revised EIR must be prepared to include the Eucalyptus Business Park Specific Plan document, revised Draft Housing Element, and changes to the City's Zoning Map and Development Code to implement the Policy Plan Amendments as appendices to the EIR for review, analysis, and comment by the public and decision makers.

O1-10

The EBSP aspect of the Project proposes to construct 2,939,000 sf of nonresidential building area. Table 2-4: Comparison of Approved TOP 2050 to Policy Plan Amendment within the EIR states that the TOP PPA will increase the allowable development of nonresidential building square feet by 4,334,416 square feet. This leaves 1,395,416 square feet of nonresidential building area unaccounted for. The land use changes that generate this specific increase in nonresidential building area are not discussed in the EIR. The EIR is inadequate as an informational document, and this does not comply with CEQA's requirements for meaningful disclosure. The EIR must be revised and include a complete list of affected Assessors Parcel Numbers, the parcel size, the existing and proposed TOP land use designations, and the existing and proposed Zoning designation to adequately disclose the land use changes for the 1,395,416 square feet of nonresidential building area increase over existing conditions.

O1-11

The EIR excludes from its analysis the Project's required General Plan Amendment and Zone Change applications to allow development of the proposed uses on the Project site. The site was not anticipated to be developed with the proposed use and is therefore not accounted for in regional and local plans adopted for purposes of avoiding or mitigating environmental effects, including but not limited to the AQMP, RTP/SCS, and General Plan. A revised EIR must be prepared to include this information for analysis and include a finding of significance. O1-12

The EBSP aspect of the Project proposes to change the land use designations of several sites identified for residential development in the Housing Element sites inventory to non-residential land use designations. This requires the proposed Policy Plan Amendment (PPA) to revise the existing inventory to remove the EBSP sites, include new additional replacement sites, and revise the land use/zoning designations on multiple sites within the existing inventory as part of the Policy Plan Amendment (PPA). The EIR is not clear regarding the acreage of land attributed to each existing land use designations for the overall Project site (EBSP and PPA) in order to calculate if there is a net loss of housing capacity. Specifically, the EIR only provides a list of all APNs affected by the PPA beginning on pages 2-18. The EIR excludes meaningful information for these sites, including but not limited to the existing/proposed General Plan land use designation, existing/proposed Zoning designation, acreage, total unit capacity, realistic unit capacity for HCD Housing Element analysis, and whether the parcel is in the existing sites inventory. O1-13

Government Code Section 66300(b)(1)(A) requires that agencies shall not "change the general plan land use designation, specific plan land use designation, or zoning to a less intensive use below what was allowed under the land use designation and zoning ordinances in effect at the time of the proposed change." Under Government Code Section 66300(b)(1)(A), a "less intensive use" includes, but is not limited to, reductions to height, density, or floor area ratio, new or increased open space or lot size requirements, or new or increased setback requirements, minimum frontage requirements, or maximum lot coverage limitations, or any other action that would individually or cumulatively reduce residential development capacity. Pursuant to SB 330, replacement capacity for any displaced residential units must be provided concurrently at the time of Project approval. O1-14

Government Code Section 66300 (h)(i)(1) states that, "this section does not prohibit an affected county or an affected city, including the local electorate acting through the initiative process, from changing a land use designation or zoning ordinance to a less intensive use, or reducing the intensity of land use, if the city or county concurrently changes the development standards, O1-15

policies, and conditions applicable to other parcels within the jurisdiction to ensure that there is no net loss in residential capacity." The EIR is inadequate in that it does not provide the acreage of each existing General Plan land use and Zoning designation within the overall Project area. The total acreage for each existing General Plan land use and Zoning designation is necessary to calculate the existing total residential development capacity to ensure there is no net loss of capacity. The EIR must be revised to include this information for analysis.

As an example, the total residential unit capacity of only the EBSP parcels that are within the existing HCD Certified Housing Element sites inventory may be calculated because the existing Housing Element includes the necessary information.

Table B-2: Housing Element Sites Inventory within the City's HCD Certified Housing Element[20] identifies 16 parcels from the EBSP portion of the Project site as part of its identified sites inventory to accommodate its RHNA allocation.

1. APN 0216-322-01
Site 2-70
Acres: 9.1
Current GP: MDR
Proposed GP: MU-BC
Current Zoning: SP-AG
Proposed Zoning: SP-AG-AH
Min Density: 25
Max Density: 45
Opportunity Area: Great Park Corridor
VLI: 40 units
Low: 24 units
Mod: 32 units
Above Mod: 32 units
Total HE Capacity: 127 units
Max Density Capacity: 409 units

O1-15 cont.

2. APN 0216-322-02
Site 2-71

[20] https://hcdpowerbi.blob.core.windows.net/housing-elements/ontario-6th-adopted031122.pdf

Acres: 3.1
Current GP: MDR
Proposed GP: MU-BC
Current Zoning: SP-AG
Proposed Zoning: SP-AG-AH
Min Density: 25
Max Density: 45
Opportunity Area: Great Park Corridor
VLI: 13 units
Low: 8 units
Mod: 11 units
Above Mod: 11 units
Total HE Capacity: 42 units
Max Density Capacity: 139 units

3. APN 0216-321-06
Site 2-67
Acres: 5.7
Current GP: MDR
Proposed GP: MU-BC
Current Zoning: SP-AG
Proposed Zoning: SP-AG-AH
Min Density: 25
Max Density: 45
Opportunity Area: Great Park Corridor
VLI: 25 units
Low: 15 units
Mod: 20 units
Above Mod: 20 units
Total HE Capacity: 79 units
Max Density Capacity: 256 units

O1-15
cont.

4. APN 0216-321-07
Site 2-68
Acres: 9.1
Current GP: MDR

Proposed GP: MU-BC
Current Zoning: SP-AG
Proposed Zoning: SP-AG-AH
Min Density: 25
Max Density: 45
Opportunity Area: Great Park Corridor
VLI: 40 units
Low: 24 units
Mod: 32 units
Above Mod: 32 units
Total HE Capacity: 128 units
Max Density Capacity: 409 units

5. APN 0216-322-10a
Site 2-129
Acres: 11.8
Current GP: MDR
Proposed GP: MDR
Current Zoning: SP-AG
Proposed Zoning: SP-AG-AH
Min Density: 20
Max Density: 30
Opportunity Area: Great Park Corridor
VLI: 81 units
Low: 48 units
Mod: 65 units
Above Mod: 65 units
Total HE Capacity: 258 units
Max Density Capacity: 354 units

6. APN 0216-322-10b
Site 2-130
Acres: 11.8
Current GP: MDR
Proposed GP: MU-BC
Current Zoning: SP-AG

O1-15 cont.

Proposed Zoning: SP-AG-AH
Min Density: 25
Max Density: 45
Opportunity Area: Great Park Corridor
VLI: 52 units
Low: 31 units
Mod: 41 units
Above Mod: 41 units
Total HE Capacity: 165 units
Max Density Capacity: 531 units

7. APN 0216-321-01
Site 2-64
Acres: 8.8
Current GP: MDR
Proposed GP: MU-BC
Current Zoning: SP-AG
Proposed Zoning: SP-AG-AH
Min Density: 25
Max Density: 45
Opportunity Area: Great Park Corridor
VLI: 38 units
Low: 22 units
Mod: 31 units
Above Mod: 31 units
Total HE Capacity: 121 units
Max Density Capacity: 396 units

O1-15 cont.

8. APN 0216-321-02
Site 2-65
Acres: 7.5
Current GP: MDR
Proposed GP: MU-BC
Current Zoning: SP-AG
Proposed Zoning: SP-AG-AH
Min Density: 25

Max Density: 45
Opportunity Area: Great Park Corridor
VLI: 32 units
Low: 19 units
Mod: 26 units
Above Mod: 26 units
Total HE Capacity: 103 units
Max Density Capacity: 337 units

9. APN 1053-551-01
Site 2-118
Acres: 26.7
Current GP: MDR
Proposed GP: MU-BC
Current Zoning: SP-AG
Proposed Zoning: SP-AG-AH
Min Density: 25
Max Density: 45
Opportunity Area: Great Park Corridor
VLI: 118 units
Low: 69 units
Mod: 93 units
Above Mod: 93 units
Total HE Capacity: 373 units
Max Density Capacity: 1,201 units

O1-15 cont.

10. APN 1053-541-01
Site 2-117
Acres: 5.5
Current GP: MDR
Proposed GP: MDR
Current Zoning: SP-AG
Proposed Zoning: SP-AG-AH
Min Density: 20
Max Density: 30
Opportunity Area: Great Park Corridor

VLI: 38 units
Low: 22 units
Mod: 30 units
Above Mod: 30 units
Total HE Capacity: 121 units
Max Density Capacity: 165 units

11. APN 1053-571-01
Site 2-119
Acres: 9.1
Current GP: MDR
Proposed GP: MDR
Current Zoning: SP-AG
Proposed Zoning: SP-AG-AH
Min Density: 20
Max Density: 30
Opportunity Area: Great Park Corridor
VLI: 62 units
Low: 37 units
Mod: 50 units
Above Mod: 50 units
Total HE Capacity: 199 units
Max Density Capacity: 273 units

O1-15 cont.

12. APN 1053-571-02
Site 2-120
Acres: 9.1
Current GP: MDR
Proposed GP: MDR
Current Zoning: SP-AG
Proposed Zoning: SP-AG-AH
Min Density: 20
Max Density: 30
Opportunity Area: Great Park Corridor
VLI: 62 units
Low: 37 units

Mod: 50 units
Above Mod: 50 units
Total HE Capacity: 200 units
Max Density Capacity: 273 units

13. APN 1053-531-01
Site 2-115
Acres: 3.0
Current GP: MDR
Proposed GP: MDR
Current Zoning: SP-AG
Proposed Zoning: SP-AG-AH
Min Density: 20
Max Density: 30
Opportunity Area: Great Park Corridor
VLI: 21 units
Low: 12 units
Mod: 17 units
Above Mod: 17 units
Total HE Capacity: 66 units
Max Density Capacity: 90 units

O1-15 cont.

14. APN 1053-531-04
Site 2-116
Acres: 2.9
Current GP: MDR
Proposed GP: MDR
Current Zoning: SP-AG
Proposed Zoning: SP-AG-AH
Min Density: 20
Max Density: 30
Opportunity Area: Great Park Corridor
VLI: 20 units
Low: 12 units
Mod: 16 units
Above Mod: 16 units

Total HE Capacity: 63 units
Max Density Capacity: 87 units

15. APN 1053-581-04
Site 2-122
Acres: 9.0
Current GP: MDR
Proposed GP: MDR
Current Zoning: SP-AG
Proposed Zoning: SP-AG-AH
Min Density: 20
Max Density: 30
Opportunity Area: Great Park Corridor
VLI: 62 units
Low: 36 units
Mod: 50 units
Above Mod: 50 units
Total HE Capacity: 197 units
Max Density Capacity: 270 units

O1-15 cont.

16. APN 1053-581-03
Site 2-121
Acres: 9.1
Current GP: MDR
Proposed GP: MDR
Current Zoning: SP-AG
Proposed Zoning: SP-AG-AH
Min Density: 20
Max Density: 30
Opportunity Area: Great Park Corridor
VLI: 63 units
Low: 37 units
Mod: 50 units
Above Mod: 50 units
Total HE Capacity: 200 units
Max Density Capacity: 273 units

Total EBSP Sites Maximum Density: 5,463 units

The EBSP area sites have a maximum density of 5,463 residential units. The Project proposes to change the General Plan Land Use and Zoning designations for these sites, which will reduce their total residential capacity to 0 dwelling units. It is not possible to calculate if the identified replacement sites provide zoning capacity for at least 5,463 units because the EIR does not provide the necessary information to conduct this analysis. It is also not possible to calculate the overall existing zoning capacity of all affected APNs at each income level, nor the proposed overall zoning capacity of all affected APNs at each income level, because the EIR does not provide the necessary information to conduct this analysis. O1-15

The EIR does not provide any information to determine the Project's compliance or noncompliance with statutory requirements of the Housing Crisis Act (HCA) of 2019/Senate Bill (SB) 330[21]/SB 8[22]. The HCA/SB 330/SB 8 requires replacement housing sites when any land designated for housing development (including land not in the Housing Element sites inventory) experiences land use changes to ensure no net loss of housing capacity. The EIR has not included substantial evidence to support compliance with these laws nor a less-than-significant finding. The EIR must be revised to include a finding of significance and recirculated for public review.

Table 3.11-1 Policy Plan Amendment Consistency with SCAG Connect SoCal includes a general and broad discussion of the Project and excludes analysis with specific policies of the RTP/SCS. The sweeping generalizations exclude analysis that the project will result in significant and unavoidable impacts to Air Quality (inconsistent with AQMP, local and regional construction emissions, localized construction emissions, and cumulative health risks), Greenhouse Gases (project-related emissions and inconsistency with the City's Community Climate Action Plan), and Transportation (increase in VMT). The EIR's findings of significance directly conflict with its generalizations that the Project is consistent with key goals related to mobility and environmental goals and policies related to sustainable development, air quality, clean transportation, and climate resilience. The EIR has not provided any analysis here with the policies of SCAG's Connect SoCal RTP/SCS, and a revised EIR must be prepared to at minimum include consistency analysis of the following: O1-16

[21] Housing Crisis Act of 2019/SB 330 https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200SB330
[22] SB 8 https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220SB8

1. Equitable Engagement and Decision-Making Policy 46. Promote racial equity that is grounded in the recognition of the past and current harms of systemic racism and one that advances restorative justice.
2. Equitable Engagement and Decision-Making Policy 47. Increase equitable, inclusive, and meaningful representation and participation of people of color and disadvantaged communities in planning processes.
3. Sustainable Development Policy 48. Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption, and promote resilience.
4. Sustainable Development Policy 49. Support communities across the region to advance innovative, sustainable development practices.
5. Sustainable Development Policy 50. Recognize and support the diversity of communities across the region by promoting local place-making, planning, and development efforts that advance equity, mobility, resilience, and sustainability.
6. Air Quality Policy 51. Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts.
7. Air Quality Policy 52. Support investments that reduce hazardous air pollutants and greenhouse gas emissions.
8. Air Quality Policy 53. Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities.
9. Climate Resilience Policy 64. Prioritize the most vulnerable populations and communities subject to climate hazards to help the people, places, and infrastructure that are most at risk for climate change impacts. In doing so, recognize that disadvantaged communities are often overburdened.
10. Climate Resilience Policy 65. Support local and regional climate and hazard planning and implementation efforts for transportation, land use, and other factors.
11. Climate Resilience Policy 66. Support nature-based solutions to increase regional resilience of the natural and built environment.

O1-16

A revised EIR must be prepared to disclose the Project's inconsistency with these policies and include a finding of significance.

Additionally, the EIR has not analyzed the Policy Plan Amendment in accordance with the existing General Plan policies. The EIR concludes that the Project will result in significant and unavoidable impacts to Air Quality (inconsistent with AQMP, local and regional construction emissions, localized construction emissions, and cumulative health risks), Cultural Resources

O1-17

(Historic Resources), Noise (Construction Noise, Traffic Noise, Construction Vibration, Heavy Truck Vibration, and Exterior Airport Noise Exposure), Greenhouse Gases (Project related emissions and inconsistency with the City's Community Climate Action Plan), Transportation (increase in VMT). The PPA is directly inconsistent with several TOP items listed below, including but not limited to Policy LU-2.4, Policy LU-2.10, Policy LU-5.1, Policy LU-5.2, Policy LU-5.6, Policy H-2.4, Policy H-4.6, Goal ER-4, Policy ER-4.6, Goal CE-3, and Policy CE3-1. The EIR relying upon approval of the PPA itself to determine consistency with TOP circumvents CEQA's requirements for meaningful disclosure and informational documents. The EIR must be revised to include an analysis of the proposed PPA in accordance with the existing TOP goals and policies in order to provide an adequate and accurate environmental analysis.

O1-17 cont.

Further, Table 3.11-3 EBPSP Policy Plan Consistency Analysis has not provided consistency analysis with all TOP items, and a revised EIR must be prepared to include a consistency analysis with all goals and policies of the TOP, including but not limited to the following:

1. Goal LU-1. A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.
2. Policy LU-1.7 *Revenues and Costs.* We require future amendments to our Land Use Plan to be accompanied by analyses of fiscal impacts.
3. Policy LU-2.4 *Regulation of Nuisances*. We regulate the location, concentration, and operation of potential nuisances.
4. Policy LU-2.10 *Sensitive Uses*. We monitor and share information with the community about stationary and non-stationary emission sources. We encourage siting and design of facilities to minimize health and safety risks on existing and proposed sensitive uses, especially in environmental justice areas.
5. Policy LU-2.11 *Context-Aware Transitions and Connections*. We require new development projects and land-planning efforts to provide context-aware and appropriate transitions and connections between existing and planned neighborhoods, blocks, sites, and buildings.
6. Goal LU-5. Integrated airport systems and facilities that minimize negative impacts on the community and maximize economic benefits.
7. Policy LU-5.1 *Coordination with Airport Authorities*. We collaborate with the FAA, Caltrans Division of Aeronautics, airport owners, neighboring jurisdictions, and other stakeholders in the preparation, update, and maintenance of airport-related plans.

O1-18

8. Policy LU-5.2 *Airport Planning Consistency*. We coordinate with airport authorities to ensure The Ontario Plan is consistent with state law, federal regulations, and/or adopted master plans, and airport land use compatibility plans for ONT and Chino Airport.
9. Policy LU-5.6 *Alternative Process*. We fulfill our responsibilities and comply with state law with regard to the Alternative Process for proper airport land use compatibility planning.
10. Policy H-2.4 *Ontario Ranch*. We support a premier lifestyle community in the Ontario Ranch, distinguished by diverse housing, the highest design quality, and cohesive and highly amenitized neighborhoods.
11. Policy H-4.6 *Fair Housing*. We further fair housing by prohibiting discrimination in the housing market, lifting barriers that restrict access to housing, and providing education, support, and enforcement services to address discriminatory practices.
12. Policy PR-1.5 *Acreage Standard*. We strive to provide 5 acres of parkland (public and private) per 1,000 residents.
13. Policy PR-1.6 *Private Parks*. We expect development to provide a minimum of 2 acres of developed private park space per 1,000 residents.
14. Goal ER-1. A reliable and cost-effective system that permits the City to manage its diverse water resources and needs.
15. Policy ER-1.1 Local Water Supply. We increase local water supplies to reduce our dependence on imported water. New and redevelopment projects are aligned with our available water supply and/or to enhance our available water supply.
16. Policy ER-1.2 Matching Supply to Use. We match water supply and quality to the appropriate use.
17. Goal ER-4. Improved indoor and outdoor air quality and reduced locally generated pollutant emissions.
18. Policy ER-4.6 Particulate Matter. We support efforts to reduce particulate matter to meet State and Federal Clean Air Standards.
19. Policy ER-4.9. New Localized Air Pollution Sources Near Existing Sensitive Receptors. We require new developments to conduct a Health Risk Assessment for land uses that generate more than 100 trucks per day or 40 trucks per day by trucks operating transportation refrigeration units (TRUs) within 1,000 feet of sensitive land uses (California Health and Safety Code § 42705.5(a)(5)). If the health risk assessment determines the new development poses health hazards that increase the incremental cancer risk above the threshold established by the South Coast Air Quality Management District (AQMD), we will only approve permits upon the condition that adequate mitigation measures are proposed and implemented for potential impacts on the sensitive uses around

O1-18 cont.

the site and along the route within Ontario taken by the trucks to and from freeways. We require new developments that must perform a health risk assessment to conduct additional public outreach by sending notifications in multiple languages to all residents living within 500 feet, and encourage hosting a public meeting.

20. Goal CE-3. Decision-making deliberations that incorporate the full short-term and long-term economic and fiscal implications of proposed City Council actions.
21. Policy CE3-1 *Fiscal Impact Disclosure*. We require requests for City Council action to disclose the full fiscal impacts, including direct and indirect costs.
22. Policy CE-3.2 *General Plan Amendments*. We require those proposing General Plan amendments to disclose reasonably foreseeable impacts through a fiscal analysis.
23. Policy CE-3.3 *Long-Term Funding Disclosure*. We require those requesting City support or funding for projects or programs to disclose if and how they can be continued without further City support.
24. Policy SR-2.7 *Community Engagement*. We promote targeted outreach and education to historically underrepresented groups to encourage meaningful participation in the decision-making process for projects whose outcomes will affect land use in environmental justice areas.
25. Policy M-3.2 *Alternative Transit Facilities at New Development*. We require new development adjacent to an existing or planned transit stop to contribute to the creation of transit facilities, such as bus shelters, transit bays and turnouts, and bicycle facilities, such as secure storage areas.

O1-18 cont.

It is vital for the EIR to provide an analysis of the project in accordance with these General Plan items, particularly as there are requirements for fiscal impact disclosure and fiscal analysis applicable to the proposed Project that are not provided for analysis. Additionally, as discussed fully in the Hazards and Hazardous Materials section, the Project has not met the statutory requirements for airport compatibility planning via the Alternative Process for the Chino Airport. The EIR is inadequate as an informational document and does not meet CEQA's requirements for meaningful disclosure due to the lack of analysis with these requirements. The Project ultimately does not comply with these requirements, and the EIR must be revised to include a statement regarding the inconsistency and include a finding of significance.

O1-19

Table 3.11-3 EBPSP Policy Plan Consistency Analysis includes misleading and erroneous consistency analysis for several items, and the EIR must be revised to remove these statements and provide accurate information. For example, the EIR concludes the project is consistent with "Policy ER-4.1. Land Use. We reduce GHG and other local pollutant emissions through

compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance," because, "The EBPSP would provide employment land uses in close proximity to major transportation corridors (Interstate 10, Interstate 15, State Route 60, State Route 83, State Route 71, and State Route 91) and near bus rapid transit (BRT) corridors along Edison Avenue/Ontario Ranch Road and Euclid Avenue. Therefore, the Specific Plan area provides local employment opportunities for residents and serves to improve the regional jobs-housing balance.

O1-19 cont.

Additionally, the Specific Plan area provides an integrated system of sidewalks, bikeways, and multipurpose trails on internal and perimeter roadways to encourage non-vehicular modes of transportation." The analysis here excludes the possibility that the proposed Project will result in significant and unavoidable cumulatively considerable GHG emissions and impacts. The EIR has not provided substantial evidence to support the conclusion that the Project does not conflict with this policy, and the EIR's own findings conclude that the Project will have significant and unavoidable impacts. A revised EIR must be prepared to include an accurate analysis that discloses and employs the Project's significant and unavoidable impacts for analysis and includes a finding of significance due to direct inconsistencies with this policy.

O1-20

Similarly, the EIR concludes the project is consistent with, "Policy ER-4.3: Greenhouse Gases (GHG) Emissions Reductions. We will reduce GHG emissions in accordance with regional, state, and federal regulations," because, "As discussed in Section 3.8, Greenhouse Gas Emissions, the Specific Plan would be consistent with applicable regional, State, and federal regulations related to the reduction of GHG emissions and would not obstruct implementation of any GHG reduction plans/programs." The analysis here excludes the possibility that the proposed Project will result in significant and unavoidable cumulative GHG emissions and impacts, including inconsistency with the City's Community Climate Action Plan and emissions that will impede regional, state, and federal GHG reduction targets. A revised EIR must be prepared to include an accurate analysis that discloses and employs the Project's significant and unavoidable impacts for analysis and includes a finding of significance due to direct inconsistencies with this policy.

O1-21

The EIR also concludes that the Project is consistent with "Policy M1-6: Reduced Vehicle Miles Traveled. We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects," because, "Uses internal to the Specific Plan would be connected through internal circulation systems, including sidewalks,

O1-22

bike lanes, and multi-purpose trails, reducing vehicle miles traveled." The analysis here excludes the possibility that the proposed Project will increase VMT and result in significant and unavoidable cumulative considerable VMT impacts. A revised EIR must be prepared to include an accurate analysis that discloses and employs the Project's significant and unavoidable impacts for analysis and includes a finding of significance due to direct inconsistencies with this policy.

O1-22 cont.

The EIR concludes the Project is consistent with "Policy M1-5: Level of Service. Maintain a peak hour Level of Service (LOS) E or better at all intersections. Maintain Level of Service D or better on arterial streets in the City. Develop and maintain a list of locations where LOS E or LOS F is considered acceptable and would be exempt from this level of service policy. Considerations for LOS exemption include being restricted by environmental constraints, lacking available right-of-way, deterring an increase in VMT, or degrading other modes of travel (such as bicycle or pedestrian infrastructure)," because, "The Traffic Analysis identifies improvements and fair share contributions to be assessed of the EBPSP to maintain acceptable LOS at affected intersections." However, as stated in the Transportation analysis below, none of these improvements and fair share contributions are included as Mitigation Measures in the EIR nor discussed as required improvements. Without implementation of these requirements, the impacts remain significant and unavoidable, and a finding of significance must be included in a revised EIR.

O1-23

3.14 Population and Housing

The EIR has excluded the revised Draft Housing Element as an appendix to the EIR. This does not comply with CEQA's requirements for adequate informational documents and meaningful disclosure (CEQA Guidelines Section 15121 and PRC Section 21003(b)). Incorporation by reference (CEQA Guidelines Section 15150 (f)) is not appropriate as the revised Draft Housing Element contributes directly to the analysis of the problem at hand and is relied upon throughout the EIR to support less than significant findings. A revised EIR must be prepared to include the revised Draft Housing Element as an appendix to the EIR for review, analysis, and comment by the public and decision makers.

O1-24

The Project faces significant inconsistency with the State Housing Element Law. Pursuant to Government Code Section 65863[23], a jurisdiction shall ensure that its housing element sites inventory "can accommodate, at all times throughout the planning period, its remaining unmet share of the regional housing need allocated pursuant to Section 65584" and "at no time…shall a

O1-25

[23] Government Code Section 65863
https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=65863

city, county, or city and county by administrative, quasi-judicial, legislative, or other action permit or cause its inventory of sites identified in the housing element to be insufficient to meet its remaining unmet share of the regional housing need." Further, this Section states the following:

> "No city, county, or city and county shall, by administrative, quasi-judicial, legislative, or other action, reduce, or require or permit the reduction of, the residential density for any parcel to, or allow development of any parcel at, a lower residential density, as defined in paragraphs (1) and (2) of subdivision (g), unless the city, county, or city and county makes written findings supported by substantial evidence of both of the following:
>
> (A) The reduction is consistent with the adopted general plan, including the housing element.
>
> (B) The remaining sites identified in the housing element are adequate to meet the requirements of Section 65583.2 and to accommodate the jurisdiction's share of the regional housing need pursuant to Section 65584. The finding shall include a quantification of the remaining unmet need for the jurisdiction's share of the regional housing need at each income level and the remaining capacity of sites identified in the housing element to accommodate that need by income level."

O1-25 cont.

Table B-2: Housing Element Sites Inventory within the City's HCD Certified Housing Element[24] identifies 16 parcels from the EBSP portion of the Project site as part of its identified sites inventory to accommodate its RHNA allocation.

1. APN 0216-322-01
Site 2-70
Acres: 9.1
Current GP: MDR
Proposed GP: MU-BC
Current Zoning: SP-AG
Proposed Zoning: SP-AG-AH
Min Density: 25
Max Density: 45

[24] https://hcdpowerbi.blob.core.windows.net/housing-elements/ontario-6th-adopted031122.pdf

Opportunity Area: Great Park Corridor
VLI: 40 units
Low: 24 units
Mod: 32 units
Above Mod: 32 units
Total HE Capacity: 127 units
Max Density Capacity: 409 units

2. APN 0216-322-02
Site 2-71
Acres: 3.1
Current GP: MDR
Proposed GP: MU-BC
Current Zoning: SP-AG
Proposed Zoning: SP-AG-AH
Min Density: 25
Max Density: 45
Opportunity Area: Great Park Corridor
VLI: 13 units
Low: 8 units
Mod: 11 units
Above Mod: 11 units
Total HE Capacity: 42 units
Max Density Capacity: 139 units

3. APN 0216-321-06
Site 2-67
Acres: 5.7
Current GP: MDR
Proposed GP: MU-BC
Current Zoning: SP-AG
Proposed Zoning: SP-AG-AH
Min Density: 25
Max Density: 45
Opportunity Area: Great Park Corridor
VLI: 25 units

O1-25
cont.

Low: 15 units

Mod: 20 units

Above Mod: 20 units

Total HE Capacity: 79 units

Max Density Capacity: 256 units

4. APN 0216-321-07

Site 2-68

Acres: 9.1

Current GP: MDR

Proposed GP: MU-BC

Current Zoning: SP-AG

Proposed Zoning: SP-AG-AH

Min Density: 25

Max Density: 45

Opportunity Area: Great Park Corridor

VLI: 40 units

Low: 24 units

Mod: 32 units

Above Mod: 32 units

Total HE Capacity: 128 units

Max Density Capacity: 409 units

5. APN 0216-322-10a

Site 2-129

Acres: 11.8

Current GP: MDR

Proposed GP: MDR

Current Zoning: SP-AG

Proposed Zoning: SP-AG-AH

Min Density: 20

Max Density: 30

Opportunity Area: Great Park Corridor

VLI: 81 units

Low: 48 units

Mod: 65 units

O1-25
cont.

Above Mod: 65 units
Total HE Capacity: 258 units
Max Density Capacity: 354 units

6. APN 0216-322-10b
Site 2-130
Acres: 11.8
Current GP: MDR
Proposed GP: MU-BC
Current Zoning: SP-AG
Proposed Zoning: SP-AG-AH
Min Density: 25
Max Density: 45
Opportunity Area: Great Park Corridor
VLI: 52 units
Low: 31 units
Mod: 41 units
Above Mod: 41 units
Total HE Capacity: 165 units
Max Density Capacity: 531 units

O1-25 cont.

7. APN 0216-321-01
Site 2-64
Acres: 8.8
Current GP: MDR
Proposed GP: MU-BC
Current Zoning: SP-AG
Proposed Zoning: SP-AG-AH
Min Density: 25
Max Density: 45
Opportunity Area: Great Park Corridor
VLI: 38 units
Low: 22 units
Mod: 31 units
Above Mod: 31 units
Total HE Capacity: 121 units
Max Density Capacity: 396 units

8. APN 0216-321-02
Site 2-65
Acres: 7.5
Current GP: MDR
Proposed GP: MU-BC
Current Zoning: SP-AG
Proposed Zoning: SP-AG-AH
Min Density: 25
Max Density: 45
Opportunity Area: Great Park Corridor
VLI: 32 units
Low: 19 units
Mod: 26 units
Above Mod: 26 units
Total HE Capacity: 103 units
Max Density Capacity: 337 units

O1-25 cont.

9. APN 1053-551-01
Site 2-118
Acres: 26.7
Current GP: MDR
Proposed GP: MU-BC
Current Zoning: SP-AG
Proposed Zoning: SP-AG-AH
Min Density: 25
Max Density: 45
Opportunity Area: Great Park Corridor
VLI: 118 units
Low: 69 units
Mod: 93 units
Above Mod: 93 units
Total HE Capacity: 373 units
Max Density Capacity: 1,201 units

10. APN 1053-541-01
Site 2-117

Acres: 5.5
Current GP: MDR
Proposed GP: MDR
Current Zoning: SP-AG
Proposed Zoning: SP-AG-AH
Min Density: 20
Max Density: 30
Opportunity Area: Great Park Corridor
VLI: 38 units
Low: 22 units
Mod: 30 units
Above Mod: 30 units
Total HE Capacity: 121 units
Max Density Capacity: 165 units

11. APN 1053-571-01
Site 2-119
Acres: 9.1
Current GP: MDR
Proposed GP: MDR
Current Zoning: SP-AG
Proposed Zoning: SP-AG-AH
Min Density: 20
Max Density: 30
Opportunity Area: Great Park Corridor
VLI: 62 units
Low: 37 units
Mod: 50 units
Above Mod: 50 units
Total HE Capacity: 199 units
Max Density Capacity: 273 units

O1-25 cont.

12. APN 1053-571-02
Site 2-120
Acres: 9.1
Current GP: MDR

Proposed GP: MDR
Current Zoning: SP-AG
Proposed Zoning: SP-AG-AH
Min Density: 20
Max Density: 30
Opportunity Area: Great Park Corridor
VLI: 62 units
Low: 37 units
Mod: 50 units
Above Mod: 50 units
Total HE Capacity: 200 units
Max Density Capacity: 273 units

13. APN 1053-531-01
Site 2-115
Acres: 3.0
Current GP: MDR
Proposed GP: MDR
Current Zoning: SP-AG
Proposed Zoning: SP-AG-AH
Min Density: 20
Max Density: 30
Opportunity Area: Great Park Corridor
VLI: 21 units
Low: 12 units
Mod: 17 units
Above Mod: 17 units
Total HE Capacity: 66 units
Max Density Capacity: 90 units

O1-25 cont.

14. APN 1053-531-04
Site 2-116
Acres: 2.9
Current GP: MDR
Proposed GP: MDR
Current Zoning: SP-AG

Proposed Zoning: SP-AG-AH
Min Density: 20
Max Density: 30
Opportunity Area: Great Park Corridor
VLI: 20 units
Low: 12 units
Mod: 16 units
Above Mod: 16 units
Total HE Capacity: 63 units
Max Density Capacity: 87 units

15. APN 1053-581-04
Site 2-122
Acres: 9.0
Current GP: MDR
Proposed GP: MDR
Current Zoning: SP-AG
Proposed Zoning: SP-AG-AH
Min Density: 20
Max Density: 30
Opportunity Area: Great Park Corridor
VLI: 62 units
Low: 36 units
Mod: 50 units
Above Mod: 50 units
Total HE Capacity: 197 units
Max Density Capacity: 270 units

O1-25 cont.

16. APN 1053-581-03
Site 2-121
Acres: 9.1
Current GP: MDR
Proposed GP: MDR
Current Zoning: SP-AG
Proposed Zoning: SP-AG-AH
Min Density: 20

Max Density: 30

Opportunity Area: Great Park Corridor

VLI: 63 units

Low: 37 units

Mod: 50 units

Above Mod: 50 units

Total HE Capacity: 200 units

Max Density Capacity: 273 units

Total EBSP Sites Maximum Density: 5,463 units

The EBSP area sites have a maximum density of 5,463 residential units. The Project proposes to change the General Plan Land Use and Zoning designations for these sites, which will reduce their total residential capacity to 0 dwelling units. The EIR has not provided substantial evidence to demonstrate that the remaining sites identified in the housing element are adequate to meet the requirements of Government Code Section 65583.2 and to accommodate the jurisdiction's share of the regional housing need pursuant to Government Code Section 65584 through the end of the 2021-2029 planning period. As an example, Table B-2: Housing Element Sites Inventory within the Housing Element was not updated to reflect or disclose the proposed changes associated with the overall Project. This means that the EIR's calculations to accommodate the City's RHNA are not supported by substantial evidence, such as the list of parcels in the inventory, parcel size, existing/proposed land use and zoning designations, and quantity of units per income level, which are not specified. The EIR has not demonstrated that the City's Housing Element can accommodate at all times throughout the planning period its remaining unmet share of the regional housing need. The EIR must be revised to include a finding of significance because it has not demonstrated that the City can continue to accommodate its RHNA following the potential approval of the proposed Project.

O1-25 cont.

Government Code Section 65585(b)(1) requires that prior to submitting the revised draft Housing Element to HCD, the City must provide seven days' notice prior to submitting to HCD, post the draft revised document on its website, and send an email notification to interested parties. The City has not posted the draft revised Housing Element on its website in compliance with Government Code Section 65585(b)(1). The document is not posted as part of the Project webpage[25] and this page does not include any information regarding submittal to HCD. The

O1-26

[25] https://www.myinput.com/OntarioPPA

document is buried at the bottom of the CEQA documents for the overall Project, which is unusual and misleading since the draft revised Housing Element is not listed in the EIR as an attachment or appendix for public review and was not forwarded to the Governor's Office of Land Use and Climate Innovation (formerly OPR) CEQAnet clearinghouse as part of the CEQA record. The EIR does not provide substantial evidence to demonstrate that the lead agency has complied with these requirements. A finding of significance must be included in a revised EIR, and the lead agency must take action to comply.

O1-26 cont.

The EIR has not addressed the Second District Court of Appeal's October 10, 2025, decision in the *New Commune DTLA LLC et al. v. City Redondo Beach et al.*(2025) Cal.App.5th, 2025 WL 2886322[26]. The Court held that, "An overlay cannot be used to satisfy the minimum density and residential use requirements set out in section 65583.2, subdivision (h)(2) (hereafter section 65583.2(h)(2)), where the base zoning expressly permits development that does not include housing." The proposed Mixed-Use designations for the affected APNs in the revised Housing Element sites inventory permit the development of a variety of non-residential land uses, including but not limited to office, commercial, hospitality, and retail. The underlying land use and zoning designations permit development that does not include housing on the identified sites. This fails to satisfy the requirements of Government Code section 65583.2. Additionally, the Mixed-Use designation violates the requirement of section 65583.2(h)(2) that at least 50 percent of lower-income housing sites be "designated for residential use and for which nonresidential uses or mixed uses are not permitted" because it does not satisfy the mixed-use exception.

O1-27

Further, as a result of the Redondo Beach case, any other zoning overlay in the Housing Element that is utilized to accommodate the City's RHNA does not meet statutory requirements. All zoning overlays applied to sites where the base zoning expressly permits development that does not include housing must be removed and replaced with residential zoning designations to accommodate the RHNA.

The Project website indicates that "Discovery" was conducted from August to October 2025, and Environmental Review was conducted from November 2025 to February 2026. The case decision was issued during the Discovery phase and was available throughout the entirety of the Environmental Review phase. The EIR is inadequate as an informational document and must be revised to include this information for analysis and include a finding of significance due to the Project's noncompliance with the Housing Element law.

[26] https://www.courts.ca.gov/opinions/archive/B336042.PDF

Further, since Table B-2: Housing Element Sites Inventory within the Housing Element was not updated to reflect or disclose the proposed changes associated with the overall Project, it is not possible to determine if the revised site inventory meets all statutory requirements because parcel-level data is excluded. Government Code Section 65583(a)(3) requires that the Housing Element contain an, "inventory of land suitable and available for residential development, including vacant sites and sites having realistic and demonstrated potential for redevelopment during the planning period to meet the locality's housing need for a designated income level . . ." Government Code Section 65583.2 contains additional specific requirements for the sites inventory. Neither the EIR nor the draft revised Housing Element as posted on the Project EIR webpage of the City's website contains the statutorily required information. The EIR must be revised to include this information for analysis and provide a finding of significance due to these inconsistencies with state law. O1-28

It must be noted that the only information the public can ascertain regarding the site's inventory is found in Figure 2-7 Policy Plan Amendment Affordability Sites Inventory Changes. This figure demonstrates that the only identified RHNA sites within the highest resource area of the City are located within the EBSP area. These sites are proposed to be removed from the inventory as part of project implementation, meaning that no RHNA sites will be located within a Highest Resource Area of the City. Figure 2-7 depicts that new sites are added on the south side of Holt Boulevard, west of Grove Avenue near the Ontario Airport. The TCAC Opportunity Map[27] identifies these sites as within a Low Resource Area (Census Tract06071001600). HUD also identifies these sites as within a Racially or Ethnically Concentrated Area of Poverty (R/ECAP – Tract 001600)[28]. These actions directly conflict with the City's statutory requirements to affirmatively further fair housing (Government Code Article 10.6). O1-29

As a result of the proposed changes to the site's inventory, the following figures must be revised and included as part of the draft revised Housing Element:

1. Figure 3-14 Sites Inventory and Median Income
2. Figure 3-15 Sites Inventory and R/ECAPs
3. Figure 3-16 Sites Inventory and Familial Status
4. Figure 3-17 Sites Inventory and Population with Disability
5. Figure 3-18 Sites Inventory and Proximity to Jobs

[27] https://belonging.berkeley.edu/2026-ctcachcd-affh-mapping-tool
[28] https://hudgis-hud.opendata.arcgis.com/maps/HUD::racially-or-ethnically-concentrated-areas-of-poverty-r-ecaps/about

6. Figure 3-19 Sites Inventory and CalEnviroScreen
7. Figure 3-20 Sites Inventory and Overcrowding
8. Figure 3-21 Sites Inventory and Overpayment (Owner-Occupied Housing)
9. Figure 3-22 Sites Inventory and Overpayment (Renter-Occupied Housing)

O1--29 cont.

The EIR relies upon the regional SCAG jobs-housing balance to conclude that the Project will have less than significant impacts. This does not address the impacts of the Project on the City. Notably, Table 3.14-7: Comparison of Approved TOP 2050 and Proposed Project to SCAG Forecasts incorrectly calculated the SCAG projected jobs-housing ratio for 2050. Table 3.14-7 depicts SCAG projecting a 2.2 jobs-housing ratio, which is the same as the proposed Project. However, the calculation of 187,700 jobs divided by 95,500 housing units yields a 1.9 jobs-housing ratio. The EIR must be revised to correct the calculation and accurately state that the proposed Project increases the severity of the imbalanced jobs-housing ratio in the City. As stated and sourced by the EIR, the American Planning Association recommends a target of 1.5 jobs per housing unit and recommends a range of 1.3 to 1.7 jobs per housing unit. SCAG considers an area balanced when the jobs-housing balance is 1.36; communities with more than 1.36 jobs per dwelling unit are considered jobs-rich, while those with fewer than 1.36 are housing-rich[29]. The approval of the proposed Project will exacerbate the City's imbalance of jobs and housing by adding more jobs without providing the residential capacity to help achieve a jobs-housing balance in accordance with SCAG's threshold. The EIR must be revised to include a finding of significance due to this.

O1-30

SCAG's Connect SoCal Demographics and Growth Forecast[30] notes that the City will add 42,100 jobs from 2019 – 2035 and 23,600 jobs from 2035 – 2050, with an overall total of 187,700 jobs in the City in 2050. Table 3.14-7 Comparison of Approved TOP 2050 and Proposed Project to SCAG Forecasts depicts that the existing approved TOP would accommodate a total of 299,204 jobs in 2050, and the proposed Project would accommodate a total of 301,035 jobs in 2050. The total jobs accommodated by the proposed Project are more than 1.5 times the SCAG projection. The proposed Project is inconsistent with regional forecasts and would generate substantial unplanned population growth in the area. A revised EIR must be prepared with a finding of significance.

[29] https://scag.ca.gov/sites/default/files/old/file-attachments/neweconomyjobshousingbalance.pdf
[30] SCAG Connect SoCal Demographics and Growth Forecast adopted April 2024 https://scag.ca.gov/sites/default/files/2024-05/23-2987-tr-demographics-growth-forecast-final-040424.pdf

The EIR states that "Operations of the EBPSP land uses have the potential to generate up to 1,590 employees," but there is no methodology or source provided to disclose how this number of employees was generated. This does not comply with CEQA's requirements for adequate informational documents and meaningful disclosure (CEQA Guidelines Section 15121 and PRC Section 21003(b)). Incorporation by reference (CEQA Guidelines Section 15150 (f)) is not appropriate as the methodology for EBPSP employment generation contributes directly to the analysis of the problem at hand by providing the methodology for calculating the jobs generated by the Project. A revised EIR must be prepared to include the methodology for EBPSP employment generation for review, analysis, and comment by the public and decision makers.

O1-31

Utilizing the EIR's calculation of 1,590 employees in the interim, the Project represents 3.7% of the City's employment growth from 2019 to 2035. A single project accounting for this amount of the projected growth over 16 years (SCAG) represents a significant amount of growth. The EIR must be revised to include this information for analysis and include a finding of significance due to this significant and unavoidable cumulative considerable impact.

The EIR does not provide any cumulative analysis discussion of projects approved since 2016 and projects "in the pipeline" to determine if the Project will exceed the employment/population growth forecasts by SCAG and/or the General Plan. For example, other recent industrial projects such as PDEV21-003[31] (23,100 square foot industrial building), PDEV21-007[32] (808,639 sf of industrial buildings), PDEV21-010[33] (1,438,926 sf industrial building), PDEV21-016[34] (38,445 sf industrial building), PDEV21-018[35] (168,772 sf of industrial buildings), PDEV21-020[36] (50,121 sf industrial building), PDEV21-024[37] (198,496 sf industrial building), PDEV21-026[38]

O1-32

[31] Ontario Monthly Application Activity February 2021 https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Monthly-Activity-Reports/2021/02-2021%20Monthly%20Activity%20Report%20-%20New%20Apps.pdf
[32] Ibid.
[33] Ontario Monthly Application Activity March 2021 https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Monthly-Activity-Reports/2021/03-2021%20Monthly%20Activity%20Report%20-%20New%20Apps.pdf
[34] Ontario Monthly Application Activity April 2021 https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/04-2021%20Monthly%20Activity%20Report%20-%20New%20Apps.pdf
[35] Ontario Monthly Application Activity May 2021 https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/05-2021%20Monthly%20Activity%20Report%20-%20New%20Apps.pdf
[36] Ontario Monthly Application Activity June 2021 https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/06-2021%20Monthly%20Activity%20Report%20-%20New%20Apps.pdf
[37] Ontario Monthly Application Activity July 2021 https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/07-2021%20Monthly%20Activity%20Report%20-%20New%20Apps.pdf
[38] Ibid.

(45,000 sf industrial building), PDEV21-028[39] (32,425 sf industrial building), PDEV21-029[40] (15,132 sf industrial building), PDEV21-030[41] (175,047 sf industrial building), PDEV21-031[42] (38,155 sf industrial building), PDEV21-034[43] (32,000 sf industrial building), PDEV21-035[44] (60,455 sf industrial building), PDEV21-040[45] (1,255,320 sf industrial building), PDEV21-047[46] (4,281,128 sf industrial building), PDEV21-037[47] (167,600 sf industrial building), PDEV22-010 & PMTT22-008: East State Street Warehouse Project[48] (336,761 square foot warehouse), South Ontario Logistics Center Specific Plan[49] (5,333,518 sf industrial space), 5355 East Airport Drive[50] (270,337 sf industrial building), and Euclid Mixed Use Specific Plan (1,386,777 s.f. industrial space) combined with the EBPSP aspect of the proposed Project will cumulatively generate 19,500,154 sf of industrial space. This is approximately 16,318 employees (utilizing SCAG employment generation factors for warehouses[51]), which is 38.7% of the City's employment growth forecast over 16 years, accounted for only by a limited quantity of industrial projects. When combined with the PPA total increase in nonresidential building area of 4,334,416 s.f., the proposed Project will cumulatively generate 20,895,570 s.f. of industrial space. This is approximately 17,485 employees, which is 41.5% of the City's employment growth forecast over 16 years, accounted for only by a limited quantity of industrial projects. These totals increase exponentially when other industrial and commercial development activities are added to the calculation. A revised EIR must be prepared to include this information for analysis, and also provide a cumulative analysis discussion of projects approved since 2019 and projects "in the pipeline" to determine the City's progress towards SCAG and TOP employment/population growth forecasts and buildout scenarios.

O1-32

[39] Ibid.
[40] Ontario Monthly Application Activity August 2021 https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/08-2021%20Monthly%20Activity%20Report%20-%20New%20Apps.pdf
[41] Ontario Monthly Application Activity September 2021 https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/09-2021%20Monthly%20Activity%20Report%20-%20New%20Apps.pdf
[42] Ibid.
[43] Ibid.
[44] Ontario Monthly Application Activity October 2021 https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/10-2021%20Monthly%20Activity%20Report%20-%20New%20Apps.pdf
[45] Ontario Monthly Application Activity November 2021 https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/11-2021%20Monthly%20Activity%20Report%20-%20New%20Apps.pdf
[46] Ontario Monthly Application Activity December 2021 https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/12-2021%20Monthly%20Activity%20Report%20-%20New%20Apps.pdf
[47] PDEV21-037 https://ceqanet.opr.ca.gov/2022110019
[48] https://ceqanet.opr.ca.gov/2022120581
[49] https://ceqanet.opr.ca.gov/Project/2021010318
[50] https://ceqanet.opr.ca.gov/2022090006/2
[51] https://www.mwcog.org/file.aspx?A=QTTlTR24POOOUIw5mPNzK8F4d8djdJe4LF9Exj6lXOU%3D

3.17 Transportation

The EIR includes a general and broad discussion of the Project and excludes analysis with specific policies of the RTP/SCS. The sweeping generalizations exclude analysis that the Project will result in significant and unavoidable impacts to Air Quality (inconsistent with AQMP, local and regional construction emissions, localized construction emissions, and cumulative health risks), Greenhouse Gases (Project-related emissions and inconsistency with the City's Community Climate Action Plan), and Transportation (increase in VMT). The EIR's findings of significance directly conflict with its generalizations that the Project is consistent with key goals related to mobility and environmental goals and policies related to sustainable development, air quality, clean transportation, and climate resilience. The EIR has not provided any analysis here with the policies of SCAG's Connect SoCal RTP/SCS, and a revised EIR must be prepared to at minimum include consistency analysis of the following:

1. Equitable Engagement and Decision-Making Policy 46. Promote racial equity that is grounded in the recognition of the past and current harms of systemic racism and one that advances restorative justice.
2. Equitable Engagement and Decision-Making Policy 47. Increase equitable, inclusive, and meaningful representation and participation of people of color and disadvantaged communities in planning processes.
3. Sustainable Development Policy 48. Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption, and promote resilience.
4. Sustainable Development Policy 49. Support communities across the region to advance innovative, sustainable development practices.
5. Sustainable Development Policy 50. Recognize and support the diversity of communities across the region by promoting local place-making, planning, and development efforts that advance equity, mobility, resilience, and sustainability.
6. Air Quality Policy 51. Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts.
7. Air Quality Policy 52. Support investments that reduce hazardous air pollutants and greenhouse gas emissions.
8. Air Quality Policy 53. Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities.
9. Climate Resilience Policy 64. Prioritize the most vulnerable populations and communities subject to climate hazards to help the people, places, and infrastructure that are most at risk

O1-33

for climate change impacts. In doing so, recognize that disadvantaged communities are often overburdened.

10. Climate Resilience Policy 65. Support local and regional climate and hazard planning and implementation efforts for transportation, land use, and other factors.
11. Climate Resilience Policy 66. Support nature-based solutions to increase regional resilience of the natural and built environment.

O1-33 cont.

A revised EIR must be prepared to disclose the Project's inconsistency with these policies and include a finding of significance.

Appendix K3 includes several requirements necessary to implement the Project, including lists of requirements in Table 1-5: Existing and E+P Improvements Required to Maintain General Plan Consistency, Table 1-6: Improvements Required to Maintain General Plan Consistency, and a list of 55 on-site circulation improvements necessary for the EBPSP, "based on the minimum improvements needed to accommodate site access and maintain acceptable peak hour operations for the proposed EBPSP." It must be noted that several of the requirements in Tables 1-5 and 1-6 are outside the jurisdiction of the lead agency and under the jurisdiction of Caltrans, City of Chino, or City of Eastvale. There is no reasonable assurance or substantial evidence that implementation of these requirements will be achieved in order to maintain General Plan consistency; a finding of significance must be included in a revised EIR due to inconsistency with the General Plan.

O1-34

The EIR does not acknowledge these extensive lists of requirements. As stated in Appendix K3, these requirements are necessary for General Plan Consistency and to ensure adequate site access and operational safety of the EBPSP. The EIR also has not included these requirements as Mitigation Measures. The EIR must be revised to include a finding of significance, as there is no substantial evidence to support a less-than-significant finding.

The EIR has not adequately analyzed the Project's potential to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses, or the Project's potential to result in inadequate emergency access. The EIR has not provided any exhibits depicting the available truck/trailer turning radius at the intersection of the Project driveways and adjacent streets to determine if there is enough space available to accommodate heavy truck maneuvering. Further, there are no exhibits providing on-site analysis regarding available space on the property to accommodate heavy truck maneuvering. Several

areas for potential conflicts exist. For example, passenger vehicle parking stalls are located within the truck/trailer loading courts of Buildings 4, 5, 6, 7, 10, 11, 12, 15, 16, and 17.

Similarly, truck/trailer parking stalls are located within the gated truck/trailer loading dock court of Buildings 1, 2, 8, 9, and 14. These parking stalls may be in use at any time and further restrict truck/trailer movement on the site and present a safety hazard with potential for conflicts between passenger cars and trucks/trailers. Additionally, this will increase truck idling time as trucks waiting for passenger cars require additional time to maneuver, which will also result in increased queuing duration and associated increased queuing area for trucks/trailers. These issues and overall truck/trailer access at the site have not been analyzed. The EIR states it provides a Project-level environmental analysis for the EBPSP, and excluding this information does not provide an adequate Project-level review. The EIR must be revised to include a finding of significance, as it has not provided any substantial evidence to support a less-than-significant finding.

O1-34 cont.

The EIR states that, "Efficient and safe access within, and access to, the EBPSP land uses would be provided by the design concept, site access improvements, and site adjacent roadway improvements included as components of the Specific Plan." However, the EBPSP document is not included as an attachment for public review, and the alleged components of the EBPSP are not presented here for analysis. The EIR has not included substantial evidence to support this claim, and the EIR must be revised to include a finding of significance.

The EIR also states that, "Driveways, on-site traffic signing and striping would be implemented in conjunction with detailed construction plans for the site. Sight distance at each access point would be reviewed to ensure conformance with City sight distance standards at the time of preparation of final grading, landscape, and street improvement plans. The City of Ontario has adopted engineering standards to ensure consistency in the geometric design of its mobility facilities. All plans undergo an extensive review process at the City to ensure consistency with these adopted standards. Given that all future projects will be subject to these reviews, the EBPSP would be consistent with the City design standards." This does not comply with CEQA's requirements for adequate informational documents and meaningful disclosure (CEQA Guidelines Section 15121 and PRC Section 21003(b)). Deferring this environmental analysis required by CEQA to the construction permitting phase is improper mitigation and does not comply with CEQA's requirement for meaningful disclosure and adequate informational documents. The EIR states that it is a project EIR document for CEQA compliance yet it has not provided Project-specific information, which renders it inadequate as an informational document.

O1-35

A revised EIR must be prepared to include a finding of significance, as the EIR has not provided any substantial evidence to support a less-than-significant finding. O1-35 cont.

There are also no exhibits depicting emergency vehicle access and maneuvering. The EIR states that, "The EBPSP does not propose elements or aspects that would obstruct or restrict emergency access to or through the area." However, the EBPSP document is not included as an attachment for public review, and the alleged components of the EBPSP are not presented here for analysis. The EIR has not included substantial evidence to support this claim, and the EIR must be revised to include a finding of significance. O1-36

The EIR also states regarding emergency access that, "…representatives of the Ontario Fire Department and Ontario Police Department would review all development plans to ensure that emergency access is provided consistent with applicable requirements." However, the EIR has not listed the fire code and/or Police/Fire Department requirements or provided their review of the Project. Deferring this environmental analysis required by CEQA to the construction permitting phase is improper mitigation and does not comply with CEQA's requirement for meaningful disclosure and adequate informational documents (CEQA Guidelines Section 15121 and PRC Section 21003(b)). A revised EIR must be prepared to include a finding of significance, as the EIR has not provided any substantial evidence to support a less-than-significant finding. O1-37

4.0 Alternatives

The EIR is required to evaluate a reasonable range of alternatives to the proposed Project, which will avoid or substantially lessen any of the significant effects of the Project (CEQA § 15126.6). The alternatives chosen for analysis include the CEQA-required "No Project/Current TOP 2050" alternative and only two others – Truck Route Scenario 3 Alternative and Reduced Intensity Alternative. The EIR does not evaluate a reasonable range of alternatives, as only two alternatives beyond the required No Project alternative are analyzed. The EIR must be revised to include analysis of a reasonable range of alternatives and foster informed decision making (CEQA Guidelines Section 15126.6). This could include alternatives such as development of the site with a Project that reduces all the proposed Project's significant and unavoidable impacts to less than significant levels, or a mixed-use Project that provides affordable housing and local-serving commercial uses, which may reduce VMT, GHG emissions, and improve Air Quality. O1-38

5.3 Significant Irreversible Changes

The EIR does not discuss its own conclusion that implementation of the proposed Project will result in significant and unavoidable impacts to Air Quality (inconsistent with AQMP, local and regional construction emissions, localized construction emissions, and cumulative health risks), Cultural Resources (Historic Resources), Noise (Construction Noise, Traffic Noise, Construction Vibration, Heavy Truck Vibration, and Exterior Airport Noise Exposure), Greenhouse Gases (Project related emissions and inconsistency with the City's Community Climate Action Plan), Transportation (increase in VMT). The EIR does not adequately discuss or and analyze the commitment of resources is not consistent with regional and local growth forecasts and does not address the EIR's own conclusion that the Project will result in impacts (Air Quality, GHG) that exceed with the forecasts of the applicable plans (AQMP, 2030/2050 GHG reduction goals, City's Climate Action Plan). The EIR must be revised to include these findings for analysis in its discussion.

O1-39

5.4 Growth-Inducing Effects

A revised EIR must be prepared to include an accurate cumulative analysis discussion here to demonstrate the impact of the proposed Project in a cumulative setting. The EIR does not include any information regarding the buildout conditions of the existing TOP in order to provide an adequate and accurate cumulative analysis. The revised EIR must provide the horizon year of the existing TOP, the total developable building floor area analyzed within the Project site's land use designations, and cumulative development since adoption of the existing TOP. This is particularly vital as growth generated by the proposed Project is in conflict with the AQMP and state/regional/local GHG reduction plans and targets.

O1-40

The EIR has not provided an adequate or accurate cumulative analysis discussion here to demonstrate the impact of the proposed Project in a cumulative setting. For example, recent industrial projects combined with the EBPSP aspect of the proposed Project will cumulatively generate 19,500,154 sf of industrial space. This is approximately 16,318 employees (utilizing SCAG employment generation factors for warehouses[52]), which is 38.7% of the City's employment growth forecast over 16 years, accounted for only by a limited quantity of industrial projects. When combined with the PPA total increase in nonresidential building area of 4,334,416 s.f., the proposed Project will cumulatively generate 20,895,570 s.f. of industrial space. This is approximately 17,485 employees, which is 41.5% of the City's employment growth forecast over 16 years, accounted for only by a limited quantity of industrial projects.

[52] https://www.mwcog.org/file.aspx?A=QTTlTR24POOOUIw5mPNzK8F4d8djdJe4LF9Exj6lXOU%3D

These totals increase exponentially when other industrial and commercial development activities are added to the calculation. A revised EIR must be prepared to include this information for analysis, and also provide a cumulative analysis discussion of projects approved since 2019 and projects "in the pipeline" to determine the City's progress towards SCAG and TOP employment/population growth forecasts and buildout scenarios. O1-40 cont.

Impact on Biological Resources

Please see the attached comments and analysis from Dr. Smallwood. O1-41

Conclusion

For the foregoing reasons, GSEJA believes the EIR is flawed, and a revised EIR must be prepared for the proposed Project and circulated for public review. Golden State Environmental Justice Alliance requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this Project. Send all communications to Golden State Environmental Justice Alliance, P.O. Box 79222, Corona, CA 92877. O1-42

Sincerely,



Vashon Simien
Blum, Collins & Ho, LLP

Attachments:

1. SWAPE Technical Analysis
2. Shawn Smallwood, PhD Analysis Report

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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April 14, 2026

Gary Ho
Blum, Collins & Ho LLP
9255 W. Sunset Boulevard, Ste. 810
Los Angeles, CA 90069

Subject: Comments on the Ontario Policy Plan Amendment (SCH No. 2025110102)

Dear Mr. Ho,

We have reviewed the March 2026 Draft Supplemental Environmental Impact Report ("DSEIR") for the Ontario Policy Plan Amendment ("Project") located in the City of Ontario ("City"). The DSEIR assesses the environmental effects associated with the implementation of the proposed Policy Plan Amendment to The Ontario Plan ("TOP") as well as the Eucalyptus Business Park Specific Plan ("EBPSP" or "Specific Plan"). O1-43

Our review concludes that the DSEIR fails to adequately evaluate the Project's air quality impacts. As a result, emissions and health risk impacts associated with construction and operation of the proposed Project may be underestimated and inadequately addressed. A revised Environmental Impact Report ("EIR") should be prepared to adequately assess and mitigate the potential air quality impacts that the Project may have on the environment.

Air Quality

Failure to Evaluate Combined Construction and Operational Emissions

The DSEIR's air quality analysis is inadequate because it fails to evaluate criteria air pollutant emissions associated with simultaneous construction and operational activities. The DSEIR proposes construction of the EBPSP in three overall phases, with each phase becoming operational upon completion (p. 2-75, Table 2-9). As a result, construction of Phases 2 and 3 would occur concurrently with the previously completed portions of the Specific Plan. Under these circumstances, the appropriate methodology is to evaluate combined construction and operational emissions during overlapping phases, consistent with the South Coast Air Quality Management District's ("SCAQMD") recommended approach for phased O1-44

projects.[1] The DSEIR's failure to calculate construction and operational emissions together results in a vast underestimation of peak daily emissions and, consequently, the Project's air quality impacts.

In order to analyze the EBPSP's actual peak emissions scenario, we summed the DSEIR's construction and operational criteria air pollutant emissions estimates for the overlapping phases (p. 3.3-56, Table 3.3-12, Table 3.3-13; p. 3.3-64 – 3.3-65, Table 3.3-15, Table 3.3-16). Our analysis demonstrates that the combined reactive organic gas ("ROG") and nitrogen oxide ("NO_X") emissions, as calculated by the DSEIR's air modeling, exceed the applicable SCAQMD construction and operational daily thresholds (see table below).

DSEIR Criteria Air Pollutant Emissions Estimates

Emission Source	ROG (lbs/day)	NO_X (lbs/day)
Phase 2 Construction Emissions[1]	51	48
Phase 1 Operational Emissions	55	84
Combined Emissions	106	132
SCAQMD Construction/Operational Threshold	**55/75**	**55/100**
Exceeds?	**Yes**	**Yes**
Phase 3 Construction Emissions[1]	61	47
Phase 1 and 2 Operational Emissions	89	169
Combined Emissions	150	216
SCAQMD Construction/Operational Threshold	**55/75**	**55/100**
Exceeds?	**Yes**	**Yes**

[1] Presented emissions represent the annual maximum.

O1-44

As shown in our analysis, when construction and operational emissions are properly combined for concurrent phases, ROG and NO_X emissions exceed the applicable SCAQMD daily significance thresholds. This finding indicates a potentially significant air quality impact that the DSEIR did not identify or address. In our opinion, a revised EIR should be prepared to provide an accurate evaluation of the combined air quality impacts from overlapping EBPSP construction and operation incorporate mitigation measures accordingly.

[1] "Draft Supplemental Environmental Impact Report (Draft SEIR) for the Proposed Tesoro del Valle (Phases A, B, and C) (SCH No.: 2016101032)," SCAQMD, April 2018, available at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/dseirtesorodelvalle-040418.pdf#:~:text=Therefore%2C%20it%20is%20recommended%20that%20the%20Lead,for%20operation%2C%20mitigation%20measures%20will%20be%20required.

Failure to Implement All Feasible Mitigation to Reduce Emissions

The DSEIR's standalone operational air quality analysis also presents inadequacies. The DSEIR estimates that the operational ROG, NO_X, CO, and PM_{10} emissions associated with the EBPSP would exceed applicable SCAQMD thresholds (see screenshot below) (p. 3.3-64 – 3.3-65, Table 3.3-15, Table 3.3-16, Table 3.3-17).

Table 3.3-17 EBPSP Peak Operational Emissions Summary: Phases 1, 2, and 3

Source	Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	$PM_{10}T$	$PM_{2.5}T$
Summer						
Mobile	34.57	186.25	448.56	2.50	168.99	45.93
Area	91.72	1.08	127.82	0.01	0.23	0.17
Stationary	1.80	5.05	4.60	0.01	0.27	0.27
Cargo Handling Equipment	1.27	4.09	178.00	0.00	0.32	0.30
Maximum Daily Emissions	129.36	196.45	758.99	2.52	169.81	46.66
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	YES	YES	YES	NO	YES	NO
Winter						
Mobile	32.95	195.55	380.69	2.43	168.99	45.93
Area	70.71	0.00	0.00	0.00	0.00	0.00
Stationary	1.80	5.05	4.60	0.01	0.27	0.27
Cargo Handling Equipment	1.27	4.09	178.00	0.00	0.32	0.30
Maximum Daily Emissions	106.74	204.68	563.29	2.44	169.58	46.49
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	**YES**	NO	**YES**	NO

Source: Appendix C3.

Note: Emissions may not total to 100 percent due to rounding.

O1-45

The DSEIR concludes that the impacts associated with operation of the EBPSP would be significant-and-unavoidable, stating:

> "Although Mitigation Measures AIR-1-SP through AIR-8-SP are designed to reduce operational-source criteria pollutant emissions of the EBPSP, there is no way to meaningfully quantify these reductions in CalEEMod, and therefore no numeric emissions credit has been taken in the Therefore, even with application of these measures, EBPSP operational-source emissions impacts are considered significant and unavoidable" (p. 3.3-74 – 3.3-75).

While we agree that the Specific Plan would result in significant air quality impacts, the DSEIR's assertion that this impact is significant-and-unavoidable is unreliable. According to CEQA Guidelines §15096(g)(2):

> "When an updated EIR has been prepared for a project, the Responsible Agency shall not approve the project as proposed if the agency finds any feasible alternative or feasible

mitigation measures within its powers that would substantially lessen or avoid any significant effect the project would have on the environment."[2]

As such, the DSEIR is required under CEQA to implement all feasible mitigation to reduce impacts to a less-than-significant level. To reduce the EBPSP's air quality impacts to the maximum extent possible, additional feasible mitigation measures should be incorporated, such as those suggested in the section of this letter titled "Feasible Mitigation Measures Available to Reduce Emissions." The Project should not be approved until a revised EIR is prepared, incorporating all feasible mitigation to reduce emissions to the maximum extent possible. O1-45 cont.

Mitigation

Feasible Mitigation Measures Available to Reduce Emissions

The DSEIR is required under CEQA to implement all feasible mitigation to reduce the Project's potential impacts. As demonstrated in the sections above, the EBPSP would result in potentially significant air quality impacts—during both construction and operation—that should be mitigated further.

To reduce the ROG emissions associated with construction and operation, we recommend the DSEIR require the use of super compliant, low-VOC paints less than 10 g/L during the architectural coating construction phase and during Project maintenance, as recommended by the California Department of Justice ("CA DOJ").[3] Further mitigation used by other land use development projects to address ROG emissions includes: [4]

- Recycle leftover paint. Take any leftover paint to a hazardous waste center; do not mix leftover water-based and oil-based paints.
- Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors.
- For water-based paints, clean up with water only. Whenever possible, do not rinse the cleanup water down the drain or pour it directly into the ground or the storm drain
- Use compliant low-VOC cleaning solvents to clean paint application equipment.
- Keep all paint- and solvent-laden rags in sealed containers to prevent VOC emissions.
- Contractors shall construct/build with materials that do not require painting and use pre-painted construction materials to the extent practicable.

O1-46

[2] "Cal. Code Regs. tit. 14 § 15096." California Legislature, available at: https://casetext.com/regulation/california-code-of-regulations/title-14-natural-resources/division-6-resources-agency/chapter-3-guidelines-for-implementation-of-the-california-environmental-quality-act/article-7-eir-process/section-15096-process-for-a-responsible-agency.

[3] "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act." State of California Department of Justice, September 2022, *available at*: https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf, p. 8 – 10.

[4] "Banning Commerce Center Project." Kimley-Horn and Associates, Inc., June 2024, *available at*: https://ceqanet.opr.ca.gov/2022090102/2; Draft Environmental Impact Report, p. 1-7.

- Use high-pressure/low-volume paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.

In order to reduce the NO_X and PM_{10} emissions associated with EBPSP construction and operation, we recommend the DSEIR consider incorporating several mitigation measures as listed below. The California Air Resources Board ("CARB") recommends:[5]

- Require all off-road diesel-powered equipment used during construction to be equipped with Tier 4 or cleaner engines, except for specialized construction equipment in which Tier 4 engines are not available. In place of Tier 4 engines, off-road equipment can incorporate retrofits, such that, emission reductions achieved are equal to or exceed that of a Tier 4 engine.
- Require all off-road equipment with a power rating below 19 kilowatts (e.g., plate compactors, pressure washers) used during project construction be battery powered.
- Require all heavy-duty trucks entering the construction site during the grading and building construction phases be model year 2014 or later. All heavy-duty haul trucks should also meet CARB's lowest optional low-oxides of nitrogen (NOx) standard starting in the year 2022.
- Require all loading/unloading docks and trailer spaces be equipped with electrical hookups for trucks with transport refrigeration units (TRU) or auxiliary power units.
- Requiring all TRUs entering the project-site be plug-in capable.
- Require all heavy-duty trucks entering or on the project site to be zero-emission vehicles, and be fully zero-emission. A list of commercially available zero-emission trucks can be obtained from the Hybrid and Zero-emission Truck and Bus Voucher Incentive Project (HVIP).
- Restrict trucks and support equipment from idling longer than two minutes while on site.
- Require the installation of vegetative walls or other effective barriers that separate loading docks and people living or working nearby.

O1-46 cont.

The CA DOJ suggests:[6]

- Prohibiting off-road diesel-powered equipment from being in the "on" position for more than 10 hours per day.
- Providing information on transit and ridesharing programs and services to construction employees.
- Constructing zero-emission truck charging/fueling stations proportional to the number of dock doors at the project.
- Constructing and maintaining electric light-duty vehicle charging stations proportional to the number of employee parking spaces

[5] "Recommended Air Pollution Emission Reduction Measures for Warehouses and Distribution Centers." CARB, August 2023, *available at*: https://ww2.arb.ca.gov/sites/default/files/2023-08/CARB%20Comments%20-%20NOP%20for%20the%20%20Oak%20Valley%20North%20Project%20DEIR.pdf; Attachment A, p. 5 – 8.
[6] "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act." State of California Department of Justice, September 2022, *available at*: https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf, p. 8 – 10.

Lastly, SCAQMD staff recommends a phase-in schedule to incentivize the use of cleaner operating trucks to reduce any significant adverse air quality impacts. [7]

We have provided several mitigation measures that would reduce Project-generated emissions. These measures offer a cost-effective, feasible way to incorporate lower-emitting design features into the proposed Specific Plan, which would subsequently reduce emissions released during construction and operation.

O1-46 cont.

A revised EIR should be prepared that includes all feasible mitigation measures, as well as an updated air analysis to ensure that the necessary mitigation measures are implemented to reduce emissions to the maximum extent feasible. The revised EIR should also demonstrate a commitment to the implementation of these measures prior to Project approval, to ensure that the Project's potentially significant emissions are reduced to the maximum extent possible.

Disclaimer

SWAPE has received limited discovery regarding this project. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

O1-47

Sincerely,



Matt Hagemann, P.G., C.Hg.



Paul E. Rosenfeld, Ph.D.

[7] "Draft Environmental Impact Report (EIR) for the Proposed CADO Menifee Industrial Warehouse Project (Proposed Project)." SCAQMD, April 2024, *available at*: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/april-2024/RVC240313-05.pdf?sfvrsn=8, p. 2 - 3.

Attachment A: Matt Hagemann CV
Attachment B: Paul Rosenfeld CV

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Matthew F. Hagemann, P.G., C.Hg.

- **Geologic and Hydrogeologic Characterization, Investigation and Remediation Strategies**
- **Industrial Stormwater Compliance**
- **CEQA Review**
- **Expert Testimony**

Professional Certifications:
California Professional Geologist, P.G.
California Certified Hydrogeologist, C.Hg.

Education:
M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

O1-48

Professional Experience:
30 years of experience in environmental policy, contaminant assessment and remediation, stormwater compliance, and CEQA review. Spent nine years with the U.S. EPA in the Resource Conservation Recovery Act (RCRA) and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where I identified emerging threats to groundwater. While with EPA, I served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. Led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) and directed efforts to improve hydrogeologic characterization and water quality monitoring. For the past 15 years, as a founding partner with SWAPE, I developed extensive client relationships and has managed complex projects that include consultations as an expert witness and a regulatory specialist, and managing projects ranging from industrial stormwater compliance to CEQA review of impacts from hazardous waste, air quality and greenhouse gas emissions.

Positions held include:

Government:
Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);

Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
Geologist, U.S. Forest Service (1986 – 1998).

Educational:
Geology Instructor, Golden West College, 2010 – 2104, 2017;
Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
Instructor, College of Marin, Department of Science (1990 – 1995).

Private Sector:
Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);
Executive Director, Orange Coast Watch (2001 – 2004);
Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, responsibilities have included:

- Lead analyst and testifying expert, for both plaintiffs and defendants, in the review of over 300 environmental impact reports and negative declarations since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, greenhouse gas emissions, and geologic hazards.
- Recommending additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce exposure to hazards from toxins.
- Stormwater analysis, sampling and best management practice evaluation, for both government agencies and corporate clients, at more than 150 industrial facilities.
- Serving as expert witness for both plaintiffs and defendants in cases including contamination of groundwater, CERCLAcompliance in assessment and remediation, and industrial stormwater contamination.
- Technical assistance and litigation support for vapor intrusion concerns, for both government agencies and corporate clients.
- Lead analyst and testifying expert in the review of environmental issues in license applicationsfor large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.

O1-48 cont.

With Komex H2O Science Inc., duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking

water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.
- Lead author for a multi-volume remedial investigation report for an operating school in LosAngeles that met strict Sate of California regulatory requirements.
- Development of strategic approaches for cleanup of contaminated sites in consultation withclients and regulators.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities included:

- Leading efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiating a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identifying emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

O1-48 cont.

At the request of the State of Hawaii, developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. Used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. Prepared geologic reports, conducted hearings, and responded to public comments from residents who were very concerned about the impact of designation.
- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Served as a hydrogeologist with the RCRA Hazardous Waste program. Duties included:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliancewith Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S.EPA legal counsel.

- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexicoand advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation- wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

O1-48 cont.

Policy:

Served as senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9. Activities included the following:

- Advising the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinkingwater supplies.
- Shaping EPA's national response to these threats by serving on workgroups and by contributingto guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improving the technical training of EPA's scientific and engineering staff.
- Earning an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific principles into the policy-making process.
- Establishing national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities included:

- Mapping geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinating research with community stakeholders who were concerned with natural resource protection.
- Characterizing the geology of an aquifer that serves as the sole source of drinking water for thecity of Medford, Oregon.

As a consultant with Dames and Moore, led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large RCRA hazardous waste site in eastern Oregon.

Duties included the following:

- Supervising year-long effort for soil and groundwater sampling.
- Conducting aquifer tests.
- Investigating active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.
- Part time geology instructor at Golden West College in Huntington Beach, California from 2010 to 2014 and in 2017.

Summary of Testimony Experience Over Past Four Years

In Re New Jersey Department of Environmental Protection et al. vs. E.I. DuPont de Nemours and Company, in the United States District Court, District of New Jersey, Civil Action No. 1:19-cv-14766-RMB-JBC. Deposition in 2025. Representing Plaintiffs in matters regarding contamination of groundwater, wastewater, soil, and air with per- and poly-fluoroalkyl substances.

O1-48 cont.

In Re Edmond Asher, et al., vs. RTX Corporation (f/k/a Raytheon Technologies Corporation, et al.) in the County of Huntington Superior Court, Indiana, Cause number 35D01-2006-CT-000338. Deposition in 2024. Representing Plaintiffs in matters regarding contamination of groundwater and soil vapor with trichlorethylene.

In Re Wright vs Consolidated Rail Corporation In the Circuit Court of Cook County, Illinois, Case No: 21L3966. Deposition in 2023, Representing Plaintiff in matters involving groundwater and drinking water contamination of perchloroethylene, trichlorethylene, 1,2-dichloroethane, and carbon tetrachloride.

In Re Behr Dayton Thermal Products LLC In the United States District Court for the Southern District of Ohio Western Division at Dayton, Case No: 08-cv-326. Deposition in 2022. Representing Plaintiff in matters regarding contamination of groundwater and indoor air with perchloroethylene and trichloethelene.

Orange County Water District vs. Sabic Innovative Plastics US, LLC, et al. In the Court of Appeal, Fourth District,

Division 1, California, Case No: D070553. Deposition in 2020. Representing Plaintiff in matters involving compliance with The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA).
Los Angeles Waterkeeper vs. AAA Plating and Inspection, Inc. In the United States District Court for the Central District of California, Case No: No. CV 18-5916 PA (GJSx). Deposition in 2019. Expert witness representing Plaintiff in matters involving contaminated stormwater runoff at an industrial facility in Compton, California.

Californians for Alternatives to Toxics vs. Schneider Dock and Intermodal Facility. In the United States District Court for the Northern District of California, Case No: 3:17-cv-05287-JST. Deposition in 2019. Expert witness representing Plaintiff in matters involving contaminated stormwater runoff at an industrial facility in Eureka, California.

Bells et al. vs. The 3M Company et al. In the United States District Court for the District of Colorado, Case No: 1:16-CV-02531-RBJ. Deposition in 2018. Expert witness representing Plaintiff on matters regarding the general hydrogeological conditions present in an area impacted by per- and poly-fluoroalkyl substances.

Ungar vs. Foundation for Affordable Housing. In the Superior Court, State of California, Los Angeles County, Case No. BC628890 Deposition in 2017. Expert witness representing defendant on matters involving alleged drinking water contamination.

O1-48

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S.EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making andPublic Participation. Brownfields 2005, Denver, Coloradao.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins atschools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBEReleases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells.

Presentation to the Ground Water and Environmental Law Conference, National GroundwaterAssociation.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Waterin Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Waterin the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to atribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to ameeting of tribal representatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking WaterSupplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant.Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

O1-48 cont.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting ofthe National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to ameeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to AddressImpacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater(and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA andState Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublishedreport.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground StorageTanks.

Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F**. 1999, Water Quality Concerns Related to Personal WatercraftUsage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George WrightSociety Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval AirStation, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui,October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Airand Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Basesin California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:
Selected as subject matter expert for the California Professional Geologist licensing examinations,2009-2011.

O1-48 cont.

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Paul Rosenfeld, Ph.D.

Chemical Fate and Transport & Air Dispersion Modeling

Principal Environmental Chemist

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Focus on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years of experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, industrial, military and agricultural sources, unconventional oil drilling operations, and locomotive and construction engines. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities. Dr. Rosenfeld has also successfully modeled exposure to contaminants distributed by water systems and via vapor intrusion.

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Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, creosote, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at sites and has testified as an expert witness on numerous cases involving exposure to soil, water and air contaminants from industrial, railroad, agricultural, and military sources.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H_2O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

Rosenfeld, P.E., Spaeth, K.R., McCarthy, S.J. *et al.* Camp Lejeune Marine Cancer Risk Assessment for Exposure to Contaminated Drinking Water From 1955 to 1987. *Water Air Soil Pollut* **235**, 124 (2024). https://doi.org/10.1007/s11270-023-06863-y.

Rosenfeld P.E., Spaeth K.R., Remy L.L., Byers V., Muerth S.A., Hallman R,C., Summers-Evans J., Barker S. (2023) Perfluoroalkyl substances exposure in firefighters: Sources and implications, *Environmental Research*, Volume 220, https://doi.org/10.1016/j.envres.2022.115164. O1-49 cont.

Rosenfeld P.E. and Spaeth K.R., (2023) Authors' Response to Letter to the Editor from Bullock and Ramacciotti, *Water Air Soil Pollution* Volume 234, https://doi.org/10.1007/s11270-023-06165-3

Rosenfeld P. E., Spaeth K., Hallman R., Bressler R., Smith, G., (2022) Cancer Risk and Diesel Exhaust Exposure Among Railroad Workers. *Water Air Soil Pollution.* **233,** 171.

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health.* 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P**., (2015) Modeling the Effect of Refinery Emission On Residential Property Value. *Journal of Real Estate Research*. 27(3):321-342

Chen, J. A, Zapata A. R., Sutherland A. J., Molmen, D.R., Chow, B. S., Wu, L. E., **Rosenfeld, P. E.,** Hesse, R. C., (2012) Sulfur Dioxide and Volatile Organic Compound Exposure To A Community In Texas City Texas Evaluated Using Aermod and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

Rosenfeld, P.E. & Feng, L. (2011). *The Risks of Hazardous Waste.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2011). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Agrochemical Industry*, Amsterdam: Elsevier Publishing.

Gonzalez, J., Feng, L., Sutherland, A., Waller, C., Sok, H., Hesse, R., **Rosenfeld, P.** (2010). PCBs and Dioxins/Furans in Attic Dust Collected Near Former PCB Production and Secondary Copper Facilities in Sauget, IL. *Procedia Environmental Sciences*. 113–125.

Feng, L., Wu, C., Tam, L., Sutherland, A.J., Clark, J.J., **Rosenfeld, P.E.** (2010). Dioxin and Furan Blood Lipid and Attic Dust Concentrations in Populations Living Near Four Wood Treatment Facilities in the United States. *Journal of Environmental Health*. 73(6), 34-46.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2010). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Wood and Paper Industries.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.,** (2009). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Petroleum Industry*. Amsterdam: Elsevier Publishing.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. *WIT Transactions on Ecology and the Environment, Air Pollution*, 123 (17), 319-327.

Cheremisinoff, N.P., **Rosenfeld, P.E.** Davletshin, A.R. (2008). ***Responsible Care***. Gulf Publishing. Texas.

Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). Methods For Collect Samples For Assessing Dioxins And Other Environmental Contaminants In Attic Dust: A Review. *Organohalogen Compounds*, 70, 000527-000530.

Hensley, A.R. A. Scott, J. J. J. Clark, **Rosenfeld, P.E.** (2007). Attic Dust and Human Blood Samples Collected near a Former Wood Treatment Facility. *Environmental Research*. 105, 194-197.

Rosenfeld, P.E., J. J. J. Clark, A. R. Hensley, M. Suffet. (2007). The Use of an Odor Wheel Classification for Evaluation of Human Health Risk Criteria for Compost Facilities. *Water Science & Technology* 55(5), 345-357.

Rosenfeld, P. E., M. Suffet. (2007). The Anatomy of Odour Wheels for Odours of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

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Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities.* Boston Massachusetts: Elsevier Publishing

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

Rosenfeld P. E., J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme for The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004*. New Orleans, October 2-6, 2004.

Rosenfeld, P.E., and Suffet, I.H. (2004). Understanding Odorants Associated with Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash, *Water Science and Technology*, 49(9), 171-178.

Rosenfeld, P. E., Grey, M. A., Sellew, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

Rosenfeld, P.E., Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office*, Publications Clearinghouse (MS–6), Sacramento, CA Publication #442-02-008.

Rosenfeld, P.E., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

Rosenfeld, P.E., and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality*. 29, 1662-1668.

Rosenfeld, P.E., C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affects on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

Rosenfeld, P.E., and C.L. Henry. (2001). Activated Carbon and Wood Ash Sorption of Wastewater, Compost, and Biosolids Odorants. *Water Environment Research*, 73, 388-393.

Rosenfeld, P.E., and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

Chollack, T. and **P. Rosenfeld. (**1998). Compost Amendment Handbook for Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation on St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Master's thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelor's Thesis. University of California.

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Presentations:

Rosenfeld, P.E., "The science for Perfluorinated Chemicals (PFAS): What makes remediation so hard?" Law Seminars International, (May 9-10, 2018) 800 Fifth Avenue, Suite 101 Seattle, WA.

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society*. Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution.* Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluoroctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (20-22 July (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted at University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The *23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting.* Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006.* Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

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Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition.* Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference.* Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference.* Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference.* Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus on Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water and Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference.* Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model for PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants*. Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

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Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium on Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium on Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting for Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington.

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conferenc*e. Lecture conducted from Indianapolis, Maryland.

Rosenfeld. P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation.* Lecture conducted from Anaheim California.

Rosenfeld. P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest*. Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation with High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings.* Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell.* Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest.* Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E, C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation with High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

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UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. The course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. $41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate the effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: $10,000 grant awarded to San Diego State University.
Goal: investigate the effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. $100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. $20,000 grant awarded to investigate the effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: $10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: $15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. $500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the District Court of Harris County Texas
Mt Davis Interest, Inc v Sesco Cement Corp
Cause No 2023-26512
Trial 6-6-2-25

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cont.

In the United States Southern District of New York
Gallo vs Avon Products Inc., et al
Civil Action No.: 1:23-cv-2023
Deposition 4-24-2025

In Vanderburgh Superior Court 5, County of Vanderburgh, Indiana
Markello v CSX
Civil Action No 82D05-2011-CT-004962
Deposition 3-26-25

Iin the Circuit Court of Cook County Illinois
Jarosiewicz v Northeast Regional Railroad
Case No 2023 L 002290
Deposition 2-27-25

In the District Court 191st Judicial District Dallas County
Acklin v Poly America International
Cause No DC-22-08610
Deposition 1-8-2025

United States District Court, Norther District of California
Asustin Vs Monsanto
Case No 2:23-cv-272
Deposition 12-20-25

In Jefferson Circuit Court Division One, Louisville, Kentucky
Stafford vs, CSX
Case No. 18-CI-001790

Deposition: 8-27-24

In the Twenty-Second Judicial Circuit of St. Louis. State of Missouri
Patricia Godfrey vs, Amtrak
Case No. 2122-CC-00525
Deposition: 7-17-24

In the Circuit Court of Jefferson County Alabama
Linda Early Vs. CSX
Case number CV-2021-00241
Deposition 6-24-24

In the Court of Common Please Lucas County, Ohio
Brenda Conkright vs. CSX
Case No. G-4801-CI-0202102664-000
Deposition: 6-4-24

In the Commonwealth of Kentucky, Greenup Circuit Court
Patsy Sue Napier vs. CSX
Case No. 19-CI-0012
Deposition: 5-8-2-24

In United States District Court of Hawaii
Patrick Feindt, Jr. et al. vs. The United States of America
Case No. 1:22-cv-LEK-KJM
Trial 3-29-24 and 4-5-24

In the District Court of Hood County State of Texas
Artie Gray vs. Exxon Mobil
Case No. C-2018047
Rosenfeld Deposition:4-22-2024

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In the Elkhart Superior Court State of Indiana
Estate of Clark Stacy vs. Penn Central Corporation
Cause No 2D01-2001-CT-00007
Rosenfeld Deposition 1-25-2024 and 3-7-2024

In the Circuit Court of Trempealeau County, State of Wisconsin
Michael J. Sylla et al. vs. High-Crush Whitehall LLC
Case No. 2019-CV-63, 2019-CV-64, 2019-CV-65, 2019-CV-66
Rosenfeld Deposition: 3-5-2024

In the Circuit Court of Trempealeau County, State of Wisconsin
Leland Drangstveit vs. High-Crush Blair LLC
Case No. 19-CV-66
Rosenfeld Deposition 3-5-2024

In the Circuit Court of Jefferson County Alabama
Donald Lee Ashworth vs. CSX Transportation Inc.
Case No CV-2021-901261
Rosenfeld Deposition 1-23-2024

In the United States District Court for the Eastern District of Wisconsin
Gary L Siepe vs. Soo Line Railroad
Case No. 2:21-cv-00919
Rosenfeld Deposition 1-19-2024

In the United States District Court for the Western District of Louisiana
Ricky Bush v. Clean Harbors Colfax LLC
Case No. 1:22-cv-02026-DDD-JPM
Rosenfeld Deposition 12-18-2023 and 1-15-2024

In United States District Court of Hawaii
Patrick Feindt, Jr. et al. vs. The United States of America
Case No. 1:22-cv-LEK-KJM
Rosenfeld Deposition 11-29-2023

In the Circuit Court for the Twentieth Judicial Circuit St. Clair County, Illinois
Timothy Gray vs. Rural King et al.
Case No 2022-LA-355
Rosenfeld Deposition 9-26-2023

In United States District Court Eastern District of Wisconsin
Gary L. Siepe vs. Soo Line Railroad Company
Case No. 2:21-cv-00919
Rosenfeld Deposition 9-15-2023

In the Circuit Court of Cook County Illinois
Donald Fox vs. BNSF
Case No. 2021 L12
Rosenfeld Deposition 9-12-2023

In the Court of Common Please Cuyahoga County, Ohio
Thomas Schleich vs. Penn Central Corporation
Lead Case No. CV-20-939184
Rosenfeld Deposition 8-27-2023

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In the Circuit Court of Jackson County Missouri at Kansas City
Timothy Dalsing vs. BNSF
Case No. No. 2216-cv06539
Rosenfeld Deposition 7-28-2023

In the United States District Court for the Southern District of Texas Houston Division
International Terminals Company LLC Deer Park Fire Litigation
Lead Case No. 4:19-cv-01460
Rosenfeld Deposition 7-25-2023

In the Circuit Court of Livingston County Missouri
Shirley Ralls vs. Canadian Pacific Railway and Soo Lind Railroad
Case No. 28LV-CV0020
Rosenfeld Daubert Hearing 7-18-2023 Trial Testimony 7-19-2023

In the Circuit Court of Cook County Illinois
Brenda Wright vs. Penn Central and Conrail
Case No. No. 2032L003966
Rosenfeld Deposition 6-13-2023

In the Circuit Court Common Please Philadelphia of Jefferson County Alabama
Frank Belle vs. Birmingham Southern Railroad Company et al.
Case No. 01-cv-2021-900901.00
Rosenfeld Deposition 4-6-2023

In the Circuit Court of Jefferson County Alabama
Linda De Gregorio vs. Penn Central
Case No. 002278
Rosenfeld Deposition 3-27-20203

In the United States District Court Eastern District of New York
Rosalie Romano et al. vs. Northrup Grumman Corporation
Case No. 16-cv-5760
Rosenfeld Deposition 3-16-2023

In the Superior Court of Washington, Spokane County
Judy Cundy vs. BNSF
Case No. 21-2-03718-32
Rosenfeld Deposition 3-9-2023

In The Court of Common Pleas of Philadelphia County, PA Civil Trial Division
Feaster v Conrail
Case No. 001075
Rosenfeld Deposition 2-1-2023

In United States District Court for the Central District of Illinois
Sherman vs. BNSF
Case No. 3:17-cv-01192
Rosenfeld Deposition 1-18-2023

In United States District Court District of Colorado
Gonzales vs. BNSF
Case No. 1:21-cv-01690
Rosenfeld Deposition 1-17-2023

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In United States District Court District of Colorado
Abeyta vs. BNSF
Case No. 1:21-cv-01689-KMT
Rosenfeld Deposition 1-3-2023

In United States District Court For The Easter District of Louisiana
Nathaniel Smith vs. Illinois Central Railroad
Case No. 2:21-cv-01235
Rosenfeld Deposition 11-30-2022

In the Superior Court of the State of California, County of San Bernardino
Billy Wildrick, Plaintiff vs. BNSF Railway Company
Case No. CIVDS1711810
Rosenfeld Deposition 10-17-2022

In the State Court of Bibb County, State of Georgia
Richard Hutcherson, Plaintiff vs Norfolk Southern Railway Company
Case No. 10-SCCV-092007
Rosenfeld Deposition 10-6-2022

In the Civil District Court of the Parish of Orleans, State of Louisiana
Millard Clark, Plaintiff vs. Dixie Carriers, Inc. et al.
Case No. 2020-03891
Rosenfeld Deposition 9-15-2022

In The Circuit Court of Livingston County, State of Missouri, Circuit Civil Division

Shirley Ralls, Plaintiff vs. Canadian Pacific Railway and Soo Line Railroad
Case No. 18-LV-CC0020
Rosenfeld Deposition 9-7-2022

In The Circuit Court of the 13th Judicial Circuit Court, Hillsborough County, Florida Civil Division
Jonny C. Daniels, Plaintiff vs. CSX Transportation Inc.
Case No. 20-CA-5502
Rosenfeld Deposition 9-1-2022

In The Circuit Court of St. Louis County, State of Missouri
Kieth Luke et. al. Plaintiff vs. Monsanto Company et. al.
Case No. 19SL-CC03191
Rosenfeld Deposition 8-25-2022

In The Circuit Court of the 13th Judicial Circuit Court, Hillsborough County, Florida Civil Division
Jeffery S. Lamotte, Plaintiff vs. CSX Transportation Inc.
Case No. NO. 20-CA-0049
Rosenfeld Deposition 8-22-2022

In State of Minnesota District Court, County of St. Louis Sixth Judicial District
Greg Bean, Plaintiff vs. Soo Line Railroad Company
Case No. 69-DU-CV-21-760
Rosenfeld Deposition 8-17-2022

In United States District Court Western District of Washington at Tacoma, Washington
John D. Fitzgerald Plaintiff vs. BNSF
Case No. 3:21-cv-05288-RJB
Rosenfeld Deposition 8-11-2022

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In Circuit Court of the Sixth Judicial Circuit, Macon Illinois
Rocky Bennyhoff Plaintiff vs. Norfolk Southern
Case No. 20-L-56
Rosenfeld Deposition 8-3-2022, Trial 1-10-2023

In Court of Common Pleas, Hamilton County Ohio
Joe Briggins Plaintiff vs. CSX
Case No. A2004464
Rosenfeld Deposition 6-17-2022

In the Superior Court of the State of California, County of Kern
George LaFazia vs. BNSF Railway Company.
Case No. BCV-19-103087
Rosenfeld Deposition 5-17-2022

In the Circuit Court of Cook County Illinois
Bobby Earles vs. Penn Central et. al.
Case No. 2020-L-000550
Rosenfeld Deposition 4-16-2022

In United States District Court Easter District of Florida
Albert Hartman Plaintiff vs. Illinois Central
Case No. 2:20-cv-1633
Rosenfeld Deposition 4-4-2022

In the Circuit Court of the 4th Judicial Circuit, in and For Duval County, Florida
Barbara Steele vs. CSX Transportation

Case No.16-219-Ca-008796
Rosenfeld Deposition 3-15-2022

In United States District Court Easter District of New York
Romano et al. vs. Northrup Grumman Corporation
Case No. 16-cv-5760
Rosenfeld Deposition 3-10-2022

In the Circuit Court of Cook County Illinois
Linda Benjamin vs. Illinois Central
Case No. No. 2019 L 007599
Rosenfeld Deposition 1-26-2022

In the Circuit Court of Cook County Illinois
Donald Smith vs. Illinois Central
Case No. No. 2019 L 003426
Rosenfeld Deposition 1-24-2022

In the Circuit Court of Cook County Illinois
Jan Holeman vs. BNSF
Case No. 2019 L 000675
Rosenfeld Deposition 1-18-2022

In the State Court of Bibb County State of Georgia
Dwayne B. Garrett vs. Norfolk Southern
Case No. 20-SCCV-091232
Rosenfeld Deposition 11-10-2021

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In the Circuit Court of Cook County Illinois
Joseph Ruepke vs. BNSF
Case No. 2019 L 007730
Rosenfeld Deposition 11-5-2021

In the United States District Court For the District of Nebraska
Steven Gillett vs. BNSF
Case No. 4:20-cv-03120
Rosenfeld Deposition 10-28-2021

In the Montana Thirteenth District Court of Yellowstone County
James Eadus vs. Soo Line Railroad and BNSF
Case No. DV 19-1056
Rosenfeld Deposition 10-21-2021

In the Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al. vs Cerro Flow Products, Inc.
Case No. 0i9-L-2295
Rosenfeld Deposition 5-14-2021
Trial October 8-4-2021

In the Circuit Court of Cook County Illinois
Joseph Rafferty vs. Consolidated Rail Corporation and National Railroad Passenger Corporation d/b/a AMTRAK,
Case No. 18-L-6845
Rosenfeld Deposition 6-28-2021

In the United States District Court For the Northern District of Illinois

Theresa Romcoe vs. Northeast Illinois Regional Commuter Railroad Corporation d/b/a METRA Rail
Case No. 17-cv-8517
Rosenfeld Deposition 5-25-2021

In the Superior Court of the State of Arizona In and For the Cunty of Maricopa
Mary Tryon et al. vs. The City of Pheonix v. Cox Cactus Farm, L.L.C., Utah Shelter Systems, Inc.
Case No. CV20127-094749
Rosenfeld Deposition 5-7-2021

In the United States District Court for the Eastern District of Texas Beaumont Division
Robinson, Jeremy et al vs. CNA Insurance Company et al.
Case No. 1:17-cv-000508
Rosenfeld Deposition 3-25-2021

In the Superior Court of the State of California, County of San Bernardino
Gary Garner, Personal Representative for the Estate of Melvin Garner vs. BNSF Railway Company.
Case No. 1720288
Rosenfeld Deposition 2-23-2021

In the Superior Court of the State of California, County of Los Angeles, Spring Street Courthouse
Benny M Rodriguez vs. Union Pacific Railroad, A Corporation, et al.
Case No. 18STCV01162
Rosenfeld Deposition 12-23-2020

In the Circuit Court of Jackson County, Missouri
Karen Cornwell, Plaintiff, vs. Marathon Petroleum, LP, Defendant.
Case No. 1716-CV10006
Rosenfeld Deposition 8-30-2019

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In the United States District Court For The District of New Jersey
Duarte et al, Plaintiffs, vs. United States Metals Refining Company et. al. Defendant.
Case No. 2:17-cv-01624-ES-SCM
Rosenfeld Deposition 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS "Conti Perdido" Defendant.
Case No. 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No. BC615636
Rosenfeld Deposition 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No. BC646857
Rosenfeld Deposition 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
Bells et al. Plaintiffs vs. The 3M Company et al., Defendants
Case No. 1:16-cv-02531-RBJ
Rosenfeld Deposition 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District
Phillip Bales et al., Plaintiff vs. Dow Agrosciences, LLC, et al., Defendants

Cause No. 1923
Rosenfeld Deposition 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintifs vs. Chevron Corporation, et al., Defendants
Cause No. C12-01481
Rosenfeld Deposition 11-20-2017

In The Circuit Court of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition 8-23-2017

In United States District Court For The Southern District of Mississippi
Guy Manuel vs. The BP Exploration et al., Defendants
Case No. 1:19-cv-00315-RHW
Rosenfeld Deposition 4-22-2020

In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
Case No. LC102019 (c/w BC582154)
Rosenfeld Deposition 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., Plaintifs, vs. Meritor Inc., et al., Defendants
Case No. 4:16-cv-52-DMB-JVM
Rosenfeld Deposition July 2017

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cont.

In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No. RG14711115
Rosenfeld Deposition September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No. LALA002187
Rosenfeld Deposition August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. vs. Antero, et al.
Civil Action No. 14-C-30000
Rosenfeld Deposition June 2015

In The Iowa District Court for Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No. 4980
Rosenfeld Deposition May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.

Case No. CACE07030358 (26)
Rosenfeld Deposition December 2014

In the United States District Court Western District of Oklahoma
Tommy McCarty, et al., Plaintiffs, vs. Oklahoma City Landfill, LLC d/b/a Southeast Oklahoma City Landfill, et al. Defendants.
Case No. 5:12-cv-01152-C
Rosenfeld Deposition: July 2014

In the County Court of Dallas County Texas
Lisa Parr et al, *Plaintiff*, vs. Aruba et al, *Defendant.*
Case Number cc-11-01650-E
Rosenfeld Deposition: March and September 2013
Rosenfeld Trial: April 2014

In the County of Kern, Unlimited Jurisdiction
Rose Propagation Services vs. Heppe Enterprises
Case No. S-1500-CV-278190, LHB
Rosenfeld Deposition: May 2014

In the Circuit Court of Baltimore County Maryland
Philip E. Cvach, II et al., *Plaintiffs* vs. Two Farms, Inc. d/b/a Royal Farms, Defendants
Case Number: 03-C-12-012487 OT
Rosenfeld Deposition: September 2013

In the Court of Galveston County, Texas 56th Judicial District
MDL Litigation Regarding Texas City Refinery Ultracracker Emission Event Litigation
Cause No. 10-UC-0001
Rosenfeld Deposition: March 2013
Rosenfeld Trial: September 2013

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In the United States District Court of Southern District of Texas Galveston Division
Kyle Cannon, Eugene Donovan, Genaro Ramirez, Carol Sassler, and Harvey Walton, each Individually and on behalf of those similarly situated, *Plaintiffs*, vs. BP Products North America, Inc., *Defendant.*
Case 3:10-cv-00622
Rosenfeld Deposition: February 2012
Rosenfeld Trial: April 2013

In the United States District court of Southern District of California
United States of America, Plaintiff vs. 2,560 Acres of Land, more or less, located in Imperial County, State of California; and Donald L. Crawford, et. al.
Civil No. 3:11-cv-02258-IEG-RBB
Rosenfeld Deposition: December 2012, January 2013

In the Court of Common Pleas of Tuscarawas County Ohio
John Michael Abicht, et al., Plaintiffs, vs. Republic Services, Inc., et al., Defendants
Case No. 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition October 2012

In the Court of Common Pleas of Tuscarawas County Ohio
John Michael Abicht, et al., *Plaintiffs*, vs. Republic Services, Inc., et al., *Defendants*
Case Number: 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition: October 2012

In the United States District Court for the Middle District of Alabama, Northern Division
James K. Benefield, et al., Plaintiffs, vs. International Paper Company, Defendant.

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cont.

Shawn Smallwood, PhD
3108 Finch Street
Davis, CA 95616

Gary Ho
Blum Collins Ho LLP
707 Wilshire Blvd
Los Angeles, CA 90017
(213) 572-0400

13 April 2026

RE: Eucalyptus Business Park Specific Plan

Dear Mr. Ho,

I write to comment on potential impacts to biological resources that would result from development of the proposed 189-acre Eucalyptus Business Park Specific Plan (EBPSP or "project"), which is addressed in the City's Ontario Policy Plan Amendment Draft Supplemental Environmental Impact Report (SEIR). The EBPSP would add 2,939,000 sf of industrial and commercial buildings on 137.9 acres, roadway improvements on 14.97 acres, and parkland on 36.15 acres at the northwest corner of Eucalyptus Ave and Walker Ave. My comments that follow address my concerns that the SEIR and its supporting biological resources technical report (ELMT 2025), mischaracterize the wildlife community as part of the existing environmental setting, and that its impacts analysis is flawed and its mitigation measures are inadequate. O1-50

My qualifications for preparing expert comments are the following. I hold a Ph.D. degree in Ecology from University of California at Davis, where I also worked as a post-graduate researcher in the Department of Agronomy and Range Sciences. My research has been on animal density and distribution, habitat selection, wildlife interactions with the anthrosphere, and conservation of rare and endangered species. I authored many papers on these and other topics. I served as Chair of the Conservation Affairs Committee for The Wildlife Society – Western Section. I am a member of The Wildlife Society, and I've lectured part-time at California State University, Sacramento. I was Associate Editor of wildlife biology's premier scientific journal, The Journal of Wildlife Management, as well as of Biological Conservation, and I was on the Editorial Board of Environmental Management. I have performed wildlife surveys in California for forty-one years. My CV is attached.

THE WILDLIFE COMMUNITY AS A BIOLOGICAL RESOURCE

Most environmental reviews pursuant to the California Environmental Quality Act (CEQA) focus on special-status species because CEQA's Checklist Evaluation of Environmental Impacts Question IV(a) asks specifically whether the project would adversely affect special-status species. However, this narrowly focused question is part of a larger policy goal of CEQA, which is "to prevent the elimination of fish or wildlife species due to man's activities, insure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all O1-51

plant and animal communities and examples of the major periods of California history." Pub. Res. Code § 21001(c). This policy is not restricted to special-status species; it also applies to wildlife populations and plant and animal communities, as it must, because special-status species are inter-dependent members of ecological communities. The CEQA Guidelines Section 21155.1 defines wildlife habitat as "the ecological communities upon which wild animals, birds, plants, fish, amphibians, and invertebrates depend for their conservation and protection." This definition is consistent with the scientific definition of habitat, which is that portion of the environment that is used by members of a species for survival and reproduction (Hall et al. 1997). An essential portion of the environment used by any special-status species is composed of the collection of other species of plants and wildlife, because these species provide for special-status species their forage, refugia and nest substrates, and some serve as ecological mutualists. The CEQA Checklist Evaluation assigns priority to special-status species to balance information and cost, but it does not exclude the need to evaluate environmental impacts to other species, which, after all, are members of the very communities within which special-status species inter-depend for survival and reproduction. O1-51 cont.

The species I consider to be special-status species are those listed in California's Special Animals List inclusive of threatened and endangered species under the California and federal Endangered Species Acts, candidates for listing under CESA and FESA, California's Fully Protected Species, California species of special concern, and California's Taxa to Watch List (https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109406), continental and region-specific US Fish and Wildlife Service Birds of Conservation Concern (https://www.fws.gov/sites/default/files/documents/birds-of-conservation-concern-2021.pdf), and naturally rare species such as raptors protected by California's Birds of Prey laws, Fish and Game Code Sections 3503, 3503.5, 3505 and 3513 (see https://wildlife.ca.gov/Conservation/ Birds/Raptors).

What follows is a summary of a site visit to detect as many of the species of wildlife as possible within the short time available. The visit was also intended to detect as many of the special-status species as possible, but with the understanding that most special-status species are less readily detectable due to rarity and crypticity. Nonetheless, the species detected can indicate the ecological integrity of the site and thus the likelihood of occurrence of special-status species not yet detected.

SITE VISIT

On my behalf, Noriko Smallwood, a wildlife biologist with a Master of Science Degree from California State University Los Angeles, visited the site of the proposed project for 1.13 hours of diurnal survey starting at 18:08, and for 2.67 hours of nocturnal survey starting at 19:16 on 6 April 2026, and for 3 hours of diurnal survey starting at 06:26 on 9 April 2026. During daylight, Noriko walked the site's perimeter where accessible, stopping to scan for wildlife with use of binoculars. At night, Noriko affixed a Pettersson M500 acoustic bat detector to a 25-foot pole, and cabled the detector to her computer, which ran SonoBat Live. SonoBat Live identifies bat species based on the bats' sonograms that are detected by the M500. She also scanned for nocturnal wildlife using a Pulsar Telos LRF XG50 5.5-14x 50 mm thermal-imaging monocular. Noriko recorded O1-52

all species of vertebrate wildlife she detected, including those whose members flew over the site or were seen on the site's fringe. Conditions were sunny with 9 MPH west wind and temperatures of 74-64° F on 6 April 2026, and partly cloudy with 3 MPH west wind and temperatures of 56-68° F on 9 April 2026. The site contains dairy farms, open fields of annual grassland, eucalyptus groves, row crops, and houses (Photo 1).

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Photo 1. View of the project site, 9 April 2026. Photo by Noriko Smallwood.

Noriko saw American barn owl (Photo 2), red-tailed hawk and turkey vulture (Photos 3 and 4), merlin and American kestrel (Photos 5 and 6), ring-billed gull and Hudsonian whimbrel (Photos 7 and 8), mallard and black-necked stilt (Photos 9-11), double-crested cormorant, Canada goose, and white-faced ibis (Photos 12-14), great blue heron and common raven (Photos 15 and 16), mourning dove and northern mockingbird (Photos 17 and 18), killdeer and California horned lark (Photos 19 and 20), house finch and Cassin's kingbird (Photos 21 and 22), song sparrow and white-crowned sparrow (Photos 23 and 24), red-winged blackbird and barn swallow (Photos 25 and 26), brown-headed cowbird (Photos 27 and 28), great-tailed grackle and Bullock's oriole (Photos 29 and 30), Mexican free-tailed bat (Photo 31), desert cottontail and California ground squirrel (Photos 32-34). Noriko detected 43 species of vertebrate wildlife at or adjacent to the project site, including nine species with special status (Table 1).

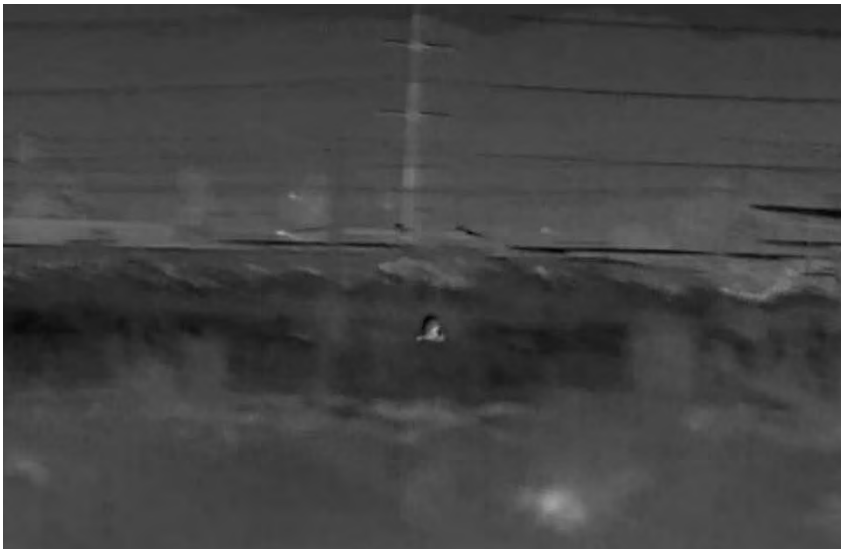

Photo 2. American barn owl on the project site detected using a thermal imaging camera, 6 April 2026. Photo by Noriko Smallwood.



Photos 3 and 4. Red-tailed hawks (left), and turkey vulture (right) on the project site, 6 April 2026. Photos by Noriko Smallwood.

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Photos 5 and 6. Merlin (left), and American kestrel (right) on the project site, 6 and 9 April 2026. Photos by Noriko Smallwood.



O1-52
cont.

Photos 7 and 8. Ring-billed gull (top), and whimbrel (bottom) on the project site, 9 April 2026. Photos by Noriko Smallwood.





O1-52
cont.

Photos 9, 10, and 11. Black-necked stilt harassing a mallard (top), mallard (bottom left), and black-necked stilt (bottom right) on the project site, 6 and 9 April 2026. Photos by Noriko Smallwood.



Photos 12, 13, and 14. Double-crested cormorant (top), and Canada goose (middle), and white-faced ibis (bottom) on the project site, 9 April 2026. Photos by Noriko Smallwood.

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cont.



Photos 15 and 16. Great blue heron (left), and common raven with nest material (right) on the project site, 9 April 2026. Photos by Noriko Smallwood.

O1-52
cont.



Photos 17 and 18. Mourning dove (left), and northern mockingbird (right) on the project site, 6 and 9 April 2026. Photos by Noriko Smallwood.



Photos 19 and 20. Killdeer (left), and California horned lark (right) on the project site, 9 and 6 April 2026. Photos by Noriko Smallwood.

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Photos 21 and 22. House finch (left), and Cassin's kingbird and brown-headed cowbird (right) on the project site, 9 April 2026. Photos by Noriko Smallwood.



Photos 23 and 24. Song sparrow (left), and white-crowned sparrow (right) on the project site, 6 and 9 April 2026. Photos by Noriko Smallwood.

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Photos 25 and 26. Red-winged blackbird (left), and barn swallow (right) on the project site, 9 April 2026. Photos by Noriko Smallwood.



Photos 27 and 28. Brown-headed cowbirds on the project site, 9 April 2026. Photos by Noriko Smallwood.

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cont.



Photos 29 and 30. Great-tailed grackle (left), and Bullock's oriole (right) on the project site, 9 April 2026. Photos by Noriko Smallwood.

O1-52 cont.

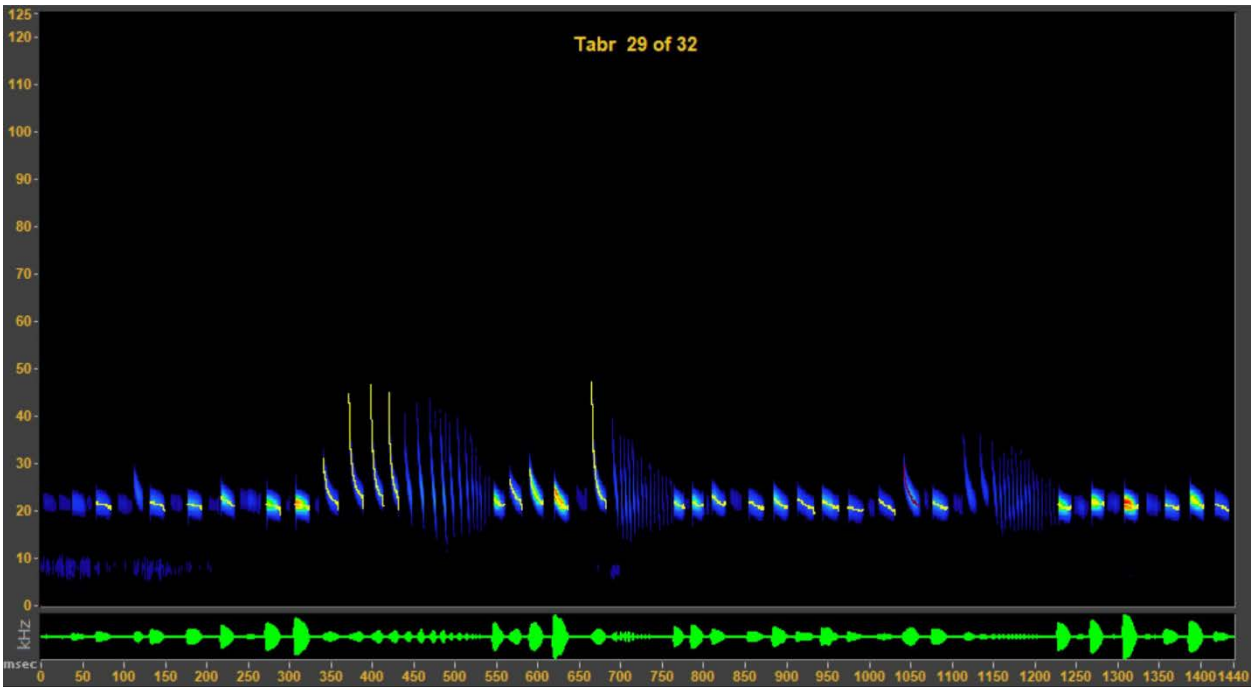

Photo 31. Sonogram of Mexican free-tailed bat on the project site detected using SonoBat Live and a Pettersson M500, 6 April 2026. Photo by Noriko Smallwood.



Photos 32, 33, and 34. Desert cottontail (top left and bottom), and California ground squirrel (top right) on the project site, 6 and 9 April 2026. Photos by Noriko Smallwood.

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cont.

Noriko Smallwood certifies that the foregoing and following survey results are true and accurately reported.



Noriko Smallwood

Table 1. Species of wildlife Noriko observed during 1.13 hours of diurnal survey and 2.67 hours of nocturnal survey on 6 April 2026, and during 3 hours of diurnal survey on 9 April 2026.

Common name	*Species name*	Status[1]	Notes
Canada goose	*Branta canadensis*		Flock flew over
Mallard	*Anas platyrhynchos*		On pond; flocks flew over
Rock pigeon	*Columba livia*	Non-native	Many
Eurasian collared-dove	*Streptopelia decaocto*	Non-native	Just off site
Mourning dove	*Zenaida macroura*		
Anna's hummingbird	*Calypte anna*		
Black-necked stilt	*Himantopus mexicanus*		On pond; flew over
Killdeer	*Charadrius vociferus*		On pond; flew over
Hudsonian whimbrel	*Numenius hudsonicus*		Flocks flew over
Western sandpiper	*Calidris mauri*		On pond; flew over
Ring-billed gull	*Larus delawarensis*		Flocks flew over
Double-crested cormorant	*Nannopterum auritum*	WL	Flock flew over
Great blue heron	*Ardea herodias*		Flew over
White-faced ibis	*Pledagis chihi*	WL	Flocks flew over, landed on site
Turkey vulture	*Cathartes aura*	BOP	Many roosted in eucalyptus
Red-tailed hawk	*Buteo jamaicensis*	BOP	Pair
American barn owl	*Tyto furcata*	BOP	Multiple foraged in evening
American kestrel	*Falco sparverius*	BOP	
Merlin	*Falco columbarius*	WL, BOP	
Cassin's kingbird	*Tyrannus vociferans*		
Black phoebe	*Sayornis nigricans*		
American crow	*Corvus brachyrhynchos*		
Common raven	*Corvus corax*		Gathered nest material
California horned lark	*Eremophila alpestris actia*	WL	
Northern rough-winged swallow	*Stelgidopteryx serripennis*		
Barn swallow	*Hirundo rustica*		Gathered nest material, foraged
Northern mockingbird	*Mimus polyglottos*		
European starling	*Sturnus vulgaris*	Non-native	Many, murmurations
House sparrow	*Passer domesticus*	Non-native	
American pipit	*Anthus rubescens*		
House finch	*Haemorphous mexicanus*		Foraged
White-crowned sparrow	*Zonotrichia leucophrys*		Foraged

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Song sparrow	*Melospiza melodia*		
Western meadowlark	*Sturnella neglecta*		Just off site
Bullock's oriole	*Icterus bullockii*	BCC	Multiple in eucalyptus
Red-winged blackbird	*Agelaius phoeniceus*		Many foraged, flew over
Brown-headed cowbird	*Molothrus ater*		Many, murmurations
Great-tailed grackle	*Quiscalus mexicanus*		
Mexican free-tailed bat	*Tadarida brasiliensis*	WBWG: L	
Desert cottontail	*Sylvilagus audubonii*		Foraged
California ground squirrel	*Otospermophilus beecheyi*		
Coyote	*Canis latrans*		Scat
Botta's pocket gopher	*Thomomys bottae*		Burrows

[1] Listed on CDFW's Special Animals List (https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109406) as WL = CDFW's Taxa to Watch List; WBWG = Western Bat Working Group with priority rankings, of low (L), moderate (M), and high (H); BCC = U.S. Fish and Wildlife Service's Bird of Conservation Concern (https://www.fws.gov/sites/default/files/documents/birds-of-conservation-concern-2021.pdf); and BOP = protected by Birds of Prey (California Fish and Game Code 3503.5, see https://wildlife.ca.gov/Conservation/Birds/Raptors).

ANALYSIS OF RECONNAISSANCE SURVEY DATA

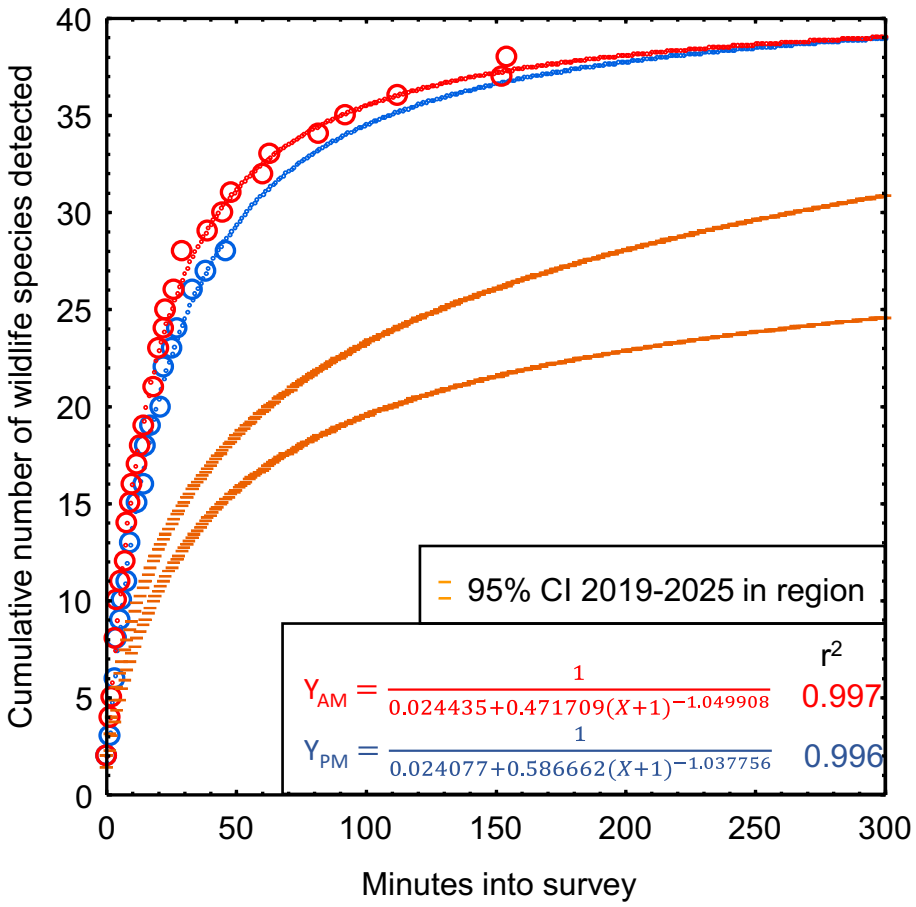
Noriko detected 43 species of vertebrate wildlife, which was a relatively large number for the brevity of her survey effort. All the species in Table 1 would lose due to the project and its replacement of natural ground covers with impervious surfaces. Assuming the habitat that would remain within the region is at carrying capacity for each species at issue, habitat loss translates directly to a numerical decline in the species. Smallwood and Smallwood (2023) confirmed this habitat loss by measuring the impacts of similar development projects on species richness and the abundances of wildlife. Smallwood and Smallwood (2023) directly compared the species and the numbers of animals observed prior to development to the those observed after development, while they did the same at control sites. The measured losses of these species resulting from development is indicative of habitat loss, because habitat is defined as that portion of the environment that is used for survival and reproduction by members of a species (Hall et al. 1997).

O1-53

However, the species of wildlife Noriko detected at the project site were not the only species that were present during her survey, as there are always species that are not detected. To demonstrate this, I fit nonlinear regression models to Noriko's accumulation of first detections of vertebrate wildlife species with time into her daytime surveys to predict the number of species that she would have detected with longer surveys or perhaps with additional biologists available to assist her. The type of model is a logistic growth model, which reaches an asymptote that corresponds with the theoretical maximum number of vertebrate wildlife species that could have been detected during the survey. The model that I fit to Noriko's survey data from the morning of 9 April predicts 41 species of vertebrate wildlife were available to be detected, or 3 more species than she detected that morning (Figure 1). Noriko's rate of species detections on the evening of 6 April nearly matched her rate of detections on the morning of 9 April (Figure 1). Noriko's rate of species detections exceeded the upper

bound of the 95% confidence interval estimated from many other morning surveys we have completed in the Inland Empire region, thus indicating the project site is relatively species-rich for the region.

Figure 1. Actual and predicted relationships between the numbers of vertebrate wildlife species detected and the elapsed survey time based on Noriko's visual-scan surveys at the project site on 6 and 9 April 2026. Note the confidence interval (orange) applies only to the morning survey (red line).



O1-53 cont.

Unknown are the identities of the species Noriko missed, but the species that Noriko did and did not detect on composed only a fraction of the species that would occur at the project site over the period of a year or longer. This is because many species are seasonal in their occurrence, some require more survey effort because they are highly cryptic, and the members of other species would visit the site only periodically while patrolling large home ranges. Surveys on only two days cannot possibly detect all of the species of the local wildlife community.

At least a year's worth of surveys would be needed to more accurately report the number of vertebrate species that occur at the project site, but I only have Noriko's one survey. However, by use of an analytical bridge, a modeling effort applied to a large, robust data set from a research site can predict the number of vertebrate wildlife species that likely make use of the site over the longer term. This analytical bridge draws inference from the pattern of species detections more than it does from the research site, and I note that the pattern, i.e., rate, of species detections is consistent from site to site.

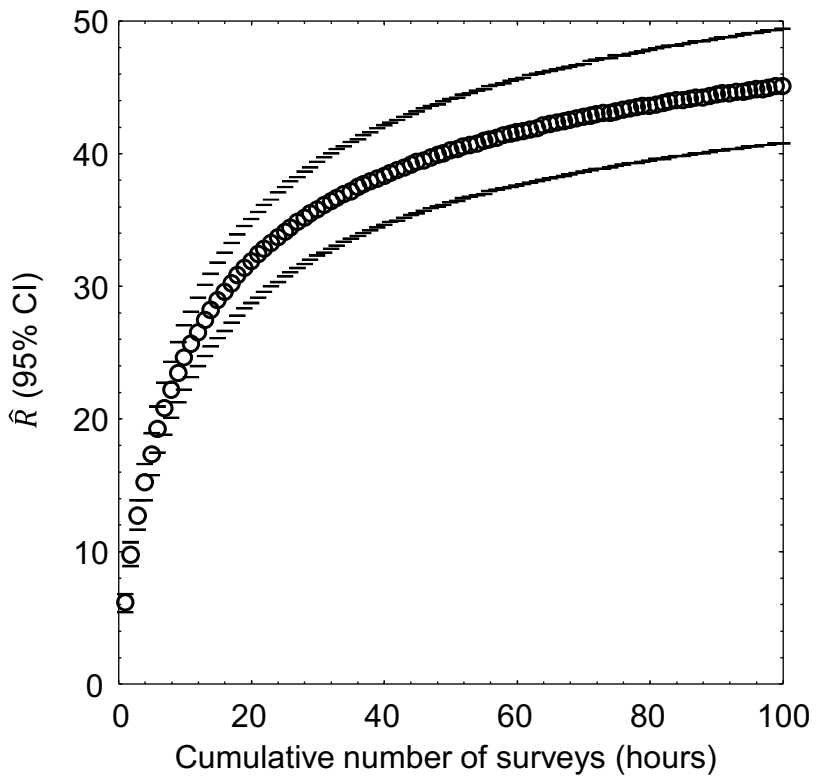
As part of my research, I completed a much larger survey effort across 167 km^2 of annual grasslands of the Altamont Pass Wind Resource Area, where from 2015 through 2019 I performed 721 1-hour visual-scan surveys, or 721 hours of surveys, at 46 stations. I used binoculars and otherwise the methods were the same as the methods I and other consulting biologists use for surveys at proposed project sites. At each of the 46 survey stations, I tallied new species detected with each sequential survey at that station, and then related the cumulative species detected to the hours (number of surveys, as each survey lasted 1 hour) used to accumulate my counts of species detected. I used combined quadratic and simplex methods of estimation in Statistica to estimate least-squares, best-fit nonlinear models of the number of cumulative species detected regressed on hours of survey (number of surveys) at the station: $\hat{R} = \frac{1}{1/a+b\times(Hours)^c}$, where $\hat{R}$ represented cumulative species richness detected. The coefficients of determination, r^2, of the models ranged 0.88 to 1.00, with a mean of 0.97 (95% CI: 0.96, 0.98); or in other words, the models were excellent fits to the data.

I projected the predictions of each model to thousands of hours to find predicted asymptotes of wildlife species richness. The mean model-predicted asymptote of species richness was 57 after 11,857 hours of visual-scan surveys among the 46 stations of my research site. I also averaged model predictions of species richness at each incremental increase of number of surveys, i.e., number of hours (Figure 2). On average I would have detected 15.5 species over my first 4.13 hours of diurnal surveys at my research site in the Altamont Pass (4.13 hours to match the 4.13 hours Noriko surveyed during daylight hours at the project site), which composed 27.2% of the predicted total number of species I would detect with a much larger survey effort at the research site. Given the example illustrated in Figure 2, the 41 vertebrate wildlife species that Noriko detected in her 4.13 hours of daylight survey at the project site likely represented 27.2% of the species to be detected after many more visual-scan surveys over another year or longer. With many more repeat surveys through the year, Noriko would likely detect $41/0.272 = 151$ species of vertebrate wildlife in daylight surveys at the site. Assuming Noriko's ratio of special-status to non-special-status species was to hold through the detections of all 151 predicted species, then continued daylight surveys would eventually detect 29 special-status species of vertebrate wildlife.

O1-53 cont

Because my prediction of 151 species of vertebrate wildlife, including 29 special-status species, is derived from daytime visual-scan surveys, and would detect few nocturnal mammals such as bats, the true number of species composing the wildlife community of the site must be larger. Proof of this in Noriko's brief nocturnal survey in which she added two more species of vertebrate wildlife to her tally. Noriko's reconnaissance survey should serve only as a starting point toward characterization of the site's wildlife community, but it certainly cannot alone inform of the inventory of species that use the site. More surveys are needed than could be accomplished in her one site visit to produce a species inventory the project site's wildlife community. Nevertheless, the large number of species I predict at the project site is indicative of a relatively species-rich wildlife community that warrants a serious survey effort.

Figure 2. Mean (95% CI) predicted wildlife species richness, $\hat{R}$, as a nonlinear function of hour-long survey increments across 46 visual-scan survey stations across the Altamont Pass Wind Resource Area, Alameda and Contra Costa Counties, 2015–2019. Note that the location of the study is largely irrelevant to the utility of the graph to the interpretation of survey outcomes at the project site. It is the pattern in the data that is relevant, because the pattern is typical of the pattern seen elsewhere.



O1-53 cont.

MISCHARACTERIZATION OF THE EXISTING ENVIRONMENTAL SETTING

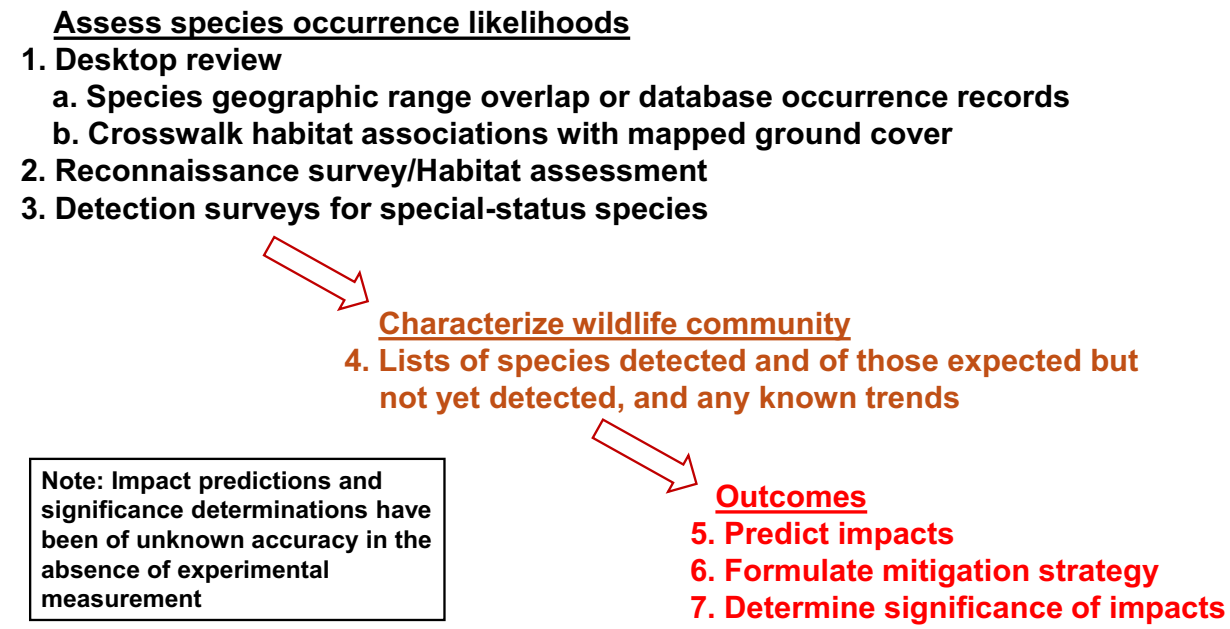
CEQA's primary objectives should guide the design and conduct of CEQA review. Four of CEQA's primary objectives are to (1) accurately characterize the existing environmental setting, (2) disclose potential project impacts to the public and decision-makers, (3) foster public participation with decision-making over proposed projects, and (4) identify issues and feasible alternative mitigation measures to minimize environmental impacts. The first objective is essential to the other three, because an accurate understanding of the existing environmental setting is needed to predict impacts, provide the public with the means to meaningfully participate with issues of importance, and effectively strategize mitigation and project alternatives (Figure 3). For biological resources, essential information includes the species composition of the plant and wildlife communities, key ecological interactions, identification of ecological keystone species, determining the presence of special-status species or their habitats, and identifying risk factors that could result in significant direct, indirect and cumulative impacts should the project go forward.

O1-54

The public and decision-makers need to know which species are susceptible to harm potentially caused by the project and its associated activities, and which are known to be vulnerable to harm once exposed to the environmental changes brought by the project. For these reasons, field studies are needed to identify as many of the species that occur on the project site as reasonably feasible, and to otherwise examine the environmental conditions for their likelihood to support species that are not detected, otherwise known as "habitat assessment." A review of species occurrence records – also known as

"desktop review" – is needed to identify the other species that potentially occur on the site – a process that is also referred to as "habitat assessment." Because habitat assessments that are based on either or both field study and desktop review are prone to uncertainty, emphasis needs to be directed to adequate field study to reduce the pool of species subjected to habitat assessment, thereby weighing the review more towards certainty. Appropriately weighted reviews are less susceptible to speculation over species occurrence likelihoods. For this reason, protocol-level detection surveys have been formulated for numerous special-status species of plants and wildlife, and otherwise best scientific practices are needed to provide a reasonable likelihood of detection of species that truly occur on the project site. The negative findings of a properly conducted detection survey are the only findings that can support a determination of species absence.

O1-54 cont.



O1-55

Figure 3. General flow of information from its gathering through characterizing the existing environment to predicting impacts and their significance.

Even among reviews founded on the best of field studies, there is always uncertainty over some of the determinations of species occurrences. The uncertainties of habitat assessments need to be managed to achieve CEQA's primary objectives. This means that the methodological details of both the field studies and desktop review need to be carefully and thoroughly reported, and it means that results need to be reported in context of their uncertainties. For example, the reporting of having detected 10 species in a reconnaissance survey is nearly meaningless without also reporting the numbers of species found in surveys of similar methods and effort levels, and the reporting of the failure to detect a given species is nearly entirely meaningless without also reporting the likelihood that species would be detected given the survey methods and effort level. The same is true of desktop review; that is, there should be some means of validating habitat assessments based on the thousands of habitat assessments that have already been

conducted in support of CEQA reviews. If industry standards in environmental review are to be credible, then they must include the use of the comparative method.

In the case of the proposed project, the SEIR fails to explain how or why the steps taken to characterize the ecological community relate to CEQA's primary objectives. Additionally, the ecological community is inaccurately characterized as composed of only those species detected in a reconnaissance survey or deemed likely to occur based on desktop review of occurrence records. Furthermore, the SEIR reports nothing about the uncertainties of ELMT's (2025) findings, which vastly diminishes the accuracy of the characterization of the existing environmental setting.

O1-55 cont.

Environmental Setting informed by Field Surveys

ELMT (2025) deployed two biologists on 18 April 2025 to document existing conditions, verify plant communities identified in aerial imagery, and assess the potential for special-status biological resources to occur, and in the same survey to evaluate the site for its potential to support wetland features. ELMT does not explain how its survey contributes to CEQA's objectives, but it is my opinion that each documentation of a species detected in a survey lessens the uncertainty of the species composition of the local ecological community, and it hence improves the accuracy of the characterization of the environmental setting. ELMT (2025) does not state the detection of wildlife species as one of its objectives, but it does report the species it detected. However, more information needs to be reported so that survey findings can be considered in an appropriate comparative context to reveal the degree of uncertainty that remains in how many species, and which species, truly comprise the wildlife community. ELMT (2025) fails to report its survey start time, its survey duration, and how its findings compare to other similar surveys in the region.

O1-56

ELMT (2025) reports 20 species of vertebrate wildlife were found on the project site. Four of these species are special-status species, despite the SEIR's (p. 3.4-55) claim that "No special-status wildlife species were observed within the Specific Plan area during the habitat assessment.." In comparison, Noriko detected 43 species of vertebrate wildlife. ELMT detected 3 species that Noriko did not, but Noriko detected 26 species that ELMT did not, and ultimately Noriko's survey effort brings the total number of vertebrate wildlife species detected on the site to 46, which is more than double the number ELMT (2025) reports. A comparison between ELMT's and Noriko's surveys reveals that the wildlife community depicted by ELMT (2025) is nowhere close to accurate, and the comparison indicates that additional surveys would further increase the number of species known to the site.

ELMT (2025) documented three fewer than the average number of vertebrate wildlife species detected among surveys by consulting biologists at California project sites, and Noriko detected 1.42 times the number we average in our surveys of the same sites (Figure 4). ELMT (2024) documented the same number of special-status species of vertebrate wildlife as the average among surveys reported by consulting biologists at California project sites, and Noriko detected 1.5 times the number we average in our surveys of the same sites (Figure 5). Relative to the corresponding averages, ELMT

found fewer species of wildlife while Noriko found 50% more – a difference that needs an explanation.

Two comparative contexts are needed to fully disclose the meanings of survey findings in the SEIR. The first is to contextualize the survey findings relative to the survey effort, because otherwise it is misleading to insinuate that the species detected were definitive of the wildlife community. As Figures 1 and 2 demonstrate, additional surveys contribute to an increasingly more accurate characterization of the wildlife community, but eventually to a point at which the species inventory would be obtained. Quicker progress toward an accurate characterization of the wildlife community can be achieved by adding nocturnal surveys as well as specialized surveys for detecting bats, small mammals, reptiles and amphibians. However the surveys are done, it is imperative to compare survey findings to the findings from other surveys and their associated survey attributes to provide interpretive context such as to quantify the uncertainty of the findings, or alternatively to understand whether the findings fall within the expected range of findings given the survey methods and level of effort. If no such comparison is possible, then the lack of comparability should be discussed as a survey limitation.

Another example of how once can contextualize survey findings can be found in Figure 6, which compares Noriko's findings to hundreds of other survey results at other proposed project sites, developed sites, and at relatively intact "references sites," but it does so relative to the survey effort. This approach is more informative than the other comparative contexts because it factors in survey effort. Figure 6 reveals that considering her survey effort, the number of wildlife species that Noriko detected was more indicative of nearly pristine reference sites than it was of the project sites we have surveyed throughout California, again showing the site to be relatively rich in species. It is possible that as one of the very last remaining fragments of habitat in the region, the project site attracts members of more species. Because ELMT (2025) fails to report key survey attributes, I cannot compare its reconnaissance survey findings to past consultant findings relative to survey effort.

O1-56 cont.

The second comparative context is to assess the probabilities of detection considering the survey effort of each special-status species, whether detected or not. The SEIR inaccurately claims that ELMT (2025) failed to detect any special-status species. However, even if ELMT had failed to detect special-status species, such a failure can mean that the survey was inadequate. Each species presents survey personnel with a unique range of detection probabilities based on the species' natural history, its behavior patterns, survey effort, the study area's distance from known activity areas of the species, and the levels of skill of survey personnel. Many animals maintain home ranges that are larger than most project sites, and they periodically shift their foraging activities to various parts of their home range, hence occurring on a particular site only periodically. To detect these species, survey personnel must be at the site on the same date and time as the one or more members of the species. The probability of detection of any given species during any given survey is less than 100%, and for many species that truly occur on a given site, it is closer to 0%.

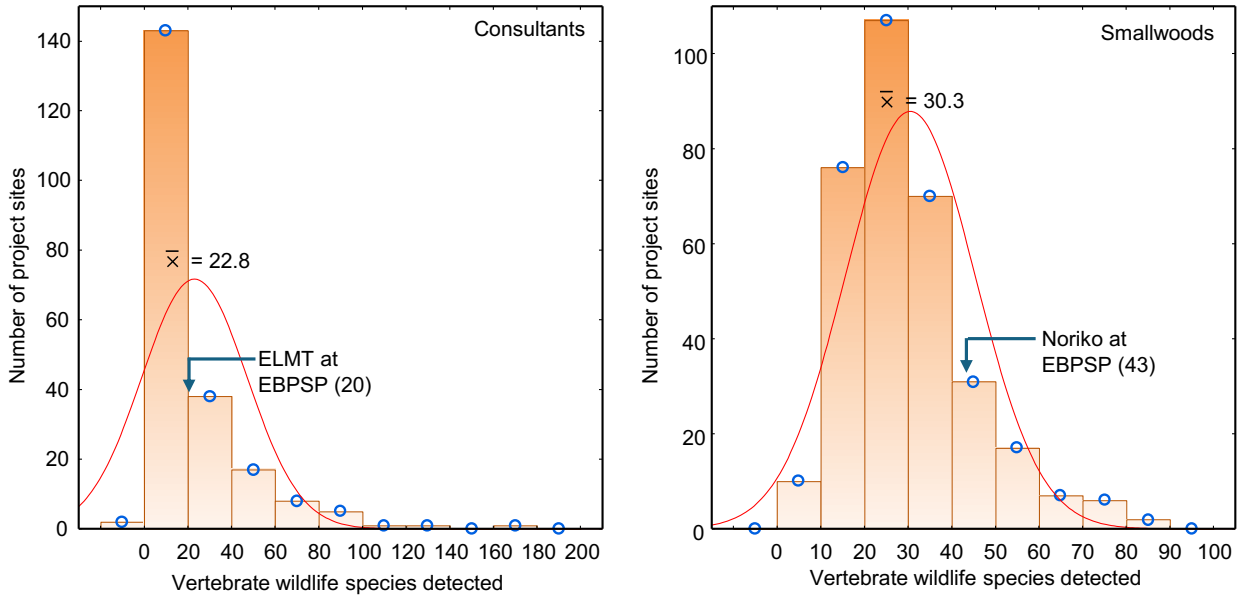


Figure 4. Frequency distribution of the number of vertebrate wildlife species detected by consulting biologists (left graph) and by me and Noriko (right graph) among project sites surveyed in support of environmental reviews in California.

O1-56
cont.

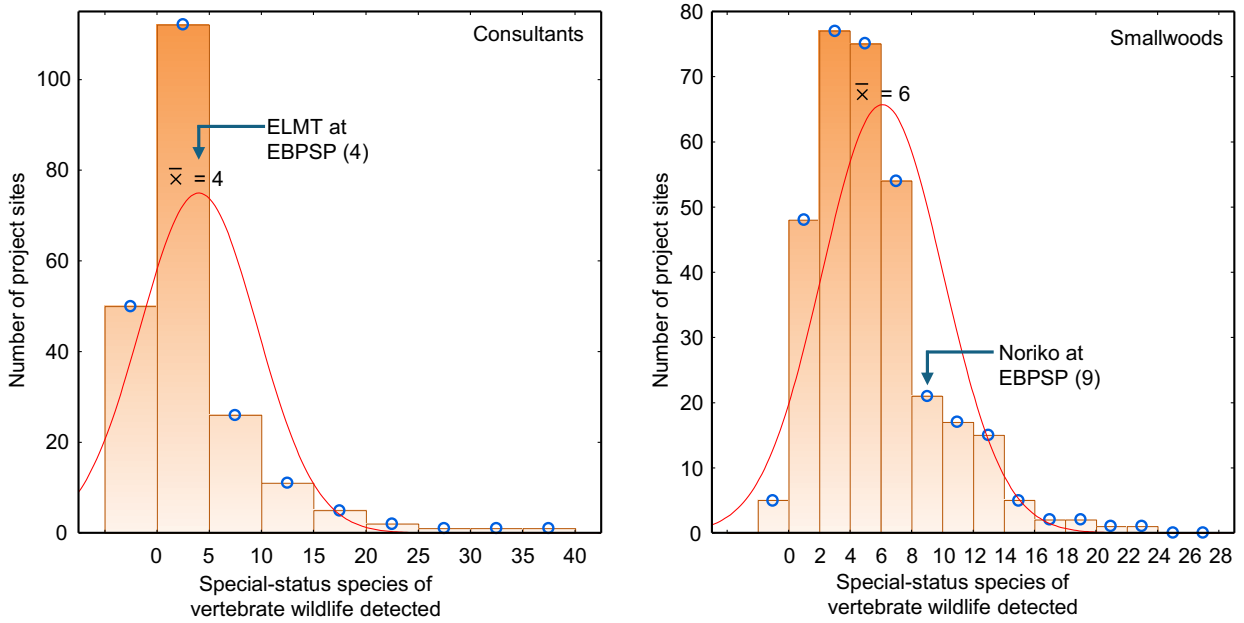


Figure 5. Frequency distribution of the number of special-status species of wildlife detected by consulting biologists (left graph) and by me and Noriko (right graph) among project sites surveyed in support of environmental reviews.

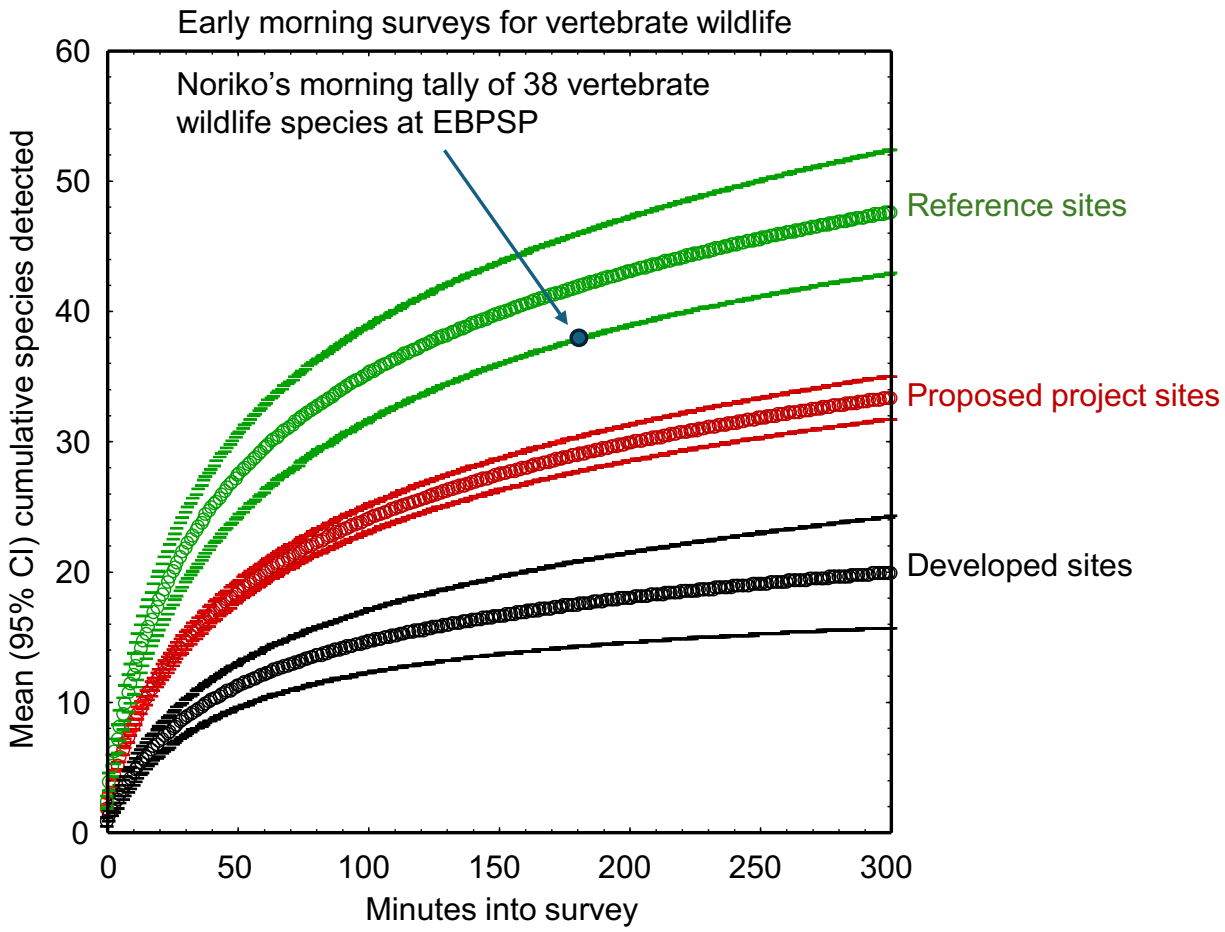
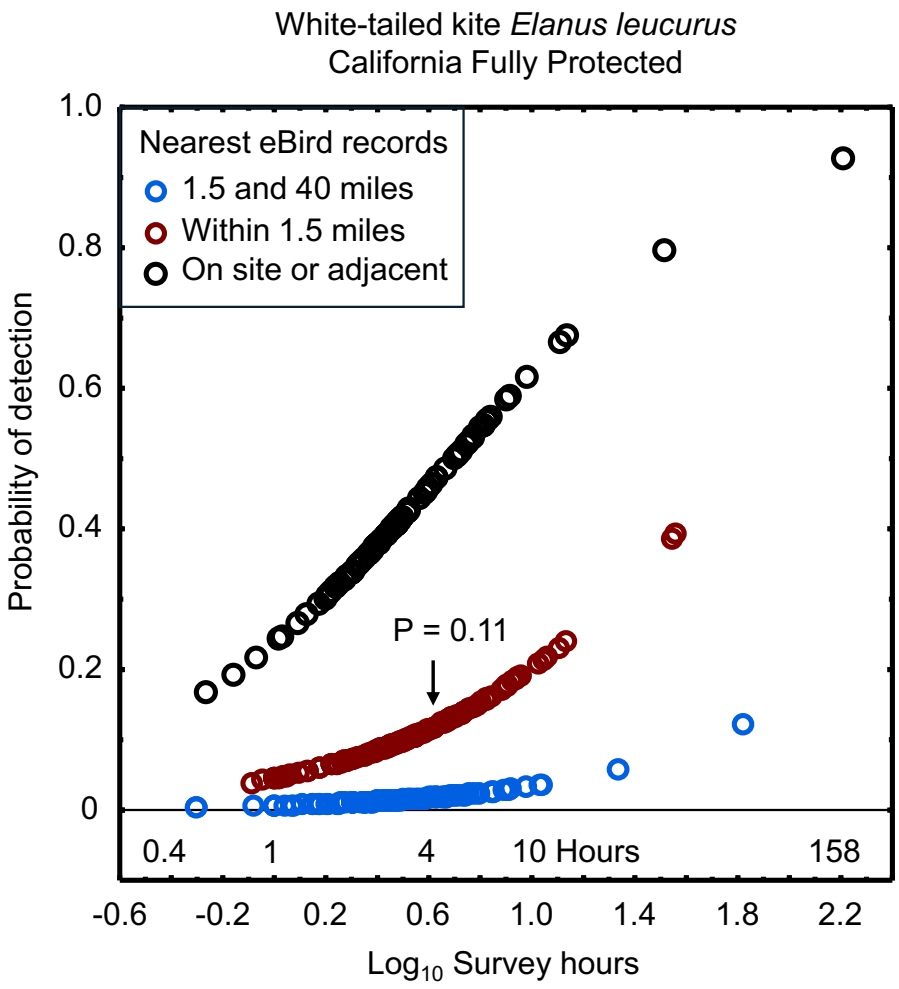


Figure 6. Noriko Smallwood's survey findings at the Project site relative to our survey findings at other project sites (red), at developed sites (black), and at more pristine sites that we survey as reference sites (green). Noriko's findings exceed the upper bound of the 95% confidence interval based on the results of hundreds of surveys at project sites, and they approach the lower bound of the 95% CI from many surveys at reference sites.

O1-56 cont.

For example, white-tailed kite was detected by neither ELMT nor Noriko, but among our hundreds of surveys at project sites, Noriko and I have found white-tailed kites in environments similar to the project site. Based on hundreds of surveys within the geographic range of white-tailed kite, Noriko's 4.13 hours of daylight survey combined with the knowledge that white-tailed kite has been documented within 1.5 miles of the project site afforded Noriko an 11% likelihood of detection of white-tailed kite (Figure 7). Noriko would need to conduct many more surveys to accumulate a reasonable likelihood of detecting white-tailed kite, but the patterns of our findings in our many other surveys depicted in Figure 7 reveal that it is highly unlikely that the white-tailed kite is absent from the project site. This use of the comparative method leads to a fundamentally different way of interpreting survey results than is expressed in ELMT (2025) and the SEIR, and it provides for more accurate disclosure of potential project impacts.

Figure 7. Probability of detection of white-tailed kite as a function of survey effort and proximity of occurrence records to a project site, based on hundreds of reconnaissance surveys we completed 2019–2024.



O1-56 cont.

This second comparative context is very important because it is the basis for the formulation of detection survey protocols. Experienced biologists are aware of survey limitations due to ranges of variation in the activity periods, levels of crypticity, and periodic movement patterns of wildlife species, and due to variation in the skill and commitment of survey personnel. This second comparative context acknowledges that the occurrence likelihood of a species on a particular site is rarely if ever zero, so long as the site is within the species' geographic range and it provides habitat. This second comparative context reveals that a determination of zero likelihood of occurrence is typically indicative of insufficient survey effort. A common goal of detection survey protocols is to support absence determinations with a survey effort that should have resulted in a detection if the species had been present at the time of the surveys, but it does not prove that the species is always absent from the site. This second comparative context and its implications should not be neglected in CEQA review, but it is neglected in the case of the SEIR prepared for this project.

ELMT (2025) conducted no protocol-level detection surveys for rare plants (see CDFW 2018), Crotch's bumble bee (see CDFW 2023), burrowing owl (see CDFW 2012) nor for any other special-status species. The appropriate surveys were not implemented for various other types of wildlife, hence leaving conclusions in ELMT (2025) and the SEIR

unfounded. For example, ELMT (2025) reports that no amphibians were detected, but it does not describe its likelihood of detecting amphibians had amphibians been present. ELMT (2025) reports the same for reptiles, but it again fails to report the likelihood of detecting any reptiles had they in truth been present. If ELMT surveyed in the middle of the day, then its likelihood of detecting amphibians would have been near 0%, and if ELMT surveyed for only an hour, then its likelihood of detecting reptiles would have been near 0%. Survey findings need to be contextualized by reporting of survey method and survey effort. Similarly, no acoustic surveys were conducted for bats, and no live-trapping was conducted for small mammals. Noriko detected bats because she implemented the appropriate survey method for doing so. ELMT (2025) reports its survey results as if they are definitive, but they are not.

O1-56 cont.

Environmental Setting informed by Desktop Review

ELMT (2025) relies on occurrence records in the California Natural Diversity Data Base (CNDDB) to establish its pool of special-status species for assessing occurrence likelihoods, otherwise referred to as habitat assessments. ELMT (2025) queried the CNDDB for occurrence records of special-status species within four USGS 7.5' Quadrangles inclusive of the project site. Special-status species represented by occurrence records in these Quads were moved forward in the habitat assessment, but species lacking records were screened out of further analysis. However, the CNDDB is a volunteer, positive-sightings database, and as such it is useful for confirming presence but not for confirming absence of species because such databases are not designed for this purpose. As noted by the CNDDB, "*The CNDDB is a positive sighting database. It does not predict where something may be found. We map occurrences only where we have documentation that the species was found at the site. There are many areas of the state where no surveys have been conducted and therefore there is nothing on the map. That does not mean that there are no special status species present*." ELMT (2025) and hence the SEIR misuse the CNDDB.

O1-57

The CNDDB relies entirely on volunteer reporting from biologists who were allowed access to whatever properties they report from. Many properties have never been surveyed by biologists. Many properties have been surveyed, but the survey outcomes never reported to the CNDDB. Many properties have been surveyed multiple times, but not all survey outcomes reported to the CNDDB. Furthermore, the CNDDB is interested only in the findings of special-status species, which means that species more recently assigned special status will have been reported many fewer times to the CNDDB than were species assigned special status since the inception of the CNDDB. Therefore, occurrence records in the CNDDB are most abundant for species assigned special status decades ago, but fewest for species only recently assigned special status. And because negative findings are not reported to the CNDDB, the CNDDB is also inappropriate as a basis for weighting occurrence likelihoods such as absent, not expected, unlikely, low, moderate or high. Whereas the CNDDB can be confirmatory of species presence, it cannot support absence determinations or assignments of low likelihood of occurrence. And again, the screening out of a species due to lack of occurrence records in the CNDDB is the same as an absence determination, but without the support of the detection surveys that have been formulated for this purpose.

As suggested above, ELMT (2025) also weighs the likelihoods of occurrence of those species that passed the initial screening for inclusion. South assigns occurrence likelihood categories of Absent (reported as Presumed absent, which effectively means absent), Low, Moderate, and High. As noted above, however, the absence of occurrence records is not evidence of absence, nor is it evidence of any likelihood of occurrence. At best, CNDDB records can serve as evidence of the likelihood of detection of a species, but again, this likelihood does not parallel the likelihood of occurrence because species often occur where never detected by biologists.

In my assessment based on a database review and site visits, 137 special-status species of wildlife are known to occur near enough to the site to warrant analysis of occurrence potential (Table 2). Not all these species should be expected to occur at the project site, but each of them should be given a closer look to determine occurrence likelihoods and whether additional surveys are needed, or implementation of detection surveys, or whether it would be reasonable to assume presence. Of these 137 species, 20 were recorded on or just off (on the fringe) the project site, and another 18 (13%) have been documented within 1.5 miles of the site (Very close), another 40 (29%) between 1.5 and 4 miles (Nearby), and another 48 (35%) between 4 and 30 miles (In region). Over half (57%) of the special-status species in Table 2 have been reportedly seen within 4 miles of the project site. The site therefore supports at least 20 special-status species of wildlife, and it carries the potential for supporting many more special-status species of wildlife based on the proximities of recorded occurrences. Evidence certainly suggests that habitat assessments are needed for these species. O1-57 cont.

ELMT (2025) considers the occurrence likelihoods of only 64 (47%) of the special-status species listed in Table 2, which means that 73 (53%) of the special-status species in Table 2 were screened out of the analysis in the first step of the desktop review. Of the 64 special-status species considered by ELMT, 50 of them are determined to be absent from the project site. However, of these 50 “absent” species, five of them – Swainson’s hawk, peregrine falcon, vermilion flycatcher, yellow-headed blackbird, and double-crested cormorant, were detected on the project site, nine of them have been documented within 1.5 miles of the project site, and another 15 of them have been documented within 4 miles of the project site. Of the 6 special-status species ELMT determines to have a low likelihood of occurrence, 2 – merlin and loggerhead shrike – have been documented on the project site, and 2 have been documented within 1.5 miles of the site. ELMT’s process for determining occurrence likelihoods is flawed and inaccurate.

Although ELMT (2025) presumes yellow-headed blackbird to be absent from the project site, ELMT (2025:D-7) also reports having detected this species on the site. Perhaps whomever prepared Table D-1 was unaware of which species ELMT’s biologists detected on the project site. Whatever the reason for it, this glaring inconsistency involves a special-status species that warrants greater care.

Of the special-status species in Table 2 but not included in ELMT’s analyses of occurrence likelihoods, 7 have been documented on the project site, 6 have been

documented within 1.5 miles of the site, and 25 have been documented between 1.5 and 4 miles from the project site. None of these 38 special-status species should have been omitted from the analyses in EMLT (2025) and the SEIR.

Despite the SEIR's assertion that the certified 2022 SEIR provides the logical baseline from which to predict project impacts on biological resources, ELMT (2025) analyzes the occurrence likelihoods of special-status species. Had the 2022 SEIR been the logical baseline, then ELMT would have had no need to conduct a field survey or desktop review. Regardless, the 2022 SEIR was not an appropriate baseline because its assignments of special status to the species it assesses for occurrence likelihoods date to circa 2001.

The same reliance on outdated species statuses is true of ELMT (2025) and the SEIR prepared for this project. For example, numerous species are assigned California Species of Special Concern, but which are now on CDFW's Taxa to Watch List. More important, however, are the many species that have been assigned special status or have had their status upgraded since 2009 EIR from which the 2022 SEIR tiered. Circumstances have changed for 31 special-status species that were either designated with special status or were upgraded in status since the 2009 EIR (Table 2). Of these 31 special-status species, four have been documented on the project site, three have been documented within 1.5 miles, and 13 have been documented between 4 and 30 miles from the project site. These changes in circumstance directly bear on the accuracy and the potential consequences of the characterization of the existing environmental setting.

O1-57 cont.

Mischaracterization of the Wildlife Community

ELMT (2025) reports on a field survey and a desktop review having been completed. However, its field survey was much too cursory, and its results are poorly interpreted, even misinterpreted. Its desktop review is incomplete and inaccurate. Greater care is warranted, but even if ELMT was not authorized or supported to complete a more suitable field survey effort and desktop review, its conclusions needed to be appropriately cautious. This more cautious approach would be consistent with the Precautionary Principle in rick analysis – or CEQA review – involving precious or rare resources such as special-status species (National Research Council 1986). The true wildlife community remains to be described with sufficient accuracy. Without a more accurate characterization of the wildlife community, the basis remains inadequate for predicting impacts and formulating appropriate mitigation strategies.

O1-58

Table 2. Occurrence likelihoods of special-status species of wildlife at or near the proposed project site, according to eBird/iNaturalist records (https://eBird.org, https://www.inaturalist.org) and on-site survey findings, where 'Very close' indicates within 1.5 miles of the site, "nearby" indicates within 1.5 and 4 miles, and "in region" indicates within 4 and 30 miles, and 'in range' means the species' geographic range overlaps the site. Species highlighted in orange indicate changes in special status since 2009. Entries in bold font identify species detected by Noriko Smallwood during her site visit.

Common name	*Species name*	Status[1]	ELMT (2025)	Records, Surveys
Vernal pool fairy shrimp	*Branchinecta lynchi*	FT		In region
San Diego fairy shrimp	*Branchinecta sandiegonensis*	FE		In region
Riverside fairy shrimp	*Streptocephalus woottoni*	FE		In region
Monarch	*Danaus plexippus*	FC (2019)		Very close
Crotch's bumble bee	*Bombus crotchii*	CCE (2019)	Absent	In region
Western spadefoot	*Spea hammondii*	FC (2023), SSC	Absent	In region
Southwestern pond turtle	*Actinemys pallida*	FC (2023), SSC	Absent	In region
Coast horned lizard	*Phrynosoma blainvillii*	SSC	Absent	In region
Orange-throated whiptail	*Aspidoscelis hyperythra*	WL	Absent	In region
Coastal whiptail	*Aspidoscelis tigris stejnegeri*	SSC	Absent	In region
San Diegan legless lizard	*Anniella stebbinsi*	SSC (2016)	Absent	In region
California glossy snake	*Arizona elegans occidentalis*	SSC (2016)		In region
Coast patch-nosed snake	*Salvadora hexalepis virgultea*	SSC	Absent	In region
Two-striped gartersnake	*Thamnophis hammondii*	SSC		In region
South coast gartersnake	*Thamnophis sirtalis pop. 1*	SSC	Absent	In region
Red-diamond rattlesnake	*Crotalus ruber*	SSC	Absent	Nearby
Brant	*Branta bernicla*	SSC2	Absent	Nearby
Cackling goose (Aleutian)	*Branta hutchinsii leucopareia*	WL		Nearby
Redhead	*Aythya americana*	SSC2		Nearby
Western grebe	*Aechmophorus occidentalis*	BCC (2021)		Nearby
Clark's grebe	*Aechmophorus clarkii*	BCC (2021)		Nearby
Western yellow-billed cuckoo	*Coccyzus americanus occidentalis*	FT (2014), CE	Absent	In region
Black swift	*Cypseloides niger*	SSC3, BCC		In region
Vaux's swift	*Chaetura vauxi*	SSC2	Absent	Very close
Costa's hummingbird	*Calypte costae*	BCC	Moderate	Nearby
Calliope hummingbird	*Selasphorus calliope*	BCC (2021)		In region

Common name	*Species name*	Status[1]	ELMT (2025)	Records, Surveys
Rufous hummingbird	*Selasphorus rufus*	BCC (2021)	Absent	Nearby
Allen's hummingbird	*Selasphorus sasin*	BCC		Nearby
Mountain plover	*Charadrius montanus*	SSC2, BCC	Absent	In region
Snowy plover	*Charadrius nivosus*	BCC		In region
Western snowy plover	*Charadrius nivosus nivosus*	FT, SSC		In region
Long-billed curlew	*Numenius americanus*	WL		Very close
Marbled godwit	*Limosa fedoa*	BCC		Nearby
Red knot	*Calidris canutus*	BCC		In region
Pectoral sandpiper	*Calidris melanotos*	BCC (2021)		On site
Short-billed dowitcher	*Limnodromus griseus*	BCC		Nearby
Lesser yellowlegs	*Tringa flavipes*	BCC		Very close
Willet	*Tringa semipalmata*	BCC (2021)		Nearby
Laughing gull	*Leucophaeus atricilla*	WL		Nearby
Franklin's gull	*Leucophaeus pipixcan*	BCC		In region
Heermann's gull	*Larus heermanni*	BCC (2021)		Nearby
Western gull	*Larus occidentalis*	BCC (2021)		Nearby
California gull	*Larus californicus*	BCC (2021), WL	Moderate	On site
California least tern	*Sternula antillarum browni*	FE, CE, CFP		Nearby
Black tern	*Chlidonias niger*	SSC2, BCC (2021)		Nearby
Elegant tern	*Thalasseus elegans*	BCC, WL		In region
Black skimmer	*Rynchops niger*	BCC, SSC3		Nearby
Common loon	*Gavia immer*	SSC		Nearby
Double-crested cormorant	*Phalacrocorax auritus*	WL	Absent	On site/On site
American white pelican	*Pelacanus erythrorhynchos*	SSC1	Absent	Very close
Least bittern	*Ixobrychus exilis*	SSC2	Absent	Nearby
White-faced ibis	*Plegadis chihi*	WL	Moderate	On site/On site
Turkey vulture	*Cathartes aura*	BOP		On site/On site
Osprey	*Pandion haliaetus*	WL, BOP	Absent	Very close
White-tailed kite	*Elanus luecurus*	CFP, BOP	Low	Very close
Golden eagle	*Aquila chrysaetos*	BGEPA, CFP, BOP, WL	Absent	Nearby
Northern harrier	*Circus cyaneus*	BCC (2021), SSC3, BOP	High	On site

Common name	*Species name*	Status[1]	ELMT (2025)	Records, Surveys
Sharp-shinned hawk	*Accipiter striatus*	WL, BOP	Moderate	On site
Cooper's hawk	*Accipiter cooperii*	WL, BOP	Moderate	On site
Bald eagle	*Haliaeetus leucocephalus*	CE, BGEPA, BOP	Absent	Very close
Red-shouldered hawk	*Buteo lineatus*	BOP		Very close
Swainson's hawk	*Buteo swainsoni*	CT, BOP	Absent	On site
Red-tailed hawk	*Buteo jamaicensis*	BOP		On site/On site
Ferruginous hawk	*Buteo regalis*	WL, BOP	Absent	Very close
Zone-tailed hawk	*Buteo albonotatus*	BOP		Nearby
Harris' hawk	*Parabuteo unicinctus*	WL, BOP		In region
Rough-legged hawk	*Buteo lagopus*	BOP		In region
American barn owl	*Tyto furcata*	BOP		Very close/On site
Western screech-owl	*Megascops kennicotti*	BOP		Nearby
Great horned owl	*Bubo virginianus*	BOP		Nearby
Burrowing owl	*Athene cunicularia*	BCC, CCE, SSC2, BOP	Moderate	Very close
Long-eared owl	*Asio otus*	BCC (2021), SSC3, BOP	Absent	In region
Short-eared owl	*Asia flammeus*	BCC (2021), SSC3, BOP	Absent	Nearby
Lewis's woodpecker	*Melanerpes lewis*	BCC		Nearby
Nuttall's woodpecker	*Picoides nuttallii*	BCC		Nearby
American kestrel	*Falco sparverius*	BOP		On site/On site
Merlin	*Falco columbarius*	WL, BOP	Low	On site/On site
Peregrine falcon	*Falco peregrinus*	BOP	Absent	On site
Prairie falcon	*Falco mexicanus*	WL, BOP	Low	Very close
Olive-sided flycatcher	*Contopus cooperi*	BCC, SSC2 (2011)	Absent	Nearby
Willow flycatcher	*Empidonax traillii*	CE	Absent	Very close
Southwestern willow flycatcher	*Empidonax traillii extimus*	FE, CE	Absent	Nearby
Vermilion flycatcher	*Pyrocephalus rubinus*	SSC2	Absent	On site
Least Bell's vireo	*Vireo bellii pusillus*	FE, CE	Absent	Nearby
Loggerhead shrike	*Lanius ludovicianus*	SSC2	Low	On site
Oak titmouse	*Baeolophus inornatus*	BCC		Very close
California horned lark	*Eremophila alpestris actia*	WL	Moderate	On site/On site
Bank swallow	*Riparia riparia*	CT		Very close

Common name	*Species name*	Status[1]	ELMT (2025)	Records, Surveys
Purple martin	*Progne subis*	SSC2		Nearby
Wrentit	*Chamaea fasciata*	BCC (2021)		Nearby
California gnatcatcher	*Polioptila c. californica*	FT, SSC2 (2016)	Absent	Nearby
California thrasher	*Toxostoma redivivum*	BCC (2021)		Nearby
Cassin's finch	*Haemorhous cassinii*	BCC (2021)		In region
Lawrence's goldfinch	*Spinus lawrencei*	BCC	Absent	Very close
Grasshopper sparrow	*Ammodramus savannarum*	SSC2	Absent	Nearby
Black-chinned sparrow	*Spizella atrogularis*	BCC		In region
Gray-headed junco	*Junco hyemalis caniceps*	WL		In region
Bell's sparrow	*Amphispiza b. belli*	WL	Absent	Nearby
Oregon vesper sparrow	*Pooecetes gramineus affinis*	SSC2 (2017)		In range
Southern California rufous-crowned sparrow	*Aimophila ruficeps canescens*	WL	Absent	Nearby
Yellow-breasted chat	*Icteria virens*	SSC3	Absent	Nearby
Yellow-headed blackbird	*Xanthocephalus xanthocephalus*	SSC3	Absent	On site
Bullock's oriole	*Icterus bullockii*	BCC (2021)		Very close/On site
Tricolored blackbird	*Agelaius tricolor*	CT (2018), BCC, SSC1	Absent	Very close
Prothonotary warbler	*Protonotaria citrea*	BCC		In region
Lucy's warbler	*Leiothlypis luciae*	SSC3		In region
Virginia's warbler	*Leiothlypis virginiae*	WL, BCC (2021)		Nearby
Northern yellow warbler	*Setophaga aestiva*	SSC2	Absent	Very close
Prairie warbler	*Setophaga discolor*	BCC		In region
Summer tanager	*Piranga rubra*	SSC1	Absent	Nearby
Little brown bat	*Myotis lucifugus*	WBWG: M		In region
Yuma myotis	*Myotis yumanensis*	WBWG: LM	Absent	In region
Long-eared myotis	*Myotis evotis*	WBWG: M		In region
Fringed myotis	*Myotis thysanodes*	WBWG: H		In range
Long-legged myotis	*Myotis volans*	WBWG: H		In range
California myotis	*Myotis californicus*	WBWG:L		In region
Small-footed myotis	*Myotis ciliolabrum*	WBWG: M		In range
Canyon bat	*Parastrellus hesperus*	WBWG: M		In region

O1-58

cont.

O1-5
8
cont.

Common name	*Species name*	Status[1]	ELMT (2025)	Records, Surveys
Big brown bat	*Episticus fuscus*	WBWG: L		In region
Silver-haired bat	*Lasionycteris noctivagans*	WBWG: M		In range
Hoary bat	*Lasiurus cinereus*	WBWG: M	Low	In region
Western red bat	*Lasiurus blossevillii*	SSC, WBWG: H	Absent	In region
Western yellow bat	*Lasiurus xanthinus*	SSC, WBWG: H	Low	In region
Spotted bat	*Euderma maculatum*	SSC, WBWG: H		In range
Townsend's big-eared bat	*Corynorhinus townsendii*	SSC, WBWG: H		In range
Pallid bat	*Antrozous pallidus*	SSC, WBWG: H		In region
Mexican free-tailed bat	*Tadarida brasiliensis*	WBWG: L		Nearby/On site
Pocketed free-tailed bat	*Nyctinomops femorosaccus*	SSC, WBWG: M	Absent	In range
Western mastiff bat	*Eumops perotis*	SSC, WBWG: H	Absent	In range
San Diego black-tailed jackrabbit	*Lepus californicus bennettii*	SSC	Absent	In region
Northwestern San Diego pocket mouse	*Chaetodipus fallax fallax*	SSC	Absent	In region
Pallid San Diego pocket mouse	*Chaetodipus fallax pallidus*	SSC		In range
Stephens' kangaroo rat	*Dipodomys stephensi*	FT (2022), CT	Absent	In region
Los Angeles pocket mouse	*Perognathus longimembris brevinasus*	SSC		In region
San Diego Bryant's woodrat	Neotoma bryanti intermedia	SSC	Absent	In region
Southern grasshopper mouse	*Onychomys torridus ramona*	SSC		In range
American badger	*Taxidea taxus*	SSC	Absent	In region

[1] Listed on CDFW's Special Animals List (https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109406) as FT or FE = federal threatened or endangered; FC = federal candidate for listing; CT or CE = California threatened or endangered; CCT or CCE = Candidate California threatened or endangered; CFP = California Fully Protected (California Fish and Game Code 3511); SSC_i = California Species of Special Concern with i = priorities 1, 2 and 3; WL = CDFW's Taxa to Watch List; BGEPA = Bald and Golden Eagle Protection Act; WBWG = Western Bat Working Group with priority rankings, of low (L), moderate (M), and high (H); BCC = U.S. Fish and Wildlife Service's Bird of Conservation Concern (https://www.fws.gov/sites/default/files/documents/birds-of-conservation-concern-2021.pdf); and BOP = protected by Birds of Prey (California Fish and Game Code 3503.5, see https://wildlife.ca.gov/Conservation/Birds/Raptors).

O1-59

The impacts analysis in CEQA review involves prediction. Impact predictions are necessary in environmental review because measuring a project's impacts directly could not happen until after the impacts occur, and the timing of this type of measurement would come too late for formulating a mitigation strategy or deciding on a project alternative. As noted earlier, the accuracy of the predictions of impacts and their significance ultimately relies on the degree of accuracy in the characterization of the existing environmental setting (Figure 3). Prediction accuracy also relies on experience, of which development projects subjected to CEQA review have been made amply available (Figure 8). CEQA prohibits the use of speculation to predict that potential project impacts would be less than significant (see CEQA Guidelines section 15145. SPECULATION), so it is experience that must be used. The type of experience proven most effective, and therefore most amenable to achieving CEQA's primary objectives, is scientific inference, as generally depicted in Figure 8. Scientific inference can be drawn from scientific studies or from the many other projects that have undergone CEQA review. The comparative method enables the use of scientific inference to predict impacts and to predict the efficacies of mitigation strategies, the latter of which should be also amply available in the record.

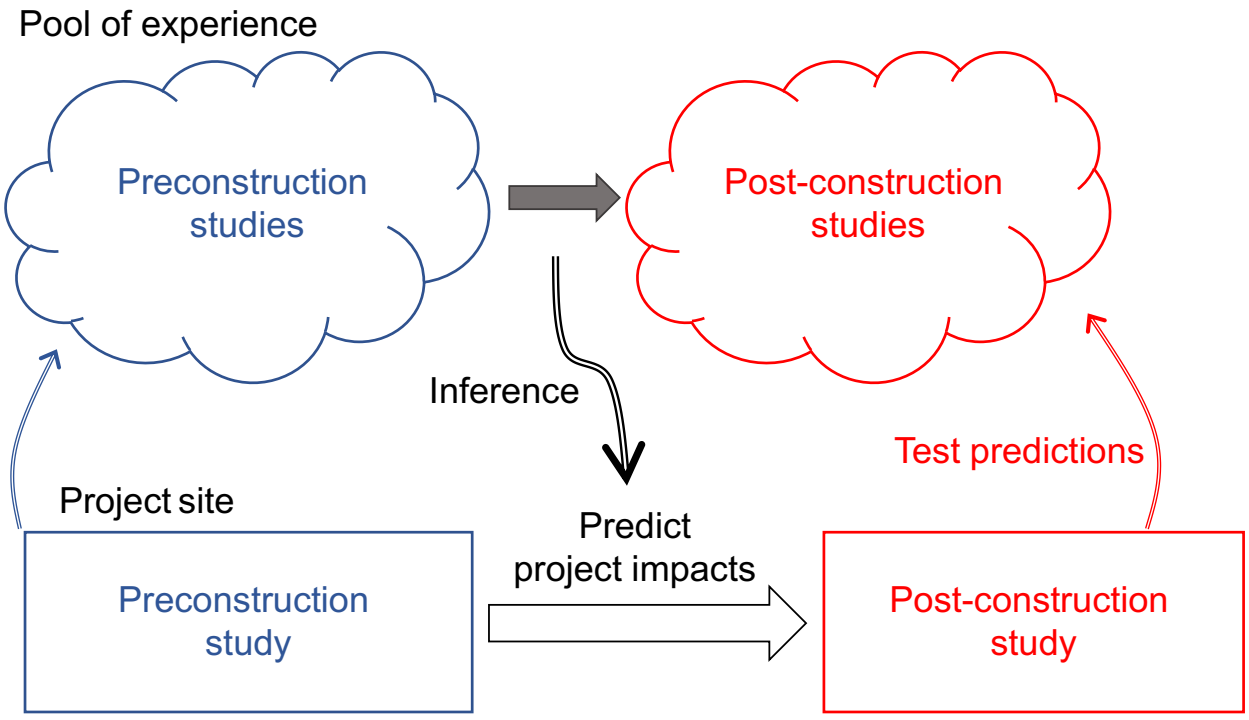


Figure 8. A framework for arriving at predicted project impacts based on experience with other project sites. Ideally, there is a pool of similar projects in similar circumstances where predicted impacts were compared to realized impacts, and into which the proposed project can also contribute to experience.

In the following, I analyze several types of impacts likely to result from the project, none of which are analyzed adequately by ELMT (2025) or the SEIR, and some of which are not analyzed at all.

O1-59 cont.

REDUCED PRODUCTIVE CAPACITY FROM HABITAT LOSS

Habitat loss results in a reduced productive capacity of affected wildlife species. The site is proven to serve as habitat to at least 46 species of vertebrate wildlife which ELMT and Noriko observed on the site, but the number of avian nest sites remains unknown. The surveys that have been conducted on the project site were unsuitable for detecting all bird nests or for estimating total nest density. The alternative method for estimating avian productive capacity is to infer it from estimates of total nest density elsewhere. Noriko and I have completed studies to estimate total avian nest density in various environments, but not in an environment that would match the project site.

O1-60

The projection of inferences of total nest density from study sites to the project site would benefit from knowledge of the acreages of vegetation or ground cover classifications on the project site. ELMT (2025) includes the stated objective to produce a vegetation map, but it reports only a map that crudely classifies covers as Disturbed, Developed, Active Dairy, and Stock Pond. No acreages are reported of these classes, and these classes are only crudely described to vegetative structure. Notably, the reporting is silent on the numbers and arrangements of trees and shrubs on and around the project site, lumping them all as “ornamentals.” Nor is there any discussion of the management of grassland, wetland and ruderal vegetation that could affect ground-nesting birds. Therefore, my projection of inferences of total nest density from study sites to the project site is necessarily crude, and they must rely on assumptions that likely vary in accuracy. Nonetheless, my approach at least serves as an example of how a needed analysis can be conducted with a better foundation.

Noriko estimated an average 3.22 nests/acre among three of her grassland study sites in southern California, two of which were in nearby Murrieta. I estimated a weighted mean of 15.59 nests/acre on 11.42 acres of abandoned walnut trees bounded by hedge shrubs and trees in Rancho Cordova, California in 2023. Assuming Noriko’s estimates represent the total nest density of the portion of the project site lacking trees and artificial structures, and my total nest density represents the rest of the site, and assuming the acreage of these two types of environment are about equally divided, then I estimate 1,778 nest sites. Assuming 1.39 broods per nest site based on a review of 322 North American bird species, which averaged 1.39 broods per year, then I estimate 2,471 nest attempts per year. Assuming Young’s (1948) study site typifies bird productivity of 2.9 fledged birds per nest attempt, then I predict 7,166 fledglings/year at the project site.

The loss of 1,778 nest sites and 2,471 nest attempts per year would easily qualify as significant impacts that have not been analyzed in the SEIR. But the impacts would not end with the immediate loss of nest sites. The reproductive capacity of the site would be lost. The project would prevent the production of 7,166 fledglings per year. Assuming an average bird generation time of 4 years, the lost capacity of both breeders and annual

fledgling production can be estimated from an equation in Smallwood (2022): {(nests/year × chicks/nest × number of years) + (2 adults/nest × nests/year) × (number of years ÷ years/generation)} ÷ (number of years) = 8,055 birds per year lost to California.

The loss of 8,055 birds per year would be a loss of significant habitat value that is currently provided by the project site. Most of these birds are protected by the federal Migratory Bird Treaty Act and by California's Migratory Bird Protection Act, both of which are intended to most strongly protect breeding migratory birds. The loss of 8,055 birds per year would easily qualify as an unmitigated significant impact. O1-60 cont.

INTERFERENCE WITH WILDLIFE MOVEMENT

One of CEQA's principal concerns regarding potential project impacts is whether a proposed project would interfere with wildlife movement in the region. Unfortunately, this concern has not motivated any serious analysis of whether or how the project would interfere with wildlife movement in the region. As part of its field survey, ELMT (2025:D-3) reportedly searched for "any natural corridors and linkages that could support the movement of wildlife through the area...," but no specific methodology was described for doing so, and no results of the search for corridors and linkages is reported. Lacking field data, ELMT and the SEIR only speculate that the project site does not function as a corridor or linkage in wildlife movement. O1-61

ELMT (2025) and the SEIR rely on the red-herring argument that the project site must act as a wildlife movement corridor or linkage before changes to it could result in significant interference with wildlife movement in the region. The premise of the argument is not true. The CEQA standard expressed in Question (d) of the CEQA's App. G Checklist applies to all types of movement and not just the movement channeled by corridors. As habitat fragmentation proceeds, the remaining patches of open space increase in their importance as stopover opportunities for wildlife on long-distance dispersal or migration. In the case of this project, the project site is one of the last remaining fragments of habitat in the region, and is therefore of critical importance to many wild animals on the move.

TRAFFIC IMPACTS ON WILDLIFE

The SEIR neglects to address one of the project's most obvious, substantial impacts on wildlife, and that is wildlife mortality and injuries caused by project-generated traffic. Project-generated traffic would endanger wildlife that must, for various reasons, cross roads used by the project's traffic (Photos 32—35), including along roads far from the project footprint but which would nevertheless by traversed by automobiles head to or from the project's building. Vehicle collisions have accounted for the deaths of many thousands of amphibian, reptile, mammal, bird, and arthropod fauna, and the impacts have often been found to be significant at the population level (Forman et al. 2003). Across North America traffic impacts have taken devastating tolls on wildlife (Forman et al. 2003). In Canada, 3,562 birds were estimated killed per 100 km of road per year (Bishop and Brogan 2013), and the US estimate of avian mortality on roads is 2,200 to O1-62

8,405 deaths per 100 km per year, or 89 million to 340 million total per year (Loss et al. 2014). Local impacts can be more intense than nationally.



Photos 32 and 33. A desert cottontail runs across the road in Murietta, California (top), and a *great-tailed grackle crosses a road in the Imperial Valley (bottom).*



Photos 34 and 35. Raccoon killed on Road 31 just east of Highway 505 in Solano County (left; photo taken on 10 November 2018), and California kingsnake killed by a vehicle on a rural road in El Dorado County in 2024.





The nearest study of traffic-caused wildlife mortality was performed along a 2.5-mile stretch of Vasco Road in Contra Costa County, California. Fatality searches in this study found 1,275 carcasses of 49 species of mammals, birds, amphibians and reptiles over 15 months of searches (Mendelsohn et al. 2009). This fatality number needs to be adjusted for the proportion of fatalities that were not found due to scavenger removal and searcher error. This adjustment is typically made by placing carcasses for searchers to find (or not find) during their routine periodic fatality searches. This step was not taken at Vasco Road (Mendelsohn et al. 2009), but it was taken as part of another study next to Vasco Road (Brown et al. 2016). Brown et al.'s (2016) adjustment factors for carcass persistence resembled those of Santos et al. (2011). Also applying searcher detection rates from Brown et al. (2016), the adjusted total number of fatalities was estimated at 9,462 animals killed by traffic on the road. This fatality number projected over 1.25 years and 2.5 miles of road translates to 3,028 wild animals per mile per year. In terms comparable to the national estimates, the estimates from the Mendelsohn et al. (2009) study would translate to 188,191 animals killed per 100 km of road per year, or 22 times that of Loss et al.'s (2014) upper bound estimate and 53 times the Canadian estimate. An analysis is needed of whether increased traffic generated by the project site would similarly result in local impacts on wildlife. O1-62 cont.

For wildlife vulnerable to front-end collisions and crushing under tires, road mortality can be predicted from the study of Mendelsohn et al. (2009) as a basis, although it would be helpful to have the availability of more studies like that of Mendelsohn et al. (2009) at additional locations. My analysis of the Mendelsohn et al. (2009) data resulted in an estimated 3,028 animals killed per mile along a county road in Contra Costa County. The estimated numbers of fatalities were 1.75% birds, 26.4% mammals (many mice and pocket mice, but also ground squirrels, desert cottontails, striped skunks, American badgers, raccoons, and others), 67.4% amphibians (large numbers of California tiger salamanders and California red-legged frogs, but also Sierran treefrogs, western toads, arboreal salamanders, slender salamanders and others), and 4.4% reptiles (many western fence lizards, but also skinks, alligator lizards, and snakes of various species). VMT is useful for predicting wildlife mortality because I was able to quantify miles traveled along the studied reach of Vasco Road during the period of the Mendelsohn et al. (2009), hence enabling a rate of fatalities per VMT that can be projected to other sites, assuming similar collision fatality rates.

Predicting project-generated traffic impacts on wildlife

The SEIR predicts 130,631,620 annual VMT will be generated by the project. During the Mendelsohn et al. (2009) study, 19,500 cars traveled Vasco Road in Contra Costa County daily, so the vehicle miles that contributed to my estimate of non-volant fatalities was 19,500 cars and trucks × 2.5 miles × 365 days/year × 1.25 years = 22,242,187.5 vehicle miles per 9,462 wildlife fatalities, or 2,351 vehicle miles per fatality. This rate divided into the predicted into annual operational VMT predicts 55,564 vertebrate wildlife fatalities per year due to project-generated traffic. O1-63

However, some might argue that this prediction relies too much on a study along a road through less-disturbed rangeland that likely supports more non-volant wildlife that is

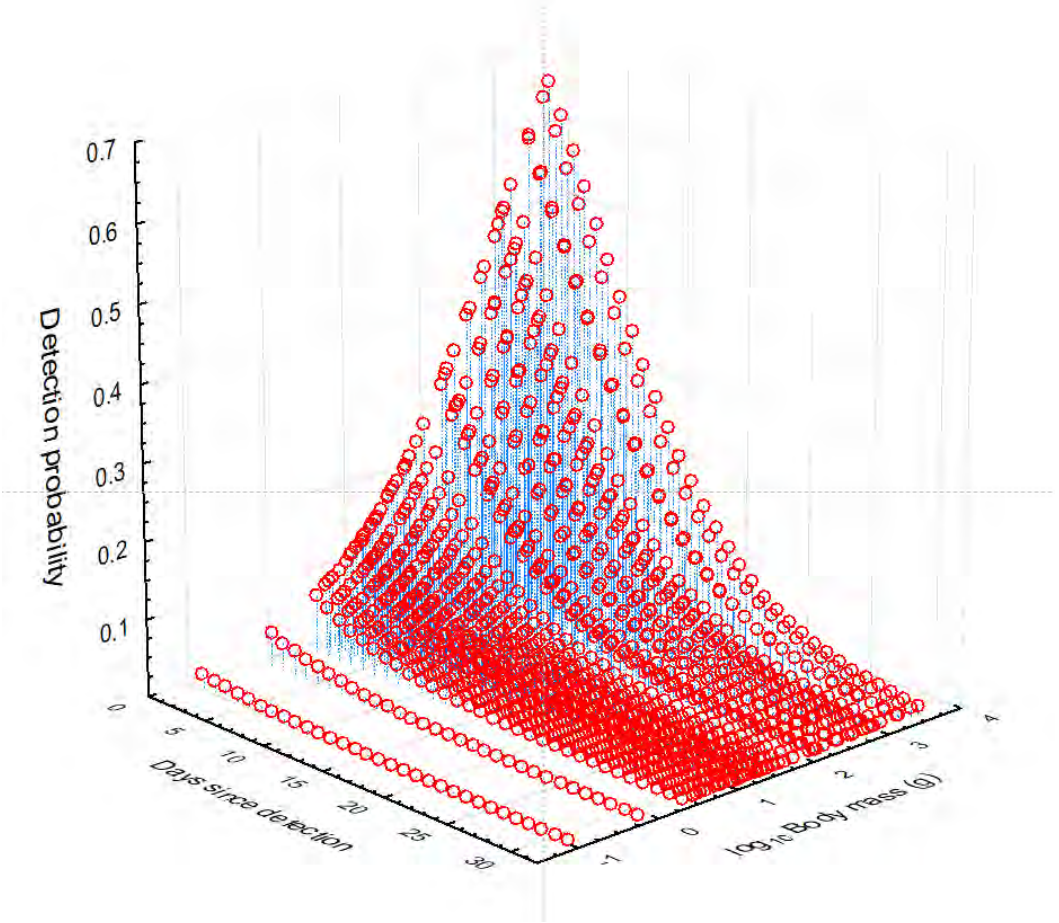
more vulnerable to collision mortality. I would argue that the project-generated traffic would pass through similar rural environments with ample wildlife available to be crushed under automobile tires. Nevertheless, to better represent those reaches of road that are more urban than rural, or that would become more urban with the development of the project, I recently completed my own study of wildlife mortality caused by automobiles along roads that were urban and interfaced between urban and agricultural land uses.

I completed one year of daily pedestrian surveys along 2.7 km (1.713 miles) of local, collector and minor arterial roads in north Davis, California, where I tallied 314 fatalities of 40 species of vertebrate wildlife. Most of the fatalities were small-bodied animals such as Sierran treefrogs, western toads, western fence lizards, 10”- to 16”-long juvenile Pacific gophersnakes, valley gartersnakes and California kingsnakes, as well as bushtits, yellow-rumped warblers, deer mice and California ground squirrels. Most of the animals I found would never have been detected from a moving vehicle, which is why people often underestimate how many wild animals are killed by vehicle traffic.

The animals I found in my study did not include all the animals killed by vehicles on the roads I searched. Many had been removed by scavengers before I could find and count them. (American crows patrol the roads every morning, and so does a large flock of wild turkeys.) Some of the animals are knocked off the road in places where I could never find them, and some were undoubtedly caught and carried away in the grills of vehicles or in tire treads. Most of the Sierran treefrogs disappeared from where I found them within several hours, so daily searches missed many of the fatalities. To adjust for these undetected fatalities, I fit a logit regression model to my fatality finds, all of which transitioned to carcass detection trials after I initially found them. Starting with the first day after each detection, I monitored the carcass trials for 30 days, and I assigned each a body mass estimate based on typical body mass reported in the literature. Predictor variables were days since detection and $\log_{10}$ body mass. The relationship between carcass detection probability and the predictor variables is depicted in Figure 9. My fatality finds adjusted by the model results in an estimate of 2,126 vertebrate wildlife fatalities over 1.713 miles of roads in one year, or 1,241 vertebrate wildlife fatalities/mile/year. This rate is 40.9% of the rate measured at Vasco Road, or an estimated 5,748 vehicle miles per fatality. Applying this urban fatality rate to the predicted construction MT predicts 830 vertebrate wildlife fatalities, and applying it to annual operational VMT predicts 22,726 vertebrate wildlife fatalities per year in the area around the project that is traveled by project-generated traffic.

O1-63 cont.

Figure 9. Wildlife carcass detection probability is a function of the number of days since discovery and log_{10} body mass.



O1-63 cont.

A reasonable range of predicted mortality is therefore 22,726 to 55,564 vertebrate wildlife fatalities per year due to project-generated traffic.

Based on my analysis, the project-generated traffic would cause significant impacts on wildlife. The SEIR does not address this potential impact, let alone propose to mitigate it. Mitigation measures to improve wildlife safety along roads are available and are feasible, and they need exploration for their suitability with the proposed project. Given the predicted level of project-generated traffic-caused mortality, and the lack of any proposed mitigation, it is my opinion that the proposed project would result in potentially significant adverse biological impacts, and that these impacts would be unmitigated.

CUMULATIVE IMPACTS

One of CEQA's principal concerns regarding potential project impacts is whether a proposed project would contribute significantly to cumulative impacts of past, present and future projects, or to multiple types of impacts that are cumulatively considerable. Unfortunately, the SEIR fails to seriously analyze the project's contribution to cumulative impacts on biological resources. According to the SEIR (p. 3.4-76), "The proposed project, including the EBPSP, would comply with the City's Habitat Mitigation Fee per Ontario Ranch Settlement Agreement, which would reduce impacts with respect

O1-64

to the cumulative loss of habitat for sensitive species. Additionally, mitigation measures would reduce impacts to sensitive species that may be present on future development sites, as well as the EBPSP and off-site improvements, to less than significant. Projects in the CDFW inland deserts region, including future development in accordance with the Policy Plan Amendment, would be required to comply with existing state regulations protecting biological resources, which could include the preparation of biological reports and surveys. Impacts of the proposed project would be less than cumulatively considerable with implementation of mitigation. Therefore, this impact is less than significant." However, the CEQA Guidelines (§15064(h)(3)) states, "When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable." The SEIR fails to explain how payment of a mitigation fee per the settlement agreement would minimize, avoid or offset the project's contributions to cumulative impacts. Nor does the SEIR summarize the performance of the settlement agreement to date.

O1-64 cont.

Following a settlement agreement between the City and Endangered Habitats League and Sierra Club, who challenged the City's 1998 General Plan Amendment EIR, the City "established a habitat mitigation fee to cover potential environmental impacts to the burrowing owl, DSFLF [Delhi Sands flower-loving fly], raptor foraging, loss of open space, and agricultural lands" (SEIR p. 3.4-11). Following disfunction over the implementation of the City's settlement agreement, the City entered into a memorandum of agreement (MOA) on 21 November 2023 with the Inland Empire Resource Conservation District to administer the mitigation fund. The SEIR (p. 3.4-12) reports, "With respect to burrowing owl and DSFLF, this MOA ensures:

- A mitigation fee will be applied to development projects within Ontario Ranch that will impact burrowing owls or their habitat;
- The City of Ontario will identify lands occupied by burrowing owl or DSFLF and suitable long-term habitat for these species to be avoided and maintained;
- In the case of burrowing owls being present on proposed development sites that are not viable long-term habitat, developers can pay the Habitat Mitigation Fee and relocate the owls in consultation with the California Department of Fish and Wildlife; and
- Up to 25 percent of the Habitat Mitigation Fee collected for burrowing owls can be used for the recovery of the DSFLF."

An explanation is needed, however, how the relocation of burrowing owls would be allowed without an CDFW-issued incidental take permit for a species that is now a candidate for listing under the California Endangered Species Act. And considering the SEIR's assertion (p. 3.4-12) that "Native habitats and vegetation communities are mostly gone throughout Ontario," explanations are needed as to where burrowing owls could be relocated and where burrowing owl habitat that can be protected. As written, the MOA's requirements are not credible Also important to the MOA's credibility, a

summary is needed of the number of burrowing owls that have benefitted from this MOA to date.

A burrowing owl expert cited by Miller (2024) as a personal communication cautioned that "Most remaining owl colonies in western San Bernardino County were small, highly fragmented, unprotected, and on the brink of extirpation" (Pete Bloom, 2002). Another expert, "Kidd et al. (2007) reported that burrowing owls continued to decline in southwestern San Bernardino County, where they nested in native habitat and on dairy lands; of 78 known pairs in the southwest corner of the county, 26 were eliminated due to habitat loss; and of 54 known breeding pairs in the high desert portion of their study area, 21 pairs were eliminated, also from habitat loss. Most remaining breeding pairs and colonies were small, highly fragmented, unprotected, and declining rapidly in the absence of adequate mitigation for habitat loss." The local threats to burrowing owls mirror the regional threats from habitat loss, habitat degradation, and habitat fragmentation. It is therefore essential that the City summarize the performance of its MOA with the Inland Empire Resource Conservation District.

O1-64 cont.

As for the notion that implementation of the project-specific mitigation measures would avoid significant cumulative impacts, this notion is inconsistent with CEQA's definition of a cumulative impact. CEQA defines a cumulative impact as an impact "created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts" (CEQA Guidelines §15065 (a)(3)). Even though a project's direct or indirect effects might be mitigated to a less than significant impact at the project level, it can still incrementally contribute to the effects of other projects for a significant cumulative impact.

O1-65

The SEIR's conclusion that an existing settlement agreement and project-specific mitigation would avoid significant cumulative impacts lacks evidentiary support, and it is readily refutable. Noriko Smallwood and I performed an experiment to measure the efficacy of applicable laws and regulations, permitting requirements, and required mitigation measures at avoiding or minimizing project impacts including cumulative impacts. We revisited the project sites we had surveyed as experts to repeat the survey methods at the same time of year, the same start time in the day, and the same methods and survey duration to control these sources of variation to cleanly measure the effects of mitigated development on wildlife. We structured the experiment in a before-after, control-impact experimental design, as some of the sites had been developed since our initial survey and some had remained undeveloped. All the developed sites had included mitigation measures to avoid, minimize or compensate for impacts to wildlife. Nevertheless, we found that mitigated development resulted in a 66% loss of species on site, and 48% loss of species in the project area. Counts of vertebrate animals declined 90%. We found that "Development impacts measured by the mean number of species detected per survey were greatest for amphibians (-100%), followed by mammals (-86%), grassland birds (-75%), raptors (-53%), special-status species (-49%), all birds as a group (-48%), non-native birds (-44%), and synanthropic birds (-28%). Our results indicated that urban development substantially reduced vertebrate species richness and numerical abundance, even after richness and abundance had likely already been depleted by the cumulative effects of loss, fragmentation, and degradation of habitat in

the urbanizing environment," and despite all the mitigation measures and existing policies and regulations. Experimental evidence demonstrates the need to analyze a project's potentially significant contributions to cumulative impacts on wildlife despite existing laws, policies, previous settlement agreements and project-by-project requirements of mitigation. The environmental review for this project needs to include an appropriate cumulative impacts analysis as required by CEQA.

O1-65 cont.

FLAWED MITIGATION STRATEGY

The mitigation strategy needs to be based on a sound understanding of the existing wildlife community. It needs to be known which species occur or are likely to occur on the project site as well as the nature of their occurrences. It needs to known which species are resident and which are migratory. For special-status species, detection surveys should have been completed to either detect the species or to obtain evidence of its absence. Surveys should have been completed to understand how wildlife use the site in their movement patterns. And what was found of wildlife species needs to be carefully interpreted by comparing the findings to the findings from other survey efforts at other sites. Failures to detect species should be interpreted relative to the probabilities of their detections given the survey effort. The mitigation strategy needs to follow the steps under Assess species occurrence likelihoods and Characterize wildlife community, followed by Step 7: Predict impacts (Figure 3). However, the IS/MND's mitigation strategy does not follow from these steps. This pointed out, my comments follow in regular font the summary of each required mitigation measure in italics.

O1-66

Policy Plan Amendment (These are new measures that did not appear in 2022 EIR)

Mitigation Measure BIO-1-PPA: Biological Resources Assessment. Applicants for future development projects on non-infill sites with suitable natural habitat shall conduct a biological resources assessment of the proposed project ... by a qualified biologist and summarized in a biological resources letter report or biological resources technical report that will be submitted to the Ontario Planning Department for review and approval prior to being issued a grading permit. ...

Mitigation Measure BIO-2-PPA: Biological Reconnaissance-Level Survey. The biological reconnaissance-level survey shall include, but not be limited to:

An analysis of available literature and biological databases including ... California Department of Fish and Wildlife (CDFW); California Natural Diversity Database (CNDDB); California Native Plant Society (CNPS) ... The literature review shall be performed prior to the field survey to identify sensitive biological resources that were reported previously from the proposed development project vicinity and to help determine the type of sensitive biological resources that may be in the survey area. ...

A field assessment survey that includes mapping vegetation communities in the proposed development project ... An evaluation of each mapped vegetation community's State and Global rarity ranks shall be determined using CDFW's

Vegetation Classification and Mapping Program (VegCAMP) ... the proposed development project's potential to support special status plant and wildlife species ... nesting habitat for migratory and special status bird species ... potential impacts to bats and roosts ... potential jurisdictional areas, including wetlands and riparian habitats ... potential local and regional wildlife movement corridors.

O1-66 cont.

Mitigation Measure BIO-3-PPA: Focused Species Surveys. If one or more special status plant or animal species has the potential to occur within the proposed development project area ... a qualified biologist shall conduct additional focused surveys for said species using the most recently updated protocols recommended by natural resource agencies or, if not available, standards accepted in the professional biological community to survey that taxonomic group, community, or species. ...

Mitigation Measure BIO-4-PPA: Biological Resources Report. The results of the biological survey for proposed development projects with no significant impacts may be presented in a biological survey letter report. For proposed development projects with significant impacts that require mitigation to reduce the impacts to below a level of significance, and/or agency consultation and permitting, the results of the biological survey shall be presented in a biological technical report. The impact analysis shall consider impacts from areas subject to fuel modification and grading to accommodate the development.

Mitigation Measure BIO-5-PPA: Special-Status Species, Sensitive Habitats, Wetlands, Other Non-wetland Waters, Native Wildlife Nursery Sites, and Wildlife Corridors. If a sensitive biological resource is identified during field surveys (see Mitigation Measures BIO-2-PPA and BIO-3-PPA), the City shall require implementation of mitigation measures at the project level that fully account for the adversely affected resource. Mitigation measures shall adhere to the following order of priority to reduce adverse impacts of a proposed project to the resource: avoid impacts, minimize impacts, and compensate for impacts. Mitigation measures shall be used on a project-level basis and be tailored to on-site conditions and sensitive biological resources present.

Priority 1, Avoidance of Impacts. ... Priority 2, Minimize Impacts. ... Priority 3, Offset Impacts. ... The applicant shall obtain incidental take authorization from USFWS (16 US Code Section 1531 et seq.) or CDFW (California Fish and Game Code Sections 2050–2115.5) prior to commencing development of the project site [for Endangered, Rare, Threatened, or Candidate Species...

Mitigation Measure BIO-6-PPA: Demarcate Work Area Boundary. ...

Mitigation Measure BIO-7-PPA: Preconstruction Special Status Species Surveys. ...

Mitigation Measure BIO-8-PPA: Pre-disturbance Nesting Bird Surveys. The City of Ontario shall require applicants for future development projects with suitable natural habitat, to contract with a qualified biologist with experience in conducting

breeding bird surveys to conduct a preconstruction general nesting bird survey …. no more than 5 days prior to initiation of construction…

Mitigation Measure BIO-9-PPA: Active Nest Avoidance and No-Work Buffers. If active nests of avian species protected by the Migratory Bird Treaty Act and Fish and Game Code are detected within the proposed development project area or within a 300-foot buffer (500-foot buffer for raptors and listed species) of the proposed development project area, a no-work buffer will be established around the nest (typically 300 feet for passerines and 500 feet for raptors and listed species) and construction shall be restricted in the area until the young have fledged; there is no evidence of a second attempt at nesting if the nest attempt has failed, as determined by the qualified biologist …

Mitigation Measure BIO-10-PPA: Nest Monitoring. …

Mitigation Measures BIO-1-PPA through BIO-10-PPA generally represent the City's view of industry standards, but without any statement of nexus between CEQA's primary objectives and these measures. These perceived industry standards introduce many shortfalls that leave the reports that follow from them vulnerable to challenge, as exemplified by my comments on ELMT (2025). O1-66 cont.

For example, BIO-1-PPA insufficiently defines the scope of the letter report where it refers to a "biological resources assessment," and what it means by "suitable natural habitat," and "qualified biologist." More detail is needed, such as whether the biological resources assessment is intended to achieve CEQAs primary objectives, and how it would do so. There is no such thing in wildlife ecology as "suitable habitat," just as there is no such thing as "unsuitable habitat" (see Krausman 2016). It needs to also be explained whether protocol-level detection surveys are to be conducted.

BIO-2-PPA would continue to misuse the CNDDB to obtain incomplete lists of special-status species for analysis of occurrence likelihoods, and it would continue to present findings from the desktop review and field surveys as definitive rather than in contexts facilitated by comparative analysis.

BIO-3-PPA requires protocol-level detection surveys for special-status species determined by a qualified biologist to potentially occur on the project site. Problems with this requirement start with the lack of any definition of what qualifies as a qualified biologist. In the case of this project, the consulting biologist fails to recognize that species it detected in its reconnaissance survey, such as yellow-headed blackbird, are special-status species. As for the burrowing owl, no protocol-level detection survey was completed despite the consulting biologist determining that burrowing owls have a high likelihood of occurrence. The language of BIO-3-PPA is too subjective for it to be enforceable. Moreover, in situations where a candidate or listed species potentially occurs, such as the burrowing owl, the applicant needs to consult with the appropriate regulatory authority prior to conducting the surveys.

BIO-4-PPA requires a letter report for biological studies leading to determinations of less-than-significant impacts with mitigation, but otherwise a technical report. However, whether the report is letter form or report form is irrelevant to the need to achieve CEQA's primary objectives.

BIO-5-PPA requires a prioritized series of mitigation actions in response to survey results that reveal sensitive biological resources on the project site. It requires the attainment of an ITP for resources that cannot be mitigated through avoidance or minimization measures, but if such a resource is found on site or determined to potentially occur, then the priority is to put consultation with the regulatory agencies ahead of any decision over whether avoidance, minimization or compensatory mitigation is appropriate. The agencies must be consulted first.

BIO-6-PPA and BIO-7-PPA should be implemented if the project goes forward, but it needs to be understood that the conservation benefits of these measures are de minimis relative to the potential project impacts on the resources at issue.

O1-66 cont.

BIO-8-PPA should be implemented if the project goes forward, but it needs to be understood that the conservation benefits of these measures are de minimis relative to the potential project impacts on the resources at issue. Moreover, this measure suffers the same shortfalls as BIO-1-PPA, where it lacks suitable definitions for "suitable natural habitat" and "qualified biologist."

BIO-8-PPA would not detect and salvage more than a small fraction of the bird nests on the project site in the time allotted. Preconstruction, take-avoidance surveys should consist of two steps, both of which are very difficult. First, the biologist(s) performing the survey must identify birds that are breeding. Second, the biologist(s) must locate the breeding birds' nests. The first step is typically completed by observing bird behaviors such as food deliveries and nest territory defense. To be successful, these types of observations typically require many surveys on many dates spread throughout the breeding season even for a single species. To identify and locate the birds of all species nesting on a site would require a much greater survey effort than can be accomplished in BIO-2's allotted timespan. Many bird nests would be missed.

I estimate the project site supports 1,778 nest sites in the average year, and this number does not include those that would need to be located within the defined buffer area beyond the project site's boundary. Even assuming all these nests could be found (not likely), the mitigation measure would apply only to the breeding season of the survey. After the breeding season of the preconstruction survey, there would be no further production of birds from the project site. The long-established principle of carrying capacity would ensures that the numbers of birds residing in California would be recued by the numbers lost from the breeding populations on the project site. The project's impact on birds would be permanent and of large magnitude. The conservation benefits of this measure would be *de minimis* compared to the project's potential impacts on breeding birds.

BIO-9-PPA and BIO-10-PPA allow a single individual to make subjective decisions, outside the public's view, to determine the buffer area and buffer timing for any given species. These measures lack objective criteria, and they are therefore unenforceable.

Lastly, Mitigation Measures BIO-1-PPA through BIO-10-PPA lack any summary of their efficacy, neither for any single Measure nor for the collection of Measures. After thousands of projects have required similar mitigation measures throughout California, there surely must be a record of their performance. Some record of performance is especially warranted in this SEIR, because the City of Ontario is nearly built out while the burrowing owl and many other special-status species have declined within the City. As Pete Bloom informed Miller (2024), the burrowing owl is approach extirpation throughout southwest San Bernardino County. And as a test of the general collection of Mitigation Measures BIO-1-PPA through Bio-10-PPA, Smallwood and Smallwood (2023) measured substantial declines in various types of vertebrate wildlife species despite the requirements of these measures. The evidence is overwhelming that Mitigation Measures BIO-1-PPA through BIO-10-PPA are ineffective. O1-66 cont.

Specific Plan

Mitigation Measure BIO-1-SP: Pre-disturbance Nesting Bird Surveys, Avoidance, and Monitoring. If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds shall be conducted within 3 days of the start of any vegetation removal or ground-disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the preconstruction clearance survey, construction activities shall stay outside of a no-disturbance buffer, which is typically 50 to 100 feet for songbird nests and 100 to 300 feet for raptors; however, the ultimate size of the no-disturbance buffer will be determined by the wildlife biologist and will depend on the level of construction noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, type and duration of construction activity, species habituation, and topographical barriers. These factors will be evaluated on a case-by-case basis when developing buffer distances. Limits of construction to avoid an active nest will be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed about the sensitivity of nest areas. A biological monitor shall be present to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur. O1-67

If the project goes forward, preconstruction surveys for nesting birds should be implemented, but this measure would not avoid the permanent loss of habitat, nor the collision mortality with automobiles. Preconstruction, take-avoidance surveys should consist of two steps, both of which are very difficult. First, the biologist(s) performing the survey must identify birds that are breeding. Second, the biologist(s) must locate the

breeding birds' nests. The first step is typically completed by observing bird behaviors such as food deliveries and nest territory defense. To be successful, these types of observations typically require many surveys on many dates spread throughout the breeding season even for a single species. To identify and locate the birds of all species nesting on a site would require a much greater survey effort than can be accomplished in BIO-1-SP's allotted timespan. Many bird nests would be missed.

O1-67 cont.

I estimate the project site supports 1,778 nest sites in the average year, and this number does not include those that would need to be located within the defined buffer area beyond the project site's boundary. Even assuming all these nests could be found (not likely), the mitigation measure would apply only to the breeding season of the survey. After the breeding season of the preconstruction survey, there would be no further production of birds from the project site. The project's impact on birds would be permanent and of large magnitude. The conservation benefits of this measure would be *de minimis* compared to the project's potential impacts on breeding birds.

Furthermore, the mitigation language allows a single individual to make a subjective decision, outside the public's view, to determine the buffer area and buffer timing for any given species. This measure lacks objective criteria, and it is therefore unenforceable.

Lastly, the mitigation language includes the requirement that the preconstruction nest survey shall be conducted by a qualified biologist, and this requirement carries over to determinations of the buffer areas and buffer timing to avoid take caused by construction activities. Undefined, however, is what qualifies as a "qualified biologist" in these contexts. As mentioned earlier in this letter, Noriko Smallwood and I have been conducting surveys over the past several years to estimate total nest density, which is relevant to a preconstruction, take-avoidance survey because our surveys were likewise directed to all bird species that could be concurrently nesting on a site. Searching for the nests of one species is difficult, but searching for nests of all bird species at once is vastly more difficult. For this reason, there are very few published estimates of total nest density, and there are very few wildlife biologists who have experience with surveys for the nest attempts of all bird species on a given site. A technical way to qualify a wildlife biologist for the tasks outlined in this measure would be to obtain an agency Memorandum of Understanding in which the biologist is named and said to be qualified for conducting the preconstruction survey and for determining the take-avoidance buffer area and timing. However, a more compelling means of qualifying the biologist would be to require that the biologist has achieved demonstrable experience with nest surveys and avian nesting behavior. Without a better definition of what is a qualified biologist in the contexts of these tasks, BIO-1-SP lacks objective criteria, and it is therefore unenforceable.

Mitigation Measure BIO-2-SP: Preconstruction Burrowing Owl Surveys. To ensure burrowing owl are still absent from the Specific Plan area, a pre-construction burrowing owl clearance survey shall be conducted in accordance with CDFW's 2012 Staff Report on Burrowing Owl Mitigation. Two surveys shall be conducted, the first 14 to 30 days prior to ground-disturbing activities, and the second

O1-68

within 24 hours before ground-disturbing activities. ... If burrowing owls are found within the Specific Plan area during the pre-construction clearance surveys, coordination with the CDFW will be required to determine if avoidance and minimization measures can be implemented to avoid any direct or indirect impacts to burrowing owl, or if an Incidental Take Permit under Section 2081 of the CESA will need to be prepared and approved by CDFW.

O1-68 cont.

Due to a rapid decline throughout California (Miller 2024), the California Fish and Game Commission voted unanimously in 2024 to designate the burrowing owl as a candidate for listing under the California Endangered Species Act. It is therefore imperative to first consult with the CDFW about whether and how to obtain an incidental take permit (ITP), and otherwise to adhere to the CDFW (2012) survey and mitigation guidelines. The SEIR does not indicate that there has been any consultation with CDFW, and it misrepresents CDFW's (2012) survey and mitigation guidelines by skipping breeding-season detection surveys before performing preconstruction take-avoidance surveys.

For the burrowing owl, there are three types of surveys recommended and described in the CDFW's (2012) survey and mitigation guidelines: (1) Habitat assessment, (2) Detection surveys, and (3) Preconstruction survey. The habitat assessment is intended to evaluate the likelihood that the site supports burrowing owls, and to decide whether detection surveys should be performed. The detection survey, otherwise described as either or both breeding-season or non-breeding-season survey, is intended to detect whether the site truly supports burrowing owls, and if so, where and how many. The preconstruction survey, otherwise known as a take-avoidance survey, is intended to determine whether burrowing owls immigrated to the site since completion of the detection survey, or whether they returned to the site since passive or active relocations were performed as mitigation. The three types of survey carry distinct but inter-related purposes, and CDFW (2012) intends them to be completed in chronological order as numbered above.

The first two types of survey support impacts analysis, whereas the third type of survey is a mitigation measure. Burrowing owls can be determined absent at the time of the survey based on evidence derived from the habitat assessment or detection survey, but only if the surveys achieved the minimum standards of CDFW (2012). Whereas an absence determination naturally follows from the negative findings of properly performed detection surveys, the following three questions must be answered negatively to determine absence based on the habitat assessment:

A) Are there occurrence records nearby the project site?
B) Is the site's vegetation cover and height typical of where burrowing owls are found?
C) Are there fossorial mammals present which typically construct burrows useable by burrowing owls, or are there surrogate cavities that can serve as nest sites?

If the answers to these questions are compellingly negative, then detection surveys are not necessary, but they could be implemented to make certain that burrowing owls are absent on the project site. If the answers to these questions are affirmative or not

compellingly negative, then it should be assumed that burrowing owl habitat exists on the site until detection surveys prove otherwise.

To question A, the nearest burrowing owl occurrence records are within 1.5 miles of the project site. Moreover, ELMT (2024) determines a moderate likelihood of occurrence. The evidence easily justifies an affirmative answer to question A, and so this part of the habitat assessment warrants a detection survey effort.

To question B, the vegetation cover is typical of conditions where burrowing owls often occur. The answer to question B is affirmative, and so this part of the habitat assessment warrants a detection survey effort.

To question C, ground squirrels are known to occur on the project site. Ground squirrels construct burrows used by burrowing owls, and these two species mutually alarm-call for predators and survive better together (K. S. Smallwood, unpublished data). The answer to question C is affirmative, and so this part of the habitat assessment warrants a detection survey effort. O1-68 cont.

The answers to all three questions are affirmative. Therefore, breeding-season detection surveys are needed, and these surveys are not to be confused with preconstruction take-avoidance surveys. Breeding-season detection surveys are needed to accurately characterize the existing environmental setting and to publicly disclose potential impacts on the burrowing owl.

Lastly, regardless of the survey outcome, the project would permanently eliminate potential burrowing owl habitat from the project site, and in doing so it would reduce the region's carrying capacity for supporting burrowing owls.

Mitigation Measure BIO-3-SP: Pre-disturbance Roosting Site Survey and Bat Management Plan. If on-site clearing or grading will take place between late spring and late summer and/or in the fall (generally mid-March through late October), a qualified biologist shall be retained to determine whether potential roosting sites for bats may be affected. For large ornamental trees and palms suitable for bat roosting/nursery, exit counts and acoustic surveys shall be performed prior to initial ground disturbance or vegetation or structure removal to determine whether the Specific Plan area (and a 300-foot buffer) supports a nursery or roost. ... If the results of the bat survey find a single roosting individual of a special-status bat species or 25 or more individuals of a non-special status bat species with potential to be present in the Specific Plan area (i.e., hoary bat, western yellow bat), a Bat Management Plan shall be developed to ensure mortality to bats does not occur. For each location confirmed to be occupied by bats, the plan shall provide details both in text and graphically where exclusion devises and/or staged tree removal will need to occur, the timing for exclusion work, and the timeline and methodology needed to exclude the bats. The plan shall be reviewed and approved by CDFW prior to disturbance of the roosts. O1-69

If the project goes forward, I concur that preconstruction surveys for roosting bats should be completed, but I would extend the surveys to all bats whether roosting or not. Further, these surveys should be the second set of surveys, the first having been detection surveys to inform the characterization of the existing environmental setting, to disclose potential project impacts on bats, and to formulate an effective mitigation strategy. The detection surveys should have already been completed. The SEIR should be withdrawn from public circulation until an adequate detection survey is completed and its results disclosed in a more complete draft of the CEQA review. O1-69 cont.

Finally, regardless of survey outcome and unless a substantial mitigation strategy is required, the survey alone cannot avoid or minimize the loss of the region's carrying capacity due to habitat destruction caused by the project. The carrying capacity of bats cannot be relocated unless an already degraded portion of the environment is restored to increase the carrying capacity of bats at another site.

Wildlife Movement

To mitigate impacts on project interference with wildlife movement in the region, the SEIR refers to requirements under the Policy Plan Amendment and Specific Plan to complete preconstruction surveys for nesting birds and roosting bats. However, the SEIR fails to explain how these surveys would avoid or minimize project interference with wildlife movement in the region. These surveys would accomplish nothing in the ways of avoiding or minimizing the losses of stopover and roosting opportunities for migrating birds or bats. In no way does the SEIR mitigate for these potential impacts. O1-70

NEEDED MITIGATION MEASURES

Road Mortality: Compensatory mitigation is needed for the increased wildlife mortality that would be caused by collisions with automobiles due to project-generated road traffic in the region. I suggest that this mitigation can be directed toward funding research to identify fatality patterns and effective impact reduction measures such as reduced speed limits and wildlife under-crossings or overcrossings of particularly dangerous road segments. Compensatory mitigation can also be provided in the form of donations to wildlife rehabilitation facilities (see below). O1-71

Wildlife overcrossings and under-crossings have been built and tested for wildlife use. Strategic fencing and speed controls have also been implemented, as speed is an important factor to wildlife mortality (Illner 1992), and whereas a required mitigation includes an onsite speed limit, this measure would not apply to commuter traffic off the project site.

Fund Wildlife Rehabilitation Facilities: Compensatory mitigation is needed, and it ought to also include funding contributions to wildlife rehabilitation facilities to cover the costs of injured animals that will be delivered to these facilities for care. Many animals would likely be injured during construction and by collisions with automobiles traveling to and from the project site during project operations. O1-72

O1-72 cont.

Thank you for your consideration,



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Shawn Smallwood, Ph.D.

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April 20, 2026

Sent via email

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Re: Comments on the Draft Supplemental Environmental Impact Report for the Ontario Plan 2050 Policy Plan Amendment Project, SCH# 2025110102

Dear Mr. Grahn:

These comments are submitted on behalf of the Center for Biological Diversity (the "Center") regarding the Ontario Plan 2050 ("TOP 2050") Policy Plan Amendment ("PPA") and Eucalyptus Business Park Specific Plan ("EBPSP") Project ("Project"). The Center has reviewed the Draft Supplemental Environmental Impact Report ("DSEIR") for the Project closely and is concerned that the City of Ontario ("City") has failed to adequately analyze and mitigate the potential environmental impacts of the Project. Critical deficiencies in the DSEIR include, but are not limited to, the DSEIR's Project Description, and analysis of and mitigation for the Project's emissions of air pollutants and greenhouse gases. The Center urges the City to recirculate a revised DSEIR that, *inter alia,* sufficiently analyzes and mitigates Project impacts related to air quality and greenhouse gas emissions, and includes a legally sufficient Project description. O2-Intro

The Center is a non-profit, public interest environmental organization dedicated to the protection of native species and their habitats through science, policy, and environmental law. The Center has over 1.8 million members and online activists throughout California and the United States. The Center has worked for many years to protect imperiled plants and wildlife, open space, air and water quality, and overall quality of life for people in the Inland Empire, including the City of Ontario.

I. THE DSEIR FAILS TO ADEQUATELY DESCRIBE THE LAND USE CHANGES PROPOSED UNDER THE PROJECT

An accurate, stable, and finite project description remains the *sine qua non* of an informative and legally sufficient EIR. (*County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 193.) For planning projects, like the proposed amendments to TOP 2050, this requires the inclusion of relevant details available to the lead agency and prohibits conflicting or inconsistent descriptions of the nature of the project or its main elements. (*Citizens for a Sustainable Treasure Island v. City and County of San Francisco* (2014) 227 Cal.App.4th 1036 at 1052-1055.) Here, the DSEIR fails to adequately describe the Project because it fails to include relevant details regarding the land use changes that would result from its adoption, and because the description of the industrial land use expansion under the project is inconsistent. O2-1

A. The DSEIR's Project Description Lacks Sufficient Detail and Contains Out-of-Date Information

Nowhere in the DSEIR is a clear and comprehensive accounting of the land use changes that would occur under the PPA. In many places, the Project is only generally summarized, for example as "modifying the currently permitted and planned TOP land use pattern across more than 1,300 acres in southern Ontario" or as affecting "approximately 1,300" acres. (DSEIR at ES-10, 2-17, 2-34.) These modifications are summarized vaguely as including, in part, "a handful" of changes in northern Ontario. (DSEIR at ES-10, 2-20.) The DSEIR does include a list of parcels affected by the PPA, but does not describe the location or acreage of the parcels, nor does it indicate how the land use designation of the parcels would change under the Project. (DSEIR at 2-18–2-20.) The DSEIR does include maps that purport to show the land use designations under the adopted TOP 2050 and those proposed under the Project (*See* DSEIR 2-13, 2-21.) However, *Figure 2-4: Current TOP Land Use Plan* includes text stating that "this figure is out of date" at the top of the map. (DSEIR at 2-13.) The DSEIR fails to explain in what way this map of current land uses is out of date. Given the lack of accurate information displaying the geographic extent and distribution of current land uses, it is impossible to accurately identify the changes proposed under the Project. The DSEIR should be revised to clearly and accurately describe the changes proposed under the PPA in order to render the DSEIR adequate as an informational document under CEQA. O2-2

B. The DSEIR Provides Conflicting Data Regarding Industrial Land Use Changes Proposed Under the Project

In addition to failing to clearly and accurately describe the overall land use designation changes proposed by the Project, the DSEIR also fails specifically to provide an accurate, stable, and definite description of the industrial land use component of the Project. In the Executive Summary, a quantification of the total industrial square-footage increase under the Project is provided, but the figure is not included in the summary of the proposed Project, instead being included in the description of the reduced intensity project alternative. (DSEIR at ES-26 [describing a net increase of 6,370,304 square feet of industrial land use designated area under the proposed Project.]) However, this figure is inconsistent with other data regarding the prospective change in land use area provided in the DSEIR. For example, elsewhere the Executive Summary includes quantifications of the total square footage impacted by the PPA as compared to the TOP 2050, categorized only as "residential" and "non-residential." (DSEIR at ES-20.) Here, the net increase in non-residential land uses is stated to be 4,344,416 square feet. (*Id*.) Because the total non-residential square footage stated in the Executive Summary (which can reasonably be assumed to include industrial uses and is not explained to do otherwise) is considerably smaller than the industrial square footage stated earlier in the same section of the DSEIR, the accuracy of both figures cannot be determined. Also, in Tables 2-1 and 2-3 of the Project Description, the DSEIR identifies the total industrial land use area under the approved TOP 2050 as 7,591.3 acres, and the total industrial land use area under the Project as 7,606.2 acres. (DSEIR at 2-10, 2-33.) The difference between these areas, 14.9 acres, corresponds to approximately 649,044 square feet, not the 6,370,304 square feet described in the Executive Summary. Because the DSEIR includes inconsistent and apparently conflicting descriptions of the changes in the total industrial buildout O2-3

allowed under the Project as compared to the adopted TOP 2050, it fails to provide a clear, accurate, and stable description of the Project. O2-3 cont.

II. THE DSEIR FAILS TO ADEQUATELY DISCLOSE, ANALYZE, OR MITIGATE GREENHOUSE GAS EMISSIONS IMPACTS

The climate crisis is an immediate and significant threat to Californian communities. Climate change is already transforming California, increasing ambient temperatures and the frequency and severity of wildfires, reducing the quantity and longevity of snowpack, and changing water availability patterns. (Turco et al., 2023.) Climate change is causing sea level rise, extreme weather events, and "irreversible losses" at the species and ecosystem levels. (IPCC, 2023; US Global Change Research Program, 2023.) And it is increasing stress on species and ecosystems, causing species-level changes in morphology, behavior, phenology, and geographic range shifts, and ecosystem-level changes such as the increasing frequency of extreme weather events, widespread changes in productivity, species interactions, and vulnerability to biological invasions. (Weiskopf et al., 2020.) In fact, climate-change-related local extinctions are already widespread and have occurred for hundreds of species. (Wiens, 2016.) And catastrophic levels of species extinctions are projected in the coming decades if climate change continues unabated. (Maclean & Wilson, 2011; Thomas et al., 2004; Urban, 2015.)

Despite the fact that the United States has contributed more to the climate crisis than any other country, neither domestic nor international climate policy is on pace to avert catastrophic levels of warming. (Climate Action Tracker, 2023; Friedlingstein et al., 2023; Friedrich et al., 2023.) As a result, California has taken steps through legislation and regulation to fight climate change and reduce statewide greenhouse gas ("GHG") emissions in lieu of competent federal or international action. The California Climate Crisis Act (AB 1279) requires the State to achieve net zero GHG emissions by no later than 2040, to achieve and maintain net negative GHG emissions thereafter, and to ensure that by 2045, statewide GHG emissions are reduced to 85 percent the level in 1990. (AB 1279 (2022).) And Governor Newsom has issued several executive orders to help the State meet this mandate. (*See, e.g.*, Executive Order N-19-19 (2019); Executive Order N-79-20 (2020).) O2-4

However, the State's climate goals require the active involvement of local governments like the City when considering industrial projects with potentially far-reaching climate impacts. Indeed, "the extent to which current and future generations will experience a hotter and different world depends on [the] choices [made at the local level] now and in the near term." (IPCC, 2023.) Given this background, and the increasingly urgent need for drastic action to reduce GHG emissions, the DSEIR's failure to adequately analyze and mitigate Project-related GHG emissions is alarming. The City must amend the DSEIR in the following ways to more thoroughly analyze and more comprehensively minimize Project-related GHG emissions.

A. The DSEIR's Analysis of Project GHG Impacts Improperly Excludes GHG Impacts Resulting from Vegetation Changes

The DSEIR's GHG analysis omits one of the key sources of Project construction and operational GHG emissions: the conversion of working lands and grasslands into developed areas. O2-5

Currently, much of the Project area is comprised of dairy operations and associated agricultural land uses. (DSEIR at 3.2-6.) The Project would impact hundreds of acres of these areas. (DSEIR at ES-17.) Despite this, the DSEIR does not reflect any accounting of the GHG impacts associated with the loss of above and below ground carbon storage, or any consideration of how altering the land cover of this acreage will change the carbon sequestration potential of the area. (*See* DSEIR at 3.8-21 – 3.8-24.)

As detailed in a 2023 Center report, "Hidden in Plain Sight: California's Native Habitats are Valuable Carbon Sinks" (Yap et al., 2023), California habitats, including grasslands, are important carbon sinks that should be included in carbon calculations. Although the carbon storage and sequestration potential of such habitats are often overlooked, carbon in these systems is stored in the form of soil organic carbon (e.g., extensive root networks, soil microbial communities, and mycorrhizae), soil inorganic carbon (e.g., calcite/caliche), and above-ground vegetation. (Janzen, 2004; Meyer, 2012; Mi et al., 2008; Thomey et al., 2014; Wang et al., 2010; Zamanian et al., 2016.) Non-native grasslands have been found to store, on average, 38.4 to 60.3 metric tons of carbon per acres in their soils, and to sequester an estimated 1.3 to 1.8 metric tons of carbon per acre, per year (Koteen et al., 2011). Cultivation grasses for dairy production can also result in carbon net carbon storage from the atmosphere. (Cavallo et al., 2011.)

Estimating the quantity of existing carbon stock can be done using RePlan, a core component of the California Strategic Growth Council's ("SGC") Integrated Regional Conservation and Development ("IRCAD") initiative. (California Strategic Growth Council, 2026b). This sophisticated online tool provides a myriad of functionality, including the ability to estimate carbon stocks throughout California. The tool takes as input a shapefile or drawn polygonal map area and outputs an estimate of the total carbon over the defined acreage. The data backing this tool comes from the California Natural and Working Lands Inventory conducted by CARB. (California Strategic Growth Council, 2026a). The City thus has no excuse for overlooking emissions associated with the loss of vegetation, topsoil, and grasslands, all of which sequester carbon.

O2-5 cont.

Because the DSEIR does not account for either carbon emissions resulting from land use conversion or the loss of carbon sequestration capacity that would result from such land use conversion, the estimate of total emissions is inaccurate, and the true amount of GHG emissions resulting from the proposed Project is likely to be higher than stated in the DSEIR. The omission of any sequestration analysis is particularly concerning, as the loss of the sequestration ability of existing landscapes will lead to a continued increase in net emissions into the future. The DSEIR fails to account for these decades of lost sequestration opportunity, in violation of CEQA, and the City must consequently amend its analysis and recirculate an updated DSEIR to account for this deficiency. (CEQA Guidelines §§ 15126, 15378.)

B. The DSEIR Fails to Adequately Mitigate Greenhouse Gas Emissions from Warehouses

O2-6

The Center recognizes that the City has already identified several mitigation measures that relate to GHG emission reductions. (*See* DSEIR at ES-81, 3.8-36 [mitigation measure GHG-1-

PPA: "measures may include…encouraging the construction of solar arrays above parking lots and the integration of solar and other renewable energy generation technologies"; GHG-1-SP Reduction Measure 2: "Installation of rooftop solar energy system which generates enough electricity to meet 45 percent of annual warehouse electricity demand."]) However, despite these measures, the DSEIR concludes that the Project would result in significant and unavoidable GHG emissions without mandating feasible, commonsense mitigation to the maximum extent possible, as required. (DSEIR at 3.8-35 – 3.8-39; Pub. Res. Code §§ 21002.1(b); 21081(a)(1); CEQA Guidelines § 15021(a).) The City should require, at a minimum, current common GHG emission mitigation measures that have been used throughout the state for future warehouse developments within the planning area. Examples of such measures include those listed in the Fontana Ordinance No. 1891, which were specifically formulated to mitigate impacts from warehouse development and protect residents and the air basin from cumulative environmental impacts. (Fontana Warehouse Ordinance, 2022.) The California Office of the Attorney General memorandum detailing warehouse best practices should also assist the City in complying with its mitigation requirements. (*See* California Attorney General, 2022.) Nearly all the example mitigation measures in this document have been adopted at other warehouse projects in California, demonstrating their feasibility.

O2-6 cont.

i. The City Must Require Rooftop Solar Sufficient for 100 Percent of Warehouse Energy Demands

Installing solar on the roofs of large warehouses in California is a crucial opportunity to use miles of flat, sunny space that would otherwise be underutilized. The technology exists now to feasibly require all future building sites to install enough rooftop solar photovoltaic panels to meet 100 percent of projected energy needs or be built with the capacity for these panels to be added later. In order to meet its decarbonization targets, California needs to double its clean energy generation in the next decade, which will require a "record-breaking" expansion of clean energy infrastructure. (Gill et al., 2021.) The Joint Agency SB 100 Report calls for building 2.8 GW/year of solar every year for 25 years, which is higher than the previous maximum annual build. (*Id.*) The biggest obstacle to increasing solar energy capacity as fast as needed is the large amount of flat, sunny land that solar farms require. (Groom, 2022.) Building solar infrastructure across undeveloped land is an imperfect solution that hurts important ecosystems, eliminates opportunities for natural carbon sinks, and is often opposed by local residents. (Courage, 2021; Groom, 2022.)

O2-7

Each warehouse built with the capacity to provide 100 percent of its own clean energy via rooftop solar brings California closer to the clean energy targets we must meet to avoid the climate crisis's most devastating effects. The California Attorney General recommends that new warehouses are built with this capacity, and companies and municipalities are realizing it makes sense. (California Attorney General, 2022.) The City of Fontana already requires that every warehouse over 400,000 square feet generate all required power from rooftop solar. (Fontana Warehouse Ordinance, 2022) However, despite this potential, the DSEIR does not require solar panels; rather, just updates to the Community Climate Action Plan, based on which future projects "*may* include" solar or other renewable energy sources. (DSEIR at 3.8-33 [emphasis added].) First,

this improperly deferred and overly vague mitigation violates CEQA. (*See San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645, 670 [EIR inadequate where the success or failure of mitigation efforts "may largely depend upon management plans that have not yet been formulated and have not been subject to analysis and review within the EIR"].) In the limited circumstances in which deferred mitigation is appropriate, the agency must meet all of the following elements: (1) practical considerations prevented the formulation of mitigation measures during the planning process; (2) the agency committed itself to developing mitigation measures in the future; (3) the agency adopted specific performance criteria prior to project approval; and (4) the EIR lists the mitigation measures to be considered, analyzed, and possibly incorporated into the mitigation plan. (*See POET, LLC v. State Air Resources Bd.* (2013) 218 Cal.App.4th 681, 736 – 737 [review denied].) Here, the DSEIR fails to meet these criteria. It does not attempt to explain why it is not possible to formulate and disclose a mitigation plan now, and it does not list the mitigation measures to be considered.

O2-7 cont.

Also, because this is a feasible mitigation measure, the DSEIR must go beyond the vague and future planning actions identified in GHG-1-PPA and the inadequate 45 percent requirement in GHG-1-SP and require rooftop solar to meet 100 percent of each building's energy needs. In particular, the City should amend the mitigation measures related to renewable energy use to require sufficient photovoltaic generation capacity to meet 100 percent of the warehouse energy demand, *including* the total demand of expanded electric vehicle charging onsite as well. To achieve this, warehouses should be required to build out the maximum available photovoltaic coverage consistent with the California Attorney General's recommendation that new warehouses be built "to accommodate the maximum future coverage of solar panels and installing the maximum solar power generation capacity feasible." (California Attorney General, 2022.) The City must therefore strengthen mitigation measures GHG-1-PPA and GHG-1-SP to require future developers to install the maximum feasible solar generation capacity, sufficient to meet any demand attendant to medium- and heavy-duty electric truck charging onsite. (*Uphold Our Heritage,* 147 Cal.App.4th at 600; *Citizens of Goleta Valley,* 197 Cal.App.3d at 1180.) If the City declines to adopt such a measure, it must explain the basis for its decision. (*Los Angeles Unified Sch. Dist.,* 58 Cal.App.4th at 1029.) Failure to do so would violate CEQA.

ii. The City Must Require Warehouse Developments to Maximize Electric Truck Infrastructure

The DSEIR must require concrete, enforceable measures that prepare future developments to operate with an all-electric fleet, as it will soon be required to do. CARB has developed strategies to completely electrify heavy-duty trucks in the state by 2045, and specifically to achieve 100 percent zero-emissions drayage trucks by 2035. (CARB, 2022.) Substantial evidence shows that requiring the usage of zero-emission heavy-duty trucks in lieu of diesel trucks is an effective means of reducing the GHG implications of heavy-duty truck traffic. (Union of Concerned Scientists, 2025.) Battery-electric trucks have lower lifecycle GHG emissions than diesel trucks no matter the operating characteristics of the vehicle or the electric grid. (*Id*.) Battery-electric heavy-duty trucks operating in the United States result in only 18 percent of the lifecycle GHG emissions associated with analogous diesel trucks. (*Id*.) This is notable because although battery-electric vehicles do not

O2-8

have tailpipe GHG emissions like diesel vehicles, there are still GHG emissions associated with the generation of the electricity used to charge and thereby power the vehicles. California has a larger proportion of renewable electricity generation sources than the national average, so electric heavy-duty trucks operating and charging in California would reduce the GHG emissions associated with Project-related truck traffic even more. (Nuclear Energy Institute, 2022) And as discussed *infra*, it would be feasible for future developments to comply with a mitigation measure requiring the use of medium- and heavy-duty electric trucks as often and as quickly as possible. (*Uphold Our Heritage,* 147 Cal.App.4th at 600; *Citizens of Goleta Valley,* 197 Cal.App.3d at 1180.) The DSEIR must require more electric truck charging infrastructure to meet the demands of the fleet mix of 2045. Otherwise, the City will lag sorely behind the much-needed transition and will cement diesel emissions for decades.

Heavy-duty electric trucks are already available for purchase, and many freight facilities and other distribution centers have committed to utilizing such vehicles. (Fadhil & Xie, 2025.) Based on company announcements, there are at least ten Class 7 or 8 models with ranges up to 550 miles that have already been commercially deployed or are slated for commercial deployment in the coming years. (Fadhil & Xie, 2025; Good Car, Bad Car, 2024) Tesla is projecting to complete construction of its "Tesla Semi" production line so that it can begin volume production in 2026, and the company expects to produce 50,000 semi-trucks per year upon reaching full capacity. (Fred Lambert, 2025.) And several international companies, including the Chinese manufacturer BYD and the German manufacturer Daimler, produce heavy-duty electric trucks and have already sold hundreds of zero-emission electric heavy-duty trucks in the United States. (Fred Lambert, 2020.) As a result, sales of new medium- and heavy-duty electric trucks in California jumped from just a few hundred in 2021 to one in 12 medium- and heavy-duty trucks sold in 2022, one in six in 2023, and one in four in 2024. (California Air Resources Board, 2023, 2024, 2025.) Many companies involved in the warehousing industry, including UPS, Fedex, Anheuser-Busch, Frito-Lay, PepsiCo, and IKEA, have already purchased thousands of heavy-duty electric trucks and are on pace to purchase even more such vehicles. (*See, e.g*., Fedex, 2025; Frito-Lay, 2019; IKEA, 2025; Mark Matousek, 2018; Nora Manthey, 2022; WattEV, 2025.) O2-8 cont.

Moreover, many warehouse and distribution facilities throughout California have committed to requirements mandating that medium- and heavy-duty truck electrification be attained and maintained early in the occupancy process, including the Beaumont Pointe Project in Beaumont, California, the Compass Danbe Centerpointe Project in Moreno Valley, California, the Citrus and Oleander Project in Fontana, California, among others. (City of Beaumont, 2023 [referring mitigation measures B-41 and B-42 therein and stating that they require that "all heavy-duty vehicles engaged in drayage to or from the project site to be zero-emission beginning in 2030" and that "tenants to use zero-emission light- and medium-duty vehicles as part of business operations"]; City of Fontana, 2023; *Compass Danbe Settlement*, 2021 [requiring that all heavy-duty trucks serving the warehouse be electric within three years of occupancy or whenever "widely commercially available" and establishing an enforceable, aggressive schedule by which specified portions of all other warehouse-related commercial vehicles must be electric by dates certain].) In 2022, Walmart opened a fulfillment center in Canada which will feature a fully electric fleet. (Walmart, 2022.) And the South Coast Air Quality Management District has committed to

deploying 23 Class 8 Volvo battery-electric trucks to move freight across the Inland Empire and another 100 Battery-electric trucks broadly throughout California via a partnership with NFI Industries and Schneider. (NFI, 2021.)

Additionally, government regulators are increasingly investing in programs to facilitate medium- and heavy-duty truck electrification. California offers significant incentives to assist warehousing companies attain and utilize heavy-duty electric trucks, with the most prominent being the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project, which provides $150,000 as a voucher to offset some of the purchase price for certain vehicles. (*See, e.g*., California Air Resources Board, 2020, 2018, 2019, 2024; California Public Utilities Commission, 2018; San Diego Gas & Electric Co., 2024.) And California utilities have already committed to support the development of heavy-duty charging infrastructure and are likely to continue to do so in the future as well. (California Public Utilities Commission, 2018.) The South Coast Air Quality Management District, for instance, allows for the purchase and use of electric heavy-duty trucks as one way to comply with its indirect source rule for warehouses (referred to as the Warehouse Actions and Investments to Reduce Emissions or WAIRE program). (South Coast Air Quality Management District, 2020.) In fact, in enacting that rule, that Air District expressly found that battery-electric heavy-duty trucks are commercially available. And on June 12, 2025, Governor Newsom signed Executive Order N-27-25, reaffirming California's commitment to deploying zero-emission vehicle technologies to improve air quality. O2-8 cont.

As a result of these programs, in part, the total cost of ownership for electric heavy-duty trucks is likely to be less than for analogous diesel trucks. (California Air Resources Board, 2021.) One study found that when incentives and utilities' investments were incorporated into a total-cost-of-ownership analysis, battery-electric heavy-duty trucks currently have a favorable total cost of ownership compared to diesel equivalents. (ICF, 2019.) That study further indicates that battery-electric trucks should be able to compete with equivalent diesel trucks on a total-cost-of-ownership basis without regulatory incentives by 2030. (*Id*. at 32.)

It is therefore feasible for the City to require future developers and subsequent tenants and/or lessees of warehouse developments to utilize medium- and heavy-duty electric trucks as often and as quickly as possible. (*Uphold Our Heritage,* 147 Cal.App.4th at 600; *Citizens of Goleta Valley,* 197 Cal.App.3d at 1180.) If the City declines to adopt a mitigation measure requiring future operators to utilize medium- and heavy-duty electric trucks as often and as quickly as possible, it must explain the basis for its decision as to each measure. (*Los Angeles Unified Sch. Dist.,* 58 Cal.App.4th at 1029.) Failure to do so would violate CEQA.

III. THE CITY MUST IMPOSE CONDITIONS ON ANY POTENTIAL FUTURE DATA CENTER DEVELOPMENT

The DSEIR concludes that the PPA would have the potential to result in significant impacts due to the generation of additional, long-term emissions of criteria air pollutants in exceedance of the relevant SCAQMD thresholds and would contribute to the air basin's nonattainment status. O2-9

(*See e.g.* DSEIR at ES-33.) For this reason, the DSEIR incorporates into the PPA mitigation measure AIR-3-PPA. This measure establishes that "[p]rior to future discretionary approval by the City of Ontario for development projects subject to CEQA review" the City will review and approve applicant-prepared assessments of "project operation-phase-related air quality impacts," based on which the City will require mitigation measures to reduce operational emissions be included as conditions of permit approval. Despite the implementation of this mitigation measure, the DSEIR concludes the Project would result in significant and unavoidable air quality impacts due to exceedances of criteria pollutant thresholds. (DSEIR at ES-33.) The DSEIR makes a similar conclusion for GHG emissions, with the Project projected to result in a 3 percent increase over that of the approved TOP 2050. (DSEIR at 3.8-28)

The Center is concerned that the potential for data center development within areas of the City with the Industrial or Business Park designation could ultimately result in air quality, GHG, and other impacts that exceed the assumptions of the DSEIR. Data centers are associated with significant environmental impacts. These include air quality, GHG, energy use, water use, and noise. (Xiao et al., 2025; Yarñez-Barnuevo, 2026.) Currently, data centers are allowed by right in the City under the zoning that conforms to the general plan Business Park and Industrial land use designations. (Ontario Development Code at 5.02-19.) As a result, DSEIR mitigation such as AIR-3-PPA would not apply to these developments, which would not require discretionary approval. The zoning for the proposed EBPSP shows that data centers require a conditional use permit, allowing the City to evaluate the impacts of any proposed development and impose appropriate conditions on their approval. (Eucalyptus Business Park Specific Plan at 5-9.) The Center urges the City to make data center developments conditional when zoning all areas with the Business Park and Industrial land use designations proposed under the Project. Further, the Center recommends the adoption of the following as best practices to mitigate the potential environmental impacts of data centers within the City. O2-9 cont.

A. If approved, data centers should be responsibly sited and use on-site renewable energy, storage, and micro-grids

As a threshold matter, data centers should be responsibly sited. State and local governments should require companies to determine the availability of renewable resources like solar and wind, along with water availability so that local water resources are not depleted. The companies should be required to assess the potential site's effects on any nearby communities and wildlife, especially imperiled species.

If approved, data centers provide the opportunity to generate electricity where it is consumed on-site or "on campus." Therefore, once sited, data centers should be constructed to maximize energy efficiency and be powered by on-site renewables like solar and wind, batteries and microgrids, eliminating the need for fossil and diesel generators for backup power. O2-10

Solar and wind energy co-location with data centers is not a new concept, as multiple companies have begun exploring this arrangement both in the U.S. and globally. (*See e.g.* He et al., 2024; Mock & Bush, 2024.) For example, Google and partners Intersect Power and TPG Rise

Climate recently announced plans to co-locate data centers with high capacity, clean electricity such as solar alongside battery storage in the United States. (Howland, 2024.) Apple claims that 100% renewable energy powers its data center in Maiden, North Carolina, of which a large percentage comes from onsite solar. (Apple, 2018.) A data center co-located with Japan Renewable Energy Corporation's solar farm runs entirely on solar. (Butler, 2023.) Powering data centers with renewable energy and storage instead of fossil fuels curbs greenhouse gas emissions, yields more resilience in climate disasters, and avoids environmental justice, public-health, and wildlife harms. O2-10 cont.

Moreover, powering data centers with on-site renewables bypasses the pitfalls of relying on the country's antiquated and fragile fossil-fueled grid. It avoids the risk of blackouts because of increased load demand, particularly from extreme heat, as well as longer development timelines due to cumbersome transmission buildout, interconnection and process delays, and greater infrastructure costs.

B. For any additional energy demand, data centers must pay for all new energy infrastructure, instead of passing costs onto ratepayers, and deploy distributed energy to open grid capacity

To the extent that on-site renewable energy and storage is insufficient to power AI data centers, companies may seek to use grid resources. In that case the costs of providing power to data centers should be borne entirely by the data center company or operators, not subsidized by captured residential and other commercial customers. State regulators should require that these corporations invest their own money in any new energy generation and related infrastructure as a portion of the company's overall investment. This rectifies the current practice, where ratepayers are subsidizing the data center industry by paying for new gas power plants and pipelines for data center infrastructure, some of which is eventually unused by technology companies. (*See, e.g* Kunkel, 2025.) O2-11

Any new energy infrastructure should start with the deployment of distributed energy resources for existing grid customers to free up grid capacity for data center needs. Specifically, data centers should pay for existing grid customers — prioritizing low-income and historically marginalized communities — to obtain rooftop solar, storage, microgrids and energy-conservation technologies like heat pumps and bi-directional electric vehicle charging. This will allow those customers to locally generate sufficient power to offset grid power consumed by the data center. Grid-enhancing technologies and virtual power plants can also ensure that data center needs on the grid can be adaptable to serve new loads. (*See*, *e.g*., Environmental Law and Policy Center, 2025 [also discussing emerging mechanisms like clean transition tariffs, which help carry out continued clean energy sourcing.])

C. To curb water usage, data centers must adopt best practices such as advanced cooling technologies to optimize water efficiency

In addition to being sited responsibly, data centers should utilize technologies for minimizing water usage. Closed-loop designs can reduce water consumption by enabling the reuse of water to O2-12

cool servers, while zero-water cooling systems, using PFAS-free cooling fluid, can be employed in especially water-stressed regions. To reduce water quality impacts, data centers should pre-treat any cooling system discharges before releasing them into wastewater or stormwater systems.

To supply closed-loop systems, data centers should use recycled or reclaimed water and avoid unsustainable withdrawals of surface and groundwater sources used for drinking water. Where possible, data centers should be co-located with existing water recycling facilities or wastewater treatment plants to supply recycled water for cooling purposes. Developers should factor water risks into early planning decisions, including site selection and infrastructure design, and local governments should require that data centers disclose sources of water, as well as anticipated and actual water usage. Data centers should adopt and make publicly available monitoring and mitigation plans for water usage at the time of project approval. Monitoring and mitigation plans should include on-going obligations that ensure the surrounding ecosystems and nearby communities' water supplies are not negatively impacted by the data center's water usage throughout the life of the project. As with data center infrastructure, water infrastructure costs should not be passed onto ratepayers. Data center developers should not only pay for water infrastructure, but also fees for every centum cubic feet or thousand gallons of potable water used. O2-12 cont.

D. Noise impacts should be considered early in the planning stage, and state regulators should regulate noise impacts of data centers

State and local governments should utilize legislative solutions to reduce the noise impacts of data centers on surrounding communities. (Hammer et al., 2013.) Noise code limits should fall below 55 decibels near residential areas, schools, hospitals, and public lands, and buffers of at least 500 feet should be required. In addition, local noise ordinances should address noise factors beyond A-weighted decibels (dBA) over set periods, as data centers' tonality and frequency content can also impact surrounding communities. To address concerns regarding the character of noise, state and local governments should also engage stakeholders early in the planning process, such as local businesses and public health experts, to gain broader insights on data center noise impacts. O2-13

Data center developers should take noise minimization into account at the planning stage. An early design-level acoustical analysis can help optimize site layouts and identify noise management strategies. Technologies such as rooftop screening, acoustical wraps, physical acoustical screening (such as a noise wall), noise attenuation wraps for air cooled chillers, and other soundproofing materials can reduce data center noise and minimize impacts on the local community. Data centers should continue to monitor noise levels to document and ensure compliance with local and/or state regulations for the duration of their operation.

IV. CONCLUSION

Thank you for the opportunity to submit comments on the DSEIR for the Project. As detailed above, the Center is concerned that the DSEIR lacks an adequate project description and analysis of, and mitigation for, Project impacts related to air quality and greenhouse gas emissions. The O2-14

Center urges the City to revise the DSEIR to correct these deficiencies, consistent with the City's obligations as a lead agency under CEQA, and to recirculate the revised DSEIR for public review and comment.

Given the possibility that the Center will be required to pursue legal remedies in order to ensure that the City complies with its legal obligations including those arising under CEQA, we would like to remind the City of its statutory duty to maintain and preserve all documents and communications that may constitute part of the "administrative record" of this proceeding. (Pub. Res. Code § 21167.6(e); *Golden Door Properties, LLC v. Superior Court* (2020) 53 Cal.App.5th 733, 763) The administrative record encompasses any and all documents and communications that relate to any and all actions taken by the City with respect to the Project, and includes "pretty much everything that ever came near a proposed [project] or [] the agency's compliance with CEQA. . . ." (*County of Orange v. Superior Court* (2003) 113 Cal.App.4th 1, 8.) The administrative record further includes all correspondence, emails, and text messages sent to or received by the City's representatives or employees, that relate to the Project. Maintenance and preservation of the administrative record requires that, *inter alia*, the City (1) suspend all data destruction policies; and (2) preserve all relevant hardware unless an exact replica of each file is made. O2-14 cont.

Please add the Center to your notice list for all future updates to the Project, using the contact information below, and do not hesitate to contact the Center with any questions.

Sincerely,

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O2-15 cont.

FAIR ONTARIO™

1131 W 6th St, Ontario, CA 91762 | Welcome@FairOntario.org | (909) 490-3237

VIA EMAIL
tgrahn@ontarioca.gov

April 20, 2026

Thomas Grahn
Principal Planner
Planning Department
City of Ontario
303 East B Street
Ontario, CA 91764

Subject: Public Comment – Draft Supplemental Environmental Impact Report (DSEIR)
Ontario Plan 2050 Amendment & Eucalyptus Business Park Specific Plan
(State Clearinghouse No. 2025110102)

Dear Mr. Grahn,

Fair Ontario submits these comments on the Draft Supplemental Environmental Impact Report (DSEIR) for the proposed Ontario Plan 2050 Amendment and Eucalyptus Business Park Specific Plan.

The proposed project would enable development of approximately 189 acres, including up to nearly 3 million square feet of industrial-scale uses under the label of a "business park." O3-Intro

In substance, the project facilitates large-scale warehouse and logistics operations with significant environmental, land use, and public trust implications.

LEGALLY INADEQUATE PROJECT DESCRIPTION

CEQA requires a "stable, finite and accurate" project description (CEQA Guidelines §15124; *County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185).

Here, the DSEIR repeatedly characterizes the project as a "business park" while the Specific Plan expressly allows warehousing and distribution uses.

This inconsistency obscures: O3-1

- The scale of logistics operations
- Truck traffic generation
- Air quality impacts

An EIR that fails to disclose the project's true operational characteristics is legally inadequate.

BASELINE AND LAND USE ANALYSIS DEFICIENCIES

CEQA requires that impacts be analyzed against an accurate environmental baseline (CEQA Guidelines §15125; *Communities for a Better Environment v. South Coast AQMD* (2010) 48 Cal.4th 310).

The project converts land planned for residential and mixed-use development into industrial use.

O3-2

The DSEIR fails to adequately analyze:

- Loss of planned housing capacity
- Policy implications of this land use conversion
- Differences in environmental impacts between residential and logistics uses

This constitutes a failure to evaluate impacts against a meaningful baseline.

SIGNIFICANT AND UNAVOIDABLE IMPACTS

The DSEIR acknowledges significant impacts related to:

- Traffic and truck congestion
- Air quality degradation
- Noise

O3-3

Under CEQA, mitigation measures must be feasible and enforceable (CEQA Guidelines §15126.4).

Here, mitigation measures are vague, deferred, or dependent on future action, rendering them legally insufficient.

GREENHOUSE GAS ANALYSIS IS DEFICIENT

The DSEIR admits the project:

"would result in an increase in GHG emissions… and would not achieve the carbon neutrality threshold of AB 1279."

O3-4

CEQA requires mitigation measures to be enforceable and effective, not speculative (*Communities for a Better Environment v. City of Richmond* (2010) 184 Cal.App.4th 70).

Deferring mitigation—such as electrification or solar deployment—to future implementation violates CEQA.

FAILURE TO PROVIDE ADEQUATE RESPONSES TO COMMENTS

CEQA requires good-faith, reasoned responses to public comments (CEQA Guidelines §15088).

As documented in submitted comments:

O3-5

- Key issues are redirected without analysis
- Agency constraints are not addressed
- Substantive objections receive no meaningful response

O3-5 cont.

This failure undermines the integrity of the environmental review process.

INADEQUATE CUMULATIVE IMPACT ANALYSIS

CEQA requires analysis of cumulative impacts (CEQA Guidelines §15130; *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692).

The project is located within a region already saturated with warehouse and logistics development.

O3-6

The DSEIR fails to adequately evaluate:

- Combined regional truck traffic
- Air quality impacts across multiple projects
- Public health consequences

This omission is legally significant.

PROPOSITION 70: FAILURE TO ADDRESS PUBLIC TRUST OBLIGATIONS

The DSEIR fails to analyze legal constraints associated with Proposition 70 lands.

As documented in the Planning and Conservation League's October 20, 2006 letter:

O3-7

- San Bernardino County received state bond funds to acquire agricultural land
- The County explicitly committed to placing conservation easements on these lands
- These easements were required to function as perpetual deed restrictions
- These commitments constitute binding public trust obligations

Further, the County:

- Accepted approximately $20 million in bond funds
- Generated additional trust funds from agricultural operations
- Was required to preserve the land consistent with the original conservation purpose

The DSEIR does not analyze:

- Whether these obligations have been satisfied
- Whether conversion to industrial use is legally permissible
- Whether required conservation easements have been implemented

This is not a question of land configuration or contiguity.

It is a question of compliance with the original purpose and intent of Proposition 70 Fulfillment of binding public trust obligations, and failure to analyze these issues renders the DSEIR incomplete and legally deficient.

FAILURE TO ANALYZE AGRICULTURAL PRESERVATION ALTERNATIVES

CEQA requires evaluation of feasible alternatives that reduce environmental impacts (*Laurel Heights Improvement Assn. v. Regents of UC* (1988) 47 Cal.3d 376).

O3-8

The DSEIR does not adequately evaluate alternatives that:

- Preserve agricultural use
- Maintain compliance with Proposition 70
- Reduce environmental impacts

O3-8 cont.

QUESTIONABLE ECONOMIC BENEFITS

The project's economic justification is unsupported.

Warehouse development:

- Produces fewer jobs per acre
- Is increasingly automated
- Provides lower-wage employment

O3-9

The DSEIR fails to substantiate claimed benefits or compare them to alternative land uses.

CONCLUSION

The DSEIR fails to comply with CEQA and does not adequately analyze critical environmental, legal, and policy issues.

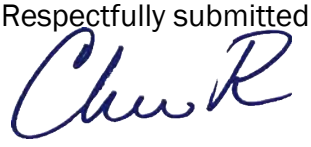
Fair Ontario respectfully requests:

1. Recirculation of the DSEIR with an accurate project description
2. Full and enforceable mitigation measures
3. Comprehensive cumulative and GHG analysis
4. Explicit analysis of Proposition 70 public trust obligations
5. Evaluation of agricultural preservation alternatives
6. Meaningful responses to all public comments

O3-10

Until these deficiencies are corrected, the project should not proceed.

Respectfully submitted,



Chris Robles
President and Executive Director

cc: Board Members, Fair Ontario

From: Alejandra Barajas <allybarajas2@gmail.com>
Sent: Thursday, March 5, 2026 5:30 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: Comment Eucalyptus Park

Hello,

I recently received the proposed plan for Eucalyptus park and have to express my dissatisfaction with the proposal. My biggest concern being the Air Quality impacts with and without mitigation measures. Ontario does not need more air pollution! R1-1

When will public comment be taken live? I would love to express my thoughts in person as well.

Thank you!
Alejandra

From: yesenia varela <yeseniavarela906@yahoo.com>
Sent: Friday, March 6, 2026 10:29 AM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: Truck Routes

Hello, I like would like to highly suggest different truck routes in my neighborhood. I live 3 houses from the corner of Phillips and Sultana. Every single day there is Semis passing this intersection. I understand there is warehouses on campus that they need to get to. But Euclid elementary and De Anza Middle school are near by. Children walk these routes as well. The streets here are narrow and besides the noise these semis cause the safety of the children should be a priority. I really hope the city can mandate a different route that suggest campus ave for these semi truck drivers as it is a bigger street. R2-1

Sincerely resident , Yesenia Varela

-----Original Message-----
From: Annjanet Cruz <angietamagotchi@gmail.com>
Sent: Monday, March 9, 2026 8:14 AM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: Oppose Eucalyptus Park

I want to submit my public comment to oppose the further disgrace of adding even more warehouses in Ontario. It's already zoned for "affordable housing" whatever that means and should remain housing... the warehouses along Euclid are the ugliest and the city should really be ashamed for this poor planning. Build beautiful houses, with beautiful landscape and parks. These warehouse jobs can't even support the workers to live here. Do better by the people. No on Eucalyptus Park

R3-1

Sent from my iPhone

Numerous Public Comments cite the necessity for controlling the undeniable harms caused by ever increasing levels of GHG emissions. This is clearly not dealt with adequately as per the admission on page 93, Table ES-3

"Implementation of the proposed project would result in an increase in GHG emissions compared to the approved project (current plan) and would not achieve the carbon neutrality threshold of AB 1279".

R4-1

The suggested remedy is to revise and front load the mitigation measures to a future date to bring them back into compliance with the CCAP guidelines. This is not acceptable. The mitigation "suggestions" found in several places in the document need to be changed to mandates for immediate inclusion. Rooftop solar to cover the complete building demand and built out charging stations need to be in 100% operation. Use of electric battery storage on site and preferential treatment for EV delivery vehicles are other means of meeting GHG targets.

The Public Comments (Page 122, Section 1.2.1., Table 1-1) are not specifically addressed. Rather they are referred to general, non-specific topics in the SEIR.
For example the comment by San Bernardino County Public Works states that they own a parcel included in the Specific Plan and "that development cannot proceed at this parcel". No where is this addressed in Section 3.11 as promised.

R4-2

Again the Endangered Habitats League requests assurances that terms of a Settlement and General Use Agreement be observed. They are simply referred to the same Section 3.11.
Another, Jason Alonzo generally objects to the proposed land use changes but his "strong dissatisfaction" gets no reply in Section 3.11.
CCAEJ wondered about the cumulative impacts of all the existing warehouses with the addition of 6 more in this proposal. Specifically what do we learn from reading 3.8 and 3.11?

Why is the EBPSP being zoned Business Park? The document here and elsewhere (Zoning Code) specifies this zone encompasses:

"Employee-intensive office uses including corporate offices, technology centers, research and development, "clean" industry, light manufacturing and supporting retail within a business park setting".

R4-3

There is no mention of warehousing large or small.

How are you making a legitimate response and consideration of these comments due on April 20 when the SEIR goes before the Planning Commission on April 28?

R4-4

Are we just steam rolling over the existing PACE agreements? Are we being told that the city is just going to arbitrarily cancel these so the EBPSP can just move ahead?

R4-5

Raymond Smith, sraymondf@gmail.com

From: randi campbell <randi_campbell91766@yahoo.com>
Sent: Friday, April 17, 2026 3:35 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: Citizen concerns about warehouses in the 2050 Ontario plan

Dear Mr. Grahn,
I'm a long time resident of Ontario and an active member of the community. I am a member of the board and donate my time and money to multiple organizations in the City. I attend City Council meetings, Planning Commission meetings and am very active in arts and culture events in Ontario.
I am writing today because I am very concerned about the expansion of mega warehouses in our city. Ontario already is cited as having the worst air quality in the entire United States and the truck traffic needed for warehouses is notorious for contributing to air pollution in addition to general traffic and noise.
We all understand the need for the City to generate revenue and provide economic opportunity. But mega warehouses are not the only option; my neighbors and I want to live in a city that is citizen friendly as well. Smaller, multi-use developments provide a much better alternative; safer streets, cleaner air, reduced noise, improved quality of life.
We deserve to live in a healthy environment. We must reconsider this choice for our city.
Thank you in advance and best regards,
Randi Campbell
(909) 268-9823

R5-1

From: TINA SILVA <tsilva6766@msn.com>
Sent: Monday, April 20, 2026 2:29 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: Amendments to Ontario Plan and SEIR

Dear Mr. Grahn,

I am writing to oppose the Ontario Plan amendments. The EIR clearly identifies unavoidable impacts to air quality, traffic, and noise, which will harm residents' health and quality of life. R6-1

I am especially concerned about the proposed use of Prop 70 land, which should be protected and preserved for open space and environmental benefits. This project would result in the permanent loss of land that supports groundwater recharge and helps mitigate flooding and climate impacts. R6-2

The plan will also increase truck traffic through local streets, as many of these warehouse and business park sites are not located directly adjacent to freeways. This means diesel trucks will travel longer distances on city roads, worsening congestion, damaging infrastructure, and increasing air pollution in residential neighborhoods. R6-3

Additionally, the project proposes roughly 2.9 million square feet of business park/warehouse uses yet is projected to generate only about 1,500 jobs. This is a low return for such a large amount of land, especially when weighed against the environmental and public health costs. R6-4

Given these unavoidable harms and limited benefits, I urge the City to reject these amendments and prioritize a healthier, more sustainable future for our community.

I hope the community emails are taken into consideration before the upcoming Planning Committee meeting on April 28th. R6-5

Would you kindly acknowledge my email as well?

Thank you,

Tina Silva

From: Marty McBride <martymcb2u@gmail.com>
Sent: Monday, April 20, 2026 4:17 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: Draft Supplemental EIR Ontario Plan 2050 - Public Comment

Good afternoon -

I am a resident of Ontario and I have some grave concerns regarding the environmental impact of the proposed development. There appears to be significant impact issues with respect to air quality, noise, pollution, and disturbance to native wildlife and plants that are an important part of our local ecosystem. These issues must be addressed by the City prior to greenlighting these projects - and the appropriate agencies and experts must be collaborators to mitigate as much as possible any harmful effects of development.

My greatest concern, however, is that the people of Ontario were not provided with public information sessions to review the reports and understand the significance of these developments in layman's terms. Without such sessions, residents have no opportunity to ask for clarification prior to the end of the comment period.

R7-1

The city can and must do better to assist its residents to be well informed so they can make informed decisions and recommendations to the city. Resident engagement is a hallmark of good governance, and more residents would feel comfortable providing feedback if they were fully aware of the issues they are being asked to comment on.

Sincerely,

--

Marta McBride
E: martymcb2u@gmail.com
C: 626-343-0481

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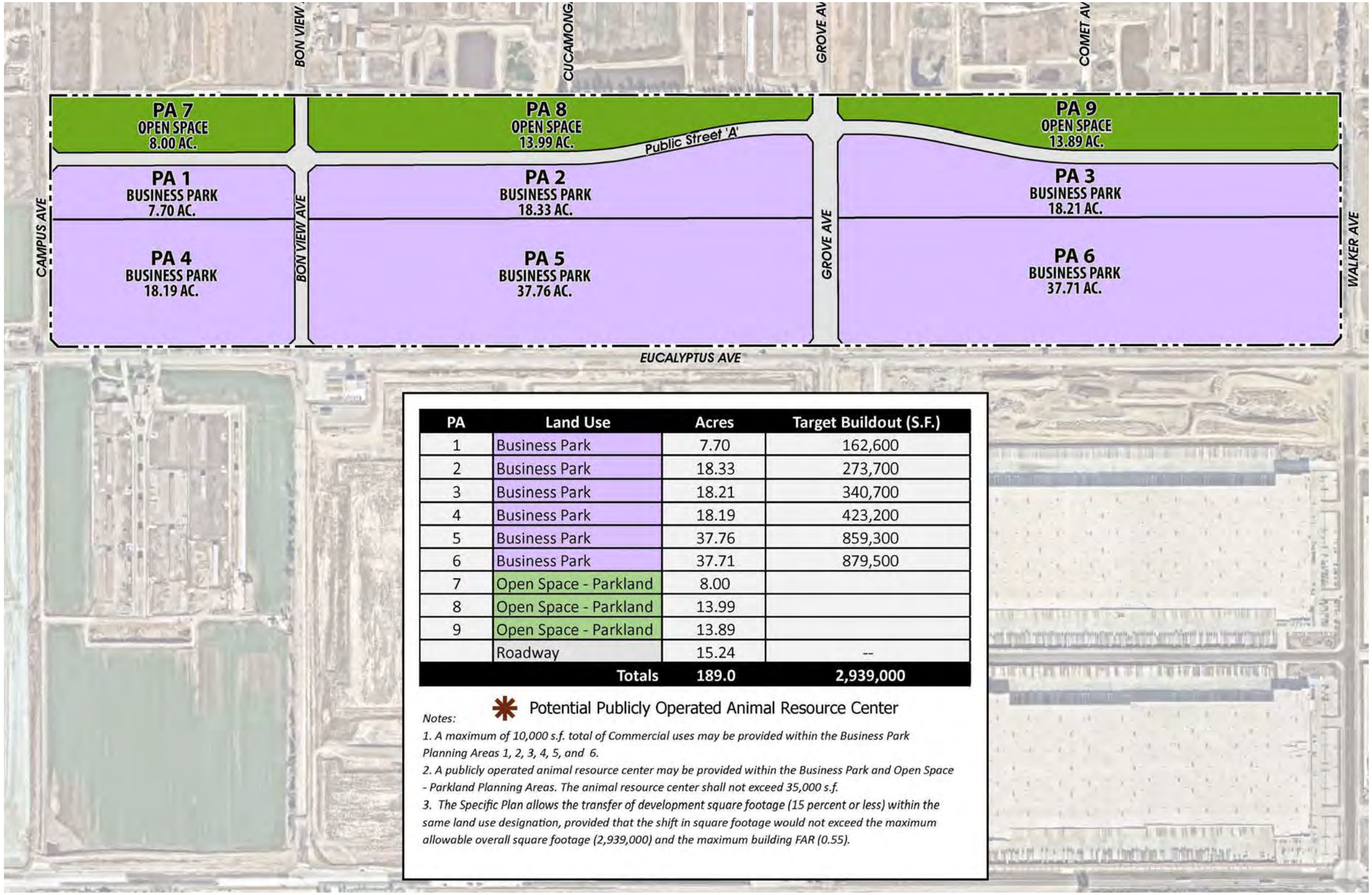
Save our natural resources - Please do not print this email unless absolutely necessary.

Figure ES-5

Conceptual EBPSP Land Use Plan



PA	Land Use	Acres	Target Buildout (S.F.)
1	Business Park	7.70	162,600
2	Business Park	18.33	273,700
3	Business Park	18.21	340,700
4	Business Park	18.19	423,200
5	Business Park	37.76	859,300
6	Business Park	37.71	879,500
7	Open Space - Parkland	8.00	
8	Open Space - Parkland	13.99	
9	Open Space - Parkland	13.89	
	Roadway	15.24	--
	Totals	**189.0**	**2,939,000**

* Potential Publicly Operated Animal Resource Center

Notes:

1. A maximum of 10,000 s.f. total of Commercial uses may be provided within the Business Park Planning Areas 1, 2, 3, 4, 5, and 6.

2. A publicly operated animal resource center may be provided within the Business Park and Open Space - Parkland Planning Areas. The animal resource center shall not exceed 35,000 s.f.

3. The Specific Plan allows the transfer of development square footage (15 percent or less) within the same land use designation, provided that the shift in square footage would not exceed the maximum allowable overall square footage (2,939,000) and the maximum building FAR (0.55).

EBPSP Boundary

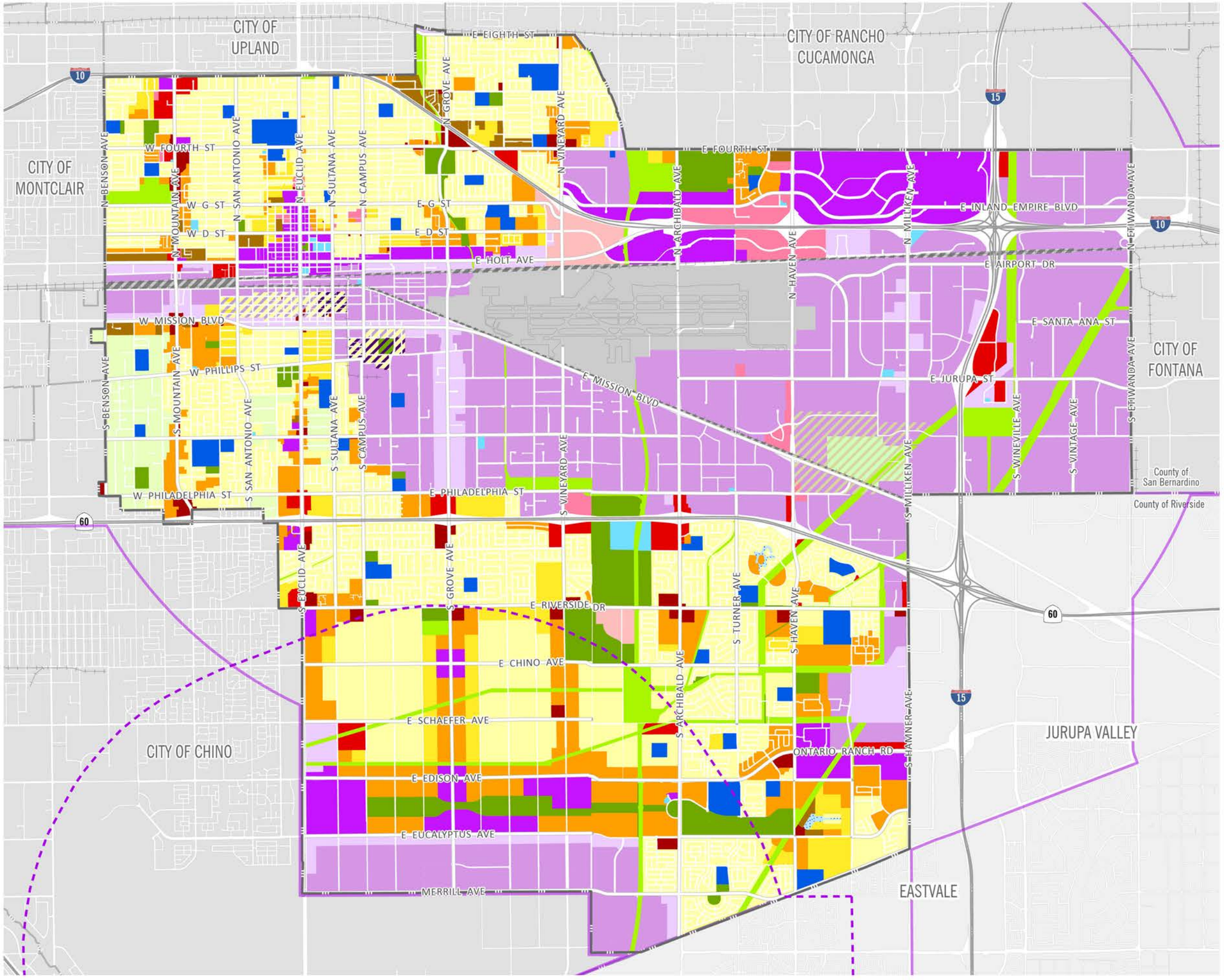
2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 275 550 Feet

Source: T&B 2026 Date: 05/06/2026

Figure 2-4

Current TOP Land Use Plan



- Ontario City Boundary
- County Boundary
- Rail Network
- Ontario Airport Influence Area
- Chino Airport Influence Area

Overlay Zones
- Commercial
- Business Park
- Industrial
- Landfill Impact Area

Current Land Use

Residential
- RR Rural Residential
- LDR Low Density Residential
- LMDR Low Medium Density Residential
- MDR Medium Density Residential
- HDR High Density Residential

Mixed-Use
- MU Mixed Use

Commercial
- NC Neighborhood Commercial
- GC General Commercial
- OC Office Commercial
- HOS Hospitality

Employment
- BP Business Park
- IND Industrial

Other
- OS-NR Open Space - Non-Rec
- OS-R Open Space - Recreation
- OS-W Open Space - Water
- PF Public Facility
- PS Public School
- ARPT Airport
- LF Landfill
- Rail
- ROW Right of Way

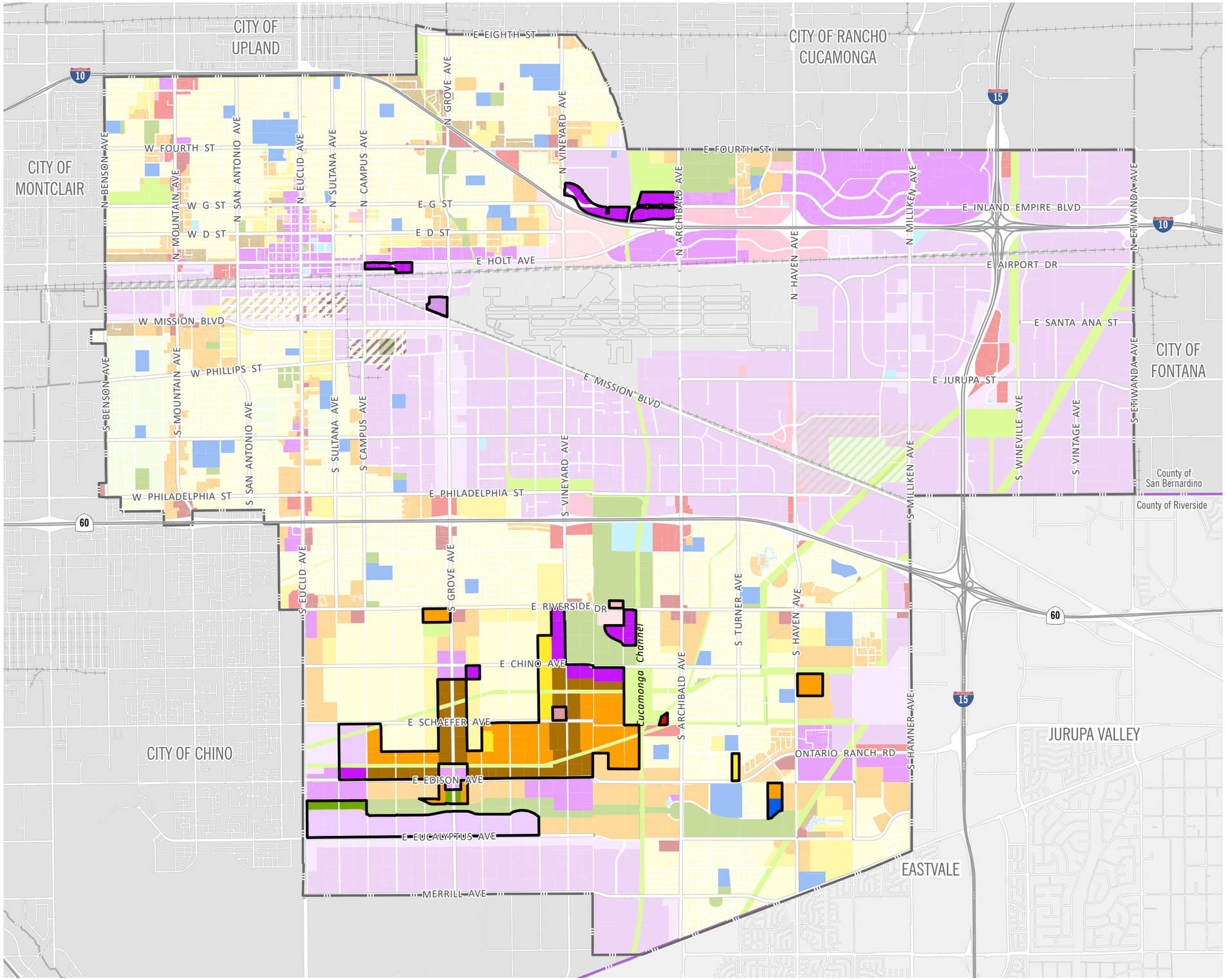
2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2021 Date: 5/8/2026

Figure 2-6a

Policy Plan Amendment Areas of Change



- Proposed TOP Areas of Change
- Ontario City Boundary
- County Boundary
- Rail Network

Overlay Zones
- Business Park
- Industrial
- Landfill Impact Area

Residential
- RR Rural Residential
- LDR Low Density Residential
- LMDR Low Medium Density Residential
- MDR Medium Density Residential
- HDR High Density Residential

Mixed-Use
- MU-RV; MU Mixed Use

Commercial
- NC Neighborhood Commercial
- GC General Commercial
- OC Office Commercial
- HOS Hospitality

Employment
- BP Business Park
- IND Industrial

Other
- OS-NR Open Space - Non-Rec
- OS-R Open Space - Recreation
- OS-W Open Space - Water
- PF Public Facility
- ROW; ROW-bp
- PS Public School
- ARPT Airport
- LF Landfill
- Rail

*Areas where no land use change is proposed are shown at 40% opacity

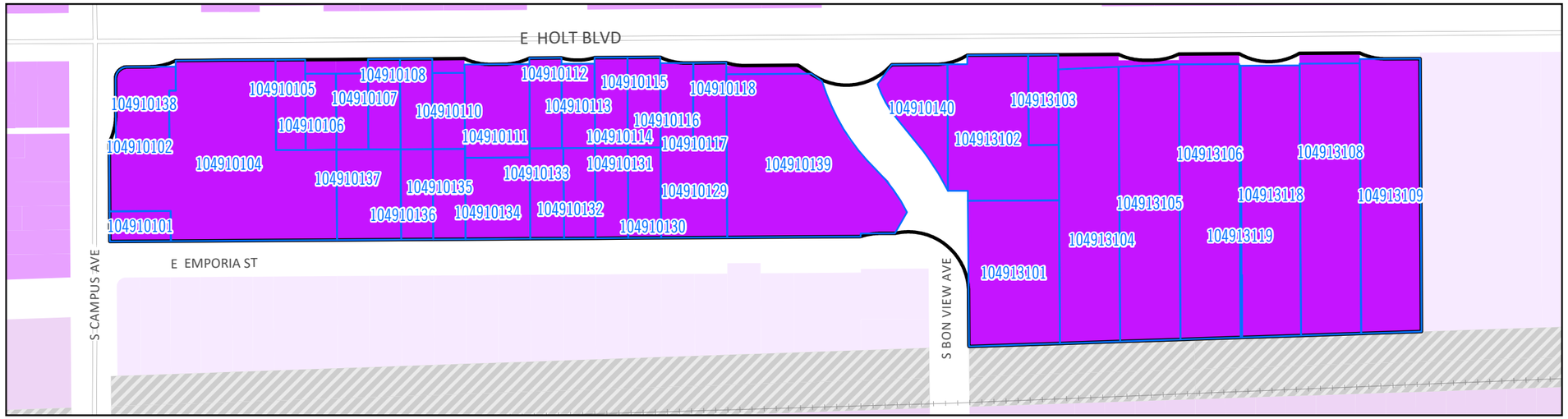
2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

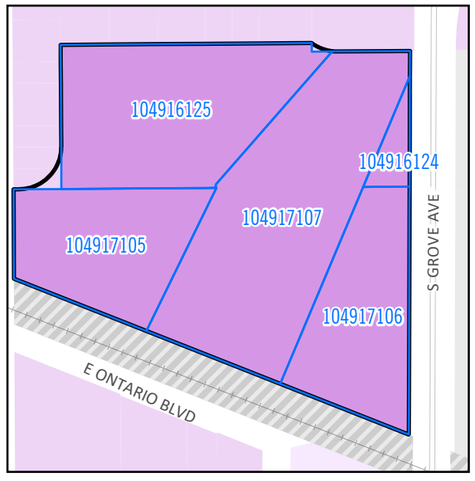
0 2,500 5,000 10,000 FT

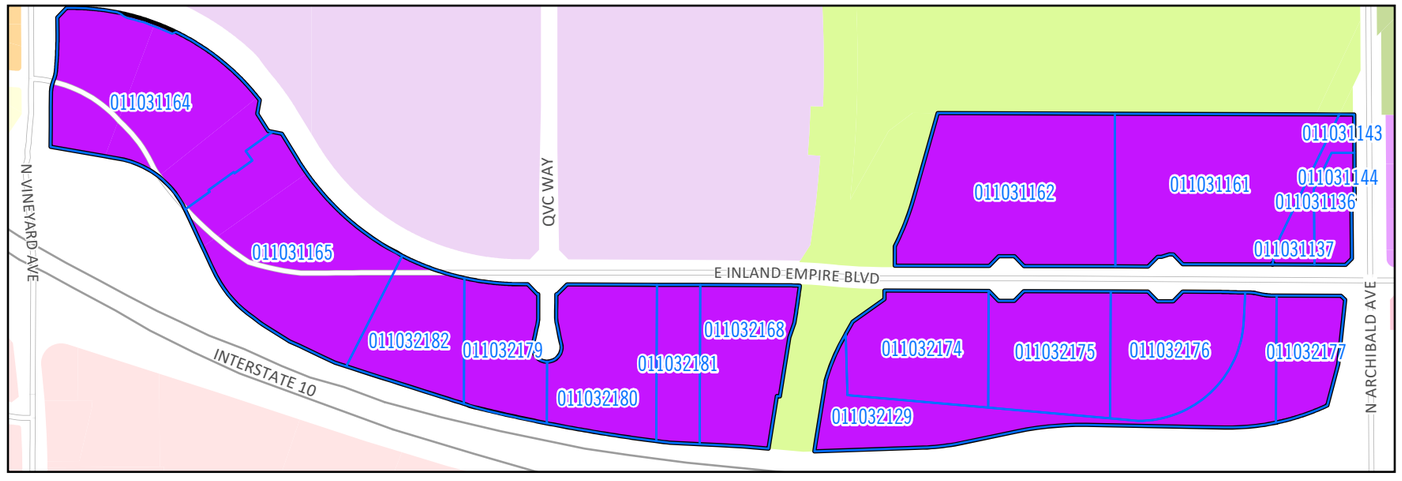
Source: The City of Ontario 2026 Date: 5/7/2026

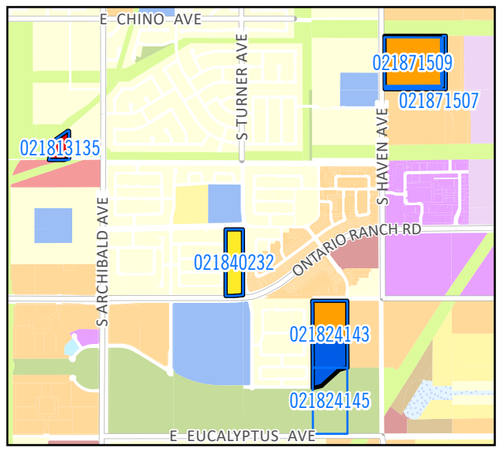
Figure 2-6b

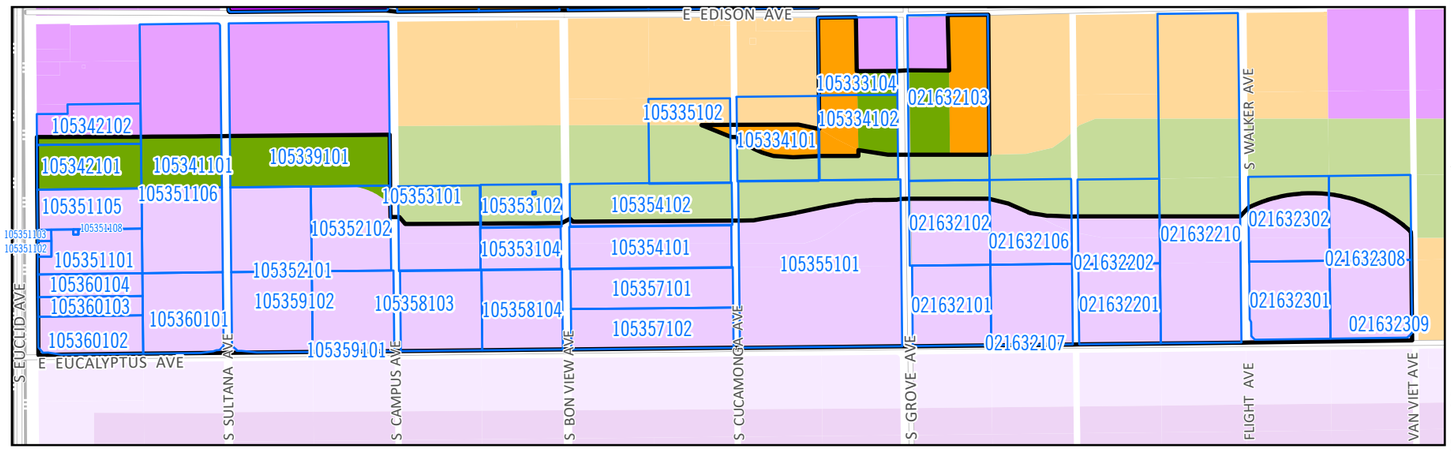
Policy Plan Amendment Areas of Change











- Proposed TOP Areas of Change
- Ontario City Boundary
- County Boundary
- Rail Network

Overlay Zones
- Business Park
- Industrial
- Landfill Impact Area

Residential
- RR Rural Residential
- LDR Low Density Residential
- LMDR Low Medium Density Residential
- MDR Medium Density Residential
- HDR High Density Residential

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- MU-RV; MU Mixed Use

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- IND Industrial

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- ROW; ROW-bp
- PS Public School
- ARPT Airport
- LF Landfill
- Rail

*Areas where no land use change is proposed are shown at 40% opacity

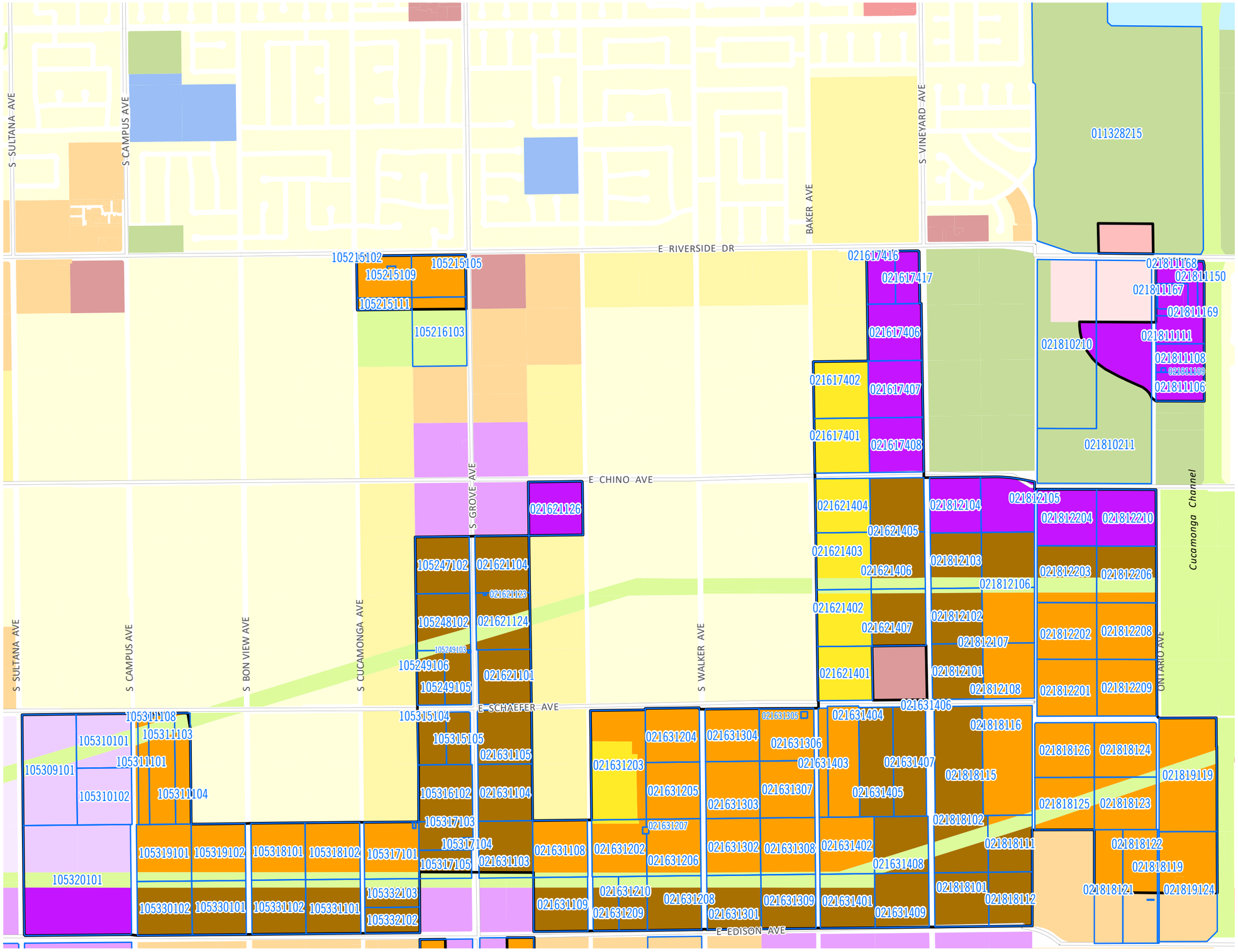
2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

NOT TO SCALE

Source: The City of Ontario 2026 Date: 5/7/2026

Figure 2-6c

Policy Plan Amendment Areas of Change



- Proposed TOP Areas of Change
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- County Boundary
- Rail Network

Overlay Zones
- Business Park
- Industrial
- Landfill Impact Area

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- Rail

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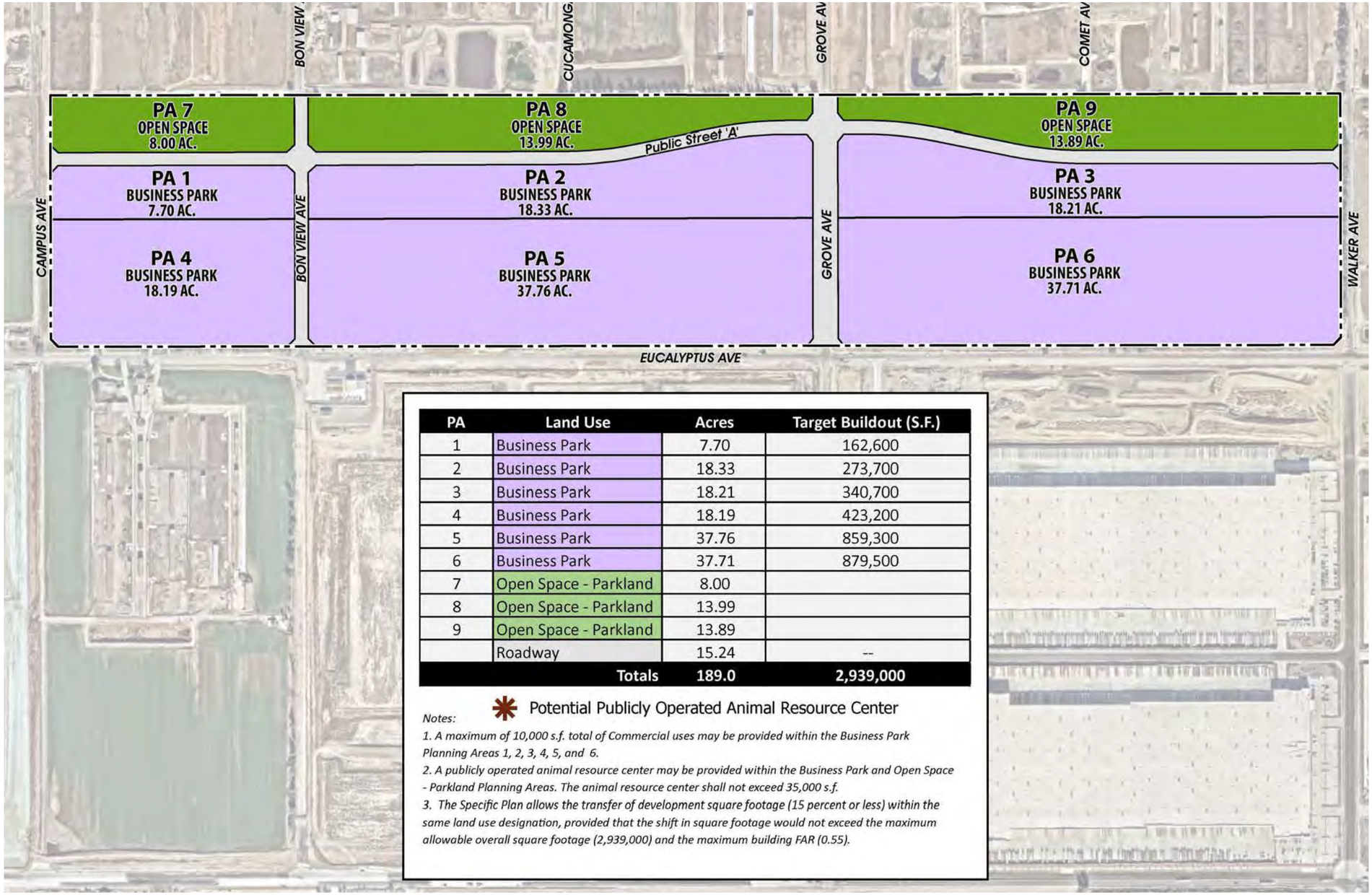
2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 500 1,000 2,000 FT

Source: The City of Ontario 2026 Date: 5/7/2026

Figure 2-11

Conceptual EBPSP Land Use Plan



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EBPSP Boundary

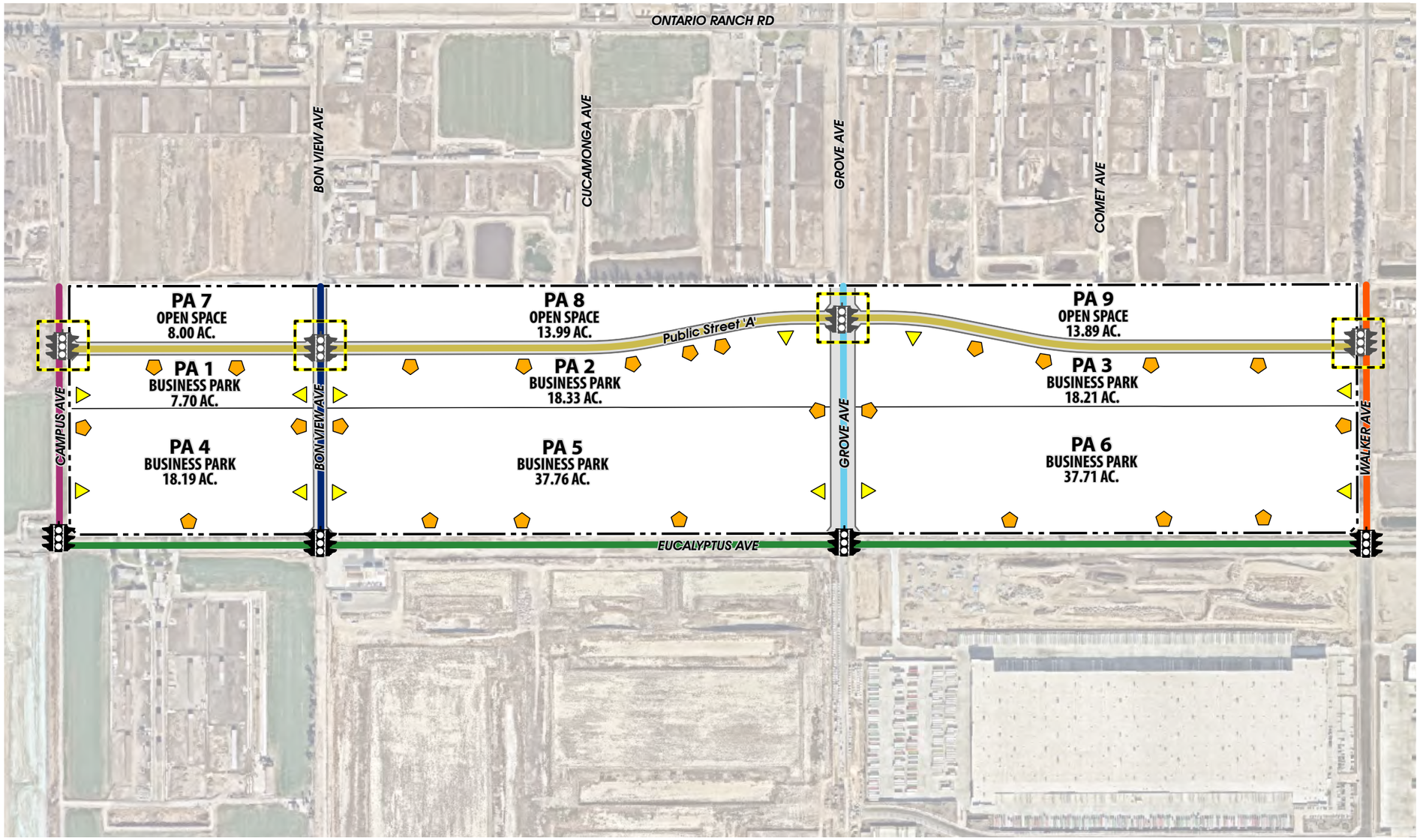
2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 275 550 Feet

Source: T&B 2026 Date: 05/06/2026

Figure 2-13

Conceptual EBPSP Vehicular Circulation and Access Plan



- EBPSP Boundary
- Traffic Signal
- Potential Signal Location
- Full Movement Driveway
- Right-In/Right-Out Driveway
- Grove Avenue (124' ROW - Principal Arterial)
- Eucalyptus Avenue (108' ROW - Collector)
- Campus Avenue (108' ROW - Minor Arterial)
- Walker Avenue (88' ROW - Collector)
- Bon View Avenue (66' ROW - Collector)
- Public Street 'A' (64' ROW - Local Street)

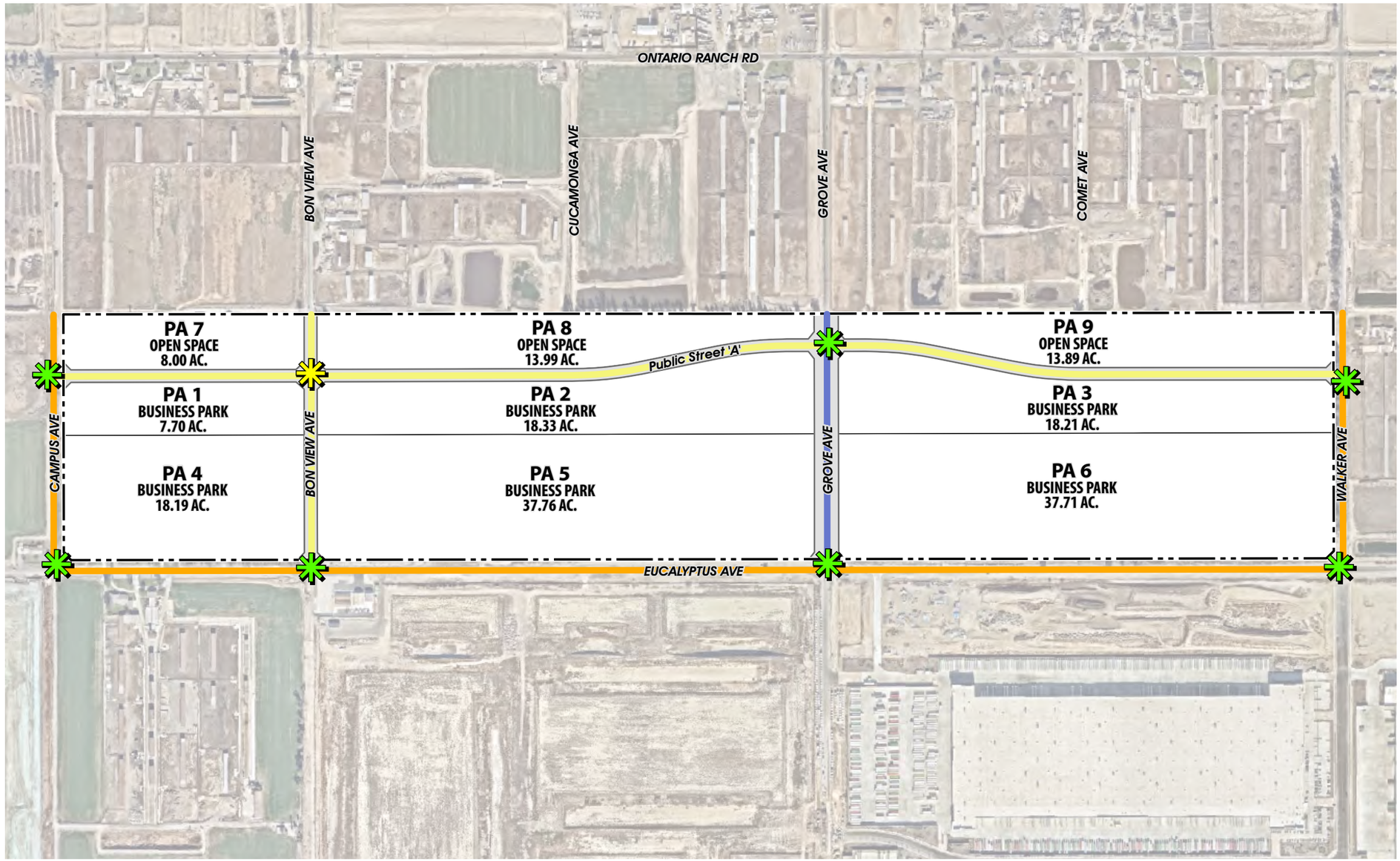
2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 275 550 Feet

Source: T&B 2026 Date: 05/06/20

Figure 2-14

Conceptual EBPSP Non-Vehicular Circulation and Mobility Plan



- EBPSP Boundary
- Pedestrian Crosswalk
- Potential Pedestrian Crosswalk
- Sidewalk Only
- Sidewalk Only and Multi-Purpose Trail
- Sidewalk, Class II Bikeway, and Multi-Purpose Trail

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

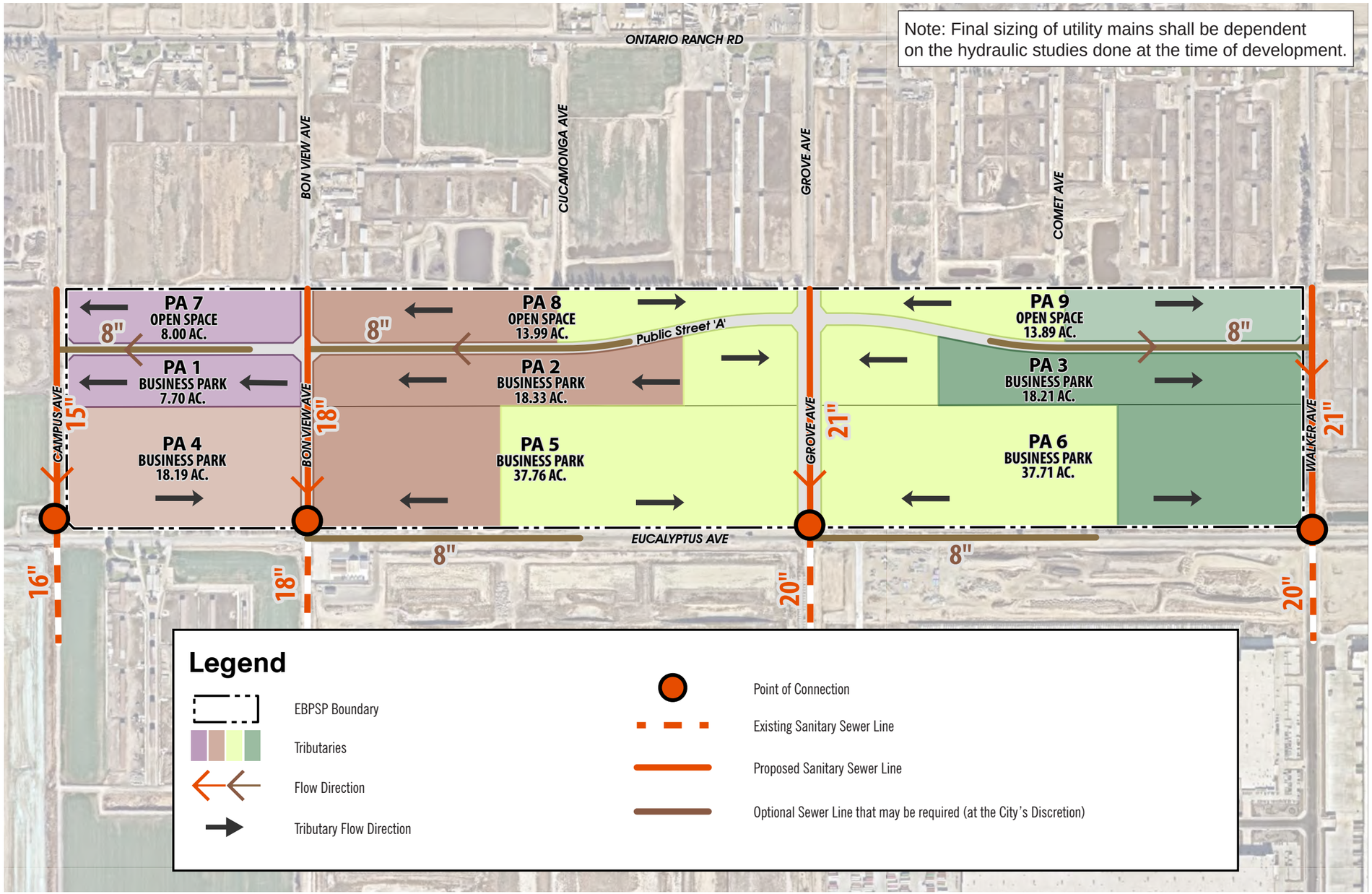
0 275 550 Feet

Source: T&B 2026

Date: 05/06/2026

Figure 3.19-4

EBPSP Sanitary Sewer Infrastructure Plan



2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

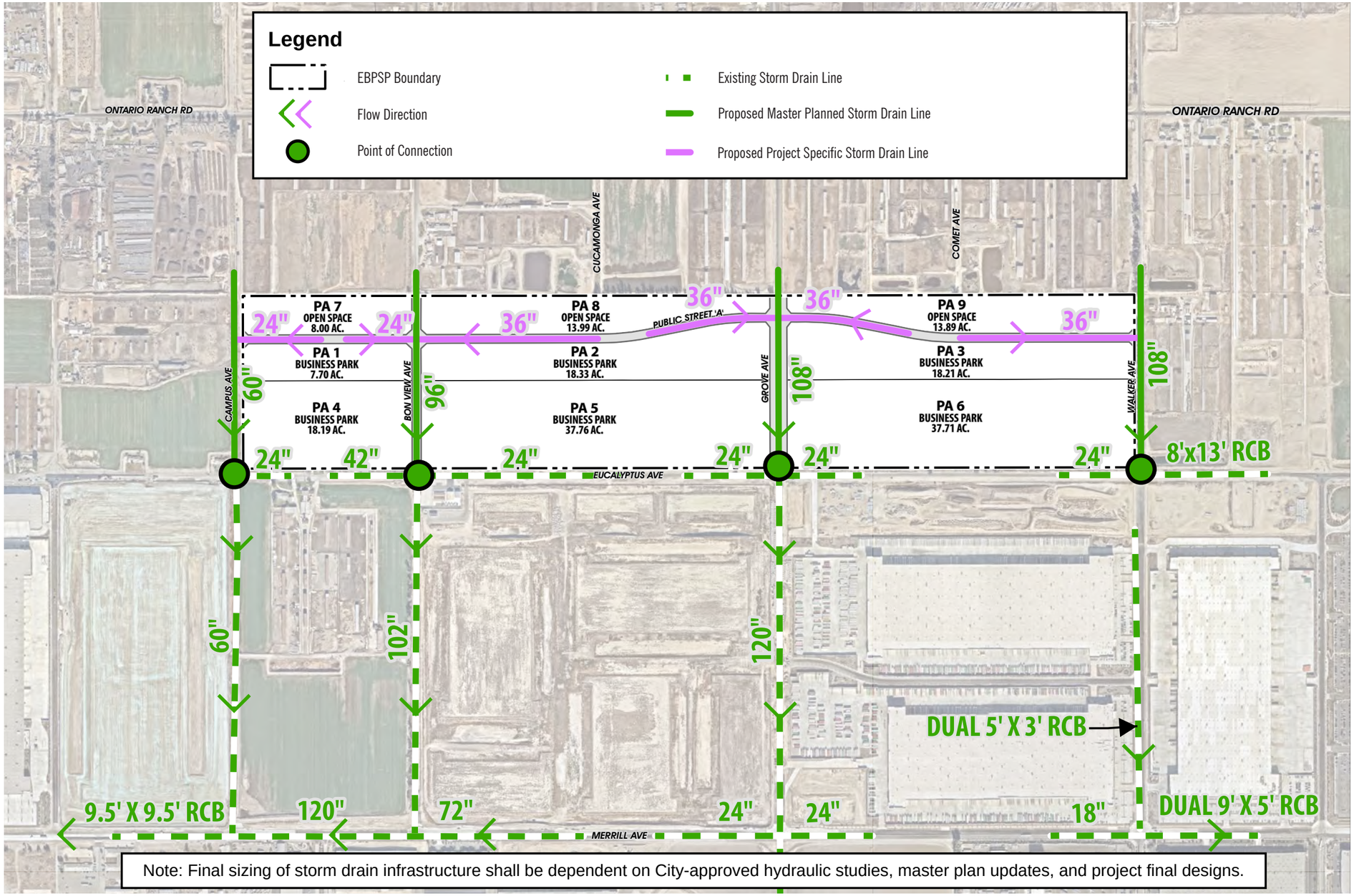
0 275 550 Feet

Source: T&B 2026

Date: 05/06/2026

Figure 3.19-5

EBPSP Storm Drain Infrastructure Plan



Note: Final sizing of storm drain infrastructure shall be dependent on City-approved hydraulic studies, master plan updates, and project final designs.

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 275 800 Feet

Source: T&B 2026

Date: 05/06/2026

APPENDIX C:
BUILDOUT METHODOLOGY



Appendix C

The Ontario Plan 2050 Policy Plan Amendments

Methodology for 2025–2050 Population, Housing, and Employment Projections

Purpose, Design, and Limitations

The following summarizes the methodology and factors used to calculate projected conditions under both the current Policy Plan (approved project) and the proposed Policy Plan (proposed project) at the planning horizon for purposes of the Supplemental Environmental Impact Report (SEIR). The Policy Plan serves as the General Plan for the City of Ontario, establishing the framework for land use, development intensity, and long-range growth. All estimates are generated using the best available data and are intended to represent development capacity across the entire Policy Plan area.

Whenever possible, reliable and authoritative data sources were used directly or cited as references. These sources have their own inherent error rates and may present information at varying geographic scales or in different categories. Where more precise data was not available, estimates were compared to aggregated or citywide totals from authoritative sources to confirm general accuracy and ensure that results are within a reasonable range for planning-level analysis.

The buildout analysis is designed as a capacity-based evaluation that applies standardized assumptions to parcel-level land use designations to estimate the amount of development that could reasonably be accommodated under each land use category. The methodology integrates parcel data, land use classifications, and development assumptions related to density, intensity, occupancy, and employment generation. These assumptions are documented in Table LU-03 (Future Buildout) of the Land Use Element, which serves as the primary reference for translating land use designations into quantifiable development capacity. The City maintains and updates Table LU-03 as part of each General Plan Amendment (GPA) to ensure that buildout assumptions remain consistent with the land use plan.

The amount of development permitted under the Policy Plan is determined primarily by the land use plan and the density and intensity standards associated with each designation; however, these standards define a range of allowable development and are not intended to reflect typical outcomes across all sites. Local development patterns, parcel configuration, site constraints, and market conditions all influence how land is developed in practice, and development is therefore unlikely to occur uniformly at the maximum allowable density or intensity.

While the analysis is grounded in the regulatory framework established by the Policy Plan, it does not assume that all parcels will develop to the maximum density or intensity permitted. Instead, the methodology applies adjusted assumptions that reflect how development is likely to occur over time based on site constraints, development patterns, and market conditions. In this way, the analysis is intended to represent a reasonable estimate of buildout capacity rather than a theoretical maximum. This approach reflects how development is expected to occur given current conditions, including the presence of established neighborhoods, the availability of vacant or underutilized land, and the economic context that influences the feasibility of higher-intensity development.

Overestimating horizon-year conditions by assuming full buildout of all parcels at maximum allowable density or intensity can result in unrealistic projections that overstate potential impacts and lead to unnecessary mitigation measures or misallocation of public resources. Accordingly, the projections presented in this analysis are based

on assumptions of what is reasonably likely to occur over the planning horizon. This approach is consistent with accepted planning practice and supported by case law, including *Sierra Club v. County of Tehama* (2012).[1]

It is important to understand that the planning horizon represents an informed estimate of future conditions rather than a prediction. The timing, location, and mix of future development will vary based on market conditions, infrastructure availability, and individual development decisions. The SEIR provides a programmatic evaluation of potential impacts associated with the proposed Policy Plan and supports tiering for future projects that are consistent with the assumptions analyzed. Future development projects may still require project-level environmental review, as appropriate, under the California Environmental Quality Act (CEQA).

Because this analysis supports an SEIR, it focuses on the incremental difference in development capacity between the approved project and the proposed project. The results are therefore intended to identify the magnitude of change attributable to the proposed Policy Plan, rather than to establish a baseline of existing conditions. This approach ensures that the analysis isolates the effects of the proposed changes and provides a clear basis for evaluating potential environmental impacts.

Current Policy Plan (Approved Project)

For purposes of the SEIR, the approved project represents the baseline condition against which the proposed project is evaluated. The approved project reflects the level of development that could reasonably be accommodated under the City's existing land use framework, based on the land use designations, density and intensity standards, and associated development assumptions.

Capacity Estimation Methodology

Development capacity refers to the number of dwelling units and the amount of non-residential square footage expected to be developed under the approved project within the planning horizon.

Consistent with the overall methodology, development capacity under the approved project is estimated using a parcel-based approach that applies standardized assumptions to each land use category. Residential development potential is calculated by multiplying the assumed density, expressed as dwelling units per acre (du/ac) by the parcelized acreage, while non-residential development potential is calculated by applying assumed intensity, expressed as floor area ratios (FARs) to parcel area. Assumed densities and intensities are codified as part of the Policy Plan in Table LU-03 (Future Buildout) of the Land Use Element and are discussed in the following section.

Density and Intensity Assumptions

Density and intensity assumptions are calibrated to reflect how development is expected to occur under real-world conditions rather than maximum allowable standards. A key distinction in the application of these assumptions is between areas generally north of Riverside Drive (including Model Colony) and areas to the south (Ontario Ranch), which reflect different development patterns for some land uses.

In Model Colony and other established areas, parcels are largely already subdivided and function as net developable sites, meaning that residential densities more closely reflect realized development conditions. In many of these established single-family residential neighborhoods, the primary drivers for residential growth

[1] *Sierra Club v. County of Tehama* (2012) 2012 Cal.App.Unpub.Lexis 8813, No. C066996. "However, as we have seen, "[t]he level of specificity of an EIR is determined by the nature of the project and the 'rule of reason' . . . ." [citation] "Where a lead agency is using the tiering process in connection with an EIR for a large-scale planning approval, such as a general plan or component thereof (e.g., an area plan or community plan), the development of detailed, site-specific information may not be feasible but can be deferred, in many instances, until such time as the lead agency prepares a future environmental document in connection with a project of a more limited geographical scale, as long as deferral does not prevent adequate identification of significant effects of the planning approval at hand." (Guidelines, § 15152, subd. (c).) General Plan EIRs may be used in a tiering situation. (Guidelines, § 15152, subd. (h).) The GPU EIR was not required to analyze environmental impacts for speculative hypothetical future development as part of the "project" (i.e., the GPU)."

include options that allow existing housing stock to expand above maximum densities, such as accessory dwelling units and lot splits, in addition to incremental intensification over time. Growth in medium- and high-density areas is anticipated to include infill development and incremental intensification.

In contrast, much of Ontario Ranch is undeveloped; growth typically occurs on large parcels that must be subdivided to create individual lots, local streets, and supporting infrastructure. As a result, densities in Ontario Ranch are effectively applied to gross acreage, requiring land to be set aside for internal circulation, access, and other improvements. This distinction results in lower realized densities on a gross-acre basis and supports the use of differentiated assumptions between these areas, particularly for residential uses. Portions of the Ontario Ranch, however, have already begun to develop under specific plans. Each specific plan entitles a specific number of units. In some cases, the number of entitled units exceeds the gross acre buildout estimate largely because the land area has already been subdivided. Custom assumed densities were identified in these specific plan areas to ensure that buildout of the approved project accounted for all entitled units. Approved project buildout estimates for specific plan areas not listed in the table notes either met or exceeded the number of entitled units and/or non-residential square feet entitled in the specific plan. The assumed densities and intensities by land use category are summarized in Table C-1.

The approved project also includes several mixed-use land use designations, where a mix of development types is allowed and expected to occur. These areas are further guided by the vision and intended outcomes for mixed-use place types identified in the community design element, and custom density and intensity assumptions were developed for each mixed-use category based on existing uses that were expected to remain, the allowable density and intensity range, and the vision for each mixed-use area. Assumptions for mixed-use areas within specific plans were further aligned with the specific plans' intent. The buildout assumptions for mixed-use designations are listed in Table C-2.

Table C-1: Approved Plan Density and Intensity Assumptions by Land Use Category

Land Use Category	Allowable	Assumed (North[1])	Assumed (South[1])	Notes
Rural (RR)	0-2.0 du/ac	2.0 du/ac	n/a	Reflects large-lot residential development with limited subdivision potential (All Rural land uses are in northern Ontario)
Low Density Residential (LDR)[2]	2.1–5.0 du/ac	5.9 du/ac[2]	4.5 du/ac[2]	North[1]. Reflects built conditions with the continued development of ADUs and lot splits within established neighborhoods, exceeding the maximum allowed. South[1]: Reflects gross acreage subdivision and infrastructure needs. See Note 2 for alternative assumptions in certain specific plan areas.
Low-Medium Density Residential (LMDR)	5.1–11.0 du/ac	8.5 du/ac	8.5 du/ac	Represents typical small-lot and attached housing products achievable in both contexts, as well as mobile home development primarily within northern Ontario.
Medium Density Residential (MDR)[3]	11.1–25.0 du/ac	18 du/ac	22 du/ac[3]	North[1]. Reflects infill constraints South[1]. Reflects master-planned product types, and required minimum density of 20 du/ac on MDR properties with the affordable housing overlay; See Note 3 for alternative assumptions in certain specific plan areas.
High-Density Residential (HDR)	25.1–45.0 du/ac	25 du/ac	35 du/ac	North[1]. Reflects infill constraints South[1]. Reflects higher-density multifamily corridors
Mixed Use	See Table C-2	See Table C-2	See Table C-2	See Table C-2
Neighborhood Commercial (NC)	0.25–0.35 FAR	0.30 FAR	0.30 FAR	Reflects single-story retail formats with parking constraints
General Commercial (GC)	0.25–0.50 FAR	0.30 FAR	0.30 FAR	Reflects single-story retail formats with parking constraints but allows for a broader category of uses and larger buildings. Assumed intensity is consistent with regional commercial development patterns.
Office / Commercial (OC)	0.50–1.50 FAR	0.75 FAR	0.75 FAR	Reflects moderate-intensity suburban office development
Hospitality (HOS)	0.75–2.00 FAR	1.00 FAR	1.00 FAR	Reflects hotel and entertainment development patterns
Business Park (BP)[4]	0.40–0.80 FAR	0.50 FAR	0.50 FAR	Reflects campus-style development with a mix of small warehouse and light industrial uses with internal circulation.
Industrial (IND)	0.40–0.80 FAR	0.55 FAR	0.55 FAR[4]	Reflects warehouse and heavy industrial building types
Airport (ARPT)				Consistent with Airport Plan (per TOP 2050)
Public Facilities (PF) / Public Schools (PS) / Landfill (LF) / Rail (Rail)	N/A	N/A	N/A	Existing to remain
Open Space (all types)	N/A	N/A	N/A	Existing to remain
Right-of-way	N/A	N/A	N/A	No vertical construction anticipated in these areas

Source: City of Ontario, 2022 (TOP 2050, Policy Plan Tables LU-02 and LU-03)

Notes:

1. North refers to areas north of Riverside Drive. South refers to areas south of Riverside Drive.
2. The assumed density for Low Density Residential land uses was estimated at higher rates for the following adopted specific plans to align with entitlements: Countryside Specific Plan: 6.18 du/ac; Creekside Specific Plan: 7.47 du/ac; Subarea 29 Specific Plan: 6.55 du/ac. The densities modeled in these areas exceed the maximum allowable density because the approved plan allows blending of residential densities within the plan. This flexibility allows for higher densities to be achieved, provided the specific plan as a whole does not exceed the total number of units allowed within its boundaries.
3. The assumed density for Medium Density Residential land uses was estimated at higher rates for the following adopted specific plan to align with entitlements: Creekside Specific Plan: 15.81 du/ac.
4. The intensity assumed for Business Park land uses was estimated at higher rates to align with entitlements for the following adopted specific plan: Merrill Commerce Center: 0.60 FAR.

Table C-2 Mixed Use Density and Intensity Assumptions by Mixed Use Area

Land Use Category	Residential (Percent[1], Density)	Neighborhood-Serving Retail/Service, (Percent[1], FAR)	Community & Regional Retail/Service (Percent[1], FAR)	Office (Percent[1], FAR)	Hospitality (Percent[1], FAR)	Industrial (Percent[1], FAR)
Mixed Use -Downtown (MU-DT)	60%, 35 du/ac	–	20%, 0.80 FAR	20%, 0.80 FAR	–	–
Mixed Use - Holt Blvd [East & West] (MU-H)	75%, 30 du/ac	–	25%, 0.80 FAR	–	–	–
Mixed Use - Meredith (MU-ME)	50%, 40 du/ac	–	50%, 0.35 FAR	–	–	–
Mixed Use - Multimodal (MU-MM)	15%, 60 du/ac	–	15%, 1.00 FAR	45%, 1.00 FAR	25%, 0.70 FAR	–
Mixed Use - Inland Empire Corridor (MU-IE)	82%, 10 du/ac	–	18%, 0.35 FAR	–	–	–
Mixed Use - Guasti (MU-GU)	30%, 30 du/ac	–	15%, 1.00 FAR	30%, 0.70 FAR	25%, 0.70 FAR	–
Mixed Use - Ontario Center (MU-OC -- South of Concourse & East of Haven)	50%, 40 du/ac	–	30%, 0.70 FAR	20%, 1.00 FAR	–	–
Mixed Use - Ontario Center (MU-OC -- North of Concourse & West of Haven)	75%, 40 du/ac	–	15%, 0.80 FAR	10%, 1.00 FAR	–	–
Mixed Use - Ontario Mills (MU-OM)	40%, 40 du/ac	–	55%, 0.50 FAR	5%, 0.75 FAR	–	–
Mixed Use - Rich Haven (MU-RH)	86%, 18 du/ac	–	12%, 0.30 FAR	–	–	–
Mixed Use - Great Park[2] (MU-GP)	70%, 35 du/ac	–	20%, 0.70 FAR	10%, 0.70 FAR	–	–
Mixed Use - Grove (MU-GR)	65%, 35 du/ac	–	25%, 0.70 FAR	10%, 0.70 FAR	–	–
Mixed Use - Eucalyptus / Chino Airport Overlay (MU-EU)	40%, 35 du/ac	–	10%, 0.70 FAR	20%, 1.00 FAR	–	30%, 0.60 FAR
Mixed Use - Parkside (MU-PS)	50%, 35 du/ac	50%, 0.80 FAR	–	–	–	–
Neighborhood Activity Hub Mountain Village (MU-MV)	50%, 35 du/ac	50%, 0.80 FAR	–	–	–	–
Neighborhood Activity Hub Mountain & Fourth (MU-MF)	70%, 50 du/ac	30%, 0.80 FAR	–	–	–	–
Neighborhood Activity Hub Euclid & Francis (MU-EF)	50%, 30 du/ac	50%, 0.80 FAR	–	–	–	–
Neighborhood Activity Hub Euclid & Walnut (MU-EW)	75%, 30 du/ac	25%, 0.80 FAR	–	–	–	–
Neighborhood Activity Hub Euclid & Riverside (MU-ER)	75%, 35 du/ac	25%, 0.80 FAR	–	–	–	–

Source: City of Ontario, 2025 (TOP 2050, Policy Plan Table LU-03)

Notes:

1. Percent refers to the percent of the total land area within the corresponding mixed-use area estimated to be developed with the generalized use identified in each column.
2. This table reflects the approved project, so Mixed-Use Great Park is listed as "Great Park," the name is proposed to be changed to "Grand Park" as part of the proposed project. Table LU-03 in the March 2026 Draft Policy Plan Amendments included an error for the percent breakdown of Mixed Use Great Park / Grand Park estimates. The breakdown within this table is correct, and reflects what was studied and disclosed in the environmental review. Table LU-03 will be corrected consistent with these assumptions.

Population

Population estimates are derived by applying person-per-household (PPH) factors to occupied dwelling units. An occupancy rate of 0.96 is applied to residential units to reflect a stabilized housing market condition. This assumption accounts for vacancy rates typical in a healthy housing market (which is anticipated upon buildout of the approved plan) and ensures that population estimates are not overstated. These factors vary by housing type and are based on demographic assumptions informed by the City's Parks and Open Space Development Impact Fee (DIF) evaluation. Lower-density housing types generally have larger household sizes, while higher-density housing types have smaller household sizes. The occupancy and persons per household assumptions for all land use designations are listed in Table C-3.

Table C-3: Approved Plan Occupancy and Persons Per Household Assumptions by Residential Land Use Category

Land Use Category[2]	Occupancy Rate	PPH (North[1])	PPH (South[1])	Notes
Rural	96%	3.806	3.806	Reflects single-family home household characteristics
Low Density Residential[1]	96%	3.806	3.806	Reflects single-family home household characteristics
Low-Medium Density Residential	96%	3.522	3.806	North[1]. Reflects a blend of single-family and modular household characteristics South[1]. Reflects single-family home household characteristics
Medium Density Residential	96%	3.373	3.373	Reflects medium-density household characteristics (attached townhomes, alley-loaded, motor courts, etc.).
High Density Residential	96%	2.669	2.669	Reflects multifamily household characteristics
Mixed Use (all areas)	96%	2.669	2.669	Reflects multifamily household characteristics

Source: City of Ontario, 2022 (derived from TOP 2050, Policy Plan, Table LU-03)

Notes:

1. North refers to areas north of Riverside Drive. South refers to areas south of Riverside Drive.
2. This table only includes land use categories that allow for residential uses, since those are the only uses that contribute to future population estimates. Land Use categories that are not listed in this table do not allow for residential uses and are not factored into population estimates.

Jobs

Employment capacity is estimated by dividing the non-residential building square footage for each land use category between generalized employment types allowed within the land use, and applying square footage per employee factors associated with the generalized employment type to the project non-residential building square footage. The generalized employment types assumed for each land use category are listed in Table C-4.

Table C-4: Generalized Employment Types by Land Use Category

Land Use Category	Neighborhood -Serving Retail/Service	Community & Regional Retail/Service	Office	Hospitality	Industrial	Other
Neighborhood Commercial	80%	–	20%	–	–	–
General Commercial	–	90%	10%	–	–	–
Office	–	30%	70%	–	–	–
Hospitality	–	10%	20%	70%	–	–
Business Park	10% (North[1]) / 0% (South[1])	0% (North[1]) / 10% (South[1])	40% (North[1]) / 25% (South[1])	–	50% (North[1]) / 65% (South[1])	–
Industrial	5% (North[1]) / 5% (South[1])	–	10% (North[1]) / 5% (South[1])	–	85% (North[1]) / 90% (South[1])	–
Airport	See Note 2	–	See Note 2	See Note 2	See Note 2	See Note 2
Mixed Use	See Table C-2	–	See Table C-2	See Table C-2	See Table C-2	See Table C-2
Public, Institutional, Open Space (all types)	–	–	–	–	–	100%

Source: City of Ontario, 2022 (derived from TOP 2050)

Notes:

1. North refers to areas north of Riverside Drive. South refers to areas south of Riverside Drive.
2. Consistent with Airport Plan

Employment generation factors vary by generalized land use type and reflect typical employment densities derived from comparing an assessment of existing building square footage (conducted in 2021) against employment estimates by NAICS code published as part of the US Census LEHD dataset. The most recent dataset evaluated at the time the employment generation rates were calculated for the 2022 TOP update was from 2018. The generalized employment generation rate for each land use category are listed in Table C-5.

Table C-5: Generalized Employment Generation Rates

Generalized Land Use Type	SF per Employee
Neighborhood-Serving Retail/Service	400
Community & Regional Retail/Service	1200
Office	275
Hospitality: Hotel and Entertainment	1300
Industrial	2,000
Airport	Consistent with the Airport Plan
Public Facility / Public School / Open Space (all types) / Landfill / Rail	Existing to remain

Source: City of Ontario, 2022 (derived from TOP 2050 & 2018 Census (LEHD) data)

Approved Project

The assumptions summarized above are the inputs used to generate the buildout results presented in Table LU-03 of the approved Policy Plan and are detailed for both the area within the EBPSP boundaries Table C-6 and Citywide (Tables C-7a and C-7b) by land use category below. The approved project provides a baseline for evaluating the incremental change in development potential associated with the proposed project and supports the programmatic analysis of impacts in the SEIR.

Eucalyptus Business Park Specific Plan Area: Approved Project Estimates

The Eucalyptus Business Park Specific Plan (EBPSP) Area includes 189 acres. The approved project within this area includes 4 land uses: Medium Density Residential (MDR), Mixed Use - Eucalyptus / Chino Airport Overlay (MU-EU), Open Space – Recreation (OS-R), and Right-of-way (ROW). Growth for uses within the EBPSP area was estimated using the same methodology as the approved plan, described above. Estimates specific to the EBPSP area are listed in Table C-6 below.

Table C-6 Approved Project Buildout Estimates within EBPSP Area

Land Use	Acreage	Residential (DU / Pop)	*Community & Regional Retail/Service (SF / Jobs)*	*Office (SF / Jobs)*	*Industrial (SF / Jobs)*	*Other1 (SF / Jobs)*	Total non-residential (SF / Jobs)
Medium Density Res.	48	1,051 du / 3,403 ppl	-	-	-	-	-
Mixed Use - Eucalyptus / Chino Airport Overlay (MU-EU)	82	1,144 du / 2,931 ppl	*249,161 SF/ 208 Jobs*	*711,887 SF / 2,589 Jobs*	*640,699 SF / 320 Jobs*	-	1,601,747 SF / 3,117 Jobs
Open Space – Recreation	57	-	-	-	-	*30,396 SF / 10 Jobs*	30,396 SF / 10 Jobs
Right-of-way	2	-	-	-	-	-	-
Total	189	2,195 du / 6,335 ppl	*249,161 SF/ 208 Jobs*	*711,887 SF / 2,589 Jobs*	*640,699 SF / 320 Jobs*	*30,396 SF / 10 Jobs*	1,632,143 SF / 3,127 Jobs

Notes:

1. Employment Generation Rates for "Other" Employment Category:
   Open Space – Recreation: The approved project anticipated that an existing 30k sq.ft. structure within the park area would be preserved for park uses and programming. The Approved Project also assumed that 10 existing public jobs identified during the existing conditions analysis conducted for the 2022 TOP 2050 update within this area would be retained and associated with future park operations; these equate to approximately 0.18 jobs per acre.
2. All estimates are rounded. Some totals may deviate by a small amount due to rounding.
3. The estimates for the EBPSP in Table C-6 are included in the citywide estimates in Tables C-7a and C-7b.

Policy Plan (Citywide): Approved Project Estimates

Table C-7a Approved Project Citywide Buildout Estimates

Land Use Category	Acres	Units	Pop	NRS[2] SF	NRS[2] Jobs	CRS[2] SF	CRS[2] Jobs	OFF[2] SF	OFF[2] Jobs	HOS[2] SF	HOS[2] Jobs	IND[2] SF	IND[2] Jobs	OTH[2] SF	OTH[2] Jobs	Total Non-Res SF	Total Jobs
Rural	529	1,057	3,863	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Low Density Residential	6,274	34,848	127,326	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Low-Medium Density Residential	889	7,518	26,471	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Medium Density Residential	2,299	47,206	152,855	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High-Density Residential	198	5,089	13,038	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mixed Use *see Table C-7b for buildout estimates by Mixed Use Area*	1,756	34,234	87,715	*756,932*	*1,892*	*11,656,527*	*9,714*	*7,883,478*	*28,667*	*1,211,282*	*932*	*823,904*	*412*	-	-	22,332,123	41,617
Neighborhood Commercial	246	-	-	*2,570,043*	*6,425*	-	-	*642,511*	*2,336*	-	-	-	-	-	-	3,212,554	8,761
General Commercial	385	-	-	-	-	*4,530,055*	*3,775*	*503,339*	*1,830*	-	-	-	-	-	-	5,033,394	5,605
Office / Commercial *including areas w/in landfill overlay*	309	-	-	-	-	*3,030,520*	*2,525*	*7,071,213*	*25,714*	-	-	-	-	-	-	10,101,733	28,239
Hospitality	194	-	-	-	-	*845,898*	*705*	*1,691,796*	*6,152*	*5,921,284*	*4,555*	-	-	-	-	8,458,978	11,412
Business Park	1,056	-	-	*1,403,224*	*3,508*	*934,081*	*778*	*7,948,099*	*28,902*	-	-	*13,087,645*	*6,544*	-	-	23,373,049	39,732
Business Park overlay areas *including base designations LDR, LMDR, NC*	90	-	-	*195,140*	*488*	-	-	*780,559*	*2,838*	-	-	*975,699*	*488*	-	-	1,951,398	3,814
Industrial *including areas w/in landfill overlay*	7,591	-	-	-	-	*9,093,661*	*7,578*	*16,939,486*	*61,598*	-	-	*155,840,078*	*77,920*	-	-	181,873,225	147,096
Industrial overlay areas *including base designations LDR, NC*	60	-	-	-	-	*72,063*	*60*	*144,126*	*524*	-	-	*1,225,068*	*613*	-	-	1,441,257	1,197
Airport	1,423	-	-	-	-	-	-	-	-	-	-	*2,401,641*	*6,400*	-	-	2,401,641	6,400
Open Space, Recreation *including OS-R and OS-R areas within the Industrial overlay*	1,041	-	-	-	-	-	-	-	-	-	-	-	-	*193,455*	*82*	193,455	82
Open Space, Other *including OS-NR, OS-W, and OS-NR areas w/in landfill overlay*	1,218	-	-	-	-	-	-	-	-	-	-	-	-	*285,160*	*243*	285,160	243
Public Facility	90	-	-	-	-	-	-	-	-	-	-	-	-	*495,688*	*1,806*	495,688	1,806
Public School	603	-	-	-	-	-	-	-	-	-	-	-	-	*2,666,341*	*3,102*	2,666,341	3,102
Landfill	137	-	-	-	-	-	-	-	-	-	-	-	-	*6,528*	*34*	6,528	34
Rail *including areas w/in landfill overlay*	250	-	-	-	-	-	-	-	-	-	-	-	-	*1,956*	*62*	1,956	62
Right-of-way	5,384	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	32,022	129,952	411,268	*4,925,339*	*12,313*	*30,162,805*	*25,135*	*43,604,607*	*158,561*	*7,132,566*	*5,487*	*174,354,035*	*92,377*	3,649,128	5,329	*263,828,480*	299,202

Source: City of Ontario, 2025 (TOP 2050, extrapolated from Land Use Plan and Policy Plan Table LU-03)

Notes:

1. All estimates are rounded. Some totals may deviate by a small amount due to rounding.
2. NRS=Neighborhood-Serving Retail/Service, CRS=Community & Regional Retail/Service, OFF=Office, HOS=Hospitality, IND=Industrial, OTH=Other, Total Non-Res.=Total Non-Residential

Table C-7b Approved Project Citywide Buildout Estimates: Mixed-Use Area Details

Land Use Category	Acres	Units	Pop	NRS[3] SF	NRS[3] Jobs	CRS[3] SF	CRS[3] Jobs	OFF[3] SF	OFF[3] Jobs	HOS[3] SF	HOS[3] Jobs	IND[3] SF	IND[3] Jobs	OTH[3] SF	OTH[3] Jobs	Total Non-Res SF	Total Jobs
Mixed Use -Downtown (MU-DT)	132	2,762	7,077	-	-	916,646	764	916,646	3,333	-	-	-	-	-	-	1,833,292	4,097
Mixed Use - Holt Blvd [East & West] (MU-H)	77	1,725	4,420	-	-	667,900	557	-	-	-	-	-	-	-	-	667,900	557
Mixed Use – Meredith (MU-ME)	91	1,815	4,651	-	-	691,939	577	-	-	-	-	-	-	-	-	691,939	577
Mixed Use – Multimodal (MU-MM)	73	653	1,673	-	-	474,108	395	1,422,323	5,172	553,126	425	-	-	-	-	2,449,557	5,992
Mixed Use - Inland Empire Corridor (MU-IE)	37	300	769	-	-	100,455	84	-	-	-	-	-	-	-	-	100,455	84
Mixed Use – Guasti (MU-GU)	86	777	1,991	-	-	564,134	470	789,787	2,872	658,156	506	-	-	-	-	2,012,077	3,848
Mixed Use - Ontario Center (MU-OC -- South of Concourse & East of Haven)	186	3,729	9,553	-	-	1,705,357	1,421	1,624,150	5,906	-	-	-	-	-	-	3,329,507	7,327
Mixed Use - Ontario Center (MU-OC -- North of Concourse & West of Haven)	169	5,076	13,006	-	-	884,419	737	737,016	2,680	-	-	-	-	-	-	1,621,435	3,417
Mixed Use - Ontario Mills (MU-OM)	249	3,990	10,223	-	-	2,987,306	2,489	407,360	1,481	-	-	-	-	-	-	3,394,666	3,970
Mixed Use - Rich Haven (MU-RH)	154	2,380	6,097	-	-	241,071	201	46,875	170	-	-	-	-	-	-	287,946	371
Mixed Use - Great Park[2] (MU-GP)	300	7,342	18,813	-	-	1,827,582	1,523	913,791	3,323	-	-	-	-	-	-	2,741,373	4,846
Mixed Use – Grove (MU-GR)	36	821	2,104	-	-	275,204	229	110,082	400	-	-	-	-	-	-	385,286	629
Mixed Use - Eucalyptus / Chino Airport Overlay (MU-EU)	105	1,471	3,769	-	-	320,408	269	915,449	3,329	-	-	823,904	412	-	-	2,059,761	4,008
Mixed Use – Parkside (MU-PS)	3	52	132	51,440	129	-	-	-	-	-	-	-	-	-	-	51,440	129
Neighborhood Activity Hub Mountain Village (MU-MV)	8	137	350	136,070	340	-	-	-	-	-	-	-	-	-	-	136,070	340
Neighborhood Activity Hub Mountain & Fourth (MU-MF)	7	251	643	75,008	188	-	-	-	-	-	-	-	-	-	-	75,008	188
Neighborhood Activity Hub Euclid & Francis (MU-EF)	13	190	487	220,912	552	-	-	-	-	-	-	-	-	-	-	220,912	552
Neighborhood Activity Hub Euclid & Walnut (MU-EW)	16	369	945	142,840	357	-	-	-	-	-	-	-	-	-	-	142,840	357
Neighborhood Activity Hub Euclid & Riverside (MU-ER)	15	394	1,009	130,662	327	-	-	-	-	-	-	-	-	-	-	130,662	327
TOTAL Mixed Use	1,756	34,234	87,715	756,932	1,892	11,656,527	9,714	7,883,478	28,667	1,211,282	932	823,904	412	-	-	22,332,123	41,617

Source: City of Ontario, 2025 (TOP 2050, extrapolated from Land Use Plan and Policy Plan Table LU-03)

Notes:

1. All estimates are rounded. Some totals may deviate by a small amount due to rounding.
2. The name of Mixed-Use Great Park is proposed to be changed to "Mixed-Use Grand Park" as part of the proposed project. References to this designation in the approved project section use the name "Great Park" while those in the proposed project section use the name "Grand Park."
3. NRS=Neighborhood-Serving Retail/Service, CRS=Community & Regional Retail/Service, OFF=Office, HOS=Hospitality, IND=Industrial, OTH=Other, Total Non-Res.=Total Non-Residential

Proposed Project (Proposed Policy Plan Amendments and Eucalyptus Business Park Specific Plan)

To ensure a meaningful comparison of impacts under each plan, the buildout estimates for the proposed project were prepared using the same methodology as the approved plan described above (with minor adjustments). Minor adjustments to assumptions and methodology were necessary to account for changes in land-use designations and the inclusion of the EBPSP, as described in the following section.

Because the proposed project also includes changes to 5 land use designations, the buildout factors used to estimate growth in those areas were evaluated and, where necessary, updated to ensure the estimated growth likely to occur under the proposed project reflects the development likely to occur as a result of the proposed land use plan.

The proposed project also includes the EEBPSP. The growth within the specific plan area was estimated as the maximum allowable square footage identified in the specific plan document. Changes in buildout assumptions compared to the approved project are described below.

Adjustments in Buildout Assumptions (compared to the approved project)

Policy Plan Amendments

The proposed project includes changes to 5 land use designations. To ensure buildout assumptions and methodology reflect these changes, the buildout factors for each were evaluated and updated if necessary to reflect the estimated growth likely to occur under the proposed project, which reflects the intent and likely buildout of the proposed land use plan. The evaluation and update of assumptions for these land uses are described in Tables C-8 and C-9.

Table C-8 Summary of Proposed Changes to Land Use Designations and Impact on Buildout Methodology

Land Use	Description of land use change	Impact on buildout methodology (relative to approved project)
Mixed-Use Meredith:	The Proposed Project increases the minimum density from 14 du/ac to 25 du/ac to ensure that future development in the area aligns with the vision for the Inland Empire Boulevard Corridor Place Type (Figure CD-08, page 2 of the Proposed Policy Plan). This changed the allowed density range from 14 to 125 (approved project) du/ac to 25 to 125 du/ac (proposed project).	The approved project assumed a buildout density in this area of 40 du/ac, which remains consistent with the proposed change in minimum density. No changes to the buildout assumptions were proposed as a result of this change.
Mixed Use Great Park:	The Proposed Project renames this land use as "Mixed Use Grand Park."	This change only affected the designation name. No changes to the buildout assumptions were proposed as a result of this change.
Mixed Use Sports Park:	The Proposed Project establishes a new mixed-use designation that applies to mixed-use areas within the "Sports Empire District" Place Type (Figure CD-07 of the Proposed Policy Plan).	New buildout factors to estimate capacity were created, as noted in Table C-9. Population and jobs factors were estimated consistent with the approved project, as follows: population was estimated using the mixed-use occupancy and persons per household rate identified in Table C-3, and jobs were estimated by applying the appropriate generalized employment generation rate in Table C-5 to the square footage for each generalized employment type identified in Table C-9.
Mixed Use Neighborhood Activity Hub (Vineyard & Riverside):	The Proposed Project establishes a new mixed-use neighborhood activity hub at the southwest corner of Riverside Drive and Vineyard Avenue, identified as Neighborhood Center Place Type "8I" (Figure CD-09 of the Proposed Policy Plan).	New buildout factors to estimate capacity were created, as noted in Table C-9. Population and jobs factors were estimated consistent with the approved project, as follows: population was estimated using the mixed-use occupancy and persons per household rate identified in Table C-3, and jobs were estimated by applying the appropriate generalized employment generation rate in Table C-5 to the square footage for each generalized employment type identified in Table C-9.
Mixed Use Eucalyptus/Chino Airport Overlay:	The Proposed Project eliminates this designation and removes it from all tables and maps.	There are no instances of this land use in the proposed plan, so buildout of properties that were previously designated as such is estimated to be consistent with the proposed land use and the EBPSP. Because this land use is not included in the proposed project, no methodology is needed.
All other land uses:	No changes are proposed. See Table C-1.	The methodology and assumptions for all other land use designations are consistent with the approved project.

Table C-9 Changes to Proposed Mixed Use Density and Intensity Assumptions

Land Use Category	Residential (Percent[1], Density)	Neighborhood-Serving Retail/Service (Percent[1], FAR)	Community & Regional Retail/Service(Percent[1], FAR)	Office (Percent[1], FAR)	Hospitality (Percent[1], FAR)	Industrial (Percent[1], FAR)
REMOVE:						
~~*Mixed Use - Eucalyptus / Chino Airport Overlay (MU-EU)*~~	~~*40%, 35 du/ac*~~	–	~~*10%, 0.70 FAR*~~	~~*20%, 1.00 FAR*~~	–	~~*30%, 0.60 FAR*~~
ADD:						
Mixed Use - Sports Park (MU-SP)	30%, 30 du/ac	–	30%, 0.70 FAR	15%, 1.00 FAR	25%, 0.70 FAR	–
Mixed Use - Neighborhood Activity Hub (Vineyard & Riverside) (MU-VR)	30%, 30 du/ac	–	30%, 0.70 FAR	15%, 1.00 FAR	25%, 0.70 FAR	–
ALL OTHER MIXED-USES:						
No changes are proposed. See Table C-2.						

Eucalyptus Business Park Specific Plan Area: Proposed Project Estimates

Buildout of the EBPSP was estimated to reflect the square footage identified in Table ES-1 of the Specific Plan, broken down into generalized employment categories anticipated to occur based on the allowable uses within the Specific Plan. Employment generation rates identified in Table C-5 were applied to the estimated square footage to estimate the number of jobs.

These estimates are shown in Table C-10 below.

Table C-10 Proposed Project EBPSP Buildout Estimates

Land Use	Acreage	Community & Regional Retail / Service (SF / Jobs)	Industrial (SF / Jobs)	Other[1] (SF / Jobs)	Total Non-Residential (SF / Jobs)
Business Park	138	10,000 SF / 8 Jobs	2,894,000 SF / 1,447 Jobs	35,000 SF / 127 Jobs	2,939,000 SF / 1,583 Jobs
Open Space – Recreation	36	-	-	0 SF / 7 Jobs	0 SF / 7 Jobs
Right-of-way	15	-	-	-	-
Total	189	10,000 SF / 8 Jobs	2,894,000 SF / 1,447 Jobs	35,000 SF / 134 Jobs	2,939,000 SF / 1,590 Jobs

Notes:

1. Employment Generation Rates for "Other" Employment Category:
   Business Park: The Other use projected within the EBPSP area includes a new public/institutional facility expected to operate similarly to an office. The office employment generation rate identified in Table C-5 was used to estimate the anticipated jobs resulting from this development type.
   Open Space – Recreation: The approved project anticipated that 10 existing public jobs (identified in 2018 LEHD employment data) within this area would be retained and associated with future park operations; these existing jobs equated to approximately 0.18 jobs per acre. The proposed project assumes potential employment related to park operations will remain consistent with the approved project and was projected at the rate of 0.18 jobs per acre.
2. All estimates are rounded. Some totals may deviate by a small amount due to rounding.
3. The estimates for the EBPSP in Table C-10 are included in the citywide estimates in Tables C-11a and C-11b.

Policy Plan (Citywide): Proposed Project Estimates

The assumptions summarized above are the inputs used to generate the buildout results presented in Table LU-03 of the proposed Policy Plan and are detailed by land use category in Tables C-11a and C-11b. The proposed project buildout estimates support evaluation of the incremental change relative to the approved project baseline and supports the programmatic analysis of impacts in the SEIR.

Table C-11a Proposed Project Citywide Buildout Estimates

Land Use Category	Acres	Units	Pop	NRS[2] SF	NRS[2] Jobs	CRS[2] SF	CRS[2] Jobs	OFF[2] SF	OFF[2] Jobs	HOS[2] SF	HOS[2] Jobs	IND[2] SF	IND[2] Jobs	OTH[2] SF	OTH[2] Jobs	Total Non-Res SF	Total Jobs
Rural	529	1,057	3,863	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Low Density Residential	5,810	32,753	119,671	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Low-Medium Density Residential	929	7,865	27,737	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Medium Density Residential	2,292	47,010	152,223	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High-Density Residential	536	16,902	43,308	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mixed Use *see Table C-11b for buildout estimates by Mixed Use Area*	1,672	31,589	80,938	*756,932*	*1,892*	*11,851,777*	*9,876*	*7,355,947*	*26,749*	*2,030,895*	*1,562*	-	-	-	-	21,995,551	40,080
Neighborhood Commercial	237	-	-	-	-	*2,480,415*	*6,201*	*620,104*	*2,255*	-	-	-	-	-	-	3,100,519	8,456
General Commercial	357	-	-	-	-	*4,195,173*	*3,496*	*466,130*	*1,695*	-	-	-	-	-	-	4,661,303	5,191
Office / Commercial *including areas w/in landfill overlay*	309	-	-	-	-	*3,030,520*	*2,525*	*7,071,213*	*25,714*	-	-	-	-	-	-	10,101,733	28,239
Hospitality	167	-	-	-	-	*727,323*	*606*	*1,454,646*	*5,290*	*5,091,262*	*3,916*	-	-	-	-	7,273,232	9,812
Business Park *including EBPSP*	1,336	-	-	*1,366,309*	*3,416*	*1,288,620*	*1,074*	*8,661,787*	*31,497*	-	-	*18,036,578*	*9,018*	*35,000*	*127*	29,388,295	45,133
Business Park overlay areas *including base designations LDR, LMDR, NC*	90	-	-	*195,140*	*488*	-	-	*780,559*	*2,838*	-	-	*975,699*	*488*	-	-	1,951,398	3,814
Industrial *including areas w/in landfill overlay*	7,606	-	-	-	-	*9,111,414*	*7,593*	*16,974,991*	*61,727*	-	-	*156,141,877*	*78,071*	-	-	182,228,282	147,391
Industrial overlay areas *including base designations LDR, NC*	60	-	-	-	-	*72,063*	*60*	*144,126*	*524*	-	-	*1,225,068*	*613*	-	-	1,441,256	1,197
Airport	1,408	-	-	-	-	-	-	-	-	-	-	*2,401,641*	*6,400*	-	-	2,401,641	6,400
Open Space, Recreation *including OS-R and OS-R areas within the Industrial overlay and OS-R areas within EBPSP*	998	-	-	-	-	-	-	-	-	-	-	-	-	*164,012*	*76*	164,012	76
Open Space, Other *including OS-NR, OS-W, and OS-NR areas w/in landfill overlay*	1,218	-	-	-	-	-	-	-	-	-	-	-	-	*285,160*	*243*	285,160	243
Public Facility	90	-	-	-	-	-	-	-	-	-	-	-	-	*495,688*	*1,806*	495,688	1,806
Public School	604	-	-	-	-	-	-	-	-	-	-	-	-	*2,666,341*	*3,102*	2,666,341	3,102
Landfill	137	-	-	-	-	-	-	-	-	-	-	-	-	*6,528*	*34*	6,528	34
Rail *including areas w/in landfill overlay*	250	-	-	-	-	-	-	-	-	-	-	-	-	*1,956*	*62*	1,956	62
Right-of-way	5,389	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	32,022	137,177	427,740	*2,318,381*	*5,796*	*32,757,305*	*31,431*	*43,529,503*	*158,289*	*7,122,157*	*5,478*	*178,780,863*	*94,590*	*3,654,685*	*5,450*	*268,162,895*	*301,036*

Source: City of Ontario, 2025

Notes:

1. All estimates are rounded. Some totals may deviate by a small amount due to rounding.
2. NRS=Neighborhood-Serving Retail/Service, CRS=Community & Regional Retail/Service, OFF=Office, HOS=Hospitality, IND=Industrial, OTH=Other, Total Non-Res.=Total Non-Residential

Table C-11b Proposed Project Citywide Buildout Estimates: Mixed-Use Area Details

Land Use Category	Acres	Units	Pop	*NRS[3] SF*	*NRS[3] Jobs*	*CRS[3] SF*	*CRS[3] Jobs*	*OFF[3] SF*	*OFF[3] Jobs*	*HOS[3] SF*	*HOS[3] Jobs*	*IND[3] SF*	*IND[3] Jobs*	*OTH[3] SF*	*OTH[3] Jobs*	Total Non-Res *SF*	Total *Jobs*
Mixed Use -Downtown (MU-DT)	132	2,783	7,131	-	-	*916,646*	*764*	*916,646*	*3,333*	-	-	-	-	-	-	1,833,291	4,097
Mixed Use - Holt Blvd [East & West] (MU-HE & MU- HW)	94	2,106	5,397	-	-	*815,560*	*680*	-	-	-	-	-	-	-	-	815,560	680
Mixed Use – Meredith (MU-ME)	91	1,815	4,651	-	-	*691,939*	*577*	-	-	-	-	-	-	-	-	691,939	577
Mixed Use – Multimodal (MU-MM)	73	653	1,673	-	-	*474,108*	*395*	*1,422,323*	*5,172*	*553,126*	*425*	-	-	-	-	2,449,557	5,993
Mixed Use - Inland Empire Corridor (MU-IE)	37	300	769	-	-	*100,455*	*84*	-	-	-	-	-	-	-	-	100,455	84
Mixed Use – Guasti (MU-GU)	86	777	1,991	-	-	*564,134*	*470*	*789,787*	*2,872*	*658,156*	*506*	-	-	-	-	2,012,077	3,848
Mixed Use - Ontario Center (MU-OC -- South of Concourse & East of Haven)	169	5,076	13,006	-	-	*884,419*	*737*	*737,016*	*2,680*	-	-	-	-	-	-	1,621,435	3,417
Mixed Use - Ontario Center (MU-OC -- North of Concourse & West of Haven)	186	3,729	9,553	-	-	*1,705,357*	*1,421*	*1,624,150*	*5,906*	-	-	-	-	-	-	3,329,507	7,327
Mixed Use - Ontario Mills (MU-OM)	249	3,990	10,223	-	-	*2,987,306*	*2,489*	*407,360*	*1,481*	-	-	-	-	-	-	3,394,666	3,971
Mixed Use - Rich Haven (MU-RH)	154	2,380	6,097	-	-	*241,071*	*201*	*46,875*	*170*	-	-	-	-	-	-	287,946	371
Mixed Use - Grand Park (MU-GP)[2]	188	4,595	11,772	-	-	*1,143,657*	*953*	*571,829*	*2,079*	-	-	-	-	-	-	1,715,486	3,032
Mixed Use – Grove (MU-GR)	45	1,025	2,627	-	-	*343,589*	*286*	*137,436*	*500*	-	-	-	-	-	-	481,025	786
Mixed Use – Sports Park (MU-SP)	71	637	1,632	-	-	616,668	514	519,092	1,888	513,890	395	-	-	-	-	1,649,650	2,637
Mixed Use – Parkside (MU-PS)	3	52	132	*51,440*	*129*	-	-	-	-	-	-	-	-	-	-	51,440	129
Neighborhood Activity Hub Mountain Village (MU-MV)	8	137	350	*136,070*	*340*	-	-	-	-	-	-	-	-	-	-	136,070	340
Neighborhood Activity Hub Mountain & Fourth (MU-MF)	7	251	643	*75,008*	*188*	-	-	-	-	-	-	-	-	-	-	75,008	188
Neighborhood Activity Hub Euclid & Francis (MU-EF)	13	190	487	*220,912*	*552*	-	-	-	-	-	-	-	-	-	-	220,912	552
Neighborhood Activity Hub Euclid & Walnut (MU-EF)	16	369	945	*142,840*	*357*	-	-	-	-	-	-	-	-	-	-	142,840	357
Neighborhood Activity Hub Euclid & Riverside (MU-ER)	15	394	1,009	*130,662*	*327*	-	-	-	-	-	-	-	-	-	-	130,662	327
Neighborhood Activity Hub Vineyard & Riverside (MU-VR)	37	331	847	-	-	366,868	306	183,434	667	305,723	235	-	-	-	-	856,025	1,368
TOTAL Mixed Use	1,672	31,589	80,938	*756,932*	*1,892*	*11,851,777*	*9,876*	*7,355,947*	*26,749*	*2,030,895*	*1,562*	-	-	-	-	21,995,551	40,080

Source: City of Ontario, 2025 (TOP 2050, extrapolated from Land Use Plan and Policy Plan Table LU-03)

Notes:

1. All estimates are rounded. Some totals may deviate by a small amount due to rounding.
2. The name of Mixed-Use Great Park is proposed to be changed to "Mixed-Use Grand Park" as part of the proposed project. References to this designation in the approved project section use the name "Great Park" while those in the proposed project section use the name "Grand Park."
3. NRS=Neighborhood-Serving Retail/Service, CRS=Community & Regional Retail/Service, OFF=Office, HOS=Hospitality, IND=Industrial, OTH=Other, Total Non-Res.=Total Non-Residential

No Net Loss Analysis (Housing Capacity)

The proposed TOP Land Use Plan was prepared in part to ensure no net loss of overall housing capacity compared to the approved TOP Land Use Plan, in accordance with the no net loss provisions in state law enacted initially through Senate Bill 330 (Skinner, 2019) and subsequently amended in 2021 through Senate Bill 8 (Skinner, 2021)—see Section 66300 of the California Government Code.

Estimated Residential Capacity

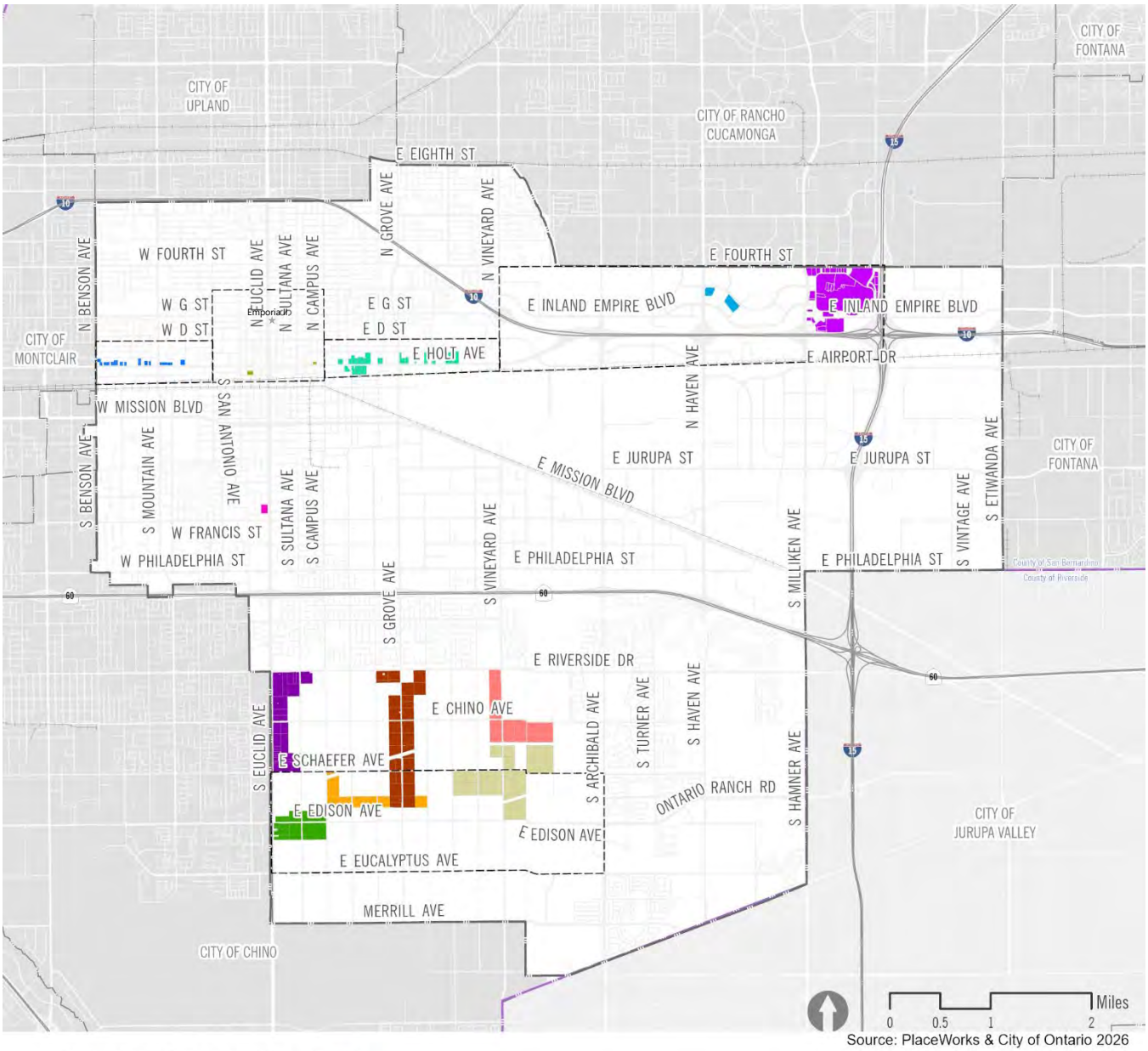
As noted in Table C-7a, the approved plan is estimated to yield 129,952 dwelling units, when the metrics adopted in the Policy Plan through Figure LU-03 are applied to the land use plan. The proposed plan is estimated to yield 137,177 dwelling units using the same metrics as noted in Table C-11a. This reflects an increase of 7,225 dwelling units and is therefore in compliance with the no net loss provisions enacted through Senate Bill 330.

No Net Loss Analysis (Housing Element Sites Inventory)

The proposed TOP Land Use Plan was also prepared to ensure no net loss of housing capacity used to meet its Regional Housing Need Assessment. Pursuant to Government Code Section 65863, as amended by Senate Bill 166 (SB 166), jurisdictions are required to maintain sufficient residential site capacity throughout the Housing Element planning period to accommodate the remaining unmet Regional Housing Needs Allocation (RHNA) by income category. If development approvals, reductions in allowable density or intensity, or other land use actions result in a reduction of residential capacity on sites identified in the Housing Element sites inventory, the jurisdiction must evaluate whether the remaining inventory continues to satisfy Housing Element Law and No Net Loss requirements. Where remaining capacity is insufficient, the jurisdiction must identify and make available additional adequate sites with equivalent capacity and appropriate zoning within 180 days, consistent with Government Code Sections 65583.2 and 65863.

The proposed project includes removing sites where residential capacity was reduced from the current inventory and adding upzoned sites to make up for the shortfall. The City has amended the Housing Element Technical Report to evaluate remaining RHNA obligation and site availability consistent with SB 166 requirements. The City's updated revised inventory, including capacity assumptions and remaining RHNA calculations by income category, is provided in Section 5.2 of the Housing Element Technical Report Amendments the table summarizing the availability of land to meet the 2021-2029 RHNA is copied in this document as Table C-12, while the map of the sites by Strategy area included in the Draft Amendment to the Housing Element Technical Report is copied in this document as Figure C-1. The parcel-level accounting of the analysis contained in Section 5.2 of the Housing Element Technical Report Amendments is included in this document as Tables C-13a and C-13b.

Figure C-1 Housing Element Sites by Strategy Area



Source: City of Ontario, Draft Housing Element Technical Report Amendments, March 2026 Draft: Figure 5-1, Housing Opportunity Areas

Table C-12 Availability of Land to Meet RHNA, 2021–2029

Site Area		Lower Income	Moderate Income	Above Moderate Income	Final Realistic Capacity
2021–2029 RHNA		8,926	3,329	8,599	20,854
	Project Credits (Per APRs)[1]	(51)	(7)	(12,043)	(12,102)
	Remainder	*8,875*	*3,322*	*(3,444)[2]*	*12,197[2]*
	Strategies				
#1	Downtown	5	6	-	11
#2	West Holt	159	159[8]	-	318
	East Holt[5]	468[5,8]	371[5,8]	-	839[5]
#3	Old Cardenas Market	33	32	-	65
#4	Ontario Center Specific Plan	96	97	-	193
#5	Ontario Mills Specific Plan[4]	[1,564][4]	[782][4]	[782][4]	[3,128][4]
#6	Grand Park Corridor[6]	1,003[6]	501[6]	504[6]	2,008
	SCE Easement Area	724[8]	361[8]	362[8]	1,447[8]
	Grove Corridor	2,191	468[8]	3,227[8]	5,886[8]
	Euclid Corridor	864[8]	-	2,107	2,971[8]
	Vineyard Corridor	2,877[8]	1,436[8]	1,439[8]	5,752[8]
	Sports Park[7]	1,087[8]	542[8]	542[8]	2,171[8]
#7	Accessory Dwelling Units[3]	0	0	475	475
	Total Capacity[4]	9,507[4]	3,973[4]	8,656[2,4]	22,136[2,4]
	Surplus / Buffer[4]	632[4] (7.1%)	651[4] (19.6%)	12,100[4] (140.7%)	13,289[4] (63.7%)
		RHNA met	RHNA met	RHNA met	RHNA met

Source: City of Ontario, Draft Housing Element Technical Report Amendments Table 5-16, March 2026 as amended per footnotes 5-8 below.

Notes

1. See Table 5-2 of the Draft Housing Element Technical Report Amendments (March 2026) for details.
2. While the City has met the above moderate RHNA obligation, as reported on APRs, it must continue to maintain capacity for each income tier. Due to this, the 3,444 unit surplus reported in the "Remainder" row for above moderate housing units are counted as zero in the total column for the row.
3. The City does not and has not relied on Strategy 7 to fulfill its lower income RHNA obligation for the 6th cycle. Should the City confirm lower income affordability through subsequent surveys, ADU capacity will be revised.
4. The City does not and has not relied on Strategy 5 to fulfill its RHNA obligation for any portion of the 6th cycle. Because the zoning for Strategy 5 is not in place, it is not included in the Total Capacity or Surplus/Buffer row in Table 5-16. Should the rezoning program (program 13) be implemented on Strategy 5 sites, the City will have more capacity and a larger buffer.
5. East Holt corrections to the March 2026 Draft Housing Element Technical Report include: In the March 2026 Draft Housing Element Technical Report Amendments, several East Holt Corridor sites were incorrectly summarized in Table 5-6 under MU-1 and MU-1-AH categories, although the realistic-capacity calculations, density assumptions, and RHNA income allocations for those sites had already been evaluated using the MU-6 methodology. To correct this inconsistency, rows associated with MU-1 and MU-1-AH classifications were removed and the affected sites were reassigned to the appropriate MU-6 and MU-6-AH categories. The evaluation of the proposed land use change was appropriately calculated and evaluated for the Policy Plan Amendments, and this change in how the RHNA was summarized will not impact the environmental analysis for the proposed project.
   a. As revised, the MU-6 category was updated to reflect the consolidation of sites previously summarized under MU-1 into the MU-6 category, resulting in a revised total of 13 parcels on 13.3 acres with a realistic capacity of 149 lower-income units and 149 moderate-income units. Moderate-income capacity calculations initially resulted in 148 dwelling units; however, the final total was adjusted to 149 units to reflect rounding at the parcel level rather than the strategy level to ensure consistency with Tables B-1 and B-2 (included in this memorandum as Tables C-13a and C-13b).
   b. The MU-6-AH category was updated to reflect a total of 12 parcels on 13.4 acres with a realistic capacity of 148 lower-income units and 148 moderate-income units. Sites 2-4, 2-5, and 2-6 were separated into a standalone row because they were evaluated using a different realistic-capacity methodology than the other MU-6-AH sites. Lower- and moderate-income unit calculations were rounded at the parcel level rather than the strategy level (resulting in 2 fewer lower income units and 3 fewer moderate income units) to ensure consistency with Tables B-1 and B-2 (included in this memorandum as Tables C-13a and C-13b).
   c. Sites 2-4 and 2-5 were estimated to accommodate 117 moderate-income units in addition to capacity projected on Site 2-6 in the March 2026 Draft Housing Element Technical Report Amendments. However, following additional review, all housing-capacity assumptions associated with Sites 2-4 and 2-5 were removed. The sites remain in the inventory to reflect the City's vision for the properties may redevelop together with residential mixed-use development.

5d. Table C-12 in this document replicates Table 5-16 in the Housing Element Technical Report Amendments, which was incorrectly totaled in the March 2026 draft. In the March Draft, the number of lower income units identified in East Holt in Table 5-6 totaled 470, but they were incorrectly reported as 490 in Table 5-16; similarly, moderate income units identified in East Holt in Table 5-6 totaled 490, but were reported as 511 in Table 5-16. The table above reflects the edits described in notes 5a-5c, and correctly reports the number of units associated with East Holt Blvd. With the edits above the total number of lower income units identified in East Holt changes from 470 to 468 (due to rounding differences described in note 5b), while the number of moderate income units changes from 490 to 371 (due to the changes in how sites 2-4 and 2-5 were counted as described in note 5c and rounding differences described in notes 5a and 5b), and the total units is summed correctly at 839. Tables 5-5, 5-6 and 5-16 in the Housing Element Technical Report will be updated to correctly reflect these edits noted above (Additional any changes may also be required as a result of HCD review).

6. Grand Park Corridor corrections to the March 2026 Draft Housing Element Technical Report include: The realistic capacity associated with APN 105320101 (site 2-80) was incorrectly excluded from the estimated realistic-capacity calculations in Table 5-13 in the March 2026 Draft Housing Element Technical Report Amendments. The adjustment factor applied to this site has been restored to the certified assumption previously used for the Grand Park Corridor opportunity area (37.7%), rather than the reduced adjustment factor (35.8%) noted in Table 5-13 in the March 2026 Draft. As a result, the realistic-capacity totals for the Grand Park area was corrected from 1,906 units to 2,008 units. The RHNA income distribution for the Grand Park Corridor identified in Table 5-14 of the March 2026 Draft have also been revised to correctly reflect the housing development potential associated with APN 105320101, reflecting 1003 lower income units (instead of 953), 501 moderate income units (instead of 477), and 504 above moderate income units (instead of 477). Table 5-16 will also be revised to reflect the values in Table 5-14 and this methodology memo. The evaluation of the proposed land use change was appropriately calculated and evaluated for the Policy Plan Amendments, and this change in how the RHNA was tabulated will not impact the environmental analysis for the proposed project.
7. Sports Park corrections to the March 2026 Draft Housing Element Technical Report include: The proposed maximum density for the Sport Park designation was incorrectly reported in Table 5-13 the March 2026 Draft Housing Element Technical Report Amendments and has been corrected from 45 dwelling units per acre to 65 dwelling units per acre. As a result of this correction, the maximum theoretical capacity increased from 3,386 dwelling units to 4,888 dwelling units. Since the number of realistic units is not expected to change with this correction, the associated adjustment factor for sites with SP-AG-AH/MU-SP zoning/TOP designations was reduced from 20 percent to 13.8 percent. While this change did not directly impact the final realistic-capacity estimate (just the adjustment factor), the final realistic capacity identified in Tables 5-13 and 5-14 was adjusted from 677 dwelling units to 675 dwelling units to reflect data rounded at the parcel level rather than the strategy-area level to ensure consistency with Tables B-1 and B-2 (included in this memorandum as Tables C-13a and C-13b). Projected buildout of the proposed project was evaluated as described in earlier sections of this memo, and the table correction to the Housing Element will not impact the Land Use Element or the environmental analysis conducted for the proposed project.
8. Rounding adjustments: Unit calculations were updated to show units rounded at the parcel level rather than the strategy level to ensure consistency with Tables B-1 and B-2 (included in this memorandum as Tables C-13a and C-13b). This resulted in minor changes to associated housing element tables 5-x through 5-16 compared to the March 2026 Draft. The Housing Element Technical Report Amendments will be updated to reflect these minor rounding changes.

Attached Tables:

Table C-13a Housing Element Sites Inventory - Sites Already Suitably Zoned (Prior to the Start of the 6th Cycle)
(Updated Version of Housing Element Table B-1, reflecting the proposed inventory. NOTE: proposed amendments to the Housing Element were undergoing HCD review at the time this memo was authored, and this table may subject to change in response to HCD comments)

Table C-13b Housing Element Sites Inventory - Candidate Sites Subject to Rezoning Program
(Includes Sites That Were Rezoned During the 6th Cycle)
(Updated Version of Housing Element Table B-2, reflecting the proposed inventory. NOTE: proposed amendments to the Housing Element were undergoing HCD review at the time this memo was authored, and this table may subject to change in response to HCD comments)

Map ID	Opp Area	Site Address/Intersection	5 Digit ZIP Code	APN	Consolidated Sites	Current GP	Current Zone	Min Density (du/ac)	Max Density (du/ac)	Parcel Size (Acres)	Existing Use/ Vacancy	Infrast Available	Publicly-Owned	Site Status	Identified in Last/ Last 2 Cycle(s)	Lower	Mod	Abov Mod	Total	Notes
1-3	West Holt	900 W HOLT BLVD	91762	101050176	-	HDR	HDR-45	25	45	1.5	Auto sales	Yes	NO	Available	Prior/Non-vacant	19	18	-	37	-
1-4	West Holt	1034 W HOLT BLVD	91762	101050206	J	HDR	HDR-45	25	45	0.3	Auto sales	Yes	NO	Available	No	4	4	-	8	-
1-5	West Holt	1020 W HOLT BLVD	91762	101050207	J	HDR	HDR-45	25	45	0.4	Auto sales	Yes	NO	Available	Prior/Non-vacant	5	5	-	10	-
1-6	West Holt	1134 W HOLT BLVD	91762	101052206	-	HDR	HDR-45	25	45	0.7	Strip retail	Yes	NO	Available	Prior/Non-vacant	8	8	-	16	-
1-7	West Holt	1156 W HOLT BLVD	91762	101052217	-	HDR	HDR-45	25	45	1.0	Auto sales	Yes	NO	Available	Prior/Non-vacant	12	12	-	24	-
1-8	West Holt	1228 W HOLT BLVD	91762	101054302	C	HDR	HDR-45	25	45	0.5	Parking lot	Yes	NO	Available	Prior/Non-vacant	6	6	-	12	-
1-9	West Holt	1234 W HOLT BLVD	91762	101054303	-	HDR	HDR-45	25	45	0.2	Parking Lot	Yes	NO	Available	Prior/Non-vacant	3	3	-	6	-
1-12	West Holt	1328 W HOLT BLVD	91762	101054310	E	HDR	HDR-45	25	45	0.3	Auto sales	Yes	NO	Available	Not Used	4	3	-	7	-
1-13	West Holt	1328 W HOLT BLVD	91762	101054311	E	HDR	HDR-45	25	45	0.3	Auto sales	Yes	NO	Available	Not Used	4	3	-	7	-
1-14	West Holt	1350 W HOLT BLVD	91762	101054313	F	HDR	HDR-45	25	45	0.4	Building supply	Yes	NO	Available	Prior/Non-vacant	4	4	-	8	-
1-15	West Holt	1360 W HOLT BLVD	91762	101054314	F	HDR	HDR-45	25	45	0.4	Building supply	Yes	NO	Available	Prior/Non-vacant	6	5	-	11	-
1-16	West Holt	W OF SWC STONERIDGE CT & MOUNTAIN AVE	91762	101054326	C	HDR	HDR-45	25	45	0.3	Parking lot	Yes	NO	Available	Not Used	3	4	-	7	-
1-17	West Holt	1203 W STONERIDGE CT	91762	101054327	C	HDR	HDR-45	25	45	0.4	Parking lot	Yes	NO	Available	Prior/Non-vacant	5	6	-	11	-
1-18	West Holt	1424 W HOLT BLVD	91762	101055204	G	HDR	HDR-45	25	45	0.3	Automotive	Yes	NO	Available	Not Used	4	4	-	8	-
1-19	West Holt	1426 W HOLT BLVD	91762	101055205	G	HDR	HDR-45	25	45	0.3	Automotive	Yes	NO	Available	Not Used	4	4	-	8	-
1-20	West Holt	1448 W HOLT BLVD	91762	101055207	H	HDR	HDR-45	25	45	0.3	Auto sales	Yes	NO	Available	Not Used	4	4	-	8	-
1-21	West Holt	1528 W HOLT BLVD	91762	101055212	I	HDR	HDR-45	25	45	0.3	Retail	Yes	NO	Available	Not Used	4	4	-	8	-
1-22	West Holt	1538 W HOLT BLVD	91762	101055213	I	HDR	HDR-45	25	45	0.3	Retail	Yes	NO	Available	Not Used	4	4	-	8	-
1-23	West Holt	120 N BENSON AVE	91762	101055216	D	HDR	HDR-45	25	45	0.7	Retail	Yes	NO	Available	Prior/Non-vacant	8	9	-	17	-
1-24	West Holt	1535 W STONERIDGE CT	91762	101055217	D	HDR	HDR-45	25	45	0.2	Retail	Yes	NO	Available	Not Used	3	2	-	5	-
1-25	West Holt	1420 W HOLT BLVD	91762	101055232	A	HDR	HDR-45	25	45	0.5	Parking lot	Yes	NO	Available	Prior/Non-vacant	6	6	-	12	-
1-26	West Holt	1414 W HOLT BLVD	91762	101055233	A	HDR	HDR-45	25	45	0.5	Building supply	Yes	NO	Available	Prior/Non-vacant	6	6	-	12	-
1-27	West Holt	1404 W HOLT BLVD	91762	101055234	A	HDR	HDR-45	25	45	0.4	Building supply	Yes	NO	Available	Prior/Non-vacant	5	6	-	11	-
1-28	West Holt	1502 W HOLT BLVD	91762	101055237	H	HDR	HDR-45	25	45	0.4	Auto sales	Yes	NO	Available	Prior/Non-vacant	5	5	-	10	-
1-29	West Holt	1512 W HOLT BLVD	91762	101055238	-	HDR	HDR-45	25	45	0.6	Auto sales	Yes	NO	Available	Prior/Non-vacant	7	7	-	14	-
1-30	East Holt	1323 E HOLT BLVD	91761	11006104	-	MU-HE	MU-6	14	40	1.0	Vacant	Yes	NO	Available	Not Used	11	11	-	22	-
1-31	East Holt	1207 E HOLT BLVD	91761	11006110	-	MU-HE	MU-6	14	40	1.1	Vacant	Yes	NO	Available	Not Used	13	13	-	26	-
1-32	East Holt	1217 E HOLT BLVD	91761	11006121	-	MU-HE	MU-6	14	40	1.2	Motel	Yes	NO	Available	Not Used	13	13	-	26	-
1-33	East Holt	1241 E HOLT BLVD	91761	11006125	-	MU-HE	MU-6	14	40	1.2	Motel	Yes	NO	Available	Not Used	14	14	-	28	-
1-34	East Holt	1111 E HOLT BLVD	91761	104847115	-	MU-HE	MU-6	14	40	0.5	Automotive / Open Storage	Yes	NO	Available	Not Used	6	6	-	12	-
1-35	East Holt	1101 E HOLT BLVD	91761	104847122	B	MU-HE	MU-6	14	40	0.8	Parking Lot	Yes	NO	Available	Not Used	9	9	-	18	-
1-36	East Holt	1101 E HOLT BLVD	91761	104847123	B	MU-HE	MU-6	14	40	0.5	Vacant Church	Yes	NO	Available	Not Used	5	5	-	10	-
1-37	East Holt	1031 E HOLT BLVD	91761	104848102	-	MU-HE	MU-6	14	40	1.8	Truck repair	Yes	NO	Available	Not Used	21	21	-	42	-
1-38	East Holt	1015 E HOLT BLVD	91761	104848103	-	MU-HE	MU-6	14	40	0.8	Auto parts store	Yes	NO	Available	Not Used	9	9	-	18	-
1-39	East Holt	E OF NEC HOLT BLVD & ALLYN AVE	91761	104848106	Vista Verde II	MU-HE	PUD	14	40	0.6	Vacant	Yes	NO	Available	Not Used	17	-	-	17	-
1-40	East Holt	935 E HOLT BLVD	91761	104848107	Vista Verde II	MU-HE	PUD	14	40	0.9	Independent Convenience Store	Yes	NO	Available	Not Used	24	-	-	24	-
1-41	East Holt	1025 E HOLT BLVD	91761	104848122	-	MU-HE	MU-6	14	40	1.9	Truck repair	Yes	NO	Available	Not Used	21	21	-	42	-
1-42	East Holt	957 E HOLT BLVD	91761	104848128	Vista Verde II	MU-HE	PUD	14	40	1.2	Vacant	Yes	NO	Available	Not Used	31	-	-	31	-
1-43	East Holt	957 E HOLT BLVD	91761	104848129	Vista Verde II	MU-HE	PUD	14	40	1.2	Vacant	Yes	NO	Available	Not Used	31	-	-	31	-
1-44	East Holt	803 E HOLT BLVD	91761	104851212	-	MU-HE	MU-6	14	40	0.6	Car Sales	Yes	NO	Available	Not Used	7	7	-	14	-
1-45	East Holt	813 E HOLT BLVD	91761	104851213	-	MU-HE	MU-6	14	40	0.9	Laundromat / Automotive	Yes	NO	Available	Not Used	10	10	-	20	-
1-46	Ontario Center SP	SWC CONCOURS ST & MERCEDES LN	91764	21020404	-	MU-OC	SP	see note 1	see note 1	8.4	Vacant	Yes	NO	Available	Not Used	63	63	-	126	Note 1

Table C-13a Housing Element Sites Inventory - Sites Already Suitably Zoned
This is an updated Version of Housing Element Table B-1, reflecting the proposed inventory as of March 2026

Map ID	Opp Area	Site Address/Intersection	5 Digit ZIP Code	APN	Consolidated Sites	Current GP	Current Zone	Min Density (du/ac)	Max Density (du/ac)	Parcel Size (Acres)	Existing Use/ Vacancy	Infrast Available	Publicly-Owned	Site Status	Identified in Last/ Last 2 Cycle(s)	Lower	Mod	Abov Mod	Total	Notes
1-47	Ontario Center SP	888 N HAVEN AVE	91764	21020407	-	MU-OC	SP	see note 1	see note 1	4.5	Vacant	Yes	NO	Available	Not Used	33	34	-	67	Note 1
1-50	East Holt	907 E HOLT BLVD	91761	104848127	-	MU-HE	MU-6	14	40	0.9	O'Reilly Auto Parts	Yes	NO	Available	Not Used	10	10	-	20	-
1-51	East Holt	905 E HOLT BLVD	91761	104848108	Vista Verde II	MU-HE	PUD	14	40	1.6	Vacant	Yes	NO	Available	Not Used	41	-	-	41	-

Notes:
Note 1: Specific Plan does not set density standards, however the types of projects allowed by zoning can accommodate products with 60+ du/ac. The Policy Plan Category allows for densities up to 125 du/ac.

Map ID	Opportunity Area	Site Address/Intersection	5 Digit ZIP Code	APN	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Parcel Size (Acres)	Current General Plan	Current Zoning	Proposed General Plan	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant	Description of Existing Uses	Notes
2-1	Downtown	111 N MIRAMONTE AVE	91764	104852414	1	0	2	0	0.1	MU-DT	MU-1	MU-DT	MU-1	25	75	3	Nonvacant	Auto sales	Note 1: Site A
2-2	Downtown	617 E HOLT BLVD	91761	104852415	1	0	2	0	0.1	MU-DT	MU-1	MU-DT	MU-1	25	75	3	Nonvacant	Auto sales	Note 1: Site A
2-3	Downtown	609 E HOLT BLVD	91761	104852416	2	1	2	0	0.3	MU-DT	MU-1	MU-DT	MU-1	25	75	5	Nonvacant	Auto sales	Note 1: Site A
2-4	East Holt	1555 E HOLT BLVD	91761	11007225	0	0	0	0	4.8	MU-HE	MU-6-AH	MU-HE	MU-6-AH	20	40	0	Nonvacant	Post office	Note 1: Site C
2-5	East Holt	1619 E HOLT BLVD	91761	11008106	0	0	0	0	0.5	MU-HE	MU-6-AH	MU-HE	MU-6-AH	20	40	0	Nonvacant	Small office	Note 1: Site C
2-6	East Holt	E OF 1619 E HOLT BLVD	91761	11008107	13	14	74	0	4.5	MU-HE	MU-6-AH	MU-HE	MU-6-AH	20	40	101	Vacant	Vacant	Note 1: Site C
2-7	West Holt	1050 W HOLT BLVD	91762	101050208	8	5	14	0	1.2	MU-HW	MU-8C-AH	MU-HW	MU-8C-AH	20	40	27	Nonvacant	Auto sales	Note 1: Site B
2-8	West Holt	1050 W HOLT BLVD	91762	101050209	2	1	3	0	0.3	MU-HW	MU-8C-AH	MU-HW	MU-8C-AH	20	40	6	Nonvacant	Auto sales	Note 1: Site B
2-12	East Holt	1381 E HOLT BLVD	91761	11007106	13	8	20	0	1.8	MU-HE	MU-6-AH	MU-HE	MU-6-AH	20	40	41	Vacant	Vacant	-
2-13	East Holt	1387 E HOLT BLVD	91761	11007107	4	2	6	0	0.6	MU-HE	MU-6-AH	MU-HE	MU-6-AH	20	40	12	Vacant	Vacant	-
2-14	East Holt	1401 E HOLT BLVD	91761	11007210	10	6	17	0	1.5	MU-HE	MU-6-AH	MU-HE	MU-6-AH	20	40	33	Vacant	Vacant	-
2-15	Old Cardenas Market	N OF NEC MAPLE ST & EUCLID AVE	91762	105027201	5	3	8	0	0.6	HDR	HDR-45	HDR	HDR-45	25	45	16	Vacant	Vacant	-
2-16	Old Cardenas Market	1652 S EUCLID AVE	91762	105027220	5	3	8	0	0.6	HDR	HDR-45	HDR	HDR-45	25	45	16	Vacant	Vacant	-
2-17	Old Cardenas Market	1714 S EUCLID AVE	91762	105028401	11	6	16	0	2.2	MU-EF	MU-8D	MU-EF	MU-8D	20	75	33	Nonvacant	Vacant Grocery	-
2-18	Ontario Mills	1050 ONTARIO MILLS DR	91764	23801402	6	4	5	5	1.3	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	20	Nonvacant	Automotive	small outparcel: Car Wash ; Note 4
2-19	Ontario Mills	990 ONTARIO MILLS DR UNIT H	91764	23801403	9	5	7	7	1.8	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	28	Nonvacant	Restaurant	small outparcel: Jamba Juice, Mantra Indian ; Note 4
2-20	Ontario Mills	960 ONTARIO MILLS DR	91764	23801404	6	4	5	5	1.3	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	20	Nonvacant	Restaurant	small outparcel: Starbucks, Noodle World Jr, Donut Shop ; Note 4
2-21	Ontario Mills	4900 E FOURTH ST	91764	23801405	94	55	74	74	18.6	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	297	Nonvacant	Movie theater	large outparcel: Regal Edwards ; Note 4
2-22	Ontario Mills	980 ONTARIO MILLS DR UNIT C	91764	23801406	6	4	5	5	1.2	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	20	Nonvacant	Restaurant	small outparcel: Rubio's, Fishbone, Corner Deli ; Note 4
2-23	Ontario Mills	880 N ROCHESTER AVE	91764	23801407	7	4	5	5	1.3	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	21	Nonvacant	Retail	small outparcel: Car stereo store ; Note 4
2-24	Ontario Mills	4421 E ONTARIO MILLS PKWY	91764	23801410	17	10	13	13	3.3	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	53	Nonvacant	Retail	small outparcel: The Love Store (adult entertainment) ; Note 4
2-25	Ontario Mills	950 ONTARIO MILLS DR	91764	23801418	7	4	5	6	1.4	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	22	Nonvacant	Restaurant	small outparcel: Heroes Restaurant and Brewhouse ; Note 4
2-26	Ontario Mills	4549 MILLS CIR	91764	23801419	74	43	59	59	14.7	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	235	Nonvacant	Movie theater & mall parking lot	Mall Site: AMC Ontario Mills 30 ; Note 4

Map ID	Opportunity Area	Site Address/Intersection	5 Digit ZIP Code	APN	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Parcel Size (Acres)	Current General Plan	Current Zoning	Proposed General Plan	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant	Description of Existing Uses	Notes
2-27	Ontario Mills	4364 E MILLS CIR	91764	23801420	4	2	3	3	0.8	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	12	Nonvacant	Retail	small outparcel: La-Z Boy ; Note 4
2-28	Ontario Mills	4340 MILLS CIR	91764	23801423	3	2	3	3	0.7	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	11	Nonvacant	Restaurant	small outparcel: Del Taco ; Note 4
2-29	Ontario Mills	4453 MILLS CIR	91764	23801428	5	2	3	3	0.8	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	13	Nonvacant	Restaurant	small outparcel: Carls Jr ; Note 4
2-30	Ontario Mills	4485 MILLS CIR	91764	23801429	7	4	6	6	1.4	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	23	Nonvacant	Restaurant	small outparcel: Krispy Kreme ; Note 4
2-31	Ontario Mills	4551 MILLS CIR	91764	23801430	10	6	8	8	1.9	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	32	Nonvacant	Restaurant	small outparcel: Chevy's (vacant?) ; Note 4
2-32	Ontario Mills	4567 MILLS CIR	91764	23801431	3	2	2	2	0.6	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	9	Nonvacant	Automotive	small outparcel: Jiffy Lube ; Note 4
2-33	Ontario Mills	4583 MILLS CIR	91764	23801432	4	2	3	3	0.8	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	12	Nonvacant	Automotive	small outparcel: Tire sales ; Note 4
2-34	Ontario Mills	4605 MILLS CIR	91764	23801433	4	2	3	3	0.7	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	12	Nonvacant	Restaurant	small outparcel: Wienerschnitzel ; Note 4
2-35	Ontario Mills	4649 MILLS CIR	91764	23801434	5	3	4	3	0.9	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	15	Nonvacant	Restaurant	small outparcel: Burger King ; Note 4
2-36	Ontario Mills	1 MILLS CIR	91764	23801436	485	285	385	385	96.3	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	1540	Nonvacant	Ontario Mills Mall & parking lot	Mall Site: Mall and Parking Lot ; Note 4
2-37	Ontario Mills	4543 MILLS CIR	91764	23801437	6	4	5	5	1.2	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	20	Nonvacant	Ontario Mills Mall & parking lot	Mall Site: The Children's Place ; Note 4
2-38	Ontario Mills	4449 MILLS CIR	91764	23801438	7	4	5	5	1.4	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	21	Nonvacant	Ontario Mills Mall & parking lot	Mall Site: Sketchers Factory Outlet ; Note 4
2-39	Ontario Mills	4421 MILLS CIR	91764	23801439	6	3	5	5	1.1	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	19	Nonvacant	Ontario Mills Mall & parking lot	Mall Site: Mall ; Note 4
2-40	Ontario Mills	4380 MILLS CIR	91764	23801440	9	5	7	7	1.7	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	28	Nonvacant	Ontario Mills Mall & parking lot	Mall Site: Parking Lot ; Note 4

Map ID	Opportunity Area	Site Address/Intersection	5 Digit ZIP Code	APN	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Parcel Size (Acres)	Current General Plan	Current Zoning	Proposed General Plan	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant	Description of Existing Uses	Notes
2-41	Ontario Mills	4553 MILLS CIR	91764	23801441	2	1	1	1	0.3	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	5	Nonvacant	Ontario Mills Mall & parking lot	Mall Site: Off Broadway Shoe Warehouse ; Note 4
2-42	Ontario Mills	4423 MILLS CIR	91764	23801445	7	4	6	6	1.4	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	23	Nonvacant	Restaurant	small outparcel: Culichi Town Mexican Restaurant ; Note 4
2-43	Ontario Mills	4320 MILLS CIR	91764	23801446	15	9	12	12	2.9	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	48	Nonvacant	Retail	small outparcel: Pho, Nail Salon, Insurance Svcs, Savage Café, Subway, Rockler, Variety story ; Note 4
2-44	Ontario Mills	4403 MILLS CIR	91764	23801454	12	7	10	10	2.4	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	39	Nonvacant	Restaurant	small outparcel: Olive Garden ; Note 4
2-45	Ontario Mills	4413 MILLS CIR	91764	23801455	12	7	10	10	2.4	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	39	Nonvacant	Restaurant	small outparcel: Red Lobster ; Note 4
2-46	Ontario Mills	4351 E ONTARIO MILLS PKWY	91764	23804113	5	3	4	4	1	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	16	Nonvacant	Restaurant	small outparcel: Jack in the Box ; Note 4
2-47	Ontario Mills	4371 E ONTARIO MILLS PKWY	91764	23804127	5	3	4	4	1	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	16	Nonvacant	Restaurant	small outparcel: Taco Bell ; Note 4
2-48	Ontario Mills	4400 E ONTARIO MILLS PKWY	91764	23804129	13	8	10	10	2.6	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	41	Nonvacant	Retail	large outparcel: Performance Bicylce, David's Bridal ; Note 4
2-49	Ontario Mills	4440 ONTARIO MILLS PKWY	91764	23804130	77	46	62	62	15.4	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	247	Nonvacant	Retail	large outparcel: Grocery Outlet, Big Lots, LA Police Gear, Ross, Scandinavian Furniture Outlet (former Toys R Us), Dollar Tree, Jo-Ann's ; Note 4
2-50	Ontario Mills	ONTARIO MILLS PKWY & INLAND EMPIRE BLVD (T-INTERSECTION)	91764	23804132	23	13	18	18	4.5	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	72	Nonvacant	Retail	large outparcel: Big Box Parking Lot ; Note 4
2-51	Ontario Mills	4750 MILLS CIR	91764	23826101	24	14	19	19	4.8	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	76	Nonvacant	Ontario Mills Mall & parking lot	Mall Site: Nordstrom Rack & Parking Lot ; Note 4
2-52	Ontario Mills	4758 MILLS CIR	91764	23826102	7	4	6	6	1.4	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	23	Nonvacant	Ontario Mills Mall & parking lot	Mall Site: Sketchers Factory Outlet & Parking Lot ; Note 4
2-76	Vineyard Corridor	NEC EDISON AVE & VINEYARD AVE	91762	21818101	100	58	79	79	9	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	316	Nonvacant	Crops / Nursery	-

Map ID	Opportunity Area	Site Address/Intersection	5 Digit ZIP Code	APN	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Parcel Size (Acres)	Current General Plan	Current Zoning	Proposed General Plan	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant	Description of Existing Uses	Notes
2-77	Vineyard Corridor	N OF NEC EDISON AVE & VINEYARD AVE	91762	21818102	78	45	61	63	7	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	247	Nonvacant	Crops / Nursery	Note 2
2-78a	Vineyard Corridor	9064 EDISON AVE	91762	21818111	58	35	46	47	5.3	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	186	Nonvacant	nursery	Note 2, Note 3
2-78b	Vineyard Corridor	9064 EDISON AVE	91762	21818111	3	3	2	3	0.5	LDR	SP-AG	MDR-AH	SP-AG-AH	20	30	11	Nonvacant	Truck parking	Note 2, Note 3
2-79	Vineyard Corridor	9060 EDISON AVE	91762	21818112	80	48	64	63	7.3	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	255	Nonvacant	nursery	-
2-80	Grand Park	7330 EDISON AVE	91762	105320101	121	72	96	96	15.7	MDR	SP-AG-AH	MU-GP	SP-AG-AH	20	65	385	Nonvacant	Dairy/Vacant	Note 2
2-81	Grand Park	7244 EDISON AVE	91762	105328101	65	38	51	51	8.4	MU-GP	SP-AG-AH	MU-GP	SP-AG-AH	20	65	205	Nonvacant	Dairy / Truck Parking	Note 2
2-82	Grand Park	7218 EDISON AVE	91762	105328102	16	9	13	12	2.1	MU-GP	SP-AG-AH	MU-GP	SP-AG-AH	20	65	50	Nonvacant	RV Storage	Note 2
2-83	Grand Park	NWC EDISON AVE & EUCLID AVE	91762	105328103	21	12	17	17	2.7	MU-GP	SP-AG-AH	MU-GP	SP-AG-AH	20	65	67	Vacant	vacant	Note 2
2-102	Grand Park	7325 EDISON AVE	91762	105339101	194	113	154	154	25.1	MU-GP	SP-AG-AH	MU-GP	SP-AG-AH	20	65	615	Nonvacant	Mulch	Note 2
2-103	Grand Park	7225 EDISON AVE	91762	105341101	97	57	77	78	12.6	MU-GP	SP-AG-AH	MU-GP	SP-AG-AH	20	65	309	Nonvacant	Nursery	Note 2
2-105	Grand Park	14211 EUCLID AVE	91762	105342102	33	20	26	27	4.3	MU-GP	SP-AG-AH	MU-GP	SP-AG-AH	20	65	106	Nonvacant	Truck Parking	Note 2
2-106	Grand Park	14187 EUCLID AVE	91762	105342104	44	26	35	35	5.7	MU-GP	SP-AG-AH	MU-GP	SP-AG-AH	20	65	140	Nonvacant	livestock	Note 2
2-107	Grand Park	S OF SEC EDISON AVE & EUCLID AVE	91762	105342107	5	3	3	4	0.6	MU-GP	SP-AG-AH	MU-GP	SP-AG-AH	20	65	15	Nonvacant	Truck Parking	Note 2
2-108	Grand Park	14107 EUCLID AVE	91762	105342108	9	5	7	8	1.2	MU-GP	SP-AG-AH	MU-GP	SP-AG-AH	20	65	29	Nonvacant	Convenience store (Mark's Market)	Note 2
2-109	Grand Park	7145 EDISON AVE	91762	105342109	27	16	22	22	3.5	MU-GP	SP-AG-AH	MU-GP	SP-AG-AH	20	65	87	Nonvacant	Truck Parking	Note 2
2-131	Grove Corridor	8146 E CHINO AVE	91761	21617101	32	19	0	155	9.1	MU-GR	SP-AG-AH	MU-GR	SP-AG-AH	20	65	206	Nonvacant	Crops / Truck Parking	Note 2
2-132	Grove Corridor	N OF NEC CHINO AVE & GROVE AVE	91761	21617102	16	10	0	79	4.8	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	105	Nonvacant	Crops	Note 2
2-133	Grove Corridor	S OF SEC RIVERSIDE DR & GROVE AVE	91761	21617103	33	19	0	157	9.5	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	209	Nonvacant	Crops	Note 2
2-134	Grove Corridor	SWC RIVERSIDE DR & PARCO AVE	91761	21617105	32	19	0	151	9.2	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	202	Nonvacant	Crops	Note 2
2-135	Grove Corridor	0 COMET AVE	91761	21617106	33	20	0	159	9.6	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	212	Nonvacant	Crops	Note 2
2-136	Grove Corridor	N OF NEC CHINO AVE & GROVE AVE	91761	21617111	16	10	0	79	4.8	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	105	Nonvacant	Crops	Note 2
2-137	Grove Corridor	13605 S GROVE AVE	91761	21621101	79	46	0	187	8.9	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	312	Nonvacant	Former Dairy (facilities removed)	Note 2
2-138	Grove Corridor	13403 S GROVE AVE	91761	21621104	73	43	0	216	9.5	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	332	Nonvacant	Former Dairy (facilities removed)	Note 2

Map ID	Opportunity Area	Site Address/Intersection	5 Digit ZIP Code	APN	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Parcel Size (Acres)	Current General Plan	Current Zoning	Proposed General Plan	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant	Description of Existing Uses	Notes
2-139	Grove Corridor	8113 E CHINO AVE	91761	21621105	45	26	0	133	9	MU-GR	SP-AG-AH	MU-GR	SP-AG-AH	20	65	204	Nonvacant	Mulch / Lanscaping Supplies	Note 2
2-140	Grove Corridor	0	0	21621124	55	33	0	150	6.8	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	238	Nonvacant	Truck Parking	Note 2
2-141	Grove Corridor	N OF NEC EDISON AVE & GROVE AVE	91761	21631103	95	56	76	76	8.6	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	303	Nonvacant	Dairy	Note 2
2-142	Grove Corridor	13817 S GROVE AVE	91761	21631104	105	62	83	83	9.5	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	333	Nonvacant	Dairy	Note 2
2-143	Grove Corridor	13715 S GROVE AVE	91761	21631105	100	59	79	79	9.1	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	317	Nonvacant	Truck Parking and Open Storage	Note 2
2-144	Grove Corridor	N OF NWC CHINO AVE & GROVE AVE	91761	105217102	33	19	0	157	9.5	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	209	Nonvacant	Crops	Note 2
2-145	Grove Corridor	8074 E CHINO AVE	91761	105218101	31	18	0	153	8.9	MU-GR	SP-AG-AH	MU-GR	SP-AG-AH	20	65	202	Nonvacant	Crops	Note 2
2-146	Grove Corridor	8089 E CHINO AVE	91761	105246103	45	26	0	132	9	MU-GR	SP-AG-AH	MU-GR	SP-AG-AH	20	65	203	Nonvacant	Dairy / Hauling Agency	Note 2
2-147	Grove Corridor	S OF SEC CHINO AVE & GROVE AVE	91761	105247102	73	43	0	216	9.5	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	332	Nonvacant	Crops	Note 2
2-148	Grove Corridor	13524 S GROVE AVE	91761	105248102	54	31	0	158	6.9	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	243	Nonvacant	Trucking Business	Note 2
2-149	Grove Corridor	13608 S GROVE AVE	91761	105249105	39	23	0	93	4.4	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	155	Nonvacant	Truck Parking	Note 2
2-150	Grove Corridor	8010 SCHAEFER AVE	91761	105249106	37	22	0	89	4.2	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	148	Nonvacant	Truck Parking / Open Storage	Note 2
2-151	Grove Corridor	8025 SCHAEFER AVE	91761	105315104	51	30	40	40	4.6	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	161	Nonvacant	Truck Parking	Note 2
2-152	Grove Corridor	8087 SCHAEFER AVE	91761	105315105	43	26	34	34	3.9	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	137	Nonvacant	Truck Parking	Note 2
2-153	Grove Corridor	13814 S GROVE AVE	91761	105316102	105	61	83	83	9.5	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	332	Nonvacant	livestock	Note 2
2-154	Grove Corridor	13908 S GROVE AVE	91762	105317103	47	28	37	37	4.3	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	149	Nonvacant	Truck Parking	Note 2
2-155	Grove Corridor	13960 S GROVE AVE	91762	105317105	40	23	32	32	3.6	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	127	Nonvacant	poultry / eggs	Note 2
2-156	Euclid Corridor	7247 E RIVERSIDE DR	91761	105207105	5	3	0	34	1.9	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	42	Nonvacant	Ag Supply	-
2-157	Euclid Corridor	SEC RIVERSIDE DR & EUCLIDE AVE	91761	105207107	62	36	0	295	15	MU-ER	SP-AG-AH	MU-ER	SP-AG-AH	20	75	393	Nonvacant	Crops	-
2-158	Euclid Corridor	E OF SEC RIVERSIDE DR & EUCLIDE AVE	91761	105207108	25	15	0	121	7.3	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	161	Nonvacant	Crops	-
2-159	Euclid Corridor	E OF SEC RIVERSIDE DR & EUCLIDE AVE	91761	105207109	16	9	0	76	4.6	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	101	Nonvacant	Crops	-
2-160	Euclid Corridor	7297 E RIVERSIDE DR	91761	105207110	7	4	0	40	2.3	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	51	Vacant	vacant	-
2-161	Euclid Corridor	S OF SWC RIVERSIDE DR & SULTANA AVE	91761	105208104	33	19	0	157	9.5	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	209	Nonvacant	Crops / Fallow Field	-

Map ID	Opportunity Area	Site Address/Intersection	5 Digit ZIP Code	APN	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Parcel Size (Acres)	Current General Plan	Current Zoning	Proposed General Plan	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant	Description of Existing Uses	Notes
2-162	Euclid Corridor	7325 E RIVERSIDE DR	91761	105210101	27	16	0	151	8.8	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	194	Nonvacant	Swap meet parking lot	-
2-163	Euclid Corridor	7192 E CHINO AVE	91761	105226101	18	10	0	84	5.1	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	112	Nonvacant	Crops	-
2-164	Euclid Corridor	N OF NEC CHINO AVE & EUCLID AVE	91761	105226102	20	12	0	96	5.8	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	128	Nonvacant	Crops	-
2-165	Euclid Corridor	13165 EUCLID AVE	91762	105226106	40	24	0	192	11.6	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	256	Nonvacant	Crops / Dairy	-
2-166	Euclid Corridor	13647 EUCLID AVE	91762	105238101	76	45	0	224	15.7	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	345	Nonvacant	Fallow Field / Crops	-
2-167	Euclid Corridor	N OF NEC SCHAEFER AVE & EUCLID AVE	91762	105238102	5	2	0	14	1	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	21	Nonvacant	Fallow Field / Crops	-
2-168	Euclid Corridor	13583 EUCLID AVE	91762	105238104	19	12	0	57	4	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	88	Nonvacant	Fallow Field / Crops	-
2-169	Euclid Corridor	13573 EUCLID AVE	91762	105238105	3	2	0	9	0.6	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	14	Nonvacant	Fallow Field / Crops	-
2-170	Euclid Corridor	13555 EUCLID AVE	91762	105238106	3	2	0	10	0.7	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	15	Nonvacant	Fallow Field / Crops	-
2-171	Euclid Corridor	13545 EUCLID AVE	91762	105238108	4	2	0	12	0.8	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	18	Nonvacant	pool supply	-
2-172	Euclid Corridor	7220 CHINO AVE	91761	105238110	72	42	0	211	14.8	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	325	Nonvacant	Fallow Field / Dairy	Note 2
2-173	Euclid Corridor	N OF NWC SCHAEFER AVE & SULTANA AVE	91762	105238111	31	18	0	91	6.3	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	140	Nonvacant	Fallow Field / Crops	-
2-174	Euclid Corridor	N OF NWC SCHAEFER AVE & SULTANA AVE	91762	105238112	14	8	0	40	2.8	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	62	Nonvacant	Fallow Field / Crops	-
2-175	Euclid Corridor	13525 EUCLID AVE	91762	105238113	7	3	0	19	1.4	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	29	Nonvacant	RV Rentals	-
2-176	Euclid Corridor	13555 EUCLID AVE	91762	105238114	54	32	0	161	11.3	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	247	Nonvacant	Fallow Field	-
2-177	Euclid Corridor	13529 EUCLID AVE	91762	105238116	4	3	0	13	0.9	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	20	Nonvacant	RV Rentals	-
2-178	Sports Park	S OF SWC RIVERSIDE DR & VINEYARD AVE	91761	21617406	27	16	21	21	9.5	MDR	SP-AG-AH	MU-SP	SP-AG-AH	25	65	85	Nonvacant	RV storage	-
2-179	Sports Park	N OF NWC CHINO AVE & VINEYARD AVE	91761	21617407	27	16	21	21	9.5	MDR	SP-AG-AH	MU-SP	SP-AG-AH	25	65	85	Nonvacant	Crops	-
2-180	Sports Park	NWC CHINO AVE & VINEYARD AVE	91761	21617408	26	15	21	21	9.1	MDR	SP-AG-AH	MU-SP	SP-AG-AH	25	65	83	Nonvacant	Crops	-
2-181	Vineyard Corridor	8921 SCHAEFER AVE	91761	21818115	179	106	142	142	16.3	MDR	SP-AG	HDR	SP-AG-AH	25	45	569	Nonvacant	Dairy	-
3-1	Vineyard Corridor	8817 SCHAEFER AVE	91761	21631404	74	44	59	59	10.7	LDR	SP-AG	MDR-AH	SP-AG-AH	20	30	236	Nonvacant	Mulch / Landscape Supply	-
3-2	Vineyard Corridor	8847 SCHAEFER AVE	91761	21631405	127	75	101	101	11.6	LDR	SP-AG	HDR	SP-AG-AH	25	45	404	Nonvacant	Mulch / Landscape Supply	-
3-3	Vineyard Corridor	8691 SCHAEFER AVE	91761	21631403	22	12	17	17	3.1	LDR	SP-AG	MDR-AH	SP-AG-AH	25	45	68	Nonvacant	Mulch / Landscape Supply	-

Map ID	Opportunity Area	Site Address/Intersection	5 Digit ZIP Code	APN	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Parcel Size (Acres)	Current General Plan	Current Zoning	Proposed General Plan	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant	Description of Existing Uses	Notes
3-4	Vineyard Corridor	8605 SCHAEFER AVE	91761	21631306	61	35	48	48	8.7	LDR	SP-AG	MDR-AH	SP-AG-AH	25	45	192	Nonvacant	Mulch / Landscape Supply	-
3-5	Vineyard Corridor	8557 SCHAEFER AVE	91761	21631304	61	36	48	48	8.8	LDR	SP-AG	MDR-AH	SP-AG-AH	25	45	193	Nonvacant	Recycling Center	-
3-7	Vineyard Corridor	S OF SWC SCHAEFER AVE & HELLMAN AVE	91761	21631307	67	39	53	53	9.6	LDR	SP-AG	MDR-AH	SP-AG-AH	25	45	212	Nonvacant	Mulch / Landscape Supply	-
3-8	Vineyard Corridor	S OF SEC SCHAEFER AVE & WALKER AVE	91761	21631303	66	39	52	52	9.5	LDR	SP-AG	MDR-AH	SP-AG-AH	25	45	209	Nonvacant	Mulch / Landscape Supply	-
3-9	SCE Easement	NWC OF SCE EASEMENT & PARCO AVE	91761	21631108	61	36	48	49	8.8	LMDR	SP-AG	MDR-AH	SP-AG-AH	25	45	194	Nonvacant	Dairy	Note 2
3-10	Vineyard Corridor	13506 S ONTARIO AVE	91761	21812208	73	42	58	58	10.5	LDR	SP-AG	MDR-AH	SP-AG-AH	25	45	231	Nonvacant	Mulch / Landscape Supply	-
3-11	Vineyard Corridor	NEC OF SCHAEFER AVE & WHISPERING LAKES LN	91761	21812201	73	43	58	58	10.5	LDR	SP-AG	MDR-AH	SP-AG-AH	25	45	232	Nonvacant	Dairy	-
3-12	Vineyard Corridor	13656 S ONTARIO AVE	91761	21812209	73	42	58	58	10.5	LDR	SP-AG	MDR-AH	SP-AG-AH	25	45	231	Nonvacant	Mulch / Landscape Supply	-
3-17	Sports Park	8939 E CHINO AVE	91761	21812105	25	15	20	20	9	LDR	SP-AG	MU-SP	SP-AG-AH	25	65	80	Nonvacant	Dairy	-
3-18	Sports Park	9145 E CHINO AVE	91761	21812204	29	18	23	23	10.4	LDR	SP-AG	MU-SP	SP-AG-AH	25	65	93	Nonvacant	Dairy	-
3-19	Sports Park	9175 E CHINO AVE	91761	21812210	30	17	23	23	10.4	LDR	SP-AG	MU-SP	SP-AG-AH	25	65	93	Nonvacant	Dairy	-
3-20	Sports Park	S OF SWC OF CHINO AVE & WHISPERING LAKES LN	91761	21812106	82	48	65	65	7.4	LDR	SP-AG	HDR	SP-AG-AH	25	45	260	Nonvacant	Dairy	Note 2
3-21a	Sports Park	S OF SEC OF CHINO AVE & WHISPERING LAKES LN	91761	21812203	64	38	51	51	5.8	LDR	SP-AG	HDR	SP-AG-AH	25	45	204	Vacant	vacant	Note 2, Note 3
3-21b	Vineyard Corridor	S OF SEC OF CHINO AVE & WHISPERING LAKES LN	91761	21812203	13	7	10	10	1.9	LDR	SP-AG	MDR-AH	SP-AG-AH	20	30	40	Vacant	vacant	Note 2, Note 3
3-22a	Sports Park	13434 S ONTARIO AVE	91761	21812206	64	37	51	51	5.8	LDR	SP-AG	HDR	SP-AG-AH	25	45	203	Nonvacant	Mulch / Landscape Supply	Note 2, Note 3
3-22b	Vineyard Corridor	13434 S ONTARIO AVE	91761	21812206	13	8	10	10	1.9	LDR	SP-AG	MDR-AH	SP-AG-AH	20	30	41	Nonvacant	Mulch / Landscape Supply	Note 2, Note 3
3-23	Vineyard Corridor	13567 S WHISPERING LAKES LN	91761	21812202	73	42	58	58	10.5	LDR	SP-AG	MDR-AH	SP-AG-AH	20	30	231	Nonvacant	Dairy	-
3-24	East Holt	201 S BON VIEW AVE	91761	104913101	6	3	9	0	0.8	BP	IP	MU-HE	MU-6-AH	20	40	18	Nonvacant	Aging non-conforming homes	-
3-28	SCE Easement	NEC OF SCE EASEMENT & CUCAMONGA AVE	91761	105317101	58	34	46	46	8.4	LMDR	SP-AG	MDR-AH	SP-AG-AH	20	30	184	Nonvacant	Truck Parking	Note 2
3-30	SCE Easement	NWC OF SCE EASEMENT & CUCAMONGA AVE	91761	105318102	58	34	46	46	8.4	LDR	SP-AG	MDR-AH	SP-AG-AH	20	30	184	Nonvacant	Dairy	Note 2
3-31	SCE Easement	13905 BON VIEW AVE	91762	105318101	57	33	45	45	8.2	LDR	SP-AG	MDR-AH	SP-AG-AH	20	30	180	Nonvacant	Dairy	Note 2
3-32	SCE Easement	NWC OF SCE EASEMENT & BON VIEW AVE	91762	105319102	56	33	44	44	8.1	LDR	SP-AG	MDR-AH	SP-AG-AH	20	30	177	Nonvacant	Dairy	Note 2
3-33	SCE Easement	NEC OF SCE EASEMENT & CAMPUS AVE	91762	105319101	56	33	45	45	8.1	LDR	SP-AG	MDR-AH	SP-AG-AH	20	30	179	Nonvacant	Dairy	Note 2

Map ID	Opportunity Area	Site Address/Intersection	5 Digit ZIP Code	APN	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Parcel Size (Acres)	Current General Plan	Current Zoning	Proposed General Plan	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant	Description of Existing Uses	Notes
3-34	Grove Corridor	13932 S GROVE AVE	91762	105317104	5	3	4	4	0.5	MDR	SP-AG	HDR	SP-AG-AH	25	45	16	Vacant	vacant	-
3-35	Grove Corridor	S OF SEC OF RIVERSIDE DR & CUCAMONGA AVE	91761	105215111	7	4	0	33	2	OS-R	SP-AG	MDR-AH	SP-AG-AH	20	30	44	Nonvacant	City-owned, vacant	-
3-37	East Holt	958 E HOLT BLVD	91761	104913108	8	4	12	0	1.1	BP	IP	MU-HE	MU-6-AH	20	40	24	Nonvacant	vacant building with low existing FAR	-
3-38	East Holt	936 E HOLT BLVD	91761	104913106	8	4	12	0	1.1	BP	IP	MU-HE	MU-6-AH	20	40	24	Vacant	Vacant	-
3-39	East Holt	918 E HOLT BLVD	91761	104913104	8	4	12	0	1.1	BP	IP	MU-HE	MU-6-AH	20	40	24	Vacant	Vacant	-
3-41	East Holt	902 E HOLT BLVD	91761	104913102	6	3	9	0	0.8	BP	IP	MU-HE	MU-6-AH	20	40	18	Vacant	Vacant	-
3-46	East Holt	1000 E HOLT BLVD	91761	104913109	7	5	12	0	1	BP	IP	MU-HE	MU-6-AH	20	40	24	Vacant	Vacant	-
3-52	East Holt	932 E HOLT BLVD	91761	104913105	8	4	12	0	1.1	BP	IP	MU-HE	MU-6-AH	20	40	24	Nonvacant	Storage	-
3-58	East Holt	844 E HOLT BLVD	91761	104910139	10	6	16	0	1.5	BP	IP	MU-HE	MU-6-AH	20	40	32	Nonvacant	DG Market	-
3-59	East Holt	948 E HOLT BLVD	91761	104913118	7	4	11	0	1	BP	IP	MU-HE	MU-6-AH	20	40	22	Nonvacant	Paved vacant lot	-
3-62	Sports Park	8875 E RIVERSIDE DR	91761	21617417	11	7	9	9	3.9	NC	SP-AG	MU-SP	SP-AG-AH	25	65	36	Nonvacant	nursery	-
3-63	Sports Park	8821 E RIVERSIDE DR	91761	21617416	13	8	10	10	4.6	NC	SP-AG	MU-SP	SP-AG-AH	25	65	41	Nonvacant	nursery	-
3-64	Grove Corridor	1162 E RIVERSIDE DR	91761	105215105	24	15	0	116	7	OS-R	SP-AG	MDR-AH	SP-AG-AH	20	30	155	Nonvacant	City-Owned, nursery	-
3-65	Grove Corridor	7987 E RIVERSIDE DR	91761	105215110	24	14	0	113	6.8	OS-R	SP-AG	MDR-AH	SP-AG-AH	20	30	151	Nonvacant	City-Owned, vacant	-
3-83	Sports Park	8929 E CHINO AVE	91761	21812104	25	14	20	20	8.7	MDR	SP-AG	MU-SP	SP-AG-AH	25	65	79	Nonvacant	Dairy	-
3-84	Sports Park	8819 E CHINO AVE	91761	21621405	100	58	79	79	9	MDR	SP-AG	HDR	SP-AG-AH	25	45	316	Nonvacant	Crops	-
3-85	Sports Park	S OF SWC OF CHINO AVE & VINEYARD AVE	91761	21621406	85	49	67	67	7.7	MDR	SP-AG	HDR	SP-AG-AH	25	45	268	Nonvacant	Crops	Note 2
3-86	Sports Park	S OF SEC OF CHINO AVE & VINEYARD AVE	91761	21812103	77	46	61	61	7	MDR	SP-AG	HDR	SP-AG-AH	25	45	245	Nonvacant	Dairy	Note 2
3-87	Vineyard Corridor	N OF NEC OF SCHAEFER AVE & VINEYARD AVE	91761	21812102	88	52	70	70	8	MDR	SP-AG	HDR	SP-AG-AH	25	45	280	Nonvacant	Crops	Note 2
3-88	Vineyard Corridor	N OF NWC OF SCHAEFER AVE & VINEYARD AVE	91761	21621407	97	57	77	77	8.8	MDR	SP-AG	HDR	SP-AG-AH	25	45	308	Nonvacant	Crops	Note 2
3-89	Vineyard Corridor	NEC OF SCHAEFER AVE & VINEYARD AVE	91761	21812101	96	57	76	76	8.7	MDR	SP-AG	HDR	SP-AG-AH	25	45	305	Nonvacant	Crops	-
3-90	Vineyard Corridor	8887 SCHAEFER AVE	91761	21631407	122	71	97	97	11.1	MDR	SP-AG	HDR	SP-AG-AH	25	45	387	Nonvacant	Dairy	-
3-91	SCE Easement	7595 SCHAEFER AVE	91762	105311104	31	18	25	25	4.5	LDR	SP-AG	MDR-AH	SP-AG-AH	20	30	99	Nonvacant	Dairy	Note 2

Map ID	Opportunity Area	Site Address/Intersection	5 Digit ZIP Code	APN	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Parcel Size (Acres)	Current General Plan	Current Zoning	Proposed General Plan	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant	Description of Existing Uses	Notes
3-92	SCE Easement	E OF SEC OF SCHAEFER AVE & CAMPUS AVE	91762	105311103	53	30	41	41	7.5	LDR	SP-AG	MDR-AH	SP-AG-AH	20	30	165	Nonvacant	Water storage	Note 2
3-93	Grove Corridor	S OF SWC OF RIVERSIDE DR & GROVE AVE	91761	105216103	7	4	0	33	2	OS-R	SP-AG	MDR-AH	SP-AG-AH	20	30	44	Nonvacant	City-Owned, nursery	Note 2
3-94	SCE Easement	7537 SCHAEFER AVE	91762	105311101	27	16	21	21	3.9	LDR	SP-AG	MDR-AH	SP-AG-AH	20	30	85	Nonvacant	Water storage	Note 2
3-95	Vineyard Corridor	9029 SCHAEFER AVE	91761	21818116	116	68	92	92	16.7	LDR	SP-AG	MDR-AH	SP-AG-AH	20	30	368	Nonvacant	Dairy	Note 2

Notes:
Note 1: Lot Consolidation Proposed
Note 2: This parcel has multiple land use designations. Only the portion of the parcel that is suitable for residential use was included in the acreage in this table and used to calculate capacity.
Note 3: This parcel has been split in the inventory to reflect multiple proposed land uses. Only the portions of the parcel suitable for residential use was included in the acreage in this table and used to calculate capacity.
Note 4: The sites associated with strategy 5 are included in the inventory, but the City does not count the units herein towards its RHNA because the zoning is not in place. The City cannot count the units associated with these sites towards its RHNA obligation until zoning consistent with the Housing Element is implemented.

APPENDIX D:
FRIANT RANCH WHITEPAPER AND CO-BENEFITS RISK ASSESSMENT



ASSESSING REGIONAL CRITERIA POLLUTANT EMISSIONS IMPACTS UNDER CEQA

IN LIGHT OF THE *FRIANT RANCH* RULING

Contributing Authors are the following members of the Association of Environmental Professionals Climate Change Committee: Dave Mitchell (First Carbon Solutions), Nicole Vermilion (PlaceWorks), Michael Hendrix (Atkins), and Rich Walter (ICF International, Inc.)[1]

California Environmental Quality Act (CEQA) practitioners continually adapt and expand how environmental assessments address impacts. Over the years impact analyses and how lead agencies determine what a 'significant' impact is has been clarified through case law and updates to the CEQA Guidelines. However, sometimes court rulings create uncertainty for CEQA practitioners to address them based on the information and tools at hand. Such is the case for requests made on regional air quality impacts in the *recent Sierra Club et al. v County of Fresno et al. and Friant Ranch, L.P,* (2014 266 Cal. App. 5th Dist, Case No. F066798), referred to as *Friant Ranch*.

Background

The Friant Ranch project is a proposed master planned retirement community for active adults (55 and older) on approximately 942 acres in central Fresno County. The regional air quality analysis was prepared in accordance with the adopted San Joaquin Valley Air Pollution Control District's (SJVAPCD) Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI). While the SJVAPCD is in the process of updating the GAMAQI, in general, the regional air quality significance thresholds and methodology between the adopted 2002 GAMAQI and the draft GAMAQI are similar. The EIR used a threshold for ozone precursors from the SJVAPCD GAMAQI which was based on the New Source Review offset thresholds for stationary sources 10 tons per year for (ROG and NOx). This threshold approach was adopted by most air pollution control districts in California who have adopted CEQA air quality guidelines.

Based on the SJVAPCD significance thresholds for criteria air pollutants, air quality impacts of the Friant Ranch project were identified as a significant unavoidable impact of the project in the Environmental Impact Report (EIR). Due to the size of the project, emissions of reactive organic gases (ROGs) and oxides of nitrogen (NO_x) exceed the SJVAPCD's significance thresholds by 10 times in a region that is designated as non-attainment under the California and National ambient air quality standards (AAQS) for these pollutants. At build-out, the proposed Friant Community Plan would emit approximately 117.38 tons per year of PM_{10}, 109.52 tons per year of ROGs, and 102.19 tons per year of NO_x.

[1] This paper represents the personal opinions of the contributing authors and not an opinion of the consulting firms for which they work. This paper does not represent legal advice. CEQA lead agencies are advised to consult with their legal counsel in matters of CEQA legal adequacy.

The central issue in the court case was not the methodology applied to quantifying regional air quality impacts or the determination that the magnitude of emissions was substantial and therefore 'significant' but, that the EIR did not adequately relate the magnitude of emissions over the threshold to the health-based effects of the criteria air pollutants emissions. The court found that simply reporting that the emissions exceed the threshold was not sufficient. Per the *Friant Ranch* ruling:

> "*The discussion of the adverse health effects, however, was not connected to the levels of the pollutant that would be emitted by the completed project. Instead, the discussion of adverse health effects was general in nature."*

The court agreed with the plaintiffs that the EIR was inadequate because it did not explain what it meant to exceed the significance threshold by 10 times and because it didn't provide a meaningful analysis of the adverse health effects that would be associated with the project's estimated emissions. Per the ruling, the

> *"EIR, however, provided no information about the composition of the particulate matter that was expected to be produced by the project."*

Drawing from *Bakersfield Citizens* (supra, 124 Cal. App. 4th 1184), health impacts resulting from adverse air quality impacts must be identified and analyzed. Despite the fact that the Friant Ranch EIR included a general discussion of adverse health effects, the court found it was 'short' on analysis as it did not correlate the additional tons per year of regional emission that would be generated by the project (i.e., the adverse air quality impacts) to adverse human health impacts that could be expected to result from those regional emissions. The *Friant Ranch* ruling indicated that the EIR should have provided an analysis of the correlation between the project's regional emissions and human health impacts.

Specific examples cited include:

- *"The information provided doesn't enable a reader to determine whether the 100-plus tons per year of PM_{10}, ROG, and NO_x will require people with respiratory difficulties to wear filtering devices when they go outdoors in the project area or nonattainment basis or, in contrast, will be no more than a drop in the bucket to those people breathing the air containing the additional pollutants."*

- *"If an estimate of the project's impact on the "days exceeding standards" had been provided, the public and decision makers might have some idea of the magnitude of the air pollutant impact on human health. As presently written, the final EIR does not inform the reader what impact, if any, the project is likely to have on the days of nonattainment per year—it might double those days or it might not even add a single a day per year. Similarly, no connection or correlation is made between (1) the EIR's statement that exposure to ambient levels of ozone ranging from 0.10 to 0.40 parts per million for one to two hours has been found to significantly alter lung functions and (2) the emissions that the project is expected to produce*."

These examples, highlight the difficulty that air quality practitioner have with the *Friant Ranch* ruling, as discussed further below. The current practice in addressing air quality impacts in CEQA documents is to relate health impacts to the regional significance thresholds, which are related to the AAQS. However, as cited in the *Friant Ranch* ruling, the court found this disclosure too general and not specific enough. However, on the other end of the spectrum, there are not adequate tools available to characterize health impacts of a single project to the degree requested. The court did not provide guidance in this. Rather, the court cited that the "County has discretion in choosing what type of analysis to provide and we will not direct County on how to exercise that discretion. (§ 21168.5.) Nonetheless, there must be some analysis of the correlation between the project's [regional] emissions and human health impacts." So CEQA air quality practitioners are now left scratching their heads on how to comply with the ruling and are seeking guidance from the regional air districts.

The court in the *Friant Ranch* ruling is clearly viewing the EIR analysis of regional criteria pollutants through a project-level paradigm, when this is clearly a cumulative impact issue. As such, the court's suggestions as to a remedy are based on the wrong paradigm, which creates further substantial challenge for the CEQA practitioner.

Origin of Criteria Air Pollutant Significance Thresholds

Before we get into addressing the specific components of the ruling, it is important to discuss how the regional significance thresholds (lbs per day and/or tons per year) were developed for CEQA significance findings and how they related to human health and welfare.

Regional significance thresholds are derived from the United Stated Environmental Protection Agency (USEPA) health-based standards. Regional significance thresholds have been used by air districts in California for the last 25 years. Air quality practitioners prior to the development of bright-line significance threshold struggled with the need to define the level at which a project's emissions are deemed significant. It is important to note that regional criteria air pollutant emissions are by definition a cumulative impact.

Regional air quality impacts, similar to greenhouse gas (GHG) emissions impacts are inherently cumulative in nature. Land use projects on their own would not single-handedly cause emissions that exceed the ambient air quality standards. In fact, localized emissions modeling requires air quality modelers to consider the background concentrations when calculating localized impacts. An analysis of regional emissions impacts addresses whether the additional amount of emissions generated by a project should be considered significant in the context of the existing cumulative effect, which is based on criteria air pollutant emissions for which the air basin is designated as nonattainment for. Therefore, the regional criteria air pollutant analysis in a CEQA document is not a project-level analysis, but a cumulative impact analysis.

Therefore, the "one molecule rule", as defined in the *Communities for a Better Environment v. California Resources Agency and California Building Industry Association* (2002 126 Cal. Rptr. 2d. 441, Cal.App.3 Dist., 2002) (CBE Case), applies. As defined in the CBE case, just because criteria air pollutant emissions

adds to the effect in the nonattainment area does not necessarily create a significant cumulative effect, and the "one [additional] molecule rule" is not the law. Consequently, air districts have developed these bright-line thresholds to define what constitutes a significant impact.

For example, in the South Coast Air Basin, these bright-line significance thresholds were originally developed based on the annual emissions permitting thresholds in the USEPA Prevention of Significant Deterioration (PSD) of Air Quality regulation. The USEPA thresholds are the increment of air pollution an area is allowed to increase. PSD increments prevent the air quality in clean areas from deteriorating to the level set by the National AAQS. Similar to CEQA thresholds, the USEPA thresholds require projects that generate regulated sources of emissions to demonstrate that new emissions emitted from a proposed major stationary source or major modification, in conjunction with other applicable emissions increases and decreases from existing sources, will not cause or contribute to a violation of any applicable National AAQS or PSD increment. Consequently, the thresholds used by air districts in California to determine significant impacts are derived from the health based AAQS. Table 1 shows the primary health and welfare effects from the criteria air pollutant emissions of concern for land use projects.

Table 1 Primary Sources and Effects of Criteria Air Pollutants

Pollutants	**Primary Health and Welfare Effects**
Carbon Monoxide	Aggravation of some heart diseases (angina); Reduced tolerance for exercise; Impairment of mental function; Impairment of fetal development; Death at high levels of exposure
Nitrogen Dioxide	Aggravation of respiratory illness
Ozone ($O_{3)}$[1]	Aggravation of respiratory and cardiovascular diseases; Reduced lung function, Increased cough and chest discomfort
Particulate Matter (PM_{10} and $PM_{2.5)}$	Reduced lung function; Aggravation of respiratory & cardio-respiratory diseases; Increases in mortality rate; Reduced lung function growth in children

Source: South Coast Air Quality Management District (SCAQMD). 2005, May 6. Guidance Document for Addressing Air Quality, Issues in General Plans and Local Planning, http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4

[1] Ozone is a secondary criteria air pollutant and not emitted directly by a project.

One way to think about the existing thresholds is to think about the regional inventory of criteria pollutants. While a project that exceeds the thresholds by itself cannot "bounce the needle" on the ambient concentrations of criteria pollutants, when you amalgamate all the land use and other sources that exceed the thresholds, then you are dealing with a meaningful majority of the regional criteria

pollutant emissions. The existing thresholds are a tool by which to ensure that CEQA evaluations are conducted for projects that meaningfully contribute to the regional inventory. But this does not mean that a single project would substantially change ambient conditions in a specifically measurable way in terms of health effect. Rather it means that without control, the cumulative projects above this threshold would contribute to meaningfully changes in ambient concentrations which would have measurable changes in health effects. Using CEQA terminology, the thresholds do not identify the level at which a project results in a significant impact, instead the thresholds identify when the project's emissions are a considerable contribution to a cumulatively significant impact.

Limits of Air Quality Dispersion Modeling for Regional Criteria Pollutants

As a measure of cumulative contribution, the regional significance thresholds for criteria pollutants only indirectly tie emissions generated by a project to the health-based standards of the AAQS. The health-based standards of the AAQS are based on the concentration of air pollutant emissions in the air and not the quantity of emissions (mass emissions) generated within an air basin. If the ruling requires something more than a general discussion of the health implications of exceeding the regional significance thresholds of the air district, how can lead agencies comply with the ruling?

Ozone and Secondary Particulate Matter

Ozone and secondary PM cannot be modeled with one of the dispersion models used for localized pollutants (such as diesel particulate matter) because they are formed with complex chemical reactions in the atmosphere sometimes many miles from the source of emissions. The models need to simulate dispersion, deposition, atmospheric chemistry, and meteorology, in a three dimensional scale. The models need to include all precursor emission sources in a gridded inventory that accounts for the time of day and location of the emission sources throughout a modeling domain. Some simplified models referred to as mesoscale models have been developed to model the impact on a smaller scale for large point sources such as power plants, but according to USEPA they are not considered a reliable predictor of actual concentrations of ozone. In addition, emissions from development projects are primarily generated by mobile sources. Cars and trucks travel an average of 7-10 miles for each trip resulting in emissions being spread throughout the road network, not from a single project site. Therefore, ozone, and to lesser extent PM_{10} must be modeled using a regional atmospheric model.

Ozone air quality attainment plans use regional atmospheric models to determine the emission carrying capacity of the air basin. If the carrying capacity is exceeded, locations within the modeling domain will exceed the ambient air quality standard. The more that the carrying capacity is exceeded, the higher the concentration experienced in the areas exceeding the standard. When air basins are close to attainment, the areas that exceed the standard become more isolated. Attainment modeling is used to determine the amount of reductions needed to reach attainment at the last location within the basin. This means that most locations in a basin, including those with very large projects, may have no exceedances of the standard and areas with less favorable meteorology with no projects and limited local sources can exceed the standard.

Nitrogen Dioxide/Oxides of Nitrogen

Theoretically, it would be possible to add the emissions from a large project such as Friant Ranch into the regional attainment model and look for increases in concentration throughout the air basin. This would be considered a sensitivity analysis. The analysis could hold the emissions in the rest of the grid constant and see what happens when emissions are added to the appropriate grid squares. The SJVAB inventory for the ozone precursor NO_x is about 545 tons per day or 198,925 tons per year. Friant Ranch would produce approximately 102 tons per year of NO_x or a 0.051 percent increase. A small increase in emissions of less than a tenth of a percent spread over several grid cells is not likely to move the concentration by an amount beyond the uncertainty in the model.

The regional models account for phenomenon like low level jet streams that can quickly transport emissions from where they are generated to distant locations and wind eddies that recirculate polluted air on a sub-regional basis. In addition, photochemical modeling, in the case of ozone, is dependent of the amount of the individual precursors at all locations in the domain. This is because in the absence of sunlight, NO_x destroys ozone, and areas deficient in NO_x such as rural and mountain areas will experience high ozone concentrations well into the evening while urban areas with many NO_x sources will see rapid decreases in ozone in the evening. Therefore, modeling that adds emissions from a development project in one part of the modeling domain may have a beneficial effect in one area and a negative effect in another. For Friant Ranch, the regional model would be the only way to accurately measure the increase in concentration, if any that would occur by adding the emissions at the project site on the road network receiving traffic from the project. However, the scale of the additional emissions is so small compared to the basin scale variables, that the effect on ambient concentrations would be lost in the "noise" of the model and would be highly unlikely to be directly attributable (or "correlated" in court's language) to the project itself

The San Joaquin Valley Air Basin (SJVAB) is considered NO_x limited, meaning reductions in NO_x have the most effect on ozone formation while the other ozone precursor, ROG, would have little effect because of its abundance in the atmosphere. Most ROG compounds are not considered to have health impacts except for those classified as toxic air contaminants that are regulated separately. ROG is generated by plants. Eliminating all ROG from manmade sources will still leave sufficient biogenic ROG to participate in the photochemical reaction to form ozone.

Inhalable Particulate Matter

PM_{10} is formed by chemical reactions in the atmosphere with precursor emissions and directly from combustion and from fugitive dust. For example, the particulate ammonium nitrate is formed when NO_x and ammonia react in a series of complex chemical reactions. PM_{10} is an amalgamation of numerous particles, and aerosols. The mix of chemicals varies day to day and season to season. In winter, wood smoke and ammonium nitrate are larger portions the mix with occasional days heavily influenced by fugitive dust. In the summer, fugitive dust provides a larger fraction and nitrate is reduced. This variation somewhat complicates the modeling process. Regional PM_{10} emissions in the SJVAB were modeled using a procedure called chemical mass balance. The individual PM_{10} species are allocated into

a grid and reductions from the control measures designed to reduce each constituent are applied to the inventory in each grid square to demonstrate attainment. This process could be done in reverse by adding pollutants generated by the project into the appropriate grid square to see if it would substantially increase concentrations to unhealthful levels. However, again, the regional scale effects and dispersion dwarf nearly all project level emission contributions such that meaningful attribution of ambient concentrations to the project itself will be difficult. More sophisticated atmospheric models for PM_{10} and $PM_{2.5}$ exist, but to our knowledge have not been used in the SJVAB.

Number of Days Air Basins Exceed AAQS

In addition to effects on peak concentration, it is also important to know how many days people are exposed to the unhealthful levels and whether a project would increase the number of days each year in which the air quality standard is exceeded. The modeling only tells what conditions will be during days with the worst conditions (most favorable for forming ozone) called an episode. Poor air quality builds up over a number of days when stagnant conditions occur. Eventually, more favorable conditions return and the air quality is improved. In Fresno the number of days exceeding the federal 8-hour ozone standard of 0.075 ppm was between 50 and 70 days per year between 2009 and 2012. This is down from over 100 days per year in the past. The peak 8-hour readings were as high as 0.116 ppm in 2013. This indicates that the existing conditions are well over the standard on many days. A sufficient regional cumulative increase in emissions could cause the concentration to go up on the worst days and to increase the number of days exceeding the standard. However, as described above, the Friant Ranch emissions are so small relevant to the regional inventory (NOx emission are only 0.051 percent of regional emissions) that any project-attributable change in conditions is likely to be within the model uncertainty and thus would not be a valid result that could be used as the basis for a significant determination under CEQA.

Criteria Air Pollutant Burden: Number of People Exposed to Unhealthful Concentrations

Another factor that is considered in assessing air quality health impacts is the number of people exposed to unhealthful air quality from regional criteria pollutants. Areas with large populations with high pollutant concentrations would expose more people to bad air than areas with small populations and equally poor air quality. It is not acceptable to expose anyone to poor air quality, but it may help prioritize actions to reduce the impacts by where the most people would be helped.

The health impacts of ozone can be presented in a number of ways. The clearest in comparison is to the state and federal ambient ozone standards. If ambient concentrations are below the standard, it is safe to say that no health impact would occur to anyone. When concentrations exceed the standard, impacts will vary based on how much the standard is exceeded. The USEPA developed the Air Quality Index (AQI) as an easy to understand measure of health impact.

> 75 ppb: AQI 100 – Moderate:
> **Sensitive Groups**: Children and people with asthma are the groups most at risk.
> **Health Effects Statements**: Unusually sensitive individuals may experience respiratory symptoms.

Cautionary Statements: Unusually sensitive people should consider limiting prolonged outdoor exertion.

95 ppb: AQI 150 – Unhealthful for Sensitive Groups:
Sensitive Groups: Children and people with asthma are the groups most at risk.
Health Effects Statements: Increasing likelihood of respiratory symptoms and breathing discomfort in active children and adults and people with respiratory disease, such as asthma.
Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should limit prolonged outdoor exertion.

115 ppb: AQI 200 – Unhealthy:
Sensitive Groups: Children and people with asthma are the groups most at risk.
Health Effects Statements: Greater likelihood of respiratory symptoms and breathing difficulty in active children and adults and people with respiratory disease, such as asthma; possible respiratory effects in general population.
Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should avoid prolonged outdoor exertion; everyone else, especially children, should limit prolonged outdoor exertion.

139 ppb: AQI 210 – Very Unhealthful:
Sensitive Groups: Children and people with asthma are the groups most at risk.
Health Effects Statements: Increasingly severe symptoms and impaired breathing likely in active children and adults and people with respiratory disease, such as asthma; increasing likelihood of respiratory effects in general population.
Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should avoid all outdoor exertion; everyone else, especially children, should limit outdoor exertion.

Based on the AQI scale, Fresno experienced one day in the last three years that would be categorized as unhealthful, and as many as 56 days that was unhealthful for sensitive groups or moderate at the worst monitoring station. This raises the question of what would be considered a significant project impact. Would a project need to be solely responsible for increasing the days over the standard by one day, five days, or ten days? Would a project need to increase the AQI to the next higher level – moderate to unhealthful for sensitive groups? This line of reasoning leads back to the basis of the 10 ton per year ozone precursor threshold that is based on a policy determination that this amount is a cumulative contribution deserving mitigation in consideration to the existing impact. Although this approach might in concept be thought useful, since nearly all projects would have such a small contribution in isolation[2], it is unlikely that any one project would change the modeled population exposed to concentrations above ambient thresholds.

[2] In the Friant Ranch case, using ozone precursors as an example, if regional cumulative emissions result in an AQI of 210 and the AQI is linearly related to the amount of emissions, then the project-only contribution would be an increase in the AQI of 0.1. Given the photochemistry issues described above for ozone formation, such a direct linear relationship is not a valid presumption and this points out that ultimately this is a cumulative impact, not a project-only impact.

The Air District's Shoes

The discussion above highlights the difficulties with doing macro-level dispersion modeling and relating mass emissions to the number of people requiring "filtering devices when they go outdoors" or the number of additional days a region may be in nonattainment for. However, do CEQA practitioners really need to go that far? As identified above, regional significance thresholds (lbs per day, and/or tons per year thresholds) are derived from the AAQS. Air basins are identified as either attainment or nonattainment of the California and National AAQS for criteria pollutants. If an air basin is designated as nonattainment, the regional air districts are required to prepare air quality management plans detailing strategies to meet the AAQS in the timeline specified. If air districts already need to forecast future emission levels based on growth, does the decision made by the court overstep into the shoes of the air district?

Projects that exceed the regional significance threshold contribute cumulatively to the nonattainment designation, but do not cause nonattainment in isolation. As the attainment designation is based on the AAQS, which are set at levels of exposure that are determined to not result in adverse health, a project in a nonattainment area with criteria pollutant emissions would cumulatively contribute to health impacts within the air basin. Therefore, in the absence of tools for equating regional emissions to more specific health-based affects, the appropriate place for evaluating how growth within the air basins affects the ability to meet the AAQS and attain the health based standards established by the State and EPA is the regional air quality management plans. Regional air quality management planning specifically accounts for new development in the region based on development patterns set forth in General Plan. The air district runs regional model simulations to determine whether or not an air basin can meet the AAQS. As addressed above, it would be exceedingly difficult to impossible for an individual project to accurately identify how it affects basin-wide concentrations within the uncertainty levels of available regional modeling tools. The air districts are the primary agencies responsible for ensuring the health and welfare of sensitive individuals to elevated concentrations of air quality. Therefore, the most appropriate discussion may be to relate when the air district anticipates the region attaining the health-based standards of the AAQS.

So….what is the CEQA practitioner to do?

As discussed above, regional scale modeling of project-level criteria pollutant emissions will be unrevealing and in nearly all cases will not result in any meaningful identification of changes in ambient levels and human health effects with any certainty. The court ruling is logically flawed in applying a project-level paradigm to a cumulative-level contribution and is asking for an unrealistic and unscientific level of disclosure. As the California Supreme Court has taken up the case, it may resolve the issues in its determination.

In the meantime, lead agencies would be wise to provide the following disclosure when analyzing regional criteria pollutant emissions to better "correlate" project-level criteria pollutant emissions to human health impacts:

1. Describe the cumulative context of regional criteria pollutant emissions and that regional health

effects occur due to the cumulative emissions of existing and future criteria pollutant sources.

2. Characterize the level of project criteria pollutant emissions in comparison to the regional inventory both in terms of tons and percentages.

3. Describe that regional criteria pollutant modeling cannot accurately capture the project-level effect on ambient pollutant concentrations beyond the uncertainty level of the modeling.

4. Disclose that cumulative contributions of regional criteria pollutant emissions collectively can and do have a real-world effect on human health and describe those in the impact analysis (not just in the setting section).

5. Disclose that in general, more criteria pollutant emissions will contribute to more health effects regionally, but that specifically attributing the project's emissions to a specifically defined quantitative or geographic health effect is beyond the resolution of current tools.

6. Differentiate between regional criteria pollutants that are a concern for regional air pollution and localized pollutants (like toxic air contaminants) that are a project-scale concern for the immediate surrounding area of a project. If localized pollutants are studied for their impacts on ambient air quality near the project, explain why this is not appropriate for regional-scale pollutants like ozone precursors.

The situation with the *Friant Ranch* ruling is not unlike the recent court rulings concerning CEQA baselines. In the first Sunnyvale baseline case (*Sunnyvale West Neighborhood Assn. v. City of Sunnyvale City Council*, 2010), the appellate court described in rather bold terms that sole reliance on a future year baseline is never appropriate and that only an existing year baseline is appropriate under CEQA. In a second Sunnyvale baseline case (*Pfeiffer v. City of Sunnyvale City Council* 2011), the same appellate court found that a future year baseline could be appropriate in a CEQA document provided that the analysis also compares project effects to existing conditions. A California Supreme Court ruling (*Neighbors for Smart Rail v. Exposition Metro Line Construction Authority*, *4th Appellate District*, 2013) then resolved the issue by finding that use of a future-year baseline only without comparison to existing conditions could actually be appropriate when comparing project conditions to existing conditions would be misleading to the public and decision-makers. The Supreme Court ultimately overturned the original court's key finding, while adding requirements of substantiation that did not exist previously.

Depending on the actions of the Supreme Court, the *Friant Ranch* ruling may or may not be legal precedent on this issue. Given the pragmatic problems with trying to quantitatively correlate project-level criteria pollutant emissions to regional human health effects, it is hoped that future rulings are better informed by the science underlying regional criteria air pollution and associated health effects.

TECHNICAL MEMORANDUM

DATE: May 7, 2026
TO: Scott Mulkay, Ontario Ranch Venture II, LLC
FROM: Haseeb Qureshi, Urban Crossroads, Inc.
JOB NO: 16285-02 Technical Memo

SUBJECT: EUCALYPTUS BUSINESS PARK SPECIFIC PLAN COMPARATIVE HEALTH IMPACT ANALYSIS

The purpose of this memorandum is to provide additional analysis of the Eucalyptus Business Park Specific Plan (proposed Project), specifically a comparative analysis of air quality impacts and health risks for the proposed Project by leveraging the conclusions from similar projects such as the Friant Ranch Community Development Project (Friant Ranch project) and the California State University Dominguez Hills (CSUDH) Campus Master Plan (CSUDH project).

COMPARATIVE HEALTH IMPACT ANALYSIS: FRIANT RANCH AND CSUDH

This section presents a comparative analysis of air quality impacts and health risk assessments for the Eucalyptus Business Park Specific Plan (proposed Project), leveraging the conclusions from similar projects such as the Friant Ranch project and the CSUDH project. These projects underwent comprehensive health impact modeling to evaluate the potential health effects of increased ozone and $PM_{2.5}$ concentrations due to emissions from these projects. These analyses concluded that emissions from these projects would not result in significantly higher concentrations of ozone and $PM_{2.5}$ in the region, and that these marginally increased pollutant concentrations would not result in meaningful health effects in the region. This memorandum demonstrates that the proposed Project's emissions would similarly not result in a meaningful increase in health effects due to increased concentrations of ozone and $PM_{2.5}$ in the region, and that performing comprehensive health impact modeling would not yield additional meaningful information.

The comparison focuses primarily on emissions of Nitrogen Oxides (NOx), Particulate Matter ($PM_{2.5}$ and PM_{10}), and Reactive Organic Gases (ROG)/Volatile Organic Compounds (VOC)—key pollutants for evaluating potential adverse health effects and ozone precursor formation. The findings of the Friant Ranch and CSUDH health impacts analyses serve as a foundation to support the conclusions for the proposed Project.

HEALTH IMPACT ANALYSIS BACKGROUND

National and California Ambient Air Quality Standards

The National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are air quality regulations designed to define clean air in such a way that even the most sensitive individuals are protected. The NAAQS were established by the United States Environmental Protection Agency (US EPA) under the Clean Air Act. The NAAQS include standards

for six criteria air pollutants, including ozone, particulate matter (PM_{10} and $PM_{2.5}$), carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), and lead (Pb).

The CAAQS were established by the California Air Resources Board (CARB) and set stricter standards for criteria pollutants compared to the NAAQS. Additionally, the CAAQS include additional standards for pollutants not covered under the NAAQS, including hydrogen sulfide, vinyl chloride, sulfites, and visibility-reducing particles.

Criteria Pollutant Health Effects

Carbon Monoxide (CO): CO is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone (O_3), motor vehicles operating at slow speeds are the primary source of CO in the SCAB. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of decreased oxygen supply to the heart. Inhaled CO has no direct toxic effect on the lungs but exerts its effect on tissues by interfering with O_2 transport and competing with O_2 to combine with hemoglobin present in the blood to form carboxyhemoglobin. Hence, conditions with an increased demand for O_2 supply can be adversely affected by exposure to CO. Individuals most at risk include fetuses, patients with diseases involving heart and blood vessels, and patients with chronic hypoxemia (oxygen deficiency) as seen at high altitudes.

Sulfur Dioxide (SO_2): SO_2 is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms SO_4. Collectively, these pollutants are referred to as sulfur oxides (SO_X).

A few minutes of exposure to low levels of SO_2 can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO_2. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO_2.

Animal studies suggest that despite SO_2 being a respiratory irritant, it does not cause substantial lung injury at ambient concentrations. However, very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract.

Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO_2 levels. In these studies, efforts to separate the effects of SO_2 from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically, or one pollutant alone is the predominant factor.

Oxides of Nitrogen (NO_X): NO_X consist of nitric oxide (NO), nitrogen dioxide (NO_2) and nitrous oxide (N_2O) and are formed when nitrogen (N_2) combines with O_2. Their lifespan in the atmosphere ranges from one to seven days for nitric oxide and nitrogen dioxide, to 170 years for nitrous oxide. NO_X is typically created during combustion processes and are major contributors to smog formation and acid deposition. NO_2 is a criteria air pollutant and may result in numerous adverse health effects; it

absorbs blue light, resulting in a brownish-red cast to the atmosphere and reduced visibility. Of the seven types of nitrogen oxide compounds, NO_2 is the most abundant in the atmosphere. As ambient concentrations of NO_2 are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO_2 than those indicated by a regional monitoring station.

Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposure to NO_2 at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO_2 in healthy subjects. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.

In animals, exposure to levels of NO_2 considerably higher than ambient concentrations result in increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune functions. The severity of lung tissue damage associated with high levels of O_3 exposure increases when animals are exposed to a combination of O_3 and NO_2.

Ozone (O_3): O_3 is a highly reactive and unstable gas that is formed when VOCs and NO_X, both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. O_3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.

Individuals exercising outdoors, children, and people with pre-existing lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the most susceptible sub-groups for O_3 effects. Short-term exposure (lasting for a few hours) to O_3 at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated O_3 levels are associated with increased school absences. In recent years, a correlation between elevated ambient O_3 levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple outdoor sports and live in communities with high O_3 levels.

O_3 exposure under exercising conditions is known to increase the severity of the responses described above. Animal studies suggest that exposure to a combination of pollutants that includes O_3 may be more toxic than exposure to O_3 alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.

Particulate Matter (PM_{10} and $PM_{2.5}$): PM_{10} is a major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols. Particulate matter pollution is a major cause of reduced visibility (haze) which is caused by the scattering of light and consequently the significant reduction in air clarity. The size of the particles (10 microns or smaller, about 0.0004 inches or less) allows them to easily enter the lungs where they may be deposited, resulting in adverse health effects. Additionally, it should be noted that PM_{10} is considered a criteria air pollutant.

$PM_{2.5}$ is a similar air pollutant to PM_{10} consisting of tiny solid or liquid particles which are 2.5 microns or smaller (which is often referred to as fine particles). These particles are formed in the atmosphere from primary gaseous emissions that include SO_4 formed from SO_2 release from power plants and

industrial facilities and nitrates that are formed from NO_X release from power plants, automobiles, and other types of combustion sources. The chemical composition of fine particles highly depends on location, time of year, and weather conditions. $PM_{2.5}$ is a criteria air pollutant.

A consistent correlation between elevated ambient fine particulate matter (PM_{10} and $PM_{2.5}$) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in lifespan, and an increased mortality from lung cancer.

Daily fluctuations in $PM_{2.5}$ concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in children without asthma, and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long term exposure to particulate matter.

The elderly, people with pre-existing respiratory or cardiovascular disease, and children appear to be more susceptible to the effects of high levels of PM_{10} and $PM_{2.5}$.

Volatile Organic Compounds (VOCs): VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O_3 to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include CO, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The terms VOC and ROG (see below) are used interchangeably.

Breathing VOCs can irritate the eyes, nose, and throat, can cause difficulty breathing and nausea, and can damage the central nervous system as well as other organs. Some VOCs can cause cancer. Not all VOCs have all these health effects, though many have several.

Reactive Organic Gases (ROGs): Similar to VOCs, ROGs are also precursors in forming O_3 and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO_X react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The terms ROG and VOC (see previous) are used interchangeably. The health effects of ROGs are similar to those of VOCs.

AIR DISTRICT RESPONSES TO FRIANT RANCH DECISION

San Joaquin Valley APCD and SCAQMD Briefs

Both the San Joaquin Valley Air Pollution Control District (SJVAPCD) and the SCAQMD submitted amicus briefs during the Friant Ranch judicial proceedings, emphasizing the difficulty of linking individual project emissions to specific health impacts. Their briefs argued that the available air quality modeling tools are primarily designed for regional assessments rather than project-specific

evaluations, given the complexities involved in the formation and dispersion of secondary pollutants. These points bolster the argument that the proposed Project, with emissions well below those that occur at the regional level, will not result in significant regional health impacts. However, the Court found that reliance on statements in the amicus briefs, alone, did not constitute substantial evidence for purposes of the EIR prepared for the proposed Project in this case. (Ruling at p. 41). Although the Antelope Valley AQMD has not prepared Friant Ranch recommendations, other agencies have prepared guidance based on extensive photochemical modeling performed to evaluate the potential for emissions from individual projects to be tied to specific health effects at the regional level. These analyses have concluded that there is no reliable methodology for performing this analysis and that the results are not meaningful or statistically significant when evaluated at the regional level. Therefore, SMAQMD guidance is utilized for the proposed Project, as discussed below.

Sacramento Metropolitan Air Quality Management District Interim Recommendations

The SMAQMD issued interim recommendations in response to the Friant Ranch decision, stating that there is no reliable quantitative methodology to correlate emissions from individual projects with specific health consequences. The proposed Project follows these recommendations by relying on established regional analyses and using health impact conclusions drawn from other large projects such as the Friant Ranch project, where no significant health impacts were identified at similar emission levels.

Bay Area Air Quality Management District Recommendations

In its updated 2022 CEQA Guidelines, the Bay Area Air Quality Management District (BAAQMD) released additional guidance for demonstrating compliance with the 2018 Friant Ranch decision. Per the BAAQMD Guidelines, lead agencies should explain the nature and magnitude of any health impacts that may result from criteria air pollutants and "make a reasonable effort to connect a project's emissions, where significant, to foreseeable health impacts or provide evidence as to why such an analysis is not scientifically possible."

City of Los Angeles

City of Los Angeles Technical Advisory

The City of Los Angeles Department of City Planning, together with its Technical Advisory Panel of air quality experts, created a guidance document on Air Quality and Health Effects in response to the Friant Ranch case. This document includes an introduction, background, and methodology that covers CEQA thresholds of significance, available models, various air quality and health effects considerations, health effects addressed in plans and regulatory standards, health effects of criteria pollutants and TACs, and the relationship between adverse air quality impacts and health effects conclusions.

The introduction states, "This paper provides information to the public regarding health consequences associated with exposure to air pollutants and explains why direct correlation of a project's pollutant emissions and anticipated health effects is currently infeasible, as no expert agency has approved a quantitative method to reliably and meaningfully translate mass emission

estimates of criteria air pollutants to specific health effects for the scale of projects typically analyzed in City EIRs" (City of Los Angeles 2019[1]).

The City's guidance further explains that "directly correlating a single project's emissions in a typical City EIR to quantifiable human health consequences is currently not scientifically feasible, as it is not possible to conduct such an analysis that would provide reliable or meaningful results. It is also infeasible to correlate regional emissions from local area-wide projects or plans identified in City EIRs to quantified human health consequences in any reliable or meaningful way, for many of the same reasons, and with additional challenges associated with separating and anticipating reasonably foreseeable emissions from other sources" (City of Los Angeles 2019).

Association of Environmental Professionals – Climate Change Committee

We Can Model Regional Emissions, But Are the Results Meaningful for CEQA?

The California Association of Environmental Professionals Winter 2020 Environmental Monitor newsletter featured an article titled "We Can Model Regional Emissions, But Are the Results Meaningful for CEQA?" authored by members of the AEP Climate Change Committee, which comprises air quality and climate change experts from environmental consulting firms[2]. The article examines the Friant Ranch case and Health Impact Assessments (HIAs) that utilize Photochemical Grid Models (PGMs) and BenMAP to estimate health impacts resulting from increases in O_3 and $PM_{2.5}$ concentrations.

The article acknowledges the technical feasibility of conducting regional-scale criteria air pollutant modeling for individual projects but underscores the limitations of such models. These limitations include low resolution and spatial averaging, which produce "noise" and model uncertainty that can surpass a project's specific emissions. Additionally, regional-scale models are highly dependent on background concentrations where factors such as meteorology and topography significantly influence the certainty levels of predicted concentrations at receptor points. Consequently, there are statistical ranges of uncertainty throughout all modeling steps, making it challenging to predict ground-level secondary PM and O_3 concentrations associated with relatively small emission sources with high accuracy (AEP 2020).

Moreover, the article highlights the limitations and uncertainties associated with BenMAP. For instance, regional models assign the same toxicity to PM regardless of its source (e.g., road dust versus exhaust), potentially leading to overpredicted adverse health effects. BenMAP assumes that health effects can occur at any concentration, including small incremental concentrations, and posits that impacts observed at large concentration differences can be linearly scaled down to small increases, without considering potential thresholds below which health impacts may not occur. Additionally, BenMAP is designed for assessing impacts over large areas and populations and was not intended for use in individual projects. The number of hospitalizations or morbidity increases predicted by BenMAP is significantly influenced by population characteristics. Thus, small emission increases in densely populated areas have a far greater impact than substantial emission increases in sparsely populated regions. As a result, identical emissions in urban areas could lead to more

[1] https://planning.lacity.gov/odocument/e1a00fbf-6134-4fa9-b6fd-54eee631effb/City_of_LA_-_Air_Quality_and_Health_Effects_and_Attachments.pdf
[2] https://www.califaep.org/climate_change.php

significant health consequences compared to emissions on the urban periphery, where fewer individuals might be affected (AEP 2020).

The article concludes that "given the margin of uncertainty at each step in the process (regional scale modeling, existing ambient air quality effects on health, population health conditions vulnerability, and marginal health effects of air pollution), the identification of marginal health effects due to individual projects using regional air quality modeling and tools such as BenMap are likely to fall within the level of uncertainty and thus be deemed 'speculative' per CEQA" (AEP 2020).

Scientific and Modeling Approaches

Criteria Air Pollutants Versus Toxic Air Contaminants

Toxic Air Contaminants (TACs) are pollutants which may cause or contribute to an increase in illness or death, and are identified by CARB. It should be noted that TACs are subject to a different regulatory process than criteria pollutants, which are subject to the NAAQS and CAAQS. It should be noted that health impacts may result from exposure to small quantities of TACs, and it is often not possible to definitively quantify TAC exposures that would not result in any adverse health effects. However, for criteria air pollutants, acceptable levels of exposure have been established, and are the general basis for the NAAQS and CAAQS levels. As SJVAPCD noted in their amicus brief[3]:

> "Although criteria air pollutants can also be harmful to human health, they are distinguishable from toxic air contaminants and are regulated separately. The most relevant difference between criteria pollutants and TACs for purposes of this case is the manner in which human health impacts are accounted for. While it is common practice to analyze the correlation between an individual facility's TAC emissions and the expected localized human health impacts, such is not the case for criteria pollutants. Instead, the human health impacts associated with criteria air pollutants are analyzed and taken into consideration when EPA sets the NAAQS for each criteria air pollutant."

The SJVAPCD concluded that although it is possible to evaluate the health impacts for TACs, it is not feasible to conduct a similar analysis for criteria air pollutants due to the lack of currently available computer modeling tools equipped for the task.

Air Quality and Health Impact Modeling

Community Multiscale Air Quality Modeling System and Comprehensive Air Quality Model with Extensions: The Community Multiscale Air Quality modeling system (CMAQ) and the Comprehensive Air Quality Model with Extensions (CAMx) are both photochemical air quality models used to simulate air quality at scales ranging from the local to regional levels. These models are often used in health impact analyses to estimate the potential increases in pollutant concentrations over a large geographic area as a result of criteria and precursor pollutant emissions generated by a project. These models are able to fully characterize the physical processes that occur in the atmosphere and can predict concentrations of ozone, $PM_{2.5}$, and other pollutants based on mass emissions of precursor pollutants.

[3] https://www.courts.ca.gov/documents/7-s219783-ac-san-joaquin-valley-unified-air-pollution-control-dist-041315.pdf

Environmental Benefits Mapping and Analysis Program-Community Edition: The Environmental Benefits Mapping and Analysis Program-Community Edition (BenMAP-CE) is a modeling program that estimates the number of air pollution-related deaths and illnesses, as well as the associated economic impacts. The program utilizes population data as well as health and economic data to evaluate the potential health impacts that may result from increased pollutant concentrations in a given area. As such, emissions that occur in a heavily populated area would result in greater health impacts compared to those that would occur in a sparsely populated area. BenMAP-CE focuses on the impacts associated with increased ozone and $PM_{2.5}$ concentrations.

Co-Benefits Risk Assessment Health Impacts Screening and Mapping Tool: The Co-Benefits Risk Assessment Health Impact Screening and Mapping Tool (COBRA) is a tool published by the United States Environmental Protection Agency (U.S. EPA) that is designed to estimate the impacts to human health that may occur as a result of changes in ozone and $PM_{2.5}$ concentrations. COBRA includes a built-in air quality model for estimating ozone and $PM_{2.5}$ concentrations based on precursor pollutant mass emissions. As such, while BenMAP-CE requires the use of a model such as CMAQ or CAMx to calculate pollutant concentrations, this function is built into the COBRA model.

Similar to BenMAP-CE, COBRA evaluates how concentrations of precursor pollutants result in ozone and $PM_{2.5}$ health impacts, including premature mortality, asthma, heart attacks, and lost work and school days. The model also estimates the monetary impacts that arise from these health outcomes. It should be noted that COBRA takes into account the population density of a given area when calculating potential health impacts, and as a result emissions that occur in a more population-dense area would result in greater health impacts.

Based on EPA's description of the model, COBRA is intended for use by state and local governments to explore how changes in air pollution from clean energy policies and programs can affect human health at the county, state, regional, and national levels, to estimate the economic value of the health benefits associated with clean energy policies and programs to compare against program costs, and to map the air quality and health related benefits from reductions in emissions of $PM_{2.5}$, SO_2, NO_X, and VOCs that result from clean energy policies and programs[4].

Summary of Friant Ranch and CSUDH Health Impact Analyses

Friant Ranch Analysis

The Friant Ranch project consisted of a 942-acre Specific Plan including 2,500 residential units and other uses, including a commercial center and a neighborhood electric vehicle network. The Friant Ranch project underwent a comprehensive health impact assessment using CAMx and BenMAP-CE to quantify the potential health impacts of NO_X, $PM_{2.5}$, and PM_{10} emissions. Key findings from the Friant Ranch analysis include:

- Peak Daily Emissions: The estimated peak daily emissions for the Friant Ranch Project were estimated at 342 pounds per day of ROG/VOC, 438 pounds per day of NO_X, 174.7 pounds per day of PM_{10}, and 70.7 pounds per day of $PM_{2.5}$. Despite these emissions, the health impact modeling concluded that health risks from these pollutants were not significant or were within a margin of error, even under worst-case scenario assumptions.
- Modeling Approach: The CAMx model was used to model the potential incremental increase in ozone and $PM_{2.5}$ concentrations in the region as a result of project emissions. This modeling indicated that project emissions would result in a maximum increase in pollutant concentration of 0.019% for ozone and 0.41% for $PM_{2.5}$ at the most

[4] https://www.epa.gov/cobra/what-cobra

impacted grid cell compared to baseline 2020 background concentrations. The BenMAP model was used to estimate health effects in the region that would be expected as a result of these increased pollutant concentrations. Even with these stringent parameters, the health impacts—quantified in terms of mortality—were minimal. The findings emphasized that the potential increase in health incidences was negligible, particularly compared to the background health conditions of the region.

CSUDH Analysis

The CSUDH project consisted of a 344-acre campus plan including student housing, university buildings and a 30,000 seat stadium. The CSUDH project also underwent a similar air quality impact analysis using CAMx and BenMAP-CE to estimate changes in ambient $PM_{2.5}$, PM_{10}, and ozone concentrations due to project-related emissions:

- Peak Daily Emissions: The estimated peak daily emissions for the CSUDH Project were estimated at 482.6 pounds per day of ROG/VOC, 240.1 pounds per day of NO_X, and 79.5 pounds per day of $PM_{2.5}$. Despite these emissions, the health impact modeling concluded that health risks from these pollutants were not significant or were within a margin of error.
- Health Impact Findings: The results of the health impact modeling for the CSUDH project indicated a very small increase in health incidences, including mortality, asthma-related emergency room visits and respiratory-related hospital admissions, all of which were considered negligible. For all endpoints, the number of estimated incidences was less than 0.0058% of the background health incidences, indicating that health impacts were well within the margin of error.
- Conservative Emissions Estimates: The analysis utilized peak operational emissions, and these were modeled across the entire operational year, further emphasizing the conservative nature of the health impact conclusions. Even with this conservative approach, the resulting health impacts were deemed negligible.

Geographic and Dispersion Considerations

The Friant Ranch project is located within the San Joaquin Valley Air Basin; and the CSUDH project is located within the South Coast Air Basin (SCAB), while the proposed Project is located in the South Coast Air Basin (SCAB). The background conditions and existing attainment status for each respective air basin are taken into account in this analysis and are reflected in the regional thresholds adopted by each respective air district. The Project site benefits from strong coastal wind patterns that enhance the dispersal of pollutants, reducing the likelihood of pollutant accumulation near the Project site and mitigating any localized health impacts.

Health Effects of Criteria Air Pollutants and Their Precursors

Health effects associated with criteria air pollutants are diverse, including premature mortality, cardiovascular effects, increased healthcare utilization, respiratory illnesses, and reduced lung function. These impacts are particularly acute in sensitive receptors, such as children, the elderly, and those with preexisting respiratory conditions. Although the proposed Project's emissions of ROG/VOC, NO_X, SO_2, PM_{10}, and $PM_{2.5}$ are lower than those observed for Friant Ranch and the CSUDH project. As a result, the potential health impacts are expected to be similar to or less than those expected to result from these projects, resulting in minimal increases in pollutant concentrations and health risk that is considered negligible. Because the proposed Project's emissions are lower than those of the Friant Ranch and CSUDH projects, the proposed Project's potential health impacts would also be lower, and thus considered negligible.

Table 1 below presents a comparison of the proposed Project's daily criteria pollutant emissions to those of the Friant Ranch and CSUDH projects.

TABLE 1: CRITERIA POLLUTANT EMISSIONS COMPARISON

Project	Emissions (lbs/day)				
	ROG	NO_X	SO_X	PM_{10}	$PM_{2.5}$
Proposed Project – Phase 1, 2, and 3 (Buildout)	129.36	204.68	2.52	169.81	46.66
Friant Ranch Project	342.00	438.00	N/A	174.70	70.70
CSUDH Project	482.60	240.10	2.70	N/A	79.50

Scientific and Technological Complexities

The Friant Ranch decision emphasized the need to correlate project-specific emissions to health outcomes, a task complicated by the scientific and technological challenges inherent in modeling secondary pollutants such as ozone and $PM_{2.5}$. Secondary pollutants are formed via complex chemical reactions involving multiple precursor emissions, influenced by atmospheric conditions, which makes the direct correlation of emissions to health outcomes challenging. The SJVAPCD and SCAQMD briefs highlight these complexities, asserting that currently available modeling tools are not equipped to provide reliable project-level health impact analyses. This underscores the lack of reliability in calculating regional health impacts, as emissions at an individual project level are often insufficient to affect regional pollutant concentrations and thus health impacts in a meaningful way.

PROPOSED PROJECT HEALTH EFFECTS

In order to estimate regional health impacts that may result from criteria and precursor pollutants emitted by the proposed Project, the peak daily emissions of ROG/VOC, NO_X, SO_2, and $PM_{2.5}$ were utilized in the COBRA model. Table 2 below presents the estimated health effects and the incremental increase in mortality from all causes that is estimated to occur as a result of emissions generated by the proposed Project at the regional level (Riverside, San Bernardino, Los Angeles, and Orange Counties). COBRA model outputs are presented in Appendix 2.

TABLE 2: PROPOSED PROJECT HEALTH AND MORTALITY INDICATORS

Health Indicator	Proposed Project – Specific Plan Buildout	Baseline	% Increase
Total Mortality (low – high estimate)[1]	0.632 - 1.131	104,795	0.00060%–0.00108%
Total Asthma Symptoms	532.128	N/A	N/A
Total Incidence, Asthma[2]	3.132	1,327,861	0.00024%
Total Incidence, Hay Fever/Rhinitis	20.175	N/A	N/A
Total ER Visits, Respiratory[3]	0.864	52,572	0.00164%
Total Hospital Admits, All Respiratory[4]	0.083	107,348	0.00008%

[1]Source: California Department of Public Health 2020-2022 All Causes Mortality, with deaths due to drug overdoses, firearms, homicide, suicide, traffic crashes, and accidents removed (https://www.cdph.ca.gov/Programs/CHSI/Pages/County-Health-Status-Profiles.aspx)

[2]Source: California Department of Public Health 2021-2022 Asthma Prevalence (https://data.chhs.ca.gov/dataset/asthma-prevalence)

[3]Source: California Department of Public Health Asthma Emergency Department Visit Rates (https://data.chhs.ca.gov/dataset/asthma-emergency-department-visit-rates)

[4]Source: California Department of Health Care Access and Information 2023 Hospital Inpatient Characteristics (https://data.chhs.ca.gov/dataset/hospital-inpatient-characteristics-by-patient-county-of-residence)

As shown in Table 2, based on the COBRA model the proposed Project is estimated to result in an incremental increase in mortality of 1.131 (high estimate) as a result of increased concentrations of ozone and $PM_{2.5}$ in the region due to Project emissions (0.188 attributable to ozone and 0.944 attributable to $PM_{2.5}$). Compared to baseline mortality estimates for the region, this represents an increase of approximately 0.00108%.

It should be noted that this incremental increase in mortality is consistent with other large projects. The incremental incidence increase in mortality from all causes for the Friant Ranch project was estimated at 0.000014% for ozone and 0.00039% for $PM_{2.5}$, for a total incremental increase of 0.00041%, which is lower than what would be expected from the proposed Project. However, for the CSUDH project, the project's emissions were estimated to result in an increase in mortality from all causes of 0.0032% attributable to ozone and $PM_{2.5}$ combined, which is higher than would be expected for the proposed Project. Although the increase in total mortality is higher for the proposed Project compared to the Friant Ranch project and lower than that of the CSUDH projects, it should be noted that the overall increase in mortality as a result of the proposed Project's emissions remains minimal, and at approximately 66% lower than the increase that would result from the CSUDH project, consistent with other large projects. As such, emissions associated with the proposed Project remain minimal and consistent with other large projects, and would not result in significant health impacts due to increases in ozone and $PM_{2.5}$ concentrations in the region.

Conclusion

The comparative analysis of emissions and health impacts for the proposed Project relative to the Friant Ranch and CSUDH projects supports the conclusion that although the proposed Project's emissions are greater than those reported for the Friant Ranch project and lower than those reported for the CSUDH project, the increase in health risks in the region posed by the proposed Project's emissions remains negligible, and consistent with those identified in the CSUDH project.

As discussed in this memorandum, no available modeling tools have been proven to provide a reliable and meaningful analysis to correlate an increase in mass totals or concentrations of criteria air pollutants from an individual project to specific health effects or estimate additional pollutant nonattainment days relative to the NAAQS and CAAQS due to a single project at this time.

Further, as explained in the SJVAPCD brief and noted previously, running a photochemical model used for predicting O_3 attainment with the emissions solely from an individual project like the Friant Ranch project or the proposed Project is not likely to yield valid information given the relative scale involved. The examples discussed in this memorandum support the SJVAPCD's brief contention that consistent, reliable, and meaningful results may not be provided by methods applied at this time. None of the health impact analyses that were reviewed has concluded that health effects estimated using a photochemical model and BenMAP approach are substantial provided that the estimated project-generated incidences represent a very small percent of the number of background incidences, potentially within the models' margin of error and therefore the findings may not be meaningful.

APPENDIX 1:

FRIANT ANALYSES

AIR EMISSIONS REPORT

for the

FRIANT RANCH COMMUNITY DEVELOPMENT PROJECT

Prepared for:

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March 4, 2021

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APPENDICES

Appendix A: Supporting Tables

Appendix B: CalEEMod Files (Provided Electronically)

GLOSSARY OF TERMS AND ACRONYMS

Acronym	Description
AE	Alternative Energy
BE	Building Energy
CalEEMod	California Emissions Estimator Model
Cal/EPA	California Environmental Protection Agency
CAMx	Comprehensive Air Quality Model with Extensions
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CEUS	California Commercial End Use Survey
CO	Carbon Monoxide
csv	Comma Separated Value
DEIR	Draft Environmental Impact Report
DPM	Diesel particulate matter
DU	Dwelling Unit
EMFAC	EMission FACtor Model
FEIR	Final Environmental Impact Report
HIA	Health Impact Analysis
ISR	Indirect Source Review
ITE	Institute of Transportation Engineers
kg	Kilograms
km	Kilometers
kWh	Kilowatt hour
lb/day	Pounds per Day
lb/yr	Pounds per Year
LE	Lighting Energy
LUT	Land Use Transportation
NO_2	Nitrogen Dioxide
NO_x	Oxides of Nitrogen
O_3	Ozone
PM	Particulate Matter
PM_{10}	Particulate Matter 10 Micrometers or less in diameter
$PM_{2.5}$	Particulate Matter 2.5 Micrometers or less in diameter
ppm	Parts per million
RASS	Residential Appliance Saturation Survey
ROG	Reactive Organic Gases
SAFE	Safer Affordable Fuel-Efficient Vehicles Rule
SDT	Site Design Transportation
SJVAPCD	San Joaquin Valley Air Pollution Control District
SO_2	Sulfur Dioxide
SO_x	Oxides of Sulfur
sqft	Square Feet
SW	Solid Waste
TPY	Tons Per Year
TRT	Trip Reduction Transportation
USEPA	US Environmental Protection Agency
VOC	Volatile Organic Compounds

1.0 INTRODUCTION

At the request of Friant Ranch LP, BlueScape Environmental (BlueScape) prepared this Air Emissions Report for pollutant emissions from the Friant Ranch Development Project (Project), including criteria pollutants. The Project consists of the Friant Ranch Specific Plan, an update to the Friant Ranch Community Plan, a new wastewater treatment facility, and improvements at such locations as the Depot Parcel. The purpose of the report is to provide the Project air quality modeling emissions inputs for the regional Health Impact Analysis (HIA). A discussion on the baseline regional emissions inputs used in the HIA is provided in a separate report (BlueScape 2021).

The Air Emissions Report is organized into the following sections:

- **Section 2.0 – Project Description:** The Friant Ranch Development Project is described in this section, including details that were used to complete the emission calculations.

- **Section 3.0 – Air Emissions Calculation Methods:** The methods used to calculate criteria pollutant emissions are described in this section, for the Specific Plan and Community Plan, for each phase of Project construction and for operations. Emissions from a proposed new wastewater treatment plant were evaluated and determined to be negligible for regional impact analysis modeling, but were included in the HRA. This section also provides a discussion on non-mitigated and mitigated emission scenarios.

- **Section 4.0 – Air Emissions Estimates:** The emission calculations are summarized in this section.

- **Section 5.0 – Evaluation of Mitigation Measures:** A brief discussion of construction and operational mitigation measures used in emissions modeling are described in this section.

- **Section 6.0 – Peak Daily Emissions for Health Impact Modeling**: This section presents the peak daily criteria pollutant estimates that were used in HIA modeling.

- **Section 7.0 – References:** includes a list of references cited in this report.

2.0 PROJECT DESCRIPTION

The Project is located in Friant, California, in Fresno County, approximately five miles north of the Fresno city limits and 21 miles east of the city of Madera, within the Friant Community Plan Area and the Friant Specific Plan Area. In February 2011, the County of Fresno approved the Friant Ranch Project, a master planned community incorporating age-restricted (ages 55+) and non-age restricted family and multi-family residential units, a commercial village center, a recreation center, trails, open spaces, parks and parkways. The county's approvals included a new Specific Plan called the Friant Ranch Specific Plan and an update to the pre-existing Friant Community Plan.

The proposed Project is a mixed-use development proposed by Friant Ranch LP (Project sponsor). The Project would develop retail, residential, and open space uses on a 942-acre site in Friant, California. The Project will be primarily residential, with up to 2,270 dwelling units age restricted to over 55, and up to 230 dwelling units without age restriction.

The site is in a mostly rural area, with scattered neighborhoods and houses surrounding it to the northwest, northeast, and southwest. Off-site roads near the Project site include North Friant Road, which runs in a northwest/southwest direction directly along the eastern property line of the Project. North Friant Road becomes Millerton Road at the northern tip of the Project site where the direction changes to mostly an east/west direction. North Fork Road / Road 206 branches off at the N. Friant Rd. / Millerton Rd. transition, and runs in an east/west direction.

The Project also includes a land use designation and zone change for the Depot Parcel, which is outside of the Friant Ranch Specific Plan area, but within the boundaries of the 1983 Friant Community Plan area.

Table 2-1 defines the land use types and total square footage for the proposed development at full-build-out, including both the Specific Plan and the Community Plan land use types.

TABLE 2-1
FRIANT RANCH LAND USE TYPES: SPECIFIC PLAN AND COMMUNITY PLAN

Land Use		Specific Plan			Community Plan		
Type	**Subtype**	**Amount**	**Size Metric**	**Population**	**Amount**	**Size Metric**	**Population**
Commercial	Medical Office Building	10	1000sqft	--	--	--	--
Commercial	Office Park	100	1000sqft	--	--	--	--
Recreational	Fast Food Restaurant w/Drive Thru	5.0	1000sqft	--	10	1000sqft	--
Recreational	Health Club	42	1000sqft	--	--	--	--
Recreational	High Turnover (Sit Down Restaurant)	10	1000sqft	--	80	1000sqft	--
Residential	Apartments Low Rise	230	Dwelling Unit	658	146	Dwelling Unit	418
Residential	Condo/Townhouse	166	Dwelling Unit	475	--	--	--
Residential	Retirement Community/Single Family Housing	2,104	Dwelling Unit	4,158	419	Dwelling Unit	1,198
Retail	Regional Shopping Center	125	1000sqft	--	74	1000sqft	--
Commercial	Pharmacy/Drugstore with Drive Thru	--	--	--	50	1000sqft	--
Recreational	City Park	--	--	--	6.1	Acre	--
Recreational	Hotel	--	--	--	200	Room	--
Recreational	Motel	--	--	--	25	Room	--
Recreational	Quality Restaurant	--	--	--	40	1000sqft	--
Retail	Convenience Market (24-hr)	--	--	--	10	1000sqft	--
Retail	Gasoline/Service Station	--	--	--	10	Pump	--
Retail	Strip Mall	--	--	--	100	1000sqft	--

3.0 EMISSION CALCULATION METHODS

Emissions of criteria pollutants were estimated for the Friant Ranch Specific Plan, as well as the Community Plan and new wastewater treatment plant discussed in the DEIR. Emissions are revised relative to the Draft Environmental Impact Report (DEIR, County of Fresno, 2009) for two reasons:

1) The DEIR used URBEMIS, an emissions model that is currently outdated, to estimate operational emissions for the Project. Currently, most air districts in California recommend the use of CalEEMod (CAPCOA, 2017), a more recently developed land use emissions model.
2) The DEIR estimated emissions for the Community Plan and the full Specific Plan at build-out, which was projected to be in year 2020. Based on an updated construction start date of 2022, operational Project emissions are estimated for full-build out in 2031.

This section describes the calculation of the Friant Ranch Project estimated emissions using CalEEMod and preparation of the model-ready Project emissions for regional Health Impact Analysis (HIA) modeling. Emissions of reactive organic gases (ROG), oxides of nitrogen (NO_x), carbon monoxide (CO), sulfur dioxide (SO_2), particulate matter 10 micrometers or less in diameter (PM_{10}), and particulate matter 2.5 micrometers or less in diameter ($PM_{2.5}$) were estimated. There are minor differences between volatile organic compounds (VOC) and ROG that define each term, however for purposes of this study we will assume they are equivalent due to the fact that air quality models directly calculate ROG in place of VOC. The development of Friant Ranch Project emissions is provided in Section 3.1. The annual unmitigated Friant Ranch Project emissions are summarized in Section 4.0.

The highest peak daily Project emission rate for each pollutant was applied to the 2020 and 2031 background regional emissions data that is discussed further in the HIA report (BlueScape 2021). The 2020 scenario year represents the CEQA baseline for existing conditions prior to Project development. The 2031 scenario year represents the "no project" conditions that account for reasonably foreseeable development that will have occurred by that year, and is adequate as a cumulative CEQA baseline. The 2031 year full-buildout Project impacts were then added to these two CEQA baseline years, to understand the potential specific health impacts above baseline.

There are conservative assumptions and methodologies that were used during the development of Friant Ranch Project emissions, which result in conservatively high estimates of Project emissions and associated health effects. This includes a conservatively high estimate of land use areas and an overlap of all emissions that may happen in any given year. The operational emissions associated with the Specific Plan and the Community Plan were combined with the construction emissions to determine the highest emission rates for modeling.

First, the emissions were determined using the land use described in Section 2 of this report, for operational year 2031. Some of the land use types proposed for the Community Plan in the DEIR have been adjusted based on more recent and accurate information. The land use was revised to remove the light industrial building type and more realistic estimates of the sizes of hotels, motels, and park areas were applied.

Second, Friant Ranch Project emissions are estimated for each year of the development, from 2022 through 2031. Although 2031 is shown to be the full build-out year, with the highest Specific Plan and Community Plan operational emissions, the emissions from construction of the development were applied to each individual year to predict the worst-case year for health effects.

Third, both annual and peak daily emissions are estimated for all Friant Ranch Project sources; however, in order to be conservative, peak daily emissions for each emission source are selected for modeling and are modeled throughout the full annual air quality model simulation. Thus, the modeled annual impacts and the health effects that are dependent on annual concentrations have incorporated layers of conservatism:

1. Peak daily emissions for all activities occur concurrently;

2. Peak daily emissions would occur over a full year;

3. The highest unmitigated peak daily emissions for NO_x occur in 2023, but the highest peak daily emissions for ROG, PM_{10}, and $PM_{2.5}$ occur in 2029. Highest emissions are combined and overlayed onto the 2020 existing conditions baseline and the 2031 Project full build-out baseline to predict conservative health effects; and

4. Similarly, the highest mitigated peak daily emissions for NO_x occur in 2022, but the highest peak daily emissions for ROG, PM_{10}, and $PM_{2.5}$ occur in 2029. Highest emissions are combined and overlayed onto the 2020 existing conditions baseline and the 2031 Project full build-out baseline to demonstrate more likely, but still conservative, health effects after mitigation strategies are implemented.

Therefore, the estimated emissions utilized for health impacts modeling should be considered as worst-case scenarios.

3.1 Calculation Methodology for Friant Ranch Emissions

Emissions associated with construction and operation of the proposed Project and existing development were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2. Emission estimates are based on CalEEMod land use types and total square feet (as shown in Table 2-1), as well as population.

Default values used in CalEEMod version 2016.3.2 are based on the California Energy Commission (CEC), sponsored California Commercial End Use Survey (CEUS), and Residential Appliance Saturation Survey (RASS) studies. CalEEMod provides both construction-related and operational emissions of air pollutants. This methodology has been subjected to peer review by numerous public and private stakeholders, and in particular by the CEC; and therefore, is considered reasonable and reliable for use in estimating air emissions for development projects in California. CalEEMod is considered a conservative tool because many of the default parameters used to calculate emissions are based on conservative assumptions for land use developments throughout the State of California to be protective of the environment and air quality standards.

3.1.1 Construction Emissions Methodology

Construction of the proposed Project would generate temporary air emissions, primarily associated with the operation of construction equipment and truck trips. These impacts are associated with fugitive dust (PM_{10} and $PM_{2.5}$) from soil disturbance, and exhaust emissions, such as ROG, NO_x, CO, SO_2, and DPM from heavy diesel-fueled construction vehicles.

Site preparation and grading typically generate the highest emission quantities because the use of heavy equipment is greatest during this phase of construction. Emissions associated with the construction phases were estimated based on the projected maximum amount of equipment that would be used onsite at one time, in each given year.

The development schedule for the Specific Plan and Depot Parcel is based on the annual phased schedule in Table 2-2 of the DEIR and the duration and sequence of construction activities presented in the DEIR. Construction emissions are developed for the Specific Plan, phases 1 through 5 and the Depot Parcel. Each year of active construction in a development phase is run separately in CalEEMod and results for overlapping phases in the same year are added together to yield worst-case annual and daily emissions.

The duration and timing of construction activities are phased in 3-year increments, as presented in the FEIR. The following example shows the construction duration for phase 1 through phase 5.

- The first year of each phase includes grading that will occur from January 1 through May 2 and building construction from April 16 through December 31.
- The second year of each phase includes building construction from January 1 through December 31.
- The third year of each phase includes building construction from January 1 through December 31, architectural coating from June 28 through October 7, and paving from October 21 through December 3.
- In addition, the next phase of construction will begin in the second year of the previous phase, so construction activities occur in different locations, but emissions will overlap.

The construction equipment and activities are in accordance with CalEEMod defaults, with slight adjustments in equipment load factors, based on those discussed in the FEIR. Worker, vendor, and haul trips are also based on CalEEMod defaults. The silt loading factor is from the California Air Resources Board (CARB) 2018 Miscellaneous Process Methodology 7.9 for Entrained Road Travel, Paved Road Dust using Fresno County data. Construction mitigation strategies will be discussed in a subsequent section of this report.

After construction is complete, three types of sources will generate emissions at the proposed Project site. These are area sources, energy use, and Project-generated traffic, which are defined as operational emissions. The emission calculation methodologies of these sources are discussed below.

3.1.2 Operational Emissions Methodology

Operational emissions include emissions from electricity consumption (energy sources), vehicle trips (mobile sources), and area sources (landscape equipment and consumer products use or reapplication of paint). The majority of operational emissions are associated with vehicle trips to and from the Project site.

Area Sources

All direct area source emissions were based on CalEEMod defaults for the designated land use category with the exception of consumer product emissions and fireplaces. For consumer products, a (VOC) emission factor was derived using methodology consistent with CalEEMod, but with updated statewide parameters. The CalEEMod default emission factor assumes 2008 statewide VOC inventory and building square footage. An updated VOC inventory for 2017 was taken from CARB (CARB, 2017), and 2017 population estimates based on the State of California's Department of Finance demographic projections (DOF, 2017) were used to estimate a statewide VOC EF of 1.62×10^{-5} lb/sf/day for consumer products use, for 2017 going forward. Residential dwellings within the Specific Plan do not include wood burning fireplaces. However, residential dwellings within the Community Plan may have already been built with existing wood burning fireplaces. So, it was estimated that 12.4% of multi-family dwellings and 10% of single-family dwellings would include wood burning fireplaces. In addition, 55% of all dwelling types in the Specific Plan and Community Plan are assumed to have a natural gas hearth, consistent with CalEEMod defaults, and the remaining units have no fireplace. Reapplication of architectural coatings assumes 10% of each building interior and exterior surface area, which incorporates low VOC paints.

Energy Use

Residences and other land uses will use natural gas and the associated emissions were estimated using CalEEMod. Electricity use would contribute indirectly to criteria air pollutant emissions; however, the emissions from electricity use are only quantified for GHGs in CalEEMod. Natural gas use was based on CalEEMod defaults.

Project Traffic

The Project would generate criteria pollutant and DPM emissions from mobile sources (vehicular traffic), as a result of the residents and workers associated with the Project. The daily vehicle miles traveled were estimated using the CalEEMod calculation methodology for each land use type. The daily trip rates are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 8th edition, which are incorporated into CalEEMod as average trip rates for each respective land use category. However, trip lengths were adjusted to account for mixed-use development criteria. Under the mixed-use design criteria, the community is planned to create working and shopping opportunity within the residential development design. Therefore, trip lengths for residential land uses traveling for work, shopping, or other activities are assumed to be mainly originating from the community, with destinations within the community. Using a weighted average of default trip lengths and a general layout of the development roads, the trip lengths were adjusted. It was assumed that 80% of the vehicle trips would travel an average of 2 miles for on-community destinations and 20% of the vehicle trips would use default trip lengths in CalEEMod, for off-community destinations (likely to the Fresno area).

Project-related traffic was assumed to include a mixture of vehicles in accordance with the fleet mix distribution values defined by CARB's EMission FACtor Model (EMFAC) (CARB 2017). Emission factors representing the vehicle mix and emissions for each year were adjusted using EMFAC2017 emission factors for the Fresno/San Joaquin Valley region, with the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule emission factor adjustment. A comma-separated value (csv) file was generated for each year of the development Project duration, from 2022 through 2031 and imported into the CalEEMod model for the calculation of vehicle emissions.

4.0 AIR EMISSIONS ESTIMATES

Full Project build-out emissions are presented, consistent with the Friant Community Plan Update & Friant Ranch Specific Plan DEIR (County of Fresno 2009). Emissions were calculated assuming full Project build-out of residential and commercial areas in 2031 noting that, according to the Project sponsor, the Project will be developed in phases over multiple years. The Depot Parcel will be developed after the full build-out year in 2032 or 2033 in a much smaller area than previous Project phases, and construction-related emissions will be much less than in the 2031 full build-out year. Operational emissions will be slightly less in 2022 and 2023 and the Depot Parcel will add little to operational emissions. Therefore, the Depot Parcel was not included in the operational air emissions estimates. The unmitigated annual construction emissions for the Friant Ranch Specific Plan are presented in Table 4-1. Emissions are shown for each of the phases for Project build-out, from 2022 through 2031.

TABLE 4-1
ANNUAL UNMITIGATED CONSTRUCTION EMISSIONS

	Friant Ranch - Annual Construction Emissions - Unmitigated (tons/year)										
Year	Phase	ROG	NO_x	CO	SO_2	Fug PM_{10}	Exh PM_{10}	Total PM_{10}	Fug $PM_{2.5}$	Exh $PM_{2.5}$	Total $PM_{2.5}$
Total 2022	**P1**	**0.551**	**4.92**	**5.11**	**0.010**	**0.778**	**0.220**	**0.997**	**0.206**	**0.203**	**0.410**
Total 2023	**P1, P2**	**0.987**	**8.73**	**9.63**	**0.019**	**1.20**	**0.375**	**1.57**	**0.320**	**0.347**	**0.667**
2023	P1	0.390	3.11	3.91	0.008	0.182	0.129	0.311	0.049	0.120	0.170
2023	P2	0.597	5.62	5.72	0.011	1.01	0.245	1.26	0.271	0.227	0.498
Total 2024	**P1, P2**	**3.13**	**6.07**	**7.83**	**0.016**	**0.285**	**0.245**	**0.529**	**0.077**	**0.228**	**0.305**
2024	P1	2.779	3.14	4.11	0.008	0.161	0.129	0.290	0.044	0.120	0.163
2024	P2	0.347	2.93	3.73	0.007	0.123	0.116	0.239	0.033	0.108	0.141
Total 2025	**P2, P3**	**0.767**	**6.51**	**8.33**	**0.017**	**0.916**	**0.251**	**1.17**	**0.254**	**0.233**	**0.487**
2025	P2	0.345	2.83	3.78	0.008	0.185	0.101	0.285	0.050	0.094	0.144
2025	P3	0.422	3.69	4.54	0.009	0.731	0.151	0.882	0.204	0.139	0.343
Total 2026	**P2, P3**	**5.07**	**5.67**	**7.63**	**0.016**	**0.267**	**0.212**	**0.479**	**0.072**	**0.198**	**0.270**
2026	P2	4.74	2.91	3.95	0.008	0.119	0.112	0.231	0.032	0.104	0.136
2026	P3	0.329	2.76	3.68	0.008	0.148	0.100	0.249	0.040	0.093	0.134
Total 2027	**P3, P4**	**3.88**	**6.96**	**8.87**	**0.018**	**1.14**	**0.271**	**1.41**	**0.281**	**0.251**	**0.532**
2027	P3	3.42	2.96	3.97	0.008	0.143	0.112	0.255	0.039	0.104	0.143
2027	P4	0.460	4.00	4.90	0.010	0.996	0.159	1.15	0.242	0.147	0.389
Total 2028	**P4**	**0.354**	**2.95**	**3.82**	**0.009**	**0.251**	**0.101**	**0.351**	**0.068**	**0.094**	**0.161**
Total 2029	**P4, P5**	**4.63**	**7.64**	**9.70**	**0.020**	**0.960**	**0.295**	**1.26**	**0.265**	**0.274**	**0.539**
2029	P4	4.08	2.85	3.83	0.007	0.073	0.112	0.185	0.020	0.104	0.124
2029	P5	0.553	4.78	5.88	0.013	0.887	0.183	1.07	0.245	0.170	0.415
Total 2030	**P5**	**0.312**	**1.59**	**3.41**	**0.008**	**0.113**	**0.029**	**0.142**	**0.031**	**0.029**	**0.060**
Total 2031	**P5**	**3.49**	**1.66**	**3.64**	**0.008**	**0.057**	**0.037**	**0.093**	**0.015**	**0.037**	**0.052**
Depot 2032	**P6**	**0.191**	**0.955**	**1.804**	**0.004**	**0.230**	**0.024**	**0.254**	**0.116**	**0.024**	**0.140**
Depot 2033	**P6**	**0.247**	**0.430**	**0.822**	**0.002**	**0.022**	**0.010**	**0.032**	**0.006**	**0.010**	**0.016**

Note: Fug PM_{10}/$PM_{2.5}$ represents fugitive (dust) particulate matter and Exh PM_{10}/$PM_{2.5}$ represents exhaust particulate matter.

The unmitigated annual operational emissions for the Friant Ranch Specific Plan and the Friant Community Plan are presented in Table 4-2.

TABLE 4-2
ANNUAL UNMITIGATED OPERATIONAL CRITERIA POLLUTANT EMISSIONS

Friant Ranch Specific Plan						
	2031					
	ROG	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Category	**Tons/Year**					
Area (Total)	**10.7**	**1.15**	**18.9**	**0.007**	**0.179**	**0.179**
Architectural Coatings	1.36	0	0	0	0	0
Consumer Products	8.65	0	0	0	0	0
Hearth	0.109	0.935	0.398	0.006	0.076	0.076
Landscaping	0.554	0.214	18.5	0.001	0.103	0.103
Energy (Natural Gas)	**0.247**	**2.13**	**1.07**	**0.014**	**0.171**	**0.171**
Mobile (Total)	**4.90**	**4.00**	**27.0**	**0.062**	**7.86**	**2.13**
Specific Plan Total	**15.8**	**7.28**	**46.9**	**0.083**	**8.21**	**2.48**
Friant Community Plan						
Category	**2031**					
	ROG	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
	Tons/Year					
Area (Total)	**6.36**	**0.350**	**9.83**	**0.020**	**0.946**	**0.946**
Architectural Coatings	0.846	0	0	0	0	0
Consumer Products	4.75	0	0	0	0	0
Hearth	0.636	0.302	5.64	0.020	0.923	0.923
Landscaping	0.126	0.048	4.19	0.0002	0.023	0.023
Energy (Natural Gas)	**0.277**	**2.48**	**1.84**	**0.015**	**0.192**	**0.192**
Mobile (Total)	**11.7**	**39.6**	**69.4**	**0.182**	**13.4**	**3.78**
Community Plan Total	**18.3**	**42.4**	**81.0**	**0.217**	**14.5**	**4.91**
Friant Ranch Specific Plan and Community Plan						
Unmitigated Project Total	**34.2**	**49.7**	**128**	**0.300**	**22.8**	**7.40**

A summary of the total annual emissions for each year of the development Project are shown below in Table 4-3 for the Specific Plan, Community Plan, and Construction.

TABLE 4-3
UNMITIGATED ANNUAL OPERATION AND CONSTRUCTION

	Specific Plan - Total Operational Emissions - Unmitigated (tons/year)									
Year	ROG	NO_x	CO	SO_2	Fug PM_{10}	Exh PM_{10}	Total PM_{10}	Fug $PM_{2.5}$	Exh $PM_{2.5}$	Total $PM_{2.5}$
2022	1.91	0.99	5.97	0.010	0.784	0.043	0.827	0.210	0.043	0.253
2023	3.70	1.81	11.4	0.020	1.57	0.082	1.65	0.420	0.081	0.501
2024	5.41	2.60	16.5	0.029	2.35	0.121	2.47	0.630	0.120	0.750
2025	7.04	3.34	21.4	0.038	3.13	0.161	3.29	0.839	0.160	1.00
2026	8.62	4.05	26.0	0.046	3.92	0.201	4.12	1.05	0.199	1.25
2027	10.2	4.91	30.5	0.055	4.70	0.254	4.95	1.26	0.252	1.51
2028	11.8	5.37	34.7	0.061	5.48	0.277	5.76	1.47	0.275	1.74
2029	13.1	6.02	38.8	0.069	6.26	0.315	6.58	1.68	0.312	1.99
2030	14.5	6.65	42.9	0.076	7.04	0.352	7.40	1.89	0.350	2.24
2031	15.8	7.28	46.9	0.083	7.82	0.389	8.21	2.10	0.387	2.48

	Community Plan - Total Operational Emissions - Unmitigated (tons/year)									
Year	ROG	NO_x	CO	SO_2	Fug PM_{10}	Exh PM_{10}	Total PM_{10}	Fug $PM_{2.5}$	Exh $PM_{2.5}$	Total $PM_{2.5}$
2022	25.5	51.7	104	0.266	13.2	1.47	14.7	3.58	1.45	5.03
2023	24.0	46.9	100	0.258	13.2	1.38	14.6	3.58	1.37	4.95
2024	23.0	46.1	96.6	0.253	13.2	1.38	14.6	3.58	1.37	4.95
2025	22.1	45.3	93.2	0.246	13.2	1.38	14.6	3.58	1.36	4.94
2026	21.4	44.6	90.6	0.241	13.2	1.37	14.6	3.58	1.36	4.94
2027	20.7	44.0	88.1	0.235	13.2	1.37	14.6	3.58	1.36	4.93
2028	20.0	43.5	85.9	0.230	13.2	1.36	14.6	3.58	1.35	4.93
2029	19.4	43.0	84.0	0.225	13.2	1.36	14.6	3.58	1.35	4.92
2030	18.9	42.7	82.4	0.221	13.2	1.35	14.5	3.58	1.34	4.92
2031	18.3	42.4	81.0	0.217	13.2	1.35	14.5	3.58	1.34	4.91

	Friant Ranch - Total Annual Construction Emissions - Unmitigated (tons/year)									
Year	ROG	NO_x	CO	SO_2	Fug PM_{10}	Exh PM_{10}	Total PM_{10}	Fug $PM_{2.5}$	Exh $PM_{2.5}$	Total $PM_{2.5}$
2022	0.551	4.92	5.11	0.010	0.778	0.220	1.00	0.206	0.203	0.410
2023	0.987	8.73	9.63	0.019	1.20	0.375	1.57	0.320	0.347	0.667
2024	3.13	6.07	7.83	0.016	0.285	0.245	0.53	0.077	0.228	0.305
2025	0.767	6.51	8.33	0.017	0.92	0.251	1.17	0.254	0.233	0.487
2026	5.07	5.67	7.63	0.016	0.267	0.212	0.48	0.072	0.198	0.270
2027	3.88	6.96	8.87	0.018	1.14	0.271	1.41	0.281	0.251	0.532
2028	0.354	2.95	3.82	0.009	0.251	0.101	0.35	0.068	0.094	0.161
2029	4.63	7.64	9.70	0.020	0.960	0.295	1.26	0.265	0.274	0.539
2030	0.312	1.59	3.41	0.008	0.113	0.029	0.14	0.031	0.029	0.060
2031	3.49	1.66	3.64	0.008	0.057	0.037	0.09	0.015	0.037	0.052

	Friant Ranch - Total Annual Operational and Construction Emissions - Unmitigated (tons/year)									
Year	ROG	NO_x	CO	SO_2	Fug PM_{10}	Exh PM_{10}	Total PM_{10}	Fug $PM_{2.5}$	Exh $PM_{2.5}$	Total $PM_{2.5}$
2022	28.0	57.6	115	0.286	14.8	1.73	16.5	4.00	1.70	5.70
2023	28.7	57.4	121	0.297	16.0	1.84	17.8	4.32	1.80	6.12
2024	31.6	54.8	121	0.297	15.8	1.75	17.6	4.29	1.72	6.00
2025	30.0	55.1	123	0.301	17.2	1.79	19.0	4.67	1.76	6.43
2026	35.1	54.4	124	0.302	17.4	1.79	19.2	4.70	1.76	6.46
2027	34.7	55.9	127	0.308	19.0	1.89	20.9	5.12	1.86	6.98
2028	32.1	51.8	124	0.300	18.9	1.74	20.7	5.11	1.72	6.83
2029	37.1	56.7	133	0.314	20.4	1.97	22.4	5.52	1.93	7.45
2030	33.6	50.9	129	0.304	20.3	1.73	22.1	5.49	1.72	7.21
2031	37.6	51.3	132	0.308	21.1	1.77	22.8	5.69	1.76	7.45

5.0 EVALUATION OF MITIGATION STRATEGIES

Construction mitigation strategies would mainly rely on the use of construction equipment considered construction clean fleet, to comply with the emission reductions required by SJVAPCD District Rule 9510: Indirect Source Review (ISR). The rule requires construction equipment greater than fifty (50) horsepower to reduce construction equipment emissions by 20% of the total NO_x emissions and by 45% of the total PM_{10} exhaust emissions. Although the construction fleet will vary based on the phase and subphase of construction activity, a combination of Tier 3 and Tier 4 engines were modeled to demonstrate the overall emission reductions. Lower emitting equipment or add-on control technology may become more readily available in future construction years.

Construction mitigation measures to comply with SJVAPCD District Rule 8021 were also included to demonstrate the reduction of fugitive dust emissions associated with the Project. At a minimum, watering of disturbed areas at least 3 times per day or as necessary; and limiting vehicle travel speeds on unpaved roads within the construction areas to a maximum of 15 miles per hour were incorporated.

Operational mitigation strategies were incorporated to quantify the reduction in emissions due to the SJVAPCD District Rule 9510: Indirect Source Review (ISR) strategies. The CAPCOA traffic mitigation measures have been incorporated into CalEEMod and correlate well with the ISR mitigation measures.

LUT-1 / Mitigation Measure 2a: Increase Density was applied as 2,000 dwelling units (du) within ½-mile radius (3.98 du/acre) and 1,500 jobs within ½-mile radius (2.9 jobs/acre).

LUT-3 / Mitigation Measure 2b: *Increase Diversity* can be included if the Project contains various land uses, such as office, commercial, institutional, and residential land uses present within ¼ mile.

LUT-9 / Mitigation Measure 2c: *Improve Walkability Design* included a calculation of 3-way and 4-way intersections compared to the distance from the center of the Project to its farthest boundary. This value was calculated to be 5.62 intersections per square mile.

LUT-4 / Mitigation Measure 2d: *Improve Destination Accessibility* was applied as the distance to downtown per job center is within ¼ mile.

LUT-5 / Mitigation Measure 2e: *Increase Transit Accessibility* was applied as the distance to a transit station is within ¼ mile.

SDT-1 / Mitigation Measure 3a: *Improve Pedestrian Network* was applied as providing a pedestrian access network within the Project site and connecting off-site.

SDT-2 / Mitigation Measure 3b: *Provide Traffic Calming Measures* was applied as 100% of streets containing improvements within ½ mile of the Project site and 25% of intersections improved within ½ mile of the Project site.

SDT-3 / Mitigation Measure 3c: *Implement Neighborhood Electric Vehicle (NEV) Network* was included for the Project.

TRT-6 / Mitigation Measure 5c: *Encourage Telecommuting and Alternative Work Schedules* included 25% of employees to participate in telecommuting 1.5 days per week.

A-1 / Mitigation Measure 7b: *Landscape Equipment* included 3% electric lawnmower, leaf blower, and chainsaws.

BE-1 / Mitigation Measure 7a: *Exceed Title 24* included as a minimum of 7% improvement over the 2016 building standards as applied by CalEEMod.

LE-1 / Mitigation Measure 7a: *Install High Efficiency Lighting* applied as a 20% reduction in energy use.

AE-1, AE-2, AE-3 / Mitigation Measure 8: *Solar Panels* are incorporated as 3 kW times the number of dwelling units, or a maximum of 7,500 kWh for 2031.

SW-1 would institute recycling and composting services to provide a reduction of 50% to 75% of the total waste disposed.

Use of low VOC paints will be included in the baseline scenario, but additional mitigation is considered for SJV Rule 4601, which requires a VOC limit of 50 g/L for flat and non-flat coatings, effective after 1/1/2022.

These mitigation strategies were quantified to demonstrate emission reductions, using the CalEEMod model. Mitigation strategies that were defined in the FEIR are now considered outdated, but are shown with the newer ISR reduction strategies, submitted in 2019. The comparison of FEIR mitigation strategies and those applied based on the ISR application is shown in Table A-1 in Appendix A.

The mitigated annual construction emissions for the Friant Ranch Specific Plan are presented in Table 5-1. Emissions are shown for each of the phases of Project build-out, from 2022 through 2031.

TABLE 5-1
ANNUAL MITIGATED CONSTRUCTION EMISSIONS

	Friant Ranch - Annual Construction Emissions - Mitigated (tons/year)										
Year	Phase	ROG	NO_x	CO	SO_2	Fug PM_{10}	Exh PM_{10}	Total PM_{10}	Fug $PM_{2.5}$	Exh $PM_{2.5}$	Total $PM_{2.5}$
Total 2022	**P1**	**0.293**	**3.86**	**5.42**	**0.010**	**0.086**	**0.190**	**0.475**	**0.104**	**0.085**	**0.189**
Total 2023	**P1, P2**	**0.483**	**5.07**	**10.6**	**0.019**	**0.610**	**0.209**	**0.819**	**0.163**	**0.209**	**0.373**
2023	P1	0.210	1.01	4.19	0.008	0.182	0.027	0.209	0.049	0.027	0.076
2023	P2	0.273	4.06	6.37	0.011	0.428	0.183	0.611	0.114	0.183	0.297
Total 2024	**P1, P2**	**2.77**	**2.92**	**8.50**	**0.016**	**0.285**	**0.121**	**0.405**	**0.077**	**0.120**	**0.197**
2024	P1	2.60	1.18	4.43	0.008	0.161	0.039	0.200	0.044	0.038	0.082
2024	P2	0.170	1.74	4.06	0.007	0.123	0.082	0.205	0.033	0.082	0.115
Total 2025	**P2, P3**	**0.368**	**4.16**	**9.26**	**0.017**	**0.506**	**0.195**	**0.700**	**0.139**	**0.194**	**0.334**
2025	P2	0.187	1.85	4.16	0.008	0.185	0.081	0.266	0.050	0.081	0.131
2025	P3	0.181	2.31	5.09	0.009	0.321	0.113	0.434	0.089	0.113	0.203
Total 2026	**P2, P3**	**4.73**	**2.84**	**8.41**	**0.016**	**0.267**	**0.111**	**0.378**	**0.072**	**0.111**	**0.183**
2026	P2	4.55	1.05	4.34	0.008	0.119	0.030	0.149	0.032	0.030	0.062
2026	P3	0.171	1.79	4.06	0.008	0.148	0.081	0.229	0.040	0.081	0.121
Total 2027	**P3, P4**	**3.44**	**3.68**	**9.84**	**0.018**	**0.603**	**0.149**	**0.752**	**0.153**	**0.149**	**0.302**
2027	P3	3.25	1.99	4.36	0.008	0.143	0.096	0.239	0.039	0.096	0.135
2027	P4	0.188	1.70	5.48	0.010	0.460	0.053	0.513	0.114	0.053	0.167
Total 2028	**P4**	**0.197**	**1.98**	**4.20**	**0.009**	**0.251**	**0.081**	**0.332**	**0.068**	**0.081**	**0.149**
Total 2029	**P4, P5**	**4.17**	**4.98**	**10.8**	**0.020**	**0.551**	**0.236**	**0.788**	**0.151**	**0.236**	**0.388**
2029	P4	3.91	1.88	4.22	0.007	0.073	0.097	0.170	0.020	0.097	0.116
2029	P5	0.261	3.10	6.55	0.013	0.478	0.140	0.618	0.132	0.140	0.271
Total 2030	**P5**	**0.122**	**0.878**	**3.93**	**0.008**	**0.113**	**0.011**	**0.125**	**0.031**	**0.011**	**0.042**
Total 2031	**P5**	**3.28**	**0.985**	**4.16**	**0.008**	**0.057**	**0.026**	**0.082**	**0.015**	**0.026**	**0.041**
Depot 2032	**P6**	**0.063**	**0.671**	**2.22**	**0.004**	**0.111**	**0.018**	**0.129**	**0.051**	**0.018**	**0.069**
Depot 2033	**P6**	**0.202**	**0.318**	**0.943**	**0.002**	**0.022**	**0.009**	**0.031**	**0.006**	**0.009**	**0.015**

Note: Fug PM_{10}/$PM_{2.5}$ represents fugitive (dust) particulate matter and Exh PM_{10}/$PM_{2.5}$ represents exhaust particulate matter.

Mitigated Specific Plan and Community Plan operational emissions for 2031 are shown in Table 5-2, which demonstrates the annual reduction in each pollutant by using the mitigation strategies defined above.

TABLE 5-2
ANNUAL MITIGATED OPERATIONAL CRITERIA POLLUTANT EMISSIONS

Friant Ranch Community: Operational Criteria Pollutant Emissions (tons/year)						
Friant Ranch Specific Plan						
Category	**2031**					
	ROG	**NOx**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
	tons					
Area (Total)	**10.2**	**1.15**	**18.8**	**0.007**	**0.178**	**0.178**
Architectural Coatings	0.892	0	0	0	0	0
Consumer Products	8.65	0	0	0	0	0
Hearth	0.109	0.935	0.398	0.006	0.076	0.076
Landscaping	0.546	0.212	18.4	0.001	0.102	0.102
Energy (Natural Gas)	**0.234**	**2.02**	**1.01**	**0.013**	**0.162**	**0.162**
Mobile (Total)	**4.84**	**3.60**	**24.7**	**0.052**	**6.45**	**1.75**
Specific Plan Total	**15.3**	**6.77**	**44.5**	**0.071**	**6.79**	**2.09**
Mitigation Reduction %	**3.51**	**6.96**	**5.17**	**13.6**	**17.4**	**15.8**
Friant Community Plan						
Category	**2031**					
	ROG	**NOx**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
	tons					
Area (Total)	**5.34**	**0.259**	**4.25**	**0.002**	**0.040**	**0.040**
Architectural Coatings	0.445	0	0	0	0	0
Consumer Products	4.75	0	0	0	0	0
Hearth	0.025	0.211	0.090	0.001	0.017	0.017
Landscaping	0.124	0.048	4.16	0.0002	0.023	0.023
Energy (Natural Gas)	**0.277**	**2.48**	**1.84**	**0.015**	**0.192**	**0.192**
Mobile (Total)	**11.6**	**37.7**	**66.8**	**0.165**	**11.8**	**3.33**
Community Plan Total	**17.2**	**40.5**	**72.9**	**0.181**	**12.1**	**3.56**
Mitigation Reduction %	**5.99**	**4.58**	**9.99**	**16.5**	**17.1**	**27.5**
Friant Ranch Specific Plan and Community Plan						
Project Total	**32.5**	**47.2**	**117**	**0.253**	**18.8**	**5.65**

A summary of the total annual mitigated emissions for each year of the development Project are shown below in Table 5-3 for the Specific Plan, Community Plan, and Construction.

TABLE 5-3
MITIGATED ANNUAL OPERATION AND CONSTRUCTION EMISSIONS

Year	Specific Plan - Total Operational Emissions - Mitigated (tons/year)									
	ROG	NO_x	CO	SO_2	Fug PM_{10}	Exh PM_{10}	Total PM_{10}	Fug $PM_{2.5}$	Exh $PM_{2.5}$	Total $PM_{2.5}$
2022	1.85	0.90	5.59	0.009	0.642	0.041	0.683	0.172	0.041	0.213
2023	3.58	1.67	10.7	0.017	1.28	0.078	1.36	0.344	0.077	0.421
2024	5.23	2.40	15.6	0.025	1.93	0.116	2.04	0.516	0.115	0.631
2025	6.81	3.09	20.1	0.032	2.57	0.154	2.72	0.688	0.153	0.841
2026	8.34	3.75	24.6	0.039	3.21	0.192	3.40	0.860	0.191	1.05
2027	9.83	4.57	28.8	0.047	3.85	0.245	4.09	1.03	0.243	1.27
2028	11.3	4.98	32.8	0.053	4.49	0.266	4.76	1.20	0.264	1.47
2029	12.6	5.59	36.8	0.059	5.13	0.303	5.43	1.37	0.300	1.67
2030	14.0	6.18	40.7	0.065	5.77	0.339	6.11	1.55	0.336	1.88
2031	15.3	6.77	44.5	0.071	6.41	0.374	6.79	1.72	0.372	2.09

Year	Community Plan - Total Operational Emissions - Mitigated (tons/year)									
	ROG	NO_x	CO	SO_2	Fug PM_{10}	Exh PM_{10}	Total PM_{10}	Fug $PM_{2.5}$	Exh $PM_{2.5}$	Total $PM_{2.5}$
2022	24.3	49.0	94.5	0.225	11.6	0.531	12.2	3.16	0.515	3.67
2023	22.9	44.6	91.1	0.218	11.6	0.454	12.1	3.16	0.442	3.60
2024	21.9	43.9	87.6	0.213	11.6	0.451	12.1	3.16	0.439	3.60
2025	21.0	43.1	84.5	0.207	11.6	0.447	12.1	3.16	0.436	3.59
2026	20.2	42.5	82.0	0.203	11.6	0.444	12.1	3.16	0.432	3.59
2027	19.5	41.9	79.6	0.198	11.6	0.439	12.1	3.16	0.428	3.58
2028	18.9	41.5	77.6	0.193	11.6	0.434	12.1	3.16	0.423	3.58
2029	18.3	41.0	75.7	0.188	11.6	0.429	12.1	3.15	0.419	3.57
2030	17.8	41.0	74.6	0.187	11.9	0.428	12.3	3.22	0.418	3.64
2031	17.2	40.5	72.9	0.181	11.6	0.421	12.1	3.15	0.411	3.56

Year	Friant Ranch - Total Annual Construction Emissions - Mitigated (tons/year)									
	ROG	NO_x	CO	SO_2	Fug PM_{10}	Exh PM_{10}	Total PM_{10}	Fug $PM_{2.5}$	Exh $PM_{2.5}$	Total $PM_{2.5}$
2022	0.293	3.86	5.42	0.010	0.086	0.190	0.475	0.104	0.085	0.189
2023	0.483	5.07	10.6	0.019	0.610	0.209	0.819	0.163	0.209	0.373
2024	2.77	2.92	8.50	0.016	0.285	0.121	0.405	0.077	0.120	0.197
2025	0.368	4.16	9.26	0.017	0.506	0.195	0.700	0.139	0.194	0.334
2026	4.73	2.84	8.41	0.016	0.267	0.111	0.378	0.072	0.111	0.183
2027	3.44	3.68	9.84	0.018	0.603	0.149	0.752	0.153	0.149	0.302
2028	0.197	1.98	4.20	0.009	0.251	0.081	0.332	0.068	0.081	0.149
2029	4.17	4.98	10.8	0.020	0.551	0.236	0.788	0.151	0.236	0.388
2030	0.122	0.878	3.93	0.008	0.113	0.011	0.125	0.031	0.011	0.042
2031	3.28	0.985	4.16	0.008	0.057	0.026	0.082	0.015	0.026	0.041

Year	Friant Ranch - Total Annual Operational and Construction Emissions - Mitigated (tons/year)									
	ROG	NO_x	CO	SO_2	Fug PM_{10}	Exh PM_{10}	Total PM_{10}	Fug $PM_{2.5}$	Exh $PM_{2.5}$	Total $PM_{2.5}$
2022	26.5	53.7	106	0.244	12.4	0.761	13.3	3.43	0.64	4.07
2023	27.0	51.3	112	0.254	13.5	0.741	14.3	3.67	0.73	4.39
2024	29.9	49.2	112	0.254	13.9	0.688	14.5	3.75	0.67	4.42
2025	28.2	50.4	114	0.257	14.7	0.796	15.5	3.98	0.78	4.77
2026	33.3	49.1	115	0.257	15.1	0.747	15.9	4.09	0.73	4.82
2027	32.8	50.2	118	0.263	16.1	0.833	16.9	4.34	0.82	5.16
2028	30.4	48.4	115	0.254	16.4	0.781	17.2	4.43	0.77	5.19
2029	35.1	51.6	123	0.267	17.3	0.968	18.3	4.68	0.96	5.64
2030	31.9	48.0	119	0.261	17.8	0.778	18.5	4.80	0.77	5.56
2031	35.8	48.2	122	0.260	18.1	0.821	18.9	4.89	0.81	5.69

6.0 PEAK DAILY EMISSIONS FOR HEALTH IMPACT MODELING

Peak daily emissions are required for regional Health Impact Analysis (HIA) modeling. To determine the highest peak daily emissions, the combined operational plus construction emissions for each year were evaluated. The highest peak daily emission rate for each pollutant was applied to the 2020 and 2031 background regional emissions data to demonstrate the most conservative health impacts. The 2020 and 2031 regional emissions data inputs used for the HIA were developed from modeling information obtained from CARB, as developed for the San Joaquin Valley 2018 $PM_{2.5}$ State Implementation Plan (SJVAPCD 2018). A discussion on the regional emissions inputs to the HIA is provided in the separate HIA report (BlueScape 2021).

Without the Project emissions included, the 2020 scenario year represents the CEQA baseline for existing conditions prior to Project development. The 2031 scenario year represents the "no project" conditions that account for reasonably foreseeable development that will have occurred by that year, and is adequate as a cumulative CEQA baseline. The 2031 year full-buildout Project impacts were then added to these two CEQA baseline years, to understand the potential specific health impacts above baseline.

The following tables show unmitigated and mitigated peak daily emissions for operational and construction emissions combined. Table 6-1 shows the unmitigated peak daily emissions and then the mitigated peak daily emissions that were applied to the regional health impact model, for the Project. Construction emissions and operational emissions are defined separately, by source category. Peak daily NO_x emissions occur in year 2023 for the unmitigated scenario and year 2022 for the mitigated scenario. Peak daily ROG and PM emissions occur in year 2029 for both the unmitigated and mitigated scenarios. Although operational emissions associated with the Specific Plan and Community Plan are highest at Project build-out, year 2031, the combination of construction emissions with operational emissions in these years (2022, 2023 and 2029) represents a worst-case peak day scenario for those pollutants.

TABLE 6-1
PEAK DAILY OPERATION AND CONSTRUCTION EMISSIONS

Category	Peak Day Unmitigated Emissions (lb/day)					
	ROG	NO_x	Fugitive PM_{10}	Exhaust PM_{10}	Fugitive $PM_{2.5}$	Exhaust $PM_{2.5}$
	Construction					
On-Road Mobile	0.773	3.13	2.59	0.014	0.699	0.013
Off-Road Mobile	9.36	111	15.6	4.10	4.34	3.79
Area/Energy	104	0	0	0	0	0
	Operational (Specific Plan plus Community Plan)					
On-Road Mobile	127	294	124	1.59	33.4	1.51
Off-Road Mobile	0	0	0	0	0	0
Area/Energy	101	28.9	0	27.0	0	27.0
Total	**342**		**142**	**32.7**		

Category	Peak Day Mitigated Emissions (lb/day)					
	ROG	NO_x	Fugitive PM_{10}	Exhaust PM_{10}	Fugitive $PM_{2.5}$	Exhaust $PM_{2.5}$
	Construction					
On-Road Mobile	0.773	2.63	2.59	0.014	0.699	0.013
Off-Road Mobile	3.83	60.4	6.08	3.49	1.69	3.49
Area/Energy	104	0	0	0	0	0
	Operational (Specific Plan plus Community Plan)					
On-Road Mobile	126	304	107	1.42	28.8	1.35
Off-Road Mobile	0	0	0	0	0	0
Area/Energy	81.8	22.9	0	4.82	0	4.82
Total	**316**	**389**	**115**	**9.74**	**31.2**	**9.66**

Note: Area source exhaust PM originates from natural gas combustion and landscaping.

Table 6-2 shows the unmitigated peak daily emissions, on an annual basis from 2022 through 2031. The maximum daily emission rate for each pollutant was selected for the peak daily rate. Table 6-3 shows the mitigated peak daily emissions, on an annual basis from 2022 through 2031. These tables include all of the criteria pollutant emissions, but since contributions to regional ozone and fine particulate are minimal, CO and SO_2 were not included in the regional HIA modeling.

TABLE 6-2
UNMITIGATED PEAK DAILY OPERATION AND CONSTRUCTION

Year	Friant Ranch - Total Peak Daily Operational Emissions - Unmitigated (lb/day)									
	ROG	NO_x	CO	SO_2	Fug PM_{10}	Exh PM_{10}	Total PM_{10}	Fug $PM_{2.5}$	Exh $PM_{2.5}$	Total $PM_{2.5}$
2022	199	346	869	2.13	89.0	26.3	115	24.1	26.2	50.3
2023	201	323	888	2.15	94.0	26.2	120	25.4	26.1	51.5
2024	205	325	905	2.18	99.0	26.6	126	26.7	26.5	53.3
2025	209	326	922	2.21	104	27.0	131	28.1	26.9	55.0
2026	213	328	943	2.24	109	27.4	136	29.4	27.3	56.7
2027	219	334	965	2.29	114	28.2	142	30.7	28.1	58.8
2028	224	332	985	2.29	119	28.2	147	32.1	28.1	60.2
2029	228	335	1,008	2.32	124	28.5	153	33.4	28.5	61.9
2030	233	338	1,032	2.34	129	28.9	158	34.7	28.8	63.6
2031	237	342	1,057	2.38	134	29.3	163	36.1	29.2	65.3

Year	Friant Ranch - Total Peak Daily Construction Emissions - Unmitigated (lb/day)									
	ROG	NO_x	CO	SO_2	Fug PM_{10}	Exh PM_{10}	Total PM_{10}	Fug $PM_{2.5}$	Exh $PM_{2.5}$	Total $PM_{2.5}$
2022	9.09	83.2	83.0	0.155	16.5	3.76	20.3	4.38	3.47	7.84
2023	12.6	114	122	0.235	19.0	4.94	23.9	5.06	4.57	9.63
2024	72.2	56.2	72.5	0.138	2.36	2.41	4.74	0.636	2.24	2.87
2025	10.1	86.2	107	0.217	17.7	3.46	21.2	4.94	3.20	8.14
2026	127	53.7	71.6	0.140	2.19	2.16	4.36	0.591	2.01	2.60
2027	95.5	98.6	121	0.241	22.8	4.09	26.8	5.54	3.78	9.31
2028	2.78	22.7	30.0	0.070	1.98	0.773	2.75	0.535	0.719	1.25
2029	114	99.2	122	0.242	18.2	4.12	22.3	5.04	3.81	8.85
2030	2.41	12.2	26.3	0.062	0.89	0.223	1.11	0.241	0.223	0.463
2031	90.2	21.4	42.3	0.084	0.58	0.67	1.25	0.156	0.668	0.824

Year	[redacted]									
	ROG	NO_x	CO	SO_2	Fug PM_{10}	Exh PM_{10}	Total PM_{10}	Fug $PM_{2.5}$	Exh $PM_{2.5}$	Total $PM_{2.5}$
2022	209	429	952	2.28	105	30.1	136	28.4	29.7	58.1
2023	214	438	1,009	2.39	113	31.2	144	30.5	30.7	61.2
2024	277	381	977	2.32	101	29.0	130	27.4	28.8	56.1
2025	219	412	1,029	2.42	122	30.5	152	33.0	30.1	63.1
2026	341	382	1,015	2.38	111	29.6	141	30.0	29.3	59.3
2027	314	433	1,087	2.53	137	32.3	169	36.3	31.9	68.1
2028	226	355	1,015	2.36	121	28.9	150	32.6	28.8	61.4
2029	342	434	1,130	2.56	142	32.7	175	38.4	32.3	70.7
2030	235	350	1,058	2.41	130	29.2	159	35.0	29.1	64.0
2031	328	364	1,100	2.46	135	30.0	165	36.2	29.9	66.1

TABLE 6-3
MITIGATED PEAK DAILY OPERATION AND CONSTRUCTION

Year	Friant Ranch - Total Peak Daily Operational Emissions -Mitigated (lb/day)									
	ROG	NO_x	CO	SO_2	Fug PM_{10}	Exh PM_{10}	Total PM_{10}	Fug $PM_{2.5}$	Exh $PM_{2.5}$	Total $PM_{2.5}$
2022	181	326	707	1.53	78.2	4.02	82.2	21.1	3.92	25.1
2023	182	306	725	1.55	82.3	3.95	86.2	22.2	3.87	26.1
2024	186	308	741	1.57	86.4	4.34	90.7	23.3	4.26	27.6
2025	190	309	759	1.60	90.5	4.73	95.2	24.4	4.65	29.1
2026	194	311	778	1.62	94.5	5.12	99.7	25.5	5.04	30.5
2027	199	317	800	1.67	98.6	5.86	105	26.6	5.78	32.4
2028	203	315	819	1.67	103	5.87	109	27.7	5.79	33.5
2029	208	318	841	1.69	107	6.24	113	28.8	6.16	34.9
2030	212	323	866	1.73	112	6.63	119	30.3	6.56	36.8
2031	217	325	888	1.75	115	6.99	122	31.0	6.91	37.9

Year	Friant Ranch - Total Peak Daily Construction Emissions - Mitigated (lb/day)									
	ROG	NO_x	CO	SO_2	Fug PM_{10}	Exh PM_{10}	Total PM_{10}	Fug $PM_{2.5}$	Exh $PM_{2.5}$	Total $PM_{2.5}$
2022	4.55	63.0	87.0	0.155	7.48	1.50	8.98	1.99	1.47	3.45
2023	5.94	72.4	134.0	0.235	8.75	3.10	11.8	2.34	3.10	5.44
2024	69.5	31.5	78.4	0.138	2.36	1.57	3.90	0.64	1.57	2.20
2025	4.53	54.7	119	0.217	8.29	2.60	10.9	2.30	2.60	4.90
2026	125	32.1	78.4	0.140	2.19	1.59	3.78	0.59	1.59	2.18
2027	89.7	56.1	135	0.241	10.5	2.55	13.0	2.59	2.55	5.13
2028	1.57	15.2	32.9	0.070	1.98	0.624	2.60	0.53	0.62	1.16
2029	109	67.9	136	0.242	8.67	3.50	12.2	2.39	3.50	5.89
2030	0.955	6.7	30.3	0.062	0.890	0.088	0.978	0.241	0.087	0.328
2031	88.7	18.0	46.2	0.084	0.580	0.939	1.52	0.156	0.939	1.10

Year	Friant Ranch - Total Peak Daily Operational and Construction Emissions - Mitigated (lb/day)									
	ROG	NO_x	CO	SO_2	Fug PM_{10}	Exh PM_{10}	Total PM_{10}	Fug $PM_{2.5}$	Exh $PM_{2.5}$	Total $PM_{2.5}$
2022	185	389	794	1.68	85.6	5.52	91.2	23.1	5.39	28.5
2023	188	379	859	1.78	91.0	7.05	98.1	24.6	6.97	31.5
2024	255	340	820	1.71	88.7	5.91	94.6	24.0	5.83	29.8
2025	194	364	878	1.81	98.7	7.34	106	26.7	7.25	34.0
2026	319	343	857	1.76	96.7	6.71	103	26.1	6.62	32.7
2027	289	374	935	1.91	109	8.41	117	29.2	8.33	37.5
2028	205	330	852	1.74	105	6.49	111	28.2	6.41	34.6
2029	316	386	977	1.93	115	9.74	125	31.2	9.66	40.8
2030	213	330	896	1.80	113	6.72	120	30.5	6.64	37.2
2031	305	343	934	1.83	116	7.93	124	31.1	7.85	39.0

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APPENDIX A

TABLES

TABLE A-1
MITIGATION STRATEGIES FOR EMISSION REDUCTION

Mitigation Strategy	FEIR 3.3.1/3.3.2	ISR Application	CalEEMod Applied
Construction Clean Fleet	3.3.1: Diesel oxidation catalyst with 40% NO_x reduction (cranes/forklift 15%)	Mitigation Measure 1: District Rule 9510 (ISR requires the clean fleet data template to verify the NO_x and PM_{10} emission reductions)	CalEEMod can apply oxidation catalysts, diesel particulate filters, and upgraded engine Tier 2, 3, or 4, or alternate fuels (Bio, CNG, Electric)[1]
Increase Density		Mitigation Measure 2a: 2,000 DU within ½ mi radius of Project	Applied as 2,000 in CalEEMod
Increase Diversity		Mitigation Measure 2b: Mixed-Use development	Applied as increased diversity in CalEEMod
Increase Walkability Design		Mitigation Measure 2c: 7 intersections	Applied as intersections per square miles in CalEEMod
Improve Destination Accessibility		Mitigation Measure 2d: ¼ mile	Applied as ¼ mi to job center or downtown in CalEEMod
Increase Transit Accessibility	3.3.2 Transportation related mitigation measures	Mitigation Measure 2e: ¼ mi to transit station	Applied as ¼ mi to transit station in CalEEMod
Improve pedestrian network	Bicycle usage is considered a design strategy, not mitigation	Mitigation Measure 3a: Provide pedestrian access network within Project site and connecting offsite	Applied as pedestrian access network within Project site and connecting offsite in CalEEMod
Provide traffic calming measures		Mitigation Measure 3b: 100% of streets with improvement within ½ mile of Project site	Applied as 100% of streets with improvement within ½ mile of Project site in CalEEMod
Implement Neighborhood Electric Vehicle Network		Mitigation Measure 3c: Provide NEV Network	Applied as NEV network provided in CalEEMod
Encourage Telecommuting and Alt Work Schedules		Mitigation Measure 5c: 25% of employees to participate in telecommuting 1.5 days	Applied as 25% of employees to participate in telecommuting 1.5 days in CalEEMod
Hearth		Mitigation Measure 6: NG only hearth	Applied as NG only hearth
Exceed Title 24	3.3.2: Reduce residential energy consumption 10-20% from 2008 Title 24. (These energy efficiency standards are now considered design requirements and are outdated as mitigation.)	Mitigation Measure 7a: ISR states: TBD	Apply Title 24 reduction (see below)
			Single family homes built under 2019 Energy Standards use 7% less energy than 2016 Standards. Assume 7% reduction to 2031.
			Lighting energy reduction based on an average 29% for the lighting power density from 2016 to 2019 (non-residential buildings). Assume 20% reduction to 2031.
			Low-flow plumbing, toilets, sinks, showers in accordance with Title 24 as of 2019 and water efficient irrigation, in CalEEMod.
Landscape Equipment		Mitigation Measure 7b: ISR states "yes"	3% electric will be applied in CalEEMod, as noted to be the assumed statewide average

TABLE A-1
MITIGATION STRATEGIES FOR EMISSION REDUCTION

Mitigation Strategy	FEIR 3.3.1/3.3.2	ISR Application	CalEEMod Applied
Solar Panels		Mitigation Measure 8: ISR states "yes"	kW of total power output will be entered into CalEEMod
Electric Vehicle Charger		Mitigation Measure 9: ISR states "TBD"	Number of charging outlets to be entered into CalEEMod
Solid Waste Reduction			Fresno County is required to meet the state mandated 75% reduction in solid waste by 2020. CalEEMod will apply 75% recycling and composting.
Low VOC Paints	3.3.1: 45% ROG emission reduction compared to existing architectural coating rules (defined defaults were Res: 130 g/L and Non-res: 250 g/L)		The FEIR measure is outdated. SJV Rule 4601 requires VOC limit of 50 g/L for flat and non-flat coatings, effective after 1/1/2022. 50 g/L will be used in CalEEMod.
Fugitive Dust	SJV Reg VIII Control Measures		Apply 3x per day watering frequency (61% reduction in PM10/2.5), vehicle speed 15 mph
EMFAC 2017 and SAFE Factor Adjustment			Emission factors for mobiles sources will be adjusted in CalEEMod to update vehicle emissions

1. The ISR does not state specific measures, only the general clean fleet data, which is submitted to verify emission reductions meet the rule after each construction phase is completed. A combination of Tier 3 and Tier 4 engines was applied in CalEEMod to demonstrate the reductions, but they are not specified in the ISR or the EIR.

APPENDIX B

CALEEMOD FILES
(PROVIDED ELECTRONICALLY)

Appendix E

Regional Air Quality Modeling and Health Impact Analysis

REGIONAL AIR QUALITY MODELING & HEALTH IMPACT ANALYSIS

for the

FRIANT RANCH COMMUNITY DEVELOPMENT PROJECT

Prepared for:

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August 4, 2021

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APPENDICES

Appendix A: WRF/CAMx/BenMAP-CE Modeling Input and Output (list of electronic files)
Appendix B: BenMAP-CE Audit Trial Reports
Appendix C: Resumes

GLOSSARY OF TERMS AND ACRONYMS

Acronym	Description
3D	Three-dimensional
AAQA	Ambient Air Quality Analysis
agl	Above ground level
AQMP	Air Quality Management Plan
Avg	Average
BAAQMD	Bay Area Air Quality Management District
BenMAP-CE	Benefits Mapping and Analysis Program – Community Edition
C-R	Concentration-Response function
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CAMx	Comprehensive Air Quality Model with Extensions
CARB	California Air Resources Board
CB06	Carbon Bond 06 chemical mechanism
CEPAM	California Standard Emission Tool
CEQA	California Environmental Quality Act
CI	Confidence Interval
CMAS	Community Modeling and Analysis System
CMAQ	Community Multiscale Air Quality Model
CO	Carbon Monoxide
CSV	Comma Separated Value
DPM	Diesel Particulate Matter
EBI	Euler Backward Iterative solver
EIR	Environmental Impact Report
EMFAC	California Air Resources Board's Mobile Source Emission Factor inventory
EPA	U.S. Environmental Protection Agency
ESMF	Earth System Modeling Framework software
GIS	Geographic Information System
GREASD	Greatly Reduced Execution and Simplified Dynamics Submodel
GRIB	Gridded Binary form
HARP2	Hotspots Analysis and Reporting Program Version 2
HDF	Hierarchical Data Format
HIA	Health Impact Analysis
HRA	Health Risk Assessment
ISA	Integrated Science Assessments
km	Kilometers
lb/day	Pounds per day
LP	Limited Partnership
MDA8	Maximum Daily 8-hour Average Ozone
MPE	Model Performance Evaluation
NAAQS	National Ambient Air Quality Standards
NAM	North American Mesoscale

GLOSSARY OF TERMS AND ACRONYMS

Acronym	Description
NCEP	National Centers for Environmental Protection
NCL	NCAR Command Language
netCDF	Network Common Data form
NO_x	Oxides of Nitrogen
OFFROAD	California Air Resources Board's Offroad Source Emission Factor Inventory
PBL	Planetary Boundary Layer
PGM	Photochemical Grid model
$PM_{2.5}$	Particulate Matter 2.5 Micrometers or less in aerodynamic diameter
PM_{10}	Particulate Matter 10 Micrometers or less in aerodynamic diameter
ppb	Parts per billion
ppbv	Parts per billion by volume
PopGrid	EPA gridded population data for BenMAP
PPM	Piecewise Parabolic Model
ROG	Reactive Organic Gases
SAPRC07	Chemical Mechanism Model 2007
SIL	Significant Impact Level
SIP	State Implementation Plan
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMOKE	Sparse Matrix Operator Kerner Emissions modeling system
SCAQMD	South Coast Air Quality Management District
SJV	San Joaquin Valley
SJVAPCD	San Joaquin Valley Air Pollution Control District
SO_x	Oxides of Sulfur
TOG	Total Organic Gases
$\mu g/m^3$	Micrograms per Cubic Meter
UTM	Universal Transverse Mercator
VERDI	Visual Environment for Rich Data Interpretation program
VOC	Volatile Organic Compounds
WRF	Weather Research and Forecasting model

EXECUTIVE SUMMARY

In the California Supreme Court decision in Sierra Club versus County of Fresno (S219783, December 24, 2018), or the "Friant Ranch" Case, the Court found the Environmental Impact Report (EIR) to be inadequate because it failed to make a reasonable effort to include an analysis that correlates Project emissions to impacts on human health. In particular, the Court focused on air quality impact analysis for the Project's significant emissions of oxides of nitrogen (NO_x) and Reactive Organic Gases (ROG), which are precursors to ozone formation, and of particulate matter with an aerodynamic diameter less than or equal to 2.5 micrometers ($PM_{2.5}$) emissions. The Court concluded that an EIR should meet evidentiary requirements, such as: 1) including sufficient detail to enable reviewers to understand and to consider meaningfully the issues the project raises, and 2) making a reasonable effort to connect a project's air quality impacts to likely health consequences, or explain why such air quality analysis is not scientifically feasible at the time of drafting the analysis.

This technical study describes the work completed to satisfy the Supreme Court's EIR evidentiary requirements as applied to the Friant Ranch Community Development Project (or "the Project"). BlueScape completed photochemical modeling work to support the Project Health Impact Analysis (HIA) as described in this technical study. BlueScape generally followed the California Air Resources Board's (CARB's) 2018 $PM_{2.5}$ State Implementation (SIP) study methods (CARB 2018), to develop regional ozone and $PM_{2.5}$ air quality concentration predictions that were then entered into the U.S. Environmental Protection Agency (EPA) Benefits Mapping and Analysis Program – Community Edition (BenMAP-CE, EPA 2019a) to estimate Project health impacts. CARB used 2013 emissions and modeling files as the base case year for its photochemical modeling effort. In order to determine that the entire modeling system and supporting data bases adequately replicated observed conditions for 2013, CARB compared the 2013 air quality modeling concentration predictions to available 2013 observed air quality concentrations and determined that the modeling system was performant. CARB then projected emissions from 2013 to the 2020 future year, and the modeling system was applied in order to predict 2020 air quality concentrations. In the Project HIA study, it was deemed prudent to set 2020 as the Existing Baseline year for the regional emissions, and use the 2013 meteorological data year to complete the modeling, to ensure consistent and valid model performance with the work CARB performed.

The electronic meteorological and emissions data files used by CARB for the San Joaquin Valley (SJV) for photochemical modeling completed with the Community Multiscale Air Quality (CMAQ) model were initially obtained by Ramboll Corporation (Ramboll) and processed prior to BlueScape obtaining the files and using them to complete the HIA. The 2020 CMAQ files obtained by Ramboll from CARB, which included speciated NO_x, Total Organic Gases (TOG), particulate matter with an aerodynamic diameter less than or equal to 10 micrometers (PM_{10}), and $PM_{2.5}$

emissions, were converted for use in the Comprehensive Air Quality Model with Extensions (CAMx) model (Ramboll ENVIRON 2017) with appropriate CMAQ-to-CAMx conversion tools. CARB also provided its 2013 Weather Research and Forecasting Model (WRF v3.8 or later) meteorological data files to Ramboll, which were also converted for use in CAMx using appropriate tools. BlueScape obtained these files prepared by Ramboll from the Project proponent and further developed them for use in the HIA discussed in this report.

Using the 2013 WRF meteorological data coupled with the converted CMAQ input files, CAMx (v.6.5) photochemical modeling was performed for six (6) scenarios:

1) 2020 Existing Baseline year without Project emissions;

2) 2020 Existing Baseline year with unmitigated Project emissions;

3) 2020 Existing Baseline year with mitigated Project emissions;

4) 2031 Future Baseline year without Project emissions;

5) 2031 Future Baseline year with unmitigated Project emissions; and

6) 2031 Future Baseline year with mitigated Project emissions.

The intent of including a 2020 Existing Baseline year is to describe environmental conditions in 2020 and then to add Project emissions to this baseline. The Project emissions include construction emissions, as well as operational emissions from prior completion of Project work, that will occur in the same year. The Future Baseline year describes 2031 environmental conditions without the Project to which Project emissions at full Project buildout are added for a cumulative result. For the 2031 Future Baseline year, the 2020 CAMx regional emissions inventory was "grown" to a 2031 regional emissions inventory based upon growth factors developed using the CARB 2016 SIP - Standard Emission Tool (CEPAM, CARB 2018). The 2031 regional emissions inventory thus accounts for reasonably foreseeable population growth in the affected region by 2031.

A Model Performance Evaluation (MPE) of the 2020 CAMx air quality modeled results was completed. The CAMx model was run for the entire 2020 Existing Baseline year. The MPE was conducted as a comparison of the hourly CAMx model predictions for the Project study, to CARB's original hourly CMAQ model predictions for 2020, using CMAQ modeling output files obtained from CARB. The Environmental Protection Agency (EPA) has issued guidance on how air quality simulation models are to be judged to be adequately performing in order to be used for studies such as conducted here (EPA 2018a). Two statistics that are used to judge such model performance are mean gross error and mean bias. If the gross error is less than 15% and bias is within +/-5%, it is an indicator that the model is adequately performing (Emery et. al. 2017). Average gross error and bias statistics were estimated at the county-level for ozone and $PM_{2.5}$ for each month of 2020 between the base case modeling results supplied to our team and the base case modeling results that we ran. Because the

gross error and bias values that resulted were less than 5% for gross error and were near zero for bias (i.e., a few tenths of a part per billion (ppb) for ozone and a few hundredths of a $\mu g/m^3$ for $PM_{2.5}$), the CAMx modeling system results for 2020 and 2031 were deemed suitable for use in the Friant Ranch Project HIA.

For the six modeling scenarios, maximum daily 8-hour average (MDA8) ozone concentrations and maximum annual 24-hour average $PM_{2.5}$ concentrations were developed using CAMx for import into EPA's BenMAP-CE model. BenMAP-CE is open-source software that can be configured to relate the human health impacts and/or benefits to air quality changes. The latest version of BenMAP-CE is Version 1.5, which the EPA released in March 2019. The program includes a subset of air quality monitoring data in preloaded databases for areas within the Continental United States, with recent and projected demographic and baseline health data, concentration-response (C-R) relationships drawn from the published epidemiological literature, and economic value estimates based on the published economics literature. The principal function of the software is to apply the findings of epidemiological and economics studies to estimate the health impacts and economic value of air pollution changes.

To estimate human health effects, BenMAP-CE first determines the change in ambient air pollution using user-specified air quality data for the baseline and controlled scenarios. The software then applies the relationship between the air pollution with certain health effects (also known as health endpoints) using health impact function or the C-R functions that were derived from epidemiology studies. BenMAP-CE applies that relationship to the exposed population to calculate health impacts based on baseline health incidence data.

The Project maximum estimated change in ozone concentration above both the 2020 Existing Baseline and the 2031 Future Baseline does not exceed the EPA's Significant Impact Level (SIL) for ozone of 1 ppb, 8-hour average. The Project maximum estimated change in $PM_{2.5}$ concentration impacts above baseline levels does not exceed the EPA's and San Joaquin Valley Air Pollution Control District's (SJVAPCD) SIL of 0.2 $\mu g/m^3$, annual average. As discussed in Section 2.0, concentration results that do not exceed a SIL can be used by Fresno County, the lead agency for this Project, as one indicator that the Project concentration impacts, and therefore the related specific health impacts, are likely not meaningful.

The Project-related specific health incidences estimated using BenMAP for ozone and $PM_{2.5}$ concentration changes above baseline, as compared with regional background health incidences, are very small relative to background incidences. For example, for ozone asthma-related emergency room visits for children aged 0 to 17, the Project-related health incidences per year were estimated to be 0.0427, or about 0.00026% of regional background occurrences. For $PM_{2.5}$ and mortality, the Project-related health incidences per year were estimated to be 0.35, or about 0.00054% of regional background occurrences. As the health incidence values estimated for Friant Ranch Project emissions are less than one, and a negligible fraction of the background incidence values, it is not expected that the Project will result in any meaningful health impact greater than zero, that can be established with any certainty.

1.0 INTRODUCTION

This HIA study provides a description of the methodologies used to develop concentration data for ozone and $PM_{2.5}$ for potential health impacts from Friant Ranch Project emissions. The intent of the HIA is to provide quantitative photochemical modeling and specific health impact information that meets the EIR evidentiary requirements for HIAs, as stated by the California Supreme Court in the Friant Ranch Case decision.

The proposed Project is located within the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). CARB conducts photochemical modeling studies for the San Joaquin Valley to address attainment of the ozone and $PM_{2.5}$ state and federal ambient air quality standards. To review regional impacts from these pollutants, CARB recently completed photochemical modeling for the 2018 $PM_{2.5}$ SIP study using the CMAQ model for 2020 emissions (SJVAPCD 2018). As presented in this report, BlueScape obtained electronic files from Ramboll that were developed using CARB's CMAQ files, to run another photochemical model, the CAMx model. Using the CAMx files, BlueScape developed the HIA study to review potential ozone and $PM_{2.5}$ impacts from the Project. As addressed in the HIA, the primary emissions precursors to ozone formation are NO_x and Volatile Organic Compounds (VOC). VOC includes ROG, which is included within the larger category of TOG that is included in CAMx for complete photochemistry calculations. Air quality modeling concentration data developed with the CAMx model were used in health impact calculations completed with BenMAP-CE software.

The following discussion provides the background on California air district guidance, as response to the Friant Ranch Case decision. At the time the decision was released, the SJVAPCD did not develop general guidance to be used for California Environmental Quality Act (CEQA) review, and more specifically, the SJVAPCD did not develop procedures on how to evaluate specific health impacts from a project's ozone precursor and $PM_{2.5}$ emissions. However, the SJVAPCD and the South Coast Air Quality Management District (SCAQMD) did release legal positions on the Friant Ranch case. During the litigation before the California Supreme Court, SJVAPCD submitted an *Amicus Curiae* brief stating that models are not available to conduct an appropriate analysis (SJVAPCD 2015a). In its brief, SJVAPCD acknowledged that while health risk assessments (HRAs) for localized air toxics impacts, such as diesel particulate matter (DPM), are commonly prepared, "*it is not feasible to conduct a similar analysis for criteria air pollutants because currently available computer modeling tools are not equipped for this task*." The SJVAPCD further noted that an analysis of health impacts solely from the Friant Ranch Project emissions (which equate to less than one-tenth of one percent of the total NO_x and VOC emissions in the San Joaquin Valley) is not likely to yield valid information, and that any such information should not be "*accurate when applied at the local level*."

SJVAPCD has followed up the brief with general guidance to project developers to make "*a reasonable effort to discuss relevant specifics regarding the connection between potential adverse air quality impacts from the Project with the likely nature and magnitude of the potential health impacts. If the potential health impacts from*

the project cannot be specifically correlated, explain what is known and why, given scientific constraints, potential health impacts cannot be translated (SJVAPCD 2020)."

The SCAQMD also submitted an *Amicus Curiae* brief to the California Supreme Court (SCAQMD 2015). Its brief stated the difficulty of quantifying a project's health impacts for such pollutants as ozone, due to the need to consider the impact of a relatively small amount of emissions on overall regional pollution impacts. However, the SCAQMD did conclude that such regional impact modeling could be feasible for larger projects, considered to be much larger in terms of total emissions, than the Friant Ranch Project. The SCAQMD has demonstrated the typical use of a photochemical modeling concentration analysis for regional (not source-specific) ozone and $PM_{2.5}$ emissions impacts, connecting the results to specific predicted health impacts, in the *2016 Air Quality Management Plan* (AQMP, SCAQMD 2017) and related reports.

In late 2019, the Sacramento Metropolitan Air Quality Management District (SMAQMD 2019) released Interim Guidance suggesting that, where air quality emission impacts are deemed to be significant under CEQA, project applicants should provide a technical (or quantitative) analysis and make a finding on whether specific health impact review of ozone and $PM_{2.5}$ is feasible. If such a health impact analysis (for example using a photochemical model with BenMAP) is not feasible, the guidance suggests that the CEQA documents explain why the analysis is not feasible. Such an explanation could include review and discussion of models typically used currently for health impact analysis, including CalEEMod, EMFAC, OFFROAD, BenMAP-CE and HARP2, combined with an explanation of the extent to which these and any other tools identified could assist in describing the project's health impacts from ozone and $PM_{2.5}$ emissions.

Since releasing the Interim Guidance, the SMAQMD has released the *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District*, which replaces the Interim Guidance (SMAQMD 2020). The guidance document provides insight on potential ozone and $PM_{2.5}$ impacts that may occur due to project development in the Sacramento region, from a project's NO_x, VOC, carbon monoxide (CO) and oxides of sulfur (SO_x) emissions. The guidance provides screening look-up tables that can be used to estimate specific health effects in certain strategic growth areas. The screening look-up tables were developed using CAMx photochemical modeling. For projects with significant emissions outside of the strategic growth areas, the document provides guidance on the use of a photochemical model to develop quantitative estimates of ozone and $PM_{2.5}$ concentrations and health impacts from these pollutants.

This report describes the methodology used to complete the ozone and $PM_{2.5}$ concentration modeling for the Friant Ranch Project, including the CAMx modeling system, WRF model meteorological data inputs, CAMx model emission inputs and other input assumptions, and the output files prepared for BenMap-CE. The concentration results are described in tables and figures. A discussion regarding use of SILs for the HIA is provided in Section 2.0. The concentration impacts are discussed

in detail in Section 3.7. The health impacts calculated using BenMAP-CE are presented in Section 4.3.

2.0 SIGNIFICANT IMPACT LEVELS FOR REGIONAL AIR QUALITY MODELING AND HEALTH IMPACT ANALYSIS

The Friant Ranch Case decision did not establish, nor provide the means to develop, CEQA significance thresholds for regional air quality and health impact modeling. The Case only states that specific health impact information should be presented to the public in a reliable and meaningful way. This HIA analysis for the Friant Ranch Project has been prepared due to the finding that one or more of the pollutants, NO_x, ROG (or VOC), PM_{10} or $PM_{2.5}$ emitted by the Project may exceed the CEQA mass emissions significance thresholds listed by the SJVAPCD (SJVAPCD 2015b). This section provides a discussion on use of concentration significant impact levels (SILs) for consideration by Fresno County, should the county decide to complete further review on whether the specific health impacts described in the HIA are meaningful.

The EPA and CARB have set ambient health standards – the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) – for the purpose of meeting regional air pollution management goals. The ambient standards are based upon health impact studies, including health impact studies included in the BenMAP-CE model database and used in this HIA. For ozone and $PM_{2.5}$ health studies used to establish the NAAQS, see the Integrated Science Assessments (ISAs) (EPA 2019b). According to CARB, an ambient air quality standard is established to protect the health of the most sensitive groups in communities (CARB 2021a). The ambient standards represent an acceptable regional level of pollution for a specific compound. The federal and California state ambient health standards for ozone and $PM_{2.5}$ are listed in Table 1 below (CARB 2021b).

TABLE 1
AMBIENT HEALTH STANDARDS

Pollutant	Federal	California
Ozone	70 ppb 8-Hour Avg	90 ppb 1-Hour Avg 70 ppb 8-hour Avg
$PM_{2.5}$	35 $\mu g/m^3$ 24-Hour Avg 12.0 $\mu g/m^3$ Annual Avg	12 $\mu g/m^3$ Annual Avg

The SJVAPCD has established SILs as thresholds that are a small fraction of the ambient standards, to be used for ambient air quality analysis (AAQA) for air permitting, in APR 1925 *Policy for District Rule 2201 AAQA Modeling* (SJVAPCD 2019). The SILs are used to "*determine whether a proposed source's emissions will have a significant impact on air quality in an area*." In areas that are in nonattainment of the ambient standards, such as is the case for $PM_{2.5}$ within the San Joaquin Valley, the

SILs are thresholds that cannot be exceeded by an air permit applicant and still obtain an air permit authorization.

The SJVAPCD recommends use of ambient air quality analysis to determine whether impacts from development projects are significant under CEQA. The approach for development projects is provided in Section 8.4 of the *Guidance for Assessing and Mitigating Air Quality Impacts* (SJVAPCD 2015c) and refers to the APR 1925 AAQA modeling guidance. The $PM_{2.5}$ SILs for non-fugitive sources (or projects) were obtained by SJVAPCD from EPA, as described in the document *Guidance on Significant Impact Levels for Ozone and Fine Particles in the Prevention of Significant Deterioration Permitting Program* (EPA 2018b). In that EPA guidance document (pages 7, 13), the EPA addresses why, in its judgment, source concentration impacts below a SIL are insignificant: "*the EPA believes an insignificant impact is an impact on air quality concentrations that is small and not meaningful*." Thus, as related to the ambient health standards, a regulating authority can use the SILs as an indication that impacts below the SILs can be considered to be insignificant, or not causing a meaningful difference in a region's air quality as well as in any associated health impacts.

For $PM_{2.5}$, which is a nonattainment pollutant, the SJVAPCD considers project impacts on air quality to be insignificant if the $PM_{2.5}$ SILs are not exceeded. In that case, no further analysis of impacts is required. The SJVAPCD does not list a SIL for regional ozone impacts, because such analysis is not required by APR 1925. The SIL for regional ozone impacts from single projects, 1 ppb 8-hour average, can be obtained from EPA's Guidance on the SILs referenced above.

The air quality analysis SILs listed in the EPA SIL Guidance and SJVAPCD APR 1925 for ozone and $PM_{2.5}$ are shown in Table 2.

TABLE 2
EPA AND SJVAPCD SIGNIFICANT IMPACT LEVELS

Pollutant	EPA	SJVAPCD
Ozone	1 ppb, 8-Hour Avg	---
$PM_{2.5}$	<u>All sources:</u> 1.2 $\mu g/m^3$, 24-Hour Avg 0.2 $\mu g/m^3$, Annual Avg	<u>Non-Fugitive Sources:</u> 1.2 $\mu g/m^3$, 24-Hour Avg 0.2 $\mu g/m^3$, Annual Avg <u>Fugitive dust:</u> 2.5 $\mu g/m^3$, 24-Hour Avg 0.63 $\mu g/m^3$, Annual Avg

The ozone 8-hour average SIL of 1 ppb is about 1.4% of the 70 ppb federal and state 8-hour ozone standards. The most conservative $PM_{2.5}$ SIL listed in Table 2, which

would be associated with long-term health effects of 0.2 μg/m^3, is about 1.7% of the 12 μg/m^3 federal and state annual average $PM_{2.5}$ standard. While the purpose of an HIA is not to show compliance with ambient health standards as discussed above (rather to address specific health impacts of ozone and $PM_{2.5}$), if HIA concentration impacts due to a project above the existing regional baseline do not exceed these SIL thresholds, then Fresno County could use this finding as an indication that the project's concentration impacts on regional public health are likely not meaningful, because the SILs are related to regional health studies used to develop ambient health standards.

While this HIA report concludes that Friant Ranch Project concentration impacts (and therefore likely the related health impacts) are not meaningful, to provide Fresno County and the public with additional information, as well as meet the evidentiary requirements of the Friant Ranch Case, the report also provides specific health impact modeling results, as compared to baseline health impacts on the regional population from all of the emissions occurring in the region.

3.0 CAMX PHOTOCHEMICAL MODELING FOR THE FRIANT RANCH PROJECT

This section provides a discussion of regional photochemical modeling completed for ozone and $PM_{2.5}$ impacts using the CAMx model for the Friant Ranch Project. CAMx was used to develop regional air concentration data for the health impact analysis described in Section 4.0.

3.1 Summary of the Modeling System

Photochemical grid models (PGMs) are recognized and routinely utilized tools for regulatory analysis such as assessing emission control strategies in pursuit of attaining a particular ambient health standard. PGMs are large-scale mathematical air quality models that represent the physicochemical processes that occur in the atmosphere. PGMs simulate the changes of atmospheric pollutant concentrations due to changes in the constituent makeup of anthropogenic, biogenic, and geogenic emissions emitted into the atmosphere. PGMs are applied at multiple spatial scales from local, regional, national, and global over periods of time that span weekly, monthly, and annual scales.

Over the last five decades, EPA has devoted significant resources to develop PGMs for the assessment of air pollution issues, including health impact assessments and evaluation of emissions control strategies. The EPA's Air Quality Modeling Group has used photochemical models as part of its modeling analyses to support policy and regulatory decisions. Finally, EPA has developed guidance on the use of these models (EPA 2017).

CAMx is a state-of-the-art regional air quality modeling system developed by Ramboll that can be used to simulate the physical and chemical processes that govern the formation, transport, and deposition of gases and particulates in the atmosphere. The structure of the CAMx modeling system is shown in Figure 1 below.

The components shown in Figure 1 are:

- **WRF**: Weather Research and Forecasting Model, v3.8 or later. WRF was used by CARB on behalf of the SJVAPCD, to generate the meteorology data for CMAQ modeling completed for the San Joaquin Valley. WRF (year 2013) output files from CARB used for the SJVAPCD 2018 $PM_{2.5}$ SIP study 2020 model run were post-processed by Ramboll for use in CAMx. The 2013 meteorological data was used in this HIA for consistency with the CARB modeling study, thus ensuring valid CAMx model performance.

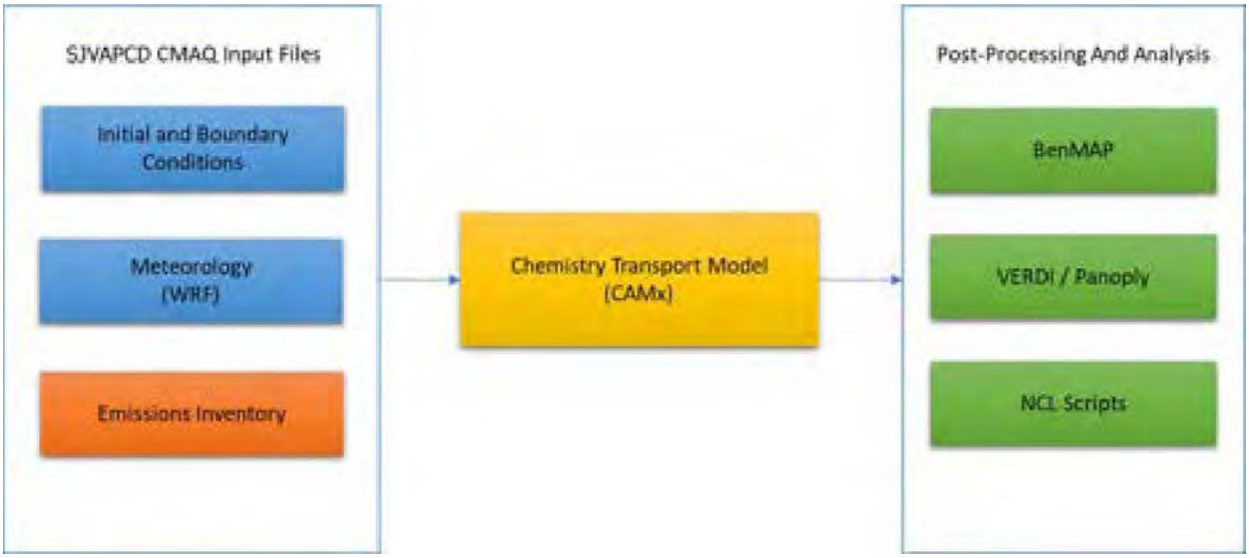


FIGURE 1. COMPONENTS OF THE CAMX MODELING SYSTEM

- **CAMx**: Comprehensive Air Quality Model with Extensions, v6.5. The CAMx model was run by Ramboll using converted CARB CMAQ input files and meteorology post-processed from CARB WRF output files.
- **Initial and Boundary Conditions**: Initial and boundary photochemical conditions for the spatial domain and the modeling time period. Initial conditions represent the state of the air quality of every grid cell of the domain and for every chemical species at the start of the simulation. The boundary conditions represent the estimated, incoming air quality of every chemical species at the north, south, east, and west lateral boundaries of the 4 km domain. The boundary conditions and initial conditions were derived based on modeling from the 12 km domain.
- **Emissions Inventory**: An emissions database for the scenario, spanning the time period, spatial domain, and species list required by CAMx. Generally, CAMx obtains its emissions inventories from the EPA's SMOKE (Sparse Matrix Operator Kernel Emissions) Modeling System (CMAS 2018). In this Project, a complete emissions inventory for Year 2020 in CMAQ-format files was provided

by CARB to Ramboll, then converted by Ramboll to CAMx format to be used in this analysis. BlueScape also obtained the CMAQ files from CARB and used them for model performance evaluation.

- **Post-Processing and Analysis**: The following software tools were available to post-process CAMx results for further analysis and data visualization:
  - **VERDI**: Java program for visualizing meteorology, emissions, and air quality modeling data. With options for overlaying GIS Shapefiles and observational data onto model output, VERDI offers a range of options for viewing atmospheric modeling data. VERDI was used in this Project to validate emissions re-gridding and output concentrations from CAMx.
  - **Panoply**: netCDF, HDF and GRIB Data Viewer. Used alongside VERDI to visualize CAMx output data and to extract CSV files from CAMx post-processed output files, stored in netCDF format.
  - **NCL Scripts**: The NCAR Command Language (NCL) is a free interpreted language designed specifically for scientific data processing and visualization. In this Project, NCL was not used to incorporate the Project's emissions model into the 2020 and 2031 Baseline emissions; rather the emissions were manually formatted and processed.
  - **BenMAP-CE**: EPA Benefits Mapping and Analysis Program – Community Edition, BenMAP-CE is an open-source software that calculates the number and economic value of air pollution-related deaths and illnesses. A component of BenMAP-CE is a tool called PopGrid which is used to estimate the population within each grid cell by gender, race, ethnicity, and age range.

3.2 Modeling Domain

The modeling domain chosen for the Project study was obtained from the domain used in the 2018 SJVAPCD $PM_{2.5}$ SIP modeling run completed by CARB. This modeling domain is comprised of three nested domains (i.e., 36 km, 12 km, and 4 km). For the current study, only the 4km domain was used for modeling. As the footprint of the Friant Ranch Project is wholly contained within the 4km domain, it was deemed unnecessary to conduct model simulations using the 36 km and 12 km domains. Further, it is well known that when additional emissions of small magnitude are inserted into a handful of grid cells of the 4 km domain, the modelled impact to air quality in the larger 12 km and 36 km are negligible if not imperceptible. Data from the final modeling grid subset used by CARB was used for the Project CAMx runs, as boundary and initial conditions from CARB for CMAQ already incorporated data from coarser grids. This final grid covered an area of 348 by 412 kilometers, using a 4-km grid size and 87 by 103 cells. Figure 2 shows this grid layout, used by both CARB for CMAQ model runs, and by BlueScape for Project CAMx model runs.

FIGURE 2. CARB CMAQ AND CAMX MODELING GRID



3.3 WRF – Weather Research and Forecasting Model Data

The WRF model is a next-generation mesoscale numerical weather prediction system designed for both atmospheric research and operational forecasting applications. The model generates three-dimensional (3D) wind fields for a specific domain, using telescopic grids to pass regional phenomena down to smaller areas. WRF is an integral part of both CMAQ and CAMx modeling systems.

CARB used WRF v3.8 to generate the meteorological fields needed for their 2020 CMAQ run used for the SJVAPCD $PM_{2.5}$ SIP Study. BlueScape obtained output files from this WRF run that were post-processed by Ramboll using the wrfcamx post-processing tool. Table 3 below contains the selected WRF modeling configuration used by CARB.

TABLE 3 **WRF MODELING CONFIGURATION**	
Grid Definition	CARB WRF data, final grid: • 4-km grid cell, 189 x 189 grid cells in size, total area: 756 x 756 kms
Initial and Boundary Conditions	NCEP North American Mesoscale (NAM) 12 km Analysis, Grid 218
Vertical Layers	50 Layers with the lowest layer at 18 m above ground level (agl).
Data Assimilation	Analysis nudging at every 6 hours for the outermost domain only. No temperature and moisture nudging within the Planetary Boundary Layer (PBL).

3.4 CAMx Model Setup

The CAMx model was set up to use the same grid as the final grid from the CARB 2020 CMAQ model run. Table 4 contains the general CAMx model configuration used, while Table 5 contains the grid configuration.

TABLE 4 **GENERAL CAMX CONFIGURATION**	
Chemical Mechanism	SAPRC07 with version "c" toluene updates gas-phase mechanism
Advection Solver	Piecewise Parabolic Method (PPM)
Chemical Solver	Euler Backward Iterative solver (EBI)
Plume-In-Grid Submodel	Greatly Reduced Execution and Simplified Dynamics Submodel (GREASD)
Dry Deposition Model	Zhang 2003
Photolysis	In-line Calculation

TABLE 5 **4-KM GRID CONFIGURATION**	
Grid Definition	4-km grid cell, 87 x 103 grid cells in size, total area: 348 x 412 kms

3.5 Emissions Inventories

The CAMx model requires input of hourly, gridded criteria pollutant emissions of both anthropogenic and biogenic sources that have been spatially allocated to the appropriate grid cells and chemically speciated for the model's applicable chemical mechanism.

Gridded area emissions, elevated point source emissions, boundary and initial conditions were converted by Ramboll from CARB CMAQ input files using the cmaq2camx conversion tool, changing the chemical mechanism from CB06 to SAPRC07. The input 2020 CMAQ files used 2013 emissions inventory files, that were updated by CARB for projected 2020 regional emissions. The gridded emission files include TOG, NO_x, PM_{10} and $PM_{2.5}$, to obtain the overall particulate concentration results. The TOG and particulate data were entered into CAMx by chemical species. Project SO_x and CO emissions were not included in the analysis, due to their small contribution to secondary $PM_{2.5}$ and ozone formation.

The Future Baseline year 2031 CAMx ROG, NO_x, PM_{10}, and $PM_{2.5}$ emissions were grown, or scaled, from 2020 emissions, using growth factors developed from the CEPAM 2016 SIP - Standard Emission Tool developed by CARB (CARB 2018). CEPAM lists emissions by source category: stationary sources, areawide sources, mobile sources, and natural sources. Each source category has subcategories, such as stationary source type, on-road and off-road subcategories. These CEPAM categories and subcategories were matched with the CARB CMAQ emission files source categories and subcategories. Note that should the Project development and full buildout be delayed past 2031, it is expected that of selection of 2031 emissions for CAMx modeling will be conservative.

The incremental Project emissions were incorporated into the Baseline year 2020 and Future year 2031 emissions. Tables 6 and 7 summarize the Project peak daily unmitigated and mitigated emissions in pounds per day (lb/day) by source category for any of the years between Project construction start in 2022 and the 2031 Buildout year. Note that for NO_x, 2022 emissions were used to represent Project peak daily emissions. This is due to the fact that Community Plan NO_x operational emissions and construction emissions are higher in 2022 than in 2031. This assumption for NO_x is expected to provide a conservative analysis. Further detail on the development of Project emissions for HIA modeling is presented in the *Air Emissions Report for the Friant Ranch Community Development Project* (BlueScape 2021).

TABLE 6 PROJECT PEAK DAILY UNMITIGATED OPERATION AND CONSTRUCTION EMISSIONS (LB/DAY)						
Category	**ROG**	**NO_x**	**Fugitive PM_{10}**	**Exhaust PM_{10}**	**Fugitive $PM_{2.5}$**	**Exhaust $PM_{2.5}$**
	Construction					
On-Road Mobile	0.773	3.13	2.59	0.014	0.699	0.013
Off-Road Mobile	9.36	111	15.6	4.10	4.34	3.79
Area/Energy	104	0	0	0	0	0
	Operational (Specific Plan plus Community Plan)					
On-Road Mobile	127	294	124	1.59	33.4	1.51
Off-Road Mobile	0	0	0	0	0	0
Area/Energy	101	28.9	0	27.0	0	27.0
Total	**342**	**438**	**142**	**32.7**	**38.4**	**32.3**

TABLE 7 PROJECT PEAK DAILY MITIGATED OPERATION AND CONSTRUCTION EMISSIONS (LB/DAY)						
Category	**ROG**	**NO_x**	**Fugitive PM_{10}**	**Exhaust PM_{10}**	**Fugitive $PM_{2.5}$**	**Exhaust $PM_{2.5}$**
	Construction					
On-Road Mobile	0.773	2.63	2.59	0.014	0.699	0.013
Off-Road Mobile	3.83	60.4	6.08	3.49	1.69	3.49
Area/Energy	104	0	0	0	0	0
	Operational (Specific Plan plus Community Plan)					
On-Road Mobile	126	304	107	1.42	28.8	1.35
Off-Road Mobile	0	0	0	0	0	0
Area/Energy	81.8	22.9	0	4.82	0	4.82
Total	**316**	**389**	**115**	**9.74**	**31.2**	**9.66**

For CAMx modeling, Project ROG emissions were converted to TOG emissions using conversion factors developed based upon SMOKE speciation profiles (CMAS 2018). For each Project scenario, in 2020 and 2031, in both unmitigated and mitigated scenarios, the following data was incorporated into the baseline gridded emission files:

- Temporal allocation of construction emissions by day-of-week and hour-of-day;

- Temporal profiles extracted by Ramboll from CARB CMAQ files for allocation of non-construction Project emissions, weekend-weekday and by time of day, for aggregated source categories;
- Spatial distribution of Project emissions from mobile sources, in ten grid cells near the Project site; and
- Speciation profiles of Project emissions for CAMx SAPRC07 specific gas and aerosol species.

Using this input data, new Project emissions were generated hour by hour for the entire simulation year. Per relevant CAMx species, incremental emissions were apportioned to the corresponding grid cells, and a complete Project emissions database was generated for each scenario. Figure 3 shows the Project site location and color-shading to represent emissions apportionment fractions by 4-km grid cell. The darker blue shaded grid cells are closest to the Project site, and have the highest emissions apportionment. No Project emissions were apportioned outside the grid cells shown in Figure 3.

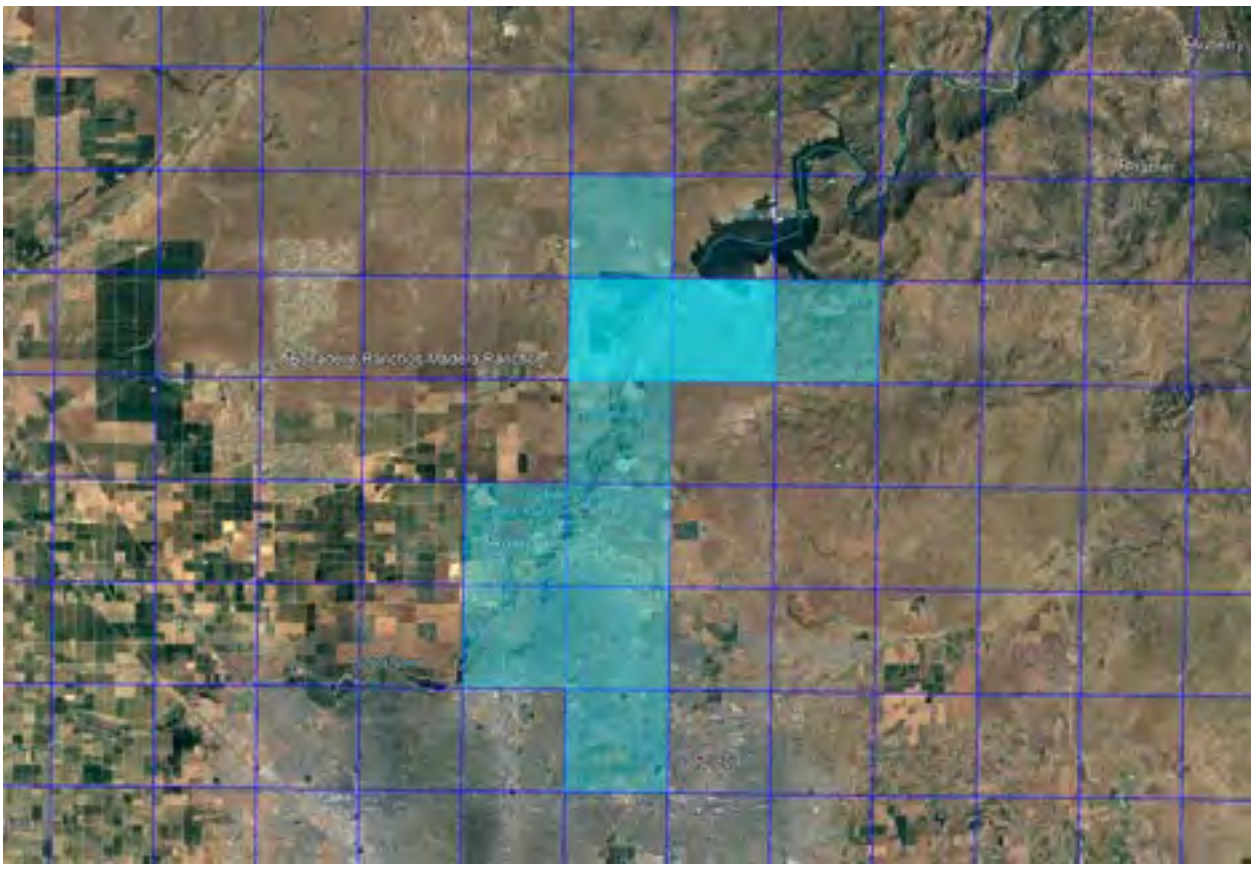


FIGURE 3. PROJECT EMISSIONS APPORTIONMENT TO GRID CELLS

3.6 Model Performance Evaluation

Air quality modeling studies are obliged to include efforts to assess the ability of an air quality modeling system to reliably recreate observed air quality events. In the current context of this study, the air quality modeling system is the combined meteorological modeling system (WRF), the photochemical modeling system (CAMx), and modeling input data sets. The air quality modeling system was derived from CARB's 2013 air quality modeling system used for the SJVAPCD $PM_{2.5}$ SIP Study to estimate regional ozone and $PM_{2.5}$ concentration impacts in 2020.

CARB performed a model performance evaluation (MPE) for the 2013 period and deemed its CMAQ-based air quality modeling system adequate for use in additional studies (SJVAPCD 2018) for future years. Therefore, it is sufficient that if the CAMx-based system, which was based on the CARB databases, replicates the CMAQ-based air quality modeling predictions, then the CAMx-based system is also adequate for use in further air quality studies.

The Environmental Protection Agency (EPA) has issued guidance on how air quality simulation models are to be judged to be adequately performing in order to be used for studies such as conducted here (EPA 2018a). Two statistics that are used to judge such model performance are mean gross error and mean bias. If the gross error is less than 15% and bias is within +/-5%, it is an indicator that the model is adequately performing (Emery et. al. 2017).

The average daily gross error and average daily bias for ozone and $PM_{2.5}$ between the CARB CMAQ-based predictions, and completed CAMx-based predictions that are the subject of this study were computed for each month of 2020 and each California County. The maximum CMAQ-to-CAMx difference for the ozone 8-hour average concentration in any grid cell was 0.24 ppbv. The maximum CMAQ-to-CAMx difference for the annual $PM_{2.5}$ 24-hour average was 0.091 $\mu g/m^3$. As the gross error values were less than 5% and the bias values near zero relative to the maximum concentrations calculated for 2020 for the same cells by both the CMAQ and CAMx models, it was deemed that the CAMx-based system was suitable, and performed well for use in this HIA.

3.7 CAMx Modeling Results

The CAMx modeling results are presented in this section. Section 3.7.1 compares the impact of Project TOG and NO_x emissions, unmitigated and mitigated, on regional ozone concentration changes, for the 2020 Existing Baseline and 2031 Future Baseline year scenarios. A comparison of the impact of Project $PM_{2.5}$ and PM_{10} emissions, unmitigated and mitigated, on regional $PM_{2.5}$ concentration changes is presented in Section 3.7.2.

3.7.1 Ozone Concentration Change Results

Ozone modeling concentration change results are presented in Tables 8 to 11, for the CAMx 4-km grid in parts per billion by volume (ppbv), maximum daily 8-hour average (MDA8) concentrations.

For the 2020 Existing Baseline year scenario, Tables 8 and 9 compare the Project concentration changes at the grid cell with the highest change, both unmitigated and mitigated scenarios, to the baseline concentration results. The maximum MDA8 Project concentration change for either scenario is 0.021%, for the unmitigated emissions scenario. The unmitigated emissions impact for this scenario, 0.01 ppbv is well below (1% of) the 1 ppb SIL.

TABLE 8
2020 CAMX MODELING RESULTS FOR THE BASELINE AND UNMITIGATED PROJECT SCENARIOS, MAXIMUM DAILY 8-HOUR AVERAGE (MDA8) OZONE, AT THE GRID CELL WITH THE HIGHEST CHANGE

Baseline Scenario (ppbv)	Project Scenario (ppbv)	Maximum Project Change (ppbv)	Maximum Project Change (%)
48.417	48.427	0.01	0.021

TABLE 9
2020 CAMX MODELING RESULTS FOR THE BASELINE AND MITIGATED PROJECT SCENARIOS, MAXIMUM DAILY 8-HOUR AVERAGE (MDA8) OZONE, AT THE GRID CELL WITH THE HIGHEST CHANGE

Baseline Scenario (ppbv)	Project Scenario (ppbv)	Maximum Project Change (ppbv)	Maximum Project Change (%)
48.417	48.426	0.009	0.019

For the 2031 Future Baseline year scenario, Tables 10 and 11 compare the Project concentration changes at the grid cell with the highest change, both unmitigated and mitigated scenarios, to the baseline concentration results. The maximum MDA8 Project concentration change for either scenario is 0.029%, for the unmitigated emissions scenario. The unmitigated emissions impact for this scenario, 0.013 ppbv is well below (1.3% of) the 1 ppb SIL.

TABLE 10
2031 CAMX MODELING RESULTS FOR THE FUTURE AND UNMITIGATED PROJECT SCENARIO, MAXIMUM DAILY 8-HOUR AVERAGE (MDA8) OZONE, AT THE GRID CELL WITH THE HIGHEST CHANGE

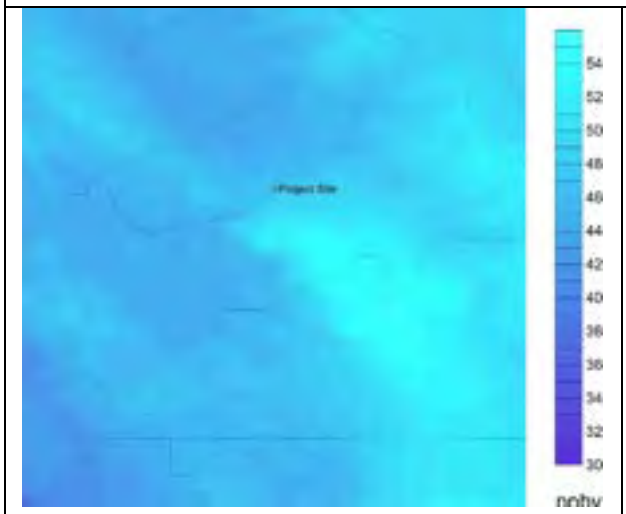
Future Scenario (ppbv)	Project Scenario (ppbv)	Maximum Project Change (ppbv)	Maximum Project Change (%)
44.357	44.370	0.013	0.029

TABLE 11
2031 CAMX MODELING RESULTS FOR THE FUTURE AND MITIGATED PROJECT SCENARIOUS, MAXIMUM DAILY 8-HOUR AVERAGE (MDA8) OZONE, AT THE GRID CELL WITH THE HIGHEST CHANGE

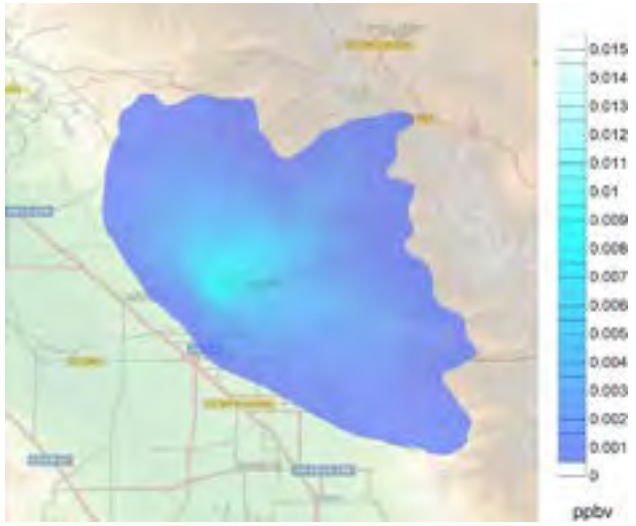
Future Scenario (ppbv)	Project Scenario (ppbv)	Maximum Project Change (ppbv)	Maximum Project Change (%)
44.357	44.369	0.012	0.027

Figures 4 and 5 display the modeled MDA8 ozone concentration results for the 2020 Existing Baseline year and 2031 Future Baseline year scenarios, comparing the difference from unmitigated (Figure 4 and 5 center panels) or mitigated (Figure 4 and 5 right panels) Project ozone impacts, to baseline concentrations, in units of ppbv.

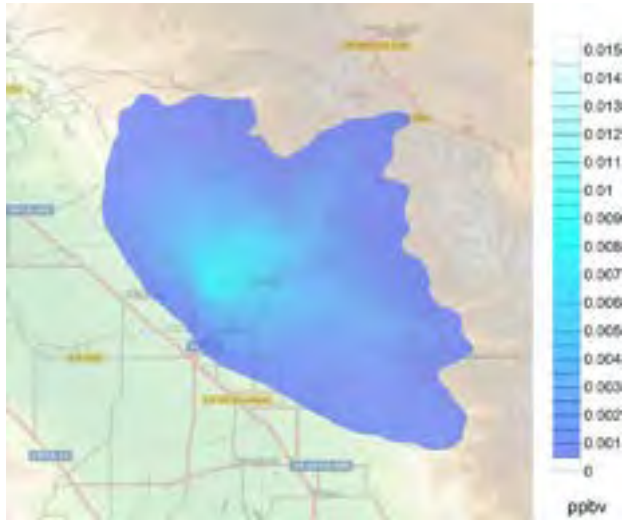
FIGURE 4. OZONE 2020 SCENARIO MAXIMUM DAILY 8-HOUR (MDA8) AVERAGE CONCENTRATIONS COMPARISON OF BASELINE TO UNMITIGATED PROJECT EMISSIONS AND PROJECT MITIGATED EMISSIONS



2020 Baseline Ozone MDA8 (ppbv)

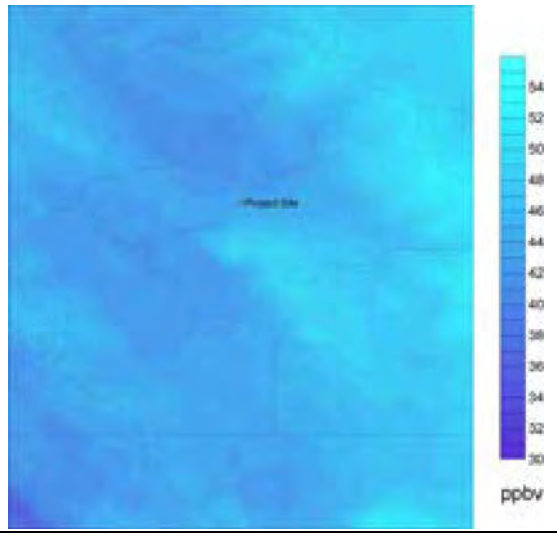


2020 Ozone MDA8 Unmitigated Project Emissions Difference from Baseline (ppbv)

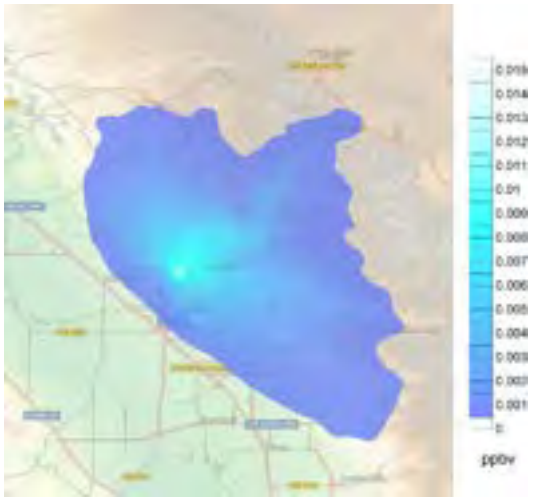


2020 Ozone MDA8 Mitigated Project Emissions Difference from Baseline (ppbv)

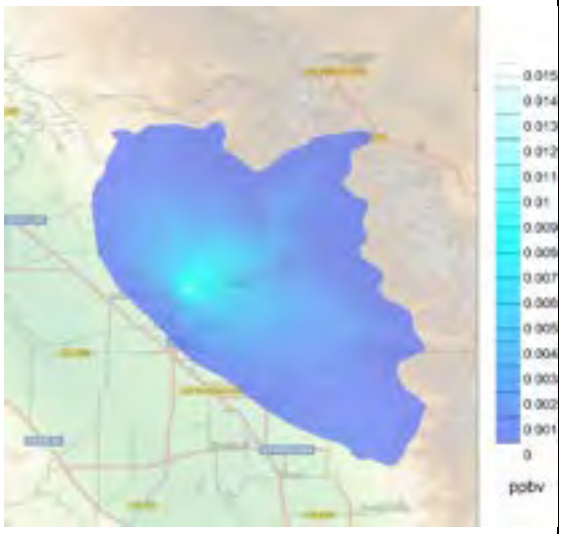
FIGURE 5. OZONE 2031 SCENARIO MAXIMUM DAILY 8-HOUR (MDA8) AVERAGE CONCENTRATIONS COMPARISON OF BASELINE TO UNMITIGATED PROJECT EMISSIONS AND PROJECT MITIGATED EMISSIONS



2031 Baseline Ozone MDA8 (ppbv)



2031 Ozone MDA8 Unmitigated Project Emissions Difference from Baseline (ppbv)



2031 Ozone MDA8 Mitigated Project Emissions Difference from Baseline (ppbv)

3.7.2 $PM_{2.5}$ Concentration Change Results

The $PM_{2.5}$ modeling concentration change results are presented in Tables 12 to 15, for the CAMx 4-km grid in micrograms per meters cubed ($\mu g/m^3$), annual 24-hour average $PM_{2.5}$ concentrations.

For the 2020 Existing Baseline year scenario, Tables 12 and 13 compare the Project concentration changes at the grid cell with the highest change, both unmitigated and mitigated scenarios, to the baseline concentration results. The maximum annual 24-hour $PM_{2.5}$ Project concentration change for either scenario is 0.55%, for the unmitigated emissions scenario. The unmitigated emissions impact for this scenario, 0.051 $\mu g/m^3$, is below (26% of) the 0.2 $\mu g/m^3$ SIL.

TABLE 12
2020 CAMX MODELING RESULTS FOR THE BASELINE AND UNMITIGATED PROJECT SCENARIOS, ANNUAL AVERAGE 24-HOUR $PM_{2.5}$, AT THE GRID CELL WITH THE HIGHEST CHANGE

Baseline Scenario ($\mu g/m^3$)	Project Scenario ($\mu g/m^3$)	Maximum Project Change ($\mu g/m^3$)	Maximum Project Change (%)
9.528	9.580	0.051	0.55

TABLE 13
2020 CAMX MODELING RESULTS FOR THE BASELINE AND MITIGATED PROJECT SCENARIOS, ANNUAL AVERAGE 24-HOUR $PM_{2.5}$, AT THE GRID CELL WITH THE HIGHEST CHANGE

Baseline Scenario ($\mu g/m^3$)	Project Scenario ($\mu g/m^3$)	Maximum Project Change ($\mu g/m^3$)	Maximum Project Change (%)
9.528	9.567	0.038	0.41

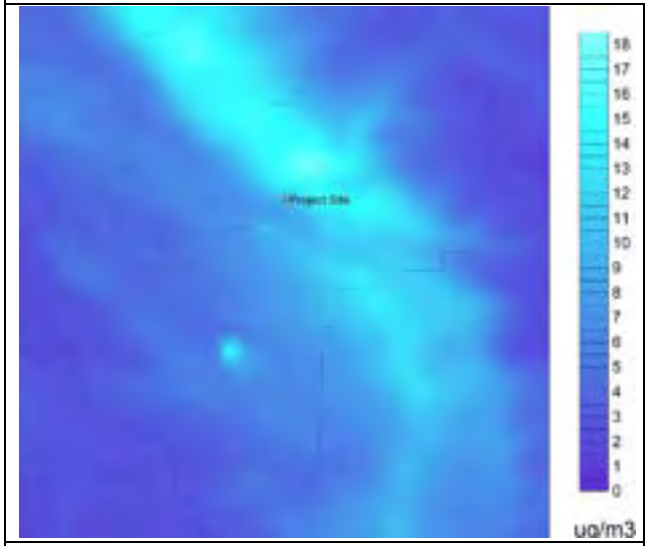
For the 2031 Future Baseline year scenario, Tables 14 and 15 compare the Project concentration changes at the grid cell with the highest change, both unmitigated and mitigated scenarios, to the baseline concentration results. The maximum annual daily $PM_{2.5}$ Project concentration change for either scenario is 0.56%, for the unmitigated emissions scenario. The unmitigated emissions impact for this scenario, 0.058 $\mu g/m^3$, is below (29% of) the 0.2 $\mu g/m^3$ SIL.

TABLE 14 **2031 CAMX MODELING RESULTS FOR THE BASELINE AND UNMITIGATED PROJECT SCENARIOS, ANNUAL 24-HOUR AVERAGE $PM_{2.5}$, AT THE GRID CELL WITH THE HIGHEST CHANGE**			
Baseline Scenario ($\mu g/m^3$)	**Project Scenario ($\mu g/m^3$)**	**Maximum Project Change ($\mu g/m^3$)**	**Maximum Project Change (%)**
10.111	10.168	0.058	0.56

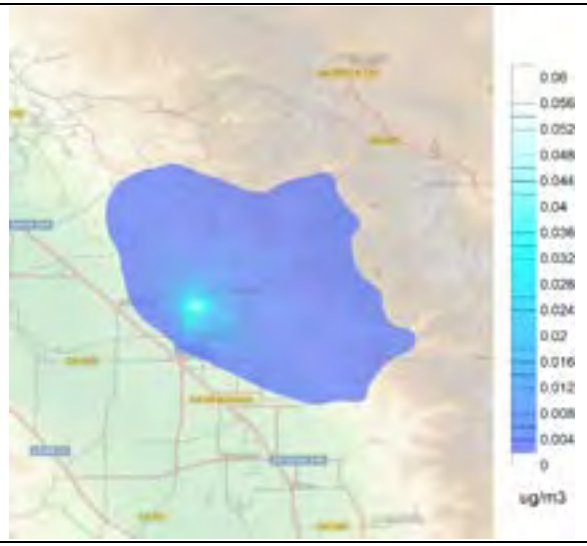
TABLE 15 **2031 CAMX MODELING RESULTS FOR THE BASELINE AND MITIGATED PROJECT SCENARIOS, ANNUAL 24-HOUR AVERAGE $PM_{2.5}$, AT THE GRID CELL WITH THE HIGHEST CHANGE**			
Baseline Scenario ($\mu g/m^3$)	**Project Scenario ($\mu g/m^3$)**	**Maximum Project Change ($\mu g/m^3$)**	**Maximum Project Change (%)**
10.111	10.155	0.044	0.44

Figures 6 and 7 display the modeled annual daily 24-hour $PM_{2.5}$ for the 2020 Existing Baseline and 2031 Future Baseline year scenarios, comparing the difference from unmitigated (Figure 6 and 7 center panels) or mitigated (Figure 6 and 7 right panels) Project $PM_{2.5}$ impacts, to the baseline concentrations, in units of ($\mu g/m^3$).

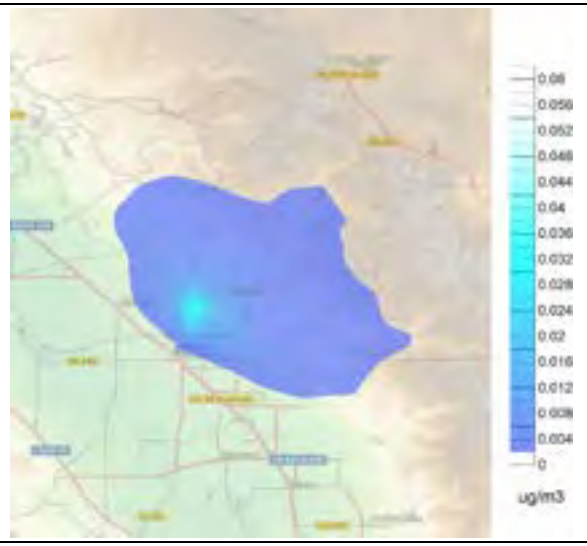
FIGURE 6. $PM_{2.5}$ 2020 SCENARIO ANNUAL 24-HOUR AVERAGE CONCENTRATIONS
COMPARISON OF BASELINE TO UNMITIGATED PROJECT EMISSIONS AND PROJECT MITIGATED EMISSIONS



2020 Baseline Annual 24-hour Average $PM_{2.5}$ ($\mu g/m^3$)

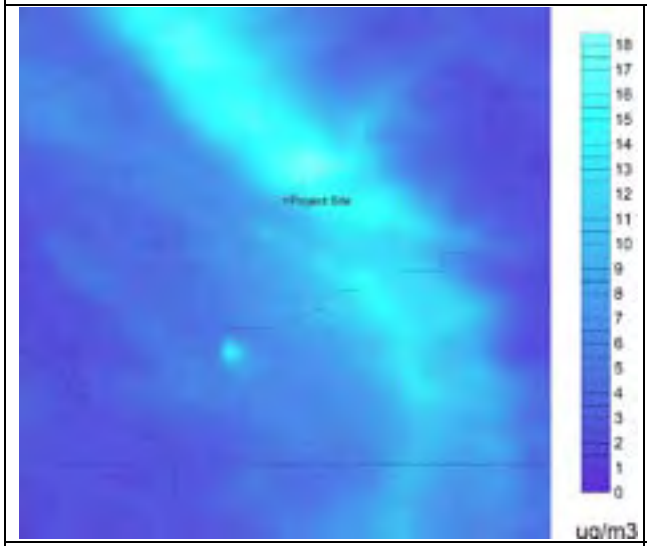


2020 $PM_{2.5}$ Unmitigated Project Emissions Difference from Baseline ($\mu g/m^3$)

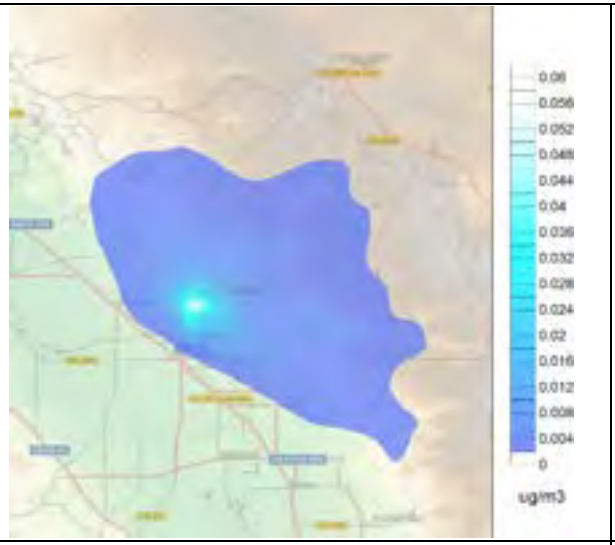


2020 $PM_{2.5}$ Mitigated Project Emissions Difference from Baseline ($\mu g/m^3$)

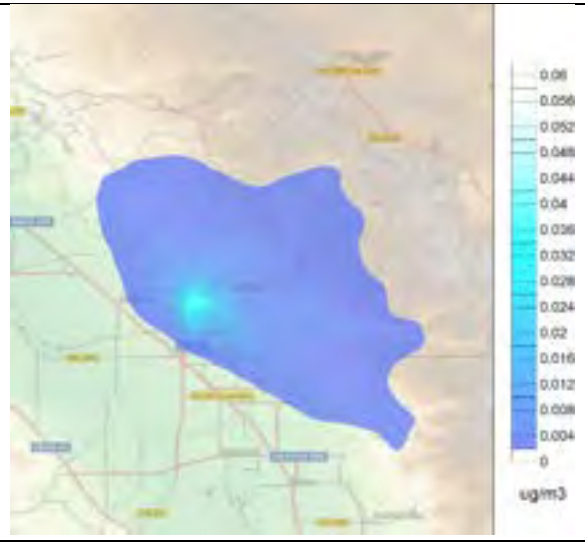
FIGURE 7 . $PM_{2.5}$ 2031 SCENARIO ANNUAL 24-HOUR AVERAGE CONCENTRATIONS
COMPARISON OF BASELINE TO UNMITIGATED PROJECT EMISSIONS AND PROJECT MITIGATED EMISSIONS



2031 Baseline Annual 24-hour Average $PM_{2.5}$ ($\mu g/m^3$)



2031 $PM_{2.5}$ Unmitigated Project Emissions Difference from Baseline ($\mu g/m^3$)



2031 $PM_{2.5}$ Mitigated Project Emissions Difference from Baseline ($\mu g/m^3$)

4.0 FRIANT RANCH REGIONAL HEALTH IMPACTS ANALYSIS

This section provides a discussion of the regional health impacts analysis for ozone and $PM_{2.5}$ concentration changes due to Friant Ranch Project emissions. The HIA was completed using the air concentration data developed from CAMx, as described in Section 3.0, and using the EPA's BenMAP-CE model. The results of the specific Project health impact analysis for ozone and $PM_{2.5}$ are provided in this section.

4.1 BenMAP-CE Overview

The U.S. Environmental Protection Agency (EPA) Environmental Benefits Mapping and Analysis Program - Community Edition (BenMAP-CE) tool is a publicly available, PC-based open-source software that can be configured to relate the human health impacts and/or benefits to air quality changes. The program includes a subset of air quality monitoring data, recent and projected demographic and baseline health data, concentration-response relationships drawn from the published epidemiological literature, and economic value estimates based on the published economics literature. The principal function of the software is to apply the findings of epidemiological and economics studies to estimate the health impacts and economic value of air pollution changes.

The latest version of BenMAP-CE is Version 1.5, which the EPA released in March 2019. For analyses that are within the Continental United States, BenMAP-CE includes preloaded databases containing the concentration-response (C-R) relationships, population files, and health data needed to quantify the number and economic value of human health impacts resulting from changes in air quality - specifically, ground-level ozone and fine particles such as $PM_{2.5}$. Figure 8 summarizes the process that BenMAP-CE uses to calculate human health impacts.

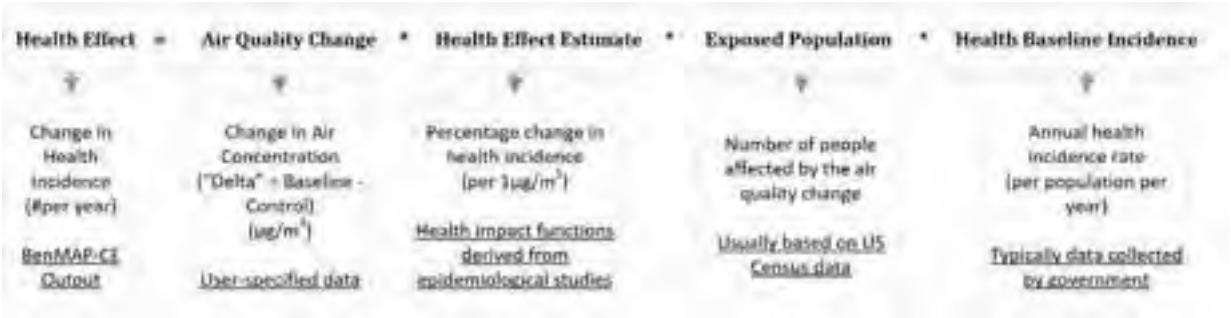


FIGURE 8. OVERVIEW OF THE PROCESS OF HEALTH IMPACT CALCULATIONS IN BENMAP-CE

To estimate human health effects, BenMAP-CE first determines the change in ambient air concentrations using user-specified air quality data for the baseline and controlled scenarios. The software then applies the relationship between the air concentrations with certain health effects (also known as health endpoints) using the health impact function or the C-R functions that were derived from epidemiology studies. BenMAP-CE applies that relationship to the exposed population to calculate health impacts based on baseline health incidence data.

4.2 Application of BenMAP-CE to the Friant Ranch Project

As part of an overall health impact analysis (HIA) for the proposed Friant Ranch Community Development Project, this analysis used BenMAP-CE (Version 1.5) to quantify the potential human health effects from the Project's emissions of ozone precursors and $PM_{2.5}$. The sections below summarize the data sources and specific BenMAP-CE input and method selections made for this Project-level analysis, covering five key pieces of information:

1. The ambient air quality data;
2. Population data representing the population exposed to the change in air pollution;
3. An analysis year;
4. Health endpoints (health effects) and health impact functions; and
5. The baseline rate of death and disease among the exposed population.

4.2.1 Air Quality Data

BenMAP-CE itself does not model changes in air pollutant emissions or the resultant concentrations. These data must be input into BenMAP-CE as dispersion modeling results or generated from air pollution monitoring data (some monitoring data is pre-loaded in BenMAP-CE). The potential ambient air concentrations of ozone and $PM_{2.5}$ in the region where the Project is located were estimated using the CAMx as discussed in Section 3.0 of this report. As detailed, for each pollutant (ozone or $PM_{2.5}$), each modeling year (Existing Baseline year 2020 or Future Baseline year 2031), and emissions for both unmitigated and mitigated conditions, each CAMx model run generated two sets of data:

1. The ambient air concentrations based on the 2020 emissions inventory provided by CARB, for the corresponding modeling year, 2020 or scaled to 2031 (referred to as the Existing Baseline year for 2020 and Future Baseline year for 2031); and

2. The resulting ambient air concentrations generated by adding the Project's emissions (unmitigated or mitigated) to the corresponding concentrations developed from the 2013 regional air emission inventory extrapolated by CARB to 2020 (as described in Section 3.5) and scaled for this HIA to 2031 (referred

to as the Existing Baseline plus Project scenarios for 2020, and the Future Baseline plus Project scenarios for 2031).

As detailed in Section 3.7 of this report, due to the orders-of-magnitude smaller emissions from the Project as compared to the 2020 and 2031 Baseline emissions inventories, the difference between the two sets of data (air concentration delta or "delta") was very small. This being the case, for informational purposes, even with the very small delta values between the two sets of concentration data and the inherent and unavoidable uncertainties associated with any CAMx modeling study, BenMAP-CE was used for this HIA to translate the potential Project-incurred changes in ambient air ozone and $PM_{2.5}$ concentrations into potential human health outcomes of the Project. This approach is consistent with the EPA's development and use of BenMAP-CE to understand potential regional health impact changes associated with concentration changes above baseline conditions.

For each BenMAP-CE run, the corresponding grid that matches the CAMx results were defined in the BenMAP-CE's Grid Definition database first. With the combination of pollutant and grid, a total of eight (8) BenMAP-CE model runs were conducted to determine the Project's potential health impacts, as summarized below:

- Ozone, Year 2020, Existing Baseline plus unmitigated Project emissions;
- Ozone, Year 2020, Existing Baseline plus mitigated Project emissions;
- Ozone, Year 2031, Future Baseline plus unmitigated Project emissions;
- Ozone, Year 2031, Future Baseline plus mitigated Project emissions;
- $PM_{2.5}$, Year 2020, Existing Baseline plus unmitigated Project emissions;
- $PM_{2.5}$, Year 2020, Existing Baseline plus mitigated Project emissions;
- $PM_{2.5}$, Year 2031, Future Baseline plus unmitigated Project emissions; and
- $PM_{2.5}$, Year 2031, Future Baseline plus mitigated Project emissions.

The CAMx-generated 2020 Existing Baseline and 2031 Future Baseline concentration datasets were imported into the BenMAP-CE program as base case Air Quality Data, and then post-Project (Baseline or Future plus Project, unmitigated and mitigated) concentration datasets were imported as "Control" Air Quality Data. Then BenMAP-CE calculates change (air concentration delta) using Control minus either the Existing Baseline or Future Baseline scenarios from the CAMx-generated input files.

4.2.2 Population Data

A customized population dataset matching the air quality grid definitions described above was generated using the EPA's PopGrid software for use in BenMAP-CE (EPA 2021). The PopGrid program allocates the 2010 block-level U.S. Census data for the defined air quality grids. When importing the population datasets into BenMAP-CE, the "Use Population Growth Weights" checkbox was checked, so that BenMAP-CE can use the population weights file in forecasting population levels for future years up to

2050. The projected Friant Community Plan and Specific Plan population projections for 2020 and 2031 were added to the population for two grid cells, to ensure that the local population growth is not under-counted.

4.2.3 Analysis Years

Years 2020 and 2031 were selected for the BenMAP-CE runs, which represents the Project's Existing Baseline year prior to start of construction in 2022, and the full build-out operational Future Baseline year 2031. In order to perform air quality modeling for this study, BlueScape obtained files processed from Ramboll, based upon air quality modeling from CARB, including the regional air quality emission inventory year 2020 from the SJVAPCD $PM_{2.5}$ SIP Study. The regional emissions inventory for 2020 was then scaled to 2031 using growth factors. For the 2020 analysis, the highest daily contribution of Project-related emissions for each pollutant was used in the photochemical modeling, from the construction to the full build-out year. Further, the most conservative emissions (in lb/day) for any Project development year from 2022 to 2031 were used in the model.

4.2.4 Baseline Health Incidence Data

This analysis used the health incidence dataset preloaded within BenMAP-CE. This includes the Mortality Incidence dataset for the mortality endpoint group (year 2020 dataset for analysis year 2020, and year 2030 dataset for analysis year 2031), and the Other Incidence dataset for all the morbidity endpoint groups.

Among the baseline health incidence datasets used, the 2020 BenMAP-CE endpoint groups match the Baseline scenario year (2020 for Existing Baseline year). The 2030 BenMAP-CE endpoint groups for 2031 were used for the Future Baseline year 2031. The mortality C-R functions offer datasets in 5-year increments, so the 2030 dataset preceding the 2031 Project year was assumed representative and conservative. From air quality related health effect perspective, since the ambient air quality is generally getting better (i.e., lower air pollutant concentrations) with more stringent regulations and technology advancement over time, the older years' datasets (i.e., using the 2030 mortality dataset for Project year 2031) will likely have greater health incidences; therefore, the results generated by this analysis are expected to be adequately conservative.

4.2.5 Health Endpoints and Health Impact Functions

The EPA-provided health endpoints functions contained in the BenMAP-CE software were used for this analyses. For the same pollutant-health endpoint (like acute respiratory symptoms or asthma exacerbation, for example), BenMAP-CE contains many different functions developed from different epidemiologic studies. This analysis selected the functions that were either studies conducted in California, and/or studies that were conducted for multiple cities and counties in the United States.

More detailed information regarding the BenMAP-CE setup for each model run can be found in the attached BenMAP-CE Audit Trial Reports (Appendix B).

4.3 BenMAP-CE Modeling Results and Results Interpretation

For each of the modeled grid cells, BenMAP-CE generates the health incidence value resulting from the Project's incremental increase in air pollutant concentrations that corresponds with each health endpoint and each C-R function. For many of the health endpoints (e.g., respiratory hospital admissions), the premade setups in BenMAP-CE contain many different C-R functions from different studies. To summarize the regional health incidence estimates, the incidence results were exported into an Access database and summed across all cells of the modeled geographic grid to generate one set of numerical values for each pollutant-health endpoint group combination.

Tables 16 through 23 summarize the BenMAP-CE results of ozone and $PM_{2.5}$ from the Project, for both the Existing Baseline year 2020 and Future Baseline year 2031 and unmitigated and mitigated Project emission inventories. Each table contains the following columns:

- Group – General grouping of health impact outcomes;
- Health Endpoint – Specific health endpoint in the Health Endpoint Group. Numbers in braces represent the age range for the specific health endpoints, and for specific health endpoints without a specified age range, the age range is for 0 to 99 years old;
- Mean – the mean number of health incidences estimated to occur due to Project-related emissions above the value reported in the column Baseline Incidence (# per year);
- 95% Confidence Interval – In statistics, a confidence interval (CI) provides a range of health incidences for which the true health incidence resides. The 95% CI is a common value reported by researchers. The interpretation of the 95% CI means that a researcher is 95% confident that the true health incidence falls within the associated range of health incidences;
- Baseline Incidence (# per year) – The BenMAP-CE baseline health incidences for the Health Endpoint; and
- Incremental Incidence / Existing Baseline Incidence (%) – The percent increase of health incidences above the baseline calculated as the "Mean" divided by the "Baseline Incidence (# per year)" times 100.

As the data shown in these tables demonstrate, the maximum regional health impacts associated with the emissions of ozone precursors and corresponding formation of ozone in the atmosphere associated with the construction and operation of the Project included incidences of respiratory-related hospital admissions (0.0047 maximum

incidences/year), mortality (0.012 maximum incidences/year), and asthma-related emergency room visits (0.0765 maximum incidences/year) for all studied age groups combined. The Project's incremental health incidences for ozone are less than 0.0003% for any of the baseline number of health endpoint occurrences. The baseline is the actual health effect occurrences measured in the regional population without the emissions produced by the Project.

The maximum regional health impacts associated with emissions of $PM_{2.5}$ resulting from the construction and operation of the Project included incidences of acute myocardial infarction (0.0254 maximum incidences/year), mortality (0.35 maximum incidences/year), hospital admissions (0.114 maximum incidences/year) and asthma-related emergency room visits (0.20 maximum incidences/year) for all studied age groups combined. The Project's incremental health incidences for $PM_{2.5}$ are less than 0.00054% for any of the baseline number of health endpoint occurrences. The baseline is the actual health effect occurrences measured in the regional population without the emissions produced by the Project.

The very small Project-related changes in health endpoint occurrences, relative to the substantially larger number of baseline health endpoint occurrences, demonstrates that the Project provides a negligible contribution to regional health impacts; therefore, Fresno County can consider the Project-related health impacts to not be meaningful. In other words, the Project impact is not likely discernible as different than zero, as discussed below.

The health incidences estimated for modeled Project changes in ozone and $PM_{2.5}$ concentrations are calculated within a range that is called the 95% confidence interval. The 95% confidence interval is a standard metric for statistical significance of an estimated unknown parameter from the observed data. It essentially means that 95% of the estimates of the health impact related to a change in concentration (estimated by 4 km grid cell) will include the most likely value within the distribution, but 5% won't (i.e., there is a 1-in-20 chance that the reported confidence intervals in Tables 16-23 do not include the true values). The health incidence values estimated for Tables 16-24 are the composite of values calculated for all the 4 km grid cells included within the modeling domain.

Based upon the wide range of Project incremental health incidence values calculated for the 95% CI shown in the tables, the reported positive mean Project incremental health incidence values are of high statistical uncertainty. In cases where there are negative health incidence values within the 95% confidence interval, meaning the interval includes zero, the result is highly uncertain and there is very low confidence that the result is statistically different than zero. In cases where the health incidence values within the 95% confidence interval are greater than zero but less than one, the values are also a negligible fraction of the background incidence values. In both cases, it is not expected that the Project will result in any meaningful health impact greater than zero that can be established with any certainty.

TABLE 16
BENMAP-CE MODELING RESULTS FOR MAXIMUM DAILY 8-HOUR (MDA8) AVERAGE OZONE, EXISTNG BASELINE YEAR 2020, UNMITIGATED

Human Health Endpoints		Aggregated Regional Results			
		Project Incremental Incidence (# per year)			
Health Endpoint Group	Health Endpoint	Mean	95% Confidence Interval	Baseline Incidence (# per year)	Incremental Incidence / Existing Baseline Incidence (%)
Acute Respiratory Symptoms	Minor Restricted Activity Days	10.959	4.5235 - 17.3852	28,359,911	0.000039%
Asthma Exacerbation	One or More Symptoms	1.6894	-8.6578 - 12.0214	12,205,190	0.000014%
Emergency Room Visits -Respiratory	Emergency Room Visits Asthma [0-17]	0.0354	0.0064 - 0.0645	14,828	0.000239%
Emergency Room Visits -Respiratory	Emergency Room Visits Asthma [18-99]	0.0239	0.0066 - 0.0412	20,037	0.000119%
Hospital Admissions Respiratory	HA All Respiratory	0.0027	-0.0006 - 0.0061	24,743	0.000011%
Mortality	All Cause	0.0076	0.0036 - 0.0115	51,215	0.000015%
	Cardiopulmonary	0.0027	0.001 - 0.0044	17,114	0.000016%
	Non-Accidental	0.0019	-0.0005 - 0.0043	38,717	0.000005%
	Respiratory	0.0036	0.0012 - 0.006	4,213	0.000085%
School Loss Days	All Cause	9.0324	-1.0498 - 19.0997	7,988,290	0.000113%

TABLE 17
BENMAP-CE MODELING RESUTS FOR MAXIMUM DAILY 8-HOUR AVERAGE (MDA8) OZONE, EXISTING BASELINE YEAR 2020, MITIGATED

Human Health Endpoints		Aggregated Regional Results			
		Project Incremental Incidence (# per year)			
Health Endpoint Group	Health Endpoint	Mean	95% Confidence Interval	Baseline Incidence (# per year)	Incremental Incidence / Existing Baseline Incidence (%)
Acute Respiratory Symptoms	Minor Restricted Activity Days	10.301	4.252 - 16.3417	28,359,911	0.000036%
Asthma Exacerbation	One or More Symptoms	1.5930	-8.1641 - 11.3359	12,205,190	0.000013%
Emergency Room Visits - Respiratory	Emergency Room Visits Asthma [0-17]	0.0322	0.0058 - 0.0585	14,828	0.000217%
Emergency Room Visits - Respiratory	Emergency Room Visits Asthma [18-99]	0.0225	0.0062 - 0.0388	20,037	0.000112%
Hospital Admissions Respiratory	HA All Respiratory	0.0026	-0.0006 - 0.0057	24,743	0.000010%
Mortality	All Cause	0.0070	0.0034 - 0.0107	51,215	0.000014%
	Cardiopulmonary	0.0025	0.001 - 0.0041	17,114	0.000015%
	Non-Accidental	0.0017	-0.0005 - 0.004	38,717	0.000005%
	Respiratory	0.0033	0.0011 - 0.0055	4,213	0.000079%
School Loss Days	All Cause	8.5184	-0.99 - 18.0129	7,988,290	0.000107%

TABLE 18
BENMAP-CE MODELING RESULTS FOR MAXIMUM DAILY 8-HOUR (MDA8) AVERAGE OZONE, FUTURE BASELINE YEAR 2031, UNMITIGATED

Human Health Endpoints		Aggregated Regional Results			
		Project Incremental Incidence (# per year)		Baseline Incidence (# per year)	Incremental Incidence / Existing Baseline Incidence (%)
Health Endpoint Group	Health Endpoint	Mean	95% Confidence Interval		
Acute Respiratory Symptoms	Minor Restricted Activity Days	14.5060	5.9875 - 23.0121	30,640,682	0.000047%
Asthma Exacerbation	One or More Symptoms	2.4333	-12.4705 - 17.3154	13,815,762	0.000018%
Emergency Room Visits - Respiratory	Emergency Room Visits Asthma [0-17]	0.0427	0.0077 - 0.0777	16,541	0.000258%
Emergency Room Visits - Respiratory	Emergency Room Visits Asthma [18-99]	0.0338	0.0093 - 0.0582	22,666	0.000149%
Hospital Admissions Respiratory	HA All Respiratory	0.0047	-0.0011 - 0.0104	34,277	0.000014%
Mortality	All Cause	0.0120	0.0057 - 0.0182	67,316	0.000018%
	Cardiopulmonary	0.0045	0.0017 - 0.0073	23,263	0.000019%
	Non-Accidental	0.0030	-0.0008 - 0.0068	51,566	0.000006%
	Respiratory	0.0058	0.002 - 0.0097	5,750	0.000101%
School Loss Days	All Cause	13.0657	-1.5185 - 27.6286	9,097,769	0.000144%

TABLE 19
BENMAP-CE MODELING RESULTS FOR MAXIMUM DAILY 8-HOUR AVERAGE (MDA8) OZONE, FUTURE BASELINE YEAR 2031, MITIGATED

Human Health Endpoints		Aggregated Regional Results			Incremental Incidence / Existing Baseline Incidence (%)
		Project Incremental Incidence (# per year)		Baseline Incidence (# per year)	
Health Endpoint Group	Health Endpoint	Mean	95% Confidence Interval		
Acute Respiratory Symptoms	Minor Restricted Activity Days	13.7277	5.6663 - 21.7775	30,640,682	0.000045%
Asthma Exacerbation	One or More Symptoms	2.3068	-11.822 - 16.4149	13,815,762	0.000017%
Emergency Room Visits - Respiratory	Emergency Room Visits Asthma [0-17]	0.0393	0.0071 - 0.0714	16,541	0.000237%
Emergency Room Visits - Respiratory	Emergency Room Visits Asthma [18-99]	0.0320	0.0088 - 0.0551	22,666	0.000141%
Hospital Admissions Respiratory	HA All Respiratory	0.0044	-0.001 - 0.0098	34,277	0.000013%
Mortality	All Cause	0.0112	0.0053 - 0.0171	67,316	0.000017%
	Cardiopulmonary	0.0042	0.0016 - 0.0068	23,263	0.000018%
	Non-Accidental	0.0028	-0.0008 - 0.0064	51,566	0.000005%
	Respiratory	0.0055	0.0018 - 0.0091	5,750	0.000095%
School Loss Days	All Cause	12.3866	-1.4396 - 26.1926	9,097,769	0.000136%

TABLE 20
BENMAP-CE MODELING RESULTS FOR MAXIMUM ANNUAL 24-HOUR AVERAGE $PM_{2.5}$, EXISTING BASELINE YEAR 2020, UNMITIGATED

Human Health Endpoints		Fine Modeling Grid			
		Aggregated Regional Results			
		Project Incremental Incidence (# per year)		Baseline Incidence (# per year)	Incremental Incidence / Existing Baseline Incidence (%)
Health Endpoint Group	Health Endpoint	Mean	95% Confidence Interval		
Acute Myocardial Infarction	Acute Myocardial Infarction Nonfatal [18-24]	0.00001	0.000006 - 0.000018	9	0.000142%
	Acute Myocardial Infarction Nonfatal [25-44]	0.00085	0.000409 - 0.001281	462	0.000183%
	Acute Myocardial Infarction Nonfatal [45-54]	0.00179	0.000866 - 0.002715	1,047	0.000171%
	Acute Myocardial Infarction Nonfatal [55-64]	0.00396	0.001916 - 0.006004	2,152	0.000184%
	Acute Myocardial Infarction Nonfatal [65-99]	0.01032	0.004989 - 0.015636	5,353	0.000193%
Emergency Room Visits - Respiratory	Asthma	0.14501	0.038122 - 0.251735	34,865	0.000416%
Hospital Admissions	All Cardiovascular (less Myocardial Infarctions)	0.01930	0.014227 - 0.024364	28,261	0.000068%
	All Respiratory	0.03885	0.022404 - 0.055276	24,743	0.000157%
	Asthma	0.01182	0.004526 - 0.019101	4,381	0.000270%
Mortality	All Cause	0.21796	0.147276 - 0.288536	49,417	0.000441%

TABLE 21
BENMAP-CE MODELING RESULTS FOR MAXIMUM ANNUAL 24-HOUR AVERAGE $PM_{2.5}$, EXISTING BASELINE YEAR 2020, MITIGATED

Human Health Endpoints		Fine Modeling Grid			
		Aggregated Regional Results			Incremental Incidence / Existing Baseline Incidence (%)
		Project Incremental Incidence (# per year)		Baseline Incidence (# per year)	
Health Endpoint Group	Health Endpoint	Mean	95% Confidence Interval		
Acute Myocardial Infarction	Acute Myocardial Infarction Nonfatal [18-24]	0.00001	0.000005 - 0.000017	9	0.000127%
	Acute Myocardial Infarction Nonfatal [25-44]	0.00075	0.000365 - 0.001144	462	0.000163%
	Acute Myocardial Infarction Nonfatal [45-54]	0.00160	0.000774 - 0.002426	1,047	0.000153%
	Acute Myocardial Infarction Nonfatal [55-64]	0.00354	0.001711 - 0.005362	2,152	0.000164%
	Acute Myocardial Infarction Nonfatal [65-99]	0.00918	0.004441 - 0.013917	5,353	0.000172%
Emergency Room Visits - Respiratory	Asthma	0.12804	0.033662 - 0.222282	34,865	0.000367%
Hospital Admissions	All Cardiovascular (less Myocardial Infarctions)	0.01718	0.012668 - 0.021695	28,261	0.000061%
	All Respiratory	0.03461	0.019959 - 0.049244	24,743	0.000140%

TABLE 21
BENMAP-CE MODELING RESULTS FOR MAXIMUM ANNUAL 24-HOUR AVERAGE $PM_{2.5}$, EXISTING BASELINE YEAR 2020, MITIGATED

Human Health Endpoints		Fine Modeling Grid			
		Aggregated Regional Results			
		Project Incremental Incidence (# per year)			
Health Endpoint Group	Health Endpoint	Mean	95% Confidence Interval	Baseline Incidence (# per year)	Incremental Incidence / Existing Baseline Incidence (%)
	Asthma	0.01039	0.003977 - 0.016787	4,381	0.000237%
Mortality	All Cause	0.19398	0.131076 - 0.256798	49,417	0.000393%

TABLE 22
BENMAP-CE MODELING RESULTS FOR MAXIMUM ANNUAL 24-HOUR AVERAGE $PM_{2.5}$, FUTURE BASELINE YEAR 2031, UNMITIGATED

Human Health Endpoints		Fine Modeling Grid			
		Aggregated Regional Results			
		Project Incremental Incidence (# per year)			
Health Endpoint Group	Health Endpoint	Mean	95% Confidence Interval	Baseline Incidence (# per year)	Incremental Incidence / Existing Baseline Incidence (%)
Acute Myocardial Infarction	Acute Myocardial Infarction Nonfatal [18-24]	0.00002	0.000008 - 0.000024	9	0.000174%
	Acute Myocardial Infarction Nonfatal [25-44]	0.00120	0.00058 - 0.001817	548	0.000219%
	Acute Myocardial Infarction Nonfatal [45-54]	0.00259	0.001254 - 0.003931	1,187	0.000218%
	Acute Myocardial	0.00448	0.002165 - 0.006787	2,072	0.000216%

TABLE 22
BENMAP-CE MODELING RESULTS FOR MAXIMUM ANNUAL 24-HOUR AVERAGE $PM_{2.5}$, FUTURE BASELINE YEAR 2031, UNMITIGATED

Human Health Endpoints		Fine Modeling Grid			
		Aggregated Regional Results			
		Project Incremental Incidence (# per year)			
Health Endpoint Group	Health Endpoint	Mean	95% Confidence Interval	Baseline Incidence (# per year)	Incremental Incidence / Existing Baseline Incidence (%)
	Infarction Nonfatal [55-64]				
	Acute Myocardial Infarction Nonfatal [65-99]	0.01711	0.008276 - 0.025939	7,348	0.000233%
Emergency Room Visits - Respiratory	Asthma	0.20129	0.05292 - 0.34944	39,207	0.000513%
Hospital Admissions	All Cardiovascular (less Myocardial Infarctions)	0.03239	0.023878 - 0.040894	39,203	0.000083%
	All Respiratory	0.06536	0.037689 - 0.092987	34,277	0.000191%
	Asthma	0.01597	0.006114 - 0.025805	4,762	0.000335%
Mortality	All Cause	0.35149	0.237503 - 0.465302	65,401	0.000537%

TABLE 23
BENMAP-CE MODELING RESULTS FOR MAXIMUM ANNUAL 24-HOUR AVERAGE $PM_{2.5}$, FUTURE BASELINE YEAR 2031, MITIGATED

Human Health Endpoints		Fine Modeling Grid			
		Aggregated Regional Results			
		Project Incremental Incidence (# per year)			
Health Endpoint Group	Health Endpoint	Mean	95% Confidence Interval	Baseline Incidence (# per year)	Incremental Incidence / Existing Baseline Incidence (%)
Acute Myocardial Infarction	Acute Myocardial Infarction Nonfatal [18-24]	0.00001	0.000007 - 0.000022	9	0.000157%
	Acute Myocardial Infarction Nonfatal [25-44]	0.00108	0.000523 - 0.001639	548	0.000197%
	Acute Myocardial Infarction Nonfatal [45-54]	0.00234	0.001131 - 0.003546	1,187	0.000197%
	Acute Myocardial Infarction Nonfatal [55-64]	0.00404	0.001955 - 0.006126	2,072	0.000195%
	Acute Myocardial Infarction Nonfatal [65-99]	0.01539	0.007441 - 0.023321	7,348	0.000209%
Emergency Room Visits - Respiratory	Asthma	0.17935	0.047151 - 0.31135	39,207	0.000457%

TABLE 23
BENMAP-CE MODELING RESULTS FOR MAXIMUM ANNUAL 24-HOUR AVERAGE $PM_{2.5}$, FUTURE BASELINE YEAR 2031, MITIGATED

Human Health Endpoints		Fine Modeling Grid			
		Aggregated Regional Results			
		Project Incremental Incidence (# per year)			
Health Endpoint Group	Health Endpoint	Mean	95% Confidence Interval	Baseline Incidence (# per year)	Incremental Incidence / Existing Baseline Incidence (%)
Hospital Admissions	All Cardiovascular (less Myocardial Infarctions)	0.02913	0.021476 - 0.036781	39,203	0.000074%
	All Respiratory	0.05879	0.033903 - 0.083645	34,277	0.000172%
	Asthma	0.01415	0.005419 - 0.02287	4,762	0.000297%
Mortality	All Cause	0.31574	0.213348 - 0.41798	65,401	0.000483%

5.0 UNCERTAINTY IN PHOTOCHEMICAL MODELING AND HEALTH IMPACT ANALYSIS

Air quality impact analysis and health impact studies and the results, as for any technical or scientific study, are subject to "uncertainty." Uncertainty means that there is a range of possible values for the inputs to the modeling studies in which exist the true values, and therefore, there is uncertainty as well in the modeling study outputs. Conclusions from these studies should be made with consideration of the uncertainty. Section 5.1 focuses on uncertainty related to photochemical modeling for air concentration results. Section 5.2 discusses the uncertainty involved in relating concentration data to specific health impact results.

5.1 Uncertainty in Photochemical Modeling

Uncertainty addresses the potential variability in photochemical modeling concentration results. Variability in a value is due to the differences in the value among different members of a population (e.g., ozone or $PM_{2.5}$ measurements from identical instruments over a common area, precipitation measured from identical rain gauges over a common area). Variability represents heterogeneity in a well-characterized population and is usually not reducible through further measurement.

Uncertainty in a value arises due to lack of knowledge regarding the true value of a quantity for a given member of a population (e.g., an emissions factor used to characterize emissions from automobiles, a speciation factor to split total organic gases into its constituent chemical species). Uncertainty represents lack of perfect knowledge about poorly characterized phenomena and is sometimes reducible through further measurement.

There has been much research on sensitivities and uncertainties regarding the evaluation of environmental models (Hanna et. al. 2001, Biswas and Rao 2001, Baker and Bash 2012). It is widely recognized that full and perfect validation of a chemical transport model against real, natural systems cannot be accomplished by computer modeling systems, because natural systems are never closed, and results are always unique. Thus, a model can be evaluated by comparisons with observations, but it can never be fully validated against natural systems because all possible scenarios cannot be anticipated nor included in modeling systems.

A computational photochemical model such as CAMx is used to describe through mathematical representation, the complex and dynamic physical and chemical processes occurring in the atmosphere, in order to calculate regional air pollutant concentration impacts due to anthropogenic and biogenic emissions (Leary 1976). As an attempt to mathematically represent physical reality, CAMx modeling is subject to uncertainty that can cause error in model outputs. These uncertainties must be understood to properly validate and interpret CAMx model results.

Uncertainty and error in CAMx predictions arise due to uncertainty and error in the data inputs to CAMx (e.g., emissions estimates, boundary conditions, meteorological predictions, chemistry, grid resolution, and model formulation) as well as the model formulation itself (Sathya et. al. 2000, Fine et. al. 2003).

Estimates of emissions are typically the most uncertain inputs to a photochemical model (NRC 1991). Emissions estimates include those from on- and off-road mobile sources (e.g., cars, trucks, agricultural equipment such as combines and tractors, airplanes and ocean-going vessels, lawnmowers), biogenics, stationary sources (e.g., power plants, large dairies), and area sources (e.g., restaurant charbroiling, gasoline stations), among others. A vast amount of data is necessary to estimate emissions from these sources (e.g., fuel consumption, number of lawnmowers, number of cows) utilizing other models (e.g., the Biogenic Emissions Inventory System (EPA 2018c), SMOKE (CMAS 2018) and tools. Given the suspect quality of some of these data, it is not surprising that there are large uncertainties in the resulting emissions estimates that are input into CAMx.

Observational data or attendant climate model predictions that are used to initialize the meteorological and photochemical models, provide boundary conditions, or evaluate model performance are uncertain due to limited characterization of their spatial and temporal variability. Observational data are variable and uncertain due to monitoring equipment, user error, monitoring network design, and issues with proper instrument calibration. Some pollutant species are easier to measure than others.

For example, measurements of NO_x may actually capture NO_y, which includes NO_x plus products of NO_x oxidation (CARB 1992).

WRF too is a mathematical representation of the atmospheric processes that drive weather; thus, it is also subject to uncertainties in model formulation and model inputs. The meteorological model relies on observations typically lacking in the spatial and temporal detail needed to initialize meteorological fields. The application of four-dimensional data assimilation dampens the temporal growth in errors by causing model results to conform to observations at regular intervals (Stauffer and Seaman 1990). Specifically, the three components of wind velocity calculated as a function of time are nudged toward measured values, and in so doing, reduce the amount of observational data remaining for performance evaluation. Thus, the WRF meteorological predictions that are input into CAMx are subject to uncertainty.

A complete understanding of atmospheric chemistry is unknown. The atmosphere has hundreds to thousands of chemical species that participate in thousands of chemical reactions. How fast these reactions take place and the products of these reactions are still not well known (EPRI 2000). Even if known completely, atmospheric chemistry cannot be represented in its entirety because it would impose excessive computational demands (Russell and Dennis 2000).

Additional uncertainty can be introduced due to the choice of grid resolution. It is well known that grid resolution can impact model predictions (Gillani and Pleim 1996). Further, studies have shown that the use of air quality model predictions at various grid resolutions can impact predicted health outcomes (Thompson and Noelle 2012).

Uncertainties associated with model formulation (e.g., representing atmospheric turbulence, processes that remove chemicals from the atmosphere, representation of aerosol formation and portioning to aerosol sizes [$PM_{2.5}$, PM_{10}], and the numerical techniques used to solve the mathematical equations) in the models described above can cause generally incomplete representations. Simplified representations are necessary when knowledge is incomplete, or when a more precise formulation excessively increases computational requirements. Further, there typically exists more than one formulation to represent a process; thus, choosing one inevitably means accepting some uncertainties over another (NRC 1991, Barchet et. al. 1994).

5.2 Uncertainty in Health Impact Analysis

As many regional-scale health impact assessments and this project-level analysis demonstrate, performing a quantitative HIA is complex and difficult, but it is possible to perform such analyses. Nevertheless, the limits of such analyses should be noted. The BenMAP-CE model outputs provide precise values. It would be inappropriate, however, to assume that these values, though seemingly precise, give an accurate understanding of the project's actual impacts. The imprecision of such analyses is inherent and unavoidable. Uncertainties associated with air quality modeling have been discussed above. Air quality models, including CAMx and BenMAP-CE, rely on assumptions that may not fully or accurately capture the complexity or dynamism of the physical world. Each step in the modeling process, and each assumption

incorporated into each model, adds a degree of uncertainty to the reported results. These inputs include air pollutant emission estimates, ambient air concentration modeling, and health impact calculations using various health impact functions.

The combination and compounding of the uncertainties from each step of the modeling analysis, in the context of the very small increments of change that are predicted associated with a single project, could result in large margins of error for the overall modeled outcomes. That does not necessarily mean the modeled results are invalid or meaningless. Rather, it means that one should not have undue confidence in the seeming precision of the reported outcome. In other words, the modeled results may be valid, but they should not be misinterpreted as an exact calculation of something as complex as criteria air pollutant dispersion modeling, or as correlating a given level of emissions with specific health effects. This is particularly true where, as in this study, regional models have been adapted for use at the Project-level. In this case, the calculated impact may be smaller than the reasonable margin of errors of such analyses.

Specific to the application of the BenMAP-CE model itself, although it can be a powerful tool, it has the following limitations which impact the precision of the generated results. These are especially relevant when applying this tool to a project-level analysis such as this study.

- In its current form, BenMAP–CE cannot conduct source-specific modeling without inputs from other modeling programs, such as CAMx. The differences among the mathematical and/or statistical algorithms used by these additional air quality modeling programs and those used by BenMAP-CE to process the air quality inputs and then correlate these inputs to specific health effects introduces layers of uncertainty into the generated results. In addition, the air pollutant concentrations that BenMAP–CE uses represent overall ambient concentrations of ozone and $PM_{2.5}$. Due to the fact that the estimated emissions from the Project are a very small fraction of the base case regional emission inventory, the incremental increase in concentrations and health incidences associated with the Project, as shown in this analysis, are very small, with very low confidence that the results represent any health impacts greater than zero. Therefore, the small incremental increase in concentrations generated by the Project in the context of regional-scale ambient air modeling should not be taken as a precise or meaningful representation of the Project-specific contributions.

- There are a number of conservative assumptions built into the analysis, which include but are not limited to the following:

    - Maximum annual average emissions were used in the modeling and were assumed to occur for the same year for each pollutant, as opposed to considering the potential variabilities in emissions from year to year; and

- Emissions from activities currently occurring on the project site were not removed from the model (although emissions from project-related VMT are net of existing mobile-source emissions in the traffic study area).

- The health impact functions that BenMAP-CE uses are based on findings from population-based epidemiological studies that develop statistical relationships between human health effects and air pollution exposures. Thus, each cause-and-effect relationship used by BenMAP-CE has some inherent uncertainty due to important limitations associated with the epidemiological studies including but not limited to (Sacks et. al. 2018):

  - The absence in the analysis of any linkage between predicted changes in ozone and $PM_{2.5}$ concentrations associated with project operations and any specific *individual* health impact; instead, the analysis uses studies that report *correlations* between health effects and exposure to ozone and $PM_{2.5}$, to estimate potential effects on the population in the modeling domain;

  - Difficulty in determining from epidemiological studies whether health effects are caused from exposure to the air pollutant of interest, or from other factors such as weather, other pollutants, or life style factors like smoking and diet;

  - Inconsistencies across different epidemiological studies regarding the cause-and-effect relationship for the same pollutant and health endpoint combination, as demonstrated by the multiple health impact functions preloaded in BenMAP-CE for the same pollutant and health endpoint combinations;

  - Limitations in application of concentration-response functions based on epidemiological studies. For example, estimates of all-cause mortality impacts from $PM_{2.5}$ are based on a single epidemiological study that found an association between $PM_{2.5}$ concentrations and mortality. Similar studies suggest that such an association exists, but uncertainty remains regarding a clear causal link. This uncertainty stems from the limitations of epidemiological studies, such as inadequate exposure estimates and the inability to control for many factors that could explain the association between $PM_{2.5}$ and mortality, such as lifestyle factors like smoking or exposures to other air pollutants;

  - The potential for overstating the overall impacts, since, for both the $PM_{2.5}$ and ozone health effects calculated, each pollutant may confound the other and both air pollutants could contribute to the health effect outcomes evaluated; and

  - The presumption in the estimate of health effects that impacts seen at large concentration differences can be linearly scaled down to small concentration differences, with no consideration of the potential thresholds

below which health effects may not occur. This method of linearly scaling impacts is broadly accepted for use in regulatory evaluations and is considered to be health protective.

- There is inherent uncertainty in the reporting of health effects. For example, asthma exacerbations may be reported as other conditions that fall under another endpoint group. This uncertainty in how health conditions are reported or categorized under various health studies not only increases the difficulty and uncertainty in the development of cause-and-effect relationships, but also increases the uncertainty of the reported baseline health incidence data.

- The estimated health impact by BenMAP-CE is based on people's assumed exposures to outdoor ambient air concentrations; however, these concentration values may be very different from the actual exposures that people experience. For example, ozone and $PM_{2.5}$ exposures may be significantly lower for those who spend much of their day indoors.

6.0 CONCLUSIONS

This Health Impact Analysis (HIA) reviewed the potential regional impacts from increased emissions due to the Friant Ranch Project, including the Community Plan and Specific Plan developments. The study included construction and operational emissions of the ozone precursors NO_x and ROG (or VOC, as a subset of TOG) and particulate matter (PM_{10} and $PM_{2.5}$). The HIA reviewed the Project's potential regional ozone and $PM_{2.5}$ concentration impacts, and specific health impacts, above expected baseline conditions.

Existing Baseline year and Future Baseline year (2020 and 2031) regional air quality modeling scenario databases were simulated using the CAMx modeling system. CAMx was used to apportion pollutant emission increases to Project emissions, including unmitigated and mitigated scenarios. The CAMx modeling estimated that the Project's emissions will increase the regional maximum daily 8-hour (MDA8) average ozone concentration by a maximum of 0.013 ppbv for the 2031 unmitigated scenario. Thus, the ozone concentration changes above baseline conditions for all modeled scenarios are expected to be less than 1.3% of the 1 ppb Significant Impact Level (SIL). The ozone concentration changes due to the Friant Ranch Project can be considered by Fresno County to contribute little to regional ozone formation, such that the specific health impacts due to the Project-related ozone concentration changes are not expected to be meaningful.

The maximum regional annual 24-hour average $PM_{2.5}$ concentration change due to the Project was estimated to be 0.058 $\mu g/m^3$ for the 2031 unmitigated scenario. The $PM_{2.5}$ concentration changes above baseline conditions for all modeled scenarios are expected to be less than 29% of the 0.2 $\mu g/m^3$ SIL. Thus, the changes in emissions

due to the Friant Ranch Project can be considered by Fresno County to contribute little to regional $PM_{2.5}$ concentrations, such that the specific health impacts due to the $PM_{2.5}$ concentration changes are not expected to be meaningful.

While the CAMx modeling results show that ozone and $PM_{2.5}$ concentration impacts from the Project above baseline conditions are not expected to be meaningful, BlueScape completed specific health impact modeling. The health impact modeling provides additional information that may be useful to Fresno County and the public, and is intended to meet the evidentiary requirements stated the Friant Ranch Case. The specific health impacts for these pollutants were estimated using the BenMAP-CE health assessment model. The ozone and $PM_{2.5}$ concentration changes above baseline modeled by CAMx were converted to effects (or incidences) on various health endpoints including premature mortality, hospitalizations, and emergency room visits, and others, and then compared to the "background health incidence." The background health incidence is the actual incidence of health effects as measured in the local population in the absence of additional emissions from the Project.

The results of the BenMAP-CE health incidence calculations for the Friant Ranch Project are shown in Section 4.3 of this report. For example, the analysis shows that for ozone-related health endpoints for the 2031 Project unmitigated scenario, asthma-related emergency room visits are: incidences/year = 0.0338 for adults ages 18 to 99, and incidences/year = 0.0427 for children ages 0 to 17. For the $PM_{2.5}$-related health endpoints, for the Project 2031 unmitigated scenario, the health effect on mortality is: incidences/year = 0.35.

When taken into context, the Project-related change in health incidences/year is very small relative to background health incidences. Using the example provided, the largest Project-related ozone health incidence calculated for any scenario for asthma related emergency room visits by children age 0-17 represents 0.00026% of the total of all regional emergency room visits due to asthma. The largest Project-related $PM_{2.5}$ health incidence for mortality calculated for any scenario represents 0.00054% of the total of all regional deaths. As the health incidence values estimated for Friant Ranch Project emissions are less than one, and a negligible fraction of the background incidence values, it is not expected that the Project will result in any meaningful health impact greater than zero, that can be established with any certainty.

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APPENDIX A

CAMx Modeling Input and Output (list of electronic files)

The input and output files used and generated by the CAMx models are detailed in the following table.

NOTE: An asterisk (*) indicates a wildcard, meant to indicate one or more files following that file naming pattern. Most filesets in this list contain one file per day for an entire year (modeled or meteorological).

TABLE A-1
MODELING INPUT AND OUTPUT FILES

Filename	Description
Input files	
input/camx/bcon/bc_gid555_vint.2013001.bin … input/camx/bcon/bc_gid555_vint.2013365.bin	CAMx boundary condition files. One file per day.
input/camx/icon/ic.*.const.bin	CAMx initial condition files. Monthly files.
input/camx/tuv/tuv.CEQA.FRanch.do_SAPRC07.20130101 … input/camx/tuv/tuv.CEQA.FRanch.do_SAPRC07.20131231	CAMx photolysis input files. One file per day.
input/camx/o3map/o3map.CEQA.FRanch.4km.2013001.txt … input/camx/o3map/o3map.CEQA.FRanch.4km.2013365.txt	CAMx ozone map input files. One file per day.
Input/camx/chem/CAMx6.5.chemparam.SAPRC07_CF_SOAP_ISORROPIA	CAMx SAPRC 2007 chemical parametrization file
input/camx/met/ camx.lu.4km.FRanch.bin	CAMx static surface geophysical parameters (land use, terrain).
input/camx/met/camx.3d.4km.20130101.FRanch.bin … input/camx/met/camx.3d.4km.20131231.FRanch.bin	CAMx meteorological 3D data files. One file per day.
input/camx/met/camx.2d.4km.20130101.FRanch.bin … input/camx/met/camx.2d.4km.20131231.FRanch.bin	CAMx meteorological 2D surface data files. One file per day.
input/camx/met/camx.kvpatch.YSU.OB70.4km.20130101.FRanch.bin … input/camx/met/camx.kvpatch.YSU.OB70.4km.20131231.FRanch.bin	CAMx meteorological vertical diffusivity data files. One file per day.
input/camx/met/camx.3d.4km.20130101.FRanch.bin … input/camx/met/camx.3d.4km.20131231.FRanch.bin	CAMx meteorological cloud/rain data files. One file per day.

TABLE A-1
MODELING INPUT AND OUTPUT FILES

Filename	Description
input/camx/met/camx.cr.2016010100 … input/camx/met/camx.cr.2016123100	CAMx meteorological cloud/rain data files. One file per day.
input/camx/emiss/2020/point/ point.camx.ceqa_FRanch.gid555.20130101.bin … input/camx/emiss/2020/point/ point.camx.ceqa_FRanch.gid555.20131231.bin	CAMx point source emissions files. All scenarios 2020. One file per day.
input/camx/emiss/2031/point/point.bluescape.20130101.2031.bin … input/camx/emiss/2031/point/point.bluescape.20130101.2031.bin	CAMx point source emissions files. All scenarios 2031. One file per day.
input/camx/emiss/2020/area/base/ camx_ar.ceqa_FRanch.wProj.2020proj.4km.20130101.bin … input/camx/emiss/2020/area/base/ camx_ar.ceqa_FRanch.wProj.2020proj.4km.20131231.bin	CAMx 3d gridded emissions files. Base scenario 2020. One file per day.
input/camx/emiss/2031/area/base/ area.bluescape.20130101.2031.base.bin … input/camx/emiss/2031/area/base/ area.bluescape.20131231.2031.base.bin	CAMx 3d gridded emissions files. Base scenario 2031. One file per day.
input/camx/emiss/2020/area/proj/ area.bluescape.20130101.2020.proj.bin … input/camx/emiss/2020/area/proj/ area.bluescape.20131231.2020.proj.bin	CAMx 3d gridded emissions files. Unmitigated project scenario 2020. One file per day.
input/camx/emiss/2020/area/pmit/ area.bluescape.20130101.2020.pmit.bin … input/camx/emiss/2020/area/pmit/ area.bluescape.20131231.2020.pmit.bin	CAMx 3d gridded emissions files. Mitigated project scenario 2020. One file per day.
input/camx/emiss/2031/area/proj/ area.bluescape.20130101.2031.proj.bin … input/camx/emiss/2031/area/proj/ area.bluescape.20131231.2031.proj.bin	CAMx 3d gridded emissions files. Unmitigated project scenario 2031. One file per day.
input/camx/emiss/2031/area/pmit/ area.bluescape.20130101.2031.pmit.bin … input/camx/emiss/2031/area/pmit/ area.bluescape.20131231.2031.pmit.bin	CAMx 3d gridded emissions files. Mitigated project scenario 2031. One file per day.
Output files	
output/all/2020/base/ camx65_SAPRC07.FRanch.4km_SA.2020.base.20130101.avrg.grd01.nc … output/all/2020/base/ camx65_SAPRC07.FRanch.4km_SA.2020.base.20131231.avrg.grd01.nc	CAMx output files. NetCDF format. Base scenario 2020. One file per day.
output/all/2031/base/ camx65_SAPRC07.FRanch.4km_SA.2031.base.20130101.avrg.grd01.nc … output/all/2031/base/ camx65_SAPRC07.FRanch.4km_SA.2031.base.20131231.avrg.grd01.nc	CAMx output files. NetCDF format. Base scenario 2031. One file per day.

TABLE A-1
MODELING INPUT AND OUTPUT FILES

Filename	Description
output/all/2020/proj/ camx65_SAPRC07.FRanch.4km_SA.2020.proj.20130101.avrg.grd01.nc … output/all/2020/proj/ camx65_SAPRC07.FRanch.4km_SA.2020.proj.20131231.avrg.grd01.nc	CAMx output files. NetCDF format. Unmitigated project scenario 2020. One file per day.
output/all/2020/pmit/ camx65_SAPRC07.FRanch.4km_SA.2020.pmit.20130101.avrg.grd01.nc … output/all/2020/pmit/ camx65_SAPRC07.FRanch.4km_SA.2020.pmit.20131231.avrg.grd01.nc	CAMx output files. NetCDF format. Mitigated project scenario 2020. One file per day.
output/all/2031/proj/ camx65_SAPRC07.FRanch.4km_SA.2031.proj.20130101.avrg.grd01.nc … output/all/2031/proj/ camx65_SAPRC07.FRanch.4km_SA.2031.proj.20131231.avrg.grd01.nc	CAMx output files. NetCDF format. Unmitigated project scenario 2031. One file per day.
output/all/2031/pmit/ camx65_SAPRC07.FRanch.4km_SA.2031.pmit.20130101.avrg.grd01.nc … output/all/2031/pmit/ camx65_SAPRC07.FRanch.4km_SA.2031.pmit.20131231.avrg.grd01.nc	CAMx output files. NetCDF format. Mitigated project scenario 2031. One file per day.

APPENDIX B
BenMAP-CE Audit Trial Reports

ATTACHMENT B-1

BENMAP-CE AUDIT TRAIL REPORT
O3.2020.PROJ.TXT

BenMAP-CE 1.5.0
<Aggregate, Pool & Value>
Create Datetime:2021-04-19 02:59:08
IsRunInPointMode:False
Latin Hypercube Points:20
Population Dataset:PopFriantUpdated-Friant
Year:2020
Threshold:0
Incidence averaging:All
<Baseline.And.Control.Group0>
<Pollutant>
Name:Ozone
Observation Type:Hourly
Season0:May 1-September 30
Metric0:D1HourMax
Metric1:D24HourMean
Metric2:D8HourMax
Metric3:D8HourMean
</Pollutant>
<Baseline.Air.Quality.Surfaces>
Create Datetime:2021-04-15 07:28:36
Pollutant:Ozone
Model Database File:C:\Users\Frank\Documents\My BenMAP-CE Files\Friant\Data\o3.2020.proj.benmap.csv
<Grid.Definition>
Name:Friant
ID:33
Columns:87
Rows:103
Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984
</Grid.Definition>
<Pollutant>
Name:Ozone
Observation Type:Hourly
Season0:May 1-September 30
Metric0:D1HourMax
Metric1:D24HourMean
Metric2:D8HourMax
Metric3:D8HourMean
</Pollutant>
</Baseline.Air.Quality.Surfaces>
<Control.Air.Quality.Surfaces>
Create Datetime:2021-04-15 07:29:27
Pollutant:Ozone
Model Database File:C:\Users\Frank\Documents\My BenMAP-CE Files\Friant\Data\o3.2020.base.benmap.csv
<Grid.Definition>
Name:Friant
ID:33
Columns:87
Rows:103
Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984
</Grid.Definition>
<Pollutant>
Name:Ozone
Observation Type:Hourly

Season0:May 1-September 30
Metric0:D1HourMax
Metric1:D24HourMean
Metric2:D8HourMax
Metric3:D8HourMean
</Pollutant>
</Control.Air.Quality.Surfaces>
</Baseline.And.Control.Group0>
<Selected.health.impact.functions>
<Health.impact.function.0>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Respiratory
Start age:30
End age:99
Race:
Ethnicity:
Gender:
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:Mean
Author:Jerrett et al.
Qualifier:Metric adjusted using a ratio of 1.14 based on table 2 of Anderson & Bell
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:PM2.5
Reference:Jerrett, Michael, Burnett, Richard T, Pope, Arden C, et al. 2009. Long-Term Ozone Exposure and Mortality. New England Journal of Medicine.
Baseline functional form:Incidence*POP
Incidence dataset:Mortality Incidence (2020)
Prevalence dataset:
Variable dataset:
Beta:0.004471161
Beta distribution:Normal
P1Beta:0.001510347
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.0>
<Health.impact.function.1>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:School Loss Days
Endpoint:School Loss Days, All Cause
Start age:5
End age:17
Race:
Ethnicity:
Gender:
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None

Author:Gilliland et al.
Qualifier:All year. 8-hour max from 8-hour mean.
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A*B
Year:2001
Geographic area:Everywhere
Other pollutants:
Reference:Gilliland, F.D., K. Berhane, E.B. Rappaport, D.C. Thomas, E. Avol, W.J. Gauderman, S.J. London, H.G. Margolis, R. McConnell, K.T. Islam and J.M. Peters. 2001. The effects of ambient air pollution on school absenteeism due to respiratory illnesses. Epidemi
Baseline functional form:Incidence*POP*A*B
Incidence dataset:Other Incidence (2000)
Prevalence dataset:
Variable dataset:
Beta:0.007824
Beta distribution:Normal
P1Beta:0.004444898
P2Beta:0
A:0.3929
NameA:Scalar for % of school days in ozone season
B:0.945
NameB:Population of school children at-risk for a new absence
C:0
NameC:
Percentile:0
</Health.impact.function.1>
<Health.impact.function.2>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Asthma Exacerbation
Endpoint:Asthma Exacerbation, One or More Symptoms
Start age:6
End age:18
Race:ALL
Ethnicity:ALL
Gender:ALL
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:O'Connor et al.
Qualifier:
Function:(1-EXP(-Beta*DELTAQ))*A*POP*Prevalence
Year:2008
Geographic area:Everywhere
Other pollutants:PM2.5,NO2
Reference:O'Connor, G. T., L. Neas, et al. (2008). "Acute respiratory health effects of air pollution on children with asthma in US inner cities." J Allergy Clin Immunol 121(5): 1133-1139 e1131
Baseline functional form:A*POP*Prevalence
Incidence dataset:
Prevalence dataset:Prevalence (2008)
Variable dataset:
Beta:0.000966054
Beta distribution:Normal
P1Beta:0.002991454
P2Beta:0
A:0.207142857
NameA:Incidence rate
B:0
NameB:

C:0
NameC:
Percentile:0
</Health.impact.function.2>
<Health.impact.function.3>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, All Respiratory
Start age:65
End age:99
Race:ALL
Ethnicity:ALL
Gender:ALL
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Katsouyanni et al.
Qualifier:Summer, 1985-1994, penalized splines, 8 df
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Katsouyanni, K., Samet, J. M., Anderson, H. R., Atkinson, R., Tertre, A. L., Medina, S., et al. (2009). Air Pollution and Health: A European and North American Approach (APHENA): Health Effects Institute.
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.000636757
Beta distribution:Normal
P1Beta:0.000400294
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.3>
<Health.impact.function.4>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma
Start age:0
End age:17
Race:ALL
Ethnicity:ALL
Gender:ALL
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Mar and Koenig
Qualifier:Child model, 8 hour maximum metric, 3 day lag, May-September
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2009

Geographic area:Everywhere
Other pollutants:
Reference:Mar, T. F., & Koenig, J. Q. (2009). Relationship between visits to emergency departments for asthma and ozone exposure in greater Seattle, Washington. Annals of Allergy, Asthma, & Immunology, 103, 474-479.
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.010436002
Beta distribution:Normal
P1Beta:0.004357595
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.4>
<Health.impact.function.5>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Respiratory Symptoms
Endpoint:Minor Restricted Activity Days
Start age:18
End age:64
Race:
Ethnicity:
Gender:
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Ostro and Rothschild
Qualifier:8-hour max from 1-hour max.
Function:(1-(1/EXP(Beta*DELTAQ)))*A*POP
Year:1989
Geographic area:Everywhere
Other pollutants:PM2.5
Reference:Ostro, B.D. and S. Rothschild. Air Pollution and Acute Respiratory Morbidity - an Observational Study of Multiple Pollutants. Environ Res, 1989. 50(2): p. 238-247.
Baseline functional form:A*POP
Incidence dataset:
Prevalence dataset:
Variable dataset:
Beta:0.002596
Beta distribution:Normal
P1Beta:0.00077644
P2Beta:0
A:0.02137
NameA:mRAD18to64; Ostro and Rothschild, 1989, p 243.
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.5>

<Health.impact.function.6>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma
Start age:18
End age:99
Race:ALL
Ethnicity:ALL
Gender:ALL
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Mar and Koenig
Qualifier:Adult model, 8 hour maximum metric, 4 day lag, May-September
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Mar, T. F., & Koenig, J. Q. (2009). Relationship between visits to emergency departments for asthma and ozone exposure in greater Seattle, Washington. Annals of Allergy, Asthma, & Immunology, 103, 474-479.
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.007696104
Beta distribution:Normal
P1Beta:0.002837389
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.6>
<Health.impact.function.7>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Non-Accidental
Start age:0
End age:99
Race:ALL
Ethnicity:ALL
Gender:ALL
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Smith et al.
Qualifier:Ozone season
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:PM10
Reference:Richard L. Smith, Baowei Xu, and Paul Switzer (2009). Reassessing the relationship between ozone and short-term mortality in U.S. urban communities. Inhalation Toxicology, 2009; 21(S2): 37?65

Baseline functional form:Incidence*POP*A
Incidence dataset:Mortality Incidence (2020)
Prevalence dataset:
Variable dataset:
Beta:0.000257743
Beta distribution:Normal
P1Beta:0.000167
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.7>
<Health.impact.function.8>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Cardiopulmonary
Start age:0
End age:99
Race:
Ethnicity:
Gender:
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Huang et al.
Qualifier:Warm season. 8-hour max from 24-hour mean.
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2005
Geographic area:Everywhere
Other pollutants:
Reference:Huang, Y., F. Dominici and M. L. Bell. 2005. Bayesian hierarchical distributed lag models for summer ozone exposure and cardio-respiratory mortality. Environmetrics. Vol. 16: 547?562.
Baseline functional form:Incidence*POP*A
Incidence dataset:Mortality Incidence (2020)
Prevalence dataset:
Variable dataset:
Beta:0.0008125
Beta distribution:Normal
P1Beta:0.000258673
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.8>
<Health.impact.function.9>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, All Cause
Start age:0

End age:99
Race:
Ethnicity:
Gender:
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Bell et al.
Qualifier:Warm season. 8-hour max from 24-hour mean.
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2005
Geographic area:Everywhere
Other pollutants:
Reference:Bell, M.L., F. Dominici, and J.M. Samet. A meta-analysis of time-series studies of ozone and mortality with comparison to the national morbidity, mortality, and air pollution study. Epidemiology, 2005. 16(4): p. 436-45.
Baseline functional form:Incidence*POP*A
Incidence dataset:Mortality Incidence (2000)
Prevalence dataset:
Variable dataset:
Beta:0.000795
Beta distribution:Normal
P1Beta:0.00021227
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.9>
</Selected.health.impact.functions>
<Log.And.Message>
Processing complete. HIF processing time: 0 hours 23 minutes 14 seconds.
</Log.And.Message>
Sort Incidence LHPs:False
Default Advanced Pooling Method:Roundweightstotwodigits
Default Monte Carlo Iterations:5000
Random Seed:1
<Inflation.Adjustment>
Dataset:
Year:-1
</Inflation.Adjustment>
<Income.Growth.Adjustment>
Dataset:
Year : -1
</Income.Growth.Adjustment>
<Incidence.Aggregation>
Name:Friant
ID:33
Columns:87
Rows:103
Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984
</Incidence.Aggregation>
<Valuation.Aggregation>

Name:Friant
ID:33
Columns:87
Rows:103
Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984
</Valuation.Aggregation>
<Incidence.Pooling.And.Aggregation.>
<MortalityPooling.Method.TypeNone>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, All Cause
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Bell et al.
Year:2005
Location:US & non-US
Other pollutants:
Geographic area:Everywhere
Reference:Bell, M.L., F. Dominici, and J.M. Samet. A meta-analysis of time-series studies of ozone and mortality with comparison to the national morbidity, mortality, and air pollution study. Epidemiology, 2005. 16(4): p. 436-45.
Start age:0
End age:99
Baseline functional form:
Incidence dataset:Mortality Incidence (2000)
Beta:0.000795
Beta distribution:Normal
P1Beta:0.00021227
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Cardiopulmonary
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Huang et al.
Year:2005
Location:19 US cities
Other pollutants:
Geographic area:Everywhere
Reference:Huang, Y., F. Dominici and M. L. Bell. 2005. Bayesian hierarchical distributed lag models for summer ozone exposure and cardio-respiratory mortality. Environmetrics. Vol. 16: 547?562.
Start age:0
End age:99

Baseline functional form:
Incidence dataset:Mortality Incidence (2020)
Beta:0.0008125
Beta distribution:Normal
P1Beta:0.000258673
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Non-Accidental
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Smith et al.
Year:2009
Location:98 US cities
Other pollutants:PM10
Geographic area:Everywhere
Reference:Richard L. Smith, Baowei Xu, and Paul Switzer (2009). Reassessing the relationship between ozone and short-term mortality in U.S. urban communities. Inhalation Toxicology, 2009; 21(S2): 37?65
Start age:0
End age:99
Baseline functional form:PM10
Incidence dataset:Mortality Incidence (2020)
Beta:0.000257743
Beta distribution:Normal
P1Beta:0.000167
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Respiratory
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:Mean
Author:Jerrett et al.
Year:2009
Location:86 urban areas
Other pollutants:PM2.5

Geographic area:Everywhere
Reference:Jerrett, Michael, Burnett, Richard T, Pope, Arden C, et al. 2009. Long-Term Ozone Exposure and Mortality. New England Journal of Medicine.
Start age:30
End age:99
Baseline functional form:PM2.5
Incidence dataset:Mortality Incidence (2020)
Beta:0.004471161
Beta distribution:Normal
P1Beta:0.001510347
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</MortalityPooling.Method.TypeNone>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, All Cause
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Bell et al.
Qualifier:Warm season. 8-hour max from 24-hour mean.
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2005
Geographic area:Everywhere
Other pollutants:
Reference:Bell, M.L., F. Dominici, and J.M. Samet. A meta-analysis of time-series studies of ozone and mortality with comparison to the national morbidity, mortality, and air pollution study. Epidemiology, 2005. 16(4): p. 436-45.
Start age:
End age:99
Baseline functional form:Incidence*POP*A
Incidence dataset:Mortality Incidence (2000)
Beta:0.000795
Beta distribution:Normal
P1Beta:0.00021227
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality

Endpoint:Mortality, Cardiopulmonary
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Huang et al.
Qualifier:Warm season. 8-hour max from 24-hour mean.
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2005
Geographic area:Everywhere
Other pollutants:
Reference:Huang, Y., F. Dominici and M. L. Bell. 2005. Bayesian hierarchical distributed lag models for summer ozone exposure and cardio-respiratory mortality. Environmetrics. Vol. 16: 547?562.
Start age:
End age:99
Baseline functional form:Incidence*POP*A
Incidence dataset:Mortality Incidence (2020)
Beta:0.0008125
Beta distribution:Normal
P1Beta:0.000258673
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Non-Accidental
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Smith et al.
Qualifier:Ozone season
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:PM10
Reference:Richard L. Smith, Baowei Xu, and Paul Switzer (2009). Reassessing the relationship between ozone and short-term mortality in U.S. urban communities. Inhalation Toxicology, 2009; 21(S2): 37?65
Start age:
End age:99
Baseline functional form:Incidence*POP*A
Incidence dataset:Mortality Incidence (2020)
Beta:0.000257743
Beta distribution:Normal
P1Beta:0.000167
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0

NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Respiratory
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:Mean
Author:Jerrett et al.
Qualifier:Metric adjusted using a ratio of 1.14 based on table 2 of Anderson & Bell
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:PM2.5
Reference:Jerrett, Michael, Burnett, Richard T, Pope, Arden C, et al. 2009. Long-Term Ozone Exposure and Mortality. New England Journal of Medicine.
Start age:30
End age:99
Baseline functional form:Incidence*POP
Incidence dataset:Mortality Incidence (2020)
Beta:0.004471161
Beta distribution:Normal
P1Beta:0.001510347
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.Mortality>
Mortality
Bell:Pooling Method Type:None
Huang:Pooling Method Type:None
Smith:Pooling Method Type:None
Jerrett:Pooling Method Type:None
</Valuation.Pooling.Window.Name.Mortality>
<Incidence.Pooling.And.Aggregation.>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:School Loss Days
Endpoint:School Loss Days, All Cause
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Gilliland et al.
Qualifier:All year. 8-hour max from 8-hour mean.
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A*B
Year:2001
Geographic area:Everywhere

Other pollutants:
Reference:Gilliland, F.D., K. Berhane, E.B. Rappaport, D.C. Thomas, E. Avol, W.J. Gauderman, S.J. London, H.G. Margolis, R. McConnell, K.T. Islam and J.M. Peters. 2001. The effects of ambient air pollution on school absenteeism due to respiratory illnesses. Epidemi
Start age:5
End age:17
Baseline functional form:Incidence*POP*A*B
Incidence dataset:Other Incidence (2000)
Beta:0.007824
Beta distribution:Normal
P1Beta:0.004444898
P2Beta:0
A:0.3929
NameA:Scalar for % of school days in ozone season
B:0.945
NameB:Population of school children at-risk for a new absence
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.School.Loss.Days>
School Loss Days
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<Incidence.Pooling.And.Aggregation.>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Asthma Exacerbation
Endpoint:Asthma Exacerbation, One or More Symptoms
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:O'Connor et al.
Qualifier:
Function:(1-EXP(-Beta*DELTAQ))*A*POP*Prevalence
Year:2008
Geographic area:Everywhere
Other pollutants:PM2.5,NO2
Reference:O'Connor, G. T., L. Neas, et al. (2008). "Acute respiratory health effects of air pollution on children with asthma in US inner cities." J Allergy Clin Immunol 121(5): 1133-1139 e1131
Start age:6
End age:18
Baseline functional form:A*POP*Prevalence
Incidence dataset:
Beta:0.000966054
Beta distribution:Normal
P1Beta:0.002991454
P2Beta:0
A:0.207142857
NameA:Incidence rate
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0

</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.Asthma.Exacerbation>
Asthma Exacerbation
</Valuation.Pooling.Window.Name.Asthma.Exacerbation>
<Incidence.Pooling.And.Aggregation.>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, All Respiratory
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Katsouyanni et al.
Qualifier:Summer, 1985-1994, penalized splines, 8 df
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Katsouyanni, K., Samet, J. M., Anderson, H. R., Atkinson, R., Tertre, A. L., Medina, S., et al. (2009). Air Pollution and Health: A European and North American Approach (APHENA): Health Effects Institute.
Start age:65
End age:99
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Beta:0.000636757
Beta distribution:Normal
P1Beta:0.000400294
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.Hospital.Admissions.Respiratory>
Hospital Admissions, Respiratory
</Valuation.Pooling.Window.Name.Hospital.Admissions.Respiratory>
<Incidence.Pooling.And.Aggregation.>
<Emergency.Room.Visits.RespiratoryPooling.Method.TypeNone>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Mar and Koenig
Year:2009
Location:Seattle,WA
Other pollutants:
Geographic area:Everywhere

Reference:Mar, T. F., & Koenig, J. Q. (2009). Relationship between visits to emergency departments for asthma and ozone exposure in greater Seattle, Washington. Annals of Allergy, Asthma, & Immunology, 103, 474-479.
Start age:0
End age:17
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.010436002
Beta distribution:Normal
P1Beta:0.004357595
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Mar and Koenig
Year:2009
Location:Seattle,WA
Other pollutants:
Geographic area:Everywhere
Reference:Mar, T. F., & Koenig, J. Q. (2009). Relationship between visits to emergency departments for asthma and ozone exposure in greater Seattle, Washington. Annals of Allergy, Asthma, & Immunology, 103, 474-479.
Start age:18
End age:99
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.007696104
Beta distribution:Normal
P1Beta:0.002837389
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Emergency.Room.Visits.RespiratoryPooling.Method.TypeNone>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma

Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Mar and Koenig
Qualifier:Child model, 8 hour maximum metric, 3 day lag, May-September
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Mar, T. F., & Koenig, J. Q. (2009). Relationship between visits to emergency departments for asthma and ozone exposure in greater Seattle, Washington. Annals of Allergy, Asthma, & Immunology, 103, 474-479.
Start age:
End age:17
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Beta:0.010436002
Beta distribution:Normal
P1Beta:0.004357595
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Mar and Koenig
Qualifier:Adult model, 8 hour maximum metric, 4 day lag, May-September
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Mar, T. F., & Koenig, J. Q. (2009). Relationship between visits to emergency departments for asthma and ozone exposure in greater Seattle, Washington. Annals of Allergy, Asthma, & Immunology, 103, 474-479.
Start age:18
End age:99
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Beta:0.007696104
Beta distribution:Normal
P1Beta:0.002837389
P2Beta:0
A:0
NameA:
B:0
NameB:

C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.Emergency.Room.Visits.Respiratory>
Emergency Room Visits, Respiratory
Mar:Pooling Method Type:None
Mar:Pooling Method Type:None
</Valuation.Pooling.Window.Name.Emergency.Room.Visits.Respiratory>
<Incidence.Pooling.And.Aggregation.>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Respiratory Symptoms
Endpoint:Minor Restricted Activity Days
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Ostro and Rothschild
Qualifier:8-hour max from 1-hour max.
Function:(1-(1/EXP(Beta*DELTAQ)))*A*POP
Year:1989
Geographic area:Everywhere
Other pollutants:PM2.5
Reference:Ostro, B.D. and S. Rothschild. Air Pollution and Acute Respiratory Morbidity - an Observational Study of Multiple Pollutants. Environ Res, 1989. 50(2): p. 238-247.
Start age:18
End age:64
Baseline functional form:A*POP
Incidence dataset:
Beta:0.002596
Beta distribution:Normal
P1Beta:0.00077644
P2Beta:0
A:0.02137
NameA:mRAD18to64; Ostro and Rothschild, 1989, p 243.
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.Acute.Respiratory.Symptoms>
Acute Respiratory Symptoms
</Valuation.Pooling.Window.Name.Acute.Respiratory.Symptoms>
Processing complete. Valuation processing time: 0 hours 0 minutes 0 seconds.
</Aggregate, Pool & Value>

ATTACHMENT B-2

BENMAP-CE AUDIT TRAIL REPORT
O3.2020.PMIT.TXT

BenMAP-CE 1.5.0
<Aggregate, Pool & Value>
Create Datetime:2021-04-19 02:59:08
IsRunInPointMode:False
Latin Hypercube Points:20
Population Dataset:PopFriantUpdated-Friant
Year:2020
Threshold:0
Incidence averaging:All
<Baseline.And.Control.Group0>
<Pollutant>
Name:Ozone
Observation Type:Hourly
Season0:May 1-September 30
Metric0:D1HourMax
Metric1:D24HourMean
Metric2:D8HourMax
Metric3:D8HourMean
</Pollutant>
<Baseline.Air.Quality.Surfaces>
Create Datetime:2021-04-15 07:28:36
Pollutant:Ozone
Model Database File:C:\Users\Frank\Documents\My BenMAP-CE Files\Friant\Data\o3.2020.pmit.benmap.csv
<Grid.Definition>
Name:Friant
ID:33
Columns:87
Rows:103
Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984
</Grid.Definition>
<Pollutant>
Name:Ozone
Observation Type:Hourly
Season0:May 1-September 30
Metric0:D1HourMax
Metric1:D24HourMean
Metric2:D8HourMax
Metric3:D8HourMean
</Pollutant>
</Baseline.Air.Quality.Surfaces>
<Control.Air.Quality.Surfaces>
Create Datetime:2021-04-15 07:29:27
Pollutant:Ozone
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<Grid.Definition>
Name:Friant
ID:33
Columns:87
Rows:103
Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984
</Grid.Definition>
<Pollutant>
Name:Ozone
Observation Type:Hourly

Season0:May 1-September 30
Metric0:D1HourMax
Metric1:D24HourMean
Metric2:D8HourMax
Metric3:D8HourMean
</Pollutant>
</Control.Air.Quality.Surfaces>
</Baseline.And.Control.Group0>
<Selected.health.impact.functions>
<Health.impact.function.0>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Respiratory
Start age:30
End age:99
Race:
Ethnicity:
Gender:
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:Mean
Author:Jerrett et al.
Qualifier:Metric adjusted using a ratio of 1.14 based on table 2 of Anderson & Bell
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:PM2.5
Reference:Jerrett, Michael, Burnett, Richard T, Pope, Arden C, et al. 2009. Long-Term Ozone Exposure and Mortality. New England Journal of Medicine.
Baseline functional form:Incidence*POP
Incidence dataset:Mortality Incidence (2020)
Prevalence dataset:
Variable dataset:
Beta:0.004471161
Beta distribution:Normal
P1Beta:0.001510347
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.0>
<Health.impact.function.1>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:School Loss Days
Endpoint:School Loss Days, All Cause
Start age:5
End age:17
Race:
Ethnicity:
Gender:
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None

Author:Gilliland et al.
Qualifier:All year. 8-hour max from 8-hour mean.
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A*B
Year:2001
Geographic area:Everywhere
Other pollutants:
Reference:Gilliland, F.D., K. Berhane, E.B. Rappaport, D.C. Thomas, E. Avol, W.J. Gauderman, S.J. London, H.G. Margolis, R. McConnell, K.T. Islam and J.M. Peters. 2001. The effects of ambient air pollution on school absenteeism due to respiratory illnesses. Epidemi
Baseline functional form:Incidence*POP*A*B
Incidence dataset:Other Incidence (2000)
Prevalence dataset:
Variable dataset:
Beta:0.007824
Beta distribution:Normal
P1Beta:0.004444898
P2Beta:0
A:0.3929
NameA:Scalar for % of school days in ozone season
B:0.945
NameB:Population of school children at-risk for a new absence
C:0
NameC:
Percentile:0
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<Health.impact.function.2>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Asthma Exacerbation
Endpoint:Asthma Exacerbation, One or More Symptoms
Start age:6
End age:18
Race:ALL
Ethnicity:ALL
Gender:ALL
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:O'Connor et al.
Qualifier:
Function:(1-EXP(-Beta*DELTAQ))*A*POP*Prevalence
Year:2008
Geographic area:Everywhere
Other pollutants:PM2.5,NO2
Reference:O'Connor, G. T., L. Neas, et al. (2008). "Acute respiratory health effects of air pollution on children with asthma in US inner cities." J Allergy Clin Immunol 121(5): 1133-1139 e1131
Baseline functional form:A*POP*Prevalence
Incidence dataset:
Prevalence dataset:Prevalence (2008)
Variable dataset:
Beta:0.000966054
Beta distribution:Normal
P1Beta:0.002991454
P2Beta:0
A:0.207142857
NameA:Incidence rate
B:0
NameB:

C:0
NameC:
Percentile:0
</Health.impact.function.2>
<Health.impact.function.3>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, All Respiratory
Start age:65
End age:99
Race:ALL
Ethnicity:ALL
Gender:ALL
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Katsouyanni et al.
Qualifier:Summer, 1985-1994, penalized splines, 8 df
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Katsouyanni, K., Samet, J. M., Anderson, H. R., Atkinson, R., Tertre, A. L., Medina, S., et al. (2009). Air Pollution and Health: A European and North American Approach (APHENA): Health Effects Institute.
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.000636757
Beta distribution:Normal
P1Beta:0.000400294
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.3>
<Health.impact.function.4>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma
Start age:0
End age:17
Race:ALL
Ethnicity:ALL
Gender:ALL
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Mar and Koenig
Qualifier:Child model, 8 hour maximum metric, 3 day lag, May-September
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2009

Geographic area:Everywhere
Other pollutants:
Reference:Mar, T. F., & Koenig, J. Q. (2009). Relationship between visits to emergency departments for asthma and ozone exposure in greater Seattle, Washington. Annals of Allergy, Asthma, & Immunology, 103, 474-479.
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.010436002
Beta distribution:Normal
P1Beta:0.004357595
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.4>
<Health.impact.function.5>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Respiratory Symptoms
Endpoint:Minor Restricted Activity Days
Start age:18
End age:64
Race:
Ethnicity:
Gender:
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Ostro and Rothschild
Qualifier:8-hour max from 1-hour max.
Function:(1-(1/EXP(Beta*DELTAQ)))*A*POP
Year:1989
Geographic area:Everywhere
Other pollutants:PM2.5
Reference:Ostro, B.D. and S. Rothschild. Air Pollution and Acute Respiratory Morbidity - an Observational Study of Multiple Pollutants. Environ Res, 1989. 50(2): p. 238-247.
Baseline functional form:A*POP
Incidence dataset:
Prevalence dataset:
Variable dataset:
Beta:0.002596
Beta distribution:Normal
P1Beta:0.00077644
P2Beta:0
A:0.02137
NameA:mRAD18to64; Ostro and Rothschild, 1989, p 243.
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.5>

<Health.impact.function.6>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma
Start age:18
End age:99
Race:ALL
Ethnicity:ALL
Gender:ALL
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Mar and Koenig
Qualifier:Adult model, 8 hour maximum metric, 4 day lag, May-September
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Mar, T. F., & Koenig, J. Q. (2009). Relationship between visits to emergency departments for asthma and ozone exposure in greater Seattle, Washington. Annals of Allergy, Asthma, & Immunology, 103, 474-479.
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.007696104
Beta distribution:Normal
P1Beta:0.002837389
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.6>
<Health.impact.function.7>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Non-Accidental
Start age:0
End age:99
Race:ALL
Ethnicity:ALL
Gender:ALL
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Smith et al.
Qualifier:Ozone season
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:PM10
Reference:Richard L. Smith, Baowei Xu, and Paul Switzer (2009). Reassessing the relationship between ozone and short-term mortality in U.S. urban communities. Inhalation Toxicology, 2009; 21(S2): 37?65

Baseline functional form:Incidence*POP*A
Incidence dataset:Mortality Incidence (2020)
Prevalence dataset:
Variable dataset:
Beta:0.000257743
Beta distribution:Normal
P1Beta:0.000167
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.7>
<Health.impact.function.8>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Cardiopulmonary
Start age:0
End age:99
Race:
Ethnicity:
Gender:
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Huang et al.
Qualifier:Warm season. 8-hour max from 24-hour mean.
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2005
Geographic area:Everywhere
Other pollutants:
Reference:Huang, Y., F. Dominici and M. L. Bell. 2005. Bayesian hierarchical distributed lag models for summer ozone exposure and cardio-respiratory mortality. Environmetrics. Vol. 16: 547?562.
Baseline functional form:Incidence*POP*A
Incidence dataset:Mortality Incidence (2020)
Prevalence dataset:
Variable dataset:
Beta:0.0008125
Beta distribution:Normal
P1Beta:0.000258673
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.8>
<Health.impact.function.9>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, All Cause
Start age:0

End age:99
Race:
Ethnicity:
Gender:
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Bell et al.
Qualifier:Warm season. 8-hour max from 24-hour mean.
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2005
Geographic area:Everywhere
Other pollutants:
Reference:Bell, M.L., F. Dominici, and J.M. Samet. A meta-analysis of time-series studies of ozone and mortality with comparison to the national morbidity, mortality, and air pollution study. Epidemiology, 2005. 16(4): p. 436-45.
Baseline functional form:Incidence*POP*A
Incidence dataset:Mortality Incidence (2000)
Prevalence dataset:
Variable dataset:
Beta:0.000795
Beta distribution:Normal
P1Beta:0.00021227
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
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</Selected.health.impact.functions>
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</Log.And.Message>
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Default Advanced Pooling Method:Roundweightstotwodigits
Default Monte Carlo Iterations:5000
Random Seed:1
<Inflation.Adjustment>
Dataset:
Year:-1
</Inflation.Adjustment>
<Income.Growth.Adjustment>
Dataset:
Year : -1
</Income.Growth.Adjustment>
<Incidence.Aggregation>
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Columns:87
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Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984
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<Valuation.Aggregation>

Name:Friant
ID:33
Columns:87
Rows:103
Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984
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<MortalityPooling.Method.TypeNone>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, All Cause
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Bell et al.
Year:2005
Location:US & non-US
Other pollutants:
Geographic area:Everywhere
Reference:Bell, M.L., F. Dominici, and J.M. Samet. A meta-analysis of time-series studies of ozone and mortality with comparison to the national morbidity, mortality, and air pollution study. Epidemiology, 2005. 16(4): p. 436-45.
Start age:0
End age:99
Baseline functional form:
Incidence dataset:Mortality Incidence (2000)
Beta:0.000795
Beta distribution:Normal
P1Beta:0.00021227
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Cardiopulmonary
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Huang et al.
Year:2005
Location:19 US cities
Other pollutants:
Geographic area:Everywhere
Reference:Huang, Y., F. Dominici and M. L. Bell. 2005. Bayesian hierarchical distributed lag models for summer ozone exposure and cardio-respiratory mortality. Environmetrics. Vol. 16: 547?562.
Start age:0
End age:99

Baseline functional form:
Incidence dataset:Mortality Incidence (2020)
Beta:0.0008125
Beta distribution:Normal
P1Beta:0.000258673
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Non-Accidental
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Smith et al.
Year:2009
Location:98 US cities
Other pollutants:PM10
Geographic area:Everywhere
Reference:Richard L. Smith, Baowei Xu, and Paul Switzer (2009). Reassessing the relationship between ozone and short-term mortality in U.S. urban communities. Inhalation Toxicology, 2009; 21(S2): 37?65
Start age:0
End age:99
Baseline functional form:PM10
Incidence dataset:Mortality Incidence (2020)
Beta:0.000257743
Beta distribution:Normal
P1Beta:0.000167
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Respiratory
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:Mean
Author:Jerrett et al.
Year:2009
Location:86 urban areas
Other pollutants:PM2.5

Geographic area:Everywhere
Reference:Jerrett, Michael, Burnett, Richard T, Pope, Arden C, et al. 2009. Long-Term Ozone Exposure and Mortality. New England Journal of Medicine.
Start age:30
End age:99
Baseline functional form:PM2.5
Incidence dataset:Mortality Incidence (2020)
Beta:0.004471161
Beta distribution:Normal
P1Beta:0.001510347
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
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<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, All Cause
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Bell et al.
Qualifier:Warm season. 8-hour max from 24-hour mean.
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2005
Geographic area:Everywhere
Other pollutants:
Reference:Bell, M.L., F. Dominici, and J.M. Samet. A meta-analysis of time-series studies of ozone and mortality with comparison to the national morbidity, mortality, and air pollution study. Epidemiology, 2005. 16(4): p. 436-45.
Start age:
End age:99
Baseline functional form:Incidence*POP*A
Incidence dataset:Mortality Incidence (2000)
Beta:0.000795
Beta distribution:Normal
P1Beta:0.00021227
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality

Endpoint:Mortality, Cardiopulmonary
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Huang et al.
Qualifier:Warm season. 8-hour max from 24-hour mean.
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2005
Geographic area:Everywhere
Other pollutants:
Reference:Huang, Y., F. Dominici and M. L. Bell. 2005. Bayesian hierarchical distributed lag models for summer ozone exposure and cardio-respiratory mortality. Environmetrics. Vol. 16: 547?562.
Start age:
End age:99
Baseline functional form:Incidence*POP*A
Incidence dataset:Mortality Incidence (2020)
Beta:0.0008125
Beta distribution:Normal
P1Beta:0.000258673
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Non-Accidental
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Smith et al.
Qualifier:Ozone season
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:PM10
Reference:Richard L. Smith, Baowei Xu, and Paul Switzer (2009). Reassessing the relationship between ozone and short-term mortality in U.S. urban communities. Inhalation Toxicology, 2009; 21(S2): 37?65
Start age:
End age:99
Baseline functional form:Incidence*POP*A
Incidence dataset:Mortality Incidence (2020)
Beta:0.000257743
Beta distribution:Normal
P1Beta:0.000167
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0

NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Respiratory
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:Mean
Author:Jerrett et al.
Qualifier:Metric adjusted using a ratio of 1.14 based on table 2 of Anderson & Bell
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:PM2.5
Reference:Jerrett, Michael, Burnett, Richard T, Pope, Arden C, et al. 2009. Long-Term Ozone Exposure and Mortality. New England Journal of Medicine.
Start age:30
End age:99
Baseline functional form:Incidence*POP
Incidence dataset:Mortality Incidence (2020)
Beta:0.004471161
Beta distribution:Normal
P1Beta:0.001510347
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.Mortality>
Mortality
Bell:Pooling Method Type:None
Huang:Pooling Method Type:None
Smith:Pooling Method Type:None
Jerrett:Pooling Method Type:None
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<Incidence.Pooling.And.Aggregation.>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:School Loss Days
Endpoint:School Loss Days, All Cause
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Gilliland et al.
Qualifier:All year. 8-hour max from 8-hour mean.
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A*B
Year:2001
Geographic area:Everywhere

Other pollutants:
Reference:Gilliland, F.D., K. Berhane, E.B. Rappaport, D.C. Thomas, E. Avol, W.J. Gauderman, S.J. London, H.G. Margolis, R. McConnell, K.T. Islam and J.M. Peters. 2001. The effects of ambient air pollution on school absenteeism due to respiratory illnesses. Epidemi
Start age:5
End age:17
Baseline functional form:Incidence*POP*A*B
Incidence dataset:Other Incidence (2000)
Beta:0.007824
Beta distribution:Normal
P1Beta:0.004444898
P2Beta:0
A:0.3929
NameA:Scalar for % of school days in ozone season
B:0.945
NameB:Population of school children at-risk for a new absence
C:0
NameC:
Percentile:0
Weight:0
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</Incidence.Pooling.And.Aggregation.>
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School Loss Days
</Valuation.Pooling.Window.Name.School.Loss.Days>
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<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Asthma Exacerbation
Endpoint:Asthma Exacerbation, One or More Symptoms
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:O'Connor et al.
Qualifier:
Function:(1-EXP(-Beta*DELTAQ))*A*POP*Prevalence
Year:2008
Geographic area:Everywhere
Other pollutants:PM2.5,NO2
Reference:O'Connor, G. T., L. Neas, et al. (2008). "Acute respiratory health effects of air pollution on children with asthma in US inner cities." J Allergy Clin Immunol 121(5): 1133-1139 e1131
Start age:6
End age:18
Baseline functional form:A*POP*Prevalence
Incidence dataset:
Beta:0.000966054
Beta distribution:Normal
P1Beta:0.002991454
P2Beta:0
A:0.207142857
NameA:Incidence rate
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0

</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.Asthma.Exacerbation>
Asthma Exacerbation
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<Incidence.Pooling.And.Aggregation.>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, All Respiratory
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Katsouyanni et al.
Qualifier:Summer, 1985-1994, penalized splines, 8 df
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Katsouyanni, K., Samet, J. M., Anderson, H. R., Atkinson, R., Tertre, A. L., Medina, S., et al. (2009). Air Pollution and Health: A European and North American Approach (APHENA): Health Effects Institute.
Start age:65
End age:99
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Beta:0.000636757
Beta distribution:Normal
P1Beta:0.000400294
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
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Hospital Admissions, Respiratory
</Valuation.Pooling.Window.Name.Hospital.Admissions.Respiratory>
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<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Mar and Koenig
Year:2009
Location:Seattle,WA
Other pollutants:
Geographic area:Everywhere

Reference:Mar, T. F., & Koenig, J. Q. (2009). Relationship between visits to emergency departments for asthma and ozone exposure in greater Seattle, Washington. Annals of Allergy, Asthma, & Immunology, 103, 474-479.
Start age:0
End age:17
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.010436002
Beta distribution:Normal
P1Beta:0.004357595
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
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Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Mar and Koenig
Year:2009
Location:Seattle,WA
Other pollutants:
Geographic area:Everywhere
Reference:Mar, T. F., & Koenig, J. Q. (2009). Relationship between visits to emergency departments for asthma and ozone exposure in greater Seattle, Washington. Annals of Allergy, Asthma, & Immunology, 103, 474-479.
Start age:18
End age:99
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.007696104
Beta distribution:Normal
P1Beta:0.002837389
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
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Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma

Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Mar and Koenig
Qualifier:Child model, 8 hour maximum metric, 3 day lag, May-September
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Mar, T. F., & Koenig, J. Q. (2009). Relationship between visits to emergency departments for asthma and ozone exposure in greater Seattle, Washington. Annals of Allergy, Asthma, & Immunology, 103, 474-479.
Start age:
End age:17
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Beta:0.010436002
Beta distribution:Normal
P1Beta:0.004357595
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
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Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Mar and Koenig
Qualifier:Adult model, 8 hour maximum metric, 4 day lag, May-September
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Mar, T. F., & Koenig, J. Q. (2009). Relationship between visits to emergency departments for asthma and ozone exposure in greater Seattle, Washington. Annals of Allergy, Asthma, & Immunology, 103, 474-479.
Start age:18
End age:99
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Beta:0.007696104
Beta distribution:Normal
P1Beta:0.002837389
P2Beta:0
A:0
NameA:
B:0
NameB:

C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.Emergency.Room.Visits.Respiratory>
Emergency Room Visits, Respiratory
Mar:Pooling Method Type:None
Mar:Pooling Method Type:None
</Valuation.Pooling.Window.Name.Emergency.Room.Visits.Respiratory>
<Incidence.Pooling.And.Aggregation.>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Respiratory Symptoms
Endpoint:Minor Restricted Activity Days
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Ostro and Rothschild
Qualifier:8-hour max from 1-hour max.
Function:(1-(1/EXP(Beta*DELTAQ)))*A*POP
Year:1989
Geographic area:Everywhere
Other pollutants:PM2.5
Reference:Ostro, B.D. and S. Rothschild. Air Pollution and Acute Respiratory Morbidity - an Observational Study of Multiple Pollutants. Environ Res, 1989. 50(2): p. 238-247.
Start age:18
End age:64
Baseline functional form:A*POP
Incidence dataset:
Beta:0.002596
Beta distribution:Normal
P1Beta:0.00077644
P2Beta:0
A:0.02137
NameA:mRAD18to64; Ostro and Rothschild, 1989, p 243.
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.Acute.Respiratory.Symptoms>
Acute Respiratory Symptoms
</Valuation.Pooling.Window.Name.Acute.Respiratory.Symptoms>
Processing complete. Valuation processing time: 0 hours 0 minutes 0 seconds.
</Aggregate, Pool & Value>

ATTACHMENT B-3

BENMAP-CE AUDIT TRAIL REPORT
O3.2031.PROJ.TXT

BenMAP-CE 1.5.0
<Aggregate, Pool & Value>
Create Datetime:2021-04-19 04:30:00
IsRunInPointMode:False
Latin Hypercube Points:20
Population Dataset:PopFriantUpdated-Friant
Year:2031
Threshold:0
Incidence averaging:All
<Baseline.And.Control.Group0>
<Pollutant>
Name:Ozone
Observation Type:Hourly
Season0:May 1-September 30
Metric0:D1HourMax
Metric1:D24HourMean
Metric2:D8HourMax
Metric3:D8HourMean
</Pollutant>
<Baseline.Air.Quality.Surfaces>
Create Datetime:2021-04-19 04:07:41
Pollutant:Ozone
Model Database File:C:\Users\Frank\Documents\My BenMAP-CE Files\Friant\Data\o3.2031.proj.benmap.csv
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ID:33
Columns:87
Rows:103
Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984
</Grid.Definition>
<Pollutant>
Name:Ozone
Observation Type:Hourly
Season0:May 1-September 30
Metric0:D1HourMax
Metric1:D24HourMean
Metric2:D8HourMax
Metric3:D8HourMean
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</Baseline.Air.Quality.Surfaces>
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Create Datetime:2021-04-19 04:07:19
Pollutant:Ozone
Model Database File:C:\Users\Frank\Documents\My BenMAP-CE Files\Friant\Data\o3.2031.base.benmap.csv
<Grid.Definition>
Name:Friant
ID:33
Columns:87
Rows:103
Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984
</Grid.Definition>
<Pollutant>
Name:Ozone
Observation Type:Hourly

Season0:May 1-September 30
Metric0:D1HourMax
Metric1:D24HourMean
Metric2:D8HourMax
Metric3:D8HourMean
</Pollutant>
</Control.Air.Quality.Surfaces>
</Baseline.And.Control.Group0>
<Selected.health.impact.functions>
<Health.impact.function.0>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Respiratory
Start age:30
End age:99
Race:
Ethnicity:
Gender:
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:Mean
Author:Jerrett et al.
Qualifier:Metric adjusted using a ratio of 1.14 based on table 2 of Anderson & Bell
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:PM2.5
Reference:Jerrett, Michael, Burnett, Richard T, Pope, Arden C, et al. 2009. Long-Term Ozone Exposure and Mortality. New England Journal of Medicine.
Baseline functional form:Incidence*POP
Incidence dataset:Mortality Incidence (2020)
Prevalence dataset:
Variable dataset:
Beta:0.004471161
Beta distribution:Normal
P1Beta:0.001510347
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.0>
<Health.impact.function.1>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Asthma Exacerbation
Endpoint:Asthma Exacerbation, One or More Symptoms
Start age:6
End age:18
Race:ALL
Ethnicity:ALL
Gender:ALL
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None

Author:O'Connor et al.
Qualifier:
Function:(1-EXP(-Beta*DELTAQ))*A*POP*Prevalence
Year:2008
Geographic area:Everywhere
Other pollutants:PM2.5,NO2
Reference:O'Connor, G. T., L. Neas, et al. (2008). "Acute respiratory health effects of air pollution on children with asthma in US inner cities." J Allergy Clin Immunol 121(5): 1133-1139 e1131
Baseline functional form:A*POP*Prevalence
Incidence dataset:
Prevalence dataset:Prevalence (2008)
Variable dataset:
Beta:0.000966054
Beta distribution:Normal
P1Beta:0.002991454
P2Beta:0
A:0.207142857
NameA:Incidence rate
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.1>
<Health.impact.function.2>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:School Loss Days
Endpoint:School Loss Days, All Cause
Start age:5
End age:17
Race:
Ethnicity:
Gender:
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Gilliland et al.
Qualifier:All year. 8-hour max from 8-hour mean.
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A*B
Year:2001
Geographic area:Everywhere
Other pollutants:
Reference:Gilliland, F.D., K. Berhane, E.B. Rappaport, D.C. Thomas, E. Avol, W.J. Gauderman, S.J. London, H.G. Margolis, R. McConnell, K.T. Islam and J.M. Peters. 2001. The effects of ambient air pollution on school absenteeism due to respiratory illnesses. Epidemi
Baseline functional form:Incidence*POP*A*B
Incidence dataset:Other Incidence (2000)
Prevalence dataset:
Variable dataset:
Beta:0.007824
Beta distribution:Normal
P1Beta:0.004444898
P2Beta:0
A:0.3929
NameA:Scalar for % of school days in ozone season
B:0.945
NameB:Population of school children at-risk for a new absence

C:0
NameC:
Percentile:0
</Health.impact.function.2>
<Health.impact.function.3>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, All Respiratory
Start age:65
End age:99
Race:ALL
Ethnicity:ALL
Gender:ALL
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Katsouyanni et al.
Qualifier:Summer, 1985-1994, penalized splines, 8 df
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Katsouyanni, K., Samet, J. M., Anderson, H. R., Atkinson, R., Tertre, A. L., Medina, S., et al. (2009). Air Pollution and Health: A European and North American Approach (APHENA): Health Effects Institute.
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.000636757
Beta distribution:Normal
P1Beta:0.000400294
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.3>
<Health.impact.function.4>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma
Start age:0
End age:17
Race:ALL
Ethnicity:ALL
Gender:ALL
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Mar and Koenig
Qualifier:Child model, 8 hour maximum metric, 3 day lag, May-September
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2009

Geographic area:Everywhere
Other pollutants:
Reference:Mar, T. F., & Koenig, J. Q. (2009). Relationship between visits to emergency departments for asthma and ozone exposure in greater Seattle, Washington. Annals of Allergy, Asthma, & Immunology, 103, 474-479.
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.010436002
Beta distribution:Normal
P1Beta:0.004357595
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.4>
<Health.impact.function.5>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Respiratory Symptoms
Endpoint:Minor Restricted Activity Days
Start age:18
End age:64
Race:
Ethnicity:
Gender:
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Ostro and Rothschild
Qualifier:8-hour max from 1-hour max.
Function:(1-(1/EXP(Beta*DELTAQ)))*A*POP
Year:1989
Geographic area:Everywhere
Other pollutants:PM2.5
Reference:Ostro, B.D. and S. Rothschild. Air Pollution and Acute Respiratory Morbidity - an Observational Study of Multiple Pollutants. Environ Res, 1989. 50(2): p. 238-247.
Baseline functional form:A*POP
Incidence dataset:
Prevalence dataset:
Variable dataset:
Beta:0.002596
Beta distribution:Normal
P1Beta:0.00077644
P2Beta:0
A:0.02137
NameA:mRAD18to64; Ostro and Rothschild, 1989, p 243.
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.5>

<Health.impact.function.6>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma
Start age:18
End age:99
Race:ALL
Ethnicity:ALL
Gender:ALL
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Mar and Koenig
Qualifier:Adult model, 8 hour maximum metric, 4 day lag, May-September
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Mar, T. F., & Koenig, J. Q. (2009). Relationship between visits to emergency departments for asthma and ozone exposure in greater Seattle, Washington. Annals of Allergy, Asthma, & Immunology, 103, 474-479.
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.007696104
Beta distribution:Normal
P1Beta:0.002837389
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.6>
<Health.impact.function.7>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Cardiopulmonary
Start age:0
End age:99
Race:
Ethnicity:
Gender:
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Huang et al.
Qualifier:Warm season. 8-hour max from 24-hour mean.
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2005
Geographic area:Everywhere
Other pollutants:
Reference:Huang, Y., F. Dominici and M. L. Bell. 2005. Bayesian hierarchical distributed lag models for summer ozone exposure and cardio-respiratory mortality. Environmetrics. Vol. 16: 547?562.

Baseline functional form:Incidence*POP*A
Incidence dataset:Mortality Incidence (2020)
Prevalence dataset:
Variable dataset:
Beta:0.0008125
Beta distribution:Normal
P1Beta:0.000258673
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.7>
<Health.impact.function.8>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, All Cause
Start age:0
End age:99
Race:
Ethnicity:
Gender:
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Bell et al.
Qualifier:Warm season. 8-hour max from 24-hour mean.
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2005
Geographic area:Everywhere
Other pollutants:
Reference:Bell, M.L., F. Dominici, and J.M. Samet. A meta-analysis of time-series studies of ozone and mortality with comparison to the national morbidity, mortality, and air pollution study. Epidemiology, 2005. 16(4): p. 436-45.
Baseline functional form:Incidence*POP*A
Incidence dataset:Mortality Incidence (2000)
Prevalence dataset:
Variable dataset:
Beta:0.000795
Beta distribution:Normal
P1Beta:0.00021227
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.8>
<Health.impact.function.9>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Non-Accidental

Start age:0
End age:99
Race:ALL
Ethnicity:ALL
Gender:ALL
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Smith et al.
Qualifier:Ozone season
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:PM10
Reference:Richard L. Smith, Baowei Xu, and Paul Switzer (2009). Reassessing the relationship between ozone and short-term mortality in U.S. urban communities. Inhalation Toxicology, 2009; 21(S2): 37?65
Baseline functional form:Incidence*POP*A
Incidence dataset:Mortality Incidence (2020)
Prevalence dataset:
Variable dataset:
Beta:0.000257743
Beta distribution:Normal
P1Beta:0.000167
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.9>
</Selected.health.impact.functions>
<Log.And.Message>
Processing complete. HIF processing time: 0 hours 21 minutes 34 seconds.
</Log.And.Message>
Sort Incidence LHPs:False
Default Advanced Pooling Method:Roundweightstotwodigits
Default Monte Carlo Iterations:5000
Random Seed:1
<Inflation.Adjustment>
Dataset:
Year:-1
</Inflation.Adjustment>
<Income.Growth.Adjustment>
Dataset:
Year : -1
</Income.Growth.Adjustment>
<Incidence.Aggregation>
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ID:33
Columns:87
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Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984
</Incidence.Aggregation>
<Valuation.Aggregation>

Name:Friant
ID:33
Columns:87
Rows:103
Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984
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<Incidence.Pooling.And.Aggregation.>
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<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, All Cause
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Bell et al.
Year:2005
Location:US & non-US
Other pollutants:
Geographic area:Everywhere
Reference:Bell, M.L., F. Dominici, and J.M. Samet. A meta-analysis of time-series studies of ozone and mortality with comparison to the national morbidity, mortality, and air pollution study. Epidemiology, 2005. 16(4): p. 436-45.
Start age:0
End age:99
Baseline functional form:
Incidence dataset:Mortality Incidence (2000)
Beta:0.000795
Beta distribution:Normal
P1Beta:0.00021227
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Cardiopulmonary
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Huang et al.
Year:2005
Location:19 US cities
Other pollutants:
Geographic area:Everywhere
Reference:Huang, Y., F. Dominici and M. L. Bell. 2005. Bayesian hierarchical distributed lag models for summer ozone exposure and cardio-respiratory mortality. Environmetrics. Vol. 16: 547?562.
Start age:0
End age:99

Baseline functional form:
Incidence dataset:Mortality Incidence (2020)
Beta:0.0008125
Beta distribution:Normal
P1Beta:0.000258673
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Non-Accidental
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Smith et al.
Year:2009
Location:98 US cities
Other pollutants:PM10
Geographic area:Everywhere
Reference:Richard L. Smith, Baowei Xu, and Paul Switzer (2009). Reassessing the relationship between ozone and short-term mortality in U.S. urban communities. Inhalation Toxicology, 2009; 21(S2): 37?65
Start age:0
End age:99
Baseline functional form:PM10
Incidence dataset:Mortality Incidence (2020)
Beta:0.000257743
Beta distribution:Normal
P1Beta:0.000167
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Respiratory
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:Mean
Author:Jerrett et al.
Year:2009
Location:86 urban areas
Other pollutants:PM2.5

Geographic area:Everywhere
Reference:Jerrett, Michael, Burnett, Richard T, Pope, Arden C, et al. 2009. Long-Term Ozone Exposure and Mortality. New England Journal of Medicine.
Start age:30
End age:99
Baseline functional form:PM2.5
Incidence dataset:Mortality Incidence (2020)
Beta:0.004471161
Beta distribution:Normal
P1Beta:0.001510347
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</MortalityPooling.Method.TypeNone>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, All Cause
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Bell et al.
Qualifier:Warm season. 8-hour max from 24-hour mean.
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2005
Geographic area:Everywhere
Other pollutants:
Reference:Bell, M.L., F. Dominici, and J.M. Samet. A meta-analysis of time-series studies of ozone and mortality with comparison to the national morbidity, mortality, and air pollution study. Epidemiology, 2005. 16(4): p. 436-45.
Start age:
End age:99
Baseline functional form:Incidence*POP*A
Incidence dataset:Mortality Incidence (2000)
Beta:0.000795
Beta distribution:Normal
P1Beta:0.00021227
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality

Endpoint:Mortality, Cardiopulmonary
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Huang et al.
Qualifier:Warm season. 8-hour max from 24-hour mean.
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2005
Geographic area:Everywhere
Other pollutants:
Reference:Huang, Y., F. Dominici and M. L. Bell. 2005. Bayesian hierarchical distributed lag models for summer ozone exposure and cardio-respiratory mortality. Environmetrics. Vol. 16: 547?562.
Start age:
End age:99
Baseline functional form:Incidence*POP*A
Incidence dataset:Mortality Incidence (2020)
Beta:0.0008125
Beta distribution:Normal
P1Beta:0.000258673
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Non-Accidental
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Smith et al.
Qualifier:Ozone season
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:PM10
Reference:Richard L. Smith, Baowei Xu, and Paul Switzer (2009). Reassessing the relationship between ozone and short-term mortality in U.S. urban communities. Inhalation Toxicology, 2009; 21(S2): 37?65
Start age:
End age:99
Baseline functional form:Incidence*POP*A
Incidence dataset:Mortality Incidence (2020)
Beta:0.000257743
Beta distribution:Normal
P1Beta:0.000167
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0

NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Respiratory
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:Mean
Author:Jerrett et al.
Qualifier:Metric adjusted using a ratio of 1.14 based on table 2 of Anderson & Bell
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:PM2.5
Reference:Jerrett, Michael, Burnett, Richard T, Pope, Arden C, et al. 2009. Long-Term Ozone Exposure and Mortality. New England Journal of Medicine.
Start age:30
End age:99
Baseline functional form:Incidence*POP
Incidence dataset:Mortality Incidence (2020)
Beta:0.004471161
Beta distribution:Normal
P1Beta:0.001510347
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.Mortality>
Mortality
Bell:Pooling Method Type:None
Huang:Pooling Method Type:None
Smith:Pooling Method Type:None
Jerrett:Pooling Method Type:None
</Valuation.Pooling.Window.Name.Mortality>
<Incidence.Pooling.And.Aggregation.>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:School Loss Days
Endpoint:School Loss Days, All Cause
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Gilliland et al.
Qualifier:All year. 8-hour max from 8-hour mean.
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A*B
Year:2001
Geographic area:Everywhere

Other pollutants:
Reference:Gilliland, F.D., K. Berhane, E.B. Rappaport, D.C. Thomas, E. Avol, W.J. Gauderman, S.J. London, H.G. Margolis, R. McConnell, K.T. Islam and J.M. Peters. 2001. The effects of ambient air pollution on school absenteeism due to respiratory illnesses. Epidemi
Start age:5
End age:17
Baseline functional form:Incidence*POP*A*B
Incidence dataset:Other Incidence (2000)
Beta:0.007824
Beta distribution:Normal
P1Beta:0.004444898
P2Beta:0
A:0.3929
NameA:Scalar for % of school days in ozone season
B:0.945
NameB:Population of school children at-risk for a new absence
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.School.Loss.Days>
School Loss Days
</Valuation.Pooling.Window.Name.School.Loss.Days>
<Incidence.Pooling.And.Aggregation.>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Asthma Exacerbation
Endpoint:Asthma Exacerbation, One or More Symptoms
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:O'Connor et al.
Qualifier:
Function:(1-EXP(-Beta*DELTAQ))*A*POP*Prevalence
Year:2008
Geographic area:Everywhere
Other pollutants:PM2.5,NO2
Reference:O'Connor, G. T., L. Neas, et al. (2008). "Acute respiratory health effects of air pollution on children with asthma in US inner cities." J Allergy Clin Immunol 121(5): 1133-1139 e1131
Start age:6
End age:18
Baseline functional form:A*POP*Prevalence
Incidence dataset:
Beta:0.000966054
Beta distribution:Normal
P1Beta:0.002991454
P2Beta:0
A:0.207142857
NameA:Incidence rate
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0

</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.Asthma.Exacerbation>
Asthma Exacerbation
</Valuation.Pooling.Window.Name.Asthma.Exacerbation>
<Incidence.Pooling.And.Aggregation.>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, All Respiratory
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Katsouyanni et al.
Qualifier:Summer, 1985-1994, penalized splines, 8 df
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Katsouyanni, K., Samet, J. M., Anderson, H. R., Atkinson, R., Tertre, A. L., Medina, S., et al. (2009). Air Pollution and Health: A European and North American Approach (APHENA): Health Effects Institute.
Start age:65
End age:99
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Beta:0.000636757
Beta distribution:Normal
P1Beta:0.000400294
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.Hospital.Admissions.Respiratory>
Hospital Admissions, Respiratory
</Valuation.Pooling.Window.Name.Hospital.Admissions.Respiratory>
<Incidence.Pooling.And.Aggregation.>
<Emergency.Room.Visits.RespiratoryPooling.Method.TypeNone>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Mar and Koenig
Year:2009
Location:Seattle,WA
Other pollutants:
Geographic area:Everywhere

Reference:Mar, T. F., & Koenig, J. Q. (2009). Relationship between visits to emergency departments for asthma and ozone exposure in greater Seattle, Washington. Annals of Allergy, Asthma, & Immunology, 103, 474-479.
Start age:0
End age:17
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.010436002
Beta distribution:Normal
P1Beta:0.004357595
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Mar and Koenig
Year:2009
Location:Seattle,WA
Other pollutants:
Geographic area:Everywhere
Reference:Mar, T. F., & Koenig, J. Q. (2009). Relationship between visits to emergency departments for asthma and ozone exposure in greater Seattle, Washington. Annals of Allergy, Asthma, & Immunology, 103, 474-479.
Start age:18
End age:99
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.007696104
Beta distribution:Normal
P1Beta:0.002837389
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
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</Emergency.Room.Visits.RespiratoryPooling.Method.TypeNone>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma

Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Mar and Koenig
Qualifier:Child model, 8 hour maximum metric, 3 day lag, May-September
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Mar, T. F., & Koenig, J. Q. (2009). Relationship between visits to emergency departments for asthma and ozone exposure in greater Seattle, Washington. Annals of Allergy, Asthma, & Immunology, 103, 474-479.
Start age:
End age:17
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Beta:0.010436002
Beta distribution:Normal
P1Beta:0.004357595
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Mar and Koenig
Qualifier:Adult model, 8 hour maximum metric, 4 day lag, May-September
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Mar, T. F., & Koenig, J. Q. (2009). Relationship between visits to emergency departments for asthma and ozone exposure in greater Seattle, Washington. Annals of Allergy, Asthma, & Immunology, 103, 474-479.
Start age:18
End age:99
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Beta:0.007696104
Beta distribution:Normal
P1Beta:0.002837389
P2Beta:0
A:0
NameA:
B:0
NameB:

C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.Emergency.Room.Visits.Respiratory>
Emergency Room Visits, Respiratory
Mar:Pooling Method Type:None
Mar:Pooling Method Type:None
</Valuation.Pooling.Window.Name.Emergency.Room.Visits.Respiratory>
<Incidence.Pooling.And.Aggregation.>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Respiratory Symptoms
Endpoint:Minor Restricted Activity Days
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Ostro and Rothschild
Qualifier:8-hour max from 1-hour max.
Function:(1-(1/EXP(Beta*DELTAQ)))*A*POP
Year:1989
Geographic area:Everywhere
Other pollutants:PM2.5
Reference:Ostro, B.D. and S. Rothschild. Air Pollution and Acute Respiratory Morbidity - an Observational Study of Multiple Pollutants. Environ Res, 1989. 50(2): p. 238-247.
Start age:18
End age:64
Baseline functional form:A*POP
Incidence dataset:
Beta:0.002596
Beta distribution:Normal
P1Beta:0.00077644
P2Beta:0
A:0.02137
NameA:mRAD18to64; Ostro and Rothschild, 1989, p 243.
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.Acute.Respiratory.Symptoms>
Acute Respiratory Symptoms
</Valuation.Pooling.Window.Name.Acute.Respiratory.Symptoms>
Processing complete. Valuation processing time: 0 hours 0 minutes 0 seconds.
</Aggregate, Pool & Value>

ATTACHMENT B-4

BENMAP-CE AUDIT TRAIL REPORT
O3.2031.PMIT.TEXT

BenMAP-CE 1.5.0
<Aggregate, Pool & Value>
Create Datetime:2021-04-19 05:35:30
IsRunInPointMode:False
Latin Hypercube Points:20
Population Dataset:PopFriantUpdated-Friant
Year:2031
Threshold:0
Incidence averaging:All
<Baseline.And.Control.Group0>
<Pollutant>
Name:Ozone
Observation Type:Hourly
Season0:May 1-September 30
Metric0:D1HourMax
Metric1:D24HourMean
Metric2:D8HourMax
Metric3:D8HourMean
</Pollutant>
<Baseline.Air.Quality.Surfaces>
Create Datetime:2021-04-19 05:14:11
Pollutant:Ozone
Model Database File:C:\Users\Frank\Documents\My BenMAP-CE Files\Friant\Data\o3.2031.pmit.benmap.csv
<Grid.Definition>
Name:Friant
ID:33
Columns:87
Rows:103
Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984
</Grid.Definition>
<Pollutant>
Name:Ozone
Observation Type:Hourly
Season0:May 1-September 30
Metric0:D1HourMax
Metric1:D24HourMean
Metric2:D8HourMax
Metric3:D8HourMean
</Pollutant>
</Baseline.Air.Quality.Surfaces>
<Control.Air.Quality.Surfaces>
Create Datetime:2021-04-19 04:07:19
Pollutant:Ozone
Model Database File:C:\Users\Frank\Documents\My BenMAP-CE Files\Friant\Data\o3.2031.base.benmap.csv
<Grid.Definition>
Name:Friant
ID:33
Columns:87
Rows:103
Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984
</Grid.Definition>
<Pollutant>
Name:Ozone
Observation Type:Hourly

Season0:May 1-September 30
Metric0:D1HourMax
Metric1:D24HourMean
Metric2:D8HourMax
Metric3:D8HourMean
</Pollutant>
</Control.Air.Quality.Surfaces>
</Baseline.And.Control.Group0>
<Selected.health.impact.functions>
<Health.impact.function.0>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Respiratory
Start age:30
End age:99
Race:
Ethnicity:
Gender:
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:Mean
Author:Jerrett et al.
Qualifier:Metric adjusted using a ratio of 1.14 based on table 2 of Anderson & Bell
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:PM2.5
Reference:Jerrett, Michael, Burnett, Richard T, Pope, Arden C, et al. 2009. Long-Term Ozone Exposure and Mortality. New England Journal of Medicine.
Baseline functional form:Incidence*POP
Incidence dataset:Mortality Incidence (2020)
Prevalence dataset:
Variable dataset:
Beta:0.004471161
Beta distribution:Normal
P1Beta:0.001510347
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.0>
<Health.impact.function.1>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Asthma Exacerbation
Endpoint:Asthma Exacerbation, One or More Symptoms
Start age:6
End age:18
Race:ALL
Ethnicity:ALL
Gender:ALL
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None

Author:O'Connor et al.
Qualifier:
Function:(1-EXP(-Beta*DELTAQ))*A*POP*Prevalence
Year:2008
Geographic area:Everywhere
Other pollutants:PM2.5,NO2
Reference:O'Connor, G. T., L. Neas, et al. (2008). "Acute respiratory health effects of air pollution on children with asthma in US inner cities." J Allergy Clin Immunol 121(5): 1133-1139 e1131
Baseline functional form:A*POP*Prevalence
Incidence dataset:
Prevalence dataset:Prevalence (2008)
Variable dataset:
Beta:0.000966054
Beta distribution:Normal
P1Beta:0.002991454
P2Beta:0
A:0.207142857
NameA:Incidence rate
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.1>
<Health.impact.function.2>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:School Loss Days
Endpoint:School Loss Days, All Cause
Start age:5
End age:17
Race:
Ethnicity:
Gender:
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Gilliland et al.
Qualifier:All year. 8-hour max from 8-hour mean.
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A*B
Year:2001
Geographic area:Everywhere
Other pollutants:
Reference:Gilliland, F.D., K. Berhane, E.B. Rappaport, D.C. Thomas, E. Avol, W.J. Gauderman, S.J. London, H.G. Margolis, R. McConnell, K.T. Islam and J.M. Peters. 2001. The effects of ambient air pollution on school absenteeism due to respiratory illnesses. Epidemi
Baseline functional form:Incidence*POP*A*B
Incidence dataset:Other Incidence (2000)
Prevalence dataset:
Variable dataset:
Beta:0.007824
Beta distribution:Normal
P1Beta:0.004444898
P2Beta:0
A:0.3929
NameA:Scalar for % of school days in ozone season
B:0.945
NameB:Population of school children at-risk for a new absence

C:0
NameC:
Percentile:0
</Health.impact.function.2>
<Health.impact.function.3>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, All Respiratory
Start age:65
End age:99
Race:ALL
Ethnicity:ALL
Gender:ALL
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Katsouyanni et al.
Qualifier:Summer, 1985-1994, penalized splines, 8 df
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Katsouyanni, K., Samet, J. M., Anderson, H. R., Atkinson, R., Tertre, A. L., Medina, S., et al. (2009). Air Pollution and Health: A European and North American Approach (APHENA): Health Effects Institute.
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.000636757
Beta distribution:Normal
P1Beta:0.000400294
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.3>
<Health.impact.function.4>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma
Start age:0
End age:17
Race:ALL
Ethnicity:ALL
Gender:ALL
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Mar and Koenig
Qualifier:Child model, 8 hour maximum metric, 3 day lag, May-September
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2009

Geographic area:Everywhere
Other pollutants:
Reference:Mar, T. F., & Koenig, J. Q. (2009). Relationship between visits to emergency departments for asthma and ozone exposure in greater Seattle, Washington. Annals of Allergy, Asthma, & Immunology, 103, 474-479.
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.010436002
Beta distribution:Normal
P1Beta:0.004357595
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.4>
<Health.impact.function.5>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Respiratory Symptoms
Endpoint:Minor Restricted Activity Days
Start age:18
End age:64
Race:
Ethnicity:
Gender:
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Ostro and Rothschild
Qualifier:8-hour max from 1-hour max.
Function:(1-(1/EXP(Beta*DELTAQ)))*A*POP
Year:1989
Geographic area:Everywhere
Other pollutants:PM2.5
Reference:Ostro, B.D. and S. Rothschild. Air Pollution and Acute Respiratory Morbidity - an Observational Study of Multiple Pollutants. Environ Res, 1989. 50(2): p. 238-247.
Baseline functional form:A*POP
Incidence dataset:
Prevalence dataset:
Variable dataset:
Beta:0.002596
Beta distribution:Normal
P1Beta:0.00077644
P2Beta:0
A:0.02137
NameA:mRAD18to64; Ostro and Rothschild, 1989, p 243.
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.5>

<Health.impact.function.6>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma
Start age:18
End age:99
Race:ALL
Ethnicity:ALL
Gender:ALL
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Mar and Koenig
Qualifier:Adult model, 8 hour maximum metric, 4 day lag, May-September
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Mar, T. F., & Koenig, J. Q. (2009). Relationship between visits to emergency departments for asthma and ozone exposure in greater Seattle, Washington. Annals of Allergy, Asthma, & Immunology, 103, 474-479.
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.007696104
Beta distribution:Normal
P1Beta:0.002837389
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.6>
<Health.impact.function.7>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Cardiopulmonary
Start age:0
End age:99
Race:
Ethnicity:
Gender:
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Huang et al.
Qualifier:Warm season. 8-hour max from 24-hour mean.
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2005
Geographic area:Everywhere
Other pollutants:
Reference:Huang, Y., F. Dominici and M. L. Bell. 2005. Bayesian hierarchical distributed lag models for summer ozone exposure and cardio-respiratory mortality. Environmetrics. Vol. 16: 547?562.

Baseline functional form:Incidence*POP*A
Incidence dataset:Mortality Incidence (2020)
Prevalence dataset:
Variable dataset:
Beta:0.0008125
Beta distribution:Normal
P1Beta:0.000258673
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.7>
<Health.impact.function.8>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, All Cause
Start age:0
End age:99
Race:
Ethnicity:
Gender:
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Bell et al.
Qualifier:Warm season. 8-hour max from 24-hour mean.
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2005
Geographic area:Everywhere
Other pollutants:
Reference:Bell, M.L., F. Dominici, and J.M. Samet. A meta-analysis of time-series studies of ozone and mortality with comparison to the national morbidity, mortality, and air pollution study. Epidemiology, 2005. 16(4): p. 436-45.
Baseline functional form:Incidence*POP*A
Incidence dataset:Mortality Incidence (2000)
Prevalence dataset:
Variable dataset:
Beta:0.000795
Beta distribution:Normal
P1Beta:0.00021227
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.8>
<Health.impact.function.9>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Non-Accidental

Start age:0
End age:99
Race:ALL
Ethnicity:ALL
Gender:ALL
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Smith et al.
Qualifier:Ozone season
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:PM10
Reference:Richard L. Smith, Baowei Xu, and Paul Switzer (2009). Reassessing the relationship between ozone and short-term mortality in U.S. urban communities. Inhalation Toxicology, 2009; 21(S2): 37?65
Baseline functional form:Incidence*POP*A
Incidence dataset:Mortality Incidence (2020)
Prevalence dataset:
Variable dataset:
Beta:0.000257743
Beta distribution:Normal
P1Beta:0.000167
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
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</Selected.health.impact.functions>
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</Log.And.Message>
Sort Incidence LHPs:False
Default Advanced Pooling Method:Roundweightstotwodigits
Default Monte Carlo Iterations:5000
Random Seed:1
<Inflation.Adjustment>
Dataset:
Year:-1
</Inflation.Adjustment>
<Income.Growth.Adjustment>
Dataset:
Year : -1
</Income.Growth.Adjustment>
<Incidence.Aggregation>
Name:Friant
ID:33
Columns:87
Rows:103
Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984
</Incidence.Aggregation>
<Valuation.Aggregation>

Name:Friant
ID:33
Columns:87
Rows:103
Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984
</Valuation.Aggregation>
<Incidence.Pooling.And.Aggregation.>
<MortalityPooling.Method.TypeNone>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, All Cause
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Bell et al.
Year:2005
Location:US & non-US
Other pollutants:
Geographic area:Everywhere
Reference:Bell, M.L., F. Dominici, and J.M. Samet. A meta-analysis of time-series studies of ozone and mortality with comparison to the national morbidity, mortality, and air pollution study. Epidemiology, 2005. 16(4): p. 436-45.
Start age:0
End age:99
Baseline functional form:
Incidence dataset:Mortality Incidence (2000)
Beta:0.000795
Beta distribution:Normal
P1Beta:0.00021227
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Cardiopulmonary
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Huang et al.
Year:2005
Location:19 US cities
Other pollutants:
Geographic area:Everywhere
Reference:Huang, Y., F. Dominici and M. L. Bell. 2005. Bayesian hierarchical distributed lag models for summer ozone exposure and cardio-respiratory mortality. Environmetrics. Vol. 16: 547?562.
Start age:0
End age:99

Baseline functional form:
Incidence dataset:Mortality Incidence (2020)
Beta:0.0008125
Beta distribution:Normal
P1Beta:0.000258673
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Non-Accidental
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Smith et al.
Year:2009
Location:98 US cities
Other pollutants:PM10
Geographic area:Everywhere
Reference:Richard L. Smith, Baowei Xu, and Paul Switzer (2009). Reassessing the relationship between ozone and short-term mortality in U.S. urban communities. Inhalation Toxicology, 2009; 21(S2): 37?65
Start age:0
End age:99
Baseline functional form:PM10
Incidence dataset:Mortality Incidence (2020)
Beta:0.000257743
Beta distribution:Normal
P1Beta:0.000167
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Respiratory
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:Mean
Author:Jerrett et al.
Year:2009
Location:86 urban areas
Other pollutants:PM2.5

Geographic area:Everywhere
Reference:Jerrett, Michael, Burnett, Richard T, Pope, Arden C, et al. 2009. Long-Term Ozone Exposure and Mortality. New England Journal of Medicine.
Start age:30
End age:99
Baseline functional form:PM2.5
Incidence dataset:Mortality Incidence (2020)
Beta:0.004471161
Beta distribution:Normal
P1Beta:0.001510347
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</MortalityPooling.Method.TypeNone>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, All Cause
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Bell et al.
Qualifier:Warm season. 8-hour max from 24-hour mean.
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2005
Geographic area:Everywhere
Other pollutants:
Reference:Bell, M.L., F. Dominici, and J.M. Samet. A meta-analysis of time-series studies of ozone and mortality with comparison to the national morbidity, mortality, and air pollution study. Epidemiology, 2005. 16(4): p. 436-45.
Start age:
End age:99
Baseline functional form:Incidence*POP*A
Incidence dataset:Mortality Incidence (2000)
Beta:0.000795
Beta distribution:Normal
P1Beta:0.00021227
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality

Endpoint:Mortality, Cardiopulmonary
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Huang et al.
Qualifier:Warm season. 8-hour max from 24-hour mean.
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2005
Geographic area:Everywhere
Other pollutants:
Reference:Huang, Y., F. Dominici and M. L. Bell. 2005. Bayesian hierarchical distributed lag models for summer ozone exposure and cardio-respiratory mortality. Environmetrics. Vol. 16: 547?562.
Start age:
End age:99
Baseline functional form:Incidence*POP*A
Incidence dataset:Mortality Incidence (2020)
Beta:0.0008125
Beta distribution:Normal
P1Beta:0.000258673
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Non-Accidental
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Smith et al.
Qualifier:Ozone season
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:PM10
Reference:Richard L. Smith, Baowei Xu, and Paul Switzer (2009). Reassessing the relationship between ozone and short-term mortality in U.S. urban communities. Inhalation Toxicology, 2009; 21(S2): 37?65
Start age:
End age:99
Baseline functional form:Incidence*POP*A
Incidence dataset:Mortality Incidence (2020)
Beta:0.000257743
Beta distribution:Normal
P1Beta:0.000167
P2Beta:0
A:0.0027397
NameA:Scalar to convert annual mortality rate to daily rate
B:0
NameB:
C:0

NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, Respiratory
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:Mean
Author:Jerrett et al.
Qualifier:Metric adjusted using a ratio of 1.14 based on table 2 of Anderson & Bell
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:PM2.5
Reference:Jerrett, Michael, Burnett, Richard T, Pope, Arden C, et al. 2009. Long-Term Ozone Exposure and Mortality. New England Journal of Medicine.
Start age:30
End age:99
Baseline functional form:Incidence*POP
Incidence dataset:Mortality Incidence (2020)
Beta:0.004471161
Beta distribution:Normal
P1Beta:0.001510347
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.Mortality>
Mortality
Bell:Pooling Method Type:None
Huang:Pooling Method Type:None
Smith:Pooling Method Type:None
Jerrett:Pooling Method Type:None
</Valuation.Pooling.Window.Name.Mortality>
<Incidence.Pooling.And.Aggregation.>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:School Loss Days
Endpoint:School Loss Days, All Cause
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Gilliland et al.
Qualifier:All year. 8-hour max from 8-hour mean.
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A*B
Year:2001
Geographic area:Everywhere

Other pollutants:
Reference:Gilliland, F.D., K. Berhane, E.B. Rappaport, D.C. Thomas, E. Avol, W.J. Gauderman, S.J. London, H.G. Margolis, R. McConnell, K.T. Islam and J.M. Peters. 2001. The effects of ambient air pollution on school absenteeism due to respiratory illnesses. Epidemi
Start age:5
End age:17
Baseline functional form:Incidence*POP*A*B
Incidence dataset:Other Incidence (2000)
Beta:0.007824
Beta distribution:Normal
P1Beta:0.004444898
P2Beta:0
A:0.3929
NameA:Scalar for % of school days in ozone season
B:0.945
NameB:Population of school children at-risk for a new absence
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.School.Loss.Days>
School Loss Days
</Valuation.Pooling.Window.Name.School.Loss.Days>
<Incidence.Pooling.And.Aggregation.>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Asthma Exacerbation
Endpoint:Asthma Exacerbation, One or More Symptoms
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:O'Connor et al.
Qualifier:
Function:(1-EXP(-Beta*DELTAQ))*A*POP*Prevalence
Year:2008
Geographic area:Everywhere
Other pollutants:PM2.5,NO2
Reference:O'Connor, G. T., L. Neas, et al. (2008). "Acute respiratory health effects of air pollution on children with asthma in US inner cities." J Allergy Clin Immunol 121(5): 1133-1139 e1131
Start age:6
End age:18
Baseline functional form:A*POP*Prevalence
Incidence dataset:
Beta:0.000966054
Beta distribution:Normal
P1Beta:0.002991454
P2Beta:0
A:0.207142857
NameA:Incidence rate
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0

</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.Asthma.Exacerbation>
Asthma Exacerbation
</Valuation.Pooling.Window.Name.Asthma.Exacerbation>
<Incidence.Pooling.And.Aggregation.>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, All Respiratory
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Katsouyanni et al.
Qualifier:Summer, 1985-1994, penalized splines, 8 df
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Katsouyanni, K., Samet, J. M., Anderson, H. R., Atkinson, R., Tertre, A. L., Medina, S., et al. (2009). Air Pollution and Health: A European and North American Approach (APHENA): Health Effects Institute.
Start age:65
End age:99
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Beta:0.000636757
Beta distribution:Normal
P1Beta:0.000400294
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.Hospital.Admissions.Respiratory>
Hospital Admissions, Respiratory
</Valuation.Pooling.Window.Name.Hospital.Admissions.Respiratory>
<Incidence.Pooling.And.Aggregation.>
<Emergency.Room.Visits.RespiratoryPooling.Method.TypeNone>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Mar and Koenig
Year:2009
Location:Seattle,WA
Other pollutants:
Geographic area:Everywhere

Reference:Mar, T. F., & Koenig, J. Q. (2009). Relationship between visits to emergency departments for asthma and ozone exposure in greater Seattle, Washington. Annals of Allergy, Asthma, & Immunology, 103, 474-479.
Start age:0
End age:17
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.010436002
Beta distribution:Normal
P1Beta:0.004357595
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Mar and Koenig
Year:2009
Location:Seattle,WA
Other pollutants:
Geographic area:Everywhere
Reference:Mar, T. F., & Koenig, J. Q. (2009). Relationship between visits to emergency departments for asthma and ozone exposure in greater Seattle, Washington. Annals of Allergy, Asthma, & Immunology, 103, 474-479.
Start age:18
End age:99
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.007696104
Beta distribution:Normal
P1Beta:0.002837389
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Emergency.Room.Visits.RespiratoryPooling.Method.TypeNone>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma

Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Mar and Koenig
Qualifier:Child model, 8 hour maximum metric, 3 day lag, May-September
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Mar, T. F., & Koenig, J. Q. (2009). Relationship between visits to emergency departments for asthma and ozone exposure in greater Seattle, Washington. Annals of Allergy, Asthma, & Immunology, 103, 474-479.
Start age:
End age:17
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Beta:0.010436002
Beta distribution:Normal
P1Beta:0.004357595
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Mar and Koenig
Qualifier:Adult model, 8 hour maximum metric, 4 day lag, May-September
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Mar, T. F., & Koenig, J. Q. (2009). Relationship between visits to emergency departments for asthma and ozone exposure in greater Seattle, Washington. Annals of Allergy, Asthma, & Immunology, 103, 474-479.
Start age:18
End age:99
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Beta:0.007696104
Beta distribution:Normal
P1Beta:0.002837389
P2Beta:0
A:0
NameA:
B:0
NameB:

C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.Emergency.Room.Visits.Respiratory>
Emergency Room Visits, Respiratory
Mar:Pooling Method Type:None
Mar:Pooling Method Type:None
</Valuation.Pooling.Window.Name.Emergency.Room.Visits.Respiratory>
<Incidence.Pooling.And.Aggregation.>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Respiratory Symptoms
Endpoint:Minor Restricted Activity Days
Pollutant:Ozone
Metric:D8HourMax
Metric statistic:None
Author:Ostro and Rothschild
Qualifier:8-hour max from 1-hour max.
Function:(1-(1/EXP(Beta*DELTAQ)))*A*POP
Year:1989
Geographic area:Everywhere
Other pollutants:PM2.5
Reference:Ostro, B.D. and S. Rothschild. Air Pollution and Acute Respiratory Morbidity - an Observational Study of Multiple Pollutants. Environ Res, 1989. 50(2): p. 238-247.
Start age:18
End age:64
Baseline functional form:A*POP
Incidence dataset:
Beta:0.002596
Beta distribution:Normal
P1Beta:0.00077644
P2Beta:0
A:0.02137
NameA:mRAD18to64; Ostro and Rothschild, 1989, p 243.
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.Acute.Respiratory.Symptoms>
Acute Respiratory Symptoms
</Valuation.Pooling.Window.Name.Acute.Respiratory.Symptoms>
Processing complete. Valuation processing time: 0 hours 0 minutes 0 seconds.
</Aggregate, Pool & Value>

ATTACHMENT B-5

BENMAP-CE AUDIT TRAIL REPORT
PM25.2020.PROJ.TXT

BenMAP-CE 1.5.0
<Aggregate, Pool & Value>
Create Datetime:2021-04-19 09:06:49
IsRunInPointMode:False
Latin Hypercube Points:20
Population Dataset:PopFriantUpdated-Friant
Year:2020
Threshold:0
Incidence averaging:All
<Baseline.And.Control.Group0>
<Pollutant>
Name:PM2.5
Observation Type:Daily
Season0:January 1-March 31
Season1:April 1-June 30
Season2:July 1-September 30
Season3:October 1-December 31
Metric0:D24HourMean
Seasonal Metric0:QuarterlyMean
</Pollutant>
<Baseline.Air.Quality.Surfaces>
Create Datetime:2021-04-19 08:43:47
Pollutant:PM2.5
Model Database File:C:\Users\Frank\Documents\My BenMAP-CE
Files\Friant\Data\pm25.2020.proj.benmap.csv
<Grid.Definition>
Name:Friant
ID:33
Columns:87
Rows:103
Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984
</Grid.Definition>
<Pollutant>
Name:PM2.5
Observation Type:Daily
Season0:January 1-March 31
Season1:April 1-June 30
Season2:July 1-September 30
Season3:October 1-December 31
Metric0:D24HourMean
Seasonal Metric0:QuarterlyMean
</Pollutant>
</Baseline.Air.Quality.Surfaces>
<Control.Air.Quality.Surfaces>
Create Datetime:2021-04-19 08:43:19
Pollutant:PM2.5
Model Database File:C:\Users\Frank\Documents\My BenMAP-CE
Files\Friant\Data\pm25.2020.base.benmap.csv
<Grid.Definition>
Name:Friant
ID:33
Columns:87
Rows:103
Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984

</Grid.Definition>
<Pollutant>
Name:PM2.5
Observation Type:Daily
Season0:January 1-March 31
Season1:April 1-June 30
Season2:July 1-September 30
Season3:October 1-December 31
Metric0:D24HourMean
Seasonal Metric0:QuarterlyMean
</Pollutant>
</Control.Air.Quality.Surfaces>
</Baseline.And.Control.Group0>
<Selected.health.impact.functions>
<Health.impact.function.0>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, All Cause
Start age:30
End age:99
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:Mean
Seasonal metric:QuarterlyMean
Author:Krewski et al.
Qualifier:Random effects cox; 44 individual and 7 ecologic co-variates; 1999--2000 follow-up (Commentary table 4)
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:TSP, O3, SO4, SO2
Reference:Krewski D, Jerrett M, Burnett R, et al. 2009. Extended Follow-Up and Spatial analysis of the American Cancer Society Linking Particulate Air Pollution and Mortality. Health Effects Institute, Cambridge MA
Baseline functional form:Incidence*POP
Incidence dataset:Mortality Incidence (2000)
Prevalence dataset:
Variable dataset:
Beta:0.005826891
Beta distribution:Normal
P1Beta:0.000962763
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.0>
<Health.impact.function.1>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal

Start age:18
End age:24
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.98148
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
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<Health.impact.function.2>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Start age:45
End age:54
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.00225

Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.971812
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.2>
<Health.impact.function.3>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Start age:55
End age:64
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.971812
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.3>
<Health.impact.function.4>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Start age:25
End age:44
Race:
Ethnicity:
Gender:
Pollutant:PM2.5

Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.98148
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.4>
<Health.impact.function.5>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Cardiovascular
Endpoint:HA, All Cardiovascular (less Myocardial Infarctions)
Start age:65
End age:99
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Bell
Qualifier:National; Yearly
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2012
Geographic area:Everywhere
Other pollutants:
Reference:Bell, M.L. 2012. Assessment of the Health Impacts of Particulate Matter Characteristics. Research Report 161. Health Effects Institute. Research Report 161: 1-59.
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.0008
Beta distribution:Normal
P1Beta:0.000107143
P2Beta:0
A:0
NameA:
B:0

NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.5>
<Health.impact.function.6>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Start age:65
End age:99
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.925661
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.6>
<Health.impact.function.7>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, All Respiratory
Start age:65
End age:99
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2009

Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.00207
Beta distribution:Normal
P1Beta:0.000446429
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.7>
<Health.impact.function.8>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, Asthma
Start age:0
End age:64
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Sheppard
Qualifier:
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2003
Geographic area:Everywhere
Other pollutants:
Reference:Sheppard, L. Ambient Air Pollution and Nonelderly Asthma Hospital Admissions in Seattle, Washington, 1987-1994. In: Revised Analyses of Time-Series Studies of Air Pollution and Health. 2003, Health Effects Institute: Boston, MA. p. 227-230.
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.003323789
Beta distribution:Normal
P1Beta:0.00104459
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.8>

<Health.impact.function.9>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma
Start age:0
End age:99
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Mar et al.
Qualifier:Entire study period (January 3, 1999 - May 30, 2002)
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2010
Geographic area:Everywhere
Other pollutants:
Reference:Mar, T. F., J. Q. Koenig and J. Primomo. 2010. Associations between asthma emergency visits and particulate matter sources, including diesel emissions from stationary generators in Tacoma, Washington. Inhal Toxicol. Vol. 22 (6): 445-8. http://www.ncbi.nlm
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.005602959
Beta distribution:Normal
P1Beta:0.002103073
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.9>
</Selected.health.impact.functions>
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Processing complete. HIF processing time: 0 hours 16 minutes 11 seconds.
</Log.And.Message>
Sort Incidence LHPs:False
Default Advanced Pooling Method:Roundweightstotwodigits
Default Monte Carlo Iterations:5000
Random Seed:1
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Dataset:
Year:-1
</Inflation.Adjustment>
<Income.Growth.Adjustment>
Dataset:
Year : -1
</Income.Growth.Adjustment>
<Incidence.Aggregation>
Name:Friant
ID:33
Columns:87

Rows:103
Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984
</Incidence.Aggregation>
<Valuation.Aggregation>
Name:Friant
ID:33
Columns:87
Rows:103
Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984
</Valuation.Aggregation>
<Incidence.Pooling.And.Aggregation.>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, All Cause
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:Mean
Seasonal metric:QuarterlyMean
Author:Krewski et al.
Qualifier:Random effects cox; 44 individual and 7 ecologic co-variates; 1999--2000 follow-up (Commentary table 4)
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:TSP, O3, SO4, SO2
Reference:Krewski D, Jerrett M, Burnett R, et al. 2009. Extended Follow-Up and Spatial analysis of the American Cancer Society Linking Particulate Air Pollution and Mortality. Health Effects Institute, Cambridge MA
Start age:30
End age:99
Baseline functional form:Incidence*POP
Incidence dataset:Mortality Incidence (2000)
Beta:0.005826891
Beta distribution:Normal
P1Beta:0.000962763
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
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</Incidence.Pooling.And.Aggregation.>
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Mortality
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Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction

Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Year:2009
Location:26 U.S. Communities
Other pollutants:
Geographic area:Everywhere
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:18
End age:24
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.98148
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
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Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Year:2009
Location:26 U.S. Communities
Other pollutants:
Geographic area:Everywhere
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:45
End age:54
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.971812
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0

Weight:0
</Health.impact.function>
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Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Year:2009
Location:26 U.S. Communities
Other pollutants:
Geographic area:Everywhere
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:55
End age:64
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.971812
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
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<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Year:2009
Location:26 U.S. Communities
Other pollutants:
Geographic area:Everywhere
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:25
End age:44
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.98148
NameA:% of hospMI surviving 28 days

B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
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Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Year:2009
Location:26 U.S. Communities
Other pollutants:
Geographic area:Everywhere
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:65
End age:99
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.925661
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Acute.Myocardial.InfarctionPooling.Method.TypeNone>
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Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:18
End age:24
Baseline functional form:Incidence*POP*A

Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.98148
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
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Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:45
End age:54
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.971812
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
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Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009

Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:55
End age:64
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.971812
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
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Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:25
End age:44
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.98148
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
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Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal

Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:65
End age:99
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.925661
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
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Acute Myocardial Infarction
Zanobetti:Pooling Method Type:None
Zanobetti:Pooling Method Type:None
Zanobetti:Pooling Method Type:None
Zanobetti:Pooling Method Type:None
Zanobetti:Pooling Method Type:None
</Valuation.Pooling.Window.Name.Acute.Myocardial.Infarction>
<Incidence.Pooling.And.Aggregation.>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Cardiovascular
Endpoint:HA, All Cardiovascular (less Myocardial Infarctions)
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Bell
Qualifier:National; Yearly
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2012
Geographic area:Everywhere
Other pollutants:
Reference:Bell, M.L. 2012. Assessment of the Health Impacts of Particulate Matter Characteristics. Research Report 161. Health Effects Institute. Research Report 161: 1-59.
Start age:65
End age:99
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)

Beta:0.0008
Beta distribution:Normal
P1Beta:0.000107143
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
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</Incidence.Pooling.And.Aggregation.>
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Hospital Admissions, Cardiovascular
</Valuation.Pooling.Window.Name.Hospital.Admissions.Cardiovascular>
<Incidence.Pooling.And.Aggregation.>
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<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, All Respiratory
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Year:2009
Location:26 U.S. Communities
Other pollutants:
Geographic area:Everywhere
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:65
End age:99
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.00207
Beta distribution:Normal
P1Beta:0.000446429
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, Asthma
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None

Author:Sheppard
Year:2003
Location:Seattle, WA
Other pollutants:
Geographic area:Everywhere
Reference:Sheppard, L. Ambient Air Pollution and Nonelderly Asthma Hospital Admissions in Seattle, Washington, 1987-1994. In: Revised Analyses of Time-Series Studies of Air Pollution and Health. 2003, Health Effects Institute: Boston, MA. p. 227-230.
Start age:0
End age:64
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.003323789
Beta distribution:Normal
P1Beta:0.00104459
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Hospital.Admissions.RespiratoryPooling.Method.TypeNone>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, All Respiratory
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:65
End age:99
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Beta:0.00207
Beta distribution:Normal
P1Beta:0.000446429
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0

</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, Asthma
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Sheppard
Qualifier:
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2003
Geographic area:Everywhere
Other pollutants:
Reference:Sheppard, L. Ambient Air Pollution and Nonelderly Asthma Hospital Admissions in Seattle, Washington, 1987-1994. In: Revised Analyses of Time-Series Studies of Air Pollution and Health. 2003, Health Effects Institute: Boston, MA. p. 227-230.
Start age:0
End age:64
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Beta:0.003323789
Beta distribution:Normal
P1Beta:0.00104459
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
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Hospital Admissions, Respiratory
Zanobetti:Pooling Method Type:None
Sheppard:Pooling Method Type:None
</Valuation.Pooling.Window.Name.Hospital.Admissions.Respiratory>
<Incidence.Pooling.And.Aggregation.>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Mar et al.
Qualifier:Entire study period (January 3, 1999 - May 30, 2002)
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2010
Geographic area:Everywhere
Other pollutants:
Reference:Mar, T. F., J. Q. Koenig and J. Primomo. 2010. Associations between asthma emergency visits and particulate matter sources, including diesel emissions from stationary generators in Tacoma, Washington. Inhal Toxicol. Vol. 22 (6): 445-8. http://www.ncbi.nlm

Start age:0
End age:99
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Beta:0.005602959
Beta distribution:Normal
P1Beta:0.002103073
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.Emergency.Room.Visits.Respiratory>
Emergency Room Visits, Respiratory
</Valuation.Pooling.Window.Name.Emergency.Room.Visits.Respiratory>
Processing complete. Valuation processing time: 0 hours 0 minutes 0 seconds.
</Aggregate, Pool & Value>

ATTACHMENT B-6

BENMAP-CE AUDIT TRAIL REPORT
PM25.2020.PMIT.TXT

BenMAP-CE 1.5.0
<Aggregate, Pool & Value>
Create Datetime:2021-04-19 10:12:52
IsRunInPointMode:False
Latin Hypercube Points:20
Population Dataset:PopFriantUpdated-Friant
Year:2020
Threshold:0
Incidence averaging:All
<Baseline.And.Control.Group0>
<Pollutant>
Name:PM2.5
Observation Type:Daily
Season0:January 1-March 31
Season1:April 1-June 30
Season2:July 1-September 30
Season3:October 1-December 31
Metric0:D24HourMean
Seasonal Metric0:QuarterlyMean
</Pollutant>
<Baseline.Air.Quality.Surfaces>
Create Datetime:2021-04-19 09:57:07
Pollutant:PM2.5
Model Database File:C:\Users\Frank\Documents\My BenMAP-CE
Files\Friant\Data\pm25.2020.pmit.benmap.csv
<Grid.Definition>
Name:Friant
ID:33
Columns:87
Rows:103
Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984
</Grid.Definition>
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Name:PM2.5
Observation Type:Daily
Season0:January 1-March 31
Season1:April 1-June 30
Season2:July 1-September 30
Season3:October 1-December 31
Metric0:D24HourMean
Seasonal Metric0:QuarterlyMean
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</Baseline.Air.Quality.Surfaces>
<Control.Air.Quality.Surfaces>
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Pollutant:PM2.5
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Files\Friant\Data\pm25.2020.base.benmap.csv
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Name:Friant
ID:33
Columns:87
Rows:103
Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984

</Grid.Definition>
<Pollutant>
Name:PM2.5
Observation Type:Daily
Season0:January 1-March 31
Season1:April 1-June 30
Season2:July 1-September 30
Season3:October 1-December 31
Metric0:D24HourMean
Seasonal Metric0:QuarterlyMean
</Pollutant>
</Control.Air.Quality.Surfaces>
</Baseline.And.Control.Group0>
<Selected.health.impact.functions>
<Health.impact.function.0>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, All Cause
Start age:30
End age:99
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:Mean
Seasonal metric:QuarterlyMean
Author:Krewski et al.
Qualifier:Random effects cox; 44 individual and 7 ecologic co-variates; 1999--2000 follow-up (Commentary table 4)
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:TSP, O3, SO4, SO2
Reference:Krewski D, Jerrett M, Burnett R, et al. 2009. Extended Follow-Up and Spatial analysis of the American Cancer Society Linking Particulate Air Pollution and Mortality. Health Effects Institute, Cambridge MA
Baseline functional form:Incidence*POP
Incidence dataset:Mortality Incidence (2000)
Prevalence dataset:
Variable dataset:
Beta:0.005826891
Beta distribution:Normal
P1Beta:0.000962763
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
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<Health.impact.function.1>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal

Start age:18
End age:24
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.98148
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.1>
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Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Start age:45
End age:54
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.00225

Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.971812
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.2>
<Health.impact.function.3>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Start age:55
End age:64
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.971812
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.3>
<Health.impact.function.4>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Cardiovascular
Endpoint:HA, All Cardiovascular (less Myocardial Infarctions)
Start age:65
End age:99
Race:
Ethnicity:
Gender:
Pollutant:PM2.5

Metric:D24HourMean
Metric statistic:None
Author:Bell
Qualifier:National; Yearly
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2012
Geographic area:Everywhere
Other pollutants:
Reference:Bell, M.L. 2012. Assessment of the Health Impacts of Particulate Matter Characteristics. Research Report 161. Health Effects Institute. Research Report 161: 1-59.
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.0008
Beta distribution:Normal
P1Beta:0.000107143
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.4>
<Health.impact.function.5>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Start age:25
End age:44
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.98148
NameA:% of hospMI surviving 28 days
B:0

NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.5>
<Health.impact.function.6>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Start age:65
End age:99
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.925661
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.6>
<Health.impact.function.7>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, All Respiratory
Start age:65
End age:99
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2009

Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.00207
Beta distribution:Normal
P1Beta:0.000446429
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.7>
<Health.impact.function.8>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, Asthma
Start age:0
End age:64
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Sheppard
Qualifier:
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2003
Geographic area:Everywhere
Other pollutants:
Reference:Sheppard, L. Ambient Air Pollution and Nonelderly Asthma Hospital Admissions in Seattle, Washington, 1987-1994. In: Revised Analyses of Time-Series Studies of Air Pollution and Health. 2003, Health Effects Institute: Boston, MA. p. 227-230.
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.003323789
Beta distribution:Normal
P1Beta:0.00104459
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.8>

<Health.impact.function.9>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma
Start age:0
End age:99
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Mar et al.
Qualifier:Entire study period (January 3, 1999 - May 30, 2002)
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2010
Geographic area:Everywhere
Other pollutants:
Reference:Mar, T. F., J. Q. Koenig and J. Primomo. 2010. Associations between asthma emergency visits and particulate matter sources, including diesel emissions from stationary generators in Tacoma, Washington. Inhal Toxicol. Vol. 22 (6): 445-8. http://www.ncbi.nlm
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.005602959
Beta distribution:Normal
P1Beta:0.002103073
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
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</Selected.health.impact.functions>
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Processing complete. HIF processing time: 0 hours 15 minutes 20 seconds.
</Log.And.Message>
Sort Incidence LHPs:False
Default Advanced Pooling Method:Roundweightstotwodigits
Default Monte Carlo Iterations:5000
Random Seed:1
<Inflation.Adjustment>
Dataset:
Year:-1
</Inflation.Adjustment>
<Income.Growth.Adjustment>
Dataset:
Year : -1
</Income.Growth.Adjustment>
<Incidence.Aggregation>
Name:Friant
ID:33
Columns:87

Rows:103
Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984
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<Valuation.Aggregation>
Name:Friant
ID:33
Columns:87
Rows:103
Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984
</Valuation.Aggregation>
<Incidence.Pooling.And.Aggregation.>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, All Cause
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:Mean
Seasonal metric:QuarterlyMean
Author:Krewski et al.
Qualifier:Random effects cox; 44 individual and 7 ecologic co-variates; 1999--2000 follow-up (Commentary table 4)
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:TSP, O3, SO4, SO2
Reference:Krewski D, Jerrett M, Burnett R, et al. 2009. Extended Follow-Up and Spatial analysis of the American Cancer Society Linking Particulate Air Pollution and Mortality. Health Effects Institute, Cambridge MA
Start age:30
End age:99
Baseline functional form:Incidence*POP
Incidence dataset:Mortality Incidence (2000)
Beta:0.005826891
Beta distribution:Normal
P1Beta:0.000962763
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
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<Valuation.Pooling.Window.Name.Mortality>
Mortality
</Valuation.Pooling.Window.Name.Mortality>
<Incidence.Pooling.And.Aggregation.>
<Acute.Myocardial.InfarctionPooling.Method.TypeNone>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction

Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Year:2009
Location:26 U.S. Communities
Other pollutants:
Geographic area:Everywhere
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:18
End age:24
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.98148
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Year:2009
Location:26 U.S. Communities
Other pollutants:
Geographic area:Everywhere
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:45
End age:54
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.971812
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0

Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Year:2009
Location:26 U.S. Communities
Other pollutants:
Geographic area:Everywhere
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:55
End age:64
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.971812
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Year:2009
Location:26 U.S. Communities
Other pollutants:
Geographic area:Everywhere
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:25
End age:44
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.98148
NameA:% of hospMI surviving 28 days

B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Year:2009
Location:26 U.S. Communities
Other pollutants:
Geographic area:Everywhere
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:65
End age:99
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.925661
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Acute.Myocardial.InfarctionPooling.Method.TypeNone>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:18
End age:24
Baseline functional form:Incidence*POP*A

Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.98148
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:45
End age:54
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.971812
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009

Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:55
End age:64
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.971812
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:25
End age:44
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.98148
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
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<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal

Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:65
End age:99
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.925661
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.Acute.Myocardial.Infarction>
Acute Myocardial Infarction
Zanobetti:Pooling Method Type:None
Zanobetti:Pooling Method Type:None
Zanobetti:Pooling Method Type:None
Zanobetti:Pooling Method Type:None
Zanobetti:Pooling Method Type:None
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<Incidence.Pooling.And.Aggregation.>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Cardiovascular
Endpoint:HA, All Cardiovascular (less Myocardial Infarctions)
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Bell
Qualifier:National; Yearly
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2012
Geographic area:Everywhere
Other pollutants:
Reference:Bell, M.L. 2012. Assessment of the Health Impacts of Particulate Matter Characteristics. Research Report 161. Health Effects Institute. Research Report 161: 1-59.
Start age:65
End age:99
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)

Beta:0.0008
Beta distribution:Normal
P1Beta:0.000107143
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
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</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.Hospital.Admissions.Cardiovascular>
Hospital Admissions, Cardiovascular
</Valuation.Pooling.Window.Name.Hospital.Admissions.Cardiovascular>
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<Hospital.Admissions.RespiratoryPooling.Method.TypeNone>
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Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, All Respiratory
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Year:2009
Location:26 U.S. Communities
Other pollutants:
Geographic area:Everywhere
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:65
End age:99
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.00207
Beta distribution:Normal
P1Beta:0.000446429
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, Asthma
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None

Author:Sheppard
Year:2003
Location:Seattle, WA
Other pollutants:
Geographic area:Everywhere
Reference:Sheppard, L. Ambient Air Pollution and Nonelderly Asthma Hospital Admissions in Seattle, Washington, 1987-1994. In: Revised Analyses of Time-Series Studies of Air Pollution and Health. 2003, Health Effects Institute: Boston, MA. p. 227-230.
Start age:0
End age:64
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.003323789
Beta distribution:Normal
P1Beta:0.00104459
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Hospital.Admissions.RespiratoryPooling.Method.TypeNone>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, All Respiratory
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:65
End age:99
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Beta:0.00207
Beta distribution:Normal
P1Beta:0.000446429
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0

</Health.impact.function>
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Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, Asthma
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Sheppard
Qualifier:
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2003
Geographic area:Everywhere
Other pollutants:
Reference:Sheppard, L. Ambient Air Pollution and Nonelderly Asthma Hospital Admissions in Seattle, Washington, 1987-1994. In: Revised Analyses of Time-Series Studies of Air Pollution and Health. 2003, Health Effects Institute: Boston, MA. p. 227-230.
Start age:0
End age:64
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Beta:0.003323789
Beta distribution:Normal
P1Beta:0.00104459
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.Hospital.Admissions.Respiratory>
Hospital Admissions, Respiratory
Zanobetti:Pooling Method Type:None
Sheppard:Pooling Method Type:None
</Valuation.Pooling.Window.Name.Hospital.Admissions.Respiratory>
<Incidence.Pooling.And.Aggregation.>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Mar et al.
Qualifier:Entire study period (January 3, 1999 - May 30, 2002)
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2010
Geographic area:Everywhere
Other pollutants:
Reference:Mar, T. F., J. Q. Koenig and J. Primomo. 2010. Associations between asthma emergency visits and particulate matter sources, including diesel emissions from stationary generators in Tacoma, Washington. Inhal Toxicol. Vol. 22 (6): 445-8. http://www.ncbi.nlm

Start age:0
End age:99
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Beta:0.005602959
Beta distribution:Normal
P1Beta:0.002103073
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.Emergency.Room.Visits.Respiratory>
Emergency Room Visits, Respiratory
</Valuation.Pooling.Window.Name.Emergency.Room.Visits.Respiratory>
Processing complete. Valuation processing time: 0 hours 0 minutes 0 seconds.
</Aggregate, Pool & Value>

ATTACHMENT B-7

BENMAP-CE AUDIT TRAIL REPORT
PM25.2031.PROJ.TXT

BenMAP-CE 1.5.0
<Aggregate, Pool & Value>
Create Datetime:2021-04-19 13:08:39
IsRunInPointMode:False
Latin Hypercube Points:20
Population Dataset:PopFriantUpdated-Friant
Year:2031
Threshold:0
Incidence averaging:All
<Baseline.And.Control.Group0>
<Pollutant>
Name:PM2.5
Observation Type:Daily
Season0:January 1-March 31
Season1:April 1-June 30
Season2:July 1-September 30
Season3:October 1-December 31
Metric0:D24HourMean
Seasonal Metric0:QuarterlyMean
</Pollutant>
<Baseline.Air.Quality.Surfaces>
Create Datetime:2021-04-19 10:17:45
Pollutant:PM2.5
Model Database File:C:\Users\Frank\Documents\My BenMAP-CE Files\Friant\Data\pm25.2031.proj.benmap.csv
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Name:Friant
ID:33
Columns:87
Rows:103
Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984
</Grid.Definition>
<Pollutant>
Name:PM2.5
Observation Type:Daily
Season0:January 1-March 31
Season1:April 1-June 30
Season2:July 1-September 30
Season3:October 1-December 31
Metric0:D24HourMean
Seasonal Metric0:QuarterlyMean
</Pollutant>
</Baseline.Air.Quality.Surfaces>
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Pollutant:PM2.5
Model Database File:C:\Users\Frank\Documents\My BenMAP-CE Files\Friant\Data\pm25.2031.base.benmap.csv
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Name:Friant
ID:33
Columns:87
Rows:103
Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984

</Grid.Definition>
<Pollutant>
Name:PM2.5
Observation Type:Daily
Season0:January 1-March 31
Season1:April 1-June 30
Season2:July 1-September 30
Season3:October 1-December 31
Metric0:D24HourMean
Seasonal Metric0:QuarterlyMean
</Pollutant>
</Control.Air.Quality.Surfaces>
</Baseline.And.Control.Group0>
<Selected.health.impact.functions>
<Health.impact.function.0>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, All Cause
Start age:30
End age:99
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:Mean
Seasonal metric:QuarterlyMean
Author:Krewski et al.
Qualifier:Random effects cox; 44 individual and 7 ecologic co-variates; 1999--2000 follow-up (Commentary table 4)
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:TSP, O3, SO4, SO2
Reference:Krewski D, Jerrett M, Burnett R, et al. 2009. Extended Follow-Up and Spatial analysis of the American Cancer Society Linking Particulate Air Pollution and Mortality. Health Effects Institute, Cambridge MA
Baseline functional form:Incidence*POP
Incidence dataset:Mortality Incidence (2000)
Prevalence dataset:
Variable dataset:
Beta:0.005826891
Beta distribution:Normal
P1Beta:0.000962763
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.0>
<Health.impact.function.1>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal

Start age:18
End age:24
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.98148
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.1>
<Health.impact.function.2>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Start age:45
End age:54
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.00225

Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.971812
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.2>
<Health.impact.function.3>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Start age:55
End age:64
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.971812
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.3>
<Health.impact.function.4>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, All Respiratory
Start age:65
End age:99
Race:
Ethnicity:
Gender:
Pollutant:PM2.5

Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.00207
Beta distribution:Normal
P1Beta:0.000446429
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.4>
<Health.impact.function.5>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Start age:25
End age:44
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.98148
NameA:% of hospMI surviving 28 days
B:0

NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.5>
<Health.impact.function.6>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Start age:65
End age:99
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.925661
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.6>
<Health.impact.function.7>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Cardiovascular
Endpoint:HA, All Cardiovascular (less Myocardial Infarctions)
Start age:65
End age:99
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Bell
Qualifier:National; Yearly
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2012

Geographic area:Everywhere
Other pollutants:
Reference:Bell, M.L. 2012. Assessment of the Health Impacts of Particulate Matter Characteristics. Research Report 161. Health Effects Institute. Research Report 161: 1-59.
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.0008
Beta distribution:Normal
P1Beta:0.000107143
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.7>
<Health.impact.function.8>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, Asthma
Start age:0
End age:64
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Sheppard
Qualifier:
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2003
Geographic area:Everywhere
Other pollutants:
Reference:Sheppard, L. Ambient Air Pollution and Nonelderly Asthma Hospital Admissions in Seattle, Washington, 1987-1994. In: Revised Analyses of Time-Series Studies of Air Pollution and Health. 2003, Health Effects Institute: Boston, MA. p. 227-230.
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.003323789
Beta distribution:Normal
P1Beta:0.00104459
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.8>

<Health.impact.function.9>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma
Start age:0
End age:99
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Mar et al.
Qualifier:Entire study period (January 3, 1999 - May 30, 2002)
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2010
Geographic area:Everywhere
Other pollutants:
Reference:Mar, T. F., J. Q. Koenig and J. Primomo. 2010. Associations between asthma emergency visits and particulate matter sources, including diesel emissions from stationary generators in Tacoma, Washington. Inhal Toxicol. Vol. 22 (6): 445-8. http://www.ncbi.nlm
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.005602959
Beta distribution:Normal
P1Beta:0.002103073
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.9>
</Selected.health.impact.functions>
<Log.And.Message>
Processing complete. HIF processing time: 0 hours 15 minutes 49 seconds.
</Log.And.Message>
Sort Incidence LHPs:False
Default Advanced Pooling Method:Roundweightstotwodigits
Default Monte Carlo Iterations:5000
Random Seed:1
<Inflation.Adjustment>
Dataset:
Year:-1
</Inflation.Adjustment>
<Income.Growth.Adjustment>
Dataset:
Year : -1
</Income.Growth.Adjustment>
<Incidence.Aggregation>
Name:Friant
ID:33
Columns:87

Rows:103
Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984
</Incidence.Aggregation>
<Valuation.Aggregation>
Name:Friant
ID:33
Columns:87
Rows:103
Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984
</Valuation.Aggregation>
<Incidence.Pooling.And.Aggregation.>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, All Cause
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:Mean
Seasonal metric:QuarterlyMean
Author:Krewski et al.
Qualifier:Random effects cox; 44 individual and 7 ecologic co-variates; 1999--2000 follow-up (Commentary table 4)
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:TSP, O3, SO4, SO2
Reference:Krewski D, Jerrett M, Burnett R, et al. 2009. Extended Follow-Up and Spatial analysis of the American Cancer Society Linking Particulate Air Pollution and Mortality. Health Effects Institute, Cambridge MA
Start age:30
End age:99
Baseline functional form:Incidence*POP
Incidence dataset:Mortality Incidence (2000)
Beta:0.005826891
Beta distribution:Normal
P1Beta:0.000962763
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.Mortality>
Mortality
</Valuation.Pooling.Window.Name.Mortality>
<Incidence.Pooling.And.Aggregation.>
<Acute.Myocardial.InfarctionPooling.Method.TypeNone>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction

Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Year:2009
Location:26 U.S. Communities
Other pollutants:
Geographic area:Everywhere
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:18
End age:24
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.98148
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Year:2009
Location:26 U.S. Communities
Other pollutants:
Geographic area:Everywhere
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:45
End age:54
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.971812
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0

Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Year:2009
Location:26 U.S. Communities
Other pollutants:
Geographic area:Everywhere
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:55
End age:64
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.971812
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Year:2009
Location:26 U.S. Communities
Other pollutants:
Geographic area:Everywhere
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:25
End age:44
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.98148
NameA:% of hospMI surviving 28 days

B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Year:2009
Location:26 U.S. Communities
Other pollutants:
Geographic area:Everywhere
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:65
End age:99
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.925661
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Acute.Myocardial.InfarctionPooling.Method.TypeNone>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:18
End age:24
Baseline functional form:Incidence*POP*A

Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.98148
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:45
End age:54
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.971812
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
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Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009

Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:55
End age:64
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.971812
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:25
End age:44
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.98148
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal

Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:65
End age:99
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.925661
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.Acute.Myocardial.Infarction>
Acute Myocardial Infarction
Zanobetti:Pooling Method Type:None
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Zanobetti:Pooling Method Type:None
Zanobetti:Pooling Method Type:None
</Valuation.Pooling.Window.Name.Acute.Myocardial.Infarction>
<Incidence.Pooling.And.Aggregation.>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Cardiovascular
Endpoint:HA, All Cardiovascular (less Myocardial Infarctions)
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Bell
Qualifier:National; Yearly
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2012
Geographic area:Everywhere
Other pollutants:
Reference:Bell, M.L. 2012. Assessment of the Health Impacts of Particulate Matter Characteristics. Research Report 161. Health Effects Institute. Research Report 161: 1-59.
Start age:65
End age:99
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)

Beta:0.0008
Beta distribution:Normal
P1Beta:0.000107143
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.Hospital.Admissions.Cardiovascular>
Hospital Admissions, Cardiovascular
</Valuation.Pooling.Window.Name.Hospital.Admissions.Cardiovascular>
<Incidence.Pooling.And.Aggregation.>
<Hospital.Admissions.RespiratoryPooling.Method.TypeNone>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, All Respiratory
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Year:2009
Location:26 U.S. Communities
Other pollutants:
Geographic area:Everywhere
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:65
End age:99
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.00207
Beta distribution:Normal
P1Beta:0.000446429
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, Asthma
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None

Author:Sheppard
Year:2003
Location:Seattle, WA
Other pollutants:
Geographic area:Everywhere
Reference:Sheppard, L. Ambient Air Pollution and Nonelderly Asthma Hospital Admissions in Seattle, Washington, 1987-1994. In: Revised Analyses of Time-Series Studies of Air Pollution and Health. 2003, Health Effects Institute: Boston, MA. p. 227-230.
Start age:0
End age:64
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.003323789
Beta distribution:Normal
P1Beta:0.00104459
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Hospital.Admissions.RespiratoryPooling.Method.TypeNone>
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Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, All Respiratory
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:65
End age:99
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Beta:0.00207
Beta distribution:Normal
P1Beta:0.000446429
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0

</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, Asthma
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Sheppard
Qualifier:
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2003
Geographic area:Everywhere
Other pollutants:
Reference:Sheppard, L. Ambient Air Pollution and Nonelderly Asthma Hospital Admissions in Seattle, Washington, 1987-1994. In: Revised Analyses of Time-Series Studies of Air Pollution and Health. 2003, Health Effects Institute: Boston, MA. p. 227-230.
Start age:0
End age:64
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Beta:0.003323789
Beta distribution:Normal
P1Beta:0.00104459
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.Hospital.Admissions.Respiratory>
Hospital Admissions, Respiratory
Zanobetti:Pooling Method Type:None
Sheppard:Pooling Method Type:None
</Valuation.Pooling.Window.Name.Hospital.Admissions.Respiratory>
<Incidence.Pooling.And.Aggregation.>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Mar et al.
Qualifier:Entire study period (January 3, 1999 - May 30, 2002)
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2010
Geographic area:Everywhere
Other pollutants:
Reference:Mar, T. F., J. Q. Koenig and J. Primomo. 2010. Associations between asthma emergency visits and particulate matter sources, including diesel emissions from stationary generators in Tacoma, Washington. Inhal Toxicol. Vol. 22 (6): 445-8. http://www.ncbi.nlm

Start age:0
End age:99
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Beta:0.005602959
Beta distribution:Normal
P1Beta:0.002103073
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.Emergency.Room.Visits.Respiratory>
Emergency Room Visits, Respiratory
</Valuation.Pooling.Window.Name.Emergency.Room.Visits.Respiratory>
Processing complete. Valuation processing time: 0 hours 0 minutes 0 seconds.
</Aggregate, Pool & Value>

ATTACHMENT B-8

BENMAP-CE AUDIT TRAIL REPORT
PM25.2031.PMIT.TXT

BenMAP-CE 1.5.0
<Aggregate, Pool & Value>
Create Datetime:2021-04-19 12:22:02
IsRunInPointMode:False
Latin Hypercube Points:20
Population Dataset:PopFriantUpdated-Friant
Year:2031
Threshold:0
Incidence averaging:All
<Baseline.And.Control.Group0>
<Pollutant>
Name:PM2.5
Observation Type:Daily
Season0:January 1-March 31
Season1:April 1-June 30
Season2:July 1-September 30
Season3:October 1-December 31
Metric0:D24HourMean
Seasonal Metric0:QuarterlyMean
</Pollutant>
<Baseline.Air.Quality.Surfaces>
Create Datetime:2021-04-19 12:05:19
Pollutant:PM2.5
Model Database File:C:\Users\Frank\Documents\My BenMAP-CE
Files\Friant\Data\pm25.2031.pmit.benmap.csv
<Grid.Definition>
Name:Friant
ID:33
Columns:87
Rows:103
Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984
</Grid.Definition>
<Pollutant>
Name:PM2.5
Observation Type:Daily
Season0:January 1-March 31
Season1:April 1-June 30
Season2:July 1-September 30
Season3:October 1-December 31
Metric0:D24HourMean
Seasonal Metric0:QuarterlyMean
</Pollutant>
</Baseline.Air.Quality.Surfaces>
<Control.Air.Quality.Surfaces>
Create Datetime:2021-04-19 10:17:21
Pollutant:PM2.5
Model Database File:C:\Users\Frank\Documents\My BenMAP-CE
Files\Friant\Data\pm25.2031.base.benmap.csv
<Grid.Definition>
Name:Friant
ID:33
Columns:87
Rows:103
Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984

</Grid.Definition>
<Pollutant>
Name:PM2.5
Observation Type:Daily
Season0:January 1-March 31
Season1:April 1-June 30
Season2:July 1-September 30
Season3:October 1-December 31
Metric0:D24HourMean
Seasonal Metric0:QuarterlyMean
</Pollutant>
</Control.Air.Quality.Surfaces>
</Baseline.And.Control.Group0>
<Selected.health.impact.functions>
<Health.impact.function.0>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, All Cause
Start age:30
End age:99
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:Mean
Seasonal metric:QuarterlyMean
Author:Krewski et al.
Qualifier:Random effects cox; 44 individual and 7 ecologic co-variates; 1999--2000 follow-up (Commentary table 4)
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:TSP, O3, SO4, SO2
Reference:Krewski D, Jerrett M, Burnett R, et al. 2009. Extended Follow-Up and Spatial analysis of the American Cancer Society Linking Particulate Air Pollution and Mortality. Health Effects Institute, Cambridge MA
Baseline functional form:Incidence*POP
Incidence dataset:Mortality Incidence (2000)
Prevalence dataset:
Variable dataset:
Beta:0.005826891
Beta distribution:Normal
P1Beta:0.000962763
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.0>
<Health.impact.function.1>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal

Start age:18
End age:24
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.98148
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.1>
<Health.impact.function.2>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Start age:45
End age:54
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.00225

Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.971812
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.2>
<Health.impact.function.3>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Start age:55
End age:64
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.971812
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.3>
<Health.impact.function.4>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Start age:25
End age:44
Race:
Ethnicity:
Gender:
Pollutant:PM2.5

Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.98148
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.4>
<Health.impact.function.5>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Start age:65
End age:99
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.925661
NameA:% of hospMI surviving 28 days
B:0

NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.5>
<Health.impact.function.6>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, All Respiratory
Start age:65
End age:99
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.00207
Beta distribution:Normal
P1Beta:0.000446429
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.6>
<Health.impact.function.7>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Cardiovascular
Endpoint:HA, All Cardiovascular (less Myocardial Infarctions)
Start age:65
End age:99
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Bell
Qualifier:National; Yearly
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2012

Geographic area:Everywhere
Other pollutants:
Reference:Bell, M.L. 2012. Assessment of the Health Impacts of Particulate Matter Characteristics. Research Report 161. Health Effects Institute. Research Report 161: 1-59.
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.0008
Beta distribution:Normal
P1Beta:0.000107143
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.7>
<Health.impact.function.8>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, Asthma
Start age:0
End age:64
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Sheppard
Qualifier:
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2003
Geographic area:Everywhere
Other pollutants:
Reference:Sheppard, L. Ambient Air Pollution and Nonelderly Asthma Hospital Admissions in Seattle, Washington, 1987-1994. In: Revised Analyses of Time-Series Studies of Air Pollution and Health. 2003, Health Effects Institute: Boston, MA. p. 227-230.
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.003323789
Beta distribution:Normal
P1Beta:0.00104459
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
</Health.impact.function.8>

<Health.impact.function.9>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma
Start age:0
End age:99
Race:
Ethnicity:
Gender:
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Mar et al.
Qualifier:Entire study period (January 3, 1999 - May 30, 2002)
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2010
Geographic area:Everywhere
Other pollutants:
Reference:Mar, T. F., J. Q. Koenig and J. Primomo. 2010. Associations between asthma emergency visits and particulate matter sources, including diesel emissions from stationary generators in Tacoma, Washington. Inhal Toxicol. Vol. 22 (6): 445-8. http://www.ncbi.nlm
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Prevalence dataset:
Variable dataset:
Beta:0.005602959
Beta distribution:Normal
P1Beta:0.002103073
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
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</Selected.health.impact.functions>
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Processing complete. HIF processing time: 0 hours 16 minutes 8 seconds.
</Log.And.Message>
Sort Incidence LHPs:False
Default Advanced Pooling Method:Roundweightstotwodigits
Default Monte Carlo Iterations:5000
Random Seed:1
<Inflation.Adjustment>
Dataset:
Year:-1
</Inflation.Adjustment>
<Income.Growth.Adjustment>
Dataset:
Year : -1
</Income.Growth.Adjustment>
<Incidence.Aggregation>
Name:Friant
ID:33
Columns:87

Rows:103
Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984
</Incidence.Aggregation>
<Valuation.Aggregation>
Name:Friant
ID:33
Columns:87
Rows:103
Grid Type:Shapefile
Shapefile Name:CEQA_FRanch_lc_87_103_4000_4000_-108_-256_WGS1984
</Valuation.Aggregation>
<Incidence.Pooling.And.Aggregation.>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Mortality
Endpoint:Mortality, All Cause
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:Mean
Seasonal metric:QuarterlyMean
Author:Krewski et al.
Qualifier:Random effects cox; 44 individual and 7 ecologic co-variates; 1999--2000 follow-up (Commentary table 4)
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:TSP, O3, SO4, SO2
Reference:Krewski D, Jerrett M, Burnett R, et al. 2009. Extended Follow-Up and Spatial analysis of the American Cancer Society Linking Particulate Air Pollution and Mortality. Health Effects Institute, Cambridge MA
Start age:30
End age:99
Baseline functional form:Incidence*POP
Incidence dataset:Mortality Incidence (2000)
Beta:0.005826891
Beta distribution:Normal
P1Beta:0.000962763
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Incidence.Pooling.And.Aggregation.>
<Valuation.Pooling.Window.Name.Mortality>
Mortality
</Valuation.Pooling.Window.Name.Mortality>
<Incidence.Pooling.And.Aggregation.>
<Acute.Myocardial.InfarctionPooling.Method.TypeNone>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction

Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Year:2009
Location:26 U.S. Communities
Other pollutants:
Geographic area:Everywhere
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:18
End age:24
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.98148
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Year:2009
Location:26 U.S. Communities
Other pollutants:
Geographic area:Everywhere
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:45
End age:54
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.971812
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0

Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Year:2009
Location:26 U.S. Communities
Other pollutants:
Geographic area:Everywhere
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:55
End age:64
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.971812
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Year:2009
Location:26 U.S. Communities
Other pollutants:
Geographic area:Everywhere
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:25
End age:44
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.98148
NameA:% of hospMI surviving 28 days

B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Year:2009
Location:26 U.S. Communities
Other pollutants:
Geographic area:Everywhere
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:65
End age:99
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.925661
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
</Acute.Myocardial.InfarctionPooling.Method.TypeNone>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:18
End age:24
Baseline functional form:Incidence*POP*A

Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.98148
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
</Health.impact.function>
<Health.impact.function>
Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:45
End age:54
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.971812
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
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Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009

Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:55
End age:64
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.971812
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
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Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:25
End age:44
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.98148
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
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Health impact function dataset:EPA Standard Health Functions
Endpoint group:Acute Myocardial Infarction
Endpoint:Acute Myocardial Infarction, Nonfatal

Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP*A
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:65
End age:99
Baseline functional form:Incidence*POP*A
Incidence dataset:Other Incidence (2014)
Beta:0.00225
Beta distribution:Normal
P1Beta:0.000591837
P2Beta:0
A:0.925661
NameA:% of hospMI surviving 28 days
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
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Acute Myocardial Infarction
Zanobetti:Pooling Method Type:None
Zanobetti:Pooling Method Type:None
Zanobetti:Pooling Method Type:None
Zanobetti:Pooling Method Type:None
Zanobetti:Pooling Method Type:None
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<Health.impact.function>
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Endpoint group:Hospital Admissions, Cardiovascular
Endpoint:HA, All Cardiovascular (less Myocardial Infarctions)
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Bell
Qualifier:National; Yearly
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2012
Geographic area:Everywhere
Other pollutants:
Reference:Bell, M.L. 2012. Assessment of the Health Impacts of Particulate Matter Characteristics. Research Report 161. Health Effects Institute. Research Report 161: 1-59.
Start age:65
End age:99
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)

Beta:0.0008
Beta distribution:Normal
P1Beta:0.000107143
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
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Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, All Respiratory
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Year:2009
Location:26 U.S. Communities
Other pollutants:
Geographic area:Everywhere
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:65
End age:99
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.00207
Beta distribution:Normal
P1Beta:0.000446429
P2Beta:0
A:0
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B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
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Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, Asthma
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None

Author:Sheppard
Year:2003
Location:Seattle, WA
Other pollutants:
Geographic area:Everywhere
Reference:Sheppard, L. Ambient Air Pollution and Nonelderly Asthma Hospital Admissions in Seattle, Washington, 1987-1994. In: Revised Analyses of Time-Series Studies of Air Pollution and Health. 2003, Health Effects Institute: Boston, MA. p. 227-230.
Start age:0
End age:64
Baseline functional form:
Incidence dataset:Other Incidence (2014)
Beta:0.003323789
Beta distribution:Normal
P1Beta:0.00104459
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
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Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, All Respiratory
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Zanobetti et al
Qualifier:All Seasons
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2009
Geographic area:Everywhere
Other pollutants:
Reference:Zanobetti, A., M. Franklin and J. Schwartz. 2009. Fine particulate air pollution and its components in association with cause-specific emergency admissions. Environmental Health Vol. 8: 58-60.
Start age:65
End age:99
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Beta:0.00207
Beta distribution:Normal
P1Beta:0.000446429
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0

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Health impact function dataset:EPA Standard Health Functions
Endpoint group:Hospital Admissions, Respiratory
Endpoint:HA, Asthma
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Sheppard
Qualifier:
Function:(1-(1/EXP(Beta*DELTAQ)))*Incidence*POP
Year:2003
Geographic area:Everywhere
Other pollutants:
Reference:Sheppard, L. Ambient Air Pollution and Nonelderly Asthma Hospital Admissions in Seattle, Washington, 1987-1994. In: Revised Analyses of Time-Series Studies of Air Pollution and Health. 2003, Health Effects Institute: Boston, MA. p. 227-230.
Start age:0
End age:64
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Beta:0.003323789
Beta distribution:Normal
P1Beta:0.00104459
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
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Hospital Admissions, Respiratory
Zanobetti:Pooling Method Type:None
Sheppard:Pooling Method Type:None
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<Incidence.Pooling.And.Aggregation.>
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Health impact function dataset:EPA Standard Health Functions
Endpoint group:Emergency Room Visits, Respiratory
Endpoint:Emergency Room Visits, Asthma
Pollutant:PM2.5
Metric:D24HourMean
Metric statistic:None
Author:Mar et al.
Qualifier:Entire study period (January 3, 1999 - May 30, 2002)
Function:(1-EXP(-Beta*DELTAQ))*Incidence*POP
Year:2010
Geographic area:Everywhere
Other pollutants:
Reference:Mar, T. F., J. Q. Koenig and J. Primomo. 2010. Associations between asthma emergency visits and particulate matter sources, including diesel emissions from stationary generators in Tacoma, Washington. Inhal Toxicol. Vol. 22 (6): 445-8. http://www.ncbi.nlm

Start age:0
End age:99
Baseline functional form:Incidence*POP
Incidence dataset:Other Incidence (2014)
Beta:0.005602959
Beta distribution:Normal
P1Beta:0.002103073
P2Beta:0
A:0
NameA:
B:0
NameB:
C:0
NameC:
Percentile:0
Weight:0
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<Valuation.Pooling.Window.Name.Emergency.Room.Visits.Respiratory>
Emergency Room Visits, Respiratory
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</Aggregate, Pool & Value>

APPENDIX C
Resumes

James A. Westbrook

President
Principal Air Quality Scientist

Expertise

Air Quality Permitting & Compliance
Litigation Support
Strategic Business and Project Management
Mitigation Programs
Greenhouse Gas Management
Air Dispersion Modeling
CEQA Air Quality Impact Analysis
Chemical Spill Risk Management
Health Risk Assessment
Air Emissions Inventories
Emissions Credit Banking

Industry Focus

Power Generation
Refineries and Chemical Plants
Oil and Gas Production
LNG Facilities
Aggregate and Asphalt Production
Coating Operations
Pharmaceuticals

Building Materials Manufacturing
Aerospace Industry
Metal Plating Operations
General Manufacturing

Education

MS, Environmental Science, Indiana Univ.
BS, Atmospheric Sciences, UCLA

Certifications

Certified Consulting Meteorologist (CCM)
Certified Permitting Professional (CPP)

Associations / Memberships

American Meteorological Society
Air & Waste Management Association
California Alliance for Distributed Energy Resources (CADER)
LA Bar Association
CA Climate Action Registry

Company Background

BlueScape
Kleinfelder
ENVIRON Corporation
Engineering-Science, Inc.

Summary of Experience

In 1997, James A. Westbrook, founded BlueScape Environmental (BlueScape) to help businesses achieve practical, cost-effective air quality compliance solutions. Since then, he has independently grown BlueScape by way of exceptional skills in strategic business planning, marketing, and project management. BlueScape currently serves businesses with annual revenues in excess of one billion dollars, including power generation and manufacturing companies, developers and consulting firms.

Mr. Westbrook helps clients to obtain air permits and achieve strategic business goals by drawing upon his expert skills in regulatory analysis & negotiation, air emissions calculations, greenhouse gas emissions management, dispersion modeling, and human health risk and exposure assessment. Mr. Westbrook serves as an expert witness in litigation cases involving air emissions estimates, dispersion modeling, and health risk assessment. To provide superior customer service, he has assembled a team of engineers and scientists with a wide range of experience and knowledge with industrial equipment, emission control technologies, computer emissions and dispersion modeling tools, and agency contacts throughout the U.S.

Mr. Westbrook actively speaks to industry trade groups regarding air quality compliance issues. He is the co-instructor for the only publicly available training course on the Hotspots Analysis and Reporting Program (HARP) risk assessment software. His work background includes experience obtained at Kleinfelder in Pleasanton, CA, ENVIRON Corporation in Emeryville, CA, and Parsons Engineering-Science in Pasadena, California.

His formal education includes an M.S. in Environmental Science from Indiana University, Bloomington and a B.S. in Atmospheric Sciences from UCLA. He is a Certified Consulting Meteorologist (CCM) and is recognized as a Certified Permitting Professional (CPP) by the South Coast Air Quality Management District. Mr. Westbrook is listed as a CEQA Consultant for Air Quality by the County of San Diego, Planning Department.

Select Project Experience:

Human Health Risk and Exposure Assessment

- *Diesel Health Risk Assessment, Boeing Corporation, Long Beach*. Project Manager for completion of a health risk assessment for diesel PM emissions from 18 emergency and portable generators at Boeing's facilities in Long Beach. The work was completed using the HARP software. The purpose of the study was to evaluate the potential impacts from the engines, if included in a proposed South Coast Air Quality Management District air toxics rule. The results from the study were used to determine the location and time needed to operate the engines and be in compliance with the proposed rule.

- *Comprehensive Proposition 65 Audits, Confidential Power Producer, California*. For a confidential independent power producer, completed comprehensive Prop 65 audits for six facilities. The facilities combust petroleum coke, a byproduct of refining. Potential exposure areas covered included occupational and visitor, water discharges, air discharges, and exposure to a co-product from the electricity generation process. A report was prepared stating conclusions and whether there was a need to warn the community.

- *Duwamish Regional Health Risk Assessment, Seattle, Washington.* Teamed with Dillingham Software Engineering (DSE), the developer of California Air Resources Board Hotspots Analysis and Reporting Program (HARP), to complete a regional health risk assessment for the Duwamish River Valley just to the south of downtown Seattle. The modeling and health risk study included on-road diesel emissions sources, wood stoves, and criteria pollutant and air toxic emissions from more than 200 industrial facilities. BlueScape was responsible for developing the industrial facility air toxics emissions inventory, and completing a report utilizing modeling output provided by DSE. The study was sponsored by the Washington Department of Health.

- *AB2588 Health Risk Assessments, Multiple California Facilities*. Project Manager or Technical Lead for more than 20 AB2588 health risk assessment projects for industrial facilities located in Southern California. These included 10 Southern California Edison power plants, a fiberglass manufacturing facility, a spice processing plant, a plumbing supplies plant, the Kwikset manufacturing facility in Anaheim, two petroleum processing/refining facilities, two small parts coatings facilities (hexavalent chromium-based pigments), a resin manufacturer, a specialty resistor manufacturer and two aerospace part manufacturers. Used the SCREEN3 and ISCST3 dispersion models and the ACE2588 and HRA health risk assessment models to calculate and report health risks.

- *New Source Review Air Permitting Health Risk Assessments, Multiple California Facilities*. Project Manager or Technical Lead for completing health risk assessments to obtain air permits for a wide range of industrial emission sources located in California, for example, three separate air strippers, a can manufacturing facility, a landfill gas flare, two wood cabinet manufacturing facilities, a fiberglass manufacturing facility, a major refinery, and a power generation company. In the process of obtaining air permits, BLUESCAPE has used techniques ranging from consulting look-up tables and screening dispersion modeling, to full refined dispersion modeling and risk calculations.

- *Benzene Exposure Analysis, Confidential Refinery, Appalachian Region*. Lead dispersion modeler for an analysis of potential human exposure to benzene emitted from wastewater processing operations at a medium-sized petroleum refinery. Used the ISCST and COMPLEXI models to estimate ground-level impacts due to fugitive sources such as tanks, pipes, and ponds, as well as point sources such as cooling towers. Estimated potential excess cancer risk under various exposure scenarios, accounting for population mobility, indoor concentrations relative to outdoor concentrations, and movement of population between various microenvironments.

- *Evaluation of U.S. EPA's use of the HAPEM Exposure Model to Estimate Benzene Emissions from Mobile Sources, Confidential Client.* Lead modeler for evaluating U.S. EPA's application of the HAPEM exposure model to mobile source pollutants, especially benzene. Downloaded CO monitoring data from the Aerometric Information Retrieval System. Using statistical and graphical methods, analyzed the relationship between ambient measurements of CO and tailpipe benzene emissions to critically evaluate U.S. EPA's methodology.

Air Permitting: Minor New Source Review, PSD and Title V Air Permitting

- *Refinery Integration and PSD Review, Annual Emissions Reporting, Confidential Midwest Refineries.* Project Manager for securing air permits and avoiding major PSD permitting for integration of two refineries located in the Midwest, separated by one mile. Conducted PSD Review of such issues as stationary source definition and common control, project aggregation, projected

actual emissions, and capable of accommodating. In addition to integration of refinery operations, future projects included physical modifications and new units. Because the state determined that integration of both refineries was a change in method of operation, any future emissions increases above baseline would trigger major PSD permitting. BlueScape developed a method to use Projected Actual Emissions for integration plus aggregated projects to help the refineries avoid PSD. In addition to PSD review, the refineries hired BlueScape to develop a consistent Annual Emissions Reporting framework for both refineries and create a GHG emissions reporting plan under EPA's MRR program.

- *Hydrogen Plant Permits, Chevron Refinery, El Segundo, California.* Project Manager for securing installation permits for a new hydrogen plant, including a 780 MMBtu/hr heater, SCR system, process vents and components. The project was required to replace an old, existing plant under an Order for Abatement. Successfully negotiated installation of the project without requiring scarce and expensive emission credits (PM_{10}, 176 lb/day) that would have rendered the project impossible. Functionally identical replacement and concurrent modification offset exemptions were proposed and accepted by the South Coast AQMD. Negotiated permit conditions to provide operational flexibility during commissioning and startup conditions. Completed dispersion modeling using SCREEN3 and ISCST3 to show that short-term and long term operations will not cause or contribute to an exceedance of the health standards. Completed emission calculations and assembled all supporting documentation required as part of the rule review. Permits were issued in only six months, much less than the typical 1-2 years for similar projects, allowing the plant to be built and started as scheduled. BlueScape was a subcontractor to the Denali Group.

- *CEC Licensing and Air Quality Permits, Eastshore Energy Facility, Hayward, California.* Air Quality Project Manager for CEC licensing and air quality permitting for a 115.5 MW peaking power plant consisting of 14 natural gas-fired lean-burn engines. CEC application work supported the Air Quality and Public Health sections of the AFC, including construction emissions and modeling and the health risk assessment. Developed a CEQA PM10 mitigation plan provided to CEC. Participated in workshops and public meetings to resolve issues. Developed air permit conditions for the BAAQMD Final Determination of Compliance (PDOC).

- *PSD Permit, Confidential Fiberglass Manufacturer, Northern California.* Project Manager for completion of a PSD air permit application for a fiberglass manufacturing facility located in Northern California. Work included an air quality modeling analysis for PM_{10} and CO emissions. The facility's compliance with federal ambient air quality standards and with allowable PSD increment consumption was assessed. Mr. Westbrook assisted with preparation of a PM_{10} pre-construction monitoring and QA/QC plan, addressing monitor siting issues.

- *Expedited Distributed Generation Air Permits, RealEnergy Inc., California.* Managed Phase I & II installation of clean gas-fired internal combustion engines in 10 sites located in the South Coast Region and San Diego County of California. Worked with team members Resource Catalysts and Environmental Compliance Solutions under a very aggressive schedule to successfully obtain permits. Providing RealEnergy with ongoing permitting and compliance management support.

- *CEC Siting Application for a 62 MW Peaker Turbine Facility, RAMCO Inc. & PG&E, California.* Project leader with team member Resource Catalysts and other consultants; developed and submitted the licensing application for a peaking generation plant under the California Energy Commission 21-day expedited review process.
- *Backup Diesel Engine Air Permits, EDS Corporation and the U.S. Navy.* As subcontractor to Rancho Santa Fe Technologies, prepared air permit applications for five 1 MW diesel-fired engines as part of the U.S. Naval global military intranet system called "SPAWARS."

- *Title V Permits, Peaking Power Plant, Chowchilla, California.* BlueScape is prepared Title V permit applications for a peaking power plant consisting of 16 lean-burn gas engines, located in Chowchilla in the Valley Air District. The facility recently entered the program due to lowering of the Title V thresholds of NOx and VOC.

- *SIP Permit, Confidential Fiberglass Manufacturer, West Virginia.* Project Manager for completion of air dispersion modeling services for a fiberglass manufacturing facility located in West Virginia. The work was performed to assess the effect of changing the West Virginia State Implementation Plan on attainment of area PM_{10} NAAQS. On-site meteorological data was processed for multiple tower levels. The SCREEN3 model was used to reduce the number of nearby sources to be included in the NAAQS modeling analyses. The IGM model with ISCST and RTDM was used to model impacts from facility sources. ISCST and COMPLEX I were used to model impacts from nearby sources.

- *Synthetic Minor Air Permits, Three Prestolite Wire Corporation Facilities in the Midwest and Eastern US.* Project Manager for completion of synthetic minor air permit applications for telecommunication and automotive wire manufacturing facilities located

in Nebraska and Arkansas. Assisted facilities in preparing up-to-date emission inventories and avoiding Title V permitting requirements. For a third facility located in Georgia, negotiated with air pollution control agency staff to obtain an exemption from State air permitting requirements.

- *PSD Permit, Confidential Fiberglass Manufacturer, Georgia.* Managed and completed the modeling study to support a PSD application submittal for a fiberglass manufacturing facility located near Atlanta. The facility proposed to add sodium nitrate to raw batch materials to reduce odor-causing emissions of hydrogen sulfide from a melter. As a result, PSD for NO_2 was triggered. The project involved estimating process emissions of criteria pollutants, assessing compliance with NAAQS and increment thresholds for NO_2, and completing other required PSD analyses, including a visibility screening analysis.

- *Synthetic Minor Air Permit, Fisher-Hamilton Scientific, Two Rivers, Wisconsin*. Project Manager for completion of a Federally Enforceable State Operating Permit (FESOP) application for a wood furniture manufacturer. Our staff assisted the facility in implementing strategic measures to reduce VOC emissions and avoid Title V permit requirements. Calculations were performed for both actual and potential emissions based on future production scenarios, and drafted permit limits.

- *Title V Permits, Three California Facilities.* Assisted with completion of Title V permit applications for the Owens-Brockway glass facility in Tracy, California, the Lodi Metal Tech Facility in Lodi, California, and the Sony Electronics facility in San Diego, California. Lists of Title V-applicable regulations were developed for the facilities, and application forms were completed using client-supplied information.

- *Air Permits, Confidential Fiberglass Facility, Southern California*. Assisted a fiberglass facility in obtaining a modified air permit for an increase in production capacity on a highly restricted line. Although no net increase in emissions was expected following regulatory definitions, the permitting agency wanted air emission increases to be calculated using a restrictive methodology. This methodology triggered a Rule 1401 health risk assessment and led to delays in the permitting process. Assisted the facility throughout the process by analyzing the effect of agency requirements and presented ways to express production limits in a manner that would move the project forward. Ultimately, BlueScape succeeded in showing that the facility could expand production without causing significant health risk impacts or requiring emissions offsets. The facility received the modified air permit.

Air Dispersion Modeling Analyses

- *AERMOD Modeling, Bradwood Landing LNG Terminal, Oregon*. As a subcontractor to SRA, used the AERMOD model to assess impacts from a proposed Bradwood Landing LNG carrier vessel offloading terminal on the Columbia River. Developed an air dispersion modeling protocol in consultation with the Oregon Department of Environmental Quality. Analyzed impacts of emissions from submerged combustion vaporizers at rugged terrain along the banks of the river. Assisted the design team with exhaust design to optimize engineering design and satisfy applicable air quality thresholds.

- *OCD Modeling, Clearwater Port LNG Terminal, Ventura, California*. As a subcontractor to SRA, used the Offshore and Coastal Dispersion Model to assess overwater and onshore impacts from a proposed LNG offloading terminal and regasification platform 13 miles off Ventura County. Developed an air dispersion modeling protocol and completed modeling in consultation with the US EPA and the US Coast Guard.
- *LAX Construction Equipment Modeling Study, Los Angeles, California*. As a subcontractor to ECS, completed a dispersion modeling analysis for the proposed expansion of the Los Angeles International Airport. The majority of emissions resulted from diesel-fueled construction equipment. In order to show compliance with the Federal and State ambient air quality standards, completed ISCST3 air dispersion modeling using the ozone limiting technique for NOx emissions.

- *PSD Modeling Study, Columbia Ridge Landfill, Arlington, Oregon.* As a subcontractor to SCS Engineers, managed completion of a dispersion modeling study to assess impacts from increased fugitive PM10 emissions from a landfill. Impacts modeled using AERMOD were compared to the Oregon state ambient standards and increment levels. The project was particularly challenging given the amount of emissions from ground-level sources. Worked closely with the prime contractor to refine the modeling study emissions and source parameter inputs so that future operations will be in compliance with the standards.

- *Odor Modeling, San Diego Metropolitan Wastewater District (SDMWD), San Diego, California.* Completed dispersion modeling study using the ISCST3 model to assess potential odor impacts and health risks. The San Diego MWD planned construction of a Wet Weather Storage Facility (WWSF), consisting of two 7 million gallon underground storage tanks, to handle future peak wastewater flows during storm events. Required analysis of potential nuisance odors and health risk impacts as

compared to thresholds established by the San Diego APCD under Rule 1200 for surrounding businesses. Developed engineering design data, such as stack height, air flows, and scrubber control efficiency that would be required to meet City's odor design standards of 5 odor units (OU). Used conservative modeling and exposure assumptions, to show that odor impacts and health risks from the Wet Weather Storage Facility would meet design requirements.

- *Air Dispersion Modeling & Health Risk Assessment, THUMS, Inc., Long Beach, California*. Owner of natural gas and petroleum production fields, planned to site a 44 MW simple-cycle turbine facility in Long Beach harbor to provide onsite electricity for well pumping. Needed modeling and HRA to show that operation was in compliance with South Coast Air District Rules 1303 and 1401. Modeled impacts from criteria pollutants (NOx, PM10, etc.), ammonia slip, and air toxics found at three candidate site locations. Examined the effect of different stack heights, and the effect of building downwash on air quality impacts. For each candidate site, determined a stack configuration that would result in compliance with the district rules.

- *Ambient Air Quality Analysis, Motorola 52nd Street, Phoenix, Arizona.* Lead dispersion modeler for an ambient air quality analyses performed for a semiconductor manufacturing facility. Estimated off-site air quality impacts using the ISCST and SHORTZ dispersion models. From estimates of off-site concentrations and emissions data, compared modeling results to state ambient air quality guidelines. Completed feasibility studies to evaluate the impact of modifying facilities.

- *Stack Increase Study, Confidential Metal Container Manufacturer, Southern California.* Entrainment of sulfuric acid emissions released from three stacks into building ventilation intakes was apparently resulting in poor product finish quality for some can batches. As a subcontractor to Kleinfelder, made visual observations at the site and confirmed a potential problem during strong northeast winds. Using the ISCST3 model and ASHRAE guidance, stack height increases needed to avoid intake contamination were estimated. Reconstruction of the stacks was commenced based upon study recommendations.

- *Indoor Contamination Study, Confidential Hospital, Nevada*. A hospital in Nevada was evaluating reports of health effects possibly caused by indoor pollutant contamination. An investigation of rooftop stacks revealed that emissions from two boilers were potentially entrained into building ventilation intakes on the lee side (cavity area) of a downwind structure. The ASHRAE ventilation guidance was used to estimate boiler stack height increases recommended to avoid the building cavity zone.

- *Third-Party Modeling Review; Instantaneous and Short-Term Releases from Multiple Federal Munitions Disposal Facilities, Eastern United States.* Health risk assessments were performed by the facilities following the USEPA Human Health Risk Assessment Procedures (HHRAP) guidance document. Models proposed for use included OBODM, ISCST3, INPUFF, and TRPUF. Resulting documentation required third-party review by an independent source. The review focused primarily on the appropriateness of modeling input data assumptions, including emissions, source release parameters, and meteorological data. Comments were provided to Booz-Allen, and submitted along with other comments to USEPA and state air pollution agency staff.

- *Monitoring/Meteorological Data Validation Study, Confidential Municipal Waste Landfill, Southern California*. Compared vinyl chloride monitoring data to concurrently obtain meteorological measurements. Used on-site meteorological measurements as well as synoptic observations to validate monitoring data.

Mitigation Programs

- *Air Quality Mitigation and Monitoring Support, Confidential California Utility Transmission Project*. With ZMassociates, Project Director providing air quality mitigation support to a major utility. At the outset of the project the utility was required to mitigate more than 200 tons/year of NOx emissions. Refined project emissions estimates for updated route alignment and construction equipment forecasts. The outcome NOx mitigation requirements were removed. Calculated construction and operational GHG emissions and developed a plan for providing mitigation using carbon credits. Led team development of a Construction Emissions Monitoring Plan to track actual usage of construction equipment.

- *PM_{10} Mitigation Plan, Escondido, California*. Sempra Energy developed a 500 MW power generation facility in Escondido, California. Sempra was required to fund up to $1.9 million for local PM_{10} mitigation, with a preference for diesel exhaust mitigation. Under contract to City of Escondido, developed a PM_{10} mitigation plan identifying potential sources of local diesel mitigation. The mitigation plan considered the cost-effectiveness of diesel mitigation, as well as reducing emissions from other source types. Helped City of Escondido to apply for up to $500,000 in funding for particulate filters for several on-road and off-road diesel vehicles, and new school buses.

- *PM_{10} Mitigation Plan, Eastshore Energy Facility, Hayward, California*. Project Manager for developing a PM_{10} mitigation plan under California CEQA requirements. The Eastshore Energy facility is not required to mitigate PM_{10} under BAAQMD regulations. However, CEC requires that PM_{10} emissions be mitigated, especially during potential non-attainment periods. Developed a two-prong plan that proposes using BAAQMD-banked emission reduction credits, or a wood stove and fireplace replacement program. The mitigation is currently being negotiated with CEC.

- *LAX PM_{10} Mitigation Study, Los Angeles, California*. Completed research of PM_{10} mitigation options for the LAX expansion project. Focus of the research work was on air filtration in air conditioning systems in area schools.

- *Rule 1309.1 Priority Reserve Rule Review, Southern California*. For a confidential client, applying PM_{10} offsets, closely followed Rule 1309.1 Priority Reserve developments. Challenges to Rule 1309.1 placed many restrictions on facilities needing access to the Priority reserve. This will have a significant impact on the market for PM_{10} Emission Reduction Credits within the SCAQMD.

Greenhouse Gas Management

- *Johns Manville Corporation, Corporate Greenhouse Gas Inventory Management*. Johns Manville is a Berkshire Hathaway Company that manufactures residential and commercial insulation and roofing products (www.jm.com). The company has 50 manufacturing facilities worldwide. BlueScape conducted baseline emissions inventory work focusing on two California facilities that may be subject to AB32 reporting requirements. The 2006 emissions inventory data were be supplied to the California Climate Action Registry, and successfully verified by a third party. On a corporate level, BlueScape is working with Johns Manville to develop corporate strategies to address climate change issues, considering energy efficiency and credit development opportunities, national Climate Registry participation, and insulation product sales.

- *Greenhouse Gas Footprint Life Cycle Analysis, Confidential LNG Project, Western US*. BlueScape partnered with WorleyParsons Komex to prepare a GHG footprint life cycle analysis for a proposed liquefied natural gas project. The project will obtain natural gas from fields in Asia or Australia, clean and liquefy the gas and transport LNG across the Pacific Ocean to the US West Coast. Regasification and compression of natural gas will be accomplished utilizing four gas turbines. The project is being completed for submittal to the Coastal Commission, US Coast Guard and other agencies as part of a NEPA review. The life cycle GHG impact with and without the project (no action alternative) will be compared. The no action alternative considers forecasted Western US power industry fuel and generation technology mix, including coal, natural gas, renewable, nuclear and hydroelectric, from 2012 to 2050. To complete the work, BlueScape obtained and analyzed utility, CEC and PUC reports.

- *Confidential Independent Power Producer, Greenhouse Gas Emissions Inventory and Solutions, California.* BlueScape completed a baseline greenhouse gas emissions inventory for an independent power producer operating nine plants with 500 MW of total power production capacity. At six plants, the company combusts petroleum coke, a fuel with CO_2 emissions similar to coal. The company is facing contract renewal with PG&E, and is concerned that the facilities will not be competitive to natural gas-fired plants. BlueScape is working with the company to analyze possible solutions to reduce GHG emissions ahead of impending AB32 compliance requirements and PG&E contract renegotiation. Options identified to date include boiler oxy-firing, fuel switching, carbon sequestration, load shifting to re-permitted gas-fired power plants, and plant shutdown. The company is also considering investing in renewable energy projects to offset GHG emissions from fossil fuels. The project goal will be to help the company to remain competitive in the rapidly changing California power generation market.

- *Greenhouse Gas Emissions Inventory Verification, California Climate Action Registry.* BlueScape has completed verification work on three greenhouse gas emission inventories. The work was completed as a subcontractor to ICF Consulting, for 2006 inventories submitted to the California Climate Action Registry. The companies include Los Angeles County, Driftwood Dairy, and Termo Oil and Gas., all located in the Los Angeles area. The verification work included initial meetings, site visits, auditing of records and calculations, and filing a verification opinion.

- *Oil Production CO_2 Life Cycle Analysis, Client: Confidential Refinery, California.* Managed a project to complete a life cycle analysis to compare the CO_2 emissions from extraction and delivery of Los Angeles heavy crude oil to a Los Angeles refinery versus extraction, marine shipping, and delivery of Alaskan or Middle East light crude oil to a Los Angeles refinery. CO_2 emissions for extraction of Los Angeles heavy crude oil were based on an oil production lease's certified California Climate Action Registry emissions. CO_2 emissions for extraction of Canadian light crude oil were based on average natural gas combustion and production

data published by the Alaska Oil and Gas Conservation Commission. CO_2 emissions for extraction of Middle East light crude oil were estimated from Los Angeles/Canada data and a reduced water/oil ratio. CO_2 emissions from transportation considered heavy fuel oil combustion in main and auxiliary engines throughout the tanker travel distance, as well as marine diesel combustion by tugs and during maneuvering and hotelling. Results were compiled as a production carbon intensity to show that the higher CO_2 emissions from heavy crude oil production in Los Angeles were offset by the reduced transportation emissions.

Accidental Release Offsite Consequence Analyses

- *RMP Offsite Consequence Analysis, Multi-Chem, New Iberia, Louisiana and Denver City, Texas*. As a subcontractor to Denali, Inc., BlueScape completed an offsite consequence analysis for a chemical storage and distribution facility. The facility distributes acrolein, a highly toxic substances used in oil and gas fields in the petroleum industry. The worst-case and alternative release scenarios were assessed, including breach of a storage tank and a PRV release involving a fire. Modeling was completed using RMPComp and Aloha.

- *RMP Offsite Consequence Analysis, Hill Brothers Chemical Company and Modern Ice and Cold Storage, San Jose, California*. As a subcontractor to Denali, Inc., completed a CalARP (RMP) modeling study for a chemical company that stores and redistributes for sale anhydrous and aqueous ammonia, and a food cold storage facility. For each facility, assessed the worst-case and alternative release scenarios for each process utilizing ammonia, then calculated the source term (ammonia release rates) for each process. The worst-case and alternative case impacts were determined using the DEGADIS and/or other appropriate models or guidance.

- *Offsite Consequence Analysis, Microchip, Tempe, Arizona*. A semiconductor manufacturer needed to update its accidental release management plan for compressed gases, hydrochloric acid, and sulfuric acid. The ISCST3 model with one year of meteorological data was used to model compressed gas releases. DEGADIS was used to model acid spills. The radii of impact, based upon the distance to IDLH values, were found to be within the facility boundary. A report presenting the results of the analysis and showing the onsite radii of impact was completed.

- *Risk Management and Prevention Plan, Komag, Fremont, California.* For development of an RMPP, analyzed meteorological data to determine typical conditions that could occur during an accidental release. Developed a report section describing typical meteorological conditions in the RMPP.

- *Accidental Release Models Evaluation, Pure-Etch, Salinas, California*. As part of a CEQA study, an etching solution reclaim facility was required to conduct a "customized" accidental release analysis for a mitigated negative declaration. The chemicals at issue were sulfuric acid, hydrochloric acid, and ammonia. Assisted in the project by locating and evaluating candidate dispersion models for completing offsite consequence analyses.

Air Emissions Inventories

- *Air Emissions Fee Reports, Johns Manville Corporation, Corona, California.* Assisted a fiberglass company in Southern California in response to SCAQMD's request for revised Rule 301 emissions inventories for the period 1994-1997 and completed the 1997-1998 report. A full air compliance audit initiated the project to verify permit status and emissions source inclusion. Emission factors were updated to reflect recent source tests and a Title V emissions inventory.

- *Clean Air Act Emissions Inventory for Two ABEX/NWL Control Systems Facilities.* Managed the completion of facility-wide emissions inventories for two aerospace component manufacturing facilities located in Michigan and Georgia. The emission inventories were submitted to State agencies and became the basis for determining applicable Clean Air Act requirements, including Title V permitting.

- *Due Diligence Emissions Inventory, Confidential Golf Club Manufacturer, San Diego, California*. A golf club manufacturer was interested in estimating air toxic emissions from one of two facilities. Emissions had not been tracked closely in the past. The project proved to be challenging, since many different paint and solvent products were used, usage logs differed between different production areas, and materials were often transferred from another facility. Data gaps were filled to complete the inventory. Results of the due diligence inventory were compared to local air district regulations to assess compliance.

- *Dehydration Unit Emissions, Confidential Natural Gas Producer, Western U.S*. Using natural gas composition information supplied by the client, estimated VOC and hazardous air pollutant emissions from triethylene glycol dehydration units at three facilities. The purpose of the project was to determine if Title V permit applicability thresholds were exceeded. The GlyCalc 3.0 model was used to complete emissions estimates.

- *AB2588 Emissions Inventory, Johns Manville, Willows, California*. A fiberglass manufacturing facility was required to update its original AB2588 emissions report. Several new source test results had been completed. Using the source test data and other information sources, a comprehensive air toxics inventory was completed and submitted to the Glenn County Air Pollution Control District using FATES. From the results of the analysis, risk prioritization scores were estimated and the facility was counseled on potential updated risk assessment requirements.

- *AB2588 Emissions Inventory Plans, Calmat, Southern California*. Completed Air Toxics Inventory Plans for more than 10 sand and aggregate, batch concrete, and batch asphalt plants. Provided detailed information to agencies on processes and emission quantification methods. The plans were the basis for later completion of emissions inventory reports.

Clean Air Regulatory Analyses and Compliance Audits

- *Confidential Coatings Manufacturing Company, Air Permitting and Compliance – South Coast AQMD* – A coatings manufacturing facility in Los Angeles required help with emission calculations to avoid Title V major source permitting requirements. BlueScape avoided Title V, by completing alternative emission calculations for more than 20 vessels using EPA's TANKS equations and specific chemical mixture properties. Subsequently, when auditing facility permits, BlueScape found that the facility had not properly permitted several mixing vessels. BlueScape completed permits under SCAQMD's amnesty self-disclosure program, thus avoiding violations. BlueScape is currently working with the facility to triple the amount of throughput in a solvent recovery process. The project will require installation of a vapor condenser to reduce VOC and air toxic emissions increases.

- *Regulatory Analysis for the Petroleum Industry, Western States Petroleum Association*. Conducted a comparative analysis of over 150 environmental regulations affecting petroleum companies in five key areas: air toxics, new source review, endangered species, hazardous materials, and oil spills. Determined reporting requirements, and assessed inefficiencies and overlaps between regulations.

- *Clean Air Act Compliance Audits, Confidential National Client.* Task Manager for analyzing the impact of the 1990 Clean Air Act Amendments on over 30 facilities located in 11 states and engaged in a variety of manufacturing activities. Reviewed emissions and process information to determine the applicability of, and compliance with, Federal, State and local air quality regulations. Prioritized issues and gave recommendations for action.

- *General Motors Environmental Audit, Flint, Michigan*. As a team member with Golden Environmental, completed the air quality audit portion of the environmental for the maintenance services at "Buick City" located in Flint Michigan.

- *Environmental Compliance Audit, Triptych CD, Stockton, California.* Completed the environmental compliance audit for a company located in Stockton, California, which produces compact discs. Evaluated the facility's compliance with applicable air, solid waste, hazardous waste, and water discharge regulations.

- *Clean Air Act Compliance Audit, Confidential Aluminum Production Facility, South Carolina*. Completed a review of Clean Air Act regulations that might apply to the facility as part of an environmental audit. Assessed the applicability of NSPS, NESHAP, MACT, CAA Section 112(r) and other requirements.

Environmental Impact Air Quality Analysis

- *Air Quality Impact Analysis, Homestead Village, San Ramon, California*. Project Manager for completion of an air quality impact analysis for a hotel development, as part of a CEQA environmental impact report. The analysis was completed efficiently using BAAQMD guidance and a study previously completed for a shopping center. Using traffic information supplied by another consultant, insignificant project impacts were estimated.

- *Environmental and Air Quality Impact Review, City of Antioch and Pittsburg District Energy Facility.* Project Manager retained by The City of Antioch, and Intervener, to review the California Energy Commission's (CEC) Preliminary Staff Assessment

for the Pittsburg District Energy Facility. Worked with team members to developed written testimony regarding potential impacts to air quality, water quality, and infrastructure. Attended workshops and hearings to obtain information and present City of Anitoch's concerns to CEC staff.

- *Air Quality Modeling Analysis, Alta Ski Resort Draft EIR, Utah.* Revised the air quality impact section of a draft EIR for the Alta Ski Resort. The section was expanded to address lead agency comments regarding potential impacts on ambient air quality, visibility, and PSD increments. The SCREEN3 model and CALINE4 model were used to estimate impacts from direct and indirect sources. A formal response satisfying the comments was submitted.

- *Traffic and Air Emissions Study, Reno, Nevada*. As part of the environmental impact report for the Southern Pacific-Union Pacific railroad merger, estimated automobile air emissions due to increased traffic delays caused by train trips in downtown Reno. Estimated emissions using MOBILE5. Train emissions were estimated using emission factors supplied by the Washoe County Air Agency.

- *Air Quality Impact Analysis, Vintage Faire Mall, Modesto, California.* The Vintage Faire Mall was planning to expand to include additional services with added parking spaces. An analysis was completed to determine air quality impacts from increased automobile trips. The EMFAC7F model was run to obtain vehicle emission factors. Impacts from CO and other emissions were estimated using the CALINE4 model and CEQA guidance.

Litigation Support

- *Litigation Support, SLOAPCD Rule 1001, Oceano Dunes, California*. On behalf of Friends of Oceano Dunes, reviewed the South County Phase 2 Particulate Study for Oceano Dunes and the proposed San Luis Obispo County APCD Rule 1001 to permit and control dust emissions within the State Vehicular Recreation Area (SVRA). BlueScape's report, among other things, challenged a direct connection between monitored PM concentrations and dust generated from within the SVRA, and also the practical enforceability of Rule 1001. The report was presented to the San Luis Obispo County Board of Directors, and used in subsequent litigation.

- *Confidential Litigation, CO Poisoning Case, New Mexico*. Project Manager and Expert Witness for a litigation case involving a CO exposure and poisoning case at a hotel in New Mexico. Performed site investigation and analysis of meteorological data as a preliminary step to indoor CO exposure modeling. Developed procedures to conduct modeling, considering placement of CO monitors and air flow into and out of emission source and exposure areas. The case was settled.

- *Confidential Odor Litigation Case, Southern California*. Project Manager and Expert Witness for a litigation case involving a pet food manufacturing plant and reports of odors in the community. Reviewed the previous emission calculations and modeling approach completed by a consultant using ISCST3, and updated air quality modeling using AERMOD, the current EPA-required dispersion model for offsite impacts. Meteorological data were updated to nearby wind monitors and using MM5 prognostic upper air data. Peaking factors were developed to extrapolate one-hour average model impacts to 3-minute average impacts. The case is pending trial.

- *Litigation Case for a Residential Housing Developer, San Diego.* Project Manager and Expert Witness to support a residential housing developer as Defendant. A resident that lived on the road to a new housing developing sued the developer for dust and diesel emissions entering the property, claiming severe asthma and other health impacts. Developed an analysis of ambient ozone and particulate matter concentrations, and pollen data. Reviewed local wind data and proximity of roadways to the plaintiff's house. The case is pending trial.

- *Confidential Air Toxics Litigation Case, Southern California.* Project Manager and Expert Witness for a toxic tort litigation case in Southern California. The case involved transport of emissions from open burning and open detonation of waste munitions into a residential community. Developed meteorological data for air dispersion modeling using the CALMET system. Dispersion modeling was completed using ISCST3, OBODM, and CALPUFF to assess various historical operational scenarios. Deposed regarding modeling results. Case was settled out of court.

- *Litigation Support for an Accidental Chemical Release, Confidential Pesticide Manufacturing Company*. Served as an Expert Witness on behalf of the Defendant, a pesticide manufacturing company, that had released chlorosulfonic acid from a tank.

The Plaintiff claimed injury from exposure to hydrochloric acid (HCL) generated from the release. Work involved meteorological data analysis to show that the Plaintiff could not have been in contact with an acid cloud, and SLAB dispersion modeling to predict downwind concentrations of HCL. Deposed regarding modeling results. The case ended in a settlement favorable to the Defendant.

- *Proposition 65 Litigation, Confidential California Facility.* Prepared a Proposition 65 health risk assessment for a metal polishing and plating facility that uses perchloroethylene in a vapor degreasing operation. A citizen's group contended that the facility failed to warn off-site receptors of perchloroethylene levels above the no significant risk level (NSRL). BlueScape used refined analysis methods to show that, given very conservative exposure assumptions that overstate actual risk, exposure values above the NSRL were confined to locations very near the emissions source.

- *Proposition 65 Litigation and Evaluation Services, Nine Confidential California Companies*. Project Manager or Technical Lead in Proposition 65 services ranging from due diligence audits to litigation support. Industries served include battery manufacturers, a glass container manufacturer, a golf club manufacturer, two metal plating facilities, an electronics manufacturing firm, and an airplane parts manufacturing company. Completed community exposure assessments using the SCREEN3 and ISCST models. Evaluated representativeness of assumptions used in litigant's and plaintiff's modeling analyses, including meteorological data inputs, monitoring and emissions data referenced, equipment operating schedules, estimates of indoor concentrations of lead relative to outdoor concentrations, and mobility of worker populations.
- *Litigation Assistance for a Consortium of Confidential Petroleum Refineries, Texas.* Assisted several petroleum refineries located in Texas in class action litigation involving fugitive benzene emissions from piping and tanks, and chromium emissions from cooling towers. Performed dispersion modeling for benzene impacts using plaintiff's input files and ISCST, but revised benzene emissions estimates reflecting more realistic assumptions. Also, used plaintiffs ISCST and FDM input files to evaluate chromium impacts for various particle sizes and surface roughness lengths.

- *Air Toxics Litigation, Confidential Chemical Manufacturer, Texas*. A chemical company in Texas was being sued by nearby residents alleging exposure to benzene and other chemicals was causing various health ailments. Depositions from over 30 litigants were reviewed to develop an exposure parameters database. Used a visual basic-driven system to estimate benzene exposure under various scenarios. The scenarios accounted for population mobility, indoor concentrations relative to outdoor concentrations, and movement of population between various micro-environments.

Papers and Presentations:

- Westbrook, J.A. 2007. How to Calculate and Reduce Fleet Carbon Emissions. Presented at the National Alternative Fuels & Vehicles Conference, Anaheim, California, April.

- Westbrook, J.A. and Sullivan, P.S. 2006. Fugitive Dust Modeling for PM10 Emissions from a Municipal Waste Landfill. Presented at the "Guideline on Air Quality Models: Applications and FLAG Developments — An A&WMA Specialty Conference", Denver, Colorado, April.

- Westbrook, J.A. and Dillingham, J. 2005. *Rule 1401 Health Risk Assessment Course*. One-day course presented in Anaheim, California.

- Westbrook, J.A. and Dillingham J. 2005. *Air Toxics Health Risk Assessment Featuring HARP Software*. Two-day course presented in Anaheim and San Francisco, California.

- Westbrook J.A. 2004. *Environmental Justice & DER*. Presented at the 2004 California Alliance for Distributed Energy Resources Conference, San Diego, California.

- Tarde J.A. and Westbrook J.A. 2003. *Air Quality Modeling in a Highly Industrialized Valley Regime: A Comparison of AERMOD–PRIME to ISCST–PRIME and ISCST3 Results for PM10 Emissions*. Presented at the "Guideline on Air Quality Models; the Path Forward" Conference, Mystic, Connecticut, October.

- Westbrook, J.A. 1998. *Regional Risk Analysis and CALPUFF: A Review of the Tri-State Initiative.* Presented at the 10th Joint Conference on the Applications of Air Pollution Meteorology with the AW&MA, Phoenix, Arizona.

- Westbrook, J.A. 1998. *Facilitating the Air Permitting Process: Strategic Planning Makes a Difference*. Presented at the 1998 Johns Manville Environmental Coordinator's Conference, Denver, Colorado.

- Westbrook, J.A. 1998. *Air Dispersion Models: Tools to Assess Impacts from Air Pollution Sources.* Natural Resources & Environment New Science and Technology Issue. ABA Section of Natural Resources, Energy, and Environmental Law, Chicago, Illinois, Spring.

- Westbrook J.A., and Tarde J.A., 1995. Dispersion Modeling Techniques for Horizontal, Titled or Capped Emission Sources. Presented at the 88th Meeting of the Air & Waste Management Association, San Antonio, Texas.

- Hayes S.R., and Westbrook J.A. 1992. Analysis of Regulatory Requirements for Petroleum Companies in California. Presented at the DOE California Petroleum Industry Environmental Workshop, Bakersfield, California.

Francisco J. Matamala

Photochemical Modeler, Software Engineer

Expertise

Air Quality & Photochemical Models
- CALPUFF
- CALGRID
- CMAQ
- CAMx
- SCIPUFF
- SCICHEM
- AERMOD

Business Solutions

Databases
- MySQL 5
- SQL Server 2005-2014
- PostGREQL 9.0

Environmental Engineering

Meteorological Models
- WRF
- CALMET
- RAMS

Software Development
- Visual Studio .NET (C# .NET 4.6)
- Delphi 7 – BDS 2007
- Java (J2SE, J2EE)
- Fortran 77/90
- C/C+
- PHP 5.0
- JavaScript, HTML & CSS
- JQuery / Bootstrap

Tracer Studies

Industry Focus

Landfill
Lumber Industry
Mining Industry
VisualCheck

Education

Civil Eng, Computer Science
Universidad de Chile

Certifications

MBS, Great Plains Report Writer

Company Background

EnviroModeling Ltda
Lakes Environmental, Inc. Canada
NetCAS Ltda
AeroVironment, Inc. USA

Summary of Experience

Twenty-four (24) years of experience in air quality modeling and in the development of software solutions for environmental engineering companies and the mining industry. Has participated in dozens of environmental engineering projects worldwide, leading modeling teams in every stage of the consulting process. Has designed and developed software for the visualization and analysis of air quality modeling data, emissions inventories and other environmental data sets.

Has extensive experience with air dispersion models, including mastery of the CALPUFF modeling system, SCIPUFF and AERMOD. Has ample experience with complex photochemical models, including CMAQ, CAMx and SCICHEM. Has designed and developed software for the visualization and analysis of air dispersion and photochemical models (CALPUFF, SCIPUFF, CAMx), commercialized and sold all over the world.

Has implemented the Weather Research and Forecast meteorological model WRF (versions 3.5 and newer) and setup dynamic execution clusters in both Lakes Environmental and EnviroModeling. Extensive knowledge of the execution, processing and visualization of WRF, implementing the model in projects worldwide.

Has led development teams in the implementation of intelligent real-time systems for air pollution management (FETS-RT Web), with deployments in Canada, Mexico, and Australia.

Innate problem solver, able to visualize and solve complex tasks. Can perform proper design abstraction and the practical implementation of a solution. Understands and utilizes agile development methodologies, in particular cyclical development with prototypes. Practices domain driven design.

Excellent grasp of most high level development languages, including C/C++/C#, Delphi, Java (J2EE), Fortran, amongst others. Extensive experience with the .NET platform, up to and including .NET 4.6. Comprehensive knowledge of database management and design, having ample experience with SQL Server 2005-2014 and MySQL.

Select Project Experience:

Select Dispersion Modeling and Tracer Studies

- ***ARAMCO Saudi Arabia*.** SF6 tracer studies 2001 – 2002. Validation of the CALPUFF System.

- ***Enami, Chile*.** SF6 tracer studies at Ventana and Paipote cooper smelters. 2006 – 2007. Validation of CALPUFF system.

- ***EnviroModeling Ltda., IT Manager and Senior Partner, Chile***. Main IT support for all air quality consulting projects, such as lead engineer and project manager for WRF execution cluster. Lead developer of CAMx modeling engineer and CalDESK and other software products. Provided main IT support for all air quality consulting projects.

- ***Lakes Environmental, Inc., Senior Developer, Canada***. Implemented a distributed graphical rendering engine. Lead team member built to support air quality software packages, such as FETS-RT that was a three (3) year project. Lead developer and project manager for WRF distributed execution cluster. Team member for Kuwait AQMIS project for UNDP. Provided developer support for CALPUFF View.

- ***WoodTech S.A., Independent Consultant, Las Condes, Las Condes***. Developed main infrastructure and core components of the Logmeter 4000 system.

- ***PROTAB S.A., Independent Consultant, Spain***. Developed multiple business solutions modules.

- ***NetCAS Ltda, IT Manager,*** Designed and implemented business solutions projects for ERPs for Great Plains, Solomon, J.D. Edwards and PeopleSoft). Course Instructor (Crystal Reports and Report Writer of Microsoft Dynamics)

Software Products

- ***CALPUFF Online Modeling System*.** Development of a CALPUFF Online Modeling System (COS) to evaluate in real time the air quality due to odor emission from land fields and similar process. The COS software runs using local meteorology as well as meteorology generated from WRF runs.

- ***CalDESK***. Software for the visualization and analysis of the CALPUFF Modeling System (CALMET/CALPUFF/CALGRID). Sold internationally since 1997, with hundreds of licenses in over 20 countries. Currently at version 2.98. CalDESK has multiple features, including:
  - CALMET, CALPUFF, and CALGRID data visualization with multiple views. Surface views, vertical XZ and YZ slices, vertical profile at a specific point, time series, and a dual slice view provide complete visualization capabilities. Multiple variables can be displayed within a single view, and views can be linked for paired viewing.
  - Visualization of CALMET meteorological data and CALPUFF concentrations at the same time. Wind fields, contours, box fills, streamlines and line graphs are available.
  - Puff visualization in surface and vertical views, using detailed display options that include specific colors per emission source, transparency based on puff concentrations, and color fills based on puff age.
  - Advanced trajectory analysis module, which allows the users to perform complex trajectory analysis, calculating the trajectories for an entire period and allowing the user to visualize specific trajectories with varied display options. Trajectories can be saved for future analysis, independent of the CALMET data file.

- ***FETS-RT Web (Participated as Lead Developer).*** Real-time web-based program which can demonstrate the correlation between pollutant emissions from industrial processes and their impact concentrations. FETS-RT Web performs continuous air dispersion modeling runs to project the most

probable outcomes for a collection of user-defined operating scenarios. This involves using forecast meteorology data and real-time data from monitoring stations as input to an air dispersion model which calculates the expected concentrations of a pollutant based on source parameters and emission properties. FETS-RT Web has been implemented in several industrial sites within Canada, Mexico, and Australia.

- **Kuwait AQMIS *(Participated as Developer)*:** Developed for KEPA under a UNDP contract, the Kuwait AQMIS is web-based platform that uses a Geographic Information System (GIS) style user interface to show where sources as they are physically located in relationship to other features. It also includes meteorology data to run five (5) years of AERMOD air modeling in order to identify all possible dispersion options. The AQMIS provides KEPA with a nation-wide tool to manage all elements of air quality. The major functions of the AQMIS are to:
    - Serve as a National Emissions Inventory Repository and prepare periodical reports on hazardous air pollutants and greenhouse gas emissions.
    - Provide air dispersion modeling for all sources and receptors in the country and conduct human health risk assessments based on population exposure.
    - Establish an emission source permitting and tracking program to issue Permits to Construct and Permits to Operate.
    - Collect atmospheric data from mobile and fixed site air monitoring stations, as well as point source data from emissions monitoring systems at major sources.
    - Track site visits to emission sources and manage outstanding violations.

- **SisDCA**: Air Quality Diagnostics System - Management system for the analysis of the results of air quality simulations. Used to generate meteorological input data for the CALPUFF modeling system and to provide analysis tools for the visualization of air quality data.

- **CAMxDESK**: Visualization and analysis platform for the photochemical model CAMx, versions 3.0 to 5.0. Based on CalDESK development platform.

- **GradsDESK**: Visualization and analysis platform for GrADS synoptic data files. Based on CalDESK development platform.

- **ECOSOFT**: Environmental legislation visual database, in a web based platform.

- **SIMPCA**: Air dispersion prediction system, implemented for the copper smelter Fundicion Hernan Videla Lira (ENAMI) in Copiapo, Chile.

- Radomiro Tomic mine of CODELCO Chile.

- ***RIPIO-Gaby***. Similar to RIPIO-RT, developed for the Gaby mine.

- ***MODEEM*.** Estimation model for metallurgical extraction, developed for the South Mine Geo-Metallurgical Plan, CODELCO Chile.

- ***MCA-Teniente***. Graphical implementation of the water quality model developed for the El Teniente division of CODELCO Chile. Developed working under engineers of CIMM.

- ***MCA-Andina***. Similar to MCA-Teniente, developed for the Andina division of CODELCO Chile.

Education

PhD, Engineering and Public Policy, Carnegie Mellon University, Pittsburgh, Pennsylvania, 2004

BS (with honors), Petroleum Engineering, Montana College of Mineral Science and Technology, Butte, Montana, 1985

AA, Computer Science, Montana College of Mineral Science and Technology, Butte, Montana, 1983

Quotes

"You may not remember, but during my freshman year and your junior year (as I was struggling with Physics 1 {mechanics} from Jack Youngblood) you were gracious enough to give me a 30 minute lesson on dimensional analysis which helped me better understand alternative methods for checking my work and applicable to almost all of my engineering classes. I have never forgotten what you did for me...thank you. I've done the same thing for many other engineering students over the years."

Ron Layton
11-Jan-2016

"Jim is an excellent balance of engineer and scientist with a seemingly unlimited capacity for solving complicated problems. He is fearless and dependable, and a real pleasure to work with."

Stephen Andersen
26-Jan-2016

IT Manager,

Senior Consulting Engineer,

Senior Software Developer,

Dr. Wilkinson possesses knowledge and experience in applied research and directly related technical experience in disciplines spanning the physical sciences, geophysical sciences, mathematics, and computational sciences. His experience includes but is not limited to managing large scale, multidisciplinary applied research projects with multiple stakeholders and sponsors, such as urban- to continental-scale air quality (CAMx, CMAQ) and meteorological (WRF, MM5) modeling studies. Jim also has experience in emissions modeling system design, development, and application (e.g., SMOKE, CONCEPT, and EMS-95); micro- to global-scale environmental data base management system design and deployment; design, development, and application of computational mathematical models of the environment (e.g., URM and BIOME).

Dr. Wilkinson has experience in the application of Failure Mode and Effects Analysis (FMEA), Threat and Hazard Identification and Risk Analysis (THIRA), and Hazard Consequence Modeling and Risk Assessment. He has applied the Process Hazard Analysis Software Tool (PHAST) to assess hazards and risks associated with gaseous and liquid hydrocarbon pipelines, carbon dioxide pipelines, and hazardous chemicals storage tanks. He has used these techniques to prepare siting plans for Liquefied Natural Gas (LNG) facilities and acrylonitrile production facilities.

Dr. Wilkinson is an experienced software developer having designed, developed, tested, deployed, and maintained systems across Windows and Linux platforms. He has expertise across the LAMP and WAMP environments working in frameworks such as LINQ, .NET, and Entity Framework with the C#, PHP, and ReactJS languages.

Jim has formulated public policy perspectives associated with the technical and scientific findings of basic and applied research, and taught at the university level.

Employment History

Organic Materials Review Institute (OMRI) – Eugene, Oregon
IT Manager (Mar-2020 to Present)
Senior Software Developer (Jul-2016 to Mar-2020)

Staff mentoring and project supervision. Business development, cost modelling, personal resource deployment and load balancing, project management, technical leader for air quality modeling and meteorological modeling.

Terra-Technologies. – Eugene, Oregon
Senior Consultant (Nov-2015 to Present)

Staff mentoring and project supervision. Business development, cost modelling, personal resource deployment and load balancing, project management, technical leader for air quality modeling and meteorological modeling.

Golder Associates Inc. – Portland, Oregon
Senior Consultant (Aug-2013 to Nov-2015)

Staff mentoring and project supervision. Business development, cost modelling, personal resource deployment and load balancing, project management, technical leader for air quality modeling, process safety management, risk assessment, and hazard consequence studies.

Alpine Geophysics, LLC – Eugene, Oregon
Senior Engineer and Managing Partner (1993 to 2013)

Business development, project management, and technical leader providing guidance on air quality modeling studies. Cost modelling and personal resource deployment.

Radian Corporation – Sacramento, California
Senior Engineer (1992 to 1993)

Project and technical leader who provided guidance on air quality modeling studies.

Radian Corporation – Sacramento, California
Staff Engineer and Computer Scientist/Engineer (1988 to 1992)

Project technical leader who provided environmental engineering and air quality modeling services. Provided database and systems development services for environmental engineers.

ARCO Alaska, Inc. – Anchorage, Alaska
Petroleum Engineer (1985 to 1986)

Drilling engineer and operations engineer supporting production drilling and facilities operations in Prudhoe Bay, Kuparuk River, and Cook Inlet fields.

Montana Tech Computer Services – Butte, Montana
Programmer II (1984 to 1985)

Provided support for campus-wide computer services.

ARCO Alaska, Inc. – Anchorage, Alaska
Petroleum Engineer (1984)

Provided reservoir modeling support on Cray supercomputer.

Montana Tech, Environmental Engineering Department – Butte, Montana
Teaching Assistant (1982 to 1984)

Provided necessary support to a professor to teach environmental engineering to undergraduates. Ran computer laboratory for various classes.

PROJECT EXPERIENCE – METEOROLOGICAL & AIR QUALITY MODELLING

WRF, SMOKE, CMAQ Modelling for the City of Hamilton
Hamilton, Ontario

Dr. Wilkinson developed model inputs for WRF, SMOKE, and CMAQ to support comprehensive air quality modelling over Hamilton for 2012. He prepared data sets for nested 36-12-4-1.33 km domains centered over Hamilton with 30 vertical levels extending to 100 mb. Dr. Wilkinson conducted model performance evaluations for WRF and CMAQ to determine their skill at reproducing historical conditions. Pollutants considered in this assessment included B(a)P, formaldehyde, cadmium, ammonia, mercury, and chromium among others.

Steamboat Springs
Colorado

Estimated the impacts that planned improvements to the Steamboat Resort will have on air quality. Using MOVES2014a and NONROAD2008 to estimate the emissions (volatile organic compounds [VOCs], nitrogen oxides [NOx], sulfur dioxide [SO2], particulate matter [PM], and greenhouse gases [GHG]) from diesel and gasoline-fueled vehicles used during construction and operation. Impacts were estimated based on activities occurring during the summer of 2017.

MOVES2014 Modelling for Chicago, Minneapolis, and Kansas City; Urban Air Initiative

Dr. Wilkinson prepared inputs to and ran the Motor Vehicle Emissions Simulator (MOVES2014) for the subject cities for 2017 based on default data. Based on new fuel parameter data supplied by the sponsor, he adjusted the MOVES2014 inputs to reflect the alternate fuel parameters that were indicative of real-world fuels. A comparison of the on-road emissions estimates based on the default data and those based on the real-world fuel parameters showed that MOVES2014 may incorrectly account for changes in fuel parameters specifically associated with ethanol-blended fuels above E10.

Acid Mist Modelling with AERMOD Glencore --Mopani Copper Mines;
Zambia, Africa

Dr. Wilkinson prepared analyzed observational data for sulfuric acid concentrations and meteorology in order to prepare inputs to the MAKEMET and AERMOD models. MAKMET was used to estimate meteorological parameters necessary to drive AERMOD in its screening mode. AERMOD was used in screening mode to predict acid concentrations from an acid mist system used at the copper heap leach pad. The purpose of the modelling was to determine if acid concentrations are predicted to exceed established WHO levels at any time during the year. The team discovered that the proposed location of the heap leach pad was such that acid concentrations were likely to exceed regulatory levels near established neighborhoods. Based on our efforts, we offered alternative nearby locations for the proposed heap leach pad such that during its operation, there were predicted to be no exceedances of the WHO levels.

WRF Modelling for the City of Toronto
Toronto, Ontario

Dr. Wilkinson developed WRF model inputs for the initialization, 3D analysis nudging, and observational nudging fields based on data from the NCEP North American Regional Reanalysis data sets maintained at UCAR and routine monitoring data maintained at NOAA National Climatic Data Centre. He prepared WRF data sets for nested 36-12-4 km domains centered over Toronto with 30 vertical levels extending to 50 mb. WRF was run for each hour of 2012 to predict two- and three-dimensional prognostic meteorological fields including wind speed, wind direction, temperature, solar radiation, and mixing ratio. Dr. Wilkinson conducted a model performance evaluation to determine WRF's skill at reproducing historical meteorological conditions. Finally, he converted WRF outputs for use in CALPUFF simulations.

WRF Modelling over the Chukchi Sea; ConocoPhillips
Chukchi Sea

Using the Weather Research and Forecasting (WRF) system, prognostic meteorological simulations for period July through November, 2007, 2008, and 2009 were constructed and run for a 36-12-04 km nested domain structure, with a 37 layer vertical structure extending to 50 mb, for the Chukchi Sea off the coast of northwest Alaska. NCEP GFS 0.5 degree model data was used for WRF initialization and analysis nudging. NCEP GFS data were also used for sea ice and sea surface temperatures updated every six hours. Model performance evaluation (MPE) was conducted with MAPS and METSTAT at both the surface and aloft using available observations from routine monitoring. Model performance for mixing ratio, temperature, wind speed, and wind direction met or exceeded performance metrics. Finally, WRF outputs were converted for use in CALPUFF.

Eldora Mountain Resort Expansion
Colorado

Examined the impacts that a planned expansion to the Eldora Mountain Ski Resort will have on air quality. Using MOVES2010b and NONROAD2008 to estimate the emissions (VOCs, NOx, SO2, PM, and GHG) from diesel and gasoline-fueled vehicles used in the construction and operation phases of the project. The planned expansion is for the period 2015 through 2019, with peak operation impacts occurring in 2023.

Houston 8-Hour Dual Ozone Phenomena
Texas

Currently involved in research efforts focused on determining the conditions that led to the 8-hour dual-ozone formation phenomena in the Houston-Galveston-Brazoria (HGB) region of Texas. Developing and applying ensemble air quality modeling techniques that can further bound the range of modeled 8-hour ozone. Developing and applying 8-hour modeled ozone bias correction techniques. These methods and techniques, which are based on applied research that are taken from such forecasting efforts as hurricane and tsunami tracking, are directed at developing control scenarios that better address the unique dual ozone formation conditions that arise in the HGB 8-hour ozone non-attainment region.

Ethanol Fuels Study; CRC
Illinois, Michigan, and Georgia

Constructing a turn-key system that integrates the SMOKE emissions modeling platform with the CAMx air quality modeling for the Coordinating Research Council (CRC) to support its study of the impacts of alternative ethanol-blended fuels on air quality in multiple urban regions in the United States. Leading the effort to ingest multiple link-based on-road mobile source networks into SMOKE and apply on-road mobile source emissions factors from the MOVES2010b motor vehicle emissions simulator that have been adjusted to account for effects on emissions factors due to alternative ethanol-blended fuels. An additional component to this effort is likely to be an assessment of the effects of meteorology that is “flexi-nested” from 12 kilometers to 4 kilometers in CAMx, contrasted to a meteorology derived from first principles at 4-kilometer resolution using MM5.

San Joaquin Valley WOE
California

Developed methods that can be used in weight of evidence (WOE) analyses to support State Implementation Plans (SIPs). One method developed concerns determining the plausible range of future year design values for 8-hour ozone in the Central California Ozone Study (CCOS). Analyzed air quality model outputs to determine the range of ozone outcomes in both the base year and future year. Also examined the outputs to determine if grid cells selected for use in the relative response factor (RRF) are inappropriate for more than one monitor. Another method examined concerns the longitudinal trends that are being observed between ambient measurements of ozone and its precursors. Further, this trends analysis was extended to determine how the trends in the planning inventories are tracking with precursor trends.

Agricultural Emissions Tool (AgTool)
California

Developed a geographic information systems (GIS)-based platform in PostgreSQL-PostGIS to store and manipulate agricultural emissions. Developed methods to ingest agricultural surrogate data that can be used to spatially allocate emissions to grid cells. Further, provided a means to better temporalize agricultural emissions. This system was developed in tandem with an agricultural emissions forecasting system.

United States On-road Mobile Source Emissions Estimates
United States

Used MOVES2010a to develop hourly on-road mobile source emissions estimates for the years 2008, 2009, 2010, and 2020 for each county in the United States for each month of the years and for representative weekends and weekdays. Used the MOVES/SMOKE Interface Tool to facilitate the process of using MOVES to create on-road mobile source emissions estimates for use in air quality modeling. The MOVES/SMOKE Interface Tool is comprised of scripts that automate the proper use of the Emission Rate calculations. The SMOKE-MOVES tool provides three major functions: (1) Meteorological data preprocessor; (2) MOVES2010 model processor; and (3) SMOKE model processor. Modified the meteorological data preprocessor (MET4MOVES) to prepare month-specific, hourly profiles of temperature and humidity that are suitable for direct input to MOVES. Built custom SQL scripts to better facilitate the loading of data directly into the MOVES databases.

Areas of Influence; Various Clients
Various

Conducts research in the areas of emissions uncertainty and economic-based incentives (e.g., market trading programs) to control regional emissions. Current primary research project is concerned with determining the geographic extent of areas whose sources may contribute to air quality exceedances. These areas are known as Areas of Influence (AOI). Also interested in elucidating the impacts that uncertainty in biogenic emissions estimates have on urban- and regional-scale emissions control strategies.

Modeling On-Road Mobile Source Emissions Estimates for SESARM
Georgia

Used MOVES2010a to develop on-road mobile source emissions factors that can be used to estimate emissions for 10 states that cover the southeast United States. Modeled the year 2007 for winter and summer fuels for 40 representative counties in the 10 southeast states. Used the MOVES/SMOKE Interface Tool to facilitate the process of using MOVES to create on-road mobile source emissions estimates for use in air quality modeling. The MOVES/SMOKE Interface Tool is comprised of scripts that automate the proper use of the Emission Rate calculations. The SMOKE-MOVES tool provides three major functions: (1) Meteorological data preprocessor; (2) MOVES2010 model processor; and (3) SMOKE model processor. The Meteorological data preprocessor (MET4MOVES) prepares spatially and temporally averaged temperatures and relative humidity data to set up the meteorological input conditions for MOVES2010 and SMOKE using the Meteorology-Chemistry Interface Processor (MCIP) output files. The MOVES2010 model processor creates data input files (i.e., runspec) for use in MOVES2010 that specifies the characteristics of the particular scenario to be modeled, and it reformats the resulting MOVES2010 emission rates lookup tables that are suitable for input to SMOKE. The SMOKE postprocessor (MOVESMRG) estimates emissions from on-road mobile sources based on MOVES2010-based emission rate lookup tables and meteorology data from MET4MOVES.

Review of the Houston 8-hour Ozone SIP; TCEQ
Texas

Provided in-depth analyses of emissions, meteorological, and air quality modeling results developed by the Texas Commission on Environmental Quality (TCEQ) for use in preparing the 8-hour ozone State Implementation Plan (SIP). Six multi-day episodes in 2005, 2006, and 2018 were modeled. Conducted CAMx model performance evaluation of the Houston region to further understand the meteorological phenomena that led to elevated ozone levels. Conducted independent CAMx modeling and sensitivity analyses through the use of OSAT to elucidate the emissions source sectors and source regions that contribute to high ozone in the Houston region. Developed independent sets of stationary, area, non-road, on-road, and biogenic source emissions files suitable for use in SMOKE to provide parallel, corroborative, and alternative base case and future year episodic emissions development capabilities for use by the 8-hour Coalition and the US Environmental Protection Agency (EPA). Produced alternative analyses for the ozone modeled attainment demonstration based on the flexibility that is afforded in EPA's guidance. Performed extensive analysis of the ambient air quality record to examine trends in the regulatory design values (DV) at all monitors in the Houston region. Studied and evaluated the performance of the monitor-specific baseline design values (DVb), relative response factors (RRFs), and future year design values (DVf) with multiple tools including MATS. Models that are being used in this effort include CAMx, CMAQ, MM5, SMOKE, EPS3, MEGAN, BEIS3, GloBEIS, NONROAD, MOBILE6, and MOVES2010a.

Sacramento Air Quality Modeling Study
California

Provided emissions, air quality, and meteorological modeling capabilities to determine impacts to the Sacramento urban heat island, biogenic emissions, and air quality as a result of alternative tree planting scenarios in the Sacramento urban area. The goal of this effort was to quantify the State Implementation Plan (SIP) credit that can be taken for planting new urban forests in Sacramento or exchanging lower-emitting tree species for existing high-emitting tree species. Used urbanized-MM5 (uMM5) to quantify localized meteorological changes that may occur due to landuse/landcover changes as the results of tree planting scenarios. Propagated the meteorological predictions through BEIS3 and MEGAN to estimate changes in biogenic emissions. Finally, used CAMx to determine the outcome on air quality, in particular ozone, due to changes as a result of various tree planting scenarios.

CAMx Google Earth
Illinois

Developed a software tool to display Comprehensive Air Quality Model with extensions (CAMx) predictions in Google Earth. The software tool allows a user to select the time period and chemicals to display from a CAMx output file, and prepares a KMZ file containing PNG graphics and a KML file. The tool is based on Open Source and freeware tools PostgreSQL, PostGIS, and perl. Recently extended the tool to display stationary source daily emissions as estimated by SMOKE. Currently extending the tool to display air quality observations.

Enhancements to the California ITN
California

Developed version three of the Integrated Transportation Network (ITN) for the California Air Resource Board. The ITN was constructed using Open Source and freeware tools PostgerSQL, PostGIS, and perl. The ITN was based on the travel demand modeling results from more than 20 metropolitan planning organizations (MPOs). The ITN was constructed to function within the CONCEPT framework, but can also operate as a stand-alone system. The ITN utilized on-road mobile source emissions factors that were extracted from EMFAC2007. The extraction of emissions factors from EMFAC2007 was automated with the Windows-based tool AutoIt. The goal of this effort was to construct a unified travel demand modeling link-based network with associated travel analysis zone (TAZ) data for the state of California that can be used for such purposes as environmental justice litigation, conformity planning, development of on-road mobile source emissions estimates, and State Implementation Plan (SIP)-level air quality modeling.

Columbia River Gorge Air Quality Modeling Study
Oregon

Worked on a study of historical regional haze in the Columbia River Gorge. The study focused on assigning source culpability to haze and visibility degradation in the Columbia River Gorge. Developed CAMx-ready emissions estimates using SMOKE for winter and summer episodes in 2005 and 2018. Used SMOKE to develop CAMx-ready emissions estimates for such sources as confined animal feeding operations, commercial marine vessels, railroad operations, dairy operations, pulping operations, lumber mills, and electric generating units (EGUs)]. Prepared hourly estimates of sulphur dioxide (SO2) emissions from Mt. St. Helens. Estimated hourly emissions of carbon monoxide (CO), nitrogen oxides (NOx), volatile organic compounds (VOC), particulate matter (PM) 2.5, PM-coarse, and ammonia (NH3) from controlled burns and wildfires. Prepared hourly estimates of emissions from EGUs and pulping facilities based on data extracted from the US Environmental Protection Agency (EPA) continuous emissions monitoring (CEM) archive. The emissions estimates were aggregated into multiple categories for use in the Particulate Matter Source Apportionment Technology (PSAT) tool of the CAMx air quality model. Developed an Excel workbook with associated Visual Basic macros that allows a user to investigate emissions by source category and source region (further extending the Ozone and Particulate Source Apportionment Technology (OSAT/PSAT) capabilities of CAMx. The Excel workbook with Visual Basic macros takes output from the SMOKE/SMKREPORT tool as input to the spreadsheet. Further, the Excel workbook has macros that allow the user to prepare summary graphics of the emissions estimates. Finally, modeled air quality using CAMx for 2018 to determine if air quality objectives for regional haze and visibility can be met.

Control Strategy Tool (CoST); EPA
North Carolina

Worked with the US Environmental Protection Agency (EPA) to develop the Control Strategy Tool (CoST). CoST is EPA's vision to replace AirControlNET. CoST is used to develop overall program costs associated with the selection of control measures and control programs that may be implemented to control emissions to achieve future year air quality objectives. Collected control measure and control program data and costs for criteria pollutants, air toxics, and greenhouse gases (GHGs). Provided analyses to determine the applicability of these data to sources in the US, as some of these data are being derived from programs outside the US.

Integration of the Model of Emissions and Gases from Nature (MEGAN) into ConCEPT
Illinois

Worked with the Lake Michigan Air Directors Consortium (LADCo) to update the Consolidated Community Emissions Processing Tool (ConCEPT) to include the biogenic emissions estimates model MEGAN. MEGAN (the Model for the Emissions of Gases and Aerosols from Nature) is the state-of-the-science model to estimate biogenic emissions. MEGAN is currently designed in MS-Access VBA and MS-Excel VBA. Lead analyst and programmer converting MEGAN to run under the PostgreSQL database. Performed the tasks to improve throughput of MEGAN under the SQL framework, as well as the throughput of the CONCEPT meteorological data processor. Also guided the effort to verify the MEGAN emissions estimates against the BEIS3 emissions estimates.

Retrospective Analysis of Trending Air Quality and Emissions Inventories in California
California

Prepared spatially and temporally resolved emissions estimates from stationary, area, and on-road mobile sources for a period spanning 1990 through 2004. These emissions estimates were compared to air quality measurements made over the same period to determine if trends in the air quality matched trends in the emissions inventory. One goal of this effort was to determine where deficiencies existed in the emissions inventory. Currently working with the California Air Resources Board (ARB) to determine trends of nitrogen oxides (NOx) and volatile organic compound (VOC) emissions versus ozone in Central California from 1990 through 2004. Comparisons of emission trends with ambient air quality trends at an air-basin level of aggregation may obscure important local changes, but the large-scale comparisons serve to illustrate why the rates of progress in improving ozone levels may be of concern in some areas. For example, in both the San Joaquin Valley (SJV) and South Coast Air Basin (SoCAB) areas, emissions of carbon monoxide (CO) declined by approximately 60 percent between 1990 and the present, and maximum ambient concentrations of CO declined by about the same amount (60 percent) in the two areas. In both areas, substantial (albeit somewhat different) decreases occurred in the emissions of both nitrogen oxides (NOx) and reactive organic gases (ROG). In both areas, ambient nitrogen dioxide (NO2) levels declined by approximately the same magnitude as did NOx emissions (35 to 40 percent). Yet, maximum 1-hour and 8-hour ozone levels declined appreciably in the SoCAB while remaining virtually unchanged in the SJV. Providing emissions support for this study, preparing emissions data for use in regression and trends analyses.

Central Regional Air Planning Area of Influence; CENRAP
Oklahoma

Prepared Area of Influence (AOI) diagrams and estimated emissions reductions needed to attain visibility objectives by 2018 for 10 Central Regional Air Planning Association (CENRAP) Class I areas and 12 near-CENRAP Class I areas. Developed AOIs for the 22 Class I areas by synthesizing the following data: Residence Time Difference plots; Probability of Regional Source Contribution to Haze (PORSCH) plots; and Tagged Species Source Apportionment (TSSA) results. The results of this effort were converted to geocoded coverages and maps using ARC/Info. Estimated sensitivity coefficients (for example, a sulphur dioxide [SO2] reduced value of -0.001 µg/m3 of sulfate per ton per day means that for each ton of SO2 reduced within an AOI, the Class I area will exhibit a decrease of 0.001 µg/m3 in sulfate concentration) by synthesizing the results of numerous brute force and DDM-3D air quality model runs. These data were in turn used to estimate the annualized costs to achieve emissions reductions necessary to meet future year air quality objectives in each of the Class I areas.

Consolidated Community Emissions Processing Tool (ConCEPT)
Illinois

Helped design and implement the open source emissions modeling system Consolidated Community Emissions Processing Tool (CONCEPT). CONCEPT is a PostgreSQL-based system whose goal is to house all data related to the emissions modeling process under a single database. Geographic information systems (GIS)-related functions are managed within the same PostgreSQL database using the PostGIS plugin.

California ITN; California ARB
California

Commissioned by the California Air Resources Board (ARB) to develop version two of the California Integrated Transportation Network (ITN). Recently completed the first version of the ITN using data from transportation demand models (TDMs) from 15 California metropolitan planning organizations (MPOs). In version two of the ITN, TDM data from approximately 20 MPOs were used. The ITN is a seamless representation of the on-road mobile source transportation network for all of California. On behalf of the ARB, used the ITN, in conjunction with the on-road emissions factors model EMFAC2002 and the Direct Travel Impact Model (DTIM), to estimate on-road mobile source emissions for a variety of multi-day air quality modeling episodes spanning the years 2000 through 2010. An interesting component of this effort was the development of a transportation gravity model in Excel VBA that can be used to estimate commercial truck trips and their distribution on the ITN.

1997 Southern California Ozone Study
California

In collaborative research with Dr. Robert Bornstein at San Jose State University, used MM5 to develop meteorological fields for the 1997 Southern California Ozone Study (SCOS-97). Developed the initialization fields and the four-dimensional data assimilation (FDDA) fields for use in MM5 for the 4-7 August 1997 modeling period. Developed alternative inputs to MM5 for this period (e.g., updated landuse) in an effort to garner better performance. Responsible for all aspects of model performance evaluation. Ultimately, used the MM5 outputs to prepare meteorological inputs to the CAMx air quality model.

Texas Biogenic Emissions Estimates
Texas

Completed work to estimate emissions for four ozone episodes in the Houston, Texas area using GloBEIS. Estimated emissions for 36-kilometer, 12-kilometer, and 4-kilometer grid structures. Prepared all meteorological inputs (base temperatures, antecedent temperatures, Palmer Drought Index, phased array radar [PAR], wind speed, and mixing ratio) based on predictions from MM5. The episodes ran from 8 to 15 days in duration. GloBEIS outputs were speciated using CB4 and reformatted for use in the CAMx and CMAQ chemical transport models.

Biogenic Emissions in Missouri and Kansas; Missouri DNR
Missouri

Prepared estimates of biogenic emissions for the Missouri Department of Natural Resources (DNR) for 36-kilometer, 12-kilometer, and 4-kilometer grid structures that center on St Louis, Missouri. Used SMOKE/BEIS to model the emissions for three multi-day episodes. Prepared all input files to SMOKE/BEIS. The landuse data were derived from version three of the Biogenic Emissions Landuse Database (BELD3). Temperature and phased array radar [PAR] data were based on MM5 predictions.

San Francisco Bay Area Air Quality Modeling Study; BAAQMD
California

Completed an emissions modeling study for the Bay Area Air Quality Management District (BAAQMD). Estimated emissions for multi-day ozone episodes for base case years in July 1999 and July 2000. Estimated emissions for future years 2002, 2005, 2007, and 2010. Estimated emissions for area sources, stationary sources, non-road mobile sources, on-road mobile source, commercial marine shipping, and biogenics for an airshed that encompassed most of California. The emissions estimates developed by him were used to model base year air quality levels over California with particular emphasis on model performance over the San Francisco Bay Area. Further, the future year emissions estimates will be used in on-going air quality modeling efforts to develop emissions control strategies for mitigation of the 1-hour and 8-hour ozone National Ambient Air Quality Standards. In an effort to understand where potential deficiencies in the emissions inventory exists, also completed an in-depth, comparative analysis of emissions estimates among common source categories between the Central California Ozone Study (CCOS) emissions database and the VISTAS emissions database.

Southern Appalachian Mountains Initiative
Georgia

Lead emissions and air quality modeler for the Southern Appalachian Mountains Initiative (SAMI) project. The SAMI was a multi-episodic, integrated (i.e., acid deposition, ozone, and visibility/particulate matter), regional-scale air quality modeling study over the eastern United States with particular focus on the southern Appalachian Mountains. The selected episodes were 7 to 15 days in length and span 1990 through 1995, with future years of 2010 and 2040. In the SAMI project, responsible for the preparation of all aspects of the air quality model ready inputs including, but not limited to, emissions estimates (e.g., area source spatial surrogates, mobile source emissions estimates, biogenic emissions estimates, emissions estimates speciation, and data management of the emissions data); conversion of prognostic meteorological modeling results from RAMS and MM5 to URM-ready meteorological fields (including interpolation of the fields from the meteorological grid structure to the air quality modeling grid structure); and diagnosis of boundary and initial air quality conditions. In the SAMI study, designed, implemented, and maintained the geographic information system (GIS)-based components of the emissions and air quality modeling system. As part of the GIS for the SAMI project, maintained coverages of population, housing, urban areas, water, political boundaries (i.e., states, counties, national boundaries, and airsheds), forests, biogenic land cover, railroads, major roadways, water ports, airports, major stationary sources of air pollution, and air quality monitoring stations. The GIS-based data were used to disaggregate county-wide estimates of emissions from minor emissions sources into sub-county areas for the purposes of air quality modeling. Used the GIS-based data to link and display emissions estimates to sources, air quality observations, and air quality model predictions. Further, responsible for developing inputs to URM so air quality model performance goals for ozone, particulates, and wet/dry acid deposition were met.

Peninsula Florida Ozone Study
Florida

Prepared point source, area source, on-road mobile source, and biogenic emissions estimates for multiple ozone episodes over peninsular Florida. Developed a wildfire emissions estimates model that could estimate temporally and spatially varying wildfire emissions based on fuel types and fuel loads. Collected day-specific emissions for all electric generating utilities in the air quality modeling domain. Prepared alternative emissions estimates for commercial marine shipping. Point and area source emissions were based on the 1996 NEI, supplemented with emissions data and estimates from the Florida Department of Environmental Protection (DEP). Biogenic emissions were estimated using BEIS, BEIS2, and GloBEIS. Future year inventories were grown using E-GAS derived growth and control factors, supplemented with growth and control factors developed for specific source categories as determined by the Florida Department of Environmental Protection (DEP).

Biogenic Emissions from Mexico
Mexico

Performed a study to develop the first biogenic emissions inventory for northern Mexico. The new biogenic emissions inventory was integrated with existing anthropogenic emissions in an effort to better understand transboundary air pollution along the Mexico-United States border. The biogenic emissions inventory was developed from Mexican-supplied ground-truthed agricultural and forest coverage data, as well as satellite-based land use data. The data were compiled for use in BEIS2.

Breton Island Air Monitoring Program
Louisiana

Helped to complete a design of an air quality and meteorological monitoring network for the Breton Island National Wildlife Refuge Class I Area, located in the Gulf of Mexico just east of New Orleans, Louisiana. Designed the geographic information system (GIS) emissions, air quality, and meteorological database management system that will be used to house these data when the Breton Island Air Monitoring Program (BAMP) field program is implemented.

NH3 from Concentrated Animal Feeding Operations (CAFOs) in San Joaquin Valley
California

Completed a study to evaluate and improve existing ammonia emissions estimate techniques for use in the San Joaquin Valley of California. This study included a comprehensive literature review that focused on the following: methods that were used to estimate ammonia emissions; the development of a new ammonia emissions inventory for the study domain; the implementation of a pilot field study to improve upon methods to estimate ammonia emissions from dairy livestock, soils, and wastewater treatment plants; and the development of methods to estimate quantitative values of uncertainty about the ammonia emissions estimates. Developed a statistical model to estimate ammonia emissions from dairies.

Pittsburgh-Beaver Valley 1-hour Ozone SIP
Pennsylvania

Helped to complete the technical analysis for the State Implementation Plan (SIP) for the Pittsburgh-Beaver Valley 1-hour ozone non-attainment area. The technical analysis included the emissions modeling, air quality modeling, and attainment demonstration work needed for the SIP.

Study of Particulates and Health in Atlanta
Georgia

Completed work to determine the association of airborne pollutants to increased visits of children with respiratory problems to Atlanta-area emergency rooms. Using the geospatial statistical method known as kreiging, prepared maps of temporally and spatially disaggregated air quality measurements over greater Atlanta, Georgia. Coupled these data with information derived from emergency room visits to Atlanta-area hospitals to determine that there was a statistically significant increase in respiratory-associated visits to the emergency room in the presence of elevated ozone levels.

Horizontal Advection Solver
Pennsylvania

Involved in examining the impacts of the horizontal advection solver in three-dimensional air quality models on emissions control strategies. In that study, responsible for running the UAM-IV and CIT models for established air quality modeling studies, and statistical analysis of the air quality modeling outputs. The statistical analyses were conducted to isolate and quantify the numerical interference due to various horizontal advection solvers that were introduced into the UAM and CIT air quality models.

OTAG
NE United States

Involved in the Ozone Transport and Assessment Group's (OTAG) efforts to examine regional-scale air quality in the eastern United States. Primary engineer tasked with preparing emissions modeling inputs (e.g., area source spatial surrogates, on-road mobile source transportation network, and geographic information systems [GIS]-based EMS-95 foundation data) for the Emissions Modeling System version 1995 (EMS-95). Provided technical support to the OTAG participants in the application of EMS-95 to the eastern United States and southern Canada.

GEMAP
California

Instrumental in the design and development of the Geocoded Emissions Modeling and Projections System (GEMAP) which was the predecessor of EMS-95. Prepared design documents for the overall architecture of the system, as well as for the point and area source models. Developed both SAS and ARC/Info code for the point source, area source, and on-road mobile source models. Applied GEMAP to develop emissions estimates for the SARMAP and LMOS air quality modeling studies.

Houston 8-hour Ozone Coalition
Texas

Currently involved in research efforts focused on determining the conditions that led to the 8-hour dual-ozone formation phenomena in the Houston-Galveston-Brazoria (HGB) region of Texas. Developing and applying ensemble air quality modeling techniques that can further bound the range of modeled 8-hour ozone. Developing and applying 8-hour modeled ozone bias correction techniques. These methods and techniques, which are based on applied research that are taken from such forecasting efforts as hurricane and tsunami tracking, are directed at developing control scenarios that better address the unique dual ozone formation conditions that arise in the HGB 8-hour ozone non-attainment region.

PROJECT EXPERIENCE – HAZARD CONSEQUENCE ASSESSMENT

UEO DTI; Momentum, LLC
Leesville, Ohio

15 MMscfd of natural gas is conveyed along a 4 mile long, 15 inch diameter underground pipeline operating at 525 psi and 38°F. The purpose of the study was to determine if high consequence areas (HCAs) (i.e., sensitive ecosystems, drinking water supply, or populated areas) were impacted due various leak and rupture scenarios that result in natural gas being released. Using PHAST, models of hazardous events were constructed. Consequences that were modelled include pooling-evaporation and 10% lower explosive level assessment that might result in an explosion or fire. Model results were overlaid on a geo-referenced aerial photograph to graphical show the areal extent of impacts to HCAs.

Facility Hazard Assessment Review; National Renewable Energy Laboratory
Golden, Colorado

Conducted hazard consequence modelling for scenarios involving accidental releases of arsine, silane, ammonia, dodecane, and hydrogen. Using PHAST, estimated hazard distances to IDLH-AEGL-ERPG toxic thresholds, overpressure threshold (1 psi) from explosions, and thermal threshold (4 $kW \cdot m^{-2}$) from fires. Estimated thermal intensity for grassland wildfire to determine if ethanol storage facility was at risk. Determined likely impacts to worker and general public health and safety. Conducted asphyxiation assessment due to liquid nitrogen spill. Conducted asphyxiation assessment due to carbon monoxide release. Conducted dropped load risk assessment due to excessive crane load.

Aqueous NH3 Storage Tank Consequence & Risk Assessment; TransAlta Canada
Edmonton, Alberta

Aqueous ammonia is transported, stored, and utilized at a gas-fired power plant. Accidental release scenarios were developed including the rupture of the delivery line, the rupture of the transfer pipe, and a ten minute release. Five years of meteorological data were analyzed to determine the joint probability of the occurrences of wind speed, wind direction, and atmospheric stability. The Process Hazard Analysis Software Tool (PHAST) was used to estimate the hazard distance for each hazard scenario. Maximum concentration plume footprints were estimated based on IDLH, ERPG-1, ERPG-2, ERPG-3, AEGL-1, AEGL-2, and AEGL-3 values. The likelihood of these events was estimated based on historical accidental release data. The 1-in-1,000,000 individual risk of fatality was estimated should an event occur. The number of residences was estimated to be impacted by a hazardous event. The information was used to develop a Risk Management Plan, including shelter-in-place and emergency evacuation procedures, for mitigation and communication.

Anhydrous NH3 Storage Tank Consequence & Risk Assessment; TransAlta Canada
Edmonton, Alberta

Liquid anhydrous ammonia is transported, stored, and utilized at a gas-fired power plant. Accidental release scenarios were developed including the rupture of the delivery line, the rupture of the transfer pipe, activation of the relief valve, and a ten minute release. Five years of meteorological data were analyzed to determine the joint probability of the occurrences of wind speed, wind direction, and atmospheric stability, which impact the transport and dispersion of ammonia released to the atmosphere. The consequences of these hazard events were modelled using PHAST, and the hazard distance estimated for each hazard scenario. The likelihood of these events was estimated based on historical hazard events. Overall risk was estimated as number of chances in one million that event would occur. Maximum concentration plume footprints were estimated based on IDLH and ERPG-2 values, and the number of residences was estimated to be impacted by the hazardous event. The information was used to develop a Risk Management Plan for mitigation and communication purposes.

Diesel & Bitumen Pipelines Emergency Release and Odour Analyses; TransCanada Pipelines Limited (TransCanada)
Ft. McKay, Alberta

Conducted an air quality modelling assessment using PHAST of odour effects resulting from a potential accidental leak from the proposed pipelines near the Hamlet of Fort MacKay, Alberta. The project included two buried pipelines (a Diluent Pipeline and a Bitumen Pipeline) that are located together on the same right-of-way. The goal of the air quality modelling assessment was to address concerns over possible odour effects and exceedances of Alberta Ambient Air Quality Objectives for H2S, BTX, and mercaptans from an accidental release of product. Accidental release events considered were three sizes of corrosion leaks, and a full rupture of a pipeline by an impact such as a backhoe strike. Leak sizes assumed were 20 mm, 50 mm, and 80 mm in diameter. A full rupture was assumed to last for 10 minutes before the line fully emptied and was shut down. These events are considered worst case, and possible leaks or ruptures may not be as large or continue for as long as the hypothetical scenarios.

UEO M3 HCA; M3 Midstream, LLC
Scio, Ohio

LNG, ethane, and propane are being transported via three separate pipelines (both above and below ground). The purpose of the study is to determine the consequences of a pipeline rupture due to a strike from a backhoe during uncovering and to determine if there adverse impacts to populated areas. Using PHAST, a model of the hazardous event has been constructed. Consequences that have been modelled include the following: pooling and evaporation; toxic endpoint (IDLH) assessment; jet-fire assessment; and explosion assessment. Model results have been overlaid on a geo-referenced aerial photograph to graphical show the areal extent of impacts to populated areas.

Propane-Air Plant & Storage Facility FMEA; Puget Sound Energy
Renton, WA

Conducted a failure mode effects analysis (FMEA) of a Propane-Air Plant and Storage facility. The purpose of the FMEA was to determine if any of the identified potential failure modes could result in significant adverse safety consequences (e.g., bodily injury, death). Each potential failure mode was evaluated based on a qualitative assessment of the probability of failure, the severity of effects, and the likelihood of detection. The scales assigned to the probability of failure, the severity of effects, and the likelihood of detection ranged from one to five with the higher value indicating a more detrimental effect. The product of these three values provided a qualitative means to rate the potential failure modes. Based on the FMEA results, it was determined that no additional quantitative risk analysis would be required for the facility.

CO_2 Pipeline Rupture Consequence Analysis; Anadarko Petroleum Company
Casper, WY

CO2 is transported via pipeline to wellheads for use in enhanced oil recovery (i.e., injection). Two PHAST modelling scenarios were considered: breach of a 20" pipe operating at approximately 1400 psi; and breach of a 30" pipe at approximately 300 psi (both operating at 40 F). Ambient meteorological conditions modelled included wind speed of 5 mph, D atmospheric stability class, temperature of 14 F, and atmospheric pressure of 11.5 psia. The total weighted average permissible limit (TWA) for CO2 is 5,000 ppm, and the short term exposure limit (STEL) is 30,000 ppm based on NIOSH and OSHA standards. Steady state was achieved almost instantly for both cases when concerning the 30,000 ppm STEL boundary. The higher pressure 20" pipe spread to a distance of approximately 90' and the lower pressure release achieved a distance of 14'. Both scenarios showed high elevations (>60') at this concentration. The 5,000 ppm cloud from the high pressure 20" pipe rupture did not descend to the ground until approximately 135' from the source. Final diffusion to concentrations lower than 5,000 ppm occurred at 522' from the source (at steady-state). The lower pressure 30" pipe rupture reached steady state almost instantly and did not reach ground level before diffusion reduced concentrations below 5,000 ppm. The cloud did reach a distance of approximately 112' (at an elevation of 102') from the source before diffusion.

PROJECT EXPERIENCE – EXPERT TESTIMONY

Garfield County, Colorado Oil and Gas Commission
Denver, Colorado

Dr. Wilkinson provided testimony to the Colorado Oil and Gas Commission on behalf of Garfield County who represented the Energy Producing Attainment Counties of Colorado in their efforts to challenge expansion of new emissions controls on oil and gas exploration/production operations outside the Denver 8-hr ozone non-attainment area. Dr. Wilkinson prepared and delivered evidence refuting claims by Environmental Defense Fund (EDF) that expansion of emissions controls state-wide would be beneficial to society. He demonstrated that air quality modelling results were incorrectly interpreted by the EDF, and that an alternative explanation of the modelling results showed virtually no predicted improvement in air quality would occur with the state-wide expansion of changes to Regulation 7; however, the cost to implement such state-wide changes would be large..

Columbia Pacific Bio-Refinery (CPBR), Oregon Department of Environmental Quality (DEQ)
Portland, Oregon

Dr. Wilkinson conducted research into claims made by plaintiffs that accused CPBR of using incorrect data to determine its facility-wide emissions, which kept the facility under PSD permitting requirements. CPBR is a facility that transloads Bakken crude oil from trains to barges on the Columbia River. He specifically focused on chemical analyses of the crude oil and its vapor, which the plaintiffs claimed were grossly underestimated by CPBR. Based on his research, Dr. Wilkinson determined that the data used by CPBR to estimate its facility-wide emissions were appropriate.

MOVES2014 Modelling for Chicago, Minneapolis, and Kansas City; Urban Air Initiative

Dr. Wilkinson prepared inputs to and ran the Motor Vehicle Emissions Simulator (MOVES2014) for the subject cities for 2017 based on default data. Based on new fuel parameter data supplied by the sponsor, he adjusted the MOVES2014 inputs to reflect the alternate fuel parameters that were indicative of real-world fuels. A comparison of the on-road emissions estimates based on the default data and those based on the real-world fuel parameters showed that MOVES2014 may incorrectly account for changes in fuel parameters specifically associated with ethanol-blended fuels above E10.

TransAlta Sundance 7, Alberta Utilities Commission
Edmonton, Alberta

Dr. Wilkinson provided testimony on behalf of TransAlta and its application to install an 856 MW natural gas-fired electricity generating facility in the Lake Wabamun area west of Edmonton, Alberta. He delivered testimony to the Alberta Utilities Commission, which is the provincial licensing agency in Alberta. As approximately 15 to 40 metric tons of ammonia need be stored on site for use in the selective catalytic reduction system, Dr. Wilkinson spoke specifically to the consequences of an accidental release of anhydrous and aqueous ammonia. He spoke specifically to the modelling methods and tools used to estimate the consequences of an accidental release and the probability of such events occurring. He explained the differences in the toxic endpoints (i.e., AEGL, ERPG, and IDLH) that were used to determine hazard distances.

Western Energy Operators, Colorado Oil and Gas Commission
Denver, Colorado

Dr. Wilkinson provided testimony on behalf of Davis, Graham and Stubbs, LLP, who represented the Western Energy Operators, in its efforts to challenge new emissions controls on oil and gas exploration/production operations proposed under Regulation 7. He delivered testimony to the Colorado Oil and Gas Commission. Dr. Wilkinson prepared and delivered evidence refuting claims by the Colorado Department of Public Health and the Environment (CDPHE) that air quality modelling showed that the proposed emissions controls would be beneficial to society. He demonstrated that air quality modelling results were incorrectly interpreted by the CDPHE, and that an alternative explanation of the modelling results showed virtually no predicted improvement in air quality would occur with the implementation of changes to Regulation 7.

Houston 8-hour Ozone SIP Coalition, Texas Commission on Environmental Quality
Austin, Texas

Dr. Wilkinson provided testimony on behalf of the Houston 8-hour Ozone SIP Coalition in its efforts to modify emissions control rules for industrial facilities in the Houston-region. He delivered testimony indicating that some elevated ozone days in Houston were due to fires occurring in the Pacific Northwest, Alberta, and British Columbia. He also demonstrated the contribution of flaring emissions to overall predicted air quality.

Bay Area Air Quality Management District (BAAQMD)
San Francisco, California

Dr. Wilkinson provided testimony to support BAAQMD in its efforts to defend the adequacy of its comprehensive air quality modelling studies. Plaintiffs claimed that BAAQMD made inappropriate assumptions in its modelling analyses, which led to the construction of emissions control strategies that were far less stringent than needed to be in order to attain the ozone NAAQS for the greater San Francisco Bay Area. Dr. Wilkinson's analyses showed that for each assumption made by the BAAQMD, the modelling assumption was appropriate and in some cases more conservative than needed to be.

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Air and Waste Management Association (AWMA)

Institute of Electrical and Electronics Engineers (IEEE)

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Appendix F

Health Risk Assessment

HEALTH RISK ASSESSMENT

for the

Friant Ranch Community Development Project

***Prepared for*:**

Friant Ranch LP
Fresno, California

***Prepared by*:**

BlueScape Environmental
16870 West Bernardo Drive, Suite 400
San Diego, California 92127

March 4, 2021

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GLOSSARY OF TERMS AND ACRONYMS

Acronym	Description
AADT	Annual average daily traffic
AERMOD	AMS/EPA Regulatory Model
AM	Morning (ante meridiem)
aREL	Acute Reference Exposure Level
ASF	Age sensitivity factor
AT	Averaging time
BAAQMD	Bay Area Air Quality Management District
C	Annual Average or Maximum Hourly Air Concentration
CalEEMod	California Emissions Estimator Model
Cal/EPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAS #	Chemical Abstracts Service Registry Number
CEQA	California Environmental Quality Act
CF	Conversion factor
CPF	Cancer potency factor
cREL	Chronic Reference Exposure Level
DBR	Daily breathing rate
DPM	Diesel particulate matter
ED	Exposure duration
EF	Exposure frequency
EIR	Environmental Impact Report
EMFAC2017	California Air Resources Board's Mobile Source Emissions Factor Inventory
ET	Exposure Time
FAH	Fraction time at home
g/sec	Grams per second
HI	Hazard index
HIA	Health Impact Analysis
HQ	Hazard quotient
HRA	Health risk assessment
IF_{inh}	Intake Factor for Inhalation
K	Kelvin
kg	Kilograms
kW	Kilowatt
L	Liters
LP	Limited Partnership
m	Meters
m^2	Square meters
m^3	Cubic meters
MEI	Maximally Exposed Individual
mg	Milligrams
m/s	Meters per second
NED	National Elevation Dataset
OEHHA	Office of Environmental Health Hazard Assessment
PM	Afternoon (Post Meridiem)
PM_{10}	Particulate Matter 10 Micrometers or less in aerodynamic

GLOSSARY OF TERMS AND ACRONYMS

Acronym	Description
	diameter
SAFE	Safer Affordable Fuel-Efficient factor
SJVAPCD	San Joaquin Valley Air Pollution Control District
TAC	Toxic air contaminant
TOGD	Total Organic Gases in Diesel Exhaust
TOGG	Total Organic Gases in Gasoline Exhaust
TRU	Transport refrigeration unit
USEPA	US Environmental Protection Agency
USGS	United States Geological Survey
$\mu g/m^3$	Microgram per Cubic Meter
UTM	Universal Transverse Mercator
WWTP	Wastewater treatment plant
yd^3	Cubic yards

1.0 INTRODUCTION

At the request of the County of Fresno (County) and the San Joaquin Valley Air Pollution Control District (SJVAPCD), BlueScape Environmental (BlueScape) prepared this Health Risk Assessment (HRA), which describes local health impacts due to emissions of toxic air contaminants (TACs) associated with the proposed Friant Ranch Community Development Project (Project) in Friant, California. The HRA was prepared to support the Project's California Environmental Quality Act (CEQA) documentation.[1] The Project consists of the Friant Ranch Specific Plan, the update to the Friant Ranch Community Plan, a new wastewater treatment facility, and improvements at such locations as the Depot Parcel.

The California Air Resources Board (CARB) maintains a list of TACs, defined as an "air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health" (CARB 2007). A TAC HRA, utilizing dispersion modeling to determine atmospheric concentrations, is the type of study typically requested by SJVAPCD for CEQA analyses to determine localized health impacts of a Project.

The Project site is located nearly twenty (20) miles to the north of Downtown Fresno, California in a largely rural setting within the jurisdiction of the SJVAPCD. A few scattered residential neighborhoods are located to the east, northeast, and west of the Project site.

Construction of the Project is assumed to begin in 2022 and is scheduled to occur in five phases over an approximate ten-year period, starting with Phase 1 in the northern-most area of the Project site. Impacts from construction emissions over the ten-year period are considered in this analysis. However, as discussed in this report, a screening analysis using SJVAPCD's risk prioritization score calculator demonstrates that health risk impacts on on-site and off-site residents from construction activities will not exceed thresholds that, if exceeded, would indicate a need for further evaluation of health risk impacts. Therefore, Project construction emissions-related impacts are considered to be insignificant and only Project operational impacts are analyzed for this HRA.

Full Project operation is projected to begin in 2031. The HRA considered potential impacts from traffic due to the Project, as well as from cumulative traffic that is not related to the Project in 2031, using traffic volume data from the year 2030, which is the closest year to 2031 for which projected traffic data was available. These two scenarios (called Project-only and Cumulative, respectively) analyze potential impacts from diesel and gasoline exhaust from traffic on roads adjacent to the Project site, as well as from diesel-powered generators proposed to be installed nearby at a new wastewater treatment

[1] A Project HRA was discussed with the SJVAPCD in a 9/13/2014 meeting.

plant (WWTP). Diesel exhaust includes diesel particulate matter (DPM) and speciated components including benzene, formaldehyde, and other TAC compounds. Gasoline exhaust includes speciated components such as acrolein, naphthalene, and other TAC compounds. Air emissions were calculated using emission factors obtained from the CARB's Mobile Source Emissions Factor Inventory, EMFAC2017 (CARB 2017) and from the California Department of Transportation (or Caltrans) peak hour volume data for No-Project conditions in 2030 and for With-Project conditions in 2030 provided in the Friant Ranch Draft Environmental Impact Report (County of Fresno 2009).

The HRA was completed by referencing the SJVAPCD *Update to District's Risk Management Policy to Address OEHHA's Revised Risk Assessment Guidance Document* (SJVAPCD 2015b), the SJVAPCD *Framework for Performing Health Risk Assessments* (SJVAPCD 2018), the SJVAPCD *Draft Guidance for Air Dispersion Modeling* (SJVAPCD 2007), and the Office of Environmental Health Hazard Assessment *Risk Assessment Guidelines* (OEHHA 2015). This report provides a brief description of diesel and gasoline exhaust emission sources from Project operations, traffic that is not related to the Project, and the WWTP diesel generators. The TAC emission calculations, calculation of TAC concentrations from air dispersion modeling, and estimation of health risk impacts are provided in the report attachments.

As stated in the HRA report conclusions, the Project-only localized health risk impacts on off-site and on-site residential receptors from Project operational emissions are not expected to exceed a 20 in one million excess cancer risk CEQA significance threshold. The Project-only non-cancer chronic and acute localized health risk impacts will not exceed a 1.0 hazard index (HI) CEQA significance threshold. The Cumulative localized health risk impacts on off-site and on-site residential receptors are not expected to exceed a 100 in one million excess cancer risk CEQA significance threshold. The Cumulative non-cancer chronic and acute health risk impacts will not exceed a 10 HI CEQA significance threshold. Therefore, the Project is not expected to expose off-site or on-site residences to substantial amounts of TAC emissions that would cause a significant health impact and require further mitigation.

1.1 Site Setting and Project Description

The proposed Project is a mixed-use development proposed by Friant Ranch LP (Project sponsor). The Project would develop retail, residential, and open space uses on a 942-acre site in Friant, California as shown in Figure 1. The Project will be primarily residential, with up to 2,270 dwelling units age restricted to over 55, and up to 230 dwelling units without age restriction.

The site is in a mostly rural area, with scattered neighborhoods and houses to the northwest, northeast, and southwest of the Project site. Off-site roads near the Project site include North Friant Road, which runs in a northwest/southwest direction directly along the eastern property line of the Project. North Friant Road becomes Millerton Road at the northern tip of the Project site where the

direction changes to mostly an east/west direction. North Fork Road / Road 206 branches off at the N. Friant Rd. / Millerton Rd. transition, and runs in an east/west direction. These off-site roads are included in the HRA.

A wastewater treatment facility will be developed to support the Project and other expected growth in the Friant Community at a different site (the Beck Property) on the west side of Friant Road. The wastewater treatment facility will require two diesel emergency generators at full build-out, and for the analysis presented in this report, are considered to be a part of the Project.

1.2 Objective

The purpose of the air quality analysis was to assess potential health impacts that would result from emission of TACs from the operation of the Project consistent with guidelines and methodologies from SJVAPCD, CARB, the Office of Environmental Health Hazard Assessment (OEHHA), and the US Environmental Protection Agency (USEPA). Consistent with the methods recommended in those guidelines, the HRA evaluated the estimated excess lifetime cancer risk associated with TACs that would be emitted by the Project's operational stationary source emissions (e.g., diesel generators) as well as from Project-related diesel and gasoline vehicles. The Cumulative analysis estimates excess lifetime cumulative cancer risks from TACs that are attributable to existing and projected future mobile sources within the Project vicinity, and a gasoline dispensing facility, in addition to impacts from the Project. Chronic and acute non-cancer impacts are also estimated for the Project during operation, and for the Cumulative analysis.

As requested in discussion with SJVAPCD, the HRA evaluated excess lifetime cancer risks and chronic and acute hazard indices from Project operational emissions to existing sensitive receptor populations.

Following CARB recommendations and using guidance from the Bay Area Quality Management District (BAAQMD) for an approximate 1,000-foot zone of influence surrounding the site, cumulative excess lifetime cancer risks and non-cancer chronic and acute hazard indices resulting from major roadway mobile source TAC emissions, as well as stationary source TAC emissions, were evaluated.

1.2.1 Construction Emissions Health Risk Screening

The construction emissions associated with the ten years and five phases of Project construction were considered for the HRA. Because TAC emissions from other sources such as gasoline exhaust will be negligible during construction, and only diesel exhaust will drive the health impacts, only diesel exhaust from construction equipment was included in risk screening. SJVAPCD guidance (SJVAPCD 2015a) states that construction emissions shall be analyzed separately from operational emissions. To determine whether or not emissions from Project construction need to be included in the HRA, the SJVAPCD Prioritization Risk Screening Tool was used to screen cancer, chronic, and acute

risk impacts due to the maximum diesel particulate matter (DPM) emissions from construction activities over the approximate 10-year construction period (CAPCOA 2016). If a cancer prioritization score exceeds a value of 10 at the nearest residential receptor, then the health risk impact from the construction operations must be included in the HRA. Additionally, if a chronic and/or acute non-cancer prioritization score exceeds a value of 10, then SJVAPCD recommends that further review of construction health risk impacts be conducted (SJVAPCD 2018).

The California Emissions Estimator Model (CalEEMod), v.2016.3.2, was used to model emissions for each year of construction, starting in 2022 and ending in 2031. The average unmitigated DPM construction emissions for that ten-year period were estimated by CalEEMod to be 0.204 tons/year or 1.57 lb/day, and a maximum of 4.94 lbs/day. A receptor proximity of 250 meters was chosen for screening purposes, which is the minimum distance from the middle of construction Phase 1 and from the middle of construction Phase 2 to the nearest resident, either off-site or on-site.

To screen for cancer risk impacts, the average annual DPM emissions of 0.204 tons/year were annualized over a 70-year lifetime cancer risk time period, by multiplying by 10 years/70 years. This annualized DPM emissions number was then entered into the prioritization screening tool with the DPM Chemical Abstracts Service Registry Number (CAS #) 9901. The resulting cancer score for a receptor that is between 250 meters and 500 meters from a source is 5.39, which does not exceed the cancer prioritization score of 10.

To screen for chronic risk impacts, the average annual DPM emissions of 0.204 tons/year were entered into the prioritization screening tool with the DPM CAS #9901. The resulting chronic score for a receptor that is between 250 meters and 500 meters from a source is 0.056, which does not exceed the chronic prioritization score of 10.

To screen for acute risk impacts, the maximum daily DPM emissions of 4.94 lbs/day were divided by the assumed 8 hrs/day workday to give 0.62 lbs/hr. Then, the resulting 0.62 lbs/hr were apportioned to each of the speciated components in diesel exhaust using the weight fractions of compounds in diesel exhaust shown in Table 10. Each of the seven Total Organic Gases in Diesel Exhaust (TOGD) components that have acute risk Reference Exposure Levels (aRELs) were entered into the prioritization screening tool with their corresponding CAS numbers. The resulting acute score for a receptor that is between 250 meters and 500 meters from a source is 0.12, which does not exceed the acute prioritization score of 10.

Since none of the screening prioritization scores exceed their limits, impacts on residents from Project construction were not included in this HRA.

1.2.2 Off-Site and On-Site Traffic Emissions

In addition to traffic emissions from off-site roads, emissions from on-site roads were considered. Cal/EPA's 2005 Land Use Handbook (Cal/EPA 2005) recommends that health protective distances (500 feet at minimum) be implemented to separate sensitive uses from freeways, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day. Traffic on the main off-site access roads into the Friant Ranch Community such as Friant Road is not expected to exceed 3,000 vehicles/day, but has been included at SJVAPCD's request. As recommended by BAAQMD Guidance, the off-site traffic emissions within 1,000 feet from the Project site were considered for the HRA.

The on-site roads in the Friant Ranch retirement community will have much lower daily vehicle traffic volumes spread over a large area as compared to the main access roads located within 1,000 feet of the Project site. Impacts from the on-site roads would be inconsequential compared to impacts from the off-site roads that were included in the HRA. Therefore, impacts from Project on-site roads were not analyzed in this HRA.

1.2.3 Unmitigated vs. Mitigated Traffic Emissions

A detailed study of unmitigated and mitigated emissions due to traffic exhaust was conducted using CalEEMod in the Health Impact Analysis (HIA) report that addresses regional air quality and health impacts (BlueScape 2021). For this localized HRA, vehicle exhaust emissions were calculated using a calculation method similar to the one used in the HIA, except that, to obtain necessary TAC emissions details, CalEEMod was not used to quantify these emissions. Both CalEEMod and the HRA calculations shown in the report tables use EMFAC2017 and the "Safer Affordable Fuel-Efficient" (SAFE) factors (CARB 2019), and the emissions calculated using these two methods resulted in very similar emissions numbers between the two studies. Because there are no additional feasible mitigation methods for vehicle exhaust due to traffic on these off-site roads, the DPM, Total Organic Gases from Gasoline Exhaust (TOGG), and TOGD emissions calculated are considered mitigated emissions in this HRA.

1.3 Methodology

Due to the Project, there will be traffic-related operational TAC emissions as well as TAC emissions from two stationary standby emergency generators located at the proposed wastewater treatment facility. Cancer risks and non-cancer chronic and acute hazard indices from total organic gases from gasoline and diesel exhaust (TOGG and TOGD) and diesel particulate matter (DPM) from traffic at the site and the standby emergency generators were evaluated.

To meet these objectives, the HRA was conducted consistent with the following guidance:

- *Air Toxics Hot Spots Program Risk Assessment Guidelines*, Office of

Environmental Health Hazard Assessment (OEHHA) and California Environmental Protection Agency (OEHHA 2015);

- *Update to District's Risk Management Policy to Address OEHHA's Revised Risk Assessment Guidance Document*, San Joaquin Valley APCD (SJVAPCD 2015b);
- *Framework for Performing Health Risk Assessments*, San Joaquin Valley APCD (SJVAPCD 2018); and
- *Draft Guidance for Air Dispersion Modeling*, San Joaquin Valley APCD (SJVAPCD 2007).

Excess lifetime cancer risks and non-cancer chronic and acute hazard indices were evaluated based on the emissions estimation methods described in the following sections.

1.3.1 Project Sources – Operation at Project Build-Out (2031)

According to the Project sponsor, the Project will be developed in phases over multiple years. Project emissions at full build-out in 2031, the first year when the Project site can be fully occupied, were analyzed. However, the HRA was performed using traffic volumes assuming full Project operation in the year 2030, which was the year analyzed in the EIR's traffic study (County of Fresno 2009). This is a conservative approach, given that improvements in vehicle technology and turnover within the vehicle fleets are expected as time goes by. Emissions in 2030 are expected to be slightly higher than emissions in 2031.

1.3.2 Cumulative Sources at Project Build-Out (2031)

Emissions were based on Project Build-out conditions and 2030 cumulative traffic volumes[2], but the HRA was performed for year 2031 which is consistent with the Project-only analysis.

2.0 OPERATIONAL EMISSIONS ESTIMATES

For each source of operational emissions, the most conservative (i.e., with the greatest potential impact) options were evaluated. While both the Friant Ranch Community and the wastewater treatment facility will be developed in stages, this analysis assumes that the Project is at full build-out in 2031, and it is understood that this year also corresponds with the first year that the Project site could be fully occupied. The operational emissions discussed here include gasoline and diesel exhaust from mobile and stationary sources due to the Project and due to non-Project traffic and operations. Mobile and stationary source diesel exhaust was analyzed in this HRA as both DPM and the TACs in

[2] 2030 traffic estimates were the closest year available to the build-out date from the EIR (County of Fresno 2009).

that exhaust, known as total organic gases (TOGD). Mobile source gasoline exhaust was analyzed in this HRA as the TACs in that exhaust, known as total organic gases (TOGG).

2.1 Calculation Methodologies for Stationary Sources

The Project includes two new diesel emergency generators to support a small, 0.8 million gallon per day wastewater treatment facility. The wastewater treatment facility, which will run on electricity, will only require one 500-kilowatt (kW) backup generator for many years, until demand necessitates the use of another 300-kW backup generator. However, it is conservatively assumed that the entire complement of emergency generators (800 kW) would be in use in 2031. This conservative approach also ensures that the analysis includes the highest possible exposure scenario for the nearby receptors. The backup generators will be used infrequently up to 50 hours/year for testing and during any emergencies. Emissions from both generators were calculated for an engine with the Tier 3 emissions standards using the methodology presented in Table 1.

Stationary sources that are not a part of the Project include a gas station that dispenses around 1.6 million gallons per year within 600 feet of the Project site. This source, which is located adjacent to the northern portion of the Project site at the intersection of N. Fork Road and Millerton Road/N. Friant Road, is included in the Cumulative analysis.

2.2 Calculation Methodologies for Mobile Sources

The analysis included emissions from vehicle trips, based on estimated 2030 PM peak hourly traffic volumes provided by the traffic engineer in the Draft EIR (the highest estimated traffic year from the Draft EIR) (County of Fresno 2009). Project traffic emissions were estimated assuming full Project build-out in 2031 with the understanding that 2031 would also be the first year that residents could fully occupy Friant Ranch. Note that the traffic volumes provided in the Draft EIR were for a land use plan with more proposed homes than the version of Project approved by the County of Fresno in 2011 (Alternative 3 from the Draft EIR) and being considered again by the County. This assumption of a larger number of homes than are currently being considered adds an additional layer of conservatism. Traffic volumes for the Project-only analysis were obtained by subtracting the 2030 No-Project Conditions from the 2030 With-Project Conditions estimated PM peak hourly traffic volumes. The Cumulative analysis relied on the traffic volumes provided as the 2030 With-Project Conditions as a conservative measure. Afternoon (PM) peak hourly traffic volumes were converted to annual average daily traffic (AADT) volumes by applying the 75th percentile "K" factor (7.88%) from CalTrans 2017 data for Fresno County[3], as many traffic studies only estimate

[3] A "K" factor represents the percentage of the AADT in both directions during the peak hour. Data for this analysis gathered from the following source: CalTrans 2017. Peak Hour Volume Data.

AM and PM peak hourly traffic. The PM peak hourly and AADT volumes for the Project at the relevant traffic segments are shown in Table 2.

Mobile emission factors were calculated for each individual year over a 70-year period (beginning in calendar year 2031 as described above) for DPM, diesel TOG, and gasoline TOG. Mobile emissions over a time period of 70 years are required for the HRA, as exposure to pollutants over a 70-year period is consistent with SJVAPCD guidance for calculating lifetime cancer risk impacts (SJVAPCD 2018) and includes children in utero in their mothers' third trimester of pregnancy, rounded from 70.25 to 70 years. While the same traffic volumes are assumed for each year, vehicle emission factors are reduced every year due to automobile turnover and increasingly stringent emissions regulations. Table 3a shows the emission factors used for the analysis. The emission factors were developed on a gram per mile basis using EMFAC2017, assuming that DPM and diesel TOG are emitted via running exhaust vehicle emission pathways, and that gasoline TOG is emitted via running exhaust and evaporative running loss pathways. These gram per mile emission factors were used to develop emissions estimates for each roadway analyzed in the HRA and were also used to develop residential receptor exposure weighted emission factors (presented in Table 3b) for use in the HRA dispersion modeling for cancer risk analysis. Exposure assumptions and dispersion modeling methods are discussed in further detail in the following report sections. To develop these exposure weighted emissions, the gram per mile emission factors from Table 3a were weighted on a year-by-year basis by the product of a residential receptor's Daily Breathing Rate (DBR), Fraction of time at Home (FAH), and Age Sensitivity Factor (ASF) exposure parameters consistent with 2015 OEHHA guidance. The 70-year average exposure-weighted emission factor is used in the HRA dispersion modeling.

Table 4 shows the percentage split of diesel and gasoline vehicles in 2031 in Fresno County (CARB 2017). This county-wide breakdown is used for both the Project-only and Cumulative analysis. The breakdown of gasoline and diesel vehicles is required to estimate emissions from the traffic.

In addition to the roadway vehicle trips discussed above, Friant Ranch will have six to twelve businesses that may require deliveries, resulting in truck idling and transport refrigeration unit (TRU) operation at local business loading docks. Most of the businesses would only require deliveries on a sporadic basis, likely one truck per day or less. The loading docks at the Friant Ranch businesses will be equipped with 110/208-volt power outlets in order that any TRU can be plugged in for deliveries. Localized risks from diesel traffic and TRU idling at retail or dining establishments are not typically estimated for projects due to the minimal risk expected due to the small level of diesel traffic. CARB's Air Quality and Land Use Handbook (Cal/EPA 2005) describes potential risks from distribution centers, which have significantly higher diesel traffic, and thus risks, and sets the threshold for special consideration of distribution centers at 100 trucks per day, more than 40 trucks with operating TRUs per day, or where TRU unit operations exceed 300 hours per week. Since the

operations at Friant Ranch are much lower than this threshold in the aggregate, the risk due to diesel and TRU idling from off-site sources is expected to be minimal and well below significance thresholds. Accordingly, they do not warrant quantitative emission estimation or modeling.

3.0 AIR CONCENTRATION ESTIMATES

For the Project analysis, TAC concentrations due to Project traffic and the two emergency generators at the proposed wastewater treatment facility are quantified. For the Cumulative analysis, TACs from the estimated total traffic and Project emergency generators are quantified; other potential contributors to risk are discussed qualitatively.

3.1 Chemical Selection

The excess lifetime cancer and chronic risk analyses in the HRA were based on DPM emissions and TOGs from on-road gasoline vehicles. Diesel exhaust, a complex mixture that includes hundreds of individual constituents, is identified by the State of California as a known carcinogen (CARB 1998). Under California regulatory guidelines, DPM is used as a surrogate measure of carcinogen exposure for the mixture of chemicals that make up diesel exhaust as a whole (OEHHA 2015). OEHHA and other proponents of using the surrogate approach to quantifying excess lifetime cancer risks associated with the diesel mixture indicate that this method is preferable to use of a component-based approach because it provides a protective approach to estimating health risks. A component-based approach involves estimating risks for each of the individual components of a mixture. Critics of the component-based approach believe it will underestimate the risks associated with diesel as a whole mixture because the identity of all chemicals in the mixture may not be known and/or exposure and health effects information for all chemicals identified within the mixture may not be available. Furthermore, OEHHA has concluded that "potential cancer risk from inhalation exposure to whole diesel exhaust will exceed the multi-pathway cancer risk from the speciated components." (OEHHA 2015). These analyses were based on the surrogate approach, as recommended by OEHHA. DPM also has a chronic non-cancer toxicity value associated with it, so the chronic risk analysis was based on this surrogate approach, as well. Speciated components of gasoline (TOGG) are also included as carcinogens and/or contributors to chronic risk.

There is currently no acute non-cancer toxicity value available for DPM. Thus, speciated components of diesel total organic gases (TOGD) with acute toxicity values were included in the acute non-cancer hazard analysis. Speciated components of gasoline TOGG are similarly included in the acute non-cancer hazard analysis. Toxicity values for DPM as well as for the individual components speciated from diesel and gasoline TOGs are included in Table 9.

3.2 Model Selection and Parameters

Consistent with SJVAPCD guidance, near-field air dispersion modeling of DPM, TOGD, and TOGG was conducted using the USEPA's AERMOD model version 19191 (USEPA 2019). For each receptor location, the model generated average air concentrations that result from emissions from multiple sources.

Air dispersion models such as AERMOD require a variety of inputs such as source parameters, meteorological parameters, topography information, and receptor parameters. When site-specific information was unknown, default parameter sets that are designed to produce conservative (i.e., overestimates of) air concentrations were used.

The AERMOD output files are included in Appendix A.

Meteorological data: Air dispersion modeling applications require the use of meteorological data that ideally are spatially and temporally representative of conditions in the immediate vicinity of the site under consideration. For this HRA, SJVAPCD's Fresno meteorological data for years 2013 through 2017 (v. 18081) was used. According to SJVAPCD, the v. 19191 version of this data is not available, and the v. 18081 version is suitable for use.[4]

Terrain considerations: Elevation and land use data was imported from the National Elevation Dataset (NED) maintained by the United States Geological Survey (USGS). An important consideration in an air dispersion modeling analysis is the selection of rural or urban dispersion coefficients. Based on the rural area in which the Project site is located, rural dispersion coefficients were used.

Source parameters: Source location and parameters are necessary to model the dispersion of air emissions. Elevated line-volume sources are used to represent the roadway traffic sources, and the line-volume sources extend over 1,000 feet beyond the Project boundary to capture the sources relevant to the Project receptors. The roadways modeled are presented in Figure 1. A release height of 3.05 meters (10 feet) with an initial vertical dimension (sigma z) of 1.42 m (4.65 feet) was used for the roadway sources, which is a conservative estimate of initial exhaust plume lift from multiple types of vehicles on the roadways. The source parameters used in the AERMOD input files for each roadway line-volume source are presented in Table 5.

The location of the diesel emergency generators was determined by the Project sponsor. Figure 1 shows the modeled location of the proposed generators. Refined modeling of the operational emissions was performed for the two emergency generators. The two generators were modeled as a single point source, with a stack exit temperature of 739.8 Kelvin (K), a stack exit velocity of 45.3 meters per second (m/s), and a stack diameter of 0.183 meters (m). Building downwash caused by the Project buildings, as well as neighboring

[4] Email communication from Kyle Melching of SJVAPCD, dated Jan. 11, 2021.

buildings, was not accounted for.

Emission rates: The emission rates associated with each roadway source are shown in Tables 6a and 6b for both the Project and Cumulative HRAs. These emission rates were entered into AERMOD for each roadway line-volume source. For traffic, exhaust-emitting activities were modeled to reflect the distribution of traffic throughout the day. As discussed in Section 2.1.2, daily emissions can be estimated from the data provided by the traffic engineer, but hourly emission rates are needed as input to the dispersion model used to calculate concentrations. Hourly emission rate scalars are necessary to correlate emissions with the appropriate meteorological conditions if long-term concentrations are required. Table 7 shows the hourly scalar values used in the AERMOD input files to distribute emissions throughout the day. These hourly scalar values were entered into AERMOD as variable emission factors so that the annualized roadway emissions are distributed throughout the day, matching estimated traffic patterns (e.g. less traffic in the middle of the night, more traffic in the daytime hours). The variable emission factors were used only for annual, long-term model runs. The acute, short-term model runs assumed even traffic throughout the 24-hr day so that maximum hourly emissions were not adjusted within the model. The hourly variable emission factors were calculated from data obtained through the EMFAC2017 model, a model designed to provide emission factors for automobile traffic in California, run in the "burden mode" for Fresno County in 2031 (CARB 2017).

The maximum time allowed by maintenance and testing of emergency generators, 50 hours per year, were considered for this analysis.[5] Annual total DPM emissions from the maintenance and testing of the emergency generators were assumed to be spread over each year, since long-term cancer and chronic risks are based on long-term daily average dose. Emission factors were based on Tier 3 standards from the CARB and USEPA Off-Road Compression-Ignition (Diesel) Engine Standards (CARB 2013). Emission factors for DPM are conservatively based on the PM emission standard. Emission factors for TOGD are calculated using proportions of TOG to non-methane hydrocarbons as provided by USEPA's "Conversion Factors for Hydrocarbon Emission Components" (USEPA 2005).

Receptors: In order to evaluate health impacts, receptors were placed on the Project site with 20-meter spacing and a 185-foot setback from Friant Road (as per Project design). Receptors were also placed on off-site residential communities. Receptors were modeled at a height of 1.8 meters above terrain height, a default breathing height for ground-level receptors (CAPCOA 2005). Modeled receptors are shown in Figure 1.

[5] Maximum hours determined as per CARB Stationary Diesel Engine ATCM. Available at: https://ww3.arb.ca.gov/diesel/documents/finalreg2011.pdf

4.0 RISK CHARACTERIZATION METHODS

The following sections discuss in detail the various components required to conduct the HRA.

4.1 Sources Evaluated

As discussed in Section 1.2, excess lifetime cancer risks, and chronic and acute non-cancer hazards were evaluated for the following scenarios:

- Project traffic and stationary source emissions reflective of traffic at Project build-out of 2031 (2030 in traffic study) and full emergency generator use at the wastewater treatment facility. 70-year average traffic emission factors weighted by exposure parameters were used.

- Cumulative emissions, including traffic emissions reflective of Project build-out year of 2031 (2030 in traffic study). Cumulative traffic emissions consist of the Project traffic and other future anticipated growth, also with conservative 70-year average traffic emission factors weighted by exposure parameters. Cumulative emissions also include the emergency generators and a nearby gasoline dispensing facility as described in Section 2.1.1.

4.2 Cancer Risk Exposure Assessment

Potentially Exposed Populations: The following receptor populations were evaluated:

- On-site and off-site 70-year lifetime residents for the Project scenario.

- On-site and off-site 70-year lifetime residents for the Cumulative scenario.

Residential exposure assumptions are more conservative than those for other sensitive receptor types as residential uses have the longest exposure time and exposure duration and highest exposure frequency. No other sensitive receptors (such as schools or daycare centers) were identified in the area that would have higher risk impacts than for residential receptors.

Exposure Assumptions: The exposure parameters used to estimate excess lifetime cancer risks for potentially exposed populations for the Project and Cumulative scenarios were obtained using risk assessment guidelines from OEHHA (OEHHA 2015) and SJVAPCD (SJVAPCD 2018), unless otherwise noted, and are presented in Table 8.

Calculation of Intake: The dose estimated for each exposure pathway is a function of the concentration of a chemical and the intake of that chemical. The intake factor for inhalation, IF_{inh}, can be calculated as follows:

$$IF_{inh} = \frac{DBR \times ET \times EF \times ED \times ASF \times FAH \times CF}{AT}$$

Where:

IF_{inh} = Intake Factor for Inhalation (m^3/kg-day)
DBR = Daily Breathing Rate (L/kg-day)
ET = Exposure Time (hours/24 hours)
EF = Exposure Frequency (days/year)
ED = Exposure Duration (years)
ASF = Age Sensitivity Factor (unitless)
FAH = Fraction at Home (unitless)
CF = Conversion Factor, 0.001 (m^3/L)
AT = Averaging Time (days)

The estimated excess lifetime cancer risks for residents were adjusted using the age sensitivity factors (ASFs) recommended in the OEHHA Hot Spots Guidance (OEHHA 2015). This approach accounts for an "anticipated special sensitivity to carcinogens" of infants and children. Cancer risk estimates are weighted by a factor of 10 for exposure of the age group that includes the third trimester fetus up to two years of age and by a factor of three for exposures that occur from two years through 15 years of age. No weighting factor (i.e., an ASF of one, which is equivalent to no adjustment) is applied to ages 16 and above.

Typically, the chemical intake or dose is estimated by multiplying the inhalation intake factor, IF_{inh}, by the chemical concentration in air, C_i. When coupled with the chemical concentration, this calculation is mathematically equivalent to the dose algorithm given in OEHHA Hot Spots guidance (OEHHA 2015). For this Project, since traffic emission factors decrease by year, these emission factors were weighted by a product of DBR, ASF, and FAH and averaged for the 70-year exposure duration for the AERMOD modelling. The AERMOD outputs were then processed by incorporating other terms in the above equation (see Section 4.4).

4.3 Cancer Risk Toxicity Assessment

The toxicity assessment characterizes the relationship between the magnitude of exposure and the nature and magnitude of adverse health effects that may result from such exposure. For purposes of calculating exposure criteria to be used in risk assessments, adverse health effects are classified into two broad categories – cancer and non-cancer endpoints. Toxicity values used to estimate the likelihood of adverse effects occurring in humans at different exposure levels are identified as part of the toxicity assessment component of a risk assessment.

The carcinogenic toxicity for DPM and additional organic gases from on-road

gasoline-powered vehicles are included. Toxicity values are summarized in Table 9.

4.4 Estimation of Cancer Risks

The equation used to calculate the potential excess lifetime cancer risk for the inhalation pathway is as follows:

$$Risk_{inh} = C_i \times CF \times IF_{inh} \times CPF_i$$

Where:

$Risk_{inh}$ = Cancer Risk; the incremental probability of an individual developing cancer as a result of inhalation exposure to a particular potential carcinogen (unitless)
C_i = Annual Average Air Concentration for chemical i (µg/m^3)
CF = Conversion Factor, 0.001 mg/µg
IF_{inh} = Intake Factor for Inhalation (m^3/kg-day)
CPF_i = Cancer Potency Factor for chemical i (mg chemical/kg body weight-day)$^{-1}$

Cancer risk estimations were determined using average concentrations from the period average concentration over all five years of meteorology modeled.

4.5 Estimation of Chronic Non-cancer Hazard Quotients / Indices

The potential for exposure to result in adverse chronic effects is evaluated by comparing the estimated annual average air concentration of chemical to the chronic reference exposure level (cREL) for each chemical evaluated in this analysis. When calculated for a single chemical, the comparison yields a hazard quotient (HQ) for that chemical. To evaluate the potential for adverse chronic health effects from simultaneous exposure to multiple chemicals, the HQs for all chemicals are summed, yielding a hazard index (HI).

$$HQ_i = {Ci}/{cREL_i}$$

$$HI = \sum HQ_i$$

Where:

HQ_i = Chronic hazard quotient for chemical i
HI = Hazard index
C_i = Annual average concentration of chemical i (µg/m^3)
$cREL_i$ = Chronic reference exposure level for chemical i (µg/m^3)

4.6 Estimation of Acute Non-cancer Hazard Quotients / Indices

The potential for exposure to result in adverse acute effects is evaluated by comparing the estimated one-hour maximum air concentration of chemical to the acute reference exposure level (aREL) for each chemical evaluated in this analysis. When calculated for a single chemical, the comparison yields a HQ. To evaluate the potential for adverse acute health effects from simultaneous exposure to multiple chemicals, the HQs for all chemicals are summed, yielding a HI.

$$HQ_i = {Ci}/{aREL_i}$$

$$HI = \sum HQ_i$$

Where:

HQ_i = Acute hazard quotient for chemical i
HI = Hazard index
C_i = One-hour maximum concentration of chemical i (µg/m^3)
$aREL_i$ = Acute reference exposure level for chemical i (µg/m^3)

5.0 RESULTS FROM PROJECT ANALYIS

This section presents the Project impact results for on-site and off-site residents.

The SJVAPCD CEQA air quality significance thresholds (SJVAPCD 2018) for health risks and hazards from a Project are:

- An excess lifetime cancer risk level of more than 20 in one million; and
- A non-cancer (chronic or acute) HI greater than 1.0.

Table 11 shows the excess lifetime cancer risk and chronic/acute non-cancer HIs for the maximally exposed individual (MEI) receptor for potential on-site receptors and on off-site residential communities.

The lifetime cancer risk for the on-site MEI was estimated to be 10.5 in a million, which does not exceed a SJVAPCD CEQA significance threshold of 20 in a million. This conservatively assumes that the two generators at the wastewater treatment facility will both start to operate in 2031, and a 70-year resident scenario that will result in the highest exposure, including risks from childhood exposures. To the extent that this Project reflects age-restricted housing, consisting mostly of a population of older people who are less sensitive than children to health risk impacts, these risks are overestimated.

The actual lifetime cancer risk for on-site receptors will likely be much lower than 10.5 in a million.

The lifetime cancer risk for the off-site MEI was estimated to be 17.5 in a million, which also does not exceed a corresponding SJVAPCD threshold of 20 in a million. However, this receptor is located right next to N. Friant Rd., on a large, rural residential-zoned lot, and not where an actual residence is located (the nearest residence to this receptor location is 450 feet to the east). The actual lifetime cancer risk for the resident nearest to this MEI receptor would be much lower than 17.5 in one million.

The chronic and acute non-cancer HIs due to Project operation for on-site receptors are 0.002 and 0.006, respectively; and the chronic and acute non-cancer HIs for off-site receptors are 0.004 and 0.010, respectively, which are well below the SJVAPCD significance threshold of 1.0.

6.0 RESULTS FROM CUMULATIVE ANALYSIS

6.1 Methodology

While SJVAPCD does not have specific guidance for a Cumulative health risk analysis, an analysis to determine the health risk from existing traffic on the proposed Project receptors and off-site resident receptors was requested by the SJVAPCD staff.[6] The CEQA air quality significance thresholds used to evaluate cumulative impacts on on-site and off-site residents are based on the Bay Area Air Quality Management District *CEQA Guidelines* (BAAQMD 2017). The BAAQMD CEQA significance thresholds for cumulative cancer and non-cancer risk are based on EPA guidance for conducting air toxics analyses and making risk management decisions at the community-scale level (USEPA 1989). BAAQMD CEQA significance thresholds for cumulative impacts are:

- An excess lifetime cancer risk level of more than 100 in one million; and
- A non-cancer (chronic or acute) HI greater than 10.

Traffic information provided by the Project traffic engineer was used to estimate excess lifetime cancer risk and chronic and acute hazard indices due to traffic emissions within 1,000 feet surrounding the Project. Both the Project and non-Project traffic were considered, and the 2030 estimated traffic volumes were used.

6.2 Cumulative Risk Results

Besides the cumulative traffic, the emissions from the two generators at the WWTP, and that from a nearby gasoline dispensing facility were also considered. Table 12 shows a summary of the estimated excess lifetime cumulative cancer risks and non-cancer chronic and acute hazard indices from the total traffic and other sources at the MEI locations. Conservatively

[6] Discussed with Leland Villavazo during a 9/4/2014 phone call.

calculated cumulative cancer risks were determined to be less than 44 in one million for on-site MEI and less than 55 in one million for off-site MEI, primarily due to the total traffic emitting DPM from the nearby highway. These cancer risk results do not exceed the BAAQMD CEQA significance threshold of 100 in a million.

The chronic and acute non-cancer HIs due to cumulative traffic for on-site receptors are 0.008 and 0.011, respectively; and the chronic and acute non-cancer HIs for off-site receptors are 0.010 and 0.015, respectively, which are well below the BAAQMD CEQA significance threshold of 10.

7.0 REFERENCES

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TABLES

Table 1
Emergency Generator Emissions for AERMOD modeling
Friant Ranch Community
Friant, California

Location	Size		Fuel Type	Operation[1] (hrs/yr)	Emission Factors[2]		Max. Emissions for Short-Term (1-hr) Modeling	Avg. Annual Emissions for Long-Term Modeling	Exposure Weighted AERMOD Emissions[3]
					TOGD	DPM	TOGD	DPM	DPM
	[kW]	[hp]			[g/bhp-hr]		[g/s]	[g/s]	[(g/s)*(L/kg-day)]
WWTP at Beck Property	300	402	diesel	50	0.16	0.15	1.82E-02	9.6E-05	0.098
WWTP at Beck Property	500	671	diesel	50	0.16	0.15	3.04E-02	1.6E-04	0.164
						Total Emissions:	4.86E-02	2.55E-04	0.2619

Notes:

1. Operation is assumed to be 50 hours per year, consistent with the maximum hours of operation allowed under ARB's Stationary Diesel Engine ATCM (ARB 2011).

2. Emission factors based on Tier 3 standards from the ARB and USEPA Off-Road Compression-Ignition (Diesel) Engine Standards (ARB 2013). Emission factors for DPM are conservatively based on the PM emission standard. Emission factors for TOGD are calculated using proportions of TOG to Non-methane hydrocarbons as provided by EPA's "Conversion Factors for Hydrocarbon Emission Components" (EPA420-R-05-015, December 2005).

3. Exposure weighted emission factors for AERMOD modeling calculated by averaging the annual DPM emissions over a full year, then weighting that g/s emission rate by the product of a residential receptor's Daily Breathing Rate (DBR), Fraction of Time at Home (FAH), and Age Sensitivity Factor (ASF) for each age group in a given year over 70 years (starting from third trimester in 2031) consistent with recommended values from 2015 OEHHA guidelines (presented in Table 8).

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Abbreviations:

DPM: diesel particulate matter
TOGD: total organic gases in diesel exhaust
TOGG: total organic gases in gasoline exhaust

Table 2
Traffic Volumes for AERMOD modeling
Friant Ranch Community
Friant, California

Segment Name	Segment Description (Listed North to South)	2030 No-Project Conditions		2030 With-Project Conditions		2030 Project Trips	
		PM Peak Hourly Traffic	AADT estimate[1]	PM Peak Hourly Traffic	AADT estimate[1]	PM Peak Hourly Traffic	AADT estimate[1]
Friant Road (South to North)							
A	Lost Lake to N Willow Ave	2,104	26,701	3,058	38,807	954	12,107
B	Root Ave to Lost Lake	2,118	26,878	2,758	35,000	640	8,122
C	Granite Ave to Root Ave	2,138	27,132	2,553	32,398	415	5,266
D	Parker Ave to Granite Ave	2,145	27,221	2,566	32,563	421	5,343
E	206 to Parker	2,125	26,967	2,599	32,982	474	6,015
Road 206							
F	Friant Road to Road 145	2,164	27,462	2,611	33,135	447	5,673
Millerton Road							
G	206 to Winchell Cove	1,733	21,992	1,839	23,338	106	1,345

Notes:

1. AADT estimated by applying the 75th percentile "K" factor (the percentage of AADT during peak hour) from CalTrans 2017 data for Fresno County.

Abbreviations:

AADT: annual average daily traffic

References:

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Environmental Impact Report. Appendix D: Traffic Impact Study. Tables 8.2 & 14.2

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Table 3a

Traffic Emission Factors for AERMOD modeling[1]
Friant Ranch Community
Friant, California

Year[5]	DPM[2]	TOG: Diesel[3]	TOG: Gasoline[4]
	grams/mile		
2031	0.0199	0.0350	0.0654
2032	0.0197	0.0343	0.0630
2033	0.0195	0.0337	0.0606
2034	0.0193	0.0331	0.0581
2035	0.0191	0.0326	0.0558
2036	0.0189	0.0322	0.0542
2037	0.0188	0.0318	0.0528
2038	0.0187	0.0315	0.0515
2039	0.0186	0.0312	0.0503
2040	0.0185	0.0309	0.0491
2041	0.0185	0.0307	0.0482
2042	0.0184	0.0305	0.0474
2043	0.0184	0.0303	0.0470
2044	0.0184	0.0302	0.0465
2045	0.0184	0.0301	0.0461
2046	0.0184	0.0300	0.0458
2047	0.0184	0.0299	0.0455
2048	0.0183	0.0298	0.0452
2049	0.0183	0.0298	0.0450
2050	0.0183	0.0297	0.0448
2051	0.0183	0.0297	0.0448
2052	0.0183	0.0297	0.0448
2053	0.0183	0.0297	0.0448
2054	0.0183	0.0297	0.0448
2055	0.0183	0.0297	0.0448
2056	0.0183	0.0297	0.0448
2057	0.0183	0.0297	0.0448
2058	0.0183	0.0297	0.0448
2059	0.0183	0.0297	0.0448
2060	0.0183	0.0297	0.0448
2061	0.0183	0.0297	0.0448
2062	0.0183	0.0297	0.0448
2063	0.0183	0.0297	0.0448
2064	0.0183	0.0297	0.0448
2065	0.0183	0.0297	0.0448
2066	0.0183	0.0297	0.0448
2067	0.0183	0.0297	0.0448
2068	0.0183	0.0297	0.0448
2069	0.0183	0.0297	0.0448
2070	0.0183	0.0297	0.0448

Table 3a (cont')

Traffic Emission Factors for AERMOD modeling[1]
Friant Ranch Community
Friant, California

Year[5]	DPM[2]	TOG: Diesel[3]	TOG: Gasoline[4]
	grams/mile		
2071	0.0183	0.0297	0.0448
2072	0.0183	0.0297	0.0448
2073	0.0183	0.0297	0.0448
2074	0.0183	0.0297	0.0448
2075	0.0183	0.0297	0.0448
2076	0.0183	0.0297	0.0448
2077	0.0183	0.0297	0.0448
2078	0.0183	0.0297	0.0448
2079	0.0183	0.0297	0.0448
2080	0.0183	0.0297	0.0448
2081	0.0183	0.0297	0.0448
2082	0.0183	0.0297	0.0448
2083	0.0183	0.0297	0.0448
2084	0.0183	0.0297	0.0448
2085	0.0183	0.0297	0.0448
2086	0.0183	0.0297	0.0448
2087	0.0183	0.0297	0.0448
2088	0.0183	0.0297	0.0448
2089	0.0183	0.0297	0.0448
2090	0.0183	0.0297	0.0448
2091	0.0183	0.0297	0.0448
2092	0.0183	0.0297	0.0448
2093	0.0183	0.0297	0.0448
2094	0.0183	0.0297	0.0448
2095	0.0183	0.0297	0.0448
2096	0.0183	0.0297	0.0448
2097	0.0183	0.0297	0.0448
2098	0.0183	0.0297	0.0448
2099	0.0183	0.0297	0.0448
2100	0.0183	0.0297	0.0448
Max EFs	**0.0199**	**0.0350**	**0.0654**

Notes:

1. Emission factors developed on a gram per mile basis by dividing EMFAC2017 Fresno County emissions by the VMT for the relevant pollutants, emission factors, and vehicle fuel types as described in the following notes. SAFE factors (Off-Model Adjustment Factors for Gasoline Light Duty Vehicle Emissions in EMFAC2017) have been applied to the EMFAC values.

2. DPM emission factors calculated based on PM_{10} running exhaust emissions from diesel fueled vehicles.

3.Diesel TOG emission factors calculated based on TOG running exhaust emissions from diesel fueled vehicles

4. Gasoline TOG emission factors calculated based on TOG running exhaust and running loss emissions from gasoline fueled vehicles.

5. Emission Factors in EMFAC are only projected to 2050. To be conservative, it is assumed that vehicle emissions after this year will be the same as year 2050.

Abbreviations:
DPM: diesel particulate matter
TOG: total organic gas
VMT: vehicle miles travelled
EMFAC: CA ARB's mobile source emission factors

Table 3b
Exposure Weighted Traffic Emission Factors for Annual AERMOD Modeling[1]
Friant Ranch Community
Friant, California

Year[2,3]	DPM	TOG: Diesel	TOG: Gasoline
	[(grams/mile)*(L/kg-day)]		
2031	234.67	413.01	772.18
2032	214.31	373.82	686.62
2033	212.21	367.17	660.50
2034	43.08	74.08	129.95
2035	42.65	72.96	124.63
2036	42.31	72.00	121.15
2037	42.01	71.11	118.05
2038	41.76	70.34	115.12
2039	41.56	69.64	112.34
2040	41.41	69.07	109.76
2041	41.31	68.58	107.77
2042	41.22	68.15	106.04
2043	41.20	67.78	104.99
2044	41.11	67.54	104.01
2045	41.07	67.28	103.14
2046	41.04	67.03	102.34
2047	3.12	5.09	7.73
2048	3.12	5.07	7.68
2049	3.12	5.06	7.65
2050	3.12	5.05	7.62
2051	3.12	5.05	7.62
2052	3.12	5.05	7.62
2053	3.12	5.05	7.62
2054	3.12	5.05	7.62
2055	3.12	5.05	7.62
2056	3.12	5.05	7.62
2057	3.12	5.05	7.62
2058	3.12	5.05	7.62
2059	3.12	5.05	7.62
2060	3.12	5.05	7.62
2061	3.12	5.05	7.62
2062	3.12	5.05	7.62
2063	3.12	5.05	7.62
2064	3.12	5.05	7.62
2065	3.12	5.05	7.62
2066	3.12	5.05	7.62
2067	3.12	5.05	7.62
2068	3.12	5.05	7.62
2069	3.12	5.05	7.62
2070	3.12	5.05	7.62
2071	3.12	5.05	7.62

Table 3b (cont')
Exposure Weighted Traffic Emission Factors for Annual AERMOD Modeling[1]
Friant Ranch Community
Friant, California

Year[2,3]	DPM	TOG: Diesel	TOG: Gasoline
	[(grams/mile)*(L/kg-day)]		
2072	3.12	5.05	7.62
2073	3.12	5.05	7.62
2074	3.12	5.05	7.62
2075	3.12	5.05	7.62
2076	3.12	5.05	7.62
2077	3.12	5.05	7.62
2078	3.12	5.05	7.62
2079	3.12	5.05	7.62
2080	3.12	5.05	7.62
2081	3.12	5.05	7.62
2082	3.12	5.05	7.62
2083	3.12	5.05	7.62
2084	3.12	5.05	7.62
2085	3.12	5.05	7.62
2086	3.12	5.05	7.62
2087	3.12	5.05	7.62
2088	3.12	5.05	7.62
2089	3.12	5.05	7.62
2090	3.12	5.05	7.62
2091	3.12	5.05	7.62
2092	3.12	5.05	7.62
2093	3.12	5.05	7.62
2094	3.12	5.05	7.62
2095	3.12	5.05	7.62
2096	3.12	5.05	7.62
2097	3.12	5.05	7.62
2098	3.12	5.05	7.62
2099	3.12	5.05	7.62
2100	3.12	5.05	7.62
70-year Weighted Average	**19.59**	**33.32**	**57.00**

Notes:

1. Exposure weighted emission factors calculated by weighting the per mile emission factors from Table 3a by the product of a residential receptor's Daily Breathing Rate (DBR), Fraction of Time at Home (FAH), and Age Sensitivity Factor (ASF) for each age group in the given year (starting from third trimester in 2031) consistent with recommended values from 2015 OEHHA guidelines (presented in Table 8).

2. Values have a large decrease in 2047 due to the assumed maximum exposed receptor reaching a daily breathing rate of age 16 (see Table 8).

3. Values flatten in 2050, as EMFAC data is only available through 2050; values after this date are therefore conservative.

Abbreviations:
DPM: diesel particulate matter
TOG: total organic gas
EMFAC: CA ARB's mobile source emission factors

70 Averaging Time (years)

Table 4

Diesel and Gasoline Split[1] for Traffic Emissions Calculations

Friant Ranch Community
Friant, California

	VMT	Percentage
Diesel	4,254,968	13.3%
Gasoline	26,662,657	83.3%
Electric	1,084,129	3.4%
Natural Gas	16,457	0.1%
Total	32,018,211	100%

Notes:

1. Split based on EMFAC-2011 categories for year 2031 VMT in Fresno County.

Abbreviations:

VMT: vehicle miles travelled

Table 5
Roadway Source Parameters for Traffic Emissions Calculations
Friant Ranch Community
Friant, California

Source ID	Road	Roadway Line-Volume Source Parameters				
		Elevation (m)	Plume Width (m)	Initial Sigma y (m)	Length (m)	Length (mi)
ROAD_A	N. Friant Rd. from Lost Lake to N. Willow Ave.	Imported from AERMAP	30	13.95	1402.1	0.871
ROAD_B	N. Friant Rd. from Root Ave. to Lost Lake	Imported from AERMAP	30	13.95	1138.3	0.707
ROAD_C	N. Friant Rd. from Granite Ave. to Root Ave	Imported from AERMAP	30	13.95	185.9	0.116
ROAD_D	N. Friant Rd. from Parker Ave. to Granite Ave.	Imported from AERMAP	30	13.95	340.8	0.212
ROAD_E	N. Friant Rd. from Road 206 to Parker Ave.	Imported from AERMAP	30	13.95	361.5	0.225
ROAD_F	Road 206 from Friant Rd. to Road 145	Imported from AERMAP	15	6.98	338.7	0.210
ROAD_G	Millerton Rd. from Road 206 to Winchell Cove	Imported from AERMAP	15	6.98	1055.5	0.656

Road Elevated LINE-VOLUME Sources
For all Road Sources:
Release Ht. = 3.05 m
Plume Height = 6.096 m
Initial Sigma z = 1.42 m

Abbreviations:
AERMAP: AERMOD's terrain processor
m: meters
mi: miles

Table 6a
Traffic Emission Rates for Acute Impact AERMOD Modeling
Friant Ranch Community
Friant, California

Contaminant	DPM[2]	TOGD	TOGG	DPM[2]	TOGD	TOGG
EF[1] (g/mile)	0.02	0.03	0.07	0.02	0.03	0.07
Percent Fleet	13%	13%	83%	13%	13%	83%
Roadway Link	Project Emissions (grams/sec)			Cumulative (2030 With-Project) Emissions (grams/sec)		
ROAD_A	N/A	1.07E-03	1.26E-02	N/A	3.44E-03	4.03E-02
ROAD_B	N/A	5.85E-04	6.85E-03	N/A	2.52E-03	2.95E-02
ROAD_C	N/A	6.19E-05	7.25E-04	N/A	3.81E-04	4.46E-03
ROAD_D	N/A	1.15E-04	1.35E-03	N/A	7.02E-04	8.22E-03
ROAD_E	N/A	1.38E-04	1.61E-03	N/A	7.54E-04	8.84E-03
ROAD_F	N/A	1.22E-04	1.42E-03	N/A	7.10E-04	8.32E-03
ROAD_G	N/A	8.98E-05	1.05E-03	N/A	1.56E-03	1.83E-02

Note:

1. Emission factors are the maximum year emission factors for TOGD and TOGG from Table 3a.

2. DPM is not modeled for Acute risk. Instead, TOGs from diesel exhaust (TOGD) are evaluated.

Abbreviations:

DPM: diesel particulate matter

TOGD: total organic gas from diesel

TOGG: total organic gas from gasoline

Table 6b
Exposure Weighted Traffic Emission Rates for Annual AERMOD Modeling
Friant Ranch Community
Friant, California

Contaminant	DPM	TOGD[2]	TOGG	DPM	TOGD[2]	TOGG
EF [(grams/mile)*(L/kg-day)][1]	19.6	33.3	57.0	19.6	33.3	57.0
Percent Fleet	13%	13%	83%	13%	13%	83%
Chronic Risk Correction Factor[3]	0.0010	0.0011	0.0011	0.0010	0.0011	0.001
Roadway Link	**Project Emissions (grams/sec*(L/kg-day))**			**Cumulative (2030 With-Project) Emissions (grams/sec*(L/kg-day))**		
ROAD_A	3.18E-01	N/A	5.79E+00	1.02E+00	N/A	1.86E+01
ROAD_B	1.73E-01	N/A	3.16E+00	7.46E-01	N/A	1.36E+01
ROAD_C	1.83E-02	N/A	3.34E-01	1.13E-01	N/A	2.06E+00
ROAD_D	3.41E-02	N/A	6.22E-01	2.08E-01	N/A	3.79E+00
ROAD_E	4.07E-02	N/A	7.42E-01	2.23E-01	N/A	4.07E+00
ROAD_F	3.60E-02	N/A	6.56E-01	2.10E-01	N/A	3.83E+00
ROAD_G	2.66E-02	N/A	4.85E-01	4.61E-01	N/A	8.41E+00

Note:

1.The emission factor is the weighted average as calculated in Table 3b.

2. TOGD (TOGs from diesel exhaust) are not analyzed for annual (long-term) impacts. Instead, DPM is analyzed for annual impacts.

3. The Chronic Risk Correction Factor is the maximum year emission factors for DPM, TOGD and TOGG from Table 3a, divided by the Exposure weighted chronic traffic emissions, in order to calculate chronic risk without including the Exposure Parameters.

Abbreviations:

DPM: diesel particulate matter

TOGD: total organic gas from diesel

TOGG: total organice gas from gasoline

Table 7
Hourly Scalars for Annual (Long-Term) AERMOD modeling[1]
Friant Ranch Community
Friant, California

Hour	DPM[2]	TOG: Diesel[3]	TOG: Gasoline[4]
1	0.939	N/A	0.138
2	0.488	N/A	0.069
3	0.817	N/A	0.070
4	1.549	N/A	0.045
5	0.886	N/A	0.072
6	1.215	N/A	0.248
7	1.792	N/A	0.821
8	1.224	N/A	1.533
9	1.218	N/A	1.554
10	1.514	N/A	1.291
11	1.577	N/A	1.400
12	1.559	N/A	1.538
13	1.401	N/A	1.574
14	1.433	N/A	1.578
15	1.085	N/A	1.722
16	0.743	N/A	1.796
17	1.025	N/A	1.933
18	0.588	N/A	2.097
19	0.630	N/A	1.428
20	0.271	N/A	1.031
21	0.501	N/A	0.771
22	0.822	N/A	0.637
23	0.413	N/A	0.395
24	0.312	N/A	0.258

Notes:

1. Calculated as a percentage of predicted total emissions per hour for Fresno County in 2031 from EMFAC-2017 (run in burden mode). Hourly scalers used only in Annual (Long-Term) AERMOD modeling runs.

2. DPM hourly scalars estimated based on PM_{10} running exhaust emissions from diesel fueled vehicles.

3. Diesel TOG hourly scalers not required because TOGD is not analyzed in long-term modeling.

4. Gasoline TOG hourly scalars calculated based on TOG running exhaust and running loss emissions from gasoline fueled vehicles.

Abbreviations:
DPM: diesel particulate matter
TOG: total organic gas

Table 8
Residential Receptor Exposure Parameters
Friant Ranch Community
Friant, California

Receptor Age Group	Exposure Parameter					
	Daily Breathing Rate (DBR)[1] (L/kg-day)	Exposure Duration (ED)[2] (years)	Fraction of Time at Home (FAH)[3] (unitless)	Exposure Frequency (EF)[4] (days/year)	Averaging Time (AT) (days)	Age Sensitivity Factor[5] (ASF)
3rd Trimester Duration	361	0.25	1	350	25,550	10
Infant Exposure (0<2 Years)	1090	2	1	350	25,550	10
Child Exposure (2<16 Years)	745	14	1	350	25,550	3
Adult Exposure (16-70 Years)	233	54	0.73	350	25,550	1

Equation used:

IF_{inh} = DBR * ET * EF * ED * ASF * FAH * CF / AT

CF: 0.001 (m^3/L)

Notes:

1. Daily breathing rates reflect default breathing rates from OEHHA 2015 as follows: 95th percentile for children <16 years, and 80th percentile for adults 16-70 years. For this cancer risk analysis, daily breathing rates were incorporated into the exposure weighted AERMOD modeled emissions rates as presented in Table 3b.

2. The total exposure duration for operation reflects the default residential exposure duration from OEHHA 2015.

3. Fraction of time at home was conservatively assumed to be 1 for age groups younger than 16 years old (100%). The FAH of 0.73 for age group 16 and above reflects the default value from OEHHA 2015. For this cancer risk analysis, FAH values were incorporated into the exposure weighted AERMOD modeled emissions rates as presented in Table 3b.

4. Exposure frequency (EF) reflects default exposure frequency for residents from OEHHA 2015.

5. Age sensitivity factors for each age group are consistent with OEHHA 2015 guidance. ASFs were incorporated into the exposure weighted AERMOD modeled emissions rates as presented in Table 3b.

Abbreviations:

DBR: daily breathing rates
ET: exposure time (hours/24 hours)
EF: exposure frequency
ED: exposure duration
ASF: age sensitivity factor
FAH: fraction at home
CF: conversion factor
AT: averaging time
OEHHA: Office of Environmental Health Hazard Assessment
kg: kilogram
L: liter
m^3: cubic meters

Reference:

OEHHA 2015. Air Toxics Hot Spots Program, Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments, Office of Environmental Health Hazard Assessment (OEHHA), February 2015. Available online at: http://oehha.ca.gov/air/hot_spots/hotspots2015.html.

Table 9
Toxicity Values
Friant Ranch Community
Friant, California

Chemical		Cancer Potency Factor $(mg/kg\text{-}day)^{-1}$	Chronic Reference Exposure Level $(\mu g/m^3)$	Acute Reference Exposure Level $(\mu g/m^3)$
Diesel Particulate Matter (DPM)[1]		1.10	5.0	--
TACS from TOGG[2]	1,3-Butadiene	0.60	2	-
	Acetaldehyde	0.01	140	470
	Acrolein	-	0	3
	Benzene	0.10	3	27
	Ethylbenzene	0.01	2000	-
	Formaldehyde	0.02	9	55
	Hexane	-	7000	-
	Methanol	-	4000	28000
	Methyl ethyl ketone	-	-	13000
	Naphthalene	0.12	9	-
	Propylene	-	3000	-
	Styrene	-	900	21000
	Toluene	-	420	5000
	Xylenes	-	700	22000
TACS from TOGD	1,3-butadiene	-	-	660
	Benzene	-	-	27
	M-xylene	-	-	22000
	O-xylene	-	-	22000
	Toluene	-	-	5000
	Acetaldehyde	-	-	470
	Formaldehyde	-	-	55

Notes:

All toxicity values from Cal/EPA (2020).

-- not available

1. Diesel Particulate Matter (DPM) is used as a surrogate measure of carcinogen and chronic non-cancer exposure for the mixture of chemicals that make up diesel exhaust as a whole. There is currently no acute non-cancer toxicity value available for DPM. Accordingly, acute impacts from diesel combustion engines are typically not evaluated. As a conservative measure for traffic related emissions, speciated components of diesel total organic gas exhaust emissions (TOG) with acute toxicity values were included in the acute non-cancer hazard analysis.

2. Cancer potenty factors from TOG represent only the chemicals from the gasoline components (any diesel related emissions chemical potencies are incorporated as part of the DPM CPF).

Abbreviations:

(mg/kg-day): milligram per kilogram-day
$\mu g/m^3$: micrograms per cubic meter
ARB: California Air Resources Board
Cal/EPA: California Environmental Protection Agency
DPM: diesel particulate matter
HI: hazard index
OEHHA: Office of Environmental Health Hazard Assessment
TAC: toxic air contaminant
TOG: total organic gas

Reference:

California Environmental Protection Agency (Cal/EPA). 2020. OEHHA/ARB Consolidated Table of Approved Risk Assessment Health Values. Updated Oct. 2, 2020. http://www.arb.ca.gov/toxics/healthval/contable.pdf

Table 10
Vehicle Exhaust TOG Weight Fractions
Friant Ranch Community
Friant, California

Chemical	CAS Number	Weight Fraction
TOGs from Gasoline (TOGG)[1]		
1,3-Butadiene	106-99-0	0.0055
Acetaldehyde	75-07-0	0.0028
Acrolein	107-02-8	0.0013
Benzene	71-43-2	0.0247
Ethylbenzene	100-41-4	0.0105
Formaldehyde	50-00-0	0.0158
Hexane	110-54-3	0.0160
Methanol	67-56-1	0.0012
Methyl ethyl ketone	78-93-3	0.0002
Naphthalene	91-20-3	0.0005
Propylene	115-07-1	0.0306
Styrene	100-42-5	0.0012
Toluene	108-88-3	0.0576
Xylenes	1330-20-7	0.0480
TOGs from Diesel (TOGD) - Heavy Duty Vehicles[2]		
1,3-butadiene	106-99-0	0.029
Benzene	71-43-2	0.044
M-xylene	108-38-3	0.029
O-xylene	95-47-6	0.018
Toluene	108-88-3	0.051
TOGs from Diesel (TOGD) - Light Duty Vehicles[2]		
Acetaldehyde	75-07-0	0.0291
Formaldehyde	50-00-0	0.0861

1. Gasoline TOG Speciation from BAAQMD "Recommended Methods for Screening and Modeling Local Risks and Hazards," Table 14.

2. Diesel TOG Speciation from EPA Speciation Profile 1201 (LDV) and 95227 (HDV). Only the chemicals with acute risk RELs are listed. Summing LDV and HDV weighted RELs to be conservative.

Table 11
Modeled Excess Lifetime Cancer Risk, and Chronic and Acute Hazard Indices - Project
Friant Ranch Community
Friant, California

Source	Receptor Type	Cancer Risk[1] (in one million)	Chronic HI[2]	Acute HI[2]
Project Operations (Traffic and Emergency Generators)	Onsite MEI	10.5	0.002	0.0058
	Offsite MEI	17.5	0.004	0.0098
SJVAPCD Project Significance Threshold		**20**	**1**	**1**
Exceed Threshold?		**No**	**No**	**No**

Notes:

1. Excess lifetime cancer risks are estimated as the upper-bound incremental probability that an individual will develop cancer over a lifetime as a direct result of exposure to potential carcinogens. The estimated risk is expressed as a unitless probability. The cancer risks attributed to the emissions associated with operation of the Project were conservatively calculated based on the maximum modeled annual average air concentrations over the five modeled years, the intake factors presented in Table 8, and the CPFs presented in Table 9.

2. The potential for exposure to result in adverse chronic and acute non-cancer effects is evaluated by comparing the estimated annual average and one-hour maximum air concentration to the non-cancer chronic and acute REL for each chemical, respectively. When calculated for a single chemical, the comparison yields a ratio termed a hazard quotient. To evaluate the potential for adverse chronic and acute noncancer health effects from simultaneous exposure to multiple chemicals, the hazard quotients for all chemicals are summed, yielding a hazard index. The chronic and acute hazard indices attributed to the emissions associated with operation of the Project and non-project traffic were calculated based on the modeled annual average and one-hour maximum air concentrations, respectively, and the chronic and acute reference exposure levels presented in Table 9.

Abbreviations:

m: meter

$\mu g/m^3$: micrograms per cubic meter

HI: hazard index

MEI: maximally exposed individual

Table 12
Excess Lifetime Cancer Risk, and Chronic and Acute Hazard Indices - Cumulative
Friant Ranch Community
Friant, California

Source	Receptor Type	Cumulative Cancer Risk[1] (in one million)	Chronic HI[2]	Acute HI[2]
Project Operations + Non-Project Traffic	Onsite MEI	34	0.008	0.011
	Offsite MEI	45	0.010	0.015
Offsite Stationary Sources[3]	N/A	<10	--	--
Cumulative Total	Onsite MEI	<44	0.008	0.011
Cumulative Total	Offsite MEI	<55	0.010	0.015
CEQA Cumulative Significance Threshold		**100**	**10**	**10**
Exceed Threshold?		**No**	**No**	**No**

Notes:

1. Excess lifetime cancer risks are estimated as the upper-bound incremental probability that an individual will develop cancer over a lifetime as a direct result of exposure to potential carcinogens. The estimated risk is expressed as a unitless probability. The cancer risks attributed to the cumulative emissions associated with operation of the Project and non-project traffic were calculated based on the modeled annual average air concentrations over the five modeled years, the intake factors presented in Table 8, and the cancer potency factors presented in Table 9.

2. The potential for exposure to result in adverse chronic and acute non-cancer effects is evaluated by comparing the estimated annual average and one-hour maximum air concentration to the non-cancer chronic and acute REL for each chemical, respectively. When calculated for a single chemical, the comparison yields a ratio termed a hazard quotient. To evaluate the potential for adverse chronic and acute noncancer health effects from simultaneous exposure to multiple chemicals, the hazard quotients for all chemicals are summed, yielding a hazard index. The chronic and acute hazard indices attributed to the emissions associated with operation of the Project and non-project traffic were calculated based on the modeled annual average and one-hour maximum air concentrations, respectively, and the chronic and acute reference exposure levels presented in Table 9.

3. Offsite stationary sources included one gas station (that dispenses around one million gallons per day as per SJVAPCD staff) within 600 feet of the project. According to the California Environmental Protection Agency (Cal/EPA 2005), a cancer risk of less than 10 in a million is expected at the fenceline of a gas station dispensing less than 3.6 million gallons per day. Conservatively, in the cumulative health risk assessment it was assumed that a cancer risk impact of <10 in a million applied to both onsite and offsite receptors, regardless of their distance to the gas station.

-- not available

Abbreviations:

MEI: maximally exposed individual

HI: hazard index

Reference:

Cal/EPA. 2005. Air Quality and Land Use Handbook: A Community Health Perspective. April. Available online at: http://www.arb.ca.gov/ch/handbook.pdf.

FIGURES

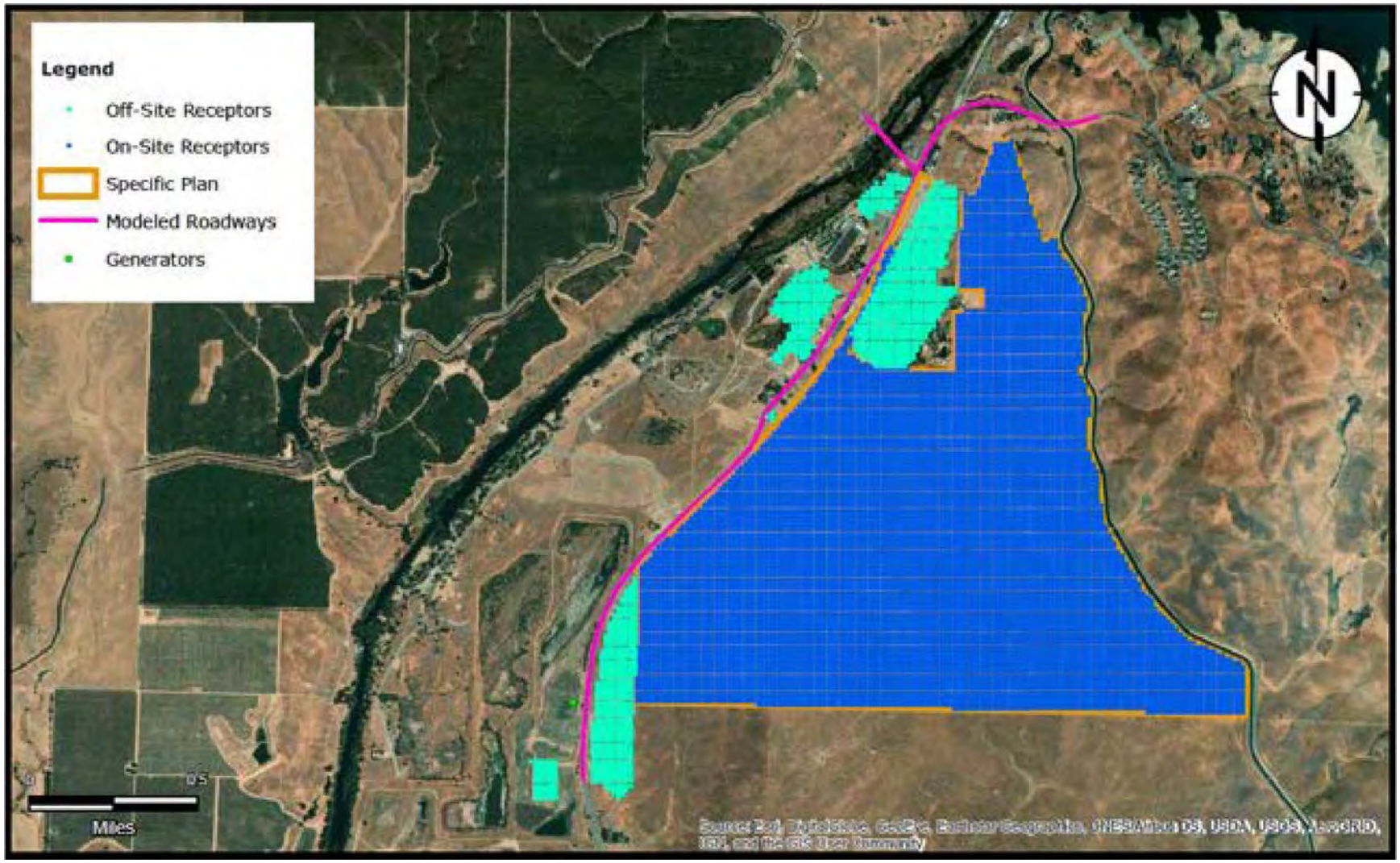

Figure 1: Friant Ranch Community AERMOD Model Set-Up

B.4 Ramboll – Air Quality Impacts Analysis 2019

Prepared by
Ramboll US Corporation
San Francisco

Project Number
1690013624

Date
July 2019

CALIFORNIA STATE UNIVERSITY–DOMINGUEZ HILLS
AIR QUALITY IMPACTS ANALYSIS
CARSON, CALIFORNIA

RAMBOLL

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Appendix B: PGM Inputs, Outputs, and Assumptions

Appendix C: BenMAP and Health Outcomes

Appendix D: Resumes of Technical Staff

1. INTRODUCTION

This report presents an estimate of the potential health impact of the emissions of criteria pollutants that may result from the adoption and implementation of California State University Dominguez Hills (CSUDH)'s 2018 Campus Master Plan (the proposed Project). The proposed Project retains the existing campus enrollment cap of 20,000 full-time-equivalent students (FTES), while providing a framework for development of the University's campus in a forward-looking manner that accommodates growth from the current enrollment of approximately 11,000 FTES to the maximum enrollment of 20,000 FTES over a planning horizon extending to 2035.

As background, Environmental Impact Reports (EIRs) prepared pursuant to the California Environmental Quality Act (CEQA) have long evaluated project-related health impacts of toxic air contaminants, such as diesel particulate matter, through quantitative and/or qualitative means relative to air district-issued thresholds of significance. However, EIRs historically have not evaluated the specific health impacts of project-related increases in criteria pollutants,[1] other than to note and summarize scientific literature regarding the general effect of those pollutants on health. Instead, in accordance with air district-issued thresholds of significance and industry standard practice at the time, CEQA analysis historically and traditionally focused on estimating project-related mass emissions totals for criteria pollutants and, in certain cases, conducting dispersion modeling to assess impacts on local ambient air quality concentrations.

In response to comment on the proposed Project's Draft EIR, and in light of a cited decision issued by the California Supreme Court issued in December 2018, this analysis estimates the health impacts of criteria pollutants and their precursors, specifically those that are evaluated by the U.S. Environmental Protection Agency (USEPA) in rulemaking setting the national ambient air quality standards: oxides of nitrogen (NOx), volatile organic compounds (VOC), carbon monoxide (CO), ozone (O_3), sulfur dioxide (SO_2), and particulate matter smaller than 2.5 microns in diameter[2] ($PM_{2.5}$). NOx and VOCs are not criteria air pollutants but, in the presence of sunlight, they form O_3 and contribute to the formation of secondary $PM_{2.5}$ and thus are analyzed here. As a conservative measure, SO_2 and CO are evaluated due to their small contribution to the formation of secondary $PM_{2.5}$ and ozone. The health impacts from O_3 and $PM_{2.5}$ are examined for this Project because the USEPA has determined that these criteria pollutants would have the greatest impact to human health. The emissions of other criteria pollutants, including VOC, NOx and SO_2, are analyzed in their contribution in the formation of O_3 and secondary $PM_{2.5}$.

Notably, CEQA practitioners and other expert agencies (like air districts) are still developing tools and methodologies to provide the type of CEQA analysis described in the California Supreme Court's decision. In this report, Ramboll presents one method that can be used to correlate project-related mass emissions totals for criteria pollutants to estimated health-based consequences. More specifically, in order to estimate the health impacts of the increases of criteria pollutants for the

[1] Criteria pollutants are those pollutants with an air pollution standard or pollutants which are precursors to those with a standard. Pollutants with an air pollution standard include nitrogen dioxide, sulfur dioxide, ozone, carbon monoxide, particulate matter smaller than 2.5 microns and 10 microns and ozone. Precursor pollutants to criteria pollutants include oxides of nitrogen (NOx), oxides of sulfur (SOx), and volatile organic compounds (VOCs).

[2] USEPA's default health effect functions in BenMAP for PM use fine particulate ($PM_{2.5}$) as the causal PM agent, so the health effects of PM_{10} are represented using $PM_{2.5}$ as a surrogate.

proposed Project, Ramboll applied a photochemical grid model (PGM), Comprehensive Air Quality Model with extensions (CAMx),[3] to estimate the small increases in concentrations of ozone and $PM_{2.5}$ in the region as a result of the emissions of criteria and precursor pollutants from the Project. We then applied a USEPA-authored program, the Benefits Mapping and Analysis Program (BenMAP)[4], to estimate the resulting health impacts from the small increases in concentration. Only the impacts of ozone and $PM_{2.5}$ are estimated, as those are the pollutants that USEPA uses in BenMAP to estimate the impact of emissions of NOx, VOCs, CO, SO_2, and $PM_{2.5}$. Ozone and $PM_{2.5}$ have the most critical health impacts and thus are the emissions evaluated to determine the Project's health impacts.

[3] Comprehensive Air Quality Model with Extensions.

[4] https://www.epa.gov/benmap/benmap-ce-manual-and-appendices.

2. TECHNICAL APPROACH

The first step in the process is to run the PGM with appropriate information to assess the small increases in ambient air concentrations that the Project emissions may cause. PGMs require a database of information, including the spatial allocation of emissions, in the area to be modeled. This includes both base (background/existing) emissions and Project emissions. The latest publicly available PGM database for Southern California, which contains base emissions, was developed by the South Coast Air Quality Management District (SCAQMD) in support of its adopted 2016 Air Quality Management Plan (AQMP)[5] and was adapted for use in this analysis. This PGM database is tailored for Southern California (including Los Angeles County) using California-specific input tools (e.g., the Emission FACtors (EMFAC)[6] mobile source emissions model) and uses a high-resolution 4- kilometer (km) horizontal grid to better simulate meteorology and air quality in the complex terrain and coastal environment of California.

Project emissions included NO_X, SO_2, CO, respirable (PM_{10}) and fine ($PM_{2.5}$) primary particulate matter (PM), and VOCs. As discussed above, NO_X and VOC are precursors to ozone and, along with SO_2, are also precursors to secondarily formed $PM_{2.5}$. CO also plays a smaller role in the formation of ozone and is thus conservatively evaluated here.

The USEPA's air quality modeling guidelines (Appendix W[7]) and ozone and $PM_{2.5}$ modeling guidance[8] recommend using a PGM to estimate ozone and secondary $PM_{2.5}$ concentrations. The USEPA's modeling guidance does not recommend specific PGMs but provides procedures for determining an appropriate PGM on a case-by-case basis. Both the modeling guidelines and guidance note that the CAMx[9] and the Community Multiscale Air Quality (CMAQ[10]) PGMs have been used extensively in the past and would be acceptable PGMs. As such, the USEPA has prepared a memorandum[11] documenting the suitability for using CAMx and CMAQ for ozone and secondary $PM_{2.5}$ modeling of single-sources or group of sources.

To estimate the potential impacts of the proposed Project's emissions on ambient air concentrations, the Project's emissions were added to the CAMx 4-km annual PGM modeling database.[12] Operational and construction emissions from the Project were estimated as described in the Air Quality Section of the Draft EIR.[13] For almost all pollutants, for any year, the maximum operational emissions at full buildout were greater than construction emissions. The exception is VOCs from architectural coatings during one year of construction. In order to estimate the worst-case impacts, the emissions from the highest year of construction VOCs were added to the full buildout emissions of all other pollutants. By

[5] https://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp.

[6] https://www.arb.ca.gov/emfac/.

[7] https://www3.epa.gov/ttn/scram/appendix_w/2016/AppendixW_2017.pdf.

[8] https://www3.epa.gov/ttn/scram/guidance/guide/O3-PM-RH-Modeling_Guidance-2018.pdf.

[9] http://www.camx.com/.

[10] https://www.epa.gov/cmaq.

[11] https://www3.epa.gov/ttn/scram/guidance/clarification/20170804-Photochemical_Grid_Model_Clarification_Memo.pdf.

[12] SCAQMD performed WRF meteorological modeling for the CCOS 4-km domain and 2012 calendar year that has been processed by WRFCAMx to generate CAMx 2012 4-km meteorological inputs for the CCOS domain. The CMAQ 2012 emissions have been converted to the format used by CAMx using the CMAQ2CAMx processor.

[13] To the extent that the Draft EIR used conservative inputs to estimate Project-related criteria pollutants and precursors, the analysis provided herein also is conservatively influenced by those inputs.

doing this, the results below present a worst-case analysis for the construction years and operational years.

For use in PGMs, each Project emissions source must be spatially distributed across the modeling grid cells so that they can be incorporated into the gridded emission inventory. The total unmitigated emission inventory for the Project was used in the analysis. This includes architectural coatings, VOCs in consumer products, natural gas combustion, landscaping, and emissions associated with motor vehicle use. The emissions from architectural coatings, consumer products, natural gas combustion, and landscaping are located onsite, and were therefore allocated to the grid cells representing the Project site (the University campus). The mobile source category includes both passenger vehicles and trucks. The mobile sources are also spatially distributed in both the site's grid cells, as well as the immediately adjacent grid cells. While it is expected that passenger vehicles and trucks may travel some distance outside of the Project site, they were conservatively distributed near the site's grid cells based on travel routes. Annual emission estimates from the Project were spatially gridded, temporally allocated, and chemically speciated to be used for photochemical grid modelling using the Sparse Matrix Operating Kernel Emissions (SMOKE) emissions modelling system supported by the USEPA. The emissions inventory, spatial allocation, and SMOKE inputs and outputs are shown in **Appendix A.**

As discussed above, the SCAQMD's Southern California 2016 AQMP modeling database was used for this Project. The Southern California 4-km CAMx modeling databases is based on a 2012 base meteorological year and includes future year emission scenarios. The 2023 future year projections were used for this analysis, as that is the nearest future year with base emissions available as of the date of this report. The Project's emissions were tagged for treatment by the source apportionment tools in CAMx to obtain the incremental ozone and $PM_{2.5}$ concentration impacts due to the Project's emissions. More details and inputs for the PGM modeling are included in **Appendix B.**

Following completion of the CAMx source apportionment modeling, Ramboll used the USEPA's BenMAP[14, 15] program to estimate the potential health impacts of the Project's contribution to ozone and $PM_{2.5}$ concentration. BenMAP uses the concentration estimates produced by CAMx, along with population and health effect concentration-response (C-R) functions, to estimate various health effects of the concentration increases. BenMAP has a wide history of applications by the USEPA and others, including for local-scale analysis[16] as needed for assessing the health impacts of a project's emissions. We used the USEPA default BenMAP health effects C-R functions that are typically used in national rulemaking, such as the health effects impact assessment[17] for the 2012 $PM_{2.5}$ National Ambient Air Quality Standard (NAAQS). The health effects that we used for $PM_{2.5}$ include mortality (all causes), hospital admissions (respiratory, asthma, cardiovascular), emergency room visits (asthma), and acute myocardial infarction (non-fatal). For ozone, the endpoints are mortality, emergency room visits (respiratory) and hospital admissions (respiratory). Details on the BenMAP inputs and outputs and definitions for the health outcomes are shown in **Appendix C.**

[14] https://www.epa.gov/benmap/how-benmap-ce-estimates-health-and-economic-effects-air-pollution.

[15] https://www.epa.gov/sites/production/files/2015-04/documents/benmap-ce_user_manual_march_2015.pdf.

[16] https://www.epa.gov/benmap/benmap-ce-applications-articles-and-presentations#local.

[17] https://www3.epa.gov/ttn/naaqs/standards/pm/data/PM_RA_FINAL_June_2010.pdf.

3. RESULTS

This section presents the results of the health impact analysis for the incremental increases in $PM_{2.5}$ and ozone resulting from primary and precursor emissions for these constituents[18].

included asthma-related emergency room visits (4.38 incidences per year), asthma-related hospital admissions (0.38 incidences per year), all cardiovascular-related hospital admissions (not including myocardial infarctions) (1.05 incidences per year), all respiratory-related hospital admissions (2.44 incidences per year), mortality (10.31 incidences per year), and nonfatal acute myocardial infarction (less than 0.53 incidences per year for all age groups).

included respiratory-related hospital admissions (0.67 incidences per year), mortality (0.28 incidences per year), and asthma-related emergency room visits for any age range (lower than 3.38 incidences per year for all age groups).

. The "background health incidence" is the actual incidence of health effects as measured in the local population in the absence of additional emissions from the Project.

UNCERTAINTY

Analyses that evaluate the increases in concentrations resulting from individual sources, and the health impacts of increases or decreases in pollutants as a result of regulation on a localized basis are routinely done. This analysis does not tie the increase in concentration to a specific health impact in an individual; however, it does use scientific correlations of certain types of health impacts from pollution to estimate increases in effects to the population at large.

There is a degree of uncertainty in these results from a combination of the uncertainty of the increase in concentration resulting from the PGM and the uncertainty of the application of the C-R increase. All simulations of physical processes, whether ambient air concentrations, or health impacts from air pollution, have a level of uncertainty associated with them, due to simplifying assumptions. The overall uncertainty is a combination of the uncertainty associated with each piece of the modeling study, in this case, the emissions model, the PGM, and BenMAP. While these results reflect a level of uncertainty, regulatory agencies, including the USEPA have judged that, even with the uncertainty in the results, the results provide sufficient information to the public to allow them to understand the health effects of increases or decreases in air pollution. In addition, the health impacts estimation using this method presumes that impacts seen at large concentration differences can be linearly scaled down to small increases in concentration. This

[18] Health outcomes presented above also conservatively utilize maximum daily emissions, assumed to occur for an entire year. Should average daily emissions be used, results would be even lower. Specifically for mortality impacts from $PM_{2.5}$ emissions, average daily emissions would be approximately 20% lower, and the corresponding morality incidence rate would be similarly lower.

methodology of linearly scaling impacts is broadly accepted for use in regulatory evaluations and is considered as being health protective.[19] These health impacts are conservatively estimated, and the actual impacts may be zero.

[19] USEPA (2010). Quantitative Risk Assessment for Particulate Matter – Final Report. Office of Air Quality Planning and Standards, U.S. Environmental Protection Agency, Research Triangle Park, NC. EPA-452/R-10-005. June 2010. Available: https://www3.epa.gov/ttn/naaqs/standards/pm/data/PM_RA_FINAL_June_2010.pdf.

APPENDIX A
EMISSIONS INVENTORY, SPATIAL ALLOCATION, AND SMOKE SETUP

APPENDIX A

EMISSIONS INVENTORY, SPATIAL ALLOCATION, AND SMOKE SETUP
CALIFORNIA STATE UNIVERSITY – DOMINGUEZ HILLS
CARSON, CALIFORNIA

1. INTRODUCTION

As set forth in the Project's Draft Environmental Impact Report (EIR), construction and operational emissions from the Project were estimated using methodologies consistent with the California Emissions Estimator Model (CalEEMod®) and Project-specific data, where available. The model employs widely accepted calculation methodologies for emission estimates combined with appropriate default data if site-specific information is not available.

Annual emission estimates from CalEEMod® need to be spatially gridded, temporally allocated, and chemically speciated to be used for photochemical grid modeling. The Sparse Matrix Operating Kernel Emissions (SMOKE) emissions modeling system (Coats, 1996; Coats and Houyoux, 1996)[1] is used for this process.

Development of the gridded Project emissions is described in detail in Section 0.

2. PROJECT EMISSIONS AND SPATIAL ALLOCATION

Emissions were estimated for the Project to support the photochemical grid model (PGM) and are allocated into 4 kilometer (km) x 4 km grid cells. This section describes those emissions and how they were spatially allocated.

2.1 Project Emissions and Spatial Allocation

For use in PGMs, emissions must be spatially allocated over the area so that they can be incorporated into the gridded emission inventory. The total incremental emission inventory for the Project is below in **Table 2-1**. Mobile source emissions were split into categories based on the EMFAC2014 emission rates. For particulate matter, less than 2.5 microns in diameter ($PM_{2.5}$) emissions are used in the modelling; less than 10 microns in diameter (PM_{10}) emissions are presented for information below.

Maximum Daily Criteria Air Pollutant Emissions Estimates

Emission Category	ROG	NOx	PM_{10}	$PM_{2.5}$	SO_2	CO
	lbs/day	lbs/day	lbs/day	lbs/day	lbs/day	lbs/day
Mobile	38.4	220.2	284.2	76.8	2.6	499.2
Diurnal	2.4	0.0	0.0	0.0	0.0	0.0
Hotsoak	5.8	0.0	0.0	0.0	0.0	0.0
Idling Exhaust	0.2	1.3	0.0	0.0	0.0	2.0
Brakewear	0.0	0.0	1.0	1.0	0.0	0.0
Tirewear	0.0	0.0	0.2	0.1	0.0	0.0
Resting Loss	2.4	0.0	0.0	0.0	0.0	0.0
Road Dust	0.0	0.0	283.0	75.7	0.0	0.0
Running Exhaust	5.1	181.4	0.0	0.1	2.5	381.7
Running Loss	19.6	0.0	0.0	0.0	0.0	0.0
Starting Exhaust	2.8	37.5	0.0	0.0	0.1	115.5
Energy	2.0	17.4	1.4	1.4	0.1	12.1
Consumer Products	93.9	0.0	0.0	0.0	0.0	0.0

[1] https://www.cmascenter.org/smoke/.

Landscaping	6.5	2.5	1.2	1.2	0.0	216.3
Architectural Coatings	341.9	0.0	0.0	0.0	0.0	0.0
Operational	9.9	0.0	0.0	0.0	0.0	0.0
Construction (2024)	332	0.0	0.0	0.0	0.0	0.0

Abbreviations:
CO - Carbon Monoxide
lbs – Pounds
NOx - Nitrogen Oxides
$PM_{2.5.}$ - Particulate Matter less than 2.5 microns in diameter
$PM_{10.}$ - Particulate Matter less than 10 microns in diameter
ROG - Reactive Organic Gas
SO_2 - Sulfur Dioxide

All emissions listed in **Table 2-1** represent the maximum daily operational emissions estimated for the proposed Project's 2035 buildout scenario, aside from the construction architectural coatings emissions (labeled as such). This analysis utilizes the 2035 operational emissions as they constitute the highest maximum daily emissions for the Project, with the exception of 2024 Reactive Organic Gas (ROG) emissions from architectural coatings during construction. Those emissions were also included as a conservative approach, as they represent the highest maximum daily total Volatile Organic Compounds (VOC)[2] emissions for the Project. The analysis presented here conservatively assumes maximum daily emissions occur over an entire year. Should average daily emissions be used, corresponding results would be approximately 20% lower.

Mobile emissions include light, medium, and heavy-duty vehicles. **Table 2-2** below provides a summary of the spatial distribution of mobile emissions broken down by major freeway. Values in this table were calculated based on estimated average vehicle miles traveled (VMT) during the operational phase of the Project. VMT were estimated based on peak hour traffic demands on various freeway routes located near the Project site, using data provided in the proposed Project's Transportation Impact Study[3] (Appendix F of the Draft EIR).

Table 2-2. Mobile Emission Distribution

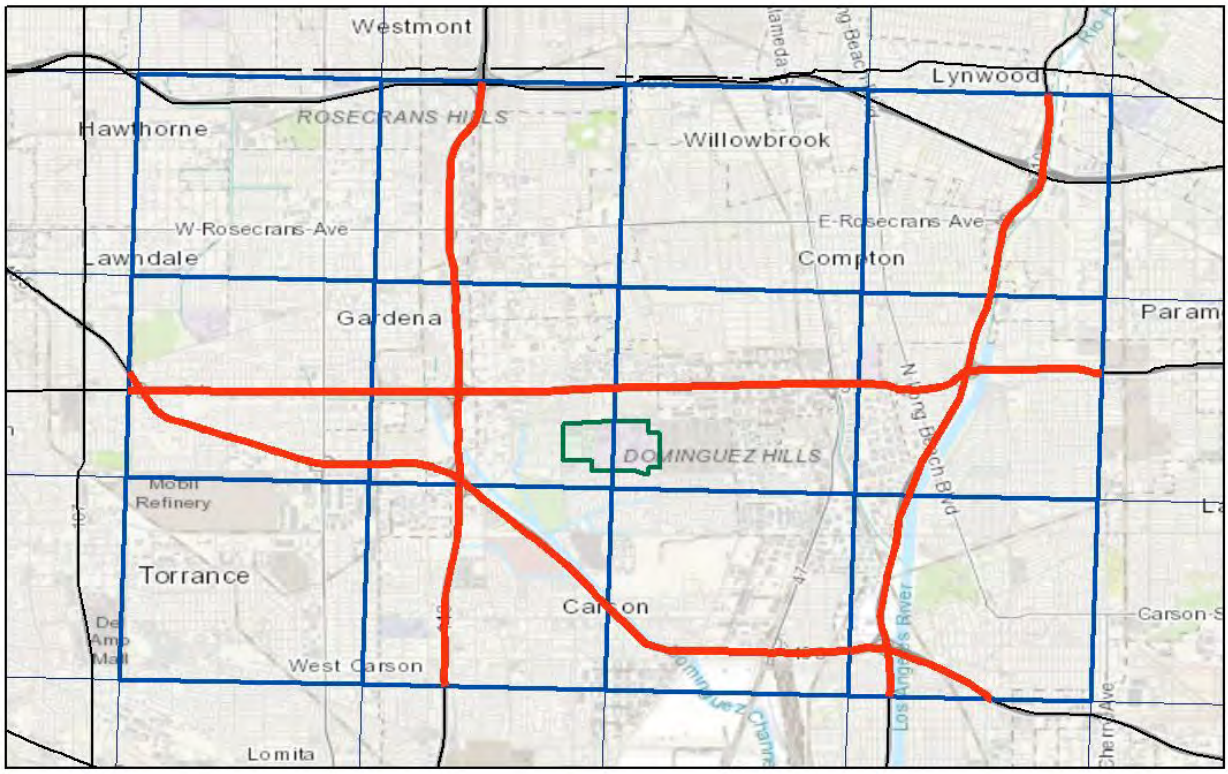
Freeway	**Distribution (%)**
State Route 91	25.0%
Interstate 110	46.6%
Interstate 405	26.8%
Interstate 710	1.6%

Project emissions are allocated evenly across the Project site into 4 km x 4 km grid cells for the PGM. **Figure 2-1** below shows the Project boundary overlay with the 4-km grid. The Project site is shown in

[2] ROG means total organic gases minus ARB's "exempt" compounds (e.g., methane, ethane, CFCs, etc.). ROG is similar, but not identical, to USEPA's term "VOC", which is based on USEPA's exempt list, which is slightly different from ARB's list.
[3] Appendix F of the Draft Environmental Impact Report for the 2018 Campus Master Plan. Available at: https://www.csudh.edu/Assets/csudh-sites/fpcm/docs/campus-master-plan/csudh-cmp-deir-2019-appendices-updated.pdf. Accessed: June 2019.

green, and the major roadways are shown in red. The 4x3 grid is presented on the figure with 12 blue grid cells. For major roadways that cross into multiple cells, emissions were allocated proportionally based on the length of roadway within each cell.

Figure 2-1. Overlap of Model Grid Cells on Project Site



2.2 Convert Project Inventories to SMOKE Input Format

The first step in the emissions processing was to convert the Project emission inventory into the Flat File 2010 (FF10) format for input to SMOKE. We assigned appropriate Source Classification Codes (SCCs) to the Project emissions sources. **Table 2-3** provides the SCC assigned to each Project source.

Table 2-3. Assigned SCC to Project Emission Sources

Emission Source	SCC	SCC Description
Energy	2102006000	Stationary Source Fuel Combustion; Industrial; Natural Gas; Total: Boilers and IC Engines
Landscaping	2265004010	Mobile Sources; Off-highway Vehicle Gasoline, 4-Stroke; Lawn and Garden Equipment; Lawn Mowers (Residential)
Fugitive Dust	2294000000	Mobile Sources; Paved Roads; All Paved Roads; Total: Fugitives
Architectural Coating	2401001000	Solvent Utilization; Surface Coating; Architectural Coatings; Total: All Solvent Types
Consumer Products	2460000000	Solvent Utilization; Miscellaneous Non-industrial: Consumer and Commercial; All Processes; Total: All Solvent Types
Consumer Products	2460100000	Solvent Utilization; Miscellaneous Non-industrial: Consumer and Commercial; All Personal Care Products; Total: All Solvent Types
Consumer Products	2460200000	Solvent Utilization; Miscellaneous Non-industrial: Consumer and Commercial; All Household Products; Total: All Solvent Types
Consumer Products	2460400000	Solvent Utilization; Miscellaneous Non-industrial: Consumer and Commercial; All Automotive Aftermarket Products; Total: All Solvent Types
Consumer Products	2460500000	Solvent Utilization; Miscellaneous Non-industrial: Consumer and Commercial; All Coatings and Related Products; Total: All Solvent Types
Consumer Products	2460600000	Solvent Utilization; Miscellaneous Non-industrial: Consumer and Commercial; All Adhesives and Sealants; Total: All Solvent Types
Consumer Products	2460800000	Solvent Utilization; Miscellaneous Non-industrial: Consumer and Commercial; All FIFRA Related Products; Total: All Solvent Types
Consumer Products	2460900000	Solvent Utilization; Miscellaneous Non-industrial: Consumer and Commercial; Miscellaneous Products (Not Otherwise Covered); Total: All Solvent Types
Mobile -LDA	220100111B	Mobile Sources; Highway Vehicles - Gasoline; Light Duty Gasoline Vehicles (LDGV); Rural[4] Interstate: Brake Wear
Mobile -LDA	220100111R	Mobile Sources; Highway Vehicles - Gasoline; Light Duty Gasoline Vehicles (LDGV); Rural Interstate: Resting Loss
Mobile -LDA	220100111S	Mobile Sources; Highway Vehicles - Gasoline; Light Duty Gasoline Vehicles (LDGV); Rural Interstate: Start
Mobile -LDA	220100111T	Mobile Sources; Highway Vehicles - Gasoline; Light Duty Gasoline Vehicles (LDGV); Rural Interstate: Tire Wear
Mobile -LDA	220100111V	Mobile Sources; Highway Vehicles - Gasoline; Light Duty Gasoline Vehicles (LDGV); Rural Interstate: Evap (except Refueling)
Mobile -LDA	220100111X	Mobile Sources; Highway Vehicles - Gasoline; Light Duty Gasoline Vehicles (LDGV); Rural Interstate: Exhaust

[4] Rural and Urban mobile designations provide equivalent chemical speciation and temporal distributions, as the EMFAC mobile emissions model does not distinguish between the two.

Emission Source	SCC	SCC Description
Mobile -LDT1	220102011B	Mobile Sources; Highway Vehicles - Gasoline; Light Duty Gasoline Trucks 1 & 2 (M6) = LDGT1 (M5); Rural Interstate: Brake Wear
Mobile -LDT1	220102011R	Mobile Sources; Highway Vehicles - Gasoline; Light Duty Gasoline Trucks 1 & 2 (M6) = LDGT1 (M5); Rural Interstate: Resting Loss
Mobile -LDT1	220102011S	Mobile Sources; Highway Vehicles - Gasoline; Light Duty Gasoline Trucks 1 & 2 (M6) = LDGT1 (M5); Rural Interstate: Start
Mobile -LDT1	220102011T	Mobile Sources; Highway Vehicles - Gasoline; Light Duty Gasoline Trucks 1 & 2 (M6) = LDGT1 (M5); Rural Interstate: Tire Wear
Mobile -LDT1	220102011V	Mobile Sources; Highway Vehicles - Gasoline; Light Duty Gasoline Trucks 1 & 2 (M6) = LDGT1 (M5); Rural Interstate: Evap (except Refueling)
Mobile -LDT1	220102011X	Mobile Sources; Highway Vehicles - Gasoline; Light Duty Gasoline Trucks 1 & 2 (M6) = LDGT1 (M5); Rural Interstate: Exhaust
Mobile -HHDT	220107011B	Mobile Sources; Highway Vehicles - Gasoline; Heavy Duty Gasoline Vehicles 2B thru 8B & Buses (HDGV); Rural Interstate: Brake Wear
Mobile -LHDT1	220107011I	Mobile Sources; Highway Vehicles - Diesel; Heavy Duty Diesel Vehicles (HDDV) Class 2B; Rural Interstate: Idling
Mobile -HHDT	220107011R	Mobile Sources; Highway Vehicles - Gasoline; Heavy Duty Gasoline Vehicles 2B thru 8B & Buses (HDGV); Rural Interstate: Resting Loss
Mobile -HHDT	220107011S	Mobile Sources; Highway Vehicles - Gasoline; Heavy Duty Gasoline Vehicles 2B thru 8B & Buses (HDGV); Rural Interstate: Start
Mobile -HHDT	220107011T	Mobile Sources; Highway Vehicles - Gasoline; Heavy Duty Gasoline Vehicles 2B thru 8B & Buses (HDGV); Rural Interstate: Tire Wear
Mobile -HHDT	220107011V	Mobile Sources; Highway Vehicles - Gasoline; Heavy Duty Gasoline Vehicles 2B thru 8B & Buses (HDGV); Rural Interstate: Evap (except Refueling)
Mobile -HHDT	220107011X	Mobile Sources; Highway Vehicles - Gasoline; Heavy Duty Gasoline Vehicles 2B thru 8B & Buses (HDGV); Rural Interstate: Exhaust
Mobile -OBUS	220107013B	Mobile Sources; Highway Vehicles - Gasoline; Heavy Duty Gasoline Vehicles 2B thru 8B & Buses (HDGV); Rural Other Principal Arterial: Brake Wear
Mobile -OBUS	220107013I	Mobile Sources; Highway Vehicles - Gasoline; Heavy Duty Gasoline Vehicles 2B thru 8B & Buses (HDGV); Rural Other Principal Arterial: Idling
Mobile -OBUS	220107013R	Mobile Sources; Highway Vehicles - Gasoline; Heavy Duty Gasoline Vehicles 2B thru 8B & Buses (HDGV); Rural Other Principal Arterial: Resting Loss
Mobile -OBUS	220107013S	Mobile Sources; Highway Vehicles - Gasoline; Heavy Duty Gasoline Vehicles 2B thru 8B & Buses (HDGV); Rural Other Principal Arterial: Start
Mobile -OBUS	220107013T	Mobile Sources; Highway Vehicles - Gasoline; Heavy Duty Gasoline Vehicles 2B thru 8B & Buses (HDGV); Rural Other Principal Arterial: Tire Wear

Emission Source	SCC	SCC Description
Mobile -OBUS	220107013V	Mobile Sources; Highway Vehicles - Gasoline; Heavy Duty Gasoline Vehicles 2B thru 8B & Buses (HDGV); Rural Other Principal Arterial: Evap (except Refueling)
Mobile -OBUS	220107013X	Mobile Sources; Highway Vehicles - Gasoline; Heavy Duty Gasoline Vehicles 2B thru 8B & Buses (HDGV); Rural Other Principal Arterial: Exhaust
Mobile -MCY	220108011B	Mobile Sources; Highway Vehicles - Gasoline; Motorcycles (MC); Rural Interstate: Brake Wear
Mobile -MCY	220108011R	Mobile Sources; Highway Vehicles - Gasoline; Motorcycles (MC); Rural Interstate: Resting Loss
Mobile -MCY	220108011S	Mobile Sources; Highway Vehicles - Gasoline; Motorcycles (MC); Rural Interstate: Start
Mobile -MCY	220108011T	Mobile Sources; Highway Vehicles - Gasoline; Motorcycles (MC); Rural Interstate: Tire Wear
Mobile -MCY	220108011V	Mobile Sources; Highway Vehicles - Gasoline; Motorcycles (MC); Rural Interstate: Evap (except Refueling)
Mobile -MCY	220108011X	Mobile Sources; Highway Vehicles - Gasoline; Motorcycles (MC); Rural Interstate: Exhaust
Mobile -LDA	223000111B	Mobile Sources; Highway Vehicles - Diesel; Light Duty Diesel Vehicles (LDDV); Rural Interstate: Brake Wear
Mobile -LDA	223000111T	Mobile Sources; Highway Vehicles - Diesel; Light Duty Diesel Vehicles (LDDV); Rural Interstate: Tire Wear
Mobile -LDA	223000111X	Mobile Sources; Highway Vehicles - Diesel; Light Duty Diesel Vehicles (LDDV); Rural Interstate: Exhaust
Mobile -LDT1	223006011B	Mobile Sources; Highway Vehicles - Diesel; Light Duty Diesel Trucks 1 thru 4 (M6) (LDDT); Rural Interstate: Brake Wear
Mobile -LDT1	223006011T	Mobile Sources; Highway Vehicles - Diesel; Light Duty Diesel Trucks 1 thru 4 (M6) (LDDT); Rural Interstate: Tire Wear
Mobile -LDT1	223006011X	Mobile Sources; Highway Vehicles - Diesel; Light Duty Diesel Trucks 1 thru 4 (M6) (LDDT); Rural Interstate: Exhaust
Mobile -LHDT1	223007111B	Mobile Sources; Highway Vehicles - Diesel; Heavy Duty Diesel Vehicles (HDDV) Class 2B; Rural Interstate: Brake Wear
Mobile -LHDT1	223007111I	Mobile Sources; Highway Vehicles – Diesel; Heavy Duty Diesel Vehicles (HDDV) Class 2B; Rural Interstate: Idling
Mobile -LHDT1	223007111T	Mobile Sources; Highway Vehicles - Diesel; Heavy Duty Diesel Vehicles (HDDV) Class 2B; Rural Interstate: Tire Wear
Mobile -LHDT1	223007111X	Mobile Sources; Highway Vehicles - Diesel; Heavy Duty Diesel Vehicles (HDDV) Class 2B; Rural Interstate: Exhaust
Mobile -MHDT	2230072110	Mobile Sources; Highway Vehicles - Diesel; Heavy Duty Diesel Vehicles (HDDV) Class 3, 4, & 5; Rural Interstate: Total
Mobile -LHDT2	223007211B	Mobile Sources; Highway Vehicles - Diesel; Heavy Duty Diesel Vehicles (HDDV) Class 3, 4, & 5; Rural Interstate: Brake Wear
Mobile -LHDT2	223007211I	Mobile Sources; Highway Vehicles - Diesel; Heavy Duty Diesel Vehicles (HDDV) Class 3, 4, & 5; Rural Interstate: Idling

Emission Source	SCC	SCC Description
Mobile -LHDT2	223007211T	Mobile Sources; Highway Vehicles - Diesel; Heavy Duty Diesel Vehicles (HDDV) Class 3, 4, & 5; Rural Interstate: Tire Wear
Mobile -LHDT2	223007211X	Mobile Sources; Highway Vehicles - Diesel; Heavy Duty Diesel Vehicles (HDDV) Class 3, 4, & 5; Rural Interstate: Exhaust
Mobile -HHDT	223007311B	Mobile Sources; Highway Vehicles - Diesel; Heavy Duty Diesel Vehicles (HDDV) Class 6 & 7; Rural Interstate: Brake Wear
Mobile -HHDT	223007311I	Mobile Sources; Highway Vehicles - Diesel; Heavy Duty Diesel Vehicles (HDDV) Class 6 & 7; Rural Interstate: Idling
Mobile -HHDT	223007311S	Mobile Sources; Highway Vehicles - Diesel; Heavy Duty Diesel Vehicles (HDDV) Class 6 & 7; Rural Interstate: Start
Mobile -HHDT	223007311T	Mobile Sources; Highway Vehicles - Diesel; Heavy Duty Diesel Vehicles (HDDV) Class 6 & 7; Rural Interstate: Tire Wear
Mobile -HHDT	223007311X	Mobile Sources; Highway Vehicles - Diesel; Heavy Duty Diesel Vehicles (HDDV) Class 6 & 7; Rural Interstate: Exhaust
Mobile -OBUS	223007513B	Mobile Sources; Highway Vehicles - Diesel; Heavy Duty Diesel Buses (School & Transit); Rural Other Principal Arterial: Brake Wear
Mobile -OBUS	223007513I	Mobile Sources; Highway Vehicles - Diesel; Heavy Duty Diesel Buses (School & Transit); Rural Other Principal Arterial: Idling
Mobile -OBUS	223007513S	Mobile Sources; Highway Vehicles - Diesel; Heavy Duty Diesel Buses (School & Transit); Rural Other Principal Arterial: Start
Mobile -OBUS	223007513T	Mobile Sources; Highway Vehicles - Diesel; Heavy Duty Diesel Buses (School & Transit); Rural Other Principal Arterial: Tire Wear
Mobile -OBUS	223007513X	Mobile Sources; Highway Vehicles - Diesel; Heavy Duty Diesel Buses (School & Transit); Rural Other Principal Arterial: Exhaust

2.2.1 Generate Spatial Surrogates for 4-km Domains

As part of the analysis, the Project source emissions need to be spatially allocated to appropriate geographic locations. The emissions can be allocated to modeling grid cells using gridding surrogates. To process the Project emissions, a Project area-based spatial surrogate was developed. The surrogate was developed using the US Environmental Protection Agency (USEPA's) Spatial Allocation Tool,[5] which combines geographical information system (GIS)-based data (shapefiles) and modeling domain definitions to generate the appropriate gridded surrogate data set. The Project sources were then assigned specific surrogates for gridding by cross-referencing the SCCs. As mentioned above, all Project emissions were distributed in the modeling grid cells where the Project is located as shown in **Figure 2-1**. The mobile sources are spatially distributed in the site's grid cells and surrounding grid cells, as outlined in **Table 2-2**.

2.2.2 SMOKE 4 km Processing of Project Emissions

SMOKE system was used to process emissions for the Southern California 4-km modeling grid shown in **Figure 2-1**. A representative week from each month (seven days a month) was used to represent

[5] https://www.cmascenter.org/sa-tools/documentation/4.2/html/srgtool/SurrogateToolUserGuide_4_2.pdf

the entire month's emissions. Holidays were modeled separately as if they were a Sunday. SMOKE was applied to perform following tasks:

1. Chemical Speciation: Emission estimates of criteria pollutants were speciated for the SAPRC07 AERO6 chemical mechanism employed in Community Multiscale Air Quality (CMAQ) in SMOKE processing. We used speciation profiles compatible with the SAPRC07 AERO6 mechanism from the SCAQMD's modeling system to be consistent with the regional modeling emissions. We then converted those emissions into Comprehensive Air Quality Model with extensions (CAMx)-ready formats using CMAQ2CAMx conversion program and species mapping.
2. Temporal Allocation: Annual emission estimates were resolved on an hourly timescale for CAMx modeling. These allocations were determined from the particular source category, specified by the SCC. Monthly, weekly, and diurnal profiles were cross-referenced to the SCCs to provide the appropriate temporal resolution. The temporal profiles were also obtained from the BAAQMD's emissions modeling system, as they were unavailable from South Coast Air Quality Management District (SCAQMD).
3. Spatial Allocation: The Project emission estimates were spatially resolved to the grid cells for modeling using spatial surrogates as described above.

2.2.3 QA/QC of Emissions Modeling

Standard quality assurance/quality control (QA/QC) was conducted during all aspects of the SMOKE emissions processing. These steps followed the approach recommended in the USEPA modeling guidance (USEPA, 2007). SMOKE includes quality assurance (QA) and reporting features to keep track of the adjustments at each processing stage and ensure that data integrity is not compromised. We carefully reviewed the SMOKE log files for error messages and ensured that appropriate source profiles were used. All error records reported during processing were reviewed and resolved. This is important to ensure that source categories are correctly characterized. We also compared SMOKE input and output emissions: Summary tables were generated to compare input inventory totals against model-ready output totals to confirm consistency. Spatial plots were generated to visually verify correct spatial allocation of the emissions.

2.2.4 Merge SMOKE Pre-merged Emissions to Generate CAMx-ready Emission Inputs

The final step in the emissions processing is to merge the Project gridded emissions with other regional components through the gridded merge program (MRGUAM) for CAMx. We merged the daily emissions in the time format required by CAMx.

2.2.5 Emissions Summary

Summaries of the Project gridded CAMx model-ready emissions data are provided in this section. **Table 2-4** summarizes the Project emission inventory data input to SMOKE from the FF10 data files in pounds per day by source type. **Table 2-5** presents the emissions data after SMOKE processing. The consistency in data in Tables 2-4 and 2-5 offer confidence in the correct operation of the SMOKE emissions processing for CAMx.

Table 2-4. Project Emission Inventory Data Input to SMOKE by Source Type (lbs/day)

Type	CO	NO_X	VOC	SO_2	PM_{10}	$PM_{2.5}$
Mobile	499.2	220.2	38.4	2.6	284.2	76.8
Energy	12.1	17.4	2.0	0.1	1.4	1.4
Consumer Products	0.0	0.0	93.9	0.0	0.0	0.0

Landscaping	216.3	2.5	6.5	0.0	1.2	1.2
Architectural Coatings	0.0	0.0	341.9	0.0	0.0	0.0
Total	**727.6**	**240.1**	**482.6**	**2.7**	**286.8**	**79.5**

Abbreviations:
CO - Carbon Monoxide
NOx - Nitrogen Oxides
$PM_{2.5.}$ - Particulate Matter less than 2.5 microns in diameter
$PM_{10.}$ - Particulate Matter less than 10 microns in diameter
SO_2 - Sulfur Dioxide
VOC - Volatile Organic Compounds

Table 2-5. Emission Inventory Data Output from SMOKE by Project Region (lbs/day)

Type	CO	NO_X	VOC	SO_2	PM_{10}	PM_{2_5}
Mobile	499.2	220.2	38.4	2.6	284.2	76.8
Energy	12.1	17.4	2.0	0.1	1.4	1.4
Consumer Products	0.0	0.0	93.9	0.0	0.0	0.0
Landscaping	216.3	2.5	6.5	0.0	1.2	1.2
Architectural Coatings	0.0	0.0	341.9	0.0	0.0	0.0
Total	**727.6**	**240.1**	**482.6**	**2.8**	**286.8**	**79.4**

Abbreviations:
CO - Carbon Monoxide
NOx - Nitrogen Oxides
$PM_{2.5.}$ - Particulate Matter less than 2.5 microns in diameter
$PM_{10.}$ - Particulate Matter less than 10 microns in diameter
SO_2 - Sulfur Dioxide
VOC - Volatile Organic Compounds

Spatial displays of the gridded emissions data are presented below. We examined the gridded emissions in 4-km grid to verify accurate spatial allocation by SMOKE. **Figures 2-2 through 2-7** displays gridded emissions for the Project inventory in the 4-km modeling grid.

Figure 2-2. Spatial Distribution of CO Emissions (in lbs/day) for the Project in the Southern California 4-km Domain

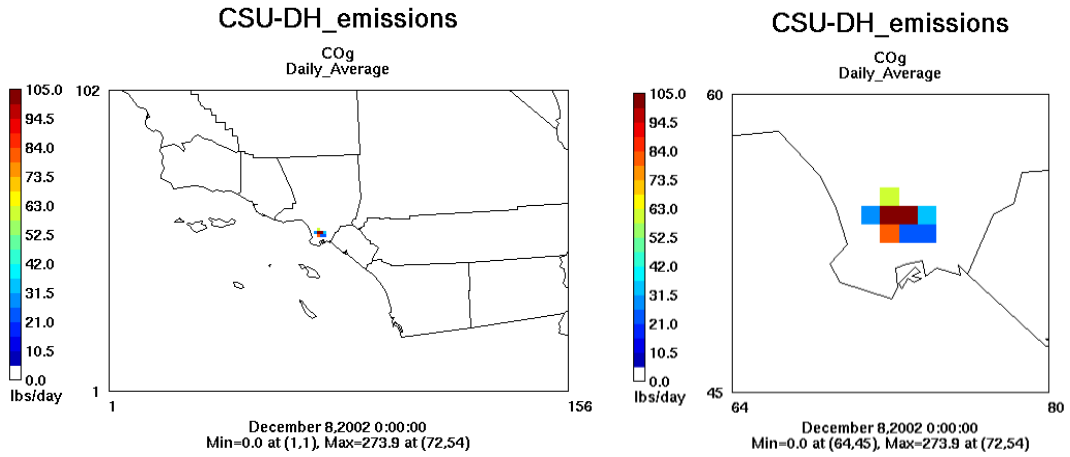


Figure 2-3. Spatial Distribution of NO_x Emissions (in lbs/day) for the Project in the Southern California 4-km Domain

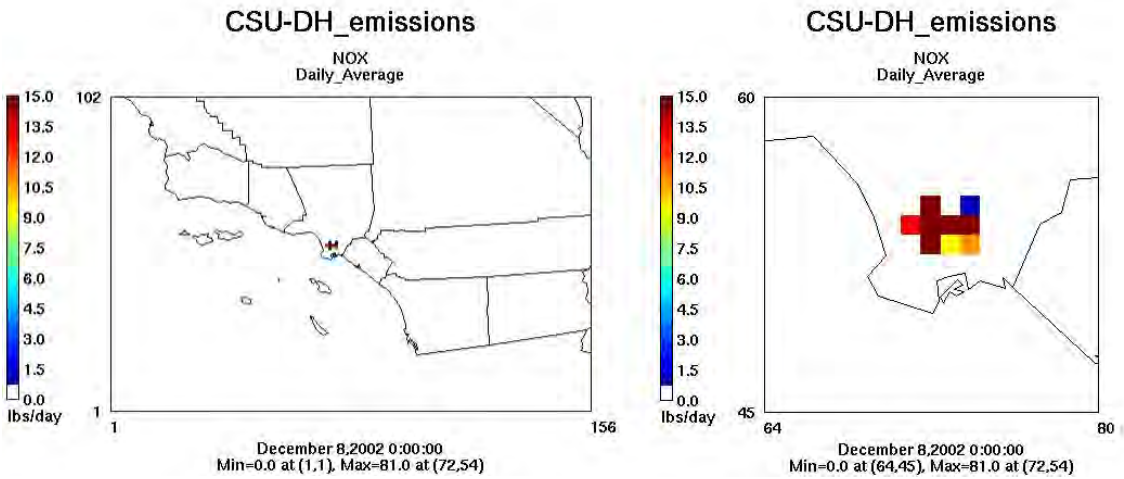


Figure 2-4. Spatial Distribution of VOC Emissions (in lbs/day) for the Project in the Southern California 4-km Domain

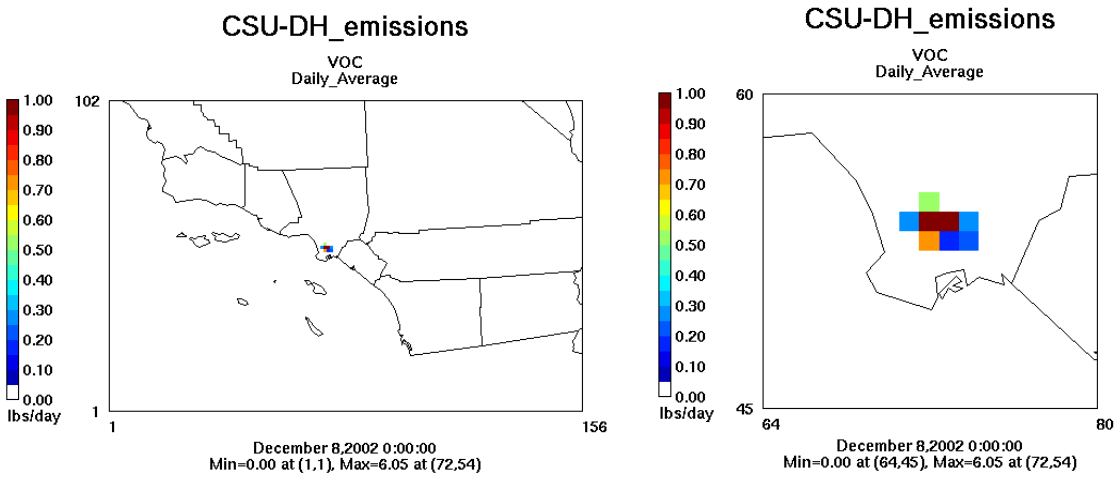


Figure 2-5. Spatial Distribution of SO_2 Emissions (in lbs/day) for the Project in the Southern California 4-km Domain

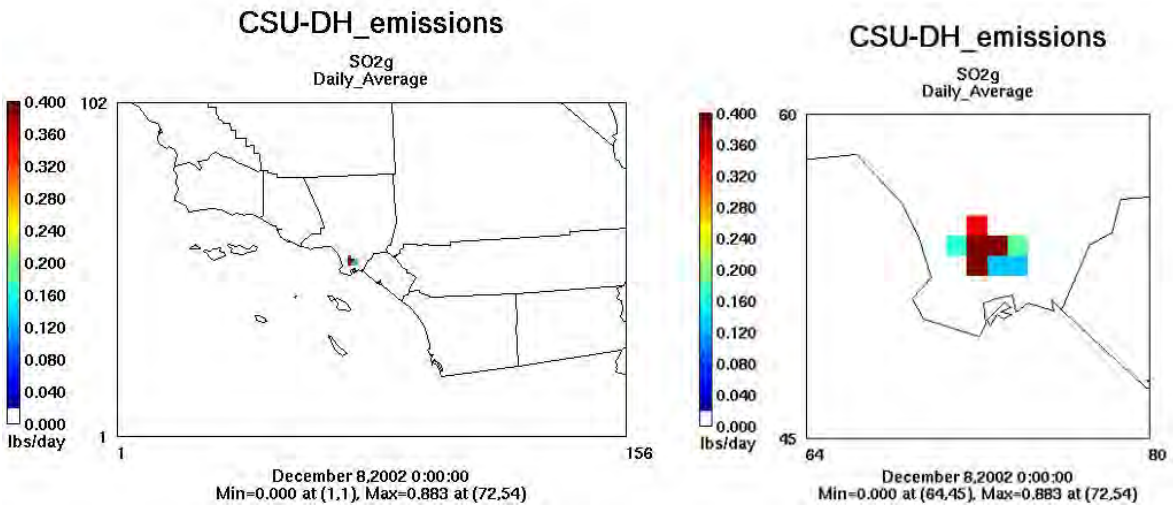


Figure 2-6. Spatial Distribution of PM_{10} Emissions (in lbs/day) for the Project in the Southern California 4-km Domain

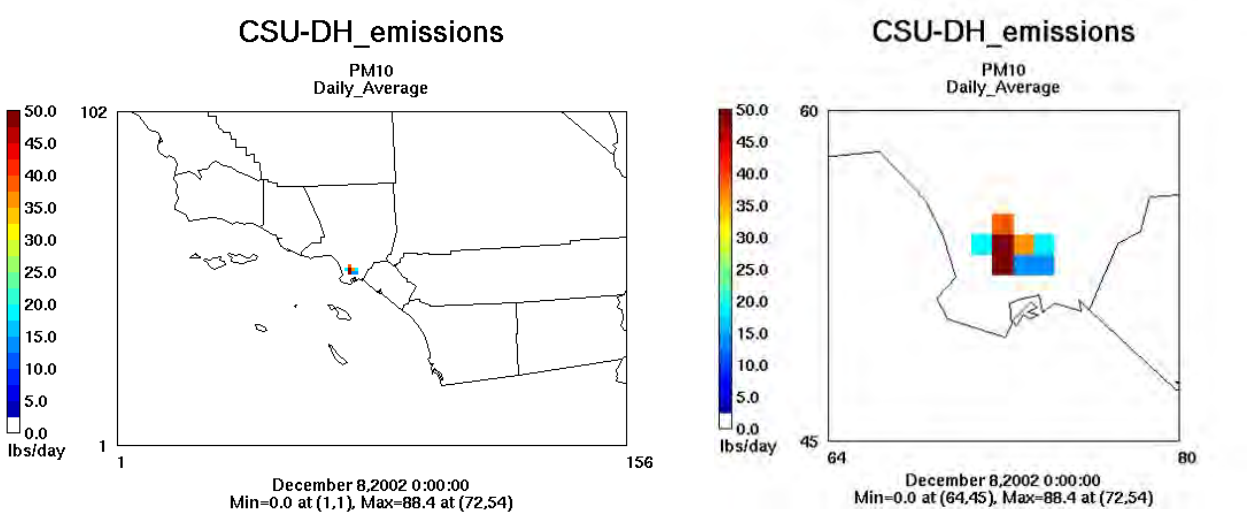
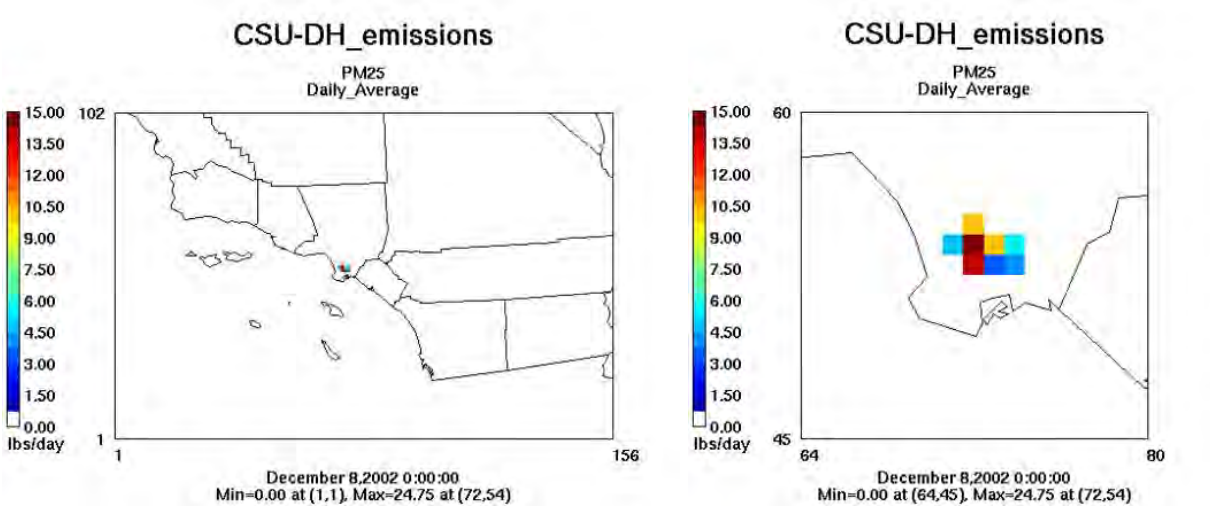


Figure 2-7. Spatial Distribution of $PM_{2.5}$ Emissions (in lbs/day) for the Project in the Southern California 4-km Domain



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APPENDIX B
PGM INPUTS, OUTPUTS, AND ASSUMPTIONS

APPENDIX B

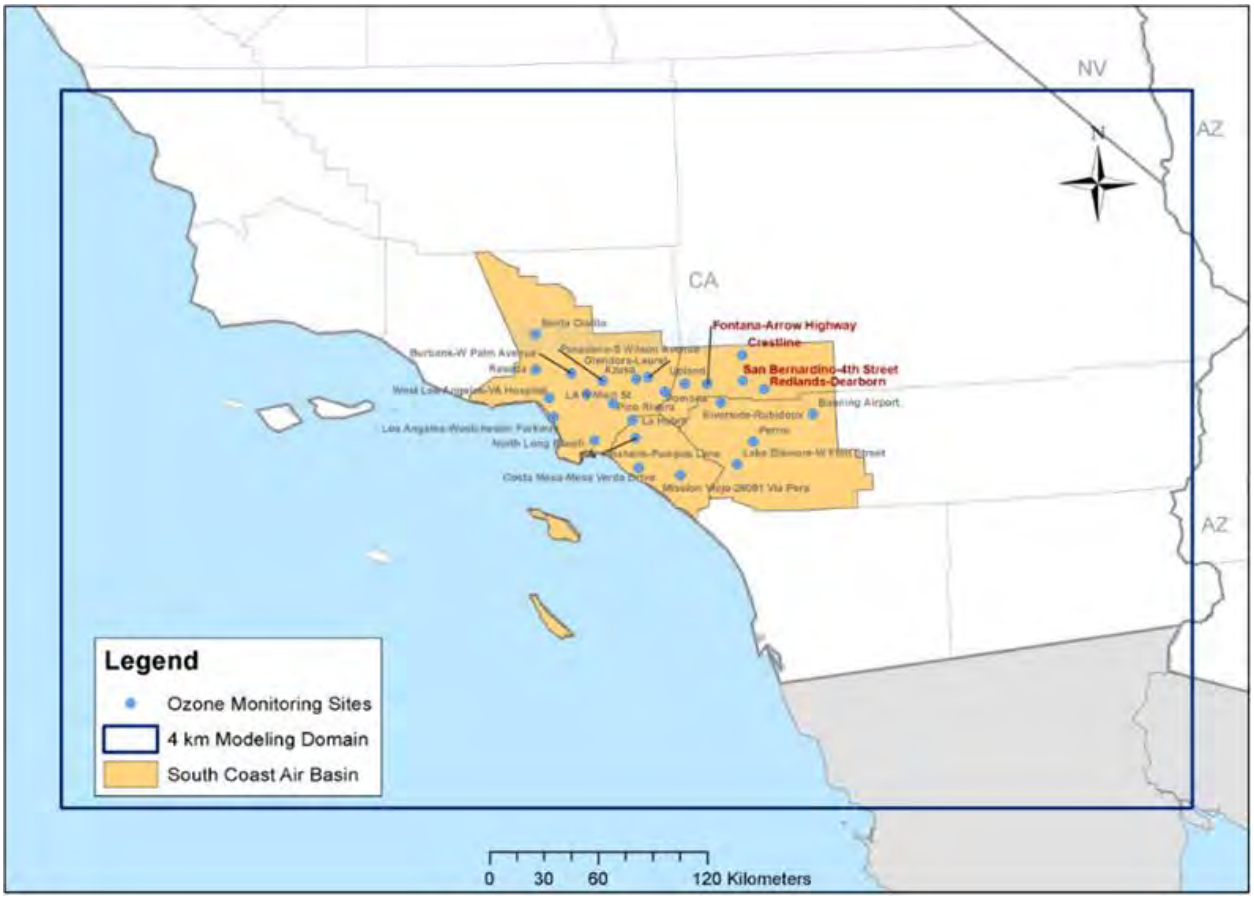
PGM INPUTS, OUTPUTS, AND ASSUMPTIONS
CALIFORNIA STATE UNIVERSITY – DOMINGUEZ HILLS
CARSON, CALIFORNIA

1. REGIONAL AIR QUALITY MODELING PLATFORM

The Southern California 2012 4- kilometer (km) Comprehensive Air Quality Model with extensions (CAMx) modeling database and a projected 2023 emissions database were used in this assessment. The 2012 base case is based on a Photochemical Grid Model (PGM) database developed by the South Coast Air Quality Management District (SCAQMD) as part of the modeling and attainment demonstration for their 2016 Air Quality Management Plan[1]. This PGM database is tailored for Southern California and reflects updated emissions estimates, new technical information and enhanced air quality modeling techniques. The database uses a high-resolution 4-km horizontal grid to better simulate meteorology and air quality in the complex terrain and coastal environment of California. This contrasts with the United States Environmental Protection Agency's (USEPA's) national modeling platforms[2] used for national rulemakings (e.g., transport rules such as CSAPR[3] or defining new National Ambient Air Quality Standards [NAAQS]) that use a coarser 12-km horizontal grid resolution.

Details of the model inputs, configuration, and results are presented in Section 2 of this Appendix.

Figure 1-1. Air Quality Modeling Domain for Southern California[4]



[1] http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp.
[2] https://www.epa.gov/air-emissions-modeling/2014-2016-version-7-air-emissions-modeling-platforms.
[3] https://www.epa.gov/csapr.
[4] https://ww3.arb.ca.gov/research/cabots/docs/9a-cabots-baaqmd-20170419.pdf.

2. REGIONAL GRID MODELING

In this section, we describe the regional PGM modeling setup to assess the impact of the Project emissions on the ambient Particulate Matter less than 2.5 microns in diameter ($PM_{2.5}$) levels in the region. The 2012 base case modeling databases were developed by the SCAQMD for the Community Multiscale Air Quality (CMAQ) PGM. The CMAQ annual 2012 4-km modeling database and annual 2012 4-km Weather Research and Forecasting (WRF) meteorological model output files were obtained from the SCAQMD. The SCAQMD CMAQ and WRF 2012 4-km data were then processed to generate a 2012 4-km annual PGM modeling database suitable for the CAMx. The following paragraphs describe how Ramboll developed the CAMx 2012 4-km annual database used in this study, starting with the SCAQMD CMAQ and WRF 2012 4-km data.

2.1 Model Inputs and Configuration

The SCAQMD emissions database has both 2012 and 2023 future year projections for CMAQ area and in-line point emissions. Ramboll converted both years' emissions to corresponding CAMx area and point-source emissions files using the CMAQ2CAMx interface program[5]. Sea salt emissions were developed using an emissions processor that integrates published sea spray flux algorithms to estimate sea salt PM emissions for input to CAMx. The CAMx sea salt emissions were then merged with area emissions files.

The most commonly used prognostic meteorological models to provide meteorological fields for air quality modeling are the WRF model (Skamarock et al., 2005) and the Fifth-Generation Mesoscale Model (MM5; Grell et al, 1994). MM5 is a nonhydrostatic, prognostic meteorological model developed in the 1970s by Pennsylvania State University and the National Center for Atmospheric Research (NCAR) and has been widely used for urban- and regional-scale photochemical, fine particulate, and regional haze regulatory modeling studies. However, development of MM5 ceased in 2006, and WRF has become the new standard model used in place of the older MM5 for regulatory air quality applications in the US. Developed jointly by NCAR and the National Center for Environmental Prediction in late 1990s, WRF has been under continuous development, improvement, testing and open peer-review for more than 10 years and used world-wide by hundreds of researchers and practitioners around the globe for a variety of mesoscale studies. SCAQMD adopted WRF version 3.6 for the 2012 simulations. For the current application, the meteorology remains unchanged for the future year simulation and SCAQMD WRF 2012 4-km model outputs were processed using the WRFCAMx[6] processor to generate the meteorological fields ready for CAMx. The WRF model employs a terrain-following coordinate system defined by pressure, using multiple layers that extend from the surface to 50 millibars (approximately 19 kilometers above ground level [AGL]). A layer averaging scheme is adopted for CAMx simulations to reduce the computational burden. **Table 2-1** presents the mapping from the WRF vertical layer structure to the CAMx vertical layers.

[5] http://www.camx.com/download/support-software.aspx.
[6] WRFCAMx is available on the CAMx website (http://www.camx.com/download/support-software.aspx).

Table 2-1 Vertical Layer Structure for WRF and CAMx Modeling

WRF		CAMx			
Layer	**Height (m)**	**Layer**	**Height (m)**	**Thickness (m)**	**Sigma**
30	19260	18	19260	4769	0.0000
29	17456				
28	15900				
27	14492	17	14492	6027	0.0788
26	13185				
25	11945				
24	10755				
23	9597				
22	8465	16	8465	4906	0.2930
21	7345				
20	6237				
19	5177				
18	4295				
17	3559	15	3559	1560	0.6254
16	2944				
15	2430				
14	1999	14	1999	358	0.7733
13	1641	13	1641	300	0.8107
12	1341	12	1341	251	0.8431
11	1090	11	1090	209	0.8709
10	881	10	881	175	0.8946
9	706	9	706	146	0.9148
8	561	8	561	121	0.9319
7	439	7	439	101	0.9463
6	338	6	338	85	0.9585
5	253	5	253	70	0.9688
4	183	4	183	59	0.9774
3	124	3	124	49	0.9846
2	75	2	75	41	0.9907
1	34	1	34	34	0.9958
0	0		0	0	1

The SCAQMD data set provided the lateral boundary conditions (BCs) for the 4-km state-wide modeling grid. The SCAQMD simulated a 12-km domain whose boundary concentrations were extracted from a global model simulation for the year 2012. The Model for Ozone and Related Chemical Tracers Version 4 (MOZART-4; Emmons et al., 2010) is a global chemical transport model

developed jointly by NCAR, the Geophysical Fluid Dynamics Laboratory, and the Max Planck Institute for Meteorology, and simulates chemistry and transport of tropospheric gases and bulk aerosols. The 12-km outputs were saved and used to derive the boundary conditions for the 4-km domain. The CMAQ2CAMX processor was used to convert the CMAQ 4-km boundary conditions to suitable CAMx BCs. The model was initialized from clean initial concentrations and five days of spin-up period were used for the 4-km grids to minimize their influence.

Additional data used in the air quality modeling include ozone column data from the Ozone Monitoring Instrument (OMI), which continues the Total Ozone Mapping Spectrometer (TOMS) record for total ozone and other atmospheric parameters related to ozone chemistry (OMI officially replaced the TOMS ozone column satellite data on January 1, 2006). OMI data are available every 24-hours and are obtained from the TOMS ftp site[7]. The CAMx O3MAP program reads the OMI ozone column txt file data and interpolates to fill gaps and generated gridded daily ozone column input data. The OMI data is used in the CAMx (TUV) radiation models, which is a radiative transfer model that develops clear-sky photolysis rate inputs for CAMx. The land use file was generated with the WRFCAMx processor and modified to remove lakes and set coastal waters with a surf zone width of 50 m; this file was used to update the emissions database and provide more realistic representation of sea salt emissions.

Table 2-2 presents the CAMx configuration used for the modeling in this Project analysis. In the past, the Carbon-Bond IV (CB4) chemical mechanism (Gery et al., 1989) has been predominantly used for the California State Implementation Plan (SIP) modeling. In 1999, however, the California Air Resources Board's (CARB's) Reactivity Scientific Advisory Committee recommended switching to the 1999 State-wide Air Pollution Research Center (SAPRC99) chemical mechanism (Carter, 2000) based on a comprehensive review by Stockwell (1999), and SAPRC99 has since been the mechanism of choice for the California SIPs. The 2007 update to the SAPRC chemistry mechanism, called SAPRC07 (Carter, 2010), replaced the dated SAPRC99 mechanism. The version implemented in CAMx is SAPRC07TC, which includes additional model species to explicitly represent selected toxics and reactive organic compounds and uses numerical expressions of rate constants that are compatible with the current chemistry mechanism solver. The partitioning of inorganic aerosol constituents (sulfate, nitrate ammonium and chloride) between gas and aerosol phases is performed using the ISORROPIA module. The SOAP semi-volatile equilibrium scheme performs the organic aerosol-gas partitioning. These processes are described in more detailed in the CAMx user guide.

[7] ftp://toms.gsfc.nasa.gov/pub/omi/data/.

Table 2-2. CAMx Modeling Configuration

Science Option	Configuration	Notes
Model Code	CAMx v6.5	Released June 2010
Horizontal Grid	4-km 1-way nesting	
O3 and PM 4-km	156 x 102 grid cells	
Vertical Grid	18 vertical layers extending up to ~19 km AGL	Collapsed from 30 WRF layers (see Table 3-1)
Initial Conditions	Clean initial conditions	5-day spin-up for 4-km domain
Boundary Conditions	CMAQ 4km lateral concentrations converted to CAMx	
Photolysis Rate	Photolysis rates lookup table	Derived from satellite measurements and TUV processor
Gas-phase Chemistry	SAPRC07TC	Solved by the Euler Backward Iterative (EBI) solver
Aerosol-phase Chemistry	ISORROPIA (inorganic aerosol) SOAP v2.1 (organic aerosol)	
Meteorological Input Preprocessor	WRFCAMx v4.7	
Advection	Piecewise Parabolic Method (PPM)	
Diffusion	Eddy diffusion algorithm	

2.2 Model Results

The future modeling scenario was simulated using the CAMx source apportionment technology. Both cumulative concentrations from all the sources and the concentrations from Project-specific emissions are derived from a single simulation following the previous section model configuration. The model results of hourly $PM_{2.5}$ concentrations were processed into aggregated metrics that are relevant to health effects.

The metrics relevant to the $PM_{2.5}$ health effects selected in this study are 24-hour annual average concentrations (see **Appendix C**). **Figure 2-1** shows spatial plots of annual average and a single day episode maximum 24-hour average $PM_{2.5}$ concentrations from the base case. In the base case, the Los Angeles County is the region most impacted along with the southern portion of Imperial County. Annual $PM_{2.5}$ concentrations in these counties range between 10 and 20 micrograms per cubic meter ($\mu g/m^3$) with isolated regions that could reach up to 25 $\mu g/m^3$. Contributions of the Project emissions to annual average $PM_{2.5}$ are about 0.16 $\mu g/m^3$ at the most impacted areas and contributions to the maximum 24-hour average are as large as 0.42 $\mu g/m^3$ at the most impacted areas. **Figure 2-2** presents increases in annual average and maximum 24-hour average $PM_{2.5}$ due to the Project by $PM_{2.5}$

component at the grid cell of maximum impact. It confirms that the $PM_{2.5}$ increases due to the Project are mostly due to primary PM components.

Figure 2-1. Results of the 4 km $PM_{2.5}$ Modeling Domain

$PM_{2.5}$ Concentrations from the Base Case Scenario (left panels);
Increases in $PM_{2.5}$ due to the Project (center and right panels);
Annual Averages (top panels);
Maximum 24-hour Averages (bottom panels)

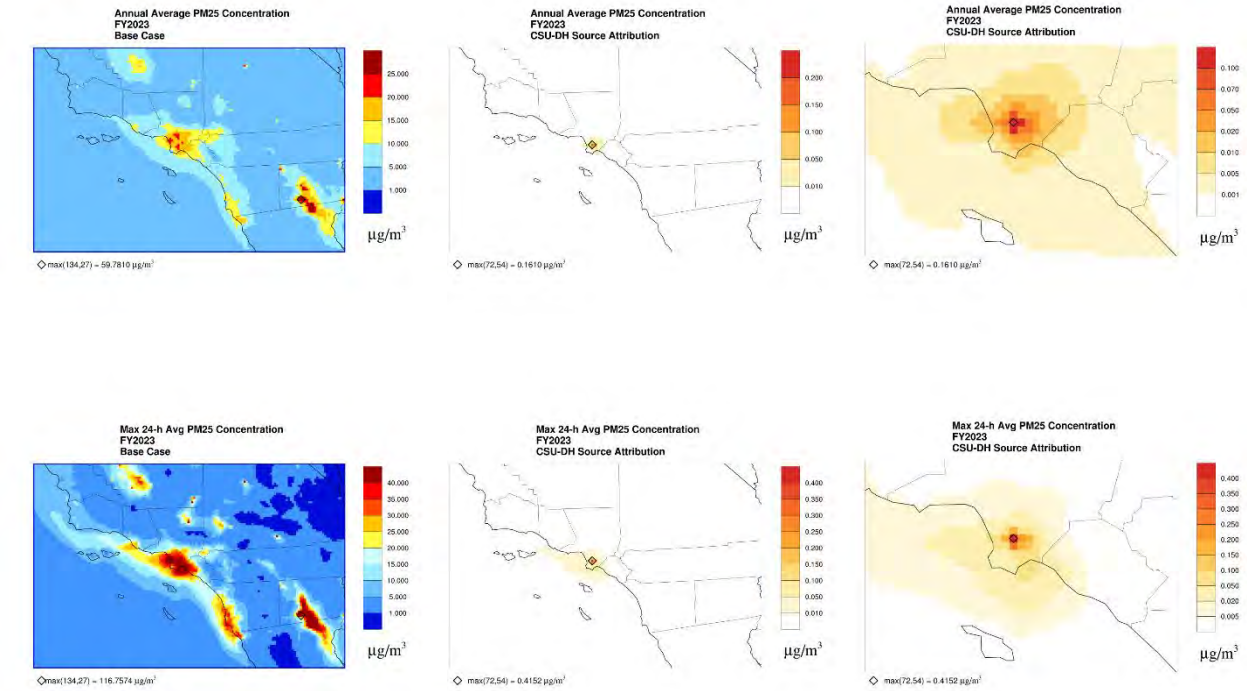
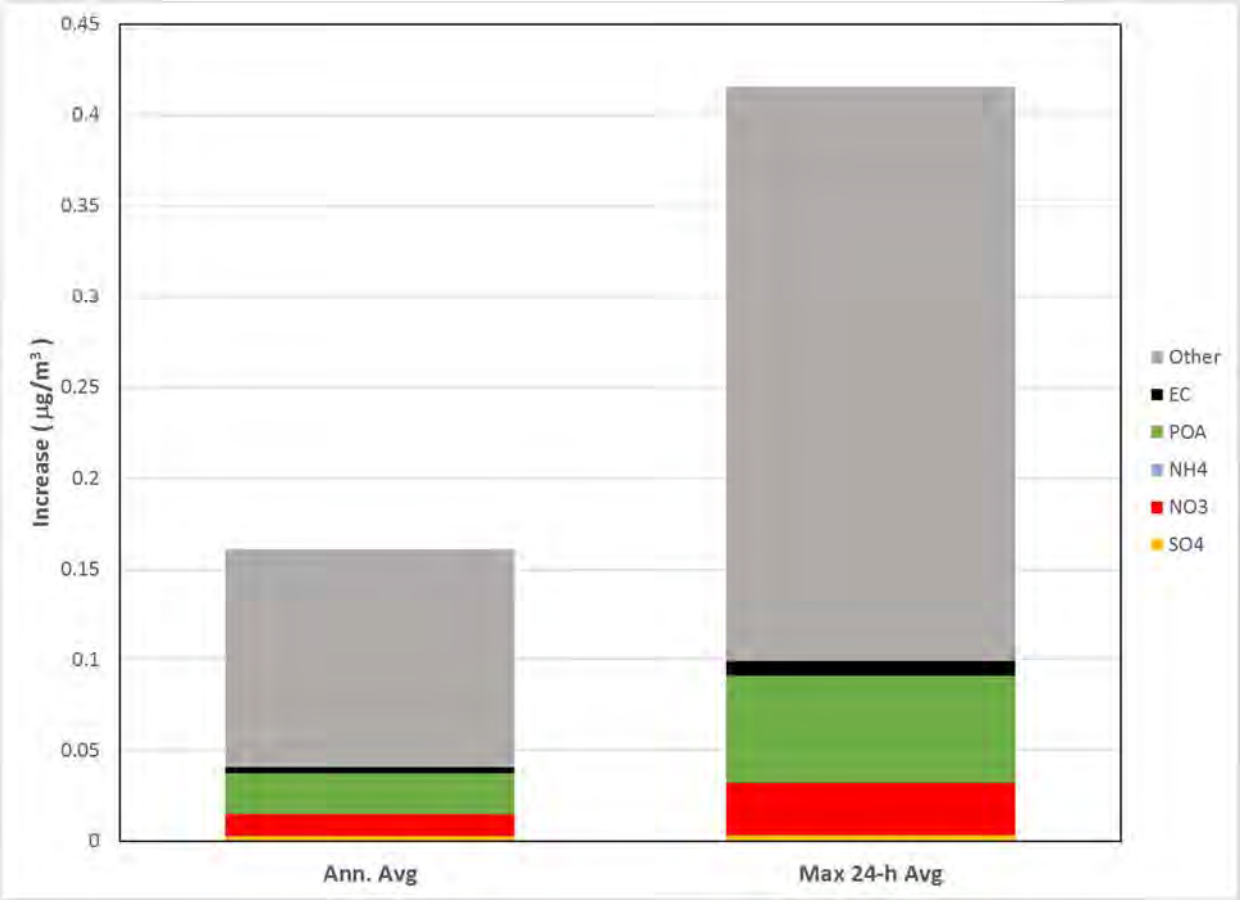


Figure 2-2. Increases in Annual Average and Episode Maximum 24-hour Average $PM_{2.5}$ Concentrations due to the Project by $PM_{2.5}$ Component: fine particulate sulfate (SO4), nitrate (NO3), ammonium (NH4), primary organic aerosol (POA), elemental carbon (EC), and other primary PM (Other); Where the Maximum Impact of the Project's Emissions Occurred



The metrics relevant to the ozone health effects selected in this study are consistent with the ozone NAAQS (see **Appendix C**). The model provides hourly concentrations that are further post-processed to produce maximum daily average 8-hour (MDA8) ozone concentrations for each day. **Figure 2-3** displays spatial plots of the annual highest MDA8 ozone for the 2023 emissions scenario and the increases in highest MDA8 ozone concentrations due to the Projects emissions. In the 2023 base case emissions scenario, the western Los Angeles, northern Orange, southern San Bernardino and eastern Riverside counties show the highest MDA8 ozone concentration between 90 and 100 ppb. The maximum increase in the highest MDA8 ozone concentrations due to the Project is 0.112 ppb in southern Los Angeles County.

Figure 2-4 displays MDA8 ozone for the base case and increases in MDA8 ozone due to the project on August 13, the day that the Project has the highest ozone contribution. The highest MDA8 ozone contribution due to the Project is 0.121 ppb (Figure 2-4, right) that occurs in southern Los Angeles County where total MDA8 ozone concentrations are 75 ppb.

Figure 2-3. Highest MDA8 Ozone Concentrations from the Base Case Scenario (left) and Increases in Highest MDA8 Ozone Concentrations due to the Project (right) for the Annual Modeling of the 2023 Emissions Scenario

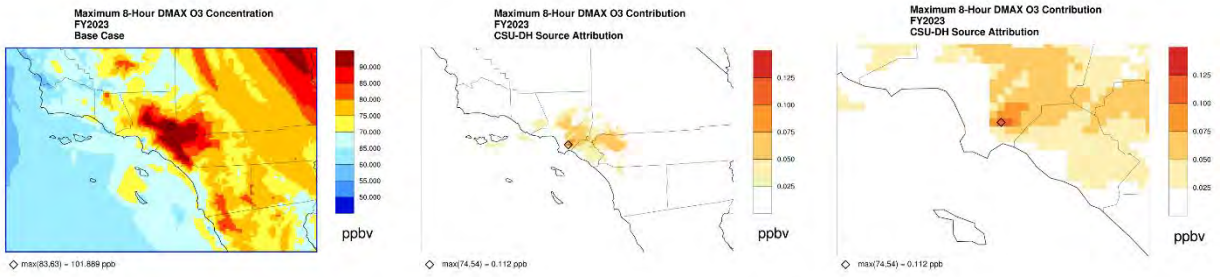
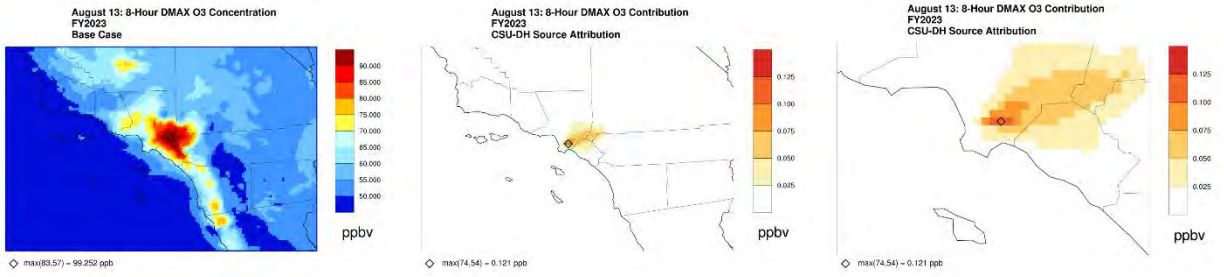


Figure 2-4. MDA8 Ozone Concentrations from the Base Case Scenario (left) and Increases in MDA8 Ozone Concentrations due to the Project (right) on August 13, the Day with the Highest Project Ozone Contributions for the Annual Modeling of the 2023 Emissions Scenario



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APPENDIX C
BENMAP AND HEALTH OUTCOMES

APPENDIX C

BENMAP AND HEALTH OUTCOMES
CALIFORNIA STATE UNIVERSITY, DOMINGUEZ HILLS
CARSON, CALIFORNIA

1. HEALTH IMPACT ANALYSIS

The potential health effects of ozone and Particulate Matter less than 2.5 microns in diameter ($PM_{2.5}$) concentrations due to the Project's emissions were estimated using the Environmental Benefits Mapping and Analysis Program (BenMAP), Community Edition v1.4 (July 2018).[1] BenMAP, originally developed by the United States Environmental Protection Agency (USEPA), is a powerful and flexible tool that helps users estimate human health impacts and economic benefits resulted from changes in air quality. BenMAP outputs include PM- and ozone-related health endpoints such as premature mortality, hospital admissions, and emergency room visits. BenMAP uses the following formula to relate changes in ambient air pollution to certain health endpoints (AAI, 2018):

Health Effect = Air Quality Change × Health Effect Estimate × Exposed Population × Background Health Incidence

- Air Quality Change - The difference between the starting air pollution level (the base) and the air pollution level after some change, such as a new source.
- Health Effect Estimate - An estimate of the percentage change in an adverse health effect due to a one unit change in ambient air pollution. Effect estimates, also referred to as concentration-response functions (CRFs), are obtained from epidemiological studies.
- Exposed Population - The number of people affected by the air quality change. The government census office is a good source for this information. This analysis uses data from PopGrid, which is an add-on program to BenMAP that allocates the block-level U.S. Census population to a user-defined grid.[2]
- Background Health Incidence - An estimate of the average number of people that die (or suffer from some adverse health effect) in a given population over a given period of time. For example, the health incidence rate might be the probability that a person will die in a given year. Health incidence rates and other health data are typically collected by the government as well as the World Health Organization.

The health endpoints analyzed in this study and the BenMAP results are presented in Section 2 of this appendix.

2. HEALTH IMPACT ANALYSIS

This section presents the health impact of the Project emissions on the population in the southern California domain, estimated by the BenMAP model. The Comprehensive Air Quality Model with extensions (CAMx) modeling results are processed to generate aggregated daily averages $PM_{2.5}$ and maximum daily 8-hour ozone appropriate for various health endpoints. The CAMx simulation results from the full year (January to December) are used to estimate the health effects of $PM_{2.5}$ and ozone. BenMAP translates increases in the pollutant concentration due to the Project emissions to changes in the incidence rate for each health effect using a CRF derived from previously published epidemiological studies. BenMAP often provides multiple CRFs based on different epidemiological studies for a given health endpoint. We used the USEPA default CRFs when evaluating health impacts. This analysis uses

[1] http://www.epa.gov/air/benmap/

[2] https://www.epa.gov/benmap/benmap-community-edition

population data from PopGrid, which allocates the census population to each modeled 4x4 kilometer (km) grid cell.

The population used for both the quantified health effects and the background health incidence presented here is future year 2035, for consistency with the Project buildout year.

2.1 $PM_{2.5}$ Health Impact

Although there are a large number of potential health endpoints that could be included in the analysis as described above, we selected the key health endpoints that have been the focus of recent United States Environmental Protection Agency (USEPA) risk assessments (e.g., USEPA, 2010; USEPA, 2014). For example, the USEPA notes that health endpoints were selected based on consideration of at-risk populations (e.g. asthmatics), endpoints that have public health significance, and endpoints for which information is sufficient to support a quantitative concentration-response relationship (USEPA, 2014).

The health endpoints and associated CRFs examined in this study are presented in **Table 2-1**. Each CRF is based on a certain age range for the given health endpoint depending on the underlying epidemiological study on which it is based. Increases in the BenMAP-estimated health effect incidences and percent of background health incidence due to the Project emissions are presented in **Table 2-2.** These values reflect the total health impact in California across the Project domain.

Table 2-1. Summary of $PM_{2.5}$ Health Endpoints Used in this Study

Health Endpoint	Age Range	Daily Metric	Seasonal Metric	Annual Metric	CRF Selected
Emergency Room Visits, Asthma	0-99	24-hr mean			Mar et al., 2010[1]
Mortality, All Cause	30-99	24-hr mean	Quarterly mean	Mean	Krewski et al., 2009[1]
Hospital Admissions, Asthma	0-64	24-hr mean	-	-	Sheppard, 2003[1]
Hospital Admissions, All Cardiovascular (less Myocardial Infarctions)	65-99	24-hr mean	-	-	Bell, 2012[1]
Hospital Admissions, All Respiratory	65-99	24-hr mean	-	-	Zanobetti et al., 2009[1]
Acute Myocardial Infarction, Nonfatal	18-24	24-hr mean	-	-	Zanobetti et al., 2009[1]
Acute Myocardial Infarction, Nonfatal	25-44	24-hr mean	-	-	
Acute Myocardial Infarction, Nonfatal	45-54	24-hr mean	-	-	
Acute Myocardial Infarction, Nonfatal	55-64	24-hr mean	-	-	
Acute Myocardial Infarction, Nonfatal	65-99	24-hr mean	-	-	

[1] CRFs available in BenMAP (AAI, 2018)

The results show that the highest impact is for all-cause mortality, with an estimated mean increased incidence of 10.31 deaths per year due to the Project emissions. Smaller mean increased incidences per year were estimated for other relevant $PM_{2.5}$-related health outcomes: 4.38 increase in incidence of asthma related emergency room visits, 2.44 increase in incidence of respiratory hospital admissions, and 1.05 increase in incidence of cardiovascular hospital admissions.

It should be noted, however, that the estimated increased incidence in those health effects are quite minor compared to the background health incidence values (shown in **Table 2-2** as percent of Background Health Incidence). For example, for mortality, the increase of 10.31 deaths per year due to Project emissions represents 0.0032% of the total all-cause mortality for people ages 30 to 99.

It is also important to note the uncertainty and conservative nature of the results presented, particularly for all-cause mortality. These estimates are based on a single epidemiological study that found an association between $PM_{2.5}$ concentrations and mortality. While similar studies suggest that such an association exists, there remains uncertainty regarding a clear causal link. This uncertainty stems from the limitations of epidemiological studies, such as inadequate exposure estimates and the inability to control for many factors that could explain the association between $PM_{2.5}$ and mortality such as lifestyle factors like smoking. In addition, the components of PM that may be associated with adverse health effects are yet unknown, but the analysis assumes that all PM is equally toxic, making it very conservative.

BenMAP-Estimated Mean $PM_{2.5}$ Health Effects of the Project Emissions Across the Southern California Domain[1]

Health Endpoint[2]	Incidences (Mean)	Percent of Background Health Incidence (%)
Emergency Room Visits, Asthma [0-99]	4.38	0.0033%
Mortality, All Cause [30-99]	10.31	0.0032%
Hospital Admissions, Asthma [0-64]	0.38	0.0021%
Hospital Admissions, All Cardiovascular (less Myocardial Infarctions) [65-99]	1.05	0.00047%
Hospital Admissions, All Respiratory [65-99]	2.44	0.0013%
Acute Myocardial Infarction, Nonfatal [18-24]	0.00044	0.0012%
Acute Myocardial Infarction, Nonfatal [25-44]	0.024	0.0013%
Acute Myocardial Infarction, Nonfatal [45-54]	0.068	0.0013%
Acute Myocardial Infarction, Nonfatal [55-64]	0.13	0.0014%
Acute Myocardial Infarction, Nonfatal [65-99]	0.53	0.0013%

[1] Health effects are shown terms of incidences of each health endpoint and how it compares to the base (2035 base year health effect incidences) values.

[2] Affected age ranges are shown in square brackets.

2.2 Ozone Health Impact

As noted above, although a larger number of health endpoints could be evaluated, we selected the health endpoints based on recent USEPA risk assessments (USEPA, 2010; USEPA, 2014). The health endpoints and associated CRFs examined in this study are presented in **Table 2-3.** Each CRF is associated with a certain age range for the given health endpoint depending on the epidemiological study on which it is based. Increases in the BenMAP-estimated health effect incidences and percent of

background health incidence due to the Project emissions are presented in **Table 2-4.** These values reflect the total health impact in California across the Project domain.

Table 2-3. Summary of Ozone Health Endpoints Used in this Study.

Health Endpoint	Age Range	Daily Metric	Seasonal Metric	Annual Metric	CRF Selected
Hospital Admissions, All Respiratory	65 - 99	MDA8	-	-	Katsouyanni et al., 2009[1]
Mortality, Non-Accidental	0 - 99	MDA8	-	-	Smith et al., 2009[1]
Emergency Room Visits, Asthma	0 - 17	MDA8	-	-	Mar and Koenig, 2009[1]
Emergency Room Visits, Asthma	18 - 99	MDA8	-	-	Mar and Koenig, 2009[1]

[1] CRFs available in BenMAP (AAI, 2018)

For this Project, asthma-related emergency room visits are associated with the highest health impacts due to the Project emissions in the southern California domain (3.38 incidences per year for adults ages 18 to 99 and 2.92 incidences per year for children ages 0 to 17). Hospital admissions due to respiratory issues for adults age 65-99 and non-accidental mortality have lower incidence increases (0.67 and 0.28 incidences per year, respectively).

It should be noted, however, that the estimated increases in those health effect incidences are quite minor compared to the background health incidence (shown in **Table 2-4** as percent of Background Health Incidence). For example, the increase in asthma emergency room visits represents 0.0058% of the total asthma-related emergency room visits for children.

BenMAP-Estimated Mean Ozone Health Effects of the Project Emissions Across the Southern California Domain[1]

Health Endpoint[2]	Incidences (Mean)	Percent of Background Health Incidence (%)
Hospital Admissions, All Respiratory [65-99]	0.67	0.00034%
Mortality, Non-Accidental [0-99]	0.28	0.00013%
Emergency Room Visits, Asthma [0-17]	2.92	0.0058%
Emergency Room Visits, Asthma [18-99]	3.38	0.0042%

[1] Health effects are shown terms of incidences of each health endpoint and how it compares to the base (2035 base year health effect incidences) values.

[2] Affected age ranges are shown in square brackets.

2.3 Conclusion

The $PM_{2.5}$ and ozone concentration changes modeled by CAMx were converted to impacts on various health endpoints including premature mortality, hospitalizations, and emergency room visits, using the BenMAP health impact assessment model and USEPA defaults for health endpoints. Estimated changes in the health effect incidences are presented across the California grids in the southern California domain. For the $PM_{2.5}$-related health endpoints, the health impact on mortality is the highest

(Incidence = 10.31). For ozone-related health endpoints, asthma-related emergency room visits are most affected (Incidence = 3.38 for adults ages 18 to 99 and Incidence = 2.92 for children ages 0 to 17). Other health effect incidences are lower. Across the board, the estimated increases in those health effect incidences are quite minor compared to the background health incidence values with the largest $PM_{2.5}$ health impact (all-cause mortality) representing only 0.0032% of the total of all deaths, and the largest impact for ozone (asthma related emergency room visits by adults) representing 0.0042% of all emergency room visits.

Health outcomes presented above conservatively utilize maximum daily emissions, assumed to occur for an entire year. Should average daily emissions be used, results would be even lower. Specifically for mortality impacts from $PM_{2.5}$ emissions, average daily emissions would be approximately 20% lower, and the corresponding morality incidence rate would be similarly lower. Overall, the estimated health impacts from the Project are low and represent only a very small fraction of the total background health incidence.

3. REFERENCES

/1/ AAI, 2018. BenMAP Environmental Benefits Mapping and Analysis Program – Community Edition User's Manual. Prepared for US Environmental Protection Agency, Abt Associates Inc., Cambridge, Massachusetts.

/2/ USEPA, 2010. Quantitative Health Risk Assessment for Particulate Matter. Office of Air Quality Planning and Standards, U.S. Environmental Protection Agency. EPA-452/R-10-005.

/3/ USEPA, 2014. Health Risk and Exposure Assessment for Ozone Final Report. Risk and Benefits Group, Health and Environmental Impacts Division, Office of Air Quality Planning and Standards, U.S. Environmental Protection Agency.EPA-452/R-14-004a.

APPENDIX D
RESUMES OF TECHNICAL STAFF

SHARI BETH LIBICKI, PHD

Principal
Air Quality Service Line Leader

Dr. Shari Beth Libicki, Ramboll Environ's global Air Quality Service Line Leader, has over 25 years of chemical fate and transport experience, as applied to managing greenhouse gas (GHG) emissions, odor evaluations, and estimating air emissions and dispersion from chemical processes, landfills and new developments. Her experience includes providing technical expertise to entitlement and litigation teams, negotiating complex technical agreements and permits with agencies and assisting facilities with compliance programs. She is an expert on GHG evaluations for California Environmental Quality Act (CEQA) documents, and is at the forefront of developing regulations in California, having served on the Regional Targets Advisory Council. She has conducted extensive air quality regulatory assessments for New Source Review/Prevention of Significant Deterioration (NSR/PRD) permitting and compliance auditing. Shari has lectured widely on evaluating climate change impacts for new developments and estimating chemical exposure for risk assessments. She currently serves as a Lecturer in the Department of Chemical Engineering at Stanford University.



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EDUCATION

PhD, Chemical Engineering, Stanford University, 1985
MS, Chemical Engineering, Stanford University, 1981
BSE, Chemical Engineering, University of Michigan, 1979

EXPERIENCE HIGHLIGHTS

Land Use Entitlement

- Project director for online tool to display risks from rail and freeways for the SMAQMD. The tool is designed to provide a first tier analysis of traffic and rail risks for land use decision making.
- Project director for air quality and greenhouse gas analyses for a new marine terminal in Northern California. Critical evaluation issues included risks from diesel exhaust of maritime vessels and GHG emissions reductions from a "green cement" production plant.
- Prepared comprehensive air quality analysis for two large municipal solid waste landfills in Southern California. Evaluation included impact of exhaust from non-road heavy equipment, dust from waste operations, and emissions from landfill gas escaping the collection system, and flares and turbines used to destroy the landfill gas. Projects included public testimony on results of analysis.

- Analyzed the impacts of potential accident scenarios prior to the construction of several new industrial facilities. The results of the analyses were used to make recommendations as to how to improve the safety and minimize the risks to the surrounding community.
- Project director for the Chevron Renewal Project Revised Environmental Impact Report. The Revised EIR is intended to fulfill the requirements of a court decision with specific focus on the Climate Change and Air Quality sections of the EIR. The revision of the Climate Change section will describe mitigation measures and quantification of the efficacy of those mitigation measures. The Air Quality section will address a range of process alternatives in the refinery.
- Project director for the development of the California Air Pollution Control Officer's Association (CAPCOA) manual on quantifying mitigation for a wide variety of carbon reduction measures that can be used for residential and commercial development.
- Project director for CalEEMod®, a new software package to estimate GHG, air toxics and criteria pollutant emissions from new development projects in California.
- Evaluated climate change impacts of dozens of new projects under CEQA and National Environmental Policy Act (NEPA). Specific types of projects include large, multi-use developments, landfill expansions, and transportation hubs.
- Provided innovative air quality services for entitlement activities, including evaluating the impacts of freeways on air quality, the estimation of emissions from complex industrial facilities, and the impact on public health of those emissions. Provided testimony at public hearings in support of technical analyses.

Monitoring

- Conceptualized, designed and implemented a mobile application to characterize, locate, obtain meteorological data for, and time-stamp odor observations. The OdorApp allows the management of odor observations, and also allows easy display of odor observations in a manner that allows for analysis of odor complaints.
- Directed a yearlong ambient air-monitoring program to measure particulate matter and diesel particulate matter (DPM) at the boundary of a large landfill in Los Angeles and a nearby school. The results of the monitoring program were analyzed temporally and as a function of meteorology. The results of the program showed that nearby freeways provided an overwhelming fraction of the measured DPM.
- Designed a complex fourteen-station ambient air monitoring network around a co-disposal landfill to measure the concentrations of 19 toxic chemicals in both gaseous and particulate phase for risk assessment purposes and negotiated approval with local, state and federal regulators.
- Analyzed the results of a complex multi-year total suspended particulate monitoring program to understand the sources of arsenic in the ambient air, and to evaluate the health risks of the arsenic levels that could be related to nearby facility emissions.
- Designed and conducted the compliance ambient air monitoring program for a large hazardous waste facility. The ongoing program collects whole air and total suspended particulate samples at five stationary sites. Prepared risk assessment based on the program, and quarterly reports for review by the local air district and the California Environmental Protection Agency's (EPA')s Department of Toxic Substances and Control (DTSC).
- Designed, negotiated and managed a novel cost-effective ambient air monitoring program that yielded real-time information on the health impacts of a site remediation. This study is the basis of a well-received paper.

Permitting and Enforcement

- Provided nationwide compliance assistance to six iron and steel mini-mills. Work conducted includes: preparation of Title V permit applications and supporting emissions estimates; preparation of PSD permits and associated emissions and dispersion modeling; evaluation of RACT controls for mini-mills.
- Managed PSD permit applications for two aluminum smelting facilities. This work included preparation of the emissions inventories, managing the Class I and Class II modeling effort, conducting the best available control technology (BACT) analysis, and preparing the technical document. She also negotiated permit conditions with the agencies, and assisted with cross-border discussions with other impacted agencies.
- Assisted a large landfill in Southern California respond to a series of Notices of Violation surrounding odor issues. Ramboll Environ conducted computational fluid dynamic (CFD) modeling study to evaluate the sources of odors at the landfill, as well as to predict where odors might occur in the neighborhood and under what conditions. Ramboll Environ also conducted a surrogate sampling study where it was found that ethanol was a surrogate for odors. Finally, Ramboll Environ assisted in the negotiations which allowed the landfill to continue operations.
- Managed the preparation of an application for an Authority to Construct for a state-of-the-art hazardous waste treatment storage and disposal facility, which included a risk assessment for the project, and successfully negotiated permit conditions with state and local agencies. Currently working with facility and regulators to implement permit conditions.
- Worked as a technical advisor to the Imperial County Air Pollution Control District (ICAPCD) for the permitting of a rail-haul landfill. This landfill is proposed to be the largest landfill in the United States, and had monitoring, modeling, and enforceability issues associated with the permit. Of particular interest was a phased permitting approach that allowed the landfill operator to take advantage of newer technologies that could reduce emissions of criteria pollutants over time.
- Prepared and submitted several Federal Operating Permit Applications under Title V of the Clean Air Act for industrial facilities. Currently working on ongoing negotiation for permits.

Other

- Evaluated the transport of perfluorooctanoic acid (PFOA) in the air and in the ocean as a part of a large multiphase study being carried out by DuPont. The study resulted in a poster presentation at the American Geophysical Union and centered on how the chemical properties of PFOA impact its transport.
- Provided support to a large shipping company in evaluating the effectiveness of its emissions reduction programs; oversaw design of an automated database system to track fuel use and emissions reductions from a variety of innovative programs to improve reporting and streamline the program.
- Conducted preliminary evaluation of whether patterns of measured lead in soil supported contention that lead resulted from airborne emissions from a lead emitting stack located at the site. Concluded that insufficient data was available for analysis.
- Designed a protocol for estimating the quantities of specific hazardous chemicals disposed of in California by region and waste type, and worked with the Department of Health Services to verify protocol.

Prior to joining Ramboll Environ, Shari held the following positions:

- Physical Sciences Officer, Bureau of Oceans and Environmental and Scientific Affairs, US Department of State
  - Developed and implemented a successful negotiation strategy for cooperative scientific projects with Japan and the Soviet Union.
  - Worked with Japan's Science and Technology Agency to initiate a Japanese funding organization for innovative international biotechnological studies.
- Staff Scientist, Alza Corporation

  - Led teams that created, designed, tested, and patented controlled release transdermal and osmotic pump drug delivery systems.
  - Studied the correlation between drug physical chemical data and dermal transport and absorption.
  - Designed and implemented systems to provide effective membrane thickness control in the manufacture of miniature osmotic pumps.
- Lecturer, Department of Chemical Engineering, Stanford University
  - Taught courses in Chemical Engineering Laboratory and Technical Speaking and Writing.

CREDENTIALS

Awards and Honors

American Association for the Advancement of Sciences Diplomacy Fellow, 1987-1988

United States Department of State Meritorious Honor Award, March 1989

PROFESSIONAL AFFILIATIONS AND ACTIVITIES

Member, American Institute of Chemical Engineers

Member, Air & Waste Management Association

PATENTS

H.F. Sanders, Y.L. Cheng, D.J. Enscore, S.B. Libicki. Transdermal Drug Composition with Dual Permeation Enhancers. Patent Number: 4,820,720. April 11, 1989.

R.M. Gale, D.J. Enscore, D.E. Nedberge, M. Nelson, Y.L. Cheng, S.B. Libicki. Transdermal Administration of Progesterone, Estradiol Esters, and Mixtures Thereof. Patent Number: 4,788,062. November 29, 1988.

PUBLICATIONS & PRESENTATIONS

Klug, S.E., K.L. Krieger, D.W. Weaver, M.T. Keinath, S.B. Libicki. 2012. "Quantifying Filtration Impacts on Indoor Exposure to Particulates." Presented at Air & Waste Management Association Conference and Exposition. June 19, 2012.

Bowie, T.; S.B. Libicki, K.L. Davis, C. Emery. 2011. "Strategies for Designing an Odor Monitoring Program for Municipal Solid Waste Landfills." Presented at Air & Waste Management Association Conference and Exposition. June 22, 2011.

Keinath, M.T. and S.B. Libicki. 2010. "Preventing GHG Leakage: Benchmarking Emissions to Design a Fair Cap and Trade System under AB32." Presented at the 2010 California Construction and Industrial Materials Association (CalCIMA) Educatoin Conference. San Diego, CA. September.

Van de Griend, R., R.W. Andersen, S.B. Libicki, J. Ilisco, U. Senturk. 2009. Arsenic In Glass Highway Marking Beads. A&WMA's 102nd Annual Conference & Exhibition, Detroit, MI. June.

Hou, M., M.T. Keinath, C. Helvestine, S.B. Libicki. 2008. Predicting Human Exposure near Freeways: A Comparison of AERMOD and CAL3QHCR. AWMA Annual Conference, Portland, Oregon. June.

Weaver D.W., S.B. Libicki, K.L. Davis. 2008. VMT, GHG Reduction, and Planning: Looking Under the Hood. Presented at American Planning Association California Chapter (APACA) Conference. September 21-24.

Keinath, M.T. and S.B. Libicki. 2008. Local Sourcing for Green Building: How Homegrown Materials Can Reduce Your Carbon Footprint. California Construction & Industrial Materials Association (CalCIMA) Annual Conference. September.

DiBiase, M. and S.B. Libicki. 2008. Emissions and the Shipping Industry: Emission Reductions for Ocean-Going Vessels in California Air & Waste Management Association Conference. June.

Libicki, S.B., D. Weaver, and D. Kim. 2007. A Technical Approach to Addressing Climate Change in Environmental Impact Reports. 2007 Environmental Law Conference at Yosemite. Environmental Law Section of the State Bar of California. October.

Kemball-Cook, S.R. and S.B. Libicki. 2006. "Using surface drifter buoys to estimate oceanic transport of surfactants". Presented at the American Geophysical Union Ocean Sciences Meeting.

Libicki, S.B. 1999. When Good Data Goes Bad: What the Numbers Really Mean. American Bar Association Section of Environment, Energy and Resources 7th Section Fall Meeting, San Diego, California. October.

Libicki, S.B. and R. Van de Griend. 1996. RMPs, RMPPs and SB 1889: Consolidation of State and Federal Risk Management Programs. Presented as a Minimum Continuing Legal Education course at various law firms. San Francisco, California. November-December.

Stuart, A.L., S. Jain and S.B. Libicki. 1996. The Use of Long-Term Meteorological Information to Predict Impact Probabilities Resulting from Toxic Chemical Releases. PSA 96-International Topical Meeting on Probabilistic Safety Assessment. American Nuclear Society, Park City, Utah. October.

Libicki, S.B. 1995. The Use of Simplified Quantitative Risk Analysis in Risk Management Decisions at Small and Medium-Sized Process Plants. 88th Annual Air & Waste Management Association Annual Meeting, San Antonio. June.

Jain, S. and Libicki, S.B. 1995. Estimating the Additional Airborne Release Due to Heat of Reaction and Aerosolization When Strong Acids React With Water during a Release. Air & Waste Management Association Annual Meeting, San Antonio. June.

Libicki, S.B. 1994. Emergency Release Modeling: Software options and usage strategies. Southwest Safety Congress and Exposition. May.

Libicki, S.B. and R. van de Griend. 1994. Practical Compliance Strategies for Laboratory and Production: Ensuring Compliance from the Ground Up. Bio International '94. Toronto. May.

Libicki, S.B., A. Andersen and R. Scofield. 1994. The Use of Ambient Air Monitoring Data for the Evaluation of Risks due to Particulate-Borne Metals: A Case Study. California Mining Association Annual Meeting. April.

Libicki, S.B. and R. Scofield. 1993. Issues and Solutions in Air Toxics Source Impacted Ambient Air Monitoring for Use in Risk Assessment. Fourth Annual West Coast Regional Conference: Current Issues in Air Toxics. November.

Gates, L.J., S.B. Libicki, R. Scofield, and J. Wilhelmi. 1993. A flexible real-time ambient air monitoring program during Superfund Site redevelopment. EPA/AWMA Field Screening Methods for Hazardous wastes and Toxic Chemicals. February 24-26.

P.M. Salmon, S.B. Libicki, and C.R. Robertson. 1988. A theoretical investigation of convective transport in the hollow fiber reactor. Chemical Engineering Communications 66:221 248.

Libicki, S.B., P.M. Salmon, and C.R. Robertson. 1986. Measurement of inert gas permeabilities in compact bacterial cell aggregates using an annular reactor. Annals of the New York Academy of Sciences, Vol. IV; and Biochemical Engineering 469:145 151.

Karel, S., S. Libicki, and C.R. Robertson. 1985. The immobilization of whole cells: Engineering principles. Chemical Engineering Science 40(8):1321 1354.

Campbell, J.H., P. Peters, S.B. Libicki, M.L. Gregg, and J.E. Clarkson. 1981. Analysis of the operation of Occidental's modified in situ retort 6. In Fourteenth Oil Shale Symposium Proceedings, Golden, Colo.: Colorado School of Mines Press.

Campbell, J.H., J.H. Raley, F.H. Ackerman, W.A. Sandholtz, and S.B. Libicki. 1980. Investigation of critical parameters in modified in situ retorting. In Thirteenth Oil Shale Symposium Proceedings, Golden, Colo.: Colorado School of Mines Press

RALPH E MORRIS

Managing Principal



Ralph Morris is the Managing Principal at Ramboll's North California, Utah and Colorado Offices, where he directs air quality modeling and analysis, emission inventory development, control strategy evaluation and regulatory air issues projects. With almost 40 years of air quality experience, Ralph is one of the original developers of many of the photochemical air quality models that are being or have been used for regulatory decision making in the United States and around the world, including co-developer of Ramboll's Comprehensive Air Quality Model with extensions (CAMx) as well as the UAM and UAM-V models.

In the late 1970s and 1980s, Ralph was one of the pioneers in modeling air pollution in Los Angeles using one of the first ever photochemical grid models (PGM), the Urban Airshed Model (UAM). The UAM was used to identify the optimal emissions control strategies for reducing ozone in Los Angeles targeting reducing ozone precursors that most efficiently reduce ozone and avoid reducing emissions from sources that would increase ozone. In the late 1980s, Ralph performed the EPA Five Cities UAM Study for the United States Environmental Protection Agency (USEPA) that demonstrated the use the UAM PGM for ozone air quality planning culminating in the delivery of the UAM to USEPA in 1990 as the USEPA-recommended ozone model. In the late 1980s and early 1990s, Ralph developed the next generation variable grid PGM (UAM-V) that treats urban city and regional transport issues within the same model and was used by the Ozone Transport Assessment Group (OTAG) to define the first regional control strategies designed to reduce the contributions of transport in the eastern U.S. (i.e., NOx SIP Call). Ralph also led the development of ozone and $PM_{2.5}$ State Implemental Plans (SIPs) for numerous cities to allow them to achieve clean air. After joining Ramboll Environ in 1994, Ralph was one of the leaders in the development of the Comprehensive Air-quality Model with extensions (CAMx) PGM that is being used today around the world for air quality planning, including for USEPA's transport rules. During the 1990s Ralph was involved in numerous ozone and PM2.5 SIP modeling studies and analyzed long-range transport of air pollutants.

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In the 2000s, Ralph directed the development of an updated Pollutants in the ATmosphere for Hong Kong (PATH) air quality modeling system for the Hong Kong Environmental Protection Department (HKEPD) and applied it to southeast Asia to assess regional transport and urban ozone and particulate matter formation. During this time he directed the application of regional particulate matter (PM), ozone and visibility modeling using CMAQ and CAMx photochemical grid models for the southeastern (VISTA/ASIP), western (WRAP) and central (CENRAP) US Regional Planning Organizations (RPOs) for the development of the first round of regional haze State Implementation Plans (SIPs) that were due in 2007.

For the last decade Ralph has been leading regional air quality modeling for Alberta Environment and Park for a variety of issues including to assess the impacts of oil sands, development of modeling databases for various regions in Alberta and most recently to model the high winter PM2.5 occurrences in Edmonton and Red Deer. He led or is leading the application of the CMAQ and CAMx models to address numerous ozone and $PM_{2.5}$ State implementation Plans (SIPs), as well as to address other air quality and air quality-related value (AQRV) issues associated with oil and gas development projects. Ralph has also addressed NO_2 and SO_2 issues including SIPs. Ralph was an original member of USEPA's ozone and fine particulate guidance workgroup and the CMAS Models-3/CMAQ External Advisory Committee (EAC).

CAREER

1994-Present
Managing Principal
Ramboll (formerly Ramboll Environ and ENVIRON), Northern California, United States

1979-1994
Manager Advanced Modeling Group and Director of Model Development Program
ICF/Systems Applications International, San Rafael, California, United States

1977-1979
Associate Professor
University of California, Davis, California, United States

EDUCATION

1977-1979
MA, Mathematics
University of California, Davis, California, United States

1974-1976
BA, Mathematics
University of California, Berkeley, California, United States

1972-1974
University of California, San Diego, California, United States

EXPERIENCE

Over the last 39 years, Ralph has been involved in thousands of air quality studies. These studies include the development of clean air plans for cities and states so that they attain the health-based air quality standards and the evaluation of the air quality impacts of numerous types of sources. A few examples for some of Ralph's more recent projects are provided below.

- WRAP Regional Haze Photochemical Modeling. Ralph is currently leading the development of photochemical modeling databases for western states to be used in the next round of reginal haze SIPs due July 2021. For the Western Regional Air Partnership (WRAP), Ralph has set up the CMAQ and CAMx models for the 2014 calendar year and conducted model performance evaluations.
- Denver 2020 and 2023 Ozone Attainment Demonstration Modeling. Ralph is currently leading the next round of Denver ozone attainment demonstration modeling. The CAMx and CMAQ models are being set-up for the 2016 summer ozone season and 2020 and 2023 future year attainment demonstration modeling is being conducted to address attainment of the 2008 and 2015 ozone NAAQS, respectively.
- Allegheny County Annual $PM_{2.5}$ State Implementation Plan. Project Director for performing the air quality modeling to define emissions control strategy to demonstrate that Allegheny County

(Pittsburgh), Pennsylvania will attain the annual PM2.5 National Ambient Air Quality Standard (NAAQS). Performed 36/12/4/1.30.444 km WRF meteorological modeling for the 2011 year. SMOKE emissions modeling for 2011 and 2021. CAMx regional 36/12 km modeling to provided boundary conditions for mesoscale 4/1.33 km PM source apportionment modeling for 2011 base and 2021 future years. 2021 PM control strategy evaluation.

- Evaluation of USEPA's 2011 National Air Toxics Assessment (NATA). Evaluated and assessed USEA's 2011 NATA modeling approach and results for modeling hundreds of air toxics compounds on a national scale. The 2011 NATA combined CMAQ national modeling results for reactive and non-reactive pollutants at 12 km grid cell resolution with AERMOD local-scale non-reactive modeling results by using the AERMOD results for receptors in the 12 km grid cell in a relative fashion to scale the CMAQ 12 km average concentrations. This unique method of model fusion of the CMAQ and AERMOD modeling results overcomes some of the issues associated with other techniques (e.g., CMAQ zero-out runs) when combining modeling results with disparate formulations.
- Dynamic Evaluation of Ozone Models for the South Coast (Los Angeles) Air Basin (SoCAB). Project Manager for conducting a dynamic evaluation of the CMAQ photochemical grid model in the SoCAB (Los Angeles, California region) using a 2008 and 2012 CMAQ modeling database. The dynamic evaluation compared the CMAQ modeled ozone trends over a long time period (1990-2015) with the observed ozone trends and found the CMAQ model underestuimat6ed the observed rate of ozone reductions over time. Potential reasons for this included the likely underestimation of VOC or overestimation of NOx emissions in the region.
- Denver 2017 Ozone SIP Modeling. For over a decade, Ralph has led the Denver ozone SIP modeling for the 2003, 2008 and ow the 2017 Denver ozone SIPs. For the Denver 2017 ozone SIP modeling we developed 2011 CAMx PGM modeling database using WRF meteorological and SMOKE emissions modeling. This included high-resolution mobile source emissions for the Denver region using link-based activity data from a Transportation Demand Model (TDM) and mobile source emission factors from MOVES2014. Conducted CAMx 2011 base case modeling and model performance evaluation. Projected emission to 20017 and 2023 and conducted emission reduction control strategy modeling to demonstrate attainment of the ozone standard.
- Allegheny County 1-Hour SO_2 State Implementation Plan. Project Manager for performing the air quality modeling to define emissions control strategy to demonstrate that Allegheny County (Pittsburgh), Pennsylvania will attain the 1-hour SO_2 National Ambient Air Quality Standard (NAAQS). Perform 36/12/4/1.3 km WRF meteorological modeling for multiple years. Conduct model shoot-out using multiple models (e.g., AERMOD, CALPUFF and SCICHEM) and model configurations to determine best performing model for simulating SO_2 and use model to demonstrate attainment of the SO2 NAAQS.
- BLM Environmental Impact Statement and Resource Management Plan for Oklahoma, Texas and Kansas. Project Manager for preparing the air quality and climate change sections of the Environmental Impact Statement (EIS)/ Resource Management Plan (RMP) for the U.S. Bureau of Land Management (BLM) and Bureau of Indian Affairs (BIA) to guide the management of BLM- and BIA-administered lands in the states of Oklahoma, Texas and Kansas
- Navajo Generating Station Environmental Impact Statement. Project Manager for coordinating the Environmental Impact Statement (EIS) required under the National Environmental Policy Act (NEPA) for the Navajo Generating Station coal-fired power plant and Kayenta Coal Mine Complex in Arizona. Technical services include air quality modeling and analysis of air monitoring data for criteria and hazardous air pollutants, assessments of human health risk and ecological risk due to atmospheric deposition from the emission sources, and preparation of Technical Support Documents for the EIS.
- Western Air Quality Study (WAQS). Project Manager for WRF meteorological, SMOKE emissions and CMAQ/CAMx air quality modeling of the western U.S. to develop the next generation air quality modeling databases to address ozone, $PM_{2.5}$, visibility and deposition issues in the western U.S.. Develop new 2008, 2011 and 2014 regional modeling platforms and distribute using the Intermountain West Data Warehouse (IWDW). Assess the role of regional transport on ozone, PM and visibility issues in western U.S. states.
- Air Quality Impacts of Off-Shore Oil and Gas Production. Ralph is currently leading two studies for BOEM to estimate the on-shore air quality impacts due to off-shore oil and gas development in the

Arctic Sea near Alaska and the Gulf of Mexico. This multi-year multi-million dollar study will project future year emissions and air quality impacts and develop emission exception screening thresholds.

- Air Quality Impacts of Fires. Project Manager of studies to assess the contributions of wildfires, prescribed burns and agricultural burning to ozone and PM air quality throughout the USA. Develop fire emission inventories and use the CAMx photochemical grid model source apportionment tool to calculate the contributions of fires to ozone and PM air quality. Results are used to identify exceptional events and assist planners in fire management practices.
- BLM Montana/Dakotas Photochemical Grid Model Modeling Study. Project Manager for the BLM Montana/Dakotas PGM modeling study to assess the air quality and AQRV impacts due to oil and gas development. The Bakken Shale formation in the Montana/Dakotas region is the most rapidly growing oil and gas development area in the U.S. Under this study, Ramboll is developing a comprehensive oil and gas emissions inventory and performing base year 2012/2013 and future year 2032 modeling using the CAMx photochemical grid model.
- Allegheny County $PM_{2.5}$ SIP Modeling. The $PM_{2.5}$ problem in Allegheny County (Pittsburgh), Pennsylvania is due to a combination of regional transport from upwind states and local sources within a river valley complex terrain environment. Ralph Morris led the Allegheny County $PM_{2.5}$ SIP modeling effort that used the CAMx photochemical grid model with a 36 km CONUS, 12 km Midwest, 4 km southeastern Pennsylvania and 0.8 km Allegheny County grid nests to demonstrate the area would achieve the 24-hour $PM_{2.5}$ standard by 2010. CAMx was run on the 36/12/4/0.8 km grids using two-way grid nesting. Local sources were treated using the CAMx subgrid-scale Plume-in-Grid treatment.
- Development of Air Quality Modeling System for Hong Kong. Ralph was Project Manager and led the development of a new air quality modeling system for Hong Kong. The WRF/MM5 meteorological, SMOKE/CONCEPT emissions and CMAQ/CAMx air quality models were set up for a 27/9/3/1 km modeling domain with the 36 km domain covering Asia and the 1 km domain focused on Hong Kong. The modeling system was delivered to the HKEPD as a turn-key system.
- St. Louis Ozone and PM2.5 SIP. Ralph led the air quality modeling efforts for the development of clean air plans for St. Louis, Missouri that were included in the St. Louis ozone and PM2.5 State Implementation Plans (SIPs). He worked with the states of Missouri and Illinois to identify the optimal control plan for the region and performed air quality modeling to demonstrate that St. Louis would achieve the ozone and $PM_{2.5}$ standards.
- Air Quality Assessments in Alberta, Canada. For almost a decade, Ralph Morris has been leading air quality studies for Alberta Environment to address Canada wide standards and Province air quality goals and objectives. These activities have included developing emission inventories for the Alberta oil sands region and urban areas, conducting meteorological modeling and performing air quality modeling using the CMAQ model to address ozone, $PM_{2.5}$, SO_2, NO_2, exposure and deposition issues in the Province.
- Expert Testimony for Air Quality Related Issues. Because of Ralph's vast expertise in air quality issues and in particular air quality modeling, over the last two decades he has served as an expert witness in numerous litigation cases.
  - Ameren Rush Island: Ralph was an expert witness and testified at trial in St. Louis April 2019 in a case where the Rush Island coal-fired power plant was accused of causing health effect impacts due to alleged illegal emissions since it failed to obtain a PSD permit and install BACT.
  - LG&E Cane Run Class Action Suit: Starting in 2015, Mr. Morris is serving as an expert witness led by Hunton and Williams in a case involving nuisance dust deposition from the Louisville Gas and Electric Cane Run coal-fired EGU.
  - Minnesota Power Plant Damage Assessment: During 2015, Ralph performed air quality modeling of the potential damages and costs associated with fossil-fueled power generation in Minnesota and prepared testimony.
  - Mead Westvaco Luke Mill: Expert witness and testify at trial in a case where a Maryland paper mill was accused of violating the Clean Air Act (CAA) and emitting illegal emissions (2012-2016).

- DTE Energy Monroe: In 2010-2011 Ralph was retained as an expert witness by Hunton and Williams and prepared expert report and attended trial in Detroit for the USDOJ NOV case against then Monroe coal-fired power plant in the Detroit, Michigan region.
- AEP NOV: Ralph was an expert witness for American Electric Power (AEP) from 2003-2006 through Sidley Austin in the US DOJ NOV charges against 9 coal-fired power plants in the Midwestern US.
- Illinois Power/Dynegy Baldwin NOV: Ralph was an expert witness for Illinois Power through Akin Gump in the US DOJ Notice of Violation case against the Baldwin Power Plant in Illinois. Ralph prepared expert reports and was deposed on the ozone and PM impacts of the alleged excess emissions including a review and critique of the plaintiffs CALPUFF modeling that found errors and omissions.
- First Energy Sammis: Expert witness for the Sammis coal fired power plant in Ohio NOV case.
- Louisiana Generating Big Cajun 2: Ralph was an expert witness for a USDOJ NOV case against the Big Cajun 2 coal-fired power plant in Baton Rouge, Louisiana during 2012.
- WE Energies Power the Future: In 2004, Ralph performed air quality modeling using CAMx and testified in front of a judge in Madison, WI on the Wisconsin Electric's plans to retire an old and build a new coal fired power plant at the Oak Creek facility. Testimony also included a critical review of CALPUFF modeling performed by the opponents.
- Minnesota Acid Rain Legislation: In the early 1980s Ralph performed modeling and testified in Minneapolis, MN in front of a judge for Northern States Power regarding the impacts of local sources in Minnesota on acid deposition in Minnesota.

- Oil and Gas Environmental Impact Statements. Ralph has led the air quality modeling component of several oil and gas Environmental Impact Statements to assess the air quality, visibility and deposition impact of oil and gas development in Colorado, Utah, Wyoming and New Mexico
- Air Quality Permitting Studies. As part of the permitting process, Ralph has conducted numerous air quality modeling studies to demonstrate that new sources would be compliant with air quality standard and thresholds of concern. Sources evaluated include coal and natural gas powered electricity generation; cement plans and oil and gas production, distribution and refining.
- Air Quality Impacts of Mobile Sources. Ralph has performed numerous studies to assess the air quality impacts of alternative engine technologies and fuels. In the 1980s he modeled the air quality impacts of alternative fuels in five cities for the USEPA. In the 1990s he led the air quality modeling component of the $20M Auto/Oil Program for the automobile manufacturers and oil companies. He also led the assessment of the air quality impacts of hybrid vehicles for a joint study by General Motors and Toyota. More recently he evaluated air quality impacts of passenger vehicles for Toyota and the air quality impacts in California due to the use of biodiesel in on-road and non-road diesel engines.
- Technical Assistance to USEPA. For over three decades, Ralph has provided technical assistance to the USEPA to assist them in implementing their air program and developing the USEPA air quality modeling guidelines. This assistance included demonstrating how photochemical grid models (PGMs) can be used in ozone air quality planning and delivering the UAM PGM to USEPA in 1990 as a turn-key PGM ozone modeling system. In 2012 Ralph evaluated six long range transport (LRT) models using atmospheric field study tracer tests, evaluated chemical dispersion models using aircraft data and demonstrated how a PGM can be used for single-source modeling that helped EPA formulate their new July 2015 air quality modeling guidelines. More recently he is assisting USEPA to update the chemical mechanisms in the CAMx and CMAQ models and implement improved aqueous-chemistry and secondary organic aerosol modules.
- Various Clients. Prior to joining ENVIRON, Ralph worked for over 15 years at Systems Applications International (SAI) in San Rafael (now part of ICF Consulting), California, where he was Director of the Advanced Modeling Program, managed model development activities and air quality modeling and analysis studies. His work at SAI included the development and application of the RPM, UAM, UAM-V and REMSAD modeling systems.

PEER-REVIEWED PUBLICATIONS

Posner, L.N., G. Theodoritsi, A. Robinson, G. Yarwood, B. Koo, R. Morris, M. Mavko, T. Moore and S. Pandis. 2019. "Simulation of Fresh and Chemically-Aged Biomass Burning Organic Aerosol." Atmos. Env. 196 (2019) 27-37.

Karamchandani, P., R. Morris, G. Yarwood, B. Brashers, D. Henn, I. Sykes, E. Knipping and N. Kumar. "SCICHEM: An Alternative Photochemical Model to Calculate Single Source Impacts of Ozone and Fine Particulate Matter." A&WMA EM Magazine, October 2018.

Karamchandani, P., R. Morris, A. Wentland, T. Shah, and J. Lester. 2017. "Dynamic evaluation of photochemical grid model response to emission changes in the South Coast Air Basin in California." Atmosphere,2017,8, 145;doi:10.3390/atmos8080145.

Brashers, B., R. Morris and J. Maranche. 2017. "The Challenges of Modeling Air Quality in Allegheny County, Pennsylvania." A&WMA EM Magazine, June 2017.

Koo, B., P. Piyachaturawat, R. Morris and E. Knipping. 2012. "Evaluation of the Variability in Chemical Transport Model Performance for Deposition and Ambient Concentrations of Nitrogen and Sulfur Compounds." Atmosphere, V3, pp 400-418. August.

Cho, S., R. Morris, P. McEachern, T. Shah, J. Johnson and U. Nopmongcol. 2012. "Emission Sources Sensitivity Study for Ground-Level Ozone and PM2.5 Due to Oil Sands Development Using Air Quality Modeling System: Part I – Model Evaluation for Current Year Base Case Simulation." Atmos. Env., V55, pp 533-541.

Cho, S., R. Morris, P. McEachern, T. Shah, J. Johnson and U. Nopmongcol. 2012. "Emission Sources Sensitivity Study for Ground-Level Ozone and PM2.5 Due to Oil Sands Development Using Air Quality Modeling System: Part II – Source apportionment modeling." Atmos. Env., V55, pp 542-556.

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Emery, C.A., E. Tai, R.E. Morris and G. Yarwood. 2011. "Investigation into Approaches to Reduce Excessive Vertical Transport Over Complex Terrain in a Regional Photochemical Grid Model." Atmos. Env., V45, Issue 39, pp 7341-7351. December.

Koo, B., C. Chien, G. Tonnesen, R.E. Morris, J.R. Johnson, T. Sakulyanontvittaya, G. Yarwood. 2010. "Natural Emissions for Regional Modeling of Background Ozone and Particulate Matter and Impacts on Emissions Control Strategies." Atmos Environ., 44 (2010) 2372-2382, (doi:10.1016/j.atmosenv.2010.02.041) June.

Koo, B., G. M. Wilson, R. E. Morris, A. M. Dunker, and G. Yarwood. 2009. Comparison of Source Apportionment and Sensitivity Analysis in a Particulate Matter Air Quality Model. Environ. Sci. Technol., 43, 6669-6675.

Wagstrom, K., M. Spyros, N. Pandis, G. Yarwood, G.M. Wilson and R.E. Morris. 2008. "Development and Application of a Computationally Efficient Particulate Matter Apportionment Algorithm in a Three-Dimensional Chemical Transport Model." Atmos Env, 42: 5650-5659. July.

Morris, R.E., B. Koo, A. Guenther, G. Yarwood, D. McNally, T. Tesche, G. Tonnesen, J. Boylan and P. Brewer. 2006. "Model Sensitivity Evaluation for Organic Carbon Using Two Multi-Pollutant Air Quality Models that Simulate Haze in the Southeastern United States." Atmos. Env. 40 (2006) 4960-4972.

Morris, R., T.W. Tesche, G. Tonnesen, D. McNally, J. Boylan and P. Brewer. 2006. "CMAQ/CAMx Annual 2002 Performance Evaluation Over the Eastern U.S." Atmos. Env. 40 4906-4919.

Morris, R., B. Koo and G. Yarwood. 2005. "Evaluation of Multisectional and two-Section Particulate Matter Photochemical Grid Models in the Western United States." J. Air & Waste Man. Assoc., V55, No. 11, pp1683-1693. November.

Morris, R., D. McNally, T.W. Tesche, G. Tonnesen, J. Boylan and P. Brewer. 2005. "Preliminary Evaluation of the Community Multiscale Air Quality Model for 2002 Over the Southeastern United States." J. Air & Waste Man. Assoc., V55, No. 11, pp1694-1708. November.

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Morris, R.E., and R.D. Scheffe. 1993. "A Review of the Development and Application of the Urban Airshed Model." Atmos Env. V27B, No. 1, pp 23-39.

PRESENTATIONS

Morris, R. 2019. Single-Source Visibility Ranking and Modeling Techniques for Regional Haze SIPs. Presented at A&WMA 112th Annual Conference and Exhibition, Quebec City, Canada. June 25-28, 2019.

Morris, R., M. Zatko, B. Brashers and J. Maranche. 2019. PM2.5 Precursor Insignificance Demonstration for Allegheny County, Pennsylvania. Presented at A&WMA Guideline on Air Quality Models: Planning Ahead. Durham, North Carolina. March 19-21, 2019.

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Morris, R. Denver Ozone Modeling Update. Presented at David Graham and Stubbs Air Quality Summit, Denver, Colorado. September 13, 2018.

Morris, R., L. Parker and T. Stoeckenius. 2018. Effects of Meteorology and Other Processes on Observed and Modeling Ozone in the SoCAB. Presented at Southern California Ozone Research Symposium (SCORES), UC Riverside, California. June 6-7, 2018.

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Morris, R. 2017. Windows Version of CAMx. Presented at A&WMA Guideline on Air Quality Models: A New Path, Chapel Hill, North Carolina. November 14-16, 2017.

Morris, R. and B. Brashers. Introduction to CAMx with Single-Source Discussion. Half Day Course Presented at A&WMA Guideline on Air Quality Models: A New Path, Chapel Hill, North Carolina. November 13, 2017.

Morris, R., P. Karamchandani, A. Wentland, T. Shah and J. Lester. 2017. Measured versus Modeled Ozone Trends in California's South Coast Air Basin and Effects on Mobile Source Controls. Presented at CRC 27th Real World Emissions Conference, Long Beach, California. March 26-29, 2019.

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Morris, R. 2017. Measurements, Emissions and Modeling. Presented at the Critical Review in the 110th Annual Conference and Exhibition, Pittsburgh, Pennsylvania. June 5-8, 2017.

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Vijayaraghavan, K., Beardsley, R., Jung, J., Yarwood G. & Morris, R. 2016. "The Contribution of Emissions Sources and Atmospheric Deposition to Mercury in South Florida and the Everglades." Society of Environmental Toxicology and Chemistry. Orlando, FL. November.

Morris, R.. 2016. SMOKE-MOVES Processing – Incorporate Travel Demand Model Data in Denver Ozone Modeling. Presented at 15th Annual CMAS Conference, Chapel Hill, NC, October 24-36.

Morris, R. 2016. "Modeling of Single-Source Secondary Impacts using the Higher Order Direct Decoupled Method Sensitivity." Presented at 15th Annual CMAS Conference, Chapel Hill, NC, October 24-36.

Nopmongcol. U., R. Morris, C. Archuleta, J. Adlhoch. 2016. "A Conceptual Approach to Address Anthropogenic / Non-Anthropogenic Emission Sources to Help Develop a More Accurate Regional Haze Program Glidepath." Presented at the A&WMA Visibility Conference, Jackson Hole, WY, September 27-30.

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Nopmongcol, U., Z. Liu, J. Johnson, T. Shah., R. Morris. 2016. "Formation of Secondary Particulate Matter in Capital Region." Presented at AWMA Annual Conference, Alberta, Canada. May.

Morris. 2016. “Single-Source Ozone Modeling Studies.” Presented at A&WMA Guidelines on Air Quality Models Conference, Chapel Hill, NC. April.

Karamchandani, P., B. Chowdhury, B. Brashers, L. Parker, G. Yarwood, R. Morris, A. Kaulfus, E. Knipping. 2015. “SCICHEM 3.0: Improvements, Testing and Evaluation.” Poster presentation at the 14th Annual CMAS Conference, Chapel Hill, NC., October.

Parker, L.K., R.E. Morris, J. Zapert, F. Cook, C. Meister, B. Koo, D.J. Rasmussen, J. Jung, J. Grant, J. Johnson, T. Shah and T. Pavlovic. 2015. “Photochemical Grid Modeling Study to Assess Potential Air Quality Impacts Associated with Energy Development in Colorado and Northern New Mexico.” Presented at the Fall 2015 AGU Conference.

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Koo, B., R. Morris and G. Yarwood. 2013. “Transformation Rate of SO2 to Sulfate for the Houston Ship Channel based on TexAQS 2006 Data.” Presented at the Texas AQRP Workshop, Austin, TX. November.

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Sources." Presented at AWMA Guideline on Air Quality Models: Next Generation of Models Conference, Research Triangle Park, NC. October.

Emery, C.E., E. Tai, R.E. Morris, G. Yarwood. 2009. "Reducing Vertical Transport Over Complex Terrain in Photochemical Grid Models." Presented at the CMAS 8th Annual Conference, Chapel Hill, NC. October.

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Morris, R.E., B. Koo, J. Johnson and G. Yarwood, J. Turner and J. Garlock, C. Ku, W. Vit, A. Alsharafi and J. Bennett. 2007. "Use of Hybrid Plume/Grid Modeling and the St. Louis Super Site Data to Model PM2.5 Concentrations in the St. Louis Area." Presented at the 6th Annual CMAS Conference, UNC-Chapel Hill, NC. October.

Morris, R.E., B. Koo, B. Wang, G. Yarwood, G. Tonnesen, C. Chien, D. McNally, G. Stella. 2007. "Regulatory Decision Making using Advancements in Aerosol Science." Presented at the AAAR 26th Annual Conference, Grand Sierra Resort, Reno, NV. September.

Koo, B., G. Yarwood, R. Morris, K. Baker. 2007. "Evaluation of New Approaches to Modeling Organic Particulate Matter in CAMx." Presented at the AAAR 26th Annual Conference, Grand Sierra Resort, Reno, NV. September.

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Nopmongcol, U., C. Emery, G. Yarwood and R. Morris. 2007. "Guidance in the Use of Photochemical Grid Models for Determining Whether Sources Have a Significant Contribution to Visibility Impairment at Class I Areas." Presented at A&WMA's 100th Annual Conference, Pittsburg, PA. June.

Morris R. E., B. Wang, B. Koo, G. Tonnesen and C. Chien, T.W. Tesche, D. McNally, C. Loomis and G. Stella. 2007. "Regional Modeling to Demonstrate Reasonable Progress toward Natural Visibility Conditions at Class I Areas throughout the United States." Presented at A&WMA's 100th Annual Conference, Pittsburg, PA. June.

Morris, R.E., G. Yarwood, C. Emery, G. Wilson, B. Koo. 2006. "Regional Modeling Using One-Atmospheric Models to Address Regional Haze, 8-Hour Ozone and PM2.5 Air Quality Issues." Presented at the 99th Annual AWMA Conference, New Orleans, LA. June.

Morris, R., C. Emery and G. Yarwood. 2006. "Use of an Advanced Hybrid Plume/Grid Photochemical Model to Perform Single Source Assessments for PSD and BART Analysis." Presented at the AWMA Guidelines on Air Quality Models Conference, Denver, Colorado. April 26-28.

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Morris, R., B. Koo, G. Mansell, G. Yarwood, G. Tonnesen, C.J. Chien, M. Omary. 2005. "Annual Application of Regional Particulate Matter Photochemical Grid Models to the Central US to Support the Requirements of the Regional Haze Rule." Presented at the International Aerosol Conference (AAAR) 2005, Austin, Texas. October.

Morris, R., D. McNally, T. Tesche, G. Tonnesen, J. Boylan, P. Brewer. 2005. "Use of The CMAQ Modeling Systems For Estimating Visibility Progress in the Southeastern US For Complying with the Requirements of the Regional Haze Rule." Presented at The 4th Annual CMAS Models-3 Conference, Chapel Hill, N.C. September.

Morris, R.E., S. Lau, B. Koo. 2005. "Evaluation of the CALPUFF Chemistry Algorithms." Presented at the 98th Annual Air and Waste Management Conference, Minneapolis, MN. June.

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Morris, R.E., B. Koo, G. Yarwood, C. Emery, G. Wilson. 2005. "Regional Modeling of Particulate Matter (PM), Ozone and Visibility Using the CMAQ and CAMx Photochemical Grid Models." Presented at Atmospheric Sciences and Air Quality Conference (ASAQC), San Francisco, CA. April.

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Morris R.E., D. McNally, T. W. Tesche, G. Tonnesen, J. Boylan, P. Brewer. 2004. "Regional Haze Modeling Over the VISTAS States: Preliminary Verification of Models-3/CMAQ for the 2002 Annual Period." Presented at A&WMA's Regional and Global Perspectives on Haze: Causes, Consequences and Controversies – Visibility Specialty Conference. Asheville, North Carolina. October.

Morris, R.E., G. Tonnesen, T.W. Tesche, J. Boylan, P. Brewer. 2004. "VISTAS Phase I Regional Fine Particulate Sensitivity Modeling to Identify Optimal Model Configuration for Simulating Regional Haze in the Southeastern US." Presented at A&WMA's Regional and Global Perspectives on Haze: Causes, Consequences and Controversies – Visibility Specialty Conference. Asheville, North Carolina. October.

Morris, R E., B. Koo, G. Yarwood. 2004. "Particulate Matter Multi-Model Performance Evaluation." Presented at CMAS Models-3 User's Workshop October 18-20, 2004 Research Triangle Park, NC. October.

Morris, R.E., G. Yarwood, G. Wilson. 2004. "Particulate Matter Source Apportionment Technology (PSAT) in the CAMx Photochemical Grid Model." Presented at the ITM 27th NATO Conference, Banff Centre, Canada. October.

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Morris, R.E., C. Tana, G. Yarwood. 2003. "Evaluation of the Sulfate and Nitrate Formation Mechanism in the CALPUFF Modeling System." Presented at AWMA Specialty Conference Guideline on Air Quality Models: The Path Forward, Mystic, CT. October.

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Morris R.E., G. Tonnesen, M. Uhl, K. Briggs, J. Vimont and T. Moore. 2003. "The WRAP Regional Modeling Center – Application and Evaluation of Regional Visibility Models." Presented at 96th Annual Conference and Exhibition of the Air and Waste Management Association, San Diego, California. June.

Morris R.E., C. Emery and E. Tai. 2003. "Sensitivity Analysis and Intercomparison of the Models-3/CMAQ and CAMx Models for the July 1995 NARSTO-Northeast Episode." Presented at 96th Annual Conference and Exhibition of the Air and Waste Management Association, San Diego, CA. June.

Morris, R.E., G. Wilson, G. Yarwood, T. Darlington, J. Heiken, J. Heuss, G. Wolff, A. Dunker, S. Yamazaki and S. Chatani. 2002. "Evaluation of the Air Quality Impacts of Zero Emission Vehicles (ZEVs) and a No ZEV Alternative in the South Coast Air Basin of California." Presented at 95th Annual Conference and Exhibition Air & Waste Management Association Baltimore, Maryland.

Morris, R.E., G. Yarwood, C.A. Emery, and G. Wilson. 2002. "Recent Advances in Photochemical Air Quality Modeling Using the CAMx Model: Current Update and Ozone Modeling of Point Source Impacts." Presented at 95th Annual Conference and Exhibition Air & Waste Management Association Baltimore, Maryland.

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Morris, R.E., G. Yarwood, C. Emery, and G. Wilson. 2001. "Recent Advances in CAMx Air Quality Modeling." Presented at the AWMA Annual Meeting & Exhibition, Orlando, FL. June.

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Morris, R.E., C. Emery, and E. Tai. 2001. "Application of the CALPUFF Model to Address Visibility Issues in the Western US." Presented at AWMA Guideline on Air Quality Models: A New Beginning, Newport, RI. April.

Morris, R.E., G. Yarwood, C. Emery, and G. Wilson. 2001. "Recent Development and Applications of the Comprehensive Air Quality Model with extensions (CAMx)." Presented at AWMA Guideline on Air Quality Models: A New Beginning, Newport, RI. April.

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Morris, R.E., E. Tai, G. Wilson, and D. Weiss. 1998. “Use of Advanced Ozone Source Apportionment Techniques to Estimate Area of Influence (AOI) of Emissions Contributions to Elevated Ozone Concentrations.” Presented at the 91st Annual Meeting of the Air and Waste Management Association, San Diego, CA. June.

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Morris, R.E., G. Yarwood, and M. Yocke. 1997. “Recent Advanced in Regional Photochemical Grid Modeling and Application Using the OTAG Modeling Databases.” Presented at the 90th Annual Meeting of the Air and Waste Management Association, New Orleans, LA. June.

Morris, R.E., M.A. Yocke, G. Yarwood, and C.A. Emery. 1996. “The Extended Urban/Regional Airshed Model (UAMX) - Initial Development and Testing of an Advanced, Publicly-Available, Nested-Grid Ozone Model that will Emulate UAM-V and Other Advanced Grid Models.” Presented at the 89th Annual Meeting of the Air and Waste Management Association, Nashville, Tennessee. June.

Morris, R.E., G. Yarwood, M.A. Yocke, H. Hogo and T. Chico. 1996. “Development of a Methodology for Source Apportionment of Ozone Concentration Estimates from a Photochemical Grid Model.” Presented at the 89th Annual Meeting of the Air and Waste Management Association, Nashville, Tennessee. June.

Morris, R.E. 1996. “The Ozone Nonattainment Problem in the Northeast US: A Review of Recent Measurement and Regional Modeling Studies, Common Findings and Implications.” Presented at the 89th Annual Meeting of the Air and Waste Management Association, Nashville, Tennessee. June.

Morris, R.E., C. A. Emery, and M.A. Yocke. 1996. “Application and Evaluation of the CALMET/CALPUFF Modeling System using the Mount Zirkel Visibility Study Enhanced Database.” Presented at the 89th Annual Meeting of the Air and Waste Management Association, Nashville, Tennessee. June.

Morris, R.E, G. E. Mansell, and R. Caiazza. 1995. “Preliminary Estimate of the Effects of Regional Emission Control Strategies on Ozone Concentrations in the Northeast US.” Presented at the 88th Annual AWMA Meeting & Exhibition, San Antonio, Texas.

Morris, R.E., P.D. Guthrie, and C.A. Knopes. 1995. “Photochemical Modeling Analysis Under Global Warming Conditions.” Presented at the 88th Annual AWMA Meeting & Exhibition, San Antonio, Texas.

Morris, R.E., C. O’Donnell, D.F. Shearer, and L. Kawaski. 1995. “Development of an Alternative Ozone Attainment Plan for the Los Angeles Region for Use in the 1994 State Implementation Plan.” Presented at the 88th Annual AWMA Meeting & Exhibition, San Antonio, Texas.

Morris, R. E., P.D. Guthrie, D. Axelrad, and R. Scheffe. 1995. “Development of a Grid-Based Model to Estimate Particulate Matter and Deposition of Toxic Compounds onto the Great Waters.” Presented at the 88th Annual AWMA Meeting & Exhibition, San Antonio, Texas.

Morris, R. E., T. C. Myers, and M. A. Yocke. 1994. “Evaluation of the Nested-Grid Urban Airshed Model (UAM-V) using the Extensive Lake Michigan Ozone Study (LMOS) Field Study Data Base.” Presented at 87th Annual AWMA Meeting and Exhibition, Cincinnati, OH. June.

Morris, R. E. and G. E. Mansell. 1994. “Application and Evaluation of the Nested-Grid Urban Airshed Model to the Northeast US.” Presented at the AWMA Specialty Conference “Tropospheric Ozone: Critical Issues in the Regulatory Process” Orlando, FL. May.

Morris, R. E., A. K. Pollack, J. Heuss, J. Shiller, and H. Wimette. 1994. “Evaluation of the Air Quality Impacts of the Low Emissions Vehicle/Clean Fuels (LEV/CF) Program in the Baltimore-Washington D.C. Nonattainment Region.” Presented at the AWMA Specialty Conference "Tropospheric Ozone: Critical Issues in the Regulatory Process" Orlando, FL.

Morris, R. E., T. C. Myers, M. A. Yocke, and T. W. Tesche. 1994. “Evaluation of the Nested-Grid Urban Airshed Model Using the Extensive Lake Michigan Ozone Study (LMOS) Field Study Data Base.”

Presented at AWMA Specialty Conference Regional Photochemical Measurement and Modeling Studies, San Diego, CA. November.

Morris, R. E., M. A. Yocke, and T. C. Myers. 1993. "Application and Evaluation of the Nested-Grid Urban Airshed Model (UAM-V) in the Lake Michigan Ozone Study (LMOS)." Presented at Regional Photochemical Measurements and Modeling Studies, San Diego, CA. November.

Morris, R. E. and G. E. Mansell. 1993. "Procedures for Developing Boundary Conditions and Sensitivity of Simulating Ozone Formation in the Lake Michigan to the Definition of Boundary Conditions." Presented at Regional Photochemical Measurements and Modeling Studies, San Diego, CA. November.

Morris, R. E., T. C. Myers, and M. A. Yocke. 1993. "Design of the UAM-V Integrated Photochemical Modeling System -- Discussion of Model Components and Adaptation of the System to the Lake Michigan, Gulf Coast, and Northeast US Regions." Presented at Regional Photochemical Measurements and Modeling Studies, San Diego, CA. November.

Morris, R. E., C. A. Emery, and J. E. Langstaff. 1993. "Ozone Modeling Study to Assess the Contribution of Power Plant Emissions to Ozone in the Philadelphia Nonattainment Region. "Presented at 86th Annual AWMA Meeting and Exhibition, Denver, CO. June.

Morris, R. E. and C. A. Emery. 1992. "Sensitivity of the Urban Airshed Model to Meteorological Inputs When Applied to the New York Metropolitan Region Using the ROM-UAM Interface." Presented at the AWMA specialty conference Tropospheric Ozone: Nonattainment and Design Value Issues, Boston, MA. November.

Morris, R. E., T. C. Myers, and M. A. Yocke. 1992. "Overview of the Variable Grid Urban Airshed Model (UAM-V)." Presented at the 85th Annual AWMA Meeting and Exhibition, Kansas City MO. June.

Morris, R. E., A. M. Dunker, C. H. Schleyer, and A. K. Pollack. 1992. "Methodology for Trajectory and Grid Modeling to Determine the Impact of Different Vehicle/Fuel Systems on Air Quality--Auto/Oil Air Quality Improvement Research Program." Presented at the 85th Annual AWMA Meeting and Exhibition, Kansas City, MO. June.

Morris, R. E., M. A. Yocke, T. C. Myers, and R. C. Kessler. 1991. "Development and Testing of a Nested-Grid Version of the Urban Airshed Model." Presented at the Air and Waste Management Association Specialty Conference: Tropospheric Ozone and the Environment II, Atlanta, GA. November.

Morris, R. E. 1991. "Evaluation of the Sensitivity of Emissions Controls to Grid Resolution Using the Urban Airshed Model." Presented at the Air and Waste Management Association Specialty Conference: Tropospheric Ozone and the Environment II, Atlanta, GA. November.

Morris, R. E., G. Z. Whitten, and S. M. Greenfield. 1991. "Preliminary Assessment of the Effects of Global Climate Change on Tropospheric Ozone Concentrations." Presented at the Air and Waste Management Association Specialty Conference: Tropospheric Ozone and the Environment II, Atlanta, GA. November.

Morris, R. E., T. C. Myers, S. G. Douglas, M. A. Yocke, and V. Mirabella. 1991. "Development of a Nested-Grid Urban Airshed Model and Application to Southern California." Presented at the 84th Annual AWMA Meeting and Exhibition, Vancouver BC. June.

Morris, R. E. and R. C. Kessler. 1991. "Mesoscale Simulation of Photochemical Air Quality in the San Joaquin Valley of California." Presented at the 84th Annual AWMA Meeting and Exhibition, Vancouver BC. June.

Morris, R. E. and A. K. Pollack. 1991. "Methodology for Evaluation of the Air Quality Impacts of Auto/Oil Reformulated and Alternative Fuels Using the Urban Airshed Model." Presented at the AWMA Specialty Conference: Tropospheric Ozone and the Environment II, Atlanta, GA. November.

Morris, R. E., T. C. Myers, and M. A. Yocke. 1991. "Effects of Grid Resolution in the UAM on the Evaluation of Emission Control Strategies." Presented at AWMA Specialty Conference: Tropospheric Ozone and the Environment II, Atlanta, GA. November.

Morris, R. E. and others. 1990. "Use of the Urban Airshed Model to Assess the Effects of Ethanol Blended Fuels on Ozone Concentration in New York and St. Louis." Presented at the 83rd Annual AWMA Meeting and Exhibition, Anaheim, CA. June.

TEACHING EXPERIENCE

1977-1979

Calculus, University of California at Davis

MEMBERSHIPS

Air and Waste Management Association (AWMA)
Air Quality Modeling Subcommittee (AQMS) of the Science Advisory Board (SAB)
EPA Fine Particulate Modeling Guidance Workgroup
EPA UAM Guidance Workgroup
Modeling Peer-Review Group for the Los Angeles SIP Air Quality Modeling

TEJAS SHAH

Managing Consultant



Tejas Shah has over 15 years' experience with air pollution analyses. His expertise includes emission modeling, air quality modeling, emission inventory development, spatial analysis with GIS, database tool development, control-measure evaluation and economic impact analysis. He provided GIS support to developing oil and gas emissions inventories for current and future years in the western US for the Western Regional Air Partnership (WRAP). He has recently managed a review of available emission inventories for Mexico that are used in photochemical modeling studies of North America in which we used satellite-derived data products for sulfur dioxide (SO2), nitrogen dioxide (NO2) and natural gas flaring to evaluate spatial characterization and magnitude of the emissions inventories. Tejas has managed photochemical modeling studies for the US and other world regions in which key model inputs, such as the emission inventories and landuse inputs, depend on GIS analyses of geospatial data. Additionally, he has extensive experience using the RPOs emissions inventory, the USEPA's national emissions inventory (NEI) and the Environment Canada national inventory. Tejas' work at Ramboll includes Sparse Matrix Operator Kernel Emissions (SMOKE) processing of regional and project-level emission inventories for various oil and gas EIS projects in the Intermountain West; preparing gridding surrogates and speciation profiles for the SMOKE model input; augmenting SPECIATE—a repository of speciation profiles; spatial analyses and preparing landuse/landcover files for the Comprehensive Air Quality Model with extensions (CAMx) and MEGAN models using GIS; and developing database tools.

CONTACT INFORMATION
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Novato, CA 94945
United States of America

EDUCATION

2000-2003
MS, Chemical Engineering
Lamar University, Beaumont, Texas, United States

1996-2000
BS, Chemical Engineering
Mumbai University, Mumbai, India

SELECTED RELEVANT EXPERIENCE

Ozone Air Quality Modeling of the Arabian Gulf

- Managed emission inventory modeling for a confidential air quality study in the Middle East. Ramboll developed a photochemical ozone modeling system based on the Comprehensive Air quality Model with extensions (CAMx).
- Developed a comprehensive emission inventory of ozone precursors (NOx, VOC and CO) for the Kingdom of Bahrain. The inventory was compiled using publicly-available data to characterize

stationary sources, mobile sources and area sources and support photochemical ozone modeling.

- Managing emission inventory modeling for a confidential study in the Middle East to assess the environmental impacts of changes to transportation infrastructure and emissions.

Air Quality and Emissions Modeling Support to EPA OAQPS

- Developed ancillary files for processing oil and gas emissions for use in the EPA's national modeling platform. Work included development and assignment of speciation profiles for WRAP Phase III oil and gas source categories, development and assignment of spatial surrogates, and preparation of inventory input files for SMOKE.

BOEM Air Quality Impacts of Off-Shore Oil and Gas Production

- Currently managing regional emissions modeling for analyzing the on-shore air quality impacts of outer continental shelf oil and gas development in the Arctic Sea near Alaska and the Gulf of Mexico. This multi-year multi-million dollar study will project future year emissions and air quality impacts and develop emission exception screening thresholds.

Allegheny County PM2.5 State Implementation Plans

- Task Manager for developing emissions input for air quality modeling to demonstrate that Allegheny County (Pittsburgh), Pennsylvania will attain the PM2.5 National Ambient Air Quality Standard (NAAQS).

Western Regional Air Partnership (WRAP) Region-Wide Emissions Inventory

- Provided GIS support in developing a region-wide O&G emissions inventory for current and future years in the western US for the Western Regional Air Partnership (WRAP). It includes performing spatial analyses using ARC/GIS tools, preparing map displays using ARC/MAP and developing gridding surrogates based on O&G activities using ARC Macro Language (AML) scripts.

Development of Gridded Ocean-Going Vessel Emissions Inventories

- Prepared gridded Commercial Marine Vessel Emissions Inventory for EPA. Detailed US port emission inventory was spatially allocated into a gridded format. The port emissions were then blended with the STEEM data, which together create the merged, gridded commercial marine vessel emissions inventory. ARC/GIS buffer tool was used to define various distance regions (25, 50, 100, and 200 nautical miles) from the US shore line.

Development of California Emission Estimator Model (CalEEMod)

- Assisted in the development of CalEEMod - a statewide land use emissions computer model designed to provide a uniform platform to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operational from a variety of land use projects.

Rosebud Mine, Montana EIS

- Emissions modeling Task Manager to develop regional and project-specific emissions inputs for photochemical modeling study to assess direct effects due to the Rosebud mine and indirect effects due to the nearby power plant under NEPA.

BLM Oklahoma-Kansas-Texas (OKT) EIS and Resource Management Plan

- Managed emissions modeling task of the BLM Oklahoma-Kansas-Texas (OKT) modeling study to assess the air quality impacts of oil and gas development and coal mines on federal and non-federal lands and other cumulative regional sources. Emissions of criteria air pollutants from predicted oil and gas development in the three-state area were developed for this study.

BLM Colorado Air Resource Management Modeling Study (CARMMS)

- Emissions Modeling Lead for the BLM CARMMS study that assess the air quality (AQ) and air quality related value (AQRV) impacts of new federal oil and gas and other cumulative sources including non-federal O&G, mining and other regional emissions in each of the BLM Colorado Field Office planning areas, as well as the Mancos Shale area in northwest New Mexico. Air quality modeling emissions inputs were developed for high, medium and low O&G development scenarios for future years 2021 and 2025.

BLM Montana/ Dakotas PGM Modeling Study

- Task Manager for developing air quality modeling emissions for the BLM Montana/ Dakotas PGM modeling study to assess the AQ and AQRV impacts due to oil and gas development. The Bakken Shale formation in the Montana/Dakotas region is the most rapidly growing oil and gas development area in the U.S. Under this study, Ramboll Environ is developing a comprehensive oil and gas emissions inventory and performing base year 2012/2013 and future year 2032 modeling using the CAMx photochemical grid model.

Navajo Generating Stations (NGS) EIS Assessment

- Task Manager for developing criteria and HAP emission inventory for NGS for lease extension EIS. This was the most comprehensive and complete AQ, ecological and human health assessment ever performed for an EIS.

SMOKE-MOVES Processing for Denver Ozone Modeling

- Developed an approach to use link-based data from TDM models as input to SMOKE-MOVES processing tool. Processed detailed vehicular activity data to prepare model-ready emissions for onroad sources. The pre-gridded activity data was input to the tool for the on-network processing and treated each grid cell and speed class as a pseudo-county. The off-network emissions were spatially allocated using surrogates developed from trip starts (start exhaust) and trip ends (for evaporative processes) by Traffic Analysis Zone (TAZ). This approach takes advantage of detailed link-based spatial and temporal varying activity data available from the TDM model and the robust emissions calculation methodology of SMOKE-MOVES that takes into account temporal and spatial variations in meteorology and has EPA approval and support.

Air Quality Assessments in Alberta, Canada

- Performed emissions modeling of regional emission inventories for North East Alberta modeling studies and North Saskatchewan Region of Alberta.

PRESENTATIONS & PUBLICATIONS

Shah, T. 2017. "Composition of Organic Gas Emissions from Flaring Natural Gas" Presented at the EPA's 2017 International Emissions Inventory Conference. August https://www.epa.gov/sites/production/files/2017-11/documents/organic_gas.pdf

Shah, T., Y. Alvarez, M. Jimenez, R. Morris, A. Brimmer and K. Lloyd. 2016. "Incorporate Traffic Demand Model Data in SMOKE-MOVES Processing for Denver Ozone Modeling" Presented at the 2016 CMAS Conference. October

Nopmongcol, U., J. Grant, E. Knipping, M. Alexander, R. Schurhoff, D. Young, J. Jung, T. Shah, G. Yarwood. 2017. "Air Quality Impacts of Electrifying Vehicles and Equipment across the United States." Environmental Science & Technology. http://dx.doi.org/10.1021/acs.est.6b04868

Karamchandani, P., R. Morris, A. Wentland, T. Shah, and J. Lester. 2017. "Dynamic evaluation of photochemical grid model response to emission changes in the South Coast Air Basin in California." Atmosphere, in review.

Collet, S., T. Kidokoro, P. Karamchandani, T. Shah, and J. Jung. 2017. "Future year ozone prediction for the United States using updated models and inputs." J. Air Waste Manage. Assoc., in review.

Vijayaraghavan, K., C. Lindhjem, B. Koo, A. DenBleyker, E. Tai, T. Shah, Y. Alvarez, G. Yarwood. 2016. "Source Apportionment of Emissions from Light-Duty Gasoline Vehicles and Other Sources in the United States for Ozone and Particulate Matter." Journal of the Air & Waste Management Association, 66, 2, 98-119. doi: 10.1080/10962247.2015.1112316.

Cho, S., R. Morris, P. McEachern, T. Shah, J. Johnson and U. Nopmongcol. 2012. "Emission sources Sensitivity Study for Ground-Level Ozone and PM2.5 Due to Oil Sands Development Using Air Quality Modeling System: Part I – Model Evaluation for Current Year Base Case Simulation." Atmos. Env., Volume 55, pp 533-541.

Cho, S., R. Morris, P. McEachern, T. Shah, J. Johnson and U. Nopmongcol. 2012. "Emission Sources Sensitivity Study for Ground-Level Ozone and PM2.5 Due to Oil Sands Development Using Air Quality Modeling System: Part II – Source Apportionment Modeling." Atmos. Env., Volume 55, pp 542-556.

MARCO A. RODRIGUEZ, PHD

Senior Consultant

Dr. Marco Antonio Rodriguez is a Senior Consultant and recognized expert with 18 years of experience using analytical techniques to solve complex air quality problems. Marco has worked on issues including oil and gas development and Better-than-BART assessments and has provided modeling advice to legal firms in cases involving litigation. He is intimately familiar with CAMx and CMAQ, and has evaluated modeling datasets using R, FORTRAN and Python. He is passionate about applying data science techniques to environmental and air quality issues.



CAREER

2018
Senior Consultant
Ramboll (formerly Ramboll Environ)

2012-2018
Air Quality Scientist, Project Manager
AECOM, Fort Collings, Colorado

- managed photochemical grid modeling projects, including evaluation, application and data analysis
- provided air quality support for impact assessments involving the National Environmental Policy Act (NEPA), oil and gas projects, winter ozone modeling, and regional haze assessment of coal-fired power plants.

2005–2012
Research Scientist, Air Quality Modeler
Cooperative Institute for Research in the Atmosphere, Fort Collins, Colorado

- provided data preparation, model setup and analysis of CAMx modeling for various environmental assessment projects funded by the national park service (NPS).
- performed nitrogen deposition modeling for NPS.
- evaluated air quality impacts from oil and gas on class i areas.
- acted as linux system administrator

2004–2005
Postgraduate Researcher
Advanced Power and Energy Program, University of California, Irvine

CONTACT INFORMATION

MARCO A. RODRIGUEZ

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+1 (970) 2374332

Ramboll
7250 Redwood Boulevard
Suite 105
Novato, 94945
United States of America

- acted as principal air quality modeler of a project funded by the California Air Resources Board to analyze the air quality impacts in the South Coast Air Basin of California (SoCAB) caused by the implementation of distributed power generation.

EDUCATION

2004
Ph.D., Mechanical and Aerospace Engineering
University of California, Irvine, United States

2001
MS, Mechanical and Aerospace Engineering
University of California, Irvine, United States

1997
BA, Physics
Universidad Autónoma Metropolitana Iztapalapa, México

EXPERIENCE (PRIOR TO RAMBOLL)

- **Wyoming Department of Environmental Quality, Wyoming Photochemical Grid.** Assistant project manager and air quality modeler lead for a project studying winter ozone formation in the Upper Green River Basin (UGRB). Elevated levels of ozone have been measured during winter in the UGRB since 2005. Ongoing studies have led scientists to believe that oil and gas development activities combined with specific meteorological conditions are contributing to elevated levels of ozone in winter. The study evaluated the results of two photochemical grid models to determine if the models can reproduce ozone events with sufficient accuracy to be used as a tool for regulatory planning purposes. Drafted all analysis documents and reports.
- **Arizona Public Service Company, Four Corners Power Plant NEPA Services.** Assistant task manager of the ozone modeling effort for a project to retrofit the power plant with emissions controls. Responsibilities included study design and planning efforts, coordinating with the proponent and interagency review team, senior oversight of emissions inventory development, task management, oversight of photochemical modeling, and authoring sections of the air quality technical support document.
- **US Bureau of Land Management - Utah State Office, Air Resource Management Strategy Modeling.** Senior photochemical modeler and data analyst for a regional cumulative air impact assessment. The study was conducted to provide a reusable modeling platform for BLM air management decisions and future NEPA analyses in the Uinta Basin. An evaluation of two photochemical grid models was conducted and the better performing model (CMAQ) was selected for analysis of future year air quality conditions, including winter ozone.
- **Environmental Impact Statement, Casper, Wyoming.** Senior photochemical grid modeler for a programmatic oil and gas development EIS project for an area that covers approximately 1.5 million acres. The proposed development would involve drilling 5,000 new wells on 1,500 new well pads producing from multiple horizons, plus an additional 450 pads for supporting ancillary facilities. The EIS is being developed under the direction of the BLM Casper Field Office as the lead agency. Major issues include air quality (potential ozone impacts); flaring and associated noise; water supply/disposal and water quality; wildlife (impacts to sage grouse); range (impacts to grazing allotments); and transportation impacts associated with increased truck traffic. In addition to numerous cooperating agencies, a key co-operator is the US Forest Service, the federal agency responsible for management of the Thunder Basin National Grasslands that comprise approximately 4% of the surface ownership in the project area
- **Cooperative Institute for Research in the Atmosphere, Rocky Mountain Sulfur and Nitrogen Study, Colorado.** Lead photochemical air quality modeler for the RoMANS project. Responsible for preparation of input datasets required for running CAMx and model performance evaluation with available observations. Excess wet and dry deposition of nitrogen-containing compounds is a concern at a number of national parks. Rocky Mountain National Park provides a

well-documented example of the role of excess nitrogen deposition in sensitive alpine environments. The RoMANS was conducted during the spring and summer of 2006 to identify the overall mix of ambient and deposited sulfur and nitrogen in the park. The Comprehensive Air Quality Model with extensions (CAMx) was used to simulate the fate of gaseous and particulate species subjected to multiple chemical and physical processes during RoMANS. The work presents an operational evaluation with special emphasis on the model performance of reduced nitrogen species. Results showed that there were large negative biases and errors at RMNP and the entire domain for ammonia; therefore, the model was deemed inadequate for source apportionment applications. The CAMx Integrated Processes Rate (IPR) analysis tool was used here to investigate the reasons behind poor model performance. In particular, IPR served as a tool to diagnose the relative contributions of individual physical and chemical processes to the final concentrations of reduced nitrogen species. Finally, guided by the information provided by the process analysis results, a series of sensitivity simulations were performed to investigate the effects of different deposition velocities in the modeled concentrations.

- **Cooperative Institute for Research in the Atmosphere, Oil and Gas Development on Ozone Formation Regional Impacts.** Lead photochemical air quality modeler and performed evaluation of regional impacts of oil and gas development using the Phase I WRAP emissions inventory. The Intermountain West is currently experiencing increased growth in oil and gas production, which has the potential to affect the visibility and air quality of various Class I areas in the region. The project presented an analysis of these impacts using the Comprehensive Air Quality Model with extensions (CAMx). Meteorology and emissions inventories developed by the Western Regional Air Partnership Regional Modeling Center for regional haze analysis and planning were used to establish an ozone baseline simulation for the year 2002. The predicted range of values for ozone in the national parks and other Class I areas in the western US was then evaluated with available observations from the Clean Air Status and Trends Network (CASTNET). The evaluation demonstrated the model's suitability for subsequent planning, sensitivity, and emissions control strategy modeling. An analysis of the model results was performed to investigate the regional impacts of oil and gas development on the ozone concentrations that affect the air quality of Class I areas.
- **California Energy Commission, Distributed Generation Air Quality Impacts.** Lead air quality modeler of a project funded by the California Air Resources Board to understand and analyze the air quality impacts in the South Coast Air Basin of California (SoCAB) caused by the implementation of distributed power generation (DG). Developed a methodology to investigate the spatial effects of placing DG in specific locations within the SoCAB. Distributed energy resources (DER) have the potential to supply a significant portion of increased power demands in California and the rest of the United States. DG is characterized by a dispersion of many stationary power generators throughout an urban air basin. As a result, DG may lead to increased pollutant emissions within an urban air basin, which could adversely affect air quality. The project developed a systematic approach based on land-use GIS data for characterizing the installation of DER in an urban air basin and simulated the potential air quality impacts using a state-of-the-art 3D computer model. Model sensitivity and model uncertainty analyses were developed in the project. The assessment of the air quality impacts associated with DER was made in the South Coast Air Basin (SoCAB) for the year 2010. Results suggest that DER characterization could be systematically applied to urban air basins, and that realistic DER implementation in SoCAB by the year 2010 only slightly affected concentrations of ozone and particulate matter in the basin. However, DG may increase localized exposure to pollutants, and higher levels of DG penetration in years beyond 2010 may lead to more significant air quality impacts than those presented in this study.

PUBLICATIONS

Paine, R. J., Taylor, C. and Rodriguez, M.A. Ozone and PM2.5: Ongoing Challenges for New Source Permitting. Natural Gas & Electricity, 34: 9–14. doi:10.1002/gas.22015, 2017.

Paine, R., Rodriguez, M. A. and Taylor, C. New Source Review Permitting Challenged by Ozone Modeling Requirements. Natural Gas & Electricity, 33: 10–15. doi:10.1002/gas.21935, 2016.

Malm, W.C., Rodriguez, M. A., Bret A. Schichtel, Kristi A. Gebhart, Tammy M. Thompson, Michael G. Barna, Katherine B. Benedict, Christian M. Carrico, Jeffrey L. Collett, A hybrid modeling approach for

estimating reactive nitrogen deposition in Rocky Mountain National Park, In Atmospheric Environment, Volume 126, Pages 258-273, ISSN 1352-2310, 2016.

Thompson, T. M., Rodriguez, M.A., M. G. Barna, K. A. Gebhart, J. L. Hand, D. E. Day, W. C. Malm, K. B. Benedict, J. L. Collett Jr., and B. A. Schichtel. Rocky Mountain National Park reduced nitrogen source apportionment, J. Geophys. Res. Atmos., 120, 4370–4384. doi:10.1002/2014JD022675, 2015

Gebhart, K.A., Malm, W. C., Rodriguez, M.A. et al., Meteorological and Back Trajectory Modeling for the Rocky Mountain Atmospheric Nitrogen and Sulfur Study II, Advances in Meteorology, vol. 2014, Article ID 414015, 19 pages, doi:10.1155/2014/414015, 2014.

Malm, W. C., Schichtel, B.A., Barna, M.G., Gebhart, K.A., Rodriguez, M.A., Collett Jr., J.L., Carrico, C.M., Benedict, K.B. Prenni, A.J., Kreidenweis, S.M. Aerosol species concentrations and source apportionment of ammonia at Rocky Mountain National Park. Journal of the Air & Waste Management Association Vol. 63, Iss. 11, 2013.

Schichtel, B.A., Rodriguez, M.A., Barna, M. G., Gebhart, K. A., M.L. Pitchford, M. L., Malm, W.C. A semi-empirical, receptor-oriented Lagrangian model for simulating fine particulate carbon at rural sites. Atmospheric Environment, Volume 61, 2012, Pages 361-370, 2012.

Rodriguez, M. A., Barna, M. G., Gebhart, K. A., Hand, J. L., Adelman, Z., Schichtel, B. A., Collett Jr., J. L., and Malm, W. C. Modeling the fate of atmospheric reduced nitrogen during the Rocky Mountain Atmospheric Nitrogen and Sulfur Study (RoMANS): Performance evaluation and diagnosis using integrated processes analysis. Atmospheric Environment, 45, 223–234, doi:10.1016/j.atmosenv.2010.09.011, 2011.

Gebhart, K. A., Schichtel, B. A., Malm, W. C., Barna, M. G., Rodriguez, M. A., and Collett Jr., J. L. Back-Trajectory-Based Source Apportionment of Airborne Sulfur and Nitrogen Concentrations at Rocky Mountain National Park, Colorado, USA, Atmospheric Environment 45, 621–633, doi:10.1016/j.atmosenv.2010.10.035, 2011.

Rodriguez, M. A., Barna, M. G., and Moore, T. Regional Impacts of Oil and Gas Development on Ozone Formation in the Western United States, Journal of the Air&Waste Management Association 59, 1111-1118, doi:10.3155/1047-3289.59.9.1111, 2009.

Rodriguez, M. A., Brouwer, J., Samuelsen, G. S., and Dabdub, D. Air Quality Impacts of Distributed Power Generation in the South Coast Air Basin of California 2: Model Uncertainty and sensitivity analysis, Atmospheric Environment 41, 5618–5635, 2007.

Rodriguez, M. A., Carreras-Sospedra, M., Medrano, M., Brouwer, J., Samuelsen, G. S., and Dabdub, D. Air Quality Impacts of Distributed Power Generation in the South Coast Air Basin of California 1: Scenario Development and Modeling Analysis, Atmospheric Environment 40, 5508–5521, 2006.

Rodriguez, M. A., and Dabdub, D. Monte Carlo uncertainty and sensitivity analysis of the CACM chemical mechanism, Journal of Geophysical Research Atmospheres 108, (D15), 4443, doi:10.1029/2002JD003281, 2003.

CHAO-JUNG CHIEN, PHD

Senior Consultant



Dr. Chien is an Atmospheric Scientist with over 18 years of experience in the air quality field. Dr. Chien is an expert in atmospheric chemistry and has comprehensive knowledge of primary and secondary air pollutants formation and their chemistry and transport in complex 3-dimensional urban and regional air quality models. He has performed photochemical grid models (PGMs) such as CMAQ and CAMx, and has extensive experience in processing/evaluating/validating input and output data for all components of air quality modeling studies, including meteorology, e.g. WRF, emissions, e.g. SMOKE, MOVES, MEGANS, etc., and pre-processors of each respective model. He has developed and implemented a model performance software package tool to create comprehensive statistical and graphical results to evaluate model performance.

CAREER

2018
Senior Consultant
Ramboll (formerly Ramboll Environ)

2009-2018
Senior Air Quality Scientist
AECOM, Fort Collings, Colorado

Technical lead on all aspects of emissions processing, photochemical grid modeling (CAMx and CMAQ) and dispersion modeling (AERMOD and CALPUFF) practices, and air quality data analysis:

- Actively participated in developing regional cumulative air quality impact assessment for various Environmental Impact Studies (EIS) related to Oil and Gas development projects located in states of Wyoming and Montana, under supervision of various state (Wyoming) and federal governments (BLM, EPA region 8). Challenges among these projects include studying elevated winter ozone formation due to oil and gas development activities combined with specific meteorological conditions, and areas with pending designation as an ozone non-attainment area.
- Responsibilities included developing spatially-allocated air resource emissions inventories (EIs), conducting PGMs with CMAQ and CAMx, performing model performance evaluation, and authoring sections of various Air Quality Technical Support Documents.
- Maintained and administrated Linux-based HPC clusters to provide computing services for various air quality modeling applications throughout the company.

CONTACT INFORMATION

Chao-Jung (Jung) Chien, PhD

cjchien@ramboll.com
+1 (415) 899-0720

Ramboll
7250 Redwood Boulevard
Suite 105
Novato, 94945
United States of America

2001–2009

Senior Development Engineer, Research Associate

Center of Environmental Research and Technology (CERT), College of Engineering, University of California, Riverside, California

As a core member of Western Regional Air Partnership (WRAP) sponsored Regional Modeling Center (RMC):

- Configured and performed air quality model simulations including all components of CMAQ, CAMx, SMOKE, in assisting and supporting various Regional Planning Organization (RPOs), including WRAP, CENRAP, VISTAS (now SESARM), and MRPO/LADCO, for their development of SIPS and the regional component of fine particulate and 8-hour ozone SIPs.
- Developed and evaluated observation-based methods for assessing ozone sensitivity to precursor reductions (Smog Chamber Studies).
- Designed and developed model performance evaluation software (UCR_MPE Tool) for data analysis and evaluation of modeling results.

EDUCATION

2001

Ph.D., Atmospheric Chemistry and Organic Analytical Chemistry

University of North Carolina, Chapel Hill, United States

1989

BA, Chemistry

National Cheng Kung University, Taiwan

RELEVANT PROJECT EXPERIENCE

- **Wyoming Department of Environmental Quality (WDEQ), Wyoming Photochemical Grid.** Team lead on performing CMAQ air quality modeling and model shootouts between CMAQ and CAMx for a project studying winter ozone formation in the Upper Green River Basin (UGRB). Elevated levels of ozone have been measured during winter in the UGRB since 2005. Ongoing studies have led scientists to believe that oil and gas development activities combined with specific meteorological conditions are contributing to elevated levels of ozone in winter. The study evaluated the results of two photochemical grid models, CMAQ and CAMx, to determine if the models can reproduce ozone events with sufficient accuracy to be used as a tool for regulatory planning purposes. Assisted and as a reviewer in all analysis documents and reports.
- **US Bureau of Land Management - Utah State Office, Air Resource Management Strategy Modeling.** Team lead on a project for developing a regional cumulative air impact assessment for Utah BLM. Responsibilities included preparing and providing a spatially-allocated Air Resource Emission Inventory (EI) and providing air quality modeling platform using either CMAQ or CAMx to meet the needs of the Utah State Office of BLM for future NEPA and resource management plans (RMP) actions.
- **California Air Resources Board (CARB). Advanced Data Analysis for the Central California Ozone Study (CCOS).** Assisted in developing methods to characterize emissions, meteorology and atmospheric processes affecting the production of ozone in central CA. Performed model predictions for indicator species to observations to validate model processes. Model Inter-comparison was also conducted for SAQM, CMAQ and CAMx with CB4 and SAPRC99.
- **Arizona Public Service Company (APS Co.), Four Corners Power Plant NEPA Services.** Team lead on emissions processing for an ozone modeling project conducted to assess the impacts associated with retrofitting the Four Corners Power Plant with emissions controls. Responsible for the emission inventory processing in SMOKE for the photochemical modeling, and authoring sections of the Air Quality Technical Support Document.
- **Bureau of Land Management (EOG Resources), LaBarge Platform Exploration and Development Project EIS, Wyoming.** Team lead on emissions developing and photochemical

chemical grid modeling for a medium in-fill oil and gas development project in Southwestern Wyoming. This project is anticipated to be particularly challenging due to the area's pending designation as an ozone non-attainment area. Current responsibilities include developing emissions inventory with SMOKE, conducting photochemical grid model with CAMx, analyzing model performance and authoring sections of the Air Quality Technical Support Document

- **Coordinating research Council (CRC). Accuracy of Regional Simulations of Background Ozone and Particulate Matter.** Co-lead in Investigating natural contribution to atmospheric ozone and PM formation. Improved and refined emissions from various natural sources of ozone precursors (such as biogenic, lightning NOx) and PMs, including both direct emissions of primary PM (such as sea salt and volcanautic activities) and emissions of gaseous species that undergo photochemical transformation or condensation to form secondary PM. Conducted annual CMAQ modeling to investigate the effects that natural sources and background concentrations have on the development of ozone and PM attainment emission control strategies.
- **Regional Modeling Center (RMC), WRAP.** Assisted in regional particulate matter, ozone and haze modeling using CMAQ and CAMx for the western (WRAP), central (CENRAP), southeast (VISTAS), and Midwest (MRPO) Regional Planning Organization (RPOs) for the development of Regional Haze State Implementation Plans (SIPs) and the regional component of fine particulate and 8-hour ozone SIPs. Designed and developed model performance evaluation software (UCR_MPE Tool) for data analysis and evaluation of modeling results. Activities include obtaining ambient measurement data from various national ambient monitoring networks, assess the quality and usefulness of these data, and develop procedures of applying these data to validate air quality models.
- **UC-Riverside. Evaluation of Observation Based Methods (OBM) for Assessing the Sensitivity of Ozone to VOC and NOx.** Performed analysis on experimental results from state-of-art smog chamber experiments to determine whether observation based methods (OBMs) can be used reliably to distinguish conditions in which either VOC or NOx controls are more effective for reducing ambient ozone concentrations. More than 40 chamber experiments were carried out and 90 sets of data were accumulated. Key indicator species including H2O2, HNO3, HCHO, NO2, OH and HO2 were also analyzed and compared with computer model simulations using SAPRC-99 photochemical mechanism.

SELECTED PUBLICATIONS

Koo, B., Chien, C.-J., Tonnesen G.S., Yarwood, G., Johnson, J., Sakulyanonitvittaya, T., Piyachaturawat, P., and Morris, R., Natural Emissions for Regional Modeling of Background Ozone and Particulate Matter and Impacts on Emissions Control Strategies., Atmospheric Environment, 44, p2372-2382, 2010.

Wang, Z. S., Chien, C.-J., Tonnesen, G.S., Development of a tagged species source apportionment algorithm to characterize three-dimensional transport and transformation of precursors and secondary pollutants. J. Geophys. Res, 114, D21206, 2009.

Tonnesen, G.S., Wang, Z.S., Omary, M., Chien, C.-J., Formulation and application of regional air quality modeling for integrated assessments of urban and wildland pollution, in Developments in Environmental Science, vol 2, (eds. Bytnerowicz, A., Arbaugh, M., Alonso, R.), pp 1-26. 2008.

Chien, C.-J, Tonnesen, G.S., Wang, Z.S., Omary, M. Bytnerowicz, A., Atmospheric Modeling of Nitrogen Species in San Bernardino Mountain, CA Areas. Presented in 22nd International Meeting for Specialists in Air Pollution Effects on Forest Ecosystems (IUFRO conference), September 10-15, 2006, Riverside, California, USA

Chien, C.-J, Tonnesen, G.S., Wang, Y., Wang, Z.S., Omary, M., Model Performance Evaluations for Fine Particulates Using Unpaired in Space and Time Analysis. Presented in 4th Annual CMAS Models-3 Users' Conference, September 26-28, 2005, Chapel Hill, North Carolina, USA.

Chien, C.-J ; Tonnesen, G.S.; Wang, B. CMAQ Model Performance Evaluation with the Updated CB4-2002. Presented in 2nd Annual US-EPA's Models-3 Users' Workshop, October 27-29, 2003, Research Triangle Park, North Carolina, USA.

SONJA SAX

Managing Consultant

Dr. Sonja Sax is an environmental health scientist with over 20 years of exposure and health risk assessment experience. Dr. Sax has particular expertise in assessing exposures and risks from airborne gases and particles, and has performed indoor and outdoor air quality investigations, managed several large environmental projects, conducted critical evaluations of toxicology and epidemiology studies, and helped prepare technical and expert reports. Dr. Sax has authored and co-authored several publications, presented her research and consulting work at various conferences and testified before scientific panels. Dr. Sax earned an MS and doctorate in environmental health from the Harvard T.H. Chan School of Public Health, where she also served as a postdoctoral fellow.



CAREER

2016->>>

Managing Consultant, Ramboll

Senior manager in charge of multiple exposure and health effects projects. Specific tasks include litigation support for toxic torts, conduct systematic reviews of the health effects literature for a number of chemicals, including bitumen fumes, welding fumes, diesel particulate, and carbon black, and critically review epidemiological and toxicological literature.

2005-2015

Senior Project Manager, Gradient

Managed and worked on multiple projects related to evaluation of human exposures and health risks associated with environmental pollutants; routinely conducted air dispersion modeling and exposure assessments to support health risk assessments; reviewed and interpreted epidemiology and toxicology studies for use in preparing expert reports, peer-reviewed publications, regulatory comments, and risk communications.

2003-2005

Postdoctoral Fellow, Harvard School of Public Health

Managed two large exposure assessment projects, developed study protocols, organized field studies, and managed staff. Additional duties included writing grants, analyzing data, and publishing manuscripts in peer-reviewed journals.

CONTACT INFORMATION

Sonja Sax

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Ramboll
28 Amity Street
Suite 2A
Amherst, MA 01002
United States of America

1998-2003
Research/Teaching Assistant, Harvard School of Public Health
Designed, conducted, and managed a large air pollution exposure assessment study of inner-city teenagers in New York City and Los Angeles; measured and analyzed indoor, outdoor, and personal concentrations of volatile organic compounds (VOCs), carbonyls, PM2.5, and particle-associated metals. Teaching assistant for an introductory environmental health course.

1995
Intern, Environmental Protection Agency
Analyzed health effects data to assess the impact of ozone concentrations on hospital admissions in Massachusetts.

1994-1997
Research Assistant, Harvard School of Public Health
Proposed, designed, and implemented an indoor air quality study of a green community of homes.

1991-1994
Research Associate, Repligen Corporation
Managed the peptide chemistry lab. Conducted research to improve the synthesis of peptides. Trained and supervised laboratory staff.

EDUCATION

2003
ScD, Environmental Health Sciences
Harvard T.H. Chan School of Public Health

1996
MS, Environmental Health Management
Harvard T.H. Chan School of Public Health

1991
BA, Biological Chemistry
Wellesley College

COURSES/CERTIFICATIONS

Winner of the HERA Human Risk Assessment Paper of the Year Award, 2008
Probabilistic Analysis of Human Health Risks Associated with Background Concentrations of Inorganic Arsenic: Use of a Margin of Exposure Approach. Human and Ecological Risk Assessment 14:1159-1201.

LANGUAGE SKILLS

Spanish (mother tongue), **English** (mother tongue)

PROJECTS

Cost-benefit Analyses
Conducted cost-benefit analyses of air pollution reductions in the US and Middle East using the US Environmental Protection Agency Benefits Mapping and Analysis (BenMAP) Program.

Litigation Support
Contributed to the preparation of expert reports in litigation projects that involved a variety of different chemical exposures including volatile organic compounds (e.g., vinyl chloride and formaldehyde), asbestos, carbon black, particulate matter, sulfur dioxide, pesticides, and odors.

Critical Reviews and Syntheses
Conducted an extensive literature search on the toxicity and health effects of several different chemical compounds including cobalt and cobalt alloys found in dental materials, diesel exhaust, carbon black, welding fumes, sulfur dioxide, and odors.

Systematic Reviews
Conducted weight-of-evidence evaluation of cardiovascular and respiratory effects from exposures to ozone, diesel particles, and carbon black. Results of the critical evaluation of toxicology, epidemiology, and mode-of-action studies were published in several peer-reviewed manuscripts.

Exposure and Risk Assessment
For numerous projects prepared technical analyses on exposures and potential health effects associated with various pollutants including volatile organic compounds, asbestos, carbon black, particulate matter, sulfur dioxide, pesticides, and odor. Exposure assessments included air dispersion modeling or indoor air modeling.

Regulatory Support
Provided written and oral testimony on several occasions to the Clean Air Scientific Advisory Committee (CASAC) on human exposure, epidemiology, toxicology, and mechanistic studies and their bearing on US EPA's National Ambient Air Quality Standards (NAAQS) for particulate matter and ozone.

Indoor Exposure and Risk Assessment
Conducted exposure and risk assessments of residential exposures to various chemicals including formaldehyde from wood products, emissions of carbon black from industrial sources, vapor intrusion of tetrachloroethylene, exposures to mercury from wallboard and concrete, exposures to flame retardants from various indoor sources, and odor issues from a composting facility.

PUBLICATIONS

2018
Cancer Risk Associated with Exposure to Bitumen and Bitumen Fumes: An Updated Systematic Review and Meta-Analysis.
Journal of Occupational and Environmental Medicine; 2018 Jan;60(1):e6-e54.
Authors: Mundt KA, Dell LD, Crawford L, Sax SN, Boffetta P

2018
Short-term ozone exposure and asthma severity: Weight-of-evidence analysis.
Environmental Research 2018 Jan;160:391-397.
Authors: Goodman JE, Zu K, Loftus CT, Lynch HN, Prueitt RL, Mohar I, Shubin SP, Sax SN.

2017
Particle size distributions of lead measured in battery manufacturing and secondary smelter facilities and implications in setting workplace lead exposure limits.
Journal of Occupational and Environmental Hygiene 2017 Aug;14(8):594-608.
Authors: Petito Boyce C, Sax SN, Cohen JM

2015
Are the Elements of the Proposed Ozone National Ambient Air Quality Standards Informed by the Best Available Science?
Regulatory Toxicology and Pharmacology 2015;72(1):134-140
Authors: Goodman JE, Sax SN, Lange SS, Rhomberg LR

2015
Providing Perspective for Interpreting Cardiovascular Mortality Risks Associated with Ozone Exposures.
Regulatory Toxicology and Pharmacology 2015;72(1):107-116.
Authors: Petito Boyce C, Goodman JE, Sax SN, Loftus CT

2015
Rethinking Meta-analysis: Applications for Air Pollution Data and Beyond.
Risk Analysis 2015;35(6):1017-1039.
Authors: Goodman JE, Petito Boyce C, Sax SN, Beyer LA, Prueitt RL

2015
Ozone Exposure and Systemic Biomarkers: Evaluation of Evidence for Adverse Cardiovascular Health Impacts.
Critical Reviews in Toxicology 2015;45(5):412-452.
Authors: Goodman JE, Prueitt RL, Sax SN, Pizzurro DM, Lynch HN, Zu K, Venditti FJ

2014
Weight-of-evidence Evaluation of Short-term Ozone Exposure and Cardiovascular Effects.
Critical Reviews in Toxicology 2014;44(9):725-790.
Authors: Goodman JE, Prueitt RL, Sax SN, Lynch HN, Zu K, Lemay JC, King JM, Venditti FJ

2014
The dubious benefits of further ozone reductions (Op-ed).
The Wall Street Journal May 11, 2014 at
http://online.wsj.com/news/articles/SB10001424052702304178104579536120366671620?mg=reno64-wsj
Authors: Goodman JE, Sax S

2014
Weight-of-evidence Evaluation of Long-term Ozone Exposure and Cardiovascular Effects.
Critical Reviews in Toxicology 2014;44(9):791-822.
Authors: Prueitt RL, Lynch HN, Zu K, Sax SN, Venditti FJ, Goodman JE.

2014
Letter to the editor Re: Long-Term Residential Exposure to Air Pollution and Lung Cancer Risk.
Epidemiology 2014;25(1):159.
Authors: Sax, SN, Goodman JE

2014
Evaluation of adverse human lung function effects in controlled ozone exposure studies.
Journal of Applied Toxicology 2014;34(5):516-24.
Authors: Goodman JE, Prueitt RL, Chandalia J, Sax SN

2013
Letter re: article, 'Controlled Exposure of Healthy Young Volunteers to Ozone Causes Cardiovascular Effects.'
Circulation 127(4):e432.
Authors: Goodman JE, Sax SN

2013
Evaluation of the causal framework used for setting national ambient air quality standards.
Critical Reviews in Toxicology 2013;43(10):829-49.
Authors: Goodman JE, Prueitt RL, Sax SN, Bailey LA, Rhomberg LR.

2013
Letter to the editor Re: Air pollution and lung cancer incidence in 17 European cohorts: Prospective analyses from the European Study of Cohorts for Air Pollution Effects (ESCAPE).
The Lancet Oncology 2013;14(11):e439-40.
Authors: Sax SN, Zu K, Goodman JE

2013
Letter re: Equivocal evidence for confounding effects of components of particulate matter on the relationship between ozone and mortality [Letter].
American Journal of Epidemiology 2013;177(12): 1460–1462.
Authors: Sax SN, Goodman JE

2012
Potential indoor air exposures and health risks from mercury off-gassing of coal combustion products (CCPs) used in building materials.
Coal Combustion and Gasification Products 2013;4:68-74.
Authors: Long CM, Sax SN, Lewis AS

2011
Particulate matter in new technology diesel exhaust (NTDE) is quantitatively and qualitatively very different from that found in traditional diesel exhaust (TDE).
Journal of the Air & Waste Management Association 2011;61(9):894-913.
Authors: Hesterberg TW, Long CM, Sax SN, Lapin CA, McClellan RO, Bunn WB, Valberg PA.

2011
Human health hazards of exposure to new technology diesel exhaust (NTDE).
Toxicologist - Supplement to Toxicological Sciences 2011;120(Suppl. 2).
Authors: Hesterberg TW, Long CM, Sax SN, Lapin CA, Bunn WB, Valberg PA, McClellan RO

2011
Non-chemical stressors and cumulative risk assessment: An overview of current initiatives and potential air pollutant interactions.
International Journal of Environmental Research and Public Health 2011;8(6):2020-2073.
Authors: Lewis AS, Sax SN, Wason SC, Campleman SL

2011
Risk characterization of the brominated flame retardant decabromodiphenyl ethane in indoor dust.
Toxicologist - Supplement to Toxicological Sciences 2011;120(Suppl. 2):271.
Authors: Dodge DG, Pollock MC, Sax SN, Petito Boyce C, Goodman JE

2010
Letter re: Xue et al. (2010) article addressing probabilistic modeling of dietary arsenic exposure and dose.
Environmental Health Perspectives 2010;118(8). E-pub ahead of print doi:10.1289/ehp.1002328.
Authors: Petito Boyce C, Lewis AS, Sax SN, Beck BD, Eldan M, Cohen SM

2009
Human exposure to decabromodiphenyl ether, tetrabromobisphenol A, and decabromodiphenyl ethane in indoor dust.
Journal of Environmental Protection Science 3:75-96
Authors: Petito Boyce C, Sax SN, Dodge DG, Pollock MC, Goodman JE

2009
Non-cancer health effects of diesel exhaust: A critical assessment of recent human and animal toxicological literature.
Critical Reviews in Toxicology 2009;39(3):195-227.
Authors: Hesterberg TW, Long CM, Bunn WB, Sax SN, Lapin CA, Valberg PA

2008
Measurement of particle concentrations in a dental office.
Environmental Monitoring and Assessment 2008;137(1-3):351-61.
Authors: Sotiriou M, Ferguson SF, Davey M, Wolfson JM, Demokritou P, Lawrence J, Sax SN, Koutrakis P.

2008
Probabilistic analysis of human health risks associated with background concentrations of inorganic arsenic: Use of a margin of exposure approach.
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Authors: Petito Boyce C, Lewis AS, Sax SN, Eldan ME, Cohen, SM, Beck BD

2007
Modeling time-location patterns of inner-city high school students in New York and Los Angeles using a longitudinal approach with generalized estimating equations.
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Authors: Decastro BR, Sax SN, Chillrud SN, Kinney PL, Spengler JD.

2007
Trends in the elemental composition of fine particulate matter in Santiago, Chile, from 1998 to 2003.
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Authors: Sax SN, Koutrakis P, Rudolph PA, Cereceda-Balic F, Gramsch E, Oyola P

2006
Integrating studies on carcinogenic risk of carbon black: Epidemiology, animal exposures, and mechanism of action.
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Authors: Valberg P, Long CM, Sax SN

2006
A cancer health risk assessment of a cohort of inner-city teenagers in New York City and Los Angeles.
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Authors: Sax SN, Bennett DH, Chillrud SN, Kinney P, Ross J, Spengler JD

2005
Steel dust in the New York City subway system as a source of manganese, chromium, and iron exposures for transit workers.
Journal of Urban Health 2005;82(1):33-42.
Authors: Chillrud SN, Grass D, Ross JM, Coulibaly D, Slavkovich V, Epstein D, Sax SN, Pederson D, Johnson D, Spengler JD, Kinney PL, Simpson HJ, Brandt-Rauf P.

2005
Analysis of PM10, PM2.5, and PM2.5-10 concentrations in Santiago, Chile, from 1989 to 2001.
Journal of the Air & Waste Management Association 2005;55(3):342-351.
Authors: Koutrakis P, Sax SN, Sarnat JA, Coull B, Demokritou P, Oyola P, Garcia J, Gramsch E

2004
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Journal of Exposure Analysis and Environmental Epidemiology 2004;14 Suppl 1:S95-S109.
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2004
Elevated airborne exposures to manganese, chromium and iron from steel dust in New York City's subway system.
Environmental Science & Technology 2004 Feb;38(3):732-737.
Authors: Chillrud SN, Epstein D, Ross JM, Sax SN, Pederson D, Spengler JD, Kinney PL

2002
Exposures to multiple air toxics in New York City.
Environmental Health Perspectives 2002;110(Suppl. 4):539-546.
Authors: Kinney PL, Chillrud SN, (Sax) Ramstrom S, Ross J

OTHER ACTIVITIES

Technical peer reviewer for the following Journals:
Journal of the Air & Waste Management Association
Journal of Exposure Science and Environmental Epidemiology
Environmental Health Perspectives
Atmospheric Environment
Environmental Pollution

MEMBERSHIPS

Air & Waste Management Association (AWMA)
International Society of Exposure Science (ISES)
Society for Risk Analysis (SRA)
Society for Risk Analysis New England Chapter (SRA-NE)

JEAN GUO

Consultant

Jean Guo, a Consultant at Ramboll, is experienced in air quality modeling, climate change assessment, and health impact analysis. She has conducted air quality modeling studies using models including GEOS-Chem, CAMx, CMAQ, and HYSPLIT, and used the results to evaluate the sources and impacts of air pollutants. She also has experience working with observations from surface monitors including the IMPROVE and EPA AQS networks. She has a strong background in atmospheric chemistry, particularly in ozone and particulate matter pollution. Jean is proficient at programing languages including MATLAB, Python, and Linux, and has extensive experience in ArcGIS, BenMAP, and data analysis and visualization.



CAREER

2018-Present
Consultant
Ramboll (formerly Ramboll Environ)

2015-2018
Graduate Research Assistant
Columbia University, Earth and Environmental Sciences Department, New York, United States

2014
Researcher
NASA Student Airborne Research Program, Irvine, California, United States

2012-2015
Research Assistant
Columbia University, Earth and Environmental Sciences Department, New York, United States

EDUCATION

2017-2018
Master of Philosophy, Earth and Environmental Sciences (Atmospheric Science, Modern and Future Climate, Oceanography)
Columbia University, New York City, New York, United States

2015-2017
Master of Arts, Earth and Environmental Sciences (Atmospheric Science, Modern and Future Climate, Oceanography)
Columbia University, New York City, New York, United States

2011-2015
Bachelor of Arts, Environmental Sciences
Columbia University, New York City, New York, United States

CONTACT INFORMATION

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SELECTED PROJECTS

Health Impact Analyses

- Compared the health impacts of various electrification scenarios on human health and converted the impacts to dollar estimates.
- Ran health impact analyses to compare the health effects of criteria air pollutants under various developments as per the requirements of the California Environmental Quality Act (CEQA).
- Visualized the various health impacts of proposed projects on disadvantaged communities.

Climate Change

- Contributed to Environmental Impact Statements for various projects, analyzing the effect of the proposed project on the affected environment and climate.
- Analyzed the future projected impacts of natural hazards such as flooding, wild fires, extreme heat, and water stress on various properties.
- Prepared reports to guide property owners and buyers on the potential risks to their properties from future climate change.

Air Quality Modeling

- Modeled the impact of various pollutants on select regions and quantified the source contributions from different sectors.
- Tracked the source of pollution by activity section and geographic location to determine the impact of each sector on specific regions.
- Determined the source contributions to criteria pollutants during days with bad air quality to determine the drivers of non-attainment days in various parts of the U.S.

PUBLICATIONS

Guo, J. J., Fiore, A. M., Murray, L. T., Jaffe, D. A., Schnell, J. L., Moore, T., and Milly, G.: Average versus high surface ozone levels over the continental U.S.A.: Model bias, background influences, and interannual variability, Atmos. Chem. Phys., https://doi.org/10.5194/acp-2018-115, **2018**.

Young PJ, Naik V, Fiore AM, Gaudel A, **Guo J**, Lin MY, et al. Tropospheric Ozone Assessment Report: Assessment of global-scale model performance for global and regional ozone distributions, variability, and trends. Elem Sci Anth. **2018**; 6(1):10. DOI: http://doi.org/10.1525/elementa.265

Guo, J.J.: Interannual Variability in Background Tropospheric O_3 in the U.S.A., **2017**. Abstract.

Guo, J.J.: Seasonal and Regional Variability in the Relationship between Ground-Level Ozone (O_3) and Fine Particulate Matter ($PM_{2.5}$) in the United States, **2015.** Abstract.

TAYLOR A VENCILL

Senior Managing Consultant

Taylor Vencill is a Senior Managing Consultant in the Air Sciences Practice, currently located in the San Francisco, California office. Taylor's experience includes emissions estimation, air dispersion modeling, permitting, regulatory compliance, and greenhouse gas (GHG) emissions analyses and verifications. She has contributed to climate action plan development, climate change technical reports, environmental impact reports (EIRs), permit applications, health risk assessments (HRAs), and litigation support. Taylor's analytical skills include emissions inventories, air dispersion modeling, and data analysis using Microsoft Excel, Microsoft Access, and Geographic Information Systems (GIS). She has experience with a variety of emissions estimation and air dispersion modeling software including CalEEMod, EMFAC, OFFROAD, AERMOD, CAL3QHCR, and HARP. Taylor is a Registered Professional Engineer (Chemical) in California and a California Air Resources Board-Accredited GHG Lead Verifier with Specialty in Oil & Gas and Process Emissions (Executive Order H-18-159).



CONTACT INFORMATION
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San Francisco, 94111
United States of America

EDUCATION

MS, Civil and Environmental Engineering, Stanford University, 2014
BS, Chemical Engineering, Cornell University, 2009

EXPERIENCE HIGHLIGHTS

CEQA

- Contributed to and managed GHG, air quality, and energy analyses for various developments under the California Environmental Quality Act (CEQA).
- Prepared GHG, air quality, and energy technical reports in support of EIRs for various types of development.
- Developed inventories for all aspects of developments including construction, energy use of buildings, mobile sources, area sources, municipal sources and vegetation change.
- Used the California Emissions Estimator Model (CalEEMod), the Emission Factor Model (EMFAC), OFFROAD2007 and the In-Use Off-Road Equipment Model (2010 and 2011), and the Urban Emission Model (URBEMIS) to evaluate construction, area, and mobile emission inventories.

Climate Change

- For various projects, have evaluated and presented mitigation options and potential offsets, showing potential GHG reductions and related costs of implementation.
- Evaluated the significance of development emissions in relation to established thresholds.
- Led the development of baseline and future GHG inventories for the Port of San Diego in support of their climate action plan (CAP). Incorporated the effect of California regulations on future emissions.
  - Following the CAP development, helped evaluate the Port's progress towards meeting the CAP goals and assisted the Port in implementation efforts.
- Provided technical analyses for several GHG verifications under the California Air Resources Board (ARB) Mandatory Reporting Regulation. Verifications have included a poultry processing facility (general stationary combustion source), a transportation fuel supplier, an electricity importer, and an underground natural gas storage facility. Served as Lead Verifier on a set-aside verification from Reporting Year 2014 for an onshore petroleum and natural gas production facility.

Emissions Estimation

- Assisted with the development of emissions inventories for various industrial sites for litigation support, permit applications and permit compliance.
- Specifically assisted in preparing emissions inventories for complex industrial facilities in support of an initial Title V application as well as Title V Renewal applications.
- Managed development of a Facility-wide emissions inventory for a California refinery.
- Assisted in historical emissions estimations and emission source identification for litigation support. Included extensive review of historical documents.
- Assisted in development of emissions inventories for proposed modifications to industrial facilities.
  - Related permitting efforts included New Source Review (NSR), Prevention of Significant Deterioration (PSD) and Title V applicability analyses.
  - Used Hotspots Analysis and Reporting Program (HARP) to manage the facilities' emissions and assess the facilities' prioritization score.

Air Dispersion Modeling

- Conducted AERMOD, ISCST3, CAL3QHCR and SCREEN3 dispersion modeling for HRAs, permit applications and regulatory compliance.
- Performed the following tasks in relation to air dispersion modeling:
  - Meteorological data processing
  - Surface parameter analysis
  - Model and receptor setup using GIS tools
  - Post-processing of model results to analyze the magnitude and location of potential risks
- Performed reconciliation of air dispersion modeling and offsite monitoring results to determine source strengths of potential fugitive emission sources.
- Managed large-scale air dispersion modelling for traffic and maritime impacts (city-wide scale), to determine $PM_{2.5}$ and health risk impacts.

Specialized Modeling

- Used Automated Data Inquiry for Oil Spills (ADIOS2) in support of litigation.

Regulatory Compliance

- Assisted a Class I Hazardous Waste Treatment, Storage, and Disposal Facility (TSDF) with air permit compliance, including an ambient air monitoring program (AAMP) and annual health risk evaluation (HRE).
- Conducted performance audits to evaluate the organic and inorganic sampling procedures, on-site meteorological station, spike test analyses and calibration procedures.
- Conducted onsite compliance assistance for a biotechnology company, including tracking for continual air permit compliance and the development of related tools to assist in the tracking efforts.
- Assisted industrial clients with their annual Toxics Release Inventory (TRI) reporting requirements, including applicability determinations and release quantifications.
- Assisted various clients with the ARB In-Use Off-Road Diesel-Fueled Fleets Regulation and LSI Fleet Requirements Regulation, including navigation through the regulations, evaluation of current and future fleet compliance to assist in purchasing and retrofit decisions, and assistance with the Diesel Off-Road Online Reporting System (DOORS).
  - Attended four related ARB training classes: Course #504 – In-Use Off-Road Diesel Vehicle Regulation Training, Course #505 – Large Spark-Ignition Fleet Regulation, Course #520 – How to Comply with CARB Diesel Regulations, Course #521.8 – Diesel Truck Regulation Compliance Course
- Project manager for the preparation of an Air Toxics Hot Spots Information and Assessment Act (AB 2588) HRA for an industrial client, using HARP to assess potential inhalation and multipathway health risk impacts.
- Assisted an industrial facility with evaluation of impact areas and preparation of warnings under Proposition 65.

Prior to joining Ramboll, Taylor held the following positions:

- Intern, Rhodia Inc, Martinez, California
  - Used Ultrapipe software to analyze pipe measurements for effects of corrosion, oversaw several maintenance routines while shadowing a process engineer, and was present for the two-week plant shutdown when various inspections took place.
- Intern, ENVIRON, Emeryville, California
  - Assisted in preparing a Title V Renewal Application, developing carbon footprint analyses and emission inventories, and preparing technical memos, inventory management plans, and technical reports.

CREDENTIALS

Registrations and Certifications

California Air Resources Board-Accredited Greenhouse Gas (GHG) Lead Verifier with Specialty in Oil & Gas and Process Emissions (Executive Order H-18-159)

Registered Professional Engineer (Chemical), California

B.5 Friant Ranch Interim Recommendation

Background

The California Supreme Court in the case of *Sierra Club v. County of Fresno* (2018) 6 Cal. 5th 502 regarding the proposed Friant Ranch project determined the air quality analysis in the environmental impact report (EIR) was inadequate because it did not make "a reasonable effort to substantively connect the project's air quality impacts to likely health consequences." The Court determined that "the EIR should be revised to relate the expected adverse air quality impacts to likely health consequences or explain in meaningful detail why it is not feasible at the time of drafting to provide such an analysis."

Need

Lead agencies and practitioners preparing documents to comply with the California Environmental Quality Act (CEQA) have requested guidance from the Sacramento Metropolitan Air Quality Management District (Sac Metro Air District) on implementing the Friant Ranch decision in the review and analysis of proposed projects in Sacramento County.

Interim Recommendation

The Sac Metro Air District does not currently have a methodology that would correlate the expected air quality emissions of projects to the likely health consequences of the increased emissions. The Sac Metro Air District is in the process of developing a methodology to assess these impacts, and anticipates releasing it in the fall of 2019. In the interim, agencies should follow the Friant Court's advice to explain in meaningful detail why this analysis is not yet feasible.

This explanation should describe the background underlying air regulations, the regional nature of the regulatory approach, and why the approach is not amenable to project level assessments. This should include a discussion of the public health impact analyses that form the basis for the state and federal health-based pollutant concentration standards, and the application of the standards to regions that were established based upon a commonality of factors impacting air quality. Air districts, in turn, have focused on reducing regional emissions from all sectors to meet the health-based concentration standards, thereby reducing the pollutant specific health impacts for the entire population. For example, the Sac Metro Air District prepared plans to attain and maintain the ozone and particulate matter ambient air quality standards. These attainment plans include emissions inventories, air monitoring data, control measures, modeling, future pollutant-level estimates, and general health information. Attainment planning models rely on regional inputs to determine ozone and particulate matter formation and concentrations in a regional context, not a project specific context. Because of the complexity of ozone formation, the pounds or tons of emissions from a proposed project in a specific geographical location does not equate to a specific concentration of ozone formation in a given area, because in addition to emission levels, ozone formation is affected by atmospheric chemistry, geography, and weather. Secondary formation of particulate matter is very similar to the complexity of ozone formation, and localized impacts of directly emitted particulate matter do not always equate to local particulate matter concentrations due to transport of emissions. The analysis should explain that because air district attainment plans and supporting air model tools are regional in nature, they do not allow for analysis of the health impacts of specific projects on any given geographic location. More information is included in the threshold justification documents developed by the Sac Metro Air District, and available at our website at www.airquality.org.

The analysis should also discuss the current models[i] used in CEQA in air quality analyses, which, in contrast to attainment models, are designed to calculate and disclose the mass emissions expected from the construction and operation of a proposed project (pounds/day and tons/year). The estimated emissions are then compared to significance thresholds, which are in turn keyed to reducing emissions to levels that will not interfere with the region's ability to attain the health-based standards. The Sac Metro Air District adopted operational emission thresholds for ozone precursors, nitrogen oxides (NOx) and reactive organic gasses (ROG), with the goal of obtaining 0.45 tons/year of NOx and 0.49 tons/year of ROG reductions from new

development projects exceeding the thresholds by including emission reducing design features as mitigation.[ii] More recently, the Sac Metro Air District adopted particulate matter thresholds, PM10 and PM2.5, to align with the new source review permit offset levels, which are designed to prevent new emission sources from affecting attainment progress.[iii] Sac Metro Air District thresholds are set at 65 pounds/day NOx (11.8 tons/year), 65 pounds/day ROG (11.8 tons/year), 80 pounds/day PM10 (14.6 tons/year), and 82 pounds/day PM2.5 (15 tons/year).[iv] CEQA thresholds are a tool Sac Metro Air District uses to obtain emission reductions from development projects to support attainment of the Federal and State ambient air quality standards. This protects public health in the overall region, but there is currently no methodology to determine the impact of emissions on concentration levels in specific geographic areas.

The CEQA analysis should consider the degree to which various other tools, such as CalEEMod, EMFAC, OFFROAD, AERMOD, and HARP and CAMx, could assist in assessing specific health impacts of a project, and, where those tools would not be useful, explain why. For example, while CalEEMod may be useful in comparing emissions to significance thresholds, it is not able to assess transport of pollutants or the impacts of external factors (weather, terrain, etc.) on pollutant concentrations at particular locations.

In Sacramento, concentration modeling of ozone has not been an analytical tool used for project level emissions due to the complex nature of pollution concentration formation and numerous regional influences (multiple emission sources, meteorology, atmospheric chemistry and geography). Although some particulate matter concentration modeling has been conducted for project specific emissions for stationary source permitting purposes, concentration modeling has mainly been used to support ozone attainment demonstration.

Outside of these tools, neither the Sac Metro Air District nor any other air district currently have methodologies that would provide Lead Agencies and CEQA practitioners with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project's mass emissions.

An expanded discussion of health impacts resulting from specific air pollutants may also be warranted for projects with emissions exceeding the Sac Metro Air District's thresholds of significance. There is an array of information on health impacts related to exposure to ozone[v] and particulate matter[vi] emissions published by the US EPA and the California Air Resources Board. Health studies are used by these agencies to set the Federal and State ambient air quality standards. A more general discussion of health impacts related to air pollution is also available on www.spareheair.com and in the Sac Metro Air District's *Guide to Air Quality Assessment in Sacramento County.*[vii] None of the health-related information can be directly correlated to the pounds/day or tons/year of emissions estimated from a single, proposed project.

Developing Guidance

The interim recommendation is in place to assist lead agencies and practitioners with CEQA document preparation until Sac Metro Air District develops a methodology that provides a consistent, reliable and meaningful analysis to address the Court's direction on correlating health impacts to a project's emissions.

Sac Metro Air District staff have initiated discussions with the other air district's in the Sacramento Federal Ozone Nonattainment area regarding developing guidance in response to Friant Ranch since we share air quality issues and use the same growth assumptions, mobile source emissions, and modeling efforts to support our ozone and particulate matter attainment plans.

One potentially useful tool in developing a methodology is the US EPA's BenMap tool[viii]. According to US EPA's website, BenMap is an "open-source computer program that calculates the number and economic value of air pollution-related deaths and illnesses. The software incorporates a database that includes many of the concentration-response relationships, population files, and health and economic data needed to quantify these impacts." BenMap may be able to provide the detailed health information needed for the guidance under development.

Sac Metro Air District is working with its engineering and environmental technical support consultant, Ramboll USA Corporation, to develop a methodology that will provide a consistent, reliable, efficient, and meaningful analysis that correlates health impacts from proposed projects' emissions for the Sacramento region. The current strategy will analyze how various levels of emissions (the CEQA tonnage estimates) impact attainment pollutant concentration levels, and use BenMap to correlate increases in concentration levels to health impacts. Once a methodology is available, Sac Metro Air District staff will inform interested stakeholders and provide updated guidance in this document and in its *Guide to Air Quality Assessment in Sacramento County*.

Contact Information

Lead agencies and CEQA practitioners may contact Mr. Paul Philley, CEQA and Land Use Section Program Supervisor at 916-874-4882 or pphilley@airquality.org regarding Sac Metro Air District's recommendations.

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[i] CalEEMod, Road Construction Emissions Model, EMFAC, OFFROAD

[ii] Foundation for a Threshold, Justification for Air Quality Thresholds of Significance In the Sacramento Federal Nonattainment Area, August 15, 2001, Adopted March 28, 2002.

[iii] Proposed Particulate Matter CEQA Thresholds of Significance, March 19, 2015, Adopted May 28, 2015.

[iv] Sac Metro Air District, Guide to Air Quality Assessment in Sacramento County, December 2009 (latest update September 2018), Chapter 2, Thresholds of Significance table. http://www.airquality.org/LandUseTransportation/Documents/CH2ThresholdsTable5-2015.pdf

[v] https://www.epa.gov/ozone-pollution-and-your-patients-health/health-effects-ozone-general-population

[vi] https://www.arb.ca.gov/research/health/pm-mort/PMmortalityreportFINALR10-24-08.pdf

[vii] Sac Metro Air District, Guide to Air Quality Assessment in Sacramento County, December 2009 (latest update September 2018), Chapter 1. http://www.airquality.org/LandUseTransportation/Documents/Ch1IntroAq%20FINAL12-2016.pdf

[viii] https://www.epa.gov/benmap

APPENDIX 2:

COBRA MODEL OUTPUTS

FIPS	State	County	Base PM 2.5	Control PM 2.5	Delta PM 2.5	Base O3	Control O3	Delta O3	$ Total Health Benefits(low estimate)	$ Total Health Benefits(high estimate)	Total Mortality(low estimate)	$ Total Mortality(l	Total Mortality(high estimate)
6037	California	Los Angeles	2.93	2.93	0.00	10.61	10.62	0.00	-5,881,978.71	-10,668,162.07	-0.35	-5,471,881.65	-0.65
6059	California	Orange	2.80	2.81	0.00	8.36	8.36	0.00	-2,115,785.67	-3,752,009.16	-0.13	-1,989,567.63	-0.23
6065	California	Riverside	1.63	1.63	0.00	10.59	10.59	0.00	-1,553,946.56	-2,423,016.49	-0.09	-1,404,979.85	-0.14
6071	California	San Bernardino	1.43	1.43	0.00	12.67	12.67	0.00	-1,248,005.01	-1,819,838.00	-0.07	-1,101,157.47	-0.11

FIPS	State	County	$ Total Mortality(high estimate)	PM Mortality, All Cause (low)	$ PM Mortality, All Cause (low)	PM Mortality, All Cause (high)	$ PM Mortality, All Cause (high)	PM Infant Mortality	$ PM Infant Mortality	Total O3 Mortality
6037	California	Los Angeles	-10,258,065.02	-0.26	-4,160,789.27	-0.57	-8,946,972.63	0.00	-30,919.37	-0.08
6059	California	Orange	-3,625,791.12	-0.10	-1,575,342.58	-0.20	-3,211,566.07	0.00	-8,041.68	-0.03
6065	California	Riverside	-2,274,049.77	-0.05	-778,961.17	-0.10	-1,648,031.10	0.00	-6,615.78	-0.04
6071	California	San Bernardino	-1,672,990.46	-0.03	-471,342.34	-0.07	-1,043,175.33	0.00	-6,266.80	-0.04

FIPS	State	County	$ Total O3 Mortality	O3 Mortality (Short-term exposure)	$ O3 Mortality (Short term exposure)	O3 Mortality (Long-term exposure)	$ O3 Mortality (Long-term exposure)	Total Asthma Symptoms	$ Total Asthma Symptoms
6037	California	Los Angeles	-1,280,173.01	0.00	-54,869.73	-0.08	-1,225,303.28	-278.48	-47,635.07
6059	California	Orange	-406,183.36	0.00	-17,417.25	-0.02	-388,766.11	-86.88	-13,935.88
6065	California	Riverside	-619,402.89	0.00	-26,602.73	-0.04	-592,800.17	-86.07	-23,345.90
6071	California	San Bernardino	-623,548.33	0.00	-26,778.52	-0.04	-596,769.81	-80.70	-24,567.48

FIPS	State	County	PM Asthma Symptoms, Albuterol use	$ PM Asthma Symptoms, Albuterol use	O3 Asthma Symptoms, Chest Tightness	$ O3 Asthma Symptoms, Chest Tightness	O3 Asthma Symptoms, Cough	$ O3 Asthma Symptoms, Cough
6037	California	Los Angeles	-164.43	-116.28	-31.42	-13,091.92	-37.06	-15,442.91
6059	California	Orange	-53.53	-37.85	-9.19	-3,829.05	-10.84	-4,516.66
6065	California	Riverside	-30.09	-21.28	-15.42	-6,426.19	-18.19	-7,580.15
6071	California	San Bernardino	-21.77	-15.40	-16.23	-6,764.37	-19.15	-7,979.06

FIPS	State	County	O3 Asthma Symptoms, Shortness of Breath	$ O3 Asthma Symptoms, Shortness of Breath	O3 Asthma	$ O3 Asthma Symptoms, Wheeze	Total Incidence, Asthma	$ Total Incidence, Asthma	PM Incider	$ PM Incidence, Asthma	O3 Inciden
6037	California	Los Angeles	-15.86	-6,606.91	-29.71	-12,377.04	-1.60	-133,383.44	-0.87	-72,565.41	-0.73
6059	California	Orange	-4.64	-1,932.35	-8.69	-3,619.97	-0.50	-41,850.75	-0.28	-23,779.93	-0.22
6065	California	Riverside	-7.78	-3,243.00	-14.58	-6,075.28	-0.53	-44,439.67	-0.17	-13,918.99	-0.37
6071	California	San Bernardino	-8.19	-3,413.66	-15.35	-6,394.99	-0.50	-42,033.75	-0.12	-10,019.09	-0.38

FIPS	State	County	$ O3 Incidence, Asthma	Total Incidence, Hay Fever/Rhinitis	$ Total Incidence, Hay Fever/Rhinitis	PM Incidence, Hay Fever/Rhinitis	$ PM Incidence, Hay Fever/Rhinitis	O3 Incidence, Hay Fever/Rhinitis	$ O3 Incidence, Hay Fever/Rhinitis
6037	California	Los Angeles	-60,818.03	-10.39	-12,782.82	-5.63	-6,921.87	-4.76	-5,860.95
6059	California	Orange	-18,070.82	-3.24	-3,987.17	-1.83	-2,256.81	-1.41	-1,730.35
6065	California	Riverside	-30,520.67	-3.36	-4,128.23	-1.04	-1,284.25	-2.31	-2,843.97
6071	California	San Bernardino	-32,014.66	-3.19	-3,921.50	-0.75	-927.76	-2.43	-2,993.74

FIPS	State	County	Total ER Visits, Respiratory	$ Total ER Visits, Respiratory	PM ER Visits, Respiratory	$ PM ER Visits, Respiratory	O3 ER Visits, Respiratory	$ O3 ER Visits, Respiratory	Total Hospital Admits, All Respiratory	$ Total Hospital Admits All Respiratory
6037	California	Los Angeles	-0.44	-784.43	-0.21	-368.34	-0.23	-416.09	-0.05	-1,450.18
6059	California	Orange	-0.11	-195.56	-0.05	-96.68	-0.06	-98.89	-0.01	-413.64
6065	California	Riverside	-0.15	-263.60	-0.04	-66.66	-0.11	-196.94	-0.01	-237.80
6071	California	San Bernardino	-0.17	-305.41	-0.03	-57.57	-0.14	-247.84	-0.01	-226.65

FIPS	State	County	PM Hospital Admits, All Respiratory	$ PM Hospital Admits All Respiratory	O3 Hospital Admits, All Respiratory	$ O3 Hospital Admits All Respiratory	PM Nonfatal Heart Attacks	$ PM Nonfatal Heart Attacks
6037	California	Los Angeles	-0.04	-1,192.59	-0.01	-257.59	-0.24	-21,924.23
6059	California	Orange	-0.01	-341.82	0.00	-71.82	-0.07	-6,640.56
6065	California	Riverside	0.00	-151.71	0.00	-86.09	-0.04	-3,943.40
6071	California	San Bernardino	0.00	-134.96	0.00	-91.68	-0.03	-2,991.22

FIPS	State	County	PM Minor Restricted Activity Days	$ PM Minor Restricted Activity Days	PM Work Loss Days	$ PM Work Loss Days	PM Incidence Lung Cancer	$ PM Incidence Lung Cancer	PM HA Cardio Cerebro and Peripheral Vascular Disease	
6037	California	Los Angeles	-272.76	-37,035.32	-46.23	-15,936.61	-0.02	-1,197.97	-0.05	
6059	California	Orange	-89.48	-12,149.38	-15.18	-5,233.88	-0.01	-433.76	-0.02	
6065	California	Riverside	-44.37	-6,023.87	-7.61	-2,622.49	0.00	-199.88	-0.01	
6071	California	San Bernardino	-30.42	-4,130.68	-5.22	-1,799.16	0.00	-114.37	-0.01	

FIPS	State	County	$ PM HA Cardio Cerebro and Peripheral Vascular Disease	PM HA Alzheimers Disease	$ PM HA Alzheimers Disease	PM HA Parkinsons Disease	$ PM HA Parkinsons Disease	PM Incidence Stroke	$ PM Incidence Stroke
6037	California	Los Angeles	-1,617.56	-0.14	-3,363.92	-0.02	-446.33	-0.02	-1,389.44
6059	California	Orange	-485.89	-0.06	-1,540.71	-0.01	-163.63	-0.01	-508.93
6065	California	Riverside	-242.58	-0.01	-332.31	0.00	-81.18	0.00	-253.96
6071	California	San Bernardino	-176.98	-0.01	-209.88	0.00	-44.71	0.00	-140.24

FIPS	State	County	PM Incidence Out of Hospital Cardiac Arrest	$ PM Incidence Out of Hospital Cardiac Arrest	PM ER visits All Cardiac Outcomes	$ PM ER visits All Cardiac Outcomes	O3 ER Visits, Asthma	$ O3 ER Visits, Asthma
6037	California	Los Angeles	0.00	-339.56	-0.09	-224.79	0.00	-1.25
6059	California	Orange	0.00	-116.97	-0.03	-71.07	0.00	-0.24
6065	California	Riverside	0.00	-56.72	-0.02	-38.16	0.00	-0.48
6071	California	San Bernardino	0.00	-34.64	-0.01	-29.03	0.00	-0.68

FIPS	State	County	O3 School Loss Days, All Cause	$ O3 School Loss Days, All Cause
6037	California	Los Angeles	-70.55	-130,584.14
6059	California	Orange	-20.80	-38,490.03
6065	California	Riverside	-33.91	-62,756.50
6071	California	San Bernardino	-35.72	-66,121.17

EXHIBIT B. STATEMENT OF OVERRIDING CONSIDERATIONS REGARDING THE FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT FOR THE ONTARIO POLICY PLAN AMENDMENT

STATE CLEARINGHOUSE NO. 2025110102

STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires decision makers to balance the benefits of the proposed project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of the project outweigh the unavoidable adverse effects, those effects may be considered "acceptable" (Public Resources Code Section 21081[b]; State CEQA Guidelines Section 15093[a]). CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are infeasible to mitigate. Such reasons must be based on substantial evidence in the FEIR or elsewhere in the administrative record (State CEQA Guidelines Section 15093 [b]). The agency's statement is referred to as a Statement of Overriding Considerations. (State CEQA Guidelines Section 15093[b]).

SIGNIFICANT AND UNAVOIDABLE IMPACTS

The following describes the project's significant and unavoidable adverse impact and the justification for adopting a statement of overriding considerations. Although most potential project impacts have been substantially avoided or mitigated, as described above, 14 project impacts remain for which complete mitigation is not feasible (6 pertain to the EBPSP). The SEIR identified the following significant unavoidable adverse project impacts, which would continue to be applicable upon implementation of the proposed project:

Air Quality

Impact AQ-1 (PPA + EBPSP)

- **Policy Plan Amendment:** As shown in Table 3.2-12, *City of Ontario Regional Criteria Air Pollutant Emissions Forecast*, of the SEIR, the proposed project would result in a substantial increase in reactive organic gases (ROG) and nitrogen oxides (NOx) compared to TOP 2050 (approved project). At the program level, ROG and NOx emissions cannot be mitigated because the primary sources are outside local control. ROG emissions largely come from consumer products that are regulated at the manufacturer level, and the City cannot control which products residents purchase or use. Similarly, NOx emissions from the transportation sector depend on the types of vehicles individuals choose to own and operate, which are governed by state and

federal standards rather than local plans. Accordingly, because of the magnitude and intensity of development accommodated by the proposed project, as well as regional air quality influences beyond the control of the City, impacts associated with consistency with the Air Quality Management Plan (AQMP) would remain **significant and unavoidable**. No additional feasible mitigation measures or mitigating policies at the program level would ensure consistency of the proposed project with the South Coast Air Quality Management District's (South Coast AQMD) AQMP. The identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent individual projects that meet applicable project-level thresholds of significance.

- **EBPSP:** There is no feasible mitigation that would reduce impacts associated with consistency of the project with the AQMP to less than significant. Impacts would remain **significant and unavoidable.** This finding is consistent with the impacts previously identified as part of the 2022 Certified EIR. Impact AQ-2 (PPA)

Impact AQ-2 (PPA)

- **Policy Plan Amendment:** Buildout in accordance with the proposed project would generate short-term construction emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the South Coast Air Basin (SoCAB). Mitigation Measure AIR-1-PPA and applicable goals and policies of the proposed project would reduce construction-related air pollutant emissions to the extent feasible. Construction emissions associated with the proposed project would be similar to the approved project because the proposed project would increase in land use intensity, not develop new, previously undeveloped areas of the city that would require substantial landform modification. However, individual projects accommodated under proposed project may exceed the South Coast AQMD regional significance thresholds. Therefore, like the approved project, construction-related regional air quality impacts of developments that would be accommodated by the proposed project would remain **significant and unavoidable**.

Impact AQ-3 (PPA + EBPSP)

- **Policy Plan Amendment**: At the programmatic planning level, the City lacks sufficient site-specific information regarding the precise location, configuration, operational characteristics, and receptor relationships of future individual development projects necessary to perform reliable quantitative health risk modeling. Accordingly, health risk analysis for future projects will occur during subsequent project-level CEQA review where sufficient detail exists. Buildout in accordance with the proposed project would generate long-term emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment

designations of the SoCAB. Mitigation Measures AIR-2-PPA and AIR-3-PPA, in addition to the goals and policies of the Policy Plan Amendment, would reduce air pollutant emissions to the extent feasible. Impact AQ-3 would remain **significant and unavoidable** due to the increase in ROG and NOx emissions from development associated with the proposed project compared to that of the approved project.

- **EBPSP:** Overlap-period emissions do not constitute a separate impact category requiring independent mitigation beyond the construction and operational mitigation measures already imposed because overlap emissions are temporary, are encompassed within the project's overall regional emissions profile, and do not materially alter the significance conclusion reached for operational or construction emissions. Although Mitigation Measures AIR-1-SP through AIR-8-SP are designed to reduce operational-source criteria pollutant emissions of the EBPSP, there is no way to meaningfully quantify these reductions in CalEEMod, so no numeric emissions credit has been taken in the analysis. Therefore, even with application of these measures, EBPSP operational-source emissions impacts are considered **significant and unavoidable**. This finding is consistent with the impacts previously identified as part of the 2022 Certified EIR.

Impact AQ-4 (PPA)

- **Policy Plan Amendment:** Construction activities associated with the proposed project could expose sensitive receptors to substantial concentrations of criteria air pollutants and toxic air contaminants (TAC). Mitigation Measure AIR-1-PPA would require that future development projects incorporate measures to reduce construction emissions that would minimize exposure of sensitive receptors to elevated concentrations of criteria air pollutant emissions and TACs. Additionally, review of development projects by South Coast AQMD for permitted sources of air toxics (e.g., industrial facilities, dry cleaners, and gasoline dispensing facilities) would ensure that health risks are minimized. Individual development projects would be required to achieve the incremental risk thresholds established by South Coast AQMD, and TACs would be less than significant. However, because existing sensitive receptors may be close to project-related construction activities and because of the programmatic nature of the proposed project, construction emissions generated by individual development projects have the potential to exceed South Coast AQMD's localized significance thresholds (LSTs) and contribute to higher levels of cancer risk in the SoCAB. Consequently, Impact AQ-4 would remain **significant and unavoidable**.

Impact AQ-5 (PPA)

- **Policy Plan Amendment:** At the programmatic planning level, the City lacks sufficient site specific information regarding the precise location, configuration, operational characteristics, and receptor relationships of future individual development projects

necessary to perform reliable quantitative health risk modeling. Accordingly, health risk analysis for future projects will occur during subsequent project-level environmental review where sufficient detail exists. Buildout of the proposed project and the approved project could expose sensitive receptors to substantial concentrations of TACs. Buildout could result in new sources of criteria air pollutant emissions and/or TACs near existing or planned sensitive receptors. Review of development projects by South Coast AQMD for permitted sources of air toxics (e.g., industrial facilities, dry cleaners, and gasoline dispensing facilities) would ensure that health risks are minimized. Additionally, Policy ER-4.9 would ensure mobile sources of TACs not covered under South Coast AQMD permits are considered during subsequent project-level environmental review by the City of Ontario. Individual development projects would be required to achieve the incremental risk thresholds established by South Coast AQMD, and TACs would be less than significant. However, implementation of the proposed project would generate TACs that could contribute to elevated levels in the air basin. This effect is more substantial with the proposed project compared to the approved project because of the increase in industrial land use allowed under the proposed project. Though individual projects may achieve the project-level risk threshold of 10 per million, they would nonetheless contribute to higher levels of cancer risk in the SoCAB, and therefore would result in a cumulatively considerable impact. Therefore, the proposed project's cumulative contribution to health risk is **significant and unavoidable.**

Cultural Resources

Impact CUL-1 (PPA)

- **Policy Plan Amendment:** Implementation of the Policy Plan Amendment could impact historical resources. Mitigation Measure CUL-1-PPA would require historic and potentially historic resources to be evaluated for historic significance through the City's Development Code tier system, except those in Ontario Ranch. Mitigation Measures CUL-1-PPA and CUL-2-PPA establish requirements for historic resources classified as Tier III and II (in Ontario Ranch) and potentially historic resources (identified through survey evaluation) in Ontario Ranch to minimize significant impacts. Major modification or demolition of historic resources may be appropriate under certain circumstances. In the case of demolition, the City requires historic resources to be documented, historic features to be salvaged, and a demolition mitigation fee. Therefore, the Development Code does not provide a high level of protection for Tier III or Tier II historic resources in Ontario Ranch or potentially significant historic resources identified through a survey in Ontario Ranch. Impact CUL-1 would remain **significant and unavoidable**.

Greenhouse Gas Emissions

Impact GHG-1 (PPA + EBPSP)

- **Policy Plan Amendment:** Implementation of Mitigation Measure GHG-1-PPA would ensure that the City aligns its Community Climate Action Plan (CCAP) update with the GHG reduction targets of AB 1279 and the statewide legislative GHG emission reduction targets that are in effect at the time of the CCAP update. Implementation of CCAP measures that increase the efficiency of energy and water use and offset electricity use through solar panels would reduce GHG emissions from land uses accommodated under the proposed project to the extent feasible. Given the growth in population and employment in the city, the emissions reductions needed from existing development, the overall magnitude of emissions reductions needed to achieve the GHG reduction target from existing and new development, and federal legal constraints on the implementation and effectiveness of State actions for emissions reduction, it is uncertain whether implementation of Mitigation Measure GHG-1-PPA would achieve the substantial reductions needed to align with the GHG reduction targets of Assembly Bill (AB) 1279. In addition, the City cannot ensure that Mitigation Measure GHG-1-PPA would be implemented prior to the generation of new GHG emissions from development facilitated under the proposed project, which could further limit the effectiveness of this mitigation measure in achieving the required emissions reductions.

  It would be infeasible to require rooftop solar sufficient for 100 percent of warehouse energy demands. At the programmatic planning stage evaluated in the Draft SEIR, the identities of future tenants, specific building configurations, operational characteristics, and ultimate energy demands associated with future development within the PPA are not currently known. It would be infeasible at this time to require 100 percent of future operational electricity demand to be supplied exclusively through on-site rooftop solar generation. Future demands may vary substantially depending on tenant-specific operational needs, including refrigeration systems, warehouse automation, industrial processes, HVAC requirements, electric vehicle fleet charging, equipment chagrining, data processing systems, and other energy-intensive commercial or industrial activities that cannot presently be quantified with precision.

  In addition, the amount of rooftop area suitable for photovoltaic installation may vary considerably among future buildings due to structural engineering requirements, rooftop mechanical equipment, ventilation systems, skylights, fire access pathways, screening features, shading conditions, roof orientation, and applicable building and fire code setback requirements. These constraints may substantially reduce the area available for solar installations and, in some cases, may prevent rooftop systems from generating sufficient electricity to offset project demand. Further, photovoltaic generation is inherently intermittent and may not

coincide with periods of peak operational electricity demand associated with future industrial or logistics uses.

It would also be infeasible to require warehouse development to maximize electric truck infrastructure. The City's land use authority extends to regulation of development proposals and land uses within its jurisdiction, but not to independently owned third-party trucking companies, interstate commerce carriers, regional freight operators, or off-site fleet operations utilizing public roadways. Truck fleets serving future development facilitated by the proposed project may include independent owner-operators, regional distribution fleets, interstate carriers, and logistics providers across multiple jurisdictions. The City lacks direct regulatory authority to mandate vehicle technology standards for such off-site fleets operating on public highways, which are primarily regulated through State and federal mobile source programs administered by the California Air Resources Board and the U.S. Environmental Protection Agency. Accordingly, a mitigation measure requiring that only ZE trucks serve future development would attempt to regulate third-party activities beyond the City's practical enforcement authority.

In addition, future project applicants may not possess direct control over the technologies utilized by freight carriers serving their facilities. Warehousing, logistics, manufacturing, and distribution tenants frequently rely upon common carriers operating mixed fleets throughout the regional and interstate supply chains. At present, heavy-duty ZE truck technologies continue to face operational limitations related to vehicle range, charging duration, payload impacts, charging availability, and fleet deployment capacity, particularly for long-haul freight operations and high-intensity logistics uses. Consequently, requiring immediate universal conversion to ZE technologies for all future truck trips associated with speculative future industrial and logistics development may not presently be technologically or commercially feasible across all potential operational scenarios.

Widespread deployment of heavy-duty ZE truck fleets would require substantial supporting infrastructure, including utility distribution upgrades, transformer capacity expansion, substation improvements, transmission interconnections, high-capacity charging equipment, and coordination with local regional utility providers. Such infrastructure improvements are dependent upon future utility planning, regional electrical grid capacity, technological advancement, and third-party implementation schedules that are presently unknown and outside the City's control. The amount and timing of electrical infrastructure necessary to support future heavy-duty truck electrification cannot presently be determined because future tenant operations, vehicle fleet compositions, charging schedules, and energy demands remain speculative.

Nevertheless, the Draft SEIR identifies multiple mechanisms intended to facilitate future transition toward lower-emission freight operations and reduce operational emissions associated with future development. Pursuant to Mitigation Measure AIR-

1PPA and AIR-3-PPA, future projects subject to CEQA review would be required to prepare project-specific technical analyses evaluating operational air quality impacts and to implement feasible mitigation measures where warranted. Depending on characteristics of future projects, such measures as individual electric truck charging infrastructure, loading dock electrical hookups, renewable energy systems, transportation demand management measures, renewable energy procurement, and other operational emission reduction strategies. Therefore, GHG emissions impacts of the proposed project compared to the approved project are considered **significant and unavoidable**.

- **EBPSP:** Preliminary CCAP measures to be implemented by the EBPSP are presented in Table 3.8-12, *EBPSP CCAP Screening Table*, of the SEIR. These measures are subject to change throughout the development process so long as the requisite 100 points are achieved, as required by Mitigation Measure GHG-1-SP. As shown in the table, measures implemented by the EBPSP would achieve a total of 101 points. As part of the EBPSP's CCAP compliance measures, the EBPSP has committed to a rooftop solar system with sufficient capacity to offset 45 percent of the electrical demands. Tables 3.8-13, *EBPSP GHG Emissions: Phase 1 (Mitigated)*; 3.8-14, *EBPSP GHG Emissions: Phases 1 and 2 (Mitigated)*; and 3.8-15, *EBPSP GHG Emissions: Phases 1, 2, and 3 (Mitigated)*, in the SEIR present the estimated operational GHG emissions for all phases of the EBPSP with the incorporation of the rooftop solar system. Even with the incorporation of rooftop solar, the EBPSP would result in GHG emissions of approximately 45,539 metric tons of carbon dioxide equivalent per year ($MTCO_2e$/yr) at buildout and would still exceed the numeric threshold of 3,000 $MTCO_2e$/yr. Other features to be implemented through compliance with Mitigation Measure GHG-1-SP and Mitigation Measures AIR-1-SP through AIR-8-SP, as listed in Table 3.8-14 in the SEIR, would also reduce GHG emissions, but these reductions are not quantifiable.

  It would be infeasible to require rooftop solar sufficient for 100 percent of warehouse energy demands. At the programmatic planning stage evaluated in the Draft SEIR, the identities of future tenants, specific building configurations, operational characteristics, and ultimate energy demands associated with future development within the PPA are not currently known. It would be infeasible at this time to require 100 percent of future operational electricity demand to be supplied exclusively through on-site rooftop solar generation. Future demands may vary substantially depending on tenant-specific operational needs, including refrigeration systems, warehouse automation, industrial processes, HVAC requirements, electric vehicle fleet charging, equipment chagrining, data processing systems, and other energy-intensive commercial or industrial activities that cannot presently be quantified with precision.

  In addition, the amount of rooftop area suitable for photovoltaic installation may vary considerably among future buildings due to structural engineering requirements, rooftop mechanical equipment, ventilation systems, skylights, fire

access pathways, screening features, shading conditions, roof orientation, and applicable building and fire code setback requirements. These constraints may substantially reduce the area available for solar installations and, in some cases, may prevent rooftop systems from generating sufficient electricity to offset project demand. Further, photovoltaic generation is inherently intermittent and may not coincide with periods of peak operational electricity demand associated with future industrial or logistics uses.

It would also be infeasible to require warehouse development to maximize electric truck infrastructure. The City's land use authority extends to regulation of development proposals and land uses within its jurisdiction, but not to independently owned third-party trucking companies, interstate commerce carriers, regional freight operators, or off-site fleet operations utilizing public roadways. Truck fleets serving future development facilitated by the proposed project may include independent owner-operators, regional distribution fleets, interstate carriers, and logistics providers across multiple jurisdictions. The City lacks direct regulatory authority to mandate vehicle technology standards for such off-site fleets operating on public highways, which are primarily regulated through State and federal mobile source programs administered by the California Air Resources Board and the U.S. Environmental Protection Agency. Accordingly, a mitigation measure requiring that only ZE trucks serve future development would attempt to regulate third-party activities beyond the City's practical enforcement authority.

In addition, future project applicants may not possess direct control over the technologies utilized by freight carriers serving their facilities. Warehousing, logistics, manufacturing, and distribution tenants frequently rely upon common carriers operating mixed fleets throughout the regional and interstate supply chains. At present, heavy-duty ZE truck technologies continue to face operational limitations related to vehicle range, charging duration, payload impacts, charging availability, and fleet deployment capacity, particularly for long-haul freight operations and high-intensity logistics uses. Consequently, requiring immediate universal conversion to ZE technologies for all future truck trips associated with speculative future industrial and logistics development may not presently be technologically or commercially feasible across all potential operational scenarios.

Widespread deployment of heavy-duty ZE truck fleets would require substantial supporting infrastructure, including utility distribution upgrades, transformer capacity expansion, substation improvements, transmission interconnections, high-capacity charging equipment, and coordination with local regional utility providers. Such infrastructure improvements are dependent upon future utility planning, regional electrical grid capacity, technological advancement, and third-party implementation schedules that are presently unknown and outside the City's control. The amount and timing of electrical infrastructure necessary to support future heavy-duty truck electrification cannot presently be determined because

future tenant operations, vehicle fleet compositions, charging schedules, and energy demands remain speculative.

Nevertheless, the Draft SEIR identifies multiple mechanisms intended to facilitate future transition toward lower-emission freight operations and reduce operational emissions associated with future development. Pursuant to Mitigation Measure AIR-1PPA and AIR-3-PPA, future projects subject to CEQA review would be required to prepare project-specific technical analyses evaluating operational air quality impacts and to implement feasible mitigation measures where warranted. Depending on characteristics of future projects, such measures as individual electric truck charging infrastructure, loading dock electrical hookups, renewable energy systems, transportation demand management measures, renewable energy procurement, and other operational emission reduction strategies.

Accordingly, no additional feasible mitigation measures are available at this time that would substantially lessen the identified impacts associated with full buildout of the EBPSP area. Therefore, the EBPSP would result in **significant and unavoidable** GHG emissions.

Impact GHG-2 (PPA + EBPSP)

- **Policy Plan Amendment:** Implementation of CCAP measures that increase energy efficiency, reduce water use, and offset electricity use through solar panels would reduce GHG emissions from land uses accommodated under the proposed project to the extent feasible. However, given the growth in population and employment within the City, the magnitude of emissions reductions needed to achieve the CCAP's 2050 per capita target, and federal legal constraints on the implementation and effectiveness of State actions for emission reduction, it is uncertain whether implementation of Mitigation Measure GHG-1-PPA would achieve the substantial reductions needed to achieve CCAP's 2050 per capita target and the State's carbon neutrality goals. Therefore, GHG emissions impacts of the proposed project compared to the approved project are considered **significant and unavoidable**.

- **EBPSP:** The CCAP provides guidance on how to analyze GHG emissions and determine impact significance during the CEQA review of proposed development projects. Because the CCAP addresses GHG emissions reductions and is consistent with the requirements of AB 32, Senate Bill (SB) 32, and international efforts to reduce GHG emissions, compliance with the CCAP fulfills the requirement for mitigation pursuant to the State CEQA Guidelines. As shown in Table 3.8-12, with the implementation of Mitigation Measure GHG-SP-1, the EBPSP would attain the minimum requisite 100 Screening Table points. However, because the EBPSP is not consistent with the land use pattern and subsequent communitywide GHG emissions projections of the CCAP, the EBPSP is determined to be inconsistent with the CCAP

and would result in a **significant and unavoidable** GHG impact, which was not anticipated as part of the 2022 Certified EIR.

Noise

Impact NOI-1 (PPA)

- **Policy Plan Amendment:** Mitigation Measure NOI-1-PPA would reduce potential impacts associated with construction of individual development projects to the extent feasible; however, due to the potential for construction activities near sensitive uses, the potential for numerous simultaneous construction projects, and the potential duration of construction activities, Impact NOI-1 could still result in a temporary substantial increase in noise levels above ambient conditions and the 80 dBA Leq threshold. Therefore, project and cumulative impacts would be **significant and unavoidable**. It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.

Impact NOI-2 (PPA + EBPSP)

- **Policy Plan Amendment:** Measures applied to individual development projects, such as constructing noise walls, evaluating and installing upgraded windows and doors, or applying rubberized asphalt on impacted roadway segments could reduce potential traffic noise impacts. However, impacted homes are on private property, outside of the control of future project developers, who may have limited admittance onto these properties to implement such mitigation. The cost-to-benefit ratio for the number of households benefited may not be feasible and reasonable in all cases. There are no funding mechanisms and procedures that would guarantee that the implementation of sound insulation features at each affected home would reduce traffic noise in interior areas. Therefore, project impacts would remain **significant and unavoidable**. It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.

- **EBPSP:** Due to the infeasibility of both quiet pavement and off-site noise barriers, EBPSP-related off-site traffic noise increases at adjacent noise-sensitive land uses are considered a **significant and unavoidable** impact.

Impact NOI-3 (PPA)

- **Policy Plan Amendment:** Mitigation Measure NOI-2-PPA would reduce potential impacts associated with construction vibration from individual development projects to the extent feasible. However, due to the potential for construction activities in proximity to sensitive uses, the potential for numerous simultaneous construction

projects, and the potential duration of construction activities, construction vibration impacts would be **significant and unavoidable**. It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.

Impact NOI-4 (PPA)

- **Policy Plan Amendment:** Revisions to Policy M-4.1 of TOP 2050 would reduce vibration annoyance impacts from individual development projects associated with heavy truck travel along City haul routes to the extent feasible. Reducing heavy truck travel speeds provides safe and efficient transport of goods on impacted roadway segments and could reduce potential heavy truck vibration annoyance impacts. However, impacted receptors may still perceive an annoyance. Therefore, heavy truck vibration impacts associated with the proposed project would remain **significant and unavoidable**. It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.

Impact NOI-5 (PPA)

- **Policy Plan Amendment:** With the implementation of Mitigation Measure NOI-3-PPA and TOP 2050 policies, impacts to future sensitive receptors from excessive airport-related noise from operations at the Ontario International Airport (ONT) would be reduced to comply with interior noise level thresholds of 45 dBA CNEL or less. While interior noise levels are required to achieve the interior noise limits of the California Building Standards, Title 24 and Title 25 of the California Code of Regulations, exterior noise levels may continue to exceed the noise compatibility criteria for the City. Consequently, airport noise compatibility impacts of the proposed project would remain **significant and unavoidable.** It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.

Transportation

Impact TRA-2 (PPA + EBPSP)

- **Policy Plan Amendment:** The proposed project would increase vehicle miles traveled per service population (VMT/SP) and total VMT compared to the approved project. Mitigation Measure TRA-1-PPA would reduce potential impacts of future development projects to the extent feasible. Future development projects consistent with the proposed project would need to consider transportation demand management (TDM) measures consistent with those identified in the Mobility Element. TDM techniques include incentives to use transit; incentives to form carpools rather than drive alone; and making home, work, and shopping closer

together to shorten travel distances. Project-level and cumulative VMT impacts under the proposed project would remain. Therefore, the impact would be **significant and unavoidable**.

- **EBPSP:** VMT/SP and total VMT would increase under the EBPSP. Mitigation Measure TRA-1-SP would reduce commute-related VMT by 7.2 percent. However, the City's significance standard considers all trip types and does not isolate commute-related trips. Therefore, the 7.2 percent reduction applies only to a portion of the EBPSP's total VMT and is not sufficient to fully mitigate the overall impact. Project-level and cumulative VMT impacts under the EBPSP would remain. Therefore, the impact would be **significant and unavoidable.**

PROJECT BENEFITS IN SUPPORT OF THE STATEMENT OF OVERRIDING CONSIDERATIONS

This section describes the benefits of the proposed project that outweigh the project's unavoidable adverse effects and provides specific reasons for considering the project acceptable even though the Final SEIR indicated 14 significant project impacts that cannot be mitigated to less than significant. Pursuant to CEQA Guidelines Section15093(c), this statement of overriding considerations will be included in the record of the project approval and will also be noted in the Notice of Determination. Each of the benefits identified below provides a separate and independent basis for overriding the significant environmental effects of the proposed project.

Having reduced the potential effects of the proposed project through all feasible mitigation measures, as described previously, and balancing the benefits of the proposed project against its potential unavoidable adverse impacts on air quality, cultural resources, greenhouse gas emissions, noise, and transportation, the City finds that the following legal requirements and benefits of the proposed project individually and collectively outweigh the potentially significant unavoidable adverse impacts.

1. IMPLEMENTS THE OBJECTIVES ESTABLISHED FOR THE PROPOSED PROJECT

The proposed project would implement and advance numerous long-range planning, housing, infrastructure, mobility, economic development, and public policy objectives established by the TOP 2050, the EBPSP, the Housing Element, and related City planning documents. The City finds that implementation of these objectives constitutes a substantial public benefit because the project establishes a coordinated framework for future development, infrastructure delivery, mobility planning, open space preservation, and economic activity within southern Ontario.

Policy Plan Amendment

- Comprehensively plan for and assess land use changes requested by property owners while ensuring compliance with state laws and maintaining the vision and objectives of current TOP 2050.
- Reposition the planned employment center in southwest Ontario from a mix of office, retail, and residential uses to a concentration of business park uses.
- Ensure there is no net loss in overall housing capacity within the City, consistent with the requirements of state law.
- Plan for adequate housing capacity to ensure the City continues to meet the requirements of the City's sixth-cycle RHNA obligation.
- Update the City's truck routes based on proposed land use changes to ensure the City continues to comply with state law and ensures a safe and efficient goods movement network while minimizing the exposure of existing and future sensitive receptors to noise, vibration, and air pollution generated by heavy trucks.
- Update the Policy Plan component of TOP 2050 for internal consistency with proposed land use and circulation changes.

Specific Plan

- To provide a land use plan that implements The Ontario Plan's vision and appropriately positions business park and public parkland uses north of Eucalyptus Avenue, between Campus Avenue and Walker Avenue.
- To facilitate the development of a variety of employment-generating uses in a business park setting.
- To provide business park uses that are compatible with surrounding land uses.
- To provide opportunities for positive economic benefit to the City, including new net revenues to the General Fund that can be used for vital City services.
- To provide opportunities for the development of passive use parks consistent with the City of Ontario's Grand Park Master Plan.
- To provide landscaped open space within the Specific Plan area, including pedestrian trails adjacent to public arterial and collector streets.
- To improve connectivity in the area by providing pedestrian paths, bicycle routes, and comfort amenities such as bike racks that encourage circulation by means not dependent on a motorized vehicle.

- To identify and construct capital improvements for water, recycled water, sewer, storm drain, and circulation facilities that serve planned land uses within and adjacent to the Specific Plan area.

- To set forth a development phasing sequence that allows for logical development and aligns with installation of on-site and off-site infrastructure.

- To define guidelines and standards that provide a cohesive design for architecture, landscaping, streetscapes, entry monuments, corner treatments, walls and fencing, lighting, and signage within the Specific Plan area.

The City finds that implementation of these planning, housing, mobility, infrastructure, economic development, open space, and urban design objectives constitutes substantial public benefits that outweigh the project's significant and unavoidable environmental impacts.

2. PROVIDES HIGH-DENSITY HOUSING THAT HELPS EXCEED THE CITY'S REGIONAL HOUSING NEEDS

The proposed project would provide substantial public benefits by accommodating an estimated population increase of approximately 16,472 people and facilitating the development of approximately 7,226 additional housing units compared to the approved project. (See Table C-7a and Table C-11a, Appendix C, *Buildout Methodology*). The additional residential capacity would advance state and regional housing objectives by increasing the supply and diversity of housing opportunities within the City, including housing types needed to serve existing and projected population growth and workforce demand. The approved project exceeds SCAG's regional housing needs forecasts for Ontario, and therefore the increase in population, housing, and employment as part of the proposed project would also exceed SCAG's regional forecast for the city. The proposed project would comply with SB 330 and SB 166, and there would be no net loss of residential units in the city with implementation of the proposed project. The proposed project would align jobs with the current employment market. The City finds that the project's contribution toward expanding housing supply, accommodating population growth, supporting workforce housing needs, and implementing broader state housing policies constitutes a substantial public benefit that outweighs the project's significant and unavoidable environmental impacts.

3. COMPLIES WITH CURRENT LEGISLATION

The City finds that the proposed project would provide substantial public benefits by implementing and advancing multiple state housing, land use, and goods movement policies enacted to address California's housing shortage, preserve residential development capacity, and reduce land use conflicts associated with truck traffic.

SB 330 (No Net-Loss Provisions)

If any proposed rezonings convert land from uses that allow housing to uses that do not allow housing, the City must offset this by concurrently upzoning another property elsewhere to prevent a net loss of housing capacity. Since some of the requested changes would reduce potential housing buildout, the overall amendments include additional land use changes specifically for this offset. To comply with state law, the Housing Element requires updates to TOP housing sites inventory to reflect changes in the list of sites suitable to fulfill the City's Regional Housing Needs Allocation (RHNA). The proposed land use changes result in a net gain in housing capacity, increasing the estimated number of allowed units from 129,951 units under TOP 2050 to 137,177 units under the proposed project, an increase of 5.6 percent, meeting the requirements of SB 330. This increase in housing capacity constitutes a substantial public benefit because it expands opportunities for future residential development, supports implementation of state housing policy, and preserves the City's long-term ability to accommodate population and workforce growth.

SB 166 (Affordable Housing Sites)

Th proposed project would also preserve the City's ability to satisfy RHNA obligations by maintaining an adequate inventory of appropriately zoned housing sites for lower- and moderate-income residential development. Where land use changes affect properties currently identified in the Housing Element inventory, the proposed project upzones several sites to meet the City's RHNA obligation. The RHNA strategy relies on a combination of new sites that already had suitable zoning; updated affordability assumptions on existing sites that reflect changes since the element was certified, such as a more current understanding of how the city expects infrastructure to develop in Ontario Ranch and a new 100 percent affordable project that was entitled on Holt Boulevard; and upzoning proposed as part of the project.

The following upzoning statistics include only properties that are identified in the Proposed Housing Element Sites Inventory, that include a land use change as part of the project, and that provide additional housing capacity as a result of the proposed land use change. Upzoning included 76 sites totaling 493 acres across the Holt Boulevard and Ontario Ranch strategy areas. Within the Holt Boulevard strategy area, 9 sites totaling 10 acres were redesignated from Business Park (BP) to Mixed-Use, Holt (MU-HE). Within Ontario Ranch, 67 sites totaling 484 acres were redesignated to allow increased residential density and mixed-use development, including 4 sites totaling 31 acres redesignated from Low Density Residential (LDR) to High Density Residential (HDR); 21 sites totaling 162 acres redesignated from Low Density Residential (LDR) to Medium Density Residential (MDR); 3 sites totaling 30 acres redesignated from Low Density Residential (LDR) to Mixed-Use, Sports Park (MU-SP); 3 sites totaling 17 acres redesignated from Low Medium Density Residential (LMDR) to Medium Density Residential (MDR); 29 sites totaling 209 acres redesignated from Medium Density

Residential (MDR) to High Density Residential (HDR); 1 site totaling 9 acres redesignated from Medium Density Residential (MDR) to Mixed-Use, Sports Park (MU-SP); 2 sites totaling 9 acres redesignated from Neighborhood Commercial (NC) to Mixed-Use, Sports Park (MU-SP); and 4 sites totaling 18 acres redesignated from Open Space–Parkland (OS-R) to Medium Density Residential (MDR). Maintaining sufficient housing opportunity sites to accommodate current and future RHNA obligations is a substantial public benefit that directly advances statewide housing priorities and supports the provision of future affordable and workforce housing opportunities within the City.

AB 98 (Truck Routes)

The proposed project would also result in changes to the truck routes map to address the requirements of AB 98. The intent of AB 98 is to improve community health and the environment by strategizing how and where heavy-duty trucks travel to and from logistics and warehousing facilities. The primary direction of state law is to prioritize routes that maximize the use of freeways or state highways, then larger local roads (arterial and collector roadways). Changes to the City's truck routes are to avoid, when possible, routing trucks through residential areas and near concentrations of other sensitive uses (such as schools, hospitals, and parks).

In summer 2025, the City conducted outreach and initiated evaluation of its existing truck routes, which resulted in changes to the truck routes in northern Ontario in the Original Model Colony (OMC). The City received comments regarding heavy truck traffic passing residential areas, especially along Ontario Ranch Road and Archibald Avenue. Specific issues identified by the public regarding truck travel include noise, vibration, and air quality impacts on homes and schools; safety concerns for pedestrians and cyclists; road damage from heavy vehicles; and the need for better enforcement of truck routes. Based on feedback from the public, the City identified four truck routes concepts for Ontario Ranch. Figure 2-9, *Proposed Truck Routes*, in the SEIR identifies the truck routes proposed by the City to move forward for the Policy Plan Amendment and to address the requirements of AB 98. The changes to the truck route map would be made to minimize the number of existing and proposed sensitive receptors adjacent to the truck routes. Factors that were considered included:

- Direct access to a freeway interchange.
- Connection to truck routes in other jurisdictions.
- Direct service to Industrial and Business Park land uses.
- Larger roads (generally 4 to 6 lanes).
- The presence of sound walls and vegetation.
- The proximity of a parallel truck route.
- Existing and future estimated truck volumes.

- Fewer gaps in truck routes.
- Presence of existing and planned sensitive uses (e.g., residential areas, Grand Park, and schools).
- Roadway operations.

The City finds that implementation of these truck route changes would provide important public health, mobility, circulation, and land us compatibility benefits by reducing potential conflicts between heavy truck traffic and sensitive uses while supporting the efficient movement of goods within the regional transportation network.

4. TRANSPORTATION SYSTEM IMPROVEMENTS AND GOODS MOVEMENT EFFICIENCY

The proposed project supports the implementation of updated mobility goals and policies intended to improve transportation system efficiency while minimizing impacts on sensitive land uses. As identified above, the City's network of truck routes would be updated in compliance with AB 98 and consistent with proposed land use changes. Minor updates to the City's Roadway System (Figure M-01) and to multipurpose trails and bikeways, identified on TOP Figure M-02, are also proposed to reflect the City's long-term plan for roadways and align future bike improvements with the proposed changes in the land use pattern and truck routes in southwestern Ontario. New Mobility policies and implementation actions addressing priority safety corridors consistent with SB 932 are proposed as well as a new policy promoting lower speed limits for trucks in areas adjacent to noise- and vibration-sensitive land uses. Finally, Policy M-3.1 would be expanded to note that the City would prioritize coordinating access to transit in areas near sites identified in the housing element as suitable for lower-income (in addition to Environmental Justice areas), and Policy M-4.1 would clarify that noise-sensitive land uses are intended to include both noise- and vibration-sensitive land uses.

The City finds that these transportation, mobility, circulation, safety, and land use compatibility improvements constitute substantial public benefits because they support safer and more efficient movement of people and goods, improve multimodal connectivity, reduce potential conflicts between truck traffic and sensitive receptors, and further state and local mobility, environmental justice, and infrastructure planning.

5. CREATES JOBS, PROVIDES ECONOMIC BENEFITS, AND MEETS DEMANDS FOR BUSINESS PARK SPACE

The proposed EBPSP would provide substantial economic, employment, fiscal, and planning benefits to the City and surrounding region by establishing a comprehensive framework for future business park, infrastructure, circulation, and open space development. The EBPSP would allow development of approximately 2,939,000 square feet of Business Park uses on 137.9 acres and 36.15 acres of Open Space–Parkland. The

project would expand opportunities for employment-generating land uses within the City and help accommodate projected demand for business park and employment uses within the regional economy.

Based on the economic and fiscal analysis, , the EBPSP land uses have the potential to generate up to 1,590 jobs that can be filled by residents of the City and surrounding communities. Temporary construction and long-term operational jobs created by the EBPSP would result in increased spending throughout the region, including in the City of Ontario. It is anticipated that annual personal earnings would increase through the generation of new jobs, and these earnings would ripple through the local and regional economy, creating a one-time increase in output and earnings associated with construction jobs and an on-going increase in output and earnings associated with permanent jobs.

The proposed project establishes the necessary land use plan, development standards, design guidelines, infrastructure systems, and implementation strategies on which subsequent, related development activities would be founded. The proposed EBPSP would improve connectivity in the area by providing pedestrian paths, bicycle routes, and comfort amenities such as bike racks that encourage circulation by means not dependent on a motorized vehicle; define guidelines and standards that provide a cohesive design for architecture, landscaping, streetscapes, entry monuments, corner treatments, walls and fencing, lighting, and signage within the Specific Plan area; and provide opportunities for positive economic benefit to the City, including new net revenues to the General Fund that can be used for vital City services such as police and fire protection, infrastructure maintenance, and parks.

In addition, the Fiscal Impact Study prepared for the project concludes that the EBPSP is anticipated to generate an annual fiscal surplus of approximately $530,000 for the benefit of the City. These revenues may be used to support important municipal services and infrastructure, including police and fire protection, roadway and infrastructure maintenance, parks, and other public facilities and services.

The City finds that the employment, economic, fiscal, infrastructure, mobility, and planning benefits associated with the EBPSP constitute substantial public benefits that outweigh the project's significant and unavoidable environmental impacts.

6. IMPLEMENTATION OF LONG-RANGE PLANNING AND POLICY CONSISTENCY

The Policy Plan Amendment advances the City's TOP 2050 vision by comprehensively updating the TOP land use framework, zoning regulations, and implementing development standards across more than 1,300 acres in southern Ontario. The proposed amendments are intended to improve the coordination of land uses, infrastructure

planning, mobility systems, goods movement networks, and employment-generating uses in a manner that reflects changing development conditions, evolving state requirements, and the City's long-term planning goals.

The proposed project would facilitate a more cohesive and internally consistent land use pattern by updating the Policy Plan, zoning map, development code, truck route network, and related implementation policies to better align planned land uses with circulation systems, infrastructure planning, environmental considerations, housing obligations, and economic development objectives. The project also incorporates land use and policy changes intended to improve compatibility between residential neighborhoods, employment areas, goods movement corridors, and sensitive land uses.

In addition, the proposed project would support compliance with evolving state housing, mobility, environmental legislation, including requirements related to housing capacity, truck routing, safety planning, and multimodal transportation. By integrating these updates into a coordinated planning framework, the project would support a more efficient, orderly, and predictable long-term development within the City and reduce the potential for fragmented or inconsistent land use planning decisions.

The proposed project would also establish the planning and regulatory framework necessary to support infrastructure investment, future development review, and implementation of the EBPSP and related development activities. The City finds that these comprehensive planning, land use coordination, infrastructure, housing, mobility, and policy considerations benefits constitute substantial public benefits that outweigh the project's significant and unavoidable environmental impacts.

7. PROVIDES INFRASTRUCTURE TO SERVE THE SPECIFIC PLAN AND LOCAL AREA

Development in the Ontario Ranch area has been constrained by a lack of infrastructure. The proposed EBPSP would establish a coordinated framework for the phased construction and financing of transportation, utility, drainage, and public infrastructure improvements necessary to support planned development within the EBPSP area and surrounding portions of Ontario Ranch. The City finds that provision of coordinated infrastructure planning and implementation constitutes a substantial public benefit because it facilitates orderly urban development, improves service delivery, supports mobility and utility needs, and promotes efficient long-term infrastructure investment. The EBPSP includes required infrastructure facilities, including financing and phasing.

- **Roadway Improvements.** The developer(s) of the EBPSP would be responsible for the construction of vicinity roadway improvements, including segments of Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, and Eucalyptus Avenue. Additionally, the full width of 'A' Street would be constructed. The project would also

pay fair share costs for offsite improvements at 18 intersections identified in Table 8-1 the Traffic Analysis.

- **Transit Service Improvements.** The EBPSP would construct a new bus turnout near the intersection of Grove Avenue and Eucalyptus Avenue in anticipation of future Omnitrans service.
- **Potable Water Infrastructure.** The EBPSP includes extension of potable water to the plan area. Additional water lines would be installed in conjunction with new development. Potable water system improvements include potable water lines along Campus Avenue and Walker Avenue from Eucalyptus Avenue to the northern boundary of the Specific Plan area and a potable water line along Bon View Avenue from Eucalyptus Avenue to the northern boundary of the Specific Plan area and Public Street 'A' between Campus Avenue and Walker Avenue.

  The EBPSP would also participate in the future Phase 2 Water System Improvements that provide for broader improvements for surrounding area.

- **Recycled Water Infrastructure.** The EBPSP includes extension of recycled water to the plan area. Recycled water system improvements necessary to serve the Specific Plan area include recycled water lines in Grove Avenue and Walker Avenue.

- **Sewer Infrastructure.** The EBPSP includes extension of sewer to the plan area. Sanitary sewer infrastructure improvements include new sewer lines in Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, and Public Street 'A' between Campus Avenue and Walker Avenue.

- **Stormwater Infrastructure.** Planned site drainage improvements include the construction of necessary on-site stormwater management facilities.

- **Dry Utilities.** The EBPSP would also construct electrical and telecommunications services utilities in the plan area.

By establishing a comprehensive infrastructure planning and financing framework, the proposed project would reduce the potential for fragmented or inefficient infrastructure expansion, facilitate coordinated delivery of public facilities and utility services, and support implementation of the City's long-range planning and development objectives. The City finds that these infrastructure, circulation, utility, and public service benefits constitute substantial public benefits that outweigh the project's significant and unavoidable environmental impacts.

8. PROVIDES PARKLAND NEEDED TO IMPLEMENT THE GRAND PARK

Situated between the northern boundary of the EBPSP and new Public Street 'A', Planning Areas 7, 8, and 9 would be designated Open Space–Parkland. Implementation

of the EBPSP would allow for the acquisition of this open space property by the City. This 36.15-acre area would implement a segment of the City's public "Grand Park." Grand Park is planned as a 3.7-mile, 340-acre greenbelt between Haven Avenue and Campus Avenue. The EBPSP would implement the southern half of a 1.25-mile stretch of the park. The northern half of this segment of Grand Park would be installed by the Center Park Specific Plan, which is currently proposed to the north of the EBPSP.[1] Passive recreational opportunities for future employees, visitors, and City residents would be provided through features such as pedestrian paths, gathering areas, turf areas, and botanical gardens.

These improvements would support active and passive recreational opportunities, improve pedestrian connectivity, enhance urban open space resources, and contribute to overall quality of life within the surrounding community. The City finds that the open space, recreational, community, aesthetic, and connectivity benefits associated with implementation of this portion of Grand Park constitute substantial public benefits that outweigh the project's significant and unavoidable environmental impacts.

9. OTHER CONSIDERATIONS

The SEIR identifies significant and unavoidable impacts associated with the proposed project in the areas of Air Quality, Cultural Resources, GHG Emissions, Noise, and Transportation. The City has carefully considered these impacts, the mitigation measures incorporated into the project, the alternatives analyzed in the SEIR, and the economic, social, environmental, infrastructure, housing, mobility, recreational, and planning benefits associated with the proposed project.

- If the City does not adopt the Policy Plan Amendment, there would still be significant impacts relating to air quality, cultural resources, GHG emissions, noise, and transportation. Even without any growth in the City, which is not a realistic scenario, regional growth will still cause significant impacts from air quality and GHG emissions.

- Impacts relating to construction noise and vibration and construction emissions are temporary and intermittent in nature. The project includes mitigation measures, regulatory compliance requirements, and construction management practices to reduce the duration, intensity, and geographic extent of these temporary construction-related impacts to the extent feasible..

[1] It is noted that although only the southern half of the Grand Park is included in the EBPSP, development of the entire park area has been assumed and analyzed in the EBPSP's technical studies in the case of no northern development.

CONCLUSION

The City Ontario has independently reviewed and considered the entire administrative record, including the SEIR, technical studies, public comments, mitigation measures, alternatives analysis, mitigation monitoring and reporting program, and all other information presented to the City Council regarding the proposed project. Based upon this review, the City Council has balanced the project's significant and unavoidable environmental impacts against the project's economic, social, environmental, infrastructure, housing, mobility, recreational, fiscal, and long-range planning benefits.

The City finds that the proposed project would provide substantial public benefits by, among other things, advancing implementation of state housing and land use policies; increasing housing capacity; supporting jobs-housing balance objectives; improving transportation, mobility, and infrastructure systems; facilitating coordinated long-range planning; expanding employment opportunities; generating fiscal and economic benefits; implementing open space and recreational amenities; and supporting coordinated development within the EBPSP area.

The City Council further finds that the proposed project incorporates all feasible mitigation measures identified in the SEIR and that all feasible mitigation within the City's authority has been adopted to reduce environmental impacts to the maximum extent feasible. Nevertheless, certain significant environmental impacts related to Air Quality, Cultural Resources, Greenhouse Gas Emissions, Noise, and Transportation would remain significant and unavoidable even after implementation of feasible mitigation measures.

The City Council hereby declares that the foregoing benefits provided to the public through the approval and implementation of the proposed project outweigh the identified significant adverse environmental impact of the proposed project that cannot be mitigated. The City Council finds that each of the proposed project benefits separately and individually outweighs all of the unavoidable adverse environmental effects identified in the SEIR and therefore finds those impacts to be acceptable on the basis of overriding considerations.

EXHIBIT A: CEQA FINDINGS OF FACT
REGARDING THE
FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT
FOR THE ONTARIO POLICY PLAN AMENDMENT
STATE CLEARINGHOUSE NO. 2025110102

1. SUMMARY OF FINDINGS

The City Council hereby finds that it has been presented with the Supplemental Environmental Impact Report (SEIR), which it has reviewed and considered, and further finds that the SEIR is an accurate and objective statement that has been completed in full compliance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. The City Council finds that the EIR reflects the independent judgment and analysis of the City. The City Council declares that no evidence of new significant impacts or any new information of "substantial importance" as defined by State CEQA Guidelines Section 15088.5, has been received by the City after circulation of the Draft SEIR that would require recirculation. The City Council further finds pursuant to CEQA Guidelines Section 15088.5 that revisions to the Draft SEIR do not constitute "significant new information" requiring recirculation of the Draft SEIR because no new significant environmental impact would result from the project or from a new mitigation measures proposed; no substantial increase in the severity of an environmental impact would occur; no feasible project alternative or mitigation measures considerably different from those analyzed in the Draft SEIR was identified that would clearly lessen significant impacts and the project applicant declined to adopt; and the revisions, clarifications, and amplifications contained in the Final EIR merely clarify and refine the analysis contained in the Draft SEIR and do not deprive the public of a meaningful opportunity to comment. Therefore, the City Council hereby certifies the SEIR based on the entirety of the record of proceedings.

2. PROCEDURAL COMPLIANCE WITH CALIFORNIA ENVIRONMENTAL QUALITY ACT

The City published a Draft SEIR on March 5, 2026. A Final SEIR was prepared on June 3, 2026, in compliance with CEQA requirements. The Final SEIR has been prepared in accordance with CEQA and the CEQA Guidelines, as amended. As authorized in State CEQA Guidelines Section 15084(d)(2), the City retained a consultant to assist with the preparation of the environmental documents. City staff from multiple departments, representing the Lead Agency, have directed, reviewed, and modified where appropriate all material prepared by the consultant. The Final SEIR reflects the City's independent analysis and judgement. The key milestones associated with the preparation of the EIR are summarized below. As presented below, an extensive public

involvement and agency notification effort was conducted to solicit input on the scope and content of the EIR and to solicit comments on the results of the environmental analysis presented in the Draft SEIR.

2.1 PUBLIC NOTIFICATION AND OUTREACH

In conformance with CEQA, the State CEQA Guidelines, and the City of Ontario CEQA Guidelines, the City of Ontario conducted an extensive environmental review of the proposed project.

- Completion of a Notice of Preparation (NOP) ON November 4, 2025. The NOP was published in the *Inland Valley Daily Bulletin* on November 4, 2025. The NOP was posted at the San Bernardino County Clerk's office on November 3, 2025. The NOP was posted on CEQAnet at the State Clearinghouse on November 4, 2025. Copies of the NOP were made available for public review at the City of Ontario and the City's website.

- A scoping meeting was held on November 20, 2025, at De Anza Community and Teen Center at 1405 S Fern Ave., Ontario, CA, 91762. The notice of a public scoping meeting was included in the NOP.

- Preparation of a Draft SEIR, which was made available for a 45-day public review period beginning March 5, 2026, and ending April 20, 2026. The scope of the Draft SEIR was determined based on the CEQA Guidelines Appendix G Checklist, comments received in response to the NOP, and comments received at the scoping meeting conducted by the City of Ontario. Chapter 3, *Environmental Analysis*, of the Draft SEIR describes the issues identified for analysis in the Draft SEIR. The Notice of Availability (NOA) for the Draft SEIR was sent to interested persons and organizations, sent to the State Clearinghouse in Sacramento for distribution to public agencies, posted at the City of Ontario, and published in the *Inland Valley Daily Bulletin*. The NOA was posted at the San Bernardino County Clerk's office and published in the *Inland Valley Daily Bulletin* on March 5, 2026. Additionally, copies of the Draft SEIR were made available for review at the City Hall and Ovitt Family Community Library, the Lewis Family Branch Library, as well as on the City's website.

- Preparation of a Final SEIR, including the responses to comments to the Draft SEIR. The Final SEIR was released on June 3, 2026, for a 10-day agency review period prior to certification of the Final SEIR.

- Public hearings on the proposed project, including a Planning Commission study session, hearing, and a City Council hearing.

In summary, the City conducted all required noticing and scoping for the proposed project in accordance with Section 15083 of the CEQA Guidelines, and conducted the public review for the EIR, which exceeded the requirements of Section 15087 of the CEQA Guidelines.

2.2 FINAL ENVIRONMENTAL IMPACT REPORT AND CITY COUNCIL PROCEEDINGS

The City prepared a Final SEIR, including Responses to Comments to the Draft SEIR. The Final SEIR/Response to Comments contains comments on the Draft SEIR, responses to those comments, revisions to the Draft SEIR, and appended documents. A total of 17 comment letters were received. Of the 17 comment letters, 7 letters were from public agencies, 3 letters were from organizations, and 7 letters were from residents and/or organizations.

The Final SEIR found that prior to mitigation, implementation of the proposed project will result in potentially significant impacts to Biological Resources (PPA + EBPSP), Cultural Resources – Archeological Resources (PPA + EBPSP), Geology and Soils - Paleontological Resources (PPA + EBPSP), Hazards and Hazardous Materials (EBPSP), and Tribal Cultural Resources (PPA + EBPSP). However, mitigation measures have been developed to avoid or reduce all of these impacts to levels considered less than significant. The Final SEIR also found that despite the implementation of recommended mitigation measures, impacts to Air Quality (PPA + EBPSP), Cultural Resources – Historic Resources (PPA), Noise (PPA + EBPSP), and Transportation (PPA + EBPSP) were significant and unavoidable. A Statement of Overriding Considerations was prepared for the Council's consideration.

Members of the public can view searchable agendas for scheduled City Council meetings and access agenda-related City information and services directly on the following website: https://www.ontarioca.gov/Planning/Reports/EnvironmentalImpact

The Final SEIR document will be posted for viewing and download with the previously posted Draft SEIR prior to the City's consideration of the Final SEIR and project recommendations on the City's website.

A date for consideration of the Final SEIR and project recommendations at the City Council was set for the proposed project and notice of the meeting was provided consistent with the Brown Act (Government Code Sections 54950 et seq.). The City Council will take testimony on the proposed project and may continue on its calendar to a subsequent meeting date in its discretion.

2.3 RECORD OF PROCEEDINGS

For purposes of CEQA and these Findings, the Record of Proceedings for the proposed project consists of the following documents and other evidence, at a minimum:

- The NOP, NOA, and all other public notices issued by the City in conjunction with the proposed project.
- The Draft SEIR and Final SEIR for the proposed project.

- All written comments submitted by agencies or members of the public during the public review comment period on the Draft SEIR.
- All responses to written comments submitted by agencies or members of the public during the public review comment period on the Draft SEIR.
- All written and verbal public testimony presented during a noticed public hearing for the proposed project.
- The Mitigation Monitoring and Reporting Program (MMRP).
- The Statement of Overriding Considerations.
- The reports and technical memoranda included or referenced in the Final SEIR.
- All documents, studies, EIRs, or other materials incorporated by reference in the Draft SEIR and Final SEIR.
- The Resolutions adopted by the City in connection with the proposed project, and all documents incorporated by reference therein, including comments received after the close of the comment period and responses thereto.
- Matters of common knowledge to the City, including but not limited to federal, state, and local laws and regulations.
- Any documents expressly cited in these Findings.
- Any other relevant materials required to be in the record of proceedings by Public Resources Code Section 21167.6(e).

2.4 CUSTODIAN AND LOCATION OF RECORDS

The documents and other materials that constitute the administrative record for the City's actions related to the proposed project are at the City of Ontario's City Hall – 303 East B Street, Ontario, CA 91764. The City Planning Department is the custodian of the administrative record for the project. Copies of these documents, which constitute the record of proceedings, are and at all relevant times have been and will be available upon request at the offices of the Planning Department. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and Guidelines Section 15091(e).

2.5 PROJECT DESCRIPTION

The City of Ontario (City) is the lead agency for a proposed project that is subject to the California Environmental Quality Act (CEQA). The proposed project is a Policy Plan Amendment to TOP 2050, which includes Zoning amendments, processed concurrently with the EBPSP

project to strategically evaluate a single set of amendments, allow for a thoughtful and holistic assessment of proposed land use modifications, and ensure consistency with the Policy Plan's overarching purpose and intent.

2.5.1 Policy Plan Amendment Project

Policy Plan Amendment

The Policy Plan Amendment project component primarily involves modifying the currently permitted and planned TOP land use pattern across more than 1,435 acres in southern Ontario. These proposed changes to TOP are driven by requests from property owners and developers who seek to alter the allowable type or intensity of land use on their properties as well as land use changes required to improve land use compatibility, maintain compliance with state laws, uphold long-term planning goals, and plan for a cohesive land use pattern that repositions the southwest portion of the city as a regional employment and logistics center. A critical aspect of these proposed Policy Plan Amendments is to ensure compliance with state laws, including requirements enacted by the following Senate and Assembly Bills (SB/AB).

- ***SB 330 (No-Net-Loss Provisions):*** If any proposed rezonings convert land from uses that allow housing to uses that do not allow housing, the City must offset this by concurrently upzoning another property elsewhere to prevent a net loss of housing capacity. Since some of the requested changes would reduce potential housing buildout, the overall amendments include additional land use changes specifically for this offset.
- ***SB 166 (Affordable Housing Sites):*** The City must maintain enough appropriately zoned sites to accommodate its fair share of lower- and moderate-income housing units according to the regional housing needs assessment (RHNA). If properties currently used to meet the City's lower-income RHNA requirement are rezoned, new suitable sites must be identified on the land use plan. These changes would only be to the Policy Plan; no individual housing projects are being proposed through this process.
- ***SB 1000 (Environmental Justice):*** The City is required to evaluate its environmental justice policies to comply with SB 1000, which is triggered when two or more elements of the General Plan (such as Land Use, Housing, Mobility, Community Design) are updated, but the review found the current policies and objectives adequate to meet the requirements of state law and no changes are proposed as part of the project.
- ***AB 98 (Truck Routes):*** The City's network of truck routes that will be impacted by the proposed land use changes will be evaluated for opportunities to minimize impacts to sensitive receptors and ensure direct access and compliance with AB 98.

The proposed land use changes necessitate updates and modifications across the Land Use Element and various other elements of TOP 2050 Policy Plan.

- **Land Use:** Changes to TOP Figures LU-01, LU-02, LU-03, LU-04.

- **Parks and Recreation:** Changes to TOP Figure PR-01 to maintain consistency with the Land Use Element.
- **Environmental Resources:** Policy Amendment ER-5.4.
- **Safety:** TOP Figure S-06a.
- **Mobility:** New Policies: M-1.9, M-1.10, and M-4.6; New Implementation Actions M-1.1, and M-4.2; TOP Figures M-01, M-02, and M-04.
- **Community Design:**
  - Substantive updates include TOP Figures CD-01, CD-02, CD-06, CD-07, CD-08, and CD-09-2.
  - Minor updates include maps and key map revisions in TOP Figures CD-03, CD-04, CD-05, and CD-09-1 to maintain consistency with the Land Use Element.

Table 1, *Comparison of Approved TOP 2050 to Policy Plan Amendment*, provides a statistical summary of the buildout potential of TOP 2050 Policy Plan Amendment compared to the buildout potential under the currently approved TOP 2050. As shown in this table, the Policy Plan Amendment would increase population, dwelling units, nonresidential building square footage, and employment.

Table 1 Comparison of Approved TOP 2050 to Policy Plan Amendment

Scenario	Units	Population	Nonresidential Square Feet	Employment
Approved TOP 2050	129,951	411,268	263,828,479	299,204
Policy Plan Amendment	137,177	427,741	268,162,895	301,035
Net Difference (Proposed Project – Approved Project)	**7,225**	**16,473**	**4,334,416**	**1,831**

Zoning

In addition to changes to TOP 2050, the proposed project includes amendments to the City's development code to implement the land-use changes, including updates to the zoning map and the affordable housing overlay, see Draft SEIR Figure 2-10, *Proposed Zoning Map*. There are no separate environmental impacts associated with the Zoning update since these changes reflect the changes to the Policy Plan associated with the proposed Policy Plan Amendment.

2.5.2 Eucalyptus Business Park Specific Plan Project

The EBPSP establishes 9 planning areas that would provide for development of the site with approximately 2,939,000 square feet of Business Park uses on 137.9 acres and 35.88 acres of Open Space–Parkland. The remaining 15.24 acres would be utilized for roadway dedications and

improvements. Table 2, *EBPSP Land Use Statistical Summary*, provides a breakdown of acreages by planning area.

Table 2 EBPSP Land Use Statistical Summary

Planning Area (PA)	Land Use Designation	Acres	Target Buildout Square Feet
1	Business Park	7.70	162,600
2	Business Park	18.33	273,700
3	Business Park	18.21	340,700
4	Business Park	18.19	423,200
5	Business Park	37.76	859,300
6	Business Park	37.71	879,500
7	Open Space–Parkland	8.00	—
8	Open Space–Parkland	13.99	—
9	Open Space–Parkland	13.89	—
-	Roadway	15.24	—
	TOTAL	**189.0**	**2,939,000**

Notes:

- A maximum of 10,000 SF of Commercial uses may be provided in Business Park planning areas 1, 2, 3, 4, 5, or 6. This square footage is included in the total in the table.
- A publicly operated animal resource center may be provided in any of the Business Park planning areas. The animal resource center shall not exceed 35,000 SF.
- The EBPSP allows the transfer of development square footage (15 percent or less) within the same land use designation, provided that the shift in square footage would not exceed the maximum allowable overall square footage (2,939,000) and the maximum building FAR (0.55).
- Total acreage of 189.0 is rounded to the nearest one-tenth of an acre.

2.6 PROJECT OBJECTIVES

Objectives for Policy Plan Amendment and EBPSP will aid decision-makers in their review of the project and associated environmental impacts:

2.6.1 Policy Plan Amendment

- Comprehensively plan for and assess land use changes requested by property owners while ensuring compliance with state laws and maintaining the vision and objectives of current TOP 2050.
- Reposition the planned employment center in southwest Ontario from a mix of office, retail, and residential uses to a concentration of business park uses.
- Ensure there is no net loss in overall housing capacity within the City, consistent with the requirements of state law.

- Plan for adequate housing capacity to ensure the City continues to meet the requirements of the City's sixth-cycle RHNA obligation.
- Update the City's truck routes based on proposed land use changes to ensure the City continues to comply with state law and ensures a safe and efficient goods movement network while minimizing the exposure of existing and future sensitive receptors to noise, vibration, and air pollution generated by heavy trucks.
- Update the Policy Plan component of TOP 2050 for internal consistency with proposed land use and circulation changes.

2.6.2 Specific Plan

- To provide a land use plan that implements The Ontario Plan's vision and appropriately positions business park and public parkland uses north of Eucalyptus Avenue, between Campus Avenue and Walker Avenue.
- To facilitate the development of a variety of employment-generating uses in a business park setting.
- To provide business park uses that are compatible with surrounding land uses.
- To provide opportunities for positive economic benefit to the City, including new net revenues to the General Fund that can be used for vital City services.
- To provide opportunities for the development of passive use parks consistent with the City of Ontario's Grand Park Master Plan.
- To provide landscaped open space within the Specific Plan area, including pedestrian trails adjacent to public arterial and collector streets.
- To improve connectivity in the area by providing pedestrian paths, bicycle routes, and comfort amenities such as bike racks that encourage circulation by means not dependent on a motorized vehicle.
- To identify and construct capital improvements for water, recycled water, sewer, storm drain, and circulation facilities that serve planned land uses within and adjacent to the Specific Plan area.
- To set forth a development phasing sequence that allows for logical development and aligns with installation of on-site and off-site infrastructure.
- To define guidelines and standards that provide a cohesive design for architecture, landscaping, streetscapes, entry monuments, corner treatments, walls and fencing, lighting, and signage within the Specific Plan area.

3. CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS

3.1 INTRODUCTION

CEQA requires that a number of written findings be made by the lead agency in connection with certification of an environmental impact report (EIR) prior to approval of the project pursuant to Sections 15091 and 15093 of the CEQA Guidelines and Section 21081 of the Public Resources Code. This document provides the findings required by CEQA. The potential environmental effects of the Ontario Policy Plan Amendment (proposed project), which include the Policy Plan Amendment, Zoning amendment, and Eucalyptus Business Park Specific Plan (EBPSP), have been analyzed in a Draft SEIR (State Clearinghouse [SCH] 2025110102) dated March 2026. A Final SEIR (Final SEIR) has also been prepared that incorporates the Draft SEIR and contains comments received on the Draft SEIR, responses to the individual comments, revisions to the Draft SEIR including any clarifications based on the comments and the responses to the comments, and the Mitigation Monitoring and Reporting Program (MMRP) for the proposed project. This document provides the findings required by CEQA for approval of the proposed project.

3.1.1 Statutory Requirements for Findings

The CEQA (Pub. Res. Code Section 21000 et seq.) and the State CEQA Guidelines (Guidelines) (14 Ca. Code Regs Section 15000 et seq.) promulgated thereunder, require the environmental impacts of a project be examined before a project is approved. Specifically, regarding findings, Guidelines Section 15091 provides:

(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

(b) The findings required by subsection (a) shall be supported by substantial evidence in the record.

(c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subsection (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.

(d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.

(e) The public agency shall specify the location and custodian of the documents or other material which constitute the record of the proceedings upon which its decision is based.

(f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

The "changes or alterations" referred to in Section 15091(a)(1) above, that are required in, or incorporated into, the project which mitigate or avoid the significant environmental effects of the project, may include a wide variety of measures or actions as set forth in Guidelines Section 15370, including:

(a) Avoiding the impact altogether by not taking a certain action or parts of an action.

(b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.

(c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.

(d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.

(e) Compensating for the impact by replacing or providing substitute resources or environments, including through permanent protection of such resources in the form of conservation easements.

As indicated above, Section 21002 requires an agency to "avoid or substantially lessen" significant adverse environmental impacts. Thus, mitigation measures that "substantially lessen" significant environmental impacts, even if not completely avoided, satisfy section 21002's mandate. (*Laurel Hills Homeowners Assn. v. City Council* (1978) 83 Cal.App.3d 515, 521 ["CEQA does not mandate the choice of the environmentally best feasible project if through the imposition of feasible mitigation measures alone the appropriate public agency has reduced environmental damage from a project to an acceptable level"]; *Las Virgenes Homeowners Fed., Inc. v. County of Los Angeles* (1986) 177 Cal. App. 3d 300, 309 ["[t]here is no requirement that adverse impacts of a project be avoided completely or reduced to a level of insignificance . . . if such would render the project unfeasible"].)

While CEQA requires that lead agencies adopt feasible mitigation measures or alternatives to substantially lessen or avoid significant environmental impacts, an agency need not adopt infeasible mitigation measures or alternatives. (Pub. Resources Code, Section 21002.1(c) [if "economic, social, or other conditions make it infeasible to mitigate one or more significant effects on the environment of a project, the project may nonetheless be carried out or approved at the discretion of a public agency"]; see also State CEQA Guidelines, Section 15126.6(a) [an "EIR is not required to consider alternatives which are infeasible"].) CEQA defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." (Pub. Resources Code, Section 21061.1.) The State CEQA Guidelines add "legal" considerations as another indicia of feasibility. (State CEQA Guidelines, Section 15364.) Project objectives also inform the determination of "feasibility." (*Jones v. U.C. Regents* (2010) 183 Cal. App. 4th 818, 828-829.) "'[F]easibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors." (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.) "Broader considerations of policy thus come into play when the decision making body is considering actual feasibility[.]" (*Cal. Native Plant Soc'y v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1000 ("Native Plant"); see also Pub. Resources Code, Section 21081(a)(3) ["economic, legal, social, technological, or other considerations" may justify rejecting mitigation and alternatives as infeasible] (emphasis added).)

Environmental impacts that are less than significant do not require the imposition of mitigation measures. (*Leonoff v. Monterey County Board of Supervisors* (1990) 222 Cal.App.3d 1337, 1347.)

The California Supreme Court has stated, "[t]he wisdom of approving . . . any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced." (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553,

576.) In addition, perfection in a project or a project's environmental alternatives is not required; rather, the requirement is that sufficient information be produced "to permit a reasonable choice of alternatives so far as environmental aspects are concerned." Outside agencies (including courts) are not to "impose unreasonable extremes or to interject [themselves] within the area of discretion as to the choice of the action to be taken." (*Residents Ad Hoc Stadium Com. v. Board of Trustees* (1979) 89 Cal.App.3d 274, 287.)

3.1.2 Findings

Having received, reviewed, and considered the EIR for the No. 2021070364, as well as other information in the record of proceedings on this matter, the City of Ontario Council adopts the following Findings (Findings) in its capacity as the legislative body for the City of Ontario (City), which is the CEQA Lead Agency. The Findings set forth the environmental and other bases for current and subsequent discretionary actions to be undertaken by the City and responsible agencies for the implementation of the proposed project.

In addition, the City of Ontario City Council (City Council) hereby make findings pursuant to and in accordance with Section 21081 of the California Public Resources Code and State CEQA Guidelines Sections 15090 and 15091 and hereby certifies that:

(1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

3.1.3 Project Environmental Report and Discretionary Actions

The Final SEIR addresses the direct, indirect, and cumulative environmental effects of construction and operation activities associated with the proposed project. The Final SEIR provides the environmental information necessary for the City to make a final decision on the requested discretionary actions for all phases of this project. The Final SEIR was also intended to support discretionary reviews and decisions by other responsible agencies.

Discretionary actions to be considered by the City may include, but are not limited to, the following:

- Approve the project; adopt the MMRP, finding that the MMRP is adequately designed to ensure compliance with the mitigation measures during project implementation; and determine that the significant adverse effects of the project either have been reduced to an acceptable level, or are outweighed by the specific overriding considerations of the project as outlined in the CEQA Findings of Fact, as set forth herein.
- Approve the proposed project and related discretionary actions.

3.1.4 Format

Section 15091 of the CEQA Guidelines requires that a Lead Agency make a finding for each significant effect for the project. This section summarizes the significant environmental impacts of the project, describes how these impacts are to be mitigated, and discusses various alternatives to the proposed project, which were developed in an effort to reduce the remaining significant environmental impacts. All impacts are considered potentially significant prior to mitigation unless otherwise stated in the findings.

The remainder of this section is divided into the following subsections:

Section 3.2B, Findings Regarding Environmental Impacts Not Requiring Mitigation, presents topical areas that would result in no impact or less than significant impacts in the Draft SEIR.

Section 3.3, Findings Regarding Environmental Impacts Requiring Mitigation, presents potentially significant impacts identified in the Draft SEIR, which includes:

- **Section 3.3.1, Findings on Significant Environmental Impacts that can be Reduced to Less Than Significant,** presents significant impacts of the proposed project that were identified in the Final SEIR, the mitigation measures identified in the MMRP, and the rationales for the findings.

- **Section 3.3.2, Significant Unavoidable Impacts that cannot be Mitigated to Below the Level of Significance,** presents significant unavoidable impacts of the proposed project that were identified in the Final SEIR, the mitigation measures identified in the MMRP, and the rationales for the findings.

Section 3.4, Cumulative Impacts, presents the summary of cumulative impacts of the proposed project.

Section 4, Alternatives to the Proposed Project, presents alternatives to the project and evaluates them in relation to the findings set forth in Section 15091(a)(3) of the State CEQA Guidelines, which allows a public agency to approve a project that would result in one or more significant environmental effects if the project alternatives are found to be infeasible because of specific economic, social, or other considerations.

Section 5, Additional CEQA Considerations, presents additional CEQA considerations including significant irreversible changes due to the proposed project and growth inducing impacts of the proposed project.

Section 6, Findings on Responses to Comments on the Draft SEIR and Revisions to the Final SEIR, presents the City's findings on the response to comments and revisions to Final SEIR, and decision on whether a recirculated Draft SEIR is necessary or not.

Section 7, Statement of Overriding Considerations, presents a description of the proposed project's significant and unavoidable adverse impacts and the justification for adopting a statement of overriding considerations.

Section 8, Mitigation Monitoring Reporting Program, presents the Mitigation Monitoring and Reporting Program.

Section 9, Certification, identifies the requirements for certification of the SEIR.

3.2 FINDINGS REGARDING ENVIRONMENTAL IMPACTS NOT REQUIRING MITIGATION

3.2.1 Issues Deemed No Impact Or Less Than Significant Impact

Pursuant to CEQA Guidelines Section 15060(d) and 15063 that allow a lead agency to skip preparation of an Initial Study and begin work directly on the EIR process. As such, here, an NOP was issued without an accompanying Initial Study.

3.2.2 Findings on "No Impact" and "Less Than Significant Impacts"

Based on the environmental assessments in the Final SEIR, the City determined that the proposed project would have no impact or less than significant impacts, including direct, indirect, and cumulative impacts, for the environmental issues summarized below. The rationale for the conclusion that no significant impact would occur in each of the issue areas is based on the environmental evaluation in the listed topical EIR sections in Chapter 3 of the Draft SEIR, which include Environmental Setting, Environmental Impacts, Cumulative Impacts, and Mitigation Measures.

The EIR concluded that all or some of the impacts of the proposed project with respect to the following issues either will not be significant or will be reduced to below a level of significance by implementing project design features or existing plans, programs, and policies as detailed in Chapter 3 of the Draft SEIR. Those issues include the following topical areas in their entirety or portions thereof: Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards

and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Utilities and Service Systems, and Wildfire. CEQA Guidelines Section 15901 requires that an EIR may not be certified for a project which has one or more significant environmental effects unless one of three possible findings is made for each significance effect. Since the following environmental issue areas were determined to have no impact or a less than significant impact, no findings for these issues are required. *Environmental Protection Info. Ctr. v. Department of Forestry & Fire Protection* (2008) 44 Cal.4th 459, 522; *Mira Mar Mobile Community v. City of Oceanside* (2004) 119 Cal.App.4th 477, 493.

AESTHETICS

Specific Plan Significance without Mitigation: Less than significant.

Impact AES-1 (PPA + EBPSP): Implementation of the proposed project would not substantially alter scenic vistas in Ontario. (Draft SEIR pg. 3.1-11)

Scenic vistas generally provide visual access or panoramic views to a large geographic area. Panoramic views are usually associated with vantage points over a section of urban or natural areas that provide a geographic orientation not commonly available. Examples of scenic or panoramic views might include an urban skyline, valley, mountain range, large open space, the ocean, or other bodies of water. As described in Section 3.1.2, *Existing Conditions*, the San Gabriel Mountains are the most prominent scenic vista in or around Ontario.

The Certified EIR concluded that the approved project would not substantially alter scenic vistas in the City, as proposed growth is primarily concentrated in undeveloped areas interspersed in existing residential areas.

Policy Plan Amendment

The City of Ontario does not designate scenic vistas. The proposed project would increase the number of housing units, non-residential square feet, employment, and population in comparison to the approved project, as shown in Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*, in Chapter 2, *Project Description*.

Increased development under the policy plan amendment would occur within the City limits and already urbanized areas of the City. The proposed project would alter the allowable type or intensity of land use on their properties as well as land use changes required to improve land use compatibility, maintain compliance with state laws, uphold long-term planning goals, and plan for a cohesive land use pattern that repositions the southwest portion of the City as a central business center. Additionally, the proposed project would include alterations to the mixed-use areas to create new district “District Place Type” that would define a vision for new mixed-use areas, primarily near the Ontario Field (ONT Field); however, these changes would

improve land use compatibility near the Ontario Sports Empire and would not affect scenic quality within the City.

Specific Plan

The City of Ontario does not designate scenic vistas; however, Policy CD-1.5 of the TOP 2050 Policy Plan requires all north-south streets be designed and developed to feature views of the San Gabriel Mountains. The Policy goes on to state that views should be free of visual clutter, such as billboards, and may be enhanced by framing with trees.

Four north-south streets would be improved as part of the Specific Plan. The segments of Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue that abut the Specific Plan area would all be improved with landscaped parkways and sidewalks. Grove Avenue would also feature a landscaped median, which is a continuation of the median previously established as part of the existing development located to the south. Streetscape landscaping would include a combination of evergreen and deciduous trees, shrubs, and groundcovers acting to reinforce views of the San Gabriel Mountains. Additionally, Chapter 6, *Design Guidelines*, of the EBPSP includes reference to Signage Guidelines to ensure aesthetically pleasing (and non-intrusive) signage within the site.

Finding

Policy Plan Amendment

The proposed project would not result in significant impacts to scenic corridors. Similarly, the scale and design of the City under the proposed project would not deter views of the San Gabriel Mountains. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and impacts identified in the Certified EIR.

Specific Plan

Based on the preceding, the Specific Plan would not have a substantial adverse effect on a scenic vista, and would be implemented consistent with Policy CD-1.5 of TOP 2050. Impacts in this regard would be less than significant. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is less than significant.

Impact AES-2 (PPA + EBPSP): Implementation of the proposed project would not alter scenic resources within a State scenic highway. (Draft SEIR pg. 3.1-13)

The Certified EIR identified that the approved project would have no impact on State scenic highways.

Policy Plan Amendment

The Euclid Avenue corridor and the Mission Boulevard corridor are the primary scenic corridors in Ontario; however, these are not identified as State-designated scenic highways, and Ontario does not have any State scenic highways through or in the vicinity of the City (Caltrans 2025). The closest designated State scenic highway is a portion of State Route 142 in Chino Hills, approximately 5 miles west of the Ontario City limit. Increased development under the policy plan amendment would occur within the city limits and already urbanized areas of the City. The proposed project would alter the allowable type or intensity of land use on their properties as well as land use changes required to improve land use compatibility, maintain compliance with state laws, uphold long-term planning goals, and plan for a cohesive land use pattern that repositions the southwest portion of the city as a central business center. As such, the proposed project would have no impact on State scenic highways.

Specific Plan

The City of Ontario is served by three freeways: I-10, I-15, and SR-60. I-10 and SR-60 traverse the northern and central portion of the City, respectively, in an east–west direction. I-15 traverses the northeastern portion of the City in a north–south direction. None of these segments are designated as scenic highways. The nearest officially designated State scenic highway is State Route 142 located approximately 5 miles west of the Specific Plan area (Caltrans 2025). The Specific Plan area is not visible from State Route 142 due to intervening topography and development. As such, the EBPSP would not substantially damage scenic resources within a state scenic highway. No impact would occur.

Findings

Policy Plan Amendment

The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project. Therefore, **no impact** would occur.

Specific Plan

No impacts related to scenic resources within a State scenic highway were identified within the 2022 Certified EIR. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, **no impact** would occur.

Impact AES-3 (PPA + EBPSP): Implementation of the proposed project would not conflict with zoning or other regulations governing scenic quality. (Draft SEIR pg. 3.1-14)

The Certified EIR concluded that while buildout in accordance with the approved project would alter the visual appearance of the City, it would not substantially degrade the existing visual character or quality of the site and its surroundings. An “urbanized area,” as defined by CEQA

Section 21071, is an incorporated city that either has a population of at least 100,000 persons, or if the population of that city and not more than 2 contiguous incorporated cities combined equals at least 100,000 persons. As described in Chapter 2, *Project Description*, of the Draft SEIR, the population of Ontario was approximately 184,404 as of 2025 (see also Table 3.14-1 in the Draft SEIR). Therefore, this impact analysis addresses whether, for an urbanized area, the proposed project would conflict with zoning or other regulations governing scenic quality.

Policy Plan Amendment

The proposed project modifies the land-use pattern and updates related Policy Plan elements while maintaining the overall planning and regulatory framework established by the approved project.

The 2022 Certified EIR and TOP 2050 included goals and policies to ensure that new development would be compatible with the existing community (Policy LU-2.6) and would be of quality design (Policies CD-2.1 through CD-2.9). The Community Design Element includes policies to ensure that the urban environment is appealing (Policies CD 3.2, CD-3.3, and CD-3.5) and to preserve the historic neighborhood character (Policy CD-4.2). Adherence to the Land Use Element and Community Design Element policies described above would reduce visual impacts.

Additionally, the proposed project would not change any regulations for scenic quality, and future development under the proposed project would still be required to adhere to the City's Development Code, which, as described in Section 3.1.1, *Regulatory Background*, includes general development requirements for density, screening and setback, signage, landscaping, lighting, height limitations, and other aspects related to the aesthetics of the City.

The proposed project would alter the allowable type or intensity of land use on their properties as well as land use changes required to improve land use compatibility, maintain compliance with state laws, uphold long-term planning goals, and plan for a cohesive land use pattern that repositions the southwest portion of the City as a central business center. Additionally, the proposed project would include alterations to the mixed-use areas to create a new district—"District Place Type"—that would define a vision for new mixed-use areas, primarily near the ONT Field. These changes would improve land use compatibility near the Ontario Sports Empire and would not affect scenic quality within the City.

Specific Plan

According to CEQA Guidelines Section 15387, urban areas mean a central city or group of contiguous cities with a population of 50,000 or more, together with adjacent densely populated areas having a population density of at least 1,000 persons per square mile. The City encompasses 50 square miles and has a population of 184,404 (DOF 2025). As such, the potential impacts under this threshold are assessed based on whether the EBPSP would conflict with applicable zoning and other regulations governing scenic quality.

As part of the Policy Plan Amendment being processed in conjunction with the EBPSP, new designations would be processed for the Specific Plan area. The Policy Plan land use designation

would be changed from Medium Density Residential (with an Affordable Housing Overlay) (MDR-AH), Mixed Use (with an Affordable Housing Overlay) (MU-BC-AH), and Open Space – Parkland (OS-R) to Business Park (BP) and Open Space – Parkland (OS-R). A Consistency Analysis of the Policy Plan's Community Design Element policies was prepared and included as Draft SEIR Table 3.11-3, *EBPSP Policy Plan Consistency Analysis*. As demonstrated, the Specific Plan would be consistent with the City's policies governing scenic quality, including Policies CD1-4 and CD1-5 which require the enhancement of transportation and view corridors, Policies CD2-1, CD2-5, CD2-8, and CD2-9, which require safe and attractive architecture and design, and Policies CD5-1 and CD5-2 which address ongoing maintenance of facilities and infrastructure.

The City of Ontario's Zoning Map designates the Specific Plan area's zoning as Specific Plan (SP) with an Agricultural (AG) overlay and an Affordable Housing AH Overlay. Upon adoption of the EBPSP zoning of the site would become Specific Plan – EBPSP.

The Specific Plan establishes Development Regulations and Design Guidelines to guide future development within the site through regulations for architecture, lighting, signage, landscape, streetscape, and entries and monuments. The City would review and approve future development proposals for conformance with the Specific Plan and the City's Development Code to ensure scenic quality and visually compatible development prior to issuance of building permit.

Finding

Policy Plan Amendment

Because the Policy Plan Amendment is an overriding planning document for the City, and because it is intended to improve consistency with existing regulations and conditions, the proposed project would not have a significant impact with respect to being inconsistent with policies or regulations governing scenic quality. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project. Therefore, this impact is **less than significant**.

Specific Plan

Conformance with EBPSP Development Regulations and Design Guidelines, as well as the City's Development Code would minimize the potential for implementation of the Specific Plan to adversely affect scenic resources or result in development that would conflict with applicable zoning and other regulations governing scenic quality. Impacts in this regard would be less than significant. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **Less than significant**.

Impact AES-4 (PPA + EBPSP): Buildout of the proposed project would generate additional light and glare, which would be minimized through adherence to the City of Ontario Development Code. (Draft SEIR pg. 3.1-17)

The Certified EIR concluded that development the approved project would result in new sources of light or glare, but with adherence to the design standards of the City of Ontario Development Code impacts were less than significant.

Sources of light and glare in the City include building lighting (interior and exterior), security lighting, sign illumination, ballfield lighting, and parking-area lighting. These sources are mostly associated with residential, commercial, and industrial uses and the larger community parks in the more developed areas of the City. Other sources of nighttime light and glare include streetlights, vehicular traffic along surrounding roadways, and ambient lighting from surrounding communities.

Policy Plan Amendment

New development would generate new sources of light and glare through increased urbanization and densification of the city, affecting day or nighttime views. Sources of light include nighttime street and building illumination, security lighting, nighttime traffic, and lighting associated with construction activities. Lighting introduced to undeveloped and open space areas has the potential to impact visual quality of the nighttime sky.

Like the approved project, the proposed project would result in additional sources of light or glare; however, the City of Ontario Development Code contains standards addressing lighting through its design policies. Adherence to the design standards of the City of Ontario Development Code would ensure that light and glare from new developments would be minimized and that significant impacts would not occur.

Specific Plan

Existing sources of artificial, exterior lighting associated with on-site uses include building-mounted fixtures, streetlights, vehicle headlights, and lighting from surrounding developed properties.

New lighting introduced to the Specific Plan area would be subject to the requirements of the Specific Plan's Development Regulations and Design Guidelines for lighting. In this regard, Section 6.7 of the EBPSP requires lighting to be shielded, diffused or indirect, to avoid glare to pedestrians or motorists. In addition, lighting fixtures are required to be selected and located to confine the area of illumination and minimize light spillage to surrounding properties. Lighting that could be mistaken for airport lighting in the eyes of pilots of aircraft using the nearby Chino Airport (CNO) or Ontario International Airport (ONT) would be prohibited.

Future development lighting plans would be subject to review and approval by the City's Planning Department and Ontario Police Department (pursuant to the City's Building Security

Ordinance). Conformance with applicable glare provisions of the Airport Land Use Compatibility Plans for the nearby CNO and ONT would also be required prior to issuance of building permits.

With respect to glare, a majority of building materials within the Specific Plan would consist of tilt-up concrete panels. Secondary materials would include natural or fabricated stone, and fire-resistant or synthetic wood siding, which are low reflective materials. Windows would be clear or lightly tinted with subtle reflectivity; highly reflective or silver-tinted glass would not be allowed. Glare effects would be further minimized by required setbacks and buffered by landscaping.

The EBPSP requires building roofs to be designed to accommodate solar photovoltaic (PV) systems. Rooftop PV panels are produced by numerous manufacturers with a variety of specifications and the exact configuration and specifications will be determined in conjunction with each building's architectural design in the future. Regardless, industry standard rooftop PV panels exhibit low reflectivity due to anti-reflective coatings and the industry objective of maximizing absorption rather than reflection. Because rooftop panels are mounted at shallow angles and generally face the sun's path, any potential glare would be directed upward rather than horizontally toward roadways or sensitive viewers. Public vantage points are at-grade, substantially below the rooftop plane, limiting opportunities for direct reflection of glare towards sensitive receivers.

Finding

Policy Plan Amendment

Compared to the approved project, the proposed project does not introduce substantial new sources of light and glare, and impacts would be less than significant. Therefore, the proposed project would not result in new or substantial increase in magnitude of impacts compared to the approved project and this impact is **less than significant**.

Specific Plan

Based on the preceding, implementation of the Specific Plan would not result in a significant source of light or glare that would adversely affect daytime or nighttime views, and impacts would be less than significant. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant.**

AGRICULTURE AND FORESTRY RESOURCES

Impact AGF-1 (PPA + EBPSP): The proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in Ontario to nonagricultural use. (Draft SEIR pg. 3.2-17)

The 2022 Certified EIR concluded that the City of Ontario's land use plan no longer designates agricultural land uses in the City; therefore, TOP 2050 would not convert Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to nonagricultural uses and would have no impact on land zoned for the purpose of agricultural uses. The 2010 Ontario Plan Certified EIR concluded that buildout of the City would result in significant and unavoidable impacts to Prime Farmland, Unique Farmland, and Farmland of Statewide Importance because it converted all of the then-existing land under these categories to residential, commercial, mixed-use, and industrial land uses. Existing agricultural uses have been allowed to persist as nonconforming uses.

Policy Plan Amendment

In accordance with CEQA Guidelines Section 15163, the Draft SEIR evaluates the potential impacts from the change in land use designations and policies of the current TOP 2050 compared to the Policy Plan Amendment. Consistent with the TOP 2050, the City of Ontario no longer designates agricultural land uses within the City. While there is currently agricultural use in the Ontario Ranch, the planning framework to convert the land to nonagricultural land already occurred as a result of adoption of the current TOP 2050 in 2010, and prior to that as a result of annexation of the New Model Colony in 1999 from the County of San Bernardino. The proposed project would not result in any additional conversion of agricultural land in Ontario compared to the approved project.

The proposed project would redesignate land currently designated for residential to business park, increase residential densities, and allow mixed uses within developed areas, primarily on land in Ontario Ranch that is currently used for agricultural purposes. In addition, new mixed-use designations would be added for land surrounding the Ontario Sports Empire to align with recreational uses currently under development.

Specific Plan

As shown in Draft SEIR Figure 3.2-3, the majority of the Specific Plan area (170.72 acres) is mapped as "other land," but small areas of grazing land (11.62 acres) and Prime Farmland (6.6 acres) are located on-site. The City of Ontario no longer has land designated for agricultural use. The 2010 Ontario Plan Certified EIR concluded that buildout of the City would result in significant and unavoidable impacts to Prime Farmland, Unique Farmland, and Farmland of Statewide Importance because it converted all of the then-existing land under these categories to residential, commercial, mixed-use, and industrial land uses. Subsequently, the 2022 Certified EIR concluded that, because the City of Ontario's land use plan no longer designates agricultural land uses, TOP 2050 would not result in farmland impacts that were not previously disclosed. On this basis, the 2022 Certified EIR concluded that no impacts to farmland would result. Existing agricultural uses have been allowed to persist as non-conforming uses. The City adopted the Agricultural Overlay Zoning District in Section 9-1.2700 of the Ontario Municipal Code and Section 6.01.035.C.1 of the Development Code, which allows for the continuation of agricultural uses until development is approved for the Ontario Ranch subareas.

Finding

Policy Plan Amendment

Although the proposed project would increase residential densities and allow mixed uses in areas currently used for agricultural purposes and designated as Prime Farmland within the City, the land use plan no longer designates agricultural land uses and would not convert land from Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural uses. Therefore, the proposed project would have no impact on land zoned for agricultural purposes, and this impact would be **less than significant**.

Specific Plan

Impacts associated with the loss of farmland within the City were previously analyzed and disclosed as part of the 2010 Certified EIR. The 2022 Certified EIR did not identify further impacts regarding farmland. Similarly, implementation of the EBPSP, including the conversion of grazing land and Prime Farmland to a non-agricultural use, would not result in impacts not already previously disclosed. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Impact AGF-2 (PPA + EBPSP): The proposed project would not result in conflicts with existing zoning for agricultural use or a Williamson Act contract. (Draft SEIR pg. 3.2-19)

Policy Plan Amendment

The City of Ontario no longer designates agricultural land uses in the City. There are existing Williamson Act contracts in the City, as shown in Draft SEIR Figure 3-2.2, and any land held in a Williamson Act contract would have to be filed for nonrenewal, and the contract would have to be allowed to expire before any development occurs on it.

Specific Plan

Two parcels within the Specific Plan area have an active Williamson Act contract in place (APNs: 0216-231-01 and 0216-321-07). An application to cancel the contract is required to be submitted to the City. The existing zoning of the site is Specific Plan with an Agricultural Overlay and Affordable Housing Overlay. The Agricultural Overlay was developed to allow for the continuation of agricultural uses until development is approved for the Ontario Ranch subareas. Eventual removal of the Agricultural Overlay was anticipated in the 2022 Certified EIR.

Finding

Policy Plan Amendment

The 2022 Certified EIR determined that buildout of the approved project would have resulted in the cancellation or nonrenewal of Williamson Act contracts within the City. The 2022 Certified EIR would not result in further impacts to Williamson Act lands. Therefore, this impact is **less than significant**.

Specific Plan

The EBPSP would not result in impacts not already previously disclosed. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Impact AGF-3 (PPA + EBPSP): The proposed project would not conflict with existing zoning for forest land, timberland, or timberland zoned Timberland Production. (Draft SEIR pg. 3.2-20)

The 2022 Certified EIR determined there are no land use designations or zoning for forest land, timberland, or timberland zoned Timberland Production in the City of Ontario, and impacts were less than significant.

Policy Plan Amendment

Consistent with the 2022 Certified EIR, there are no land use designations or zoning for forest land, timberland, or timberland zoned Timberland Production in the City of Ontario. Consequently, the proposed project would not conflict with existing zoning for forest land, timberland, or timberland zoned Timberland Production. Therefore, there is no land in Ontario that would be considered forest land. Consequently, implementation of the proposed project would not result in loss or conversion of timberland to non-forest uses, and **no impact** would occur.

Specific Plan

There are no land use designations or zoning for forest land, timberland, or timberland zoned Timberland Production in the City of Ontario. The existing zoning of the site is Specific Plan with an Agricultural Overlay and Affordable Housing Overlay. The EBPSP would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland production. Therefore, **no impacts** would occur.

Finding

Policy Plan Amendment

The proposed project would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. **No impacts** would occur.

Specific Plan

The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. **No impacts** would occur.

Impact AGF-4 (PPA + EBPSP): No forest land would be affected by the proposed project. (Draft SEIR pg. 3.2-21)

The 2022 Certified EIR determined that there are no land use designations or zoning for forest land in the City of Ontario and there were no impacts.

Policy Plan Amendment

Consistent with the Certified EIR, there are no land use designations or zoning for forest land in the City of Ontario. Consequently, the proposed project would not conflict with existing zoning for forest land. There is no land in Ontario that would be considered forest land and implementation of the proposed project would not result in loss or conversion of forest land to non-forest uses.

Specific Plan

The City of Ontario does not contain any forest land or timberland that could fall under the definition of forest land per California Public Resource Code Section 12220(g). As such, no forestry resources are located within the Specific Plan area or in the immediate vicinity. The EBPSP would have **no impact** in this regard.

Finding

Policy Plan Amendment

The 2022 Certified EIR concluded that because the City of Ontario's land use plan no longer designates agricultural land uses in the City, the TOP 2050 would not convert Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to nonagricultural uses and would have no impact on land zoned for the purpose of agricultural uses. **No impact** would occur.

Specific Plan

The 2022 Certified EIR did not identify any impacts regarding the loss or conversion of forest land. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. **No impact** would occur.

Impact AGF-5 (PPA + EBPSP): The proposed project would not involve other changes that would result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use that have not been previously disclosed. (Draft SEIR pg. 3.2-22)

The 2022 Certified EIR determined that there are no land use designations or zoning for forest land in the City of Ontario and there were no impacts.

Policy Plan Amendment

Consistent with the 2010 TOP and the TOP 2050, the City of Ontario no longer designates agricultural land uses. While the proposed project would redesignate some areas currently used for agricultural activities, these sites are not zoned or designated for agricultural purposes.

Similarly, TOP 2050 does not identify any land use designations or zoning for forest land within the City. As a result, the proposed project would not conflict with existing zoning for forest land.

Specific Plan

Although the majority of the Specific Plan area is currently used for agricultural purposes, the zoning of the site is Specific Plan, denoting the site's eventual transition to more urban uses. All former agriculture areas in the City are now designated for nonagricultural uses. As previously discussed, impacts associated with the conversion of agricultural areas were disclosed as part of the 2010 Ontario Plan Environmental Impact Report. The 2010 Certified EIR identified significant and unavoidable impacts to agricultural resources because buildout would result in all agricultural areas being converted to nonagricultural uses, and because buildout would lead to cancellation or expiration of Williamson Act contracts (Ontario 2010).

Since impacts were analyzed and disclosed as part of the 2010 Certified EIR, the 2022 Certified EIR did not identify any further impacts related to the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use, and concluded that impacts would be less than significant. EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Finding

Policy Plan Amendment

The proposed project would not result in the conversion of farmland to nonagricultural uses. Because no forest land exists within the City of Ontario, the proposed project would not result in the loss or conversion of forest land to non-forest uses. The proposed project will not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. This impact is **less than significant**

Specific Plan

There is no forest land located within the City; therefore, the Specific Plan would not result in conversion of forest land to non-forest use. Therefore, this impact is **less than significant**.

AIR QUALITY

Impact AQ-2 (EBPSP): Construction activities associated with future development that would be accommodated under the EBPSP would not generate short-term emissions in exceedance of the South Coast AQMD's threshold criteria. (Draft SEIR pg. 3.3-57)

Specific Plan

Construction activities associated with the EBPSP would result in emissions of ROGs, NO_x, SO_x, CO, PM_{10}, and $PM_{2.5}$. Construction-related emissions are expected from the following construction activities:

- Demolition/Crushing
- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

Consistent with industry standards and typical construction practices, each piece of equipment is assumed to operate up to a total of eight hours per day. Standard construction practices to be employed during EBPSP construction include:

- Fugitive dust controls, including soil watering, soil stabilization, limited speeds on-site, and the use of rumble plates or street sweepers.
- Equipment emission controls, including the use of Tier 4 Final off-road diesel equipment, idling restrictions, and the use of electrical equipment when feasible.
- Construction vehicle controls, including encouraging ridesharing and covering haul truck loads.
- Architectural coatings, including the use of low-VOC paints, primers, and sealants.
- Construction phasing, including sequencing construction to minimize overlap of high-emission activities and avoiding simultaneous high-emission operations when feasible.

Estimated maximum daily construction emissions for Phases 1, 2, and 3 are summarized in Draft SEIR Table 3.3-11, *EBPSP Construction Emissions Summary: Phase 1;* Draft SEIR Table 3.3-12, *EBPSP Construction Emissions Summary: Phase 2;* and Draft SEIR Table 3.3-13, *EBPSP Construction Emissions Summary: Phase 3*.

Finding

Specific Plan

As identified in these tables, EBPSP construction would not exceed any criteria pollutant thresholds established by the South Coast AQMD, and impacts would be **less than significant**. Construction impacts associated with the approved project were identified as significant and unavoidable in the Certified EIR. Therefore, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Impact AQ-4 (EBPSP): Construction activities associated with the EBPSP would not expose sensitive receptors to substantial air pollutant concentrations. (Draft SEIR pg. 3.3-76)

Specific Plan

LSTs represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable National AAQS and California AAQS at the nearest residence or sensitive receptor. Receptor locations are off-site locations where individuals may be exposed to emissions from project activities. Receptors in the EBPSP study area are described below and illustrated in Draft SEIR Figure 3.3-6, *EBPSP Sensitive Receptor Locations*.

- **Location R1** represents the existing residence at 7697 Edison Avenue, approximately 668 feet north of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the site, receptor point R1 in the model is placed at the building's façade.
- **Location R2** represents the existing residence at 14213 Bon View Avenue, approximately 89 feet north of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the site, receptor point R2 in the model is placed at the building's façade.
- **Location R3** represents the existing residence at 14117 Grove Avenue, approximately 900 feet north of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the site, receptor point R3 in the model is placed at the building's façade.
- **Location R4** represents the existing residence at 8377 Edison Avenue, approximately 639 feet north of the EBPSP site. Receptor point R4 in the model is placed in the private outdoor living area (backyard) facing the site.
- **Location R5** represents the existing residence at 14303 Walker Avenue, approximately 109 feet east of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the site, receptor point R5 in the model is placed at the building's façade.

- **Location R6** represents the Ontario Fire Station 11 located at 7721 Eucalyptus Avenue, approximately 166 feet south of the EBPSP site. R6 is placed at the nearest building façade facing the site.
- **Location R7** represents the existing residence at 7566 Eucalyptus Avenue, approximately 164 feet south of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the site, receptor point R7 in the model is placed at the building's façade.
- **Location R8** represents the existing residence at 7511 Eucalyptus Avenue, approximately 105 feet west of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the site, receptor point R8 in the model is placed at the building's façade.
- **Location R9** represents the Crosspoint Children's Center at 6950 Edison Avenue, approximately 3,442 feet northwest of the EBPSP site. Receptor point R9 in the model is placed at the nearest building façade facing the site.

Construction-Phase Localized Significance Thresholds

Based on South Coast AQMD's LST Methodology, emissions of concern during construction activities include NO_X, CO, $PM_{2.5}$, and PM_{10}. Draft SEIR Table 3.3-18, *EBPSP Construction Source LST Summary: Phase 1;* Draft SEIR Table 3.3-19, *EBPSP Construction Source LST Summary: Phase 2;* and Draft SEIR Table 3.3-20, *EBPSP Construction Source LST Summary: Buildout,* present the construction-source localized emissions that can be expected during each construction phase of the Specific Plan. As shown in these tables, emissions for all construction phases would not exceed South Coast AQMD's localized significance thresholds at the maximally exposed receptors as a result of construction activities.

Construction-Phase Toxic Air Contaminants

Construction-related DPM emissions are expected primarily as a function of the operation of heavy-duty construction equipment. Potential health risks to residents, workers, and school children were evaluated over a period of 30, 25, and 9 years of exposure, as discussed below. Draft SEIR Table 3.3-21, *Summary of EBPSP Construction Health Risks*, presents a summary of the previous discussions of EBPSP construction health risks.

Residential Exposure Scenario

The location with the greatest potential exposure to construction-source DPM emissions is Location R5, approximately 109 feet east of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the site, R5 is placed at the building façade facing the site. For the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to EBPSP construction-source DPM emissions is estimated at 1.39 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be ≤0.01, which would not exceed the applicable threshold of 1.0. Although Location R5 is not the nearest receptor to the EBPSP site, it would experience the highest concentrations of DPM during construction due to its location and meteorological conditions. Because all other modeled receptors would experience lower concentrations of DPM during construction, all other receptors in the vicinity of the EBPSP would be exposed to

less emissions and therefore less risk than the MEIR identified. Therefore, the EBPSP would not cause a significant human health or cancer risk to adjacent land uses as a result of construction activity.

Worker Exposure Scenario

The worker receptor land use with the greatest potential exposure to EBPSP construction-source DPM emissions is Location R6, which represents the potential worker receptor approximately 166 feet south of the site. The maximally exposed individual worker (MEIW) is the worker receptor location that would experience the highest modeled concentrations of DPM, and thus the highest risk. For the MEIW, the maximum incremental cancer risk impact is calculated to be 0.04 in one million, which is less than the South Coast AQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be ≤0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors would be exposed to lower concentrations of DPM, all other worker receptors in the vicinity of the EBPSP would be exposed to less emissions and therefore less risk than the MEIW identified. Therefore, construction would not cause a significant human health or cancer risk to adjacent workers.

School Child Exposure Scenario

The nearest school and location of the maximally exposed individual school child (MEISC) is Crosspoint Children's Center, approximately 3,442 feet northwest of the EBPSP site and represented by Location R9. For the MEISC, the maximum incremental cancer risk impact attributable to construction is calculated to be ≤0.01 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the EBPSP were calculated to be ≤0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled school receptors would be exposed to lower concentrations of DPM, all other school receptors in the vicinity of the EBPSP would be exposed to less emissions and therefore less risk than the MEISC identified.

Finding

Specific Plan

Based on the preceding, the potential for construction of the Specific Plan to expose sensitive receptors to substantial pollutant concentrations would be less than significant. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Impact AQ-5 (EBPSP): Operation of EBPSP would not expose sensitive receptors to substantial pollutant concentrations. (Draft SEIR pg. 3.3-101)

Specific Plan

CO Hotspots

A CO hotspot is defined as a localized concentration of CO exceeding the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. At the time the most recent CEQA Air Quality Handbook (1993) was published by South Coast AQMD, the air basin was designated as non-attainment, requiring projects to perform hotspot analyses to ensure they did not worsen the existing conditions. Over the last 2 decades, background CO concentrations have been significantly reduced due to regulatory controls on tailpipe emissions, which have culminated in the air basin achieving attainment status for CO.

In 2003, the South Coast AQMD, as part of its AQMP development process, prepared modeling to determine the potential for CO Hotspots at the four busiest intersections in the air basin. As summarized in the 2003 AQMP, even at one of the busiest intersections at that time, only 0.7 ppm of CO is attributable to vehicular traffic and the remaining 7.7 ppm were due to ambient background conditions. The 2003 AQMP's findings underscore that CO hotspots are highly unlikely due to the reduced background concentrations and the effectiveness of California's air quality management strategies. The substantial reduction in CO levels from the vehicle fleet and the state's attainment status for CO further diminish the need for detailed microscale hotspot analyses, reinforcing that existing monitoring and regulatory frameworks adequately address potential air quality concerns.

As such, EBPSP-related traffic at any intersections within the study area would not cause or contribute to a CO hotspot since the background concentrations are low and any contribution from EBPSP traffic would be negligible.

Operational-Source Localized Significance Thresholds

Draft SEIR Table 3.3-24, *EBPSP Operational Source LST Summary: Phase 1*; Draft SEIR Table 3.3-25, *EBPSP Operational Source LST Summary: Phases 1 and 2*; and Draft SEIR Table 3.3-26, *EBPSP Operational Source LST Summary: Phases 1, 2, and 3*, present the operational-source localized emissions that can be expected during each operational phase of the Specific Plan. As shown, emissions for all operational phases would not exceed South Coast AQMD's localized significance thresholds at the maximally exposed receptors as a result of operational activities.

Operational-Source Health Risk Assessment

Draft SEIR Table 3.3-27, *Summary of EBPSP Operational Health Risks,* presents a summary of the EBPSP operational health risk analysis.

Residential Exposure Scenario

The residential land use with the greatest potential exposure to operational-source DPM emissions is Location R5, which is 109 feet east of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the EBPSP site, R5 is placed at the building façade facing the site. At this location, the maximum incremental cancer risk attributable to operational-source DPM emissions is estimated at 2.27 in one million, which would not exceed the South Coast AQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be ≤0.01, which would not exceed the applicable significance threshold of 1.0.

Although Location R5 is not the nearest receptor to the EBPSP site, it would experience the highest concentrations of DPM from operations due to its location and meteorological conditions. Because all other modeled receptors would be exposed to lower concentrations of DPM, all other receptors in the vicinity would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, operations of the EBPSP would not cause a significant human health or cancer risk to nearby residences.

Worker Exposure Scenario

The worker receptor land use with the greatest potential exposure to operational-source DPM emissions is Location R6, which represents the potential worker receptor 166 feet south of the EBPSP site. The MEIW is the worker receptor location that would experience the highest modeled concentrations of DPM, and thus the highest risk. For the MEIW, the maximum incremental cancer risk impact is calculated to be 0.21 in one million, which is less than the South Coast AQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be ≤0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors would be exposed to lower concentrations of DPM, all other worker receptors in the vicinity would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, EBPSP operations would not cause a significant human health or cancer risk to adjacent workers.

School Exposure Scenario

Proximity to sources of toxics is critical to determining the impact. In traffic-related studies, the additional non-cancer risk attributable to proximity was seen within 1,000 feet and was strongest within 300 feet. California freeway studies show about a 70 percent drop-off in particulate pollution levels at 500 feet. Based on CARB and South Coast AQMD emissions and modeling analyses, an 80 percent drop-off in pollutant concentrations is expected at approximately 1,000 feet from a distribution center.

The 1,000-foot evaluation distance is supported by research-based findings concerning TAC emission dispersion rates from roadways and large sources showing that emissions diminish substantially between 500 and 1,000 feet from emission sources.

A one-quarter mile radius, or 1,320 feet, is commonly utilized for identifying sensitive receptors, such as schools, that may be impacted by a proposed project. This radius is more robust than and therefore provides a more health protective scenario for evaluation than the 1,000-foot impact radius identified above. Notwithstanding, for full disclosure purposes, the nearest school was also evaluated.

The nearest school and location of the MEISC is Crosspoint Children's Center, approximately 3,442 feet northwest of the EBPSP site and represented by Location R9. At the MEISC, the maximum incremental cancer risk impact attributable to operations is calculated to be 0.04 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the EBPSP were calculated to be ≤0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled school receptors would be exposed to lower concentrations of DPM, all other school receptors in the vicinity would be exposed to less emissions and therefore less risk than the MEISC identified herein.

Construction and Operational Impacts Combined

The analysis considers a conservative scenario in which a child at a nearby residence is exposed to construction-related DPM emissions from birth for the expected 4.5 years of construction, and is then exposed to operational emissions for the remaining 25.5 years of the 30-year residential exposure scenario.

The land use with the greatest potential exposure to construction-source and operational-source DPM emissions is Location R5. As shown in Draft SEIR Table 3.3-28, *Summary of EBPSP Construction and Operational Health Risks Combined,* at the MEIR, the maximum incremental cancer risk attributable to construction-source and operational-source DPM emissions is estimated at 2.38 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be ≤0.01, which would not exceed the applicable threshold of 1.0. As such, the EBPSP would not cause a significant human health or cancer risk to adjacent land uses as a result of construction and operational activity. All other receptors during construction and operational activity would experience less risk than what is identified for this location.

Finding

Specific Plan

Based on the preceding, the potential for operations of the EBPSP to expose sensitive receptors to substantial pollutant concentrations is considered **less than significant**. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Impact AQ-6 (PPA+EBPSP): Operation of land uses accommodated under the proposed project would not result in other emissions, such as those leading to odors, that would adversely affect a substantial number of people. (Draft SEIR pg. 3.3-107)

The 2022 Certified EIR did not identify any significant odor impacts associated with the approved project. Growth within the City under the proposed project could generate new sources of odors. Nuisance odors from land uses in the SoCAB are regulated under South Coast AQMD Rule 402, Nuisance, which states:

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

Policy Plan Amendment

Industrial Land Uses

Buildout permitted under the approved project and the proposed project could include new sources of odors, such as compost facilities, landfills, solid-waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), asphalt batch manufacturing plants, chemical manufacturing, and food manufacturing facilities. Similar to the approved project, areas where these types of uses could be developed under the proposed project would be generally limited to the areas designated Industrial (see Draft SEIR Figure 2-5, *Proposed TOP 2050 Land Use Plan*). Future environmental review would be required for these types of industrial projects, which would ensure that sensitive land uses are not exposed to objectionable odors. Industrial land uses associated with the proposed project also would be required to comply with South Coast AQMD Rule 402. Therefore, impacts from potential odors generated from industrial land uses associated with the proposed project are considered less than significant.

Residential and Other Land Uses

Like the approved project, residential and other nonresidential, nonindustrial land uses that would be accommodated by the proposed project could result in the generation of odors such as exhaust from landscaping equipment and from cooking. Unlike industrial land uses, these are not considered potential generators of odor that could affect a substantial number of people. Nuisance odors are regulated under South Coast AQMD Rule 402, which requires abatement of any nuisance generating a verified odor complaint. Therefore, impacts from potential odors

generated from residential and other nonresidential land uses associated with the proposed project are considered less than significant.

Construction

Like the approved project, during construction activities of development projects that would be accommodated by the proposed project, construction equipment exhaust and application of asphalt and architectural coatings would temporarily generate odors. Any construction-related odor emissions would be temporary and intermittent. Noxious odors would be confined to the immediate vicinity of the construction equipment in use. By the time such emissions reached any sensitive receptor sites, they would be diluted to well below any level of air quality concern. Short-term construction-related odors are expected to cease upon the drying or hardening of odor-producing materials. Therefore, impacts associated with construction-generated odors from development under the proposed project are considered less than significant.

Specific Plan

The odor impacts of the Specific Plan are the same as for the Policy Plan Amendment. Therefore, the Specific Plan would not result in new impacts or a substantial increase in the magnitude of impacts compared to the approved project.

Moreover, the Specific Plan does not contain land uses typically associated with emitting objectionable odors. Potential odor sources may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with long-term operational uses. Standard construction requirements would minimize odor impacts from construction. Any construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction. It is expected that refuse would be stored in covered containers and removed at regular intervals in compliance with current solid waste regulations. The EBPSP would also be required to comply with South Coast AQMD Rule 402 to prevent occurrences of public nuisances.

Finding

Policy Plan Amendment

Odors generated from future land uses and construction of future land uses in the City would not generate odors that would adversely affect sensitive receptors. Impact are **less than significant**. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project.

Specific Plan

Odors and other emissions (such as those leading to odors) associated with construction and operations activities within the Specific Plan area would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

BIOLOGICAL RESOURCES

Impact BIO-2 (PPA+EBPSP): Compliance with existing regulations would ensure that implementation of the proposed project would not have an adverse impact on riparian or sensitive habitats. (Draft SEIR pg. 3.4-65)

Policy Plan Amendment

Surface water areas are assumed to contain sensitive natural communities if they support plants such as mulefat and willow, which are member plants of sensitive communities listed in the CNDDB as occurring in the region. Surface water areas in the city include detention basins and other man-made lakes, such as those in golf courses, as well as dairy manure water retention basins, irrigation ponds, and livestock-watering ponds associated with agricultural uses in Ontario Ranch.

Detention basins would retain the Open Space–Non-recreation and Open Space–Parkland designations under the Policy Plan Amendment. The basins would not be developed with other land uses.

The Policy Plan Amendment primarily involves modifying the TOP land use pattern and making associated updates to the various elements of the TOP Policy Plan. Implementation of the Policy Plan Amendment would not result in direct vegetation removal in surface water areas in the city; however, projects approved pursuant to the Policy Plan Amendment could indirectly result in such removal. Projects that would result in impacts to surface water areas determined to be jurisdictional to the state would require CDFW approval pursuant to the Fish and Game Code in the form of Streambed Alteration Agreements (Section 1600, et. seq.). Such impacts would require mitigation, also subject to CDFW approval. Furthermore, TOP Policy ER-5.1 would support avoidance of adverse impacts to protected wetlands, waters of the United States, and waters of the State.

Compared to the approved project, the proposed project would have similar impacts to sensitive habitat because it would not result in development of new, previously undeveloped areas of the city that were not planned for under the approved project, even though it would result in an increase in land use intensity. Individual projects undergoing environmental review under CEQA would be required to determine whether there is potential habitat on-site for sensitive species. If sensitive species were found on-site, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Projects in Ontario Ranch would pay a mitigation fee that would be deposited into a trust fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value.

Specific Plan

The existing on-site stock ponds are artificially created in upland areas primarily for dairy effluence. They do not exhibit hydraulic connectivity to upstream or downstream aquatic resources. Plant species surrounding the stock ponds include several ruderal, invasive, and/or weedy species. No hydrophytic or riparian vegetation was observed in the stock pond areas. No riparian or other special-status plant communities were observed within the Specific Plan area.

Finding

Policy Plan Amendment

In conclusion, projects affecting riparian habitat in the city would be required to mitigate potential impacts to riparian areas through the existing permitting process. Therefore, the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to riparian habitat or sensitive natural communities compared to the approved project. This impact is **less than significant**.

Specific Plan

The EBPSP would not result in new impacts or a substantial increase in the magnitude of impacts to riparian habitat or sensitive natural communities compared to the approved project. This impact is **less than significant**.

Impact BIO-3 (PPA+EBPSP): Compliance with existing regulations would ensure that implementation of the proposed project would not have an adverse impact on jurisdictional waters. (Draft SEIR pg. 3.4-67)

The 2022 Certified EIR found that the approved project would not have substantial adverse impacts on jurisdictional waters. Flood control channels and detention basins would be designated Open Space–Non-recreation or Open Space–Parkland. Projects that have the potential to result in impacts to waters of the state would be subject to approval by CDFW or USACE; require a Section 404 permit under the CWA or consultation with EPA for a Section 7 take permit, as applicable; and require mitigation in accordance with the applicable permits.

Policy Plan Amendment

The Cucamonga Creek and Deer Creek channels and portions of the Lower Deer Creek, Day Creek, Etiwanda Creek, and West Cucamonga Creek channels are owned and maintained by San Bernardino County (Ontario 2022); they are not subject to land use controls by the City of Ontario and would not be affected by the proposed project. Remaining segments of the Lower Deer Creek, Day Creek, Etiwanda Creek, and West Cucamonga Creek channels that are owned by the City would retain the Open Space–Non-recreation designation under the Policy Plan Amendment and would not be developed with other land uses. The Cucamonga, Ely, Wineville,

and Chris detention basins are also owned and maintained by the County (Ontario 2022) and would not be affected by the proposed project.

Ontario Ranch contains dairy manure water retention basins, irrigation ponds, livestock-watering, and man-made lakes. In addition, fields under cultivation or left fallow accumulate surface water in ponds or ditches. The CDFW may have jurisdiction over these water bodies, but they are not expected to come under USACE jurisdiction.

The Policy Plan Amendment primarily involves modifying the TOP land use pattern and making associated updates to the various elements of the TOP Policy Plan. Implementation of the Policy Plan Amendment would not result in direct impacts to waters of the State because the Policy Plan Amendment does not grant specific entitlements for development. Tributaries to any channels in the city, plus areas that are fed by surface waters, are considered waters of the State and are jurisdictional to CDFW. Projects resulting in impacts to waters of the State would be subject to approval by CDFW through Streambed Alteration Agreements and would require mitigation as determined by the CDFW for any consequent impacts.

Individual projects undergoing environmental review under CEQA would be required to determine whether there is potential habitat on-site for sensitive species. If sensitive species were found, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Projects in Ontario Ranch would pay a mitigation fee that would be deposited into a trust fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value.

Compared to the approved project, the proposed project would have similar impacts to jurisdictional waters. This is because the proposed project would result in an increase in land use intensity but would not result in development of new, previously undeveloped areas of the city that were not planned for under the approved project.

Specific Plan

No wetlands are in the Specific Plan area. The existing on-site stock ponds are artificially created in upland areas primarily for dairy effluence. Plant species surrounding the stock ponds include several ruderal, invasive, and/or weedy species. All of the retention ponds are devoid of wetland vegetation.

Finding

Policy Plan Amendment

In conclusion, because projects that have the potential to result in impact to waters of the State would be subject to approval by CDFW and USACE, require a Section 404 permit under the CQA or consultation with the EPA for a Section 7 take permit, and mitigation would be required in accordance with the applicable permits, impacts to jurisdictional waters in the city associated with the proposed project would be less than significant. Therefore, the proposed project would

not result in new impacts or a substantial increase in the magnitude of impacts to jurisdictional waters compared to the approved project. This impact is **less than significant**.

Specific Plan

The EBPSP would not result in new impacts or a substantial increase in the magnitude of impacts to jurisdictional waters compared to the approved project. This impact is **less than significant**.

Impact BIO-5 (PPA+EBPSP): Compliance with the City's Biological Resources Habitat Mitigation Fee would ensure that implementation of the proposed project would not conflict with local policies and ordinances protecting biological resources in the city. (Draft SEIR pg. 3.4-72)

The 2022 Certified EIR found that the approved project would not conflict with any local policies or ordinances protecting biological resources.

Policy Plan Amendment

As a condition of developing in Ontario Ranch, projects would be required to pay the City's habitat mitigation fee, which was established to cover potential environmental impacts to burrowing owl, DSFLF, raptor foraging, loss of open space, and agricultural lands.[1] Projects in Ontario Ranch would also comply with City procedures requiring a habitat assessment to determine potential habitat for sensitive species through focused protocol surveys.

The City also requires that projects comply with the City's Tree Preservation Policy and Protection Measures (Development Code Section 6.05.020).

The proposed project primarily involves modifying the TOP land use pattern and making associated updates to the various elements of the TOP 2050. The proposed project would not grant specific entitlements for development; therefore, implementation of the Policy Plan Amendment would not directly conflict with local policies or ordinances protecting biological resources. Such projects would be required to comply local policies and ordinances, as outlined in Section 3.4.1, *Regulatory Framework*, under "Local," including the Tree Preservation Policy. Therefore, the proposed project would comply with all applicable local regulations and plans that protect biological resources.

Compared to the approved project, the proposed project would have similar impacts related to conflict with local policies and ordinances protecting biological resources. Though the proposed project would increase land use intensity, projects would still be required to comply with local

[1] While the habitat mitigation fee would cover potential impacts to the burrowing owl, DSFLF, raptor foraging and wildlife habitat, loss of open space, and agricultural land in Ontario Ranch, impacts related to federal- and state-covered species and habitat would be subject to a separate process under FESA and CESA (see impact discussion (a)).

policies and ordinances. Like the approved project, the proposed project would not conflict with local policies and ordinances protecting biological resources.

Specific Plan

Uses implemented pursuant to the Specific Plan would be required to pay the City's habitat mitigation fee, which is specific to the Settlement Agreement regarding potential environmental impacts within Ontario Ranch addressing the burrowing owl, DSFLF, raptor foraging, loss of open space, and agricultural lands.[2]

City of Ontario Municipal Code Section 6.05.020, Tree Preservation Policy and Protection Measures, establishes policies and measures related to the preservation, protection, and maintenance of established and healthy heritage trees within the City (see Section 3.4.1).

Healthy Heritage Trees that are approved for removal shall be replaced with new trees with a total trunk diameter equal to the tree(s) removed, or as deemed appropriate by the City based on lot size and available planting space. Replacement trees are to be in addition to the quantity of trees required for landscaping. The City is responsible for reviewing the landscape plan and approving appropriate species for tree replacement.

Consistent with City Municipal Code requirements, a tree inventory would be prepared by a City approved certified arborist or qualified horticulturalist, to determine the presence/absence of Heritage Trees including assessment of health, structure, condition, and expected life span of all affected specimens.

If Heritage Trees are identified as occurring, a Tree Inventory and Preservation Plan would be prepared by a licensed landscape architect, horticulturalist, certified arborist, or other related professional. Said plan would be submitted concurrent with a Development Plan or building permit request for any on-site alterations, and reviewed and approved by the City.

The Tree Inventory and Preservation Plan would show all existing on-site trees, and those existing trees on abutting lots and public rights-of-way with a canopy or root zone that extends onto the site or within 8 feet of a construction, staging or storage area, or graded site. Furthermore, the Tree Inventory and Preservation Plan would identify Tree Protection Areas and trees requested to be removed, and shall show replacement trees.

Mandatory compliance with existing Municipal Code requirements would ensure that implementation of the EBPSP would not conflict with any local policies or ordinances protecting biological resources.

[2] While the habitat mitigation fee would cover potential impacts to the burrowing owl, DSFLF, raptor foraging and wildlife habitat, loss of open space, and agricultural land in Ontario Ranch, impacts related to federal- and state-covered species and habitat would be subject to a separate process under FESA and CESA (see impact discussion (a)).

Finding

Policy Plan Amendment

The proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to conflict with local policies and ordinances protecting biological resources compared to the approved project and impacts identified in the 2022 Certified EIR. This impact is **less than significant**.

Specific Plan

The EBPSP would not result in new impacts or a substantial increase in the magnitude of impacts when compared to the approved project. This impact is **less than significant**.

Impact BIO-6 (PPA+EBPSP): The proposed project would not conflict with a Habitat Conservation Plan or Natural Communities Conservation Plan. (Draft SEIR pg. 3.4-74)

The 2022 Certified EIR found that the approved project would not conflict with the requirements of the DSFLF Ontario Recovery Unit or critical habitat for the San Bernardino kangaroo rat. Since 2008, the critical habitat for the San Bernardino kangaroo rat is no longer in Ontario (USFWS 2008; DataBasin 2012).

Policy Plan Amendment

The Ontario Recovery Unit for the DSFLF includes 21.7 square miles of Ontario, mostly in the eastern and southwestern portions of the city, including portions of Ontario Ranch. Projects proposed within the Ontario Recovery Unit would be required to conduct focused surveys for DSFLF on the project site and consult with the USFWS regarding mitigation of impacts on any DSFLF found, pursuant to Section 7 of the FESA. In some parts of Ontario Ranch that were previously used as dairies, the USFWS has concluded from the findings of previous focused surveys that DSFLS is very unlikely to occur; therefore, no focused surveys for DSFLF areas are required in these areas. Projects proposed pursuant to the proposed project would need to ascertain requirements for focused surveys for DSFLF from the USFWS on a case-by-case basis.

There is one HCP in the city, a 19-acre area near the intersection of Greystone Drive and the eastern city boundary, established to protect the DSFLF. The HCP area would remain designated Industrial under the proposed project. Any project proposed for development within this HCP pursuant to the proposed project would be required to consult with the USFWS regarding project impacts on DSFLF and mitigation of any such impacts. Therefore, the proposed project would comply with this HCP.

The proposed project primarily involves modifying the TOP land use pattern and making associated updates to the various elements of the TOP 2050 Policy Plan. The proposed project would not grant specific entitlements for development and would not conflict with FESA

requirements and USFWS regulations regarding critical habitat. Furthermore, TOP Policy ER-5.1 would support efforts to conserve high-quality habitat for the DSFLF. Individual projects undergoing environmental review under CEQA would be required to determine whether there is a potential for habitat on-site for sensitive species. If sensitive species were found on-site, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation.

Compared to the approved project, the proposed project would have similar impacts regarding consistency with an HCP. This is because the proposed project would increase land use intensity but would not result in development of new, previously undeveloped areas of the city that were not planned for under the approved project. Like the approved project, the proposed project would not conflict with the DSFLF HCP.

Specific Plan

The Specific Plan area is not located within any adopted Habitat Conservation, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. The 2022 Certified EIR did not identify any significant habitat or conservation plan conflicts.

Finding

Policy Plan Amendment

The proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to an HCP compared to the approved project and impacts identified in the 2022 Certified EIR. This impact is **less than significant**.

Specific Plan

The EBPSP would not result in new impacts or a substantial increase in the magnitude of impacts to an HCP when compared to the approved project. This impact is **less than significant**.

CULTURAL RESOURCES

Impact CUL-1 (EBPSP): Implementation of the EBPSP would not impact historical resources. (Draft SEIR pg. 3.5-37)

Specific Plan

The 15 historic-age sites listed in Draft SEIR Table 3.5-4 and illustrated in Draft SEIR Figure 3.5-2 were evaluated under the seven aspects of integrity, as well as NRHP and CRHR eligibility criteria. Resources were also evaluated under the City of Ontario Historic Landmark Designation criteria. These sites collectively contain 25 historic single-family residences, 15 historic detached garages, 12 historic dairy farms, one historic farm, and several ancillary structures.

Twelve of the sites were determined not eligible for the NRHP, CRHR or local listing under the City of Ontario's Historic Landmark Designation. Therefore, removal of any structures within these sites would not cause a substantial adverse change in the significance of a historical resource. These sites include 7634, 7556 Eucalyptus Avenue; 14330 Bon View Avenue; 14366, 14316, 14306 Bon View Avenue; 14451, 14457, 14343, 14353 Bon View Avenue; 14213, 14239, 14297, 14283 Bon View Avenue; 14400 South Grove Avenue; 14441, 14474 South Grove Avenue; 14361 South Grove Avenue; 14350 Walker Avenue, 8485 Edison Avenue; 7721-7891 Edison Avenue, 14203 Bon View Avenue; 8061 Edison Avenue; and 8245-8295 Edison Avenue.[3]

Several buildings associated with 7587-7697 Edison Avenue; 8185 Edison Avenue, 14117 South Grove Avenue; and 8335-8381 Edison Avenue are eligible under NRHP, CRHR, and City of Ontario criteria. These findings are consistent with the Ontario Ranch Historic Resources Survey (Appendix E2). However, as previously noted, no historic-age buildings or structures within these sites would be directly impacted by development of the Specific Plan. The portions of these parcels that may be affected by development of the EBPSP would not adversely impact the resources' integrity or NRHP and CRHR eligibility since the buildings being removed are modern and non-contributing elements.

Finding

Specific Plan

Development of the EBPSP would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the approved project. This impact is **less than significant**.

Impact CUL-3 (PPA+EBPSP): The proposed project could result in the discovery of human remains; however, compliance with existing law would ensure that significant impacts to human remains would not occur. (Draft SEIR pg. 3.5-49)

The 2022 Certified EIR found that grading activities in Ontario would comply with PRC Section 5079.98 so as not to disturb human remains.

Policy Plan Amendment

There are known Native American gravesites and cemeteries in the City, including Bellevue Memorial Park on the north side of G Street, between Benson Avenue and Mountain Avenue. The proposed project in itself does not involve grading activities and would not directly disturb any human remains. Long-term implementation of the proposed project would allow

[3] Note that some sites include more than one street address. Refer to Draft SEIR Table 3.5-3 and Draft SEIR Figure 3.5-2.

development and redevelopment, including grading, of sensitive areas, possibly disturbing human remains, including those outside of formal cemeteries.

California Health and Safety Code Section 7050.5; CEQA Section 15064.5; and PRC Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Specifically, the California Health and Safety Code requires that if human remains are discovered on a project site, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in PRC Section 5097.98. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Although soil-disturbing activities associated with development in accordance with the proposed project could result in the discovery of human remains, compliance with existing law would ensure that significant impacts to human remains would not occur. Therefore, impacts are **less than significant**.

Specific Plan

The Specific Plan area does not contain a cemetery, and no known cemeteries are within the immediate site vicinity. Field surveys did not identify the presence of any human remains and no human remains are known to exist beneath the surface of the Specific Plan area. Nevertheless, the remote potential exists that human remains may be unearthed during grading and excavation activities associated with construction.

If human remains are unearthed during construction, the construction contractor would be required by law to comply with California Health and Safety Code Section 7050.5 “Disturbance of Human Remains.” According to Section 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, the Coroner is required to contact the NAHC by telephone within 24 hours. Pursuant to California Public Resources Code Section 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or their authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code Section 5097.94(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and

disposition of Native American human burials, skeletal remains, and items associated with Native American burials.

Finding

Policy Plan Amendment

The proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to human remains compared to the approved project. Impacts are **less than significant**.

Specific Plan

With mandatory compliance to California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, any potential impacts to human remains, including human remains of Native American ancestry, that may result from development of the Specific Plan would be **less than significant**. These actions are also required by Mitigation Measure CUL-2-SP, presented previously. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

ENERGY

Impact ENE-1 (PPA+EBPSP): The proposed project would not result in significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction. (Draft SEIR pg. 3.6-20)

The 2022 Certified EIR identified that the approved project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.

Policy Plan Amendment

Development projects constructed under the proposed project would create temporary demand for electricity. Natural gas is not generally required to power construction equipment, and its use is not anticipated during construction phases. Electricity use would fluctuate according to the phase of construction. Additionally, it is anticipated that most electric-powered construction equipment would be hand tools (e.g., power drills, table saws, compressors) and lighting, which would use minimal electricity during construction activities.

Construction of development projects facilitated by the proposed project would also temporarily increase demands for energy associated with transportation fuels. Transportation energy use depends on the type and number of trips, VMT, fuel efficiency of vehicles, and travel mode. Energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel or gasoline fuel. The use of energy resources by these vehicles would fluctuate

according to the phase of construction and would be temporary. It is anticipated that most off-road construction equipment, such as those used during demolition and grading, would be gasoline or diesel powered. In addition, operation of construction equipment would cease upon completion of construction for individual development projects. Moreover, the construction contractors would be required to minimize nonessential idling of construction equipment during construction in accordance with the CCR Title 13, Chapter 9, Article 4.8, Section 2449. Such required practices would limit wasteful and unnecessary energy consumption.

Overall, the proposed project does not envision any unusual development or project characteristics that require less energy-efficient construction equipment. Construction processes would be comparable to those used at similar sites citywide and projects accommodated under the approved project.

Specific Plan

Electricity Usage

The total construction electricity usage is the summation of the products of the power cost by the utility provider cost per kWh of electricity. Total electricity usage from on-site EBPSP construction-related activities is estimated to be approximately 886,886 kWh.

Equipment Fuel Consumption

Fuel consumed by construction equipment would be the primary energy resource expended over the course of construction associated with EBPSP. Construction activities would consume an estimated total of 311,914 gallons of diesel fuel.

Worker Fuel Estimates

It is assumed that 50 percent of all worker trips are from light-duty-auto vehicles (LDA), 25 percent are from light-duty-trucks (LDT1[4]), and 25 percent are from light-duty-trucks (LDT2[5]). Approximately 269,810 gallons of fuel would be consumed related to construction worker trips during full construction.

Vendor and Hauling Fuel Estimates

It is assumed that 50 percent of all vendor trips are from medium-heavy-duty trucks (MHDT) and 50 percent of vendor trips are from heavy-heavy-duty trucks (HHDT). All hauling trips were assumed to be performed by HHDT vehicles. Approximately 214,130 gallons of fuel would be consumed related to construction vendor and hauling trips during full construction.

[4] Vehicles under the LDT1 category have a gross vehicle weight rating (GVWR) of less than 6,000 lbs. and equivalent test weight (ETW) of less than or equal to 3,750 lbs.

[5] Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.

Construction Energy Efficiency/Conservation Measures

Starting in 2014, CARB adopted the nation's first regulation aimed at cleaning up off-road construction equipment such as bulldozers, graders, and backhoes. These requirements ensure fleets gradually turn over the oldest and dirtiest equipment to newer, cleaner models and prevent fleets from adding older, dirtier equipment. Therefore, the equipment used for EBPSP construction would conform to CARB regulations and California emissions standards. It should also be noted that there are no unusual characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in the construction of the EBPSP would therefore not result in wasteful, inefficient, or unnecessary consumption of fuel.

Construction contractors would be required to comply with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other toxic air contaminants. Compliance with anti-idling and emissions regulations would result in a more efficient use of construction-related energy and the minimization or elimination of wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additional construction-source energy efficiencies would occur due to required California regulations and best available control measures (BACM). For example, 13 CCR Section 2449(d)(3), Idling, limits idling times of construction vehicles to no more than 5 minutes, precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Section 2449(d)(3) requires that grading plans reference the requirement that a sign shall be posted on-site stating that construction workers need to shut off engines at or before 5 minutes of idling. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials and/or in response to citizen complaints.

In general, commercial construction processes promote conservation and efficient use of energy by reducing raw materials demands, with related reduction in energy demands associated with raw materials extraction, transportation, processing, and refinement. Use of materials in bulk for large-scale projects reduces energy demands associated with preparation and transport of construction materials as well as the transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations.

Summary

EBPSP land uses would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the CCR Title 24 energy efficiency standards (Part 6 and Part 11 of the California Building Standards Code). Title 24 standards

include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building.

Due to the temporary nature of construction and the financial incentives for developers and contractors to use energy-consuming resources in an efficient manner, the construction phase would not result in wasteful, inefficient, or unnecessary consumption of energy.

Finding

Policy Plan Amendment

The proposed project would not result in new or a substantial increase in magnitude of impacts compared to that of the approved project and impacts identified in the 2022 Certified EIR. Accordingly, the proposed project would not result in wasteful, inefficient, or unnecessary consumption of fuel use during construction. Impacts would be **less than significant**.

Specific Plan

The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, impacts would be **less than significant**.

Impact ENE-2 (PPA+EBPSP): The proposed project would not result in significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during operation. (Draft SEIR pg. 3.6-23)

Policy Plan Amendment

Operation of potential future development accommodated under the proposed project would create additional demands for energy resources compared to existing conditions. Operational use of electricity and heating fuels (e.g., natural gas) would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems; use of on-site equipment and appliances; lighting; and charging electric vehicles. Land uses accommodated under the proposed project would also result in additional demands for transportation fuels (e.g., gasoline, diesel, compressed natural gas, and electricity) associated with on-road vehicles.

Nontransportation Energy

Electrical service to future individual development projects in the City would be provided by SCE through connections to existing off-site electrical lines and new on-site infrastructure. As shown in Draft SEIR Table 3.6-2, *Year 2050 Policy Plan Amendment Forecast Electricity Consumption*, by horizon year 2050, electricity use in the Ontario under the proposed project is estimated to increase by 92,312,370 kWh/year, or approximately 3 percent, compared to the approved project.

As shown in Draft SEIR Table 3.6-3, *Year 2050 Policy Plan Amendment Forecast Natural Gas Consumption*, natural gas use under the proposed project would increase by 3,416,970 therms annually, or approximately 3 percent, compared to the approved project. While the electricity and natural gas demand would both slightly increase for the City compared to the estimates for the approved project, developments accommodated under the proposed project would continue to be required to comply with the current and future updates to the Building Energy Efficiency Standards and CALGreen, which would contribute to reducing the energy demands shown in the table. New and replacement buildings in compliance with these standards would generally have greater energy efficiency than existing buildings. It is anticipated that each update to the Building Energy Efficiency Standards and CALGreen would result in greater building energy efficiency and move closer to buildings achieving zero net energy.

In addition to the Building Energy Efficiency Standards and CALGreen, the Policy Plan Amendment includes various goals and policies to increase energy efficiency and reduce wasteful, inefficient, and unnecessary use of energy resources. The Environmental Resources (ER) Element policies ER-3.1 and ER-3.6 would promote applicable energy-saving standards and the use of renewable energy sources (e.g., solar, wind, biomass) in public and private sector development. Policies ER-3.2 and ER-3.4 would encourage implementation of the LEED Neighborhood Development rating system in new communities and LEED Silver Certification for certain new and substantially renovated City buildings. Policy ER-3.3 would require energy-efficient building and site design strategies for future development projects. Encouraging sustainable and energy-efficient building practices and using more renewable energy strategies will further reduce energy consumption in the city and move closer to achieving zero net energy.

Transportation Energy

The growth accommodated under the proposed project would consume transportation energy from the use of motor vehicles (e.g., gasoline, diesel, compressed natural gas, and electricity). Draft SEIR Table 3.6-4, *Policy Plan Amendment Operation-Related Annual Fuel Usage,* shows the net change in VMT, fuel usage, and fuel efficiency under forecast year 2050 of the proposed project compared to the conditions under the approved project.

As shown in Draft SEIR Table 3.6-4, when compared to the approved project, the proposed project would result in an overall increase in VMT for gasoline-, diesel-, compressed natural gas-, and electricity-powered vehicles. Therefore, the proposed project would result in an increase in annual VMT and fuel usage for all vehicles, primarily due to the increase in projected population growth. Fuel efficiency will be the same as the approved project, and implementation of the proposed project would not result in less efficiency in transportation fuel usage.

The overall VMT shown in the Draft SEIR Table 3.6-4 would be primarily attributable to the increase in population compared to the approved project. Although fuel efficiency between the proposed project and the approved project would be the same, the VMT per service person (VMT/SP) would slightly increase under the proposed project (see Section 3.17, T*ransportation*,

Draft SEIR Table 3.17-4, *VMT Comparison of Policy Plan Amendment to TOP 2050*). An increase in VMT/SP suggests more vehicle trips and longer trip distances as the number of residents in employees living and/or working in Ontario increases.

While VMT related to electric vehicles and electricity use are expected to increase under the proposed project compared to the approved project, improvements in electric vehicle energy efficiency are anticipated. Consistent with broader market trends and advancements in energy generation, a greater share of electricity used to power electric vehicles is anticipated to be derived from renewable sources in future years, such as onsite photovoltaic systems, community choice aggregation programs, and utility-supplied renewable electricity.

The Policy Plan Amendment also includes various policies that contribute to minimizing overall VMT, and thus fuel usage. These proposed policies focus on minimizing VMT through land use and transportation planning efforts that work in combination. The Mobility (M) Element policy M-3.3 and Land Use (LU) Element policies LU-1.4, LU-1.5, and LU-1.6, focus on situating residential development near commercial land uses to promote public transit use. Policies M-2.1, M-2.2, M-2.3, and M-2.4, and Community Design (CD) Element policy CD-3.2 would promote improvements for public transportation and active transit (e.g., biking and walking) infrastructure in the City. Locating residential and nonresidential uses near one another through mixed-use development can shorten distances between homes, jobs, and amenities, reducing average vehicle trip lengths and overall VMT. These shorter distances can also encourage walking, biking, and public transit use, further minimizing VMT.

Specific Plan

Transportation Energy Demands

Annual vehicular trips and related VMT generated by the operation of the EBPSP would result in a fuel demand of 4,213,944 gallons.

Fuel would be provided by current and future industrial vendors. Trip generation and VMT generated by the EBPSP are consistent with other industrial uses of similar scale and configuration, as reflected, respectively, in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th ed.) and CalEEMod. Therefore, operations would not result in excessive and wasteful vehicle trips and VMT, nor excess and wasteful vehicle energy consumption compared to other industrial uses.

It should be noted that the State strategy for the transportation sector for medium- and heavy-duty trucks is focused on making trucks more efficient and expediting truck turnover rather than reducing VMT from trucks. This is in contrast to the passenger vehicle component of the transportation sector, where both per-capita VMT reductions and an increase in vehicle efficiency would be needed to achieve the overall state emissions reductions goals.

Heavy-duty trucks involved in goods movements are generally controlled on the technology side and through fleet turnover of older trucks and engines to newer and cleaner trucks and engines. The first battery-electric heavy-heavy duty trucks are being tested this year, and South

Coast Air Quality Management District (AQMD) is looking to integrate this new technology into large-scale truck operations. The following state strategies reduce GHG emissions from the medium- and heavy-duty trucks and would also contribute to reductions in transportation-related energy consumption:

- **CARB's Mobile Source Strategy** focuses on reducing GHGs through the transition to zero and low emission vehicles and from medium-duty and heavy-duty trucks.
- **CARB's Sustainable Freight Action Plan** establishes a goal to improve freight efficiency by 25 percent by 2030, deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.
- **CARB's Emissions Reduction Plan** for Ports and Goods Movement (Goods Movement Plan) in California focuses on reducing heavy-duty truck-related emissions, fleet turnover, truck retrofits, and restriction on truck idling (CARB 2006). While the focus of Goods Movement Plan is to reduce criteria air pollutant and air toxic emissions, the strategies to reduce these pollutants would also generally have a beneficial effect in reducing GHG emissions.
- **CARB's On-Road Truck and Bus Regulation (2010)** requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. As of January 1, 2023, nearly all trucks and buses have 2010 model year engines or equivalent.
- **CARB's Heavy-Duty (Tractor-Trailer) GHG Regulation** requires SmartWay tractor trailers that include idle-reduction technologies, aerodynamic technologies, and low-rolling resistant tires that would reduce fuel consumption and associated GHG emissions.

Enhanced fuel economies realized pursuant to federal and state regulatory actions and the transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. The EBPSP's location near regional and local road networks helps decrease VMT in the area, which in turn reduces the overall energy demand for vehicles in the region. Specifically, the EBPSP would implement sidewalks to encourage pedestrian and bicycle access, which would help reduce VMT and associated energy consumption.

Emergency Engine Fuel Demands

The EBPSP was conservatively assumed to include a total of 2 emergency fire pumps in Phase 1, 4 emergency fire pumps in Phase 2, and 5 emergency fire pumps in Phase 3. Emergency engine operation for maintenance and testing purposes would consume an estimated 2,070 gallons of diesel fuel per year at buildout.

On-Site Cargo Handling Equipment Fuel Demands

Assuming the operation of 5 pieces of equipment in Phase 1, 9 pieces of equipment in Phase 2, and 11 pieces of equipment in Phase 3, on-site operational cargo handling equipment is estimated to consume approximately 51,071 gallons of fuel per year at buildout.

Facility Energy Demands

EBPSP facility operational energy demands are estimated to result in 15,807,558 kWh per year of electricity demand, which would be supplied through rooftop solar as well as SCE. The EBPSP would not use natural gas for the building envelope. The Specific Plan proposes conventional business park uses reflecting contemporary energy efficient/energy conserving designs and operational programs. The Specific Plan does not propose uses that are inherently energy intensive, and the energy demands in total would be comparable to other industrial uses of similar scale and configuration.

The EBPSP would comply with the applicable CCR Title 24 standards. Compliance with applicable Title 24 standards ensures that the energy demands would not be wasteful, inefficient, or unnecessary.

Operational Energy Efficiency/Conservation Measures

Energy efficiency/energy conservation attributes of the EBPSP would be complemented by increasingly stringent State and federal regulatory actions addressing vehicle fuel economies and vehicle emissions standards and by enhanced building/utilities energy efficiencies mandated under California building codes (i.e., CCR Title 24).

The Specific Plan incorporates a series of measures that generally serve to reduce energy demands. As previously stated, the EBPSP would comply with CCR Title 24 Standards, which include incorporating contemporary design features such as photovoltaic systems or renewable energy. Specifically, the EBPSP would install rooftop solar systems to offset 45 percent of electrical demands.

The EBPSP would also not result in a substantial increase in demand for transmission service, resulting in the need for new or expanded sources of energy supply or new or expanded energy delivery systems or infrastructure (other than site-adjacent and on-site connections to local utilities).

Annual fuel consumption estimates likely represent potential maximums. Under future conditions, average fuel economies of vehicles accessing the site can be expected to improve as older, less fuel-efficient vehicles are removed from circulation. Enhanced fuel economies and transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT.

Finding

Policy Plan Amendment

Overall, implementation of TOP 2050 policies, together with applicable federal, State, and local regulations, would ensure that energy demand from future growth is not inefficient, wasteful, or unnecessary. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and that identified in the 2022 Certified EIR. Therefore, energy impacts associated with implementation and operation of land uses accommodated under the proposed project would be **less than significant**.

Specific Plan

It is also noted that the measures to be implemented by the EBPSP pursuant to the City CCAP (see Draft SEIR Table 3.8-12, in Section 3.8, *Greenhouse Gas Emissions*) would also reduce energy consumption through energy efficiency and the generation of renewable energy. Additionally, although Mitigation Measures AIR-5-SP through AIR-13-SP (see Section 3.3, *Air Quality*) are designed to reduce EBPSP air emissions, they would also reduce energy consumption.

The Specific Plan area is surrounded by existing transportation facilities and infrastructure that would give future visitors and employees access to a mix of land uses in the area, thus further reducing fuel consumption demand.

Based on the preceding discussions, impacts would be **less than significant**. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Impact ENE-3 (PPA+EBPSP): The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. (Draft SEIR pg. 3.6-31)

The approved project includes an Environmental Resources Element and Safety Element that support the statewide goal of transitioning the electricity grid to renewable sources and employ best practices regarding energy-saving standards. Therefore, the 2022 Certified EIR identified that implementation of the approved project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

The Policy Plan Amendment's and Specific Plan's consistency with the California Energy Action Plan, Long-Term Energy Efficiency Strategic Plan, and the City's CCAP are discussed separately below.

Policy Plan Amendment

Energy Action Plan

As discussed in Section 3.6.1, *Regulatory Framework*, the Energy Action Plan was last updated in 2008 and was developed by the CPUC, CEC, and California Power Authority to create a unified State energy policy framework. It serves as one of the State's strategies for planning for reliable, affordable, and environmentally responsible energy procurement and supply. The Energy Action Plan further establishes a "loading order" for statewide energy planning efforts, which translates into first prioritizing meeting existing demand with cost-effective energy efficiency and demand response efforts, then using renewable energy resources and distributed generation, and finally meeting the remaining energy demand with renewable or otherwise "clean" fossil-fuel power generation resources (e.g., renewable natural gas). Other priorities identified in the Energy Action Plan but not directly related to local agencies include modernizing transmission and distribution infrastructure, enhancing reliability in electricity and natural gas markets, and ensuring affordable access to all Californians. Therefore, the proposed project can be assessed for consistency with the Energy Action Plan by examining how its policies generally support or conflict with the strategies of the plan, such as promoting energy resource deployment consistent with the plan's loading order.

TOP 2050 includes several goals and policies that would support the continued implementation of the Energy Action Plan. For instance, Policy M-1.6, Goal M-2, and Policies M-2.1 and M-2.3 support reduced VMT and active transportation by integrating housing, jobs, and services closely together. Policy M-2.4 further promotes mixed use development and walkable design, reducing reliance on fossil fuels for vehicular transportation. Goal ER-3 and Policy ER-3.6 promote the use of renewable energy sources (e.g., solar, wind, biomass) in public- and private-sector development, further supporting the Energy Action Plans' loading order prioritization. Lastly, Policy ER-3.5 requires the purchase of vehicles and equipment that are fuel efficient, aligning with the Energy Action Plan's energy efficiency and clean energy supply objectives. Therefore, the proposed project would be considered consistent with the Energy Action Plan strategies.

Long-Term Energy Efficiency Strategic Plan

As discussed in Section 3.6.1, *Regulatory Framework*, the Long-Term Energy Efficiency Strategic Plan was last updated in 2011 and serves as the State's long-term roadmap to make energy efficiency a top priority in supporting California's grid harmonization and renewable energy integration efforts. As discussed, its key policies include achieving a zero net energy performance for all new residential construction by 2020 and all new commercial construction by 2030. While the 2020 benchmark goal for new residential construction has passed, the goal continues to underpin the triennial updates to the California Building Standards Code. The Long-Term Energy Efficiency Strategic Plan is a living strategic document for State and local agencies and emphasizes the integration of energy-efficiency policies and measures into planning efforts as a critical component to advancing the objectives of the plan. Therefore, the proposed project can be assessed for consistency with the Long-Term Energy Efficiency Strategic Plan by

examining how its policies generally support or conflict with the strategies of the plan, such as promoting compact in-fill development, green building standards, and zero net energy readiness.

TOP 2050 includes several goals and policies that would support the continued implementation of the Long-Term Energy Efficiency Strategic Plan. Goal ER-3 and Policy ER-3.1 directly advance the energy-efficiency objectives of the Long-Term Energy Efficiency Strategic Plan by highlighting the importance of conservation strategies as the preferred mechanism to meet energy needs. Policy ER-3.3 requires new construction to incorporate energy efficient building and site design strategies, supporting the plan's objectives for achieving zero net energy design for new residential and commercial development. Policy ER-3.6 supports the use of renewable energy sources in public and private sector development, directly advancing the plan's objectives for integrating demand-side efficiency, distributed energy resources, and energy resiliency. Finally, Policy ER-1.3 promotes energy-efficient water use by working with regional water providers to conserve water and ensure sustainable local water supplies. Therefore, the proposed project would be considered consistent with the Long-Term Energy Efficiency Strategic Plan strategies.

Ontario CCAP

The CCAP provides a strategic roadmap for reducing GHG emissions and energy consumption generated in Ontario through measures that include improving energy efficiency, reducing nonrenewable energy consumption, and promoting the consumption of renewable energy. As identified in Draft SEIR Table 3.6-5, *Policy Plan Amendment CCAP Consistency Analysis*, the proposed project would be consistent with the applicable CCAP strategies.

Specific Plan

As described in Chapter 2, *Project Description*, the EBPSP establishes development standards and design guidelines to guide development of the Specific Plan that would support the continued implementation of the Energy Action Plan and the Long-Term Energy Efficiency Strategic Plan. Additionally, the EBPSP would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the energy efficiency standards in CCR Title 24, Part 6. These standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building. Standards throughout CCR Title 24 Part 6 are widely regarded as the most advanced energy efficiency standards and would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation.

Specifically, key objectives of the EBPSP include promoting mixed-use development; reducing automobile dependency; and encouraging green building design, including sustainable technologies such as rooftop photovoltaic energy systems to offset warehouse electrical demands. Furthermore, as described above, TOP 2050 includes various policies that would continue to support a community-wide shift to renewable energy and promotion of energy-efficient and green construction. These policies would directly help the growth under the EBPSP

to be aligned with the Energy Action Plan, Long-Term Energy Efficiency Strategic Plan, and the City's CCAP strategies.

Finding

Policy Plan Amendment

As discussed previously, the proposed project would include policies which directly support the strategies outlined in the Energy Action Plan, Long-Term Energy Efficiency Strategic Plan, and the City's CCAP. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and that identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan

The EBPSP would be consistent with the Energy Action Plan, Long-Term Energy Efficiency Strategic Plan, and the City's CCAP strategies, and impacts would be **less than significant**. The EBPSP would not result in new or a substantial increase in magnitude of impacts compared to that identified in the 2022 Certified EIR.

GEOLOGY AND SOILS

Impact GEO-1 (PPA+EBPSP): Development of proposed project would adhere to the California Building Code to ensure residents, employees, or visitors in Ontario would not be adversely affected by potential seismic-related hazards. (Draft SEIR pg. 3.7-26)

The 2022 Certified EIR found that policies of the Approved Project, and state regulations would ensure that the potential impacts from seismic-related hazards would be less than significant.

Policy Plan Amendment

Earthquakes

The Upper Santa Ana River Valley and vicinity contain a number of known earthquake faults, which are described above and shown on Draft SEIR Figure 5.7-2. The City of Ontario is not within any Alquist-Priolo Earthquake Fault Zone (CGS 2025). Of the faults listed, the southern section of the San Andreas Fault is estimated to be capable of generating the greatest magnitude earthquake, 8.0. The most intense peak horizontal ground acceleration that any of these faults is estimated to be capable of generating in Ontario is approximately 0.54 g by the Chino Fault, which passes approximately 4 miles from the southwestern City boundary.

Although there are a number of know earthquake faults in the vicinity, any future projects considered for approval would be required to comply with seismic safety provisions of the CBC

(Title 24, Part 2 of the California Code of Regulations). Such compliance would reduce hazards arising from ground shaking to less than significant.

Liquefaction

Based on the groundwater levels throughout the City being greater than 50 feet below ground surface, there is currently no potential for liquefaction (Chino Basin Watermaster 2025). Therefore, this impact is less than significant.

Seismically Induced Settlement

The Ontario area is underlain by young, unconsolidated alluvial deposits and artificial fill that may be susceptible to seismically induced settlement (see Draft SEIR Figure 5.7-1). Implementation of the proposed project could indirectly increase the number of people and structures exposed to earthquake-related hazards. Projects developed under the proposed project would be required to comply with the most current seismic safety standards in the CBC. Chapter 16 of the CBC establishes design and construction requirements to address structural loads, including earthquake forces, and Chapter 18 includes standards for excavation, grading, fill, and foundation design. Therefore, this impact is less than significant.

Specific Plan

Ground Rupture

There are no known active or potentially active faults on or trending toward the Specific Plan area. Research of available maps indicates that the site is not located within an Alquist-Priolo Earthquake Fault Zone. No evidence of faulting was identified during the geotechnical investigations (Appendix F1: Appendix F2). As with the findings of the 2022 Certified EIR, the potential for the Specific Plan to expose people or structures to substantial adverse effects related to rupture of a known earthquake fault is considered less than significant.

Seismic Ground Shaking

The Specific Plan area is located in a seismically active area of southern California and is expected to experience moderate to severe ground shaking during the lifetime of the on-site uses. The risk is not substantially different than the risk to other properties throughout the southern California area. As a mandatory condition of approval, future development within the Specific Plan area would be required to construct buildings and associated structures in accordance with the California Building Standards Code (CBSC) and the Ontario Development Code. The CBSC and Ontario Development Code, which have been specifically tailored for California earthquake conditions, provide building standards that must be met to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures. In addition, the CBSC (Chapter 18) requires development sites to be evaluated in preliminary soil reports to identify site-specific geologic and seismic conditions and provide site-specific recommendations to preclude adverse effects involving unstable soils and strong seismic ground-shaking, including, but not limited to, recommendations related to ground

stabilization, selection of appropriate foundation type and depths, and selection of appropriate structural systems. The geotechnical investigations prepared for the Specific Plan area include recommendations for design, construction, and grading considerations based on the Specific Plan area's geological conditions. These geotechnical investigations comply with the requirements of Chapter 18 of the CBSC. Mandatory compliance with these standards and site-specific design and construction measures would ensure future development associated with the Specific Plan would not expose people or structures to substantial adverse effects, including loss, injury or death, involving seismic ground shaking. As with the findings of the 2022 Certified EIR, impacts would be less than significant.

Seismic-Related Ground Failure

Subsurface conditions within the Specific Plan area are not considered susceptible to liquefaction. Future development implemented pursuant to the Specific Plan would be required to be designed and constructed in accordance with applicable seismic safety guidelines, including the standard requirements of the CBSC, as noted above. Furthermore, the Specific Plan would be required (via conditions of approval, as required by the Ontario Municipal Code) to comply with the grading and construction recommendations contained within the geotechnical investigations for the Specific Plan area to further reduce the risk of seismic-related ground failure. As with the findings of the 2022 Certified EIR, the potential for the Specific Plan to expose people or structures to substantial hazards associated with seismic-related ground failure is considered less than significant.

Landslides

The Specific Plan area is essentially flat, as is the immediately surrounding area. The Specific Plan area slopes downward to the south at a gradient of about one percent with localized variations, including berms and detention basins. The geotechnical investigations prepared for the Specific Plan area include retaining wall design recommendations for future development, which would ensure their structural soundness. These recommendations would be incorporated into the design and verified by the City during the plan check and permit issuance process. Mandatory compliance with the recommendations in the geotechnical investigations would ensure that the EBPSP area is engineered and constructed to maximize stability and preclude safety hazards to on-site and abutting off-site areas. Accordingly, the Specific Plan area would not be exposed to substantial landslide risks, and implementation of Specific Plan land uses would not pose a substantial direct or indirect landslide risk to surrounding properties. Impacts would be less than significant.

Finding

Policy Plan Amendment

Based on the preceding, the proposed project would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan

Based on the preceding, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Impact GEO-2 (PPA+EBPSP): Implementation of the proposed project would not result in substantial soil erosion or the loss of topsoil. (Draft SEIR pg. 3.7-29)

The 2022 Certified EIR found that policies of the approved project and state regulations would ensure that the potential impacts from erosion or the loss of topsoil would be less than significant.

Policy Plan Amendment

The young alluvial sediment and windblown sand underlying the City are generally granular, poorly consolidated, and very susceptible to erosion. Grading increases the potential for erosion by removing protective vegetation, changing natural drainage patterns, and constructing slopes. Any future project developed consistent with the proposed project would be required to comply with the CBC and undergo review of grading plans for individual projects by the City Engineer which would ensure no significant impacts would occur. In addition, construction activities on project sites larger than one acre are required to prepare a SWPPP that details BMPs to reduce the potential for erosion during construction activities.

Specific Plan

Construction

Development of the Specific Plan area would result in the demolition of all structures on-site. Additionally, grading and construction activities would occur that would expose and disturb soils that are currently covered by impervious surfaces. Disturbed soils would be subject to potential erosion during rainfall events or high winds due to the removal of stabilizing vegetation and building materials (e.g., existing concrete foundations) and exposure of these erodible materials to wind and water. Pursuant to the requirements of the State Water Resources Control Board (SWRCB), the applicant would be required to obtain coverage under the State's General Construction Storm Water Permit for construction activities (NPDES permit). The NPDES permit is required for all development projects that include construction activities, such as clearing, grading, and/or excavation, that disturb at least one acre of total land area. In addition, the Specific Plan would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Program. Compliance with the NPDES permit and the Santa Ana River Basin Water Quality Control Program involves the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) for construction-related activities. The SWPPP would specify the Best Management Practices (BMPs) that the applicant would be required to implement during construction activities to ensure that waterborne pollution—including

erosion/sedimentation—is prevented, minimized, and/or otherwise appropriately treated prior to surface runoff being discharged from the site. Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydro-seeding. Mandatory compliance with the SWPPP would ensure that the Specific Plan's implementation does not violate any water quality standards or waste discharge requirements during construction activities.

Operations

At buildout, the Specific Plan area would be covered by buildings, landscaping, and impervious surfaces. Land uses implemented pursuant to the EBPSP would be required to implement erosion control measures pursuant to Ontario Municipal Code Title 6, Chapter 12. Stormwater runoff from the Specific Plan area would be captured, treated to reduce waterborne pollutants (including sediment), and conveyed off-site via an on-site storm drain system. Design for the on-site storm drain system improvements in the Specific Plan area would utilize a variety of Low Impact Development (LID) design concepts to detain, filter, and treat surface runoff.

The applicant would be required to prepare and implement a Water Quality Management Plan (WQMP) to demonstrate compliance with the City's NPDES municipal stormwater permit, and to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters. The WQMP is a site-specific post-construction water quality management program designed to address the potential release of pollutants of concern for downstream receiving waters and other water pollutants through the use of BMPs. Implementation of the WQMP ensures on-going, long-term protection of the watershed basin. The Preliminary WQMP for the Specific Plan is included as Technical Appendix H2 to this SEIR.

Finding

Policy Plan Amendment

The proposed project would result in an increase in land use intensity, but would not result in the development of new or previously undeveloped areas in the city. Therefore, with compliance of safety provision, this impact is **less than significant**.

Specific Plan

Potential erosion impacts incurred during construction activities would be less than significant with mandated compliance with a City-approved SWPPP, as well as compliance with South Coast Air Quality Management District Rules that prohibit grading activities and site disturbance during high wind events. At Specific Plan buildout, potential soil erosion impacts would not occur, as pavement, roads, buildings, and landscaping would cover previously exposed soils. Impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Impact GEO-3 (PPA+EBPSP) The City of Ontario would not exacerbate geologic hazards in the City, such as on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. (Draft SEIR pg. 3.7-32)

The 2022 Certified EIR found that policies of the approved project and state regulations would ensure that the potential impacts from geology and soils hazards would be less than significant.

Policy Plan Amendment

Ground Subsidence

The thick alluvial deposits comprising the Chino Subbasin may be susceptible to compaction, with resulting subsidence at the surface, in the event of rapid groundwater withdrawal. Surface subsidence of up to 2.5 feet and ground fissuring from groundwater extraction have been reported in Chino. Projects considered for approval under proposed project could expose structures or persons to potentially significant hazards from ground subsidence; however, compliance with the CBC and review of grading plans for individual projects by the City Engineer would ensure no significant impacts would occur.

Compressible Soils

The young sediments underlying the City are generally dry and loose in the upper few feet, and therefore are susceptible to compression. Much of the Ontario Ranch has been intensively farmed and is especially susceptible to compression. Developments approved pursuant to proposed project could expose persons or structures to potentially significant hazards from compressible soils; however, compliance with the CBC and review of grading plans for individual projects by the City Engineer would ensure no significant impacts would occur.

Specific Plan

Landslide

The Specific Plan area is relatively flat, as is the immediately surrounding area. The site slopes downward to the south at a gradient of approximately one percent with localized variations, including berms and detention basins. As noted in the response to Threshold a, the geotechnical investigations include recommendations for retaining walls and manufactured slopes which would be incorporated into the design and verified by the City during the plan check and permit issuance process.

Subsidence

There is a low potential for subsidence to affect the Specific Plan area (Appendix F1; Appendix F2). Removal and recompaction of the near-surface existing soils is estimated to result in an average shrinkage of 5 to 15 percent for the western side and 6 to 14 percent for the eastern side of the Specific Plan area. Minor ground subsidence is expected to occur in the soils below the zone of removal, due to settlement and machinery working. The subsidence is estimated to be 0.10 feet (Appendix F1; Appendix F2).

Lateral Spreading and Liquefaction

Lateral spreading is primarily associated with liquefaction hazards. As noted above, the Specific Plan area is not susceptible to liquefaction. As such, there is a low potential for lateral spreading to affect the EBPSP.

Finding

Policy Plan Amendment

The proposed project would have similar geological hazards as the current TOP 2050. This is because while the proposed project would result in an increase in land use intensity, it would not result in development of new, previously undeveloped areas of the City. After compliance with the safety provisions of the CBC implementation of proposed project would have less-than-significant impacts from geologic hazards. The proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to geology and soils compared to the approved project. Therefore, this impact is **less than significant**.

Specific Plan

The Specific Plan would be required to comply with the site-specific ground preparation and construction recommendations contained in the geotechnical investigations through the City's conditions of approval. As such, the potential for the EBPSP be located on a geologic unit or soil that is unstable, or that would become unstable and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse is considered less than significant. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Impact GEO-4 (PPA+EBPSP): Development associated with proposed project would not be located on expansive soil, as defined in Draft SEIR Table 18-1B of the Uniform building Code (1994), creating substantial direct or indirect risks to life or property. (Draft SEIR pg. 3.7-34)

The 2022 Certified EIR found that policies of the approved project and state regulations would ensure that the potential impacts from geology and soils hazards would be less than significant.

Policy Plan Amendment

Expansive Soils

Expansive soils are likely in the southern parts of the City, where there are silts, sandy silts, and silty clays. Near-surface soils in the northern and central parts of the City are primarily granular, that is, silty sand, sand, and gravel; such sediments are usually nonexpansive or have very low expansion potential. Future projects in the southern part of the City could expose persons or structures to potentially significant hazards from expansive soils. However, compliance with the

CBC and review of grading plans for individual projects by the City Engineer would ensure no significant impacts would occur.

Specific Plan

Expansive Soils

The near surface soils for the western side of the Specific Plan area generally consist of silty fine sands and sandy silts. These soils are expected to have a very low expansion potential (Appendix F1). The near surface soils for the eastern side of the Specific Plan area generally consist of silty sands, sandy silts and fine sands with occasional thin layers of clayey sands and sandy clays. Laboratory testing indicates that these materials also have a very low expansion potential (Appendix F2). No design considerations related to expansive soils are warranted for the Specific Plan area.

Finding

Policy Plan Amendment

The Policy Plan Amendment would have similar impacts from expansive soils as the current TOP 2050. Therefore, after compliance with the safety provisions of the CBC, this impact is **less than significant**.

Specific Plan

The Specific Plan would not create substantial direct or indirect risks to life or property associated with the presence of expansive soils. Impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Impact GEO-5 (PPA+EBPSP): Implementation of proposed project would not result in use of septic tanks or alternative waste water disposal systems that would not be supported by soils in the City. (Draft SEIR pg. 3.7-35)

The 2022 Certified EIR found that policies of the approved project, and state regulations would ensure that the potential impacts from geology and soils hazards would be less than significant.

Policy Plan Amendment

As further discussed in section 3.19, *Utilities and Service Systems*, wastewater from Ontario is treated at wastewater treatment facilities owned and operated by the IEUA. Use of septic tanks would be limited to existing septic tanks, and new septic tanks would be constricted to areas not in practical proximity to existing sewer mains, dependent on approval by the Santa Ana Regional Water Quality Control Board on a case-by-case basis.

Specific Plan

The Specific Plan would install new sewer lines in Walker Avenue, Grove Avenue, Bon View Avenue, and Campus Avenue, and if needed, in Public Street 'A'. All existing on-site septic systems would be removed. Land uses implemented pursuant to the Specific Plan would not utilize septic tanks or alternative wastewater systems.

Finding

Policy Plan Amendment

The proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to geology and soils compared to the approved project. Therefore, this impact is **less than significant**.

Specific Plan

No impact related to the use of alternative wastewater systems would occur. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

HAZARDS AND HAZARDOUS MATERIALS

Impact HAZ-1 (PPA+EBPSP): Compliance with existing regulations and policies would ensure that implementation of the proposed project would not adversely affect the environment through transport, use, and/or disposal of hazardous materials. (Draft SEIR pg. 3.9-43)

The Certified EIR concluded that federal and state regulations, City ordinances, and approved project's policies would help regulate the routine transport, use, and disposal of hazardous materials and wastes. As such, impacts were found to be less than significant.

Policy Plan Amendment

Similar to the approved project, the proposed project involves the designation of commercial, industrial, and residential land uses in Ontario as well as continued redevelopment and large amounts of infill development. Development associated with the proposed project would result in a concentration of commercial, hospitality, office, and industrial uses around ONT and numerous mixed-use projects throughout the City. The potential buildout of the proposed project would increase the number of businesses and residents in the City, thereby increasing the amount of hazardous materials being transported, stored, and manufactured, and the number of people exposed to these materials (refer to Draft SEIR Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*). Buildout in accordance with the proposed project would result in an increase in the frequency of transport, use, and disposal of hazardous materials associated with commercial and industrial growth in Ontario, especially in the Ontario

Ranch (see Draft SEIR Figure 2-6, *Areas of Change*). Though businesses and users are required by federal, state, and local regulations to properly transport, use, and dispose of hazardous material, it is possible that upset or accidental conditions may arise that result in the release of hazardous materials into the environment.

As noted in Section 3.9.2, *Existing Conditions*, the City also has a number of hazardous pipelines. A major high-pressure distribution pipeline, operated by Kinder Morgan, serves ONT with jet fuel. However, this pipeline and others running throughout the City are monitored by pipeline operators who are responsible for the upkeep of pipelines and the authorization of excavations around pipeline locations. Buildout of the proposed project would increase the exposure of people and the environment to potential hazards related to pipeline or electrical line rupture. As with all development in California, development in Ontario would be required to follow the procedural requirements of the Underground Service Alert of Southern California, or DigAlert.

Additionally, because demolition activities have the potential to expose construction workers and/or the public to ACMs or LBP, such activities would be conducted in accordance with applicable regulations, including, but not limited to: South Coast Air Quality Management District's Rule 1403; California Health and Safety Code Section 39650 et seq.; California Code of Regulations Title 8, Section 1529; California Occupational Safety and Health Administration regulations (8 CCR Section 1529 [Asbestos] and Section 1532.1 [Lead]); and the Code of Federal Regulations, Title 40, Part 61 (asbestos); Title 40, Part 763 (asbestos); and Title 29, Part 1926 (asbestos and lead).

In conclusion, existing federal and state regulations, City ordinances, and the Policy Plan Amendment policies would continue to regulate the handling of hazardous substances to minimize potential releases, exposure, storage, treatment, and disposal of hazardous materials and wastes. Compared to the approved project, implementation of the proposed project would result in similar impacts because it would increase land use intensity rather than expand development into previously undeveloped areas that require substantial landform modification.

Specific Plan

Construction

Construction activities may require limited transport of potentially hazardous materials (e.g., paints, solvents, fertilizer, etc.) to and from the site. This type of storage, transfer, use and disposal of potentially hazardous materials is extensively regulated at the local, State and federal levels.

Additionally, based on the age of the on-site structures (1930s to mid-1960s), there is a potential for ACMs, ACPs, and/or LBP to be present within the Specific Plan area. Demolition activities within the Specific Plan area would be required to comply with all applicable federal, State, and local hazardous materials regulations, which include mandatory provisions for the safe removal, transport, and disposal of ACMs, ACPs, and LBP. South Coast AQMD Rule 1403 (Asbestos Emissions) and Title 17 of the California Code of Regulations (CCR), Division 1,

Chapter 8: Accreditation, Certification, and Work Practices for Lead-Based Paint and Lead Hazards would apply.

Compliance with the existing federal and state regulations, City ordinances, and the Policy Plan Amendment policies would ensure that removal of these materials would not result in a significant hazard to the public or the environment. Therefore, like the approved project, construction activities associated with implementation of the EBPSP would not pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials. Accordingly, construction of the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Impacts associated with construction would be **less than significant**.

Operations

Although the end users are unknown at this time, it is possible that hazardous materials could be used during the future building users' daily operations. State and federal Community-Right-to-Know laws allow public access to information about the amounts and types of chemicals in use at local businesses. Laws also are in place that require businesses to plan and prepare for possible chemical emergencies.

Any business that occupies the buildings within the Specific Plan area and that handles hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) would require a permit from the SBCFPD Hazardous Materials Division in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the SBCFPD and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business, and to prepare a Hazardous Materials Business Emergency Plan (HMBEP). An HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. With mandatory regulatory compliance, the operations of uses implemented pursuant to the EBPSP would not pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials. Accordingly, operations of EBPSP land uses would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, impacts associated with long-term operation of the EBPSP would be **less than significant**.

Finding

Policy Plan Amendment

Like the approved project, any additional hazardous materials transport, use, or disposal occurring under the proposed project would be **less than significant** with continued compliance with applicable regulations. The Policy Plan Amendment would not result in new or substantially greater impacts compared to the approved project.

Specific Plan

Operations of EBPSP land uses would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, impacts associated with long-term operation of the EBPSP would be **less than significant**.

Impact HAZ-2 (PPA): Existing regulations and policies of TOP 2050 would ensure that development associated with Policy Plan Amendment would not exacerbate the potential release of hazardous materials into the environment. (Draft SEIR pg. 3.9-46)

The Certified EIR concluded that compliance with federal and state regulations, City ordinances, and approved project's policies would help regulate the handling of hazardous substances, thereby reducing the potential for their release and exposure in the environment. Impacts were found to be less than significant.

Policy Plan Amendment

As listed in Draft SEIR Table 3.9-1, the City of Ontario has around 36 TRI facilities or active sites that generate, transport, treat, store, and/or dispose of hazardous waste. Draft SEIR Figure 3.9-1 shows the known contaminated sites and facilities in Ontario based on the EnviroStor database. An increase in the transport of hazardous waste from an increased demand for transport, use, and disposal within or outside the City could result in more accidents, leading to the release of hazardous materials. An increase in the transport of hazardous materials as a result of the commercial and industrial growth in the City would be limited to areas along interstates and rail lines, where commercial and industrial uses would be concentrated. Some transport of hazardous materials may occur near small commercial pockets proposed throughout various areas of the City.

As stated previously in Impact Discussion a), existing federal and state regulations, City ordinances, and the Policy Plan Amendment policies would continue to regulate the handling of hazardous substances to minimize potential releases, exposure, storage, treatment, and disposal of hazardous materials and wastes. Compared to the approved project, implementation of the Policy Plan Amendment would result in similar impacts because it would increase land use intensity rather than expand development into previously undeveloped areas that require substantial landform modification.

Finding

Policy Plan Amendment

Therefore, like the approved project, any potential release and exposure of hazardous materials into the environment under the Policy Plan Amendment would be **less than significant** with continued compliance with applicable regulations. The Policy Plan Amendment would not result in new or substantially greater impacts compared to the approved project.

Impact HAZ-3 (PPA+EBPSP): Existing regulations and policies identified in the Policy Plan Amendment would ensure that the proposed project would have no adverse impacts to schools from facilities that handle hazardous materials. (Draft SEIR pg. 3.9-50)

The Certified EIR concluded that compliance with federal and state regulations, City ordinances, and approved project's policies would help regulate the handling of hazardous substances, thereby reducing the potential for their release and exposure in the environment, including in proximity to existing and proposed schools. As such, impacts were found to be less than significant.

Policy Plan Amendment

Although implementation of the proposed project would increase overall commercial and industrial activity within the City, thereby potentially increasing the use or transport of hazardous materials near existing or proposed schools, future development would remain subject to all applicable federal, state, and local regulations governing the safe handling of such materials. Compliance with these regulations would ensure that hazardous substances are properly managed, stored, and disposed of to prevent releases to the environment near existing or proposed schools. Additionally, the areas of change are concentrated in the southern part of the City, and there are no schools in this area (refer to Draft SEIR Figure 2-6). Moreover, any future projects located near schools would be required to demonstrate compliance with regulatory standards designed to protect sensitive receptors and ensure that hazardous emissions or waste are not generated in proximity to these facilities.

As stated previously in Impact Discussion a), existing federal and state regulations, City ordinances, and the Policy Plan Amendment policies, including policies S-6.1 through S-6.9, would continue to regulate the handling of hazardous substances to minimize potential releases, exposure, storage, treatment, and disposal of hazardous materials and wastes, including in proximity to schools. Compared to the approved project, implementation of the proposed project would result in similar impacts because it would increase land use intensity rather than expand development into previously undeveloped areas that require substantial landform modification.

Specific Plan

The Specific Plan area is not located within one-quarter mile of an existing or proposed school. The nearest school is the Park View Elementary School, which is located approximately 1.87 miles southeast of the Specific Plan area. Accordingly, the EBPSP would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, and/or waste within one-quarter mile of an existing or proposed school.

Finding

Policy Plan Amendment

Like the approved project, any potential release and exposure of hazardous materials near existing or proposed schools under the proposed project would be **less than significant** with continued compliance with applicable regulations. The proposed project would not result in new or substantially greater impacts compared to the approved project.

Specific Plan

Like the approved project, impacts would be **less than significant**. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Impact HAZ-4 (PPA+EBPSP): Existing regulations and policies of the Policy Plan Amendment would ensure that development associated with the proposed project would not exacerbate existing hazards. (Draft SEIR pg. 3.9-51)

The Certified EIR concluded that implementation of the approved project's policies in addition to compliance with existing regulations ensured that development of the approved project would not exacerbate existing hazards associated with existing hazardous materials sites. As such, impacts were found to be less than significant.

Policy Plan Amendment

The Policy Plan Amendment guides growth in development within the City and is not a development project. The proposed project primarily involves modifying the currently permitted and planned TOP land use pattern across nearly 1,000 acres in southern Ontario (see Draft SEIR Figure 2-6). Development in accordance with the Policy Plan Amendment land use plan would involve redevelopment and reuse of some sites listed as hazardous materials sites on environmental databases (see Section 3.9.2 under "Hazardous Materials Sites"). The listings document the presence of hazardous materials on those sites but do not document hazardous releases. As a result, redevelopment of these sites could potentially expose future residents and workers to hazards from known hazardous materials releases on and near the sites.

Site assessments for hazardous materials and remediation of hazardous materials releases would be required for redevelopment projects developed in accordance with the Policy Plan Amendment and the regulations and policies of the agency assigned to the site (i.e., DTSC, Water Quality Control Board, CUPA, EPA). Furthermore, there are several Policy Plan Amendment policies that address development on and around known hazardous waste sites. These policies include:

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

- **LU-2.3: Hazardous Uses.** We regulate the development of industrial and similar uses that use, store, produce, or transport toxic substances, air emissions, other pollutants, or hazardous materials.
- **LU-2.9: Methane Gas Sites.** We require sensitive land uses and new uses on former dairy farms or other methane-producing sites be designed to minimize health risks.
- **S-6.2: Response to Hazardous Materials Releases.** We respond to hazardous materials incidents and coordinate these services with other jurisdictions.
- **S-6.5: Location of Hazardous Material Facilities.** We regulate facilities that will be involved in the production, use, storage, or disposal of hazardous materials, pursuant to federal, state, county, and local regulations, so that impacts to the environment and sensitive land uses are mitigated. We prohibit new hazardous waste facilities in close proximity to sensitive land uses and environmental justice areas.
- **S-6.6: Location of Sensitive Land Uses.** We prohibit new sensitive land uses from locating within airport safety zones and near existing sites that use, store, or generate large quantities of hazardous materials.
- **S-6.8: Mitigation and Remediation of Groundwater Contamination.** We actively participate in local and regional efforts directed at both mitigating environmental exposure to contaminated groundwater and taking action to clean up contaminated groundwater once exposure occurs.
- **S-6.9: Remediation of Methane.** We require development to assess and mitigate the presence of methane, per regulatory standards and guidelines.

Compared to the approved project, buildout under the proposed project would result in similar impacts because it would increase land use intensity rather than expand development into previously undeveloped areas that require substantial landform modification.

Specific Plan

The SWRCB GeoTracker database and the DTSC online EnviroStor database were searched for records related to the Specific Plan area.

The Whitegold property has been permitted and used for dairy farming purposes since at least 1979 with animal wastewater discharge. This facility was listed on the LUST and Cortese databases (CalEPA 2026). Two 1,000-gallon USTs storing gasoline and diesel were removed from the property in 1994. No sampling activities were conducted at the time of removal. Subsequent soil sampling activities were conducted in 2004 and 2005 to determine the vertical and lateral extent of contamination under the direction of the Santa Ana RWQCB. Soils impacted with TPH and VOCs were reportedly excavated at depths ranging from approximately 32 to 50 feet bgs and disposed offsite, totaling approximately 500 cubic yards (752 tons) of impacted soil. Residual petroleum hydrocarbons were detected at a depth of approximately 30 feet bgs. Based on these remediation activities, the low residual concentrations of TPH and the depth to groundwater (approximately 120 feet bgs), the Santa Ana RWQCB issued a No Further

Action letter for the case on October 18, 2006 (Appendix G1). As the site has received a status of Completed – Case Closed, it would not create a significant hazard to the public or the environment. No other properties within the Specific Plan area are identified on a list compiled pursuant to Government Code Section 65962.5. The 2022 Certified EIR acknowledged that development in accordance with TOP 2050 would affect properties identified on hazardous materials databases. Site assessments for hazardous materials and the remediation of any hazardous materials releases would be required for redevelopment projects implemented under the proposed project, in accordance with the regulations and policies of the agency with jurisdiction over the site (i.e., DTSC, Water Quality Control Board, CUPA, EPA).

Finding

Policy Plan Amendment

Like the approved project, the proposed project would not expose people to substantial hazards from sites containing hazardous materials listed on environmental databases and impacts would be **less than significant**. Overall, the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the approved project.

Specific Plan

Like the approved project, impacts would be **less than significant.** Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Impact HAZ-5 (PPA+EBPSP): The proposed project is within the airport influence area of the Ontario International Airport and Chino Airport; however, land uses are consistent with the airport safety zones. (Draft SEIR pg. 3.9-54)

The Certified EIR concluded that the development allowed under the approved project near the airport influence areas would be consistent with the adopted ALUCP for ONT and meet the conditions of the CNO Authority and the 2011 Caltrans Airport Land Use Planning Handbook. As a result, impacts were identified as less than significant.

Airport safety hazards include hazards posed to aircraft and hazards posed by aircraft to people and property on the ground. With proper land-use planning, aircraft safety risks can be reduced, primarily by avoiding incompatible land uses. The Federal Aviation Administration and Caltrans Division of Aeronautics provide guidance for land use safety near airports. With adherence to these guidelines, high concentrations of people are not exposed to potential airplane accidents along runways or near airports while airplanes are departing and arriving. There are also guidelines on the placement of housing, schools, and other sensitive land uses near airports because of the noise pollution caused by airplanes (see also Section 3.13, *Noise*).

Policy Plan Amendment

Ontario International Airport

ONT has the capacity to provide regional air traffic for domestic and international commercial and cargo service, and the necessary support facilities for major and smaller airlines. It operates as a medium-hub, full-service airport serving major US cities and international cities with an average of 90 daily departures (ONT 2025b). The City of Ontario prepared an ALUCP for ONT in accordance with the Caltrans Division of Aeronautics' 2011 *California Airport Land Use Planning Handbook*.

The proposed project would redesignate the area along Holt Boulevard from Business Park to Mixed Use land use and a portion along Grove Avenue from Airport to Industrial land use. Although the proposed project would redesignate land uses near ONT, any future development facilitated by these changes would remain subject to meet the applicable safety zone restrictions, noise compatibility requirements, and airspace protection policies of the adopted ONT ALUCP. Additionally, the policies under Land Use-5 (LU-5), Airport Planning, of the Policy Plan Amendment require that all new development surrounding ONT be consistent with the adopted ALUCP and be coordinated with airport authorities to ensure that the public is protected from excessive noise and safety hazards. Furthermore, a consistency determination analysis for the ONT was prepared by the City and found that the Policy Plan Amendment is consistent with ALUCP for ONT (Appendix G6). Therefore, the approved project, the Policy Plan Amendment maintains consistency with the ALUCP for ONT since the land use designation change within the airport influence area are consistent.

Chino Airport

The CNO is predominantly a recreational airport. Because the airport is not planned for expansion and would remain primarily recreational, and because only lower-elevation buildings surround it and would continue to surround it upon project implementation, the CNO poses no unique hazards. Similar to the approved project, buildout of the Policy Plan Amendment would involve development within the CNO influence area. The proposed land uses within the Chino Airport Overlay include Business Park, Industrial, Medium Density Residential, Mixed Use, and Open Space–Recreation.

The proposed project would redesignate land south of Edison Avenue from General Commercial, Medium Density Residential, and Mixed Use to Business Park and Open Space–Recreation. In general, these changes would result in a reduction in residential land use within the safety zones of Chino Airport. Any future development in these areas of change would remain subject to meet the applicable safety zone restrictions, and airspace protection policies of the CNO Authority and the Caltrans 2011 Handbook. These requirements include appropriate land uses, maximum population density, maximum site coverage, height restrictions, and required notification/disclosure areas based on the noise contours and runway protection, approach, and Part 77 zones of the adopted Chino Airport Master Plan. A consistency determination analysis for the CNO was also prepared by the City of Ontario found that the Policy Plan Amendment is consistent with ALUCP for CNO (Appendix G6).

Furthermore, the policies under Land Use-5 (LU-5), Airport Planning, of the Policy Plan Amendment promote coordination with airport authorities to ensure land uses near the airport are compatible and that the public is protected from excessive noise and safety hazards. These policies include:

- **LU-5.1: Coordination with Airport Authorities.** We collaborate with FAA, Caltrans Division of Aeronautics, airport owners, neighboring jurisdictions, and other shareholders in the preparation, update, and maintenance of airport-related plans.
- **LU-5.2: Airport Planning Consistency.** We coordinate with airport authorities to ensure The Ontario Plan is consistent with state law, federal regulations, and/or adopted master plans, and airport land use compatibility plans for ONT and Chino Airport.
- **LU-5.3: Airport Impacts.** We work with agencies to maximize resources to mitigate the impacts and hazards related to airport operations – their homes.
- **LU-5.4: ONT Growth Forecast.** We support and promote an ONT that accommodates 30 million annual passengers and 1.6 million tons of cargo per year, as long as the impacts associated with that level of operations are planned for and mitigated.
- **LU-5.5: Airport Compatibility Planning for ONT.** We create and maintain the Airport Land Use Compatibility Plan for ONT.
- **LU-5.6: Alternative Process.** We fulfill our responsibilities and comply with state law with regard to the Alternative Process for proper airport land use compatibility planning.
- **LU-5.7: ALUCP Consistency with Land Use Regulations.** We comply with state law that requires general plans, specific plans, and all new development to be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public-use airport.
- **LU-5.8: Chino Airport.** We will support the creation and implementation of the Airport Land Use Compatibility Plan for Chino Airport.
- **M-5.2. Land Use Compatibility with Regional Transportation Facilities.** We work with ONT, railroads, Caltrans, SBCTA, and other transportation agencies to minimize impacts.

Specific Plan

The Specific Plan area is located approximately 4.5 miles south of ONT. Although the Specific Plan area is located within the ONT AIA, it is located outside any identified safety, airspace protection, and noise impact zones. All properties located within the ONT AIA are subject to a real estate transaction disclosure notice (Ontario 2018).

The Specific Plan area is approximately one-half mile north of CNO, within the CNO AIA. The San Bernardino County Comprehensive Land Use Plan for Chino Airport was adopted in 1991 and does not reflect guidance in the 2011 Caltrans Airport Land Use Planning Handbook (SBC ALUC 1991). As such, in 2022, the City of Ontario adopted the CNO Overlay District and Reference I:

Chino Airport Land Use Compatibility Plan, which provides maps, criteria, and policy language to guide development within the Chino AIA consistent with the Caltrans 2011 Handbook.

The majority of the Specific Plan area is within CNO Safety Zone 6 (low risk), with a very small portion of the southeastern corner located within Safety Zone 4 (moderate risk). Uses permitted by the EBPSP are allowed in both of these safety zones, subject to the criteria and policies of Reference I: Chino Airport Land Use Compatibility Plan in Draft SEIR Table 3.9-2, *CNO Compatibility Criteria Matrix* (Ontario 2022b).

As discussed within Section 3.14, *Population and Housing*, of this Draft SEIR the EBPSP uses have the potential to create up to 1,590 employees within the project site. This would equate to an average of 8.41 people per acre. Even with the addition of visitors to the site, the intensity limits set forth above would not be exceeded. Furthermore, the policies under Land Use-5 (LU-5), Airport Planning, of the Policy Plan Amendment promote coordination with airport authorities to ensure land uses near the airport are compatible and that the public is protected from excessive noise and safety hazards.

Finding

Policy Plan Amendment

The proposed project ensures compatibility with ONT and CNO. As a result, the proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project. Therefore, this impact is **less than significant**.

Specific Plan

The EBPSP would not result in greater impacts related to safety hazards or excessive noise for people residing or working in the area compared to the approved project, and impacts would be **less than significant**. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Impact HAZ-6 (PPA+EBPSP): Implementation of the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan. (Draft SEIR pg. 3.9-58)

The Certified EIR concluded that substantial transportation infrastructure improvements are planned to accommodate population growth in the City in the event of an emergency; therefore, the approved project would not interfere with an emergency evacuation plan. As a result, impacts were found to be less than significant.

Policy Plan Amendment

The threat of flood is one of Ontario's greatest hazard because large portions of the City are within the flood zone. The majority of the population growth associated with the proposed

project would occur in Ontario Ranch. As identified in the City's Roadway Classification map (see Draft SEIR Figure 3.17-1, *Roadway Classifications*), there are substantial improvements in transportation infrastructure planned to accommodate the increase in population in the City in the event of an emergency. Interstate highways would also serve as major emergency response and evacuation routes. As further described in Chapter 3.20, *Wildfire*, the Policy Plan Amendment land use plan would not introduce new roadways or modify existing ones in a manner that would impede emergency vehicle access or evacuation operations. Furthermore, City design review procedures would ensure that all roadway and site designs maintain compliance with emergency access standards and the City's adopted emergency response plans.

As described in Section 3.9.1, *Regulatory Framework*, the City's OEM oversees the City's emergency plans, which address planned responses to natural disasters, technological incidents, and national security emergencies (Ontario 2025a). Compliance with the City's Emergency Operations Plan and LHMP would help ensure adequate emergency accessibility is provided to the community. Additionally, the OFD reviews development applications to ensure that adequate emergency accessibility is provided based on local and state guidance.

Specific Plan

The Specific Plan area does not contain any emergency facilities, nor do adjacent roadways serve as emergency evacuation routes. The nearest evacuation routes are Edison Avenue/Ontario Ranch Road (east-west direction), Merrill Avenue (east-west direction), Euclid Avenue (north-south direction) and Grove Avenue (north-south direction) above Edison Avenue/Ontario Ranch Road.

Additionally, the City's LHMP identifies potential hazards within the City and includes hazard mitigation strategies and actions to be implemented in an effort to minimize risk. Land uses implemented pursuant to the Specific Plan would not interfere with the City's implementation of any of the actions identified therein.

The EBPSP does not propose or require permanent alteration of major vehicle circulation routes. In addition, no facilities or operations that would interfere with any identified emergency response or emergency evacuation plan are proposed in the Specific Plan area. In accordance with the City's OEM, LHMP, and coordination with the local fire and police departments during construction would ensure that potential interference with emergency response and evacuation efforts are avoided. Further, potential temporary traffic/access disruption that may occur during construction would be addressed through the implementation of a Temporary Traffic Control Plan, as required by the City. The City, as part of its discretionary review process, would review future development application materials to ensure that appropriate emergency ingress and egress is provided.

Finding

Policy Plan Amendment

The development allowed under the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the approved project. Therefore, this impact is **less than significant**.

Specific Plan

The EBPSP would not physically interfere with an adopted emergency response plan or emergency evacuation plan. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact would be **less than significant**.

Impact HAZ-7 (PPA+EBPSP): The proposed project would not exacerbate wildfire risks in Ontario. (Draft SEIR pg. 3.9-60)

The Certified EIR found that, with the adherence to applicable state and local building standards, development and infrastructure associated with the approved project would result in less than significant risks related to wildfire hazards.

Policy Plan Amendment

Buildout of the proposed project modifies the land-use pattern and updates related Policy Plan elements while maintaining the overall planning and regulatory framework established by the approved project. As further described in Section 3.20, *Wildfire*, the adopted 2025 CAL FIRE Local Responsibility Area Fire Hazard Severity Zone map does not identify areas in Ontario within a Fire Hazard Severity Zone. However, the City recognizes that even though fuel loading is light and fire risk comes primarily from urban fires, not wildfires, there is some risk related to wildfire events.

Ontario is supported by multiple local and regional programs for fire prevention and for addressing wildland fires should they arise, including the California Building Code, the California Fire Code, CAL FIRE *2024 Strategic Fire Plan for California*, County of San Bernardino Multi-jurisdiction Hazard Management Plan, the Ontario LHMP, and fire services from OFD. Continued adherence to these regulations and practices would ensure that future development and infrastructure associated with the proposed project do not exacerbate risk in wildfire hazards or result in post-wildfire hazards (e.g., landslides, mudflows, and flooding).

In addition, the Safety Element contains the following policies to prevent wildfire hazards and support the community during wildfire events:

- **S-3.4: Special Team Services.** We maintain effective special rescue services.

- **S-3.6: Interagency Cooperation.** In order to back up and supplement our capabilities to respond to emergencies, we participate in the California Fire Rescue and Mutual Aid Plan.
- **S-3.8: Fire Prevention through Environmental Design.** We require new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces, and buildings.
- **S-3.9: Resource Allocation.** We analyze fire data to evaluate the effectiveness of our fire prevention and reduction strategies and allocate resources accordingly.
- **S-8.3: Emergency/Disaster Training and Exercises.** We conduct training and exercises to prepare for and evaluate emergency/disaster response and recovery procedures.
- **S-8.5: Interdepartmental Coordination.** We utilize all City departments to help support emergency/disaster mitigation, preparedness, response, mitigation, and recovery.
- **CD-2.8: Safe Design**. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintaining visibility and accessibility, and using lighting.

Because the proposed project would not alter topography, slope conditions, or emergency infrastructure design standards, and would continue to implement existing fire-safety programs and policies, it would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

Specific Plan

As detailed in Section 3.20, *Wildfire*, of this SEIR the Specific Plan area is located within the limits of the City of Ontario, outside of the SRA, and is not located within an identified Fire Hazard Severity Zone (CAL FIRE 2025b).

According to the City's 2023 LHMP, no high fire severity zones exist within the City, nor does the City have any wildland-urban interface areas (Ontario 2023). The Specific Plan area is located within an LRA, with fire protection services currently provided by the OFD.

Uses implemented pursuant to the EBPSP would comply with the California Building Code, California Fire Code, CAL FIRE *2024 Strategic Fire Plan for California*, County of San Bernardino Multi-jurisdiction Hazard Management Plan, the Ontario LHMP, and applicable City policies. Compliance with these standards and plans would act to prevent or minimize wildfire hazards and would avoid or reduce exposure to wildfire risks. Accordingly, the EBPSP would not result in new or substantially more severe impacts compared to the approved project.

Finding

Policy Plan Amendment

Accordingly, the Policy Plan Amendment would not result in new or substantially more severe impacts compared to the approved project, and wildfire-related risks would be **less than significant**.

Specific Plan

The potential for the EBPSP to expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires is considered **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

HYDROLOGY AND WATER QUALITY

Impact HYD-1 (PPA+EBPSP): Compliance with existing regulations, City policies, and RWQCB standards would prevent violations of water quality objectives or substantial degradation of water resources associated with the proposed project. (Draft SEIR pg. 3.10-24)

Policy Plan Amendment

Construction

The proposed project involves the designation of commercial, industrial, and residential land uses in Ontario, as well as continued redevelopment and large amounts of infill development. The potential buildout of the proposed project would increase the number of populations, dwelling units, non-residential building square footage, and employment compared to the approved project (refer to Draft SEIR Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*). Buildout in accordance with the proposed project would result in an increase in construction activities, which could impact water quality and waste discharge throughout the City of Ontario.

Clearing, grading, excavation, and construction activities associated with proposed project have the potential to impact water quality through soil erosion and by increasing the amount of silt and debris carried in runoff. Additionally, the use of construction materials, such as fuels, solvents, and paints, may present a risk to surface water quality. Finally, the refueling and parking of construction vehicles and other equipment on-site during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the storm drain system.

To minimize these potential impacts, future development associated with proposed project would require compliance with the SWRCB CGP (Order WQ 2022-0057-DWQ). The SWRCB mandates that projects that disturb one or more acres of land must obtain coverage under the

Statewide CGP. The CGP also requires that prior to the start of construction activities, the project applicant must file PRDs with the SWRCB, which includes notice of intent, risk assessment, site map, annual fee, signed certification statement, and SWPPP.

A SWPPP requires the incorporation of BMPs to control sediment, erosion, and hazardous materials contamination of runoff during construction and prevent contaminants from reaching receiving water bodies. The construction contractor is always required to maintain a copy of the SWPPP at the site and implement all construction BMPs identified in the SWPPP during construction activities. Prior to the issuance of a grading permit, the project applicant is required to provide proof of filing of the PRDs with the SWRCB, which include preparation of SWPPP.

In addition, the City of Ontario requires that an ESCP be submitted prior to grading plan approval and the issuance of a grading permit (Ontario 2017). Implementation of the erosion control plan would address any potential erosion issues associated with proposed grading and site preparation activities associated with future buildout under the proposed project. Submittal of the PRDs, implementation of the SWPPP, and the erosion control plan throughout the construction phase of the proposed project would address anticipated and expected pollutants of concern as a result of construction activities.

While the proposed project would accommodate additional development intensity and associated construction activity, compliance with existing state and local regulatory requirements—such as the CGP, preparation and implementation of a SWPPP, and submittal of ESCP —would ensure that construction-related pollutants are effectively managed. The City's established regulatory framework, combined with BMPs, would continue to minimize potential erosion, sedimentation, and contaminant discharges during construction.

Operation

Pollutants commonly generated during the post-construction phase of urban development include sediment, metals, nutrients, pesticides, hydrocarbons, and other contaminants associated with vehicular use, landscaping, and impervious surfaces. Under the proposed project, future development would continue to comply with the City's adopted stormwater quality policies and applicable regional and state water quality regulations. Specifically, the Policy Plan Amendment incorporates policies ER-1.5, ER-1.6, and ER-1.7 from the approved project, which direct the City to protect and enhance water quality through coordinated water resource management, implementation of LID strategies, and management of urban runoff in accordance with RWQCB requirements:

- **ER-1.5: Water Resource Management.** Environmental justice areas are prioritized as we coordinate with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater.

- **ER-1.6: Urban Run-off Quantity.** We encourage the use of low impact development strategies, to intercept run-off, slow the discharge rate, increase infiltration and ultimately reduce discharge volumes to traditional storm drain systems.

- **ER-1.7: Urban Run-Off Quality.** We require the control and management of urban runoff, consistent with Regional Water Quality Control Board regulations.

In addition, new development under the proposed project would be required to comply with NPDES Permit No. CAS618036 through the preparation of a WQMP. Each WQMP must identify and integrate BMPs to minimize pollutant discharges and protect receiving waters during the operational phase. These measures include:

- **Site Design BMPs:** Incorporation of permeable surfaces, preservation of natural drainage features such as swales, and use of detention and retention basins to reduce runoff volumes and promote infiltration.

- **Source Control BMPs:** Minimizing pollutant exposure through impervious paving in fueling and trash storage areas, directing run-on away from pollutant sources, implementing spill containment, and ensuring proper waste handling.

- **Non-structural BMPs:** Public education, employee training, operational restrictions (e.g., prohibiting fertilizer, pesticide, and waste discharges to streets or storm drains), and routine inspection and maintenance programs.

- **Treatment Control BMPs:** On-site pollutant removal through vegetated biofiltration swales, infiltration systems, and hydrodynamic separators, designed in accordance with the San Bernardino County Technical Guidance Document for WQMPs (Santa Ana RWQCB 2013).

These regulatory mechanisms and engineering controls would ensure that urban runoff is managed to meet or exceed applicable water quality standards. Implementation of these requirements would minimize pollutant loads to the City's storm drain system and prevent degradation of surface water or groundwater quality.

The SEIR evaluates whether the proposed project would result in new or more severe operational water quality impacts compared to the approved project. While the proposed project would accommodate additional development intensity and associated increases in impervious surfaces, all new development would remain subject to the same comprehensive regulatory framework governing stormwater quality. Mandatory preparation and implementation of project-specific WQMPs, adherence to LID principles, and enforcement of NPDES permit requirements would continue to ensure that post-construction discharges are effectively controlled and treated prior to entering the storm drain system.

Although the proposed project could incrementally increase the potential for pollutant generation, compliance with existing regulations, City policies, and RWQCB standards would prevent violations of water quality objectives or substantial degradation of water resources.

Specific Plan

Construction

Construction of the Specific Plan would require compliance with the CGP, which requires the preparation and implementation of a SWPPP. Additionally, the City requires the implementation of an ESCP, which would ensure that appropriate BMPs are implemented to prevent, to the maximum extent practicable, pollutants from reaching the City's storm drain system. Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydroseeding. Submittal, review, and approval of the ESCP by the City are required prior to the issuance of grading permits for development.

Mandatory compliance with the CGP, SWPPP, and ESCP would ensure that implementation of the Specific Plan would not result in a violation of any water quality standards or waste discharge requirements during construction activities.

Operation

The applicant would be required to implement a Water Quality Management Plan (WQMP) to demonstrate compliance with the City's NPDES municipal stormwater permit, and to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters. As identified within the preliminary WQMP (Appendix H2), the Specific Plan has been designed to include onsite structural-source control BMPs, as well as operational-source controls. Submittal, review, and approval of the WQMP by the City are required prior to the issuance of grading permits for development.

Finding

Policy Plan Amendment

The proposed project would not result in new or substantially more severe operational water quality impacts compared to the approved project and that was identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan

The Specific Plan would be required to comply with all State, County, and local regulations regarding stormwater runoff during operations. Compliance with these existing requirements would ensure water quality standards and waste discharge requirements would not be exceeded, and surface water and groundwater quality would not be degraded. Impacts would be **less than significant**. The 2022 Certified EIR did not identify any significant water quality

impacts. Accordingly, the Specific Plan would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Impact HYD-2 (PPA+EBPSP): Buildout of the proposed project would not interfere with sustainable management of the groundwater basin. (Draft SEIR pg. 3.10-28)

The 2022 Certified EIR identified less than significant impacts related to groundwater recharge and supply for the approved project.

Policy Plan Amendment

Buildout of proposed project is forecast to increase residential units by 7,225 and increase nonresidential square footage by 4,334,416 square feet compared to the approved project. Future development would increase the amount of impermeable surfaces in the City and reduce the amount of permeable surfaces available for groundwater recharge. Projects considered for approval under the proposed project, like the approved project, would have to meet the following requirements for limiting impacts to groundwater recharge:

- BMPs for compliance with NPDES regulations, for instance, preservation of existing vegetation.

- Preparation of project-specific hydrology studies estimating project impacts on drainage, in accordance with procedures in the San Bernardino County Technical Guidance Document for WQMPs (2013).

In addition, TOP 2050 includes policies that would promote infiltration of runoff and groundwater recharge, including Policies ER-1.5 and ER-1.6. Policy ER-1.5 prioritizes environmental justice areas in coordination with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater. Policy ER-1.6 encourages the use of LID and green infrastructure to intercept runoff, slow discharge rates, increase infiltration, and reduce discharge volumes to traditional storm drain systems. Groundwater supply and management are discussed further in Section 3.19, *Utilities and Service Systems*.

The Chino Basin Watermaster Rules & Regulations require monitoring, reporting, and limiting groundwater extractions to ensure sustainable yield of the basin (CBW 2022). New or modified wells must comply with Watermaster rules and state/county permitting requirements, ensuring that project operations would not substantially decrease groundwater supplies or interfere with groundwater recharge in a manner that impedes sustainable groundwater management.

With the implementation of policies that promote LID and infiltration for new development projects and compliance with the Chino Basin Watermaster's safe yield restrictions, the potential for the proposed project to substantially decrease groundwater supplies or interfere

substantially with groundwater recharge, such that the project may impede sustainable groundwater management of the basin, is considered less than significant.

The Chino Groundwater Basin is adjudicated and is considered by DWR to be a very low priority groundwater basin (GE 2025). Each water purveyor has an allotted amount of water that can be pumped from the basin so that the safe yield is not exceeded. The City has access to additional water supplies that can accommodate the proposed increase in growth. Buildout of the proposed project would not interfere with sustainable management of the groundwater basin.

Specific Plan

Construction

Direct additions or withdrawals of groundwater are not proposed by the Specific Plan. Further, construction would not involve substructures or other intrusions at depths that would significantly impair or alter the direction or rate of flow of groundwater.

Operation

Water is provided to the Specific Plan area by the Ontario Municipal Utilities Company (OMUC). According to the Specific Plan's Water Supply Assessment (WSA) prepared by the OMUC, the projected operational water demand for the Specific Plan is 571.9 acre-feet per year (AFY). The OMUC has determined that it can meet Citywide water demands (including the Specific Plan) during normal, dry year, and multiple dry years through 2045 (OMUC 2025)

Groundwater which may be consumed by the Specific Plan, and the service area as a whole, would be recharged pursuant to the OMUCs policies and programs. The Specific Plan area is not a designated groundwater recharge area. The Specific Plan does not propose or require facilities or operations that would otherwise adversely affect designated recharge areas.

Finding

Policy Plan Amendment

This impact is **less than significant**. The proposed project would not result in new or substantially more severe impacts to groundwater supply or recharge compared to the approved project and impacts identified in the 2022 Certified EIR.

Specific Plan

The potential for the Specific Plan to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that sustainable groundwater management of the basin may be impeded is considered **less than significant**.

The 2022 Certified EIR did not identify any significant groundwater supply or recharge impacts. Accordingly, the Specific Plan would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Impact HYD-3 (PPA+EBPSP): Implementation of BMPs outlined in project SWPPPs, erosion and sediment control plans, WQMPs, and adherence to TOP policies would address hydrology and water quality impacts related to erosion and flooding. (Draft SEIR pg. 3.10-31)

The 2022 Certified EIR identified less than significant impacts related to increased surface runoff, flooding, stormwater drainage, and flood flows for the approved project.

Policy Plan Amendment

Erosion and Siltation

Similar to the approved project, future development associated with the proposed project would involve site improvements that require grading, excavation, and soil exposure during construction, with the potential for erosion or siltation to occur. If not controlled, the transport of these materials to local waterways could temporarily increase suspended sediment concentrations and release pollutants attached to sediment particles. To minimize this impact, future projects under the proposed project would be required to comply with the requirements in the State's Construction General Permit, including preparation of a notice of intent and SWPPP prior to the start of construction activities (see Impact a). The SWPPP would describe the BMPs to be implemented during the project's construction activities. The implementation of the BMPs during the construction phase would include the following measures to minimize erosion and siltation:

- Minimize disturbed areas of the site.
- Install on-site sediment basins to prevent off-site migration of erodible materials.
- Implement dust control measures, such as silt fences and regular watering of open areas.
- Stabilize construction entrances/exits.
- Install storm drain inlet protection measures.
- Install sediment control measures around the site, including silt fences or gravel bag barriers.

In addition, the City of Ontario requires preparation of an erosion and sediment control plan and implementation of BMPs to control erosion, debris, and construction-related pollutants. This would further reduce the potential for erosion and siltation during the construction phase.

For post-construction, projects approved under the proposed project would be required to control stormwater discharges under NPDES Permit No. CAS618036 through preparation of a WQMP identifying BMPs for reducing or eliminating runoff (see Impact a). Additionally, the Policy Plan Amendment would follow policies ER-1.5 through ER-1.7 which collectively direct the City to incorporate strategies to capture, slow, or treat run-off that would reduce the potential for erosion and siltation during the operational phase of future development projects.

Collectively, implementation of BMPs outlined in SWPPPs, erosion and sediment control plans, WQMPs, and TOP 2050 policies would address anticipated erosion and siltation impacts.

Flooding On- and Off-Site

Buildout of proposed project is forecast to increase residential units by 7,225 and increase non-residential square footage by 4,334,416 square feet compared to the approved project (refer to Draft SEIR Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*). Future development would increase the amount of impermeable surfaces in the City, which could result in future on- and off-site flooding.

As discussed above, under "Erosion and Siltation," future development projects would implement BMPs outlined in SWPPPs to reduce flooding impacts due to runoff during construction and BMPs included in WQMPs to reduce the potential for post-construction flooding impacts. The City's standard conditions of approval for new development also require the preparation of hydrology studies and drainage analyses that document the peak runoff rates from the developed site and evaluate the capacity of the storm drain system to accept these flow rates.

Additionally, the Policy Plan Amendment would continue and implement the following TOP policies:

- **ER-1.6. Urban Run-off Quantity.** We encourage the use of low impact development strategies, to intercept run-off, slow the discharge rate, increase infiltration and ultimately reduce discharge volumes to traditional storm drain systems.

- **ER-1.7. Urban Run-off Quality.** We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.

- **S-2.1. Entitlement and Permitting Process.** We require hydrological studies prepared by a state-certified engineer when new development is located in a 100-year or 500-year floodplain to assess the impact that the new development will have on the flooding potential of existing development down-gradient.

- **S-2.5 Stormwater Management.** We maintain the storm drain system to convey a 100-year storm, when feasible, and encourage environmental site design practices to minimize flooding and increase groundwater recharge, including natural drainage, green infrastructure, and permeable ground surfaces.

- **S-2.6 Use of Flood Control Facilities.** We encourage joint use of flood control facilities as open space or other types of recreational facilities.

These policies direct the City to incorporate strategies to capture, slow, or treat runoff and to reduce the flooding potential down-gradient of new development. These policies would reduce

the potential for on- and off-site flooding during the operational phase of future development projects.

Surface Runoff and Capacity of Storm Drain System

There are three major regional drainage channels that convey stormwater runoff from the City's storm drain system—San Antonio Channel, Cucamonga Channel, and Day Creek Channel. There are also several flood retentions and spreading basins in the City that are used to retain flood flows and recharge the Chino Groundwater Basin.

Projects considered for approval under the proposed project would be required to comply with the City's standard conditions of approval for new development under Resolution No. 2017-027, such as prepare project-specific hydrology and hydraulic studies following the methodology in the San Bernardino County Hydrology Manual, which describes the approach for estimating stormwater runoff and peak flow rates, for the 100-year storm event (San Bernardino County 1986). In compliance with the MS4 Permit and San Bernardino County Stormwater Program, new development projects would also be mandated to install stormwater treatment BMPs that retain the 2-year, 24-hour rainfall event (Santa Ana RWQCB 2013).

Furthermore, new development under the Policy Plan Amendment would continue and comply with TOP 2050 policies, such as Policy ER-1.6, which encourages the use of LID strategies to intercept runoff, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems. In addition, Policy S2-5 would maintain the storm drain system to convey a 100-year storm, when feasible, and encourage environmental site design practices to minimize flooding, thus reducing the impacts of any increases in surface water flows that enter the storm drainage systems.

Although the proposed project would result in an increase in impervious surfaces and potentially increase surface runoff, development in the City would follow the same regulations as identified in the Certified EIR for the approved project, such as preparing a hydrology study and drainage analysis, following the San Bernardino County Stormwater Program, and continuing to follow TOP 2050 policies.

Flood Flows

As shown in Draft SEIR Figure 3.10-2, there are 100-year and 500-year flood zones throughout the City. FEMA periodically updates its FIRMs to incorporate improved topographic data, updated hydrologic and hydraulic modeling, and revised flood risk information. As a result, floodplain boundaries may shift between map versions. These updates do not necessarily indicate an increase in flood risk but reflect improved mapping accuracy. Future development under the proposed project would be required to comply with applicable flood hazard regulations and policies based on the most current FEMA mapping.

Flood hazards are among the most significant environmental concerns in the Ontario Ranch area. New development within Ontario Ranch is assumed to implement the Ontario Master Plan of Drainage, which outlines the regional facilities needed to manage stormwater and reduce

flood risk. The San Bernardino County Flood Control District's comment letter identifies a parcel (APN 1052-161-03), which is owned by the District and cannot be developed at this time because it is currently occupied by the Grove Basin flood control facility, which provides flood protection for downstream properties (see full comment letter in Appendix A). This indicates that regional drainage improvements, including the Grove Basin project, are active components of flood management within Ontario Ranch.

In addition, the Policy Plan Amendment would not change policies established in the approved project. Therefore, the City would take the following actions to reduce impacts of potential developments within 100-year and 500-year flood zones:

- **S-2.1: Entitlement and Permitting Process**. We require hydrological studies prepared by a state-certified engineer when new development is located in a 100-year or 500-year floodplain to assess the impact that the new development will have on the flooding potential of existing development down-gradient.

- **S-2.2: Floodplain Mapping**. We require any new development partially or entirely in 100-year flood zones to provide detailed floodplain mapping for 100- and 200-year storm events as part of the development approval process.

- **S-2.3: Facilities that Use Hazardous Materials**. We comply with state and federal law and do not permit facilities using, storing, or otherwise involved with substantial quantities of onsite hazardous materials to be located in the 100-year flood zone or 500-year flood zone unless all standards of elevation, flood-proofing, and storage have been implemented to the satisfaction of the Building Department.

- **S-2.4: Prohibited Land Uses**. We prohibit the development of new essential and critical facilities in the 100-year floodplain and discourage the development of new essential and critical facilities in the 500-year floodplain unless all standards of elevation and flood proofing demonstrate that a facility can be safe and operational during a flood event, implemented to the satisfaction of the Building Department.

- **S-2.5: Stormwater Management**. We maintain the storm drain system to convey a 100-year storm, when feasible, and encourage environmental site design practices to minimize flooding and increase groundwater recharge, including natural drainage, green infrastructure, and permeable ground surfaces.

In addition to these policies, the Ontario Municipal Code, Chapter 13, Flood Damage Prevention Program, requires that a development permit be obtained prior to development in a special flood hazard area to ensure that the site is reasonably safe from flooding and flood hazards. The City requires that all new structures in a special flood hazard area have elevations above the base flood elevation.

Specific Plan

Construction

During site preparation activities, any existing groundcover would be removed from the Specific Plan area, exposing the area to increased wind and water erosion potential. Further, construction site runoff may carry increased loads of sediment, heavy metals and petroleum hydrocarbons (from machinery) which could degrade water quality. As previously mentioned, in accordance with NPDES requirements, the applicant would be required to prepare and implement an ESCP to alleviate potential erosion, sedimentation and stormwater discharge contamination impacts.

The applicant would also be responsible for compliance with the CGP by filing a Notice of Intent to Commence Construction Activities. Under the CGP, discharge of materials other than stormwater is prohibited. The CGP stipulates further that the applicant shall prepare, retain at the construction site, and implement a SWPPP which identifies the sources of sediments and other pollutants that affect the quality of stormwater discharge, and implement practices to reduce sediment and other pollutants to stormwater discharge. SWPPP requirements include identification of construction and post-construction BMPs that would act to reduce sediments and other pollutants.

Implementation of the SWPPP and compliance with applicable NPDES and RWQCB requirements would ensure that potential construction-source erosion and water quality impacts of the Specific Plan are reduced to levels that would be less than significant.

Operation

The Specific Plan would implement a storm drainage system to convey stormwater runoff. The storm drainage system would include a series of detention and underground filtration systems. Water quality features within the proposed system include hydrodynamic separators and biofiltration units. Flows would then be routed to existing City storm drain lines located in Campus Avenue, Bon View Avenue, Grove Avenue, and Walker Avenue. In larger storm events, the underground detention systems, located downstream of the underground infiltration systems and upstream of the City's storm drain lines would detain excess runoff. Final design, configuration, and locations of proposed drainage system improvements will be reviewed and approved by the City prior to, or concurrent with, application for grading permits.

Over the life of the Specific Plan, contaminants such as oil, fuel and grease that are spilled or left behind by vehicular traffic collect and concentrate on paved surfaces. During storm events, these contaminants are washed into the storm drain system and may potentially degrade receiving water quality. Stormwater runoff from paved surfaces within the developed Specific Plan area could carry a variety of urban wastes, including greases and oils and small amounts of metals which are common by-products of vehicular travel. In addition, storm runoff will likely contain residual amounts of fertilizers and plant additives washed off from landscaped areas.

Recognizing the potential hazards of such urban runoff, the EPA has issued regulations which require municipalities to participate in the NPDES program. Compliance with applicable NPDES requirements and performance standards would be achieved through implementation of the WQMP. To ensure adequate and appropriate treatment of stormwater discharges, the stormwater management concept and associated WQMP would implement water quality BMPs that would treat stormwaters onsite prior to release to the regional stormwater system or infiltration to groundwater.

In combination, implementation of the SWPPP, on-site stormwater management system and associated WQMP, and compliance with NPDES Permit requirements, act to protect local and regional water quality by preventing or minimizing potential stormwater pollutant discharges to the watershed.

The Specific Plan would construct portions of four City MDP facilities, including portions of the Walker Storm Drain System, Grove Storm Drain System, Bon View Storm Drain System, and the Campus Storm Drain System. To assess the capacity of these facilities to accommodate flows from the Specific Plan, the design flow rates were compared to the rates that would be expected from the developed Specific Plan, as presented in Draft SEIR Table 3.10-2, *Flow Rates for MDP Facilities to be Constructed by the Specific Plan*.

As shown in this table, the proposed flow rate of WLKR-XII-1 would be 19.3 cubic foot per second (ft^3/s) higher than the design flow rate. This increase represents approximately 2 percent of the design flow rate. Additionally, the proposed flow rate of MERL-XIV-2 would be 5.5 ft^3/s higher than the design flow rate. This increase represents approximately 4 percent of the design flow rate. The RWQCB allows for 10 percent error on hydromodification criteria. As such, the increases under the proposed condition are within the acceptable range for hydrological error tolerances and are considered negligible. Proposed flow rates for all other facilities would be less than their respective design flow rates.

Summary

Finding

Policy Plan Amendment

Implementation of TOP 2050 policies and existing regulations would ensure less than significant impact associated with erosion and siltation, flooding on- and off-site, surface runoff and capacity of the storm drain system, and flood flows. The proposed project would not result in a new or a substantial increase in magnitude of impacts related to flood hazards compared to the approved project and impacts identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan

The Specific Plan would incorporate necessary drainage and stormwater management systems, and would comply with stormwater system design, construction, and operational requirements

mandated under the City Development Code, and with regulations established by other agencies, including the RWQCB and California Department of Water Resources. Based on the preceding, the Specific Plan would not alter the existing drainage pattern of the site in a manner that would result in substantial erosion, water quality, flooding, or downstream capacity impacts. Impacts would be **less than significant**.

Similarly, the 2022 Certified EIR did not identify any significant impacts in this regard. Accordingly, the Specific Plan would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Impact HYD-4 (PPA+EBPSP): With continued implementation of applicable City policies, FEMA regulations, and emergency management procedures, impacts related to the release of pollutants due to project inundation would be less than significant. (Draft SEIR pg. 3.10-38)

The 2022 Certified EIR determined that the approved project would result in less-than-significant impacts related to flood hazards, tsunamis, seiches, or dam inundation.

Policy Plan Amendment

Flood Hazard

As shown in Draft SEIR Figure 3.10-2, portions of the city are in the 100-year and 500-year floodplains. FEMA periodically updates its Flood Insurance Rate Maps (FIRMs) using improved topographic and hydrologic data, which may shift floodplain boundaries. These updates primarily reflect enhanced mapping accuracy rather than increased flood risk.

Development associated with the proposed project would continue to implement existing City flood hazard policies, including:

- **S-2.2: Floodplain Mapping.** We require any new development partially or entirely in 100-year flood zones to provide detailed floodplain mapping for 100- and 200-year storm events as part of the development approval process.

- **S-2.3: Facilities that Use Hazardous Materials.** We comply with state and federal law and do not permit facilities using, storing, or otherwise involved with substantial quantities of onsite hazardous materials to be located in the 100-year flood zone or 500-year flood zone unless all standards of elevation, flood-proofing, and storage have been implemented to the satisfaction of the Building Department.

Future development under the proposed project would be required to comply with the most current FEMA flood hazard regulations and applicable City policies.

Tsunami

The City is located approximately 30 miles inland from the Pacific Ocean and is not subject to tsunami inundation hazards.

Seiche

There are no large natural water bodies within or adjacent to the city that could generate a seiche during seismic activity. Existing reservoirs and aboveground storage tanks are enclosed and engineered to prevent sloshing or overflow, minimizing any potential for seiche-related impacts.

Dam Inundation

The western and southern portions of the City are in the dam inundation zone of San Antonio Dam (see Draft SEIR Figure 3.10-3). The dam is owned and operated by the USACE and functions as a flood control and debris dam for San Antonio Creek. Additionally, there are 2 debris basins in the surrounding areas that impact small areas of the City east of I-15.

The probability of dam failure is very low (Ontario 2023). Dam owners are required to maintain emergency action plans that include procedures for damage assessment and emergency warnings. An EAP identifies potential emergency conditions at a dam and specifies preplanned actions to help minimize property damage and loss of life should those conditions occur. EAPs contain procedures and information that instruct dam owners to issue early warning and notification messages to downstream emergency management authorities, such as the Ontario Fire Department. Because the likelihood of dam or debris basin failure is low and emergency response and notification procedures are in place, the potential for the release of pollutants due to inundation is less than significant.

Specific Plan

Dam Inundation

The Specific Plan area is located within the dam inundation zone of San Antonio Dam.

According to the 2022 Certified EIR, the probability of dam failure is very low, and Ontario has never been impacted by a major dam failure. In addition, dam owners are required to maintain Emergency Action Plans (EAPs) that include procedures for damage assessment and emergency warnings. An EAP identifies potential emergency conditions at a dam and specifies preplanned actions to help minimize property damage and loss of life should those conditions occur. EAPs contain procedures and information that instruct dam owners to issue early warning and notification messages to downstream emergency management authorities, such as the Ontario Fire Department (Ontario 2022).

Flood Hazard, Tsunami, and Seiche

The Specific Plan area is not within a 100-year floodplain, nor are there nearby water bodies or streams that would result in flooding at the Specific Plan area (Ontario 2023). The Specific Plan area is located approximately 30 miles inland; as such, tsunamis are not a concern at the Specific Plan area. The nearest large body of surface water (Lake Norconian) is located approximately 5.5 miles southeast of the Specific Plan area. At this distance, seiches are not a concern.

Finding

Policy Plan Amendment

The proposed project would not increase exposure to flood zones, tsunami, seiche, or dam inundation hazards beyond what was evaluated in the 2022 Certified EIR. With continued implementation of applicable City policies, FEMA regulations, and emergency management procedures, impacts related to the release of pollutants due to project inundation would remain less than significant. Therefore, this impact is **less than significant**. The proposed project would not increase exposure to flood hazards compared to the approved project and impacts identified in the Certified EIR.

Specific Plan

The potential for risk release of pollutants due to inundation is considered less than significant. The 2022 Certified EIR did not identify any significant inundation impacts. Accordingly, the Specific Plan would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Impact HYD-5 (PPA+EBPSP): Compliance with applicable regulatory requirements and TOP 2050 policies would ensure that the proposed project would not conflict with or obstruct implementation of the Basin Plan or any groundwater management plan. (Draft SEIR pg. 3.10-41)

The 2022 Certified EIR identified less than significant impacts related to consistency with a water quality control plan or sustainable groundwater management plan.

Policy Plan Amendment

The City's groundwater supplies are from the Chino Groundwater Basin, which is adjudicated and managed by the Chino Basin Watermaster. The Chino Basin is exempt from legislative requirements under the Sustainable Groundwater Management Act (SGMA) because it is an adjudicated basin and is not required to prepare a groundwater sustainability plan (DWR 2025b; CBW 2016).

During construction, adherence to the State Construction General Permit, implementation of a SWPPP, and compliance with the City's Erosion and Sediment Control Plan would ensure that surface water and groundwater quality are not adversely affected. During long-term operation, development under the proposed project would be required to comply with the Santa Ana River Basin Plan and the NPDES Permit No. CAS618036. Projects would prepare WQMPs identifying BMPs for the prevention of stormwater pollution, including site design, source control, and treatment measures.

Development projects in the City would also continue to implement Policy ER-1.5, which prioritizes coordination with local agencies to protect water quality, prevent pollution, and remediate contaminated surface water and groundwater, particularly within environmental justice areas. Implementation of this policy further supports consistency with regional and state water quality objectives.

Specific Plan

Adherence to the State CGP, implementation of the SWPPP, and adherence to the City's ESCP requirements would ensure that surface and groundwater quality are not adversely impacted during construction. In addition, installation of on-site treatment facilities such as hydrodynamic separators and biofiltration units would ensure that water quality is not impacted during operations. As a result, site development will not obstruct or conflict with the implementation of the Santa Ana River Basin Water Quality Control Plan. The Specific Plan area currently uses groundwater from onsite groundwater wells for the irrigation of crops and other agricultural-related uses, which would cease with implementation of the Specific Plan. All onsite groundwater wells would be abandoned per the California Department of Water Resources Standards and completion of a DWR Well Completion Form. Upon development, the Specific Plan area would be connected to the City's public water supply and there would be no onsite wells for use of groundwater. The City manages both the potable and non-potable supplies to ensure withdrawals from the Chino Groundwater Basin do not exceed the safe yield for the Basin, as per the Chino Basin Watermaster's Optimum Basin Management Program (OBMP). Therefore, the Specific Plan would not obstruct or conflict with the OBMP and impacts would be less than significant.

Finding

Policy Plan Amendment

Through compliance with applicable regulatory requirements and continued implementation of Policy ER-1.5, the proposed project would not conflict with or obstruct implementation of the Basin Plan or any groundwater management plan. The proposed project would not result in new or more severe impacts related to consistency with a water quality control plan or sustainable groundwater management plan compared to those identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan

Implementation of the SWPPP and WQMP would ensure the Specific Plan would not conflict with a water quality control plan or sustainable groundwater management plan. Impacts in this regard would be less than significant. The 2022 Certified EIR did not identify any significant conflicts with groundwater management or controls plans. Accordingly, the Specific Plan would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

LAND USE AND PLANNING

Impact LUP-1 (PPA+EBPSP): Project implementation would not divide an established community. (Draft SEIR pg. 3.11-8)

Division of an established community commonly occurs with construction and development of physical features that constitute a barrier to easy and frequent travel between two or more constituent parts of a community. For example, a large freeway structure with few crossings could effectively split a community. The Certified EIR found that the approved project would not conflict with existing land uses and would not divide an established community.

Policy Plan Amendment

Implementation of Policy Plan Amendment would guide future growth within the City of Ontario. Draft SEIR Table 2-1, *Approved TOP 2050 Land Use Designations*, Draft SEIR Table 2-3, *TOP 2050 Policy Plan Amendment Proposed Land Use Summary*, and Draft SEIR Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*, in Chapter 2, *Project Description*, detail the buildout statistics associated with the current TOP 2050 and the proposed Policy Plan Amendment.

Implementation of the proposed project would not result in the physical division of an established community. As shown in Draft SEIR Figure 2-6, *Policy Plan Amendment: Areas of Change*, the proposed project would redesignate land currently designated for residential to business park, increase residential densities, and allow mixed uses in developed areas primarily on land within the Ontario Ranch that is currently used for agricultural purposes. More specifically, the proposed project would redesignate the area along Holt Boulevard from Business Park to Mixed Use land use and a portion along Grove Avenue from Airport to Industrial. These land use changes are consistent with the existing development pattern and would align with the surrounding land uses. Another concentrated area of land use redesignations would occur on the land south of Edison Avenue from General Commercial, Medium Density Residential, and Mixed Use to Business Park and Open Space–Recreation. In general, these changes would result in a reduction in residential land uses and align with the surrounding land uses. In addition, a new mixed use designation would be added for land surrounding the Ontario Sports Empire to align with recreational uses currently under development. Overall, by providing a mix of compatible uses that support connectivity,

accessibility, and cohesive development, the redesignations would not create physical barriers or fragment the area.

Additionally, TOP 2050 Policy Plan includes policies and programs that promote preservation and enhancement of existing neighborhoods and reduce potential conflicts between adjacent land uses. Therefore, the proposed project would not divide an established community or introduce incompatible land uses.

Specific Plan

Although the Specific Plan would result a change of land use when compared to existing conditions, the EBPSP would act to implement the amended Policy Plan land use designations (Business Park and Open Space–Parkland) that are being processed as a companion action to the Specific Plan. The site is zoned Specific Plan, indicating the site's anticipated transition to more urban uses. Additionally, the proposed business park uses would act as a logical transition from the industrial uses currently located to the south of the Specific Plan area toward the park and residential uses envisioned to the north.

Finding

Policy Plan Amendment

The proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to the division of a community compared to the approved project. Therefore, this impact is **less than significant**.

Specific Plan

The Specific Plan would not physically divide an established community. Therefore, this impact is **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Impact LUP-2 (PPA+EBPSP): Project implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. (Draft SEIR pg. 3.11-10)

Pursuant to CEQA, impacts are considered significant if being inconsistent with a plan or policy would result in a physical impact to the environment. The Certified EIR found that buildout of the approved project would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.

Policy Plan Amendment

The preparation of the Policy Plan Amendment must be consistent with the policies and regulations of existing regional and local plans that are meant to prevent environmental impacts related to population growth and land use conflicts.

Consistency with SCAG's Regional Plans and Policies

The consistency of Policy Plan Amendment with SCAG's Connect SoCal is shown in Draft SEIR Table 3.11-1, *Policy Plan Amendment Consistency with SCAG Connect SoCal*. Connect SoCal is a major advisory plan prepared by SCAG that addresses important regional issues like housing, traffic/transportation, water, and air/quality. Connect SoCal serves as an advisory document to local agencies in the Southern California region for their information and voluntary use when preparing local plans and handling local issues of regional significance. Connect SoCal is advisory only and cannot be used for intergovernmental review. The Policy Plan Amendment is consistent with the majority of Connect SoCal's goals (see Section 3.14, *Population and Housing*, for a discussion on consistency with SCAG demographic projections). As shown in this table, the Policy Plan Amendment would be generally supportive of or consistent with the relevant policies and objectives in Connect SoCal 2024.

Airport Plans

Airport operations and their accompanying noise and safety hazards require careful land use planning on adjacent lands to ensure the safety of residents and passengers, and to protect Ontario businesses and property owners from the potential hazards that could be created by airport operations. The Federal Aviation Administration and Caltrans Division of Aeronautics provide guidance for land use safety near airports. With adherence to these guidelines, high concentrations of people are not exposed to potential airplane accidents along runways or near airports while airplanes are departing and arriving. There are also guidelines on the placement of housing, schools, and other sensitive land uses near airports because of the noise pollution caused by airplanes.

Ontario International Airport

Ontario International Airport (ONT) provides regional air service for domestic and international commercial and cargo operations and includes the necessary support facilities for both major and smaller airlines. ONT operates as a medium-hub, full-service airport serving major U.S. and international destinations. The City of Ontario has adopted an Airport Land Use Compatibility Plan (ALUCP) for ONT in accordance with the Caltrans Division of Aeronautics' California Airport Land Use Planning Handbook.

The Policy Plan Amendment would redesignate the area along Holt Boulevard from Business Park to Mixed Use land use and a portion along Grove Avenue from Airport to Industrial land use. Although the Policy Plan Amendment would redesignate land uses near ONT, any future development facilitated by these changes would remain subject to meet the applicable safety zone restrictions, noise compatibility requirements, and airspace protection policies of the adopted ALUCP. The Land Use Element of the existing TOP 2050 requires that all new development surrounding ONT be consistent with the adopted ALUCP and comply with the standards and recommendations of Federal Aviation Administration (FAA) Part 77, as adopted through Ordinance 2758 of the Ontario Municipal Code.

A consistency determination analysis for ONT was prepared by the City of Ontario, which found that TOP 2050 is consistent with the ALUCP for ONT (ONT–IAC 2018) (Appendix G6). The Policy Plan Amendment would be consistent with the existing policies related to the ONT in the Land Use Element; therefore, the Policy Plan Amendment would remain consistent with the approved project.

Chino Airport

Chino Airport is operated by the San Bernardino County Department of Airports and functions as a reliever airport for ONT and San Bernardino International Airport. The airport encompasses approximately 1,100 acres and serves private, business, and corporate tenants and customers throughout the Inland Empire. The City of Ontario is also within the Chino Airport Influence Area. The Chino Airport is south of the City of Ontario across Merrill Avenue. The City of Chino adopted its own Airport Comprehensive Land Use Plan (ACLUP) in November 1991. The Chino Airport Master Plan (AMP) was adopted by the County of San Bernardino in 2006. The 1991 Chino ACLUP does not reflect the 2006 Chino AMP nor does it reflect the 2011 Caltrans Airport Land Use Planning Handbook. Public Utilities Code Section 21670.1(c) requires local jurisdictions that are under the "alternative process" to "rely upon" the California Airport Land Use Planning Handbook published by Caltrans Division of Aeronautics in October 2011, for preparing Compatibility Plans and to utilize the Handbook's height, land use, noise, safety, and density criteria. Although the City of Ontario does not have the formal responsibility under the "alternative process" to prepare a compatibility plan for Chino Airport, the City of Ontario has adopted the Chino Airport Overlay Zone and Reference I: Chino Airport Land Use Compatibility Plan that addresses Chino Airport's impacts on Ontario, consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook (Caltrans 2011). Draft SEIR Figure 3.9-2, *Airport Safety Zones*, in Section 3.9, *Hazards and Hazardous Materials*, maps the compatibility zones and land uses surrounding Chino Airport within the City of Ontario.

Land uses within the Chino Airport Overlay Zone include Medium Density Residential, Mixed Use, Business Park, Industrial, and Open Space–Recreation. The Policy Plan Amendment would redesignate land south of Edison Avenue from General Commercial, Medium Density Residential, and Mixed Use to Business Park and Open Space–Recreation. In general, these changes would result in a reduction of residential land use within the safety zones of Chino Airport. Future projects within this area would be required to comply with the conditions of the Chino Airport Overlay Zone , Reference I: Chino Airport Land Use Compatibility Plan and the 2011 Caltrans Airport Land Use Planning Handbook, that include standards governing allowable land uses, maximum population density, maximum site coverage, height restrictions, and notification/disclosure requirements based on noise contours and the runway protection, approach, and Part 77 zones established by the FAA (Caltrans 2011).

Specific Plan

This section includes an analysis of the EBPSP's consistency with TOP 2050, the City's Development Code, and SCAG's Connect SoCal. Additionally, the Specific Plan's consistency with nearby airport requirements is discussed.

The Ontario Plan

As part of the Policy Plan Amendment being processed in conjunction with the EBPSP, the land use designations for the site would be changed as shown in Draft SEIR Table 3.11-2, *Land Use Designations: Affected Acreage*.

The Specific Plan would be implemented consistent with these land use designations, as amended. The following Draft SEIR Table 3.11-3, *EBPSP Policy Plan Consistency Analysis*, provides an analysis of the EBPSP's consistency with applicable TOP 2050 policies. As demonstrated, no conflicts would occur.

Ontario Development Code

Upon adoption of the Specific Plan, the EBPSP Development Regulations and Design Standards would apply to the Specific Plan area and would establish the applicable zoning regulations and development standards. The Specific Plan would become the land use implementation tool for the site as a whole. As stated in Ontario Development Code Section 1.01.035, in the event of any conflict between the requirements of the Development Code and the standards contained within an adopted project, the requirements of the project would govern, and when the provisions of a project are silent on a specific matter, the regulations in the Development Code shall apply (Ontario 2020). As such, the EBPSP would not result in conflicts with the Ontario Development Code, and impacts would be less than significant.

SCAG's Connect SoCal

SCAG's Connect SoCal goals are meant to provide guidance for municipalities throughout the SCAG jurisdictional area within the context of regional goals and policies. On April 4, 2024, SCAG's Regional Council adopted the 2024-2050 Connect SoCal (SCAG 2024). Draft SEIR Table 3.11-4, *EBPSP Consistency with Connect SoCal*, provides an analysis of the Specific Plan's consistency with applicable policies of the 2024-2050 Connect SoCal. As shown, no conflicts would occur.

Airport Considerations

Although the Specific Plan area is within the ONT Airport Influence Area, it is outside any identified safety, airspace protection, and noise impact zones. All properties within the ONT Airport Influence Area are subject to a real estate transaction disclosure notice (Ontario 2018).

The Specific Plan area is also within the CNO Influence Area. The San Bernardino County Comprehensive Land Use Plan for Chino Airport was adopted in 1991 and does not reflect guidance in the 2011 Caltrans Airport Land Use Planning Handbook (SBC ALUC 1991). As such, in

2022, the City of Ontario adopted the CNO Overlay District and Reference I: Chino Airport Land Use Compatibility Plan, which provides maps, criteria, and policy language to guide development within the Chino Influence Area, consistent with the 2011 Caltrans Airport Land Use Planning Handbook.

The majority of the Specific Plan area is within CNO Safety Zone 6 (low risk), with a very small part of the southeastern corner in Safety Zone 4 (moderate risk). Uses permitted by the EBPSP are allowed in both of these safety zones, subject to the criteria and policies of Reference I: Chino Airport Land Use Compatibility Plan in Draft SEIR Table 3.11-5, *CNO Compatibility Criteria Matrix* (Ontario 2022).

As discussed in SEIR Section 3.14, *Population and Housing*, the EBPSP uses have the potential to create up to 1,590 jobs. This would equate to an average of 8.41 people per acre, which would not exceed the non-residential intensity limits for Safety Zones 4 or 6. Even with the addition of visitors to the site, the intensity limits set forth above would not be exceeded. Future land uses implemented pursuant to the EBPSP would not conflict with the regulations for the applicable Safety Zone in which it is located.

Summary

Finding

Policy Plan Amendment

The City recognizes that the project would result in certain significant and unavoidable impacts; however, the existence of significant impacts does not necessarily render the Policy Plan Amendment inconsistent with the applicable plans. General plan consistency is determined by evaluating the plan as a whole, balancing and harmonizing competing policies, goals, and objectives. The City finds that the project remains generally consistent with the overall direction and framework of TOP 2050 notwithstanding unavoidable impacts. The Policy Plan Amendment does not include any changes to policies or plans related to Chino Airport; therefore, the Policy Plan Amendment would remain consistent with the approved project. As such, impacts would be **less than significant**.

Specific Plan

The City recognizes that the project would result in certain significant and unavoidable impacts; however, the existence of significant impacts does not necessarily render the EBPSP inconsistent with TOP 2050 or other applicable plans. General plan consistency is determined by evaluating the plan as a whole, balancing and harmonizing competing policies, goals, and objectives. The City finds that EBPSP remains generally consistent with the overall direction and framework of the TOP 2050 notwithstanding unavoidable impacts. Based on the preceding discussions, the EBPSP would not result in a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts are considered **less than significant**. The EBPSP would not

result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

MINERAL RESOURCES

Impact MIN-1 (PPA+EBPSP): The proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. (Draft SEIR pg. 3.12-7)

The Certified EIR identified that the approved project's land use plan would not alter existing conditions within areas designated as MRZ-2 and would not result in the loss of availability of known mineral resources in Ontario. As such, impacts were found to be less than significant.

Policy Plan Amendment

As described in Section 3.12.2, *Existing Conditions*, there are two areas in Ontario that are designated MRZ-2, where mineral resources are known or are likely. However, only one of these areas contains mineral resources that are regionally significant (Day Creek Fan, Mira Loma Area Resource Sectors D-2, D-3, and D-5). The remainder of the City is designated MRZ-3, where the significance of mineral deposits is unknown. Development in an MRZ-3 area would not result in significant impacts because mineral resources of statewide or local importance are not identified on the California Geological Survey's P-C maps. Aggregate resource sectors D-3 and D-5 have been completely developed, along with portions of sector D-2.

Prior to permitting a use that would threaten the potential to extract minerals in an MRZ-2 area, the City of Ontario is required under SMARA to prepare a statement specifying its reasons for permitting the proposed use and to consider the importance of these minerals to their market region as a whole and not just their importance to the City.

As shown in Draft SEIR Figure 2-5, *Proposed Land Use Plan Map*, in Chapter 2, *Project Description*, the proposed project would primarily modify the planned TOP land use pattern across nearly 1,000 acres in southern Ontario and would not alter the existing land use designations for areas classified as MRZ-2 or aggregate resource sectors. Additionally, the parts of the City that are designated MRZ-2 but are outside of aggregate resource sectors are developed with urban uses and would continue to be designated for urban uses by the proposed project. Areas designated MRZ-2 outside of aggregate resource sectors are not available for extraction of mineral resources, and the proposed project would not result in changes to the existing conditions of these areas. Therefore, the proposed project would not result in the loss of availability of a known mineral resource in Ontario. Additionally, the proposed project includes Environmental Resources (ER) Element Goal 5, which aims to protect high value habitat and ensure that mineral resource extraction activities that are compatible with adjacent land uses.

Specific Plan

As shown in Draft SEIR Figure 3.12-1, the Specific Plan area is designated as MRZ-3. Areas designated by the State of California Geologist as MRZ-3 include land that the significance of mineral deposits cannot be determined from the available data. There are no known mineral resources in Specific Plan area. Additionally, the proposed project includes Environmental Resources (ER) Element Goal 5, which aims to protect high value habitat and ensure that mineral resource extraction activities that are compatible with adjacent land uses.

Finding

Policy Plan Amendment

The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project. Therefore, this impact is **less than significant**.

Specific Plan

The EBPSP would not result in the loss of availability of a known mineral resource. **No impacts** are anticipated. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the approved project.

Impact MIN-2 (PPA+EBPSP): The proposed project would not result in the loss of availability of a locally important mineral resource area. (Draft SEIR pg. 3.12-9)

The Certified EIR identified that the approved project would not result in the loss of availability of locally important mineral resource recovery sites in Ontario, and impacts were identified as less than significant.

Policy Plan Amendment

As shown in Draft SEIR Figure 2-5, the proposed project would primarily modify the planned TOP land use pattern across nearly 1,000 acres in southern Ontario and would not alter the existing land use designations for areas classified as MRZ-2 or aggregate resource sectors. As described previously in impact discussion a), the parts of the City that are designated MRZ-2 but are outside of aggregate resource sectors are developed with urban uses and would continue to be designated for urban uses by the proposed project. Areas designated MRZ-2 outside of aggregate resource sectors are not available for extraction of mineral resources, and the proposed project would not result in changes to the existing conditions of these areas. Additionally, the proposed project includes Goal ER-5, shown below, which aims to protect high value habitat and ensure that mineral resource extraction activities that are compatible with adjacent land uses.

- Goal ER-5: Protected high value habitat and farming and mineral resource extraction activities that are compatible with adjacent development.

Specific Plan

As discussed above, there are no known mineral resources in the Specific Plan area, nor are there any permitted mining operations within the City. The Specific Plan area is not a mineral resource recovery site, and is currently developed with mostly dairy farms and associated residences.

Finding

Policy Plan Amendment

The proposed project would not result in the loss of availability of a locally important mineral resources recovery site. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project. Therefore, this impact is **less than significant**.

Specific Plan

The EBPSP would not result in the loss of availability of locally important mineral resource recovery site. No impacts are anticipated. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the approved project.

NOISE

Impact NOI-1 (EBPSP): Construction activities associated with the EBPSP would not result in a substantial temporary increase in ambient noise levels in the vicinity of the Specific Plan area in excess of established standards. (Draft SEIR pg. 3.13-35)

Specific Plan

Construction Equipment Noise Level Summary

Each construction stage has a specific equipment mix, depending on the work to be completed during that stage. As a result of the equipment mix, each stage has its own noise characteristics; some stages have higher continuous noise levels than others, and some have higher impact noise levels than others. Draft SEIR Figure 3.13-4, *EBPSP Construction Noise Source Locations*, illustrates the boundaries of construction activities. Construction activities are expected to occur in the following stages:

- Demolition
- Site Preparation
- Grading
- Building Construction

- Paving
- Architectural Coating

As previously mentioned, the construction noise analysis relies on reference construction equipment noise levels from the FHWA's RCNM, which includes a national database of construction equipment reference noise emission levels. Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the EBPSP construction noise level impacts at the nearest sensitive receiver locations were completed. To account for the dynamic nature of construction activities, the CadnaA construction noise analysis evaluates the noise source activities as multiple moving point sources, or construction crews, within the limits of construction. Construction impacts are based on the loudest activity and the highest noise level calculated at each receiver location, as shown in Draft SEIR Table 3.13-15, *Construction Equipment Noise Level Summary*. As shown in this table, the construction noise levels are expected to range from 60.3 to 66.1 dBA L_{eq} at the nearby receiver locations.

Construction Noise Compliance

To evaluate whether the Specific Plan would generate potentially significant short-term noise levels at nearest receiver locations, a construction-related daytime noise level threshold of 80 dBA Leq is used as a reasonable threshold to assess the daytime construction noise level impacts pursuant to FTA guidance. Draft SEIR Table 3.13-16, *EBPSP Construction Noise Compliance*, shows that the noise levels at the nearest receiver locations would satisfy the daytime 80 dBA Leq significance threshold during construction activities.

Temporary Construction Noise Increases

To describe the temporary construction noise contributions to the ambient noise environment, the Specific Plan construction noise levels were combined with the existing ambient noise level measurements at the nearest off-site receiver locations. The difference between the combined noise levels is used to describe the construction noise level contributions. Temporary noise level increases that would be experienced at sensitive receiver locations when construction-source noise is added to the ambient daytime conditions are presented in Draft SEIR Table 3.13-17, *EBPSP Daytime Construction Noise Increases*. As indicated in this table, the Specific Plan would contribute construction noise increases ranging from 0.5 to 14.1 dBA L_{eq} during the daytime hours at the nearest receiver locations. The construction noise analysis shows that the nearest receiver locations would not exceed the 20 dBA L_{eq} noise significance threshold during construction activities.

Nighttime Concrete Pour Analysis

Nighttime concrete pouring activities are often used to support reduced concrete mixer truck transit times and to take advantage of lower air temperatures. Since nighttime concrete pours would take place outside the hours permitted by Section 5-29.09[a] of the City's Municipal Code, the Applicant would be required to obtain authorization from the City. Draft SEIR Table 3.13-18, *EBPSP Nighttime Concrete Pour Noise Compliance*, provides the noise levels associated

with these activities. As shown in this table, the noise levels associated with the nighttime concrete pour activities are estimated to range from 42.2 to 48.0 dBA Leq and would satisfy the FTA nighttime exterior noise level thresholds at all the receiver locations.

To describe the temporary concrete pour noise contributions, the concrete pour noise levels were combined with the existing nighttime ambient noise levels measurements at the nearest off-site receiver locations, as shown in Draft SEIR Table 3.13-19, *EBPSP Nighttime Concrete Pour Noise Increases*. As indicated above, the nighttime concrete pour activities will generate noise increases ranging from 0.0 to 2.1 dBA L_{eq} during the nighttime hours at the nearest receiver locations. As such, the nearest receiver locations would not exceed the nighttime 5 dBA noise increase threshold during nighttime concrete pour activities.

Off-Site Improvements

To support Specific Plan development, there would be milling, trenching, and paving for off-site improvements associated with roadway construction and utility installation. These off-site improvements would be constructed mostly within the existing public right-of-way (ROW). It is expected that the off-site construction activities would not take place at any one location for more than several days due to the nature of the linear construction activity. Construction noise from this off-site work would, therefore, be relatively short-term and the noise levels would be reduced as construction work moves linearly along with the selected alignment and farther from sensitive uses.

The loudest phase of construction associated with off-site improvements would likely be demolition/site preparation activities, which would generate similar noise levels compared to the construction noise source activities previously outlined. Using the loudest stage of demolition/site preparation construction activity, Draft SEIR Table 3.13-20, *Off-site Improvements Noise Levels*, presents the estimated off-site construction noise levels at distances ranging from 25 to 200 feet. As shown in this table, the off-site construction noise levels are estimated to range from 64.6 to 68.45 dBA Leq. Since the off-site construction activities would not exceed the 80 dBA Leq construction noise level standard, the noise impacts due to these off-site activities would be less than significant.

Finding

Specific Plan

Based on the preceding discussions, construction of EBPSP land uses and associated infrastructure would not exceed the thresholds set forth in previous Draft SEIR Table 3.13-15 through Draft SEIR Table 3.13-20. Additionally, increases in ambient noise levels would not exceed applicable thresholds. As such, construction-source noise would not result in a substantial temporary increase in ambient noise levels in the vicinity of the Specific Plan area in excess of established standards. Construction noise impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Impact NOI-3 (EBPSP): Construction of the EBPSP would not exceed applicable thresholds or significantly increase ambient noise levels. (Draft SEIR pg. 3.13-66)

Specific Plan

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. The FTA provides representative ground vibration levels associated with various types of construction equipment. Based on the representative vibration levels, it is possible to estimate the potential vibration levels received at vicinity sensitive receiver locations. As shown in Draft SEIR Table 3.13-33, *EBPSP Construction Vibration Levels*, at distances ranging from 89 to 900 feet from construction activities, construction vibration velocity levels are estimated to range from 0 to 0.031 PPV in/sec. Based on maximum acceptable continuous vibration threshold of 0.2 PPV (in/sec), the typical construction vibration levels would fall below the damage thresholds at all the receiver locations.

Finding

Specific Plan

EBPSP-related vibration impacts are considered **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Impact NOI-4 (EBPSP): EBPSP would not expose sensitive uses to excessive levels of groundborne vibration annoyance. (Draft SEIR pg. 3.13-70)

Specific Plan

As identified above for the Policy Plan Amendment, individual projects accommodated under the proposed project would not exceed operational vibration significance thresholds. Under long-term conditions, the EBPSP would not include or require equipment or activities that would result in perceptible groundborne vibration beyond the Specific Plan area. Trucks would travel to and from the site along local roadways; however, vibration levels for heavy trucks operating at the posted speed limits on paved surfaces are not generally perceptible beyond the roadway.

Finding

Specific Plan

This impact is **less than significant**. The EBPSP would not result in new impacts or an increase in magnitude of impacts compared to that identified in the 2022 Certified EIR.

Impact NOI-5 (EBPSP): Implementation of the EBPSP would not expose noise sensitive uses to excessive airport noise levels. (Draft SEIR pg. 3.13-73)

Specific Plan

Although the Specific Plan area is located within the ONT Influence Area (AIA), it is located outside any identified safety, airspace protection, and noise impact zones. All properties located within the ONT AIA are subject to a real estate transaction disclosure notice. (Ontario 2018)

The Specific Plan area is also located within the CNO AIA. The San Bernardino County Comprehensive Land Use Plan for Chino Airport was adopted in 1991 and does not reflect guidance set forth in the 2011 Caltrans Airport Land Use Planning Handbook. (SBC ALUC, 1991) As such, in 2022, the City of Ontario adopted the CNO Overlay District which provides maps, criteria, and policy language to guide development within the Chino AIA consistent with the 2011 Caltrans Airport Land Use Planning Handbook.

CNO overlay guidance illustrates that the Specific Plan area is located outside all identified noise contours of the Chino Airport. (Ontario 2022b) Similarly, the 2022 Certified EIR determined that the CNO noise contours would not result in significant impacts to the City of Ontario.

Finding

Specific Plan

The EBPSP would not result in a new or substantial increase in the severity of aircraft-related noise impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

POPULATION AND HOUSING

Impact POP-1 (PPA+EBPSP): The Policy Plan Amendment and Specific Plan would directly result in population growth in the City of Ontario. (Draft SEIR pg. 3.14-9)

The Certified EIR identified that implementation of the approved project would accommodate population growth through land-use designations, goals, and policies that would provide a vision and guide growth in the City. One of the purposes of TOP 2050 is to adequately plan and accommodate future growth. Implementation of TOP 2050 accommodates population growth through land use designations, goals, and policies that provide a vision and guide growth in the City.

Policy Plan Amendment

The proposed project includes changes in land use, with the majority of changes concentrated in Ontario Ranch. These land use changes are intended to improve growth areas by growing

business and industrial uses in the city, adjust housing types, and meet state housing laws (see Chapter 2, *Project Description*).

The proposed project would increase population, dwelling units, nonresidential buildings, and employment when compared to the approved project (see Draft SEIR Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*). The increase in housing capacity would be aligned with State initiatives to increase housing production in California in response to the State housing crisis (see Section 3.14.1, *Regulatory Framework*). The proposed project would ensure continued compliance with the objectives of the Housing Element. Also, the increase in employment would be aligned with the City's objectives to align with the jobs market.

Draft SEIR Table 3.14-7*, Buildout Comparison of Approved TOP 2050 and Proposed Project to SCAG Forecasts*, compares the City's buildout projections for population, housing, and jobs to SCAG projections and includes buildout projections under both the approved project and the proposed project.

SCAG forecasts the City to be jobs-rich, with a jobs-housing ratio of 2.0 in 2050, which is slightly less than the proposed project. According to the California EDD, unemployment in the City was 5,000 in August 2025 (5.3 percent unemployment rate) and 61,700 for San Bernardino County (5.9 percent unemployment rate) (EDD 2025).

SCAG's Connect SoCal identifies several types of "priority growth areas" in Ontario, including high-quality transit areas, transit priority areas, neighborhood mobility areas, and livable corridors. TOP 2050 would promote growth consistent with these priority growth areas because proposed land use changes under the proposed project are intended to encourage walking and biking, put residents in proximity to resources, and align future growth in Ontario with planned infrastructure improvements and regional transportation goals.

Although the increase in housing, and employment under the proposed project would exceed SCAG's regional forecasts for the City of Ontario, the proposed project would maintain the City's jobs-housing balance. Furthermore, TOP 2050 is consistent with SCAG's Connect SoCal strategies (see Section 3.11, *Land Use and Planning*). Therefore, while buildout under the proposed project would result in substantial population and employment growth, this growth is in line with the City's goals and policies to update business centers, adjust housing types, and meet state housing laws.

Specific Plan

Direct Impacts

Construction activities would generate temporary employment opportunities, including short-term design, engineering, and construction jobs. These types of employment are typical of the region and would not induce substantial population growth, if any.

Operations of the EBPSP land uses has the potential to generate up to 1,590 employees. SCAG projects 187,700 employees within the City by 2050. Draft SEIR Table LU-03, *Future Buildout*, of the City's TOP 2050 Policy Plan Amendment projects 301,035 employees during the same timeframe. There are currently approximately 89,500 employees in the City of Ontario (EDD 2025). SCAG forecasts 187,700 employees by 2050 (SCAG 2024b). The EBPSP's estimated 1,590 employees represents 1.6 percent of SCAG's projected employment growth[6] and 0.8 percent of TOP's projected employment growth.[7] Therefore, the EBPSP's contribution to employment is well within current regional and local growth projections. Long-term employment demands would likely be filled by the available personnel pools within the City of Ontario, and/or neighboring communities. These types of employment positions are relatively common throughout Southern California and are unlikely to generate significant population migration.

Based on the preceding, the EBPSP's potential to directly induce substantial unplanned population growth in the area is considered less than significant.

Indirect Impacts

As detailed in Section 2, *Project Description*, of this SEIR, the EBPSP would require construction of roadways and utility infrastructure to serve the development. The EBPSP would implement infrastructure improvements that are consistent with the City and purveyor master plans. Environmental impacts of growth that would result from roadways and utilities pursuant to the Policy Plan have been previously evaluated and addressed in the 2022 Certified EIR. Growth that may result from or be facilitated by the EBPSP infrastructure improvements would not result in impacts not previously considered and addressed in the Policy Plan EIR.

Finding

Policy Plan Amendment

The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and that identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan

Neither the EBPSP nor any related component would directly or indirectly result in substantial unplanned population growth that would cause a significant impact to the environment. Impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

[6] 1,590/(187,700-89,500) = 1.6%

[7] 1,590/(296,204-89,500) = 0.8%

Impact POP-2 (PPA+EBPSP): Buildout of Policy Plan Amendment and Specific Plan would not displace people or housing and would not necessitate the construction of replacement housing. (Draft SEIR pg. 3.14-12)

Policy Plan Amendment

One of the purposes of Policy Plan Amendment is to adequately plan and accommodate future growth through the distribution, location, balance, and extent of land uses. Implementation of the Policy Plan Amendment would accommodate population growth through land use designations, goals, and policies that provide a vision and guide growth in the City. Land use changes under the proposed project would increase opportunities for housing in the City—for example, by increasing residential density in existing residential areas. The proposed project would provide land use designations for a variety of housing types and provide for additional residential opportunities throughout Ontario.

Specific Plan

Under existing conditions, the Specific Plan area contains 10 residential units. The loss of these units is not considered substantial, given the City's overall housing stock. Implementation of the EBPSP would not displace a substantial number of people or housing and would not necessitate the construction of replacement housing elsewhere. Therefore, the EBPSP would not result in significant impacts in this regard.

It is noted that development of the EBPSP area with the uses proposed under the EBPSP would result in the loss of the potential housing units anticipated under the current Policy Plan land use designations. To offset this loss consistent with SB 330, the Policy Plan Amendment is being processed in conjunction with the EBPSP and would redesignate various properties throughout the City to a more intensive residential land use designation. In summary, Citywide residential capacity would increase from 129,551 units to 137,177 units. Please refer to the Policy Plan discussions presented previously.

Finding

Policy Plan Amendment

The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and that identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan

Impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

PUBLIC SERVICES

Impact PUB-1 (PPA+EBPSP): The proposed project would not result in significant environmental impacts due to the provision of new or expanded fire protection services. (Draft SEIR pg. 3.15-14)

Policy Plan Amendment

As shown in Draft SEIR Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*, of this SEIR, buildout of the proposed project would result in a net increase of 16,473 residents and 1,831 employees in the City when compared to buildout under the approved project, which would result in increased demand on fire protection services. Based on correspondence with the OFD, while existing staffing and equipment levels are adequate to meet current demands for services, implementation of the proposed Policy Plan Amendment would incrementally impact the OFD's service capacity and likely require the construction new stations. The OFD notes that the department anticipates construction of a permanent facility for Fire Station 11 and that 2 additional stations would be required to meet future demands within the horizon of TOP 2050 (Appendix J).

The City's Master Facilities Plan, which outlines the City's plan for allocating funds to projects from development impact fees, also discusses OFD's need for these additional fire stations to meet future demand. With implementation of these additional facilities, the OFD reports that the projected population and employment increase under the proposed project would not result in a reduction in fire protection services (Appendix J).

While the details and timelines for constructing these stations is unknown at this time, development and implementation of new or expanded OFD facilities could have physical effects on the environment, such as lighting, biological resources, noise, traffic, and air quality. Impacts associated with buildout of the proposed Land Use Plan, which includes buildout of public service facilities, are analyzed throughout this SEIR. For example, construction-related air quality and noise impacts of the proposed project are described in Section 3.3, *Air Quality,* and Section 3.13, *Noise*. Evaluation of environmental impacts specific to these facilities would be conducted pursuant to CEQA, when individual development projects are proposed. Evaluation of site-specific impacts in this SEIR would be speculative in this program-level SEIR.

The City has existing procedures to ensure that fire protection facilities are funded. For example, new development is require to pay Development Impact Fees, which are used to fund new OFD facilities and expansions. Additionally, implementation of the City's Master Facilities Plan ensures that OFD facility needs are identified for the allocation of Development Impact Fee funds. The City also allocates funds for new OFD facilities, equipment, and service personnel through the General Fund revenue and other revenue sources collected by the City (Ontario 2025a). Allocation of General Fund revenue for new facilities would ensure that new facilities

are constructed to meet the service demands of OFD as a result of buildout of the proposed project.

Additionally, several Safety Element policies direct the City and the OFD maintain adequate service levels and ensure that development incorporates fire prevention measures. This includes Policy S-3.3, Fire and Emergency Medical Services, which directs the City to maintain sufficient fire stations, equipment and staffing to respond effectively to emergencies and meet the needs of the community and state requirements. Additionally, Policy S-3.7, Fire Prevention through Environmental Design, requires new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces, and buildings.

Furthermore, future development projects would be reviewed by the City and OFD on an individual basis. Future development projects would be required to comply City and OFD requirements in effect at the time building permits are issued to ensure that OFD fire safety needs are met.

Specific Plan

As previously discussed, fire suppression and emergency response services for the Specific Plan area are currently provided by the OFD.

A need for new or expanded public services, such as fire protection services, is typically associated with population increases. The Specific Plan does not include the construction of new homes. While there would be increased employment on-site, it would not induce substantial population growth, as concluded in Section 3.14, *Population and Housing*. It is also noted that fire stations are a permitted use within the EBPSP, should the need arise at a later date.

Incremental fire protection service demands generated by the EBPSP are offset through payment of City of Ontario Development Impact Fees, a portion of which are allocated for fire protection services. Development impact fees would be paid at issuance of building permit(s).

Future projects within the EBPSP would be reviewed by OFD on an individual basis. Additionally, to the satisfaction of the OFD, uses implemented pursuant to the EBPSP would comply with City and Fire Department fire prevention and suppression requirements, including building/site design requirements, fire flow adequacy, and provisions for emergency access, thereby reducing potential increased demands for fire protection services.

Finding

Policy Plan Amendment

Similar to development under the approved project, the City's existing processes for funding OFD facilities, equipment, and personnel would ensure that the necessary service improvements would be provided, when needed, through buildout under the proposed project. Impacts to fire protection services would therefore be **less than significant**. Additionally, the

proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and impacts identified in the 2022 Certified EIR.

Specific Plan

The potential for the EBPSP to result in substantial adverse physical impacts associated with the provision of the new or physically altered fire protection facilities is considered **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Impact PUB-2 (PPA+EBPSP): The proposed project would not result in significant environmental impacts due to the provision of new or expanded police facilities. (Draft SEIR pg. 3.15-17)

Policy Plan Amendment

The proposed project would increase growth in the City when compared to the approved project and would result in an increased demand for police protection services. Therefore, the OPD may require additional staffing and facilities to accommodate population increases under the proposed project. To ensure the OPD is able to meet demands in its service area, it participates in mutual aid agreements with the San Bernardino County Sherriff and various jurisdictions surrounding Ontario. This allows resources to be allocated to participating jurisdictions when service demands are not able to be met by the jurisdiction's service provider at a particular time.

To meet long-term demand for services, the OPD may require the construction and operation of new substations. While the details and timelines for constructing new facilities are unknown at this time, development and implementation of new or expanded OPD facilities could have adverse physical effects on the environment, such as lighting, biological resources, noise, traffic, and air quality. Impacts associated with buildout of the proposed Land Use Plan, which includes buildout of public service facilities, are analyzed throughout this SEIR. For example, construction-related air quality and noise impacts of the proposed project are described in Section 3.3, *Air Quality,* and Section 3.13, *Noise*. Evaluation of environmental impacts specific to these facilities would be conducted pursuant to CEQA, when individual development projects are proposed. Evaluation of site-specific impacts in this SEIR would be speculative in this program-level SEIR.

The police services required to cover the new development and population growth for Ontario would be assessed and acquired appropriately based on the needs of the City. The City's Master Facilities Plan is continually updated to identify funding for police protection facilities and equipment through Development Impact Fees. Like development under the approved project, development under the proposed project would be subject to Development Impact Fees that fund the police services and facilities identified in the Master Facilities Plan. Additionally, funds for police service personnel are provided through the City's General Fund revenue and other

sources of revenue collected by the City (Ontario 2025a). Allocation of General Fund revenue for new facilities would ensure that new facilities are constructed to meet the service demands of OPD as a result of buildout of the proposed project.

Several Safety Element policies also direct the City and the OPD maintain adequate service levels and ensure that development incorporates crime prevention measures. These include Policy S-7.1, Police Unit Response, which directs OPD to respond to calls for service in a timely manner, and Policy S-7.4 which requires new development to incorporate Crime Prevention through Environmental Design principles in the design of streetscapes, sites, open spaces, and buildings. Future projects under the proposed project would also be reviewed by the City and the OPD on an individual basis and would be required to comply with regulations in effect at the time building permits are issued. This includes applicable provisions in the City's Municipal Code that aim to reduce impacts on police services by requiring installation of crime prevention measures (see Title 4, Chapter 11, Security Standards for Buildings).

Specific Plan

As previously discussed, police protection services for the Specific Plan area are currently provided by the OPD.

A need for new or expanded public services, such as police protection services, is typically associated with population increases. The Specific Plan does not include the construction of new homes. While there would be increased employment on-site, it would not induce substantial population growth, as concluded in Section 3.14, *Population and Housing*. It is also noted that police stations are a permitted use within the EBPSP, should the need arise at a later date.

Incremental police protection service demands generated by the EBPSP are offset through payment of City of Ontario Development Impact Fees. Development impact fees would be paid at issuance of building permit(s).

Additionally, site plan concepts and proposed building designs would be reviewed by the OPD to ensure incorporation of appropriate safety and security elements. Such design features would include secure building designs, defensible spaces, and area and facility security lighting. These design features would act to reduce demands for police protection services.

Finding

Policy Plan Amendment

While additional facilities may be required to support the OPD within the horizon of the proposed project, the locations and details regarding these potential future facilities are unknown and would be speculative to evaluate at this time. As with the approved project, the need for additional structures and personnel would be financed through available revenue sources collected by the City, and the impacts of the proposed project on police facilities, equipment, and services would be **less than significant**. Additionally, the proposed project

would not result in new or a substantial increase in magnitude of impacts compared to the approved project and impacts identified in the 2022 Certified EIR.

Specific Plan

The potential for the Specific Plan to result in substantial adverse physical impacts associated with the provision of the new or physically altered police protection facilities is considered **less than significant**.

The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Impact PUB-3 (PPA+EBPSP): Payment of Senate Bill 50 fees would result in full and complete mitigation of impacts for the provision or expansion of school facilities. (Draft SEIR pg. 3.15-19)

Policy Plan Amendment

Implementation of the proposed project would result in 7,225 additional housing units when compared to implementation of the approved project. As shown in Draft SEIR Figure 2-6, *Areas of Change*, the proposed project would revise land uses in portions of the City within the school district boundaries of CJUHSD, CVUSD, MVSD, and OMSD. No residential land use changes would occur within the boundaries of OMSD; the parcels of change in this area are currently designated for non-residential uses under the approved project and would remain designated for non-residential uses under the proposed project.

Because the majority of the land use changes associated with the proposed project are in Ontario Ranch, student generations rates for the CVUSD identified in Draft SEIR Table 3.15-4 were utilized to provide a conservative estimate of the maximum increase in students associated with the proposed project, as shown in Draft SEIR Table 3.15-5.

As part of the development of this SEIR, the City reached out to the five school districts that serve residents of Ontario to obtain existing conditions information and information on potential impacts of the proposed project. As noted above, schools in the CVUSD, MVSD, and the CJUHSD would experience the greatest increase in enrollment as a result of development in Ontario Ranch.

Based on responses from MVSD and CVUSD (see Appendix J), MVSD and CVUSD schools have capacity to accommodate increased student population under the proposed project. MVSD noted that its schools have a total maximum capacity of 4,450 students which indicates that the MVSD's school have a residual capacity of 1,132 students when accounting for existing 2024-2025 enrollment (MVSD 2025). CVUSD noted that its schools have a residual capacity of 1,681 students when accounting for 2024-2025 school enrollments (CVUSD 2025). Enrollments for CJUHSD and OMSD in 2024-2025 were also below their 2021-2022 enrollments and have largely

decreased each year over this four-year period (see Draft SEIR Table 3.15-3), indicating that these school districts also have additional capacity. For example, in CJUSD, 1,450 more students were enrolled in 2021-2022 than in 2024-2025. Therefore, based on this assumed capacity from enrollment in 2021-2022, CJUSD schools would have existing capacity for all school students added by the proposed project. Nonetheless, additional school facilities may be needed to serve the additional growth under the proposed project, especially within the Ontario Ranch.

Each school district that serves the City assesses its needs individually based on student generation rates from residential development, and charges development impact fees accordingly. Like under the approved project, residential development in Ontario under the proposed Policy Plan Amendment would require payments to corresponding school districts, which would go towards the construction of new facilities when and if they are needed. School districts determine their own development impact fees based on their student generation rates. These payments accommodate the need for new facilities based on the increase in student population in each district.

Developers would be required to pay the impact fees levied by each school district, set within the limits of SB 50. This funding program has been found by the Legislature to constitute "full and complete mitigation of the impacts" on the provision of adequate school facilities (Government Code Section 65995[h]). SB 50 establishes three potential limits for school districts, depending on the availability of new school construction funding from the state and the particular needs of the individual school districts. The school districts serving Ontario qualify for Level 1 fees, in which each district justifies their development fees for each land use and cannot request payment of development fees for school facility construction exceeding the amount of the statutory fees expressed in Education Code Section 17620. If school districts conduct a school facility needs assessment and qualify for participation in the State Funding Program by the State Allocation Board, among meeting other requirements, they can be eligible for Level 2 and Level 3 fees.

Specific Plan

The Specific Plan area lies within the boundaries of CVUSD. The Specific Plan does not propose residential uses that would result in populations of resident school-aged children requiring public education, and would therefore not directly cause or contribute to a need to construct new or physically altered public school facilities. Additionally, employment generated by the Specific Plan is well within growth projections and is not anticipated to result in a substantial increase in population (please also refer to Draft SEIR Section, 3.14, *Population and Housing.*)

Each school district that serves the City of Ontario assesses its needs individually and charges development impact fees accordingly pursuant to SB 50. These payments accommodate the need for new facilities based on the increase in student population in each district. Payment of school impact fees would reduce any potential impacts to school services to levels that would be less than significant.

Finding

Policy Plan Amendment

As discussed above, the school districts that would serve the increased growth under the proposed project would have capacity to accommodate this growth. Although the increased demand on school facilities would have the potential to impact one or more of the school districts that serve Ontario, payment of impact fees in compliance with SB 50 would reduce the impacts to an acceptable level. Therefore, the proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and impacts identified in the 2022 Certified EIR and impacts would be **less than significant**.

Specific Plan

Based on the preceding, the potential for the EBPSP to result in substantial adverse physical impacts associated with the provision of the new or physically altered school facilities is considered less than significant. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Impact PUB-4 (PPA+EBPSP): The proposed project would not result in significant impacts associated with the provision or expansion of parks and recreation facilities. (Draft SEIR pg. 3.15-23)

Policy Plan Amendment

As discussed in Section 3.16, the City of Ontario uses the established parkland standard of 3 acres per 1,000 residents but strives for 5 acres per 1,000 residents for parks in Ontario Ranch. The City has approximately 727 acres of parkland and a population of 184,404 people (DOF 2025). Thus, the City currently requires 553 acres of parkland.[8]

Buildout of the Policy Plan Amendment would modify the planned TOP land use pattern and generate additional residents in the City, most of whom would be concentrated in the southern portion of the City (refer to Draft SEIR Table 2-4). Changes to the land use plan associated with the Policy Plan Amendment would result in a reduction of 43 acres of parkland in the City (4 percent reduction), including land formerly designated as Open Space–Recreation southeast of Chino Avenue and Haven Avenue and land at the southwest corner of Grove Avenue and Riverside Drive (see Draft SEIR Figure 2-6, *Policy Plan Amendment Areas of Change*). Additionally, future growth in the City in accordance with buildout of the Policy Plan Amendment would increase the demand for parks and increase existing park usage (see Section 3.16, *Recreation*, Draft SEIR Table 3.16-3, *Proposed Project Parkland Demand*). As a result, the proposed project would result in a demand of 1,283 acres of parkland. Compared to the

[8] (184,404 people / 1,000) x 3.0 acres per person = 553

approved project, the proposed project would result in an increased demand of 49 acres of parkland.

The proposed project would designate approximately 998 acres for recreational use under the Open Space Parkland (including EBPSP) land use designation (refer to Draft SEIR Table 2-3). Based on the proposed project's future buildout projections, the 998 acres designated as Open Space Parkland would not satisfy the City's existing Park Dedications and In-Lieu Fee Regulations for parkland acquisition, resulting in a shortfall of 285 acres of parkland.[9]

While the proposed project would result in a slight reduction in parkland in the City compared to the approved project, the City strives to have new development in Ontario Ranch provide an additional 2 acres of private parkland to achieve a park ratio of 5 acres per 1,000 residents. The proposed project would generate an additional demand of approximately 31 acres of private parks in Ontario Ranch compared to the approved project (see Section 3.16, *Recreation*, Draft SEIR Table 3.16-3, *Proposed Project Parkland Demand*). As described above, subdivisions with residential land uses are required to dedicate property for park and recreational purposes on-site, or pay a fee in lieu thereof, or a shared combination of both, to help achieve the City's park standards. Therefore, residential subdivisions within the Ontario Ranch may include additional parks that are not identified on the land use plan.

In addition to parkland that is managed by the City, there are at least 180 acres of regional recreational facilities, joint-use agreements with school districts, and private recreational opportunities providing services that cannot be accommodated by existing facilities. Prado Regional Park also provides approximately 2,000 acres that would offset recreational demands. Furthermore, the Ontario Sports Empire is currently under construction and would develop approximately 199 acres to provide a variety of recreational amenities, including a semi-professional minor league baseball stadium, retail uses, a recreation center and aquatic center, and baseball/softball, soccer, and multi-use fields. Therefore, regional parks would more than offset the slight reduction in parkland of the proposed project compared to the approved project.

The proposed project, similar to the approved project, provides land use opportunities for public parks to be developed in line with future development. The Parks and Recreation (PR) Element contains relevant policies and programs to acquire additional parkland; integrate new park and recreation facilities with existing and future trails, bikeways, and easements; and conduct regular reviews and updates of the City's parks and trails plans to keep pace with demographic trends and recreational needs of Ontario's residents. The policies include:

- **PR-1.1: Access to Parks.** In all new residential development areas, we strive to provide a park and/or recreational facility within walking distance (¼ mile) of every residence and

[9] Policy Plan Amendment's 1,283 acres of parkland demand – 998 acres of designated parkland = 285 acres of parkland

prioritize the establishment of parks in environmental justice areas that do not have adequate access to parks.

- **PR-1.2: Adjacency to Schools.** We examine locating parks adjacent to school sites to promote joint-use opportunities.
- **PR-1.3: Funding.** We shall seek outside, one-time sources of funding for capital improvements and reserve ongoing City funds primarily for operations and maintenance.
- **PR-1.4: Joint-Use Opportunities.** In areas where there is a need but no City recreational facility, we explore joint-use opportunities. (e.g., school sites).
- **PR-1.5: Acreage Standard.** We strive to provide 5 acres of parkland (public and private) per 1,000 residents.
- **PR-1.6: Private Parks.** We expect development to provide a minimum of 2 acres of developed private park space per 1,000 residents.
- **PR-1.12: Trails.** We promote connections between parks and local trails including those managed by other public agencies.
- **PR-1.13: Equestrian Trails.** We require the design, construction, and maintenance of equestrian trails in Rural Residential designated areas.
- **PR-1.15: Trail Connectivity.** We strengthen and improve equestrian, bike, and multipurpose trail connections within the City and work to improve trail connections into adjacent jurisdictions.
- **PR-2.4: Access to Programs.** We provide a range of recreational and physical exercise programs that are accessible to residents of all income levels throughout the community and prioritize establishing and maintaining equitable access for residents in environmental justice areas.

These policies and regulations are intended to support the City's standard parkland acreage ratio and to address the need for recreation space and parkland, while also preserving natural assets and environmentally sensitive lands. Additionally, the Ontario Sports Empire would provide high-quality athletic facilities and recreational spaces, resulting in a net increase in the amount of publicly accessible recreational amenities within the City; however, the extent to which the City of Ontario can plan and implement parks, trails, and other recreational facilities is related to the availability of funding.

Impacts associated with the development of land uses under the proposed project, including new parks and recreation facilities identified on the Land Use Plan, are analyzed throughout this SEIR. For example, construction-related air quality and noise impacts of the proposed project, which parks identified in the Land Use Plan, are described in Section 3.3, *Air Quality,* and Section 3.13, *Noise*. Park sites within future projects in Ontario Ranch would also be reviewed

by the City of Ontario on an individual basis, as development occurs, and would be required to comply with requirements in effect at the time building permits are issued (i.e., payment of development impact fees).

Specific Plan

The Specific Plan includes 35.88 acres of passive recreational opportunities for future employees and visitors through features such as pedestrian paths, gathering areas, turf areas, and botanical gardens. Future open space and recreational facility development in the Specific Plan area would be required to adhere to the Development Standards and Design Guidelines of the EBPSP. The construction of these recreational facilities would occur within the boundaries of the Specific Plan and would be inherent to the EBPSP's construction phase(s). Construction impacts are analyzed throughout this Draft SEIR and mitigation is incorporated where necessary. As concluded in this Draft SEIR, the EBPSP's construction activities would be less than significant.

It is also noted that the recreational facilities provided by the Specific Plan were assumed by the City's Recreation & Parks Master Plan. The Master Plan concluded that the City is currently underserved by park facilities, and that the proposed recreational facilities were needed to serve the City's growing population (Ontario 2021). In this regard, the EBPSP the contribute to the overall provision of parkland within the City.

Finding

Policy Plan Amendment

Although a numerical parkland shortfall exists under long-term buildout assumptions, that analysis only accounts for publicly designated park acreage and does not fully capture Quimby Act dedications, private recreational facilities, joint-use agreements, regional recreational facilities, and planned recreational amenities such as the Ontario Sports Empire and Grand Park facilities. The City's policies and regulations would ensure that development of park facilities would keep pace with the anticipated increase in population from buildout of the proposed project. Therefore, impacts would be **less than significant**, and the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to the use of existing park and recreational facilities compared to the approved project and impacts identified in the 2022 Certified EIR.

Specific Plan

Based on the preceding, impacts associated with the Specific Plan's park facilities would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Impact PUB-5 (PPA+EBPSP): The proposed project would not result in significant environmental impacts due to the provision of new or expanded library services. (Draft SEIR pg. 3.15-26)

Policy Plan Amendment

The Ontario library system strives for a goal of 0.6 square feet of library facilities per capita (Ontario 2020). The library's most recent Library Facility Master Plan notes that the library's current service ratio is 0.43 square feet per capita based on its 2020 service population. The Facility Master Plan also outlines strategies for the library to expand services as population in Ontario continues to increase. In accordance with the Facility Master Plan, the library system would continue to evaluate library needs based on facilities, staffing, and resources provided as population continues to increase. The Ontario library system also offers interlibrary exchanges with the Inland Library System as well as with participating libraries throughout the country.

Buildout under the proposed project would increase growth population in the City when compared to the approved project, resulting in an increase in demand for library services. New facilities, books, and personnel would be necessary to maintain and reach adequate levels of service. Environmental impacts could result from the construction of future facilities; however, the location and size of potential future facilities is currently unknown. Future projects would be reviewed by the City of Ontario on an individual basis and would be required to comply with requirements in effect at the time building permits are issued (i.e., payment of development impact fees).

Specific Plan

Demands for other public services are typically created by residential uses, which are not proposed by the Specific Plan. Implemented land uses would increase employment opportunities on-site; however, these positions would likely be filled by the existing employment pool in the City and/or neighboring communities. Therefore, uses implemented pursuant to the EBPSP would not be likely to create a significant increase in the use of other public facilities such as libraries, community centers, post offices or animal shelters. Therefore, impacts to other public services would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Finding

Policy Plan Amendment

Since adequate services would be provided and payment of development impact fees would offset the costs associated with library services, impacts on library services would be **less than significant**. Additionally, the proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and impacts identified in the 2022 Certified EIR.

Specific Plan

Impacts to other public services would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

RECREATION

Impact REC-1 (PPA+EBPSP): The proposed project would not result in substantial physical deterioration of recreational facilities. (Draft SEIR pg. 3.16-16)

The Certified EIR found that buildout of the approved project's land use plan would result in population growth and an associated increase in demand for recreational facilities and parkland areas. Implementation of the approved project's policies and land use opportunities for public parks, designed to be aligned with future development, would ensure that park facilities would keep pace with the anticipated increase in population growth. As a result, impacts were identified as less than significant.

Policy Plan Amendment

Currently, the City of Ontario uses the established parkland standard of 3 acres per 1,000 residents but strives for 5 acres per 1,000 residents for parks in Ontario Ranch. The City has approximately 727 acres of parkland (see Draft SEIR Table 3.16-2) and a population of 184,404 people (DOF 2025). Thus, the City currently requires 553 acres of parkland.[10]

Buildout of the Policy Plan Amendment would modify the planned TOP land use pattern and generate additional residents in the City, most of whom would be concentrated in the southern portion of the City (refer to Draft SEIR Table 2-4). Changes to the land use plan associated with the Policy Plan Amendment would result in a reduction of 43 acres of parkland in the City (4 percent reduction), including land formerly designated as Open Space–Recreation southeast of Chino Avenue and Haven Avenue and land at the southwest corner of Grove Avenue and Riverside Drive (see Draft SEIR Figure 2-6, *Policy Plan Amendment Areas of Change*). Additionally, future growth in the City in accordance with buildout of the Policy Plan Amendment would increase the demand for parks and increase existing park usage, as shown in Draft SEIR Table 3.16-3, *Proposed Project Parkland Demand*.

The Quimby Act is a funding mechanism for parkland acquisition. Under this Act and pursuant to the City's Municipal Code, residential subdivisions must dedicate parkland or pay in lieu fees to enable the City to acquire a ratio of 3 acres of parkland per 1,000 residents. As shown in Draft SEIR Table 3.16-3, the approved project would result in a demand of 1,234 acres of parkland, and the proposed project would result in a demand of 1,283 acres of parkland. As a result, buildout allowed under the proposed project would result in an increased demand of 49 acres of parkland compared to the approved project.

[10] (184,404 people / 1,000) x 3.0 acres per person = 553

The proposed project would designate approximately 998 acres for recreational use under the Open Space Parkland (including EBPSP) land use designation (refer to Draft SEIR Table 2-3). Based on the proposed project's future buildout projections, the 998 acres designated as Open Space Parkland would not satisfy the City's existing Park Dedications and In-Lieu Fee Regulations for parkland acquisition, resulting in a shortfall of 285 acres of parkland.[11]

While the proposed project would result in a slight reduction in parkland in the City compared to the approved project, the City strives to have new development in Ontario Ranch provide an additional 2 acres of private parkland to achieve a park ratio of 5 acres per 1,000 residents. As shown in Draft SEIR Table 3.16-3, the proposed project would generate an additional demand of approximately 31 acres of private parks in Ontario Ranch compared to the approved project. As described above, subdivisions with residential land uses are required to dedicate property for park and recreational purposes on-site, or pay a fee in lieu thereof, or a shared combination of both, to help achieve the City's park standards. Therefore, residential subdivisions within the Ontario Ranch may include additional parks that are not identified on the land use plan.

In addition to parkland that is managed by the City, there are at least 180 acres of regional recreational facilities, joint-use agreements with school districts, and private recreational opportunities providing services that cannot be accommodated by existing facilities. Prado Regional Park also provides approximately 2,000 acres that would offset recreational demands. Furthermore, the Ontario Sports Empire is currently under construction and would develop approximately 199 acres to provide a variety of recreational amenities, including a semi-professional minor league baseball stadium, retail uses, a recreation center and aquatic center, and baseball/softball, soccer, and multi-use fields. Therefore, regional parks would more than offset the slight reduction in parkland of the proposed project compared to the approved project.

The proposed project, similar to the approved project, provides land use opportunities for public parks to be developed in line with future development. The Parks and Recreation (PR) Element contains relevant policies and programs to acquire additional parkland; integrate new park and recreation facilities with existing and future trails, bikeways, and easements; and conduct regular reviews and updates of the City's parks and trails plans to keep pace with demographic trends and recreational needs of Ontario's residents. The policies include:

- **PR-1.1: Access to Parks.** In all new residential development areas, we strive to provide a park and/or recreational facility within walking distance (¼ mile) of every residence and prioritize the establishment of parks in environmental justice areas that do not have adequate access to parks.

- **PR-1.2: Adjacency to Schools.** We examine locating parks adjacent to school sites to promote joint-use opportunities.

[11] Policy Plan Amendment's 1,283 acres of parkland demand – 998 acres of designated parkland = 285 acres of parkland

- **PR-1.3: Funding.** We shall seek outside, one-time sources of funding for capital improvements and reserve ongoing City funds primarily for operations and maintenance.
- **PR-1.4: Joint-Use Opportunities.** In areas where there is a need but no City recreational facility, we explore joint-use opportunities. (e.g., school sites).
- **PR-1.5: Acreage Standard.** We strive to provide 5 acres of parkland (public and private) per 1,000 residents.
- **PR-1.6: Private Parks.** We expect development to provide a minimum of 2 acres of developed private park space per 1,000 residents.
- **PR-1.12: Trails.** We promote connections between parks and local trails including those managed by other public agencies.
- **PR-1.13: Equestrian Trails.** We require the design, construction, and maintenance of equestrian trails in Rural Residential designated areas.
- **PR-1.15: Trail Connectivity.** We strengthen and improve equestrian, bike, and multipurpose trail connections within the City and work to improve trail connections into adjacent jurisdictions.
- **PR-2.4: Access to Programs.** We provide a range of recreational and physical exercise programs that are accessible to residents of all income levels throughout the community and prioritize establishing and maintaining equitable access for residents in environmental justice areas.

These policies and regulations are intended to support the City's standard parkland acreage ratio and to address the need for recreation space and parkland, while also preserving natural assets and environmentally sensitive lands. Additionally, the Ontario Sports Empire would provide high-quality athletic facilities and recreational spaces, resulting in a net increase in the amount of publicly accessible recreational amenities within the City; however, the extent to which the City of Ontario can plan and implement parks, trails, and other recreational facilities is related to the availability of funding.

Specific Plan

The EBPSP would result in the conversion of a site designated for residential/agricultural uses into a business park and open space – parkland development.

The Specific Plan provides for the development of 35.88 acres of the City's public "Grand Park." Grand Park is a planned 3.7-mile greenbelt extending between Haven Avenue and Campus Avenue and encompasses approximately 340 acres citywide. The Specific Plan would implement the southern half of a 1.25-mile stretch of the park, consistent with the City's Grand Park Landscape Master Plan. The remaining half of this segment of Grand Park would be installed by the Center Park Specific Plan, which is currently proposed to the north of the EBPSP area.

Passive recreational opportunities for future employees, visitors, and residents of the City would be provided through features such as pedestrian paths, gathering areas, turf areas, and botanical gardens. The park would be heavily landscaped, including forested areas, meadow areas, and open space lawn areas, consistent with the City's Grand Park Landscape Master Plan.

Development of the Specific Plan would not directly increase housing or population, which typically cause an increase in the demand for and use of existing neighborhood parks and other citywide recreational facilities. If employees of the business park uses were to occasionally use park facilities within the City, they would likely utilize those provided by the Specific Plan.

Finding

Policy Plan Amendment

As a result, development of park facilities would keep pace with the anticipated increase in population from buildout of the proposed project. The proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to the use of existing park and recreational facilities compared to the approved project. Therefore, this impact is **less than significant**.

Specific Plan

Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, impacts related to the physical deterioration of existing parks or recreation facilities would be **less than significant**.

Impact REC-2 (PPA+EBPSP): The proposed project would not result in adverse impacts associated with new or expanded recreational facilities within the City. (Draft SEIR pg. 3.16-20)

The Certified EIR found that buildout of the approved project's land use plan would result in the development of additional parkland and recreational facilities, which could lead to the construction of new or expanded facilities that may have an adverse physical effect on the environment. However, implementation of existing federal, state, and local regulations, as well as the approved project's policies, would help reduce potential adverse environmental impacts associated with the expansion of parks, recreational facilities, and multiuse trails. As a result, these impacts were determined to be less than significant.

Policy Plan Amendment

The Policy Plan Amendment guides growth and development within the City and is not a development project. The Policy Plan Amendment project primarily involves modifying the currently permitted and planned TOP land use pattern across nearly 1,000 acres in southern Ontario. As described in impact discussion a), buildout of the proposed project would result in

an increased demand of 80 acres of total parkland compared to the approved project (refer to Draft SEIR Table 3.16-3).

As a result of these planned park facilities, the proposed project may result in the construction of new or expansion of existing recreational facilities in Ontario. The majority of these facilities would be in Ontario Ranch, including the Grand Park. Development and implementation of the Grand Park may have an adverse physical effect on the environment, such as lighting, biological resources, noise, traffic, and air quality. Environmental impacts associated with the construction of new and/or expansions of existing recreational facilities in accordance with the Proposed Land Use Plan are addressed separately. Construction-related air quality and noise impacts of the proposed project are described in Section 3.3, *Air Quality,* and Section 3.13, *Noise*.

Existing federal, state, and local regulations as well as goals and policies in the Policy Plan Amendment would help reduce potential adverse impacts to the environment that may result from buildout of the proposed project. Furthermore, subsequent environmental review would be required for development of park projects under the Proposed Land Use Plan.

Specific Plan

The Specific Plan includes 35.88 acres of passive recreational opportunities for future employees and visitors through features such as pedestrian paths, gathering areas, turf areas, and botanical gardens. Future open space and recreational facility development in the Specific Plan area would be required to adhere to the Development Regulations and Design Guidelines of the EBPSP and the City's Grand Park Landscape Master Plan. The construction of these recreational facilities would occur within the boundaries of the Specific Plan area and would be inherent to the EBPSP's construction phase(s). The City shall be responsible for the design and construction of all park improvements within the EBPSP area. Construction impacts are analyzed throughout this SEIR in Section 3.3, *Air Quality,* and Section 3.12, *Noise,* and mitigation is incorporated where necessary.

It is also noted that the recreational facilities provided by the EBPSP were assumed by and included in the City's Recreation & Parks Master Plan. The Master Plan concluded that the City is currently underserved by park facilities, and that the proposed Grand Park would be needed to serve the City's growing population (Ontario 2021). In this regard, the EBPSP would contribute to the overall provision of parkland within the City.

Finding

Policy Plan Amendment

The proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to the use of existing park and recreational facilities compared to the approved project. Therefore, this impact is **less than significant**.

Specific Plan

The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Based on the preceding, impacts associated with the EBPSP's recreational facilities would be **less than significant**.

TRANSPORTATION

Impact TRA-1 (PPA+EBPSP): The proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. (Draft SEIR pg. 3.17-23)

Policy Plan Amendment

The Policy Plan Amendment includes an update to the City network of truck routes to comply with AB 98. In addition, the Policy Plan Amendment includes minor updates to the City's multipurpose trails and bikeways, as shown on Draft SEIR Figure 5.17-3, *Multipurpose Trails & Bikeway Corridor Plan*.

Transit

The proposed project does not include any changes to the Public Transit Plan as included in TOP 2050 (see Draft SEIR Figure 3.17-2, *Public Transit*). The Public Transit Plan would continue to focus on providing efficient connectivity and integration via coordinated bus transfer centers and multimodal terminals. Therefore, implementation of the proposed project would not interfere with or obstruct the implementation and usage of transit.

Nonmotorized Transportation

The proposed project would include minor updates to multipurpose trails and bikeways, as shown in Draft SEIR Figure 3.17-3. The minor updates would not change any existing policies on nonmotorized transportation as included in TOP 2050. The updates to the multipurpose trails and bikeways would be a result of the updates to the truck network and would better align the trails and bikeways in the City. Therefore, implementation of proposed project would not interfere with or obstruct the implementation and usage of nonmotorized transportation.

Connect SoCal

TOP 2050 is consistent with Connect SoCal, as shown in Section 3.11, *Land Use and Planning*. The goals of the RTP/SCS focus on transit, transportation and mobility, and protection of the environment and health of residents.

The proposed project is broadly consistent with the spirit of this plan because it encourages denser growth and more housing opportunities within a planned urban area and near existing and proposed transit, which is essential to the Sustainable Communities Strategy. Key goals and policies of the plan related to transportation were reviewed to verify consistency:

- **Mobility goals and policies** focus on system preservation and resilience, complete streets, transit and multimodal integration, transportation system management, transportation demand management, technology integration, safety, and funding the system/user fees. The land use changes associated with the Policy Plan Amendment do not propose any transportation policies or conditions that would conflict with any of these policies. There is no proposal to expand roadways or any element that would conflict with regional transportation investment strategies. Lastly, the proposed truck routes aim to remove truck routes nearest to sensitive receptors, which tend to be areas of higher pedestrian activity, therefore resulting in improved safety. Therefore, the proposed project would be consistent with SCAG's mobility goals and policies.

- **Communities goals and policies** focus on Priority Development Areas, housing in the region, 15-minute communities, and equitable engagement and decision-making. The proposed project increases housing density and results in an increase in housing in Ontario, which is in sync with these goals and objectives. The proposed project also promotes "15-minute communities" as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities) across the region. The proposed project supports the previous goals of TOP 2050 that promote accessibility and affordability to vulnerable communities. Therefore, the proposed project would be consistent with SCAG's community goals and policies.

- **Environment goals and policies** focus on sustainable development, air quality, clean transportation, natural and agricultural lands preservation, and climate resilience. The proposed truck routes (see Draft SEIR Figure 2-9 in Chapter 2, *Project Description*) minimizes the number of people exposed to emissions along the City's truck routes, thereby promoting local and regional efforts to improve air quality for vulnerable populations and sensitive receptors (as defined by AB 98 and SB 415). The land use changes associated with the Policy Plan Amendment do not propose any change to the transportation system or planning that would conflict with environmental policies. Therefore, the proposed project would be consistent with SCAG's environmental goals and policies.

- **Economy goals and policies** focus on goods movement, broadband, universal basic mobility, workforce development, and tourism. The proposed truck routes (see Draft SEIR Figure 2-9) prioritize environmental justice concerns by limiting exposure of sensitive receptors. The focused higher density of the Policy Plan Amendment, specifically in Ontario Ranch, broadens safe and efficient access to a range of mobility services that improve connections to jobs, education, and basic services. The proposed land use changes associated with the Policy Plan Amendment do not propose any change to the transportation system or planning that would conflict with economic policies. Therefore, the proposed project would be consistent with SCAG's economy goals and policies.

Specific Plan

Circulation system and mobility plans and policies applicable to the EBPSP include SCAG's Connect SoCal, San Bernardino County CMP, and the City of Ontario Policy Plan Mobility Element. An analysis of the EBPSP's potential to conflict with these plans is presented below.

SCAG 2024-2050 RTP/SCS

SCAG's Connect SoCal seeks to improve mobility, promote sustainability, facilitate economic development, and preserve the quality of life for the residents in the region. Draft SEIR Table 3.11-1, *Policy Plan Amendment Consistency with SCAG Connect SoCal*, presented in Section 3.11, *Land Use and Planning*, of this SEIR, addresses the Specific Plan's consistency with SCAG's Connect SoCal. As shown, the EBPSP would not conflict with any applicable 2024-2050 Connect SoCal policies. The Specific Plan would contribute to a safe, multimodal network and would include roadway improvements to accommodate site access. Consistency with Connect SoCal illustrates consistency with goals set forth for the region. As demonstrated, implementation of the EBPSP would not conflict with the goals and policies of SCAG's regional planning program.

San Bernardino County Congestion Management Plan

The intent of the CMP is to provide the analytical basis for transportation decisions. Although implementation of the CMP was made voluntary by the passage of AB 2419, the CMP requirement has been retained in all 5 urban counties within the SCAG region. The goals of the San Bernardino County CMP are to:

Goal 1: Maintain or enhance the performance of the multimodal transportation system and minimize travel delay.

Goal : Assist in focusing available transportation funding on cost-effective responses to subregional and regional transportation needs.

Goal 3: Provide for technical consistency in multimodal transportation system analysis.

Goal 4: Help to coordinate development and implementation of subregional transportation strategies across jurisdictional boundaries.

Goal 5: Anticipate the impacts of proposed new development on the multimodal transportation system, provide consistent procedures to identify and evaluate the effectiveness of mitigation measures and provide for adequate funding of mitigations.

Goal 6: Promote air quality and improve mobility through implementation of land use and transportation alternatives or incentives that reduce both vehicle trips and miles traveled and vehicle emissions.

EBPSP would not impede the ability to maintain or enhance the performance of the multimodal transportation system. The EBPSP would include roadway improvements to serve internal circulation needs and minimize impacts to travel delay. None of the proposed roadway

improvements would interfere with existing or potential future improvements to the County's multimodal transportation system. The EBPSP would participate in the City's Development Impact Fee program, which is coordinated with regional planning efforts to meet regional transportation needs and to provide for adequate funding of mitigation for impacts of new development, consistent with the CMP. The CMP System LOS Element and Performance Measures Element also contain LOS standards for CMP designated highways and roadways, which are reflected in the Traffic Analysis prepared for the EBPSP (SEIR Appendix K3). Accordingly, the Specific Plan would not conflict with the San Bernardino County CMP.

City of Ontario Policy Plan Mobility Element

Draft SEIR Table 3.11-3, *EBPSP Policy Plan Consistency Analysis*, presented in Section 3.11, *Land Use and Planning*, of this SEIR, addresses the Specific Plan's consistency with the City of Ontario Policy Plan Mobility Element. Consistency with the City's Mobility Element illustrates consistency with transportation goals set forth for the City. As demonstrated, implementation of the EBPSP would not conflict with the goals and policies of City of Ontario Policy Plan Mobility Element. The EBPSP would also be consistent with the City-wide Active Transportation Master Plan, aiding in the development of planned pedestrian and bicycle facilities.

Finding

Policy Plan Amendment

As described above, the proposed project supports Connect SoCal 2024's VMT-reduction goals. The proposed project would not result in a new or a substantial increase in magnitude of impacts related to consistency with transit, bicycle, and pedestrian plans compared to the approved project. Therefore, this impact is **less than significant**.

Specific Plan

As demonstrated above, the Specific Plan would not conflict with any program, plan, ordinance or policy addressing the circulation system. Impacts in this regard would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Impact TRA-3 (PPA+EBPSP): The proposed project adequately addresses potentially hazardous conditions (sharp curves, etc.) and potential conflicting uses. (Draft SEIR pg. 3.17-40)

Policy Plan Amendment

The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

The City of Ontario has adopted engineering standards to ensure consistency in the geometric design of their mobility facilities. Additionally, all plans undergo an extensive review process at the City to ensure consistency with these adopted standards.

Specific Plan

Efficient and safe access within, and access to, the EBPSP land uses would be provided by the design concept, site access improvements, and site adjacent roadway improvements included as components of the Specific Plan. Driveways, on-site traffic signing and striping would be implemented in conjunction with detailed construction plans for the site. Sight distance at each access point would be reviewed to ensure conformance with City sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

Trucks accessing the Specific Plan area would be required to travel along City-designated truck routes. Mandatory use of truck routes would minimize potential conflicts between truck traffic and other motorized and non-motorized transportation modes.

The City of Ontario has adopted engineering standards to ensure consistency in the geometric design of their mobility facilities. All plans undergo an extensive review process at the City to ensure consistency with these adopted standards. Given that all future projects will be subject to these reviews, the EBPSP would be consistent with the City design standards.

Finding

Policy Plan Amendment

Given that all future projects will be subject to these reviews, this impact is **less than significant**. The proposed project would not result in a new or a substantial increase in magnitude of impacts related to safety hazards compared to the approved project

Specific Plan

The potential for the EBPSP to substantially increase hazards due to a geometric design feature or incompatible uses is considered **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Impact TRA-4 (PPA+EBPSP): The proposed project adequately addresses potentially inadequate emergency access. (Draft SEIR pg. 3.17-42)

Policy Plan Amendment

The majority of the population growth associated with the proposed project would occur in Ontario Ranch. As identified in the City's Roadway Classification map (see Draft SEIR Figure 3.17-1), there are substantial improvements in transportation infrastructure planned to accommodate the increase in population in the City in the event of an emergency. The City has

roadway classification standards in Policy M-1.1 that include roadway design standards as part of TOP 2050, precluding the construction of any unsafe features.

- **M-1.1. Roadway Design and Maintenance.** We require our roadways to: 1) Comply with federal, state, and local design and safety standards; 2) Meet the needs of multiple transportation modes and users; 3) Handle the capacity envisioned in the City of Ontario Master Plan of Streets and Highways; 4) Be maintained in accordance with best practices; 5) Be compatible with the streetscape and surrounding land uses; and 6) Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand implementation strategies.

Specific Plan

The EBPSP does not propose elements or aspects that would obstruct or restrict emergency access to or through the area. Additionally, representatives of the Ontario Fire Department and Ontario Police Department would review all development plans to ensure that emergency access is provided consistent with applicable requirements.

Construction

All construction materials and equipment would be stored/staged within the Specific Plan area and would not interfere with emergency vehicles traveling adjacent to the site. Any construction activities that would occur within the public right-of-way and require a partial or full closure of a sidewalk or vehicle travel lane would require a traffic control plan that complies with the California Manual on Uniform Traffic Control Devices and that must be approved by City to ensure that emergency response is not adversely affected.

Operation

The types of traffic generated during EBPSP operations (i.e., passenger cars and trucks) would be compatible with the type of traffic observed along surrounding roadways under existing conditions and would not interfere with the circulation of emergency vehicles along public streets adjacent to the site. As discussed above, development plans would be reviewed and approved by the fire and police departments to ensure that adequate emergency access is provided throughout the site.

Finding

Policy Plan Amendment

The proposed project would not result in inadequate emergency access. A review of emergency access is included as part of the City's Design Review process. According to the City's Local Hazard Mitigation Plan (2018), interstate highways would serve as major emergency response and evacuation routes. Additionally, the fire department reviews all development applications to ensure that adequate emergency accessibility is provided based on local and state guidance. Since all future projects will undergo such reviews and requirements, this impact is **less than significant**.

Specific Plan

Based on the preceding, the potential for the EBPSP to result in inadequate emergency access is considered **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

UTILITIES AND SERVICE SYSTEMS

Impact USS-1 (PPA+EBPSP): Implementation of the proposed project would not result in the relocation or construction of new or expanded water facilities which would cause a significant impact. (Draft SEIR pg. 3.19-38)

Policy Plan Amendment

The proposed project would result in an overall increase in the number of residential dwelling units and nonresidential square footage compared to the approved project. The breakdown for the increase in water demand is provided in Draft SEIR Table 3.19-5, *Projected Water Demand Rates*. Full implementation of the proposed project has the potential to increase water demand by. 1,317 AFY of potable water and 68 AFY of recycled water.

Water Infrastructure

To accommodate needed infrastructure expansion and improvements, the City has prepared a WMP and CIP. It also requires development impact fees and has construction requirements based on an evaluation of existing and projected water demands. The potable water demand factors in the WMP are conservative and are used for sizing water pipes to convey average and peak daily flow rates. Therefore, they do not reflect the State's requirements to reduce residential indoor water demand to 47 gallons per person per day by 2025 and 42 gallons per person per day after 2030 (DWR 2021).

Because the planned development in the City for the current proposed project would result in an increase in demand for potable and recycled water, the City and the IEUA have made plans for infrastructure expansion and improvement. As part of the land development approval process, the City determines a project's fair-share costs and connection fees. Through the use of connection fees and agreements, the City maintains and expands its water distribution system as necessary and is able to ensure that new developments pay their fair-share costs. The City has the discretion to require water capacity studies associated with new development and redevelopment and currently requires site-specific studies to determine a project's impact throughout the water system. Therefore, impacts related to infrastructure expansion and improvement caused by the implementation of the proposed project would not result in significant environmental impacts.

Water Demand

Total water demand (potable plus recycled water) associated with the proposed project would be 76,112 AFY, which is an increase of approximately 3 percent compared to the 2020 UWMP calculated water demand of 73,688 AFY for the years 2040 and 2045 (Ontario 2021). The proposed project would result in an approximately 2 percent increase compared to the approved project of 74,728 AFY (potable plus recycled water).

The water demand factors used in the 2020 UWMP are conservative because they are based on the City's water demand factors from the WMP, which do not consider reductions in per capita water use in future years, the City's continuing conservation efforts, and the increased use of recycled water. Recent State laws, changes in the building code, and water service costs are anticipated to substantially lower water demand rates in the future:

- SB 606 and AB 1668 establish indoor water use standards (55 gallons per capita per day [GPCD] until 2025, 47 GPCD from 2025 to 2030, and 42 GPCD after 2030), outdoor water standards, and water loss standards that water suppliers must meet by 2028.
- New construction is subject to the latest CALGreen building code, which typically results in a 20 percent reduction in indoor water use.
- SB 407 requires all buildings in California to meet current plumbing fixture standards within this decade, which will require retrofitting of existing homes and businesses.
- Increases in water service costs, which will provide an incentive for additional water-saving practices and the use of recycled water, which is less costly, for nonpotable uses.

Therefore, applying these more conservative water demand factors by implementing a future water demand factor of 47 to 42 GPCD for all residential uses and a 20 percent reduction in nonresidential uses (compliance with CALGreen and new building code requirements) would reduce future water demand under the proposed project.

In addition, TOP 2050 includes policies that would further alleviate water demands from the proposed project such as:

- **Policy LU-1.3 Adequate Capacity.** We require adequate infrastructure and services for all development.
- **Policy LU-4.3 Infrastructure Timing.** We require that the necessary infrastructure and services be in place prior to or concurrently with development.
- **Policy ER-1.1 Local Water Supply.** We increase local water supplies to reduce our dependence on imported water. New and redevelopment projects are aligned with our available water supply and/or to enhance our available water supply.

- **Policy ER-1.2 Matching Supply to Use.** We match water supply and quality to the appropriate use.
- **Policy ER-1.3 Conservation and Sustainable Water Supply.** We work with regional water providers and users to conserve water and ensure sustainable local water supplies as more frequent droughts reduce long term local and regional water availability
- **Policy ER-1.4 Supply-Demand Balance.** We require that available water supply and demands be balanced.
- **Policy ER-1.5 Water Resource Management.** Environmental justice areas are prioritized as we coordinate with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater.
- **Policy S-3.7 Water Supply and System Redundancy.** We monitor our water system to manage and ensure adequate firefighting water supplies.

The 2020 UWMP states that there are sufficient water supplies through 2045 to meet projected demands in normal years, single dry years, and multiple dry years through 2045. Although the proposed project at buildout is estimated to generate a 3 percent increase in water demand compared to the 2020 UWMP using conservative water demand factors, new State requirements as listed above and City policies and code requirements would result in enhanced water efficiency and conservation. Applying these measures to the proposed project water demand estimates would result in total water demand below the projections in the 2020 UWMP for year 2045. Therefore, there would be sufficient water supplies to meet the demand for the proposed project buildout.

Specific Plan

Water Demand

As part of the Policy Plan Amendment being processed in conjunction with the EBPSP, a Policy Plan designation would be processed for the Specific Plan area. The Policy Plan land use designation would be changed from Medium Density Residential (with an Affordable Housing Overlay) (MDR-AH), Mixed Use (with an Affordable Housing Overlay) (MU-BC-AH), and Open Space–Parkland (OS-R) to Business Park (BP) and Open Space–Parkland (OS-R). The water demand for the EBPSP is provided in the WSA (Appendix L2) and summarized in Draft SEIR Table 3.19-6, *EBPSP Water Demand*.

The total water demand for the EBPSP is estimated to be 571.9 AFY, which is less than the baseline water demand of 765.3 AFY for the previous land uses estimated in the 2022 Certified EIR (Appendix L2). The net reduction in water demand is 193 AFY, largely due to the removal of the residential land uses from the Specific Plan area and evaluated as part of the 2022 Certified EIR.

Water Infrastructure

As illustrated in Draft SEIR Figure 3.19-2, *EBPSP Potable Water Infrastructure Plan*, new potable water lines would be installed in Campus Avenue and Walker Avenue to serve the Specific Plan area. Additional potable water lines would be installed in Bon View Avenue and Public Street A between Campus Avenue and Walker Avenue. These lines would connect to existing potable water facilities located adjacent to the Specific Plan area. In accordance with Ontario Municipal Code Chapter 8C, Recycled Water Use, recycled water infrastructure would be installed to serve the Specific Plan area.

As illustrated in Draft SEIR Figure 3.19-3, *EBPSP Recycled Water Infrastructure Plan*, new recycled water lines would be installed in Grove Avenue and Walker Avenue to serve the Specific Plan area. An additional recycled water line would be installed in Campus Avenue and Public Street A between Campus Avenue and Walker Avenue, at the City's discretion. These lines would connect to existing recycled water facilities located adjacent to the Specific Plan area.

Construction of the water lines would occur within dedicated public easements/right-of-way or within the boundaries of the Specific Plan. All water system improvements would be designed and constructed consistently with City requirements. Final sizing of utility mains shall be dependent on hydraulic studies done at the time of development. Through the use of connection fees and agreements, the City maintains and expands its water distribution system as necessary and ensures that new developments pay their fair-share costs.

As described in the City's 2020 UWMP, the City has adequate supplies to serve 100 percent of its customers during normal, dry year, and multiple dry year demand through 2045 with projected population increases and future development projects. Also, the City has the flexibility to increase groundwater production from the Chino Basin and increase the amount of imported water in wet and normal years. Completion of a new ion exchange treatment facility in 2024 that treats groundwater from two existing City groundwater wells would help ensure that the City's need for safe drinking water is met. The rest of the City's water supplies are purchased from various sources. The OMUC Water Master Plan and Recycled Water Master Plan are currently being updated. The EBPSP water infrastructure would be consistent with the master plans at the time of project approval, with final sizing and design determined upon submittal of development plans.

Finding

Policy Plan Amendment

The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and impacts identified in the 2022 Certified EIR. Therefore, impacts to water infrastructure and water demand are **less than significant**.

Specific Plan

Although the EBPSP would result in new water connections, these connections would be part of the construction phase evaluated throughout this SEIR. The construction of the water lines necessary to serve the Specific Plan would not result in any significant physical effects on the environment that are not already identified and disclosed throughout this SEIR. Impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Impact USS-2 (PPA+EBPSP): Implementation of the proposed project would not result in the relocation or construction of new or expanded wastewater facilities which would cause a significant impact. (Draft SEIR pg. 3.19-47)

Policy Plan Amendment

The 2022 Certified EIR concluded that the approved project would generate additional wastewater that would be treated in accordance with the Santa Ana RWQCB and California Department of Public Health requirements.

The proposed project would result in an overall increase in the number of residential dwellings and nonresidential square footage compared to the approved project. The breakdown for the increases in wastewater flows is provided in Draft SEIR Table 3.19-7, *Projected Wastewater Flow Rates*.

Sewer Infrastructure

The proposed project would have the potential to increase wastewater flows by 1.2 MGD within the City. The largest increase would happen in the residential land use category. Mixed use and retail/service categories would see a reduction in wastewater flow rates as compared to the 2022 Certified EIR.

The proposed project would continue implementation of the four previously approved capital improvement projects, including construction of a new sewer main to divert flow from Vineyard Avenue. Final sizing of utility mains shall be dependent on hydraulic studies done at the time of development. The City has confirmed that the existing sewer infrastructure is adequately sized to accommodate the projected increase in flows under the proposed project; therefore, no adverse impacts on sewer infrastructure are anticipated.

Additionally, TOP 2050 includes policies that ensure sewer infrastructure improvements are implemented in coordination with new development or redevelopment. These requirements, which would continue with the proposed project, ensure that adequate capacity and proper timing of infrastructure are maintained to support growth. Relevant policies include:

- **Policy LU-1.3 Adequate Capacity.** We require adequate infrastructure and services for all development.

- **Policy LU-4.3 Infrastructure Timing.** We require that the necessary infrastructure and services be in place prior to or concurrently with development.
- **Policy ER-1.8 Wastewater Management.** We require the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.

The City also has the discretion to require additional sewer capacity studies for new development and redevelopment and is currently performing site-specific studies of certain areas of the sewer system. The City can require development fees to fund infrastructure improvements that are required for the proposed new developments.

The City regularly updates its Sewer Master Plan and CIP and has a process to assess local sewer impacts on a project-by-project basis. The Sewer Master Plan serves as an infrastructure planning tool to make decisions as to when CIP projects are warranted. The OMUC regularly provides and prioritizes sewer projects for inclusion in the latest CIP, which includes a budget for wastewater infrastructure improvements over a five-year planning horizon.

Wastewater Treatment Capacity

The City is served by 2 wastewater treatment facilities (RP-1 and RP-5) operated by the Inland Empire Utilities Agency (IEUA). IEUA can route flows to either of the 2 facilities as needed.

RP-1 has a hydraulic design capacity of 44 MGD but the current design treatment loading capacity for liquids is 32 MGD. Currently RP-1 is treating wastewater flows of 28 MGD (IEUA 2025b). RP-5 has a design capacity of 16.3 MGD and is currently treating wastewater flows of 9 MGD (IEUA 2025b). RP-5 is currently undergoing expansion to increase its capacity to 22.5 MGD with a projected completion date of 2026. Future expansions of the facilities will result in a total treatment capacity of 70 MGD. The current and future capacities of these treatment facilities are provided in Draft SEIR Table 3.19-8, *IEUA WWTP Flow Rates and Capacities*.

Upon completion of the expansion, the total capacity of the treatment facilities will be 54.5 MGD with average flows of 37 MGD. The residual capacity will be 17.5 MGD (IEUA 2025b). The proposed increase in wastewater with implementation of the proposed project would be 1.2 MGD as compared to the 2022 Certified EIR (See Draft SEIR Table 3.19-7), which is about 6.9 percent of the residual capacity. Therefore, the wastewater treatment facilities have adequate capacity to accommodate both existing and future wastewater flows associated with the proposed project. Anticipated future regional growth will be accommodated by additional facility expansions and ongoing infrastructure investments, with funding provided through usage and connection fees. Additionally, water conservation efforts and compliance with modern building codes have led to a reduction in per-household wastewater generation.

Specific Plan

As part of the Policy Plan Amendment being processed in conjunction with the EBPSP, a Policy Plan designation would be processed for the Specific Plan area. The Policy Plan land use designation would be changed from Medium Density Residential (with an Affordable Housing Overlay) (MDR-AH), Mixed Use (with an Affordable Housing Overlay) (MU-BC-AH), and Open Space–Parkland (OS-R) to Business Park (BP) and Open Space–Parkland (OS-R). Using the wastewater demand factors provided in the City's 2024 Water Demand and Sewer Flow Factors Technical Memorandum, the previous wastewater demand for the project and the new wastewater demand for the project were calculated, as shown in Draft SEIR Table 3.19-9, *Projected Wastewater Flow Rates for Specific Plan Area.*

Wastewater Treatment Capacity

With the removal of residential land uses in the currently proposed EBPSP, the projected wastewater demand has decreased significantly, with an estimated wastewater generation rate of 165,339 GPD. The wastewater demand for the EBPSP has been included in the calculations for the proposed project (see Draft SEIR Table 3-19-7). As identified above, the two treatment facilities that serve the City of Ontario and the EBPSP area have adequate capacity to accommodate existing and future wastewater flows.

Sewer Infrastructure

As illustrated in Draft SEIR Figure 3.19-4, *EBPSP Sanitary Sewer Infrastructure Plan*, new sewer lines would be installed to support the Specific Plan land uses. Sewer lines would be installed in Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, and Public Street A between Campus Avenue and Walker Avenue. Additional sewer improvements may also be required along Eucalyptus Avenue and 'A' Street within the EBPSP frontage where future development would not front an existing public master-planned main (see Appendix L3). Final sizing of utility mains shall be dependent on hydraulic studies done at the time of development. These lines would connect to existing sewer facilities located adjacent to the Specific Plan area.

Construction of sewer lines would occur within dedicated public easements/right-of-way or within the boundaries of the Specific Plan. Sewer system improvements would be designed and constructed consistent with City requirements. Final sizing of utility mains shall be dependent on hydraulic studies done at the time of development. Through the use of connection fees and agreements, the City maintains and expands its sanitary sewer system as necessary and ensures that new developments pay their fair-share costs. TOP 2050 policies will ensure that sewer infrastructure improvements are implemented in coordination with new development or redevelopment.

Finding

Policy Plan Amendment

In summary, the City's wastewater collection system and regional wastewater treatment facilities are adequate to convey the additional 1.2 MGD that would occur with implementation

of the proposed project. With funding from sewer connection/usage fees and the CIP budget, the City would continue to expand and improve the sewer infrastructure to accommodate new development and future growth. Therefore, the impact on wastewater infrastructure is **less than significant**.

Specific Plan

Although the EBPSP would result in new sewer connections, these connections would be part of the construction phase evaluated throughout this SEIR. The construction of the sewer lines necessary to serve the Specific Plan would not result in any significant physical effects on the environment that are not already identified and disclosed throughout this SEIR. Impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Impact USS-3 (PPA+EBPSP): Implementation of the proposed project would not result in the relocation or construction of new or expanded storm drainage facilities which would cause a significant impact. (Draft SEIR pg. 3.19-53)

Policy Plan Amendment

Potential future development as part of the proposed project and the change in land uses could result in an increase in impervious surfaces, which in turn could result in an increase in stormwater runoff, higher peak discharges to drainage channels, and the potential to cause nuisance flooding in areas without adequate drainage facilities.

Most projects in Ontario Ranch would not be exempt from hydromodification requirements. Therefore, in this area and other portions of the City that are not exempt, all future projects would be required to install stormwater treatment measures to ensure that post-project runoff does not exceed pre-project runoff for the two-year, 24-hour storm event. This would also minimize the potential for increases in peak runoff from newly developed sites.

In addition, TOP 2050 includes policies that would reduce stormwater impacts from the proposed project. Specific policies include:

- **Policy LU-4.3 Infrastructure Timing.** We require that the necessary infrastructure and services be in place prior to or concurrently with development.
- **Policy ER-1.6 Urban Run-off Quantity.** We encourage the use of low impact development strategies, including green infrastructure, to intercept run-off, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.
- **Policy ER-1.7 Urban Run-off Quality.** We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.

- **Policy S-2.1: Entitlement and Permitting Process.** We require hydrological studies prepared by a state-certified engineer when new development is located in a 100-year or 500-year floodplain to assess the impact that the new development will have on the flooding potential of existing development down-gradient.

- **Policy S-2.2 Floodplain Mapping.** We require any new development partially or entirely in 100-year flood zones to provide detailed floodplain mapping for 100- and 200-year storm events as part of the development approval process.

- **Policy S-2.5 Stormwater Management.** We maintain the storm drain system to convey a 100-year storm, when feasible, and encourage environmental site design practices to minimize flooding and increase groundwater recharge, including natural drainage, green infrastructure, and permeable ground surfaces

- **Policy S-2.6 Use of Flood Control Facilities.** We encourage joint use of flood control facilities as open space or other types of recreational facilities.

Compliance with these policies will ultimately reduce discharge volumes to the storm drain system. The proposed project would continue to implement these policies.

Each future project in the OMC and Ontario Ranch would be required to comply with the City's storm drain policies and the MS4 permit. This would require the preparation of hydrology reports and drainage plans for review and approval by the City to ensure that there are no adverse impacts to the City's storm drain system with the addition of stormwater from the project sites. Also, the developers would need to prepare a WQMP that addresses stormwater runoff and requires the construction of stormwater treatment facilities for temporary on-site retention of stormwater runoff. These requirements would minimize the amount of stormwater runoff from potential future development in these areas. Revenue from the City's development impact fees are used to fund infrastructure projects, including storm drain improvements. And the City would continue to implement the proposed improvements to the storm drain infrastructure, as documented in the MPD and the CIP.

Compliance with the City's policies and programs that ensure adequate infrastructure and the regulatory provisions in the MS4 permit that limit runoff from new development would ensure that implementation of proposed would not result in significant increases in runoff that would contribute to the construction or expansion of new storm drains beyond what is already planned. In addition, the City would continue to repair, rehabilitate, and upgrade the storm drain system through implementation of the CIP program, and potential future development would be required to pay storm drainage fees per the City's municipal code.

Specific Plan

New stormwater infrastructure would be installed within the Specific Plan area to accommodate area stormwater flows. Specifically, stormwater lines would be installed in Campus Avenue, Bon View Avenue, Grove Avenue, and Walker Avenue. A storm drain line of varying diameter would

be installed in Public Street A between Campus Avenue and Walker Avenue. The final sizing of utility mains shall be dependent on hydraulic studies done at the time of development. These lines would connect to existing stormwater facilities located adjacent to the Specific Plan area. Please refer to Draft SEIR Figure 3.19-5, *EBPSP Storm Drainage Infrastructure Plan*.

Construction of all stormwater infrastructure would occur within dedicated public easements/ right-of-way or within the boundaries of the Specific Plan. All stormwater improvements would be designed and constructed consistent with City requirements. Through the use of connection fees and agreements, the City maintains and expands its stormwater system as necessary and ensures that new developments pay their fair-share costs.

Finding

Policy Plan Amendment

Impacts with respect to stormwater infrastructure would be less than significant. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project. Therefore, this impact is **less than significant**.

Specific Plan

Although the EBPSP would result in new stormwater connections, these connections would be part of the construction phase evaluated throughout this SEIR. The construction of the stormwater facilities necessary to serve the Specific Plan would not result in any significant physical effects on the environment that are not already identified and disclosed throughout this SEIR. Impacts would be **less than significant.** The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Impact USS-4 (PPA+EBPSP): Implementation of the proposed project would not result in the relocation or construction of new or expanded electric power or natural gas facilities which would cause a significant impact. (Draft SEIR pg. 3.19-59)

Policy Plan Amendment

Electricity

The proposed project is in Southern California Edison's (SCE) service area, which spans much of southern California from Orange and Riverside counties on the south to Santa Barbara County on the west to Mono County on the north. Total electricity consumption in SCE's service area was approximately 91,912 gigawatt-hours (GWh) in 2024 (CEC 2025a).

Electrical service to the City is provided by SCE through connections to existing off-site electrical lines and new on-site infrastructure. As shown in Draft SEIR Table 3.19-10, Year 2050 Forecast Electricity Consumption, electricity use in the City due to the proposed project would increase

by 92 GWh per year. The increase due to the proposed project is approximately 0.1 percent of the total electricity consumption for SCE in 2024 of 91,912 GWh.

Additionally, all new development as a result of the proposed project would be required to demonstrate compliance with the current Energy Code and CALGreen standards in effect at the time the individual development applications are submitted and can therefore be expected to be more energy-efficient than the current uses being replaced. This would result in reductions in electricity consumption per dwelling unit and per square foot when compared to existing development. Therefore, the proposed project would not require SCE to obtain new or expanded electricity supplies, and impacts would be less than significant.

Natural Gas

The Southern California Gas Company (SoCalGas) provides natural gas to the City of Ontario. SoCalGas' service area spans much of the southern half of California, from Imperial County on the southeast to San Luis Obispo County on the northwest, to part of Fresno County on the north, to Riverside County and most of San Bernardino County on the east (CEC 2022). Total natural gas consumption in SoCalGas's service area was approximately 495.93 trillion British thermal units (BTU) in 2024 (CEC 2025b).

Natural gas service to the City is provided by SoCalGas through connections to existing off-site natural gas pipelines and new on-site infrastructure. As shown in Draft SEIR Table 3.19-11, *Year 2050 Forecast Natural Gas Consumption*, natural gas use in the City due to the proposed project would increase by 341,697 million BTU (MMBTU) per year. The increase due to the proposed project is less than 0.1 percent of the total natural gas consumption for SoCalGas in 2024 of 495.93 trillion BTU per year.

In addition to the Building Energy Efficiency Standards and CALGreen, the approved project includes the goals and policies to increase energy efficiency and reduce wasteful, inefficient use of energy resources (see Section 3.6, *Energy*). The Environmental Resources Element policies focus on coordinating with agencies to pursue energy-efficient goals and strategies, promoting energy-efficient development patterns and site designs, and expanding renewable energy strategies (Environmental Resources Element policies ER-3.2, ER-3.3, ER-3.4, and ER-3.6). Policy ER-3.3 would require energy-efficient building and site design strategies for future development projects. Policy ER-3.4 would require all new and substantially renovated City buildings of 10,000 square feet and greater to achieve LEED Silver Certification standard. Encouraging sustainable and energy-efficient building practices and using more renewable energy strategies will further reduce energy consumption in the City. Therefore, this impact is **less than significant**.

Specific Plan

Energy infrastructure to serve the Specific Plan area would be installed underground or in accordance with applicable public utility standards and specifications and to the satisfaction of the City Engineer (see Draft SEIR Figure 3.19-6, *EBPSP Dry Utilities Infrastructure Plan*).

Connections to the existing energy networks are available in the vicinity, and any off-site improvements would occur within improved rights-of-way. The locations of other lateral connections, transformers, switches, pull boxes, and dry utility manholes would be determined at the time buildings are positioned and uses are established in each planning area in conjunction with implementing development. Because the Specific Plan area currently consists of agricultural and residential uses that require energy services, implementation of the EBPSP is not anticipated to limit the ability of service providers to provide service to area.

Finding

Policy Plan Amendment

Future developments implemented under the proposed project would be required to comply with the current and future updates to the Building Energy Efficiency Standards and CALGreen, which would contribute to reducing the energy demands shown in Draft SEIR Tables 3.19-10 and 3.19-11. New and replacement buildings in compliance with these standards would generally have greater energy efficiency than existing buildings. It is anticipated that each update to the Building Energy Efficiency Standards and CALGreen would result in greater building energy efficiency.

Specific Plan

Although the EBPSP would result in new energy infrastructure connections, these connections would be part of the construction phase evaluated throughout this SEIR. The construction of the energy facilities necessary to serve the Specific Plan would not result in any significant physical effects on the environment that are not already identified and disclosed throughout this SEIR. Impacts would be **less than significant.** The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Impact USS-5 (PPA+EBPSP): Implementation of the proposed project would not result in the relocation or construction of new or expanded telecommunication facilities which would cause a significant impact. (Draft SEIR pg. 3.19-62)

Policy Plan Amendment

Infrastructure supporting telecommunications services associated with the proposed project would be provided and installed in compliance with all State and local regulations. Furthermore, a number of franchised telecommunications providers are available in the region, including OntarioNet, and no significant expansion or construction of the telecommunications network is anticipated as a result of implementation of the proposed project. Additionally, TOP 2050 Policy LU-4.3 would ensure the necessary telecommunications infrastructure would be in place prior to future development because of the proposed project.

Specific Plan

Connections to other utilities, such as telecommunications and fiber optic networks, are available in the vicinity as shown in Draft SEIR Figure 3.19-7, *EBPSP Fiber Optics Plan*. Infrastructure supporting telecommunications services associated with the EBPSP would be provided and installed in compliance with all State and local regulations. Telecommunication services for EBPSP would be similar as for the City, and would include OntarioNet, AT&T, Spectrum, Xfinity, Frontier, T-Mobile, and others. Dry utilities internal to the Specific Plan area would be installed underground in conjunction with the development in accordance with applicable public utility standards and specifications and to the satisfaction of the Ontario City Engineer.

Construction of any other utility network connections would occur within dedicated public easements/ right-of-way or within the boundaries of the Specific Plan. All connections would be designed and constructed consistent with City/purveyor requirements. The locations of other lateral connections, transformers, switches, pull boxes, and dry utility manholes would be determined at the time buildings are positioned and uses are established in each planning area in conjunction with implementing development.

Finding

Policy Plan Amendment

The proposed project would not require new or expanded telecommunication facilities, the construction or relocation of which could cause significant environmental effects. Therefore, this impact is **less than significant**.

Specific Plan

Although the EBPSP would result in new utility connections, these connections would be part of the construction phase evaluated throughout this SEIR. The construction of utility connections necessary to serve the Specific Plan would not result in any significant physical effects on the environment that are not already identified and disclosed throughout this SEIR. Impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Impact USS-6 (PPA+EBPSP): The City has sufficient water supplies to serve the proposed project and reasonably foreseeable future development during normal, dry, and multiple dry years. (Draft SEIR pg. 3.19-67)

Policy Plan Amendment

As discussed under Impact (a), the proposed project would increase potable and recycled water demand compared to the approved project by approximately 1,317 AFY and 68 AFY, respectively. Total water demand at buildout would be approximately 76,112 AFY, representing

an approximately 3 percent increase over the 73,688 AFY projected for 2040 and 2045 in the City's 2020 UWMP and a 2 percent increase over the approved project (74,728 AFY).

As detailed in Impact (a), the demand factors used in the City's WMP and 2020 UWMP are conservative and do not account for declining per-capita water use, continuing conservation efforts, increased recycled water use, or State-mandated water efficiency standards. State laws, CALGreen building code requirements, and SB 407 plumbing fixture retrofits will further reduce long-term water demand. Applying updated efficiency assumptions, such as 47 to 42 GPCD for residential uses and a 20 percent reduction in nonresidential uses, would reduce future water demand associated with the proposed project below levels estimated in the UWMP.

The City also implements TOP 2050 policies requiring adequate water supply, infrastructure timing, conservation, supply–demand balance, and water system redundancy (Policies LU-1.3, LU-4.3, ER-1.1 through ER-1.5, and S-3.7). As described under Impact (a), the City and IEUA have planned to expand the water infrastructure, apply connection fees and fair-share cost requirements, and conduct site-specific water capacity analyses for new development to ensure the system can meet future needs.

The 2020 UWMP concludes that sufficient water supplies are available through 2045 under normal, single-dry, and multiple-dry year conditions. Even with the proposed project's incremental increase in demand, updated State efficiency requirements and City policies would reduce actual water use below the conservative projections of the UWMP.

Specific Plan

As shown in Draft SEIR Table 3.19-6, the proposed EBPSP would have a water demand of approximately 571.9 AFY, consisting of 286 AFY of potable water and 286.6 AFY of recycled water. This is less than the 765.3 AFY that was determined for the previous land uses provided in the 2022 Certified EIR, largely due to the removal of the residential land use components (Appendix L2).

As described in the City's 2020 UWMP, the City has adequate supplies to serve 100 percent of its customers during normal, dry year, and multiple dry year demand through 2045 with projected population increases and future development projects. The City has the flexibility to increase groundwater production from the Chino Basin during drought conditions and increase the amount of imported water in wet and normal years.

Finding

Policy Plan Amendment

Consistent with the conclusions in Impact a), sufficient water supplies would be available to serve the proposed project and other foreseeable development during normal, dry, and multiple dry years. Therefore, this impact is **less than significant**.

Specific Plan

Implementation of the proposed EBPSP will not require new water treatment facilities and there will be sufficient supplies to serve this project and future development within the City. Therefore, this impact is **less than significant**.

Impact USS-7 (PPA+EBPSP): The wastewater treatment provider has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. (Draft SEIR pg. 3.19-69)

Policy Plan Amendment

As discussed in Impact (a), IEUA has two wastewater facilities that serve the City of Ontario: RP-1 and RP-5. As provided in Draft SEIR Table 3.19-8, the current combined capacity of these 2 facilities is 48.3 MGD and would increase to 54.5 MGD by 2026 once the expansion project for RP-5 is completed. In the future, the combined capacity of both wastewater treatment facilities will be 70 MGD.

Currently, RP-1 treats an average wastewater flow of 28 MGD and RP-5 treats an average wastewater flow of 9 MGD for a combined total of 37 MGD (IEUA 2025). The future expansion of these 2 facilities will result in a total treatment capacity of 70 MGD (IEUA 2025c). As shown in Draft SEIR Table 3.19-7, the 2022 Certified EIR shows a wastewater demand of 27.8 MGD at buildout, and there will be an additional 1.2 MGD with implementation of the proposed project for a total wastewater flow of 29.0 MGD.

Combining the future project buildout of the proposed project of 29 MGD with the existing demand of 37 MGD, the total flow rate in the future would be 66 MGD. This is less than the total treatment capacity of 70 MGD, and therefore the proposed project would not exceed the capacity of the wastewater treatment facilities. Although the proposed project would result in a 1.2 MGD increase as compared to the approved project, this does not result in a significant increase as compared to the approved project.

IEUA continually invests in upgrades and expansion of their wastewater treatment facilities, as documented in the Ten-Year Sewer Capital Forecast report (IEUA 2025c). Over the next 10 years, the IEUA is expected to spend 1.65 billion dollars on facility expansions and upgrades to the system. Wastewater flow forecasts are conducted annually based on future growth projections, with funding provided through usage and connection fees. Additionally, water conservation efforts and compliance with modern building codes have led to a reduction in per-household wastewater generation. IEUA has seen a decrease in the total volume of wastewater flows by 10 percent since 2010 due to an increase in indoor water use efficiency, even with an increase in the population served (IEUA 2025c).

Specific Plan

As discussed in Impact (a), implementation of the EBPSP would result in a decrease in the projected wastewater demand as compared to the approved project. This is primarily due to the removal of residential land use from the proposed Specific Plan and the replacement with business park and open space land uses. The estimated wastewater generation rate of 165,339 GPD for the EBPSP has been included in the calculations for the proposed project (Draft SEIR Table 3.19-9). As reported in the proposed project discussion above, there is sufficient capacity at the wastewater treatment facilities to treat the future wastewater flows for the buildout of both the EBPSP and Policy Plan Amendment.

Additionally, the EBPSP would pay applicable sewer connection fees and service fees, which act to fund wastewater treatment/reclamation improvement plans, operations, and maintenance generally. The City, in consultation with the IEUA, would determine when and in what manner area-serving facilities would be constructed and/or upgraded to meet increasing demands of area-wide development.

Finding

Policy Plan Amendment

In summary, IEUA's regional wastewater treatment facilities are adequate to convey the additional 1.2 MGD that would occur with implementation of the proposed project. Therefore, the proposed project would not exceed the capacity of the wastewater treatment providers, and this impact is **less than significant**.

Specific Plan

The projected wastewater flows for the EBPSP area are conservative and will be lower than is estimated with the implementation of additional water conservation efforts and compliance with modern building codes that result in a reduction in wastewater generation. There is sufficient capacity for the wastewater providers to serve the EBPSP without exceeding existing and future wastewater demands. Therefore, this impact is **less than significant**.

Impact USS-8 (PPA+EBPSP): Implementation of the proposed project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, and would not impair the attainment of solid waste reduction goals. (Draft SEIR pg. 3.19-71)

Policy Plan Amendment

The proposed project would result in an increase in population of 16,473 residents and 1,831 employees compared to the approved project. This increase in population and employment would result in more solid waste generation and could impact the capacity of the receiving landfills. Draft SEIR Table 3.19-12, *Additional Solid Waste Generated by Policy Plan Amendment*,

provides an estimate of the amount of solid waste that would be generated with the proposed project.

As shown in this table, the proposed project would generate an additional 30,146 tons per year (TPY) of solid waste from residents and 4,687 TPY from employees. This would result in a net increase in solid waste generation at buildout of the proposed project of 34,833 TPY.

This equates to about 112 TPD (assuming 312 disposal days per year). As provided in Draft SEIR Table 3.19,4 the excess daily capacities of the Badlands Sanitary Landfill and the El Sobrante Landfill are 2,964 TPD and 10,441 TPD, respectively. The combined daily capacity for both landfills is 13,405 TPD. Therefore, these landfills would easily accommodate the additional 112 TPD from the proposed project, which is less than 1 percent of the landfills' excess capacity, and both landfills have closure dates beyond the year 2050. Additionally, these calculations conservatively assume that there is no increased diversion rate for recycling. In the future, other neighboring landfills would also be available to accept solid waste from the City, if needed. The latest update of the San Bernardino County CIWMP indicates that there is sufficient landfill capacity to meet the needs of the county for at least the next 15 years (San Bernardino County 2018).

Furthermore, future development pursuant to the proposed project would comply with Section 4.408 of the 2022 CALGreen building code, which requires that at least 65 percent of nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. Development would also comply with AB 341, which mandates recycling for commercial and multifamily residential land uses. Additionally, future businesses that generate organic waste in amounts over a certain threshold would be mandated to recycle organic matter in accordance with AB 1826. Therefore, solid waste facilities would be able to accommodate project-generated solid waste associated with the proposed project.

TOP 2050 also includes policies that describe solid waste diversion requirements, which include:

- **Policy ER-2.1 Waste Diversion.** We shall meet or exceed AB 939 requirements.
- **Policy ER-2.2 Hazardous and Electronic Waste.** We prohibit the disposal of hazardous and electronic waste into the municipal waste stream pursuant to state law.
- **Policy ER-2.3 Purchase Products Made from Recycled Materials.** We purchase recycled-content products where it is cost effective.

Specific Plan

Solid waste generated during the operation of the Specific Plan land uses is anticipated to be collected by the City of Ontario and is anticipated to be hauled to either the El Sobrante Landfill or the Badlands Sanitary Landfill. Construction and operation of the EBPSP land uses would be required to comply with State and local solid waste reduction, diversion, and recycling policies and regulations. Land uses implemented pursuant to the Specific Plan would not generate

volumes or types of waste not already considered and addressed under existing policies, regulations, and infrastructure systems.

The Specific Plan would result in a building square footage of 2,939,000 square feet. Therefore, using US EPA's construction waste generation factor of 4.34 pounds per square feet for non-residential uses would result in approximately 12,755,260[12] pounds or 6,377.63[13] tons would be generated during the building construction phase. Additional waste would be expected from infrastructure installation and other related construction activities (EPA 2009).

During operations, based on CalRecycle's estimated waste generation rate of 1.42 pounds per 100 square feet per day for manufacturing/warehousing uses, the Specific plan land uses would generate approximately 41,733.80[14] pounds of solid waste per day or 20.8 tons per day (CalRecycle 2019).

The EBPSP's estimated solid waste generation represents 0.13 percent of the El Sobrante Landfill's daily capacity and 0.42 percent of the Badlands Sanitary Landfill daily capacity; as such, the Specific Plan would not contribute significantly to the daily throughput. Additionally, consistent with CALGreen, at least 65 percent of non-hazardous construction waste would be diverted from landfills through recycling, salvaging, or reuse. The EBPSP has also committed to providing sufficient space for storage and collection of green waste, organic waste, and recyclables, acting to help reduce solid waste generation.

Finding

Policy Plan Amendment

With continued compliance with the applicable regulations, leading to increased recycling and waste diversion, anticipated rates of solid waste disposal from the proposed project would be less than significant. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and impacts in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan

The potential for the EBPSP to generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure is considered **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

[12] 2,939,000 SF x 4.34 lbs/SF =12,755,260 lbs
[13] 12,755,260 lbs x 1 ton/2000 lbs = 6,377.63 tons
[14] 2,939,000 SF x 1.42 lbs/100sf per day = 41,733.80 lbs per day

Impact USS-9 (PPA+EBPSP): The proposed project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. (Draft SEIR pg. 3.19-74)

Policy Plan Amendment

As discussed above, the City complies with all State requirements to reduce the volume of solid waste through recycling and organic waste diversion. In addition, all potential future development pursuant to the proposed project would comply with Division 4.4, Material Conservation and Resource Efficiency, of the CALGreen Code, which requires that at least 65 percent of nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. Potential future development would also comply with AB 341, which mandates recycling for commercial and multifamily residential land uses as well as schools and school districts. All jurisdictions in California are required to provide organic waste collection services to all residents and businesses, in accordance with SB 1383.

Specific Plan

The Specific Plan would be required to comply with applicable City and State waste diversion and recycling mandates, including implementing the requirements of the City's Integrated Waste Department's Refuse & Recycling Planning Manual, which assists developers in meeting the City of Ontario's requirements for refuse and recycling (Ontario 2024b).

Moreover, the EBPSP would implement conventional land uses and would not establish uses or activities that would conflict with or obstruct local, State and federal solid waste management regulations. All solid waste generated by the EBPSP would be collected and disposed of as part of the City's municipal waste stream. In this latter regard, solid waste management services are provided throughout the City including collection and transfer of refuse, green waste, and bulky items. Recycling services are also provided..

Finding

Policy Plan Amendment

The City currently complies with all applicable federal, State, and local solid waste regulations, and solid waste, recycling, and green waste collection services are available to all residents and commercial businesses in Ontario. Therefore, the proposed project would comply with all current and future regulatory requirements, and impacts would be less than significant. Therefore, this impact is **less than significant**.

Specific Plan

The potential for the EBPSP conflict with federal, State, and local management and reduction statutes and regulations related to solid waste is considered **less than significant.** The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

WILDFIRE

Impact WIL-1 (PPA+EBPSP): Implementation of the proposed project would not impair or otherwise interfere with the City's adopted emergency response or evacuation plans. (Draft SEIR pg. 3.20-15)

Policy Plan Amendment

The proposed project involves adjustments to land use designations and corresponding updates to the Policy Plan elements while maintaining the overall circulation framework established under the approved project. As described in Chapter 2, *Project Description*, of this Draft SEIR, the proposed project would increase population and employees in Ontario, which would add additional vehicles to roadways in the event of an evacuation. As shown in Draft SEIR Figure 3.17-1, *Roadway Classifications*, substantial improvements to the City's transportation infrastructure are planned to accommodate population growth and maintain safe, efficient travel during emergencies. The proposed project would not introduce new roadways or modify existing ones in a manner that would impede emergency vehicle access or evacuation operations. Furthermore, continued implementation of Policy M-1.1 and City design review procedures would ensure that all roadway and site designs maintain compliance with emergency access standards and the City's adopted emergency response plans.

Accordingly, the proposed project would result in no new or more severe impacts related to impairment of an adopted emergency response plan or emergency evacuation plan compared to the approved project. The circulation network, policy framework, and interagency review mechanisms that were found to be adequate in the 2022 Certified EIR remain in place, and the proposed project would not impede implementation of an emergency response plan or evacuation plan.

Specific Plan

The proposed Specific Plan involves adjustments to land use designations and roadway improvements consistent with federal, State, and local design and safety standards, acting to improve emergency circulation in the area. The proposed project would not, however, introduce new roadways or modify existing ones in a manner that would impede emergency vehicle access or evacuation operations. Additionally, the City and Fire Department would review development applications to ensure adequate emergency access is provided in compliance with emergency access standards and the City's adopted emergency response plans. Compliance with existing regulations, City policies, and Fire Department recommendations would ensure impacts to emergency response plans and evacuation plans would be **less than significant**.

Finding

Policy Plan Amendment

The proposed project would not result in new or a substantial increase in magnitude of impacts for wildfire compared to the approved project and that identified in the 2022 Certified EIR. Therefore, impacts would remain **less than significant**.

Specific Plan

Accordingly, the proposed Specific Plan would result in no new or more severe impacts related to impairment of an adopted emergency response plan or emergency evacuation plan compared to the approved project. The circulation network, policy framework, and interagency review mechanisms found to be adequate in the 2022 Certified EIR remain in place, and the proposed Specific Plan would not impede implementation of an emergency response plan or evacuation plan. The proposed Specific Plan would not result in new or a substantial increase in magnitude of impacts for emergency response and evacuation compared to the approved project and that identified in the 2022 Certified EIR.

Impact WIL-2 (PPA+EBPSP): Implementation of the proposed project would not exacerbate wildfire risk, require infrastructure that could increase fire hazards, or expose people or structures to secondary post-fire hazards such as flooding, landslides, or drainage changes. (Draft SEIR pg. 3.20-17)

Policy Plan Amendment

The proposed project modifies the land-use pattern and updates related Policy Plan elements while maintaining the overall planning and regulatory framework established by the approved project. The 2025 adopted CAL FIRE Local Responsibility Area Fire Hazard Severity Zone map do not identify areas in Ontario within a FHSZ. Although vegetation and fuel loading are light and fire hazards are primarily urban, the City acknowledges some residual risk from wildfire events.

Ontario is supported by multiple local and regional programs for fire prevention and response, including the California Building Code, the California Fire Code, the City's LHMP, and fire protection and emergency services provided by the Ontario Fire Department. Continued adherence to these regulations and practices would ensure that future development and infrastructure associated with the proposed project do not exacerbate wildfire hazards.

In addition, implementation of the following policies would directly reduce wildfire and emergency-related risks:

- **S-3.8: Fire Prevention through Environmental Design.** We require new development to incorporate fire prevention considerations in the design of streetscapes, sites, open spaces, and buildings.

- **S-3.9: Resource Allocation.** We analyze fire data to evaluate the effectiveness of our fire prevention and reduction strategies and allocate resources accordingly.
- **S-8.5: Interdepartmental Coordination.** We utilize all City departments to help support emergency/disaster mitigation, preparedness, response, mitigation, and recovery.
- **CD-2.8: Safe Design.** We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintaining visibility and accessibility, and using lighting.

These policies collectively promote fire-resilient development and reduce the potential for secondary hazards such as flooding or slope instability following fire events.

Because the proposed Policy Plan Amendment does not alter topography, slope conditions, or emergency infrastructure design standards and would continue to implement existing fire-safety programs and policies, the proposed project would not exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Additionally, development under the proposed Policy Plan would be subject to the most recent version of the California Building Code and California Fire Code, which have more stringent requirements for new development than previous versions of the code.

Specific Plan

As previously discussed in Section 3.20.2, *Existing Conditions*, the EBPSP is in a relatively flat area, and there are no steep slopes where high winds would exacerbate fire risks. Adjacent areas are urbanized and lack vegetation.

Further, uses implemented pursuant to the EBPSP would comply with the California Building Code, California Fire Code, and City policies, including Policy Plan policies S-3.8, S-3.9, S-8.5, and CD-2.8, acting to minimize wildfire hazards, thereby minimizing exposure to pollutant concentrations from wildfires. Based on the preceding, the potential for the EBPSP to exacerbate wildfire risks, and thereby expose occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire is considered less than significant.

Because the proposed EBPSP does not alter topography, slope conditions, or emergency infrastructure design standards and would continue to implement existing fire-safety programs and policies, the proposed Specific Plan would not exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

Finding

Policy Plan Amendment

The proposed project would not result in new or substantially more severe impacts compared to the approved project impacts identified in the 2022 Certified EIR, and wildfire-related impacts would remain **less than significant**.

Specific Plan

The proposed EBPSP would not result in new or substantially more severe impacts compared to the approved project impacts identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Impact WIL-3 (PPA+EBPSP): Implementation of the proposed project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environments. (Draft SEIR pg. 3.20-19)

Policy Plan Amendment

The 2025 adopted CAL FIRE Local Responsibility Area Fire Hazard Severity Zone map does not identify areas in Ontario within a FHSZ. While the proposed Policy Plan Amendment would facilitate future development that includes installation of new infrastructure (e.g., roads, utilities, and related improvements), such improvements would occur in an area without very high wildfire risk and would not, in and of themselves, introduce or exacerbate wildfire risk.

Development under the proposed Policy Plan would be subject to the most recent version of the California Building Code and California Fire Code, which have more stringent requirements for new development than previous versions of the code. Additionally, implementation of Policies S-3.8, S-3.9, S-8.5, and CD-2.8 would directly reduce wildfire and emergency-related risks. These policies collectively promote fire-resilient development and reduce the potential for secondary hazards such as flooding or slope instability following fire events.

Accordingly, although new infrastructure would be constructed under the proposed Policy Plan, it would not increase wildfire hazards. Additionally, such infrastructure and maintenance activities would also be required to comply with the adopted State regulations, Ontario Municipal Code standards, and TOP policies to mitigate the impact of infrastructure on the environment.

Specific Plan

The EBPSP would facilitate future development that would require the installation of new roads, utilities, and related improvements; however, infrastructure improvements proposed by the Specific Plan would be implemented in areas not within a FHSZ. Water, sewer, storm drain, and

dry utility improvements under the proposed EBPSP would be installed underground. Infrastructure and utility plans would be reviewed by the City and Fire Department to ensure conformance with California Building Code, California Fire Code, Municipal Code, and TOP 2050 requirements to reduce the risk of wildfire and impacts of infrastructure on the environment.

Finding

Policy Plan Amendment

The proposed project would not result in new or substantially more severe impacts compared to the approved project and that identified in the 2022 Certified EIR, and wildfire-related impacts would remain **less than significant**.

Specific Plan

Although new infrastructure would be constructed under the proposed EBPSP, it would not increase wildfire hazards. The proposed EBPSP would not result in new or substantially more severe impacts compared to the approved project and that identified in the 2022 Certified EIR and impacts would remain **less than significant**.

Impact WIL-4 (PPA+EBPSP): Implementation of the proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. (Draft SEIR pg. 3.20-21)

Policy Plan Amendment

The 2025 adopted CAL FIRE Local Responsibility Area Fire Hazard Severity Zone map does not identify areas in Ontario within a Fire Hazard Severity Zone. Additionally, the City does not contain steep slopes that would be susceptible to postfire slope failure or landslides. The Policy Plan Amendment would not introduce development into steeper terrain or areas with elevated postfire runoff risk, nor would it modify land use patterns in a manner that could increase exposure to downslope or downstream flooding hazards following a wildfire.

The Policy Plan Amendment does not involve physical improvements or changes to drainage patterns, and future development would continue to be subject to City regulations that manage erosion, grading, and flooding hazards. This includes the requirement for an erosion and sediment control plan prior to grading plan approval and issuance of a grading permit, as well as compliance with Title 8, Chapter 13 (Flood Damage Prevention Program) of the Ontario Municipal Code, which establishes standards for development in flood-prone areas. Development under the amended Policy Plan would also remain subject to the most recent California Building Code and California Fire Code standards. These requirements ensure proper site drainage, erosion control, and flood protection, and therefore reduce the potential for downslope or downstream flooding, landslides, or other hazards associated with runoff or postfire slope instability.

Specific Plan

The Specific Plan area is in the southern portion of the City, where largely flat agricultural fields dominate the topography. The flat topography of the site does not present any potential risks related to landslides or other slope instability. Additionally, as detailed in SEIR Section 3.10, *Hydrology and Water Quality*, the proposed EBPSP would not substantially alter the existing drainage pattern or result in substantial runoff when compared to existing conditions. The EBPSP's stormwater management system, Stormwater Pollution Prevention Plan (SWPPP), and Water Quality Management Plan (WQMP) would act to avoid or minimize flooding, slope instability, or adverse drainage changes.

Uses implemented pursuant to the EBPSP would also be required to comply with the recommendations identified in the Preliminary Geotechnical Investigation (see Appendix F1 and Appendix F2), which would ensure that the site and structures are engineered and constructed to maximize stability and preclude safety hazards. Additionally, future development would continue to be subject to City regulations that manage erosion, grading, and flooding hazards. This includes the requirement for an erosion and sediment control plan prior to grading plan approval and issuance of a grading permit, as well as compliance with Title 8, Chapter 13 (Flood Damage Prevention Program) of the Ontario Municipal Code, which establishes standards for development in flood-prone areas. Development under the proposed EBPSP would also remain subject to the most recent California Building Code and California Fire Code standards. These requirements ensure proper site drainage, erosion control, and flood protection, and therefore reduce the potential for downslope or downstream flooding, landslides, or other hazards associated with runoff or postfire slope instability.

Finding

Policy Plan Amendment

The proposed project would not result in new or substantially more severe impacts compared to the approved project and impacts identified in the 2022 Certified EIR, and wildfire-related impacts would remain **less than significant**.

Specific Plan

The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

3.3 FINDINGS REGARDING ENVIRONMENTAL IMPACTS REQUIRING MITIGATION

3.3.1 FINDINGS ON SIGNIFICANT ENVIRONMENTAL IMPACTS THAT CAN BE REDUCED TO A LESS THAN SIGNIFICANT LEVEL

The following summary describes impacts of the proposed project that, without mitigation, would result in significant adverse impacts. The City Council hereby finds that Mitigation Measures have been identified in the EIR and these Findings that will avoid or substantially lessen the following potentially significant environmental impacts to a less than significant level. Upon implementation of the mitigation measures provided in the EIR, these impacts would be considered less than significant.

BIOLOGICAL RESOURCES

Impact BIO-1 (PPA+EBPSP): Implementation of the proposed project could impact special-status species, as well as nesting birds, burrowing owls, and roosting bat species. (Draft SEIR pg. 3.4-52)

The 2022 Certified EIR found that development in accordance with the approved project could result in the loss of sensitive species. However, the approved project did not have substantial adverse impacts on sensitive animal species after compliance with the requirements of the CESA and FESA, including USFWS requirements regarding critical habitat; mitigation fees paid by projects in Ontario Ranch; and acquisition and management of habitat using those fees.

Policy Plan Amendment

The following sensitive species have been observed in Ontario, and suitable habitat for each of these species is present in the city: great egret (*Ardea alba*), great blue heron (*Ardea Herodias*), snowy egret (*Egretta thula*), tricolored blackbird (*Agelaius tricolor*), double-crested cormorant (*Phalacrocorax auritus*), Cooper's hawk (*Accipiter cooperi*), burrowing owl (*Athene cunicularia*), loggerhead shrike (*Lanius ludovicianus*), and long-billed curlew (*Numenius americanus*). Several additional species have been observed for which the city has suitable foraging habitat but limited or no suitable nesting habitat: ferruginous hawk, mountain plover (*Charadrius montanus*), northern harrier (*Circus cyaneus*), white-tailed kite (*Elanus leucurus*), merlin (*Falco columbarius*), prairie falcon (*Falco mexicanus*), peregrine falcon, and white-faced ibis. Several sensitive bat species are considered to have possible roosting opportunities in the city and are listed in Draft SEIR Table 3.4-2.

No sensitive plant species have been observed in Ontario, and the only such species that are considered potentially present in the city have a low potential due to lack of suitable habitat. Therefore, implementation of the Policy Plan Amendment would not have substantial adverse impacts on sensitive plant species.

Nearly the entire city is developed with urban and agricultural uses, and there is very little native habitat remaining. Vacant land in the city may have low habitat value—much of it is barren ground and does not support vegetation, and many areas of vacant land are small, surrounded by developed urban uses, and isolated from other vacant land. There is nonetheless a chance that some sensitive species occur in remnant or disturbed habitats, and focused surveys may be warranted for individual sites that are the subject of development proposals. The assessment of the need for focused surveys would be carried out on a project-by-project basis in accordance with existing federal, state, and local regulations. This would apply equally to the OMC and Ontario Ranch.

Most potential biological resources in the city are in Ontario Ranch because the rest of the city is almost entirely built out. Some parts of Ontario Ranch that were previously used as dairies have undergone surveys for DSFLF, and the USFWS has determined that the likelihood of occupancy by DSFLF in these areas is low enough that further surveys would not be required; however, project applicants would need to consult with the USFWS on a case-by-case basis to determine survey requirements.

The settlement agreement for the City of Ontario SOI GPA governs mitigation for biological resources impacts in Ontario Ranch associated with potential impacts to the burrowing owl, DSFLF, raptor foraging and wildlife habitat, loss of open space, actual and potential habitat and agricultural land, and sensitive species (listed and unlisted). The terms of the settlement agreement are discussed in Section 3.4.1, *Regulatory Framework*, under "City of Ontario Sphere of Influence General Plan Amendment, Final EIR, and Settlement Agreement." While the habitat mitigation fee established as part of the settlement agreement would cover potential impacts to the burrowing owl, DSFLF, raptor foraging and wildlife habitat, loss of open space, and agricultural land, impacts related to federal- and state- covered species and habitat would be subject to a separate process under FESA and CESA.

Parts of the closed Milliken Waste Disposal Site in the OMC are also considered suitable for preservation or enhancement as burrowing owl habitat (Riverside Land Conservancy 2008).

The Policy Plan Amendment primarily involves modifying the TOP land use pattern and making associated updates to the various elements of the TOP Policy Plan. Implementation of the proposed project would not directly result in removal of vegetation or wildlife in the city because TOP does not confer entitlements for development. Development in accordance with the proposed project could result in habitat modification and removal. Such development could also result in the introduction of nonnative species of weeds, insects, and domestic animals that could adversely impact sensitive species.

TOP includes policies that support the protection of biological resources through the restoration and conservation of habitat areas and compliance with state and federal regulations regarding protected species (e.g., Policies ER-5.1 and ER-5.2). Projects in Ontario Ranch would pay a mitigation fee that would be deposited into a trust fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value. While adherence to the TOP policies protecting biological resources and payment of the mitigation fee for projects in Ontario Ranch would assist in reducing impacts, future development projects under the proposed project could impact sensitive species.

Under the FESA and CESA, future development projects would require more detailed evaluations of biological resources and formulation of mitigation measures, if needed, by a qualified biologist. If potential habitat were found on-site, focused surveys for sensitive species potentially present would be required. If sensitive species were found, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Mitigation for impacts to sensitive species is often in the form of acquisition or restoration of habitat, on-site or off-site, at a ratio to the area of impacted land that would be determined by the CDFW or USFWS. For projects that are sited within critical habitat for a listed species and are proposed by federal agencies or involve federal permits or funding, the project proponent would be required under the FESA to consult with the USFWS regarding impacts and mitigation. Therefore, this impact is **potentially significant.**

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

No special-status or federal or State-listed plant species were observed in the Specific Plan area during the field surveys. The site supports disturbed and developed land that have been subject to a variety of anthropogenic disturbances for several decades. Historic and ongoing land uses have eliminated the natural plant communities that once grew on the site, and this has significantly reduced the quality of habitat and its potential to support special-status plant species known to occur in the general vicinity. Based on habitat requirements for specific special-status plant species and the availability and quality of habitat needed by each species, it was determined that the Specific Plan area does not have the potential to support any of the special-status plant species known to occur in the area, and all are presumed to be absent. Implementation of the Specific Plan would not result in any significant impacts to any special-status plant species.

No special-status wildlife species were observed within the Specific Plan area during the habitat assessment. However, the site has a high potential to support northern harrier (*Circus hudsonius*); a moderate potential to support Cooper's hawk (*Accipiter cooperii*), sharp-shinned hawk (*Accipiter striatus*), great egret (*Ardea alba*), great blue heron (*Ardea Herodias*), burrowing owl (*Athene cunicularia*), Costa's hummingbird (*Calypte costae*), snowy egret (*Egretta thula*), California horned lark (*Eremophila alpestris actia*), California gull (*Larus californicus*), and white-faced ibis (*Plegadis chihi*); and a low potential to support white-tailed kite (*Elanus leucurus*),

merlin (*Falco columbarius*), prairie falcon (*Falco mexicanus*), western yellow bat (*Lasiurus xanthinus*), hoary bat (*Lasiurus cinereus*), and loggerhead shrike (*Lanius ludovicianus*).

As discussed in Section 3.4.2, *Existing Conditions*, due to lack of on-site habitat, Crotch's bumble bee and DSFLF are considered absent and would not be affected by development of the Specific Plan area.

No burrowing owls or sign (i.e., pellets, feathers, castings, or whitewash) were observed during the field investigation. Undeveloped portions of the Specific Plan area are unvegetated and/or vegetated with a variety of low-growing plant species that allow for line-of-sight observation favored by burrowing owl. In addition, suitable burrows were observed within berms surrounding the remnant pasture fields and water retention basins, and additional roosting opportunities were observed within rubble piles in the northeast portion of the site.

Additionally, there is potential for bats to roost in large ornamental trees within the Specific Plan area. This would be a **potentially significant** impact if the population of bats impacted is 25 or more individuals of non-special-status species, or a single individual of special-status species.

Mitigation Measures

Policy Plan Amendment

Mitigation Measure BIO-1-PPA: Biological Resources Assessment. Applicants for future development projects on non-infill sites with suitable natural habitat shall conduct a biological resources assessment of the proposed project footprint (including proposed access roads, proposed staging and laydown areas, and a suitable buffer surrounding the project footprint). The biological resources assessment shall be conducted by a qualified biologist and summarized in a biological resources letter report or biological resources technical report that will be submitted to the Ontario Planning Department for review and approval prior to being issued a grading permit. Biological resources assessments for infill redevelopment projects may be required, subject to the discretion of the Executive Director Community Development.

Mitigation Measure BIO-2-PPA: Biological Reconnaissance-Level Survey. The biological reconnaissance-level survey shall include, but not be limited to:

- An analysis of available literature and biological databases including but not limited to: California Department of Fish and Wildlife (CDFW); California Natural Diversity Database (CNDDB); California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants of California, National Wetland Inventory Database (NWI); USGS National Hydrographic Dataset (NHD); EcoAtlas; and database searches of the US Fish and Wildlife Service Critical Habitat, Environmental Conservation Online System (ECOS), and Information, Planning, and Conservation System (IPaC). The literature review shall be performed prior to the field survey to identify sensitive biological resources

that were reported previously from the proposed development project vicinity and to help determine the type of sensitive biological resources that may be in the survey area.

- A review of current land use and land ownership within the proposed development project vicinity.
- A field assessment survey that includes mapping vegetation communities in the proposed development project (including but not limited to project footprint, proposed access roads, staging and laydown areas, and a suitable buffer) utilizing the Manual of California Vegetation, 2nd edition (MCV) and the National Vegetation Classification System (NVCS) or the currently accepted standard for vegetation mapping and classification. An evaluation of each mapped vegetation community's State and Global rarity ranks shall be determined using CDFW's Vegetation Classification and Mapping Program (VegCAMP).
- An evaluation of the proposed development project's potential to support special status plant and wildlife species.
- An evaluation of nesting habitat for migratory and special status bird species.
- An evaluation of potential impacts to bats and roosts from ground-disturbing activities.
- A general assessment of potential jurisdictional areas, including wetlands and riparian habitats.
- An evaluation of potential local and regional wildlife movement corridors.

Mitigation Measure BIO-3-PPA: Focused Species Surveys. If one or more special status plant or animal species has the potential to occur within the proposed development project area (including but not limited to project footprint, proposed access roads, staging and laydown areas, and a suitable buffer), a qualified biologist shall conduct additional focused surveys for said species using the most recently updated protocols recommended by natural resource agencies or, if not available, standards accepted in the professional biological community to survey that taxonomic group, community, or species. If an established protocol is not available for a special status species, the qualified biologist will consult with the City and CDFW or USFWS to determine the appropriate survey protocol. The focused species survey(s) will be at a level to determine the presence/absence of these species and to adequately evaluate potential direct and/or indirect impacts to these species. Adjoining properties shall also be surveyed (as access permits) where direct or indirect project effects, such as those from fuel modification or herbicide application, could potentially extend off-site. To the extent possible, the focused species surveys shall be conducted during nondrought years at the time of year when species are both evident and identifiable. The focused survey shall record the location and boundary of special status species by use of global

positioning system (GPS). The number of individuals shall be counted (if population is small) or estimated (if population is large). If applicable, information about the percentage of individuals in each life stage shall be provided (seedlings, reproductive individuals, adults, nestlings, juveniles, transients or migrant individuals, etc.). Images of the target species and/or representative habitats shall be included to support information and descriptions. Results of focused species surveys shall be summarized in the proposed development project's Biological Technical Report.

Mitigation Measure BIO-4-PPA: Biological Resources Report. The results of the biological survey for proposed development projects with no significant impacts may be presented in a biological survey letter report. For proposed development projects with significant impacts that require mitigation to reduce the impacts to below a level of significance, and/or agency consultation and permitting, the results of the biological survey shall be presented in a biological technical report. The impact analysis shall consider impacts from areas subject to fuel modification and grading to accommodate the development.

Mitigation Measure BIO-5-PPA: Special-Status Species, Sensitive Habitats, Wetlands, Other Non-wetland Waters, Native Wildlife Nursery Sites, and Wildlife Corridors. If a sensitive biological resource is identified during field surveys (see Mitigation Measures BIO-2-PPA and BIO-3-PPA), the City shall require implementation of mitigation measures at the project level that fully account for the adversely affected resource. Mitigation measures shall adhere to the following order of priority to reduce adverse impacts of a proposed project to the resource: avoid impacts, minimize impacts, and compensate for impacts. Mitigation measures shall be used on a project-level basis and be tailored to on-site conditions and sensitive biological resources present.

- **Priority 1, Avoidance of Impacts.** Proposed development shall avoid impacts to the maximum extent feasible, as determined by a qualified biologist, by not taking certain actions or parts of an action. Projects shall be sited to avoid direct or indirect impacts on the resource and include measures such as implementing no-disturbance buffers (e.g., nesting bird buffer areas during construction, siting staging areas outside buffer area) or implementing project-specific design features (e.g., wildlife-friendly fencing and lighting in a wildlife corridor), such that indirect adverse effects of project development are avoided. This shall include flagging all plants and/or perimeter of populations; stop-work buffers around plants and/or populations (e.g., flagged perimeter plus 50 feet); restrictions on ground-disturbing activities within protected areas; relocation of staging and other material piling areas away from protected areas; restrictions on herbicide use and/or type of herbicide and/or application method within 100 feet of sensitive plants; and worker education and training.

- **Priority 2, Minimize Impacts.** Proposed development shall be conditioned to minimize adverse impacts by limiting the degree or magnitude of the action and its implementation to less than significant. Other mitigation measures may include reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.

  Measures to mitigate the spread of invasive plant species and invasive wildlife species (e.g., New Zealand mudsnail) shall include but will not be limited to: cleaning of equipment, footwear, and clothing before entering a construction site and the identification and treatment of significant infestations of invasive plant species within a project site.

- **Priority 3, Offset Impacts.** Offsetting impacts can be done by replacing or providing substitute resources or by rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.

  Offset mitigation ratios for protected sensitive resources will be established based on the rarity of the resource, quality of affected habitat associated with the resource, temporary and permanent losses to habitat function, the type of mitigation proposed (restoration, enhancement, preservation, establishment), and other requirements associated with state or federal permits. Mitigation ratios will be determined at the project level in consultation with the City, the qualified biologist, and, where applicable, federal or state agencies with jurisdiction over the resource (e.g., CDFW, USACE, USFWS).

If impacts on a protected sensitive biological resource are unavoidable, then the project proponent shall mitigate for the type of resource as follows:

- **Endangered, Rare, Threatened, or Candidate Species.** The applicant shall obtain incidental take authorization from USFWS (16 US Code Section 1531 et seq.) or CDFW (California Fish and Game Code Sections 2050–2115.5) prior to commencing development of the project site; apply minimization measures or other conditions required under the incidental take authorization; and provide equivalent compensation for the unavoidable losses of these resources. Compensation may include purchasing credits from a USFWS- or CDFW-approved mitigation bank or restoring or enhancing habitat within the project site or outside of the project site.

- **Special Status Species (not listed).** The applicant shall provide equivalent compensation for impacts on special status species by restoring or significantly enhancing existing habitat where the species occurs or by acquiring or protecting land that provides habitat function for affected species and is at least equivalent to the habitat function removed or degraded as a result of project implementation.

If impacts on sensitive habitats, wetlands, other nonwetland waters, riparian habitats, native wildlife nursery sites, and wildlife corridors cannot be avoided, the project applicant shall:

- **Federal- or State-Protected Sensitive Habitats.** Obtain the required regulatory authorization (e.g., Section 404 permits for impacts on waters of the United States, 401 water quality certification from the Regional Water Quality Control Board, a Streambed Alteration Agreement for impacts on aquatic or riparian habitats within CDFW jurisdiction under Fish and Game Code Section 1600), and provide equivalent compensation for the unavoidable losses of the above-mentioned resources such that there is no net loss.

Mitigation Measure BIO-6-PPA: Demarcate Work Area Boundary. The proposed development proponent shall prevent impacts to unprotected common and sensitive vegetation communities in areas adjacent to the project area. Prior to the initial vegetation clearing activities or ground disturbance in new areas, the approved project grading limits shall be marked with stakes or other highly visible materials that will be clearly visible to equipment operators and biological monitors during all vegetation clearing or ground disturbing activities. All equipment operators and project personnel shall be instructed about the restrictions the boundary markers represent and that vegetation removal or other disturbance outside of the boundary markers shall be avoided.

Mitigation Measure BIO-7-PPA: Preconstruction Special Status Species Surveys. If sensitive biological resources are identified as having potential to occur within or immediately adjacent to the proposed development project area, a preconstruction special status species survey shall be conducted by a qualified biologist no more than 14 days prior to ground disturbing activities to ensure unsubstantiated impacts are avoided or minimized. In addition, for species with potential to occur within or adjacent to the proposed development project area and having species-specific preconstruction or take avoidance survey guidelines (e.g. burrowing owl), surveys shall be conducted in accordance with the most recent survey guidelines by a qualified biologist for that species.

Mitigation Measure BIO-8-PPA: Pre-disturbance Nesting Bird Surveys. The City of Ontario shall require applicants for future development projects with suitable natural habitat to contract with a qualified biologist with experience in conducting breeding bird surveys to conduct a preconstruction general nesting bird survey within all suitable nesting habitats that may be directly (active nest destruction, direct mortality) or indirectly (nest abandonment, exposure) impacted by active construction during the general avian breeding season (February 1 through August 31). The pre-disturbance surveys shall be conducted no more than 5 days prior to initiation of construction inclusive of staking and fencing of project limits, demolition activities, staging of equipment, and all vegetation trimming and removal activities (regardless of stage of construction). Results of pre-

disturbance nesting bird surveys are typically valid for a period of 3 to 5 days. Additional pre-disturbance nesting bird surveys and/or nest monitoring may be required at the discretion of the qualified biologist based on observations of breeding behavior, phased removal of breeding bird habitat during the breeding season, establishment of nest buffers, delays in construction activities that could allow for breeding birds to establish a nest, or if the project is cleared/demolished/constructed over the course of multiple breeding seasons. Results will be summarized in a pre-disturbance survey report that describes the dates of the surveys, methods, results of the surveys, and any nest protection measures that will need to be employed. The pre-disturbance nesting bird survey report will be submitted to the City within 30 days of completion of the initial pre-disturbance nesting bird survey.

Mitigation Measure BIO-9-PPA: Active Nest Avoidance and No-Work Buffers. If active nests of avian species protected by the Migratory Bird Treaty Act and Fish and Game Code are detected within the proposed development project area or within a 300-foot buffer (500-foot buffer for raptors and listed species) of the proposed development project area, as determined by the qualified biologist, a no-work buffer will be established around the nest (typically 300 feet for passerines and 500 feet for raptors and listed species) and construction shall be restricted in the area until the young have fledged; there is no evidence of a second attempt at nesting if the nest attempt has failed, as determined by the qualified biologist; or until appropriate protection measures (installation of noise and/or visual barriers, intermittent halting or rerouting of high noise-producing construction activities to other portions of the project area, biological monitoring, and/or noise monitoring to ensure effectiveness of no-work buffers and/or noise reduction measures, etc.) that respond to the specific situation have been developed and implemented in consultation with the City and regulatory agencies. A figure showing the locations of no-work buffers established during the preclearance nesting survey shall be included in the predisturbance survey report (see Mitigation Measure BIO-8-PPA)

Mitigation Measure BIO-10-PPA: Nest Monitoring. Periodic nest monitoring will be conducted at the discretion of the qualified biologist to ensure compliance with established no-work buffers and document progression of the nest. The qualified biologist will monitor the nest from a distance and determine active/inactive status based on direct observations or evidence of breeding behavior (nest exchanges, food carries, fecal sac removal, nestling vocalizations, etc.). The qualified biologist will keep the nest monitoring as brief as possible to avoid causing undue stress to the adult(s) and young. For nests where contents are difficult to determine (e.g., gourd nests, cavity nests) or nests that seem inactive prior to the estimated fledge date, the nest will be considered inactive once nesting activity is no longer observed at the nest site during two consecutive monitoring visits by the qualified biologist. Two consecutive monitoring visits may not be necessary if

strong evidence (e.g., nest is on the ground or evidence of predation on young) indicates the nest is no longer active or if the nest is unlikely to be affected by immediate project activities. Once a nest is deemed inactive by the qualified biologist and there is no evidence of a second nest attempt or other active nests in the same area, the biologist will deactivate the nest buffer and construction activities may resume in that area. CDFW will not need to concur with the nest "deactivation" determination prior to work resuming in the area. Project-related activities that result in loss of a nest ("take") will be immediately reported to the City and appropriate agencies (CDFW, USFWS). A summary of all nest monitoring activities (if any) will be submitted to the City in a brief memo at the completion of each breeding season.

Specific Plan

Mitigation Measure BIO-1-SP: Pre-disturbance Nesting Bird Surveys, Avoidance, and Monitoring. If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds shall be conducted within 3 days of the start of any vegetation removal or ground-disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a no-disturbance buffer, which is typically 50 to 100 feet for songbird nests and 100 to 300 feet for raptors; however, the ultimate size of the no-disturbance buffer will be determined by the wildlife biologist and will depend on the level of construction noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, type and duration of construction activity, species habituation, and topographical barriers. These factors will be evaluated on a case-by-case basis when developing buffer distances. Limits of construction to avoid an active nest will be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed about the sensitivity of nest areas. A biological monitor shall be present to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur.

Mitigation Measure BIO-2-SP: Preconstruction Burrowing Owl Surveys. To ensure burrowing owl are still absent from the Specific Plan area, a pre-construction burrowing owl clearance survey shall be conducted in accordance with CDFW's 2012 Staff Report on Burrowing Owl Mitigation. Two surveys shall be conducted, the first 14 to 30 days prior to ground-disturbing activities, and the second within 24 hours before ground-disturbing activities. If no burrowing owls are observed within the Specific Plan area, no further review will be required.

If burrowing owls are found within the Specific Plan area during the pre-construction clearance surveys, coordination with the CDFW will be required to determine if avoidance and minimization measures can be implemented to avoid any direct or indirect impacts to burrowing owl, or if an Incidental Take Permit under Section 2081 of the CESA will need to be prepared and approved by CDFW.

Mitigation Measure BIO-3-SP: Pre-disturbance Roosting Site Survey and Bat Management Plan. If on-site clearing or grading will take place between late spring and late summer and/or in the fall (generally mid-March through late October), a qualified biologist shall be retained to determine whether potential roosting sites for bats may be affected. For large ornamental trees and palms suitable for bat roosting/nursery, exit counts and acoustic surveys shall be performed prior to initial ground disturbance or vegetation or structure removal to determine whether the Specific Plan area (and a 300-foot buffer) supports a nursery or roost. Any bat species present shall also be identified.

If the results of the bat survey find a single roosting individual of a special-status bat species or 25 or more individuals of a non-special status bat species with potential to be present in the Specific Plan area (i.e., hoary bat, western yellow bat), a Bat Management Plan shall be developed to ensure mortality to bats does not occur. For each location confirmed to be occupied by bats, the plan shall provide details both in text and graphically where exclusion devises and/or staged tree removal will need to occur, the timing for exclusion work, and the timeline and methodology needed to exclude the bats. The plan shall be reviewed and approved by CDFW prior to disturbance of the roosts.

Finding

Policy Plan Amendment

Mitigation Measures BIO-1-PPA through BIO-4-PPA would require that future development projects conduct a biological resources assessment in compliance with the CESA and FESA to determine if sensitive biological resources could be present within and/or adjacent to the proposed development project. Mitigation Measures BIO-5-PPA through BIO-7-PPA would require preconstruction surveys prior to the start of ground disturbing activities. Mitigation Measures BIO-8-PPA through BIO-10-PPA require pre-disturbance nesting bird surveys, avoidance of active nests, and nest monitoring, to protect birds in compliance with MBTA. Sensitive biological resources include special status species, sensitive natural communities, wetlands and jurisdictional waters, wildlife movement corridors and nursery sites, and other items identified in Appendix G of the CEQA Guidelines. Each project proponent would be responsible for determining the potential for occurrence of and impacts to sensitive vegetation communities, special status species, wildlife movement corridors, and nursery sites. Implementation of Mitigation Measures BIO-1-PPA through BIO-10-PPA would ensure that impacts to special status species are avoided and/or minimized. Impacts would be less than significant.

The 2022 Certified EIR concluded that with project-specific surveys and subsequent consultation with CDFW (as required by the Policy Plan Amendment mitigation measures listed above), impacts to candidate, sensitive, or special status species would be **less than significant**.

Specific Plan

Mitigation Measures BIO-1-SP through BIO-3-SP would require pre-construction surveys for nesting birds, burrowing owl, and roosting bat species, thus precluding significant impacts to these species. With the incorporation of these measures, impacts would be **less than significant**.

Summary

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

Impact BIO-4 (PPA+EBPSP): Implementation of the proposed project could affect wildlife movement. (Draft SEIR pg. 3.4-69)

The 2022 Certified EIR found that no regional wildlife movement corridors have been identified in the city. Therefore, the approved project did not result in substantial adverse effects to wildlife movement.

Policy Plan Amendment

No regional wildlife movement corridors have been identified in the city, most of which is ill suited for wildlife movement. The flood control channels and the SCE corridors could serve as local corridors for movement within the city and between the San Gabriel Mountains to the north and the Prado Basin to the south. The segments of flood control channels in the city would retain the Open Space–Non-Recreation designation under the proposed project and would not be developed with other land uses. The SCE corridors would retain the Open Space–Non-Recreation designation. Therefore, implementation of the proposed project is not anticipated to substantially impair the use of flood control channels or SCE corridors in the city as wildlife movement corridors.

There are trees and shrubs scattered throughout the city that may be used for nesting or roosting by migrating birds.

The Policy Plan Amendment primarily involves modifying the TOP 2050 land use pattern and making associated updates to the various elements of the TOP 2050 Policy Plan. The proposed project would not grant specific entitlements for development; therefore, implementation of

the Policy Plan Amendment would not directly impact vegetation that could be used by migrating birds.

TOP 2050 Policy ER-5.1 would encourage efforts to conserve flood control channels and transmission line corridors as wildlife movement corridors; however, future development projects under the proposed project could impact migratory birds protected under the Migratory Bird Treaty Act and the California Fish and Game Code. Therefore, this impact is **potentially significant**.

Specific Plan

As previously discussed in Section 3.4.2, *Existing Conditions*, the Specific Plan area has not been identified as being within a wildlife corridor or linkage. The nearest major open space area documented in the vicinity of the site is approximately 4 miles to the south in the Prado Basin. The Specific Plan area is separated from this open space area by existing development.

Development of the Specific Plan would be confined to areas that have previously been heavily disturbed or developed and are isolated from regional wildlife corridors and linkages. In addition, there are no riparian corridors, creeks, or useful patches of steppingstone habitat (natural areas) within or connecting the site to a recognized wildlife corridor or linkage. Therefore, the Specific Plan area is not expected to contribute to local wildlife movement opportunities, and no significant impacts to wildlife corridors or linkages would occur from Specific Plan implementation.

During the field reconnaissance undertaken (during breeding season) as part of the Biological Resources Assessment, a single red-tailed hawk was observed preparing a nest. Implementation of the Specific Plan has the potential to impact active bird nests if vegetation is removed during the nesting season. Raptors, migratory birds, and other avian species are protected by the federal MBTA.

Additionally, there is potential for bats to roost in large ornamental trees within the Specific Plan area. This would be a **potentially significant** impact if the population of bats impacted is 25 or more individuals of non-special-status species, or a single individual of special-status species.

Mitigation Measures

Policy Plan Amendment

Mitigation Measure BIO-11-PPA: Implement Mitigation Measure BIO-8-PPA (Pre-disturbance Nesting Bird Surveys).

Mitigation Measure BIO-12-PPA: Implement Mitigation Measure BIO-9-PPA (Active Nest Avoidance and No-Work Buffers).

Mitigation Measure BIO-13-PPA: Implement Mitigation Measure BIO-10-PPA (Nest Monitoring).

Specific Plan

Mitigation Measure BIO-4-SP: Implement Mitigation Measure BIO-1-SP (Pre-disturbance Nesting Bird Surveys, Avoidance, and Monitoring).

Mitigation Measure BIO-5-SP: Implement Mitigation Measure BIO-3-SP (Pre-disturbance Roosting Site Survey and Bat Management Plan).

Finding

Policy Plan Amendment

Mitigation Measures BIO-8-PPA through BIO-10-PPA would require preconstruction nesting bird surveys and avoidance of impacts (direct and indirect) to active nests, avoidance, and active nest monitoring of bird species protected by federal and state laws. Implementation of Mitigation Measures BIO-8-PPA through BIO-10-PPA would ensure impacts to migratory birds would be **less than significant**.

Specific Plan

Implementation of Mitigation Measures BIO-1-SP and BIO-3-SP would preclude significant impacts to nesting birds and roosting bats. As such, the Specific Plan's potential to impede the use of native wildlife nursery sites would be **less than significant**.

Summary

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

CULTURAL RESOURCES

Impact CUL-2 (PPA+EBPSP): Implementation of the proposed project could impact archeological resources in the City. (Draft SEIR pg. 3.5-42)

The 2022 Certified EIR found that buildout of the approved project could impact archeological resources; however, the 2022 Certified EIR identified that existing federal, state, and local regulations and Mitigation Measure CUL-3-PPA [Former MM 5-2] would reduce impacts to archeological resources to less than significant.

Policy Plan Amendment

A records review at the SCCIC conducted for the approved project identified 20 archeological resources in the City. Based on the results of the research, there is potential archaeological sensitivity throughout the City (see Appendix E1).

The proposed project primarily involves modifying the TOP land use pattern and making associated updates to the various elements of the TOP Policy Plan. Adoption of the proposed project would not directly affect archaeological resources. TOP is a regulatory document that sets the framework for future growth and development but does not result in development in and of itself. However, long-term implementation of TOP land use plan under the proposed project could allow development (e.g., new development, infill development, redevelopment, and revitalization/restoration), including grading, of known and unknown sensitive areas. Grading and construction activities of undeveloped areas or redevelopment that requires more intensive soil excavation than in the past could potentially cause the disturbance of archeological resources. Therefore, future development that would be accommodated by the proposed project could potentially unearth previously unrecorded resources.

Existing federal, state, and local regulations address the provisions of studies to identify archaeological resources, review applications for projects that would potentially involve land disturbance, provide a project-level standard condition of approval that addresses unanticipated archeological discoveries and enforces requirements to develop specific mitigation measures if resources are encountered during any development activity. The Historic Preservation section of TOP's Community Design Element addresses the management of artifacts through Policy CD-4.1, Cultural Resources Management, and the collaboration and promotion of public involvement in preservation through Policies CD-4.2, Collaboration with Property Owners and Developers; CD-4.6, Promotion of Public Involvement in Preservation; and CD-4.7, Public Outreach.

Archaeological sites are also protected by a wide variety of state policies and regulations under the PRC. Cultural resources are recognized as nonrenewable and therefore receive protection under the PRC and CEQA. Review and protection of archaeological resources are afforded by CEQA for individual development projects accommodating the Policy Plan Amendment, subject to discretionary actions that are implemented in accordance with the land use plan of TOP under the Policy Plan Amendment. According to CEQA, the lead agency is required to determine whether a development project may have a significant effect on archaeological resources (PRC Section 21083.2). If the lead agency determines that the project may have a significant effect on unique archaeological resources, the project-level CEQA document being prepared for the development project is required to address and mitigate the impacts of those resources.

The proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to archeological resources compared to the approved project; however, like the approved project, impacts to archeological resources are **potentially significant**.

Specific Plan

No previously recorded archeological resources have been mapped as overlapping the Specific Plan area or the proposed off-site improvements. Regardless, there is potential for buried deposits that may be related to the occupation of the Specific Plan area since the early twentieth century. Therefore, if previously undiscovered cultural materials were encountered during ground-disturbing activities, impacts would be **potentially significant**.

Mitigation Measures

Policy Plan Amendment

Mitigation Measure CUL-3-PPA [Former MM 5-2]: In areas of documented or inferred ~~t~~ archaeological resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements:

- Archaeologists shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.
- Should any archaeological be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources.
- Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional Archaeologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including a catalog with museum numbers.

Specific Plan

Mitigation Measure CUL-1-SP: An archaeological monitor shall be present full-time during all soil-disturbing and grading/excavation/trenching activities. In the event that cultural resources are discovered by the archaeological (or Native American monitor), all work shall be suspended 50 feet around the resource(s) and a qualified archaeologist meeting the Secretary of the Interior's Standards (principal investigator (PI)) shall assess the discovery. Work on the overall project may continue during this period if the following activities are initiated:

- If the discovery is a prehistoric resource, initiate consultation between the qualified archaeologist, the appropriate Native American tribal entity, and the City/Applicant;

- Include the appropriate Native American entity (as determined by a qualified archaeologist meeting the Secretary of the Interior's Standards) in the cultural resources investigations as soon as possible; and
- If the qualified archaeologist determines the resource(s) to be a "unique archaeological resource" consistent with PRC Section 21083.2 or a "tribal cultural resource" consistent with PRC Section 21074, a Cultural Resources Management Plan shall be prepared by the project archaeologist and submitted to the City Planning Division for approval and subsequent implementation.

During Construction

A. Monitor(s) Shall be Present During Grading/Excavation/Trenching

- The archaeological monitor shall be present full-time during all soil-disturbing and grading/excavation/trenching activities of native soil that could result in impacts to archaeological resources.
- The PI may submit a detailed letter to the lead agency during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present.

B. Discovery Notification Process

- In the event of an archaeological discovery, either historic or prehistoric, the archaeological monitor shall direct the contractor to temporarily divert all soil-disturbing activities, including but not limited to, digging, trenching, excavating, or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the Native American monitor and client, as appropriate.
- The monitor shall immediately notify the PI (unless the monitor is the PI) of the discovery.

C. Determination of Significance

- The PI shall evaluate the significance of the resource. If human remains are involved, the protocol provided in Section D, below, shall be followed.
    - The PI shall immediately notify the City of Ontario to discuss the significance determination and shall also submit a letter indicating whether additional mitigation is required.
    - If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) and obtain written approval from the City of Ontario to implement that program. In the event that prehistoric deposits are discovered, the ADRP should also be reviewed by the Native American consultant/monitor. Impacts to significant resources must be mitigated

before ground-disturbing activities in the area of discovery will be allowed to resume.

- If the resource is not significant, the PI shall submit a letter to the City of Ontario indicating that artifacts will be collected, curated, and documented in the final monitoring report. The letter shall also indicate that that no further work is required.

D. Discovery of Human Remains

- If human remains are discovered, work shall halt in that area until a determination can be made regarding the provenance of the human remains; and the following procedures as set forth in CEQA Section 15064.5(e), the California PRC (Section 5097.98), and the State Health and Safety Code (Section 7050.5) shall be undertaken:
- Notification
  - The archaeological monitor shall notify the PI if the monitor is not qualified as a PI.
  - The PI shall notify the Coroner's Division of the San Bernardino County Sheriff's Department after consultation with the City of Ontario, either in person or via telephone.
- Isolate discovery site
  - Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the sheriff-coroner in consultation with the PI concerning the provenance of the remains.
  - The sheriff-coroner, in consultation with the PI, will determine the need for a field examination to determine the provenance.
  - If a field examination is not warranted, the sheriff-coroner will determine, with input from the PI, if the remains are or are most likely to be of Native American origin.
- If Human Remains are determined to be Native American
  - The medical examiner will notify the NAHC within 24 hours. By law, only the medical examiner can make this call.
  - The NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information.
  - The MLD will contact the PI within 24 hours or sooner after the sheriff/coroner has completed coordination to begin the consultation process in accordance with CEQA Section 15064.5(e), the California PRC, and the State Health and Safety Code.

- The MLD will have 48 hours to make recommendations to the property owner or representative for the treatment or disposition with proper dignity of the human remains and associated grave goods.
- Disposition of Native American human remains will be determined between the MLD and the PI, and, if:
  - The NAHC is unable to identify the MLD; or
  - The MLD failed to make a recommendation within 48 hours after being notified by the NAHC; or
  - The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94(k) by the NAHC fails to provide measures acceptable to the landowner; then
  - Upon the discovery of multiple Native American human remains during a ground-disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree upon the appropriate treatment measures, the human remains and grave goods buried with the Native American human remains shall be reinterred with appropriate dignity.

- If Human Remains are not Native American
  - The PI shall contact the sheriff-coroner and notify them of the historic era context of the burial.
  - The sheriff-coroner will determine the appropriate course of action with the PI and City staff (PRC 5097.98).
  - If the remains are of historic origin, they shall be appropriately removed and conveyed to the City of Ontario. The decision for internment of the human remains shall be made in consultation with City, the applicant/landowner, and any known descendant group.

Post-Construction

A. Preparation and Submittal of Draft Monitoring Report

- The PI shall submit to the City of Ontario a draft monitoring report (even if negative) prepared in accordance with the agency guidelines, which describes the results, analysis, and conclusions of all phases of the archaeological monitoring program (with appropriate graphics).

- For significant archaeological resources encountered during monitoring, the ADRP shall be included in the draft monitoring report.
- Recording sites with the State of California DPR shall be the responsibility of the PI, including the recording (on the appropriate forms-DPR 523 A/B) any significant or potentially significant resources encountered during the archaeological monitoring program.

- The PI shall submit a revised draft monitoring report to the City of Ontario for approval, including any changes or clarifications requested by the City.

B. Handling of Artifacts

- The PI shall be responsible for ensuring that all cultural remains collected are cleaned and cataloged.
- The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.
- The cost for curation is the responsibility of the property owner.

C. Curation of Artifacts

- Cultural materials shall be offered to a local museum for permanent curation. If the local museum chooses not to curate the item, it shall be offered to another curation facility that meets the California State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources, as chosen by the City. The PI shall provide a comprehensive final report including a catalog with museum numbers.

D. Final Monitoring Report(s)

- The PI shall submit the approved final monitoring report to the City of Ontario and any interested parties.

Finding

Policy Plan Amendment

Mitigation Measure CUL-3-PPA would require preservation and curation of archeological resources if uncovered during development. Mitigation Measure CUL-3-PPA would reduce potential impacts to archeological resources to a level that is **less than significant**.

Specific Plan

With the implementation of Mitigation Measure CUL-1-SP, impacts to archeological resources would be **less than significant**. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Summary

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

GEOLOGY AND SOILS

Impact GEO-6 (PPA+EBPSP): Implementation of TOP 2050 could directly or indirectly destroy a unique paleontological resource. (Draft SEIR pg. 3.7-36)

The 2022 Certified EIR found that buildout of the approved project would not result in impacts to paleontological resources with mitigation.

Policy Plan Amendment

Geologic Features

As identified in Section 3.7.2, the geologic units exposed at the surface in Ontario consist of sediments less than 11,000 years old (Holocene) deposited either by water or wind. Such geology is common throughout the City and region and is not considered unique.

Paleontological Resources

Ontario is underlain by deposits of Quaternary and upper-Pleistocene sediments deposited during Pliocene and early Pleistocene time. Quaternary Older Alluvial sediments may contain significant, nonrenewable, paleontological resources and are therefore considered to have high sensitivity. Older Pleistocene alluvial sediments can yield fossil remains, often found at depths of 10 feet or more below existing ground surface. As previously discussed, the San Bernardino County Museum, Division of Geological Sciences, conducted the paleontological records search and found one previously known paleontological resource locality recorded by the Regional Paleontologic Locality Inventory, a computer database with positional and contextual data for more than 3,000 fossil localities throughout California and the southwestern United States. This review found one paleontological locality for the City area (SBCM 5.1.8). This locality yielded the remains of a mammoth from approximately 20 feet below the ground surface. As a result, the possibility of finding additional paleontological resources within City boundaries is moderate to high at depths of 10 feet or more below ground surface.

Existing federal, state, and local regulations address the provisions of studies to identify paleontological resources, review applications for projects that would potentially involve land disturbance, provide a project-level standard condition of approval that addresses unanticipated paleontological discoveries, and enforces requirements to develop specific mitigation measures if resources are encountered during any development activity.

Paleontological resources are recognized as nonrenewable; and therefore, receive protection under the California Public Resources Code (Section 21083.2) and CEQA. Long-term implementation of Policy Plan Amendment would allow development (e.g., new development, infill development, redevelopment, and revitalization/restoration), including grading, of known and unknown sensitive areas. Grading and construction activities of undeveloped areas or redevelopment that requires more intensive soil excavation than in the past could potentially cause the disturbance of paleontological resources. Future development that would be accommodated by proposed project could potentially unearth previously unrecorded resources. Therefore, the potential to uncover undiscovered archeological and paleontological resources is high. Like the approved project, paleontological resources impacts of proposed project would be **potentially significant**.

Specific Plan

The Specific Plan area is located on the distal margins of the broad alluvial floodplain of the ancestral Santa Ana River. The Specific Plan area is mapped as middle Holocene-aged young sandy alluvial fan deposits. These young deposits overlie middle to late Pleistocene-aged very old sandy alluvial fan deposits, which are mapped at the surface south of the Specific Plan area.

A field survey of the Specific Plan area and the entire limits of disturbance was conducted to determine if any paleontological resources were visible. No bedrock outcrops were exposed that might indicate the presence of fossils. No paleontological resources or evidence of paleontological resources were observed during the survey (Appendix F3).

Potentially fossiliferous late Pleistocene alluvial fan deposits likely occur at a shallow depth below the Specific Plan area. These deposits underlie the Holocene young alluvial fan deposits mapped at the surface. The occurrence of terrestrial vertebrate fossils at shallow depths from Pleistocene alluvial fan sediments in Ontario is well documented as these soils may contain high paleontological sensitivity.

In the event that the construction activities encroach into older alluvial fan deposits, construction could result in impacts to important paleontological resources if such resources are unearthed and not properly treated. Therefore, similar to the 2022 Certified EIR, the potential to directly or indirectly destroy a unique paleontological resource buried beneath the ground surface is potentially significant. Therefore, this impact is **potentially significant**.

Mitigation Measures

Policy Plan Amendment

Mitigation Measure GEO-1-PPA [Former MM 5-2]: In areas of documented or inferred from evident paleontological resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified

cultural preservation expert. The mitigation plan shall include the following requirements:

- Paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.
- Should any cultural resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources.
- Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including a catalog with museum numbers.

Specific Plan

Based on the findings of the Paleontological Assessment and in accordance with previous Mitigation Measure GEO-1-PPA, a Paleontological Resources Impact Mitigation Program (PRIMP) shall be prepared and implemented as required by Mitigation Measure GEO-1-SP.

Mitigation Measure GEO-1-SP: Prior to the issuance of a grading permit, a Paleontological Resources Impact Mitigation Program (PRIMP) shall be approved by the City of Ontario Planning department, as follows

1. All mitigation programs shall be performed by a qualified professional paleontologist, defined as an individual with an M.S. or Ph.D. in paleontology or geology who has proven experience and who is knowledgeable in professional paleontological procedures and techniques. Fieldwork may be conducted by a qualified paleontological monitor, defined as an individual who has experience in the collection and salvage of fossil materials. The paleontological monitor shall always work under the direction of a qualified paleontologist.
2. Monitoring of mass grading and excavation activities shall be performed by a qualified paleontologist or paleontological monitor. Starting at a depth of four feet below existing grade, monitoring will be conducted full-time in areas of grading or excavation in undisturbed sediments. Monitoring of artificial fill is not required.
3. If a fossil(s) is found at a shallower depth, earth disturbance activities should be halted within a radius of 50 feet from the location of the fossil, and the paleontologist shall be consulted to determine the significance of the fossilized remains. If the fossil is deemed significant by the paleontologist, fulltime monitoring should be initiated at the site.

4. Paleontological monitors will be equipped to salvage fossils as they are unearthed to avoid construction delays. The monitor must be empowered to temporarily halt or divert equipment from the affected area to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface or, if present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. The monitor shall notify the paleontologist, who will then notify the concerned parties of the discovery.

5. Paleontological salvage during trenching and boring activities is typically from the generated spoils and does not delay the trenching or drilling activities. Fossils will be collected and placed in cardboard flats or plastic buckets and identified by field number, collector, and date collected. Notes will be taken on the map location and stratigraphy of the site, which will be photographed before it is vacated, and the fossils are removed to a safe place. On mass grading projects, discovered fossil sites will be protected by flagging to prevent them from being overrun by earthmovers (scrapers) before salvage begins. Fossils will be collected in a similar manner, with notes and photographs being taken before removing the fossils. The precise location of the site is determined with the use of electronic handheld devices. If the site involves remains from a large terrestrial vertebrate, such as large bone(s) or a mammoth tusk, that is/are too large to be easily removed by a single monitor, a fossil recovery crew shall excavate around the find, encase the find within a plaster and burlap jacket, and remove it after the plaster is set. For large fossils, use of the contractor's construction equipment may be solicited to help move the jacket to a safe location.

6. Isolated fossils will be collected by hand, wrapped in protective materials, and placed in temporary collecting flats or five-gallon buckets. Notes will be taken on the map location and stratigraphy of the site, which will be photographed before it is vacated, and the fossils are moved to a safe place.

7. Particularly small invertebrate fossils typically represent multiple specimens of a limited number of organisms, and a scientifically suitable sample can be obtained from one to several 5-gallon buckets of fossiliferous sediment. If it is possible to dry screen the sediment in the field, a concentrated sample may consist of one or two buckets of material.

8. In accordance with the "Microfossil Salvage" section of the SVP guidelines (2010:7), bulk sampling and screening of fine-grained sedimentary deposits (including carbonate-rich paleosols) must be performed if the deposits are identified to possess indications of producing fossil "microvertebrates" to test the feasibility of the deposit to yield fossil bones and teeth. If indicators of potential microvertebrate fossils are found, screening of a test sample (approximately 600 pounds) is recommended, according to the SVP

guidelines. If feasible, wet screening shall be conducted on the site. If screening yields significant fossils, then removing and processing a "standard sample" of 6,000 pounds shall be performed. If the test sample screening does not yield significant fossils, the standard sample screening is not performed.

9. In the laboratory, individual fossils will be cleaned of extraneous matrix, any breaks will be repaired, and the specimen, if needed, will be stabilized by soaking in an archivally approved acrylic hardener (e.g., a solution of acetone and Paraloid B-72).
10. Recovered specimens will be prepared to a point of identification and permanent preservation (not display), including screen-washing sediments to recover small invertebrates and vertebrates. Preparation of individual vertebrate fossils is often more time-consuming than for accumulations of invertebrate fossils.
11. Recovered specimens will be identified and curated into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage (e.g., the San Bernardino County Museum). The paleontological program should include a written repository agreement prior to the initiation of mitigation activities. Prior to curation, the lead agency (the City of Ontario) will be consulted on the repository/museum to receive the fossil material.
12. A final report of findings and significance will be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location(s). The report, when submitted to and accepted by the City of Ontario, will signify satisfactory completion of the program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.

Findings

Policy Plan Amendment

Mitigation Measure GEO-1-PPA [Prior MM 5-2] requires that in the event of an unanticipated discovery of paleontological resources during grading and excavation of the site, a qualified paleontologist would assess the find and develop a course of action to preserve the find. Therefore, Mitigation Measure GEO-1-PPA would reduce potential impacts to paleontological resources to a level that is less than significant.

Specific Plan

The paleontological monitoring plan required by Mitigation Measure GEO-1-SP would mitigate any adverse impacts (loss or destruction) to potential nonrenewable paleontological resources (fossils), if present.

Summary

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

HAZARDS AND HAZARDOUS MATERIALS

Impact HAZ-2 (EBPSP): Development of the EBPSP, as well as existing site conditions, may reveal unknown soil or soil vapor contamination or unknown subsurface structures. (Draft SEIR pg. 3.9-47)

Specific Plan

On-Site Conditions

As discussed above, Phase II subsurface investigations were conducted throughout the Specific Plan area. For areas of concern associated with the Hindelang and B&G properties, a total of 8 soil borings were advanced to a depth of 5 feet bgs. For areas of potential pesticide concerns, a total of 220 individual soil samples were collected at a depth of approximately 0.5 feet bgs. Soil vapor sampling was also conducted at depths of 5 feet bgs.

In addition to the above, 3 samples were taken from several stockpiles of unknown origin, as well as 4 samples from the most frequently used dirt driveways/pathways at the Hindelang and B&G properties. Samples were tested for TPH, OCPs, VOCs, and CAM 17 Metals.

Laboratory testing concluded that none of the samples contained contaminants above the thresholds established by the USEPA or DTSC for commercial/industrial land uses. As such, the on-site soils are not significantly impacted by the historical or current land uses within the Specific Plan area (Appendix G2 and Appendix G3).

Nonetheless, construction activities have the potential to encounter unknown soil/soil vapor contamination or unknown subsurface structures within the Specific Plan area. As a result, the potential for accidental release of hazardous materials during construction associated with the Specific Plan area would represent a greater impact than the previously approved project. This is considered a **potentially significant** impact.

Construction

Construction activities may require limited transport of potentially hazardous materials (e.g., paints, solvents, fertilizer, etc.) to and from the site. This type of storage, transfer, use and disposal of potentially hazardous materials is extensively regulated at the local, State and federal levels.

As previously discussed in Impact Discussion a), above, there is a potential for ACMs, ACPs, and LBP to be present within the Specific Plan area. Demolition activities within the Specific Plan area would comply with all applicable federal, State, and local hazardous materials regulations. Compliance with regulatory requirements would ensure that removal of these materials would not result in a foreseeable upset or accident conditions involving the release of hazardous materials into the environment.

Any potential release or exposure of hazardous materials into the environment due to the construction of the EBPSP would be **less than significant** with continued compliance with applicable regulations. The EBPSP would not result in new or substantially greater impacts compared to the approved project.

Operations

Operations could involve the temporary storage and handling of potentially hazardous materials such as pesticides, fertilizers, or paint products that are pre-packaged for distribution and use, which is regulated at the local, State and federal levels.

As previously mentioned, any business that occupies the buildings within the Specific Plan area and that handles hazardous materials would require a permit from the SBCFPD Hazardous Materials Division in order to register the business as a hazardous materials handler. Such businesses would also be required to prepare a HMBEP.

Operations of the EBPSP would not result in conditions that are not currently addressed by existing regulations, precluding foreseeable upset or accident conditions involving the release of hazardous materials into the environment. Therefore, like the approved project, this impact is **less than significant**. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Mitigation Measures

Specific Plan

Development of the EBPSP has the potential to encounter unknown soil/soil vapor contamination or unknown subsurface structures within the Specific Plan area.

Mitigation Measure HAZ-1-SP: Prior to the issuance of a grading permit, the Applicant shall prepare a Soil Management Plan (SMP) to address potentially unknown soil/soil vapor contamination or unknown subsurface structures (e.g., clarifiers, underground storage tanks [USTs], asbestos containing pipelines [ACPs], etc.) that may be encountered during redevelopment activities. The SMP shall include explicit instructions for the appropriate handling, storage, and disposal of any known or potentially impacted soil during soil moving activities. The general contractor shall follow the requirements of the SMP and stop work to make notification to the environmental team if any potential impacts are observed at any time the environmental team is not already on-site. The SMP shall also

require air monitoring activities to monitor the air downwind of the Specific Plan area and appropriate Health and Safety Plans that will be employed by site workers. The SMP shall identify specific requirements intended to protect human health when soil in certain areas of known or suspected impacts are disturbed for any reason, including, without limitation, as a result of demolition, utility installation/repair, soil excavation, drilling, grading/filling activities, stockpile generation, soil management, loading, and transportation.

Findings

Specific Plan

Mitigation Measure HAZ-1-SP would ensure that no significant impacts due to unknown soil/soil vapor contamination or unknown subsurface structures would occur. Adherence to the SMP would ensure compliance with existing laws and regulations. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

TRIBAL CULTURAL RESOURCES

Impact TCR-1 (PPA+EBPSP): Tribal cultural resources could be adversely impacted by grading activities associated with the proposed project. (Draft SEIR pg. 3.18-15)

The 2022 Certified EIR found that the TOP 2050 would not result in new impacts or a substantial increase in the magnitude of impacts to TCRs. Grading and construction activities in undeveloped areas or redevelopment that requires deeper soil excavation than in the past could potentially disturb TCRs, but mitigation measures TCR-1-PP through TCR-4-PP provided in the 2022 Certified EIR would reduce potential impacts associated with TCRs to a level that is less than significant.

Policy Plan Amendment

The SLF search conducted by the NAHC did not indicate the presence of known tribal cultural resources within or immediately adjacent to the City boundaries. Four tribes responded to the City's invitation for tribal resources consultation, the Agua Caliente Band of Cahuilla Indians, Gabrieleño Band of Mission Indians–Kizh Nation, FT. Yuma Quechan Indians, and Yuhaaviatam of San Manuel Nation (San Manuel Band of Mission Indians). As described above, all the tribes that responded deferred to other tribes or did not wish to consult.

The Policy Plan Amendment is a regulatory document that sets the framework for future growth and development in the City and does not result in development in and of itself; however, future development as a result of the implementation of proposed project could include grading in portions of the City with sensitivity to TCRs. Though the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to TCRs compared to the approved project, there is potential to uncover tribal cultural resources during construction, which would also include disturbing previously undisturbed soils. Since the proposed project could result in the discovery of subsurface TCRs, the disturbance of which could cause a substantial adverse change in the significance of the resource(s), impacts would be potentially significant. Therefore, this impact is **potentially significant**. However, the proposed project would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan

As discussed in Section 3.5, *Cultural Resources*, a records search at the South Central Coastal Information Center (SCCIC) indicated that no cultural resources have previously been recorded within the Specific Plan area boundaries (see Appendix E3). Additionally, results of the NAHC SLF results were negative for the presence of Native American sacred sites or locations of ceremonial importance within the vicinity of the Specific Plan area. The field survey conducted as part of the Cultural Resources Survey did not identify any tribal resources.

AB 52, which became effective on July 1, 2015, requires lead agencies to provide notice to Native American tribes that are traditionally and culturally affiliated with the geographic area of a project. SB 18 requires local (city and county) governments to consult with California Native American tribes to aid in the protection of traditional tribal cultural places ("cultural places") through local land use planning. The consultation and notice requirements apply to adoption and amendment of both general plans (defined in Government Code Section 65300 et seq.) and specific plans (defined in Government Code 65450 et seq.).

To this end, outreach letters were sent to the following local Native American tribal groups on August 29, 2025.

- Agua Caliente Band of Cahuilla Indians
- Cahuilla Band of Indians
- Gabrieleño Band of Mission Indians - Kizh Nation
- Gabrieleño/Tongva San Gabriel Band of Mission Indians
- Gabrieliño Tongva Indians of California Tribal Council
- Gabrieliño/Tongva Nation
- Gabrieliño-Tongva Tribe
- Morongo Band of Mission Indians

- Quechan Indian Tribe of the Fort Yuma Reservation
- San Manuel Band of Mission Indians
- Santa Rosa Band of Cahuilla Indians
- Serrano Nation of Mission Indians
- Soboba Band of Luiseno Indians

The outreach letters provided formal notification of the EBPSP, elicited information on Native American cultural resources that may be in the vicinity of the Specific Plan area, and offered formal consultation pursuant to AB 52/SB18.

Outreach responses received by the City are summarized below.

- San Manuel Band of Mission Indians indicated that the Specific Plan area was outside of their ancestral territory and did not request consultation.
- Agua Caliente Band of Cahuilla Indians indicated that the Specific Plan area was outside of their ancestral territory and did not request consultation.
- Quechan Indian Tribe of the Fort Yuma Reservation declined consultation.
- Gabrieleño Band of Mission Indians - Kizh Nation requested notification of ground disturbing activities.

The consultation period ended on November 17, 2025, with no tribes requesting formal consultation. Regardless, the Cultural Resources Study concluded that there is a potential for previously undiscovered archeological resources to exist within the Specific Plan area; this is a **potentially significant** impact. However, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Mitigation Measures

Policy Plan Amendment

Mitigation Measure TCR-1-PPA [Former MM 5-3]: Upon receipt of an application for a proposed project subject to CEQA and is within the City's jurisdiction, the City's representative shall consult with the relevant tribe(s)' representative(s) to determine if the proposed project is within a culturally sensitive area to the tribe. If sufficient evidence is provided to reasonably ascertain that the site is within a [tribal] culturally sensitive area, an archaeologist shall prepare a cultural resources assessment. The findings of the cultural resources assessment shall be incorporated into the CEQA documentation. A copy of the report shall be forwarded to the tribe(s). If mitigation is recommended in the CEQA document, the procedure described in Mitigation Measure TCR-2-PPA shall be followed.

Mitigation Measure TCR-2-PPA [Former MM 5-4]: The applicant shall coordinate with tribal representative(s) address the designation, responsibilities, and participation of

tribal monitors during grading, excavation, and ground-disturbing activities; scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. The City of Ontario shall be the final arbiter of the conditions for projects within the City's jurisdiction.

Mitigation Measure TCR-3-PPA [Former MM TCR-1]: Tribal Cultural Resources Monitoring. The project archaeologist, in consultation with interested tribes, the developer, and the City of Ontario, shall develop an archaeological monitoring plan (AMP) to address the details, timing, and responsibility of archaeological and cultural activities that will occur on the project site. Details in the AMP shall include:

1. Project-related ground disturbance (including, but not limited to, brush clearing, grading, trenching, etc.) and development scheduling;

2. The development of a rotating or simultaneous schedule in coordination with the developer and the project archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists (if the tribes cannot come to an agreement on the rotating or simultaneous schedule of tribal monitoring, the project archeologist shall designate the schedule for the onsite Native American Tribal Monitor for the proposed project);

3. The protocols and stipulations that the developer, City, Tribes, and project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

At least 30 days prior to application for a grading permit and before any brush clearance, grading, excavation, and/or ground disturbing activities on the site, the developer shall retain a tribal cultural monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.

Pursuant to the AMP, a tribal monitor from the consulting tribe shall be present during the initial grading activities. If tribal resources are found during grubbing activities, the tribal monitoring shall be present during site grading activities.

Mitigation Measure TCR-4-PPA [Former MM TCR-2]: Treatment and Disposition of Cultural Resources. In the event that Native American cultural resources are inadvertently discovered during the course of any ground-disturbing activities, including but not limited to brush clearance, grading, trenching, etc., for the proposed project,

the following procedures will be carried out for treatment and disposition of the discoveries:

1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on-site or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process;

2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and nonhuman remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Ontario with evidence of same:

    a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloging, basic analysis, other analyses as recommended by the project archaeologist and approved by consulting tribes, and basic recordation have been completed; all documentation should be at a level of standard professional practice to allow the writing of a report of professional quality;

    b. A curation agreement with an appropriate qualified repository in San Bernardino County that meets federal standards per 36 CFR Part 79, and therefore the resource would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility in San Bernardino County, to be accompanied by payment of the fees necessary for permanent curation;

    c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, materials shall be curated at the San Bernardino County Museum by default;

    d. At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the

known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pregrade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City, County Museum, and consulting tribes.

Specific Plan

Mitigation Measure TCR-1-SP: The EBPSP shall implement MM TCR-2-PPA, MM TCR-3-PPA, MM TCR-4-PPA.

Findings

Policy Plan Amendment

In the event that subsurface TCRs are discovered, Mitigation Measures TCR-1-PPA, TCR-2-PPA, TCR-3-PPA, and TCR-4-PPA would reduce potential impacts associated with TCRs to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating to TCRs remain.

Specific Plan

Implementation of Mitigation Measures TCR-2-PPA, TCR-3-PPA, and TCR-4-PPA would preclude significant impacts to any tribal cultural resources, in the event such resources are discovered within the Specific Plan area. Additionally, Mitigation Measure TCR-2-PPA would also ensure the notification requested by Kizh Nation is conducted.

Summary

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

3.3.2 SIGNIFICANT AND UNAVOIDABLE SIGNIFICANT IMPACTS THAT CANNOT BE MITIGATED TO BELOW THE LEVEL OF SIGNIFICANCE

The following summary describes the unavoidable adverse impact of the proposed project where either mitigation measures were found to be infeasible, or the mitigation measures are under the control of another lead agency. The following impact would remain significant and unavoidable.

AIR QUALITY

Impact AQ-1 (PPA + EBPSP): The additional population growth forecast for the Policy Plan Amendment and Specific Plan and the associated emissions would exceed the assumptions of the South Coast AQMD's AQMP. (Draft SEIR pg. 3.3-48)

The 2022 Certified EIR identified that the approved project would be consistent with the South Coast AQMD AQMP under the first criteria. Air pollutant emissions associated with buildout of the approved project would cumulatively contribute to the nonattainment designations in the SoCAB. Incorporation of Mitigation Measure AIR-2-PPA (former MM 3-2) and Mitigation Measure AIR-3-PPA (former MM AQ-1), as well as TOP 2050 goals and policies, would help reduce criteria air pollutant emissions. Due to the magnitude of population growth and associated emissions, the approved project was identified to conflict with the South Coast AQMD AQMP under the second criteria and impacts would remain significant and unavoidable.

The following describes potential air quality impacts of consistency with the AQMP from implementation of the proposed project compared to the approved project.

Policy Plan Amendment

The South Coast AQMD is directly responsible for reducing emissions from area, stationary, and mobile sources in the SoCAB to achieve the National and California AAQS and has responded to this requirement by preparing an AQMP. The South Coast AQMD Governing Board adopted the 2022 AQMP, which is a regional and multiagency effort (South Coast AQMD, CARB, SCAG, and EPA).

A consistency determination with the AQMP plays an important role in local agency project review by linking local planning and individual projects to the AQMP. It fulfills the CEQA goal of informing decision makers of the environmental efforts of the project under consideration early enough to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to the clean air goals in the AQMP.

The 2 principal criteria for conformance with an AQMP are:

1. Whether the project would exceed the assumptions in the AQMP.
2. Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timeline attainment of air quality standards.

SCAG is South Coast AQMD's partner in the preparation of the AQMP, providing the latest economic and demographic forecasts and developing transportation measures. Regional population, housing, and employment projections developed by SCAG are based, in part, on

general plan land use designations. These projections form the foundation for the emissions inventory of the AQMP.

Criteria 1: Consistency with Regional Growth Assumptions

Draft SEIR Table 3.3-10, *Comparison of Population and Employment Forecast*, compares the population and employment growth forecast under the approved project and the proposed project. The table shows that the proposed project would result in more VMT due to an increase in population; however, both the approved project and the proposed project would result in similar VMT per service population. This indicates that the proposed project would accommodate additional growth without substantially increasing travel demand per service population, reflecting an efficient land use plan. Therefore, the proposed project would be consistent with the AQMP under the first criterion.

Criterion 2: Consistency with Regional Emissions Forecasts

The SoCAB is designated nonattainment for O_3 and $PM_{2.5}$ under the California and National AAQS,[15] nonattainment for PM_{10} under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2025a). As identified in Air Quality Threshold b), the proposed project would result in a substantial increase in ROG and NO_X compared to the approved project. Consequently, emissions generated by development projects under the proposed project, in addition to existing sources in the City, are considered to cumulatively contribute to the nonattainment designations of the SoCAB. Buildout of the proposed project could contribute to an increase in frequency or severity of air quality violations and delay attainment of the AAQS or interim emission reductions in the AQMP, and emissions generated from buildout of the proposed project would result in a significant air quality impact. Therefore, implementation of the proposed project would not be consistent with the AQMP under the second criterion and would result in a substantial increase in magnitude of impacts compared to the approved project.

Summary

Buildout of the proposed project would be consistent with the AQMP under the first criteria; however, air pollutant emissions associated with buildout of the proposed project would cumulatively contribute to the nonattainment designations in the SoCAB. Consistency with the AQMP was identified as significant and unavoidable in the 2022 Certified EIR. Therefore, the proposed project would not result in a new or a substantial increase in magnitude of impacts compared to that identified in the 2022 Certified EIR. This impact is **potentially significant**.

[15] The SoCAB is pending a redesignation request from nonattainment to attainment for the 24-hour federal $PM_{2.5}$ standards. The 2021 $PM_{2.5}$ Redesignation Request and Maintenance Plan demonstrates that the South Coast meets the requirements of the CAA to allow the EPA to redesignate the SoCAB to attainment for the 65 $\mu g/m^3$ and 35 $\mu g/m^3$ 24-hour $PM_{2.5}$ standards. CARB will submit the 2021 $PM_{2.5}$ Redesignation Request to the EPA as a revision to the California SIP (CARB 2021).

Specific Plan

Impacts for the Specific Plan are embodied in the emissions tables (Draft SEIR Tables 3.3-12 to 3.3-18) under Air Quality Threshold b). In summary, operational-source emissions would exceed applicable regional thresholds for emissions of ROG (summer only) and NOx during Phase 1; ROG, NOx, and CO (summer only) during Phase 2; and ROG, NOx, CO, and PM_{10} at buildout. Accordingly, operation of the Specific Plan could increase the frequency or severity of existing air quality violations and would cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Growth projections from local general plans adopted by cities in the SoCAB are provided to SCAG, which develops regional growth forecasts that are used to develop air quality forecasts for the AQMP. Development consistent with the growth projections in City of Ontario Policy Plan is considered consistent with the AQMP. The EBPSP is not consistent with the approved project.

Mitigation Measures

Policy Plan Amendment

Mitigation measures applied to a development project's operational phase would help reduce impacts associated with buildout of the proposed project; however, no mitigation measures are available that would reduce impacts associated with consistency with South Coast AQMD's AQMP.

Specific Plan

Mitigation measures applied to a development project's operational phase would help reduce impacts associated with buildout of the proposed project; however, no mitigation measures are available that would reduce impacts associated with consistency with South Coast AQMD's AQMP. Mitigation measures applied to the operational phases (Mitigation Measures AIR-5-SP through AIR-12-SP) for the Specific Plan would reduce regional air quality exceedances.

Finding

Policy Plan Amendment

As shown in Draft SEIR Table 3.2-12, *City of Ontario Regional Criteria Air Pollutant Emissions Forecast*, the proposed project would result in a substantial increase in ROG and NO_X compared to the approved project. At the program level, ROG and NO_X emissions cannot be mitigated because the primary sources are outside local control. ROG emissions largely come from consumer products that are regulated at the manufacturer level, and the City cannot control which products residents purchase or use. Similarly, NO_X emissions from the transportation sector depend on the types of vehicles individuals choose to own and operate, which are governed by state and federal standards rather than local plans.

Accordingly, because of the magnitude and intensity of development accommodated by the proposed project, as well as regional air quality influences beyond the control of the City, impacts associated with consistency with the AQMP would remain **significant and unavoidable**.

No additional feasible mitigation measures or mitigating policies at the program level would ensure consistency of the proposed project with the South Coast AQMD's AQMP. The identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent individual projects that meet applicable project-level thresholds of significance.

Specific Plan

The EBPSP is considered inconsistent with the 2022 AQMP because the EBPSP has the potential to result in or cause violations of the National or California AAQS and would not be consistent with the approved project. Consistency with the AQMP was identified as a significant and unavoidable impact in the 2022 Certified EIR. Therefore, the EBPSP would not result in a new or a substantial increase in magnitude of impacts compared to the that identified in the 2022 Certified EIR.

There is no feasible mitigation that would reduce impacts associated with consistency of the project with the AQMP to less than significant; Impacts would remain **significant and unavoidable**.

Summary

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

Impact AQ-2 (PPA): Construction activities associated with future development that would be accommodated under the Policy Plan Amendment could generate short-term emissions in exceedance of the South Coast AQMD's threshold criteria. (Draft SEIR pg. 3.3-53)

The 2022 Certified EIR identified that, due to the scale of development activity associated under the approved project, the short-term emissions would likely exceed the South Coast AQMD regional significance thresholds.

Policy Plan Amendment

Construction emissions were not quantified due to the programmatic nature of the proposed project. Though mitigation measures were incorporated, the 2022 Certified EIR identified significant and unavoidable construction phase impacts associated with the approved project.

Construction activities under the proposed project would also temporarily increase PM_{10}, $PM_{2.5}$, ROG, NO_X, SO_X, and CO regional emissions in the SoCAB. The primary source of NO_X, CO, and SO_X emissions is the operation of construction equipment. The primary sources of particulate matter (PM_{10} and $PM_{2.5}$) emissions are activities that disturb the soil, such as grading and excavation, road construction, and building demolition and construction. The primary sources of ROG emissions are the application of architectural coating and off-gas emissions associated with asphalt paving.

Construction activities associated with the proposed project would occur over the buildout horizon of the plan, causing short-term emissions of criteria air pollutants; however, information regarding specific development projects, soil types, and the locations of receptors would be needed to quantify the level of impact associated with construction activity. Due to the scale of development activity associated with buildout of the proposed project, emissions would likely exceed the South Coast AQMD regional significance thresholds. In accordance with the South Coast AQMD methodology, emissions that exceed the regional significance thresholds would cumulatively contribute to the nonattainment designations of the SoCAB.

Air quality emissions related to construction must be addressed on a project-by-project basis. For the Policy Plan Amendment, which is a broad-based policy plan, it is not possible to determine whether the scale and phasing of individual projects would exceed the South Coast AQMD's short-term regional or localized construction emissions thresholds. In addition to regulatory measures—e.g., South Coast AQMD Rule 403 for fugitive dust control, Rule 1113 for architectural coatings, and CARB's Airborne Toxic Control Measures—mitigation imposed at the project level may include extension of construction schedules and/or use of special equipment.

Furthermore, TOP 2050 includes a range of policies designed to reduce construction-related emissions, as listed below. Environmental Resources (ER) Element Policy 4.6 would support reduction in particulate matter generated during construction activities. Safety (S) Element Policy S-5.1 requires the implementation of best management practices for dust control at all excavation and grading projects, and Policy S-5.2 prohibits excavation and grading during strong wind conditions.

- **ER-4.6: Particulate Matter.** We support efforts to reduce particulate matter to meet State and Federal Clean Air Standards.

- **S-5.1: Dust Control Measures.** We require the implementation of Best Management Practices for dust control at all excavation and grading projects.
- **S-5.2: Grading in High Winds.** We prohibit excavation and grading during strong wind conditions, as defined by the Building Code.

While individual projects accommodated under the proposed project may not exceed the South Coast AQMD regional significance thresholds, the likely scale and extent of the combined construction activities associated with the future development under the proposed project would likely continue to exceed the relevant South Coast AQMD thresholds. Compared to the approved project, the proposed project would have similar impacts because the proposed project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the city which would require substantial landform modification.

Construction impacts of the approved project were identified as significant and unavoidable in the 2022 Certified EIR. Therefore, the proposed project would not result in a new or a substantial increase in magnitude of impacts compared to the that identified in the 2022 Certified EIR. Like the approved project, construction-related regional air quality impacts of developments that would be accommodated by the proposed project would be **potentially significant**.

Mitigation Measures

Policy Plan Amendment

The following mitigation measures were taken directly from the 2022 Certified EIR. Any modifications to the mitigation measures from the 2022 Certified EIR are shown in strikethrough for deleted text and underlined for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the 2022 Certified EIR identified in brackets [Former MM].

Mitigation Measure AIR-1-PPA [Former MM 3-1]: Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Ontario Building Department shall require feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include:

- Require fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as:
  - Requiring use of nontoxic soil stabilizers to reduce wind erosion.
  - Applying water every 4 hours to active soil disturbing activities.
  - Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.
- Using construction equipment rated by the United States Environmental Protection Agency as having Tier 4 interim or higher exhaust emission limits.
- Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.
- Limiting nonessential idling of construction equipment to no more than 5 consecutive minutes.
- Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at: https://www.aqmd.gov/home/rules-compliance/compliance/vocs/architectural-coatings/super-compliant-coatings.
- Using electric off-road vehicles and equipment where feasible and using renewable diesel fuel for diesel-fueled vehicles and equipment where gasoline, natural gas, or electric alternatives are not available.
- Using electric off-road vehicles and equipment where feasible and using renewable diesel fuel for diesel-fueled vehicles and equipment where gasoline, natural gas, or electric alternatives are not available.

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

Finding

Policy Plan Amendment

Buildout in accordance with the proposed project would generate short-term construction emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. Mitigation Measure AIR-1-PPA and applicable goals and policies of the proposed project would reduce construction-related air pollutant emissions to the extent feasible. Construction emissions associated with the proposed project would be similar to the approved project, because the proposed project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the City that would require substantial landform modification; however, individual projects accommodated under proposed project may exceed the South Coast AQMD

regional significance thresholds. Therefore, like the approved project, construction-related regional air quality impacts of developments that would be accommodated by the proposed project would remain **significant and unavoidable**.

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

Impact AQ-3 (PPA + EBPSP): Implementation of the proposed project would generate additional, long-term emissions in exceedance of South Coast AQMD's threshold criteria and cumulatively contribute to the South Coast Air Basin's nonattainment designations. (Draft SEIR pg. 3.3-59)

The 2022 Certified EIR identified that the approved project would generate long-term emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations in the SoCAB. Mitigation Measure AIR-2-PPA (former MM 3-2) and Mitigation Measure AIR-3-PPA (former MM AQ-1), in addition to the goals and policies of the approved project, would reduce air pollutant emissions to the extent feasible. Due to the increase in ROGs from residential development associated with the approved project, impacts would remain significant and unavoidable.

Policy Plan Amendment

The Policy Plan Amendment guides growth and development in the City by designating allowed land uses by parcel and through implementation of its goals and policies. New development would increase air pollutant emissions in the City and contribute to the overall emissions in the SoCAB. The Policy Plan Amendment sets up the framework for growth and development, but does not directly result in development. Before development can occur, it must be analyzed for conformance with the general plan, zoning requirements, and other applicable local and State

requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits.

Criteria Air Pollutant Emissions Forecast

While individual projects accommodated by the proposed project would be required to undergo their own environmental review, as applicable, some development projects may not be subject to CEQA or may result in significant air quality impacts that could contribute to existing or forecast violations of AAQS. Therefore, citywide emissions are evaluated to account for the cumulative, program-level contribution of development across the City that may not be fully captured through project-by-project review.

The emissions inventory for the City under the proposed project and the approved project is shown in Draft SEIR Table 3.3-14, *City of Ontario Regional Criteria Air Pollutant Emissions Forecast*. As shown in the table, buildout of the proposed project would generate an increase in long-term emissions that exceeds the daily South Coast AQMD thresholds for ROG and NO_X.

The increase in ROG emissions compared to the approved project is a result of the increase in residential uses, which results in a greater increase in consumer product use. Emissions of ROG that exceed the South Coast AQMD regional significance thresholds would contribute to the ozone (O_3) nonattainment designation of the SoCAB. The increase in NO_X emissions is a result of higher emissions from mobile sources and energy production within the City. NO_X is a precursor to the formation of O_3 as well as particulate matter (PM_{10} and $PM_{2.5}$). Consequently, the criteria air pollutant emissions that exceed South Coast AQMD's regional significance thresholds would cumulatively contribute to the O_3 and particulate matter (PM_{10} and $PM_{2.5}$) nonattainment designations of the SoCAB.

TOP 2050 includes a range of policies that would help reduce operational emissions associated with development projects, as listed below. Land Use (LU) Element policies LU-2.1 through LU-2.4 would promote compatible development patterns and regulate potential impacts from new development on adjacent land uses. Environmental Resources (ER) Element policies ER-3.2 through ER-3.6 would ensure that new development is designed to be energy efficient and to use fuel efficient vehicles. Policies ER-4.1, ER-4.5, ER-4.8, and ER-4.9 would help reduce long-term air pollution from new development by encouraging mixed-use projects to promote non-motorized mobility, expand tree canopy, and require health risk assessment for land uses that generate high truck traffic. Community Design (CD) Element policy CD-2.7 would ensure that sustainability is considered in the design of new projects to reduce energy demand through solar orientation and other design standards. Mobility (M) Element policies M-1.4, M-1.6, M-2.1, and M-3.1 would reduce VMT by developing trails and corridors that support active transportation, implementing travel demand management strategies, and providing a comprehensive public transit system.

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

- **LU-2.2: Buffers.** We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur. Additional mitigation is required when new uses could negatively impact environmental justice areas.
- **LU2.3: Hazardous Uses.** We regulate the development of industrial and similar uses that use, store, produce, or transport toxic substances, air emissions, other pollutants, or hazardous materials.
- **LU-2.4: Regulation of Nuisances.** We regulate the location, concentration, and operation of potential nuisances.
- **ER-3.2: Green Development – Communities.** We encourage the use of the LEED Neighborhood Development rating system, or similar mechanism, to guide the planning and development of all new communities.
- **ER-3.3: Building and Site Design.** We require new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive solar, and natural ventilation.
- **ER-3.4: Green Development – Public Buildings.** We require all new and substantially renovated City buildings in excess of 10,000 square feet achieve a LEED Silver Certification standard, as determined by the U.S. Green Building Council.
- **ER-3.5: Fuel-Efficient and Alternative Energy Vehicles and Equipment.** We require purchase and use vehicles and equipment that are fuel efficient and meet or surpass state emissions requirements and/or use renewable sources of energy.
- **ER-3.6**: **Generation – Renewable Sources.** We promote the use of renewable energy sources (e.g., solar, wind, biomass) in public and private sector development.
- **CD-2.7: Sustainability.** We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping, and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials, and construction techniques.
- **ER-4.1: Land Use.** We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.
- **ER-4.5: Transportation.** We promote mass transit and non-motorized mobility options (walking, biking) to reduce air pollutant emissions.
- **ER-4.8: Tree Planting.** We protect healthy trees within the City and plant new trees to increase carbon sequestration and help the regional/local air quality. We expand the tree canopy in environmental justice areas to enhance air quality and reduce the “heat island” effect.
- **ER-4.9: New Localized Air Pollution Sources Near Existing Sensitive Receptors.** We require new developments to conduct a Health Risk Assessment for land uses that generate more than 100 trucks per day or 40 trucks per day by trucks operating transportation refrigeration

units (TRU's) within 1,000 feet from sensitive land uses (California Health and Safety Code § 42705.5(a)(5)). If the health risk assessment determines the new development poses health hazards that increase the incremental cancer risk above the threshold established by the South Coast Air Quality Management District (AQMD), we will only approve permits upon the condition that adequate mitigation measures are proposed and implemented for potential impacts on the sensitive uses around the site and along the route within Ontario taken by the trucks to and from freeways. We require new developments that must perform a health risk assessment to conduct additional public outreach by sending notifications in multiple languages to all residents living within 500 feet, and encourage hosting a public meeting.

- **M-1.4: Complete Streets.** We work to provide a complete, balanced, context-aware, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.
- **M-1.6: Reduce Vehicle Miles Traveled.** We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.
- **M-2.1: Active Transportation.** We maintain our Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways and pedestrian facilities that are safe, comfortable, and accessible and connect residential areas, businesses, schools, parks, and other key destination points.
- **M-3.3: Transit-Oriented Development.** We may provide additional development-related incentives to those inherent in the Land Use Plan for projects that promote transit use and reduce vehicle miles traveled.

Despite the applicable TOP 2050 policies, because ROG and NO_X emissions would be substantially greater, the proposed project is considered to result in an increase in magnitude of impacts for ROG and NO_X compared to the approved project. The increase in ROG emissions would contribute to the ozone nonattainment designation of the SoCAB, and the increase in NO_X emissions would contribute to the ozone and particulate matter nonattainment designations of the SoCAB.

Health Impacts

Contributing to the nonattainment status would also contribute to elevating health effects associated to these criteria air pollutants. Known health effects related to ozone include worsening of bronchitis, asthma, and emphysema and a decrease in lung function. Health effects associated with particulate matter include premature death of people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, decreased lung function, and increased

respiratory symptoms. Reducing emissions would further contribute to reducing possible health effects related to criteria air pollutants.

It is speculative for this broad-based policy plan to determine how exceeding the regional thresholds would affect the number of days the region is in nonattainment since mass emissions are not correlated with concentrations of emissions, or how many additional individuals in the air basin would be affected by the health effects cited above. This SEIR quantifies the increase in criteria air pollutants emissions in the City; however, at a programmatic level analysis, it is not feasible to quantify the increase in TACs from stationary sources associated with the proposed project or meaningfully correlate how regional criteria air pollutant emissions above the South Coast AQMD significance thresholds correlate with basin wide health impacts.

To determine cancer and noncancer health risk, the location, velocity of emissions, meteorology and topography of the area, and locations of receptors are equally important as model parameters as the quantity of TAC emissions. The white paper in Appendix C1 "We Can Model Regional Emissions, But Are the Results Meaningful for CEQA" describes several of the challenges of quantifying local effects—particularly health risks—for large-scale, regional projects, and these are applicable to both criteria air pollutants and TACs. Similarly, the 2 amicus briefs filed by the air districts on the Friant Ranch case (see Appendix C1) describe 2 positions regarding CEQA requirements, modeling feasibility, variables, and reliability of results for determining specific health risks associated with criteria air pollutants. The discussions also include the distinction between criteria air pollutant emissions and TACs with respect to health risks. Additionally, the South Coast AQMD's Significance Thresholds and Monitoring demonstrate the infeasibility based on the current guidance/methodologies. The following summarizes major points about the infeasibility of assessing health risks of criteria air pollutant emissions and TACs associated with implementation of a general plan.

To achieve and maintain air quality standards, the South Coast AQMD has established numerical emission indicators of significance for regional and localized air quality impacts for both construction and operational phases of a local plan or project. The South Coast AQMD has established the thresholds based on "scientific and factual data that is contained in the federal and state Clean Air Acts" and recommends "that these thresholds be used by lead agencies in making a determination of significance." The numerical emission indicators are based on the recognition that the air basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health. The thresholds represent the maximum emissions from a plan or project that are expected not to cause or contribute to an exceedance of the most stringent applicable national or state ambient air quality standard. By analyzing the plan's emissions against the thresholds, an EIR assesses whether these emissions directly contribute to any regional or local exceedances of the applicable ambient air quality standards and exposure levels.

South Coast AQMD currently does not have methodologies that would provide the City with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result

from a proposed project's mass emissions.[16] For criteria air pollutants, exceedance of the regional significance thresholds cannot be used to correlate a project to quantifiable health impacts unless emissions are sufficiently high to use a regional model. South Coast AQMD has not provided methodology to assess the specific correlation between mass emissions generated and their effect on health (see Appendix C1: San Joaquin Valley Air Pollution Control District's amicus brief, and South Coast AQMD's amicus brief).

Ozone concentrations depend on a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Secondary formation of particulate matter and ozone can occur far from sources as a result of regional transport due to wind and topography (e.g., low-level jet stream). Photochemical modeling depends on all emission sources in the entire domain (i.e., modeling grid). Low resolution and spatial averaging produce "noise" and modeling errors that usually exceed individual source contributions. Because of the complexities of predicting ground-level ozone concentrations in relation to the National and California AAQS, it is not possible to link health risks to the magnitude of emissions exceeding the significance thresholds.

Current models used in CEQA air quality analyses are designed to estimate potential project construction and operation emissions for defined projects. The estimated emissions are compared to significance thresholds, which are keyed to reducing emissions to levels that will not interfere with the region's ability to attain the health-based standards. This serves to protect public health in the overall region, but there is currently no CEQA methodology to determine the impact of emissions (e.g., pounds per day) on future concentration levels (e.g., parts per million or micrograms per cubic meter) in specific geographic areas. CEQA thresholds, therefore, are not specifically tied to potential health outcomes in the region.

The SEIR must provide an analysis that is understandable for decision making and public disclosure. Regional-scale modeling may provide a technical method for this type of analysis, but it does not necessarily provide a meaningful way to connect the magnitude of a project's criteria pollutant emissions to health effects without speculation. Additionally, this type of analysis is not feasible at a general plan level because the location of emissions sources and quantity of emissions are not known. Because cumulative development within the City would

[16] In April 2019, the Sacramento Metropolitan Air Quality Management District (SMAQMD) published an Interim Recommendation on implementing Sierra Club v. County of Fresno (2018) 6 Cal.5th 502 ("Friant Ranch") in the review and analysis of proposed projects under CEQA in Sacramento County. Consistent with the expert opinions submitted to the court in Friant Ranch by the San Joaquin Valley Air Pollution Control District (SJVAPCD) and South Coast AQMD, the SMAQMD guidance confirms the absence of an acceptable or reliable quantitative methodology that would correlate the expected criteria air pollutant emissions of projects to likely health consequences for people from project-generated criteria air pollutant emissions. The SMAQMD guidance explains that while it is in the process of developing a methodology to assess these impacts, lead agencies should follow the Friant Court's advice to explain in meaningful detail why this analysis is not yet feasible. Since this interim memorandum SMAQMD has provided methodology to address health impacts. However, a similar analysis is not available for projects within the South Coast AQMD region.

exceed the regional significance thresholds, the proposed project could contribute to an increase in health effects in the basin until the attainment standards are met in the SoCAB.

Summary

The proposed project would not result in a new or substantially more severe impact, as the 2022 Certified EIR already identified long-term operational impacts associated with the approved project as significant and unavoidable. Although the proposed project may result in higher ROG and NO_X emissions compared to the approved project, this would not constitute a new or substantially more severe significant impact. Like the approved project, the proposed project would cumulatively contribute to the nonattainment designations of the SoCAB and operation-related regional air quality impacts of developments that would be accommodated by the proposed project would be **potentially significant**.

Specific Plan

Operational activities associated with the Specific Plan would result in emissions of ROGs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Operational emissions are expected from the following primary sources:

- Mobile Source Emissions;
- Area Source Emissions;
- Energy Source Emissions;
- Stationary Source Emissions; and
- Cargo Handling Source Emissions.

Estimated peak operational emissions for all phases are summarized in Draft SEIR Table 3.3-15, *EBPSP Peak Operational Emissions Summary: Phase 1*; Draft SEIR Table 3.3-16, *EBPSP Peak Operational Emissions Summary: Phases 1 and 2*; and Draft SEIR Table 3.3-17, *EBPSP Peak Operational Emissions Summary: Phases 1, 2, and 3*. As shown in these tables, Phase 1 emissions would exceed the numerical thresholds of significance established by the South Coast AQMD for emissions of ROG (summer only) and NO_x. Phase 1 and 2 emissions would exceed the South Coast AQMD significance thresholds for emissions of ROG, NO_x, and CO (summer only).

An evaluation of the potential maximum daily emissions associated with overlapping construction and operational phases of the EBPSP was conducted (see Appendix C3, Appendix 3.13 on page C3-926). Three construction phases occur sequentially with no internal overlap among construction phases. However, because Phase 1 construction concludes and Phase 1 operations commence in 2028, and because Phase 2 and Phase 3 construction commence while prior phases are already operational, the following construction/operations overlap scenarios exist and emissions are shown in Draft SEIR Table 3.3-18, *EBPSP Overlapping Construction and Operational Emissions Summary*:

- *Overlap Scenario 1 — Phase 2 Construction / Phase 1 Operations*: Phase 2 construction occurs from July 2028 through December 2029, during which time Phase 1 is operational. The peak combined emissions for this scenario are the Phase 2 construction peak (50.64 lbs/day ROG and 47.92 lbs/day NOx) added to Phase 1 operational emissions (55.12 lbs/day ROG and 87.50 lbs/day NOx), yielding combined maximum daily emissions of approximately 105.76 lbs/day ROG and 135.42 lbs/day NOx.

- *Overlap Scenario 2 — Phase 3 Construction / Phase 1 and 2 Operations*: Phase 3 construction occurs from January 2030 through June 2031, during which time Phases 1 and 2 are both operational. The peak combined emissions for this scenario are the Phase 3 construction peak (61.19 lbs/day ROG and 46.71 lbs/day NOx) added to Phase 1 and 2 operational emissions (107.39 lbs/day ROG and 169.30 lbs/day NOx), yielding combined maximum daily emissions of approximately 168.58 lbs/day ROG and 216.01 lbs/day NOx.

The overlap scenarios also represent a conservative worst-case analytical construct, as peak construction and peak operational activity would not necessarily occur on the same calendar day. The duration of any overlap period is temporary and bounded by the sequential construction schedule.

At buildout, the EBPSP's operational emissions would exceed the applicable South Coast AQMD significance thresholds for emissions of ROG, NO_x, CO, and PM_{10}. This would be a **potentially significant** impact. Long-term operational impacts associated with the approved project were identified as significant and unavoidable in the 2022 Certified EIR. Therefore, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Mitigation Measures

Policy Plan Amendment

The following mitigation measures were taken directly from the 2022 Certified EIR. Any modifications to the mitigation measures from the 2022 Certified EIR are shown in strikethrough for deleted text and underline for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the 2022 Certified EIR identified in brackets [Former MM].

Mitigation Measure AIR-2-PPA [Former MM 3-2]: The City of Ontario shall evaluate new development proposals within the City and require all developments to include access or linkages to alternative modes of transportation, such as transit stops, bike paths, and/or pedestrian paths (e.g. sidewalks).

Mitigation Measure AIR-3-PPA [Former MM AQ-1]: Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project operation-phase-

related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Ontario Planning Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval. Possible mitigation measures to reduce long-term emissions could include, but are not limited to the following:

- For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions.
- Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use.
- Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 sec. 2485).
- Provide changing/shower facilities as specified in Section A5.106.4.3 of CALGreen (Nonresidential Voluntary Measures).
- Provide bicycle parking facilities per Section A4.106.9 of CALGreen (Residential Voluntary Measures).
- Provide preferential parking spaces for low-emitting, fuel-efficient, and carpool/van vehicles per Section A5.106.5.1 of CALGreen (Nonresidential Voluntary Measures).
- Provide facilities to support electric charging stations per Section A5.106.5.3 and Section A4.106.8 of CALGreen (Nonresidential Voluntary Measures; Residential Voluntary Measures).
- Applicant-provided appliances shall be Energy Star–certified appliances or appliances of equivalent energy efficiency (e.g., dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star–certified or equivalent appliances shall be verified by the City during plan check.
- Use cool roof materials to improve reflectance and thermal emittance performance of roof structures per Section A5.106.11.2 and Section A4.106.5.1 of CALGreen (Nonresidential Voluntary Measures; Residential Voluntary Measures).

- Limit the daily number of trucks accessing the project site to levels analyzed in the technical assessment.
- Design the project such that truck entrances and exits are not facing sensitive receptors, and trucks will not travel past sensitive land uses to enter or leave the project site.
- Design the project such that truck traffic interior to the project site is located as far away from nearby sensitive receptors as feasible.
- Design the project such that trucks accessing the project site have available on-site overnight parking to prevent trucks from parking in sensitive land use areas.
- Design the project such that any truck check-in location is in the interior of the project site to prevent truck queueing and idling outside the project site and in closer proximity to nearby sensitive receptors.

Specific Plan

Standard construction practices such as fugitive dust controls; use of Tier 4 off-road-road diesel equipment; idling restrictions; use of electrical equipment, when feasible; encouraging ridesharing; use of low-VOC paints, primers, and sealants; and construction phasing to minimize overlap of high-emission activities were incorporated to reduce the EBPSP's construction emissions. In addition, implementation of the following Mitigation Measures would be required for Specific Plan:

Mitigation Measure AIR-1-SP: To facilitate the future installation of infrastructure that would charge the batteries that power the motors of electric-powered trucks, the following shall be installed: 1) prior to the shell building permit approval, an electrical room(s) and/or exterior area(s) of the site shall be designated where future electrical panels would be located for the purpose of supplying power to on-site charging facilities for electric powered trucks. Conduit shall be installed from this designated area where the panel would be located to the onsite location where the charging facilities would be located and where electric-powered trucks would park and connect to charging facilities to charge the batteries that power the motors of the electric-powered trucks; 2) prior to issuance of a building permit for tenant improvements, tenants that plan to operate electric trucks would be required to construct electrical charging infrastructure in addition to the required conduits.

Mitigation Measure AIR-2-SP: In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants with information related to South Coast AQMD's Carl Moyer Program, or other such programs that promote truck retrofits or "clean" vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, and CARB regulations. Tenants shall be notified about the availability of: 1) alternatively fueled cargo handling equipment; 2) grant

programs for diesel-fueled vehicle engine retrofit and/or replacement; 3) access to alternative fueling stations proximate to the site that supply compressed natural gas; and 4) the United States Environmental Protection Agency's SmartWay program.

Mitigation Measure AIR-3-SP: Idling Regulations. Prior to issuance of a certificate of occupancy, legible, durable, weather-proof signs shall be installed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include the following instructions for truck drivers to shut off engines when not in use.

a) Instructions for drivers of diesel trucks to restrict idling to no more than 2 minutes once the vehicle is stopped, the transmission is set to "neutral" or "park" and the parking brake is engaged.

b) Telephone numbers of the building facilities manager and CARB to report violations.

Mitigation Measure AIR-4-SP: All future operations shall adhere to the following:

a) Sites shall clearly mark entry and exit points for trucks and service vehicles.

b) Facility operators shall maintain records of their fleet equipment owned by the facility and ensure that all diesel-fueled Medium-Heavy Duty Trucks (MHDT) and Heavy-Heavy Duty Trucks (HHDT) use year CARB 2010 or newer engines. The records should be maintained on-site and be made available for inspection by the lead agency.

c) Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.

d) Signs should be posted in the appropriate locations and/or handouts should be provided that show the locations of nearest food options, fueling, truck maintenance services, and other similar convenience services.

e) Each Facility shall designate a Compliance Officer responsible for implementing the measures described herein and/or in the project conditions of approval and mitigation measures. Contact information shall be provided to the City and updated annually, and signs shall be posted in visible locations providing the contact information for the Compliance Officer to the surrounding community. The Compliance Officer also shall coordinate with CARB and South Coast AQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations.

f) Signs shall be posted in the appropriate locations heavy truck drivers to park and perform any self-maintenance of trucks in designated on-site areas and not within the surrounding community or on public streets.

g) Development plans and specifications shall include signs at every truck exit driveway providing directional information to the truck route.

Mitigation Measure AIR-5-SP: Electric Vehicle Charging and Future Truck Charging Capability. Prior to issuance of building permits, the following features shall be demonstrated on the EBPSP's building plans to the extent feasible over minimum California Code of Regulations Title 24 requirements. Installation shall be verified by the City prior to issuance of a certificate of occupancy.

a) For use by employees and visitors conducting business at the building, install automobile electric vehicle (EV) charging stations at the minimum number required by the California Code of Regulations Title 24. All charging stations shall be equipped with Level 2 or faster chargers. Signs shall be posted indicating that the charging stations are for exclusive use by the building's employees and by visitors conducting business at the building.

b) Install appropriate electrical infrastructure sufficiently sized to accommodate the potential installation of additional auto and truck EV charging stations in the future.

c) Install raceways for conduit to tractor trailer parking areas in logical, gated locations determined by the Applicant during construction document plan check, for the purpose of accommodating the future installation of EV truck charging stations at such time this technology becomes commercially available. The charging station location(s) are to be located inside the gated and secured truck courts.

Mitigation Measure AIR-6-SP: Water Efficient Fixtures. All water fixtures shall be water efficient (toilets/urinals (1.5 gallons per minute [gpm] or less), showerheads (2.0 gpm or less), and faucets (1.28 gpm or less)).

Mitigation Measure AIR-7-SP: City Review of Construction Documents. Prior to issuance of building permits, the following features shall be demonstrated on building and landscape plans to the extent feasible. Installation shall be verified by the City prior to issuance of a certificate of occupancy.

a) Install Energy Star-rated heating, cooling, lighting, and appliances

b) Structures shall be equipped with outdoor electric outlets in the front and rear to facilitate use of electrical lawn and garden equipment.

c) Install rooftop solar energy systems which generate enough electricity to meet 45% of the annual warehouse electricity demand.

Mitigation Measure AIR-8-SP: Tenant Lease Agreement. Prior to issuance of a certificate of occupancy, the following language shall be included within tenant lease agreements in order to reduce operational air pollutant emissions to the extent feasible:

a) Information about energy efficiency, energy-efficient lighting and lighting control systems, energy management, and existing energy incentive programs.

b) Information about funding opportunities, such as the Carl Moyer Program, that provide incentives for using cleaner-than-required engines and equipment.

c) Requirements to use the cleanest technologies available and to provide the necessary infrastructure to support zero-emission vehicles, equipment, and appliances that would be operating on site at such time this technology becomes commercially available. This requirement shall apply to equipment such as forklifts, handheld landscaping equipment, yard trucks, office appliances, etc.

d) Requirements to exclusively use zero-emission light and medium-duty delivery trucks and vans, when economically feasible.

e) Requirements to operate in compliance with, and to monitor compliance with, all current and applicable air quality regulations for on-road trucks including the California Air Resources Board's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Periodic Smoke Inspection Program, and the Statewide Truck and Bus Regulation.

f) Requirements and identification of the responsible party to maintain, replace, and upgrade rooftop solar panels per the manufacturer's recommendations for the life of the lease. The EBPSP would comply with existing solar requirements per the California Energy Code in effect during permitting (at the time of Construction Drawing Plan Check Submittal). In the case that the tenant requires additional solar capacity, this shall be addressed during the tenant improvement process. The EBPSP would be required to meet the CCR Title 24 energy efficiency standards in effect at the time building permit applications are submitted.

g) Requirements and identification of the responsible party to maintain, replace, and repair the legible, durable, weather-proof signs that were installed at initial building occupancy placed at truck access gates, loading

docks, and truck parking areas that identify applicable CARB anti-idling regulations.

h) The tenant agreement shall include notification that the tenant shall comply with CARB Truck and Bus regulation, including requirements that only haul trucks meeting model year 2010 engine emission standards shall be used for the on-road transport of materials to and from the site.

i) Requirements for the building owner to provide a Green Cleaning Products and Paint Education Program available to the building tenant, to keep at the building's office, break room, leasing space, or on an accessible website.

Mitigation Measure AIR-9-SP: Prior to the commencement of construction activities that may overlap with operation of nearby approved or existing uses and result in concurrent emissions-generating activities ("overlap periods"), the project applicant shall prepare and submit a construction emissions management plan to the City for review and approval. The plan shall identify and implement feasible measures to minimize construction-related emissions during overlap periods and shall include, at a minimum, the following measures, where applicable and feasible:

a) Apply water or approved soil stabilizers to disturbed soils, unpaved haul roads, staging areas, and stockpiles as necessary to prevent visible dust emissions.

b) Cover, water, or otherwise stabilize all soil stockpiles and inactive disturbed areas.

c) Limit vehicle speeds on unpaved surfaces to 15 miles per hour or less.

d) Install and maintain track-out control devices, including rumble plates, wheel washers, or equivalent measures, at construction access points.

e) Suspend grading and other soil-disturbance activities during high wind events when visible dust cannot be adequately controlled.

f) Utilize off-road diesel-powered construction equipment meeting U.S. EPA Tier 4 Final emissions standards for engines rated at 50 horsepower or greater, unless such equipment is demonstrated to be unavailable or infeasible.

g) All diesel-powered off-road construction equipment and on-road haul trucks operating during overlap periods shall utilize renewable diesel meeting California Air Resources Board specifications to the extent commercially available and feasible.

h) Require off-road equipment with a power rating below 19 kilowatts, including plate compactors and pressure washers, to be electrically powered or battery operated where commercially available and feasible.

i) Prohibit the idling of construction equipment and on-road haul trucks for more than five consecutive minutes, except where necessary for safety, operational requirements, or manufacturer specifications.

j) Utilize electrically powered or battery-powered hand construction tools and equipment where commercial available and feasible.

k) Require heavy-duty haul trucks entering the construction site during grading and building construction phases to be model year 2014 or newer to the extent feasible and commercially available.

l) Encourage construction workers to carpool, rideshare, or utilize shared transportation to access the construction site and provide information regarding available ridesharing and transit opportunities to construction personnel.

m) Use architectural coatings, including paints, primers, sealants, adhesives, and caulks, that comply with applicable South Coast AQMD VOC content limits in effect at the time of construction. To the extent feasible, coatings with VOC levels below applicable regulatory thresholds shall be utilized.

n) Use high-pressure/low-volume paint applicators with minimum transfer efficiency of 50 percent or other application techniques with equivalent or greater transfer efficiency where feasible.

o) Keep paint container lids closed when not in use and utilize compliant low-VOC cleaning solvents for paint equipment cleaning activities.

p) Use pre-painted construction materials to the extent feasible.

q) Recycle or properly dispose of all unused paint and paint-related materials at an authorized facility or household hazardous waste collection facility, as applicable. Water-based and oil-based paints shall be stored and disposed of separately.

r) Sequence grading, excavation, paving, and other intensive construction activities to avoid simultaneous operation of multiple high-emission equipment fleets in close proximity, limit concurrent operation of heavy-duty diesel-powered equipment where feasible, and coordinate construction scheduling to reduce peak daily emissions during overlap periods.

s) Construction haul routes shall be designed to avoid or minimize exposure to sensitive receptors to the extent feasible.

Finding

Policy Plan Amendment

At the programmatic planning level, the City lacks sufficient site-specific information regarding the precise location, configuration, operational characteristics, and receptor relationships of future individual development projects necessary to perform reliable quantitative health risk modeling. Accordingly, health risk analysis for future projects will occur during subsequent project-level CEQA review where sufficient detail exists.

Buildout in accordance with the proposed project would generate long-term emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. Mitigation Measure AIR-2-PPA and AIR-3-PPA, in addition to the goals and policies of the Policy Plan Amendment, would reduce air pollutant emissions to the extent feasible. Impact AQ-3 would remain **significant and unavoidable** due to the increase in ROGs and NO_X emissions from development associated with the proposed project compared to that of the approved project.

Specific Plan

Overlap-period emissions do not constitute a separate impact category requiring independent mitigation beyond the construction and operational mitigation measures already imposed because overlap emissions are temporary, are encompassed within the project's overall regional emissions profile, and do not materially alter the significance conclusion reached for operational or construction emissions. Although Mitigation Measures AIR-1-SP through AIR-8-SP are designed to reduce operational-source criteria pollutant emissions of the EBPSP, there is no way to meaningfully quantify these reductions in CalEEMod, and therefore no numeric emissions credit has been taken in the analysis. Therefore, even with application of these measures, EBPSP operational-source emissions impacts are considered **significant and unavoidable**.

Summary

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of

employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

Impact AQ-4 (PPA): Construction activities associated with the Policy Plan Amendment could expose sensitive receptors to substantial air pollutant concentrations. (Draft SEIR pg. 3.3-75)

The 2022 Certified EIR identified that, due to the scale of development activity associated under the approved project, the short-term emissions could exceed the South Coast AQMD localized significance thresholds.

Policy Plan Amendment

Construction-Phase Localized Significance Thresholds

Buildout of the proposed project would occur over the buildout horizon of the plan via several smaller projects, each with its own construction time frame and equipment. Because a localized emissions analysis can only be conducted at the individual project-level, quantification of localized impacts is not applicable for a program-level environmental analysis. As potential development and redevelopment could occur close to existing sensitive receptors, future development projects that would be accommodated by the proposed project have the potential to expose sensitive receptors to substantial pollutant concentrations. Consequently, like the approved project, construction equipment exhaust (including DPM) combined with fugitive particulate matter emissions has the potential to expose sensitive receptors to substantial concentrations of criteria air pollutant emissions and result in potentially significant impacts.

Construction-Phase Toxic Air Contaminants

The allowed development under the proposed project could elevate concentrations of TACs (i.e., DPM) in the vicinity of sensitive land uses during temporary construction activities that would use off-road equipment on-site, operating at different levels depending on the type of activity (e.g., during grading activities). Because potential development and redevelopment could occur close to existing sensitive receptors, future development projects that would be accommodated by the proposed project have the potential to expose sensitive receptors to substantial TAC concentrations. Consequently, like the approved project, construction equipment exhaust (including DPM) combined with fugitive particulate matter emissions has the potential to expose sensitive receptors to substantial concentrations of TAC emissions and result in potentially significant impacts.

Summary

Construction-related criteria air pollutants and TACs from individual development projects within the City have the potential to expose sensitive receptors to substantial concentrations of air pollutants. This is a **potentially significant** impact. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to that of the approved project and impacts identified in the 2022 Certified EIR.

Construction activities associated with the proposed project could expose sensitive receptors to substantial concentrations of criteria air pollutants and TACs. Mitigation Measure AIR-1-PPA would require that future development projects incorporate measures to reduce construction emissions that would minimize exposure of sensitive receptors to elevated concentrations of criteria air pollutant emissions and TACs. Additionally, review of development projects by South Coast AQMD for permitted sources of air toxics (e.g., industrial facilities, dry cleaners, and gasoline dispensing facilities) would ensure that health risks are minimized. Individual development projects would be required to achieve the incremental risk thresholds established by South Coast AQMD, and TACs would be less than significant.

Mitigation Measures

Policy Plan Amendment

Mitigation Measure AIR-1-PPA, identified above, is applicable to the proposed project and would help reduce localized construction impacts.

Finding

Policy Plan Amendment

Because existing sensitive receptors may be close to project-related construction activities and due to the programmatic nature of the proposed project, construction emissions generated by individual development projects have the potential to exceed SCAQMD's LSTs and contribute to higher levels of cancer risk in the SoCAB. Consequently, Impact AQ-4 would remain **significant and unavoidable**.

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code

Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

Impact AQ-5 (PPA): Operation of industrial and warehousing land uses accommodated under the Policy Plan Amendment would cumulatively contribute to elevated levels of toxic air contaminants in the South Coast AQMD region. (Draft SEIR pg. 3.3-48)

The 2022 Certified EIR identified that the approved project would not generate a CO hotspot and TAC emissions from permitted stationary sources would be less than significant. However, operation of warehouse and industrial land uses associated with buildout of the approved project could expose sensitive receptors to substantial TAC emissions and result in cumulative health risk impacts. Cumulative health risk was identified as a significant unavoidable impact in the 2022 Certified EIR.

Policy Plan Amendment

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. In 2007, the SoCAB was designated in attainment for CO under both the California AAQS and National AAQS. The CO hotspot analysis conducted for the attainment by South Coast AQMD did not predict a violation of CO standards at the busiest intersections in Los Angeles during the peak morning and afternoon periods.[17] As identified in South Coast AQMD's 2003 AQMP and the *1992 Federal Attainment Plan for Carbon Monoxide* (1992 CO Plan), peak carbon monoxide concentrations in the SoCAB in previous years, prior to redesignation, were a result of unusual meteorological and topographical conditions and not of congestion at a particular intersection (South Coast AQMD 1992; South Coast AQMD 2003a).

A project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact (Bay Area Air District 2023). Implementation of the proposed project under horizon year conditions would not result in hourly traffic increases of this magnitude. This net increase would be below the screening criteria. Thus,

[17] The four intersections were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning peak hour and LOS F in the evening peak hour.

implementation of the proposed project would not produce the volume of traffic required to generate a CO hotspot, and CO hotspots impacts would be less than significant.

Permitted Stationary Sources

Various industrial and commercial processes (e.g., manufacturing, dry cleaning) allowed under the proposed land use plan would be expected to release TACs. Industrial land uses, such as chemical processing facilities, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities, have the potential to be substantial stationary sources that would require a permit from South Coast AQMD. Emissions of TACs would be controlled by South Coast AQMD through permitting and would be subject to further study and health risk assessment prior to the issuance of any necessary air quality permits under South Coast AQMD Rule 1401, which would ensure less than significant impacts. Although implementation of the proposed project may result in projects that emit TACs throughout the City, the incremental impact of the proposed project would be the same as that of the approved project.

Non-permitted Sources (Warehousing and Industrial Land Uses)

Warehousing or industrial operations generate substantial DPM emissions from off-road equipment use, truck idling, and/or use of transport refrigeration units for cold storage, which are area or mobile sources that are not directly regulated by South Coast AQMD. The proposed land use plan could result in a net increase of 6,370,304 square feet of industrial land use. Though stationary sources associated with the proposed project would be required to comply with South Coast AQMD Rule 1401, truck idling does not fall under the purview of the air district.

New warehousing or industrial land uses in the City under the proposed project that use trucks, including trucks with TRUs, could generate an increase in DPM that would contribute to cancer and noncancer health risk in the SoCAB. These types of facilities could also generate particulate matter (PM_{10} and $PM_{2.5}$) that could cause an exceedance or contribute to the continuing exceedance of the federal and state AAQS. These new land uses could be near existing sensitive receptors. In addition, trucks would travel on regional transportation routes through the SoCAB, contributing to near-roadway diesel particulate matter concentrations.

Implementation of the following TOP 2050 policy would reduce project-level localized impacts from industrial development:

- **ER-4.9: New Localized Air Pollution Sources Near Existing Sensitive Receptors.** We require new developments to conduct a Health Risk Assessment for land uses that generate more than 100 trucks per day or 40 trucks per day by trucks operating transportation refrigeration units (TRU's) within 1,000 feet from sensitive land use (California Health and Safety Code Section 42505.5(a)(5)). If the health risk assessment determines the new development poses health hazards that increase the incremental cancer risk above the threshold established by the South Coast Air Quality Management District (AQMD), we will only approve permits upon the condition that adequate mitigation measures are proposed and

implemented for potential impacts on the sensitive uses around the site and along the route within Ontario taken by the trucks to and from freeways. We require new developments that must perform a health risk assessment to conduct additional public outreach by sending notifications in multiple languages to all residents living within 500 feet, and encourage hosting a public meeting.

Though individual projects would be required to have less than significant impacts, cumulative development in the City would result in an increase in DPM concentrations and could increase the environmental burden on sensitive populations, including environmental justice communities, in the SoCAB. Regional emissions are divided into 2 major source categories: stationary/area and mobile sources.

Stationary and Area Sources of TACs

Similar to the approved project, the proposed project provides a land use plan that designates land uses for employment-generating uses, including Business Park and Industrial. The Business Park and Industrial land use categories cover a wide variety of potential uses. As a long-range planning document, the Policy Plan Amendment lacks sufficient detail on specific development projects that would potentially be developed in the future; therefore, it is not possible to determine what types of TACs would be generated on an individual site. Because the exact nature of the future industrial uses is not known, the quantity of TACs generated by the Policy Plan Amendment is also unknown. Furthermore, for warehouse development projects, cancer risk is predominately associated with diesel-powered cargo handling equipment rather than on-site truck idling. There is insufficient information available at this level of analysis to conduct a reasonable or scientifically valid analysis of DPM associated with on-site diesel-powered cargo handling equipment and trucks or other sources of TACs. Thus, for programmatic, general-plan-level assessments, it is not feasible to conduct regional dispersion modeling to determine the incremental contribution of risks associated with land use changes. Specific development projects in the City that have the potential to generate potentially significant risks associated with the release of TACs are required to undergo an analysis of their potential health risks associated with TACs based upon the specific details of each individual project (see Policy ER-4.9). Overall, because there are no specific development projects identified or approved under the Policy Plan Amendment and the location and exact nature of future development projects are unknown, determining health risk at this time is considered speculative pursuant to Section 15145 of the CEQA Guidelines. Health risk impacts from development of industrial and commercial land uses are considered a potentially significant cumulative impact.

Mobile Sources of TACs

The proposed project would also result in changes to the truck routes map to address the requirements of AB 98 (see Draft SEIR Figure 2-8, *Current Truck Routes*, and Draft SEIR Figure 2-9, *Proposed Truck Routes*, in Chapter 2, *Project Description*). The intent of AB 98 is to improve community health and the environment by strategizing how and where heavy-duty trucks travel to and from logistics and warehousing facilities. The primary direction of state law is to prioritize routes that maximize the use of freeways or state highways followed by larger local roads

(arterial and collector roadways). Changes to the City's truck routes are to avoid, when possible, routing trucks through residential areas and near concentrations of other sensitive uses (such as schools, hospitals, and parks).

As part of this SEIR, an operational HRA was conducted to evaluate impacts of changes to the City's truck routes in Ontario Ranch in accordance with AB 98 compared to the current TOP. The results of the operational HRA are in Appendix C2 of this SEIR. As previously discussed, a two-tier modeling approach was utilized in the HRA.

- **Coarse Modeling Results (600-meter spacing).** The first tier of modeling results identify where the greatest DPM pollutant concentration changes occur as a result of changes to the City's truck routes. Based on the coarse modeling results with receptors at 600 meter spacing, as shown in Draft SEIR Figure 3.3-7, *Truck Route Net Increase in DPM Concentrations: Coarse Results*, the areas that would experience the greatest increase in DPM concentration would be along the I-10 corridor, truck route interchanges in the northeast section of the City, and truck route interchanges in the southwest section of the City. Draft SEIR Figure 3.3-8, *Truck Route Net Increase in Cancer Risk Per Million: Coarse Results*, illustrates the net increase in cancer risk per million people citywide, conservatively assuming all receptors in the model are residential.

- **Refined Modeling Results (100-meter spacing).** Then, refined modeling was conducted to focus on the areas with the greatest increase in DPM pollutant concentrations, with receptor spacing at 100 meters to disclose potential impacts to sensitive receptors. The refined modeling focused on areas in the City that would fall within the one-per-million cancer risk contours in Draft SEIR Figure 3.3-8. As shown in Draft SEIR Figure 3.3-9, *Truck Route Net Increase in DPM Concentrations: Refined Results*, and Draft SEIR Figure 3.3-10, *Truck Route Net Increase in Cancer Risk per Million: Refined Results*, the greatest DPM concentration increase between the approved project and proposed project conditions would be near the intersection of Eucalyptus Avenue and Walker Avenue (also referred to as the Maximally Exposed Receptor or MER). Similar to the coarse modeling, the refined model receptors were conservatively assumed to be residential in nature to identify maximum potential individual health risk impacts.

Individual Health Risk Impacts

The calculated health risk values are based on the modeled receptor concentration over an average 70-year lifetime. Unmitigated results of the health risk assessment shown in Draft SEIR Table 3.3-22, *Ontario Ranch Truck Route Changes Operational Health Risk Summary*, indicate that the maximum incremental cancer risk resulting from the proposed project would be less than the South Coast AQMD threshold of 10 in one million. The incremental risk shown in Draft SEIR Table 3.3-22 reflects the net change between 2050 conditions for the approved project and 2050 conditions for the proposed project, focusing specifically on the change of route designations and redistribution of truck volumes on the designated truck route network for each 2050 scenario. As shown, the MER would experience a cancer risk of approximately 9.5 per million people. The MER would also not exceed the South Coast AQMD's chronic hazard

threshold of 1.0. Because the incremental cancer risk and hazard index do not exceed the South Coast AQMD thresholds, changes to the City's truck routes (see Draft SEIR Figure 2-9) in addition to the growth in truck traffic associated with the Policy Plan Amendment would not expose sensitive receptors to substantial pollutant concentrations.

Citywide Cancer Burden

South Coast AQMD has an additional health risk threshold, referred to as cancer burden, which identifies the excess cancer risk burden borne by a community from a given project. The cancer burden is the estimated increase in the occurrence of cancer cases in a population resulting from exposure to TAC emissions (e.g., DPM) over a 70-year exposure duration. The cancer burden for a population is the product of the number of people in that population and the estimated individual risk from TACs.

As noted by South Coast AQMD in their Risk Assessment Procedures for Rules 1401, 1401.1, and 212 (South Coast AQMD 2024), to calculate the cancer burden for the proposed project, the population density of the City of Ontario must first be identified. Then, the individual cancer risk contours from Draft SEIR Figure 3.3-8 and Draft SEIR Figure 3.3-10 are used to quantify the total number of people that would be considered in the citywide cancer burden. The product identifies the net increase in cancer burden for the City resulting from the proposed project.

As discussed in Section 2.1, *Project Location*, of this SEIR, the City consists of approximately 50 square miles. As shown in Draft SEIR Table 2-3, *TOP 2050 Policy Plan Amendment Proposed Land Use Summary*, the proposed project would result in an estimated 427,741 residents in the City under future conditions with the proposed project. Therefore, the City experiences an average population density of 8,555 people per square mile.

As shown in Draft SEIR Figure 3.3-10, the proposed project would result in very few locations that would experience a cancer risk of 5 per million or above. These risk results are limited to the areas around the East Philadelphia Street connection between South Haven Avenue and Mission Boulevard and along Eucalyptus Avenue between Bon View Avenue and Carpenter Avenue. These areas constitute a total estimated 0.4 square miles, and this analysis conservatively assumes this entire area experiences the MER risk of 9.5 per million.

Also shown in Draft SEIR Figure 3.3-10 in the Draft SEIR, the proposed project would result in few locations that would experience a cancer risk of 2 to 5 per million. These risk results are limited to the areas around the East Philadelphia Street connection between South Haven Avenue and Mission Boulevard and along Eucalyptus Avenue between Bon View Avenue and Carpenter Avenue as pollutant concentrations attenuate away from areas of higher concentration. This cancer risk of 2 to 5 per million is also experienced along the I-10 corridor and in the southwest portion of the City north of Edison Avenue. These areas constitute a total estimated 1.2 square miles, and this analysis conservatively assumes this entire area experiences a cancer risk of 5 per million.

Draft SEIR Figure 3.3-10 in the Draft SEIR shows that the proposed project would result in numerous locations that would experience a cancer risk of 1 to 2 per million. These risk results are seen throughout the City, predominantly in the southwest portion of the City north of Edison Avenue and in the north and northeast portions of the City surrounding major truck route corridors and intersections. These areas constitute a total estimated 12.3 square miles, and this analysis conservatively assumes this entire area experiences a cancer risk of 2 per million.

The proposed project would result in a cancer risk of less than 1 per million for the remainder of the City. Moreover, as shown in Draft SEIR Figure 3.3-8 in the Draft SEIR, the coarse modeling results that included receptors covering the entire City confirm that the remainder of the City would experience a cancer risk of less than 1 per million. As identified in Appendix C2, citywide receptors outside of the 1 cancer risk per million contour have an average risk of 0.26 per million. Therefore, this analysis conservatively assumes receptors that are outside of the risk contour representing a cancer risk of 1 per million would experience an average cancer risk as high as 0.5 per million.

As shown in Draft SEIR Table 3.3-23, *Unmitigated Cancer Burden Summary*, in the Draft SEIR the proposed project would result in a total cancer burden of 0.43, which would be below the South Coast AQMD's significance threshold of 0.5. As a result, changes to the City's truck routes (see Draft SEIR Figure 2-9) in addition to the growth in truck traffic associated with the Policy Plan Amendment would not substantially increase cancer burden in the City.

Community Risk Improvements

While the operational HRA focuses on the net increase in DPM concentration and subsequent incremental increase in cancer and chronic health risk and citywide cancer burden, it should be noted that the proposed project would result in net decreases in DPM concentration and associated health risk in certain areas of the City. As shown in Draft SEIR Figure 3.3-11, *Truck Route Changes Net Decrease in Cancer Risk per Million: Coarse Results,* the proposed project would result in the greatest reduction of cancer risk from diesel-fired trucks north of Edison Avenue between South Euclid Avenue and Walker Avenue and along the South Archibald Avenue corridor between CA-60 and Remington Avenue. These pollutant reductions would occur principally as the result of the removal of truck routes along Edison Avenue and South Archibald Avenue, thereby redistributing truck trips to other routes away from these areas. This would result in a net benefit in health impacts resulting from the proposed project for these areas. These net decreases in cancer risk results are illustrated for informational purposes only and the corresponding decrease in health risk is not quantified.

Summary

As described above, long-term operation of the proposed project would not have the potential to generate CO Hotspots; however, long-term operation of the proposed project would result in a substantial increase in development that would generate an increase in criteria air pollutants and TACs in the City. Permitted sources of emissions would be regulated by South Coast AQMD and do not have the potential to result in elevated concentrations of air pollutants near

sensitive receptors. Changes to the City's Truck Routes would have a beneficial impact on existing sensitive receptors along Archibald Avenue and overall would not expose sensitive receptors to substantial pollutant concentrations along proposed truck routes in the City. Overall long-term operation of area and mobile sources have the potential to expose sensitive receptor to substantial concentrations of air pollutants. This cumulative impact is **potentially significant**. With the increase in industrial land uses under the proposed project, the proposed project could potentially result in a substantial increase in magnitude of impacts compared to that of the approved project and impacts identified in the 2022 Certified EIR.

Mitigation Measures

Policy Plan Amendment

TOP 2050 Policy ER-4.9, *New Localized Air Pollution Sources Near Existing Sensitive Receptors*, would require an operational health risk assessment for projects that have the potential to generate a substantial number of diesel truck trips. Therefore, no additional mitigation measures were identified.

Mitigation Measures AIR-2-PPA and AIR-3-PPA are applicable to the proposed project. TOP 2050 Policy ER-4.9, New Localized Air Pollution Sources Near Existing Sensitive Receptors, would require an operational health risk assessment for projects that have the potential to generate a substantial number of diesel truck trips. Therefore, no additional mitigation measures were identified.

Finding

Policy Plan Amendment

At the programmatic planning level, the City lacks sufficient site specific information regarding the precise location, configuration, operational characteristics, and receptor relationships of future individual development projects necessary to perform reliable quantitative health risk modeling. Accordingly, health risk analysis for future projects will occur during subsequent project-level environmental review where sufficient detail exists.

Buildout of the proposed project and the approved project could expose sensitive receptors to substantial concentrations of TACs. Buildout could result in new sources of criteria air pollutant emissions and/or TACs near existing or planned sensitive receptors. Review of development projects by South Coast AQMD for permitted sources of air toxics (e.g., industrial facilities, dry cleaners, and gasoline dispensing facilities) would ensure that health risks are minimized. Additionally, Policy ER-4.9 would ensure mobile sources of TACs not covered under South Coast AQMD permits are considered during subsequent project-level environmental review by the City of Ontario. Individual development projects would be required to achieve the incremental risk thresholds established by South Coast AQMD, and TACs would be less than significant; however, implementation of the proposed project would generate TACs that could contribute to elevated levels in the air basin. This effect is more substantial with the proposed project compared to the approved project because of the increase in industrial land use allowed under

the proposed project. While individual projects may achieve the project-level risk threshold of 10 per million, they would nonetheless contribute to the higher levels of cancer risk in the SoCAB and, therefore, would result in a cumulatively considerable impact. Therefore, the proposed project's cumulative contribution to health risk is **significant and unavoidable**.

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

CULTURAL RESOURCES

Impact CUL-1 (PPA): Implementation of the Policy Plan Amendment could impact historical resources. (Draft SEIR pg. 3.5-34)

Policy Plan Amendment

Historic resources in the City include historic districts (designated, proposed, and potential); historic landmarks or points of historical interest; and other buildings, structures, objects, and sites that appear eligible for listing on the National, California, or local historic registers. Ontario has 8 historic districts, and 4 proposed and 5 potential historic districts are deemed eligible for listing (see Draft SEIR Figure 3.5-1). The City's Register of Historic Resources shows 1,957 historic resources, 100 of which are designated Historic Landmark properties and approximately another 500 are designated as a Contributor to local Historic Districts (Ontario 2025a). The majority of the historic structures are in residential areas of the City's historic districts. Specially in the Ontario Ranch, there are 27 properties that are significant and eligible for designation and listing on the NRHP, CRHR, or City's Register in Ontario Ranch, 5 of which have been added to the City's List of Historic Resources and Received Tier II Determinations (Appendix E2).

The proposed project primarily involves modifying the TOP land use pattern and making associated updates to the various elements of the TOP Policy Plan. TOP is a regulatory

document that sets the framework for future growth and development of the City and does not directly result in development. All development or redevelopment projects must be analyzed for conformance with TOP, zoning requirements, and other applicable local and state requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits. Thus, adoption of the proposed project in itself would not lead to demolition or material alteration of any of these historic resources. Identified historic structures and sites that are potentially eligible for future historic resources listing may be vulnerable to development accommodating the proposed project. In addition, other buildings or structures that could meet the National Register criteria upon reaching 50 years of age might be impacted by development or redevelopment activity under the proposed project.

Known or future historic sites or resources listed in the national, California, or local registers would be protected through local ordinances, TOP policies, and state and federal regulations restricting alteration, relocation, and demolition of historical resources. Sensitive historical resources of local interest are protected under Chapter 4 and Chapter 7 of the Ontario Development Code. Policy CD4-1, Cultural Resource Management, and Policy CD4-2, Collaboration with Property Owners and Developers, of TOP's Community Design Element requires the City to update and maintain an inventory of historic sites, buildings, and other resources and work with property owners and developers to implement strategies and best practices that preserve the character of the City's historic buildings, streetscape, and neighborhoods. Policy H1-4, Historic Preservation, of TOP's Housing Element supports the preservation of enhancement of residential structures, properties, street designs, lot configurations, and other reminders of Ontario's past that are considered local historical or cultural resources. Compliance with TOP policies and state and federal regulations would ensure that development would not result in adverse impacts to identified historic and cultural resources, except in the Ontario Ranch and for Tier III historic resources.

At the time a development project is proposed adjacent to or near a known or potential historic structure or resource, project-level CEQA review would need to identify any impacts, direct or indirect, that the project could have on the identified historic structure or resource. The CEQA Guidelines require a project that will have potentially adverse impacts on historical resources to conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Chapter 4 of the City's Development Code contains significance criteria and procedures for the designation of historic resources such as Historic Landmarks, Historic Districts, Architectural Conservation Areas, and Automatic Designations; however, not all properties on the City's list of historic resources have been evaluated for significance. To provide a greater level of certainty regarding the City's preservation goals, the City's Development Code includes a tier system with standard criteria and procedures for evaluating the significance of historic or potentially historic resources threatened by major modifications or demolition.

For properties that have been surveyed for historic resources, the Development Code establishes criteria for Tier I, Tier II, or Tier III properties, with Tiers I and II having the highest value. The tier system identifies resources that have the highest preservation value in terms of

their architectural and/or historical contribution to the City and method to evaluate the significance of their loss in the case of major modification or demolition. The tier system also includes minimum mitigation measures and a mitigation fee structure for Tier III properties. Tier I and Tier II properties outside of the Ontario Ranch area would require separate environmental analysis if demolition or inappropriate alterations are proposed in accordance with the requirements of the City's Development Code.

- Tier I consists of properties that should not be demolished or significantly altered under any circumstances, regardless of their designation status.

- Tier II consists of properties where demolition of these properties should be avoided. However, there is a possibility that Tier II resources in Ontario Ranch could be impacted over the course of the proposed project.

- Tier III consists of all properties that are Designated Historic Landmarks, are contributing structures in Designated Historic Districts, or are Eligible Historical Resources, as defined by the Development Code. Demolition of these properties should be avoided where possible, but may be appropriate under certain circumstances. If demolition occurs, the City requires historic resources to be documented and historic features to be salvaged, and requires a demolition mitigation fee.

The City's Development Code requires that any historic resource determined to be within Tier I or Tier II that is proposed for demolition prepare and certify an EIR pursuant to the requirements of CEQA and the implementing guidelines, and City's Local Guidelines For Implementing CEQA, in conjunction with the approval of Certificate of Appropriateness and Demolition applications. Therefore, while the Development Code requires an EIR for impacts to Tier I and Tier II historic resources, the Development Code does not provide a high level of protection for Tier III historic resources. Additionally, the Ontario Ranch Historic Context Statement and Resource Survey identified the presence of Tier II historic resources in Ontario Ranch but did not identify the presence of Tier I historic resources in Ontario Ranch. Therefore, the Policy Plan Amendment could also impact Tier II historic resources in Ontario Ranch. Additionally, there are properties that have yet to be formally designated within Ontario Ranch under the City's tier system; and as a result, the Policy Plan Amendment could impact potentially historic (i.e., properties that have not been surveyed that may have potential historic resources). As identified in Draft SEIR Table 5.3-2, the following Tier II historic resources in Ontario Ranch are vulnerable to development associated with buildout of the Policy Plan Amendment:

- 8314 Edison Avenue (De Groot Dairy)
- 8484 Schaefer Avenue (Basque American Dairy)
- 8185 Edison Avenue (Not Identified)
- 14251 Euclid Avenue (Peter De Witt Dairy, Basque American Dairy)
- 13948 S. Walker Avenue (Gorzeman Dairy #2)

Tier II historic resources and potentially historic resources in Ontario Ranch (i.e., properties that have been surveyed, but no formal City action has been taken to include on the Ontario Register), in addition to Tier III resources citywide could potentially be impacted with implementation of the Policy Plan Amendment.

Compared to the approved project, the proposed project would have similar impacts associated with historic resources. While the proposed project would result in an increase in land use intensity compared to the approved project, it would not result in development of new, previously undeveloped areas in the City that were not planned for under the approved project. Like the approved project, historical resources could potentially be impacted with implementation of the Policy Plan Amendment. Therefore, this impact is **potentially significant**.

Mitigation Measures

Policy Plan Amendment

Mitigation Measure CUL-1-PPA [Former MM 5-1]: Historic or potentially historic resources in the City, except for those properties in the Ontario Ranch, shall be evaluated for historic significance through the City's tier system prior to the issuance of plan or development approvals. Pursuant to the City's Development Code (Chapter 4, Permits, Actions, and Decisions, and Chapter 7, Historic Preservation), mitigation measures for Tier III Historic Resources citywide, Tier II historic resources in Ontario Ranch, or potentially significant historic resources in Ontario Ranch shall include the following:

a) Each historic resource shall be fully documented and cataloged pursuant to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards, to provide a record of the resource, including, but not limited to: [i] the preparation of site plans, floor plans, exterior and interior elevations, and detail drawings of character defining features (such as moldings, stairs, etc.); and [ii] photographs of the resource, including the exterior, interior, and interior and exterior character defining features (such as moldings, light fixtures, trim patterns, etc.).

b) A mitigation fee shall be paid to the City and deposited into the Historic Preservation Trust Fund prior to the issuance of a demolition permit for Tier III historic resources, Tier II Historic Resources located in Ontario Ranch, or a potentially significant historic resource in Ontario Ranch. Fees for Tier III Historic Resources citywide shall be 10 percent and fees for Tier II historic resources in Ontario Ranch and potentially significant historic properties in Ontario Ranch shall be 30 percent of the price per square foot construction cost, as established in the most current ICC Building Valuation Data. Fees for Tier I

citywide and II historic resources outside of Ontario Ranch shall be determined during the Environmental Impact Report process.

c) Issuance of a Certificate of Appropriateness shall be required for the demolition of a Tier III historic resource citywide or a Tier II historic resource in Ontario Ranch, either in whole or in part~~,~~ However, it shall not be issued until such time that a demolition permit application and a replacement structure has been approved by the City, and appropriate permits have been issued for its construction, unless: [i] a waiver is granted pursuant to Subsection H (Replacement Structure Waiver for Historic Resources Located within Industrial Zoning Districts) of Section 4.02.050; [ii] a deferral of the replacement structure requirement is granted pursuant to Subsection G (Replacement Structure Deferral) of Section 4.02.050; or [iii] demolition is required pursuant to Section 7.01.050 (Unsafe or Dangerous Conditions).

d) In an effort to preserve features and artifacts from historic resources, a determination whether items within or on the resource should be salvaged must be made by the Planning Department and may include the local historical society prior to the issuance of the demolition permit. The applicant shall be responsible for the removal, relocation, storage, and donation of such items selected for salvaging. The applicant shall provide an inventory of salvaged items to the Planning Department, and shall include a list of each item name, description, and dimension (as necessary), and the location of each item on a floor plan.

Mitigation Measure CUL-2-PPA: Project applicants for development projects that contain Tier II Historic Resources in Ontario Ranch pursuant to the City's historic resource evaluation system (i.e., 8314 Edison Avenue, 8484 Schaefer Avenue, 8185 Edison Avenue, 14251 Euclid Avenue, and 13948 S. Walker Avenue) and all other potentially historic properties in Ontario Ranch shall be subject to the following additional mitigation requirements prior to the issuance of any grading, demolition, or development approvals:

e) **Documentation.** A complete chain of title with copies of recorded deeds / documents for each parcel within the eligible property boundaries shall be provided to the Planning Department by the project applicant to ensure that all ethnic groups associated with each significant parcel / property are identified. The information shall be integrated into the HABS-Like Local Documentation Package prepared for each property. For properties with Basque or Portugues Associations, the following additional measures are required:

- **Basque Associations**. For properties with Basque associations, the project applicant shall contact the Chino Basque Club to inquire if the organization possesses any historic materials relating to the property or the owners identified in the complete chain of title. New materials resulting in this effort shall be integrated with HABS-like documentation; and
- **Portuguese Associations**. For properties with Portuguese associations, the project applicant shall contact the Chino Valley Divino Espirito Santo (DEA) Club to inquire if the organization possesses any historic materials relating to the property or the owners identified in the complete chain of title. New materials resulting in this effort shall be integrated with HABS-like documentation.

f) **Avoidance.** All efforts to avoid demolition of historic resources shall be made by the project applicant. Alternatives to demolition that shall include:

- **Adaptive Reuse Study.** Prior to approval of demolition, an adaptive reuse study shall be prepared by a qualified professional meeting the minimum qualifications standards of the Secretary of the interior Professional Qualifications (Code of Federal Regulations, 36 CFR Part 61). The adaptive reuse study shall make recommendations on the possible reuse of the historic resource into the proposed project. If feasible and determined appropriate, the historic resource shall be integrated into the project, thereby avoiding demolition.
- **Structural Analysis for Relocation and/or Reconstruction**. Prior to approval of demolition, a structural analysis shall be prepared by a California licensed engineer meeting the minimum qualifications standards of the Secretary of the interior Professional Qualifications (Code of Federal Regulations, 36 CFR Part 61). The analysis shall identify the building components and materials and determine the feasibility of relocation and reconstruction.
    - If determined that relocation is feasible and a receiver site is available, the project applicant shall facilitate the relocation, affixing the building or structure to a permanent foundation, with approved relocation plans and required permit issuance.
    - If a receiver site is not available, the historic resource shall be advertised and shall be offered at no cost for those who can relocate the structures off-site. Advertisements notifying the public of the opportunity to relocate the structures shall be placed for a minimum of 30 days: on-site with temporary signage, in at least 3 local publications (newspapers, magazines, local organization newsletters), and on local bulletin boards (realtor's offices, local business). A social media campaign, posted on the applicant's website or on a local non-profit heritage site, including a dedicated web page with the structure's information (description, square

footage, photographs) and contact information should be incorporated into the relocation advertisement.

g) **Interpretive Plan**. An interpretative plan highlighting the history, architectural styles, businesses, or individuals that have historic significance and have contributed to the development of the dairy industry shall be prepared by a qualified historian to further educate and increase community awareness of the local dairy history. The interpretive plan may be developed and constructed at a site-specific location, as determined by the City, or development in an on-line format.

Finding

Policy Plan Amendment

Mitigation Measure CUL-1-PPA would require historic or potentially historic resources to be evaluated for historic significance through the City's Development Code tier system, except those located in Ontario Ranch. Mitigation Measures CUL-1-PPA and CUL-2-PPA establishes requirements for historic resources classified as Tier III and II (in Ontario Ranch), and potentially historic resources (identified through survey evaluation) in Ontario Ranch to minimize significant impacts. Major modification or demolition of historic resources may be appropriate under certain circumstances. If demolition occurs, the City requires historic resources to be documented and historic features to be salvaged and requires a demolition mitigation fee. Therefore, the Development Code does not provide a high level of protection for Tier III historic resources or Tier II historic resources in Ontario Ranch and potentially significant historic resources identified through a survey in Ontario Ranch. Impact CUL-1 would remain **significant and unavoidable**.

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

GREENHOUSE GAS EMISSIONS

Impact GHG-1 (PPA+EBPSP): Implementation of the proposed project would result in an increase in GHG emissions compared to the approved project and would not achieve the carbon neutrality threshold of AB 1279. (Draft SEIR pg. 3.8-24)

The 2022 Certified EIR identified that with implementation of the CCAP, the approved project would achieve the EO S-03-05 GHG emissions reduction targets, resulting in an 80 percent decrease in the GHG emissions in the City by 2050 from existing conditions, and would make substantial progress toward the State's carbon neutrality goals under EO B-55-18. Impacts related to GHG emissions were identified as less than significant.

Policy Plan Amendment

Horizon Year 2050 Emissions Forecast

Buildout of the proposed project is not linked to a specific development time frame but is assumed over a 25-year horizon. The proposed project is an update to the current TOP 2050 to guide the City's development and conservation through 2050. The community GHG emissions inventory for the proposed project compared to the approved project is shown in Draft SEIR Table 3.8-5, *City of Ontario GHG Emissions Forecast*. As shown in this table, the increase in development and population associated with the proposed project compared to the approved project would result in a slight increase in total GHG emissions across all sectors; however, the GHG emissions efficiency of the proposed project, expressed in GHG emissions per service population, would remain the same as the approved project because of regulations adopted to reduce GHG emissions and the natural turnover of California's on-road vehicle fleets, where newer, more efficient vehicles gradually replace older, less efficient ones. Overall, GHG emissions associated with the proposed project would be slightly higher compared to those of the approved project in the absence of local measures identified in the CCAP and would not meet AB 1279 carbon neutrality target.

While growth in the City would cumulatively contribute to GHG emissions impacts, implementation of the TOP 2050 policies could help minimize energy and mobile-source emissions, as listed below. For example, Environmental Resources Element policies ER-3.1 through ER-3.6 would contribute to reducing emissions from energy consumption by increasing energy efficiency and transitioning from natural gas to renewable energy systems. Policies ER-4.1, ER-4.5, M-1.4, M-1.6, M-2.1 through M-2.4, M-3.3, and M-3.10 would contribute to reducing emissions from mobile sources by supporting transit-oriented development and non-motorized mobility options.

- **ER-3.1: Conservation Strategy.** We require conservation as the first strategy to be employed to meet applicable energy-saving standards.

- **ER-3.2: Green Development – Communities.** We encourage the use of the LEED Neighborhood Development rating system, or similar mechanism, to guide the planning and development of all new communities.

- **ER-3.3: Building and Site Design.** We require new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive solar, and natural ventilation.

- **ER-3.4: Green Development – Public Buildings.** We require all new and substantially renovated City buildings in excess of 10,000 square feet achieve a LEED Silver Certification standard, as determined by the U.S. Green Building Council.

- **ER-3.5: Fuel-Efficient and Alternative Energy Vehicles and Equipment.** We require purchase and use vehicles and equipment that are fuel efficient and meet or surpass state emissions requirements and/or use renewable sources of energy.

- **ER-3.6**: **Generation – Renewable Sources.** We promote the use of renewable energy sources (e.g., solar, wind, biomass) in public and private sector development.

- **ER-4.1: Land Use.** We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.

- **ER-4.5: Transportation.** We promote mass transit and non-motorized mobility options (walking, biking) to reduce air pollutant emissions.

- **M-1.4: Complete Streets.** We work to provide a complete, balanced, context-aware, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.

- **M-1.6: Reduce Vehicle Miles Traveled.** We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.

- **M-2.1: Active Transportation.** We maintain our Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways and pedestrian facilities that are safe, comfortable, and accessible and connect residential areas, businesses, schools, parks, and other key destination points.

- **M-2.2: Bicycle System.** We provide off-street multipurpose trails and Class II bikeways as our preferred paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right-of-way, we prefer Class I or Class IV

bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas.

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

- **M-2.4: Network Opportunities.** We use public rights-of-way and easements such as, utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options to maintain and expand our bicycle and pedestrian network. In urban, mixed- use, and transit-oriented Place Types, we encourage the use of underutilized public and private spaces to expand our public realm and improve pedestrian and bicycle connectivity.

- **M-3.3: Transit-Oriented Development.** We may provide additional development-related incentives to those inherent in the Land Use Plan for projects that promote transit use and reduce vehicle miles traveled.

- **M-3.10: Multimodal Transportation Center.** We intend to ensure the development of a multimodal transportation center near ONT airport to serve as a transit hub with amenities for transit riders, pedestrians, and bicyclists transitioning to local buses, BRT, the Gold Line, high-speed rail, the proposed Ontario Airport Metro Center Circulator, and other future transit modes. We support locations for the multimodal transportation center that are north of ONT airport, between Vineyard Avenue and Interstate 15.

Implementation of the TOP 2050 policies would contribute to minimizing GHG emissions in the City to the extent feasible. However, GHG emissions are projected to increase 3 percent more than the approved project and would not achieve the State's carbon neutrality targets of AB 1279.

Therefore, the proposed project's GHG emissions compared to the approved project are considered **potentially significant** in regard to meeting the State's long-term reduction goals and achieving substantial progress toward carbon neutrality. As identified above, the 2022 Certified EIR identified less than significant impacts with regard to GHG emissions. Therefore, the proposed project would result in a new impact compared to that identified in the 2022 Certified EIR.

Specific Plan

Construction

Construction-related emissions are expected from the following activities.

- Demolition
- Site Preparation

- Grading
- Building Construction
- Paving
- Architectural Coating

For construction phase emissions, GHGs are quantified and amortized over the life of a project. To amortize the emissions over the life of the EBPSP, the South Coast AQMD recommends calculating the total GHG emissions for construction activities, dividing it by a 30-year project life then adding that number to the annual operational phase GHG emissions. As such, construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions. The total and amortized construction emissions for each phase of construction are presented in Draft SEIR Tables 3.8-6, *Amortized Annual EBPSP Construction Emissions – Phase 1*, 3.8-7, *Amortized Annual EBPSP Construction Emissions – Phase 2*, and 3.8-8, *Amortized Annual EBPSP Construction Emissions – Phase 3*. As shown in Draft SEIR Tables 3.8-6 through 3.8-8, the total amortized GHG emissions at buildout of Phases 1, 2, and 3 would total 262 MT CO2e/yr.

Mitigation Measures

Policy Plan Amendment

Mitigation Measure GHG-1-PPA is applicable to the Policy Plan Amendment.

Mitigation Measure GHG-1-PPA: The City of Ontario shall prepare an update to the Community Climate Action Plan (CCAP) to align GHG emissions targets in the City with the GHG reduction targets of Assembly Bill (AB) 1279. The CCAP update shall be completed within 48 months of certification of the Ontario Policy Amendment SEIR. Following the initial update within 48 months, the CCAP shall be updated at a frequency of no less than every 5 years to ensure the City is monitoring the plan's progress toward achieving the City's greenhouse gas (GHG) reduction target. The initial and subsequent updates shall consider a trajectory consistent with the GHG emissions reduction goal established under AB 1279 for year 2045, and the latest applicable statewide legislative GHG emissions reduction that may be in effect at the time of the update. If it is determined that the CCAP is not achieving the GHG emissions reduction targets established therein, the plan shall be amended as appropriate to ensure the established GHG emissions reduction target is achieved by 2045 or other benchmark year(s) identified by the latest statewide GHG emissions reduction legislation. The CCAP shall include the following:

- GHG inventories of existing- and forecast-year GHG levels.
- Tools and strategies for reducing GHG emissions to ensure a trajectory with the long-term GHG reduction target and carbon neutrality goal for year 2045 in Assembly Bill 1279 or subsequent GHG emissions reduction legislation in

effect at the time of the CCAP update. These measures may include but are not limited to:

- Encouraging electric vehicle adoption through incentives or education programs.
- Adopting local ordinances or policies that require greater energy efficiency, waste reduction, and water conservation in new construction, additions, and/or alterations.
- Encouraging the construction of solar arrays above parking lots and the integration of solar and other renewable energy generation technologies in new construction, additions, and/or alterations.
- Encouraging the incorporation of energy storage and other grid-harmonizing infrastructure in new construction, additions, and/or alterations.
- Collaborating with Southern California Edison to encourage existing developments to upgrade natural gas equipment (e.g., furnaces) with electric equipment (e.g., heat pumps), to the extent feasible.

- Plan implementation guidance that includes, at minimum, the following components:
  - Administration and Staffing
  - Finance and Budgeting
  - Timelines for Measure Implementation
  - Community Outreach and Education
  - Monitoring, Reporting, and Adaptive Management
  - Tracking Tools

Specific Plan

As previously mentioned, if the GHG emissions of a given project exceed 3,000 MTCO2e/yr, impacts would be considered significant. Additionally, the EBPSP would be required to achieve a minimum of 100 points pursuant to measures identified in the CCAP Screening Draft SEIR Tables. To this end, Mitigation Measure GHG-1-SP is incorporated. Mitigation Measures AIR-1-SP through AIR-8-SP (presented in Section 3.3, *Air Quality*) would also aid in the reduction of GHG emissions.

Mitigation Measure GHG-1-SP: Project development proposals pursuant to the EBPSP shall implement CCAP Screening Table Measures that achieve at least 100 points per the Screening Tables. The City shall verify that Screening Table Measures achieving the 100-point performance standard are incorporated in development plans prior to the issuance of building permit(s) and/or site plans (as applicable). The City shall verify implementation of the selected Screening Table Measures

prior to the issuance of Certificate(s) of Occupancy. At the discretion of the City, measures that provide GHG reductions equivalent to GHG emissions reductions achieved via the Screening Table Measures may be implemented. Multiple development proposals may, at the discretion of the City, be allowed to collectively demonstrate achievement of at least 100 points per the Screening Tables. Measures that shall be considered include:

- Reduction Measure 1: Building Electrification
- Reduction Measure 2: Solar Energy Systems for New Warehouse Development only
- Reduction Measure 7: Vehicle Electrification
- Reduction Measure 8: Active Transportation
- Reduction Measure 11: Waste diversion
- Reduction Measure 12: Water conservation
- Reduction Measure AR-1: Charging stations for large trucks.
- Reduction Measure AR-3: Installation of EV charging stations for employee vehicle parking spaces.
- Reduction Measure AR-4 Recycled Water.
- Reduction Measure AR-5 Reflective Paving.
- Reduction Measure AR-6 Zero Emission Cargo Equipment.

Mitigation Measure GHG-2-SP: Implement Mitigation Measure AIR-1-SP through AIR-8-SP.

Finding

Policy Plan Amendment

Implementation of Mitigation Measure GHG-1-PPA would ensure that the City aligns the CCAP update with the GHG reduction targets of AB 1279 and the statewide legislative GHG emission reduction targets that are in effect at the time of the CCAP update. Implementation of CCAP measures that increase the efficiency of energy and water use and offset electricity use through solar panels would reduce GHG emissions from land uses accommodated under the proposed project to the extent feasible.

Given the growth in population and employment in the City, the emissions reductions needed from existing development, the overall magnitude of emissions reductions needed to achieve the GHG reduction target from existing and new development, and federal legal constraints on the implementation and effectiveness of State actions for emissions reduction, it is uncertain whether implementation of Mitigation Measure GHG-1-PPA would achieve the substantial reductions needed to align with the GHG reduction targets of AB 1279. In addition, the City cannot ensure that Mitigation Measure GHG-1-PPA would be implemented prior to the generation of new GHG emissions from development facilitated under the proposed project,

which could further limit the effectiveness of this mitigation measure in achieving the required emissions reductions.

It would be infeasible to require rooftop solar sufficient for 100 percent of warehouse energy demands. At the programmatic planning stage evaluated in the Draft SEIR, the identities of future tenants, specific building configurations, operational characteristics, and ultimate energy demands associated with future development within the PPA are not currently known. It would be infeasible at this time to require 100 percent of future operational electricity demand to be supplied exclusively through on-site rooftop solar generation. Future demands may vary substantially depending on tenant-specific operational needs, including refrigeration systems, warehouse automation, industrial processes, HVAC requirements, electric vehicle fleet charging, equipment chagrining, data processing systems, and other energy-intensive commercial or industrial activities that cannot presently be quantified with precision.

In addition, the amount of rooftop area suitable for photovoltaic installation may vary considerably among future buildings due to structural engineering requirements, rooftop mechanical equipment, ventilation systems, skylights, fire access pathways, screening features, shading conditions, roof orientation, and applicable building and fire code setback requirements. These constraints may substantially reduce the area available for solar installations and, in some cases, may prevent rooftop systems from generating sufficient electricity to offset project demand. Further, photovoltaic generation is inherently intermittent and may not coincide with periods of peak operational electricity demand associated with future industrial or logistics uses.

It would also be infeasible to require warehouse development to maximize electric truck infrastructure. The City's land use authority extends to regulation of development proposals and land uses within its jurisdiction, but not to independently owned third-party trucking companies, interstate commerce carriers, regional freight operators, or off-site fleet operations utilizing public roadways. Truck fleets serving future development facilitated by the proposed project may include independent owner-operators, regional distribution fleets, interstate carriers, and logistics providers across multiple jurisdictions. The City lack direct regulatory authority to mandate vehicle technology standards for such off-site fleets operating on public highways, which are primarily regulated through State and federal mobile source programs administered by the California Air Resources Board and the U.S. Environmental Protection Agency. Accordingly, a mitigation measure requiring that only ZE trucks serve future development would attempt to regulate third-party activities beyond the City's practical enforcement authority.

In addition, future project applicants may not possess direct control over the technologies utilized by freight carriers serving their facilities. Warehousing, logistics, manufacturing, and distribution tenants frequently rely upon common carriers operating mixed fleets throughout the regional and interstate supply chains. At present, heavy-duty ZE truck technologies continue to face operational limitations related to vehicle range, charging duration, payload impacts, charging availability, and fleet deployment capacity, particularly for long-haul freight operations

and high-intensity logistics uses. Consequently, requiring immediate universal conversion to ZE technologies for all future truck trips associated with speculative future industrial and logistics development may not presently be technologically or commercially feasible across all potential operational scenarios.

Widespread deployment of heavy-duty ZE truck fleets would require substantial supporting infrastructure, including utility distribution upgrades, transformer capacity expansion, substation improvements, transmission interconnections, high-capacity charging equipment, and coordination with local regional utility providers. Such infrastructure improvements are dependent upon future utility planning, regional electrical grid capacity, technological advancement, and third-party implementation schedules that are presently unknown and outside the City's control. The amount and timing of electrical infrastructure necessary to support future heavy-duty truck electrification cannot presently be determined because future tenant operations, vehicle fleet compositions, charging schedules, and energy demands remain speculative.

Nevertheless, the Draft SEIR identifies multiple mechanisms intended to facilitate future transition toward lower-emission freight operations and reduce operational emissions associated with future development. Pursuant to Mitigation Measure AIR-1PPA and AIR-3-PPA, future projects subject to CEQA review would be required to prepare project-specific technical analyses evaluating operational air quality impacts and to implement feasible mitigation measures where warranted. Depending on characteristics of future projects, such measures as individual electric truck charging infrastructure, loading dock electrical hookups, renewable energy systems, transportation demand management measures, renewable energy procurement, and other operational emission reduction strategies.

Therefore, GHG emissions impacts of the proposed project compared to the approved project are considered **significant and unavoidable**.

Specific Plan

Preliminary CCAP measures to be implemented by the EBPSP are presented in Draft SEIR Table 3.8-12, *EBPSP CCAP Screening Table*. These measures are subject to change throughout the development process, so long as the requisite 100 points are achieved, as required through Mitigation Measure GHG-1-SP. As shown in this table, measures to be implemented by the EBPSP would achieve a total of 101 points.

As part of the EBPSP's CCAP compliance measures, the EBPSP has committed to a rooftop solar system with sufficient capacity to offset 45 percent of the electrical demands. Draft SEIR Tables 3.8-13, *EBPSP GHG Emissions – Phase 1 (Mitigated),* 3.8-14, *EBPSP GHG Emissions – Phases 1 and 2 (Mitigated),* and 3.8-15, *EBPSP GHG Emissions – Phases 1, 2, and 3 (Mitigated)*, present the estimated operational EBPSP-related GHG emissions for all phases with the incorporation of the rooftop solar system.

As shown above, even with the incorporation of rooftop solar, the EBPSP would result in GHG emissions of approximately 45,539 $MTCO_2e$/yr at buildout and would still exceed the numeric threshold of 3,000 $MTCO_2e$/yr. Other features to be implemented through compliance with Mitigation Measure GHG-1-SP and Mitigation Measures AIR-1-SP through AIR-8-SP, as listed in Draft SEIR Table 3.8-14, would also act to reduce GHG emissions, however these are not quantifiable.

It would be infeasible to require rooftop solar sufficient for 100 percent of warehouse energy demands. At the programmatic planning stage evaluated in the Draft SEIR, the identities of future tenants, specific building configurations, operational characteristics, and ultimate energy demands associated with future development within the EBPSP are not currently known. It would be infeasible at this time to require 100 percent of future operational electricity demand to be supplied exclusively through on-site rooftop solar generation. Future demands may vary substantially depending on tenant-specific operational needs, including refrigeration systems, warehouse automation, industrial processes, HVAC requirements, electric vehicle fleet charging, equipment chagrining, data processing systems, and other energy-intensive commercial or industrial activities that cannot presently be quantified with precision.

In addition, the amount of rooftop area suitable for photovoltaic installation may vary considerably among future buildings due to structural engineering requirements, rooftop mechanical equipment, ventilation systems, skylights, fire access pathways, screening features, shading conditions, roof orientation, and applicable building and fire code setback requirements. These constraints may substantially reduce the area available for solar installations and, in some cases, may prevent rooftop systems from generating sufficient electricity to offset project demand. Further, photovoltaic generation is inherently intermittent and may not coincide with periods of peak operational electricity demand associated with future industrial or logistics uses.

It would also be infeasible to require warehouse development to maximize electric truck infrastructure. The City's land use authority extends to regulation of development proposals and land uses within its jurisdiction, but not to independently owned third-party trucking companies, interstate commerce carriers, regional freight operators, or off-site fleet operations utilizing public roadways. Truck fleets serving future development facilitated by the proposed project may include independent owner-operators, regional distribution fleets, interstate carriers, and logistics providers across multiple jurisdictions. The City lack direct regulatory authority to mandate vehicle technology standards for such off-site fleets operating on public highways, which are primarily regulated through State and federal mobile source programs administered by the California Air Resources Board and the U.S. Environmental Protection Agency. Accordingly, a mitigation measure requiring that only ZE trucks serve future development would attempt to regulate third-party activities beyond the City's practical enforcement authority.

In addition, future project applicants may not possess direct control over the technologies utilized by freight carriers serving their facilities. Warehousing, logistics, manufacturing, and

distribution tenants frequently rely upon common carriers operating mixed fleets throughout the regional and interstate supply chains. At present, heavy-duty ZE truck technologies continue to face operational limitations related to vehicle range, charging duration, payload impacts, charging availability, and fleet deployment capacity, particularly for long-haul freight operations and high-intensity logistics uses. Consequently, requiring immediate universal conversion to ZE technologies for all future truck trips associated with speculative future industrial and logistics development may not presently be technologically or commercially feasible across all potential operational scenarios.

Widespread deployment of heavy-duty ZE truck fleets would require substantial supporting infrastructure, including utility distribution upgrades, transformer capacity expansion, substation improvements, transmission interconnections, high-capacity charging equipment, and coordination with local regional utility providers. Such infrastructure improvements are dependent upon future utility planning, regional electrical grid capacity, technological advancement, and third-party implementation schedules that are presently unknown and outside the City's control. The amount and timing of electrical infrastructure necessary to support future heavy-duty truck electrification cannot presently be determined because future tenant operations, vehicle fleet compositions, charging schedules, and energy demands remain speculative.

Nevertheless, the Draft SEIR identifies multiple mechanisms intended to facilitate future transition toward lower-emission freight operations and reduce operational emissions associated with future development. Pursuant to Mitigation Measure AIR-1PPA and AIR-3-PPA, future projects subject to CEQA review would be required to prepare project-specific technical analyses evaluating operational air quality impacts and to implement feasible mitigation measures where warranted. Depending on characteristics of future projects, such measures as individual electric truck charging infrastructure, loading dock electrical hookups, renewable energy systems, transportation demand management measures, renewable energy procurement, and other operational emission reduction strategies.

Accordingly, no additional feasible mitigation measures are available at this time that would substantially lessen the identified impacts associated with full buildout of the EBPSP area. Therefore, the EBPSP would result in **significant and unavoidable** GHG emissions**.**

Summary

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social,

technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

Impact GHG-2 (PPA+EBPSP): The proposed project would be inconsistent with the Community Climate Action Plan's objective of reducing citywide GHG emissions and the State's carbon neutrality goals. (Draft SEIR pg. 3.8-40)

Policy Plan Amendment

CCAP

Consistency with CCAP 2050 Per Capita Goal

The City's Community Climate Action Plan (CCAP) stands as a comprehensive strategy to reduce communitywide GHG emissions (Ontario 2022). The City established per-capita emissions targets are 6.0 $MTCO_2e$ per capita by 2030 per SB 32 and 2.0 $MTCO_2e$ per capita below 1990 levels by 2050 per EO S-03-05. As identified in Draft SEIR Table 3.8-5, the proposed project and approved project would not achieve the CCAP 2050 per capita goal of 2.0 $MTCO_2e$ per person without additional State and local GHG reduction measures. Therefore, the proposed project would not be consistent with the City's CCAP.

Consistency with CCAP Strategies

To ensure new development projects are consistent with the City's CCAP, the CCAP includes implementation of a development review process to reduce GHG emissions associated with new development. The development review process sets procedures for evaluating GHG impacts and determining significance for CEQA purposes by using the "Greenhouse Reduction Measures Screening Thresholds Tables" to mitigate project GHG emissions that exceed the threshold level. The Screening Tables provide a menu of options that both ensure implementation of the reduction strategies and flexibility for projects to reduce GHG emissions to levels that align with the City's reduction goals. As identified in Draft SEIR Table 3.8-16, *Policy Plan Amendment CCAP Consistency Analysis*, in the Draft SEIR, the proposed project would be consistent with the applicable CCAP strategies.

PCAP

The regional PCAP serves as a high-level roadmap for reducing GHG emissions throughout the MSA. Specifically, the PCAP includes a broad range of measures geared towards addressing climate change and its impacts by reducing GHG emissions associated with sectors of energy,

transportation, water, waste, offroad transportation, and agriculture. The CCAP, adopted in August 2022, provides an expanded set of GHG reduction strategies that align with the strategies in the PCAP. Therefore, implementation of the proposed project would not obstruct implementation of the regional PCAP to reduce subregional GHG emissions.

CARB Scoping Plan

CARB's Scoping Plan is applicable to state agencies but is not directly applicable to cities/counties and individual projects (i.e., the Scoping Plan does not require local jurisdictions to adopt its policies, programs, or regulations to reduce GHG emissions); however, new regulations adopted by the State agencies from the Scoping Plan result in GHG emissions reductions at the local level. So local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building and landscape sectors, and other statewide actions that affect a local jurisdiction's emissions inventory from the top down. Statewide strategies to reduce GHG emissions include the low carbon fuel standard, changes in the corporate average fuel economy standards, Renewable Portfolio Standards (RPS), and triennial updates to the California building codes.

The GHG emissions shown in Draft SEIR Table 3.8-5 include reductions associated with statewide strategies that have been adopted since AB 32, SB 32, and AB 1279. The GHG emissions from energy use also accounted for SB 100, which accelerates the State's RPS program and requires power utility providers to supply 100 percent of in-state electricity sales sourced from eligible renewable and carbon-free generation sources. Because compliance with the RPS is evaluated on a 3-year average, power utility providers such as SCE will be required to provide 100 percent renewable and carbon-free electricity by 2050. Development projects accommodated under the proposed project would be required to adhere to the programs and regulations identified by the Scoping Plan that are implemented and enforced by State, regional, and local agencies to achieve the statewide GHG reduction goals of AB 32, SB 32, and AB 1279. Furthermore, as listed under Impact a), the Policy Plan Amendment includes various policies that would help reduce long-term GHG emissions in the city.

However, as identified in Impact GHG-1, the proposed project would not achieve the carbon neutrality targets of AB 1279. Therefore, the proposed project would potentially conflict with the GHG reduction targets of the 2022 Scoping Plan.

SCAG's Connect SoCal

SCAG adopted the 2024-2050 RTP/SCS, Connect SoCal, in April 2024. Connect SoCal is a long-term plan for Southern California region that details the development, integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area (SCAG 2024). This plan outlines a forecast development pattern that demonstrates how the region can sustainably accommodate needed housing and job centers with multimodal mobility options. The overarching vision is to expand alternatives to driving, advance the transition to clean-transportation technologies, promote integrated and safe transit networks, and foster transit-

oriented development in compact and mixed-use developments (SCAG 2024). In addition, Connect SoCal is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG-emission-reduction goals and federal Clean Air Act requirements.

As demonstrated in Section 3.11, *Land Use and Planning*, the proposed project would be generally supportive and consistent with the Connect SoCal goals (refer to Draft SEIR Table 3.11-1). Additionally, the Policy Plan Amendment's policies M-1.4, M-3.3, M-3.10, and M-2.1 through M-2.4 would reduce VMT per service population consistent with the regional goals. As discussed in Section 3.14, *Population and Housing,* implementation of the proposed project would promote growth consistent with Connect SoCal's Priority Growth Areas and would maintain the City's jobs-housing balance. As a result, the proposed project would continue to provide for residents to both live and work in the City instead of commuting to other areas, which would contribute to minimizing VMT and VMT per service population. Therefore, the proposed project would not interfere with SCAG's ability to implement the regional strategies in Connect SoCal.

Summary

The proposed project would potentially conflict with the GHG reduction targets in the City's CCAP and the carbon neutrality targets identified in the 2022 Scoping Plan. Therefore, GHG impacts are considered **potentially significant**. As identified above, the 2022 Certified EIR identified less than significant impacts with regard to GHG emissions. Therefore, the proposed project would result in a new impact compared to that identified in the 2022 Certified EIR.

Specific Plan

CCAP

The EBPSP is not consistent with the current Policy Plan land use designation or zoning, and thus would require the General Plan and Zone Change Amendment proposed as part of the proposed project. Therefore, the EBPSP is not consistent with the land use buildout assumptions contained in the City's CCAP GHG emissions forecast. Therefore, this is a **potentially significant** impact.

2022 CARB Scoping Plan Consistency

Because the 2022 CARB Scoping Plan's strategies largely apply to State agencies and entities, the EBPSP would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The EBPSP would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. Some of the current transportation sector policies the EBPSP will comply with (through vehicle manufacturer compliance) include Advanced Clean Fleets, Zero Emission Forklifts, the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, and the Low Carbon Fuel Standard. As such, the EBPSP would be consistent with the 2022 Scoping Plan.

Mitigation Measures

Policy Plan Amendment

Implementation of Mitigation Measures GHG-1-PPA would reduce emissions.

Specific Plan

Implementation of Mitigation Measures GHG-1-SP would reduce emissions.

Finding

Policy Plan Amendment

Implementation of CCAP measures that increase energy efficiency, reduce water use, and offset electricity use through solar panels would reduce GHG emissions from land uses accommodated under the proposed project to the extent feasible. However, given the growth in population and employment within the City, the magnitude of emissions reductions needed to achieve the CCAP's 2050 per capita target, and federal legal constraints on the implementation and effectiveness of State actions for emission reduction, it is uncertain whether implementation of Mitigation Measure GHG-1-PPA would achieve the substantial reductions needed to achieve CCAP's 2050 per capita target and the State's carbon neutrality goals. Therefore, GHG emissions impacts of the proposed project compared to the approved project are considered **significant and unavoidable**.

Specific Plan

The CCAP provides guidance on how to analyze GHG emissions and determine impact significance during the CEQA review of proposed development projects within the City. Because the CCAP addresses GHG emissions reductions and is consistent with the requirements of AB 32, SB 32, and international efforts to reduce GHG emissions, compliance with the CCAP fulfills the requirement for mitigation pursuant to the State CEQA Guidelines. As shown in Draft SEIR Table 3.8-12, with the implementation of Mitigation Measure GHG-SP-1, the EBPSP would attain the minimum requisite 100 Screening Table points. However, because the EBPSP is not consistent with the land use pattern and subsequent communitywide GHG emissions projections of the CCAP, the EBPSP is determined to be inconsistent with the CCAP and would result in a **significant and unavoidable** GHG impact which was not anticipated as part of the 2022 Certified EIR.

Summary

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

NOISE

Impact NOI-1 (PPA): Construction activities associated with buildout of the Policy Plan Amendment would result in intermittent, temporary increases in noise levels at sensitive receptors due to construction activities. (Draft SEIR pg. 3.13-32)

The 2022 Certified EIR identified that TOP buildout could result in individual construction developments near noise sensitive receptors and expose receptors to prolong periods of construction activity. Mitigation Measure NOI-1-PPA (former MM 12-4) was identified to reduce construction noise to the extent feasible; however, construction noise impacts of the approved project were identified as significant and unavoidable.

Policy Plan Amendment

Under the proposed project, the primary source of temporary noise within the City would be construction activities associated with new development projects. The proposed project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the City that would require substantial landform modification. Construction activities would involve both off-road demolition/construction equipment (e.g., excavators, dozers, cranes, etc.), general demolition/construction equipment (e.g., compressors, jack hammers, saws), and transport of workers and equipment to and from construction sites. The dominant equipment noise source is typically the engine, although work-piece noise (such as dropping of materials) can also be noticeable. Draft SEIR Table 3.13-13, *Construction Equipment Noise Emission Levels*, lists typical construction equipment noise levels recommended for noise impact assessments, based on a distance of 50 feet from the equipment. It is noted that future development under the proposed project could potentially require installation of pile foundations that utilize impact pile drivers or similar equipment that generates high noise levels.

Draft SEIR Table 3.13-14, *Typical Construction Noise Levels at Receptors,* shows construction noise levels for individual construction activities for proposed project phases at varying

distances. Program level data for individual developments for TOP 2050 (such as construction equipment, duration, and phasing) is based on equipment list shown in this table and could generate noise levels in excess of 84 dBA Leq at 50 feet. Because multiple phases are proposed, project construction activities could generate noise disturbances for prolonged periods of time at noise-sensitive receptors throughout all phases of the proposed project.

Safety Element Policy S4-1, Noise Mitigation, would help minimize the construction noise impacts through enforcement of the City's Noise Ordinance. This includes Municipal Code Chapter 29, Section 5-29.09, which limits construction, remodeling, digging, grading, demolition, or any other related building activity to between the hours of 7:00 AM and 6:00 PM, Monday through Friday, and 9:00 AM to 6:00 PM on weekends. The proposed project would not result in new or a substantial increase in the magnitude of impacts compared to the approved project. Nevertheless, construction-related noise impacts from the proposed project would be **potentially significant**.

Mitigation Measures

Policy Plan Amendment

Mitigation Measure NOI-1-PPA [Former MM 12-4]: Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. Construction contractors shall implement the following measures for construction activities conducted in the City of Ontario. Construction plans submitted to the City shall identify these measures on demolition, grading, and construction plans submitted to the City. The City of Ontario Planning and Building Departments shall verify that grading, demolition, and/or construction plans submitted include these notations prior to issuance of demolition, grading, and/or building permits.

- Construction activity is limited to the hours between 7:00 AM and 6:00 PM Monday through Friday and 9:00 AM to 6:00 PM Saturdays and Sundays, as prescribed in Municipal Code Section 5-29.09.
- During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques (e.g., improved mufflers, equipment re-design, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible.
- Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools.
- Stationary equipment, such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses.

- Stockpiling shall be located as far as feasible from nearby noise-sensitive receptors.
- Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City Planning and Building Departments.
- At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City.
- Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.
- During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws.
- Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the performance standard of 80 dBA Leq. Barriers shall be constructed with a solid material that has a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier and may be lined on the construction side with an acoustical blanket, curtain, or equivalent absorptive material.

Finding

Policy Plan Amendment

Mitigation Measure NOI-1-PPA would reduce potential impacts associated with construction from individual development projects to the extent feasible; however, due to the potential for proximity of construction activities to sensitive uses, the number of construction projects occurring simultaneously, and the potential duration of construction activities, Impact NOI-1 could still result in a temporary substantial increase in noise levels above ambient conditions and exceedance of the 80 dBA Leq threshold. Therefore, project and cumulative impacts would remain **significant and unavoidable**. It should be noted that the identification of this program-

level impact does not preclude the finding of less than significant impacts for subsequent projects analyzed at the project level.

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

Impact NOI-2 (PPA+EBPSP): Implementation of the Policy Plan Amendment and EBPSP would expose sensitive receptors to substantial permanent traffic noise increases. (Draft SEIR pg. 3.13-44)

The 2022 Certified EIR identified that TOP buildout would not result in operational noise impacts at noise sensitive receptors due to stationary and traffic noise sources. Future stationary noise sources would be designed to comply with the City's Noise Ordinance, building codes, and subdivision and development code regulations to reduce noise from future development projects. Buildout of the TOP traffic noise would not result in a substantial noise increase in the vicinity of noise-sensitive receptors that would exceed the City's noise standards.

Policy Plan Amendment

Stationary Noise

The proposed project would introduce a variety of new mechanical equipment throughout the project site. This could include rooftop heating, ventilation and air conditioning (HVAC) equipment, chillers, cooling towers, pumps, boilers, air handling units, emergency power equipment, loading and unloading activities, leaf blowers, street sweepers, and parking areas. Stationary noise sources as part of future projects under the TOP would be required to comply with the exterior and interior noise level standards in the City's Municipal Code Section 5.29, shown in Draft SEIR Table 3.13-5.

Design features commonly employed to achieve compliance, such as rooftop or ground-mounted equipment enclosures, parapet walls, acoustical screening, and silencers for exhaust and intake openings, would be incorporated as necessary based on final equipment specifications and acoustical evaluation. Due to the size of the project site, much of the mechanical equipment would be at large distances from off-site sensitive receptors and/or would be shielded by intervening structures. Furthermore, the Policy Plan Amendment Safety Element Policy S-4.1 requires implementation of noise mitigation measures based on ordinance and code threshold compliance.

- **Policy S4-1: Noise Mitigation.** We utilize the City's Noise Ordinance, building codes, and subdivision and development codes to mitigate noise impacts.

Individual projects accommodated under the proposed project would not exceed operational noise significance thresholds. Compared to the approved project, the proposed project would not result in new or a substantial increase in magnitude of impacts. Therefore, like the approved project, stationary noise impacts of developments that would be accommodated by the proposed project would be less than significant.

Traffic Noise

Individual projects and activities under the proposed project are expected to affect the community noise environment by generating additional traffic. The proposed project would revise existing truck routes to better accommodate future planned uses, align with adjacent jurisdictions truck routes, and alleviate truck traffic noise levels at existing and future noise sensitive uses. Project truck route traffic noise was analyzed for 203 roadway segments in the City to account for project related daily truck volume increases and decreases along existing and proposed truck route roadway segments. Of the 203 roadway segments analyzed, 34 segments resulted in daily traffic noise level increases, and for some of these roadway segments, a decrease in daily traffic noise levels.

Traffic-source noise levels were calculated using the FHWA-RD-77-108 with traffic data provided by Fehr and Peers. The model calculates the average noise level along specific roadway segments based on traffic volumes, average speeds, roadway geometry, vehicle type, and site environmental conditions. The average vehicle noise rates (energy rates) used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by Caltrans. Draft SEIR Figure 3.13-5, *Project-Related Traffic Noise Contours*, provides a graphical representation. Draft SEIR Table 3.13-21, *Project-Related Increase in Traffic Noise*, shows the no-project and with-project predicted noise levels at 100 feet from the nearest travel centerline as well as the predicted traffic noise increase with implementation of the proposed project. This table shows 34 roadway segments analyzed; the other 169 roadway segments analyzed resulted in a less than 1 dBA change in traffic noise with implementation of the proposed project.

Appendix I1 contains the traffic noise modeling inputs and outputs for all truck route roadway segments analyzed.

For roadways with existing ambient noise environments of 65 dBA CNEL and higher, an increase of 1.5 dBA CNEL or greater would be considered a significant impact. For roadways with existing ambient noise environments of 60 dBA to 64 dBA CNEL, an increase of 3 dBA CNEL or greater would be considered a significant impact. As shown in Draft SEIR Table 3.13-21, *Project-Related Increase in Traffic Noise,* with implementation of the proposed project, receptors along Mountain Avenue, Euclid Avenue, Archibald Avenue, Etiwanda Avenue, Jurupa Avenue, Mission Avenue, and Edison Avenue would experience a decrease of -1 dBA to -4 dBA CNEL in daily traffic noise levels. This decrease, or benefit, is attributable to proposed truck route changes. This table also shows that 15 roadway segments of Walker Avenue, Ontario Avenue, Milliken Avenue, Philadelphia Avenue, and Eucalyptus Avenue would experience a significant impact of 2 dBA to 6 dBA CNEL traffic noise increases with buildout of the proposed project. There are no noise-sensitive land uses along Walker Avenue, Ontario Avenue, or Milliken Avenue roadway segments; however, existing noise sensitive land uses are along the impacted roadway segments of Philadelphia Avenue and Eucalyptus Avenue.

Policy Plan Amendment Safety Element Policies S4-2, S4-4, and S4-5 encourage collaboration with other agencies, manage truck traffic, and minimize noise impacts through street design.

- **Policy S4-2: Coordination with Transportation Authorities.** We collaborate with airport owners, FAA, Caltrans, SBCTA, SCAG, neighboring jurisdictions, and other transportation providers in the preparation and maintenance of, and updates to transportation-related plans to minimize noise impacts and provide appropriate mitigation measures.

- **Policy S4-4: Truck Traffic.** We manage truck traffic to minimize noise impacts on sensitive land uses.

- **Policy S4-5: Roadway Design.** We design streets and highways to minimize noise impacts.

The proposed project would not result in new or a substantial increase in the magnitude of impacts compared to the approved project. Nevertheless, traffic-related noise impacts from the proposed project would be significant.

Summary

Stationary noise impacts of the proposed project would not exceed the City's operational noise thresholds; however, traffic noise generated by the proposed project would result in noticeable increase in traffic noise levels above the City's noise standards. Therefore, this impact is **potentially significant**.

Specific Plan

Operation

EBPSP-related operational noise sources are expected to include loading dock activity, tractor trailer storage activity, truck movements, trash enclosure activity, roof-top air conditioning units, drive-through speakerphones, parking lot vehicle movements, and park activities. Draft

SEIR Figure 3.13-6, *EBPSP Operational Noise Source Locations,* illustrates the operational noise source locations.

To present the potential worst-case noise conditions, the following analysis assumes the EBPSP land uses would be operational 24 hours per day, 7 days per week. Draft SEIR Table 3.13-22, *EBPSP Daytime Operational Noise Levels*, and Draft SEIR Table 3.13-23, *EBPSP Nighttime Operational Noise Levels*, present the daytime (7:00 AM-10:00 PM) and nighttime (10:00 PM-7:00 AM) operational noise levels, respectively, that can be expected at each of the receiver locations. As shown in these tables, the daytime hourly noise levels at the off-site receiver locations are expected to range from 43.3 to 52.8 dBA L_{eq} and the nighttime hourly noise levels are expected to range from 42.7 to 52.7 dBA L_{eq}.

To demonstrate compliance with local noise regulations, the operational noise levels were evaluated against the City of Ontario exterior noise level standards, as shown in Draft SEIR Table 3.13-24, *EBPSP Operational Noise Level Compliance*. As shown in this table, the operational noise levels associated with the EBPSP would not exceed applicable exterior noise level standards (adjusted to reflect the ambient noise levels per Section 5-29.04[a][1] of City of Ontario Municipal Code).

To describe the EBPSP operational noise level increases, the operational noise levels were combined with the ambient noise levels measurements for the nearby receiver locations. Draft SEIR Table 3.13-25, *EBPSP Daytime Operational Noise Increases*, and Draft SEIR Table 3.13-26, *EBPSP Nighttime Operational Noise Increases*, present the daytime and nighttime operational noise level increases that can be expected at each of the receiver locations. As indicated in these tables, the EBPSP would generate daytime operational noise increases ranging from 0.0 to 0.9 dBA L_{eq} and nighttime operational noise increases ranging from 0.2 to 1.7 dBA L_{eq} at the nearest receiver locations. As such, noise increases associated with operations of the EBPSP would not exceed the applicable increase criteria.

Off-Site Traffic Noise

To assess the off-site transportation CNEL noise level impacts associated with development of the Specific Plan, noise contours were developed for each of the scenarios outlined in the EBPSP Traffic Analysis (Existing, Opening Year 2031, Horizon Year 2050). The noise contours were used to assess the incremental 24-hour dBA CNEL traffic-related noise impacts at land uses adjacent to roadways conveying EBPSP traffic. The noise contours represent the distance to noise levels of constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA CNEL noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the study area.

Existing with EBPSP Scenario

Based on the developed noise contours, Draft SEIR Table 3.13-27, *Existing with EBPSP (Phase 1) Traffic Noise Increases*, Draft SEIR Table 3.13-28, *Existing with EBPSP (Phase 2) Traffic Noise Increases*, and Draft SEIR Table 3.13-29, *Existing with EBPSP (Buildout) Traffic Noise Increases*, present the off-site traffic noise increases that would be attributable to the EBPSP for the existing with EBPSP scenario. It is noted that the Existing With EBPSP (Phase 1 through Buildout) condition is provided solely for informational purposes and would not occur, since the Specific Plan would not be fully developed and occupied under Existing conditions.

EBPSP Phase 1 off-site traffic noise increases would range from -0.4 to 2.2 dBA CNEL (see Draft SEIR Table 3.13-27).[18] Based on the significance criteria for off-site traffic noise, the noise increase threshold would be exceeded along the following two roadway segments under this scenario:

- Walker Avenue south of Ontario Ranch Road (Segment #9)
- Eucalyptus Avenue east of Euclid Avenue (Segment #17)

Draft SEIR Table 3.13-28 shows that EBPSP Phase 2 off-site traffic noise increases would range from -0.4 to 3.2 dBA CNEL. Based on the significance criteria for off-site traffic noise, the same two study area roadway segments (Segments 9 and 17) would continue to experience noise increases in excess of the threshold under this scenario.

Draft SEIR Table 3.13-29 shows that EBPSP Buildout off-site traffic noise increases would range from -0.4 to 3.7 dBA CNEL. Based on the significance criteria for off-site traffic noise, the same 2 study area roadway segments (Segments 9 and 17) would continue to experience noise increases in excess of the threshold under this scenario.

Opening Year with EBPSP Scenario

Based on the developed noise contours, Draft SEIR Table 3.13-30, *Opening Year (2031) with EBPSP Traffic Noise Increases,* present the off-site traffic noise increases that would be attributable to the EBPSP for the opening year scenario. As shown in this table, the Opening Year (2031) off-site traffic noise increases would range from 0.0 to 2.3 dBA CNEL. Based on the significance criteria for off-site traffic noise, the noise increase threshold would be exceeded along the following roadway segment under this scenario:

- Walker Avenue south of Ontario Ranch Road (Segment #9)

Horizon Year with EBPSP Scenario

Based on the developed noise contours, Draft SEIR Table 3.13-31, *Horizon Year (2050) with EBPSP Traffic Noise Increases,* present the off-site traffic noise increases that would be

[18] It is noted that the City truck route modifications proposed as part of the Policy Plan Amendment may result in certain reductions in with EBPSP traffic volumes, and subsequently, the with EBPSP off-site traffic noise levels.

attributable to the EBPSP for the opening year scenario. As shown, Horizon Year (2050) off-site traffic noise increases would range from 0.0 to 0.7 dBA CNEL. Noise increases along all roadway segments would not exceed the significance criteria.

Summary

Operational Noise Summary

As shown in Draft SEIR Table 3.13-22 through 3.13-26, noise associated with EBPSP operations would not exceed applicable thresholds for daytime or nighttime conditions. Additionally, noise level increases associated with operation of the Specific Plan would not exceed the increase criteria thresholds. Based on the preceding discussions, operational noise impacts of the EBPSP would be **less than significant**. Accordingly, EBPSP operations would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Off-Site Traffic Noise Summary

Based on the information presented in Draft SEIR Tables 3.13-27 through 3.13-31, certain roadway segments would experience noise level increases in excess of the significance threshold under Existing with EBPSP (Phase 1 though Buildout) and Opening Year (2031) conditions. The EBPSP would not result in new or a substantial increase in the magnitude of impacts compared to that identified in the 2022 Certified EIR. Nevertheless, this would be a **potentially significant** impact.

Mitigation Measures

Policy Plan Amendment

TOP 2050 Policies (see Policies M-1.1 and M-4.1) would reduce roadway noise, to the extent feasible; however, no mitigation measures are available that would reduce the proposed project's substantial increase in traffic noise levels.

Specific Plan

To address potentially significant off-site traffic noise increases along study areas roadway segments, both quiet pavement and off-site noise barriers were considered as potential noise mitigation measures, as discussed below.

Quiet Pavement

The application of quieter pavements reduces traffic noise levels at the tire/pavement interface, which has been shown to be the primary source of traffic noise when vehicles travel faster than about 30 mph. Additionally, quiet pavement does not have the same physical site limitations as barriers and typically has a lower upfront cost. The noise performance of quieter pavement can degrade over time, typically 10 years, resulting in increased maintenance and rehabilitation needs for purposes of noise reduction.

Changing the pavement type of a roadway has been shown to reduce the amount of tire/pavement noise produced at the source under both near-term and long-term conditions. Traffic noise is generated primarily by the interaction of the tires and pavement, the engine, and exhaust systems. For automobile noise, as much as 75 to 90 percent of traffic noise is generated by the interaction of the tires and pavement, especially when traveling at higher speeds. According to research conducted by Caltrans, these types of pavements typically provide noise attenuation of 6 dBA for automobile traffic noise levels.

The effectiveness of reducing traffic noise levels is higher on roadways with low percentages of heavy trucks, since the heavy truck engine and exhaust noise is not reduced by quiet pavement. This is due to the height of the truck engine exhaust stack above the pavement. Per Caltrans guidance a truck stack height is modeled using a height of 11.5 feet above the road. Based on Calveno REMELs, one heavy truck traveling at 55 mph generates as much noise as approximately 13 autos at the same speed. This is due to a combination of factors including the difference between the noise source height for heavy trucks of 11.5 feet versus autos with a noise source height of less than 2 feet. With the primary off-site traffic noise levels for the EBPSP consisting of heavy trucks with a stack height of 11.5 feet off the ground, the tire/pavement noise reduction benefits associated with quiet pavement would be primarily limited to autos.

Although the use of quiet pavement could theoretically reduce off-site traffic noise levels, such reductions would not provide reliable or meaningful benefits for noise generated by heavy truck traffic. Quiet pavement is primarily effective at reducing tire-on pavement noise at higher speeds and does not substantially reduce noise from truck engines and exhaust stacks. Consequently, quiet pavement would not reduce off-site truck-related traffic noise to less than significant levels.

Off-Site Noise Barriers

While noise barriers are commonly used to reduce the potential traffic noise levels from nearby transportation noise source activities, they are typically developed in coordination with new noise sensitive residential development or as part of a roadway widening project. Even though off-site noise barriers are typically not developed by individual off-site projects that contribute to the cumulative off-site traffic noise levels, off-site noise barriers were considered in the analysis as a potential traffic noise mitigation measure to reduce the EBPSP-related impacts.

However, noise barriers are not considered feasible as barriers would require openings for driveway access to individual residential lots fronting the road, thus greatly reducing their effectiveness. As such, off-site noise barriers would not be expected to lower the off-site traffic noise levels below a level of significance.

Finding

Policy Plan Amendment

Measures applied to individual development projects, such as constructing noise walls, evaluating and installing upgraded windows and doors, or applying rubberized asphalt on impacted roadway segments could reduce potential traffic noise impacts; however, impacted homes are on private property outside of the control of future project developers, so there may be limited admittance onto these properties to construct such walls. The cost versus benefit ratio in relation to the number of households benefited may not be feasible and reasonable in all cases. There are no funding mechanisms and procedures that would guarantee that the implementation of sound insulation features at each affected home would reduce traffic noise in interior areas. Therefore, project impacts would remain **significant and unavoidable**. It should be noted that the identification of this program-level impact does not preclude the finding of less than significant impacts for subsequent projects analyzed at the project level.

Specific Plan

Due to the infeasibility of both quiet pavement and off-site noise barriers, EBPSP-related off-site traffic noise increases at adjacent noise-sensitive land uses are considered a **significant and unavoidable** impact.

Summary

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

Impact NOI-3 (PPA): Construction activities associated with buildout of the Policy Plan Amendment may expose sensitive uses to excessive levels of groundborne vibration. (Draft SEIR pg. 3.13-65)

The 2022 Certified EIR identified that TOP buildout could result in individual construction developments near noise sensitive receptors and expose receptors to prolong periods of construction activity. Mitigation Measure NOI-2-PPA (former MM 12-2) was identified to reduce construction vibration to the extent feasible; however, construction vibration impacts of the approved project were identified as significant and unavoidable.

Policy Plan Amendment

Under the proposed project, the primary source of temporary vibration within the City would be construction activities associated with new development projects. The proposed project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the City that would require substantial landform modification.

Construction activity in the proposed project area would generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the construction site varies depending on soil type, ground strata, and receptor-building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures but can achieve the audible and perceptible ranges in buildings close to the construction site. It is noted that future development under the proposed project could potentially require installation of pile foundations that utilize impact pile drivers or similar equipment that generates high noise levels. Groundborne vibration is almost never annoying to people who are outdoors, so it is usually evaluated in terms of indoor receivers (FTA 2018). Draft SEIR Table 3.13-32, *Vibration Levels for Construction Equipment*, lists reference vibration levels for construction equipment.

As shown in the table, vibration generated by construction equipment has the potential to be substantial since it has the potential to exceed the FTA criteria for architectural damage thresholds shown in the table (e.g., 0.2 in/sec PPV for non-engineered timber and masonry buildings). Construction details and equipment for future project-level developments under the proposed project are not known at this time but may cause vibration impacts. Therefore, this impact is **potentially significant**.

Mitigation Measures

Policy Plan Amendment

Mitigation Measure NOI-2-PPA [Former MM 12-2]: Prior to issuance of a building permit for individual projects that involve vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers occurring near sensitive receptors shall be evaluated for potential vibration impacts. Construction within 135 feet of fragile structures, such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered

concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration (FTA) architectural damage thresholds (e.g., 0.12 inches per second [in/sec] peak particle velocity [PPV] for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers shall be used. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.

Finding

Policy Plan Amendment

Mitigation Measure NOI-2-PPA would reduce potential impacts associated with construction vibration from individual development projects to the extent feasible. However, due to the potential for proximity of construction activities to sensitive uses, the number of construction projects occurring simultaneously, and the potential duration of construction activities, construction vibration impacts would be **significant and unavoidable**. Therefore, construction vibration impacts associated with the proposed project would remain significant and unavoidable. It should be noted that the identification of this program-level impact does not preclude the finding of less than significant impacts for subsequent projects analyzed at the project level.

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide

or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

Impact NOI-4 (PPA): Heavy truck traffic annoyance along City haul routes associated with buildout of the Policy Plan Amendment may expose sensitive uses to excessive levels of groundborne vibration annoyance. (Draft SEIR pg. 3.13-69)

Policy Plan Amendment

Commercial and Industrial Vibration

Commercial and industrial operations in the City would generate varying degrees of ground vibration, depending on the operational procedures and equipment. Such equipment-generated vibrations would spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the vibration source varies depending on soil type, ground strata, and receptor-building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Individual projects accommodated under the proposed project would not exceed operational vibration significance thresholds. Compared to the approved project, the proposed project would not result in new or a substantial increase in magnitude of impacts. Therefore, like the approved project, operational vibration impacts of developments that would be accommodated by the proposed project would be less than significant.

Truck Route Vibration

Caltrans has studied the effects of propagation of vehicle vibration on sensitive land uses and notes that heavy trucks and buses generate the highest earth-borne vibrations of normal traffic. Caltrans further notes that the highest traffic-generated vibrations are along freeways and state routes. Its study finds that,

> ... vibrations measured on freeway shoulders (five meters from the centerline of the nearest lane) have never exceeded 0.08 inches per second, with the worst combinations of heavy trucks and poor roadway conditions (while such trucks were moving at freeway speeds). This level coincides with the maximum recommended safe level for ruins and ancient monuments (and historic buildings). (Caltrans 2013)

Truck route operations would generate varying degrees of ground vibration, depending on the truck weight, speed, travel lane distance from sensitive receptors, and roadway condition. As noted from public comments, residential receptors along existing truck routes have experienced heavy truck travel vibration annoyance. Reducing speed limits of heavy trucks and increasing the travel lane distance to sensitive receptors would reduce truck route vibration impacts at existing and future sensitive receptors along the City's truck routes. The proposed project would

result in a new, or substantial heavy truck-related vibration annoyance impact compared to the approved project. Therefore, this impact is potentially significant.

Summary

Individual projects accommodated under the proposed project would not exceed operational vibration significance thresholds; however, the proposed project would result in a new, or substantial heavy truck-related vibration annoyance impact compared to the approved project. Therefore, this impact is **potentially significant.**

Mitigation Measures

Policy Plan Amendment

TOP 2050 Policy M-1.1 would reduce vibration levels due to heavy truck routes, to the extent feasible, through roadway maintenance. Additionally, the Policy Plan Amendment includes revisions to Policy M-4.1 that would provide safe and efficient transport of goods and minimizing negative impacts to vibration sensitive receptors.

Finding

Policy Plan Amendment

Revisions to Policy M-4.1 of TOP 2050 would reduce vibration annoyance impacts associated with heavy truck travel along City haul routes from individual development projects to the extent feasible. Reducing heavy truck travel speeds provide safe and efficient transport of goods on impacted roadway segments could reduce potential heavy truck vibration annoyance impacts. However, impacted receptors may still perceive an annoyance. Therefore, heavy truck vibration impacts associated with the proposed project would remain **significant and unavoidable**. It should be noted that the identification of this program-level impact does not preclude the finding of less than significant impacts for subsequent projects analyzed at the project level.

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because

specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

Impact NOI-5 (PPA): Implementation of the Policy Plan Amendment could expose noise sensitive uses to excessive noise levels from the Ontario International Airport (ONT). (Draft SEIR pg. 3.13-70)

Policy Plan Amendment

The City of Ontario's noise and land use compatibility standards considers a noise environment up to 60 dBA CNEL to be "clearly acceptable" for residential uses. Residential uses in exterior noise environments of up to 65 dBA CNEL are "normally acceptable." Normally acceptable conditions would require an acoustical report for major new residential construction. CBC Part 2, Volume 1, Chapter 12, Section 1206.4, Allowable Interior Noise Levels, requires that interior noise levels attributable to exterior sources not exceed 45 dBA in any habitable room.

The 2022 Certified EIR found that residents and other sensitive receptors within the 65 dBA noise contour of ONT would be exposed to excessive noise levels from airport operations, and consequently indoor and exterior noise environments would be exposed to elevated noise levels from aircraft overflights. No impacts would occur from aircraft overflights at CNO because the 65 dBA noise contour for CNO does not extend into the City.

The Policy Plan Amendment would redesignate the area along Holt Boulevard from Business Park to Mixed Use land use and a portion along Grove Avenue from Airport to Industrial land use. Although the Policy Plan Amendment would redesignate land uses near ONT, future development facilitated by these changes would remain subject the noise compatibility requirements of the adopted ALUCP. The Land Use Element of the existing TOP 2050 requires that new development surrounding ONT be consistent with the adopted ALUCP and comply with the standards and recommendations of Federal Aviation Administration (FAA) Part 77, as adopted through Ordinance 2758 of the Ontario Municipal Code.

A consistency determination analysis for ONT was prepared by the City of Ontario, which found that TOP 2050 is consistent with the ALUCP for ONT (ONT–IAC 2018) (Appendix G6). As stated in the consistency analysis, the proposed mixed-use land use designation allows for a combination of multi-family residential greater than 8 dwelling units per acre, office and commercial uses. The proposed mixed-use land use is consistent with the ONT ALUCP Noise Policy N2a, which allows new multi-family residential within the 65 to 70 dB CNEL noise contour provided that the development can achieve a density that is 8 dwelling units per acre or greater and incorporate interior common space and recreational facilities.

Furthermore, Safety Element Policy S4-6, Airport Noise Compatibility, would minimize impacts. Policy S4-6 states that information from the ALUCPs shall be utilized to prevent the construction of new noise-sensitive land uses within airport noise impact zones. Future sensitive uses within

the ONT Airport 65 dBA CNEL noise contour would be required to conduct a noise assessment and mitigate, as feasible, to achieve an interior noise level 45 dBA CNEL in any habitable room.

Policy Plan Amendment Safety Element Policies S4-2, S4-3, and S4-6 help minimize airport noise impacts.

- **Policy S4-2 Coordination with Transportation Authorities.** We collaborate with airport owners, FAA, Caltrans, SBCTA, SCAG, neighboring jurisdictions, and other transportation providers in the preparation and maintenance of and updates to transportation-related plans to minimize noise impacts and provide appropriate mitigation measures.

- **Policy S4-3 Airport Noise Mitigation**. We aggressively pursue funding and utilize programs to reduce the effects of aircraft noise in impacted areas of our community.

- **Policy S4-6 Airport Noise Compatibility.** We utilize information from Airport Land Use Compatibility Plans to prevent the construction of new noise -sensitive land uses within airport noise impact zones.

While the consistency determination for ONT identified that Policy Plan Amendment changes are consistent with the ONT ALUCP (Appendix G6), individual projects accommodated under the TOP 2050 could locate sensitive receptors within the 65 dBA noise contour of ONT and expose people residing or working in the City to excessive aircraft noise levels. Compared to the approved project, the Policy Plan Amendment would not result in new or a substantial increase in magnitude of impacts. Therefore, like the approved project, aircraft noise impacts of developments that would be accommodated by the Policy Plan Amendment would be **potentially significant**.

Mitigation Measures

Policy Plan Amendment

Mitigation Measure NOI-3-PPA [Former MM 12-1]: Prior to the issuance of building permits for any project that involves a noise-sensitive use within the 65 dBA CNEL contour of the Ontario International Airport, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City's Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Titles 24 and 21 of the California Code of Regulations).

Finding

Policy Plan Amendment

With the implementation of Mitigation Measure NOI-3-PPA and TOP 2050 policies, impacts to future sensitive receptors from excessive airport-related noise from operations at ONT would be

reduced to comply with interior noise level thresholds of 45 dBA CNEL or less. While interior noise levels are required to achieve the interior noise limits of the California Building Standards, Title 24 and Title 25 of the California Code of Regulations, exterior noise levels may continue to exceed the noise compatibility criteria for the City. It should be noted that the identification of this program-level impact does not preclude the finding of less than significant impacts for subsequent projects analyzed at the project level. Consequently, airport noise compatibility impacts of the proposed project would remain **significant and unavoidable**.

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

TRANSPORTATION

Impact TRA-2 (PPA+EBPSP): The proposed project would generate a substantial increase in VMT per service population and total VMT compared to the approved project resulting in significant project-level and cumulative VMT impacts. (Draft SEIR pg. 3.17-29)

Policy Plan Amendment

Draft SEIR Table 3.17-4, *VMT Comparison of Policy Plan Amendment to the TOP 2050*, shows the results of the VMT impact assessment for both the project-level and cumulative VMT analysis. A significant impact would occur if the project VMT/SP (for the land use plan) exceeds the citywide average for service population under general plan buildout conditions. The project increases Origin-Destination VMT/SP (OD VMT/SP) and therefore would result in a significant transportation impact. For the cumulative scenario, a significant impact would occur if the project caused total daily VMT in the City to be higher than the no-project alternative under cumulative conditions. Since there would be a net increase in total citywide VMT associated

with the proposed project (i.e., cumulative: City boundary VMT), the proposed project is also anticipated to result in a significant cumulative VMT impact.

The following are relevant policies of TOP 2050 that may contribute to reducing potential transportation impacts as a result of implementation of the proposed project. They include VMT-reducing policies, such as land use planning policies that shorten trips between where people live, work, shop and recreate, and bicycle, pedestrian, and transit policies that increase mobility options and reduce dependency on automobiles.

- **LU-1.1 Strategic Growth.** We concentrate growth in strategic locations that help create place and identify, maximize available and planned infrastructure, and foster the development of transit.

- **LU-1.2 Sustainable Community Strategy.** We integrate state, regional and local Sustainable Community/Smart Growth principles into the development and entitlement process.

- **LU-1.4 Mobility.** We require development and urban design, where appropriate, that reduces reliance on the automobile and capitalizes on multi-modal transportation opportunities. (Refer to Mobility Element Policy M3-3)

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

- **CD-2.6 Connectivity.** We promote development of street patterns and pedestrian networks that create and unify neighborhoods, rather than divide them, and create cohesive and continuous corridors, rather than independent "islands" through the following means (Link to Mobility): 1) Local street patterns that provide access between subdivisions, within a neighborhood and discourage through traffic; 2) A local street system that is logical and understandable for the user. A grid system is preferred to avoid circuitous and confusing travel paths between internal neighborhood areas and adjacent arterials; and 3) Neighborhoods, centers, public schools, and parks that are linked by pedestrian greenways/open space networks. These may also be used to establish clear boundaries between distinct neighborhoods and/or centers.

- **CD-3.1 Design.** We require that pedestrian, vehicular, bicycle, and equestrian circulation on both public and private property be coordinated and designed to maximize safety, comfort, and aesthetics.

- **CD-3.2 Connectivity Between Streets, Sidewalks, Walkways, and Plazas.** We require landscaping and paving to be used to optimize visual connectivity between streets, sidewalks, walkways, and plazas for pedestrians.

- **CD-3.4 Ground Floor Usage of Commercial Buildings.** We create lively pedestrian streetscapes by requiring the location of uses, such as shopping, galleries, restaurants, etc., on ground floors adjacent to sidewalks.

- **CD-3.7 Transit Stops.** We require transit stops be well lit, safe, appealing to, and accessible by pedestrians.

- **CE-1.12 Circulation.** We continuously plan and improve public transit and non-vehicular circulation for the mobility of all, including those with limited or no access to private automobiles. (Refer to Mobility Public Transit)

- **M-1.4 Complete Streets.** We work to provide a balanced context sensitive, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.

- **M-1.6 Reduce Vehicle Miles Traveled.** We will strive to reduce VMT through a combination of land use, transportation projects, and travel demand management strategies in coordination with development projects and public capital improvement projects.

- **M-2.1 Active Transportation.** We maintain our Active Transportation Master Plan to create a comprehensive system of on-and off-street bikeways and pedestrian facilities that is safe, comfortable, accessible, and connect residential areas, businesses, schools, parks, and other key destination points.

- **M-2.2 Bicycle System.** We provide off-street multipurpose trails and Class II bikeways as our primary paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right of way we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas.

- **M-2.3 Pedestrian Walkways.** We require streets to include sidewalks and visible crosswalks to promote safe and comfortable mobility between residential areas, businesses, schools, parks, recreation areas, and other key destination points. (Link to Community Design CD3-1)

- **M-2.4 Network Opportunities.** We use public rights of way and easements such as, utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options to maintain and expand our bicycle and pedestrian network.

- **M-3.1 Transit Partners.** We maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available, cost-efficient, and convenient, particularly for residents in environmental justice areas.

- **M-3.2 Alternative Transit Facilities at New Development.** We require new development adjacent to an existing or planned transit stop to contribute to the creation of transit facilities, such as bus shelters, transit bays and turnouts, and bicycle facilities, such as secure storage areas.

- **M-3.3 Transit-Oriented Development.** We may provide additional development-related incentives to those inherent in the Land Use Plan for projects that promote transit use and reduce vehicle miles traveled.

- **M-3.4 Bus Rapid Transit (BRT) Corridors.** We work with regional transit agencies to implement BRT service and reduce vehicle miles traveled by targeting destinations and corridors with the highest number of potential riders.

- **M-3.5 Light Rail.** We support the extension of the Metro Rail Gold Line to Ontario and will work to secure station locations adjacent to the Meredith site and at the proposed multimodal transit center.

- **M-3.6 Metrolink Expansion.** We advocate expansion of Metrolink service to include the Downtown and the multimodal transit center.

- **M-3.7 High-Speed Rail.** We encourage the development of high-speed rail systems that would enhance regional mobility in southern California and serve the City of Ontario.

- **M-3.8 Feeder Systems.** We work with regional transit agencies to secure convenient feeder service from the Metrolink station and the proposed multimodal transit center to employment centers in Ontario.

- **M-3.9 Ontario Airport Metro Center Circulator.** We will explore the development of a convenient mobility system, including but not limited to shuttle service, people mover, and shared car system for the Ontario Airport Metro Center.

- **M-3.10 Multimodal Transit Center.** We intend to ensure the development of a multimodal transit center near ONT airport to serve as a transit hub with amenities for transit riders, pedestrians, and bicyclists transitioning to local buses, BRT, the Gold Line, high-speed rail, the proposed Ontario Airport Metro Center circulator, and other future transit modes. We support locations for the multimodal transportation center that are within the Ontario Airport Metro Center Growth Area.

- **M-3.11 Transit and Community Facilities**. We require the future development of community-wide serving facilities to be sited in transit-ready areas that can be served and made accessible by public transit. Conversely, we plan (and coordinate with other transit agencies to plan) future transit routes to serve existing community facilities.

While these policies and measures could help reduce VMT in the City, the applicability of these mitigations would be dependent on the significance and context of the impact. As a result, these measures are not anticipated to reduce the impact of increased VMT/SP (project level) or

increased total VMT (cumulative) below the City's VMT thresholds. Therefore, the VMT impact is considered **potentially significant**. The Certified EIR identified less than significant impacts under the OD method (project-level) and significant impacts under the Boundary method (cumulative). The proposed project would result in a new project-level impact compared to the approved project. However, the proposed project would not result in a new or a substantial increase in magnitude of cumulative VMT compared to that identified in the Certified EIR.

Specific Plan

The Origin-Destination (O-D) and Boundary VMT forecasts for the EBPSP project scenarios are shown in Draft SEIR Table 3.17-5, *VMT Comparison of the EBPSP to TOP 2050*. Baseline (year 2025) VMT was estimated by interpolating between VMT forecasted between the SBTAM+ base year model (year 2019) and future year model (year 2050). This table compares the EBPSP O-D VMT/SP to the applicable threshold. A significant impact would occur if the EBPSP VMT/SP exceeds the Citywide average for Service Population under TOP 2050 Buildout Conditions. This table also compares the EBPSP's cumulative VMT to the applicable threshold. A significant impact would occur if the EBPSP caused total daily VMT within the City to be higher than the No EBPSP alternative under cumulative conditions.

As shown in the table, the EBPSP would exceed the Citywide average for Service Population under TOP 2050 buildout conditions. Additionally, the total daily Citywide boundary VMT increases with the EBPSP. The Specific Plan is dominated by land uses that would potentially draw employees, visitors, and deliveries from a wide regional area rather than from nearby neighborhoods. As a result, many trips to and from the site could begin and end far from the Specific Plan area, which increases the miles traveled per trip. In addition, the area's current development pattern and limited non-auto travel options mean most travel occurs by vehicle, and truck routing considerations can further extend travel distances by directing trucks to indirect routes. Further, because the EBPSP is employment-focused, the amount of vehicle travel associated with the site is spread over a smaller "service population," which can make the VMT efficiency metric appear especially high.

It is also noted that many of the EBPSP design features act to implement the California Air Pollution Control Officers Association's (CAPCOA)-recommended measures to reduce VMT, including:

- **CAPCOA Measure T-33 – Locate Project near Bike Path/Bike Lane**. The Specific Plan area is located within a planned grid of multipurpose trails and bikeways, including proposed Class II bike lanes along Eucalyptus Avenue and parallel east–west streets, and proposed Class I multipurpose trail corridors on multiple north–south streets adjacent to the site. This integration with the City's bikeway system is consistent with the intent of CAPCOA Measure T-33 and is expected to reduce EBPSP-generated VMT when compared to a similar employment project without such bikeway access. The dense spacing of planned Class I and Class II facilities around the site shortens bicycle travel distances to nearby residential neighborhoods and services, supports mode shift away from single-occupant vehicles, and

therefore contributes to a net reduction in VMT per employee. While CAPCOA does not provide a specific, empirically derived VMT reduction factor for T-33, the EBPSP's location and design clearly implement this measure and are reasonably expected to result in incremental VMT reductions.

- **CAPCOA Measure T-18 – Provide Pedestrian Network Improvements**. The EBPSP includes a non-vehicular circulation system with continuous sidewalks, marked crossings, and pedestrian connections linking each Planning Area to Eucalyptus Avenue, New Public Street "A" and connections to parks and open space areas. These facilities are designed to provide direct, comfortable, and safe walking routes between building entries, parking areas, park areas, and nearby streets, which improves the practicality of walk trips for employees and visitors. By making it easier to walk within the site and to connect to adjacent uses, the EBPSP supports the shift away from drive alone vehicle trips for short commute, lunch, and other discretionary trips. As a result, the proposed pedestrian network is expected to reduce EBPSP-generated VMT compared to a comparable industrial project without these pedestrian improvements. CAPCOA Measure T-18 includes an empirical formula for estimating VMT reductions from enhanced pedestrian infrastructure; however, to maintain a conservative analysis and avoid introducing additional uncertainty related to input assumptions, the analysis does not quantify a numerical T-18 reduction. Instead, the VMT benefits of the EBPSP pedestrian improvements are acknowledged qualitatively.

- **CAPCOA Measure T-19 – Construct or Improve Bike Facility**. Consistent with the intent of T-33, the EBPSP's non-vehicular circulation (sidewalks, multi-purpose trails, and Class II bikeways) is designed to directly connect employees and visitors to the City's planned bikeway network identified in the General Plan. By tying each Planning Area to Eucalyptus Avenue and New Public Street "A," which in turn connect to the broader system of Class I and Class II facilities in the Ontario Ranch area, the EBPSP provides a continuous, safe, and attractive bicycle and pedestrian network between surrounding neighborhoods and employment uses. This integrated network shortens trip distances for nearby residents, makes bicycle and walking trips a viable substitute for drive alone trips (particularly for commute, lunch, and other short discretionary trips), and is therefore expected to reduce VMT relative to a comparable industrial project without such facilities. CAPCOA Measure T-19-A does include an empirical formula for estimating VMT reductions; however, to maintain a conservative analysis and avoid introducing additional uncertainty regarding input assumptions, the analysis does not quantify a numerical T-19-A reduction. Instead, the VMT benefits of the EBPSP's network and its connections to the City bikeway system are acknowledged qualitatively.

- **CAPCOA Measure T-25 – Extend Transit Network Coverage**. This measure will expand the local transit network by either adding or modifying existing transit service or extending the operation hours to enhance the service near a project area. Starting services earlier in the morning and/or extending services to late-night hours can accommodate the commuting times of alternative-shift workers. The EBPSP would construct a new bus stop along Grove Avenue at Eucalyptus Avenue to accommodate a future Omnitrans route serving the site

and surrounding area. By providing a ready to use transit stop with appropriate frontage improvements, the EBPSP reduces the barriers for Omnitrans to implement or adjust service and shortens walk distances between employment uses and future transit. If a bus line is ultimately operated at this location, the stop would support a shift from drive alone commute and mid-day trips to transit, which would reduce VMT relative to a similar project without transit supportive infrastructure. However, because the decision to serve this stop and the level of future service are solely under the control of the transit agency and cannot be guaranteed, the analysis does not claim a quantitative VMT reduction under T-25. The VMT benefit of the constructed bus stop is therefore acknowledged qualitatively.

As discussed above, CAPCOA Measures T-33, T-18, T-19-A, and T-25 are design features proposed as part of the EBPSP. Although no quantitative VMT reductions have been taken in the analysis, these features would implement CAPCOA measures aimed at reducing VMT. Despite these project design features of the EBPSP, the EBPSP would result in **potentially significant** project-level and cumulative VMT impacts. The Certified EIR identified less than significant impacts under the OD method (project-level) and significant impacts under the Boundary method (cumulative). The EBPSP would result in a new project-level impact compared to the approved project. However, the EBPSP would not result in a new or a substantial increase in magnitude of cumulative VMT compared to that identified in the Certified EIR.

Mitigation Measures

Policy Plan Amendment

Mitigation Measure TRA-1-PPA [Former MM T-1]: Prior to approval of discretionary projects subject to VMT reduction analysis, applicants shall demonstrate compliance with the City's VMT Guidelines for CEQA assessment of VMT impacts. For projects with VMT per Service Population exceeding the County's significance threshold, a mitigation plan shall be developed and implemented. Mitigation should consist of Transportation Demand Management (TDM) measures analyzed under a VMT-reduction methodology consistent with the California Air Pollution Control Officers Association's (CAPCOA) Final Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2021) and approved by the City of Ontario (if applicable). Examples of measures include but are not limited to:

- Pedestrian Network Improvements: constructing new sidewalks and/or improving damaged or substandard sidewalks that connect to a larger pedestrian network.
- Construct or Improve Bike Facilities: constructing new or enhancing a single existing Class I, II or IV bike facility that connects to a larger bike network.
- Construct or Improve Bike Boulevards: implementing a Class III bike boulevard on a local or collector street that is one travel lane in each

direction, has a design speed of 25 mph or less and a design volume of 5,000 ADT or less.

- Expand Bikeway Networks: constructing a network of interconnected new Class I, II, or IV bike facilities.
- Provide End of Trip Bicycle Facilities: constructing facilities that support cyclists such as bike parking, lockers, and showers.
- Implement Transit-Supportive Roadway Treatments: funding infrastructure improvements such as traffic signal modifications and roadway signing and striping that are dedicated to improving transit travel times and reliability.
- Transit Passes: proving discounted or free transit fare to a specific geographic area, population group, or to the general public.
- Vanpool Program: providing groups of 5 to 15 people with direct shuttle service between their workplace and residence.
- Carshare Program (conventional or EV): providing access to a shared fleet of on-demand vehicles for short-term use/rental. Best practice is to discount carshare membership and provide priority parking for carshare vehicles to encourage use of the service.
- Bikeshare Program (conventional or EV): providing access to a shared fleet of on-demand bicycles for short-term use/rental. Best practice is to discount bikeshare membership and dedicate bikeshare parking to encourage use of the service.
- Rideshare Program: providing access to and encouraging the use of a ridesharing platform or service. This could be an app, website, or other service that provides ride-matching coordination services.
- Community-Based Travel Planning (CBTP): CBTP is a residential based approach to outreach, performed by trained advisors, that provides households within a targeted geographic area with customized information, incentives, and support to encourage the use of transportation alternatives in place of single occupancy vehicles.
- Commute Trip Reduction (CTR) Program: CTR programs can be mandatory or voluntary, and involve providing information, coordination, services, infrastructure, and/or incentives for alternative modes such as ridesharing, vanpool, transit passes, and cycling

Specific Plan

Consistent with Certified EIR measure MM TRA-1-PPA, a VMT Mitigation Strategy Assessment has been prepared for the EBPSP, and is provided as Appendix K2 of this SEIR. As presented therein, many potential measures are already incorporated into the design of the Specific Plan. Specifically, the integration of the City's bikeway system, the installation of pedestrian infrastructure, and the provision of a new transit stop all act to reduce VMT. Additionally, the

EBPSP would be required to pay City Transportation Development Impact Fees which help fund Citywide circulation improvements. Additional reductions in VMT would be realized by the following measure:

Mitigation Measure TRA-1-SP: Prior to the issuance of the certificate of occupancy for each tenant, the operator or tenant shall: 1) prepare and submit a Transportation Demand Management (TDM) Program to the City for review, detailing strategies for reducing the use of single occupant vehicles by employees; and 2) provide written documentation to the satisfaction of the City that the TDM Program requirement is incorporated into any lease agreement for the site to ensure enforceability. The TDM Program shall include the following transportation measures recommended by California Air Pollution Control Officers Association (CAPCOA) and analyzed in the VMT Mitigation Strategy Assessment (see SEIR Appendix K2) as calculated pursuant to the CAPCOA *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* or other substantial evidence:

- **T-5 Commute Trip Reduction (CTR) Program**. Employers within the EBPSP shall develop CTR programs to discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking, thereby reducing VMT.
- **T-7 Commute Trip Reduction (CTR) Marketing**. Materials shall educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT, including:
  - Onsite or online commuter information services.
  - Employee transportation coordinators.
  - Onsite or online transit pass sales.
  - Guaranteed ride home service.
- **T-8 Ridesharing Program**.
  - Designating a certain percentage of desirable parking spaces for ridesharing vehicles.
  - Designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles.
  - Providing an app or website for coordinating rides.
- **T-10 End-of-Trip Bicycle Facilities**. EBPSP land uses shall install and maintain end-of-trip facilities for employee use. End-of-trip facilities may include bike parking, bike lockers, showers, and personal lockers.

Finding

Policy Plan Amendment

VMT/SP and total VMT would increase under the proposed project compared to the approved project. Mitigation Measure TRA-1-PPA would reduce potential impacts for future development projects to the extent feasible. Future development projects consistent with proposed project would need to consider transportation demand management (TDM) measures consistent with those identified in the Mobility Element. TDM techniques include incentives to use transit; incentives to form carpools rather than drive alone; and making home, work, and shopping closer together to shorten travel distances. Project-level and cumulative VMT impacts under the proposed project would remain. Therefore, the impact would be **significant and unavoidable**.

Specific Plan

VMT/SP and total VMT would increase under the EPBSP. Mitigation Measure TRA-1-SP, above, would reduce commute-related VMT by 7.2 percent. However, the City's significance standard considers all trip types and does not isolate commute-related trips. Therefore, the 7.2 percent reduction applies only to a portion of the EBPSP's total VMT and is not sufficient to fully mitigate the overall impact. Project-level and cumulative VMT impacts under the EBPSP would remain. Therefore, the impact would be **significant and unavoidable**.

Summary

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

3.4 CUMULATIVE IMPACTS

Regarding the project's potential to result in cumulative impacts, the City hereby finds as follows:

AESTHETICS

The CEQA Guidelines define a "cumulative impact" as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (CEQA Guidelines Section 15355). Cumulative impacts related to aesthetics would be contiguous with the City boundaries. Cumulative projects in Ontario would have the potential to result in a cumulative impact to aesthetic resources if, in combination, they would result in the removal or substantial adverse change of one or more features that contribute to the valued visual character or image of a neighborhood, community, State scenic highway, or localized area, such as a designated landmark, historic resource, trees, or rock outcropping. The land use changes of the Policy Plan Amendment are comprehensive and encompasses the land use changes associated with the EBPSP and the concurrent Zoning changes. Therefore, cumulative impacts for the proposed project are described below.

Scenic Vistas and Scenic Resources

The City of Ontario does not designate scenic vistas. Growth within the City of Ontario could affect scenic vistas and specific scenic resources. Policy CD-1.5 of TOP 2050 ensure that views of the San Gabriel Mountains are preserved. Development under the proposed project would be subject to goals, policies, and regulations intended to minimize impacts associated with the proposed project to less than significant levels, the proposed project's contribution to cumulative impacts would not be cumulatively considerable. Therefore, cumulative impacts related to scenic vistas and scenic resources would be less than significant.

Visual Character and Quality

Growth anticipated in Ontario would fundamentally alter the visual character and quality of certain areas. However, because development under the proposed project would be subject to goals, policies, and regulations intended to minimize visual impacts to less than significant levels, the proposed project's contribution to cumulative impacts would not be cumulatively considerable. Therefore, cumulative impacts related to visual character and quality would be less than significant.

Light and Glare

The construction and operation of cumulative projects in Ontario could introduce new sources of light and glare from development and redevelopment requiring nighttime lighting—such as security lighting in commercial areas—or from buildings constructed with reflective materials like large expanses of glass. Glare impacts are typically localized and not cumulative in nature; therefore, a significant cumulative impact related to glare would not occur. Furthermore, development under the proposed project would be required to comply with the City's Development Code, which includes standards to minimize lighting impacts. As a result, light and glare impacts associated with the proposed project would be reduced to less than significant levels, and the proposed project's contribution to cumulative impacts would not be cumulatively considerable.

AGRICULTURE AND FORESTRY RESOURCES

The land use changes of the Policy Plan Amendment are comprehensive and encompasses the land use changes associated with the EBPSP and the concurrent Zoning changes. Therefore, cumulative impacts for the proposed project are described below.

Mapped Important Farmland, Williamson Act Contracts, and Agricultural Zoning

The 2022 Certified EIR determined that cumulative impacts related to agricultural resources would be less than significant since impacts would not exceed those already discussed in the previous document. Since the City of Ontario no longer includes agricultural zoning, implementation of the proposed project would not result in agricultural resource impacts that would combine with impacts in San Bernardino County to result in significant, cumulative impacts. Similarly, although the EBPSP would result in the conversion of 6.6 acres of Prime Farmland and the cancellation of a Williamson Act contract, impacts would not be new or more severe than those previously disclosed. As such, as determined by the 2022 Certified EIR, these impacts are not considered cumulatively considerable.

Forest Resources

The City of Ontario does not have any forest resources or timberland; therefore, no significant cumulative impact to forest resources would occur, and impacts would not be cumulatively considerable.

AIR QUALITY

The cumulative setting for air quality is the SoCAB. In accordance with the South Coast AQMD methodology, any project that produces a significant project-level regional air quality impact in an area that is in nonattainment contributes to the cumulative impact. Cumulative projects include new development and general growth within the SoCAB. The SoCAB is nonattainment for ozone, PM_{10}, and $PM_{2.5}$. Due to the extent of the area potentially impacted from cumulative project emissions, South Coast AQMD considers a project cumulatively significant when project-related emissions exceed the regional emissions thresholds. Specifically, the South Coast AQMD published a report on how to address cumulative impacts from air pollution: "White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution." In this report the South Coast AQMD clearly states:

> …the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The

other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.

Projects that exceed the project-specific significance thresholds are considered by the South Coast AQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant. (South Coast AQMD 2003c, p. D-3)

As identified in Impact AQ-2 (regional construction impacts), Impact AQ-3 (regional operation impacts), Impact AQ-4 (localized construction impacts), and Impact AQ-5 (operational health risk), implementation of the proposed project would cumulatively contribute to the nonattainment designations of the air basins and expose sensitive receptors to substantial pollutant concentrations, and cumulative impacts are significant.

Construction

The SoCAB is designated nonattainment for O_3, $PM_{2.5}$, and PM_{10} under California and/or National AAQS. Construction of cumulative projects would further degrade the regional and local air quality. Air quality would be temporarily impacted during construction activities. Implementation of mitigation measures for related projects would reduce cumulative impacts; however, project-related construction emissions could still potentially exceed the South Coast AQMD significance thresholds on a project and cumulative basis. Consequently, the proposed project's contribution to cumulative air quality impacts would be cumulatively considerable and would therefore be significant.

Operation

For operational air quality emissions, any project that does not exceed or can be mitigated to less than the daily regional threshold values are not considered by South Coast AQMD to be a substantial source of air pollution and does not add significantly to a cumulative impact. Operation of the proposed project would result in emissions in excess of the South Coast AQMD regional emissions thresholds for long-term operation. Additionally, future individual development under the proposed project would generate TACs that could contribute to elevated levels of risk even though the operational HRA specific to the truck route changes demonstrated that impacts resulting from the distribution of trucks throughout the City would not exceed South Coast AQMD significance thresholds. Therefore, the proposed project's air pollutant emissions would be cumulatively considerable and would therefore be significant.

Overall, the proposed project's construction and operational phase emissions would cumulatively contribute to air quality impacts in the SoCAB, and impacts are **significant.**

BIOLOGICAL RESOURCES

The area considered for cumulative impacts to biological resources is the CDFW inland deserts region. The land use changes of the Policy Plan Amendment are comprehensive and encompasses the land use changes associated with the EBPSP and the concurrent Zoning changes. Therefore, cumulative impacts for the proposed project are described below.

The proposed project would result in potential impacts to candidate, sensitive, or special status species, including raptors, migratory birds, nesting birds, and roosting bats protected under State law. The proposed project, including the EBPSP, would comply with the City's Habitat Mitigation Fee per Ontario Ranch Settlement Agreement, which would reduce impacts with respect to the cumulative loss of habitat for sensitive species. Additionally, mitigation measures would reduce impacts to sensitive species that may be present on future development sites, as well as the EBPSP and off-site improvements, to less than significant. Projects in the CDFW inland deserts region, including future development in accordance with the Policy Plan Amendment, would be required to comply with existing state regulations protecting biological resources, which could include the preparation of biological reports and surveys. Impacts of the proposed project would be less than cumulatively considerable with implementation of mitigation. Therefore, this impact is **less than significant**.

CULTURAL RESOURCES

The area considered for cumulative impacts is the City of Ontario.

Historical Resources

Projects in the City could destroy or otherwise diminish the historical significance of historical resources. As described above, historical resources could potentially be impacted with implementation of the Policy Plan Amendment and would be potentially **significant**, and therefore, cumulatively considerable.

Archaeological Resources and Human Remains

Projects in the City would disturb soil and thus could damage archaeological resources and/or uncover human remains. Projects in the City of Ontario would comply with federal and state regulations governing the treatment of archeological resources and discovery of human remains. Additionally, Mitigation Measure CUL-3-PPA for the Policy Plan Amendment and Mitigation Measure CUL-2-SP for the Specific Plan would ensure that impacts to archeological resources are **less than significant** and would be less than cumulatively considerable.

ENERGY

As this analysis assesses whether energy consumption from the proposed project would result in wasteful, inefficient, or unnecessary consumption of resources, the geographic area relevant to cumulative energy impacts is the plan area. The area considered for cumulative impacts to

electricity and natural gas supplies and facilities is SCE and SoCalGas service areas. Analysis of whether the proposed project's energy demand would be within SCE's and SoCalGas's service capacity and require new or expanded facilities is in Section 3.19, *Utilities and Service Systems*, of this SEIR.

Other future development in the SCE and SoCalGas service areas would be subject to existing state regulations, such as the California Energy Code and CALGreen Code. New buildings would use new energy-efficient appliances and equipment, pursuant to the Appliance Efficiency Regulations. These measures would reduce the overall consumption of electricity and natural gas. Moreover, the proposed project includes various goals, policies, and standards to reduce energy consumption and promote renewable energy sources consistent with applicable local plans for renewable energy or energy efficiency. Consequently, the proposed project's potential contribution to cumulative impacts on energy would be **less than significant**.

GEOLOGY AND SOILS

The land use changes of the Policy Plan Amendment are comprehensive and encompasses the land use changes associated with the EBPSP and the concurrent Zoning changes. Therefore, cumulative impacts for the proposed project are described below.

Geological Hazards

Geology and soils impacts related to the proposed project would be specific to the sites of each development or redevelopment project under proposed project. Compliance with applicable state and local building regulations would be required of all development projects. Site-specific geologic hazards would be addressed by the geotechnical report required for each development project. The geologic investigation would identify the specific geologic and seismic characteristics on a site and provide guidelines for engineering design and construction to maintain the structural integrity of proposed structures and infrastructure. Therefore, compliance with applicable state and local building regulations and standard engineering practices related to seismic and geologic hazard reduction would prevent significant cumulative adverse impacts associated with geologic and seismic hazards. Impacts of the proposed project on geology and soils would not be cumulatively considerable. Therefore, this impact is **less than significant.**

Paleontological Resources

The area considered for cumulative impacts for paleontological resources is the City of Ontario. Projects in the City of Ontario and would comply with federal and state regulations governing the treatment of paleontological resources. Mitigation measures for the Policy Plan Amendment (MM GEO-1-PPA) and the Specific Plan (MM GEO-1-SP) would ensure that impacts to paleontological resources are less than significant and would be less than cumulatively considerable. Therefore, this impact is **less than significant**.

GREENHOUSE GAS EMISSIONS

Project-related GHG emissions are not confined to a particular air basin but are dispersed worldwide. Therefore, impacts under Impacts GHG-1 and GHG-2 are not project-specific impacts to global warming, but are the proposed project's contribution to this cumulative impact.

Implementation of the proposed project would not meet the State's carbon neutrality targets. Additionally, the proposed project would be inconsistent with the City's CCAP objective of reducing citywide GHG emissions and the carbon neutrality targets identified in the 2022 Scoping Plan. Moreover, implementation of the EBPSP would exceed the significance emission threshold of 3,000 $MTCO_2e$/yr and would be inconsistent with the City's' CCAP. Therefore, project-related GHG emissions associated with the proposed project and their contribution to global climate change would be cumulatively considerable, and GHG emissions impacts would remain **significant**.

HAZARDS AND HAZARDOUS MATERIALS

The land use changes of the Policy Plan Amendment are comprehensive and encompasses the land use changes associated with the EBPSP and the concurrent Zoning changes. Therefore, cumulative impacts for the proposed project are described below.

Hazardous Materials

The cumulative setting for hazardous materials is the City of Ontario. Impacts arising from hazardous materials and hazardous materials releases are site specific and generally do not combine to cause cumulative impacts; however, the cumulative impact analysis considers the Specific Plan and nearby related projects.

As discussed previously, the EBPSP does not propose uses or activities that would require substantial handling or use of hazardous materials, hazardous substances, or hazardous waste that could result in potential adverse effects. Mitigation Measure HAZ-1-SP has been incorporated to ensure proper handling of unknown hazardous materials that may be encountered during grading activities. To the extent that such materials or substances may be present during construction or operations they will be transported, stored, used and disposed of consistent with multiple and broad regulatory requirements. As with the Specific Plan, other related projects within the cumulative impact area would be required to comply with applicable federal, State, and local regulations, and such uses would be subject to additional review and permits from their local oversight agency. Therefore, the potential for release of hazardous materials into the environment, whether through accident or due to routine transport, use, or disposal of such materials would comply with regulatory requirements for each development and would not result in a cumulatively considerable impact.

Schools

Any future development located near schools would be required to comply with applicable federal, state, and local regulations governing the safe handling of hazardous materials near existing or proposed schools. Furthermore, the areas of change are concentrated in the southern portion of the City, where there are no schools, and the Specific Plan area is not located within one-quarter mile of an existing or planned school. Implementation of the proposed project would not contribute to a cumulatively-considerable impact associated with emissions within one-quarter mile of an existing or planned school.

Therefore, hazards and hazardous materials impacts are less than significant and would not be cumulatively considerable.

Airport Hazards

The areas considered for cumulative airport-related hazards impacts are the airport influence areas of ONT and CNO. Development proposed within the airport influence areas of ONT and CNO would be required to undergo evaluation under the ALUCP for ONT and the CNO Land Use Compatibility Plan to ensure that the projects comply with the land use regulations for the respective safety zones established by the responsible agencies. Cumulative impacts would be less than significant after compliance with such regulations and impacts of the proposed project would not be cumulatively considerable.

Fire Hazards

The areas considered for cumulative impacts related to wildfires are fire hazard severity zones in the City. Projects within wildfire hazards zones are required to comply with applicable regulations, including the California Building Code Chapter 7A, California Fire Code Chapter 49, and California Public Resources Code Sections 4291, et seq. In addition, policies under the Policy Plan Amendment's Safety Element would help reduce wildfire- and emergency-related risks. As a result, the risk of wildfire associated with the development under the proposed project would not be cumulatively considerable.

Emergency Response and Evacuation

The areas considered for cumulative impacts related to emergency response and evacuation are primarily the regional transportation networks (e.g., interstates) that support evacuation and emergency response in the City. Planned improvements to the City's transportation infrastructure would accommodate increased population and facilitate emergency response and evacuation, with interstate highways serving as primary evacuation routes. The proposed project would not introduce or modify roadways in a manner that impedes emergency vehicle access, and City design review procedures ensure compliance with emergency access standards and adopted emergency response plans. Additionally, the OFD reviews development applications to ensure adequate emergency accessibility. Compliance with the City's Emergency Operations Plan and the LHMP would further help maintain safe and accessible emergency

routes for the community. Therefore, impacts to emergency response and evacuation are less than significant; and therefore, less than cumulatively considerable.

Cumulative impacts associated with hazards and hazardous materials are **less than significant**.

HYDROLOGY AND WATER QUALITY

Cumulative impacts to hydrology, drainage, flooding, and water quality are considered for the Chino Creek subwatershed and the Middle Santa Ana River subwatershed, which are part of the larger Santa Ana River Watershed. The land use changes of the Policy Plan Amendment are comprehensive and encompasses the land use changes associated with the EBPSP and the concurrent Zoning changes. Therefore, cumulative impacts for the proposed project are described below.

Development in the City of Ontario and other projects in these watersheds would increase impervious areas, thus increasing runoff and flows into storm drainage systems. Within San Bernardino County, other projects would be required to prepare hydrology and hydraulic studies in accordance with the County Hydrology Manual and analyze stormwater flows that result from the 100-year storm event to ensure that the capacities of the storm drain systems are not exceeded. Additionally, other projects would be required to comply with MS4 permits applicable in those watersheds. The Santa Ana RWQCB MS4 permit applies to portions of three counties in the Santa Ana Basin. Other projects' compliance with the requirements of the Santa Ana RWQCB MS4 permit, the San Bernardino County Stormwater Program, and San Bernardino County Hydrology Manual guidance would reduce cumulative impacts to hydrology and drainage to less than significant and would not be cumulatively considerable.

If projects in the watersheds are within 100-year flood zones, they would be mandated to comply with National Flood Insurance Program requirements. Cumulative impacts to hydrology, drainage, and flooding would be less than significant, and impacts of the proposed project would not be cumulatively considerable.

Cumulative projects could generate pollutants that would contaminate stormwater. Compliance with the MS4 permit includes implementation of site design and source control BMPs that reduce the potential for pollutants to enter runoff and treatment control BMPs that remove pollutants from stormwater. Cumulative water quality impacts would be less than significant after compliance with such permits, and project impacts would not be cumulatively considerable.

The proposed project would not result in new or more severe cumulative impacts related to hydrology and water quality compared to those identified in the 2022 Certified EIR. Therefore, this impact is **less than significant.**

LAND USE AND PLANNING

Cumulative projects in the City would have the potential to result in a cumulative impact if they would, in combination, conflict with existing land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental impact. Projects in the City would utilize TOP 2050 and regional planning documents such as SCAG's Connect SoCal during planning, to the extent that they are applicable. Cumulative projects would be required to comply with the proposed project or they would not be approved without a general plan amendment. As discussed above, implementation of the proposed project would not conflict with existing land use plans, policies, or regulations. In addition, the proposed project would not physically divide an established community. Therefore, proposed project would not contribute to a significant cumulative impact, and this impact is **less than significant**.

MINERAL RESOURCES

The area considered for cumulative impacts to mineral resources is the P-C regions overlapping the City of Ontario and extending into other counties within the Greater Los Angeles Sand and Gravel Resources Area: the Claremont-Upland P-C region extends into Los Angeles County; the Orange County-Temescal Region extends into Orange County and Western Riverside County, and the San Bernardino P-C region encompasses San Bernardino and most western Riverside County. Other projects in the referenced areas could be proposed within areas designated by the California Geological Survey as Resource Sectors containing construction aggregate of "regional significance." Development of these projects within these areas of regional or statewide significance could cause loss of availability of known mineral resources valuable to the region; however, such projects would be subject to independent CEQA review, including an evaluation of potential impacts to MRZ areas and mining sites. Implementation of all feasible mitigation measures would be required to reduce any significant impacts identified.

As identified above, the proposed project would not impact mineral resources of statewide, regional, or local value. Specifically, the Specific Plan area is designated as MRZ-3 and does not contain known mineral resource deposits or any locally important mineral resource recovery sites on or within proximity to the Specific Plan area. Additionally, the proposed project includes Goal ER-5, which aims to protect high value habitat and ensure that mineral resource extraction activities that are compatible with adjacent land uses, which would help minimize cumulative impacts. Therefore, the proposed project would not cumulatively contribute to a significant cumulative impact. Impacts are **less than significant**.

NOISE

The area considered for cumulative impacts for construction noise and vibration is the City of Ontario. Since details of individual development projects as a result of the proposed project are currently unknown, it cannot be determined whether proposed mitigation measures would reduce potentially significant impacts to less than significant levels for cumulative project-related noise impacts.

Construction

Construction activities may occur simultaneously and close to noise-sensitive receptors, which could result in significant impacts. For the EBPSP, there are no known projects that would overlap with the EBPSP's proposed construction schedule, with the exception of the Center Park Specific Plan to the north. Given the acreage associated with both the EBPSP and the Center Park Specific Plan and distance to the nearest noise-sensitive receptors, construction noise levels from the individual projects are not loud enough to result in a doubling of noise energy. Thus, the EBPSP would not substantially contribute to construction noise levels at noise sensitive receptors. EBPSP construction-source noise would not exceed applicable thresholds and would not substantially contribute to ambient noise conditions or to other related noise sources. There are no known or probable related projects that would interact with the less than significant effects of the EBPSP and thereby result in cumulatively significant impacts; however, for the larger Policy Plan Amendment, the phasing of construction activities is speculative. As details of individual development projects in the project area are currently unknown, it cannot be determined whether Mitigation Measure NOI-1-PPA would reduce potentially significant impacts to less than significant. The proposed project's contribution to construction-related noise and vibration would therefore be cumulatively considerable, and the cumulative impact would be significant and unavoidable.

Operation

Stationary Sources

Stationary noise sources as part of future projects under the proposed project would be required to comply with the exterior and interior noise level standards in the City's Municipal Code Section 5.29, shown in Draft SEIR Table 3.13-5, and Policy Plan Amendment Policy S4-1, Noise Mitigation. Design features commonly employed to achieve compliance, such as rooftop or ground-mounted equipment enclosures, parapet walls, acoustical screening, and silencers for exhaust and intake openings, would be incorporated as necessary based on final equipment specifications and acoustical evaluation. Due to compliance with stationary noise standards at the project level, much of the mechanical equipment would be located at large distances from off-site sensitive receptors and/or would be shielded by intervening structures. The proposed project would therefore not contribute to cumulatively considerable stationary source-related noise, and the cumulative impact would be less than significant.

Traffic Sources

To specifically estimate the proposed project's contribution to traffic noise, no-project noise levels were compared to those projected with completion of the proposed project. As demonstrated above, the proposed project's contribution to increases in ambient noise levels results in a significant impact. The proposed project would, therefore, contribute to cumulatively considerable traffic-related noise, and the cumulative impact would be significant and unavoidable.

Vibration

Construction

For the EBPSP, there are no known projects that would overlap with the EBPSP's proposed construction schedule, with the exception of the Center Park Specific Plan to the north. Given the acreage associated with both the EBPSP and the Center Park Specific Plan and distance to the nearest noise-sensitive receptors, construction noise levels from the individual projects are not loud enough to result in a doubling of noise energy. Thus, the EBPSP would not substantially contribute to construction noise levels at noise sensitive receptors. Accordingly, there is no potential for the EBPSP to contribute to the exposure of persons to substantial cumulative temporary groundborne vibration or noise. For the Policy Plan Amendment construction activities may occur simultaneously and close to vibration-sensitive receptors, that could result in significant impacts. As details of individual development projects in the project area are currently unknown, it cannot be determined whether Mitigation Measure NOI-2-PPA would reduce potentially significant impacts to less than significant.

Operation

Groundborne vibration levels from heavy truck travel along City-designated truck routes of the proposed project could expose existing and future sensitive receptors to annoying vibration levels, as discussed above. Therefore, the proposed project's contribution to truck route-related vibration annoyance would therefore be cumulatively considerable, and the cumulative impact would be significant and unavoidable.

Summary

The above analysis of proposed project addresses cumulative impacts with regard to operational and construction noise as well as groundborne noise and vibration in the City. The project proposes the long-term buildout and operation of many different uses. Although multiple simultaneous nearby noise sources may, in combination, result in higher overall noise levels, this effect is captured and accounted for by the community noise level metrics that form the basis of the standards of significance for noise analysis. As described above, cumulative impacts for short-term construction noise and long-term operation (traffic noise and vibration from heavy trucks) are cumulatively considerable; and therefore, **significant**.

POPULATION AND HOUSING

The area considered for cumulative impacts is the SCAG region. As described above, the approved project exceeds SCAG's regional forecasts for the City of Ontario and therefore the increase in population, housing, and employment as part of the proposed project would also exceed SCAG's regional forecast for the City. The proposed project would comply with SB 330 and SB 166 (see Section 3.11, *Land Use and Planning*), and there would be no net loss of residential units in the City with implementation of the proposed project. The proposed project would align jobs with the current employment market. Employment generated by the proposed project is expected to be filled by the local and regional labor force. Regionally, The City of

Ontario represents approximately 8 percent of the population, 8 percent of the housing, and 9 percent of the employment within San Bernardino County. Therefore, the proposed increase in population, housing units, and jobs would comprise a small portion of the countywide total.

SCAG identifies several Priority Growth Areas in Ontario, including high-quality transit areas, transit priority areas, neighborhood mobility areas, and livable corridors. The proposed project would promote growth consistent with these Priority Growth Areas, as proposed land use changes under the Policy Plan Amendment would promote mixed-use areas which would encourage walking and biking, put residents in proximity to resources, and align future growth in Ontario with planned infrastructure improvements and regional transportation goals.

Impacts of the proposed project would be less than cumulatively considerable. Therefore, this impact is **less than significant**.

PUBLIC SERVICES

The geographic scope of cumulative impacts under the proposed project is the service areas of the respective service providers.

Fire

Growth associated with the proposed project are cumulative impacts since the service boundary of OFD is the City. As described above, OFD would be required to meet the increased demand for population and employment growth over the buildout of the proposed project. All development within the City, is subject to payment of development impact fees to ensure the adequate provision of services and maintenance of facilities. Increased property and sales tax from future new developments would provide funding for any capital improvements necessary to maintain adequate fire and police protection facilities, equipment, and/or personnel. By maintaining a consistent level of service through expansion or facility improvements, the OFD would be able to ensure that their performance objectives are consistently met. Furthermore, development pursuant to the proposed project would be subject to review by the OFD ensuring appropriate safety requirements are met. Accordingly, the proposed project would have a less than cumulatively considerable impact on fire protection services.

Police

Growth associated with the proposed project are cumulative impacts since the service boundary of OPD is the City. As described above, OPD would be required to meet the increased demand for population and employment growth over the buildout of the approved project. All development within the City is subject to payment of development impact fees to ensure the adequate provision of services and maintenance of facilities. Increased property and sales tax from future new developments would provide funding for any capital improvements necessary to maintain adequate fire and police protection facilities, equipment, and/or personnel. By maintaining a consistent level of service through expansion or facility improvements, the OPD would be able to ensure that their performance objectives are consistently met. Furthermore,

development pursuant to the proposed project would be subject to review by the OPD ensuring appropriate safety requirements are met. Accordingly, the proposed project would have a less than cumulatively considerable impact on police protection services.

Schools

The EBPSP does not include any residential land uses and, therefore, is not expected to result in a significant increase in demand for schools. Projects pursuant to the Policy Plan Amendment and other cumulative development that involve residential development would increase the public-school population in the region and require the construction or expansion of school facilities so that adequate service ratios are maintained. This increase in student population would require the construction or expansion of school facilities, which could result in adverse environmental impacts. As discussed above, under state law, development projects are required to pay established school impact fees in accordance with SB 50 at the time of building permit issuance. The funding program established by SB 50 has been found by the Legislature to constitute "full and complete mitigation of the impacts of any legislative or adjudicative act…on the provision of adequate school facilities" (Government Code Section 65995[h]). The fees authorized for collection under SB 50 are conclusively deemed full and adequate mitigation of impacts on school district facilities. Furthermore, cumulative school projects require discretionary actions and would be required to demonstrate compliance with CEQA prior to project approval. The proposed project would not combine with areawide growth to result in cumulatively considerable impacts to school services.

Parks

The proposed project provides land use opportunities for public parks to be developed in line with future development. The City would continue to regularly review the City's parks and trails inventory to ensure that it keeps pace with demographic trends and the recreational needs of Ontario's residents and construct new parks and recreation facilities accordingly. Since the details of future parks and recreation projects that would the proposed project and cumulative development are unknown at this time, such projects would be reviewed when proposed and comply with applicable requirements from the City to address potential environmental impacts.

The EBPSP does not include any residential land uses, and therefore is not expected to result in a significant increase in demand for parks. As with the development allowed under the Policy Plan Amendment and EBPSP, cumulative development projects would be required to comply with all applicable existing regulations, procedures, and policies that are intended to address impacts to park and recreation facilities. Therefore, impacts are **less than significant** and would not be cumulatively considerable.

Library

Growth associated with the proposed project are cumulative impacts since the service boundary for the Ontario library system is the City. The EBPSP does not include any residential land uses and, therefore, is not expected to result in a significant increase in demand for other public facilities, including libraries. Projects pursuant to the Policy Plan Amendment and other

cumulative development that involve residential development would increase the population in the region and require the construction or expansion of library facilities so that adequate service ratios are maintained. Development within the City is subject to payment of development impact fees to ensure the adequate provision of services and maintenance of public facilities. New or expanded libraries would also be subject to environmental review to determine potential environmental impacts when development is proposed. Impacts would be less than significant, and therefore, less than cumulatively considerable.

RECREATION

The area considered for cumulative impacts for recreation is the City of Ontario. As described above, the proposed project provides land use opportunities for public parks to be developed in line with future development. As described under impact discussion a), the Parks and Recreation Element contains relevant goals, policies, and programs that support a regular review of the City's parks and trails plans to keep pace with demographic trends and recreational needs of Ontario's residents (see Policies PR-1.1 through PR-1.16). In addition, Policy PR-1.5 strives to provide five acres of parkland per 1,000 residents in the Ontario Ranch, and Policy PR-1.6 provides a minimum of 2 acres of developed private park space per 1,000 residents in the City.

The Specific Plan does not propose residential uses that would result in an increase in population, thereby, increasing the use of existing neighborhood and regional parks or other recreational facilities. Employees and visitors of the Specific Plan land uses who do not already reside in the area are not anticipated to utilize local recreational facilities to the extent that physical deterioration would occur or be accelerated, even when considered in the context of cumulative developments in the area. Given the proximity to planned business park uses, if future employees were to occasionally use park facilities within the City, they would likely utilize the public facilities provided by the Specific Plan.

Additionally, as previous discussed, the recreational facilities provided within the Specific Plan were assumed by and included in the City's Recreation & Parks Master Plan. The Master Plan concluded that the City is currently underserved by park facilities. Recreational facilities implemented by the EBPSP and future developed allowed under the proposed land use plan would help to address the open space and park needs of the growing community.

As with the development allowed under the Policy Plan Amendment and Specific Plan, cumulative development projects would be required to comply with all applicable existing regulations, procedures, and policies that are intended to address impacts to park and recreation facilities. As a result, development of park facilities would keep pace with the anticipated increase in population from buildout of the proposed project. Therefore, impacts are **less than significant** and would not be cumulatively considerable.

TRANSPORTATION

The cumulative effect for transportation impacts is the SBCTA region. Cumulative traffic impacts consider the impacts of future growth and development in the SBCTA region. As identified above, the proposed project would result in a significant cumulative impact for VMT as a result of a substantial increase in population within the City. Therefore, VMT impacts of proposed project are cumulatively considerable.

The proposed project is consistent with adopted policies, plans, or programs regarding public transit, bicycle, and pedestrian facilities and the performance and safety of such facilities and would not combine with other area projects to result in significant impacts to such facilities.

The City of Ontario has adopted standards related to emergency accessibility. Additionally, the fire department reviews all development applications to ensure that adequate emergency accessibility is provided based on local and state guidance. Review of emergency access is also included as part of the City's Design Review process.

Overall, because the proposed project would result in significant project-level and cumulative VMT impacts, cumulative impacts are considered **significant and unavoidable**.

TRIBAL CULTURAL RESOURCES

Cumulative impacts to tribal cultural resources occur when the impacts of the proposed project, in conjunction with past, existing, and other foreseeable projects and development in the region, result in multiple and/or cumulative impacts to tribal cultural resources in the area. Projects in the City, including the EBPSP, future development would disturb soil and thus could potentially uncover tribal cultural resources. Future projects in the City of Ontario would comply with federal and state regulations and the Mitigation Measures in this SEIR to ensure that impacts to TCRs are less than significant and would be less than cumulatively considerable. Therefore, this impact is **less than significant.**

UTILITIES AND SERVICE SYSTEMS

Water

The area considered for cumulative impacts for water supply and treatment is the City of Ontario, IEUA, and CVWD service areas. The OMUC service area includes most of the City of Ontario and will serve the Ontario Ranch. The CVWD serves two small areas in the northeastern portion of the City and the IEUA provides recycled water that is distributed by OMUC.

The 2020 UWMPs for the City, IEUA, and CVWD all state that there are sufficient water supplies through 2045 to meet projected demands in normal years, single dry years, and multiple dry years. Although the proposed project at buildout is estimated to generate an approximately 3 percent increase in water demand compared to the 2020 UWMP using conservative water demand factors, new State requirements for indoor water usage and City policies and code

requirements would result in enhanced water efficiency and conservation efforts which would likely reduce the total water demand below the projections in the 2020 UWMP for year 2045. Overall, cumulative water demands would neither exceed planned levels of supply nor require building new water treatment facilities or expanding existing facilities beyond what is currently planned. In addition, future development would be required to pay connection fees, which would offset the costs of system maintenance and capital upgrades to support the new development in the service areas. Therefore, cumulative impacts would be less than significant and impacts of the project would not be cumulatively considerable.

Wastewater

The area considered for cumulative impacts for wastewater is the IEUA service area. Cumulative projects in the IEUA service area could cause significant impacts if they exceed the combined capacities of the wastewater treatment plants.

Although the IEUA anticipates a significant increase in the growth of its service area in the next ten years, this will be accommodated by upgrades and expansion of their wastewater treatment facilities, as documented in the Ten-Year Sewer Capital Forecast report (IEUA 2025c). Capacity projects to address increasing demand over the next 10 years include the expansion at RP-5, the relocation of RP-2 solids handling to RP-5, and the beginning of the RP-1 liquid capacity recovery and solids treatment expansion. Over the next 10 years, the IEUA is expected to spend 1.65 billion dollars on facility expansions and upgrades to the system.

Wastewater flow forecasts are conducted annually based on future growth projections, with funding provided through usage and connection fees. Additionally, IEUA has experienced a decrease in the volume of sewage flow of approximately 10 percent since 2010 due to a decrease in indoor water consumption with compliance requirements for new development in accordance with the CALGreen and water conservation efforts. The ultimate capacity for wastewater flows to the IEUA WWTPs will be 80 MGD by 2060, with a future combined capacity of 70 MGD for RP-1 and RP-5, which serve the City of Ontario (IEUA 2025c).

Also, future development within the service area would be required to comply with all applicable regulations and ordinances issued by IEUA. The cities that discharge wastewater to the IEUA WWTPs are required to prepare SSMPs to ensure that the sewer infrastructure and treatment facilities can handle the wastewater flows within their service area. The IEUA and the cities within its service area plan for increased demand with future development. Therefore, with continued compliance with local and regional regulations, cumulative impacts would be less than significant and impacts of the project would not be cumulatively considerable.

Storm Drainage

The area considered for cumulative impacts is the Chino Creek and the Middle Santa Ana River subwatershed. Other projects in this area would increase impervious areas, thus increasing runoff and flows into the storm drain systems. Within San Bernardino County, other projects would also be required to prepare hydrology and hydraulic studies in accordance with the

County Hydrology Manual and analyze stormwater flows that result from the 100-year storm event to ensure that the capacities of the storm drain systems are not exceeded. Additionally, future projects would be required to comply with the MS4 permits applicable to those watersheds. The Santa Ana RWQCB MS4 permit applies to portions of three counties in the Santa Ana Basin. Most projects would meet criteria in the MS4 permits that require LID measures and on-site stormwater bioretention facilities that would reduce the amount of runoff entering public storm drain systems. Cumulative impacts would be less than significant and would not be cumulatively considerable.

Solid Waste

The area considered for cumulative impacts to solid waste disposal includes all the cities and counties that dispose of their solid waste in Badlands Sanitary Landfill or El Sobrante Landfill. These landfills currently have a combined excess daily capacity of 13,405 TPD and have a remaining landfill capacity of 4,900,000 cubic yards for Badlands Sanitary Landfill and 121,083,583 cubic yards for El Sobrante Landfill. Both landfills have closure dates beyond 2050. In addition, State and local regulations and ordinances regarding the recycling of construction debris and organic waste will further reduce the amount of solid waste transported to these landfills in the future. Therefore, with continued compliance with the applicable regulations, in combination with reasonably foreseeable future development, cumulative impacts would be less than significant, and project impacts would not be cumulatively considerable.

Other Utilities

The area considered for cumulative impacts are the service areas of SCE for electricity and SoCalGas for natural gas. Other projects within the service areas would increase electricity and natural gas demands. The cumulative impacts of energy consumption and efficiency are provided in Section 3.6, *Energy*. All future projects developed within the SCE and SoCalGas service areas would implement the requirements of the California Energy Code and CALGreen Building Code. New buildings would also use new energy-efficient appliances and equipment, pursuant to the Appliance Efficiency Regulations. Counties and cities review project design plans against these codes and ensure compliance before issuing construction permits. These measures would reduce the overall consumption of electricity and natural gas.

The energy and telecommunications service providers that serve the EIR Study Area indicate that they have the capability to serve future increases in population within their service areas without significant changes to the existing infrastructure. In addition, the proposed project includes goals, policies, and actions that would contribute to minimizing inefficient, wasteful, or unnecessary energy consumption and ensure compliance with State, regional, or local plans for renewable energy, therefore avoiding the need for new or expanded electric power and natural gas facilities. Therefore, the proposed project would not result in a cumulatively considerable impact to electric power, natural gas, or telecommunication facilities and cumulative impacts would be less than significant.

Therefore, cumulative impacts are **less than significant**.

WILDFIRE

The cumulative setting for wildfire includes potential future development within San Bernardino, surrounding cities, and unincorporated County areas that may exacerbate wildfire risks. Future development over the buildout horizon of the proposed project would not impair an adopted emergency response plan or emergency evacuation plan and would not result in new or substantially more severe wildfire impacts compared to the approved project. Cumulative development in the surrounding local jurisdictions and State lands in Fire Hazard Severity Zones would be subject to the same State regulations applicable to future projects, including the California Building Code, California Fire Code, California Public Resources Code Sections 4291, and SRA or Very High Fire Hazard Severity Zone Fire Safe Regulations. Continued implementation of approved project policies related to fire prevention and hazard reduction would further minimize wildfire risk. Accordingly, the proposed project would not make a cumulatively considerable contribution to cumulative wildfire impacts, and cumulative impacts would be **less than significant**.

4. ALTERNATIVES TO THE PROPOSED PROJECT

An EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are feasible, and therefore, merit in-depth consideration, and which ones are infeasible.

Section 15126.6 of the State CEQA Guidelines requires an EIR to describe a range of reasonable alternatives to the Project, or to the location of the Project, which could feasibly achieve most of its basic objectives, but would avoid or substantially lessen any of the significant effects identified in the EIR analysis. An EIR is not required to consider every conceivable alternative to a proposed project. Rather, an EIR must consider a reasonable range of alternatives that are potentially feasible; an EIR is not required to consider alternatives that are infeasible. In addition, an EIR should evaluate the comparative merits of the alternatives. Therefore, this section sets forth the potential alternatives to the Project analyzed in the EIR and evaluates them in light of the objectives of the Project, as required by CEQA.

Key provisions of the State CEQA Guidelines relating to the alternatives' analysis (Section 15126.6 et seq.) are summarized below:

- [T]he discussion of alternatives shall focus on alternatives to the Project or its location which are capable of avoiding or substantially lessening any significant effects of the Project, even if these alternatives would impede to some degree the attainment of the Project objectives or would be more costly." (CEQA Guidelines Section 15126.6[b]).

- "The specific alternative of 'no project' shall also be evaluated along with its impact." (CEQA Guidelines Section 15126.6[e][1])

- "The no project analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." (CEQA Guidelines Section 15126.6[e][2])

- "The range of alternatives required in an EIR is governed by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project." (CEQA Guidelines Section 15126.6[f])

- "Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries…, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)" (CEQA Guidelines Section 15126.6[f][1]).

- "Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR." (CEQA Guidelines Section 15126.6[f][2][A])

- "An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative." (CEQA Guidelines Section 15126.6[f][3])

4.1 RATIONALE FOR SELECTING POTENTIALLY FEASIBLE ALTERNATIVES

The alternatives must include a no-project alternative and a range of reasonable alternatives to the project if those reasonable alternatives would attain most of the project objectives while substantially lessening the potentially significant project impacts. The range of alternatives discussed in an EIR is governed by a "rule of reason," which the State CEQA Guidelines Section 15126.6(f)(3) defines as:

> ". . . set[ting] forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need

examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision-making."

Among the factors that may be taken into account when addressing the feasibility of alternatives (as described in the State CEQA Guidelines Section 15126.6(f)([1]) are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the project proponent could reasonably acquire, control, or otherwise have access to an alternative site. An EIR need not consider an alternative whose effects could not be reasonably identified, and whose implementation is remote or speculative.

For purposes of this analysis, the project alternatives are evaluated to determine the extent to which they attain the basic project objectives, while significantly lessening any significant effects of the project.

4.2 ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS

The following is a discussion of the alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in the SEIR.

4.2.1 Alternative Development Areas Outside of the City

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines Section 15126[5][B][1]).

FINDING

The City does not have land use authority outside of the City's boundaries. Therefore, an alternative development area would be infeasible and was not analyzed. As described in these Findings of Fact, the proposed project would result in less than significant impacts, or impacts that can be mitigated to less than significant. For significant and unavoidable impacts, the City has determined that these impacts are acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental

benefits, of the proposed project outweigh its significant effects on the environment, as described in the Statement of Overriding Considerations.

4.2.2 Alternate EBPSP Sites Alternative

As identified above, CEQA requires that the discussion of alternatives focus on alternatives to a project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. In addition, an alternative site need not be considered when implementation is "remote and speculative," such as when the alternative site is beyond the control of a project applicant.

Given the scope of the EBPSP, a similarly sized project and land use elsewhere in the City of Ontario would result in similar impacts. Significant and unavoidable regional air quality emission impacts of the EBPSP are largely due to mobile emissions during operation and are not site specific; therefore, relocation of the EBPSP would not substantially reduce these impacts. The EBPSP's location is preferrable for business park development because of its proximity to the regional transportation network and major infrastructure, helping to reduce VMT and off-site traffic noise. Therefore, analysis of an alternative site for the EBPSP is neither meaningful nor necessary because the significant impacts resulting from the EBPSP would not be avoided or substantially lessened by its implementation in an alternate location.

Moreover, there are no existing, undeveloped sites for sale that are a similar size as the EBPSP area within close proximity to key freeway infrastructure (i.e., I-15, SR-83, and SR-60) and that could reasonably be controlled by the Applicant for the purpose of developing the EBPSP. Furthermore, the Applicant does not hold ownership control over any other parcels of land in or near the Specific Plan area that could be used as an alternative location for the proposed EBPSP.

FINDING

Therefore, because an alternate location is not available that would avoid or substantially lessen the significant environmental effects of the EBPSP, and because the Applicant does not have ownership control over and cannot reasonably obtain ownership control over any other parcels of land in the jurisdiction of the City that could accommodate the EBPSP, an alternate site is not feasible. As a result, this alternative was rejected from further consideration. As described in these Findings of Fact, the proposed project would result in less than significant impacts, or impacts that can be mitigated to less than significant. For significant and unavoidable impacts, the City has determined that these impacts are acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment, as described in the Statement of Overriding Considerations.

4.2.3 Alternative Housing Element Sites Alternative

The City received several NOP comment letters on land use and planning impacts as a result of areas in the Ontario Ranch where high density residential (HDR) land uses are proposed. The locations are identified as Housing Element that fulfill the City's lower income RHNA obligations. Because these sites are being rezoned, specifically to make up for a shortfall of lower income sites, State law requires that these sites establish a minimum density of 20 du/ac. The City evaluated alternative locations in Ontario Ranch for opportunities to upzone from low density residential (LDR) to HDR to accommodate the City's RHNA obligations. However, locations in Ontario Ranch designated for LDR are not adjacent to proposed infrastructure, such as water and sewer, which are needed to accommodate the HDR land uses. According to OMUC, infrastructure in these areas would not be constructed until post-2030 horizon. Therefore, these sites do not meet the criteria for alternative housing site. Additionally, CEQA only requires locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines Section 15126[5][B][1]).

FINDING

Since the City is obligated to maintain the RHNA, shifting the location of the HDR unit to alternative areas within Ontario Ranch would not reduce or eliminate the environmental impacts of the proposed project. Therefore, an alternative housing element sites within Ontario Ranch were not analyzed. As described in these Findings of Fact, the proposed project would result in less than significant impacts, or impacts that can be mitigated to less than significant. For significant and unavoidable impacts, the City has determined that these impacts are acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment, as described in the Statement of Overriding Considerations.

4.2.4 Truck Route Scenario 1 Alternative

In summer 2025, the City conducted outreach and initiated an evaluation of its existing truck routes, which evaluated changes to truck routes in northern Ontario, including in the Original Model Colony. Truck Route Scenario 1 retained all existing truck routes and added an additional route along Eucalyptus Avenue.

FINDING

This scenario was rejected because it would increase truck volumes on designated routes, substantially worsen conditions at Grand Park, and require additional mitigation measures and funding. This alternative was considered but rejected. As described in these Findings of Fact, the proposed project would result in less than significant impacts, or impacts that can be mitigated to less than significant. For significant and unavoidable impacts, the City has determined that these impacts are acceptable because specific overriding economic, legal, social, technological,

or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment, as described in the Statement of Overriding Considerations.

4.2.5 Truck Route Scenario 2 Alternative

In summer 2025, the City conducted outreach and initiated an evaluation of its existing truck routes, which evaluated changes to truck routes in northern Ontario, including in the Original Model Colony. Truck Route Scenario 2 retained all existing truck routes and added additional routes along Eucalyptus Avenue and Walker Avenue.

FINDINGS

This scenario was rejected because it would make mitigation measures for noise, vibration, and air quality more challenging; result in significantly higher truck volumes than Truck Route Scenarios 1 and 3; and introduced new truck traffic through low-density neighborhoods. Therefore, this alternative was considered but rejected. As described in these Findings of Fact, the proposed project would result in less than significant impacts, or impacts that can be mitigated to less than significant. For significant and unavoidable impacts, the City has determined that these impacts are acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment, as described in the Statement of Overriding Considerations.

4.3 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

The following alternatives have been determined to represent a reasonable range of alternatives that have the potential to feasibly attain most of the objectives of the proposed project and that may avoid or substantially lessen any of the significant impacts of the proposed project.

- No Project Alternative/Current TOP 2050
- Medium High Density Residential (MHDR) Alternative
- Truck Route Scenario 3 Alternative
- Reduced Intensity Alternative

No Project Alternative

In the No Project Alternative/Current TOP 2050, the Policy Plan Amendment and EBPSP project would not be implemented by the City. The current TOP 2050 would remain in effect and would apply to land uses within the City and land uses on the EBPSP project site. Buildout statistics for

Policy Plan Amendment and EBPSP compared to the No Project Alternative are shown in Draft SEIR Table 4-1, *No Project Alternative/Current TOP 2050 vs. Growth Projections at Buildout.*

As shown in this table, the No Project Alternative would result in a reduction in population, housing units, and non-residential square footage but an increase in employment. In addition, the proposed project includes updated policies to comply with State laws, including AB 98. This alternative would not include revisions to the City's truck routes, which are proposed to minimize impacts to sensitive receptors.

The TOP 2050 designates the Specific Plan area for Medium Density Residential (MDR), Mixed-Use (Eucalyptus/Chino Airport) (MU-BC); and Open Space Parkland (OS-C). Buildout under these designations would allow for up to 2,195 residential units and 1,632,143 square feet of non-residential land uses within the Specific Plan area. As shown in the table, the No Project Alternative would result in an increase in population, units, and employment but a decrease in non-residential square feet.

FINDING

Policy Plan Amendment

Impacts of the No Project Alternative/Current TOP 2050 would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, noise, tribal cultural resources, and wildfire. This alternative would reduce the proposed project's air quality, energy, GHG, land use and planning, public services, recreation, transportation, and utilities and service systems impacts. This alternative would not meet some of the objectives of the proposed project.

Specific Plan

The No Project Alternative/Current TOP 2050 would result in greater impacts to energy, construction noise, public services, recreation, and utilities and service systems. This alternative would exacerbate significant and unavoidable impacts related to operational air quality, GHG, off-site traffic-related noise, and transportation. Impacts related to aesthetics, agriculture and forestry resources, construction air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, onsite noise, population and housing, tribal cultural resources, and wildfire would be similar compared to the EBPSP. Additionally, impacts to land use and planning would decrease under this alternative.

As compared with the EBPSP, this alternative would not meet the following objectives to the same extent due to the change in the proposed land uses from business park to residential and mixed-use:

- To provide a land use plan that implements The Ontario Plan's vision and appropriately positions business park and public parkland uses north of Eucalyptus Avenue, between Campus Avenue and Walker Avenue.

- To facilitate the development of a variety of employment-generating uses in a business park setting.

- To provide business park uses that are compatible with surrounding land uses.

Truck Route Scenario 3 Alternative

In summer 2025, the City conducted outreach and initiated an evaluation of its existing truck routes, which evaluated changes to truck routes in northern Ontario, including in the Original Model Colony. Changes in southern Ontario were evaluated as part of the Policy Plan Amendment concurrent with land use changes. The City received comments regarding heavy truck traffic passing by residential areas, especially along Ontario Ranch Road and Archibald Avenue. Specific issues identified by the public from truck travel include noise, vibration, and air quality impacts on homes and schools; safety concerns for pedestrians and cyclists; road damage from heavy vehicles; and the need for better enforcement of truck routes. Based on feedback from the public, the City identified four truck routes concepts for Ontario Ranch. Draft SEIR Figure 2-9, *Proposed Truck Routes*, identifies the proposed truck routes selected by the City to move forward for the Policy Plan Amendment and to address the requirements of AB 98.

The Truck Route Scenario 3 is one of the four concepts evaluated by the City. Truck Route Scenario 3 Alternative would not remove Archibald Avenue as a designated truck route, as proposed under the project, and would add additional truck routes along Eucalyptus Avenue, Walker Avenue, and Hellman Avenue. The Truck Route Scenario 3 Alternative was chosen as an alternative to the proposed project because these additional routes would disperse truck traffic throughout the Ontario Ranch area to a greater extent. While the total number of trucks in the City and the Ontario Ranch area would remain the same, impacts would be spread across a broader area rather than concentrated along two specific routes. This alternative would increase impacts along Archibald Avenue and Edison Avenue while decreasing impacts along Ontario Ranch Road. See Draft SEIR Figure 4-1, *Truck Route Scenario 3 Alternative.*

This alternative would not affect the land uses proposed for the EBPSP. Therefore, a separate analysis of this alternative for the Specific Plan component is not included below as it would be the same as that of the Policy Plan Amendment.

FINDING

This alternative would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, energy, geology and soils, GHG, hazards and hazardous materials, hydrology and water quality, land use, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and system services, and wildfire. This alternative would reduce the proposed project's air quality and noise impacts.

This alternative would meet all the objectives of the Policy Plan Amendment with the exception of objectives on truck routes and circulation changes. As compared with the proposed project, this alternative would not meet the following objectives:

- Update the City's truck routes based on proposed land use changes to ensure the City continues to comply with state law and ensures a safe and efficient goods movement network while minimizing the exposure of existing and future sensitive receptors to noise, vibration, and air pollution generated by heavy trucks.
- Update the Policy Plan component of TOP 2050 for internal consistency with proposed land use and circulation changes.

Reduced Intensity Alternative

The proposed land use plan would result in a net increase of 6,370,304 square feet of industrial and business park land use compared to the approved TOP 2050. The EBPSP represents 2,939,000 square feet of the growth in industrial and business park land uses under the proposed project (46 percent). Therefore, this alternative considers a reduced intensity alternative for the EBPSP area. The Reduced Intensity Alternative was selected to reduce overall impacts associated with air quality, noise, and transportation.

The Reduced Intensity Alternative would result in a 30 percent reduction in building area on the EBPSP project site. The buildout intensity of the remaining portions of the proposed project would remain the same; however, overall, the buildout of the proposed project would be reduced. Under this alternative, a total of 2,057,300 square feet of non-residential square feet would be developed, a reduction of 881,700 square feet. The total development impact area would remain the same as the EBPSP. Park areas are assumed to remain as proposed. Access to the site would be similar to the EBPSP, with a proportional reduction in the number of parking spaces. Draft SEIR Table 4-5, *Reduced Intensity Alternative*, provides the buildout statistics of this alternative for the proposed project and EBPSP.

FINDING

Policy Plan Amendment

This alternative would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use, mineral resources, population and housing, recreation, tribal cultural resources, and wildfire. This alternative would reduce the proposed project's air quality, energy, GHG, noise, public services, transportation, and utilities and system services impacts. This alternative would meet all the objectives of the Policy Plan Amendment.

Specific Plan

This alternative would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and

water quality, land use, mineral resources, population and housing, recreation, tribal cultural resources, and wildfire. This alternative would reduce the proposed project's air quality, energy, GHG, noise, public services, transportation, and utilities and system services impacts.

The Reduced Intensity Alternative would meet most of the EBPSP objectives; however, this alternative would not meet the following objectives to the same extent as the EBPSP due to the reduced square footage and proportional reduction in employees.

- To provide a land use plan that implements The Ontario Plan's vision and appropriately positions business park and public parkland uses north of Eucalyptus Avenue, between Campus Avenue and Walker Avenue.
- To facilitate the development of a variety of employment-generating uses in a business park setting.
- To provide opportunities for positive economic benefit to the City, including new net revenues to the General Fund that can be used for vital City services.

Use of the Specific Plan area would not be maximized under the Reduced Intensity Alternative. Additionally, the 30 percent reduction would reduce the amount of potential employment opportunities for community residents; therefore, the alternative would not be fully maximizing the economic benefit to the City.

4.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

In addition to the discussion and comparison of impacts of the proposed project and the alternatives, CEQA Guidelines Section 15126.6 requires that an "environmentally superior" alternative be selected and the reasons for such a selection be disclosed. In general, the environmentally superior alternative is the alternative to the proposed project that has the potential to reduce the proposed project's significant impacts on the environment to the greatest extent feasible.

Identification of the environmentally superior alternative is an informational procedure, and the alternative to the proposed project selected may not be the alternative to the proposed project that best meets the goals or needs of the City of Ontario. Because CEQA Guidelines Section 15126.6(c) requires an evaluation of a reasonable range of alternatives to the proposed project, the proposed project under consideration cannot be identified as the environmentally superior alternative. Additionally, in accordance with CEQA Guidelines Section 15126.6(e)(2), if the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative from among the other alternatives.

The following alternative has been identified as "environmentally superior" to the proposed project:

- Reduced Intensity Alternative

The Reduced Intensity Alternative has been identified as the environmentally superior alternative because it would either lessen or result in similar impacts as the proposed project; however, it would not avoid any significant and unavoidable impacts. As shown in Draft SEIR Table 4-7, *Comparison of Project Alternative Impacts*, and Draft SEIR Table 4-8, *Ability to Meet Proposed Project Objectives*, the Reduced Intensity Alternative lessens impacts to air quality, energy, GHG emissions, noise, public services, transportation, and utilities and system services while partially achieving the benefits of the project objectives.

CEQA does not require the lead agency (the City of Ontario) to choose the environmentally superior alternative. Instead, CEQA requires the City to consider environmentally superior alternatives, weigh those considerations against the environmental impacts of the proposed project, and make findings that the benefits of those considerations outweigh the harm. "Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts" (CEQA Guidelines Section 15126.6[c]).

The City Council rejects the Reduced Industrial Alternative on the following grounds, each of which individually provides sufficient justification for rejection of this alternative: (1) this alternative does not avoid the project's significant and unavoidable impacts on the environment; and (2) this alternative meets the project objectives to a lesser extent than the proposed project. Therefore, the Reduced Industrial Alternative is eliminated from further consideration.

5. ADDITIONAL CEQA CONSIDERATIONS

5.1 SIGNIFICANT IRREVERSIBLE CHANGES DUE TO THE PROJECT

Section 15126.2(d) of the CEQA Guidelines requires that an EIR discuss whether "Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely." The discussion shall consider primary and secondary impacts that generally commit future generations to similar uses, irreversible damage from environmental accidents, and irretrievable commitments of resources.

- Implementation of the proposed project would include construction activities that would entail the commitment of nonrenewable and/or slowly renewable energy resources; human resources; and natural resources such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, water, and fossil fuels. Future developments in accordance with the proposed project would require the

use of natural gas and electricity, fossil fuels, and water. The commitment of resources required for the construction and operation of the proposed project would limit the availability of such resources for future generations or for other uses during the life of the project.

- An increased commitment of social services and public maintenance services (e.g., police, fire, schools, libraries, and sewer and water services) would also be required. The energy and social service commitments would be long-term obligations in view of the low likelihood of returning the land to its original condition once it has been developed.

- Population growth related to the proposed project compared to the approved project would increase vehicle miles traveled and volatile organic compound emissions associated with consumer product use. The proposed project would cumulatively contribute to the South Coast Air Basin's nonattainment designation for ozone (O_3)

5.2 GROWTH-INDUCING IMPACTS OF THE PROPOSED PROJECT

Section 15126.2(e) of the CEQA Guidelines requires that an EIR discuss the ways in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Typical factors may include the removal of obstacles to population growth, such as through a major expansion of a wastewater plant.

This section evaluates the proposed project's potential to create such growth inducements. As CEQA Guidelines Section 15126.2(e) states, "It must not be assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment." In other words, negative impacts associated with growth inducement occur only where the projected growth would cause significant adverse environmental impacts.

Approval and implementation of proposed project would not remove obstacles to growth. Development in the City is guided by TOP 2050. Changes to the approved project are identified in Section 2.4.1, *Project Characteristics*, and would not result in changes to existing regulations that would remove barriers to growth in the City. Portions of the City are already served by infrastructure. Like the approved project, implementation of proposed project would allow for development of currently undeveloped land and redevelopment of existing land uses. This would induce construction of infrastructure extensions and improvements, such as roadways, storms drains, water pipes, solid waste collection systems, and energy/communication extensions toward undeveloped areas of the City. In addition, the proposed project would increase demand for electricity and natural gas that could require expansion of energy infrastructure, as provided by Southern California Edison and the Southern California Gas Company. Impacts to existing utilities and service systems and potential needs for future improvements are discussed further in Section 3.19, *Utilities and Service Systems*.

TOP 2050 and the proposed project accommodate the additional population growth required to accommodate the South California Association of Governments' Regional Housing Needs Assessment (RHNA). Buildout of the proposed project may require additional firefighting and police personnel and construction of new and/or expanded facilities to improve response times, if necessary. Buildout may also require future construction of new and/or expanded schools in the school districts that serve Ontario (e.g., Chaffey Joint Union High School District, Chino Valley Unified School District, Cucamonga School District, Ontario-Montclair School District, and Mountain View School District). Impacts from the proposed project on public services facilities are discussed in detail in Section 3.15, *Public Services*.

6. FINDINGS ON RESPONSES TO COMMENTS ON THE DRAFT SEIR AND REVISIONS TO THE FINAL SEIR

The Final SEIR contains response to comments, clarifications, revisions, and corrections to the Draft SEIR. The focus of the response to comments is on the disposition of significant environmental issues as raised in the comments, as specified by State CEQA Guidelines Section 15088(b). The City provided written responses to each comment made by a public agency, as set forth in Section 2 of the Final SEIR, pursuant to State CEQA Guidelines Section 15088(b), and revisions and corrections to the Draft SEIR are found in Section 3 of the Final SEIR.

City staff has reviewed this material and determined that none of this material constitutes the type of significant new information that requires recirculation of the Draft SEIR for further public comment under CEQA Guidelines Section 15088.5. None of this new material indicates that the project will result in a significant new environmental impact not previously disclosed in the Draft SEIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5 of the CEQA Guidelines.

7. STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires decision makers to balance the benefits of the proposed project against its unavoidable environmental risks when determining whether to approve the project. If the

benefits of the project outweigh the unavoidable adverse effects, those effects may be considered "acceptable" (State CEQA Guidelines Section 15093[a]). CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are infeasible to mitigate. Such reasons must be based on substantial evidence in the FEIR or elsewhere in the administrative record (State CEQA Guidelines Section 15093 [b]). The agency's statement is referred to as a Statement of Overriding Considerations. Pursuant to Public Resources Code Section 15093, the City Council hereby adopts the Statement of Overriding Considerations attached as Exhibit B.

8. MITIGATION MONITORING AND REPORTING PROGRAM

Pursuant to Public Resources Code section 21081.6, the City Council hereby adopts the Mitigation Monitoring and Reporting Program ("MMRP") attached as Exhibit C Implementation of the mitigation measures contained in the MMRP is hereby made a condition of approval of the proposed project. In the event of any inconsistencies between the mitigation measures set for herein and the MMRP, the MMRP shall control. The City finds that all mitigation measures adopted herein are fully enforceable through permit conditions, development agreements, improvement plans, monitoring requirements, or other legally binding instruments.

9. CERTIFICATION

The City Council finds that it has been presented with the SEIR, which it has reviewed and considered, and further finds that the SEIR is an accurate and objective statement that has been completed in full compliance with CEQA, the State CEQA Guidelines and the City's Local CEQA Guidelines and that the SEIR reflects the independent judgment and analysis of the City Council.

The City Council declares that no evidence of new significant impacts as defined by State CEQA Guidelines section 15088.5 has been received by the City Council after circulation of the Draft SEIR which would require recirculation.

Therefore, the City Council hereby certifies the SEIR based on the entirety of the record of proceedings.

City of Ontario

ONTARIO POLICY PLAN AMENDMENT SUPPLEMENTAL EIR

June 2026 | Mitigation Monitoring and Reporting Program



June 2026 | Mitigation Monitoring and Reporting Program

ONTARIO POLICY PLAN AMENDMENT SUPPLEMENTAL EIR

City of Ontario

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MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the Policy Plan Amendment (PPA) and Eucalyptus Business Park Specific Plan (EBPSP) pursuant to the requirements of California Environmental Quality Act Guidelines Section 15097, *Mitigation Monitoring or Reporting*. The purpose of this MMRP is to ensure the implementation of mitigation measures identified as part of the environmental review for the proposed project. The public agency may choose whether its program will monitor mitigation, report on mitigation, or both. The MMRP for the Ontario Policy Plan Amendment and Specific Plan are show in Table 1, *Policy Plan Amendment MMRP*, and Table 2, *Eucalyptus Business Plan Specific Plan MMRP*, respectively. The MMRP includes the following information:

- The full text of the mitigation measures;
- The party responsible for implementing the mitigation measures;
- The timing for implementation of the mitigation measures; and
- The agency responsible for monitoring the implementation.

Table 1 Policy Plan Amendment MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
AIR QUALITY			
AIR-1-PPA [Former MM 3-1]: Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Ontario Building Department shall require feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include: ▪ Require fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as: o Requiring use of nontoxic soil stabilizers to reduce wind erosion. o Applying water every four 4 hours to active soil disturbing activities. o Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials. ▪ Using construction equipment rated by the United States Environmental Protection Agency as having Tier 4 interim or higher exhaust emission limits.	City of Ontario Planning Department in coordination with Project Applicant and the Project Construction Contractor	Prior to individual project approvals and during construction activities	City of Ontario Planning/Building Department

Table 1 Policy Plan Amendment MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
▪ Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards. ▪ Limiting nonessential idling of construction equipment to no more than 5 consecutive minutes. ▪ Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at: https://www.aqmd.gov/home/rules-compliance/compliance/vocs/architectural-coatings/super-compliant-coatings. ▪ Using electric off-road vehicles and equipment where feasible and using renewable diesel fuel for diesel-fueled vehicles and equipment where gasoline, natural gas, or electric alternatives are not available. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Planning Department.			
AIR-2-PPA [Former MM 3-2]: The City of Ontario shall evaluate new development proposals within the City and require all developments to include access or linkages to alternative modes of transportation, such as transit stops, bike paths, and/or pedestrian paths (e.g. sidewalks).	City of Ontario City Engineer in coordination with the Project Applicant	Prior to individual project approvals	City of Ontario Planning Department
AIR-3-PPA [Former MM AQ-1]: Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project operation-phase-related air quality impacts to the City of Ontario Planning Department	City of Ontario Planning Department in coordination with the Project Applicant	Prior to individual project approvals	City of Ontario Planning Department

Table 1 Policy Plan Amendment MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Ontario Planning Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval. Possible mitigation measures to reduce long-term emissions could include, but are not limited to the following: ▪ For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions. ▪ Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use. ▪ Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 sec. 2485). ▪ Provide changing/shower facilities as specified in Section A5.106.4.3 of CALGreen (Nonresidential Voluntary Measures).			

Table 1 Policy Plan Amendment MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
▪ Provide bicycle parking facilities per Section A4.106.9 of CALGreen (Residential Voluntary Measures). ▪ Provide preferential parking spaces for low-emitting, fuel-efficient, and carpool/van vehicles per Section A5.106.5.1 of CALGreen (Nonresidential Voluntary Measures). ▪ Provide facilities to support electric charging stations per Section A5.106.5.3 and Section A4.106.8 of CALGreen (Nonresidential Voluntary Measures; Residential Voluntary Measures). ▪ Use cool roof materials to improve reflectance and thermal emittance performance of roof structures per Section A5.106.11.2 and Section A4.106.5.1 of CALGreen (Nonresidential Voluntary Measures; Residential Voluntary Measures). ▪ Limit the daily number of trucks accessing the project site to levels analyzed in the technical assessment. ▪ Design the project such that truck entrances and exits are not facing sensitive receptors, and trucks will not travel past sensitive land uses to enter or leave the project site. ▪ Design the project such that truck traffic interior to the project site is located as far away from nearby sensitive receptors as feasible. ▪ Design the project such that trucks accessing the project site have available on-site overnight parking to prevent trucks from parking in sensitive land use areas. ▪ Design the project such that any truck check-in location is in the interior of the project site to prevent truck queueing and idling outside the project site and in closer proximity to nearby sensitive receptors.			

Table 1 Policy Plan Amendment MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
Applicant-provided appliances shall be Energy Star–certified appliances or appliances of equivalent energy efficiency (e.g., dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star–certified or equivalent appliances shall be verified by the City during plan check.			
BIOLOGICAL RESOURCES			
BIO-1-PPA: Biological Resources Assessment. Applicants for future development projects on non-infill sites with suitable natural habitat shall conduct a biological resources assessment of the proposed project footprint (including proposed access roads, proposed staging and laydown areas, and a suitable buffer surrounding the project footprint). The biological resources assessment shall be conducted by a qualified biologist and summarized in a biological resources letter report or biological resources technical report that will be submitted to the Ontario Planning Department for review and approval prior to being issued a grading permit. Biological resources assessments for infill redevelopment projects may be required, subject to the discretion of the Executive Director Community Development.	City of Ontario Planning Department in coordination with the Project Applicant	Prior to grading permit issuance	City of Ontario Planning Department
BIO-2-PPA: Biological Reconnaissance-Level Survey. The biological reconnaissance-level survey shall include, but not be limited to: ▪ An analysis of available literature and biological databases including but not limited to: California Department of Fish and Wildlife (CDFW); California Natural Diversity Database (CNDDB); California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants of California, National Wetland Inventory Database (NWI); USGS National Hydrographic Dataset (NHD); EcoAtlas; and database searches of the US Fish and Wildlife Service Critical Habitat, Environmental Conservation Online System (ECOS), and Information,	City of Ontario Planning Department in coordination with the Project Applicant	Prior to grading permit issuance	City of Ontario Planning Department

Table 1 Policy Plan Amendment MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
Planning, and Conservation System (IPaC). The literature review shall be performed prior to the field survey to identify sensitive biological resources that were reported previously from the proposed development project vicinity and to help determine the type of sensitive biological resources that may be in the survey area. ▪ A review of current land use and land ownership within the proposed development project vicinity. ▪ A field assessment survey that includes mapping vegetation communities in the proposed development project (including but not limited to project footprint, proposed access roads, staging and laydown areas, and a suitable buffer) utilizing the Manual of California Vegetation, 2nd edition (MCV) and the National Vegetation Classification System (NVCS) or the currently accepted standard for vegetation mapping and classification. An evaluation of each mapped vegetation community's State and Global rarity ranks shall be determined using CDFW's Vegetation Classification and Mapping Program (VegCAMP). ▪ An evaluation of the proposed development project's potential to support special status plant and wildlife species. ▪ An evaluation of nesting habitat for migratory and special status bird species. ▪ An evaluation of potential impacts to bats and roosts from ground-disturbing activities. ▪ A general assessment of potential jurisdictional areas, including wetlands and riparian habitats. ▪ An evaluation of potential local and regional wildlife movement corridors.			

Table 1 Policy Plan Amendment MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
BIO-3-PPA: Focused Species Surveys. If one or more special status plant or animal species has the potential to occur within the proposed development project area (including but not limited to project footprint, proposed access roads, staging and laydown areas, and a suitable buffer), a qualified biologist shall conduct additional focused surveys for said species using the most recently updated protocols recommended by natural resource agencies or, if not available, standards accepted in the professional biological community to survey that taxonomic group, community, or species. If an established protocol is not available for a special status species, the qualified biologist will consult with the City and CDFW or USFWS to determine the appropriate survey protocol. The focused species survey(s) will be at a level to determine the presence/absence of these species and to adequately evaluate potential direct and/or indirect impacts to these species. Adjoining properties shall also be surveyed (as access permits) where direct or indirect project effects, such as those from fuel modification or herbicide application, could potentially extend off-site. To the extent possible, the focused species surveys shall be conducted during nondrought years at the time of year when species are both evident and identifiable. The focused survey shall record the location and boundary of special status species by use of global positioning system (GPS). The number of individuals shall be counted (if population is small) or estimated (if population is large). If applicable, information about the percentage of individuals in each life stage shall be provided (seedlings, reproductive individuals, adults, nestlings, juveniles, transients or migrant individuals, etc.). Images of the target species and/or representative habitats shall be included to support information and descriptions. Results of	City of Ontario Planning Department in coordination with the Project Applicant's Qualified Biologist	Prior to grading permit issuance	City of Ontario Planning Department

Table 1 Policy Plan Amendment MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
focused species surveys shall be summarized in the proposed development project's Biological Technical Report.			
BIO-4-PPA: Biological Resources Report. The results of the biological survey for proposed development projects with no significant impacts may be presented in a biological survey letter report. For proposed development projects with significant impacts that require mitigation to reduce the impacts to below a level of significance, and/or agency consultation and permitting, the results of the biological survey shall be presented in a biological technical report. The impact analysis shall consider impacts from areas subject to fuel modification and grading to accommodate the development.	City of Ontario Planning Department in coordination with the Project Applicant	Prior to grading permit issuance	City of Ontario Planning Department
BIO-5-PPA: Special-Status Species, Sensitive Habitats, Wetlands, Other Non-wetland Waters, Native Wildlife Nursery Sites, and Wildlife Corridors. If a sensitive biological resource is identified during field surveys (see Mitigation Measures BIO-2-PPA and BIO-3-PPA), the City shall require implementation of mitigation measures at the project level that fully account for the adversely affected resource. Mitigation measures shall adhere to the following order of priority to reduce adverse impacts of a proposed project to the resource: avoid impacts, minimize impacts, and compensate for impacts. Mitigation measures shall be used on a project-level basis and be tailored to on-site conditions and sensitive biological resources present. ▪ Priority 1, Avoidance of Impacts. Proposed development shall avoid impacts to the maximum extent feasible, as determined by a qualified biologist, by not taking certain actions or parts of an action. Projects shall be sited to avoid direct or indirect impacts on the resource and include measures such as implementing no-disturbance buffers (e.g., nesting bird buffer areas during construction, siting staging	City of Ontario Planning Department in coordination with the Project Applicant	Prior to grading permit issuance	City of Ontario Planning Department

Table 1 Policy Plan Amendment MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
areas outside buffer area) or implementing project-specific design features (e.g., wildlife-friendly fencing and lighting in a wildlife corridor), such that indirect adverse effects of project development are avoided. This shall include flagging all plants and/or perimeter of populations; stop-work buffers around plants and/or populations (e.g., flagged perimeter plus 50 feet); restrictions on ground-disturbing activities within protected areas; relocation of staging and other material piling areas away from protected areas; restrictions on herbicide use and/or type of herbicide and/or application method within 100 feet of sensitive plants; and worker education and training. ▪ Priority 2, Minimize Impacts. Proposed development shall be conditioned to minimize adverse impacts by limiting the degree or magnitude of the action and its implementation to less than significant. Other mitigation measures may include reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action. Measures to mitigate the spread of invasive plant species and invasive wildlife species (e.g., New Zealand mudsnail) shall include but will not be limited to: cleaning of equipment, footwear, and clothing before entering a construction site and the identification and treatment of significant infestations of invasive plant species within a project site. ▪ Priority 3, Offset Impacts. Offsetting impacts can be done by replacing or providing substitute resources or by rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.			

Table 1 Policy Plan Amendment MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
Offset mitigation ratios for protected sensitive resources will be established based on the rarity of the resource, quality of affected habitat associated with the resource, temporary and permanent losses to habitat function, the type of mitigation proposed (restoration, enhancement, preservation, establishment), and other requirements associated with state or federal permits. Mitigation ratios will be determined at the project level in consultation with the City, the qualified biologist, and, where applicable, federal or state agencies with jurisdiction over the resource (e.g., CDFW, USACE, USFWS). If impacts on a protected sensitive biological resource are unavoidable, then the project proponent shall mitigate for the type of resource as follows: ▪ Endangered, Rare, Threatened, or Candidate Species. The applicant shall obtain incidental take authorization from USFWS (16 US Code Section 1531 et seq.) or CDFW (California Fish and Game Code Sections 2050–2115.5) prior to commencing development of the project site; apply minimization measures or other conditions required under the incidental take authorization; and provide equivalent compensation for the unavoidable losses of these resources. Compensation may include purchasing credits from a USFWS- or CDFW-approved mitigation bank or restoring or enhancing habitat within the project site or outside of the project site. ▪ Special Status Species (not listed). The applicant shall provide equivalent compensation for impacts on special status species by restoring or significantly enhancing existing habitat where the species occurs or by acquiring or protecting land that provides habitat function for affected			

Table 1 Policy Plan Amendment MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
species and is at least equivalent to the habitat function removed or degraded as a result of project implementation. If impacts on sensitive habitats, wetlands, other nonwetland waters, riparian habitats, native wildlife nursery sites, and wildlife corridors cannot be avoided, the project applicant shall: Federal- or State-Protected Sensitive Habitats. Obtain the required regulatory authorization (e.g., Section 404 permits for impacts on waters of the United States, 401 water quality certification from the Regional Water Quality Control Board, a Streambed Alteration Agreement for impacts on aquatic or riparian habitats within CDFW jurisdiction under Fish and Game Code Section 1600), and provide equivalent compensation for the unavoidable losses of the above-mentioned resources such that there is no net loss.			
BIO-6-PPA: Demarcate Work Area Boundary. The proposed development proponent shall prevent impacts to unprotected common and sensitive vegetation communities in areas adjacent to the project area. Prior to the initial vegetation clearing activities or ground disturbance in new areas, the approved project grading limits shall be marked with stakes or other highly visible materials that will be clearly visible to equipment operators and biological monitors during all vegetation clearing or ground disturbing activities. All equipment operators and project personnel shall be instructed about the restrictions the boundary markers represent and that vegetation removal or other disturbance outside of the boundary markers shall be avoided.	City of Ontario Planning Department in coordination with the Project Applicant	Prior to ground disturbance	City of Ontario Planning Department in coordination with the Project Applicant Qualified Biologist

Table 1 Policy Plan Amendment MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
BIO-7-PPA: Preconstruction Special Status Species Surveys. If sensitive biological resources are identified as having potential to occur within or immediately adjacent to the proposed development project area, a preconstruction special status species survey shall be conducted by a qualified biologist no more than 14 days prior to ground disturbing activities to ensure unsubstantiated impacts are avoided or minimized. In addition, for species with potential to occur within or adjacent to the proposed development project area and having species-specific preconstruction or take avoidance survey guidelines (e.g. burrowing owl), surveys shall be conducted in accordance with the most recent survey guidelines by a qualified biologist for that species.	City of Ontario Planning Department in coordination with the Project Applicant	No more than 14 days prior to ground disturbance	City of Ontario Planning Department in coordination with the Project Applicant Qualified Biologist
BIO-8-PPA: Pre-disturbance Nesting Bird Surveys. The City of Ontario shall require applicants for future development projects with suitable natural habitat, to contract with a qualified biologist with experience in conducting breeding bird surveys to conduct a preconstruction general nesting bird survey within all suitable nesting habitats that may be directly (active nest destruction, direct mortality) or indirectly (nest abandonment, exposure) impacted by active construction during the general avian breeding season (February 1 through August 31). The pre-disturbance surveys shall be conducted no more than 5 days prior to initiation of construction inclusive of staking and fencing of project limits, demolition activities, staging of equipment, and all vegetation trimming and removal activities (regardless of stage of construction). Results of pre-disturbance nesting bird surveys are typically valid for a period of 3 to 5 days. Additional pre-disturbance nesting bird surveys and/or nest monitoring may be required at the discretion of the qualified biologist based on observations of breeding behavior, phased removal of breeding bird habitat during the breeding season, establishment of nest	City of Ontario Planning Department in coordination with the Project Applicant	No more than 5 days prior to construction activity	City of Ontario Planning Department in coordination with the Project Applicant Qualified Biologist

Table 1 Policy Plan Amendment MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
buffers, delays in construction activities that could allow for breeding birds to establish a nest, or if the project is cleared/demolished/constructed over the course of multiple breeding seasons. Results will be summarized in a pre-disturbance survey report that describes the dates of the surveys, methods, results of the surveys, and any nest protection measures that will need to be employed. The pre-disturbance nesting bird survey report will be submitted to the City within 30 days of completion of the initial pre-disturbance nesting bird survey.			
BIO-9-PPA: Active Nest Avoidance and No-Work Buffers. If active nests of avian species protected by the Migratory Bird Treaty Act and Fish and Game Code are detected within the proposed development project area or within a 300-foot buffer (500-foot buffer for raptors and listed species) of the proposed development project area, as determined by the qualified biologist, a no-work buffer will be established around the nest (typically 300 feet for passerines and 500 feet for raptors and listed species) and construction shall be restricted in the area until the young have fledged; there is no evidence of a second attempt at nesting if the nest attempt has failed, as determined by the qualified biologist; or until appropriate protection measures (installation of noise and/or visual barriers, intermittent halting or rerouting of high noise-producing construction activities to other portions of the project area, biological monitoring, and/or noise monitoring to ensure effectiveness of no-work buffers and/or noise reduction measures, etc.) that respond to the specific situation have been developed and implemented in consultation with the City and regulatory agencies. A figure showing the locations of no work buffers established during the preclearance	City of Ontario Planning Department in coordination with the Project Applicant	During Construction	City of Ontario Planning Department in coordination with the Project Applicant Qualified Biologist

Table 1 Policy Plan Amendment MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
nesting survey shall be included in the predisturbance survey report (see Mitigation Measure BIO-8-PPA)			
BIO-10-PPA: Nest Monitoring. Periodic nest monitoring will be conducted at the discretion of the qualified biologist to ensure compliance with established no-work buffers and document progression of the nest. The qualified biologist will monitor the nest from a distance and determine active/inactive status based on direct observations or evidence of breeding behavior (nest exchanges, food carries, fecal sac removal, nestling vocalizations, etc.). The qualified biologist will keep the nest monitoring as brief as possible to avoid causing undue stress to the adult(s) and young. For nests where contents are difficult to determine (e.g., gourd nests, cavity nests) or nests that seem inactive prior to the estimated fledge date, the nest will be considered inactive once nesting activity is no longer observed at the nest site during two consecutive monitoring visits by the qualified biologist. Two consecutive monitoring visits may not be necessary if strong evidence (e.g., nest is on the ground or evidence of predation on young) indicates the nest is no longer active or if the nest is unlikely to be affected by immediate project activities. Once a nest is deemed inactive by the qualified biologist and there is no evidence of a second nest attempt or other active nests in the same area, the biologist will deactivate the nest buffer and construction activities may resume in that area. CDFW will not need to concur with the nest "deactivation" determination prior to work resuming in the area. Project-related activities that result in loss of a nest ("take") will be immediately reported to the City and appropriate agencies (CDFW, USFWS). A summary of all nest monitoring activities (if any) will be submitted to the City in a brief memo at the completion of each breeding season.	City of Ontario Planning Department in coordination with the Project Applicant	During Construction	City of Ontario Planning Department in coordination with the Project Applicant Qualified Biologist

Table 1 Policy Plan Amendment MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
BIO-11-PPA: Implement Mitigation Measure BIO-8-PPA (Pre-disturbance Nesting Bird Surveys).	See BIO-8-PPA	See BIO-8-PPA	See BIO-8-PPA
BIO-12-PPA: Implement Mitigation Measure BIO-9-PPA (Active Nest Avoidance and No-Work Buffers).	See BIO-9-PPA	See BIO-9-PPA	See BIO-98-PPA
BIO-13-PPA: Implement Mitigation Measure BIO-10-PPA (Nest Monitoring).	See BIO-10-PPA	See BIO-10-PPA	See BIO-10-PPA
CULTURAL RESOURCES			
CUL-1-PPA [Former MM 5-1]: Historic or potentially historic resources in the City, except for those properties in the Ontario Ranch, shall be evaluated for historic significance through the City's tier system prior to the issuance of plan or development approvals. Pursuant to the City's Development Code (Chapter 4, Permits, Actions, and Decisions, and Chapter 7, Historic Preservation), mitigation measures for Tier III Historic Resources citywide, Tier II historic resources in Ontario Ranch, or potentially significant historic resources in Ontario Ranch shall include the following: a) Each historic resource shall be fully documented and cataloged pursuant to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards, to provide a record of the resource, including, but not limited to: [i] the preparation of site plans, floor plans, exterior and interior elevations, and detail drawings of character defining features (such as moldings, stairs, etc.); and [ii] photographs of the resource, including the exterior, interior, and interior and exterior character defining features (such as moldings, light fixtures, trim patterns, etc.). b) A mitigation fee shall be paid to the City and deposited into the Historic Preservation Trust Fund prior to the issuance of a demolition permit for Tier III historic resources, Tier II Historic Resources located in Ontario Ranch, or a potentially	City of Ontario Planning Department	Prior to individual project approvals	City of Ontario Planning Department

Table 1 Policy Plan Amendment MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
significant historic resource in Ontario Ranch. Fees for Tier III Historic Resources citywide shall be 10 percent and fees for Tier II historic resources in Ontario Ranch and potentially significant historic properties in Ontario Ranch shall be 30 percent of the price per square foot construction cost, as established in the most current ICC Building Valuation Data. Fees for Tier I citywide and II historic resources outside of Ontario Ranch shall be determined during the Environmental Impact Report process. c) Issuance of a Certificate of Appropriateness shall be required for the demolition of a Tier III historic resource citywide or a Tier II historic resource in Ontario Ranch, either in whole or in part~~,~~ However, it shall not be issued until such time that a demolition permit application and a replacement structure has been approved by the City, and appropriate permits have been issued for its construction, unless: [i] a waiver is granted pursuant to Subsection H (Replacement Structure Waiver for Historic Resources Located within Industrial Zoning Districts) of Section 4.02.050; [ii] a deferral of the replacement structure requirement is granted pursuant to Subsection G (Replacement Structure Deferral) of Section 4.02.050; or [iii] demolition is required pursuant to Section 7.01.050 (Unsafe or Dangerous Conditions). d) In an effort to preserve features and artifacts from historic resources, a determination whether items within or on the resource should be salvaged must be made by the Planning Department and may include the local historical society prior to the issuance of the demolition permit. The applicant shall be responsible for the removal, relocation, storage, and donation of such items selected for salvaging. The applicant shall provide an inventory of salvaged items to the Planning			

Table 1 Policy Plan Amendment MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
Department, and shall include a list of each item name, description, and dimension (as necessary), and the location of each item on a floor plan.			
CUL-2-PPA: Project applicants for development projects that contain Tier II Historic Resources in Ontario Ranch pursuant to the City's historic resource evaluation system (i.e., 8314 Edison Avenue, 8484 Schaefer Avenue, 8185 Edison Avenue, 14251 Euclid Avenue, and 13948 S. Walker Avenue) and all other potentially historic properties in Ontario Ranch shall be subject to the following additional mitigation requirements prior to the issuance of any grading, demolition, or development approvals: a) **Documentation.** A complete chain of title with copies of recorded deeds / documents for each parcel within the eligible property boundaries shall be provided to the Planning Department by the project applicant to ensure that all ethnic groups associated with each significant parcel / property are identified. The information shall be integrated into the HABS-Like Local Documentation Package prepared for each property. For properties with Basque or Portugues Associations, the following additional measures are required: ▪ **Basque Associations.** For properties with Basque associations, the project applicant shall contact the Chino Basque Club to inquire if the organization possesses any historic materials relating to the property or the owners identified in the complete chain of title. New materials resulting in this effort shall be integrated with HABS-like documentation; and ▪ **Portuguese Associations**. For properties with Portuguese associations, the project applicant shall contact the Chino Valley Divino Espirito Santo (DEA) Club to inquire if the organization possesses any historic materials relating	City of Ontario Planning Department in coordination with Project Applicant	Prior to individual project approvals and during ground disturbing activities	City of Ontario Planning Department

Table 1 Policy Plan Amendment MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
to the property or the owners identified in the complete chain of title. New materials resulting in this effort shall be integrated with HABS-like documentation. b) **Avoidance.** All efforts to avoid demolition of historic resources shall be made by the project applicant. Alternatives to demolition that shall include: ▪ **Adaptive Reuse Study.** Prior to approval of demolition, an adaptive reuse study shall be prepared by a qualified professional meeting the minimum qualifications standards of the Secretary of the interior Professional Qualifications (Code of Federal Regulations, 36 CFR Part 61). The adaptive reuse study shall make recommendations on the possible reuse of the historic resource into the proposed project. If feasible and determined appropriate, the historic resource shall be integrated into the project, thereby avoiding demolition. ▪ **Structural Analysis for Relocation and/or Reconstruction**. Prior to approval of demolition, a structural analysis shall be prepared by a California licensed engineer meeting the minimum qualifications standards of the Secretary of the interior Professional Qualifications (Code of Federal Regulations, 36 CFR Part 61). The analysis shall identify the building components and materials and determine the feasibility of relocation and reconstruction. o If determined that relocation is feasible and a receiver site is available, the project applicant shall facilitate the relocation, affixing the building or structure to a permanent foundation, with approved relocation plans and required permit issuance.			

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Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
o If a receiver site is not available, the historic resource shall be advertised and shall be offered at no cost for those who can relocate the structures off-site. Advertisements notifying the public of the opportunity to relocate the structures shall be placed for a minimum of 30 days: on-site with temporary signage, in at least 3 local publications (newspapers, magazines, local organization newsletters), and on local bulletin boards (realtor's offices, local business). A social media campaign, posted on the applicant's website or on a local non-profit heritage site, including a dedicated web page with the structure's information (description, square footage, photographs) and contact information should be incorporated into the relocation advertisement. c) **Interpretive Plan**. An interpretative plan highlighting the history, architectural styles, businesses, or individuals that have historic significance and have contributed to the development of the dairy industry shall be prepared by a qualified historian to further educate and increase community awareness of the local dairy history. The interpretive plan may be developed and constructed at a site-specific location, as determined by the City, or development in an on-line format.			
CUL-3-PPA [Former MM 5-2]: In areas of documented or inferred archaeological resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on	City of Ontario Planning Department in coordination with Project Applicant's Archeologist	Prior development permits and during ground disturbing activities	City of Ontario Planning Department

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Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements: ▪ Archaeologists shall be retained for the project and will be on call during grading and other significant ground-disturbing activities. ▪ Should any archaeological resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources. ▪ Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional Archaeologist/Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including a catalog with museum numbers.			
GEOLOGY AND SOILS			
GEO-1-PPA [Former MM 5-2]: In areas of documented or inferred from evident paleontological resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements: ▪ Paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.	City of Ontario Planning Department in coordination with Project Applicant's Paleontologist	Prior development permits and during ground disturbing activities	City of Ontario Planning Department

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Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
▪ Should any cultural resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources. ▪ Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional Archaeologist/Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including a catalog with museum numbers.			
GREENHOUSE GAS EMISSIONS			
GHG-1-PPA: The City of Ontario shall prepare an update to the Community Climate Action Plan (CCAP) to align GHG emissions targets in the City with the GHG reduction targets of Assembly Bill (AB) 1279. The CCAP update shall be completed within 48 months of certification of the Ontario Policy Amendment SEIR. Following the initial update within 48 months, the CCAP shall be updated at a frequency of no less than every 5 years to ensure the City is monitoring the plan's progress toward achieving the City's greenhouse gas (GHG) reduction target. The initial and subsequent updates shall consider a trajectory consistent with the GHG emissions reduction goal established under AB 1279 for year 2045, and the latest applicable statewide legislative GHG emissions reduction that may be in effect at the time of the update. If it is determined that the CCAP is not achieving the GHG emissions reduction targets established therein, the plan shall be amended as appropriate to ensure the established GHG emissions reduction target is achieved by 2045 or other benchmark year(s) identified by the latest statewide GHG	City of Ontario Planning Department	48 months of Certification of the Ontario Policy Amendment SEIR	City of Ontario Planning Department

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Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
emissions reduction legislation. The CCAP shall include the following: ▪ GHG inventories of existing- and forecast-year GHG levels. ▪ Tools and strategies for reducing GHG emissions to ensure a trajectory with the long-term GHG reduction target and carbon neutrality goal for year 2045 in Assembly Bill 1279 or subsequent GHG emissions reduction legislation in effect at the time of the CCAP update. These measures may include but are not limited to: o Encouraging electric vehicle adoption through incentives or education programs. o Adopting local ordinances or policies that require greater energy efficiency, waste reduction, and water conservation in new construction, additions, and/or alterations. o Encouraging the construction of solar arrays above parking lots and the integration of solar and other renewable energy generation technologies in new construction, additions, and/or alterations. o Encouraging the incorporation of energy storage and other grid-harmonizing infrastructure in new construction, additions, and/or alterations. o Collaborating with Southern California Edison to encourage existing developments to upgrade natural gas equipment (e.g., furnaces) with electric equipment (e.g., heat pumps), to the extent feasible. ▪ Plan implementation guidance that includes, at minimum, the following components:			

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Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
o Administration and Staffing o Finance and Budgeting o Timelines for Measure Implementation o Community Outreach and Education o Monitoring, Reporting, and Adaptive Management o Tracking Tools			
NOISE			
NOI-1-PPA [Former MM 12-4]: Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. Construction contractors shall implement the following measures for construction activities conducted in the City of Ontario. Construction plans submitted to the City shall identify these measures on demolition, grading, and construction plans submitted to the City. The City of Ontario Planning and Building Departments shall verify that grading, demolition, and/or construction plans submitted include these notations prior to issuance of demolition, grading, and/or building permits. ▪ Construction activity is limited to the hours: between 7:00 AM and 6:00 PM Monday through Friday and 9:00 AM to 6:00 PM Saturdays and Sundays, as prescribed in Municipal Code Section 5-29.09. ▪ During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques (e.g., improved mufflers, equipment re-design, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible. ▪ Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible.	City of Ontario Planning/Building Department in coordination with Project Applicant's construction contractor	During construction	City of Ontario Building Department

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Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools. ▪ Stationary equipment, such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses. ▪ Stockpiling shall be located as far as feasible from nearby noise-sensitive receptors. ▪ Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City Planning and Building Departments. ▪ At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City. ▪ Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes. ▪ During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart			

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Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws. ▪ Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the performance standard of 80 dBA Leq. Barriers shall be constructed with a solid material that has a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier and may be lined on the construction side with an acoustical blanket, curtain, or equivalent absorptive material.			
NOI-2-PPA [Former MM 12-2]: Prior to issuance of a building permit for individual projects that involve vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers occurring near sensitive receptors shall be evaluated for potential vibration impacts. Construction within 135 feet of fragile structures, such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration (FTA) architectural damage thresholds (e.g., 0.12 inches per second [in/sec] peak particle velocity [PPV] for fragile or historical resources, 0.2 in/sec PPV for	City of Ontario Planning/Building Department in coordination with Project Applicant's construction contractor	Prior to and during construction	City of Ontario Building Department

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Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers shall be used. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.			
NOI-3-PPA [Former MM 12-1]: Prior to the issuance of building permits for any project that involves a noise-sensitive use within the 65 dBA CNEL contour of the Ontario International Airport, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City's Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Titles 24 and 21 of the California Code of Regulations).	City of Ontario Planning/Building Department in coordination with Project Applicant	Prior to individual project approvals	City of Ontario Planning/Building Department
TRANSPORTATION			
TRA-1-PPA [Former MM T-1]: Prior to approval of discretionary projects subject to VMT reduction analysis, applicants shall demonstrate compliance with the City's VMT Guidelines for CEQA assessment of VMT impacts. For projects with VMT per Service Population exceeding the County's significance threshold, a mitigation plan shall be developed and implemented. Mitigation should consist of Transportation Demand Management (TDM) measures analyzed under a VMT-reduction methodology consistent with the California Air Pollution Control Officers Association's (CAPCOA) Final Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2021) and approved by the City of	City of Ontario Planning/Engineering Departments in coordination with Project Applicant	Prior to individual project approvals	City of Ontario Planning Department

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Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
Ontario (if applicable). Examples of measures include but are not limited to: ▪ Pedestrian Network Improvements: constructing new sidewalks and/or improving damaged or substandard sidewalks that connect to a larger pedestrian network. ▪ Construct or Improve Bike Facilities: constructing new or enhancing a single existing Class I, II or IV bike facility that connects to a larger bike network. ▪ Construct or Improve Bike Boulevards: implementing a Class III bike boulevard on a local or collector street that is one travel lane in each direction, has a design speed of 25 mph or less and a design volume of 5,000 ADT or less. ▪ Expand Bikeway Networks: constructing a network of interconnected new Class I, II, or IV bike facilities. ▪ Provide End of Trip Bicycle Facilities: constructing facilities that support cyclists such as bike parking, lockers, and showers. ▪ Implement Transit-Supportive Roadway Treatments: funding infrastructure improvements such as traffic signal modifications and roadway signing and striping that are dedicated to improving transit travel times and reliability. ▪ Transit Passes: proving discounted or free transit fare to a specific geographic area, population group, or to the general public. ▪ Vanpool Program: providing groups of 5 to 15 people with direct shuttle service between their workplace and residence. ▪ Carshare Program (conventional or EV): providing access to a shared fleet of on-demand vehicles for short-term use/rental. Best practice is to discount carshare membership			

Table 1 Policy Plan Amendment MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
and provide priority parking for carshare vehicles to encourage use of the service. ▪ Bikeshare Program (conventional or EV): providing access to a shared fleet of on-demand bicycles for short-term use/rental. Best practice is to discount bikeshare membership and dedicate bikeshare parking to encourage use of the service. ▪ Rideshare Program: providing access to and encouraging the use of a ridesharing platform or service. This could be an app, website, or other service that provides ride-matching coordination services. ▪ Community-Based Travel Planning (CBTP): CBTP is a residential based approach to outreach, performed by trained advisors, that provides households within a targeted geographic area with customized information, incentives, and support to encourage the use of transportation alternatives in place of single occupancy vehicles. ▪ Commute Trip Reduction (CTR) Program: CTR programs can be mandatory or voluntary, and involve providing information, coordination, services, infrastructure, and/or incentives for alternative modes such as ridesharing, vanpool, transit passes, and cycling			
TRIBAL CULTURAL RESOURCES			
TCR-1-PPA [Former MM 5-3]: Upon receipt of an application for a proposed project subject to CEQA and is within the City's jurisdiction, the City's representative shall consult with the relevant tribe(s)' representative(s) to determine if the proposed project is within a culturally sensitive area to the tribe. If sufficient evidence is provided to reasonably ascertain that the site is within a [tribal] culturally sensitive area, an archaeologist	City of Ontario Planning Department	Prior to individual project approvals	City of Ontario Planning Department

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Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
shall prepare a cultural resources assessment. The findings of the cultural resources assessment shall be incorporated into the CEQA documentation. A copy of the report shall be forwarded to the tribe(s). If mitigation is recommended in the CEQA document, the procedure described in Mitigation Measure TCR-2-PPA shall be followed.			
TCR-2-PPA [Former MM 5-4]: Prior to the issuance of grading permits for a proposed project for which the CEQA document defines cultural resource mitigation for potential tribal resources, the project applicant shall contact the designated tribe(s) to notify them of the grading, excavation, and monitoring program. The applicant shall coordinate with the City of Ontario and the tribal representative(s) to develop mitigation measures that address the designation, responsibilities, and participation of tribal monitors during grading, excavation, and ground-disturbing activities; scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. The City of Ontario shall be the final arbiter of the conditions for projects within the City's jurisdiction.	City of Ontario Planning Department in coordination with Project Applicant	Prior to issuance of grading permit(s)	City of Ontario Planning Department
TCR-3-PPA [Former MM TCR-1]: Tribal Cultural Resources Monitoring. The project archaeologist, in consultation with interested tribes, the developer, and the City of Ontario, shall develop an archaeological monitoring plan (AMP) to address the details, timing, and responsibility of archaeological and cultural activities that will occur on the project site. Details in the AMP shall include: 1. Project-related ground disturbance (including, but not limited to, brush clearing, grading, trenching, etc.) and development scheduling;	City of Ontario Planning Department in coordination with Project Applicant's archeologist and interested tribes	Prior to and during construction	City of Ontario Planning Department

Table 1 Policy Plan Amendment MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
2. The development of a rotating or simultaneous schedule in coordination with the developer and the project archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists (if the tribes cannot come to an agreement on the rotating or simultaneous schedule of tribal monitoring, the project archeologist shall designate the schedule for the onsite Native American Tribal Monitor for the proposed project); 3. The protocols and stipulations that the developer, City, Tribes, and project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation. At least 30 days prior to application for a grading permit and before any brush clearance, grading, excavation, and/or ground disturbing activities on the site, the developer shall retain a tribal cultural monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Pursuant to the AMP, a tribal monitor from the consulting tribe shall be present during the initial grading activities. If tribal resources are found during grubbing activities, the tribal monitoring shall be present during site grading activities.			
TCR-4-PPA [Former MM TCR-2]: Treatment and Disposition of Cultural Resources. In the event that Native American cultural resources are inadvertently discovered during the course of any ground-	City of Ontario Planning Department in coordination with	During construction	City of Ontario Planning Department

Table 1 Policy Plan Amendment MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
disturbing activities, including but not limited to brush clearance, grading, trenching, etc., for the proposed project, the following procedures will be carried out for treatment and disposition of the discoveries: 1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on-site or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; 2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and nonhuman remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Ontario with evidence of same: a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloging, basic analysis, other analyses as recommended by the project archaeologist and approved by consulting tribes, and basic recordation have been completed; all documentation should be at a level of standard professional practice to allow the writing of a report of professional quality; b. A curation agreement with an appropriate qualified repository in San Bernardino County that meets federal standards per 36 CFR Part 79, and therefore the resource	Project Applicant's archeologist and interested tribes		

Table 1 Policy Plan Amendment MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility in San Bernardino County, to be accompanied by payment of the fees necessary for permanent curation; c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, materials shall be curated at the San Bernardino County Museum by default; d. At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pregrade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City, County Museum, and consulting tribes.			

Table 2 Eucalyptus Business Park Specific Plan MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
AIR QUALITY			
AIR-1-SP: To facilitate the future installation of infrastructure that would charge the batteries that power the motors of electric-powered trucks, the following shall be installed: 1) prior to the shell building permit approval, an electrical room(s) and/or exterior area(s) of the site shall be designated where future electrical panels would be located for the purpose of supplying power to on-site charging facilities for electric powered trucks. Conduit shall be installed from this designated area where the panel would be located to the onsite location where the charging facilities would be located and where electric-powered trucks would park and connect to charging facilities to charge the batteries that power the motors of the electric-powered trucks; 2) prior to issuance of a building permit for tenant improvements, tenants that plan to operate electric trucks would be required to construct electrical charging infrastructure in addition to the required conduits.	City of Ontario Planning Department in coordination with Project Applicant	Prior to Shell Building Permit Approval	City of Ontario Planning/Building Department
AIR-2-SP: In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants with information related to South Coast AQMD's Carl Moyer Program, or other such programs that promote truck retrofits or "clean" vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, and CARB regulations. Tenants shall be notified about the availability of: 1) alternatively fueled cargo handling equipment; 2) grant programs for diesel-fueled vehicle engine retrofit and/or replacement; 3) access to alternative fueling stations proximate to the site that supply compressed natural gas; and 4) the United States Environmental Protection Agency's SmartWay program.	Project Applicant	After Construction, at time of new tenant occupancy.	City of Ontario Planning/Building Department

Table 2 Eucalyptus Business Park Specific Plan MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
AIR-3-SP: Idling Regulations. Prior to issuance of a certificate of occupancy, legible, durable, weather-proof signs shall be installed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include the following instructions for truck drivers to shut off engines when not in use. a) Instructions for drivers of diesel trucks to restrict idling to no more than 2 minutes once the vehicle is stopped, the transmission is set to "neutral" or "park" and the parking brake is engaged. b) Telephone numbers of the building facilities manager and CARB to report violations.	Project Applicant	Prior to issuance of a certificate of occupancy	City of Ontario Planning/Building Department
AIR-4-SP: All future operations shall adhere to the following: a) Sites shall clearly mark entry and exit points for trucks and service vehicles. b) Facility operators shall maintain records of their fleet equipment owned by the facility and ensure that all diesel-fueled Medium-Heavy Duty Trucks (MHDT) and Heavy-Heavy Duty Trucks (HHD) use year CARB 2010 or newer engines. The records should be maintained on-site and be made available for inspection by the lead agency. c) Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks. d) Signs should be posted in the appropriate locations and/or handouts should be provided that show the locations of nearest food options, fueling, truck maintenance services, and other similar convenience services.	Project Applicant	During Operation	City of Ontario Planning/Building Department

Table 2 Eucalyptus Business Park Specific Plan MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
e) Each Facility shall designate a Compliance Officer responsible for implementing the measures described herein and/or in the project conditions of approval and mitigation measures. Contact information shall be provided to the City and updated annually, and signs shall be posted in visible locations providing the contact information for the Compliance Officer to the surrounding community. The Compliance Officer also shall coordinate with CARB and South Coast AQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations. f) Signs shall be posted in the appropriate locations heavy truck drivers to park and perform any self-maintenance of trucks in designated on-site areas and not within the surrounding community or on public streets. g) Development plans and specifications shall include signs at every truck exit driveway providing directional information to the truck route.			
AIR-5-SP: Electric Vehicle Charging and Future Truck Charging Capability. Prior to issuance of building permits, the following features shall be demonstrated on the EBPSP's building plans to the extent feasible over minimum California Code of Regulations Title 24 requirements. Installation shall be verified by the City prior to issuance of a certificate of occupancy. a) For use by employees and visitors conducting business at the building, install automobile electric vehicle (EV) charging stations at the minimum number required by the California Code of Regulations Title 24. All charging stations shall be equipped with Level 2 or faster chargers. Signs shall be posted indicating that the charging stations are for exclusive	Project Applicant	Prior to issuance of building permits	City of Ontario Planning/Building Department

Table 2 Eucalyptus Business Park Specific Plan MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
use by the building's employees and by visitors conducting business at the building. b) Install appropriate electrical infrastructure sufficiently sized to accommodate the potential installation of additional auto and truck EV charging stations in the future. c) Install raceways for conduit to tractor trailer parking areas in logical, gated locations determined by the Applicant during construction document plan check, for the purpose of accommodating the future installation of EV truck charging stations at such time this technology becomes commercially available. The charging station location(s) are to be located inside the gated and secured truck courts.			
AIR-6-SP: Water Efficient Fixtures. All water fixtures shall be water efficient (toilets/urinals (1.5 gallons per minute [gpm] or less), showerheads (2.0 gpm or less), and faucets (1.28 gpm or less).	Project Applicant	During Construction	City of Ontario Planning/Building Department
AIR-7-SP: City Review of Construction Documents. Prior to issuance of building permits, the following features shall be demonstrated on building and landscape plans to the extent feasible. Installation shall be verified by the City prior to issuance of a certificate of occupancy. a) Install Energy Star-rated heating, cooling, lighting, and appliances b) Structures shall be equipped with outdoor electric outlets in the front and rear to facilitate use of electrical lawn and garden equipment. c) Install rooftop solar energy systems which generate enough electricity to meet 45% of the annual warehouse electricity demand.	City of Ontario Planning Department in coordination with Project Applicant	Prior to issuance of building permits	City of Ontario Planning/Building Department

Table 2 Eucalyptus Business Park Specific Plan MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
AIR-8-SP: Tenant Lease Agreement. Prior to issuance of a certificate of occupancy, the following language shall be included within tenant lease agreements in order to reduce operational air pollutant emissions to the extent feasible: a) Information about energy efficiency, energy-efficient lighting and lighting control systems, energy management, and existing energy incentive programs. b) Information about funding opportunities, such as the Carl Moyer Program, that provide incentives for using cleaner-than-required engines and equipment. c) Requirements to use the cleanest technologies available and to provide the necessary infrastructure to support zero-emission vehicles, equipment, and appliances that would be operating on site at such time this technology becomes commercially available. This requirement shall apply to equipment such as forklifts, handheld landscaping equipment, yard trucks, office appliances, etc. d) Requirements to exclusively use zero-emission light and medium-duty delivery trucks and vans, when economically feasible. e) Requirements to operate in compliance with, and to monitor compliance with, all current and applicable air quality regulations for on-road trucks including the California Air Resources Board's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Periodic Smoke Inspection Program, and the Statewide Truck and Bus Regulation. f) Requirements and identification of the responsible party to maintain, replace, and upgrade rooftop solar panels per the manufacturer's recommendations for the life of the lease. The EBPSP would comply with existing solar requirements per the California Energy Code in effect during permitting (at	Project Applicant	Prior to issuance of a certificate of occupancy	City of Ontario Planning/Building Department

Table 2 Eucalyptus Business Park Specific Plan MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
the time of Construction Drawing Plan Check Submittal). In the case that the tenant requires additional solar capacity, this shall be addressed during the tenant improvement process. The EBPSP would be required to meet the CCR Title 24 energy efficiency standards in effect at the time building permit applications are submitted. g) Requirements and identification of the responsible party to maintain, replace, and repair the legible, durable, weather-proof signs that were installed at initial building occupancy placed at truck access gates, loading docks, and truck parking areas that identify applicable CARB anti-idling regulations. h) The tenant agreement shall include notification that the tenant shall comply with CARB Truck and Bus regulation, including requirements that only haul trucks meeting model year 2010 engine emission standards shall be used for the on-road transport of materials to and from the site. i) Requirements for the building owner to provide a Green Cleaning Products and Paint Education Program available to the building tenant, to keep at the building's office, break room, leasing space, or on an accessible website.			
Mitigation Measure AIR-9-SP: Prior to the commencement of construction activities that may overlap with operation of nearby approved or existing uses and result in concurrent emissions-generating activities ("overlap periods"), the project applicant shall prepare and submit a construction emissions management plan to the City for review and approval. The plan shall identify and implement feasible measures to minimize construction-related emissions during overlap periods and shall include, at a minimum, the following measures, where applicable and feasible:	Project Applicant in coordination with the Construction Contractor	During Phase 2 and Phase 3 construction activities	City of Ontario Planning/Building Department

Table 2 Eucalyptus Business Park Specific Plan MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
a) Apply water or approved soil stabilizers to disturbed soils, unpaved haul roads, staging areas, and stockpiles as necessary to prevent visible dust emissions. b) Cover, water, or otherwise stabilize all soil stockpiles and inactive disturbed areas. c) Limit vehicle speeds on unpaved surfaces to 15 miles per hour or less. d) Install and maintain track-out control devices, including rumble plates, wheel washers, or equivalent measures, at construction access points. e) Suspend grading and other soil-disturbance activities during high wind events when visible dust cannot be adequately controlled. f) Utilize off-road diesel-powered construction equipment meeting U.S. EPA Tier 4 Final emissions standards for engines rated at 50 horsepower or greater, unless such equipment is demonstrated to be unavailable or infeasible. g) All diesel-powered off-road construction equipment and on-road haul trucks operating during overlap periods shall utilize renewable diesel meeting California Air Resources Board specifications to the extent commercially available and feasible. h) Require off-road equipment with a power rating below 19 kilowatts, including plate compactors and pressure washers, to be electrically powered or battery operated where commercially available and feasible. i) Prohibit the idling of construction equipment and on-road haul trucks for more than five consecutive minutes,			

Table 2 Eucalyptus Business Park Specific Plan MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
except where necessary for safety, operational requirements, or manufacturer specifications. j) Utilize electrically powered or battery-powered hand construction tools and equipment where commercial available and feasible. k) Require heavy-duty haul trucks entering the construction site during grading and building construction phases to be model year 2014 or newer to the extent feasible and commercially available. l) Encourage construction workers to carpool, rideshare, or utilize shared transportation to access the construction site and provide information regarding available ridesharing and transit opportunities to construction personnel. m) Use architectural coatings, including paints, primers, sealants, adhesives, and caulks, that comply with applicable South Coast AQMD VOC content limits in effect at the time of construction. To the extent feasible, coatings with VOC levels below applicable regulatory thresholds shall be utilized. n) Use high-pressure/low-volume paint applicators with minimum transfer efficiency of 50 percent or other application techniques with equivalent or greater transfer efficiency where feasible. o) Keep paint container lids closed when not in use and utilize compliant low-VOC cleaning solvents for paint equipment cleaning activities. p) Use pre-painted construction materials to the extent feasible. q) Recycle or properly dispose of all unused paint and paint-related materials at an authorized facility or household			

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Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
hazardous waste collection facility, as applicable. Water-based and oil-based paints shall be stored and disposed of separately. **r)** Sequence grading, excavation, paving, and other intensive construction activities to avoid simultaneous operation of multiple high-emission equipment fleets in close proximity, limit concurrent operation of heavy-duty diesel-powered equipment where feasible, and coordinate construction scheduling to reduce peak daily emissions during overlap periods. **s)** Construction haul routes shall be designed to avoid or minimize exposure to sensitive receptors to the extent feasible.			
BIOLOGICAL RESOURCES			
BIO-1-SP: Pre-disturbance Nesting Bird Surveys, Avoidance, and Monitoring. If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds shall be conducted within 3 days of the start of any vegetation removal or ground-disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a no-disturbance buffer, which is typically 50 to 100 feet for songbird nests and 100 to 300 feet for raptors; however, the ultimate size of the no-disturbance buffer will be determined by the wildlife biologist and will depend on the level of construction noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, type and duration of	City of Ontario Planning Department in coordination with the Project Applicant	No more than 3 days prior vegetation removal or ground-disturbing activities	City of Ontario Planning Department in coordination with the Project Applicant Qualified Biologist

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Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
construction activity, species habituation, and topographical barriers. These factors will be evaluated on a case-by-case basis when developing buffer distances. Limits of construction to avoid an active nest will be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed about the sensitivity of nest areas. A biological monitor shall be present to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur.			
BIO-2-SP: Preconstruction Burrowing Owl Surveys. To ensure burrowing owl are still absent from the Specific Plan area, a pre-construction burrowing owl clearance survey shall be conducted in accordance with CDFW's 2012 Staff Report on Burrowing Owl Mitigation. Two surveys shall be conducted, the first 14 to 30 days prior to ground-disturbing activities, and the second within 24 hours before ground-disturbing activities. If no burrowing owls are observed within the Specific Plan area, no further review will be required. If burrowing owls are found within the Specific Plan area during the pre-construction clearance surveys, coordination with the CDFW will be required to determine if avoidance and minimization measures can be implemented to avoid any direct or indirect impacts to burrowing owl, or if an Incidental Take Permit under Section 2081 of the CESA will need to be prepared and approved by CDFW.	City of Ontario Planning Department in coordination with the Project Applicant	First 14 to 30 days prior to ground-disturbing activities, and the second within 24 hours before ground-disturbing activities	City of Ontario Planning Department in coordination with the Project Applicant Qualified Biologist
BIO-3-SP: Pre-disturbance Roosting Site Survey and Bat Management Plan. If on-site clearing or grading will take place between late	City of Ontario Planning Department	Prior to on-site clearing or grading if it	City of Ontario Planning Department

Table 2 Eucalyptus Business Park Specific Plan MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
spring and late summer and/or in the fall (generally mid-March through late October), a qualified biologist shall be retained to determine whether potential roosting sites for bats may be affected. For large ornamental trees and palms suitable for bat roosting/nursery, exit counts and acoustic surveys shall be performed prior to initial ground disturbance or vegetation or structure removal to determine whether the Specific Plan area (and a 300-foot buffer) supports a nursery or roost. Any bat species present shall also be identified. If the results of the bat survey find a single roosting individual of a special-status bat species or 25 or more individuals of a non-special status bat species with potential to be present in the Specific Plan area (i.e., hoary bat, western yellow bat), a Bat Management Plan shall be developed to ensure mortality to bats does not occur. For each location confirmed to be occupied by bats, the plan shall provide details both in text and graphically where exclusion devises and/or staged tree removal will need to occur, the timing for exclusion work, and the timeline and methodology needed to exclude the bats. The plan shall be reviewed and approved by CDFW prior to disturbance of the roosts.	in coordination with the Project Applicant	will take place between late spring and late summer and/or in the fall (generally mid-March through late October)	in coordination with the Project Applicant Qualified Biologist

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Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
BIO-4-SP: Implement Mitigation Measure BIO-1-SP (Pre-disturbance Nesting Bird Surveys, Avoidance, and Monitoring).	See BIO-1-SP	See BIO-1-SP	See BIO-1-SP
BIO-5-SP: Implement Mitigation Measure BIO-3-SP (Pre-disturbance Roosting Site Survey and Bat Management Plan).	See BIO-3-SP	See BIO-3-SP	See BIO-3-SP
CULTURAL RESOURCES			
CUL-1-SP: An archaeological monitor shall be present full-time during all soil-disturbing and grading/excavation/trenching activities. In the event that cultural resources are discovered by the archaeological (or Native American monitor), all work shall be suspended 50 feet around the resource(s) and a qualified archaeologist meeting the Secretary of the Interior's Standards (principal investigator (PI)) shall assess the discovery. Work on the overall project may continue during this period if the following activities are initiated: ▪ If the discovery is a prehistoric resource, initiate consultation between the qualified archaeologist, the appropriate Native American tribal entity, and the City/Applicant; ▪ Include the appropriate Native American entity (as determined by a qualified archaeologist meeting the Secretary of the Interior's Standards) in the cultural resources investigations as soon as possible; and ▪ If the qualified archaeologist determines the resource(s) to be a "unique archaeological resource" consistent with PRC Section 21083.2 or a "tribal cultural resource" consistent with PRC Section 21074, a Cultural Resources Management Plan shall be prepared by the project archaeologist and submitted to the City Planning Division for approval and subsequent implementation.	City of Ontario Planning Department in coordination with the Project Applicant's Qualified Archeologist	During Soils-Disturbing and grading/excavation/trenching activities	City of Ontario Planning Department and any interested parties

During Construction A. Monitor(s) Shall be Present During Grading/Excavation/Trenching ▪ The archaeological monitor shall be present full-time during all soil-disturbing and grading/excavation/trenching activities of native soil that could result in impacts to archaeological resources. ▪ The PI may submit a detailed letter to the lead agency during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present. B. Discovery Notification Process ▪ In the event of an archaeological discovery, either historic or prehistoric, the archaeological monitor shall direct the contractor to temporarily divert all soil-disturbing activities, including but not limited to, digging, trenching, excavating, or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the Native American monitor and client, as appropriate. ▪ The monitor shall immediately notify the PI (unless the monitor is the PI) of the discovery. C. Determination of Significance ▪ The PI shall evaluate the significance of the resource. If human remains are involved, the protocol provided in Section D, below, shall be followed. o The PI shall immediately notify the City of Ontario to discuss the significance determination and shall also			

Table 2 Eucalyptus Business Park Specific Plan MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
submit a letter indicating whether additional mitigation is required. o If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) and obtain written approval from the City of Ontario to implement that program. In the event that prehistoric deposits are discovered, the ADRP should also be reviewed by the Native American consultant/monitor. Impacts to significant resources must be mitigated before ground-disturbing activities in the area of discovery will be allowed to resume. o If the resource is not significant, the PI shall submit a letter to the City of Ontario indicating that artifacts will be collected, curated, and documented in the final monitoring report. The letter shall also indicate that that no further work is required. D. Discovery of Human Remains ▪ If human remains are discovered, work shall halt in that area until a determination can be made regarding the provenance of the human remains; and the following procedures as set forth in CEQA Section 15064.5(e), the California PRC (Section 5097.98), and the State Health and Safety Code (Section 7050.5) shall be undertaken: ▪ Notification o The archaeological monitor shall notify the PI if the monitor is not qualified as a PI. o The PI shall notify the Coroner's Division of the San Bernardino County Sheriff's Department after consultation with the City of Ontario, either in person or via telephone.			

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Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
▪ Isolate discovery site o Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the sheriff-coroner in consultation with the PI concerning the provenance of the remains. o The sheriff-coroner, in consultation with the PI, will determine the need for a field examination to determine the provenance. o If a field examination is not warranted, the sheriff-coroner will determine, with input from the PI, if the remains are or are most likely to be of Native American origin. ▪ If Human Remains are determined to be Native American o The medical examiner will notify the NAHC within 24 hours. By law, only the medical examiner can make this call. o The NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information. o The MLD will contact the PI within 24 hours or sooner after the sheriff/coroner has completed coordination to begin the consultation process in accordance with CEQA Section 15064.5(e), the California PRC, and the State Health and Safety Code. o The MLD will have 48 hours to make recommendations to the property owner or representative for the treatment or disposition with			

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Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
proper dignity of the human remains and associated grave goods. o Disposition of Native American human remains will be determined between the MLD and the PI, and, if: - The NAHC is unable to identify the MLD; or - The MLD failed to make a recommendation within 48 hours after being notified by the NAHC; or - The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94(k) by the NAHC fails to provide measures acceptable to the landowner; then - Upon the discovery of multiple Native American human remains during a ground-disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree upon the appropriate treatment measures, the human remains and grave goods buried with the Native American human remains shall be reinterred with appropriate dignity. ▪ If Human Remains are not Native American o The PI shall contact the sheriff-coroner and notify them of the historic era context of the burial.			

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Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
o The sheriff-coroner will determine the appropriate course of action with the PI and City staff (PRC 5097.98). o If the remains are of historic origin, they shall be appropriately removed and conveyed to the City of Ontario. The decision for internment of the human remains shall be made in consultation with City, the applicant/landowner, and any known descendant group. **Post-Construction** A. Preparation and Submittal of Draft Monitoring Report ▪ The PI shall submit to the City of Ontario a draft monitoring report (even if negative) prepared in accordance with the agency guidelines, which describes the results, analysis, and conclusions of all phases of the archaeological monitoring program (with appropriate graphics). o For significant archaeological resources encountered during monitoring, the ADRP shall be included in the draft monitoring report. o Recording sites with the State of California DPR shall be the responsibility of the PI, including the recording (on the appropriate forms-DPR 523 A/B) any significant or potentially significant resources encountered during the archaeological monitoring program. ▪ The PI shall submit a revised draft monitoring report to the City of Ontario for approval, including any changes or clarifications requested by the City.			

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Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
B. Handling of Artifacts ▪ The PI shall be responsible for ensuring that all cultural remains collected are cleaned and cataloged. ▪ The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate. ▪ The cost for curation is the responsibility of the property owner. C. Curation of Artifacts ▪ Cultural materials shall be offered to a local museum for permanent curation. If the local museum chooses not to curate the item, it shall be offered to another curation facility that meets the California State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources, as chosen by the City. The PI shall provide a comprehensive final report including a catalog with museum numbers. D. Final Monitoring Report(s) ▪ The PI shall submit the approved final monitoring report to the City of Ontario and any interested parties.			
GEOLOGY AND SOILS			
GEO-1-SP: Prior to the issuance of a grading permit, a Paleontological Resources Impact Mitigation Program (PRIMP) shall be approved by the City of Ontario Planning department, as follows 1. All mitigation programs shall be performed by a qualified professional paleontologist, defined as an individual with an M.S. or Ph.D. in paleontology or geology who has proven experience and who is knowledgeable in professional	City of Ontario Planning Department in coordination with Project Applicant's Paleontologist	Prior to the issuance of a grading permit	City of Ontario Planning Department

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Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
paleontological procedures and techniques. Fieldwork may be conducted by a qualified paleontological monitor, defined as an individual who has experience in the collection and salvage of fossil materials. The paleontological monitor shall always work under the direction of a qualified paleontologist. 2. Monitoring of mass grading and excavation activities shall be performed by a qualified paleontologist or paleontological monitor. Starting at a depth of four feet below existing grade, monitoring will be conducted full-time in areas of grading or excavation in undisturbed sediments. Monitoring of artificial fill is not required. 3. If a fossil(s) is found at a shallower depth, earth disturbance activities should be halted within a radius of 50 feet from the location of the fossil, and the paleontologist shall be consulted to determine the significance of the fossilized remains. If the fossil is deemed significant by the paleontologist, fulltime monitoring should be initiated at the site. 4. Paleontological monitors will be equipped to salvage fossils as they are unearthed to avoid construction delays. The monitor must be empowered to temporarily halt or divert equipment from the affected area to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface or, if present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. The monitor shall notify the paleontologist, who will then notify the concerned parties of the discovery. 5. Paleontological salvage during trenching and boring activities is typically from the generated spoils and does not delay the			

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Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
trenching or drilling activities. Fossils will be collected and placed in cardboard flats or plastic buckets and identified by field number, collector, and date collected. Notes will be taken on the map location and stratigraphy of the site, which will be photographed before it is vacated, and the fossils are removed to a safe place. On mass grading projects, discovered fossil sites will be protected by flagging to prevent them from being overrun by earthmovers (scrapers) before salvage begins. Fossils will be collected in a similar manner, with notes and photographs being taken before removing the fossils. The precise location of the site is determined with the use of electronic handheld devices. If the site involves remains from a large terrestrial vertebrate, such as large bone(s) or a mammoth tusk, that is/are too large to be easily removed by a single monitor, a fossil recovery crew shall excavate around the find, encase the find within a plaster and burlap jacket, and remove it after the plaster is set. For large fossils, use of the contractor's construction equipment may be solicited to help move the jacket to a safe location. 6. Isolated fossils will be collected by hand, wrapped in protective materials, and placed in temporary collecting flats or five-gallon buckets. Notes will be taken on the map location and stratigraphy of the site, which will be photographed before it is vacated, and the fossils are moved to a safe place. 7. Particularly small invertebrate fossils typically represent multiple specimens of a limited number of organisms, and a scientifically suitable sample can be obtained from one to several five5-gallon buckets of fossiliferous sediment. If it is possible to dry screen the sediment in the field, a			

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Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
concentrated sample may consist of one or two buckets of material. 8. In accordance with the "Microfossil Salvage" section of the SVP guidelines (2010:7), bulk sampling and screening of fine-grained sedimentary deposits (including carbonate-rich paleosols) must be performed if the deposits are identified to possess indications of producing fossil "microvertebrates" to test the feasibility of the deposit to yield fossil bones and teeth. If indicators of potential microvertebrate fossils are found, screening of a test sample (approximately 600 pounds) is recommended, according to the SVP guidelines. If feasible, wet screening shall be conducted on the site. If screening yields significant fossils, then removing and processing a "standard sample" of 6,000 pounds shall be performed. If the test sample screening does not yield significant fossils, the standard sample screening is not performed. 9. In the laboratory, individual fossils will be cleaned of extraneous matrix, any breaks will be repaired, and the specimen, if needed, will be stabilized by soaking in an archivally approved acrylic hardener (e.g., a solution of acetone and Paraloid B-72). 10. Recovered specimens will be prepared to a point of identification and permanent preservation (not display), including screen-washing sediments to recover small invertebrates and vertebrates. Preparation of individual vertebrate fossils is often more time-consuming than for accumulations of invertebrate fossils. 11. Recovered specimens will be identified and curated into a professional, accredited public museum repository with a commitment to archival conservation and permanent			

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Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
retrievable storage (e.g., the San Bernardino County Museum). The paleontological program should include a written repository agreement prior to the initiation of mitigation activities. Prior to curation, the lead agency (the City of Ontario) will be consulted on the repository/museum to receive the fossil material. 12. A final report of findings and significance will be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location(s). The report, when submitted to and accepted by the City of Ontario, will signify satisfactory completion of the program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.			
GREENHOUSE GAS EMISSIONS			
GHG-1-SP: Project development proposals pursuant to the EBPSP shall implement CCAP Screening Table Measures that achieve at least 100 points per the Screening Tables. The City shall verify that Screening Table Measures achieving the 100-point performance standard are incorporated in development plans prior to the issuance of building permit(s) and/or site plans (as applicable). The City shall verify implementation of the selected Screening Table Measures prior to the issuance of Certificate(s) of Occupancy. At the discretion of the City, measures that provide GHG reductions equivalent to GHG emissions reductions achieved via the Screening Table Measures may be implemented. Multiple development proposals may, at the discretion of the City, be allowed to collectively demonstrate achievement of at least 100 points per the Screening Tables. Measures that shall be considered include:	City of Ontario Planning Department in coordination with Project Applicant	Prior to the issuance of building permit(s) and/or site plans	City of Ontario Planning Department

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Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
▪ Reduction Measure 1: Building Electrification ▪ Reduction Measure 2: Solar Energy Systems for New Warehouse Development only ▪ Reduction Measure 7: Vehicle Electrification ▪ Reduction Measure 8: Active Transportation ▪ Reduction Measure 11: Waste diversion ▪ Reduction Measure 12: Water conservation ▪ Reduction Measure AR-1: Charging stations for large trucks. ▪ Reduction Measure AR-3: Installation of EV charging stations for employee vehicle parking spaces. ▪ Reduction Measure AR-4 Recycled Water. ▪ Reduction Measure AR-5 Reflective Paving. ▪ Reduction Measure AR-6 Zero Emission Cargo Equipment			
GHG-2-SP: Implement Mitigation Measure AIR-1-SP through AIR-8-SP.	See AIR-1-SP through AIR-8-SP	See AIR-1-SP through AIR-8-SP	See AIR-1-SP through AIR-8-SP
HAZARDS AND HAZARDOUS MATERIALS			
HAZ-1-SP: Prior to the issuance of a grading permit, the Applicant shall prepare a Soil Management Plan (SMP) to address potentially unknown soil/soil vapor contamination or unknown subsurface structures (e.g., clarifiers, underground storage tanks [USTs], asbestos containing pipelines [ACPs], etc.) that may be encountered during redevelopment activities. The SMP shall include explicit instructions for the appropriate handling, storage, and disposal of any known or potentially impacted soil during soil moving activities. The general contractor shall follow the requirements of the SMP and stop work to make notification to the environmental team if any potential impacts are observed at any time the environmental team is not already on-site. The SMP shall also require air monitoring activities to monitor the air	City of Ontario Planning Department in coordination with Project Applicant	Prior to the issuance of a grading permit	City of Ontario Planning/Building Department

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Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
downwind of the Specific Plan area and appropriate Health and Safety Plans that will be employed by site workers. The SMP shall identify specific requirements intended to protect human health when soil in certain areas of known or suspected impacts are disturbed for any reason, including, without limitation, as a result of demolition, utility installation/repair, soil excavation, drilling, grading/filling activities, stockpile generation, soil management, loading, and transportation.			
TRANSPORTATION			
TRA-1-SP: Prior to the issuance of the certificate of occupancy for each tenant, the operator or tenant shall: 1) prepare and submit a Transportation Demand Management (TDM) Program to the City for review, detailing strategies for reducing the use of single occupant vehicles by employees; and 2) provide written documentation to the satisfaction of the City that the TDM Program requirement is incorporated into any lease agreement for the site to ensure enforceability. The TDM Program shall include the following transportation measures recommended by California Air Pollution Control Officers Association (CAPCOA) and analyzed in the VMT Mitigation Strategy Assessment (see SEIR Appendix K2) as calculated pursuant to the CAPCOA Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity or other substantial evidence: ▪ T-5 Commute Trip Reduction (CTR) Program. Employers within the EBPSP shall develop CTR programs to discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking, thereby reducing VMT.	City of Ontario Planning Department in coordination with Project Applicant	Prior to the issuance of the certificate of occupancy for each tenant	City of Ontario Planning/Building Department

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Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
▪ T-7 Commute Trip Reduction (CTR) Marketing. Materials shall educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT, including: o Onsite or online commuter information services. o Employee transportation coordinators. o Onsite or online transit pass sales. o Guaranteed ride home service. ▪ T-8 Ridesharing Program. o Designating a certain percentage of desirable parking spaces for ridesharing vehicles. o Designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles. o Providing an app or website for coordinating rides. ▪ T-10 End-of-Trip Bicycle Facilities. EBPSP land uses shall install and maintain end-of-trip facilities for employee use. End-of-trip facilities may include bike parking, bike lockers, showers, and personal lockers.			
TRIBAL CULTURAL RESOURCES			
TCR-1-SP: The EBPSP shall implement MM TCR-2-PPA, MM TCR-3-PPA, MM TCR-4-PPA.	See below	See below	See below
TCR-2-PPA [Former MM 5-4]: Prior to the issuance of grading permits for a proposed project for which the CEQA document defines cultural resource mitigation for potential tribal resources, the project applicant shall contact the designated tribe(s) to notify them of the grading, excavation, and monitoring program. The applicant shall coordinate with the City of Ontario and the tribal representative(s) to develop mitigation measures that address the designation, responsibilities, and participation of tribal	City of Ontario Planning Department in coordination with Project Applicant	Prior to issuance of grading permit(s)	City of Ontario Planning Department

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Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
monitors during grading, excavation, and ground-disturbing activities; scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. The City of Ontario shall be the final arbiter of the conditions for projects within the City's jurisdiction.			
TCR-3-PPA [Former MM TCR-1]: Tribal Cultural Resources Monitoring. The project archaeologist, in consultation with interested tribes, the developer, and the City of Ontario, shall develop an archaeological monitoring plan (AMP) to address the details, timing, and responsibility of archaeological and cultural activities that will occur on the project site. Details in the AMP shall include: 1. Project-related ground disturbance (including, but not limited to, brush clearing, grading, trenching, etc.) and development scheduling; 2. The development of a rotating or simultaneous schedule in coordination with the developer and the project archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists (if the tribes cannot come to an agreement on the rotating or simultaneous schedule of tribal monitoring, the project archeologist shall designate the schedule for the onsite Native American Tribal Monitor for the proposed project); 3. The protocols and stipulations that the developer, City, Tribes, and project archaeologist will follow in the event of	City of Ontario Planning Department in coordination with Project Applicant's archeologist and interested tribes	Prior to and during construction	City of Ontario Planning Department

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Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation. At least 30 days prior to application for a grading permit and before any brush clearance, grading, excavation, and/or ground disturbing activities on the site, the developer shall retain a tribal cultural monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Pursuant to the AMP, a tribal monitor from the consulting tribe shall be present during the initial grading activities. If tribal resources are found during grubbing activities, the tribal monitoring shall be present during site grading activities.			
TCR-4-PPA [Former MM TCR-2]: Treatment and Disposition of Cultural Resources. In the event that Native American cultural resources are inadvertently discovered during the course of any ground-disturbing activities, including but not limited to brush clearance, grading, trenching, etc., for the proposed project, the following procedures will be carried out for treatment and disposition of the discoveries: 1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on-site or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; 2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and nonhuman remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish	City of Ontario Planning Department in coordination with Project Applicant's archeologist and interested tribes	During construction	City of Ontario Planning Department

Table 2 Eucalyptus Business Park Specific Plan MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
the artifacts through one or more of the following methods and provide the City of Ontario with evidence of same: a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloging, basic analysis, other analyses as recommended by the project archaeologist and approved by consulting tribes, and basic recordation have been completed; all documentation should be at a level of standard professional practice to allow the writing of a report of professional quality; b. A curation agreement with an appropriate qualified repository in San Bernardino County that meets federal standards per 36 CFR Part 79, and therefore the resource would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility in San Bernardino County, to be accompanied by payment of the fees necessary for permanent curation; c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, materials shall be curated at the San Bernardino County Museum by default; d. At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting			

Table 2 Eucalyptus Business Park Specific Plan MMRP

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring
monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pregrade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City, County Museum, and consulting tribes.			

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PGPA25-002, A CITYWIDE AMENDMENT TO THE ONTARIO PLAN 2050 POLICY PLAN (GENERAL PLAN), AND MAKING FINDINGS IN SUPPORT THEREOF — APNs: 0113-282-15, 0216-174-01, 0216-174-02, 0216-174-06, 0216-174-07, 0216-174-08, 0216-174-16, 0216-174-17, 0216-211-01, 0216-211-04, 0216-211-20, 0216-211-24, 0216-211-26, 0216-214-01, 0216-214-02, 0216-214-03, 0216-214-04, 0216-214-05, 0216-214-06, 0216-214-07, 0216-311-03, 0216-311-04, 0216-311-05, 0216-311-08, 0216-311-09, 0216-312-02, 0216-312-03, 0216-312-04, 0216-312-05, 0216-312-06, 0216-312-07, 0216-312-08, 216-312-09, 0216-312-10, 0216-313-01, 0216-313-02, 0216-313-03, 0216-313-04, 0216-313-05, 0216-313-06, 0216-313-07, 0216-313-08, 0216-313-09, 0216-314-01, 0216-314-02, 0216-314-03, 0216-314-04, 0216-314-05, 0216-314-07, 0216-314-08, 0216-314-09, 0216-321-01, 0216-321-02, 0216-321-03, 0216-321-06, 0216-321-07, 0216-322-01, 0216-322-02, 0216-322-10, 0216-323-01, 0216-323-02, 0216-323-08, 0216-323-09, 0218-102-10, 0218-102-11, 0218-111-06, 0218-111-08, 0218-111-09, 0218-111-11, 0218-111-12, 0218-111-49, 0218-111-50, 0218-121-01, 0218-121-02, 0218-121-03, 0218-121-04, 0218-121-05, 0218-121-06, 0218-121-07, 0218-121-08, 0218-122-01, 0218-122-02, 0218-122-03, 0218-122-04, 0218-122-06, 0218-122-08, 0218-122-09, 0218-131-35, 0218-161-13, 0218-161-14, 0218-181-01, 0218-181-02, 0218-181-11, 0218-181-12, 0218-181-15, 0218-181-16, 0218-181-21, 0218-181-23, 0218-181-24, 0218-181-25, 0218-181-26, 0218-191-19, 0218-191-24, 0218-241-43, 0218-241-45, 0218-402-32, 1049-101-01, 1049-101-02, 1049-101-04, 1049-101-05, 1049-101-06, 1049-101-07, 1049-101-08, 1049-101-09, 1049-101-10, 1049-101-11, 1049-101-12, 1049-101-13, 1049-101-14, 1049-101-15, 1049-101-16, 1049-101-17, 1049-101-18, 1049-101-29, 1049-101-30, 1049-101-31, 1049-101-32, 1049-101-33, 1049-101-34, 1049-101-35, 1049-101-36, 1049-101-37, 1049-101-38, 1049-101-39, 1049-131-40, 1049-131-01, 1049-131-02, 1049-131-03, 1049-131-04, 1049-131-05, 1049-131-06, 1049-131-08, 1049-131-09, 1049-131-18, 1049-131-19, 1049-161-24, 1049-161-25, 1049-171-05, 1049-171-06, 1049-171-07, 1052-151-02, 1052-151-05, 1052-151-09, 1052-151-10, 1052-151-11, 1052-161-03, 1052-471-02, 1052-481-02, 1052-491-03, 1052-491-05, 1052-491-06, 1053-091-01, 1053-101-01, 1053-101-02, 1053-111-01, 1053-111-03, 1053-111-04, 1053-111-08, 1053-151-04, 1053-151-05, 1053-161-02, 1053-171-01, 1053-171-03, 1053-171-04, 1053-171-05, 1053-171-06, 1053-181-01, 1053-181-02, 1053-191-01, 1053-191-02, 1053-201-01, 1053-301-01, 1053-301-02, 1053-311-01, 1053-311-02, 1053-321-02, 1053-321-03, 1053-331-04, 1053-341-01, 1053-341-02, 1053-351-02, 1053-391-01, 1053-411-01, 1053-421-01, 1053-421-02, 1053-511-01, 1053-511-02, 1053-511-03, 1053-511-05, 1053-511-06, 1053-511-07, 1053-521-01, 1053-521-02, 1053-531-01, 1053-531-02, 1053-531-04, 1053-541-01, 1053-541-02, 1053-551-01, 1053-571-01, 1053-571-02, 1053-581-03, 1053-581-04, 1053-591-01, 1053-591-02, 1053-601-01, 1053-601-02, 1053-601-03, AND 1053-601-04.

WHEREAS, the City of Ontario (hereinafter referred to as Applicant) has initiated an application for a citywide amendment to the Ontario Plan (TOP) 2050 Policy Plan (General Plan), File No. PGPA25-002 (hereinafter referred to as the Project); and

WHEREAS, the proposed Project consists of targeted updates to the Policy Plan (General Plan) to maintain internal consistency, ensure compliance with State law, and align the City's long-range planning framework with evolving development patterns; and

WHEREAS, the Project includes modifications to multiple elements of the Policy Plan, including but not limited to the Land Use, Housing, Mobility, Community Design, Environmental Resources, Parks and Recreation, and Safety Elements, to ensure consistency with the updated land use framework; and

WHEREAS, the Project is applied at a citywide level to maintain consistency across all Policy Plan elements, while primarily affecting areas within Ontario Ranch (south of Riverside Drive) and portions of the northern part of the City along East Holt Boulevard and South Grove Avenue; and

WHEREAS, the City of Ontario adopted the Policy Plan (General Plan) as part of the component framework for The Ontario Plan on January 27, 2010, and issued Resolution No. 2010-004; and

WHEREAS, the City of Ontario adopted a Supplemental Environmental Impact Report (SEIR) (State Clearinghouse No. 2021070364) for the General Plan Amendment for TOP 2050 Technical Update on August 16, 2022, and issued Resolution No. 2022-129. Since the adoption of TOP 2050, the City has evaluated Exhibits LU-01: Official Land Use Plan and LU-03: Future Buildout further and is proposing modifications; and

WHEREAS, the proposed changes to Exhibit LU-01 Official Land Use Plan include revisions to land use designations for certain properties, as shown on Attachment 1, to better align with the City's long-term planning objectives by facilitating employment-generating uses; and

WHEREAS, Policy Plan Exhibit LU-03 (Future Buildout) specifies the expected buildout for the City of Ontario, incorporating the adopted land use designations. The proposed changes to Exhibit LU-01 (Official Land Use Plan) will require that Exhibit LU-03 (Future Buildout) is modified to be consistent with Exhibit LU-01 (Official Land Use Plan), as depicted on Exhibit B, attached; and

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

WHEREAS, as the first action on the Project, on April 28, 2026, the Planning Commission considered a Resolution recommending that the City Council certify the Final SEIR (State Clearinghouse No. 2025110102) prepared for the Project in accordance with CEQA; the SEIR analyzes the potential environmental impacts associated with implementation of the proposed Project and identifies mitigation measures and alternatives, as well as significant and unavoidable impacts; and

WHEREAS, a Notice of Preparation (NOP) for the Draft SEIR was issued on November 4, 2025, and a public scoping meeting was held on November 20, 2025, to introduce the Project and solicit input from responsible agencies, stakeholders, and the public regarding the scope and content of the environmental analysis; and

WHEREAS, a Draft SEIR was prepared in accordance with CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines, incorporating input received during the NOP and scoping process; and

WHEREAS, copies of the NOP were made available for public review at the City of Ontario Planning Department, the City's website, and were distributed through the State Clearinghouse and San Bernardino County Clerk's office in accordance with CEQA requirements; and

WHEREAS, the SEIR was circulated for a 45-day public review period from March 5, 2026, through April 20, 2026; a Notice of Availability (NOA) was distributed to responsible and interested agencies, posted with the San Bernardino County Clerk's office, and published in the Inland Valley Daily Bulletin; and

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and is subject to, and must be consistent with, the policies and criteria set forth in the Ontario International Airport Land Use Compatibility Plan (ALUCP), which applies only to jurisdictions within San Bernardino County, and addresses the noise, safety, airspace protection, and overflight impacts of current and future airport activity; and

WHEREAS, the proposed Project is located within the Airport Influence Area of Chino Airport, within the City of Ontario boundary, and is subject to, and must be consistent with, the policies and criteria set forth in Reference I, Chino Airport Land Use Compatibility Plan (CNO ALUCP), which applies only to jurisdictions within City of Ontario, and addresses the safety, airspace protection, and overflight impacts of current and future airport activity; and

WHEREAS, on April 28, 2026, the Planning Commission of the City of Ontario conducted a duly noticed public on the Project and concluded said hearing on that date; voting (7-0) to recommend approval of the Project to the City Council, issuing Resolution No. PC26-023 & PC26-024; and

WHEREAS, the City Council has independently reviewed and considered the Final SEIR, including all comments received on the Draft SEIR and Final SEIR, together with written responses thereto, and finds that the Final SEIR adequately addresses the environmental issues raised during the public review process and provides decisionmakers with sufficient information regarding the environmental consequences of the Project, and certified the Final SEIR pursuant to CEQA; and

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

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

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

(1) The environmental impacts of the Project were analyzed in a SEIR (State Clearinghouse No. 2025110102), prepared in accordance with CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines; and

(2) The SEIR contains a complete and accurate reporting of the environmental impacts associated with the Project; and

(3) The SEIR was completed in compliance with CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines; and

(4) The SEIR reflects the independent judgment and analysis of the City of Ontario as the lead agency.

The City Council hereby adopts the Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program contained in Resolution No. XXXXXX certifying the Final SEIR, which findings are incorporated herein by reference.

SECTION 2. ***City Council Action.*** Based on the entire record before the City Council all written and oral evidence presented, the City Council finds the SEIR complies with CEQA for the following reasons:

(1) The SEIR analyzes the environmental effects of the Project and finds that, with implementation of all feasible mitigation measures, the following impacts will remain significant and unavoidable: air quality (including AQMP consistency and regional construction and operational emissions), cultural resources (historic resources), greenhouse gas emissions (consistency with applicable climate plans), noise (construction, traffic, and vibration impacts), and transportation (increase in vehicle miles traveled).

(2) The City Council further finds that the Statement of Overriding Considerations demonstrate that the Project's economic, social, housing, infrastructure, and planning benefits outweigh its significant and unavoidable environmental impacts. Such benefits include:

- Maintaining compliance with State housing law and RHNA requirements
- Facilitating employment-generating uses and economic development opportunities;
- Improving land use compatibility and implementation of The Ontario Plan;

- Supporting efficient infrastructure planning and public service delivery;
- Improving long-term jobs-housing balance through implementation of the City's comprehensive planning framework;
- Supporting coordinated truck routing and circulation planning; and
- Promoting orderly growth consistent with the City's long-range planning objectives.

(3) The City Council hereby incorporates by reference and adopts the Findings of Fact, Mitigation Monitoring and Reporting Program, and statement of Overriding Considerations approved in connection with certification of the Final SEIR (SCH No. 2025110102). The City Council finds that all feasible mitigation measures identified in the Final SEIR have been adopted and that no additional feasible mitigation measures or alternatives would substantially lessen or avoid the significant and unavoidable environmental impacts identified in the Final SEIR.

SECTION 3. **General Plan Internal Consistency**. Pursuant to Government Code section 65300.5, the City Council finds that the amendments to the Policy Plan component of TOP 2050, including revisions to the Land Use, Housing, Mobility, Community Design, Environmental Resources, Parks and Recreation, and Safety Elements, have been prepared in a coordinated manner and maintain the internal consistency of the General plan. The City Council further finds that the amendments to Exhibit LU-01 (Official Land Use Plan), Exhibit LU-03 (Future Buildout), and related Policy Plan text are mutually reinforcing and collectively support the City's long-range planning objectives while maintain consistency among all mandatory and optional elements of the General Plan.

SECTION 4. ***Housing Element Compliance.*** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the decision-making body for the Project, the City Council finds that, based upon the facts and information contained in the Application and supporting documentation, the Project maintains consistency with the Housing Element of the Policy Plan (General Plan) component of TOP 2050.

The City Council further finds that the Project includes corresponding updates to the Housing Element and land use framework to ensure continued compliance with applicable State housing law, including Government Code sections 65583, 65863, and related provisions governing maintenance of adequate sites inventory and residential development capacity.

The City Council further finds that any reduction in residential capacity associated with amendments to Exhibit LU-01 is offset through corresponding modifications to the City's housing inventory and land use framework, resulting in no net loss of capacity necessary to accommodate the City's RHNA allocation. The Project maintains adequate sites to accommodate the City's remaining RHNA obligations across all income categories.

The City Council further finds that the Housing Element updates incorporated into the Project maintain consistency with the City's obligations to affirmatively further fair housing and do not reduce the City's ability to provide housing opportunities throughout the community.

Accordingly, the City Council finds that the Project is consistent with the Housing Element and applicable State housing requirements.

SECTION 5. ***Airport Land Use Compatibility Plan Compliance.*** The California State Aeronautics Act (Public Utilities Code Section 21670, et seq.) requires that an Airport Land Use Compatibility Plan (ALUCP) be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted ALUCP.

(1) On April 19, 2011, the City Council of the City of Ontario approved and adopted the Ontario International Airport Land use Compatibility Plan, establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the decision-making body for the Project, the City Council has reviewed and considered the facts and information contained in the Application and supporting documentation against the ONT ALUCP compatibility factors, including [1] Safety Criteria (ONT ALUCP Table 2-2) and Safety Zones (ONT ALUCP Map 2-2), [2] Noise Criteria (ONT ALUCP Table 2-3) and Noise Impact Zones (ONT ALUCP Map 2-3), [3] Airspace protection Zones (ONT ALUCP Map 2-4), and [4] Overflight Notification Zones (ONT ALUCP Map 2-5). As a result, the City Council finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ONT ALUCP. The City Council further finds that no amendment approved herein authorizes development that would otherwise be prohibited by the ONT ALCUP and that future discretionary proposals within the Airport Influence Area shall remain subject to project-specific consistency review.

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

with the conditions of approval, will be consistent with the policies and criteria set forth within the California Airport Land Use Planning Handbook and the Chino ALUCP. The City Council further finds that no amendment approved herein authorizes development that would otherwise be prohibited by the Chino ALUCP and that future discretionary development proposals within Airport Influence Areas shall remain subject to project-specific consistency review.

SECTION 6. ***Concluding Facts and Reasons.*** Based upon the substantial evidence presented to the City Council during the above-referenced hearing, and upon the specific findings set forth in Sections 1 through 5, above, the City Council hereby recommends that the City Council conclude as follows:

(1) The proposed General Plan Amendment is consistent with the goals and policies of The Ontario Plan as follows:

Policy Plan (General Plan)

Land Use Element:

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

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

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

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

Community Economics Element:

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

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

The City Council further finds that consistency with the general plan must be evaluated in light of the General Plan as a whole rather than on the basis of individual policies viewed in isolation. Although the Project modifies certain land use assumptions reflected in prior versions of The Ontario Plan, the Project advances the overall goals and objectives of the General plan by:

- Preserving adequate housing capacity;
- Facilitating employment-generating land uses;
- Maintaining long-term fiscal sustainability;
- Improving land use compatibility;
- Supporting infrastructure efficiency
- Implementing updated circulation and truck route planning; and
- Ensuring consistency with applicable State law.

Accordingly, the City Council finds that the project remains consistent with The Ontario Plan when considered as an integrated and internally consistent whole.

(2) The proposed General Plan Amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City, as it improves land use compatibility, supports infrastructure planning, and aligns with applicable State law; and

(3) The Land Use Element is a mandatory element of the General Plan and may be amended up to four times per calendar year; this amendment is within the allowable number of amendments for the applicable calendar year consistent with Government Code Section 65358; and

(4) The Project has been reviewed for consistency with the Housing Element of the Policy Plan component of The Ontario Plan, and incorporates updates to maintain compliance with State housing law, including requirements related to maintaining adequate sites and ensuring no net loss of residential capacity;

(5) The Project maintains sufficient residential development capacity to accommodate the City's remaining RHNA obligations and does not result in a net loss of residential capacity in violation of State housing law; and

(6) During the amendment of the general plan, opportunities for the involvement of citizens, California Native American Indian tribes (Government Code Section 65352.3), public agencies, public utility companies, and civic, education, and other community groups, through public hearings or other means were implemented consistent with Government Code Section 65351.

SECTION 6: ***City Council Action.*** Based upon the findings and conclusions set forth in the Sections above, the City Council hereby APPROVES The Ontario Plan (TOP) 2050 Policy Plan Amendment (General Plan), File No. PGPA25-002, as set forth in the staff report and accompanying attachments, including revisions to the Policy Plan Land Use Plan (Exhibit LU-01) and Buildout Statistical Summary (Exhibit LU-03), and related updates to the Policy Plan elements.

SECTION 7: ***HCD Submittal Authorization.*** The City Council authorizes the City Manager, or the City Manager's designee, to submit the amended 2021-2029 Housing Element to the California Department of Housing and Community Development (HCD) for final approval and make revisions or additions to the adopted Housing Element to facilitate a determination of continued compliance of the Housing Element by HCD.

SECTION 8: ***Custodian of Records.*** The documents and materials that constitute the record of proceedings for the Project include, but are not limited to, the Draft SEIR, Final SEIR, technical appendices, staff reports, resolutions, public hearing materials, written comments, responses to comments, transcripts, exhibits, correspondence, and all other documents relied upon by the City in making its decision. These documents are located at the City of Ontario City Hall, 303 East B Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

SECTION 9: ***Certification to Adoption.*** The City Clerk shall certify to the adoption of this Resolution.

PASSED, APPROVED, AND ADOPTED this 16th day of June 2026.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

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

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. 2026- was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held June 16, 2026 by the following roll call vote, to wit:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

The foregoing is the original of Resolution No. 2026- duly passed and adopted by the Ontario City Council at their regular meeting held June 16, 2026.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

ATTACHMENT A:

File No. PGPA25-002
Amendments to the Policy Plan Component of the Ontario Plan 2050

CITY OF ONTARIO SOUTHERN CALIFORNIA

City of Ontario Policy Plan Amendments

A Component of The Ontario Plan 2050

Hearing Draft | June 2026

Please note only proposed amendments are included.

The current policy plan is available in a web-based format at: https://www.ontarioca.gov/government/community-development/planning/ontario-plan/ontario-plan-policy-plan

These amendments will be integrated into the web-based plan if adopted. This draft includes notations and placeholders for links throughout that are not active.

DRAFT

Policy Plan Amendments

Hearing Draft, June 2026

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NOTE: When possible, draft amendments are shown as tracked changes with underlined text indicating additions and strike-through text indicating deletions. This results in some formatting errors that will be corrected in the final versions.

SUMMARY OF CHANGES SINCE MARCH 2026 PUBLIC REVIEW DRAFT

In response to public and agency comments, the following edits have been made to the draft documents released for public review in March 2026, and reviewed by planning commission on April 28. 2026:

LU-02 Land Use Designations Summary Table (Pages 8, 14)

The following bullet point was added under the Mixed-Use Category description:

- Any new development project on a site within a mixed-use area that is also identified in the City's Housing Element sites inventory must include housing. At least 50 percent of the total floor area of the new development project must be for residential use. Sites within the affordable housing overlay (generally those subject to Housing Element Rezoning Program) shall have a minimum density of 20 du/ac. [4,5]

Foot notes 4 and 5 were added:

4. **Mixed-Use Sites in the Housing Element Sites Inventory.** Any new development project on a site within a mixed-use designation that is also identified in the City's Housing Element sites inventory must include housing. At least 50 percent of the total floor area of the new development project must be for residential use. Sites subject to the rezoning program (generally those within the affordable housing overlay discussed in note 3) shall have a minimum density of 20 du/ac.
5. **Ontario Mills Housing Element Sites.** The Mixed Use Ontario Mills designation is identified in the City's Housing Element, but the City does not rely on these sites to meet its housing obligation, and the required zoning updated has not been implemented consistent with Program 13 of the Housing Element. Those sites with the General Plan designation Mixed-Use Ontario Mills, shall be allowed to develop without the housing requirements identified in note 4 until the City updates the zoning and relies upon the sites to meet any portion of its housing need.

Foot note 4 applies to the following land use designations: Mixed Use Downtown (MU-Downtown), Mixed Use Holt Blvd (MU-Holt),Mixed Use Ontario Center (MU-Ontario Center), Mixed Use Grand Park (MU-Grand Park), Mixed Use Sports Park (MU-SP), Mixed Use Grove (MU-Grove), and Mixed Use Neighborhood Activity Hubs (MU-NH).

Foot note 5 applies to the Mixed Use Ontario Mills (MU-Ontario Mills) designation.

LU-03 Future Buildout Table (Page 16)

Mixed Use Great (Grand) Park Assumed Density Intensity Correction.

In the March 2026 draft LU-03 incorrectly displayed both the current and proposed plan the Assumed Density/Intensity for the Mixed Use Great Park designation. The table has been corrected to reflect

- Current assumption:
  Residential: 70% at 35 du/ac; Office: 10% at 0.70 FAR; and Retail: 20% at 0.30 FAR.
- Proposed assumption:
  Residential: 70% at 35 du/ac; Office: 10% at 0.70 FAR; and Retail: 20% at 0.70 FAR.

Policy Plan
Policy and Implementation Amendments
A Component of The Ontario Plan 2050

Hearing Draft | June 2026

Please note only proposed amendments are included.

The current policy plan is available in a web-based format at:
https://www.ontarioca.gov/government/community-development/planning/ontario-plan/ontario-plan-policy-plan

These amendments will be integrated into the web-based plan if adopted.

Draft TOP 2050 Amendments

NEW/REVISED POLICIES

The following policies additions and amendments to the Environmental Resources and Mobility Elements of The Ontario Plan are proposed, as shown in underlines for added text.

ER-5.4 **Transition of Farms.** We protect both existing farms and sensitive uses around them as agricultural areas transition to urban uses. When uses transition from agricultural to urban uses, we do not require replacement farmland, nor do we require the dedication or preservation of agricultural land outside of our city.

M-1.9 **Safe Systems Approach.** Implement a Safe Systems Approach into roadway design, evaluating roadway safety holistically to account for human behavior, vulnerable road users, and infrastructure design.

M-1.10 **Priority Safety Corridors.** Identify roadways with a higher concentration of collisions and prioritize safety improvements to reduce collisions, with an emphasis on pedestrians, and bicyclists.

M-3.1 **Transit Partners.** We maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available, cost-efficient, and convenient, particularly for residents in environmental justice areas, and within housing element strategy areas where sites suitable for lower-income housing development were identified in the sites inventory.

M-4.1 **Truck Routes.** We designate and maintain a network of City truck routes that provide for the safe and efficient transport of goods while minimizing negative impacts on local circulation and noise- and- vibration- sensitive land uses, as shown on Exhibit M-04, Truck Routes. We will minimize conflicts on truck routes through the design and implementation of buffers between travel lanes and pedestrian and bicycle facilities on designated truck routes.

NEW IMPLEMENTATION ACTION

The following new implementation action is proposed to be added to Appendix A, Implementation Plan of The Ontario Plan.

M-1.1 Initiate improvements to Priority Safety Corridors. Analyze the feasibility of potential safety countermeasures along priority safety corridors and incorporate improvements through the City's Capital Improvement (CIP) Program. Begin implementation by mid 2028, identifying such corridors and regularly monitor progress, with the goal of implementing safety countermeasures on all safety corridors within 25 years.

Policy Plan
Figure Amendments
A Component of The Ontario Plan 2050

Hearing Draft | June 2026

Please note only figures with proposed amendments are included.

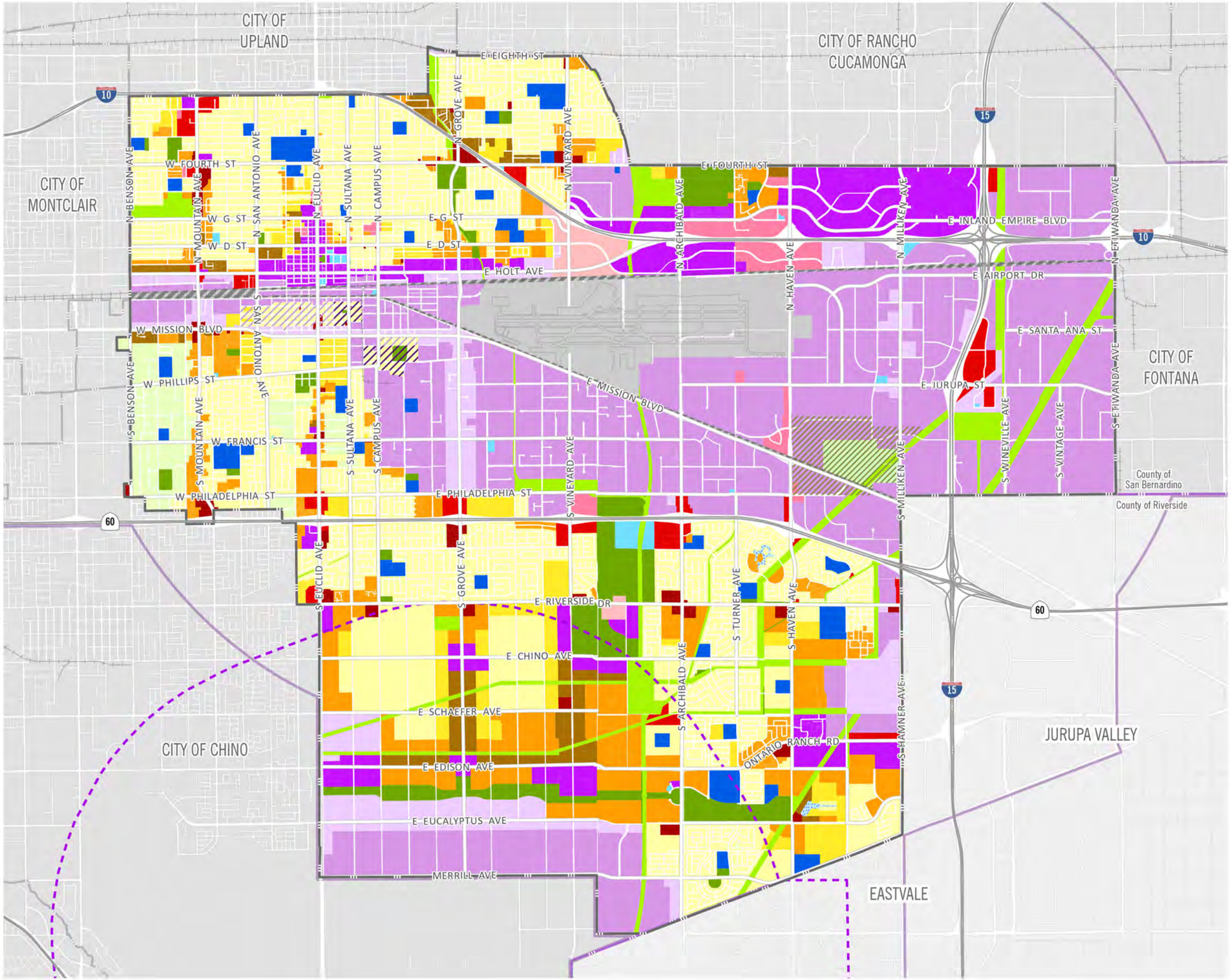
The current policy plan is available in a web-based format at:
https://www.ontarioca.gov/government/community-development/planning/ontario-plan/ontario-plan-policy-plan

These amendments will be integrated into the web-based plan if adopted. This draft includes notations and placeholders for links throughout that are not active.

DRAFT

Figure LU-01

Official Land Use Plan



- Ontario City Boundary
- County Boundary
- Rail Network
- Ontario Airport Influence Area
- Chino Airport Influence Area

Overlay Zones
- Business Park Overlay
- Industrial Overlay
- Landfill Impact Area

Residential
- RR Rural Residential
- LDR Low Density Residential
- LMDR Low Medium Density Residential
- MDR Medium Density Residential
- HDR High Density Residential

Mixed-Use
- MU Mixed Use

Commercial
- NC Neighborhood Commercial
- GC General Commercial
- OC Office Commercial
- HOS Hospitality

Employment
- BP Business Park
- IND Industrial

Other
- OS-NR Open Space - Non-Rec
- OS-R Open Space - Recreation
- OS-W Open Space - Water
- PF Public Facility
- PS Public School
- ARPT Airport
- LF Landfill
- Rail
- ROW Right-of-way

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025 Date: 12/20/25

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Residential – A wide range of housing densities and products to meet the demand of current and future residents with varying lifestyles. In addition to the residential uses described below, other uses such as schools, parks, childcare facilities, utilities, live-work units, and other public/institutional uses that are determined to be compatible with, oriented towards the needs of residential neighborhoods they serve, and those that help enhance community may also be allowed. When calculating the number of units permitted, the existing parcel size, before required dedication, shall be used. For developments that 1) encompass multiple properties and/or districts in established specific plans, 2) contain more than one land use designation, and 3) are located South of Riverside Drive, the maximum number of units permitted for the development may be spread over the entire site thereby allowing the blending of residential densities.		
Rural	0 to 2.0 dwelling units per acre	Single-family detached residences, typically in an estate setting.
Low Density[1]	2.1 to 5.0 dwelling units per acre	Single-family detached residences.
Low-Medium Density[1]	5.1 to 11.0 dwelling units per acre	Single/multi-family attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes.
Medium Density[1]	11.1 to 25.0[2,3] dwelling units per acre	Single/multi-family attached and detached residences including townhouses, stacked flats, courtyard homes, and small lot single-family subdivisions.
High Density[1]	25.1 to 45.0 dwelling units per acre	Multi-family dwellings including stacked flats and mid-rise and high-rise residential complexes.
Retail/Service – A full spectrum of retail, service, professional, office, medical, tourist-related, and entertainment uses at a range of intensities to respond to market demand and the character of the surrounding environment. In addition to the retail/service uses described below, other uses such as parks, childcare facilities, live-work units, utilities, and other public/institutional uses that are determined to be compatible with, oriented towards the needs of the surrounding neighborhood, and those that help enhance community may also be allowed.		
Neighborhood Commercial[1]	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
General Commercial[1]	0.40 FAR	Local and regional serving retail, personal service, entertainment, dining, office, tourist-serving, and related commercial uses.
Office/ Commercial[1]	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Hospitality[1]	1.00 FAR	Regional serving tourist-serving, retail, entertainment, and service uses such as convention centers, hotels/motels, and restaurants.
Employment – An array of employment uses, such as manufacturing, distribution, research and development, and office, at a range of intensities to meet the demand of current and future market conditions. In addition to the employment uses described below, other uses such as parks, live-work units, utilities, and other public/institutional uses that are determined to be compatible with and oriented towards the surrounding community may also be allowed.		
Business Park[1]	0.60 FAR	Employee-intensive office uses including corporate offices, technology centers, research and development, "clean" industry, light manufacturing, and supporting retail within a business park setting.
Industrial[1]	0.55 FAR	Variety of light industrial uses, including warehousing / distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances. If office uses and/or multiple tenant uses are developed on parcels fronting on the Milliken, Haven, and Archibald corridors, a FAR of 0.60 may be used.
Other		
Open Space - Non-Recreation[1]	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Open Space - Parkland[1]	Not applicable	Recreational facilities, such as tot-lots, parks, golf courses, and sports complexes and joint-use facilities with schools, utilities, and drainage facilities.
Public Facility[1]	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.
Public School[1]	Not applicable	Public schools (K-12) and universities.
Airport	Not applicable	Airport, including terminals, parking, service commercial, distribution, hangers, repair, and warehousing.
Landfill	Not applicable	Allows for the use, operation, and reclamation of the Milliken Landfill. If the site is reclaimed, the City will

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
		consider a host of uses including a transit station and multimodal transfer station.
Mixed Use – An intense mixture of uses that, when concentrated, create focal points for community activity and identity and facilitate walking, biking, and the use of transit. The Mixed Use land use category accommodates a horizontal and/or vertical mixture of retail, service, office, restaurant, entertainment, cultural, and residential uses. • Density, intensity and intended character varies by area, as generally described below, and defined in detail under the applicable Place Type in the Community Design Element. • The densities and intensities of the Mixed Use designation represent the intended level of anticipated development; however, individual projects may vary depending upon an approved master plan, such as a specific plan, or planned unit development. • The maximum amount of development in each Mixed Use area shall be limited by the Future Buildout Projections detailed in Table LU-03. Further direction regarding land use distributions, densities and intensities within some of these areas are provided by specific plans as noted below. • Most Mixed Use areas are the focal point of the City's Place Type designations illustrated on Figure CD-01 and noted below. Place Types are defined in the Community Design Element, and the vision for the intended outcome and character of each area is established and illustrated in the Place Type Figures noted below. • Any new development project on a site within a mixed-use area that is also identified in the City's Housing Element sites inventory must include housing. At least 50 percent of the total floor area of the new development project must be for residential use. Sites within the affordable housing overlay (generally those subject to Housing Element Rezoning Program) shall have a minimum density of 20 du/ac. [4,5]		
Mixed Use - Downtown[1,4] *(MU-Downtown)*	• 25.0 to 75.0 dwelling units per acre • 2.0 FAR for retail and office uses *Subject to PUD at City's discretion*	Envisioned as an intensive vertical and horizontal mixture of retail, office, civic and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02, CD-03* and *CD-08*]
Mixed Use - Holt Blvd[1,4] *(MU-Holt)*	• 14.0[3,2] to 40.0 dwelling units per acre • 2.0 FAR for office uses • 1.0 FAR for retail uses *Subject to PUD at City's discretion*	This area is envisioned as a low-rise (3-5 stories) intensification of the Holt Corridor. The intent is to create identity and place along the Holt Corridor, connect the corridor to Downtown, and connect the Downtown to the Ontario Airport Metro Center. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02, CD-08* and *CD-09*]

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed Use - Meredith[1] *(MU-Meredith)*	• ~~14~~25.0 to 125.0 dwelling units per acre • 3.0 FAR for office and retail uses	This area is envisioned as a mixture of mid-rise buildings, regional-serving retail and office centers, and stand-alone high density residential projects. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-08*]
Mixed Use - [1]Multimodal[1] *(MU-Multimodal)*	• 20.0 to 80.0 dwelling units per acre • 1.0 FAR for office and retail uses	The Multimodal Mixed Use Area is under consideration for our future multimodal transit station that links rail, regional, local, and Airport transit. Intensive office, retail, and residential uses are envisioned to be integrated with the transit station, which is expected to be within the area or in close proximity. The transit center is envisioned as an iconic, convenient, and intuitively designed multimodal transportation center that serves the City of Ontario and the region at-large. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-05*]
Mixed Use - Inland Empire Corridor[1] *(MU-Inland Empire)*	• 14.0 to 30.0 dwelling units per acre • 2.0 FAR for office uses • 1.0 FAR for retail uses	Located along Inland Empire Boulevard, this area is primarily residential with a retail center at the corner of Inland Empire Boulevard and Archibald. Commercial uses that relate to the park are envisioned for the area West of the regional park. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-08*]
Mixed Use - Guasti[1] *(MU-Guasti)*	• 25.0 to 65.0 dwelling units per acre • 1.0 FAR for office and retail uses	This site includes the Guasti Winery, which is on the National Register of Historic Places. This area is envisioned as a mixture of high-quality office, lodging, retail and residential uses that incorporate the Guasti Winery. More intensive office and commercial uses are envisioned along I-10 while office, commercial, and lodging uses are envisioned in and around the historic structures; the southern portion of the area is being considered as potential site for the multimodal transit center. There is an approved Specific Plan on this site that may require amendment to align with TOP. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-05*]

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed Use - Ontario Center[1,4] *(MU-Ontario Center)*	• 20.0 to 125.0 dwelling units per acre • 2.0 FAR for office uses • 1.0 FAR for retail uses	This area is one of the most intensive developments in Ontario and is characterized by low-rise (3-5 stories) and mid-rise (5-10 stories), mixed use buildings, iconic architecture, and regionally significant uses, such as the City owned arena and other cultural and entertainment uses. This area accommodates a vertical and horizontal mixture of entertainment, retail, office, and residential uses in an active, pedestrian oriented atmosphere. In this area, the Haven Corridor is envisioned as an elegant, landscaped boulevard lined multi-story office uses near the I-10 and mixed and residential uses closer to the City's northern boundary along 4th Street. There is an approved Specific Plan on this site that may require amendment to align with TOP. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-04*]
Mixed Use - Ontario Mills[1,5] *(MU-Ontario Mills)*	• 25.0 to 85.0 dwelling units per acre • 1.5 FAR for office uses • 1.0 FAR for retail uses	This area will continue to be our regional retail center. We envision intensification of the area to include additional retail and entertainment, office, and multi-family (3-5 story) residential uses. New development is envisioned to occur along the interior loop road and the perimeter of the area. There is an approved Specific Plan on this site that may require amendment to align with TOP. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-04*]
Mixed Use - Rich Haven *(MU-Rich Haven)*	• 14.0 to 50.0 dwelling units per acre • 0.7 FAR for office and retail uses *Subject to approved Specific Plan*	The Rich-Haven Mixed Use Area is within the Rich-Haven Specific Plan. This area is envisioned as a low-rise (3-5 stories), primarily horizontal mixture of retail, office, medical, and residential uses. The greatest level of intensity is envisioned along Ontario Ranch Road and Hamner Avenue. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-09*]
Mixed Use - ~~Great~~ Grand Park[1,4] *(MU-~~Great~~ Grand Park)*	• 14.0[3] to 65.0 dwelling units per acre[2] • 1.5 FAR for office uses • 1.0 FAR for retail uses *Subject to Specific Plan[3]*	The ~~Great~~ Grand Park Mixed Use Areas are envisioned as the southwestern activity centers for citizens of Ontario. These areas accommodate a vertical and horizontal mixture of commercial, office, entertainment, and residential uses all connecting to the Great Park with a

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
		pedestrian oriented atmosphere. It is envisioned that the major roads through these Mixed Use areas are couplets, which are a series of one-way streets that disperse traffic and allow reduced street widths, maximize the sense of community, and emphasize pedestrian accessibility. These Mixed Use areas are envisioned as low-rise (3-5 stories) with some mid-rise (5-10 stories) near the intersection of Euclid and Edison/Ontario Ranch Road. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02, CD-06, CD-09*]
Mixed Use - Sports Park[1,4] (MU-SP)	• 25.0 to 65.0 du/ac; • 1.0 FAR retail & hospitality; • 1.5 FAR office *Subject to PUD or Specific Plan at City's discretion[3]*	The Sports Park Mixed Use Areas are envisioned as a mixed-use recreation and entertainment hub, accommodating a vertical and horizontal mixture of commercial, office, entertainment, hospitality, and residential uses all in proximity to the Sports Park. This Mixed-use area is envisioned as low-rise (3-5 stories) mixture of hospitality, commercial, residential, and office uses that will create identity and place along the corridor and serve the surrounding residents. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02, and CD-07*]
Mixed Use - Grove[1,4] *(MU-Grove)*	• 14.0[2] to 65.0 dwelling units per acre • 1.5 FAR for office uses • 1.0 FAR for retail uses *Subject to Specific Plan[3]~~ubject to PU~~*	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-09*]
~~Mixed Use – Eucalyptus / Chino Airport Overlay[1] *(MU-EU)*~~	~~• 25.0 to 45.0 dwelling units per acre (outside of airport safety zone)~~ ~~• 2.0 FAR for office and vertically-mixed uses~~ ~~• 0.60 FAR for business park and retail uses~~ ~~*Subject to Specific Plan[3]*~~	~~Envisioned to primarily accommodate employee-intensive office, entertainment facilities, live/work, and supporting retail uses in a campus environment designed to leverage proximity to the park and maintain compatibility with surrounding residential areas. Stand-alone and mixed use residential is permitted outside of the Chino Airport safety zone, primarily centered on Grove. Business park uses, such as research and development and "clean" industrial are also permitted provided they do not involve the frequent use of trucks (Class 4 or higher) as part of its primary activities. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-07*]~~

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed Use - Parkside[1] *(MU-PS)*	• 25.0 to 45.0 dwelling units per acre • 1.0 FAR for retail uses *Subject to approved Specific Plan*	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place and serve the surrounding residents. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-09*]
Mixed Use - Neighborhood Activity Hubs[1,4] *(MU-NH)*	• 20.0 to 75.0 dwelling units per acre • 1.0 FAR for retail and office *Subject to Specific Plan[3] within Ontario Ranch[3]; ~~projects~~ subject to PUD outside of Ontario Ranch ~~subject to PUD~~ at City's discretion*	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-09*]
Overlays – An overlay is intended to reflect a particular characteristic of an area and is applied "over" an underlying land use designation to provide guidance above and beyond the underlying land use designation.		
Business Park Transitional Areas	Per the underlying designation unless a non-residential use is developed in which case the density and use requirements of the Business Park land use designations shall apply.	This area is within existing and future noise and safety impact zones of Ontario International Airport. This overlay allows residential uses to transition to a Business Park land use if an entire block can be recycled to a Business Park use and the block is contiguous to another non-residential block. In these cases, the City shall be responsible for the necessary amendments to the Policy Plan Map and Development Code.
Industrial Transitional Areas	Per the underlying designation unless a non-residential use is developed in which case the density and use requirements of the Industrial land use designations shall apply.	This area is within existing and future noise and safety impact zones of Ontario International Airport. This overlay allows residential uses to transition to an industrial land use if an entire block can be recycled to an Industrial use and the block is contiguous to another non-residential block. In these cases, the City shall be responsible for the necessary amendments to the Policy Plan Map and Development Code.
ONT Airport Influence Area	Varies	An area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restriction on those uses. Refer to the Airport Land Use Compatibility Plan for Ontario International Airport.
Chino Airport Influence Area	Varies	An area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restriction on

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
		those Uses. Refer to the Ontario Development Code for Chino Airport land use policies and criteria for development.
Landfill Impact Area	Varies	Lands immediately surrounding the Milliken Landfill may be contaminated or have other landfill-related hazards that may limit allowable uses, as well as site design. Development in this area requires the submission of a detailed environmental analysis.
Plan Required Overlay – Denotes areas where specific plans or planned unit development plans are required prior to development, with final determination at the discretion of the City. See adopted specific plans and planned unit development in the City on the City's website.		
Ontario Airport Metro Center	Per approved individual specific plans	Envisioned as the most intensive area outside of downtown Los Angeles with a vertical and horizontal mixture of regional-serving retail, office, restaurant, entertainment, cultural, and residential uses in low to mid-rise buildings (3-10 stories). See adopted specific plans for more detail.
Ontario Ranch	Per approved individual specific plans[3]	Envisioned as a mixture of residential neighborhoods integrated with areas of high intensity (3-10 stories) with a mixture of employment, retail, service, entertainment, cultural, and residential uses united by a network of greenways/trails, open spaces, amenities, and infrastructure. All development to be oriented toward or designed to leverage the "Great Park," a linear open space amenity containing active and passive recreational features, gardens, water features, and cultural facilities. Additional direction may be provided through the application of place types and specific plans.
Downtown	Per approved planned unit development (PUD may be waived at City's discretion)[3]	Envisioned as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues. See the Downtown District Plan in the City's development code for more detail.

Notes:

1. Some parcels with this designation may fall within a Place Type, which characterizes the vision and urban design intent within a specified area. If any portion of a parcel is within a Place Type boundary, as shown in Figure CD-01, Place Types in the Community Design Element, that parcel is subject to Goal CD-3, and related policies. Projects must demonstrate that they are consistent with the vision and policy intent for the applicable Place Type as defined in Exhibits CD-02 through CD-09. Link to Community Design Element Urban, Mixed-Use, and Transit-oriented Place Types Section.
2. Parcels designated as MDR within the affordable housing overlay zoning district allow a maximum density of 30 dwelling units per acre if the project includes 25 percent of units affordable to lower incomes, consistent with Tier 2 requirements of the overlay zone.

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention

3. All parcels within the affordable housing overlay zoning district have a minimum density of 20 dwelling units per acre. All parcels within the affordable housing overlay zoning district are exempt from the specific plan requirement if there is no existing specific plan and the project includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements of the overlay zone.

4. Mixed-Use Sites in the Housing Element Sites Inventory. Any new development project on a site within a mixed-use designation that is also identified in the City's Housing Element sites inventory must include housing. At least 50 percent of the total floor area of the new development project must be for residential use. Sites subject to the rezoning program (generally those within the affordable housing overlay discussed in note 3) shall have a minimum density of 20 du/ac.

~~3.~~5. Ontario Mills Housing Element Sites. The Mixed Use Ontario Mills designation is identified in the City's Housing Element, but the City does not rely on these sites to meet its housing obligation, and the required zoning updated has not been implemented consistent with Program 13 of the Housing Element. Those sites with the General Plan designation Mixed-Use Ontario Mills, shall be allowed to develop without the housing requirements identified in note 4 until the City updates the zoning and relies upon the sites to meet any portion of its housing need.

LU-03 Future Buildout Table

Land Use	Acres[2]	Assumed Density/Intensity[3]	Units	Pop[4]	Non-Residential Square Feet	Jobs[5]
Residential						
Rural	529	2.0 du/ac	1,057	3,863	-	-
Low Density[6,7]	~~6,274~~ 5,810	5.9 du/ac (north of Riverside Dr) 4.5 du/ac (south of Riverside Dr)[7]	~~34,848~~ 32,753	~~127,326~~ 119,671	-	-
Low-Medium Density[6]	~~889~~ 930	8.5 du/ac	~~7,520~~ 7,865	~~26,475~~ 27,737	-	-
Medium Density[7]	~~2,299~~ 2,292	18.0 du/ac (north of Riverside Dr) 22.0 du/ac (south of Riverside Dr)[8]	~~47,206~~ 47,010	~~152,855~~ 152,223	-	-
High Density	~~198~~536	25.0 du/ac (north of Riverside Dr) 35.0 du/ac (south of Riverside Dr)	~~5,089~~ 16,902	~~13,038~~ 43,308	-	-
Subtotal	**~~10,189~~ 10,096**		**~~95,720~~ 105,587**	**~~323,553~~ 346,802**	**-**	**-**
Mixed Use						
• Downtown	132	• 60% of the area at 35 du/ac • 40% of the area at 0.80 FAR for office and retail	~~2,762~~ 2,783	~~7,077~~ 7,131	1,833,291	4,097
• East Holt Boulevard[8]	~~75~~ 92	• 75% of the area at 30 du/ac • 25% of area at 0.80 FAR retail	~~1,692~~ 2,074	~~4,336~~ 5,313	~~655,222~~ 802,882	~~546~~ 669
• West Holt Boulevard[8]	1	• 75% of the area at 30 du/ac • 25% of area at 0.80 FAR retail	33	84	12,678	11
• Meredith	91	• 50% of the area at 40 du/ac • 50% at 0.35 FAR for retail uses	1,815	4,651	691,939	577
• Multimodal Transit Center	73	• 15% of the area at 60 du/ac • 60% of the area at 1.0 FAR office and retail • 25% of the area at 0.70 FAR Lodging	653	1,673	2,449,557	5,993
• Inland Empire Corridor	37	• 82% of the area at 10 du/ac • 18% of area at 0.35 FAR retail	300	769	100,455	84
• Guasti	86	• 30% of the area at 30 du/ac • 15% of area at 1.0 FAR retail • 30% of area at 0.70 FAR office • 25% of area at 0.70 FAR Lodging	777	1,991	2,012,077	3,848
• Ontario Center[8] *(south of Concourse & east of Haven)*	186	• 40% of area at 40 du/ac • 20% of area at 1.0 FAR office • 30% of area at 0.70 FAR retail	3,729	9,553	3,329,507	7,327
• Ontario Center[8] *(north of Concourse & west of Haven)*	169	• 75% of area at 40 du/ac • 10% of area at 1.00 FAR office • 15% of area at 0.80 FAR retail	5,076	13,006	1,621,435	3,417
• Ontario Mills	249	• 40% of area at 40 du/ac • 5% of area at 0.75 FAR office • 55% of area at 0.50 FAR retail	3,990	10,223	3,394,666	3,971

LU-03 Future Buildout Table

Land Use	Acres[2]	Assumed Density/Intensity[3]	Units	Pop[4]	Non-Residential Square Feet	Jobs[5]
• Rich-Haven[2]	154	• 86% of area at 18 du/ac • 2% of area at 0.35 FAR office • 12% of area at 0.30 FAR retail	2,380	6,097	287,946	371
• Parkside	3	• 50% of the area at 35 du/ac • 50% of area at 0.80 FAR retail	52	132	51,440	129
• ~~Eucalyptus/ Chino Airport[2]~~	~~101~~	~~• 40% of the area at 35 du/ac~~ ~~• 10% of area at 0.80 FAR retail~~ ~~• 20% of area at 1.00 FAR office~~ ~~• 30% of area at 0.60 FAR business park (industrial)~~	~~1,471~~	~~3,769~~	~~2,059,760~~	~~4,008~~
• Grove[2]	~~36~~ 45	• 65% of the area at 35 du/ac • 25% of area at 0.80 FAR retail • 10% of area at 0.70 FAR ~~O~~office	~~821~~ 1,025	~~2,104~~ 2,627	~~385,285~~ 481,025	~~630~~ 786
• ~~Great~~ Grand Park[2]	~~300~~188	• 70% of area at 35 du/ac • 10% of area at 0.7~~35~~ FAR ~~for~~ office • 20% of area at 0.7~~3~~0 FAR ~~for~~ retail	~~7,342~~ 4,594	~~18,813~~ 11,772	~~2,741,373~~ 1,715,486	~~4,846~~ 3,032
• Sports Park	71	• 30% of area at 30 du/ac • 15% of area at 1.00 FAR office • 25% of area at 0.70 FAR hospitality • 30% of area at 0.70 FAR retail	637	1,632	1,649,650	2,637
• Neighborhood Activity Hub[8] *(Vineyard & Riverside)*	37	• 30% of area at 30 du/ac • 15% of area at 1.00 FAR office • 25% of area at 0.70 FAR hospitality • 30% of area at 0.70 FAR retail	331	847	856,025	1,368
• Neighborhood Activity Hub[8] *(Mountain Village)*	8	• 50% of the area at 35 du/ac • 50% of area at 0.80 FAR retail	137	350	136,070	340
• Neighborhood Activity Hub[8] *(Mountain & Fourth)*	7	• 70% of the area at 50 du/ac • 30% of area at 0.80 FAR retail	251	643	75,008	188
• Neighborhood Activity Hub[8] *(Euclid & Francis)*	13	• 50% of the area at 30 du/ac • 50% of area at 0.80 FAR retail	190	487	220,912	552
• Neighborhood Activity Hub[8] *(Euclid & Walnut)*	16	• 75% of the area at 30 du/ac • 25% of area at 0.80 FAR retail	369	945	142,840	357
• Neighborhood Activity Hub[2,8] *(Euclid & Riverside)*	15	• 75% of the area at 35 du/ac • 25% of area at 0.80 FAR retail	394	1,009	130,662	327
Subtotal	~~1,752~~ 1,672	-	~~34,234~~ 31,591	~~87,712~~ 80,935	~~22,332,123~~ 21,995,551	~~41,619~~ 40,081
Retail/Service						

LU-03 Future Buildout Table

Land Use	Acres[2]	Assumed Density/Intensity[3]	Units	Pop[4]	Non-Residential Square Feet	Jobs[5]
Neighborhood Commercial[6]	~~246~~ 237	0.30 FAR	-	-	~~3,212,553~~ 3,100,519	~~8,762~~ 8,456
General Commercial	~~385~~ 357	0.30 FAR	-	-	~~5,033,395~~ 4,661,303	~~5,605~~ 5,191
Office/ Commercial	309	0.75 FAR	-	-	10,101,773	28,239
Hospitality	~~194~~ 167	1.00 FAR	-	-	~~8,458,978~~ 7,273,232	~~11,412~~ 9,812
Subtotal	**~~1,134~~ 1,070**		**-**	**-**	**~~26,806,659~~ 25,136,787**	**~~54,018~~ 51,698**
Employment						
Business Park[6]	~~1,146~~ 1,426	0.50 FAR	-	-	~~25,324,447~~ 31,339,693	~~43,546~~ 48,947
Industrial[6]	~~7,651~~ 7,666	0.55 FAR	-	-	~~183,314,481~~ 183,669,538	~~148,293~~ 148,588
Subtotal	**~~8,797~~ 9,091**		-	-	**~~208,638,928~~ 215,009,231**	**~~191,839~~ 197,535**
Other						
Open Space–Non-Recreation	1,200	Not applicable	-	-	-	-
Open Space–Parkland[6]	~~1,041~~ 998	Not applicable	-	-	-	-
Open Space-Water	17	Not applicable	-	-	-	-
Public Facility	90	Not applicable	-	-	-	-
Public School	~~603~~ 604	Not applicable	-	-	-	-
Ontario International Airport	~~1,423~~ 1,408	Not applicable	-	-	-	-
Landfill	137	Not applicable	-	-	-	-
Railroad	250	Not applicable	-	-	-	-
Roadways	5,389	Not applicable	-	-	-	-
Subtotal	***~~10,150~~ 10,092***	-	-	-	-	-
Total	***32,022***	-	***~~129,952~~ 137,177***	***~~411,265~~ 427,737***	***~~263,828,479~~ 268,162,895***	***~~299,204~~ 301,037***

Notes

1 Historically, citywide buildout levels do not achieve the maximum allowable density/intensity on every parcel and are, on average, lower than allowed by the Policy Plan. Accordingly, the buildout projections in this Policy Plan do not assume buildout at the maximum density or intensity and instead are adjusted downward. There are a few notable exceptions to this. The assumed density for Low-Density Residential north of Riverside Drive is estimated above the allowed density to account for the continued use of areas that were built at densities above the current allowance, and to account for growth in these areas due to accessory dwelling unit (ADU) development and lot splits. Some areas were also entitled at greater densities

LU-03 Future Buildout Table

Land Use	Acres[2]	Assumed Density/Intensity[3]	Units	Pop[4]	Non-Residential Square Feet	Jobs[5]

due to the use of gross acreage rather than net acreage. These areas, identified in note 7 utilized customized growth assumptions to ensure that the future projection was equal to or larger than the number of existing units in built areas, and equal to or larger than existing entitlements in undeveloped or partially developed areas.

2 Acres are based on the City's Parcel data as of January 2021.

3 Assumed Density/Intensity includes both residential density, expressed as units per acre, and non-residential intensity, expressed as floor area ratio (FAR), which is the amount of building square feet in relation to the size of the lot.

4 Projections of population by residential designation are based on projected occupancy rates and a persons-per-household factor that varies by housing type.

5 The factors used to generate the number of employees by land use category were derived by comparing 2018 employment data published by the U.S. Census as part of the Longitudinal Employer-Household Dynamics (LEHD) dataset to existing building square footage by use type, as recorded in the City's building permit database.

6 Acreages and corresponding buildout estimates for these designations do not reflect underlying land uses within the Business Park and Industrial Overlays. Estimates within overlay areas are included within the corresponding Business Park and Industrial categories.

7. To ensure future projections are equal to or larger than existing conditions in built out areas as of August 2021, and equal to or larger than existing entitlements (approved before August 2021) in undeveloped or partially developed areas, buildout estimates for the following projects, assumed realistic densities as follows: Countryside Specific Plan (Low Density Residential: 6.18 du/ac), Creekside Specific Plan (Low Density Residential: 7.47 du/ac, Medium Density Residential: 15.81 du/ac), Subarea 29 Specific Plan (Low Density Residential: 6.55).

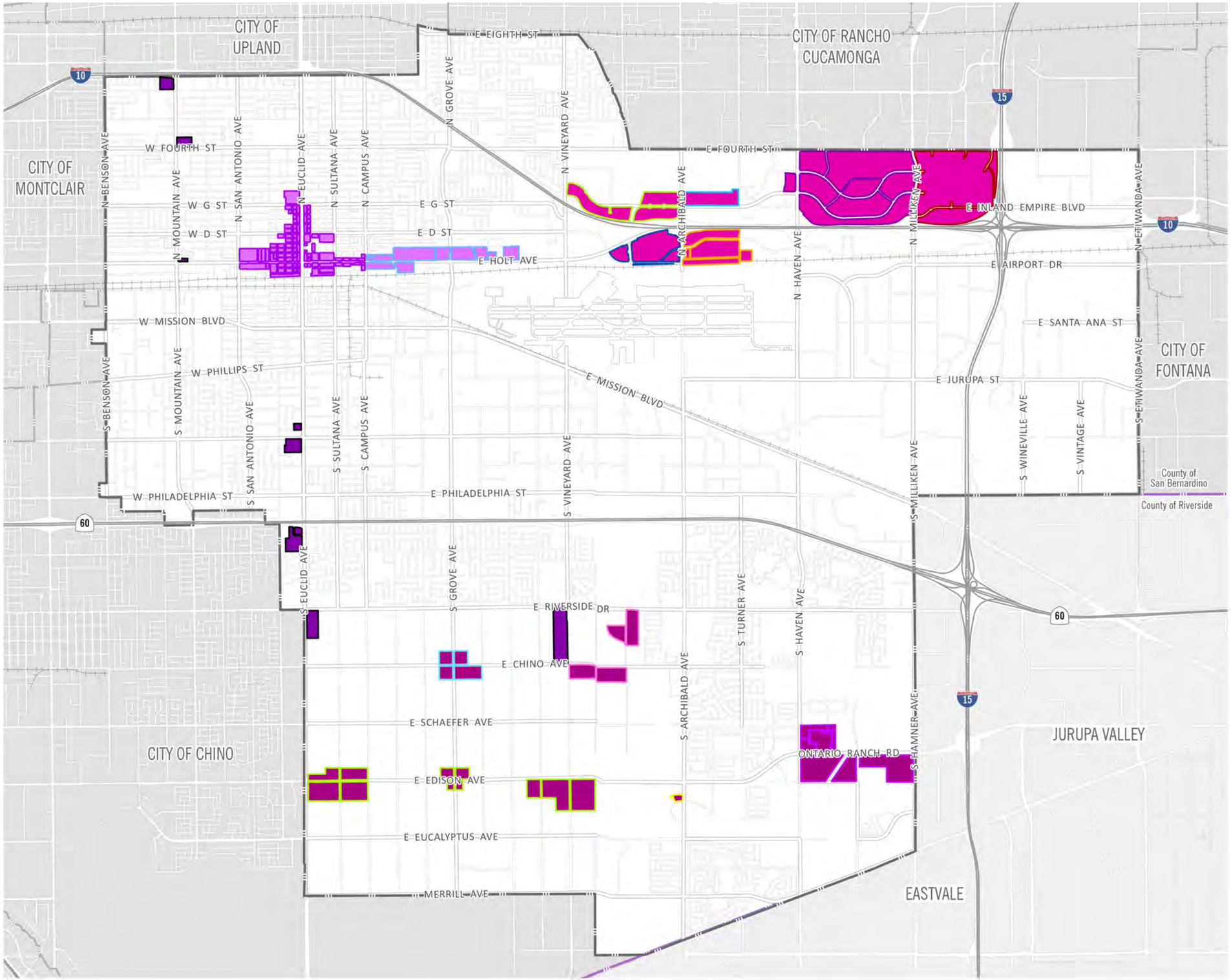
8. In certain mixed use categories, different buildout assumptions were employed on different sites. Variations in assumptions are included in multiple rows within this table.

~~Last Amended: August 16, 2022~~

DRAFT

Figure LU-04

Mixed Use Areas



- Ontario City Boundary
- County Boundary
- Rail Network

Mixed Use Categories

- Mixed Use - Downtown
- Mixed Use - Holt
- Mixed Use - Meredith
- Mixed Use - Multimodal
- Mixed Use - Inland Empire Corridor
- Mixed Use - Guasti
- Mixed Use - Ontario Center
- Mixed Use - Ontario Mills
- Mixed Use - Rich Haven
- Mixed Use - Grand Park
- Mixed Use - Grove
- Mixed Use - Parkside
- Mixed Use - Sports Empire
- Mixed Use - Neighborhood Activity Hub

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2026

Date: 2/3/2026

DRAFT

Figure PR-01

Park & Recreational Facilities



- Ontario City Boundary
- County Boundary
- Rail Network
- Existing Park
- Existing Parkway
- Existing Trail
- Planned Park

★ Community Center

1. Anthony Munoz Community Center
2. Armstrong Community Center
3. De Anza Community & Teen Center
4. Dorothy A Quesada Community Center
5. Ontario Senior Center
6. Veterans Memorial Community Center
7. Westwind Community Center

2·0·5·0 THE ONTARIO PLAN

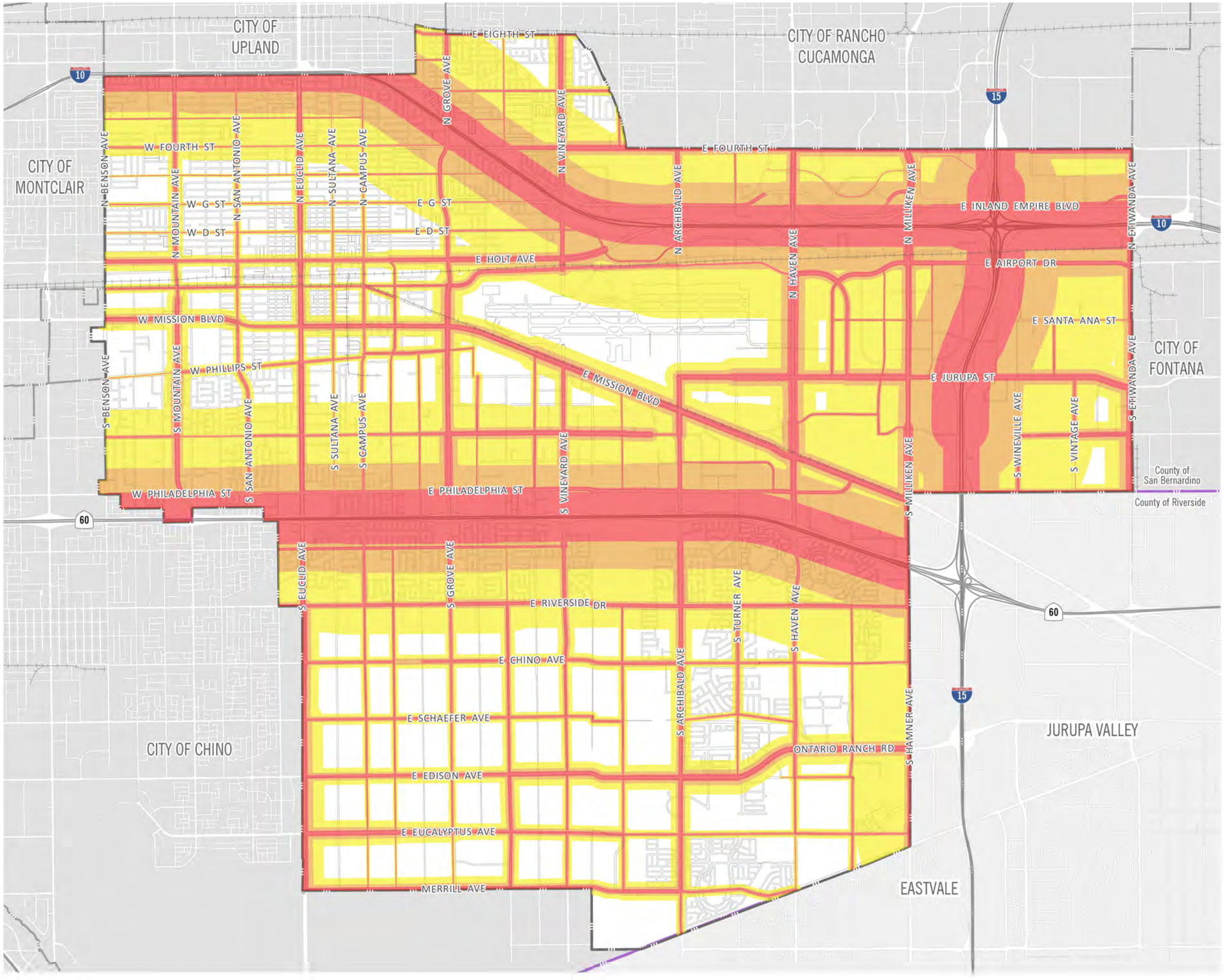
0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025

Date: 12/20/25

DRAFT

Figure S-06a
Future Traffic Noise Contours



- Ontario City Boundary
- County Boundary

Future Noise Contours

- 60-65 dBA CNEL
- 65-70 dBA CNEL
- 70+ dBA CNEL

2 · 0 · 5 · 0 THE ONTARIO PLAN

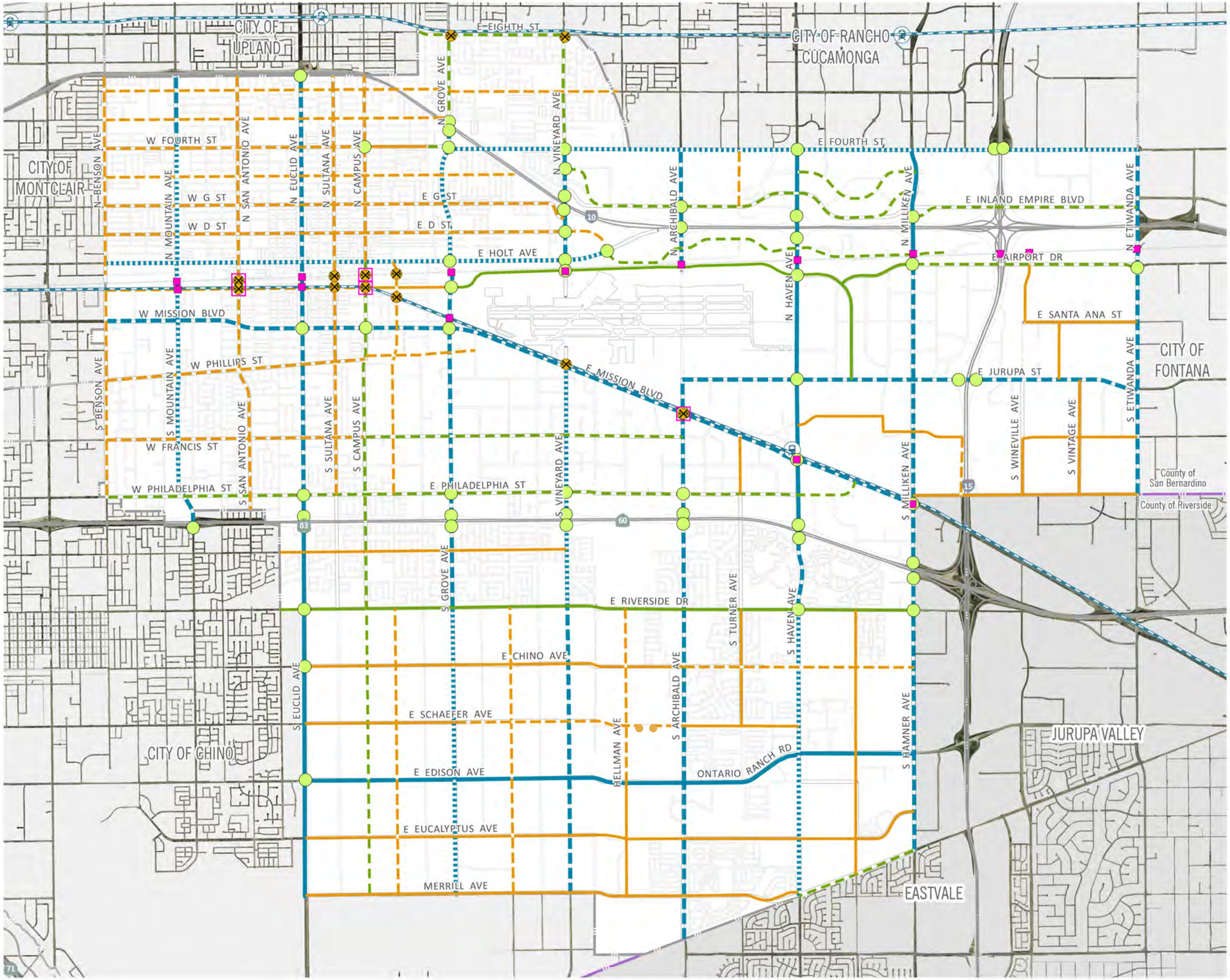
0 2,500 5,000 10,000 FT

Source: Fehr & Peers 2025; PlaceWorks 2025 Date: 12/12/25

DRAFT

Figure M-01

Roadway Classifications



- Ontario City Boundary
- County Boundary

Rail Crossings

- Existing At-Grade Crossing
- Existing Grade-Separated Crossing
- Future Grade-Separated Crossing
- Enhanced Intersections
- Metrolink
- Metrolink Station

Roadway Classification

- Principal Arterial 8 Lanes
- Principal Arterial 6 Lanes
- Principal Arterial 4 Lanes
- Minor Arterial 6 Lanes
- Minor Arterial 4 Lanes
- Collector 4 Lanes
- Collector 2 Lanes

2·0·5·0 THE ONTARIO PLAN

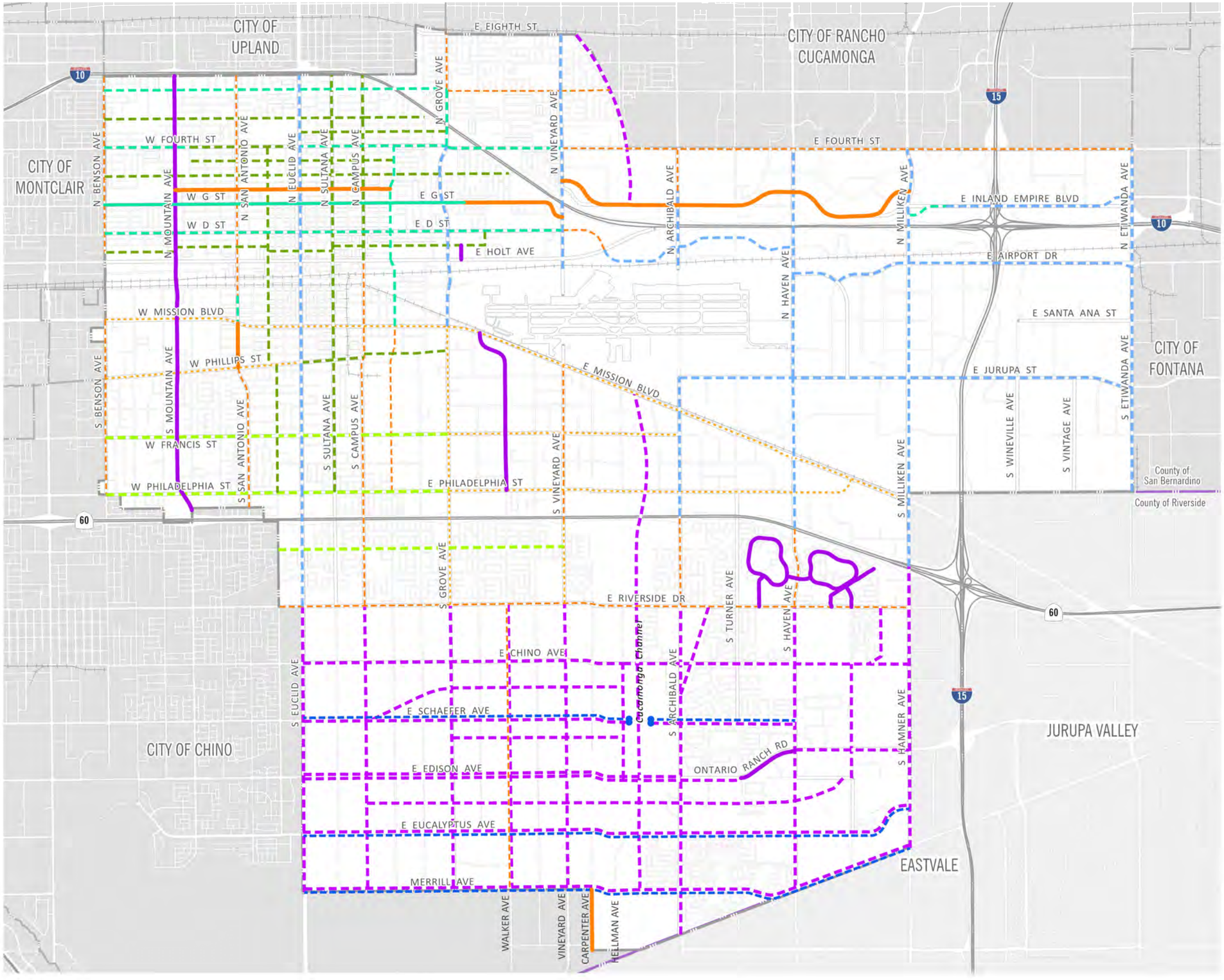
0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025

Date: 12/20/25

DRAFT

Figure M-02
Multipurpose Trails & Bikeways



- Ontario City Boundary
- County Boundary
- Rail Network

Existing Trail & Bike Network
- Multipurpose Trail/ Bike Path (Class I)
- Bike Lane (Class II)
- Bike Route (Class III)

Proposed Trail & Bike Network
- MultipurposeTrail/ Bike Path (Class I)
- Bike Lane (Class II)
- Buffered Bike Lane (Class II)
- Bike Lane (Class II)/Bike Route (Class III)
- Bike Boulevard (Class III)
- Bike Route (Class III)
- Separated Bike Lane (Class IV)
- Additional Studies Required

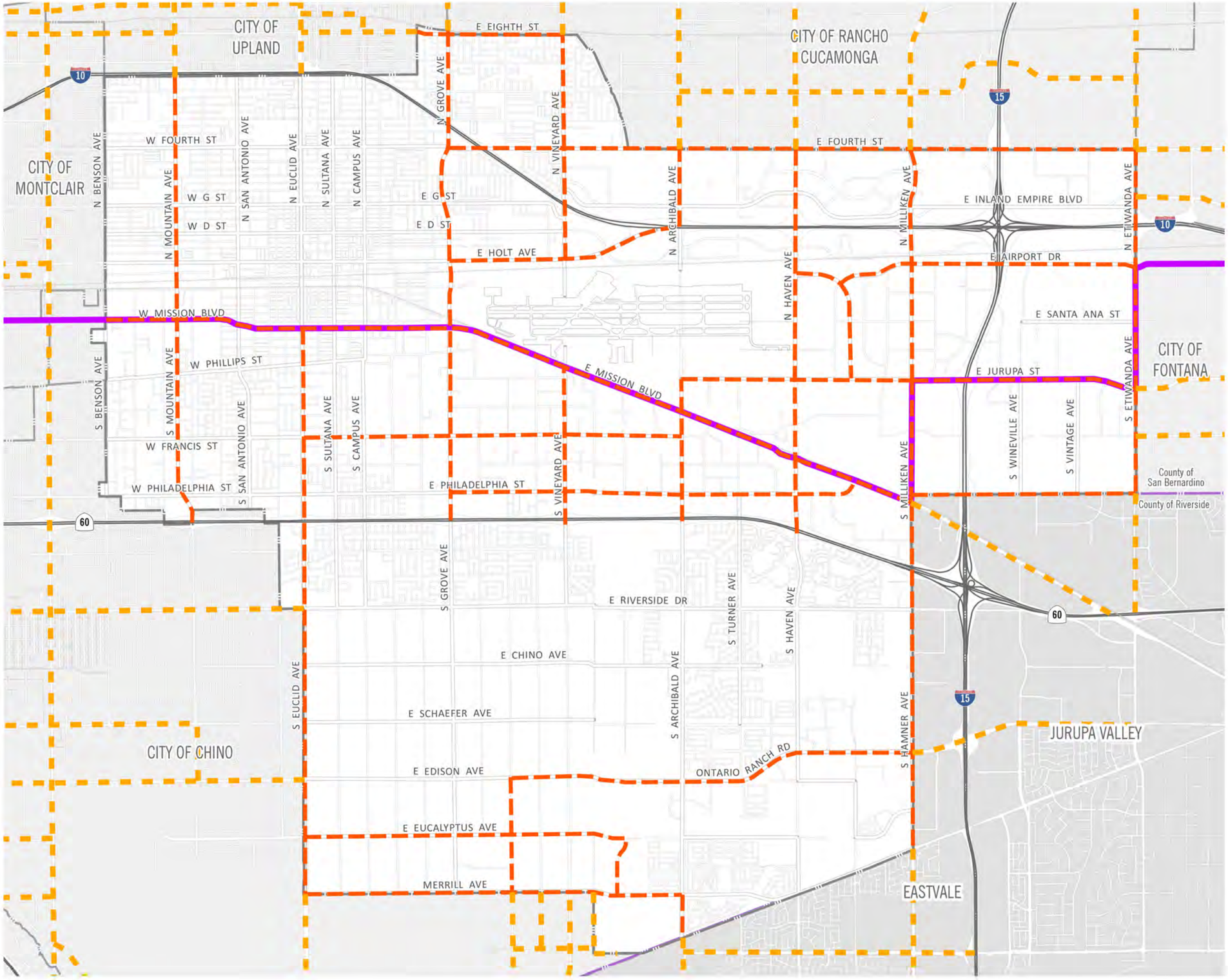
2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2026 Date: 3/3/2026

DRAFT

Figure M-04
Truck Routes



- County Boundary
- Ontario City Boundary
- Railroad

Truck Routes
- State DOT Network
- Truck Route
- Adjacent Agency Truck Route

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025 Date: 12/20/25

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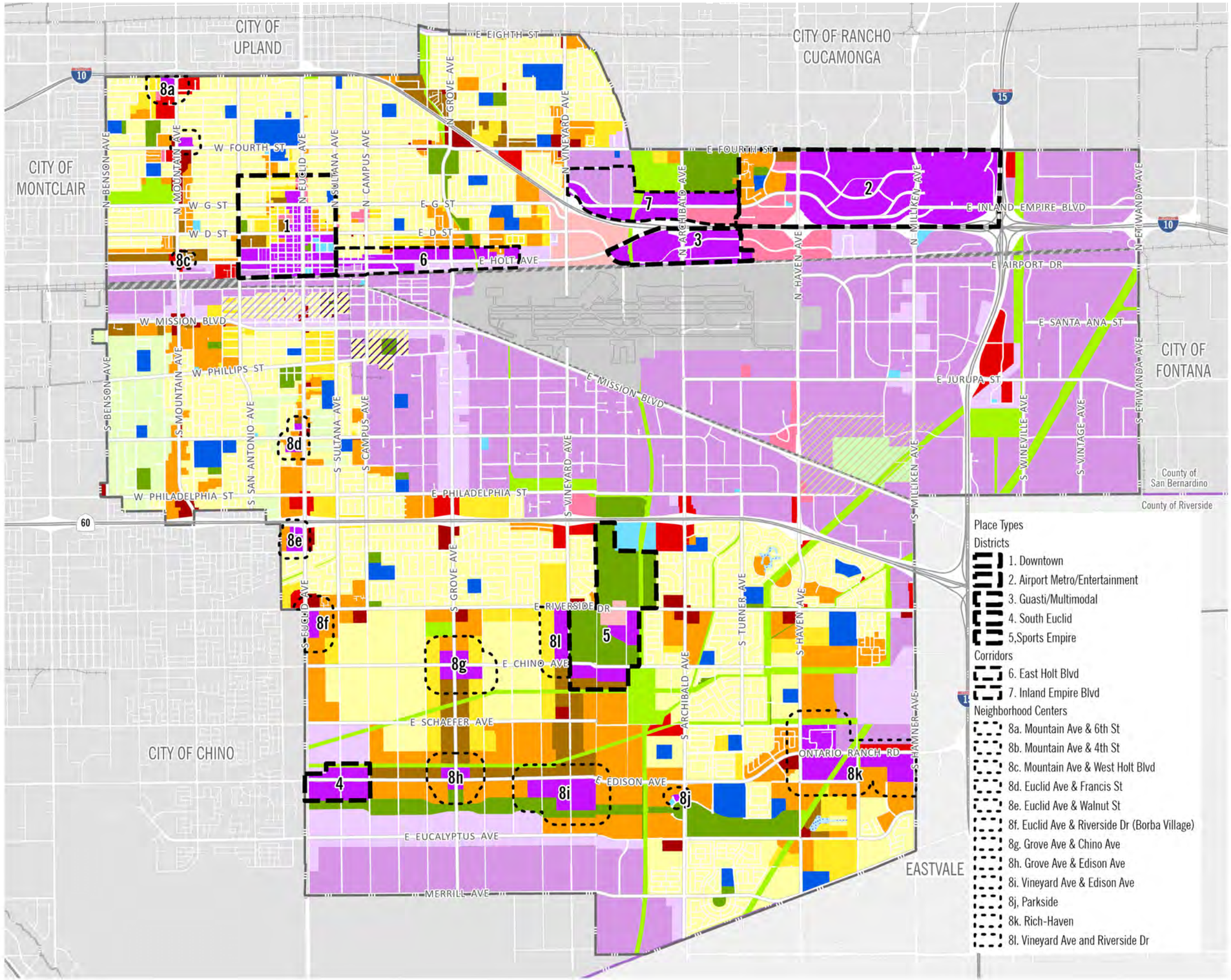
Figure CD-01
Place Types



Place Types

Districts
- 1. Downtown
- 2. Airport Metro/Entertainment
- 3. Guasti/Multimodal
- 4. South Euclid
- 5,Sports Empire

Corridors
- 6. East Holt Blvd
- 7. Inland Empire Blvd

Neighborhood Centers
- 8a. Mountain Ave & 6th St
- 8b. Mountain Ave & 4th St
- 8c. Mountain Ave & West Holt Blvd
- 8d. Euclid Ave & Francis St
- 8e. Euclid Ave & Walnut St
- 8f. Euclid Ave & Riverside Dr (Borba Village)
- 8g. Grove Ave & Chino Ave
- 8h. Grove Ave & Edison Ave
- 8i. Vineyard Ave & Edison Ave
- 8j, Parkside
- 8k. Rich-Haven
- 8l. Vineyard Ave and Riverside Dr

- Ontario City Boundary
- County Boundary
- Rail Network

TOP Overlay Zones

Overlay Zones
- Business Park Overlay
- Industrial Overlay
- Landfill Impact Area

Land Use Designations

Residential
- RR Rural Residential
- LDR Low Density Residential
- LMDR Low Medium Density Residential
- MDR Medium Density Residential
- HDR High Density Residential

Mixed-Use
- MU Mixed Use

Commercial
- NC Neighborhood Commercial
- GC General Commercial
- OC Office Commercial
- HOS Hospitality

Employment
- BP Business Park
- IND Industrial

Other
- OS-NR Open Space - Non-Rec
- OS-R Open Space - Recreation
- OS-W Open Space - Water
- PF Public Facility
- PS Public School
- ARPT Airport
- LF Landfill
- Rail
- ROW Right of Way

2 · 0 · 5 · 0
THE ONTARIO PLAN

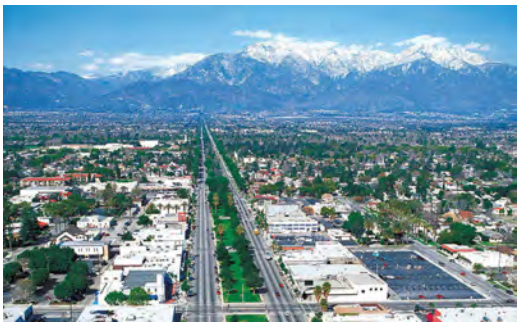
0 2,500 5,000 10,000 FT

Source: The City of Ontario 2026 Date: 3/3/2026

CD-02 Place Type Categories

Place Types

Districts – Districts are geographically large, culturally unique, and regionally significant areas of the city that fulfill different but complementary roles in creating a complete community. As regional destinations, districts serve as the "face of the city." Each district has a distinct identity that reflects its role within the city context and establishes a defined sense of place through the creation of an amenity-rich, transit-accessible, mixed-use environments where people can live, work, shop, dine, and have many of their daily needs met within a comfortable and convenient walk or bike ride from their residence, transit stop, or parked vehicle.



1

Downtown District

The historic center of Ontario, the Downtown District, is envisioned as the placed-based, people-focused, commercial, and cultural "heart" of the City and features several designated historic districts and landmark. Downtown will support a variety of businesses, housing opportunities for residents with a variety of income levels, creative spaces, entertainment options, and institutional and civic uses, while preserving its historic character, buildings, neighborhoods, and places. Complementing the wide mix of uses are designs, layouts and public spaces that give residents, visitors, and businesses a strong sense of connection and creates a place where people want to spend time.



2

Airport / Metro Entertainment District

The Airport / Metro Entertainment District is envisioned as a large-scale regional entertainment hub, leveraging attractions, such as the Toyota Arena and Ontario Mills, supported by a variety of retail and dining options integrated alongside high-intensity office and residential development. This area will evolve into a walkable urban center through the addition of mixed use infill development, a pedestrian-oriented road and trail network, key public realm improvements, and multiple transit options.



3

Guasti District/Multimodal District

The historic Guasti (winery) Village sets the theme and backdrop to the Guasti/Multimodal District. The district is envisioned to preserve and enhance the historic buildings as the focal point of a vibrant mixed use area that leverages its proximity to the Ontario International Airport, Ontario Convention Center, and the potential future development of a multimodal transit center. The district will include intensive office, commercial, and lodging uses along the I-10 corridor, and appropriately scaled residential, office, commercial, and lodging near the Guasti Village historic core. The multimodal mixed use area within the Guasti/Multimodal District is intended to leverage proximity to the future multimodal transportation center and link the Convention Center, Guasti compound, and airport through strong physical and visual design.

CD-02 Place Type Categories

Place Types



4

South Euclid District

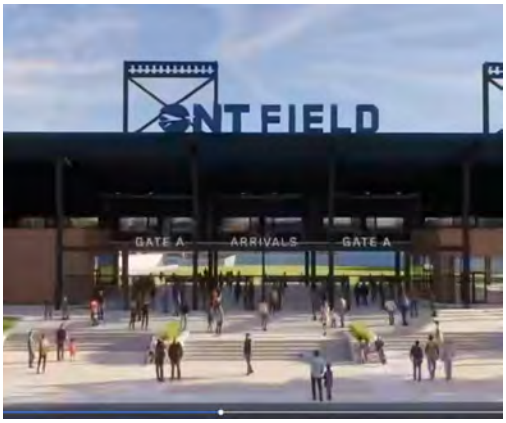
Lying at the southwest corner of the City, the South Euclid District is envisioned to develop as a vertically- and horizontally- mixed use area to serve the populations of newly developing Ontario Ranch and adjoining communities. The district will include a range of housing types integrated within and alongside retail, commercial, and office uses, as well as public spaces and trails that connect ~~the~~ "~~Great~~ Grand Park" to Euclid Avenue. The area is intended to be highly walkable with pedestrian-oriented site design and road network and amenitized transit stops that leverage the Bus Rapid Transit (BRT) investments.



~~5~~

~~South Employment District~~

~~The South Employment District is envisioned to foster employee-intensive office, entertainment facilities, live/work, and supporting retail uses in a campus environment designed to leverage proximity to the "Great Park" and maintain compatibility with surrounding residential areas. Outside of the Chino Airport safety zone, higher density stand-alone and mixed use residential neighborhoods are intended to orient toward the "Great Park" and incorporate transition areas from the surrounding business park uses.~~



5

Sports Empire District

The Sports Empire district is envisioned as a vibrant, year-round regional destination where local residents and visitors come together around sports, recreation, and entertainment within a walkable, mixed-use environment. Anchored by ONT Field and professional baseball, the district integrates entertainment, hospitality, retail, and housing with open space and recreational assets to form a lively, walkable entertainment district. The district is integrated and highly connected to the surrounding residential communities, supporting daily activity, neighborhood vitality, and seamless connections to sports facilities, community amenities, and everyday destinations. Together, these elements create a cohesive district that thrives during major events while remaining an inviting place for the Ontario community to live, gather, recreate, and enjoy throughout the year.

Corridors – Corridors are important components of the vehicular circulation system, moving traffic through the city and connecting to the greater region. While this remains an important role of the city's corridors, they are envisioned as vibrant and sustainable places, with a mix of uses, a variety of transportation options, and comfortable pedestrian and bicycle access to surrounding neighborhoods.

CD-02 Place Type Categories

Place Types



6

East Holt Boulevard Corridor

Holt Boulevard is an important east-west corridor connecting Ontario to the greater region, with improved connectivity options through the addition of BRT service. This corridor is envisioned to gradually build out over time through infill development that ultimately yields vibrant neighborhood-serving commercial areas, a variety of housing options, and employment opportunities that are clustered around BRT stops that can be easily accessed by pedestrians and bicyclists.



7

Inland Empire Boulevard Corridor

The Inland Empire Boulevard Corridor connects Vineyard Avenue and the Convention Center directly to the heart of the Airport / Metro Entertainment District and future BRT. Near- to mid-term improvements include the addition of significant rows of large street trees to provide shade, spatial definition, and a better pedestrian environment; the addition of new bicycle facilities, infill buildings oriented to the street, and reorientation of existing building entrances toward the street where possible. Over the longer term, this corridor has the potential to become a westward extension of the Airport / Metro Entertainment District environment.

Neighborhood Centers – Neighborhood Centers serve as local gathering places, allow for convenient access to amenities, and help to establish identity for the surrounding neighborhoods. They typically consist of locally serving commercial uses and/or other community-serving uses, and intended to be accessible by foot, bike, transit, or car for those visiting the site or residing in the surrounding area. This place type is generally applied to the area within a short walk of a single or cluster of mixed use parcels along a larger street and/or around an intersection. Neighborhood Centers can be found throughout the existing city fabric (infill) and in areas planned for future growth and development (south of Riverside Drive).



8 (a-e)

Neighborhood Center - Infill

Neighborhood Centers located in areas where the commercial and residential parcels were largely developed in an incremental manner prior to 2020, are north of Riverside Drive, and are categorized as "infill" centers. These centers will range in size, complexity, and relationship to the surrounding streets and neighborhoods. Some are very small centers that may only include a horizontal mix of uses fronting onto a wide sidewalk while others may involve a vertically integrated mix of higher density residential and nonresidential uses oriented around a public plaza or other form of open space. All of these centers are envisioned to incorporate site design that prioritizes safe, and attractive, and well-shaded pedestrian access onsite,

CD-02 Place Type Categories

Place Types	



from the public rights-of-way, and from the adjacent neighborhoods.



8
(f-lk)

Neighborhood Center – South of Riverside Drive

Neighborhood Centers identified south of Riverside Drive are generally underutilized or vacant as of 2022. These Neighborhood Centers are envisioned to bring new vitality and involve some level of master planning, with the roadway, pathways, open spaces, public realm designs, and site designs coordinated prior to the development of all of the parcels. These centers will range in size, complexity, and relationship to the surrounding streets and neighborhoods.

Some of these centers will involve a small node of mixed use development that is connected to the "~~Great~~ Grand Park" or Sports Empire District~~Park~~ while others will involve larger clusters of mixed--use areas that serve as a focus point for the surrounding residential neighborhoods. The largest of these centers are intended to serve not only as a local focal point but also as a major citywide landmark that also connects ~~directly~~ to ~~the~~ "~~Great~~ Grand Park" and Ontario Sports Empire. All but the smallest of these centers are envisioned to consist of some amount of vertically integrated and higher intensity residential, office, and retail buildings oriented toward ~~the~~ "~~Great~~ Grand Park" and Ontario Sports Empire, large public plazas, and/or large trail systems.

All of these centers are envisioned to incorporate site design that prioritizes safe, attractive opportunities for residential, and well-shaded pedestrian access onsite, from the public rights-of-way, and from the adjacent neighborhoods. Parking areas are to be located next to and behind buildings to provide a variety of frontages along streets.

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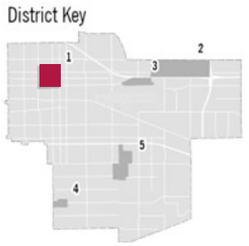
CD-03 Downtown District Place Type

1. Downtown District



VISION

As the historic center of Ontario, the Downtown District, is envisioned as the place-based, people-focused, commercial, and cultural "heart" of the City and features several designated historic districts and landmarks. Downtown will support a variety of businesses, housing opportunities for residents with a variety of income levels, creative spaces, entertainment options, and institutional and civic uses while preserving its historic character, buildings, neighborhoods, and places. Complementing the wide mix of uses are designs, layouts and public spaces that give residents, visitors, and businesses a strong sense of connection and creates a place where people want to spend time.



Conceptual reconfiguration of Euclid Ave (within existing curb-to-curb dimension) adding a Class IV bikeway, parking lane planters, and "off-peak" parking along the median to maintain three travel lanes during peak traffic volume times.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Low Density	2.1 to 5.0 dwelling units per acre	Single-family detached residences.
Low-Medium Density	5.1 to11.0 dwelling units per acre	Single/multi-family attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes.
Medium Density	11.1 to 25.0 dwelling units per acre	Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.
High Density	25.1 to 45.0 dwelling units per acre	Multi-family dwellings including stacked flats and mid-rise and high-rise residential complexes.
Mixed Use - Downtown	25.0 to 75.0 dwelling units per acre 2.0 FAR for retail and office uses	Envisioned as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues.
Neighborhood Commercial	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
Office Commercial	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.
Industrial	0.55 FAR	Variety of light industrial uses, including warehousing / distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances.
Open Space - Recreation	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Public Facility	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.
Public School	Not applicable	Public schools (K-12) and universities.

DOWNTOWN DISTRICT INTENDED OUTCOMES

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



Downtown Ontario is the historic economic, cultural, and civic hub of Ontario, organized by a simple, walkable network of treelined streets, laid out as a new "Model Colony" in the 1880s.

The District's history, historic buildings, and distinct urban form define downtown's unique identity. These aspects should be preserved, celebrated, and enhanced to reinforce the area's existing identity.

Comfortable, Safe, Human Scale Public Realm



The Downtown's public realm is a traditional network of streets and public open spaces that are lined with a rich variety of buildings built since the 1880s.

Downtown's streets, parks, and plazas should be enhanced as "outdoor rooms of community," providing an attractive, comfortable, safe, and lively environment within which to walk, explore, shop, dine, meet friends and neighbors, and participate in community events. Each new public and private improvement in this area should reinforce a "pedestrians first" atmosphere.

Complete and Connected Network



Downtown Ontario's robust grid pattern network connects the retail core seamlessly to surrounding neighborhoods, Holt Boulevard, and the Ontario Amtrak station. The layout of street system provides each person with a wide range of choices including travel route and travel mode for each trip.

Downtown's simple, open network of pedestrian-friendly streets and blocks - with perimeters typically less than 1,600 feet – is the ideal public realm framework for any urban, mixed use, or transit-oriented area, the existing block structure should be maintained and completed.

Context Aware and Appropriate Building Design



Within the Euclid Avenue retail core, buildings from various time periods comfortably mix with newer buildings, unified by a number of important shared characteristics including, 1) tall, clear glass ground floor shopfronts, 2) welcoming entries along the sidewalk that reflect original 25-foot wide lots, 3) upper floor windows that relate to ground floor articulation consistent with a historic main street pattern.

Future infill development and renovations should respect and reflect established facade patterns to preserve Downtown's historic character. The architecture of new buildings should reflect the time in which they are built, while harmonizing with the scale, rhythm, and character of their historic predecessors.

Active Frontages



Within the retail core, the large clear glass shopfronts built right up to the sidewalk "blur the line" between the outdoor public realm and the indoor private businesses, prominently displaying wares and activities to passerby and in many cases allowing those activities – dining in particular – to spill out onto the sidewalks and into plazas and parks.

On side streets as one moves toward surrounding neighborhoods, ground floor offices and residences require some degree of privacy from passersby, buildings are set back from the sidewalk, reducing visibility into the residence or office, while offering views outward to the street and other public spaces, improving public safety and pedestrian comfort.

Managed Infrastructure



Successful downtowns require active and coordinated management of parking, public realm maintenance, special events, business recruitment, and on-going promotional activities to remain competitive with other downtown areas, lifestyle shopping centers, and "experience retail" destinations. Downtown Ontario and other regional downtowns must compete for customers, visitors, tenants, and events with successful, managed districts, so active, coordinated, management of the Downtown District is necessary to compete.

CD-04 Airport Metro / Entertainment District Place Type

2. Airport Metro / Entertainment District



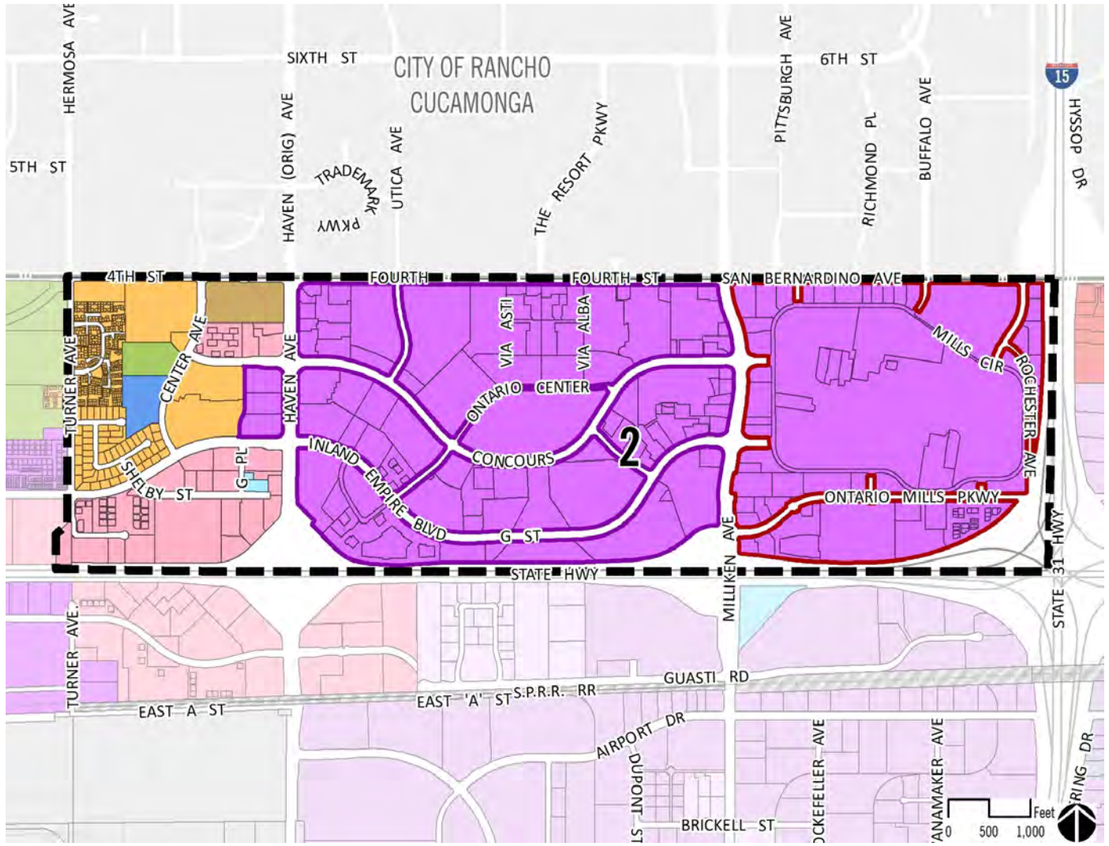
VISION

The Airport / Metro Entertainment District is envisioned as a large-scale regional entertainment hub, leveraging attractions, such as the Toyota Arena and Ontario Mills, supported by a variety of retail and dining options integrated alongside high-intensity office and residential development. This area will evolve into a walkable urban center through the addition of mixed use infill development, a pedestrian-oriented road and trail network, key public realm improvements, and multiple transit options.



Conceptual illustration showing mixed use infill development, streetscaping, and public realm improvements on Concourse Steet, near the Toyota Arena.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Medium Density	11.1 to 25.0 dwelling units per acre	Single/multi-family attached and detached residences including townhouses, court-yard homes, stacked flats, and small lot single-family subdivisions.
High Density	25.1 to 45.0 dwelling units per acre	Multi-family dwellings including stacked flats and mid-rise and high-rise residential complexes.
Mixed Use - Ontario Center	20.0 to 125.0 dwelling units per acre 2.0 FAR for office uses 1.0 FAR for retail uses	This area is one of the most intensive developments in Ontario and is characterized by low-rise (3-5 stories) and mid-rise (5-10 stories), mixed use buildings, iconic architecture, and regionally significant uses, such as the City owned arena and other cultural and entertainment uses. This area accommodates a vertical and horizontal mixture of entertainment, retail, office, and residential uses in an active, pedestrian oriented atmosphere. In this area, the Haven Corridor is envisioned as an elegant, landscaped boulevard lined multi-story office uses near the I-10 and mixed and residential uses closer to the City's northern boundary along 4th Street. There is an approved Specific Plan on this site that may require amendment to align with TOP.
Mixed Use - Ontario Mills	25.0 to 85.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses	This area will continue to be our regional retail center. We envision intensification of the area to include additional retail and entertainment, office, and multi-family (3-5 story) residential uses. New development is envisioned to occur along the interior loop road and the perimeter of the area. There is an approved Specific Plan on this site that may require amendment to align with TOP.
Office Commercial	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.
Open Space - Recreation	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Public Facility	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.
Public School	Not applicable	Public schools (K-12) and universities.

AIRPORT METRO / ENTERTAINMENT DISTRICT INTENDED OUTCOMES

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



The Airport Metro/ Entertainment District is envisioned as a major urban hub with a significant concentration of jobs, retail, entertainment, and housing, organized around a pedestrian-oriented street pattern that provides a uniquely urban experience and a rich public realm.

Comfortable, Safe, Human Scale Public Realm



A walkable, urban-scale public realm that includes the street network and a series of connected public spaces is envisioned to create comfortable, human-scale, pedestrian-oriented public spaces.

To achieve this, as new infill development occurs, surface parking lots should be reorganized into smaller blocks by introducing new public and private streets that extend through parking areas to establish a walkable network.

New streets should include generous sidewalks, large shade trees, and new buildings should be sited and designed to form a strong "streetwall" of urban buildings that define the public spaces.

Complete and Connected Network



The existing street network should be reorganized by adding additional local roads (public and private) that incorporate linkages through existing parking lots to create a walkable block pattern with high-quality pedestrian, bicycle, and transit facilities.

In addition to adding more local streets, modifications to existing streets, such as new bicycle facilities, new curbside parking, new bus stops, and new shade trees should be considered to ensure multimodal connectivity, and create walkable, enjoyable urban spaces.

The District's multimodal network of streets, trails, and transit options should link to nearby destinations, including the Ontario International Airport (ONT), Downtown and Guasti/Multimodal Districts, the multimodal transit center, and nearby Metrolink stations.

Context Aware and Appropriate Building Design



Just as existing major streets can be updated to radically improve walkability and urban character, many existing buildings can be updated to provide better street-facing frontages. New infill development, on the other hand, should be sited and designed to front sidewalk and other public spaces to establish "outdoor rooms" where people want to spend time.

The scale of buildings in this District is envisioned to range from 2 and 3 stories up to 10. Taller buildings should be sited and designed to shape the adjacent public spaces, and providing views of the San Bernardino Mountains and surrounding city from the windows, balconies and roof terraces.

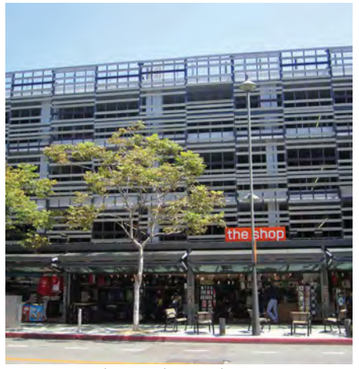
Active Frontages



Commercial frontages in this District should be characterized by tall, clear glass ground floors filled with restaurants and bars, nightclubs and music venues, retail shops, restaurants, and offices. Many of the District's streets – as well as other open spaces such as plazas, squares, courtyards, balconies, and roof terraces – will be activated by outdoor dining and other interior uses that spill into the street, creating a lively street life and blurring the line between outdoor and indoor uses.

Residential and office uses should overlook the public realm from upper floors, and on some local streets ground floor.

Managed Infrastructure



Active and coordinated management of the public realm will be critical to the success of the Entertainment District as it becomes an increasingly vibrant, active, and intense urban environment.

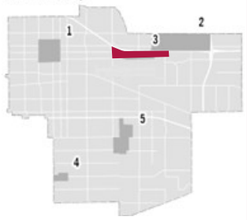
Shared parking, should be prioritized to efficiently utilize parking throughout the day, limit the amount of land needed to accommodate parking, encourage people to park once and walk to a variety of destinations within the District, and promote transit ridership.

In addition to shared infrastructure, shared maintenance and management of public open spaces throughout the District would ensure a cohesive, efficient, and coordinated series of public spaces.

CD-05 Guasti/Multimodal District Place Type

3. Guasti/Multimodal District

District Key



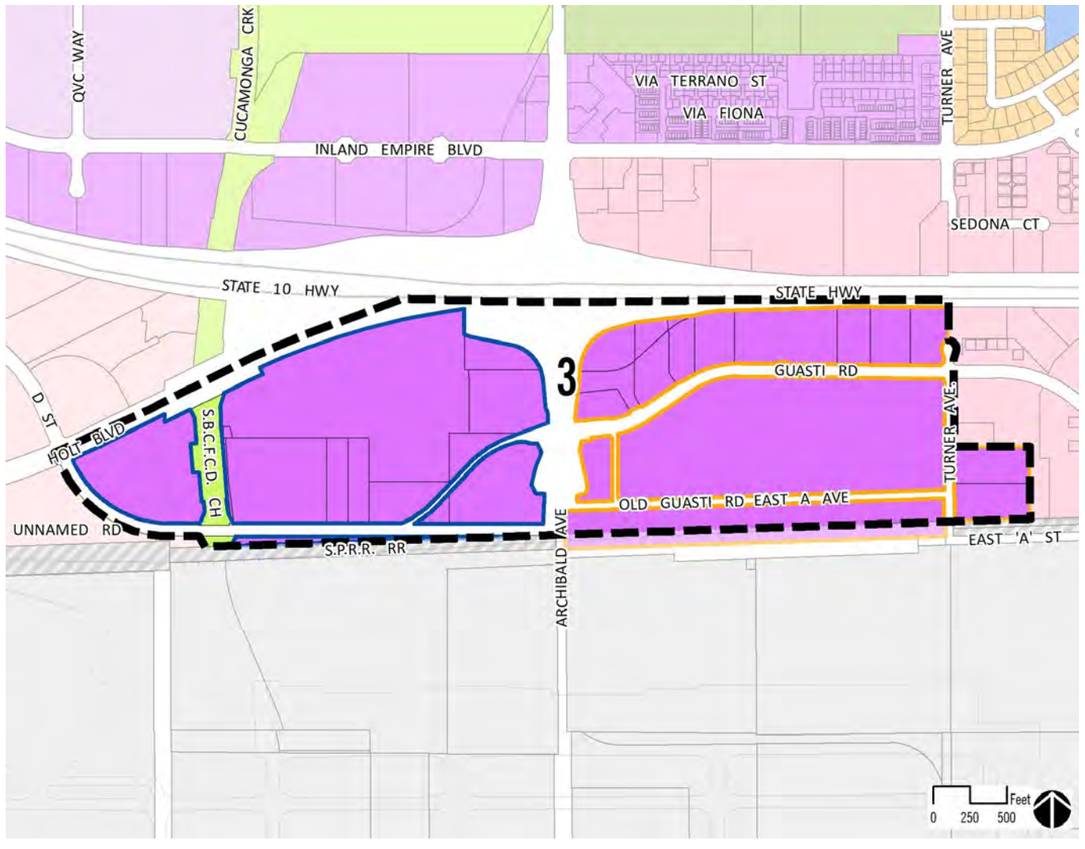
VISION

The historic Guasti (winery) Village sets the theme and backdrop for the Guasti/Multimodal District. The district is envisioned to preserve and enhance the historic buildings as the focal point of a vibrant mixed use area that leverages its proximity to the Ontario International Airport, Ontario Convention Center, and the potential future development of a multimodal transit center. The district will include intense office, commercial, and lodging uses along the I-10 corridor, and —appropriately-scaled residential, office, commercial, and lodging near the Guasti Village historic district core. The multimodal mixed use area within the Guasti/Multimodal District is intended to leverage proximity to the future multimodal transportation center and link the Convention Center, Guasti compound, and airport through strong physical and visual design.



Guasti Village will be the heart of a unique retail/entertainment district and destination that is unlike any-thing else in the city or broader region.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed Use - Guasti	25.0 to 65.0 dwelling units per acre 1.0 FAR for office and retail uses	This site includes the Guasti Winery, which is on the National Register of Historic Places. This area is envisioned as a mixture of high-quality office, lodging, retail and residential uses that incorporate the Guasti Winery. More intensive office and commercial uses are envisioned along I-10 while office, commercial, and lodging uses are envisioned in and around the historic structures; the southern portion of the area is being considered as potential site for the multimodal transit center. There is an approved Specific Plan on this site that may require amendment to align with TOP.
Mixed Use - Multimodal	20.0 to 80.0 dwelling units per acre 1.0 FAR for office and retail uses	The Multimodal Mixed Use Area is under consideration for our future multimodal transit station that links rail, regional, local, and Airport transit. Intensive office, retail, and residential uses are envisioned to be integrated with the transit station, which is expected to be within the area or in close proximity. The transit center is envisioned as an iconic, convenient, and intuitively designed multimodal transportation center that serves the City of Ontario and the region at-large.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.

DRAFT

GUASTI DISTRICT INTENDED OUTCOMES

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



The remaining historic buildings, structures, landscape, and spatial relationships that represent the viticulture company town of Guasti Village establish a clear and unique identity that will be preserved and celebrated as the area evolves into a unique urban hub that blends modern mixed use development, hospitality, jobs, housing, and transit access with the historic agrarian scale, character, and landscapes of the original Guasti (winery) Village.

Comfortable, Safe, Human Scale Public Realm



A new network of comfortable, human-scale, pedestrian-oriented public spaces that preserve and enhance the historic site is envisioned within this District.

To achieve this, a new network of pedestrian-oriented, shaded, treelined streets, and other public open spaces should be established. The design of the overall District should celebrate and connect the historic site to other points of interest such as the Ontario Convention Center, Ontario International Airport (ONT), and a planned multimodal transit center. Existing heritage trees should be utilized to offer shade, define the boundaries of public spaces, and provide wind-protection.

Complete and Connected Network



A walkable block structure, similar in scale to the Downtown District, is envisioned to create connections between the Ontario International Airport (ONT), the Ontario Convention Center, the Guasti site, higher intensity uses along the I-10 corridor, and the District's multimodal transit options including BRT service, Ontario Airport Loop, and creation of the city's multimodal transit center.

The street pattern should be augmented by a network of public spaces that blend the District's historical roots with more urban forms of land use.

Within this walkable block structure, some variation may occur. For example, some blocks may be dedicated entirely to surface or structured parking to accommodate the needs of regional-serving retail uses and businesses.

Context Aware and Appropriate Building Design



This District is located between the I-10 freeway, and ONT airport, with limited transitions between this area and other uses. As a result, context aware design should focus on providing appropriate transitions between the historic site within the District, the more intense uses along the I-10 corridor, and the hospitality uses near the Ontario Convention Center.

Buildings of all scales should be sited and designed to spatially define the network of local streets and open spaces.

Active Frontages



The array of uses envisioned for this District requires a flexible palette of frontage activation strategies.

Streetscapes and open spaces adjacent to office and employment uses should be activated by large main entries, lobbies, bike parking areas and employee break rooms and yards. Retail, restaurant, and entertainment uses should incorporate large windows that encourages uses to spill out into the street. Hotels or other hospitality uses should face the public realm with lobbies and restaurants, and housing should serve to activate some of the smaller streets, green spaces, and paseos by orienting lobbies, community rooms, terraces, courtyards, and balconies towards public spaces in a way that provides residents with both privacy and views of the streets and other public open spaces.

Managed Infrastructure



To reduce the land area devoted to parking cars to the practical minimum, it will be important that good transit service is provided to the District by the several lines currently in the planning stages, and that shared parking facilities are provided and actively managed.

Coordinated maintenance and management of public and common area landscaping and lighting within cohesive areas of the District should also be required.

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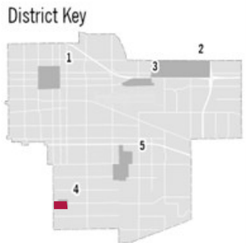
CD-06 South Euclid District Place Type

4. South Euclid District



VISION

Lying at the southwest corner of the city, the South Euclid District is envisioned to develop as a vertically- and horizontally mixed use area to serve the populations of newly developing Ontario Ranch and adjoining communities. The district will include a range of housing types integrated within and alongside retail, commercial, and office uses, as well as public spaces and trails that connect ~~the~~ "~~Great~~ Grand Park" to Euclid Avenue. The area is intended to be highly walkable with pedestrian-oriented site design and road network and amenitized transit stops that leverage the Bus Rapid Transit (BRT) investments.



A new mixed use and lifestyle center within the South Euclid District would create a destination and amenity for neighborhoods in south Ontario - as well as surrounding neighborhoods in Chino, Eastvale, and beyond.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
~~Medium Density~~	~~20.1 to 25.0 dwelling units per acre~~[1]	~~Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.~~
Mixed Use - ~~Great~~ Grand Park	14.0[1] to 65.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses *Subject to Specific Plan*[1]	The ~~Great~~ Grand Park Mixed Use Areas are envisioned as the southwestern activity centers for citizens of Ontario. These areas accommodate a vertical and horizontal mixture of commercial, office, entertainment, and residential uses all connecting to ~~the Great~~ Grand Park with a pedestrian oriented atmosphere. It is envisioned that the major roads through these Mixed Use areas are couplets, which are a series of one-way streets that disperse traffic and allow reduced street widths, maximize the sense of community, and emphasize pedestrian accessibility. These Mixed Use areas are envisioned as low-rise (3-5 stories) with some mid-rise (5-10 stories) near the intersection of Euclid and Edison/Ontario Ranch Road.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.

Note:

1. All ~~medium density and~~ mixed use parcels within the South Euclid District are within the affordable housing overlay zoning district. The overlay, 1) sets a minimum density of 20 dwelling units per acre; and 2) waives the specific plan requirement if there is no existing specific plan and the proposed project includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements outlined in the development code~~; and 3) allows a maximum density of 30 dwelling units per acre in the medium density land use category if the project includes 25 percent of units affordable to lower incomes, consistent with Tier 2 requirements outlined in the development code~~.

SOUTH EUCLID DISTRICT INTENDED OUTCOMES

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



The design character of the South Euclid District is envisioned to be varied, with a retail and civic core near Euclid Avenue that acts as a high-quality lifestyle center, with a highly walkable system of local roads, building and site design that enhance the pedestrian experience, and a connected network of outdoor spaces that link the larger open spaces of ~~the~~ "~~Great~~ Grand Park" and provide access to transit stops. The District will include a variety of attached and multifamily housing types in a very walkable, sustainable, and urban neighborhood setting.

Comfortable, Safe, Human Scale Public Realm



The public realm in the South Euclid District is envisioned as a walkable local street pattern that links a network of other public spaces, like plazas and parks, together, ultimately connecting to ~~the~~ "~~Great~~ Grand Park." The public realm is defined by thoughtfully designed adjacent buildings and appropriate landscaping.

To achieve this, buildings should be sited to create inviting outdoor spaces, and facades should be articulated at regular intervals. Indoor uses should engage adjacent public spaces. Retail shops and restaurants should face wide, shaded sidewalks that provide opportunities for indoor uses, such as dining, to spill out into the street.

Whenever possible, commercial parking should be located in shared parking lots or structures within blocks behind shops and buildings, while residential parking should be alley-loaded.

Complete and Connected Network



The South Euclid District is envisioned to be organized around a simple connective block structure that is similar in scale to the Downtown District, with typical blocks that are approximately 1,600 feet in perimeter, a size that facilitates pedestrian activity.

The street pattern should logically and conveniently link to neighborhoods within and next to the District, and the public space network within the District should establish a strong connection to ~~the~~ "~~Great~~ Grand Park", linking it to the District, Euclid Avenue, and transit stops along Ontario Ranch Road.

Some variation in the pattern may occur. Streets may be closed to vehicular access, with buildings fronting public spaces. Alternatively, blocks may be dedicated to surface or structured parking to serve retail and business uses. Maintaining safe and convenient pedestrian access should be prioritized.

Context Aware and Appropriate Building Design



Buildings should be designed and scaled relative to the spaces they front.

In commercial areas, buildings may include vertically mixed use projects with commercial on the ground floor, and housing or offices on the upper floors, standalone multifamily housing, or stand-alone office buildings. Less intense development is envisioned to the east along ~~the~~ "~~Great~~ Grand Park" frontage with, one- to three-story commercial, residential, and office uses that provide a strong presence and enhance the pedestrian environment.

Housing should reflect the scale, massing, and character of nearby buildings, with higher density apartments near the commercial core and around transit stops, transitioning to smaller scale multifamily and attached homes near adjacent neighborhoods.

Active Frontages



Within the commercial areas, ground floor building design should incorporate tall, clear shopfronts that blur the line between outdoor and indoor environments and allow for activities like outdoor dining to occupy adjacent sidewalks or other public spaces.

Residential buildings should be sited and designed to engage the street while maintaining privacy. Front doors and stoops should front the street and outdoor living spaces should overlook residential street and spaces.

Managed Infrastructure



Coordinated management of District-wide facilities and infrastructure will play an integral role in fostering a robust pedestrian atmosphere.

Shared parking strategies in the commercial core should be established to encourage visitors to park once and enjoy the area on foot, fully utilize available parking at all times of day, and provide flexibility to better adapt to changes in land use as well as changing trends in how people travel.

Shared maintenance should also be established to provide efficient, consistent, and sustainable maintenance and management of public spaces.

DRAFT

CD-07 South Employment District Place Type

5. South Employment District



VISION

The South Employment District is envisioned to foster employee-intensive office, entertainment facilities, live/work, and supporting retail uses in a campus environment designed to leverage proximity to the Great Park and maintain compatibility with surrounding residential areas. Outside of the Chino Airport safety zone, higher density stand-alone and mixed-use residential neighborhoods are intended to orient toward the Great Park and incorporate transition areas from the surrounding business park uses.



The Great Park-inspired, campus-like setting of the South Employment District will attract a variety of employment generating uses.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed Use – Eucalyptus / Chino Airport Overlay	25.0 to 45.0 dwelling units per acre (outside of airport safety zone) 2.0 FAR for office and vertically-mixed uses 0.60 FAR for business park and retail uses *Subject to Specific Plan*[1]	Envisioned to primarily accommodate employee-intensive office, entertainment facilities, live/work, and supporting retail uses in a campus environment designed to leverage proximity to the park and maintain compatibility with surrounding residential areas. Stand-alone and mixed use residential is permitted outside of the Chino Airport safety zone, primarily centered on Grove. Business park uses, such as research and development and "clean" industrial are also permitted provided they do not involve the frequent use of trucks (Class 4 or higher) as part of its primary activities.
Open Space – Recreation	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.

Note:

1. All mixed use parcels within the South Employment District are within the affordable housing overlay zoning district. The overlay, 1) sets a minimum density of 20 dwelling units per acre; 2) waives the specific plan requirement if there is no existing specific plan and the proposed project includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements outlined in the development code; and 3) allows a maximum density of 30 dwelling units per acre in the medium density land use category if the project includes 25 percent of units affordable to lower incomes, consistent with Tier 2 requirements outlined in the development code.

~~SOUTH EMPLOYMENT DISTRICT INTENDED OUTCOMES~~

~~This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.~~

~~Unique Identity~~



~~The South Employment District is envisioned as an employment hub with integrated residential uses concentrated around Grove Avenue, and supporting commercial uses, set in a campus-like environment. Proximity to the "Great Park," higher-density housing, and transit opportunities along Ontario Ranch Road will drive the success of this District as a pedestrian-first, transit-oriented campus.~~

~~A roadway between the mixed use area and the southern park boundary will provide public access to the "Great Park" from within the District, and attract visitors to the area outside of office hours.~~

~~Comfortable, Safe, Human Scale Public Realm~~

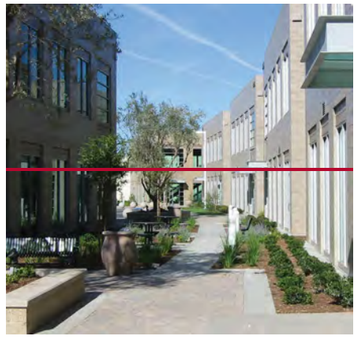


~~A complete network of complete streets will combine with Great Park access to form the foundation for establishing a comfortable, human-scale public realm in this District.~~

~~The "Great Park" will bring broad open spaces and citywide trail connections into this area, which should connect to the new network of streets.~~

~~The planned roadways in this area provide the foundation for a walkable network of streets and sidewalks, but an interconnected system of secondary local streets that link public spaces to the Great Park should be established.~~

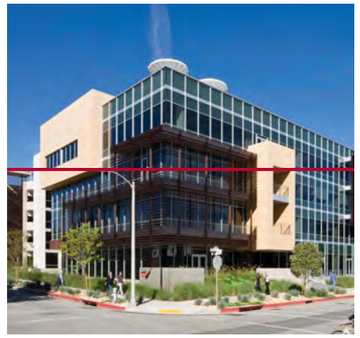
~~Complete and Connected Network~~



~~The South Employment District is envisioned to be organized around a connective multimodal network in a campus-like environment.~~

~~Portions of the network will provide vehicular accesses, but circulation within the District will focus on providing pedestrian and bicycle connections between residences, employment centers, the "Great Park," and transit stops along Ontario Ranch Road through a network of interconnected pedestrian malls, local streets, and other public spaces.~~

~~Context Aware and Appropriate Building Design~~



~~Buildings in this District are expected to range from 2 to 4 stories in height, with simple massing and modern design.~~

~~Uses may include office, apartments, attached residential, vertically mixed use projects, buildings that mix offices with and supporting retail and commercial uses. "Clean industrial" and business park uses like R&D and maker spaces should be clustered near Eucalyptus Avenue, and buildings should have minimal dock doors.~~

~~To ensure compatibility within and adjacent to the District, housing should be located near the "Great Park," oriented toward quieter local streets and open spaces, and screened from parking, loading areas, and noises produced by nearby uses.~~

~~Commercial uses should be concentrated at strategic locations where they are convenient to workers, residents, and visitors, accessible by all travel modes, and located between major destinations and transit stops.~~

~~Active Frontages~~



~~Buildings in this District are envisioned to have large footprints and simple massing. They should be designed to activate the public spaces by locating primary entrances, main lobbies, bike parking areas, employee lunchrooms, outdoor break areas, and other active uses along those frontages. Long walls should be articulated using appropriately placed windows, architectural details, and human-scale landscaping. Uses that benefit from limited fenestration should be located toward the rear of the building, while commercial, office, and residential uses should overlook adjacent public spaces.~~

~~Service areas like, trash enclosures, loading docks, and utility service entrances should be located to the rear of the buildings, along alleys, loading areas, and parking area.~~

~~Managed Infrastructure~~



~~Coordinated management of facilities and infrastructure will play an integral role in maintaining a robust district where people want to spend time.~~

~~Shared parking strategies should be established to encourage visitors to park once and enjoy the area on foot, fully utilize available parking at all times of day, and provide flexibility to better adapt to changes in land use as well as changing trends in how people travel.~~

~~Shared maintenance should also be established to provide efficient, consistent, and sustainable maintenance and management of public spaces.~~

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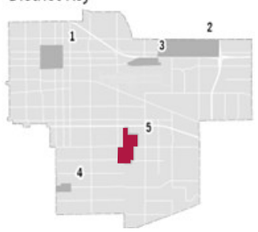
CD-07 Sports Empire District Place Type

5. Sports Empire District

District Key



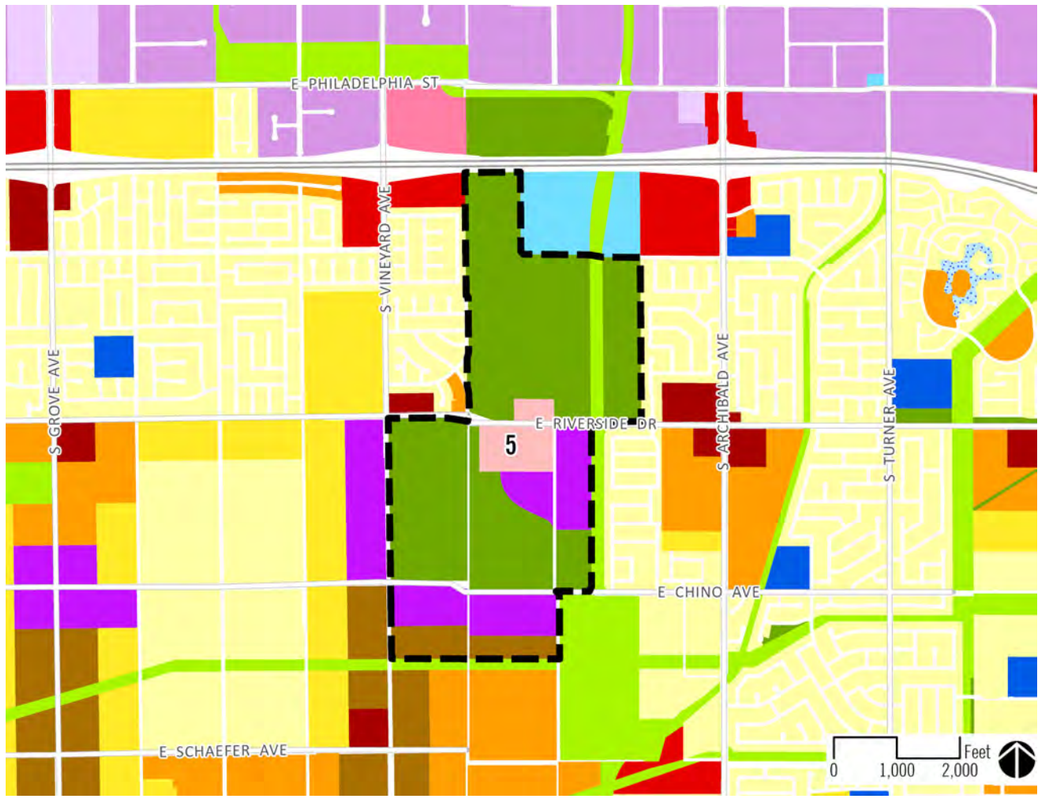
VISION

The Sports Empire district is envisioned as a vibrant, year-round regional destination where local residents and visitors come together around sports, recreation, and entertainment within a walkable, mixed-use environment. Anchored by ONT Field and professional baseball, the district integrates entertainment, hospitality, retail, and housing with open space and recreational assets to form a lively, walkable entertainment district. The district is integrated and highly connected to the surrounding residential communities, supporting daily activity, neighborhood vitality, and seamless connections to sports facilities, community amenities, and everyday destinations. Together, these elements create a cohesive district that thrives during major events while remaining an inviting place for the Ontario community to live, gather, recreate, and enjoy throughout the year.



The Ontario Sports Empire will create a local, regional, and national destination for sports and entertainment uses. The facility distinguishes itself as the "largest multi-use sports complex west of the Rocky Mountains" capable of hosting a wide range of recreational, tournament, and event activities.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Open Space - Recreation	Not applicable	We desire to realize multiple uses from these open spaces both public and private, such as trails, greenways, joint-use recreational amenities, landscaped parkways/ medians.
Open Space – Non-Recreation	Not applicable	Open space that includes utility easements and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, parking lots, and nurseries.
Hospitality	1.00 FAR	Regional serving tourist-serving, retail, entertainment, and service uses that support the Ontario Sports Empire.
Mixed Use – Sports Park	25.0 to 65.0 du/ac; 1.0 FAR retail & hospitality; 1.5 FAR office Subject to PUD or Specific Plan[1]	The Sports Park Mixed Use Areas are envisioned as a mixed-use recreation and entertainment hub, accommodating a vertical and horizontal mixture of commercial, office, entertainment, hospitality, and residential uses all in proximity to the Sports Park. This Mixed-use area is envisioned as low-to-mid-rise (3-5 stories), a mixture of hospitality, commercial, residential, and office uses that will create identity and place along the corridor and serve the surrounding residents.
High Density	25.1 to 45.0 dwelling units per acre	Multi-family dwellings, including stacked flats and mid-rise and high-rise residential complexes.

Notes:
1. Mixed-use and residential parcels South of Chino Avenue within this District are identified in the City's Housing Element, and are included in the affordable housing overlay zoning district. These properties are exempt from the specific plan requirement if there is no existing specific plan or PUD and the project seeking exemption includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements of the affordable housing overlay zone.

SPORTS EMPRIRE DISTRICT INTENDED OUTCOMES

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



The Ontario Sports Empire District will be recognized as a distinct, sports-themed destination and community place. District design, architecture, public art, signage, and open spaces reinforce an energetic identity centered on sports, competition, recreation, and year-round activity.

ONT Field serves as a focal landmark, incorporating aviation-inspired design elements that reference Ontario's airport legacy while remaining rooted in the district's overall sports character. Gateways, plazas, and major pedestrian corridors create memorable arrival experiences and a cohesive sense of place that distinguishes the Sports Empire within the city.

Comfortable, Safe, Human Scale Public Realm



Pedestrian corridors, plazas, parks, and open spaces are designed at a comfortable, human scale that supports daily activity, play, and large event crowds. Wide walkways, shade trees, shade structures, seating, lighting, intuitive circulation, and clear wayfinding create welcoming spaces for walking, socializing, playing, and outdoor dining. Public spaces accommodate both pre- and post-event activity and everyday community use, encouraging social interaction, safety, extended stays, and casual recreation. Housing integrated within the district benefits from direct access to these corridors, amenities, and open spaces, while remaining comfortably connected to higher-intensity event areas.

Complete and Connected Network



A coordinated network of pedestrian corridors, trails, and streets links uses within the district, including ONT Field, sports and recreational facilities, parks, housing, and visitor-serving amenities, and safe, accessible connections across major streets provides connections to future communities. Internal pathways are designed to support a park-once approach, enabling visitors to reach multiple destinations safely and comfortably without moving vehicles between venues. Wide walkways, shade, seating, intuitive circulation, and clear wayfinding create comfortable, human-scale routes that support walking, biking, play, socializing, and casual recreation. The City will also collaborate with transit providers to bring transit access to the site as the district develops.

Context Aware and Appropriate Building Design



Buildings within the Sports Empire District express a cohesive architectural character that supports entertainment, hospitality, retail, and residential activity. Landmark buildings frame plazas, parks, and corridors with engaging façades, shaded walkways, and features that reinforce the district's identity and create memorable public spaces.

Design emphasizes active, pedestrian-oriented edges that connect open spaces, streets, hotels, retail, and event venues. Housing is located and designed to be compatible with nearby sports facilities by thoughtfully addressing lighting and activity impacts while maintaining visual and pedestrian links to district amenities.

Success is evident in buildings and public spaces that are welcoming for daily use, accommodate visitors and community life, enhance retail vitality, and contribute to a cohesive, walkable district that functions well on both event and non-event days.

Active Frontages



Streets, plazas, and pedestrian corridors within the Sports Empire District are enlivened by active building edges supporting entertainment, hospitality, retail, and residential uses. Ground-floor facades and frequent entrances engage sidewalks, parks, and gathering spaces, creating visual interest, shade, and comfort throughout the day and evening. Outdoor dining, seating, and amenity spaces adjacent to walkways extend activity into the public realm.

Hotel lobbies, retail storefronts, and venue entrances face key pedestrian routes, reinforcing connections between uses and encouraging continuous movement. Where housing abuts public spaces, thoughtful design balances activation with privacy and comfort. Success is evident in streetscapes that feel lively, safe, and walkable on both event and non-event days, supporting seamless connections throughout the district.

Managed Infrastructure



Infrastructure within the Sports Empire District is planned cohesively to support a vibrant, park once walkable environment that shares resources to accommodate entertainment, hospitality, retail, and residential uses across both event and everyday conditions. Parking, utilities, stormwater systems, and service access are designed at a district scale to function efficiently during peak activity while enhancing overall connectivity, comfort, and character. Shared circulation infrastructure supports park-once goals and creates a cohesive network to navigate the site, while green infrastructure, shade elements, and landscape features are integrated throughout to improve comfort, environmental performance, and visual quality. Success is evident in infrastructure that supports seamless movement, reinforces the district's identity, and enhances experiences for visitors and residents alike.

CD-08 Corridor Place Types

6. East Holt Boulevard Corridor



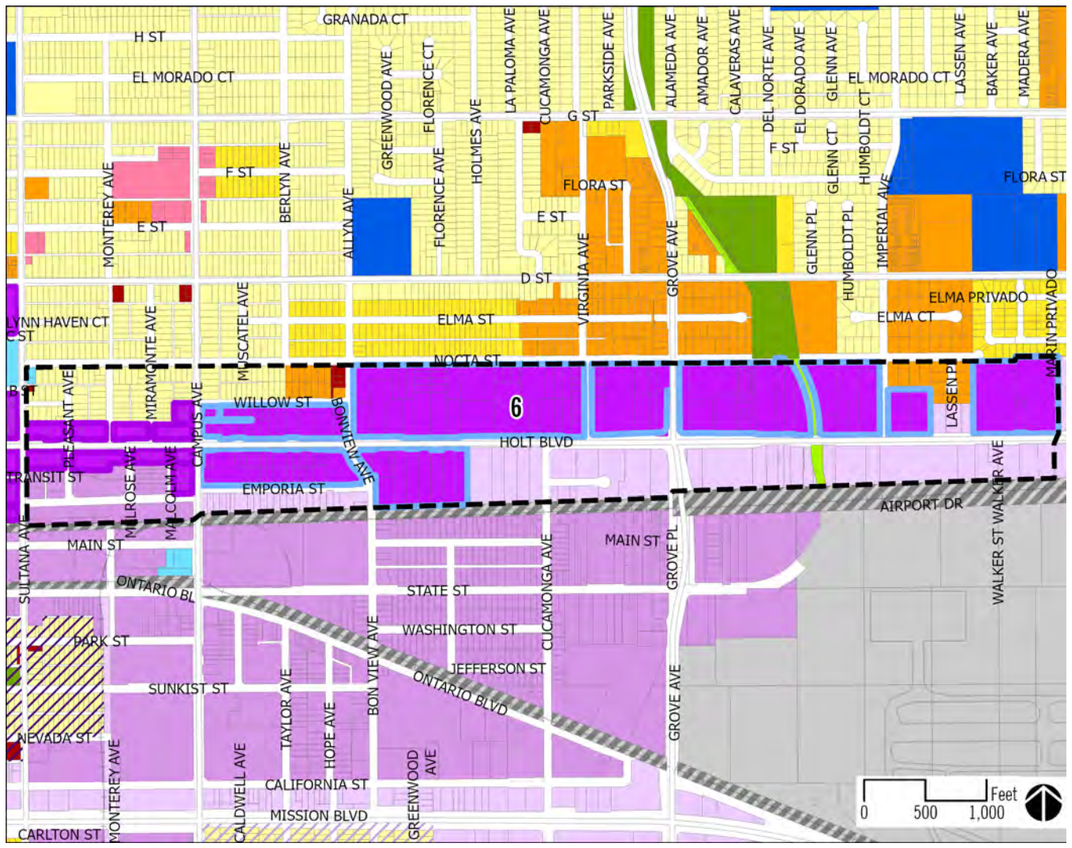
VISION

Holt Boulevard is an important east-west corridor connecting Ontario to the greater region, with improved connectivity options through the addition of BRT service. This corridor is envisioned to gradually build out over time through infill development that ultimately yields vibrant neighborhood-serving commercial areas, a variety of housing options, and employment opportunities that are clustered around BRT stops that can be easily accessed by pedestrians and bicyclists.



Conceptual rendering showing how mixed use and business park infill development could create active frontages, a lively pedestrian experience, and new public spaces along Holt Boulevard.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Low Density	2.1 to 5.0 dwelling units per acre	Single-family detached residences.
Medium Density	11.1 to 25.0 dwelling units per acre	Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.
Mixed Use - Downtown[1]	25.0 to 75.0 dwelling units per acre 2.0 FAR for retail and office uses	Envisioned as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues.
Mixed Use - Holt Blvd[1]	14.0[2] to 40.0 dwelling units per acre 2.0 FAR for office uses 1.0 FAR for retail uses	This area is envisioned as a low-rise (3-5 stories) intensification of the Holt Corridor. The intent is to create identity and place along the Holt Corridor, connect the corridor to Downtown, and connect the Downtown to the Ontario Airport Metro Center.
Neighborhood Commercial	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
Business Park	0.60 FAR	Employee-intensive office uses including corporate offices, technology centers, research and development, "clean" industry, light manufacturing, and supporting retail within a business park setting.
Industrial	0.55 FAR	Variety of light industrial uses, including warehousing / distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Public Facility	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.

Notes:

1. Subject to PUD at City's discretion.
2. Some mixed use parcels within the Holt Boulevard Corridor are within the affordable housing overlay zoning district. The overlay sets a minimum density of 20 dwelling units per acre.

7. Inland Empire Boulevard Corridor



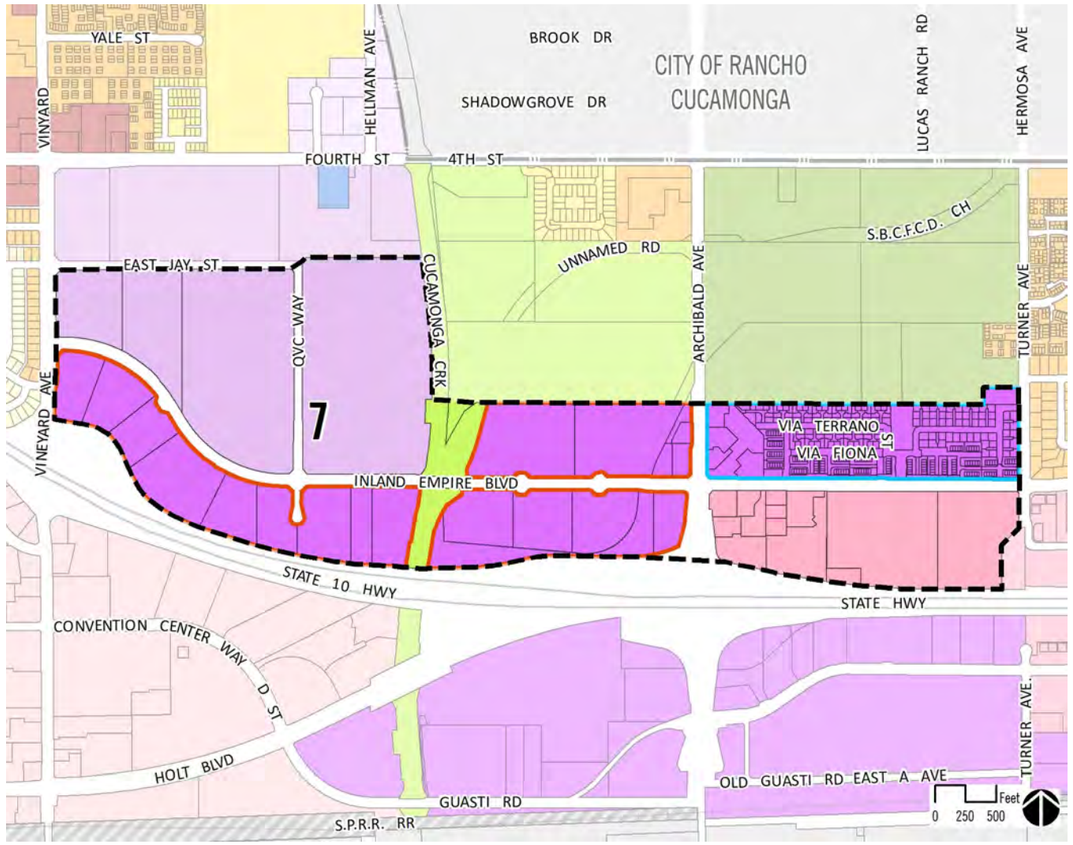
VISION

The Inland Empire Boulevard Corridor connects Vineyard Avenue and the Convention Center directly to the heart of the Airport / Metro Entertainment District and future BRT. Near- to mid-term improvements include the addition of significant rows of large street trees to provide shade, spatial definition, and a better pedestrian environment; the addition of new bicycle facilities, infill buildings oriented to the street, and reorientation of existing building entrances toward the street where possible. Over the longer term, this corridor has the potential to become a westward extension of the Airport / Metro Entertainment District environment.



Aerial image of Inland Empire Boulevard Corridor looking East from Vineyard Avenue.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed Use - Meredith	~~14~~25.0 to 125.0 dwelling units per acre 3.0 FAR for office and retail uses	This area is envisioned as a mixture of mid-rise buildings, regional-serving retail and office centers, and stand-alone high density residential projects.
Mixed Use - Inland Empire Corridor	14.0 to 30.0 dwelling units per acre 2.0 FAR for office uses 1.0 FAR for retail uses	Located along Inland Empire Boulevard, this area is primarily residential with a retail center at the corner of Inland Empire Boulevard and Archibald. Commercial uses that relate to the park are envisioned for the area West of the regional park.
Office Commercial	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.
Industrial	0.55 FAR	Variety of light industrial uses, including warehousing / distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.

CORRIDOR INTENDED OUTCOMES (ALL CORRIDORS)

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



Corridors present the opportunity to transform an underutilized transportation corridor into a distinctive urban place, with infill development including new housing, transit-accessible job centers, and inviting commercial areas.

Public spaces along the transportation corridors should be designed to allow for widened sidewalks, framed by street trees, and multi-story housing, offices, or mixed use buildings.

Comfortable, Safe, Human Scale Public Realm



The primary street, and important cross streets within a corridor should be designed to allow for wide, walkable sidewalks that provide access to new housing, offices shops and restaurants, and create a pedestrian experience that is attractive, enjoyable, and meets the daily needs of local residents, transit riders, workers and visitors.

The tree-lined corridor and landscaped cross streets should be augmented by a network of small plazas and public spaces that provide neighborhood gathering points, and ideal locations for transit stops.

Complete and Connected Network



Access to corridor parcels and flanking uses should be organized as regularly spaced multimodal streets, or access points. These intersections should be designed to ensure safe, comfortable, and convenient pedestrian and bicycle travel, with for low-speed vehicular access at limited intervals.

Vacant, underdeveloped, and underutilized parcels should be organized into new walkable blocks that link destinations within the corridor, such as commercial areas and transit stops to adjacent neighborhoods and employment centers.

Large blocks (greater than 500 feet) on corridors adjacent to residential neighborhoods or employment centers should establish mid-block pedestrian paseos to encourage people to walk and bike to destinations along the primary corridor street.

Context Aware and Appropriate Building Design



The linear nature of corridors focuses development and investments in relatively shallow infill sites, leaving little room to transition from an active mixed use environment to a quieter neighborhood. Parcels adjacent to residential uses should provide seamless transitions from more intense corridor development to less intense neighborhoods. Types of transitions will vary based on the type of adjacent uses, scale of buildings, and lot depth.

Appropriate transitions may include, but are not limited to, "step down" building massing that reduces height as it approached residential neighborhoods, landscaped setbacks, scaled down development overall, and interior green or public spaces that provide a buffer between uses.

Active Frontages



Frontages within corridors should enable and promote human activity in the public realm.

Retail and restaurant frontages should have tall shopfronts that face and wide shaded sidewalks.

Residential frontages should raise the ground floor units above the street to provide adequate privacy, but not so high that pedestrians must walk past a blank ground floor.

All buildings should also provide "eyes on the street" from both ground floor and upper floor windows, terraces, and balconies, to improve safety for transit riders and pedestrians.

Policy CD-3.6 Managed Infrastructure



Segments of Urban Corridors with significant amounts of non-residential use are prime candidates for shared parking districts and maintenance districts.

CD-09 Neighborhood Center Place Types

8 (a-e) Neighborhood Center - Infill



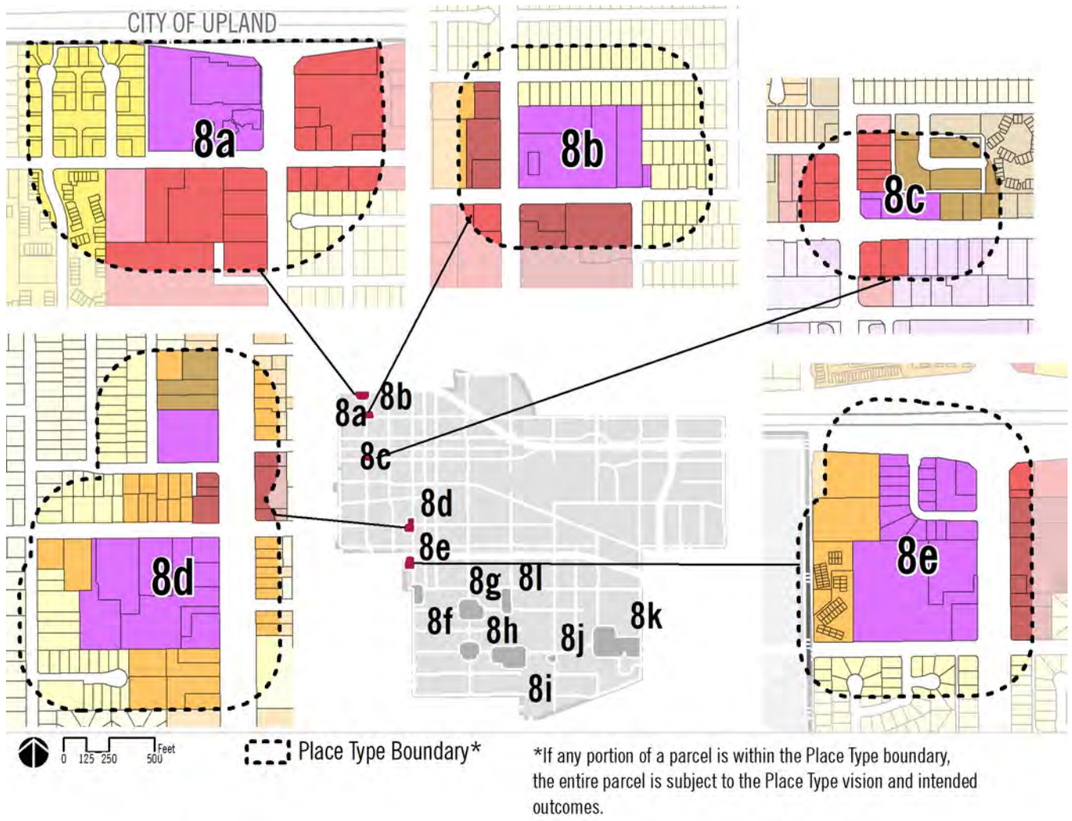
VISION

Neighborhood Centers located in areas where the commercial and residential parcels were largely developed in an incremental manner prior to 2020, are north of Riverside Drive, and are categorized as "infill" centers. These centers will range in size, complexity, and relationship to the surrounding streets and neighborhoods. Some are very small centers that may only include a horizontal mix of uses fronting onto a wide sidewalk while others may involve a vertically integrated mix of higher density residential and nonresidential uses oriented around a public plaza or other form of open space. All of these centers are envisioned to incorporate site design that prioritizes safe, and attractive, and well-shaded pedestrian access on-site, from the public rights-of-way, and from the adjacent neighborhoods.



Mixed use Neighborhood Centers are intended to bring many daily needs and community amenities within easy reach of most residents.

LAND USE



*If any portion of a parcel is within the Place Type boundary, the entire parcel is subject to the Place Type vision and intended outcomes.

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Low Density	2.1 to 5.0 dwelling units per acre	Single-family detached residences.
Low-Medium Density	5.1 to 11.0 dwelling units per acre	Single/multi-family attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes.
Medium Density	11.1 to 25.0 dwelling units per acre	Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.
High Density	25.1 to 45.0 dwelling units per acre	Multi-family dwellings including stacked flats and mid-rise and high-rise residential complexes.
Mixed Use - Neighborhood Activity Hubs	20.0 to 75.0 dwelling units per acre 1.0 FAR for retail and office *Subject to PUD at City's discretion*	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02, and CD-09*]
Neighborhood Commercial	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
General Commercial	0.40 FAR	Local and regional serving retail, personal service, entertainment, dining, office, tourist-serving, and related commercial uses.
Office Commercial	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.
Business Park	0.60 FAR	Employee-intensive office uses including corporate offices, technology centers, research and development, "clean" industry, light manufacturing, and supporting retail within a business park setting.

8 (f-j) Neighborhood Center – South of Riverside Drive

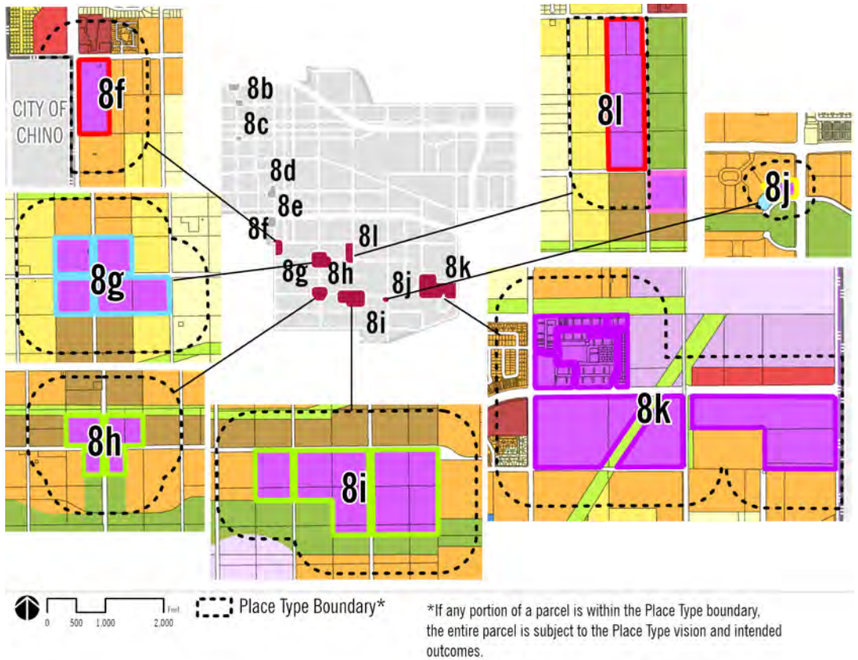
VISION

Neighborhood Centers identified south of Riverside Drive are generally underutilized or vacant as of 2022. These Neighborhood Centers are envisioned to bring new vitality and involve some level of master planning, with the roadway, pathways, open spaces, public realm designs, and site designs coordinated prior to the development of all of the parcels. These centers will range in size, complexity, and relationship to the surrounding streets and neighborhoods.

Some of these centers will involve a small node of mixed use development that is connected to the "Grandeat Park" while others will involve larger clusters of mixed use areas that serve as a focalus point for the surrounding residential neighborhoods. The largest of these centers are intended to serve not only as a local focal point but also as a major citywide landmark that also connects directly to the "Grandeat Park". All but the smallest of these centers are envisioned to consist of some amount of vertically integrated and higher intensity residential, office, and retail buildings oriented toward the "Grandeat Park", large public plazas, and/or large trail systems.

All of these centers are envisioned to incorporate site design that prioritizes safe, attractive, and well-shaded pedestrian access onsite, from the public rights-of-way, and from the adjacent neighborhoods. Parking areas are to be located next to and behind buildings to provide a variety of frontages along streets.

LAND USE



*If any portion of a parcel is within the Place Type boundary, the entire parcel is subject to the Place Type vision and intended outcomes.



Conceptual illustration showing a potential Neighborhood Center – South of Riverside Drive with wide sidewalks, buildings oriented toward the streets, and a variety of transportation options.

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Low Density	2.1 to 5.0 dwelling units per acre	Single-family detached residences.
Low-Medium Density	5.1 to 11.0 dwelling units per acre	Single/multi-family attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes.
Medium Density	11.1[1] to 25.0dwelling units per acre	Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.
High Density	25.1 to 45.0 dwelling units per acre	Multi-family dwellings including stacked flats and mid-rise and high-rise residential complexes.
Mixed Use - ~~Great~~ Grand Park	14.0[1] to 65.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses *Subject to Specific Plan*[1]	The ~~Great~~ Grand Park Mixed Use Areas are envisioned as the southwestern activity centers for citizens of Ontario. These areas accommodate a vertical and horizontal mixture of commercial, office, entertainment, and residential uses all connecting to the ~~Great~~ Grand Park with a pedestrian oriented atmosphere. It is envisioned that the major roads through these Mixed Use areas are couplets, which are a series of one-way streets that disperse traffic and allow reduced street widths, maximize the sense of community, and emphasize pedestrian accessibility. These Mixed Use areas are envisioned as low-rise (3-5 stories) with some mid-rise (5-10 stories) near the intersection of Euclid and Edison/Ontario Ranch Road.
Mixed Use - Grove	14.0[1] to 65.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses *Subject to Specific Plan*[1]	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents.
Mixed Use - Parkside	25.0 to 45.0 dwelling units per acre 1.0 FAR for retail uses *Subject to approved Specific Plan*	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place and serve the surrounding residents.
Mixed Use Neighborhood Activity Hubs	20.0 to 75.0 dwelling units per acre 1.0 FAR for retail and office *Subject to Specific Plan*[1]	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents.
Neighborhood Commercial	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
General Commercial	0.40 FAR	Local and regional serving retail, personal service, entertainment, dining, office, tourist-serving, and related commercial uses.
Open Space - Recreation	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Public Facility	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.

Note:

1. Some medium density, high density, and mixed use parcels in the Neighborhood Centers South of Riverside Drive are within the affordable housing overlay zoning district. The overlay, 1) sets a minimum density of 20 dwelling units per acre; 2) waives the specific plan requirement if there is no existing specific plan and the proposed project includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements outlined in the development code; and 3) allows a maximum density of 30 dwelling units per acre in the medium density land use category if the project includes 25 percent of units affordable to lower incomes, consistent with Tier 2 requirements outlined in the development code. If not covered by a specific plan, projects are still subject to a PUD at the City's discretion.

NEIGHBORHOOD CENTERS INTENDED OUTCOMES (ALL CENTERS)

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type

Unique Identity



Neighborhood Centers are organized by a pattern of walkable blocks, tree-lined streets and varied architecture within a compact area. Each building, business, and use contributes to the Center's unique character adding value to the Center and surrounding neighborhoods by its proximity and accessibility to them. These centers are connected to adjoining neighborhoods by a network of neighborhood streets and pedestrian connections, not separated from them by loading zones, trash enclosures and tall walls. Appropriate transitions from the busy environment of the commercial core of the center to the quiet neighborhood environments is achieved by gradual transitions in building scale and level of activity.

Comfortable, Safe, Human Scale Public Realm



The public realm of Neighborhood Centers includes streets connecting to neighborhoods, and parking lots and other publicly accessible open spaces. These interwoven open spaces meet the functional requirements for vehicular access and parking that are met in conventional shopping centers by large parking lots connected to large streets with auto-only driveways, and provide a comfortable retail experience for residents and visitors to shop, dine, and spend time with friends and family.

Complete and Connected Network



Centers are organized around a network of local streets, both public and private, that form walkable blocks. Neighborhood centers should be connected to larger cross-town streets and corridors by local cross-streets.

To encourage walking and to provide equitable access to goods and services for residents who are unable to drive, additional paseos and other "pedestrian shortcuts" should be provided when lots or blocks exceed approximately 500 feet in width.

Context Aware and Appropriate Building Design



Most Neighborhood Centers face on crosstown avenues and Neighborhood Corridors. They should front these streets with larger buildings and high levels of commercial activity. The height, size, and scale of buildings and levels of activity should systematically step downward toward adjoining neighborhoods. Building masses near single-family neighborhoods should be reduced in height, width and bulk, and activities should transition for very busy and active retail and restaurant uses to quieter office and residential uses.

Active Frontages



The ground floors of buildings - and the public spaces they front - should be designed to balance the needs of interior uses with the active public realm.

Retail and restaurant businesses near the main avenue and within the retail core of the center, should be adjacent to wide sidewalks, and building facades should include with tall, transparent shopfronts providing clear views of merchandise and activity within each business.

As uses transitions from the retail core to adjacent neighborhoods streetscape improvements and sidewalks should change with landscape pallet giving way to sidewalks behind green parkway strips. Similarly, deeper setbacks should mark the transition from Center to neighborhood.

Managed Infrastructure



Coordinated management of facilities and infrastructure will play an integral role in maintaining a successful Neighborhood Center where people want to spend time.

Shared parking strategies should be established to encourage visitors to park once and enjoy the area on foot, fully utilize available parking at all times of day, and provide flexibility to better adapt to changes in land use as well as changing trends in how people travel.

Shared maintenance should also be established to provide efficient, consistent, and sustainable maintenance and management of public space.

Housing Element Technical Report Amendments

A Component of The Ontario Plan 2050

Hearing Draft | June 2026

Please note only sections with proposed amendments are included

The current Housing Element Technical Report is available here:
https://content.ontarioca.gov/sites/default/files/2024-12/HE%20Adopted%2020220821%20Clean_0_0.pdf

Sections with amendments include:

- Chapter 3
- Chapter 5
- Section 9.2
- Appendix B

NOTE: When possible, draft amendments are shown as tracked changes with underlined text indicating additions and strike through text indicating deletions. This results in some formatting and pagination errors in the "H-" numbering. These errors will be corrected in final versions.

Housing Element Technical Report

Hearing Draft, June 2026

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ATTACHMENTS

ATTACHMENT 1: CHAPTER 5. CHANGES BETWEEN PUBLIC REVIEW DRAFT AND HEARING DRAFT IN TRACKED CHANGES

3. Assessment of Fair Housing

2026 Sites Inventory Strategy and Relationship to Assessment of Fair Housing

The City has refined its Housing Element sites inventory to respond to updated development trends, site availability, and State housing law requirements, while maintaining the core strategy described in this chapter to affirmatively further fair housing. The revised sites inventory continues to focus on lower and very low income development potential in Ontario Ranch, a TCAC/HCD high-resource area, and along Holt Boulevard and Downtown to support place-based revitalization and address overcrowding, overpayment, and displacement risk in northwest Ontario. Figure 3-13 (2021) shows the 2022 sites inventory relative to the 2021 TCAC opportunity areas, and Figure 3-13 (2026) shows the 2026 sites inventory relative to the 2026 TCAC opportunity areas.

Although specific parcels in the sites inventory have been updated, the overall geographic distribution of capacity by income category and the associated fair housing factors remain consistent with the AFH analysis in this chapter. The updated inventory continues to:

- Reduce the concentration of lower-income households in northwest Ontario.
- Expand affordable housing opportunities in high-resource areas.
- Support neighborhood reinvestment in low-resource areas without causing displacement.

The revised sites inventory advances the same fair housing strategy. The City opted to provide a map of 2026 TCAC data due to the role that TCAC plays in the distribution of funds for affordable housing projects. Otherwise, consistent with direction from HCD, the charts and maps in this section were updated to reflect the new sites inventory and associated analysis. Overall, the changes in the distribution from the new sites inventory were nominal and did not indicate a need to change the identification or prioritization of contributing factors or programs.

About the Assessment of Fair Housing

Assembly Bill (AB) 686 requires that all housing elements due on or after January 1, 2021, contain an Assessment of Fair Housing (AFH) consistent with the core elements of the analysis required by the federal Affirmatively Furthering Fair Housing (AFFH) Final Rule of July 16, 2015.

Under state law, AFFH means "taking meaningful actions, in addition to combatting discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics."

AB 686 requires the City of Ontario (City), and all jurisdictions in the state, to complete three major requirements as part of the housing element update:

1. Conduct an AFH that includes a summary of fair housing issues; an analysis of available federal, state, and local data knowledge to identify patterns of segregation or other barriers to fair housing; and prioritization of contributing factors to fair housing issues.

2. Prepare the Housing Element Land Inventory and identification of sites through the lens of AFFH.

3. Include a program in the Housing Element that affirmatively furthers fair housing and promotes housing opportunities throughout the community for protected classes and addresses contributing factors identified in the AFH (applies to housing elements beginning January 1, 2019).

To comply with AB 686, the City has completed the following outreach and analysis. Some of the information is based on the City of Ontario's 2020 AFH adopted in June 2020, and the San Bernardino County Regional Analysis of Impediments (Regional AI), completed in April 2020.

3.1 Outreach

As discussed in Section 7, *Housing Element Outreach*, the City has used a variety of outreach methods, in addition to the standard public hearing process, to reach stakeholders and members of all socioeconomic segments of the city.

Feedback obtained through the concurrent greater TOP update outreach effort, which included stakeholder interviews, an online survey, and community and local group workshops, highlighted prominent fair housing issues Ontario residents experience. The City also conducted outreach specific to the topic of Environmental Justice, including stakeholder interviews, and an on-line Environmental Survey which was advertised on social media and posters at the Community Centers. Staff attended two Concert in the Park events resulting in over 200 responses to the Environmental Survey.

With respect to barriers to access affordable housing, environmental justice groups and residents both identified the rapid increase of housing and rental prices in Ontario, and anecdotally observed an increase in

displaced and unhoused households. As will be discussed in the analysis of Displacement Risk, this feedback reinforces findings that the prevalence of poverty, particularly in northwest Ontario, makes lower income households vulnerable to displacement with even minor increases in rent. As rapidly rising rent continues to be of concern for Ontario residents and community stakeholders, the City has committed to Programs 2, 23, 24, 27, 31, and 32 that work to implement anti-displacement efforts for lower income households. Community members and stakeholders shared difficulty qualifying for income-restricted affordable housing units, indicating a need to review if the qualification requirements for income-restricted units appropriately address Ontario residents' housing needs to identify barriers to qualifying (e.g., proof of residency, income levels, employment record, credit history, etc.). This request was included in Programs 7 and 27 (ADUs and Fair Housing) to consider barriers for persons with disabilities in accessing income-restricted units and as a program consideration for ADU incentive programs. Overall, both community members and environmental justice groups identified that existing affordable housing is largely concentrated in one area of the City, establishing a need to disperse affordable housing in neighborhoods citywide. In particular, community members and stakeholders identified that new development in Ontario Ranch should not be limited to affluent households but include a balance of affordable housing, with the caveat that Ontario Ranch is served by consistent and safe transit options to access essential services. This consideration was included with Program 27 (Fair Housing). To prepare the Ontario 2020 AFH, the City and the Lawyers' Committee for Civil Rights Under Law conducted a broad array of outreach to ensure active community involvement, including groups typically underrepresented in the planning process. Through a combination of community meetings, focus groups, community surveys, and public hearings, the City and the Lawyers' Committee reached out to Ontario residents, including Hispanic groups, tenants, homeowners, fair housing organizations, advocacy groups, social service providers for persons with disabilities, low-income households, and persons experiencing homelessness, among others.

Beginning in February 2020, the Lawyers' Committee held meetings with individual stakeholders throughout the region. In addition, the City of Ontario organized a series of meetings in predominantly Hispanic communities. On Saturday, February 29, 2020, an all-day community fair was held that attracted hundreds of residents. The City also held an evening meeting with a wide array of organizations to discuss the AFH. All community meetings had translation services available in Spanish. In addition, all meetings were held in locations accessible to people with mobility issues.

Through the outreach process, the City and the Lawyers' Committee identified the following salient Fair Housing Goals and Policies, which

informed the Ontario 2020 AFH. The City's commitment to these goals and priority actions is included as Program 27.

Goal #1: Increase the supply of affordable housing in high-opportunity areas.

Ontario has a significant portion of its residents who are rent-burdened and facing severe housing problems. Additionally, publicly supported affordable housing accounts for slightly under 3 percent of the total housing stock, and Ontario and its environs are experiencing rapidly rising housing costs. Members of protected classes, particularly Hispanic and Black residents, experience these problems most acutely. These findings indicate a need to expand the supply of affordable housing. The Ontario 2020 AFH proposes the following priorities to increase the supply of affordable housing:

1. Explore the creation of new funding sources of affordable housing.
2. Using best practices from other jurisdictions, explore policies and programs that increase the supply of affordable housing, such as linkage fees, inclusionary housing, public land set-aside, community land trusts, transit-oriented development, and expedited permitting and review.
3. Explore opportunities to provide low-interest loans to single-family homeowners and grants to homeowners with household incomes of up to 120 percent of the Area Median Income to develop accessory dwelling units with affordability restriction on their property.
4. Align development codes to conform to recent California affordable housing legislation.

Goal #2: Increase community integration for persons with disabilities.

There is a lack of permanent supportive housing for non-elderly persons with disabilities in Ontario. The Ontario 2020 AFH identifies the following priority to expand housing opportunity for non-elderly persons with disabilities.

1. Prioritizing HOME funding for such projects, which should ideally set aside 10 to 25 percent of units for persons with disabilities who need supportive services, the City can help make development proposals more competitive for low-income housing tax credits (LIHTC) and Mental Health Services Act assistance.

Goal #3: Ensure equal access to housing for persons with protected characteristics, who are disproportionately likely to be lower-income and to experience homelessness.

As community stakeholder meeting attendees were unaware that landlords are required to accept housing vouchers and third-party checks and would benefit from fair housing education, targeted education efforts would help to reduce the incidence of unlawful source of income discrimination. Therefore, the Ontario 2020 AFH proposes the following priority to ensure equal access to housing.

1. Conduct fair housing training for landlords and tenants on California's Source of Income Discrimination protections to reduce the number of voucher holders turned away.

The San Bernardino County Regional AI used a variety of approaches to achieve meaningful public engagement with residents and stakeholders, including 20 public meetings, 20 stakeholder interviews, and a communitywide survey. Respondents to the community survey reported overwhelmingly that there is a lack of affordable housing in San Bernardino County for both individual and families (selected by 71 percent of respondents) and additionally identified displacement risk due to rising housing costs as a barrier to fair housing (selected by 67 percent of respondents). Stakeholder interviews were conducted with 20 local providers of fair housing/legal advocacy, affordable housing, persons with disabilities, seniors, low-income households, and others. Stakeholders spoke about housing conditions and fair housing issues regionally but offered insights specific to Ontario. In response to the question "Are public resources (e.g., parks, schools, roads, police & fire services, etc.) available evenly throughout all neighborhoods in your community?" stakeholders found that Ontario has "a good distribution of parks, schools, and community centers."

3.2 Description of Ontario by Area

The AFH relies on comparing the history of development and land use practices across neighborhoods in Ontario and resulting differences in demographics and access to opportunity that have potential to affect the quality of life and achievement for residents in differing areas of the city. For the purposes of the AFH, the areas of the city used for comparison are based on the 2021 California Housing and Community Development (HCD) and California Tax Credit Allocation Committee (TCAC) Opportunity Area Map (Figure 3-2). As will be described in more detail, the HCD/TCAC Opportunity Map shows broadly that residents may experience differing access to opportunity depending on what area of Ontario they live in and, therefore, defining these areas of the city is

meaningful to understand land use patterns that result in fair housing issues. Unless otherwise specified, these areas of Ontario identified in the HCD/TCAC Map that are used in this assessment for the purposes of comparison are defined by streets as follows (see Figure 3-1, *Areas of Ontario*, for visual representation).

Northwest area/Northwest Ontario: West of Archibald Avenue, inclusive of Ontario International Airport to the city's western limits and north of Riverside Drive to the city's northern limits.

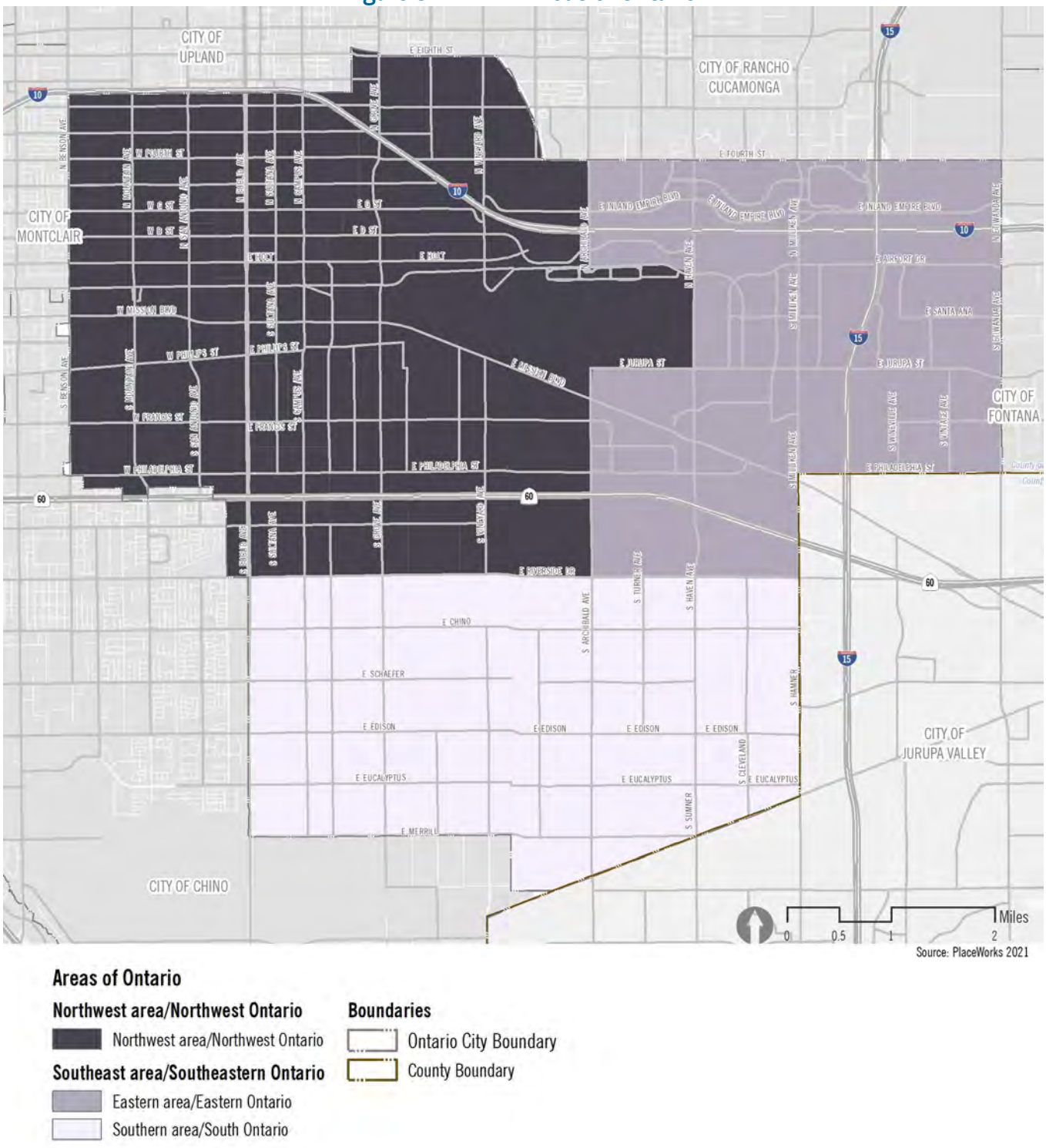
Southeast area/Southeastern Ontario: East of the Ontario International Airport and Archibald Avenue to the eastern city limits and south of Riverside Drive to the city's southern limits.

South and east Ontario is further delineated by:

Eastern area/Eastern Ontario: East of the Ontario International Airport and Archibald Avenue to the city limits and north of Riverside Drive.

Southern area/South Ontario: South of Riverside Drive, bounded by the city's southern limits.

Figure 3-1 Areas of Ontario



3.3 City of Ontario History

The City of Ontario was established in the 1880s with the founders' vision of a planned community created on guiding principles including a mutual water company, prohibition of liquor, a grand thoroughfare through the city (Euclid Avenue), and an agricultural college for general education. Ontario was incorporated in 1891, and in 1903, Ontario had been declared the "Model Colony" by an Act of Congress for its establishment of a new standard for urban living.

The City of Ontario first developed as an agricultural community, primarily producing citrus. The town expanded around Euclid Avenue, which established two of Ontario's historic districts, the Historic Downtown and the College Park Historic District. Ontario's population grew in the 1950s as the city shifted from an agricultural-based economy to an industry-based economy and manufacturing jobs became increasingly available. Mass production housing was constructed, reflecting a national beginning of suburban sprawl and the rise of the middle class. This growth radiated from the city's historic cores, establishing most of the residential neighborhoods that dominate northwestern Ontario as it exists today. With the exception of the College Park Historic District, housing in the northwestern area is primarily renter-occupied, and as will be discussed further, households are projected to have poor economic and educational outcomes.

Ontario's rapid job growth continued through the late twentieth century (1980s and 1990s), especially in industrial expansion of automotive plants, air cargo, commerce centers, and housing to match the growing job opportunities. During the 1980s, Ontario was ranked the seventh-fastest growing city in California. Much of the housing growth was focused in master-planned communities on either side of Riverside Drive in the southern and eastern areas of Ontario, including the communities of Archibald Ranch and Creekside. Currently, this area has higher rates of owner-occupied housing and generally higher median incomes than northwestern Ontario.

In 1999, Ontario annexed an 8,200-acre sphere of influence south of Ontario's "Model Colony" southern border, referred to as the "Ag Preserve" and dedicated as the "New Model Colony," and later renamed to "Ontario Ranch." The annexation included the last significant remaining agricultural areas in San Bernardino Valley and provided land development opportunity. Ontario Ranch is the largest master-planned community in Southern California and includes residential neighborhoods, commercial facilities, and public open space, parks, and schools. Ontario's 2020 AFH identified a "lack of affordable housing in south Ontario, in general, and Ontario Ranch in particular" as an

impediment to fair housing. The western half of Ontario Ranch is still largely undeveloped and used for agriculture.

Growth areas for future development include intensified development in the downtown and Holt Boulevard areas, including affordable housing. Development around the Ontario International Airport will continue to include a mix of uses, including hospitality, entertainment, and housing. Future development of the Ontario Mills mall area will not include a reduction in commercial uses, but instead will focus on redevelopment that allows housing opportunities within mixed-use areas.

Recent affordable housing developments have been completed in downtown and along Holt Boulevard. The developments include Emporia Place (75 units of family housing for households with incomes ranging up to 60 percent of area median income) and Vista Verde Apartments (101 units of family housing for households with incomes ranging up to 60 percent of area median income). Additional affordable housing developments are planned in these areas, as well as other housing developments, including new rental and owner-occupied housing.

3.4 Assessment of Fair Housing Issues

California Government Code Section 65583 (10)(A)(ii) requires the City to analyze areas of segregation, racially or ethnically concentrated areas of poverty, disparities in access to opportunity, and disproportionate housing needs, including displacement risk. According to the 2021 HCD/TCAC Opportunity Area Maps (Figure 3-2), Ontario contains a mixture of high-resource, moderate-resource, and low-resource areas. The HCD/TCAC Opportunity Area Maps identify areas in every region of the state whose characteristics have been shown by research to support positive economic, educational, and health outcomes for low-income families—particularly long-term outcomes for children. Specifically, the HCD/TCAC Opportunity Area Map uses a composite score based on education, economic, and environmental indicators to categorize areas as "high resource," "medium resource," and "low resource." Some of the indicators identified by TCAC and HCD to determine the access to opportunity include high levels of employment and close proximity to jobs, access to effective educational opportunities for both children and adults, low concentration of poverty, and low levels of environmental pollutants, among others. For purposes of evaluating fair housing, resource levels refer to the geographic proximity and ease of access to resources, such as low-cost transportation, jobs, and high-quality schools, with low-resource areas having the most limited access.

Ontario's high-resource areas are concentrated in the southeastern areas of the city, east of the Ontario International Airport and Archibald Avenue to the city limits and south of Highway 60 to S Archibald Avenue and E Riverside Drive, bounded by the city's southern limits. Ontario's high-resource areas are characterized by the city's recent and future development. Business parks and industrial commerce centers dominate east Ontario north of Highway 60, while housing (primarily single-family residential) is south of Highway 60 in eastern Ontario Ranch (east of Archibald Avenue to Hamer Avenue). Western Ontario Ranch (west of Archibald Avenue to Euclid Avenue), largely dairy and other agricultural farms, will continue to be developed into a mixed-use area of residential homes, commercial centers, and industrial and business parks.

More than half of Ontario's northwestern area (west of Archibald Avenue, inclusive of Ontario International Airport and north of Riverside Avenue to Euclid Avenue and Highway 60 west of Euclid Avenue) is considered low-resource and has relatively low access to education and employment opportunities. In comparison to Ontario's high-resource areas, Ontario's low-resource areas score poorly for economic and educational indicators. This implies low economic mobility from high rates of poverty and unemployment, low rates of post-secondary school attainment and proximity to jobs, and low upward mobility because of the impact of neighborhood conditions on students' academic proficiency measured by math and reading proficiency, high school graduate rates, and student poverty rates. The remainder of Ontario's northwestern area is made up of moderate-resource areas. These areas have scored much higher for economic outcomes than the low-resource areas but only slightly higher for educational outcomes, indicating Ontario's moderate-resource areas received this categorization based on ability to achieve higher economic mobility than the low-resource areas. All of Ontario, including high-resource areas, scored poorly for environmental outcomes, suggesting Ontario has high exposure to pollution that could result in significant health issues.

Three census tracts in the city are designated as an area of high segregation and poverty (Figure 3-3). The TCAC/HCD created the high segregation and poverty designation to identify census tracts where at least 30 percent of the population is below the federal poverty level ($26,500 annually for a family of four in 2021) coincides with an overrepresentation of people of color relative to the county. Two of the census tracts are adjacent and are bounded by Holt Boulevard to the south, N Vineyard Avenue to the east, E G Street to the north, and N Allyn Avenue to E D Street and Florence Avenue to the west. N Grove Avenue divides the two census tracts. The third census tract is bounded by Interstate 10 to the south, N Baker Avenue to E 6th Street and N Grove Avenue to the east, Ontario city boundaries to the north and west to

Interstate 10. All three census tracts are primarily characterized by small-lot single-family residential and multifamily development.

The City has conducted the following analysis of available data to assess local access to opportunities and indicators of fair housing issues, in addition to the designations provided by the TCAC/HCD Opportunity Areas Map. Data for racial/ethnic concentrations of poverty, median income, poverty status, predominant population (Hispanic), familial status, overpayment, and overcrowding was available at the census-tract level, and data for overpayment and diversity were available at the block-group level. The City has used the most localized level of data available for the analysis.

Patterns of Integration and Segregation

To assess patterns of segregation and integration, the City analyzed six characteristics: Racially/Ethnic Concentrations or Ethnically Concentrated Areas of Poverty (R/ECAP), Hispanic majority, diversity index, income and poverty, familial status, and population with a disability as of 2019 (2018 for Diversity Index and 2010 for Hispanic Majority). Ontario has two census tracts that are considered a R/ECAP, as defined by the United States Department of Housing and Urban Development (HUD) (Figure 3-3). HUD identifies an R/ECAP as any area with a non-white population of more than 50 percent and either a poverty rate of 40 percent or more or a poverty rate of more than three times the average poverty rate for the county. The R/ECAPs are adjacent to one another and located in central Ontario within the low-resource area, and border two of the areas of high segregation and poverty identified in the TCAC /HCD map. One R/ECAP includes Ontario International Airport to the east and is bounded by Mission Boulevard to the south, the city limits along Benson Avenue to the west, and Holt Boulevard to Main Street and Holt Boulevard to N Vineyard Avenue, Interstate 10 to N Archibald Avenue, and E Airport Drive to S Haven Avenue to the north. The second R/ECAP is located north of the first, bounded by Holt Boulevard to the south, N Sultana Avenue to the west, E G Street to the north, and Florence Avenue to E D Street and N Allyn Avenue to the east. According to the analysis provided in the Ontario 2020 AFH, the presence of R/ECAPs has arisen in the last 10 years; from 1990 to 2010, there were no R/ECAPs present in the city. This indicates poverty has become increasingly concentrated in Ontario and may correlate with issues such as increasing economic pressure, lack of affordable housing choice, and lack of educational or economic mobility, and this has disproportionately impacted communities of color. As of the 2015–2019 American Community Survey (ACS), the population of the R/ECAP tracts were estimated to be 4,218 people for the northern R/ECAP (census tract 15.01) and 5,363 people for the southern R/ECAP (census tract 16.0). While there are few Housing Choice Vouchers (HCVs) in use in either R/ECAP, the

south R/ECAP has 11 vouchers in use (1.2 percent of renting households) and the north R/ECAP does not have any HCVs in use, both areas are predominantly renting households, suggesting that low-income housing is concentrated in this area and is a contributing factor to mobility to medium- and high-resources areas in the city. While the majority of Ontario's population identifies as Hispanic, there is a predominant Hispanic majority in both R/ECAPs (gap greater than 50 percent of the population), as well as in the TCAC-identified areas of high segregation and poverty, whereas much of the rest of the city only has a gap between 10 and 50 percent Hispanic (Figure 3-4). The R/ECAPs correlate with the highest levels of linguistic isolation, which can limit residents' access to resources, essential services, and mobility to moderate- and high-resource areas because of language barriers outside of the R/ECAP neighborhoods. Much of San Bernardino Valley's population, including the cities of Fontana, Bloomington, Rialto, and San Bernardino, predominantly identify as Hispanic. These areas similarly coincide with R/ECAPs within those cities, higher levels of linguistic isolation, and predominantly low-resource areas and areas of high poverty and segregation. This indicates that San Bernardino Valley's Hispanic population is more likely to reside in neighborhoods with limited upward mobility due to poor economic outcomes, educational outcomes, and linguistic barriers. Conversely, the cities of Upland and Rancho Cucamonga are predominantly White by a gap ranging from 10 to 50 percent. Northern Upland and Rancho Cucamonga are categorized as highest resource on the TCAC /HCD map, suggesting the residents of these neighborhoods (predominantly White) will have the best economic, educational, and health outcomes. The City has included Program 24 to promote its first-time homebuyer program and other means of connecting residents with housing opportunities in the city, and Programs 6, 24, and 27 to reduce barriers to mobility from language barriers, particularly Spanish, to promote an inclusive community for all families, individuals, and households.

Overall, Ontario exhibits high diversity based on the Diversity Index, with nearly all of the city receiving a diversity index greater than or equal to 70, with 100 being perfect diversity and 0 being no diversity (Figure 3-5). With exception to the R/ECAP south of Holt Boulevard, the city's other R/ECAPs and TCAC/HCD-identified areas of high segregation and poverty coincide with very high levels of diversity. While predominantly Hispanic, the second most prevalent population in the block groups that form the census tracts are either White or Black/African American. Much of southeastern Ontario exhibit the very high levels of diversity, receiving a diversity index of 85 or higher. Hispanics comprise the majority of the population in these block groups; however, Whites are the second-most prevalent population, indicating the diversity in Ontario's high resource areas are primarily Hispanic and White residents

and that other communities of color are not highly represented in Ontario's high resource areas. Regionally, similar patterns arise; overall, nearly all of the San Bernardino Valley received a diversity index greater than or equal to 70, an indicator of integrated communities. As seen in Ontario, regionally TCAC/HCD-identified areas of high segregation and poverty and low-resource areas correspond with high levels of diversity, particularly in the cities of San Bernardino, Bloomington, Rialto, and Fontana. The population for the block groups that comprise the areas of high segregation and poverty and low-resource areas are predominantly Hispanic with Black/African Americans often the second-most prevalent community. Conversely, San Bernardino Valley's high-resource areas have relatively low diversity with a predominantly White population. Regionally, Ontario's diversity reflects the highly urbanized areas of Los Angeles County, Orange County, and Riverside County, often corresponding with the low-resource areas. Rural areas to the east and coastal areas to the south have lower diversity and are predominantly White. The coastal areas are largely categorized as high and highest resource.

The City will address concentrations of communities of color in low-resource areas, TCAC/HCD-identified areas of high segregation and poverty, and R/ECAPs through implementing Program 11 and Program 27, improving housing choice citywide by providing opportunities for affordable housing in high-resource areas.

The areas with the highest median income in Ontario are in south Ontario, which includes newer, high-end single-family homes in eastern Ontario Ranch (east of S Archibald Avenue) and the future Ontario Ranch (Figure 3-6). Currently, western Ontario Ranch (west of S Archibald Avenue) is largely agriculture and industrial uses, particularly truck parking and related small-scale transportation services. However, single-family development east of S Archibald Avenue is under construction and will be affordable to above-moderate income households. Few neighborhoods north of Highway 60 exceed a median income greater than the HCD 2020 State Median Income ($87,100). Further, Ontario's R/ECAP neighborhoods and areas of high segregation and poverty primarily are low income, with median income not exceeding $55,000. These areas similarly show high rates of poverty with at least 20 to 30 percent of the population whose income is below the poverty level and two neighborhoods with 30 to 40 percent living in poverty (Figure 3-7). Ontario's distribution of income and poverty mirrors similar cities in the San Bernardino Valley, with patterns of R/ECAPs and TCAC/HCD-identified areas of high segregation and poverty reinforced by low median income and high rates of poverty. San Bernardino, the County's largest city and with the highest number of census tracts designated as R/ECAPs, also contains the block groups with the lowest median incomes in the county (as low as $13,500). Fontana, the second largest city in San

Bernardino County, also features block groups with median incomes less than $30,000 (as low as $21,500). As with Ontario, Fontana's block groups with low median income fall within census tracts with majority Hispanic populations. Rancho Cucamonga, while having a similar population size to Ontario, features block groups with median incomes greater than $125,000 (as high as $171,000). These block groups coincide with census tracts with a predominantly White population. Ontario and the San Bernardino Valley reflect a general trend observed throughout the Southern California Association of Governments (SCAG) region, showing a decrease in median income, increase in poverty levels, presence of R/ECAPs, and increase in non-White populations (particularly Hispanic) within large city centers. Riverside, Los Angeles, and Anaheim all feature concentrated areas of low median income and higher rates of poverty in census tracts designated as R/ECAPs and/or with a predominantly Hispanic population.

Ontario has historically been a family-oriented community, influencing the dominance of single-family housing in many parts of the city, and results in patterns that still exist today. In most areas of the city, including all areas south of Highway 60 and east of Archibald Avenue, 40 percent of households consist of married couples with children (Figure 3-8); however, neighborhoods with lower percentages of children in married-couple households (20 to 40 percent) coincide with the city's low-resource areas in northwest Ontario, including the R/ECAPs and areas of high segregation and poverty north of Holt Boulevard. This suggests Ontario's low-resource areas have a higher percentage of single-parent households. Single-parent households, reliant on one income, tend to have a lower rate of home ownership and face additional difficulties securing housing. Affordable housing options available to single-parent households may be limited to the low-resource areas in northwest Ontario, resulting in the concentration of single-parent households in these areas. The concentration of single-parent households could also indicate discriminatory practices or an uneven distribution of housing types throughout Ontario that would support single-parent households. Similar trends persist regionally within the San Bernardino Valley and countywide, implying that single-parent households have limited housing options in moderate- and high-resource areas of the county. In particular, the cities of San Bernardino, Adelanto, and Victorville all feature a higher proportion of census tracts where children living with married parents represents less than 50 percent of households with children. In Adelanto and San Bernardino, census tracts designated as R/ECAPs largely coincide with census tracts where children living with married parents represents less than 50 percent of households with children. To address the discrepancy in access in Ontario, the City will implement Program 10 and 11 to ensure the development of a variety of affordable housing options, including in high-resource areas.

Ontario also does not feature any areas with high levels of individuals living with disabilities, which would therefore be especially vulnerable from a fair housing perspective due to accessibility concerns or risk of discriminatory actions. In San Bernardino County, Upland, the City of San Bernardino downtown, northeastern Victorville, the rural High Desert, and much of the Coachella Valley, have the highest concentrations of persons with disabilities. These areas largely do not coincide with R/ECAPs, except for downtown San Bernardino and the portion of Victorville that has a concentration of disabled persons. The distribution of persons with disabilities in San Bernardino County may reflect both the additional availability of most resources for persons with disabilities (San Bernardino and Victorville) and common places to retire (rural High Desert and the Coachella Valley). Within Ontario, disability was the most common alleged basis for discrimination cases received by HUD, with over one-third of cases identifying this protected class. While Ontario features a lower proportion of disabled residents than other areas of San Bernardino County, resulting in fewer access concerns for current residents, it may be worth considering whether there are factors, such as transit access, cost, or Americans with Disabilities Act (ADA)-accessible units, that are tending to preclude disabled individuals from residing in Ontario. In particular, the Ontario 2020 AFH identified "there is a significant shortage of affordable, accessible housing in a range of unit sizes in both Ontario and in the broader region." Ontario's available affordable, accessible housing are predominantly senior housing, limiting opportunity for non-elderly persons with disabilities to secure affordable housing within Ontario. To support the findings of the Ontario 2020 AFH, this Housing Element includes Program 30 and 32 to prioritize funding for developments that include permanent supportive housing for non-elderly persons with disabilities and ensure that existing housing may be retrofitted for ADA accessibility. In addition, while not indicated as an area of discrimination in data provided by HUD, current policies regarding restrictions on the criminal histories of residents in boarding, lodging, or rooming houses may be considered discriminatory under California Code of Regulations, Title 2, Section 12264-12271. As part of Program 20, the City commits to reviewing and removing this restriction to prevent future discrimination against federal, state, or youth authority parolees.

Access to Opportunity

Ontario contains significant job centers for residents within the city and San Bernardino County as a whole. The City's rapid job growth in the late twentieth century (1980s and 1990s) through the expansion of industrial sectors (e.g., the Ontario Airport, automotive plants, and air cargo) and the development of industrial and business parks in eastern Ontario cemented its role as a regional commerce center. As discussed in the Housing Needs Assessment, the net job inflow to Ontario supports the City's position as a regional employment center: 43 percent of Ontario jobs are filled by out-of-city residents. Figure 3-9 (Job Proximity Index) shows Ontario serves as an employment epicenter for the San Bernardino Valley, along with San Bernardino, Loma Linda, and Redlands, which form another employment hot spot. HUD's job proximity index for 2014-2017 calculates scores based on the number of jobs filled by workers with less than a bachelor's degree that fall within a typical commute distance for low-wage workers in the region for each block group. Block groups within Ontario receives relatively higher index scores for job proximity when compared to Rialto, Fontana, and the northern areas of Rancho Cucamonga, indicating that residents within Ontario benefit from closer proximity to employment centers as compared to surrounding cities.

As shown in Figure 3-9, within Ontario access to job centers falls along the east-west divide. While higher than surrounding cities like Fontana and Rialto, block groups in northwest Ontario west of S Euclid Avenue received the lowest scores within the city. Eastern Ontario, and to a lesser degree southern Ontario, primarily received a score of greater than 80, the highest score on the job proximity index. This reflects the pattern of housing development during the 1980s and 1990s, which was focused in master-planned communities on either side of Riverside Drive in the southern and eastern areas of Ontario, including the communities of Archibald Ranch and Creekside. Currently, this area has higher rates of owner-occupied housing and generally higher median incomes than northwestern Ontario. Residents in northwestern Ontario have to commute a longer distance to reach employment centers than residents in east and south Ontario. The mean commute time for Ontario residents in 2019 was 32.8 minutes, which exceeds the national average (26.9 minutes) and the San Bernardino County average (31.6 minutes), supporting that Ontario's low job proximity may be a result of long commute times. The TCAC map categorized Ontario's low resource areas due in part to less positive economic outcomes for households within those neighborhoods, based on low access to jobs and wages offered at available jobs, as well as low median household incomes and home values. To increase job opportunity and improve opportunity for economic mobility, Ontario will partner with San Bernardino County to promote the CalWorks program to assist eligible low-income families with children to meet basic needs and enter, or re-enter, the workforce (Program 27).

In February 2021, the California Office for Environmental Health Hazard Assessment (COEHHA) released the fourth version of CalEnviroScreen, a tool that uses environmental, health, and socioeconomic indicators to map and compare community environmental scores. A community with a high score has higher levels of pollution and other negative environmental indicators. While all of Ontario received scores above the 50th percentile, the highest scores are concentrated in the city's low-resource areas, including the R/ECAPs and areas of high segregation and poverty, showing residents of these areas are disproportionately burdened by multiple sources of pollution. Ontario's environmental conditions are similar to the dense urban communities in the San Bernardino Valley, which are highest in the low-resource areas of San Bernardino, Rialto, Bloomington, and Colton and drastically decrease in the high-resource areas of Upland and Rancho Cucamonga. Rancho Cucamonga and Upland not only feature increased access to parks and recreational areas within their city limits, but also border the Angeles National Forest, offering additional access to open space and wilderness area. To address environmental justice concerns in Ontario, the City is concurrently updating the Safety Element and incorporating Environmental Justice policies and actions, which include an assessment to identify neighborhoods that are disproportionately affected by pollution and other hazards that contribute to negative health effects, exposure, and environmental degradation as well as access to parks, grocery stores, and bicycle routes to inform policies to be included in the Policy Plan. Environmental Justice goals are interwoven throughout the City's General Plan Elements.

Each year, the California Department of Education publishes performance metrics for each school in the state, including student assessment results for English Language Arts and Mathematics as they compare to the state on meeting grade-level standards. Reporting of educational indicators was suspended in 2020 due to the COVID-19 pandemic; therefore, 2019 is the most recent data available. There are 33 schools in Ontario, including 23 elementary schools, 6 middle schools, and 4 high schools. In 2019, the state-wide performance for English Language Arts was 2.5 points below standard and 33.5 points below standard for Mathematics. These scores measure how far students are from meeting the lowest possible score for their grade level standard, on average. A complete list of 2019 performance metrics is shown in Table 3-1. Of the elementary schools, only Edison Elementary was higher than the standard for both English Language and Mathematics; all other elementary schools fell below the standard in either Mathematics or English Language. Of the 23 elementary schools, 4 exceeded the California statewide average for both English Language and Mathematics. While none of Ontario's middle schools or high schools exceeded the statewide average for both English Language and

Mathematics, all four high schools and Grace Yokley Middle School exceeded the statewide average for English Language. Colony High School and Ontario High School both exceeded the statewide average for college/career preparedness.

Table 3-1
School Performance Metrics, 2019

School	English Language Arts Score	Mathematics Score	College/Career Preparedness Score
California Statewide Average	2.5 points below standard	33.5 points below standard	44.1% prepared
Elementary Schools			
Edison Elementary	38.5 points above standard	19.3 points above standard	N/A
Liberty Elementary	4.3 points above standard	5.7 points below standard	N/A
Ranch View Elementary	20.3 points above standard	0.2 points below standard	N/A
Creek View Elementary	16.1 points below standard	34.5 points below standard	N/A
Mountain View Elementary	1.5 points below standard	23.3 points below standard	N/A
Vineyard Elementary	3.8 points below standard	33.2 points below standard	N/A
Richard Haynes Elementary	25.8 points below standard	38.6 points below standard	N/A
Levi H. Dickey Elementary	30.8 points below standard	48.2 points below standard	N/A
Vista Grande Elementary	11.2 points above standard	14.4 points below standard	N/A
Elderberry Elementary	4.5 points below standard	7.1 points below standard	N/A
El Camino Elementary	22.8 points below standard	43.3 points below standard	N/A
Sultana Elementary	6 points below standard	22.3 points below standard	N/A
Corona Elementary	21.6 points below standard	27.4 points below standard	N/A
The Ontario Center	19.3 points below standard	38.3 points below standard	N/A
Central Language Center	5.1 points below standard	42.8 points below standard	N/A
Hawthorne Elementary	24.4 points below standard	43.5 points below standard	N/A
Del Norte Elementary	26.8 points below standard	48.8 points below standard	N/A
Arroyo Elementary	28.8 points below standard	47.3 points below standard	N/A
Mission Elementary	23.4 points below standard	34.2 points below standard	N/A
Euclid Elementary	16.7 points below standard	34.3 points below standard	N/A
Berlyn Elementary	46.6 points below standard	66.8 points below standard	N/A

Table 3-1
School Performance Metrics, 2019

School	English Language Arts Score	Mathematics Score	College/Career Preparedness Score
Bon View Elementary	30 points below standard	50.9 points below standard	N/A
Mariposa Elementary	39.4 points below standard	55.2 points below standard	N/A
Middle Schools			
Grace Yokley Middle School	7.1 points above standard	46.1 points below standard	N/A
Woodcrest Junior High	4.4 points below standard	39.8 points below standard	N/A
Oaks Middle School	13.3 points below standard	53.1 points below standard	N/A
De Anza Middle School	46 points below standard	63.9 points below standard	N/A
Vina Danks Middle School	28.6 points below standard	83.8 points below standard	N/A
Ray Wiltsey Middle School	36.2 points below standard	76.7 points below standard	N/A
High Schools			
Colony High School	34.3 points above standard	37.6 points below standard	53.3% prepared
Ontario High School	1.8 points above standard	65.7 points below standard	48.9% prepared
Chaffey High School	1 point below standard	89.3 points below standard	37.5% prepared
Chaffey District Online High School	70.6 points above standard	80.1 points below standard	57.1% prepared
School Districts			
Chaffey Joint Union High District	38.4 points above standard	38.1 points below standard	53.1% prepared
Mountain View Elementary District	3.6 points above standard	33.8 points below standard	N/A
Ontario-Montclair District	16.9 points below standard	39.2 points below standard	N/A
Chino Valley Unified District	Not Available	Not Available	N/A
Cucamonga Elementary District	Not Available	Not Available	N/A

Source: California School Dashboard, 2019.

Schools are fairly well distributed throughout the city, with no areas with dramatically less access or proximity to schools. The highest and lowest ranked schools (per California Student Dashboard) are not clustered in any particular area or neighborhood of the city. Ontario's highest-performing schools (Edison Elementary, followed by Liberty Elementary) are located in moderate-resource areas with low rates of poverty, higher rates of home ownership, and higher median incomes, suggesting residents attending these schools may have more economic and housing stability than residents of low-resource areas. Ontario's lowest performing schools (Berlyn Elementary and Ray Wiltsey Middle School) are located in a low-resource area and a TCAC/HCD-identified area of high segregation and poverty, respectively. For both schools, English learners, socioeconomically disadvantaged students, and homeless students have the highest rate of chronic absenteeism (missing more than 10 percent of instructional days) and suspension rate, further indicating the role of housing security in student performance and engagement at school. While most schools in the district perform similarly, there is not a significant difference in access to schools based on proficiency outside of access to Edison Elementary. Overall, addressing housing security and availability of multilingual support services may improve educational opportunities for all students, and particularly students residing in low-resource areas, areas of high segregation and poverty, and R/ECAPs. This Housing Element includes a set of programs to increase housing opportunity for extremely low-income households, including Programs 23, 24, 32, and 33.

Ontario residents are served by OmniTrans, which provides bus routes connecting cities within San Bernardino Valley. There are six OmniTrans routes with transit stops within Ontario, most providing north-south service connecting Ontario to Upland, Montclair, and Rancho Cucamonga to the north and Chino and Eastvale to the south. Route 61, Route 82, and Route 290 provide east-west service through Ontario, connecting Pomona and Montclair to Fontana and San Bernardino via Ontario. Ontario bus routes typically arrive at stops at 60-minute intervals during morning and evening peak hours; however, Route 61 provides transit approximately every 20 to 30 minutes. Exception for express routes, OmniTrans bus routes operate seven days a week, typically with reduced schedules on weekends. Given that several routes are available to Ontario residents, transit is not considered a barrier to fair housing in the city; however, the City will meet biannually with San Bernardino County Transportation Authority (SBCTA) to assess if any new unmet transit needs have developed and, if so, will provide technical assistance in applying for state and federal funding for expansions (Program 27).

To meet the needs of persons with disabilities in Ontario, there are 6 licensed residential care facilities for the elderly and 27 licensed adult residential care facilities. Additionally, residents that qualify under the ADA can use OmniAccess, a curb-to-curb shared ride service that complements the OmniTrans fixed-route system. The OmniAccess service area is up to three-quarter mile on either side of an existing bus route. OmniAccess riders make reservations for trips or arrange a subscription service for recurring trips. OmniTrans offers a Travel Training Program, providing one-on-one or group assistance to seniors and individuals with disabilities to learn to use the bus system. The City also requires new developments to comply with Title 24 of the 2019 California Building Code to ensure that all new construction meets accessible design standards, thus ensuring that all new housing is accessible for all residents regardless of disability. Additionally, the City ensures that older housing that may not meet the same accessibility requirements can be adapted as needed by seeking funding to assist with rehabilitations (Program 30).

Disproportionate Housing Need and Displacement Risk

As discussed previously in the Needs Assessment, overcrowding is an issue in the City of Ontario and significantly impacts renter households. According to California Health and Human Services (CHHS), the rate of overcrowding is higher in the northwest area of the city and highest in areas designated as R/ECAPs and TCAC/HCD-identified areas of high segregation and poverty, where households are primarily renting (Figure 3-10). Overall, approximately 12 percent of households are experiencing overcrowding, which breaks out to 18 percent of renter-occupied households and 0.7 percent of owner-occupied households. Within the areas in Figure 3-10 showing the highest rate of overcrowding, approximately 22 to 32 percent of households are overcrowded. South of Highway 60, tracts experiencing overcrowding do not exceed 12 percent of households. Overcrowding typically implies that either appropriately sized housing is unaffordable or unavailable to current residents, and results in an increased risk of displacement for households living in unit types that do not meet their needs. The area of the city with the highest rate of overcrowding has older, smaller housing units compared to the newer development in southeast Ontario. As discussed in the San Bernardino County 2020 Regional Analysis of Impediments, "availability of housing in a variety sizes is important to meet the needs of different demographic groups." Patterns of overcrowding in Ontario are similarly seen across the San Bernardino Valley; rates of overcrowding are highest in census tracts designated as R/ECAPs. This suggests that communities of color and areas of increased poverty are the most susceptible to overcrowding. Ontario places among San Bernardino, Fontana, and Rialto as cities with higher rates of overcrowding. Rancho Cucamonga and Upland predominantly have census tracts with very low rates of overcrowding, coinciding with census tract with largely White

populations. Of San Bernardino County households receiving public assistance for housing, housing choice voucher (HCV) programs has the most success in placing households in units with at least three bedrooms (1,045 units), followed by public housing developments (152 units). Project-based Section 8 program housing has allowed for households to occupy 107 units with at least three bedrooms, but is more successful in placing households in studio or one-bedroom units. This suggests that countywide, HCV programs could address issues of overcrowding by improving ability to obtain housing of a suitable size where rental price would have been a barrier. To address overcrowding as a result of doubling up, unaffordable housing options, or multi-generational households, among other reasons, the City commits to expanding HCV use (Program 23), will continue promoting the construction of ADUs (Program 20 and 27), expand housing opportunities for extremely low income households (Program 33) to encourage an increase in housing supply and reduce risk of displacement for residents of these neighborhoods.

As with overcrowding, overpayment (cost burden) is a widespread issue in Ontario, impacting over a third of owner-occupied housing (33 percent) and a majority of renter-occupied housing (58 percent of households). This trend reflects patterns of overpayment throughout the SCAG region, and in much of California. In San Bernardino County, renting households are more highly impacted by overpayment than homeowning households; however, cities with R/ECAPs (San Bernardino, Fontana, and Ontario) exhibit a higher rate of over payment among homeowning households, including within census tracts designated as R/ECAPs (Figure 3-11). By comparison, homeowners in Rancho Cucamonga and Upland experience overpayment at a far lower rate of incidence. Renters experiencing overpayment is far more widespread across the entire county, but again affects census tracts in Rancho Cucamonga and Upland to lesser degree than cities such as Ontario, San Bernardino, and Fontana that contain R/ECAPs. Similar to overcrowding, overpayment is more likely to affect households with higher rates of poverty. As seen in Figure 3-11 the highest concentration of cost-burdened owner-occupied households are located in the city's northwest areas, corresponding with the location of low-resource areas, R/ECAPs, and TCAC/HCD-identified areas of high segregation and poverty. Overpayment by renter-occupied households is experienced citywide, with a majority of the city's census tracts made up of at least 40 percent of renter-occupied households experiencing cost burden (Figure 3-12). In the low resource areas in northwest Ontario, including the R/ECAP south of Holt Boulevard and the area of high segregation and poverty bounded Holt Boulevard, N Grove Avenue, E G Street, and N Allyn Avenue, the percentage of renter households experiencing cost burden increases to between 60 and 80 percent. In south Ontario, the area bounded by Edison Avenue, Hammer

Avenue, E Riverside Avenue, and S Archibald Avenue also increases to between 60 and 80 percent cost-burdened, indicating the new development in south Ontario is unaffordable to renter households. Overpayment increases the risk of displacing residents who are no longer able to afford their housing costs. To address displacement risks from overpayment, the City will provide incentives to encourage affordable development and will develop a targeted program to connect lower-income residents with affordable home ownership within the city (Programs 6 and 24) and preserve at-risk affordable housing units to maintain affordability (Program 25).

The San Bernardino County 2020 Regional Analysis found that across the county, Black and Hispanic households had the highest rates of experiencing any of the four housing problems, including living in substandard housing. Ontario is among the oldest cities in San Bernardino County, along with San Bernardino, Colton, and Redlands (all established before 1900). Ontario and San Bernardino likely have some of the oldest existing housing in the County and substandard housing due to age may disproportionately impact Hispanic households in San Bernardino as it does in Ontario. Generally, Ontario's recent development has focused in southeast Ontario while the city's older housing is located in northwest Ontario. While some of northwest Ontario's neighborhoods have maintained housing stock in good condition, such as the College Park Historic District, the burden of rehabilitation disproportionately impacts Ontario's low-resource areas in northwest Ontario. As the housing stock ages, need for repair and rehabilitation may become more common. In some cases, the cost of repairs can be prohibitive, resulting in the owner or renter living in substandard housing or increasing the risk of displacement for occupants of those units. Figure 2-2 in the Housing Needs Assessment identifies the four neighborhoods in Ontario with the highest rates of rehabilitation needs and abandoned homes, as reported in the 2019 Neighborhood Preservation Strategy. The City developed the Neighborhood Preservation Strategy Plan in July 2019, concentrating on four target neighborhoods: Downtown, Nocta, Mission-Mountain, and Fourth Grove neighborhoods. All of the target neighborhoods are identified as low-resource areas on the TCAC/HCD opportunity map and the Nocta and Mission-Mountain neighborhoods include areas designated as R/ECAPs. These neighborhoods were identified due to predominance of lower-income households, renter-occupied households, households experiencing a housing cost-burden at a higher rate than the city as whole, and calls for police services or other city services, such as debris removal from private property or public rights-of-way. The majority of housing stock in the four target neighborhoods exceeds 40 years of age and has a higher proportion of housing units greater than 80 years old (12.5 percent) than the city (5.6 percent) as a whole. Across the four neighborhoods identified in Figure 2-2, there are approximately 324

homes in need of rehabilitation and approximately 168 abandoned homes. A key strategy identified in the Neighborhood Preservation Strategy Plan is increasing opportunities for homeownership with the intention to increase housing stability, educational achievement, property maintenance, and reduce crime in these neighborhoods. This Housing Element includes programs that will increase opportunities for homeownership through identifying funding mechanisms for homeowner assistance programs (Program 6 and Program 24). To address substandard or older housing, the City will continue to use its code enforcement program to bring substandard units into compliance with city codes and improve overall housing conditions in Ontario (Program 1). Additionally, the City will continue to provide rehabilitation loans and grants for low- and moderate-income homeowners and rental property owners who need assistance to rehabilitate or repair their homes (Program 3). Programs 16, 17 and 25 encourage the acquisition of housing.

As discussed in the Special Needs Group section of the Housing Needs Assessment, there are approximately 102 homeless persons residing in Ontario, including 74 persons unsheltered, and 28 homeless individuals living in emergency shelters or transitional housing, according to the San Bernardino County Point-In-Time report. Of the 54 unsheltered adults who completed a survey, the majority were male (45), between the ages of 25-39 (16), and White (30) or Hispanic/Latino (27).

Persons experiencing homelessness, or at risk of becoming homeless, are typically extremely low-income and are displaced from housing due to inability to pay or other issues. As identified in the San Bernardino Point-In-Time count, the population experiencing homelessness in Ontario and six other cities (San Bernardino, Fontana, Redlands, Rialto, and Victorville) account for more than two-thirds of the County's total population experiencing homelessness. San Bernardino has the largest total population experiencing homelessness in the county (890 persons) by a large margin, followed by Victorville (133 persons). San Bernardino, as the largest city in the county and the San Bernardino Valley, acts as a hub of resources for the San Bernardino Valley, which may result in a larger population experiencing homelessness as compared to the region due to persons experiencing homelessness in the San Bernardino Valley migrating to San Bernardino to access resources. Victorville, as the largest city in the rural High Desert, serves a similar role in that area of the county. Therefore, the migration to Victorville may account for the disproportionately large population experiencing homelessness, considering Ontario, Fontana, and Rancho Cucamonga have a larger general population than Victorville. San Bernardino also has the most census tracts designated as R/ECAPs, and as discussed, shows similar patterns to Ontario for prevalence of poverty and housing problems (over payment, overcrowding, and substandard housing) in R/ECAP census tracts, which can result in a population highly vulnerable to

homelessness. Rancho Cucamonga, while having a similar general population size to Ontario, Fontana, and Victorville, has approximately 58 persons experiencing homelessness, just slightly over half the population experiencing homelessness in Ontario (102 persons). Unlike Ontario, Fontana, San Bernardino, and Victorville, Rancho Cucamonga does not have any R/ECAPs within its city limits and as discussed, largely features high median incomes, access to opportunity, and low rates of overcrowding and substandard housing. The overall reduced risk to displacement in Rancho Cucamonga supports a smaller population experiencing homelessness.

Ontario offers substantial services and housing for its population experiencing homelessness, and participates in regional solutions for homelessness, as discussed in the Housing Needs Assessment. The City can accommodate its population experiencing homelessness with room to support the region's population experiencing homelessness in its current supply of emergency, transitional, and supportive housing: as shown in Table 2-27, the total beds available (at least 155) can accommodate the city's homeless persons (102 persons) based on the 2020 San Bernardino County Homeless Count. The City continues to make ongoing subsidies available to various homeless service providers to provide for public service programs serving homeless individuals and families, such as the Family Stabilization Program at SOVA Program Center, services for victims of domestic violence and their children provided by House of Ruth, and the Ontario Access Center and Assisi House and Aftercare Services Program provided by Mercy House CoC (Program 32).

The annual rate of increase in average home value or rental prices compared with annual changes in the average income in the County may also indicates an increased risk of displacement due to housing costs outpacing wage increase, a trend that is felt throughout the region, state, and nation. As shown in Table 3-2, citywide median rent increase from 2000 to 2019 was approximately 122 percent, outpacing the countywide median rent increase (approximately 110 percent), based on data from ACS and HUD. The difference in these trends indicates growing unaffordability of housing in Ontario and San Bernardino County as a whole, despite the low cost of housing itself compared to the region, state, and nation, and may prevent low-income households from remaining in their homes over time. The San Bernardino County 2020 Regional Analysis of Impediments similarly found that as of 2019, Rancho Cucamonga and Upland had the highest average rent prices ($2,480 and $2,460, respectively), while the eastern and southern areas of Ontario experienced the highest increases in rent in the City (157 and 139 percent median rent increase, respectively), and housing affordability in Ontario was more similar to Hesperia ($1,550), Apple Valley ($1,400), and Victorville ($1,450). Within Ontario, northwestern Ontario had a slightly lower median rent increase than the County as a whole (108 percent

increase). The census tracts designated as R/ECAPs, which fall within northwestern Ontario, show very low increase in average rent compared to the City on the whole. While still showing an overall increase, the difference in median rent between northwestern Ontario and eastern and southern Ontario since 2000 may be a result from focused investment in these areas. As discussed, much of the housing growth in the 1980s and beyond was focused on master-planned communities on either side of Riverside Drive in the southern and eastern areas of Ontario, including the communities of Archibald Ranch and Creekside. Currently, this area has higher rates of owner-occupied housing and generally higher median incomes than northwestern Ontario.

Table 3-2
Change in Average Rent, 2000-2019

Area	*2000[1]*	*2005[2]*	*2010*	*2015*	*2019*	*Percent Change 2000-2019*
San Bernardino County Median	568	752	922	922	1,190	109.5%
Citywide Median	644	752	1,113	1,195	1,430	122.05%
Northwestern Area[3]	644	752	1,092	1,160	1,338	107.78%
Eastern Area[3]	644	752	1,290	1,301	1,657	157.3%
Southern Area[3]	644	752	1,201	1,295	1,537	138.66%
R/ECAPs						
Census Tract 16	644	752	859	875	968	50.3%
Census Tract 15.03	644	752	956	1,037	1,113	72.8%

Source: ACS 2000, 2010, 2015, 2019; HUD Fair Market Rent 2005

[1] Median rent for 2000 is based on the citywide contract median rent; median rent per census tract was not available.

[2] Rent for 2005 is based on the HUD Countywide Fair Market Rent estimates; median rent from ACS was not available for 2005.

[3] Average rent determined by taking the average of the median contract rent of each census tracts falling within the Northwestern, Eastern, and Southern areas, as shown in Figure 3-1, with the following exceptions due to data limitations:

1) Median rent for 2000 is based on the citywide contract median rent; median rent per census tract was not available.
2) Rent for 2005 is based on the HUD Countywide Fair Market Rent estimates; median rent from ACS was not available for 2005.

While northwestern Ontario shows relatively lower increase in average rent since 2000, the area still has the highest rates of overpayment among renters, overcrowding, and neighborhoods with substandard housing. Displacement risk increases when a household is paying more for housing than their income can support, their housing condition is unstable or unsafe, and when the household is overcrowded. The City commits to

actively combat displacement and protect vulnerable households by expanding HCV use (Program 23), continue promoting the construction of ADUs (Program 20 and 27), expand housing opportunities for extremely low income households (Program 33).

Lending Discrimination

The City of Ontario's AFH identified lending discrimination as a potential contributing factor to fair housing issues in Ontario. Based on Home Mortgage Disclosure Act (HMDA) Data, "White residents are most likely to have their loan applications results in originated loans, Blacks are least likely, and Hispanics fall between the two groups. Hispanic borrowers are most likely to receive a high-priced loan followed by Black borrowers, while White and Asian borrowers are least likely to be given a high-cost loan. Data is similar for the region." As new housing in southeast Ontario becomes available, past lending practices in Ontario imply White households will have the highest accessibility to the new development and, therefore, high resource areas. The analysis of HMDA data in Ontario found Black households and Hispanic households have less success originating loans that are low or moderate in cost, which can deny access to high resource areas. Additionally, home ownership is a primary means of building equity and intergenerational wealth. White households that have easier access to home ownership can benefit from the economic mobility home ownership provides, while Black and Hispanic households have limited access to economic mobility through home ownership. The City will expand opportunities for homeownership through identifying funding mechanisms for homeowner assistance programs (Program 6 and 24).

Enforcement and Outreach Capacity

The City enforces fair housing and complies with fair housing laws and regulations through a twofold process: review of city policies and code for compliance with State law and referring fair housing complaints to appropriate agencies.

Ontario refers fair housing complaints to IFHMB. IFHMB serves as an intermediary to assist individuals in resolving issues related to housing discrimination, homeownership sustainability, rental complaints, and disputes in court through the provision of resource recommendations, education, and mediation. In addition, the Fair Housing Council provides fair housing education, landlord/tenant counseling, and homebuyer HUD counseling, which includes first-time homebuyer education and mortgage default counseling. Services are available in English, and Spanish and are provided free of charge to clients. The City disseminates information about fair housing laws, resident rights, and remedies for fair housing complaints.

During the outreach process for the Ontario 2020 AFH, fair housing surveys were conducted in person both in English and Spanish at the community meetings and community fair held in February 2020. The majority of respondents were members of protected classes. Of the 73 respondents, 21 (29 percent) found housing discrimination to be an issue in Ontario, and 14 (19 percent) directly experienced discrimination. Survey respondents cited race as the reason for discrimination, followed by color, familial status, national origin, and disability.

As part of the Fair Housing Assistance Program (FHAP), the California Department of Fair Employment and Housing (DFEH) dual-files fair housing cases with HUD's Region IX Office of Fair Housing and Equal Opportunity (FHEO); HUD FHEO reported that 32 cases were filed by residents of Ontario between January 1, 2013, and March 23, 2021 (see Table 3-3). The most common alleged basis of discrimination was Disability (inclusive of Disability and Rehabilitation) with over one-third of cases identifying this protected class. While a majority of cases were found to have no cause determination (53.1 percent), six cases were closed due to successful conciliation/settlement. The Fair Housing Foundation and DFEH were unable to provide specific location information for cases either because they do not track the geographic origin of complaints or because of confidentiality concerns. Therefore, the City was unable to conduct a complete spatial analysis of fair housing issues within the city. Program 30 has been included to work with fair housing enforcement organizations and agencies to track issues and identify patterns in the city.

Table 3-3
Discrimination Cases, 2013-2021

Bases	Number of Cases	Percentage of Total Cases	Closure Reason	Number	Percentage
Disability and Disability & Rehabilitation	12	37.5%	Conciliation/settlement successful	4	33.3%
			Dismissed for lack of jurisdiction	1	8.3%
			No cause determination	7	58.4%
Familial Status and Familial Status & Rehabilitation	5	15.6%	Conciliation/settlement successful	1	20%
			No cause determination	1	20%
			Complaint withdrawn by complainant after resolution	3	60%
National Origin	7	21.9%	No cause determination	3	42.9%
			Complaint withdrawn by complainant after resolution	1	14.3%
			DOJ Settlement	2	28.5%
			Unable to locate complainant	1	14.3%
Race, Race & Color, and Race & Retaliation	7	21.9%	Conciliation/settlement successful	1	14.3%
			No cause determination	5	71.4%
			Unable to locate complainant	1	14.3%
Sex & Race	1	3.1%	No cause determination	1	100%
Total	32	100%	Conciliation/settlement successful	6	18.8%
			Dismissed for lack of jurisdiction	1	3.1%
			No cause determination	17	53.1%
			Complaint withdrawn by complainant after resolution	4	12.5%
			DOJ Settlement	2	6.2%
			Unable to locate complainant	2	6.2%

Source: HUD, 2021.

Site Inventory Analysis

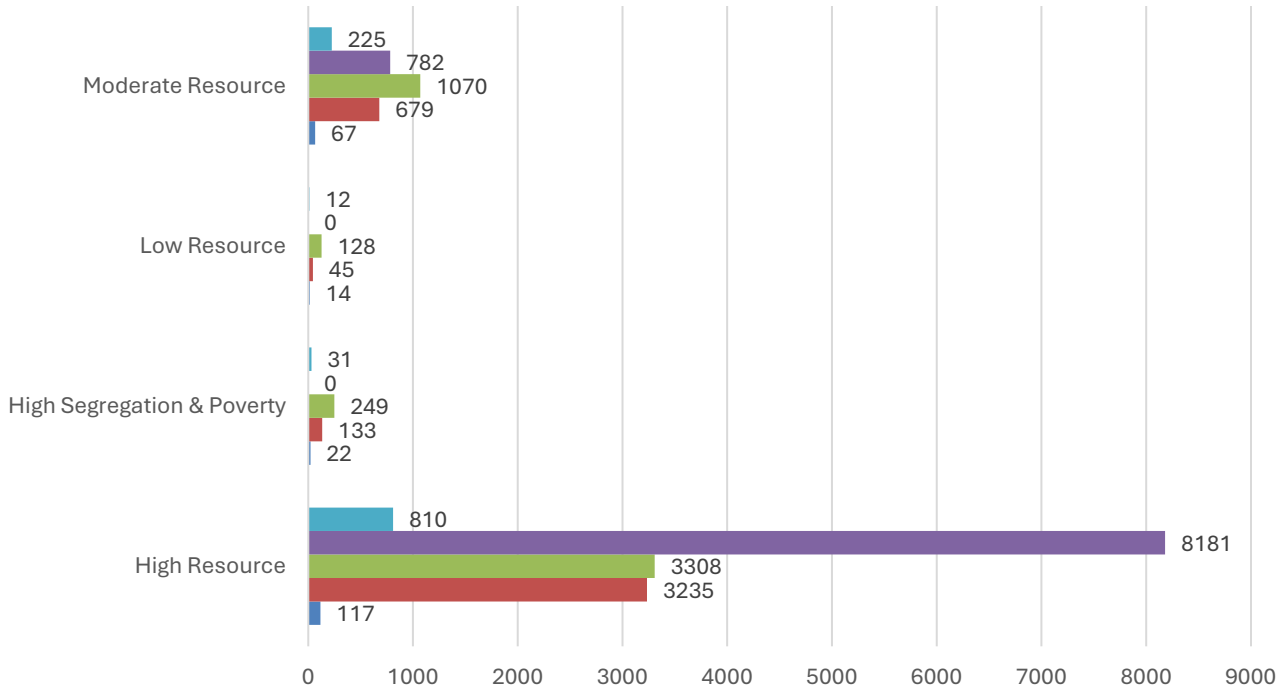
The location of housing in relation to resources and opportunities is integral to addressing disparities in housing needs and opportunity and to fostering inclusive communities where all residents have access to opportunity. This is particularly important for lower-income households. AB 686 added a new requirement for housing elements to analyze the location of lower-income sites in relation to areas of high opportunity. The California Tax Credit Allocation Committee (TCAC) and HCD prepared opportunity maps that identify resource areas. Areas of high or highest resource may have increased access to public services, educational and employment opportunities, medical services, and other daily services (e.g., grocery, pharmacy). Figure 3-13 shows the distribution of Ontario's sites in each of the TCAC/HCD resource areas. Figures 3-14 through 3-22 show the distribution of projected units by income category of the following indicators to understand how the situation of units will affirmatively further fair housing: median income, R/ECAPs, jobs proximity, educational score, environmental conditions, overcrowding, and overpayment. The discussion is aided by charts that show the number of projected units by income category, site acreage by income category to further assess the potential impacts of the sites inventory to affirmatively further fair housing.

Potential Impacts on Patterns of Integration & Segregation

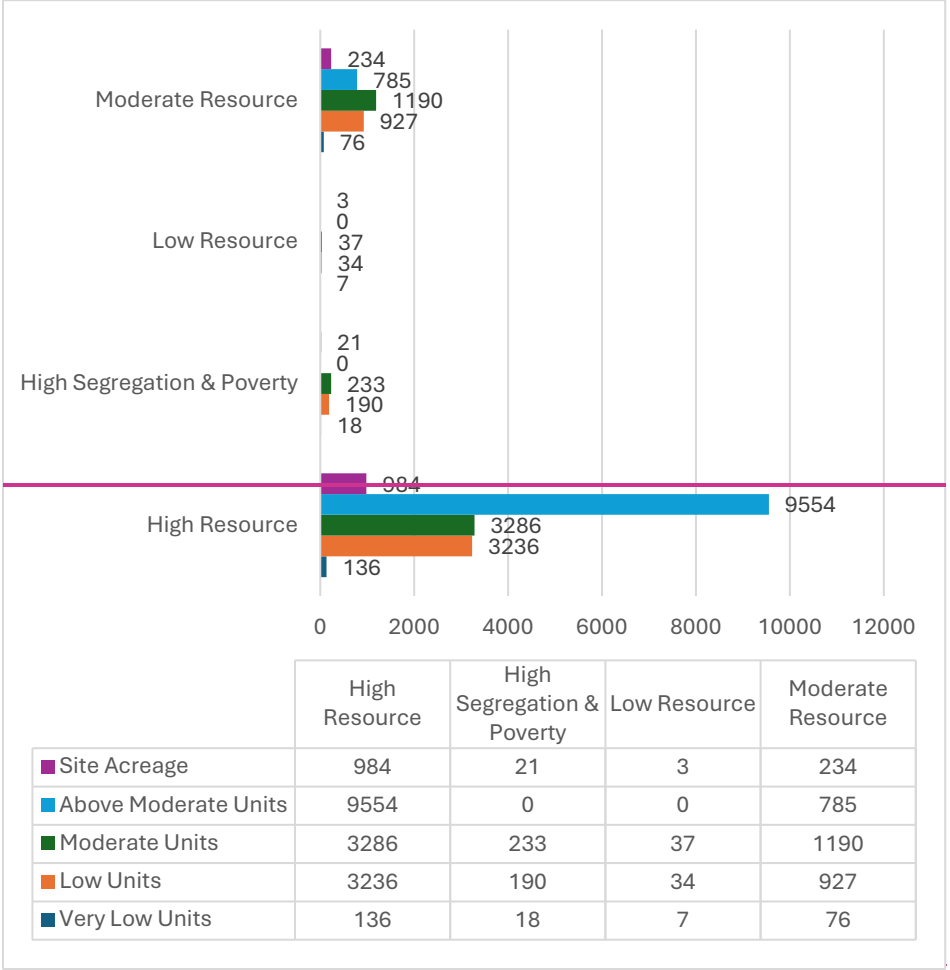
Income

As shown in Figure 3-13, the City primarily identified candidate sites to accommodate low- and very low-income households in south Ontario bounded by Eucalyptus Avenue to the south and E Riverside Drive to the north, within the Ontario Ranch master plan area and a TCAC-designated high-resource area. Candidate sites for moderate and above moderate sites are also primarily located in Ontario Ranch. As shown in Table 5-16 8,746 low- and very low-income units (79 percent of the total very low- and low-income units), 3,~~286~~ 308 moderate-income units (~~69~~ 70 percent of moderate-income units), and ~~9,555~~8,181 percent of above moderate-income units (~~92~~ 91 percent of above moderate-income units) have been identified within Ontario Ranch. Chart 3-1 shows the general distribution of units into resource areas. As Ontario Ranch is designated high resource (along with other areas of the city), the high resource designation is shown as receiving the most projected units.

Chart 3-1
Unit Count and Site Acreage by TCAC Resource Designation



	High Resource	High Segregation & Poverty	Low Resource	Moderate Resource
Site Acreage	810	31	12	225
Above Moderate Units	8181	0	0	782
Moderate Units	3308	249	128	1070
Low Units	3235	133	45	679
Very Low Units	117	22	14	67



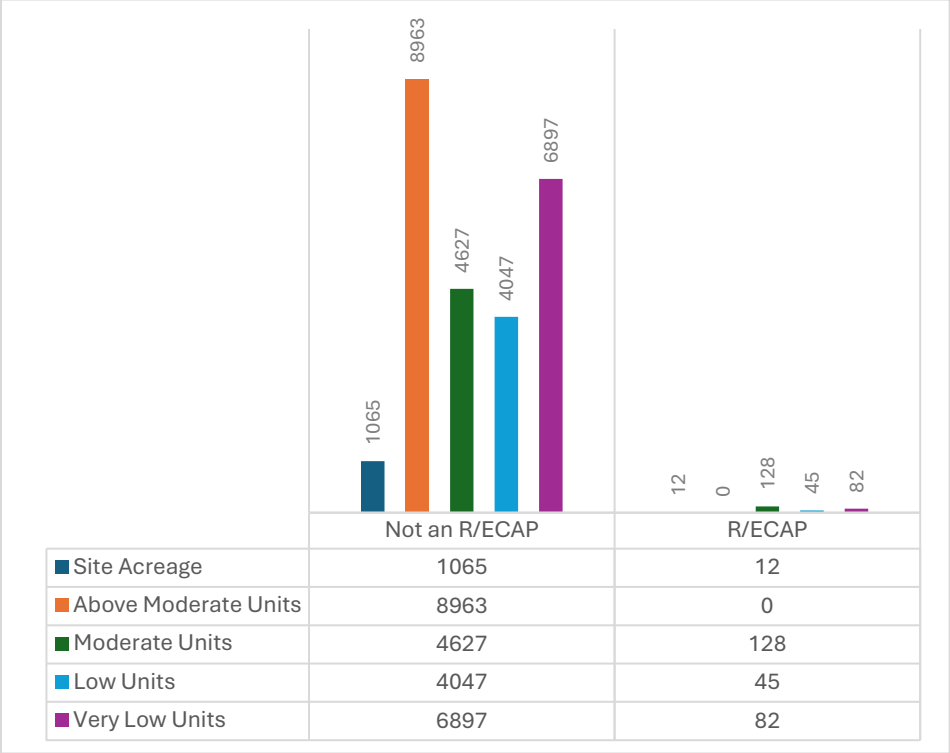
	High Resource	High Segregation & Poverty	Low Resource	Moderate Resource
Site Acreage	984	21	3	234
Above Moderate Units	9554	0	0	785
Moderate Units	3286	233	37	1190
Low Units	3236	190	34	927
Very Low Units	136	18	7	76

As shown in Figure 3-14, this distribution of sites allows integration of all income levels in the Ontario Ranch development, which directly addresses the need expressed by the community and stakeholders that new development in Ontario Ranch should not be limited to affluent households but include a balance of affordable housing. Development within Ontario Ranch will be determined through specific plans, with the proposed Policy Plan designations laying groundwork to support mixed-use development, including mixed-density residential neighborhoods, commercial uses, and open space and park area. The candidate sites for low- and very low-income units have proposed Policy Plan designations for Medium-Density Residential and Mixed-Use, adjacent to areas designated for recreational open space, general commercial uses, and business parks. As discussed, Ontario's lower-income households are primarily concentrated in northwest Ontario, which is the location of the city's TCAC/HCD-identified areas of high segregation and poverty and R/ECAPs and correlate with factors that limit economic mobility and perpetuate poverty. As a key area for growth and investment for the city, locating the majority of candidate sites intended for low- and very low-

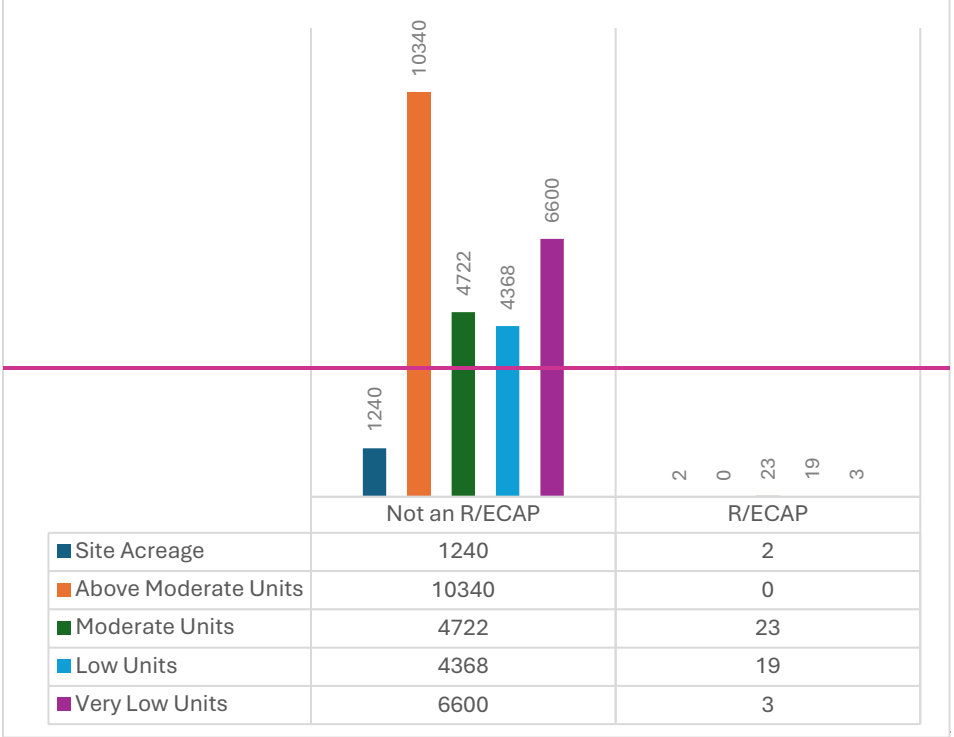
income in Ontario Ranch disrupts patterns of concentrated poverty in Ontario. Moreover, populations currently concentrated in northwest Ontario, including single-parent households, lower-income Hispanic households, and Black/African American households, will have access to positive education and economic outcomes from expanding affordable housing opportunities to south Ontario. The City will implement Program 11 to ensure that in addition to affordable housing opportunities to high-resource areas, such as Ontario Ranch, the City will reduce barriers to mobility from language barriers, particularly Spanish, to promote an inclusive community for all families, individuals, and households.

The City will additionally locate low- and very low-income sites along Holt Boulevard. Holt Boulevard serves as a boundary for the city's R/ECAPs and TCAC/HCD-identified areas of high segregation and poverty and is designated as a low-resource area on the TCAC map. As shown in Table 5-16, a total of ~~623~~ 632 low- and very low-income units (about 6~~5~~ percent of the total very low- and low-income units) are in Downtown (~~20~~5 units) and along West Holt (~~227~~ 159 units) and East Holt (~~284~~ 468 units), which transverse R/ECAPs or areas of high segregation and poverty. Locating additional affordable housing along Holt Boulevard, particularly within R/ECAPs and areas of high segregation and poverty, supports placed-based solutions to alleviating fair housing issues and disproportionate housing need issues. As shown in Figure 3-10 and Figure 3-11, northwest Ontario and particularly areas of high segregation and poverty and R/ECAPs have the highest rates of overcrowding and overpayment in the city. Expanding affordable housing options will reduce competition for existing units. The Downtown District Plan (Plan), which encompasses portions of Holt Boulevard and seven of the low- and very low-income candidate sites, creates an opportunity for reinvestment in northwest Ontario. Downtown will also accommodate moderate housing units, with a total of ~~20~~ 6 units located in the Downtown area. The Plan includes goals to expand housing choice and "ensure access to diverse range of quality housing options, encourage density, and variety of affordable price points." Along Holt Boulevard specifically, the plan identifies opportunities to create market-rate and affordable housing, develop vertical and horizontal mixed-use, and provide residential access to downtown amenities, shopping, public services, open space, and transportation. The City will ensure existing residents are protected from displacement risk through implementing Program 6. Through focused community reinvestment along Holt Boulevard, the City will reduce fair housing issues and expand economic opportunities for new and future residents in northwest Ontario.

Chart 3-2
Unit Count and Site Acreage by R/ECAP

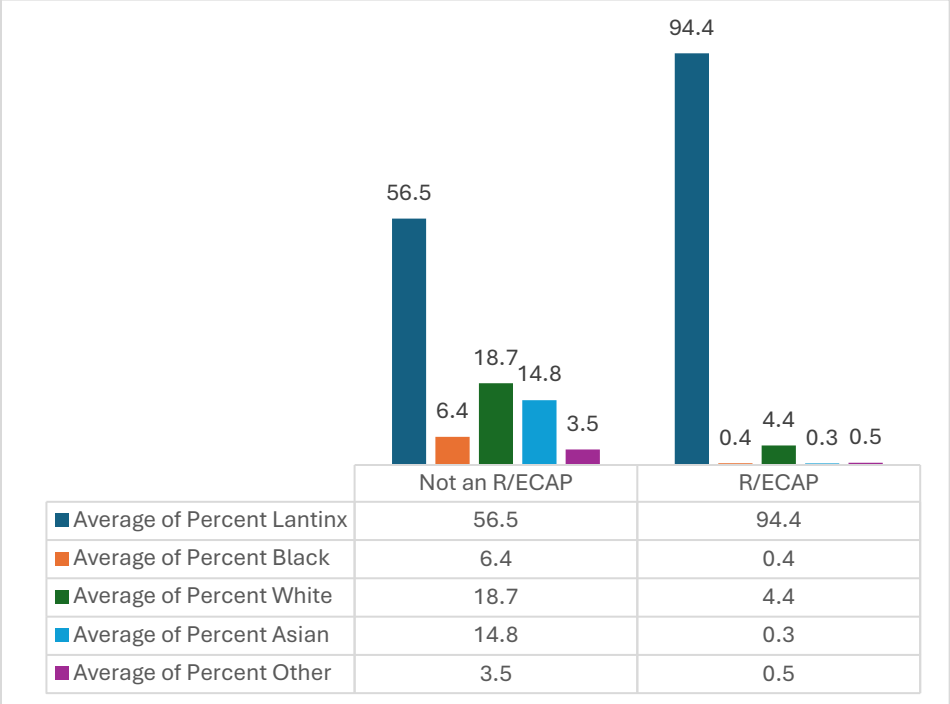


	Not an R/ECAP	R/ECAP
Site Acreage	1065	12
Above Moderate Units	8963	0
Moderate Units	4627	128
Low Units	4047	45
Very Low Units	6897	82

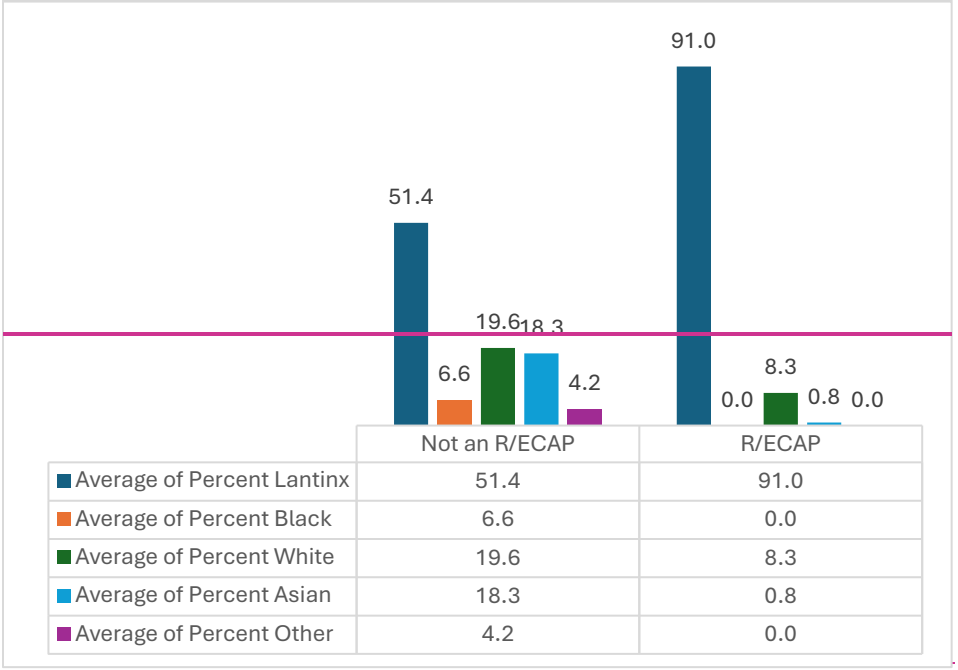


	Not an R/ECAP	R/ECAP
Site Acreage	1240	2
Above Moderate Units	10340	0
Moderate Units	4722	23
Low Units	4368	19
Very Low Units	6600	3

Chart 3-3
Average Racial/Ethnic Distribution by R/ECAP



	Not an R/ECAP	R/ECAP
Average of Percent Lantinx	56.5	94.4
Average of Percent Black	6.4	0.4
Average of Percent White	18.7	4.4
Average of Percent Asian	14.8	0.3
Average of Percent Other	3.5	0.5



	Not an R/ECAP	R/ECAP
Average of Percent Lantinx	51.4	91.0
Average of Percent Black	6.6	0.0
Average of Percent White	19.6	8.3
Average of Percent Asian	18.3	0.8
Average of Percent Other	4.2	0.0

R/ECAPs

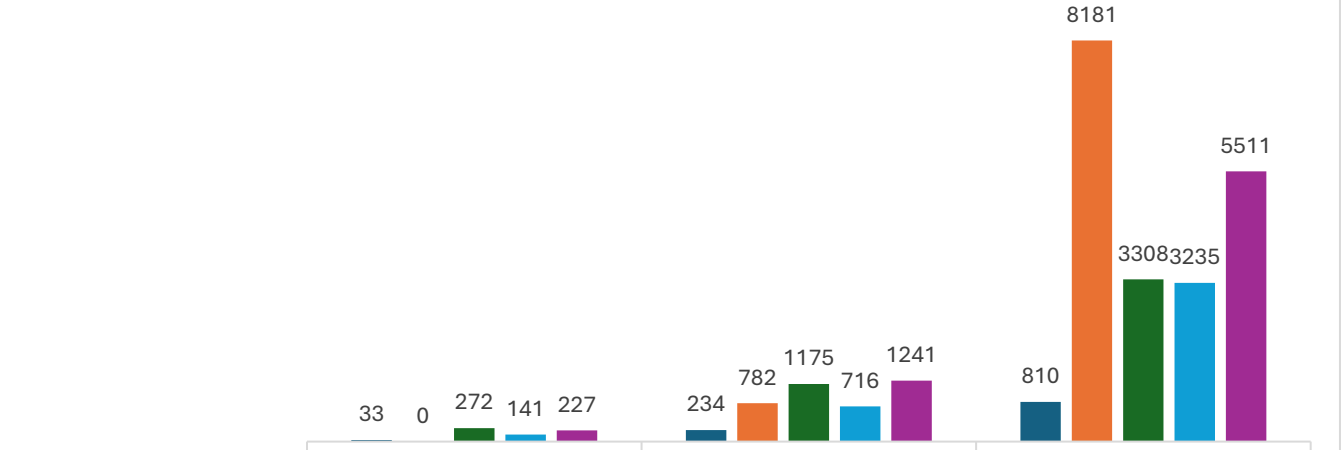
Figure 3-15 shows the distribution of sites by income level in census tracts designated as R/ECAPs compared to the rest of the city. There are ~~five~~ fourteen sites that fall within Ontario's two designated R/ECAPs, which

can provide a total of 4519 low-income units, 823 very low-income units (amounting to roughly less than 1.52 percent of the total low and very low-income units) and 12823 moderate income units (again, amounting to less than 32.871 percent of the total moderate units) (Chart 3-2). There are no above moderate-income units proposed in R/ECAPs. Chart 3-3 identifies the racial/ethnic composition of the R/ECAPs where the sites are located, showing these areas overwhelmingly Hispanic with a small White population. On average, sites in census tracts that are not designated as R/ECAPs have a majority Hispanic population (51 percent). In R/ECAP designated census tracts, this majority jumps to 91 percent. As discussed, the City's R/ECAPs indicate areas of predominantly non-white populations and high rates of poverty. The assessment of fair housing repeatedly identifies that R/ECAPs correlate with factors that limit economic mobility and perpetuate poverty, keeping residents at an overall disadvantage. In particular, census tracts designated as R/ECAPs show higher rates of overpayment (for both renting and homeowner households) and overcrowding as compared to the rest of the city, indicating residents may be more vulnerable to displacement risk. This also identifies a demand for more affordable housing, which is served by providing very low-, low-, and moderate-income housing within the R/ECAPs. Further, integration of moderate-income units in R/ECAPs will promote mixed-income communities. Existing residents within R/ECAPs will have benefit from additional affordable housing opportunities by introducing a total of 127623 low- and very low-income units (about 1.5 1 percent of the total very low- and low-income units) in the Downtown (5 units20) and along West Holt (227 units) and East Holt (122468284 units) opportunity areas, both of which transverse intersect R/ECAPs or areas of high segregation and poverty. Moreover, although the West Holt opportunity area is not located within a R/ECAP or area of high segregation and poverty, its 159 low- and very low-income units will provide housing opportunities for residents living in the adjacent R/ECAPs and areas of high segregation and poverty. Additionally, the City has included Program 23, committing to expanding HCV use, Program 33 to expand housing opportunities for extremely low income households, and Program 24 and Program 27 to provide resources for homeownership and fair housing implementation in multiple languages to reduce language barriers.

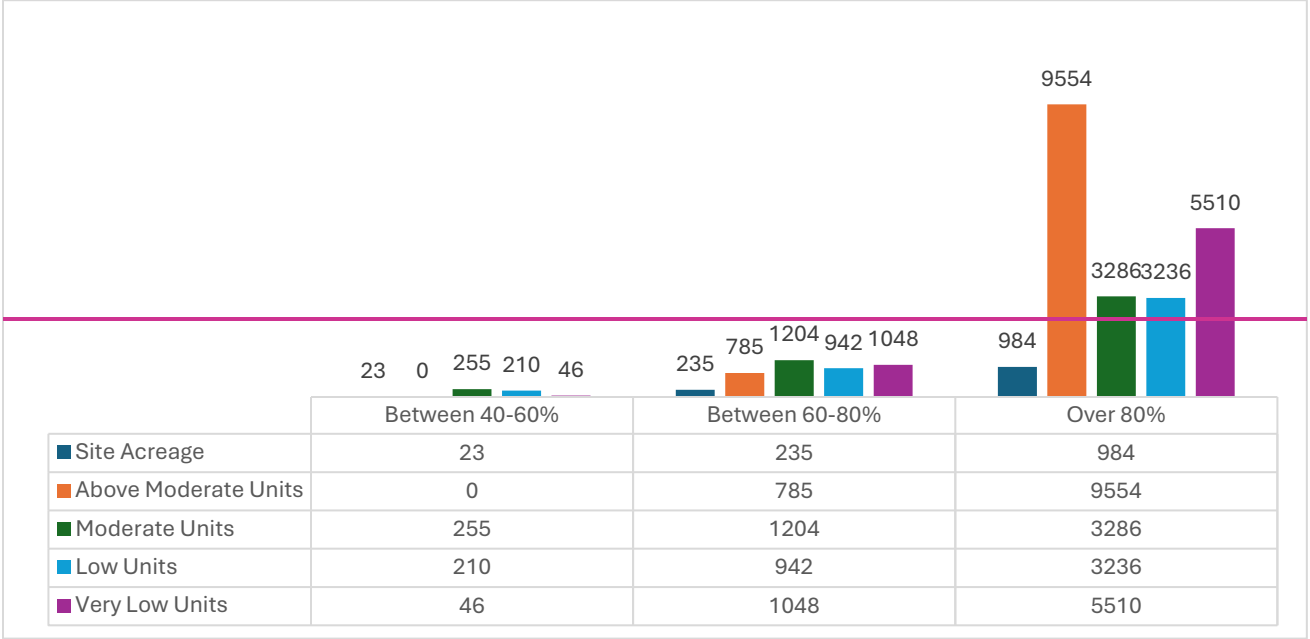
Familial Status

To understand the potential impact on familial status, Figure 3-16 shows the distribution of sites by income level by areas with percent children in families with married parents. Chart 3-4 further demonstrates that on ~~23~~ 33 acres, or approximately ~~2~~ 3 percent of the total site inventory acreage, up to 60 percent of households with children live in a family type other than married parents, which could include a single parent or guardian. As discussed, single-parent households with children typically require~~s~~ more affordable, multi-bedroom units due to family sized coupled with a single-source income. In order to reduce displacement risk for these households, units affordable to low- and very low-income households comprise just over 50 percent of the units proposed in areas with highest concentration of non-married parent households, thereby increasing the affordable housing supply in the area. This accounts for approximately 2 percent of the lower income units; the majority of lower income units are planned within Ontario Ranch. Providing lower income housing in Ontario Ranch will assist in reducing the current concentration of non-married parent households with children in northwestern Ontario (Figure 3-16), encouraging access to mixed income communities. Further, the Ontario Ranch development will include new schools, parks, and recreational areas, supporting increased access to opportunity important to families that will not be limited to affluent, married-parent families.

Chart 3-4
Unit Count and Site Acreage by Familial Status (Percent Children in Married Couple Household)



	Between 40-60%	Between 60-80%	Over 80%
Site Acreage	33	234	810
Above Moderate Units	0	782	8181
Moderate Units	272	1175	3308
Low Units	141	716	3235
Very Low Units	227	1241	5511



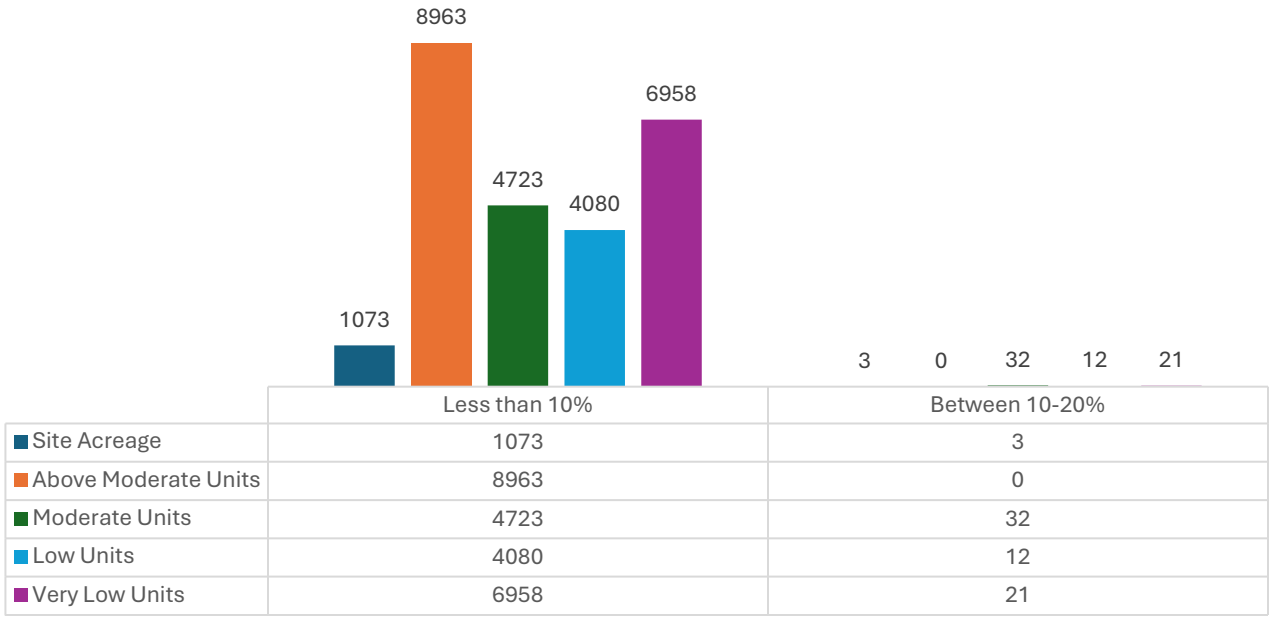
	Between 40-60%	Between 60-80%	Over 80%
Site Acreage	23	235	984
Above Moderate Units	0	785	9554
Moderate Units	255	1204	3286
Low Units	210	942	3236
Very Low Units	46	1048	5510

Population with Disability

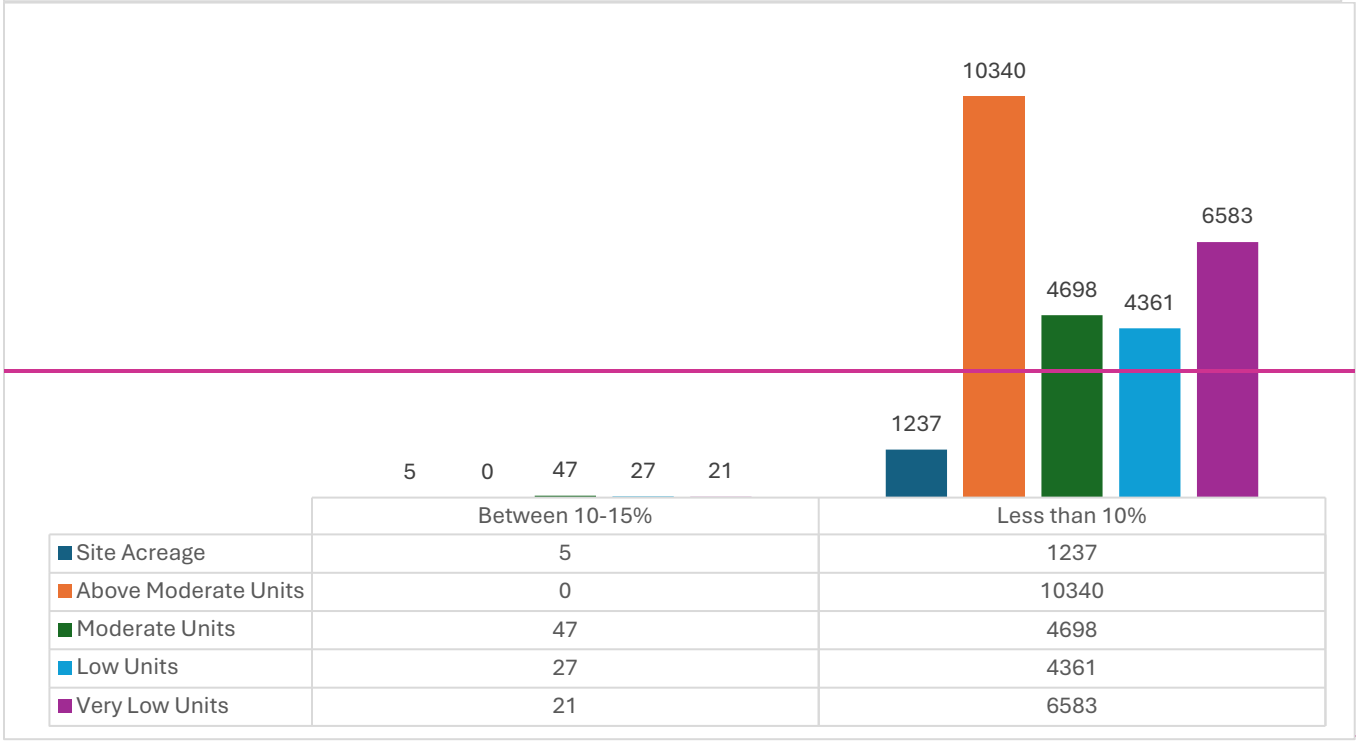
There are a total of six census tracts within Ontario where the population with a disability exceeds 10 percent, with the highest concentration of persons with a disability not exceeding 13 percent. While Ontario's population with a disability is low, particularly when compared to cities such as San Bernardino, Upland, or the rural High Desert, all but one of the census tracts that do contain a higher concentration of persons with disabilities are located in northwestern Ontario, coinciding with area of lower median income and less access to opportunity (see Figure 3-17). Chart 3-5 shows the distribution of units by affordability and overall site acreage based on the percent of population with a disability. As the City overall has a small population of persons with a disability, Chart 3-5 shows a large proportion of units projected in census tracts with a disability rate not exceeding 10 percent. This includes the units proposed in Ontario Ranch, which offers units at all affordability levels to provide housing mobility opportunities. There are ~~48~~ 33 lower income units (less than 1 percent of the total projected lower units) proposed in areas where the population of persons with disabilities exceeds 10 percent. As discussed, the Ontario 2020 AFH identified that there is a significant need for affordable housing exclusively for persons with disabilities, which may contribute to the City's low population of persons with disabilities as compared to other San Bernardino County cities of similar general population size. In addition to the projected housing units in areas of higher concentration and the housing mobility opportunities in Ontario Ranch, the City commits to specifically expand available housing for persons with disabilities through prioritizing funding for developments that include permanent supportive housing for non-elderly persons with

disabilities and ensure that existing housing may be retrofitted for ADA accessibility (Program 30 and 32).

Chart 3-5
Unit Count and Site Acreage by Population with Disability



	Less than 10%	Between 10-20%
Site Acreage	1073	3
Above Moderate Units	8963	0
Moderate Units	4723	32
Low Units	4080	12
Very Low Units	6958	21



	Between 10-15%	Less than 10%
Site Acreage	5	1237
Above Moderate Units	0	10340
Moderate Units	47	4698
Low Units	27	4361
Very Low Units	21	6583

Potential Impact on Access to Opportunity

As a larger metropolitan center in both San Bernardino County and the greater San Bernardino-Riverside-Ontario region, Ontario provides access to quality jobs at all skill levels, well-distributed higher performing schools, and reliable public transit with frequent service within the city

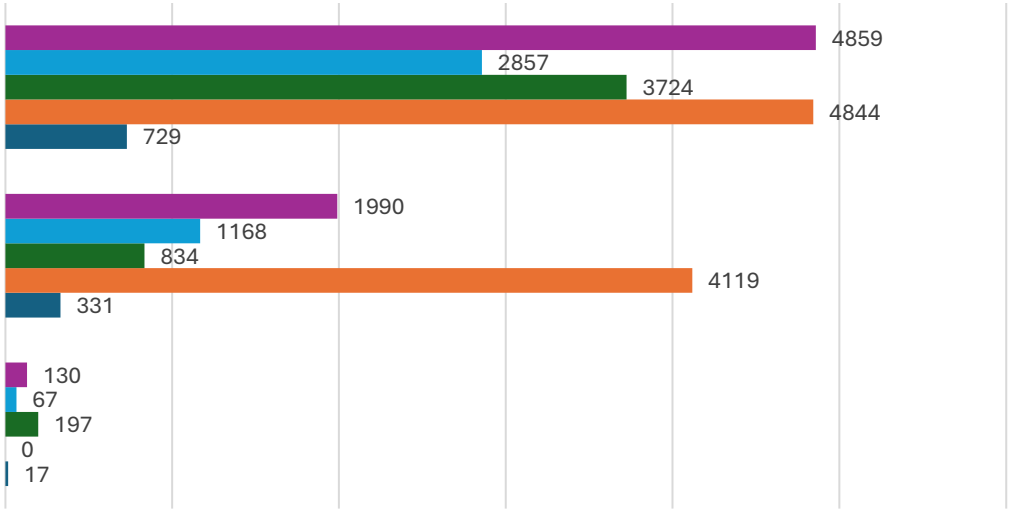
and in the greater San Bernardino Valley. As shown in Chart 3-1 and Figure 3-13, projected units at all affordability levels are predominantly located in high resource areas (i.e., Ontario Ranch), where new residential units will be in close proximity to jobs in eastern Ontario and have access to newly built schools, parks, and recreational areas. As discussed, Ontario Ranch will be developed through specific plans, with the proposed Policy Plan designations laying groundwork to support mixed-use development, including mixed-density residential neighborhoods, commercial uses, and open space and park area. The projected sites for low- and very low-income units have proposed Policy Plan designations for Medium-Density Residential and Mixed-Use, adjacent to areas designated for recreational open space, general commercial uses, and business parks, thereby increasing access to job centers, environmentally-healthy uses, and essential commercial services, such as pharmacies and grocery stores.

As discussed, units are projected in Ontario's low resource areas in northwestern Ontario (see Chart 3-1 and Figure 3-13). The City identified sites with opportunities to increase the supply of affordable housing in northwestern Ontario, addressing issues of overpayment and overcrowding as a result of higher rates of poverty. The identified sites reflect renewed interest in northwestern Ontario, supported by the implementation of the Downtown, Mountain and Euclid Corridor, and Holt Boulevard plans (Program 8, 9, and 10) to catalyze place-based revitalization. Ontario intends to take a measured approach to revitalization in northwestern Ontario to ensure that revitalization efforts do not result in gentrification-based displacement. To this end, the City is committed to neighborhood engagement strategies (Program 6), promoting homeownership (Program 24), and expanding affordable housing for extremely low income households (Program 32) to improve housing stability.

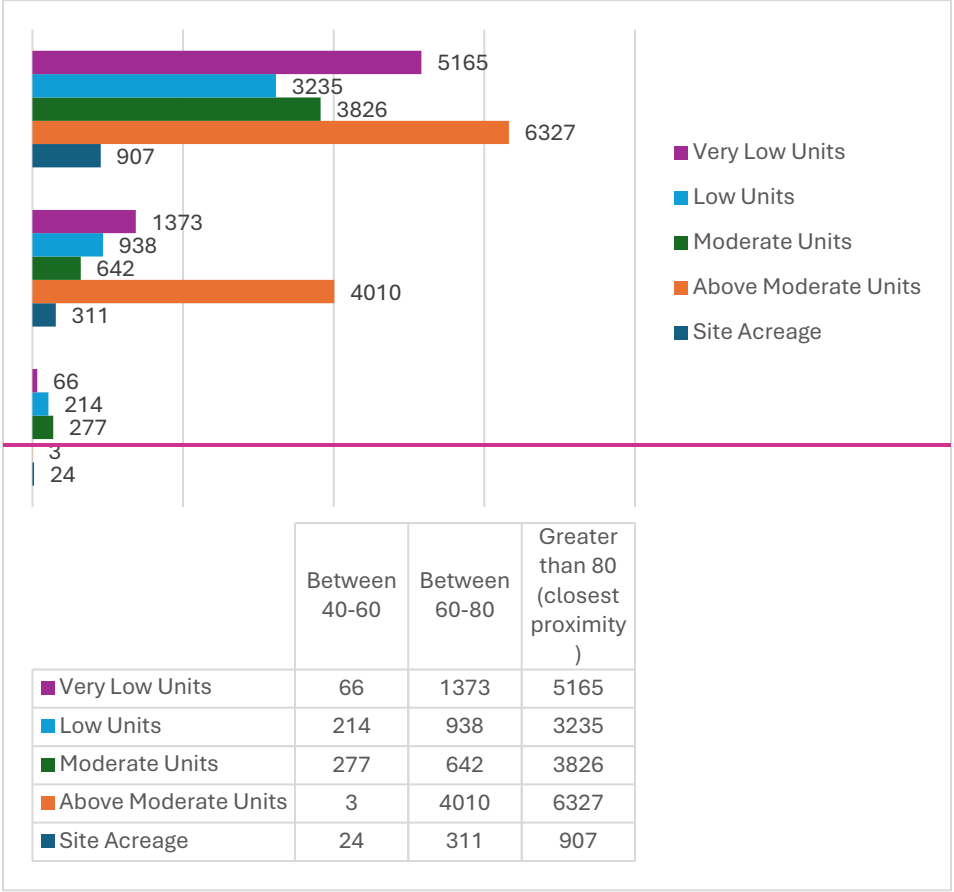
Job Proximity

As shown in Figure 3-18 and Chart 3-6, the sites identified to meet Ontario's RHNA are located in areas that are either considered highly proximate to employment or in relatively close proximity to employment. As discussed in the assessment of fair housing, areas that show a lower job proximity index value within Ontario still score higher than many areas in San Bernardino County (the lowest score within Ontario is 51). Approximately 1.5~~3~~ percent of the total units will be located in areas that received a job index score between 40-60. The City has committed to continuing to improve job opportunities in these areas, disseminating job options from eastern Ontario to a more equal distribution citywide by providing employment services to low-wage workers (Program 27). Locating housing in this area will serve resident interest in increasing the supply of affordable units to reduce displacement risk due to higher rates of poverty. Most of the existing large employers are located in eastern Ontario. Approximately ~~76~~ 69.7 percent of lower income units will be located in areas with closest proximity to Ontario's employment centers, and the remaining ~~21~~ 28.5 percent of lower income units will still be within very reasonable distance (receiving a score between 60 and 80), thus providing housing mobility opportunities for all income categories in high resource areas that may facilitate further economic opportunities.

Chart 3-6
Unit Count and Site Acreage by Job Proximity



	Between 40-60	Between 60-80	Greater than 80 (closest proximity)
Very Low Units	130	1990	4859
Low Units	67	1168	2857
Moderate Units	197	834	3724
Above Moderate Units	0	4119	4844
Site Acreage	17	331	729



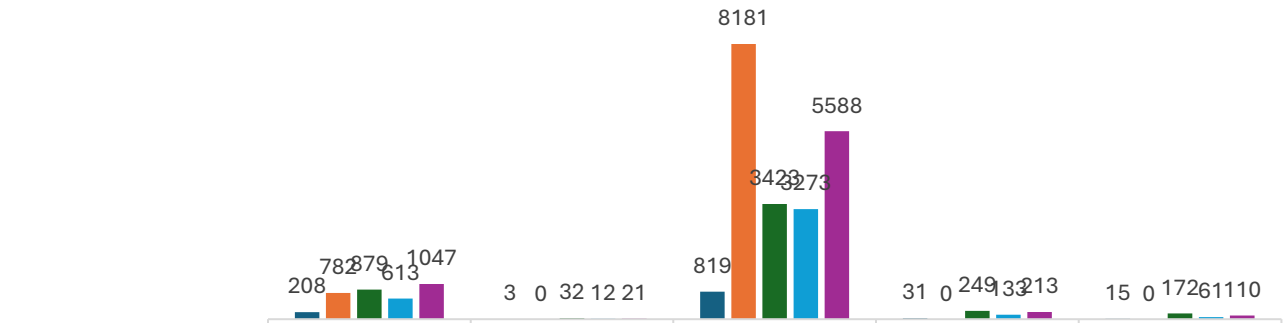
	Between 40-60	Between 60-80	Greater than 80 (closest proximity)
Very Low Units	66	1373	5165
Low Units	214	938	3235
Moderate Units	277	642	3826
Above Moderate Units	3	4010	6327
Site Acreage	24	311	907

Environmental Health

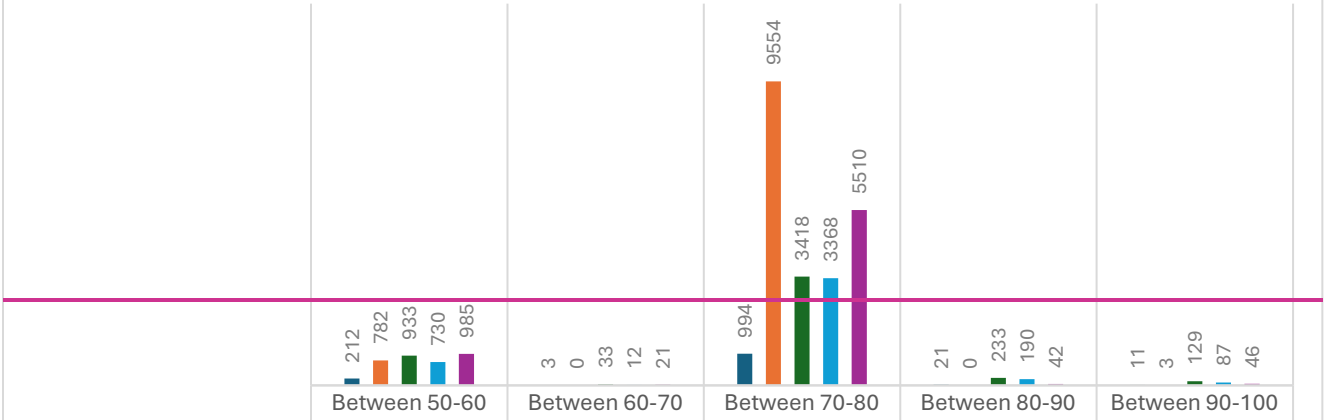
As Ontario is situated within a urbanized valley, the overall predicted environmental health of residents citywide scores poorly. As northwest Ontario has compounding factors of higher rates of poverty and lower access to parks, recreational area, and open space, those census tracts received scored marginally worse than areas of the city with higher median income (southern and eastern Ontario); however, no area within the city scored positively. The sites identified to meet the City's RHNA are anticipated to combat the existing patterns of lower-income areas coinciding with poor environmental conditions. First, approximately ~~17~~ 19 percent of the site acreage are within areas with more positive environmental scores (Chart 3-7 and Figure 3-19). Ontario Ranch will offer the most reprieve from poor environmental conditions and accommodates ~~80~~ 75 percent of site acreage, supporting the majority of lower income and moderate units as well as above moderate. As discussed, the Ontario Ranch area will be developed through specific plans, with the proposed Policy Plan designations laying groundwork to support mixed-use development, including mixed-density residential neighborhoods, commercial uses, and open space and park area. Lower

income households, which are currently concentrated in northwestern Ontario, will have access to nearby parks and open space that is less available in the northwest area. Further, the mixed-use design will locate commercial uses, employment areas, schools, and other resources within close proximity to residential units, reducing pollution from traffic as a result of increased and/or longer vehicle trips to daily conveniences/necessities. Given the poor environmental conditions in Ontario, identifying sites in a variety of conditions will ensure that there are housing opportunities regardless of socioeconomic status in a range of places to reduce congestion that may worsen negative conditions resulting from traffic or associated impacts. The distribution of sites will aid in improving environmental conditions for all areas in the City, including where units are projected.

Chart 3-7
Unit Count and Site Acreage by CalEnviroscreen 4.0 Score



	Between 50-60	Between 60-70	Between 70-80	Between 80-90	Between 90-100
Site Acreage	208	3	819	31	15
Above Moderate Units	782	0	8181	0	0
Moderate Units	879	32	3423	249	172
Low Units	613	12	3273	133	61
Very Low Units	1047	21	5588	213	110



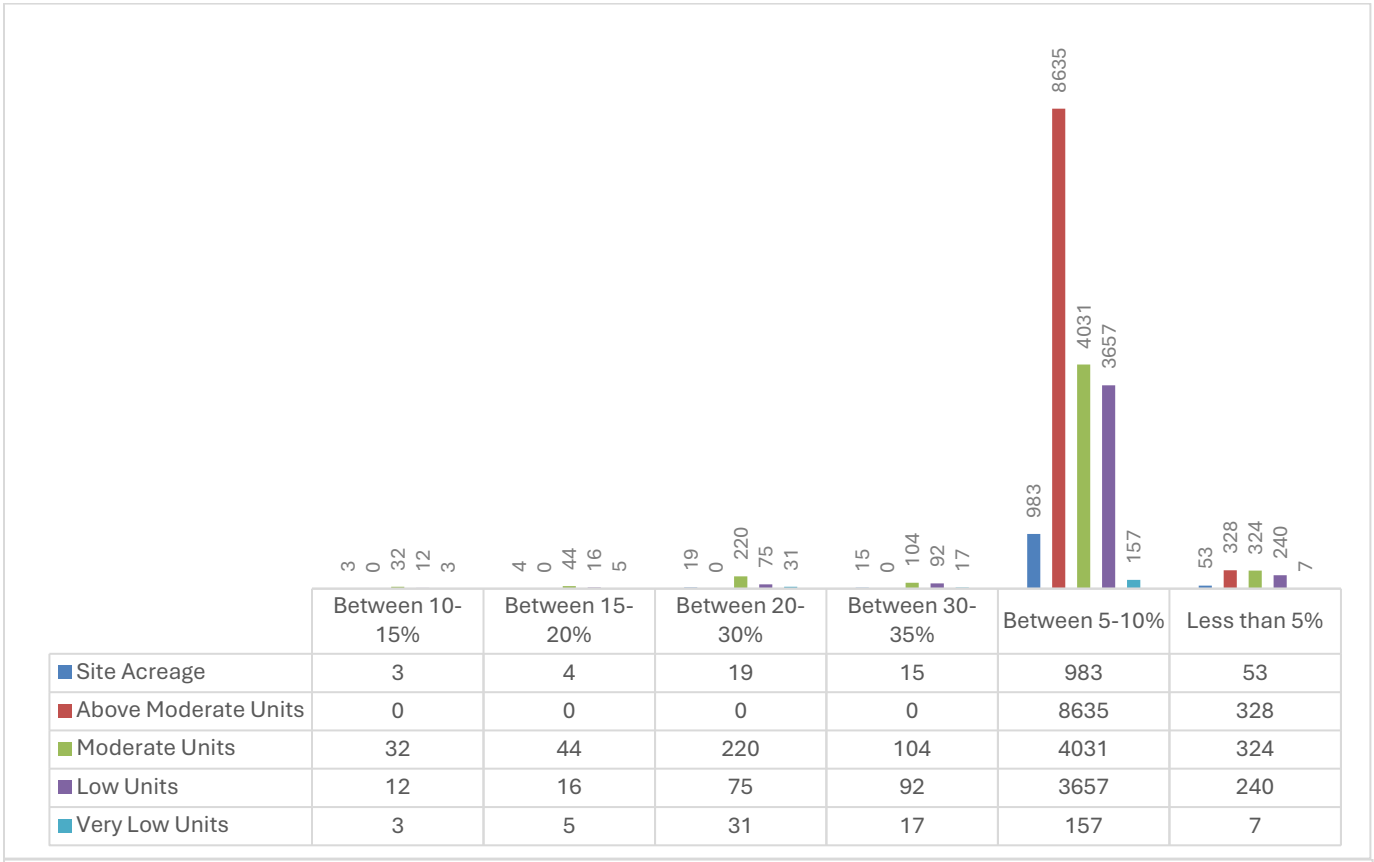
	Between 50-60	Between 60-70	Between 70-80	Between 80-90	Between 90-100
Site Acreage	212	3	994	21	11
Above Moderate Units	782	0	9554	0	3
Moderate Units	933	33	3418	233	129
Low Units	730	12	3368	190	87
Very Low Units	985	21	5510	42	46

Potential Impact on Disproportionate Housing Need and Displacement Risk

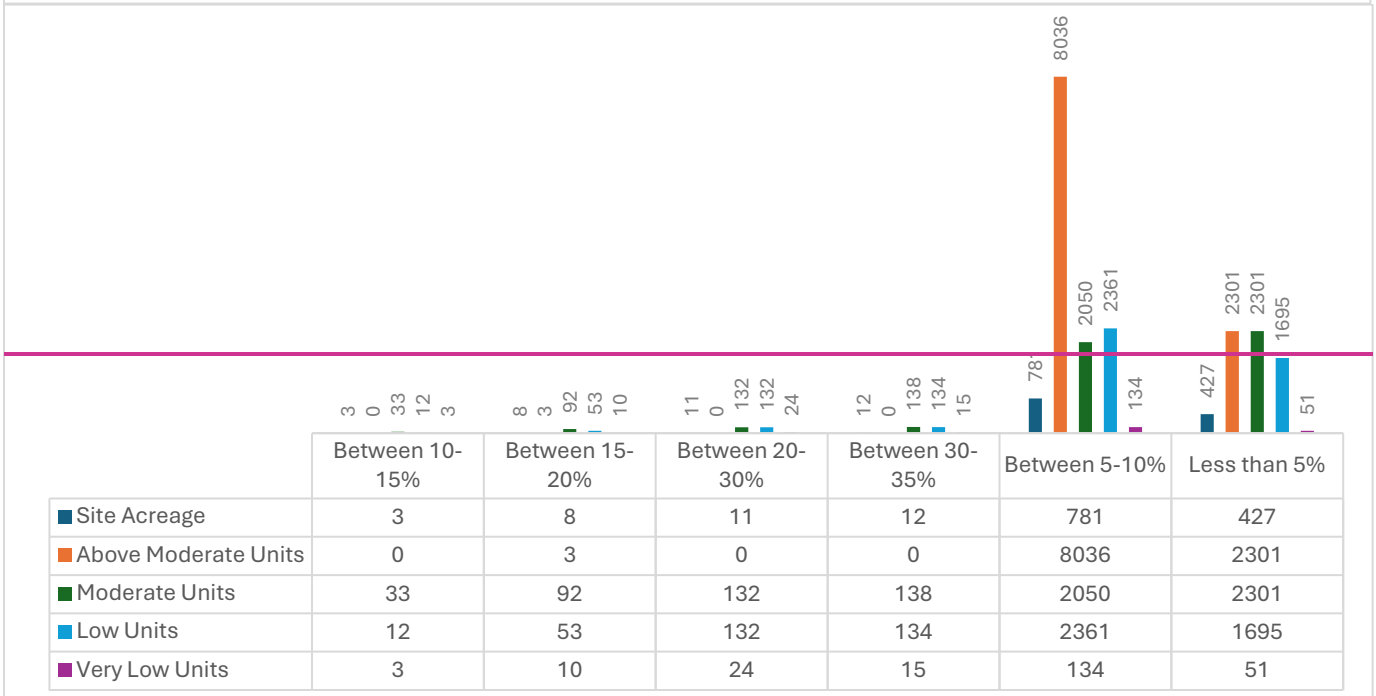
As identified in this assessment, overpayment is a significant issue citywide, impacting high, moderate, and low resource areas. Overpayment rates among both renting households and owner households are highest in northwest Ontario, including within the City's R/ECPAPs. Overpayment among renting households citywide does not decrease below 50 percent citywide and overpayment among homeowning households does not decrease below 30 percent citywide. The City is actively combatting this issue by identifying sites for affordable housing citywide to increase the supply of housing, thus addressing existing demand. The Housing Element sites were selected in an effort to increase the supply of affordable housing units in high resource areas, disrupting the current concentration of lower-income households in northwest Ontario. The City has committed to housing mobility strategies to support lower income households in accessing opportunities in high resources, including addressing linguistic barriers (Program 24 and 27). The housing opportunities presented by these sites will aid in preventing future displacement of low-income residents from their homes and communities while also providing additional units for households that may currently be living in overcrowded situations to afford housing. Additionally, the moderate- and above moderate-income sites will easy ease pressure on the housing stock, thus potentially reducing displacement risk and overcrowding for these households as well as more units become available.

Overcrowding most significantly impacts residents in northwestern Ontario (see Figure 3-20), where 22 to 32 percent of households are overcrowded. South of Highway 60, tracts experiencing overcrowding do not exceed 12 percent of households. As shown in Chart 3-8, approximately 7 percent of projected lower income units are slated for census tracts experiencing highest rates of overcrowding. The majority of lower income units (92 percent) will be located in Ontario Ranch, with close access to schools, parks, commercial areas, and employment areas, offering lower income households improved access to opportunity. While a limited number of units are slated in areas experiencing the highest rates of overcrowding, the overall increased supply of affordable housing will support households at-risk of displacement by reducing competition for limited number of units. The City commits to further serving households experiencing overcrowding through Program 31 (Family Housing) implements programs through CDBG funding to support large families, including HCV use for units appropriate for large families, Program 7 (ADUs) to expand ADU development through incentive programs, and Program 3 (Housing Rehabilitation Loans & Grants) will continue providing rehabilitation programs to qualifying lower income households.

Chart 3-8
Unit Count and Site Acreage by Overcrowding



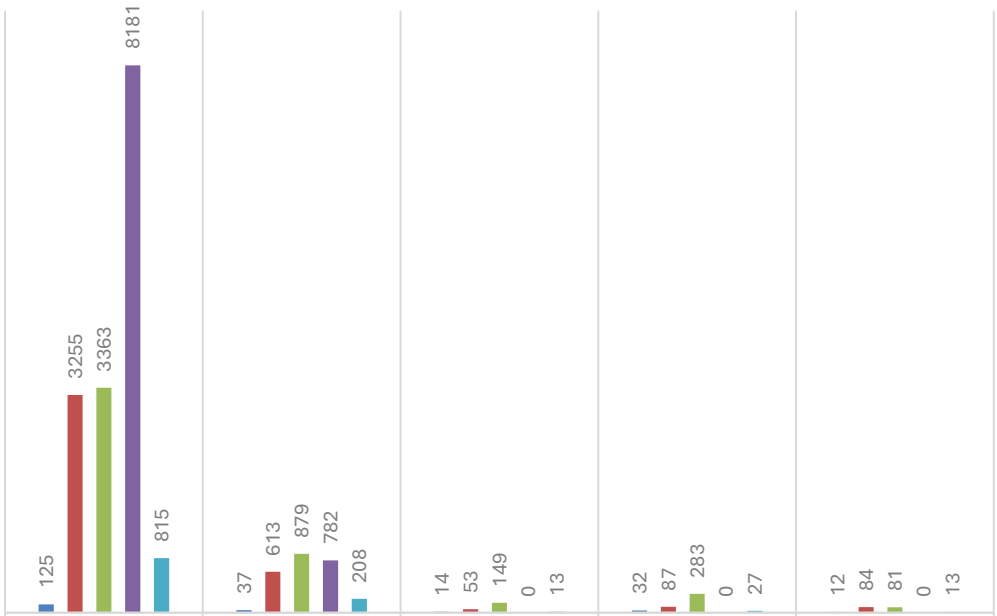
	Between 10-15%	Between 15-20%	Between 20-30%	Between 30-35%	Between 5-10%	Less than 5%
Site Acreage	3	4	19	15	983	53
Above Moderate Units	0	0	0	0	8635	328
Moderate Units	32	44	220	104	4031	324
Low Units	12	16	75	92	3657	240
Very Low Units	3	5	31	17	157	7



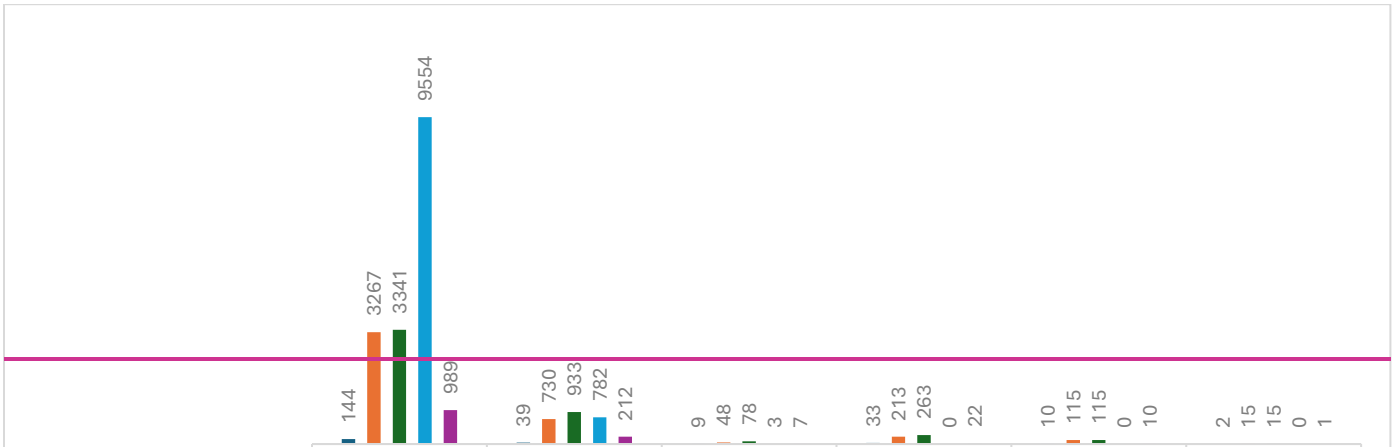
	Between 10-15%	Between 15-20%	Between 20-30%	Between 30-35%	Between 5-10%	Less than 5%
Site Acreage	3	8	11	12	781	427
Above Moderate Units	0	3	0	0	8036	2301
Moderate Units	33	92	132	138	2050	2301
Low Units	12	53	132	134	2361	1695
Very Low Units	3	10	24	15	134	51

As shown in Figure 3-21 and 3-22, all projected units, regardless of expected income, are on sites located in areas where at least 30 percent of homeowners are cost burdened and 50 percent of renter households are cost burdened. As stated previously, rates of overpayment are most significant in northwestern Ontario, where supplying lower income units is critical to alleviating risk of displacement due to overpayment. A total of ~~142~~ 96 project lower income units are identified in areas of where at least 60 percent of owners experience overpayment and 142 units are identified in areas where at least 65 percent of renters experience overpayment, which accounts for ~~approximately 3~~ less than 2 percent of the total lower income units in each area. While this represents a small fraction of the total lower income units, importantly only moderate- and lower-income units are slated in areas of highest overpayment. Typically, above moderate-income units are unaffordable to cost-burdened households, while lower- and moderate-income housing units can help alleviate overpayment. The focused effort to provide affordable units in northwestern Ontario, coupled with the new housing opportunities for all incomes in Ontario Ranch, provide existing, cost burdened households housing choice that has not been previously available outside of northwest Ontario. While increasing the overall supply of affordable housing reduces the risk of displacement due to overpayment, the distribution of lower income sites has the additional benefit of providing access to high resource areas and creating mixed-income communities in southern Ontario.

Chart 3-9
Unit Count and Site Acreage by Overpayment (Homeowners)

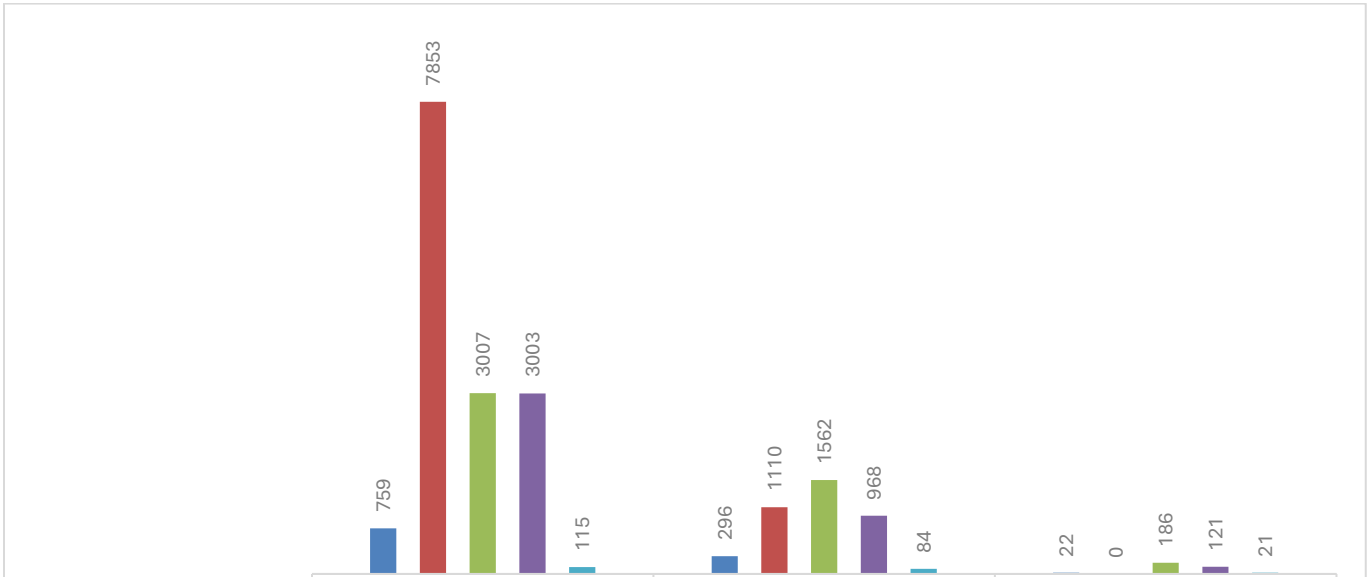


	Between 30-35%	Between 35-40%	Between 40-45%	Between 45-50%	Between 60-65%
Very Low Units	125	37	14	32	12
Low Units	3255	613	53	87	84
Moderate Units	3363	879	149	283	81
Above Moderate Units	8181	782	0	0	0
Site Acreage	815	208	13	27	13

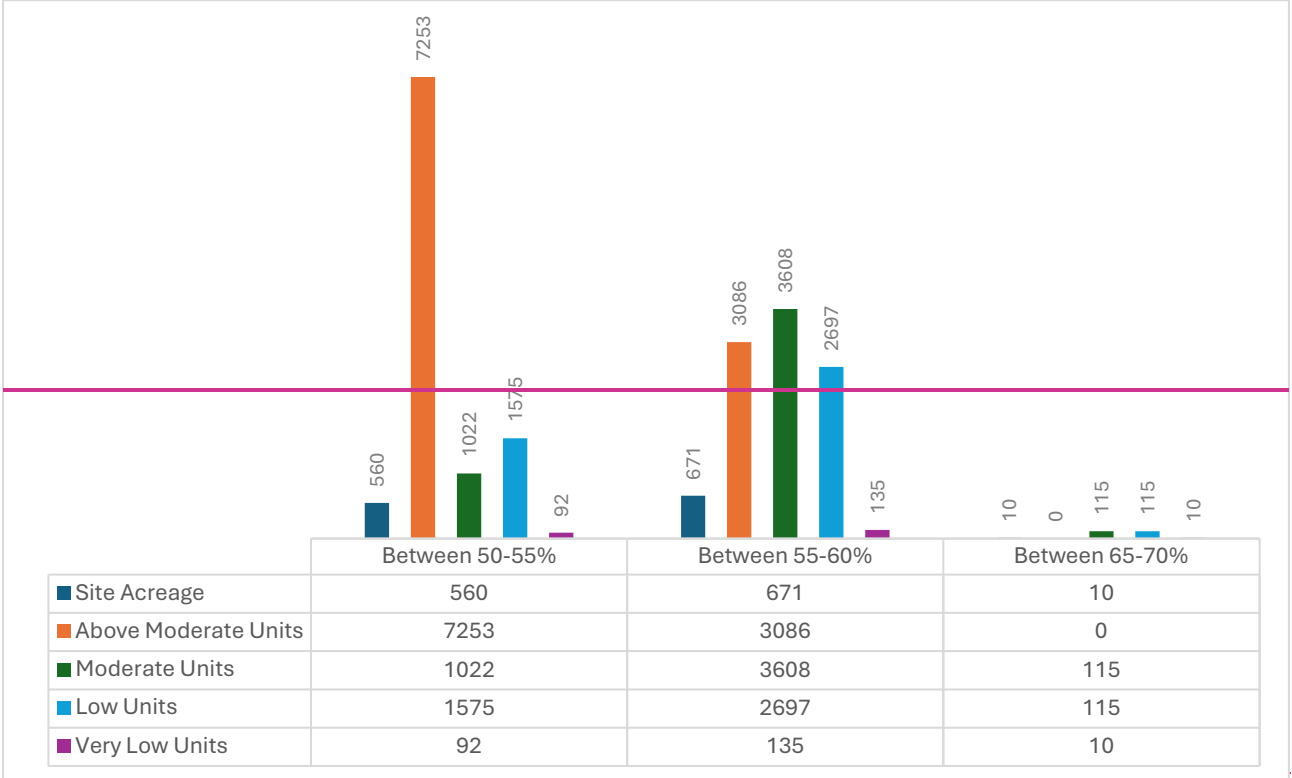


	Between 30-35%	Between 35-40%	Between 40-45%	Between 45-50%	Between 60-65%	Between 70-75%
Very Low Units	144	39	9	33	10	2
Low Units	3267	730	48	213	115	15
Moderate Units	3341	933	78	263	115	15
Above Moderate Units	9554	782	3	0	0	0
Site Acreage	989	212	7	22	10	1

Chart 3-10
Unit Count and Site Acreage by Overpayment (Renters)



	Between 50-55%	Between 55-60%	Between 65-70%
Site Acreage	759	296	22
Above Moderate Units	7853	1110	0
Moderate Units	3007	1562	186
Low Units	3003	968	121
Very Low Units	115	84	21



	Between 50-55%	Between 55-60%	Between 65-70%
Site Acreage	560	671	10
Above Moderate Units	7253	3086	0
Moderate Units	1022	3608	115
Low Units	1575	2697	115
Very Low Units	92	135	10

Contributing Factors

Through discussions with stakeholders, fair housing advocates, and this assessment of fair housing issues, the City identified factors that contribute to fair housing issues in Ontario, as shown in Table 3-4. While there are several strategies identified to address the fair housing issues, the most pressing barriers are the concentration of lower-income households in northwest Ontario, lack of affordable housing in high resource areas, and displacement risk, that may prevent lower-income households from securing safe and stable housing. The City has identified the factors that contribute to these issues as priorities in combatting fair housing issues and facilitating new housing choices in high resource areas and place-based revitalization in northwestern Ontario. Prioritized contributing factors are **bolded** in the table.

Programs to address Housing Choice and Affordability in High Resource Areas:

- Program 7 explores initiatives to promote ADU development in high resource areas, including reviewing impact fees, actively marketing ADU materials, and implementing a monitoring program.
- Program 11 (Ontario Ranch) encourages development of affordable housing in future developments in Ontario Ranch, the high resource area in the city.
- Program 23 (Public Housing) commits to expanding HCV use in high and moderate resource areas.
- Program 27 (Fair Housing) commits the City to conducting fair housing training for landlords and tenants on California's Source of Income Discrimination protections, to reduce the number of voucher holders turned away, particularly in high resource areas.

Programs to address Place-based Revitalization Strategies:

- Program 6 (Neighborhood Stabilization) implements the Neighborhood Preservation Strategy Plan, which identifies revitalization strategies in key neighborhoods in northwest Ontario.
- Program 8 (Downtown Plan), which implements the Downtown Plan
- Program 27 (Fair Housing) commits the City to coordinate with San Bernardino County to expand the CalWorks program, providing trainings, job fairs, and/or other key resources to northwest Ontario.

Programs to address Anti-Displacement Strategies.

- Program 3 (Housing Rehabilitation Loans & Grants) will continue providing rehabilitation programs, with the goal of rehabilitating at least 30 units.
- Program 31 (Family Housing) implements programs through CDBG funding to support large families, including HCV use for units appropriate for large families.
- Program 23 (Public Housing) commits to expanding HCV use.
- Program 32 (Extremely Low Income Households) commits to expanding housing opportunities for ELI households.

- Program 24 (Homeownership) will expand homeownership opportunities, including in low resources areas.
- Program 27 (Fair Housing) commits the city to partner with the local fair housing provider to improve access to fair housing resources (including legal aid) and education for tenants and landlords.

Programs to address Housing Mobility to High Resource Areas:

- Program 24 (Homeownership) and Program 27 (Fair Housing Implementation) will provide resources in multiple languages to reduce language barriers
- Program 23 (Public Housing) commits to expanding HCV use in high and moderate resource areas.
- Program 30 (Housing for People with Disabilities) commits the City to assist with the development of affordable housing for persons with disabilities.
- Program 27 (Fair Housing) commits the City to meet with transit authorities biannually to discuss unmet transit needs.

Table 3-4
Contributing Factors to Fair Housing

AFH Identified Fair Housing Issues	*Contributing Factors*	*Meaningful Actions*
Presence of R/ECAPs and Areas of High Segregation and Poverty	**Lack of meaningful language access for individuals with limited English proficiency** **Lack of affordable housing in moderate and high-resource areas of the city** **Lack of investment/community revitalization strategies in low-resource areas of the city** **Availability of rentals that accept HCV in moderate and high resource areas of the city** Displacement of residents in moderate and/or high resource areas of the city due to economic pressure	Program 24 (Homeownership) and Program 27 (Fair Housing Implementation) will provide resources in multiple languages to reduce language barriers. Program 11 (Ontario Ranch) encourages development of affordable housing in future developments in Ontario Ranch, the high resource area in the city. Program 6 (Neighborhood Stabilization) implements the Neighborhood Preservation Strategy Plan, which identifies revitalization strategies in key neighborhoods in northwest Ontario. Program 23 (Public Housing) commits to expanding HCV use, in high and moderate resource areas.
Concentration of communities of color in low-resource areas, TCAC/HCD-identified areas of high segregation and poverty, and R/ECAPs	**Lack of meaningful language access for individuals with limited English proficiency** **Lack of affordable housing in moderate and high-resource areas of the city** **Availability of rentals that accept HCV in moderate and high resource areas of the city**	Program 24 (Homeownership) and Program 27 (Fair Housing Implementation) will provide resources in multiple languages to reduce language barriers. Program 11 (Ontario Ranch) encourages development of affordable housing in future developments in Ontario Ranch, the high resource area in the city. Program 6 (Neighborhood Stabilization) implements the Neighborhood Preservation Strategy Plan, which identifies revitalization strategies in key neighborhoods in northwest Ontario. Program 23 (Public Housing) commits to expanding HCV use in high and moderate resource areas.
Concentration of single-parent households	Concentration of affordable housing in low resource areas of the city Lack of affordable housing in moderate and high-resource areas of the city Lack of access to opportunity due to high housing cost	Program 11 (Ontario Ranch) encourages development of affordable housing in future developments in Ontario Ranch, the high resource area in the city. Program 23 (Public Housing) commits to expanding HCV use, in high and moderate resource areas.
Discriminatory actions against persons with disabilities	Instances of private discrimination Lack of accessible affordable housing appropriate for persons with disabilities Cost of home repairs	Program 3 (Housing Rehabilitation Loans & Grants) will continue providing rehabilitation programs, with the goal of rehabilitating at least 30 units. Program 30 (Housing for People with Disabilities) commits the City to assist with the development of affordable housing for persons with disabilities.

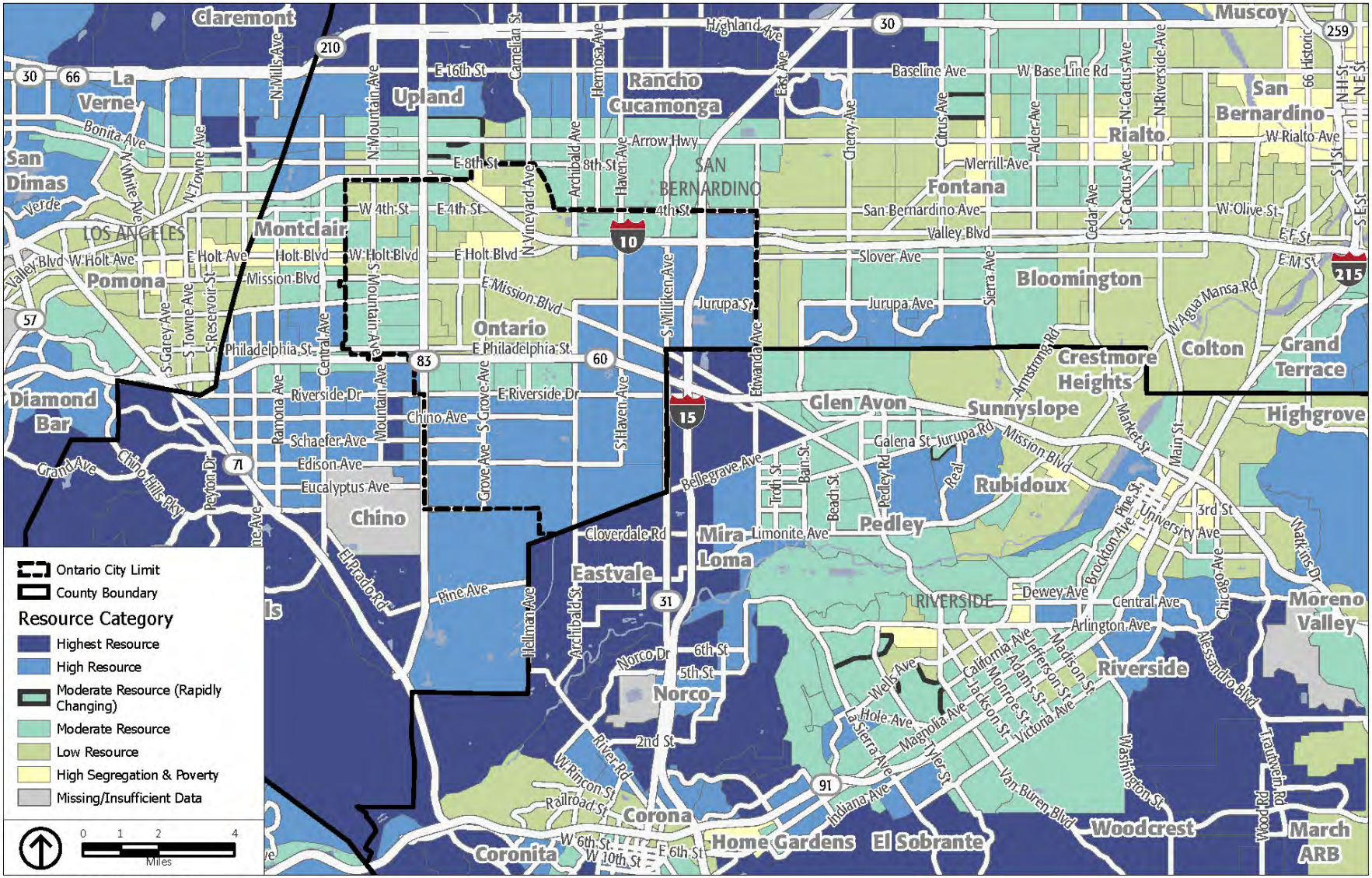
Table 3-4
Contributing Factors to Fair Housing

AFH Identified Fair Housing Issues	*Contributing Factors*	*Meaningful Actions*
Displacement risk from overcrowding	**Availability of affordable housing units in a range of sizes** **Availability of affordable housing in the form of ADUs and JADUs**	Program 31 (Family Housing) implements programs through CDBG funding to support large families, including HCV use for units appropriate for large families. Program 20 (Development Code Amendments) implements code updates to comply with recent state law for ADUs, supporting the development of ADUs citywide. Program 7 (ADUs) explores initiatives to promote ADU development in high resource areas, including reviewing impact fees, actively marketing ADU materials, and implementing a monitoring program.
Displacement risk due to housing condition	**Age of housing stock in northwest area of the city** **Cost of home repairs** **Lack of meaningful language access for individuals with limited English proficiency to learn about rehabilitation options**	Program 3 (Housing Rehabilitation Loans & Grants) will continue providing rehabilitation programs, with the goal of rehabilitating at least 30 units. Program 24 (Homeownership) and Program 27 (Fair Housing Implementation) will provide resources in multiple languages to reduce language barriers.
Displacement due to overpayment	**Lack of affordable housing in moderate and high-resource areas of the city** **Displacement of residents in moderate and/or high resource areas of the city due to economic pressure** **Lack of investment/community revitalization strategies in low-resource areas of the city to improve economic outcomes for residents**	Program 11 (Ontario Ranch) encourages development of affordable housing in future developments in Ontario Ranch, the high resource area in the city. Program 23 (Public Housing) commits to expanding HCV use, in high and moderate resource areas.
Location of environmental health hazards	Lack of investment/community revitalization strategies in low-resource areas of the city that would improve health outcomes for residents	Program 6 (Neighborhood Stabilization) implements the Neighborhood Preservation Strategy Plan, which identifies revitalization strategies in key neighborhoods in northwest Ontario.
Access to proficient schools and low student performance	Lack of access to opportunity due to high housing cost Lack of investment/community revitalization strategies in low-resource areas of the city to improve economic outcomes for residents Availability of rentals that accept HCV in moderate and high resource areas of the city	Program 11 (Ontario Ranch) encourages development of affordable housing in future developments in Ontario Ranch, the high resource area in the city. Program 23 (Public Housing) commits to expanding HCV use, in high and moderate resource areas. Program 6 (Neighborhood Stabilization) implements the Neighborhood Preservation Strategy Plan, which identifies revitalization strategies in key neighborhoods in northwest Ontario.

Table 3-4
Contributing Factors to Fair Housing

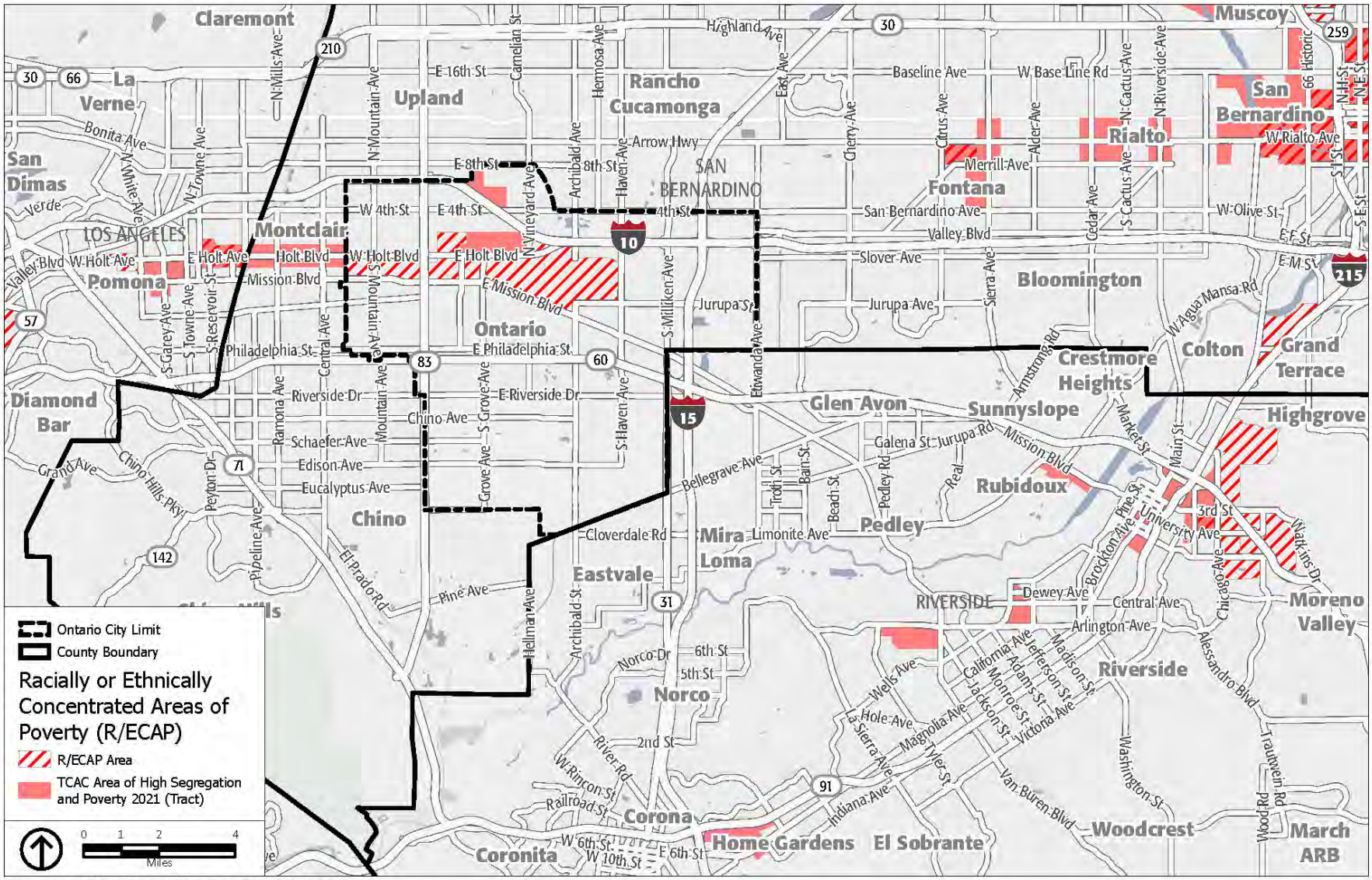
AFH Identified Fair Housing Issues	*Contributing Factors*	*Meaningful Actions*
Location of employers	Lack of investment/community revitalization strategies in low-resource areas of the city that would improve health outcomes for residents Lack of affordable housing in moderate and high-resource areas of the city	Program 11 (Ontario Ranch) encourages development of affordable housing in future developments in Ontario Ranch, the high resource area in the city. Program 23 (Public Housing) commits to expanding HCV use, in high and moderate resource areas. Program 6 (Neighborhood Stabilization) implements the Neighborhood Preservation Strategy Plan, which identifies revitalization strategies in key neighborhoods in northwest Ontario.

Figure 3-2 TCAC/HCD Opportunity Map



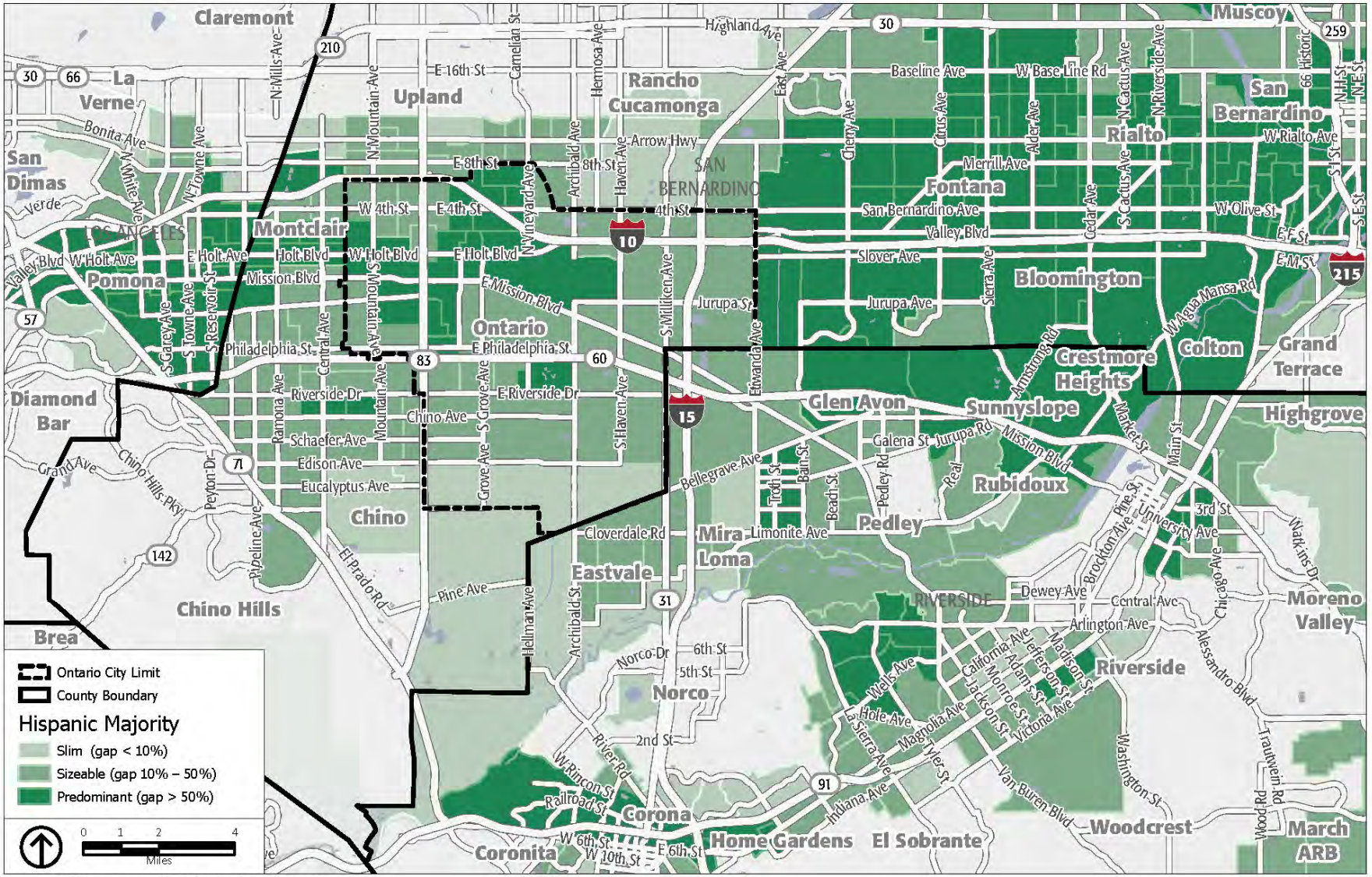
Source: TCAC/HCD, 2021.

Figure 3-3 Racially or Ethnically Concentrated Areas of Poverty



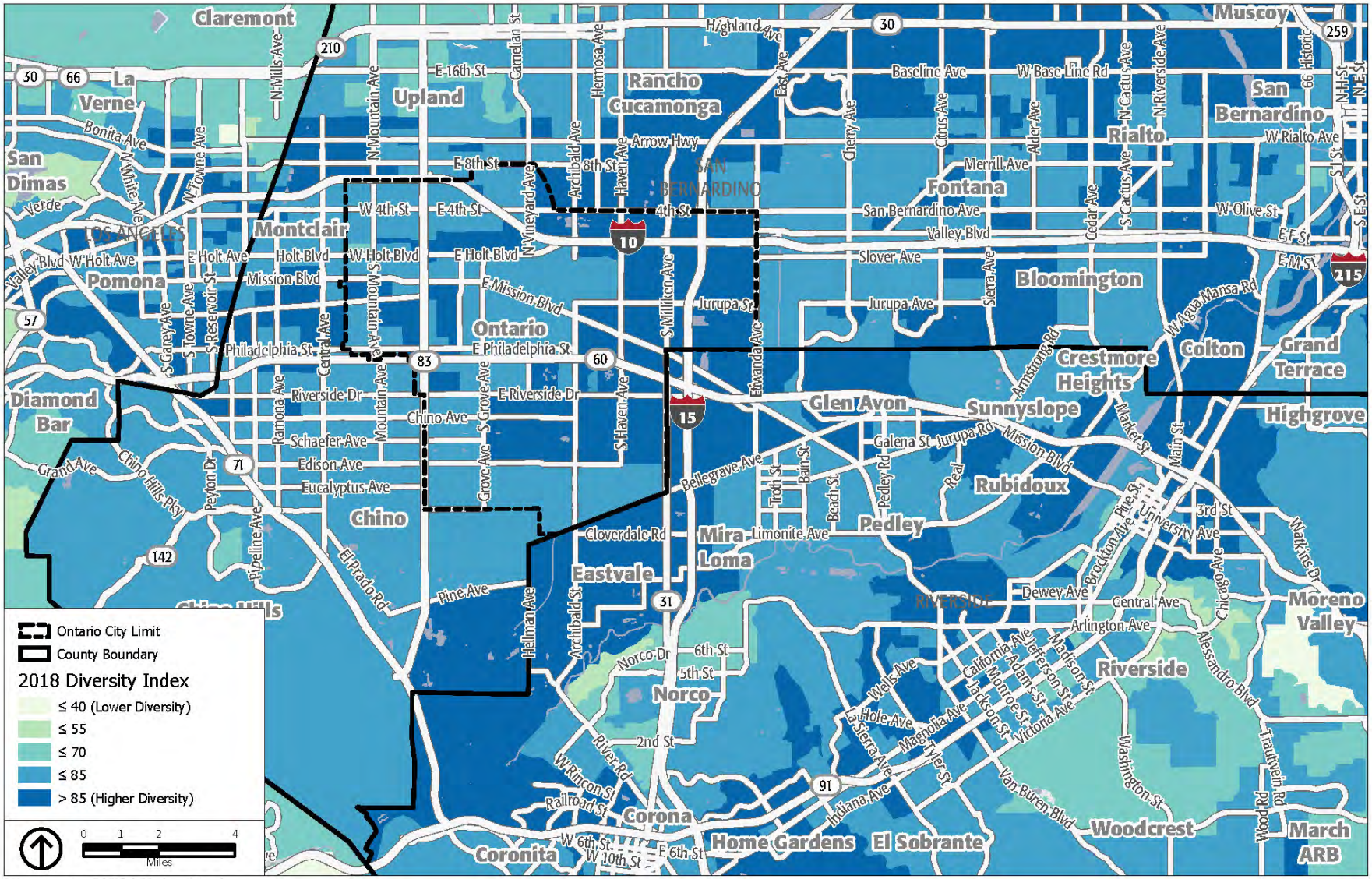
Source: HUD, 2009-2013. TCAC/HCD, 2021.

Figure 3-4 Predominant Population - Hispanic Majority



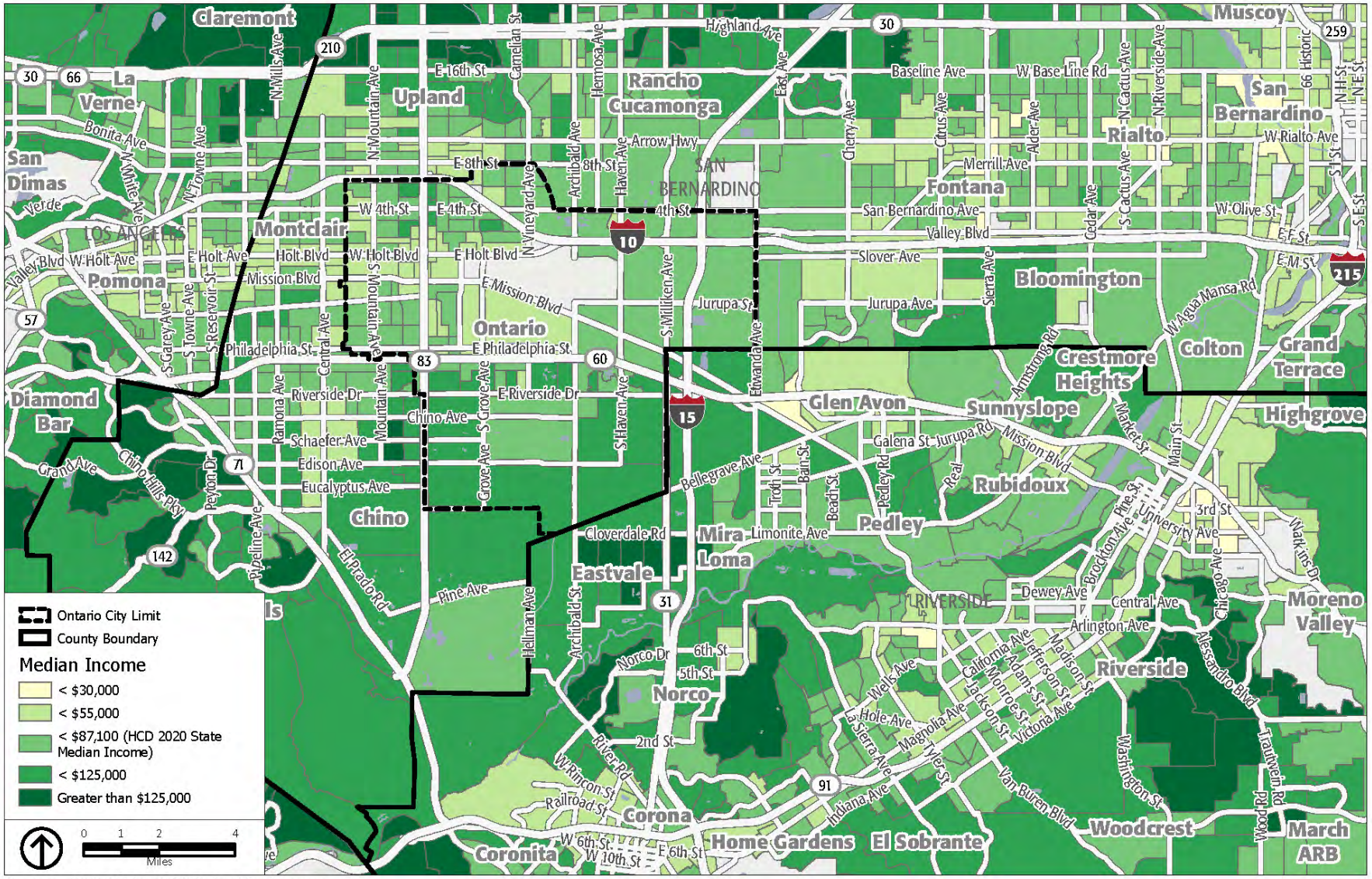
Source: US Census (2010), by block group.

Figure 3-5 Diversity Index



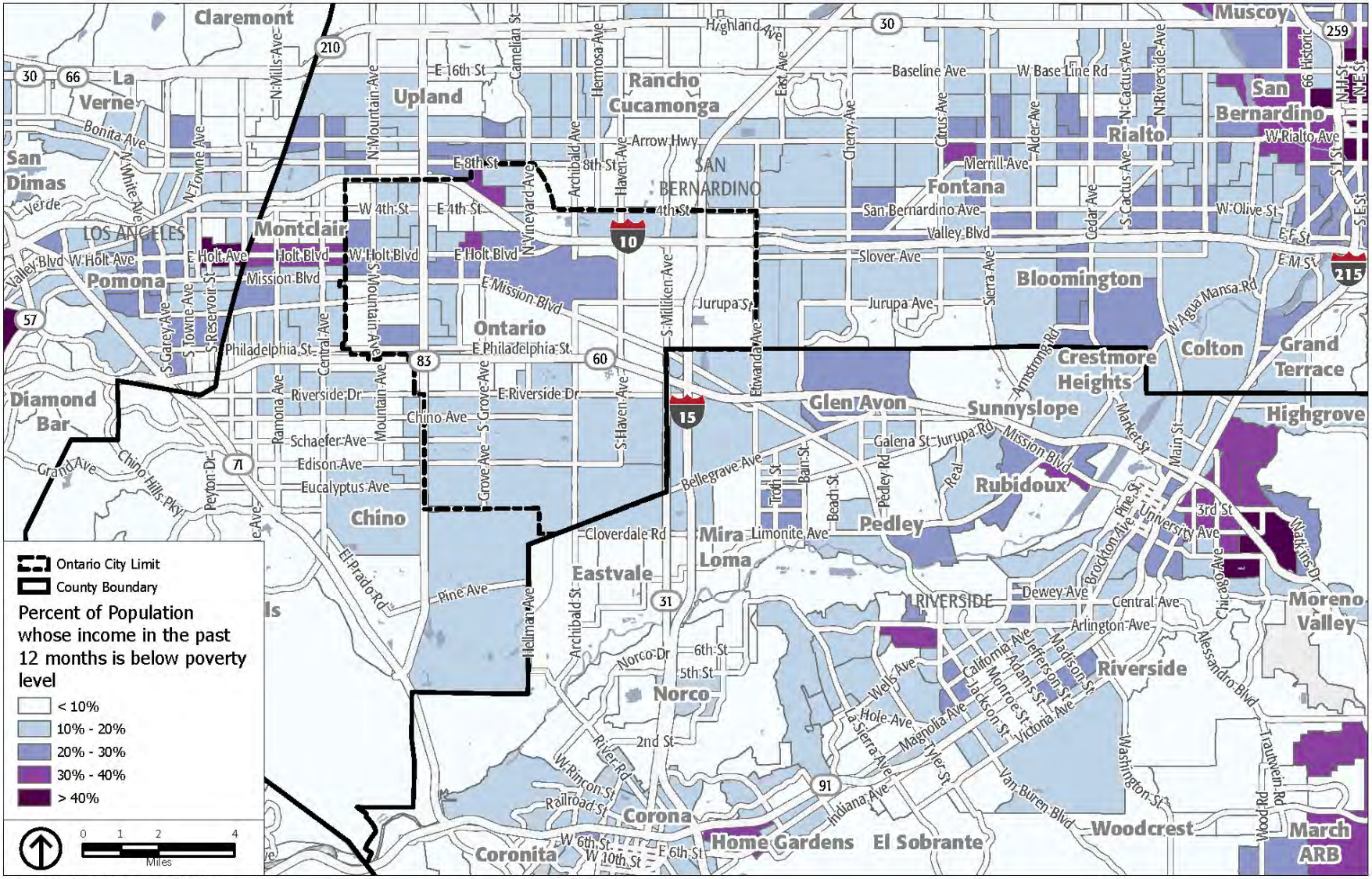
Source: Esri (2018), by block group.

Figure 3-6 Median Income



Source: ACS (2015-2019), by block group.

Figure 3-7 Poverty Status



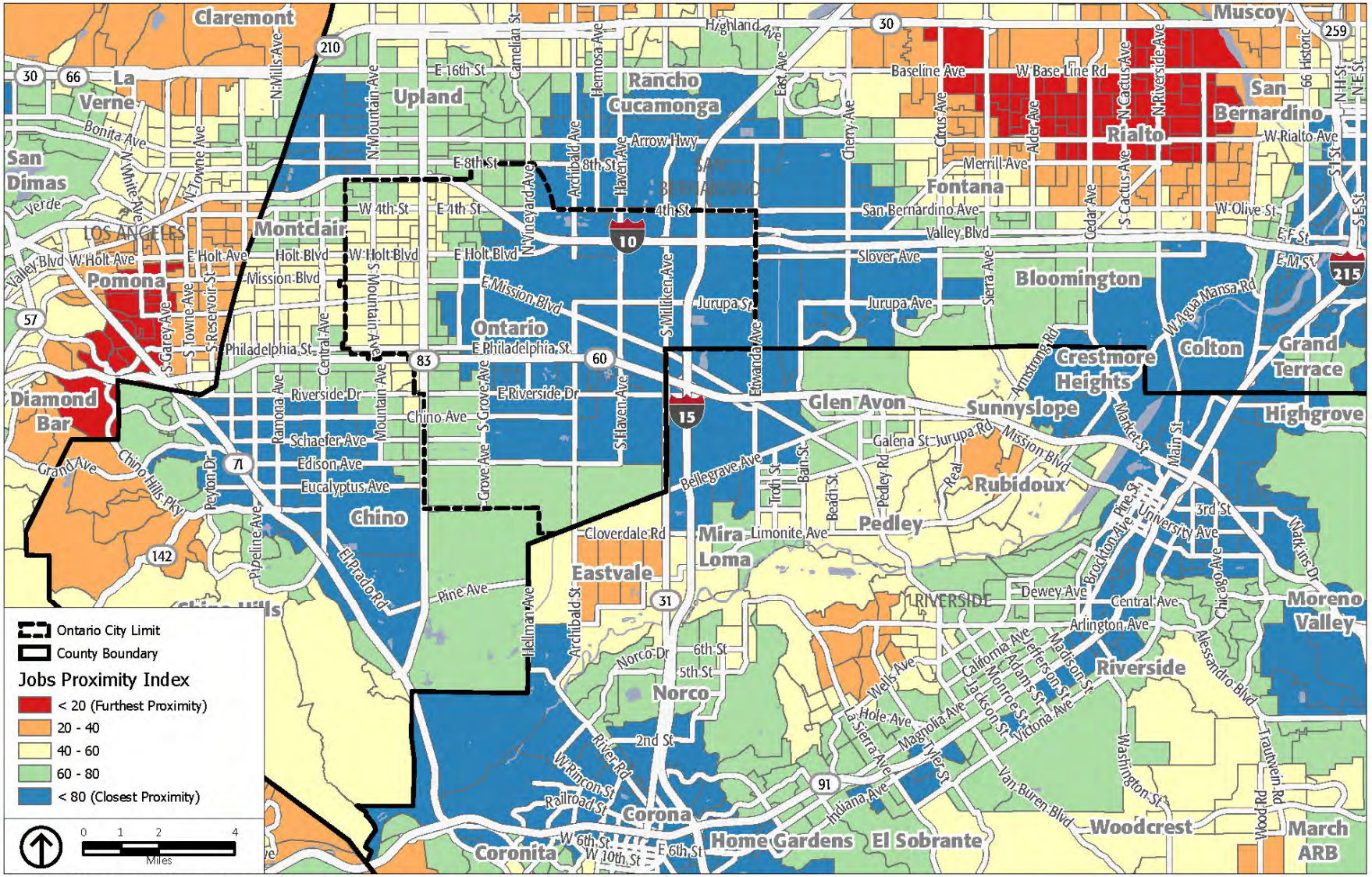
Source: ACS (2015-2019), by tract.

Figure 3-8 Children in Married Couple Households



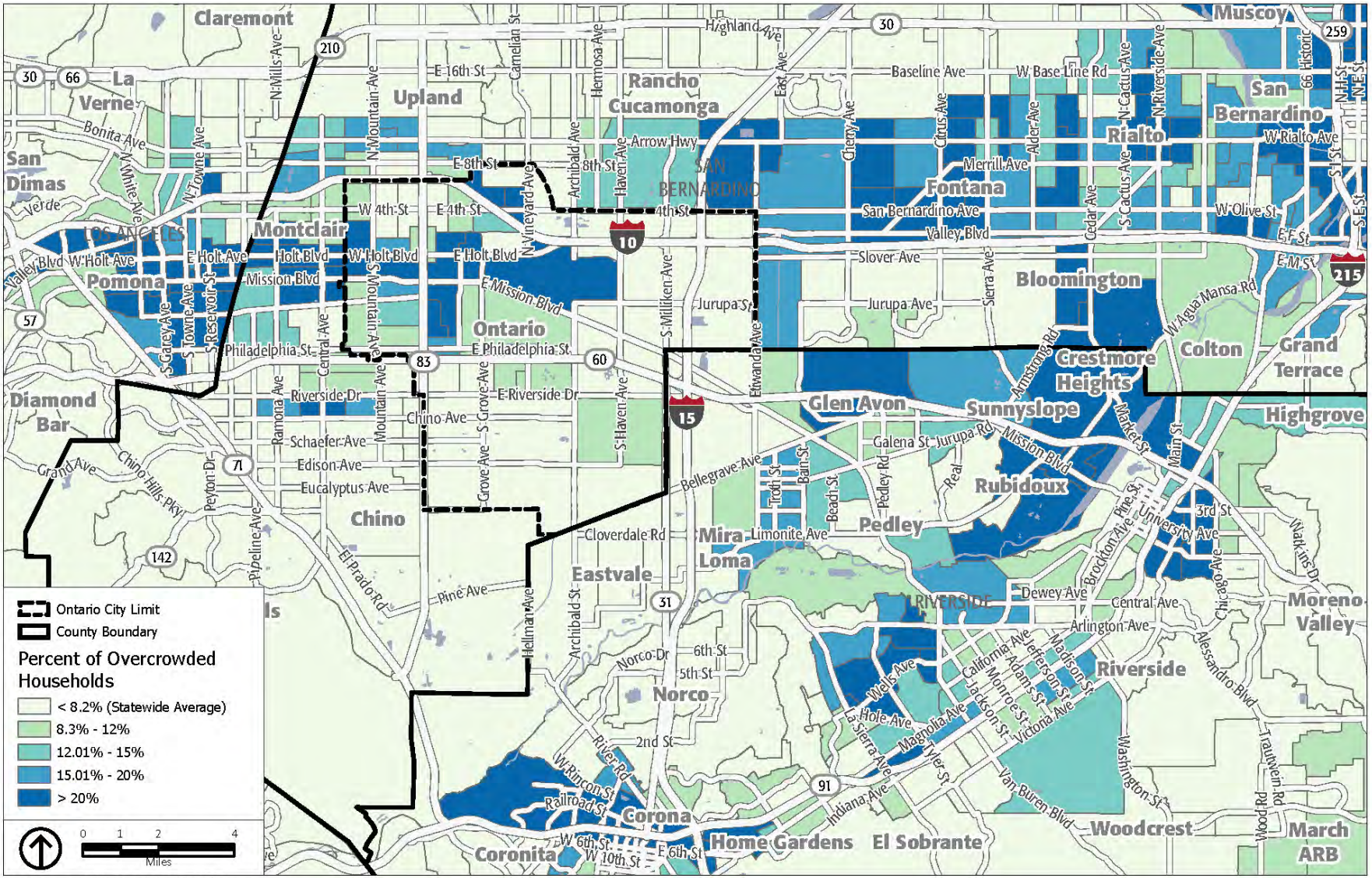
Source: ACS (2015-2019), by tract.

Figure 3-9 Job Proximity



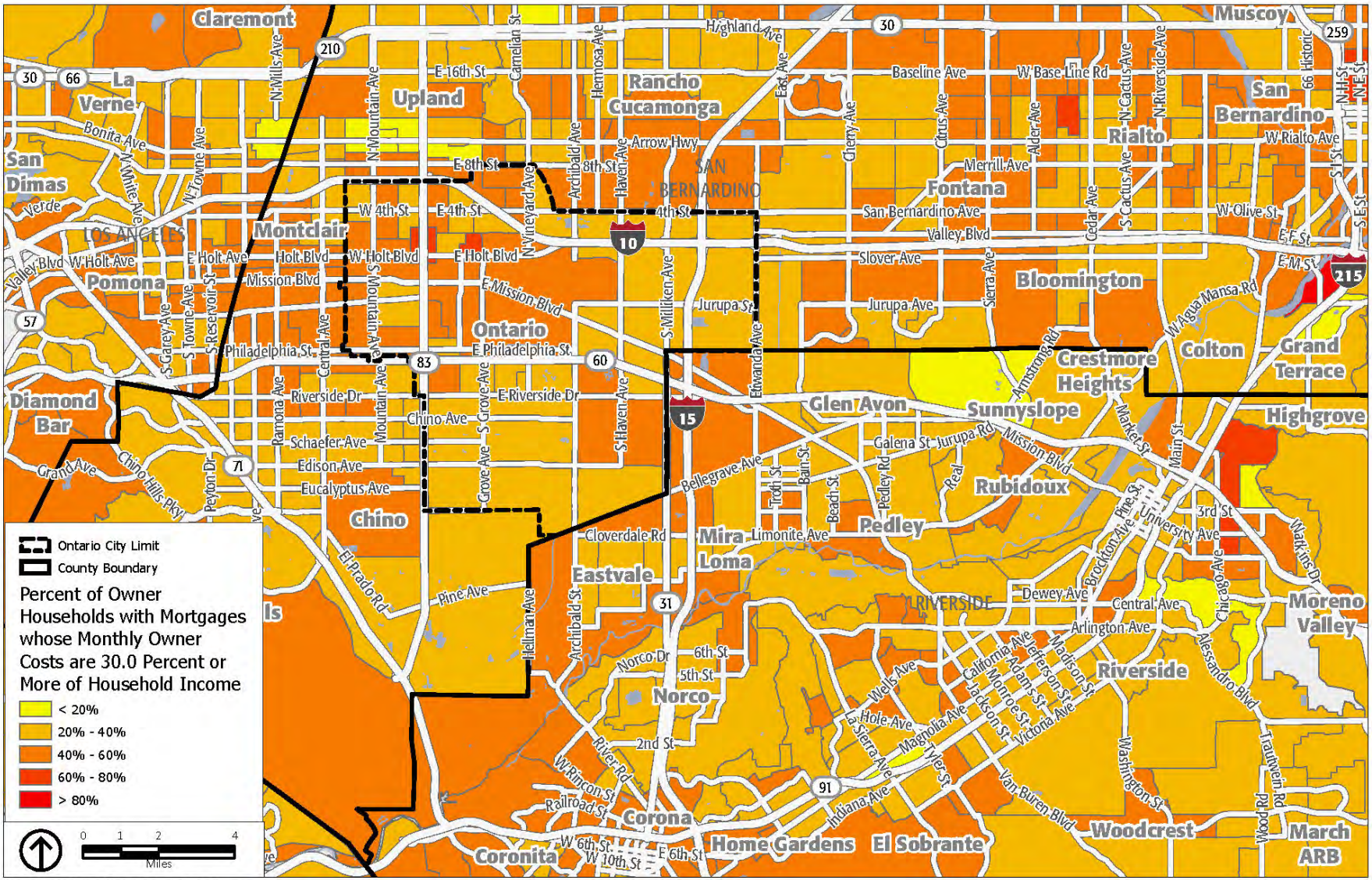
Source: HUD (2014-2017), by block group.

Figure 3-10 Overcrowded Households



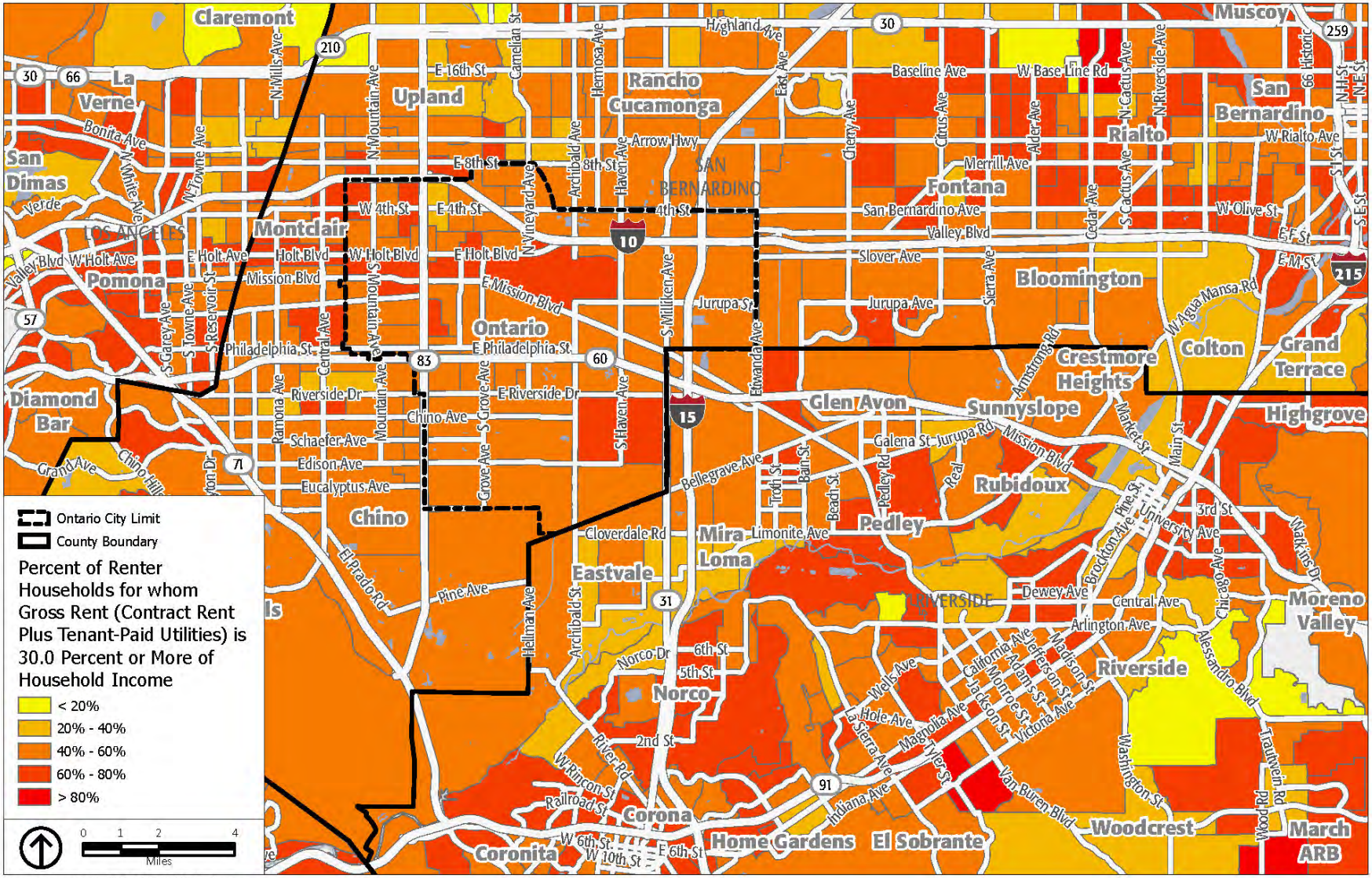
Source: CHHS (2006-2010), by tract.

Figure 3-11 Overpayment by Owners



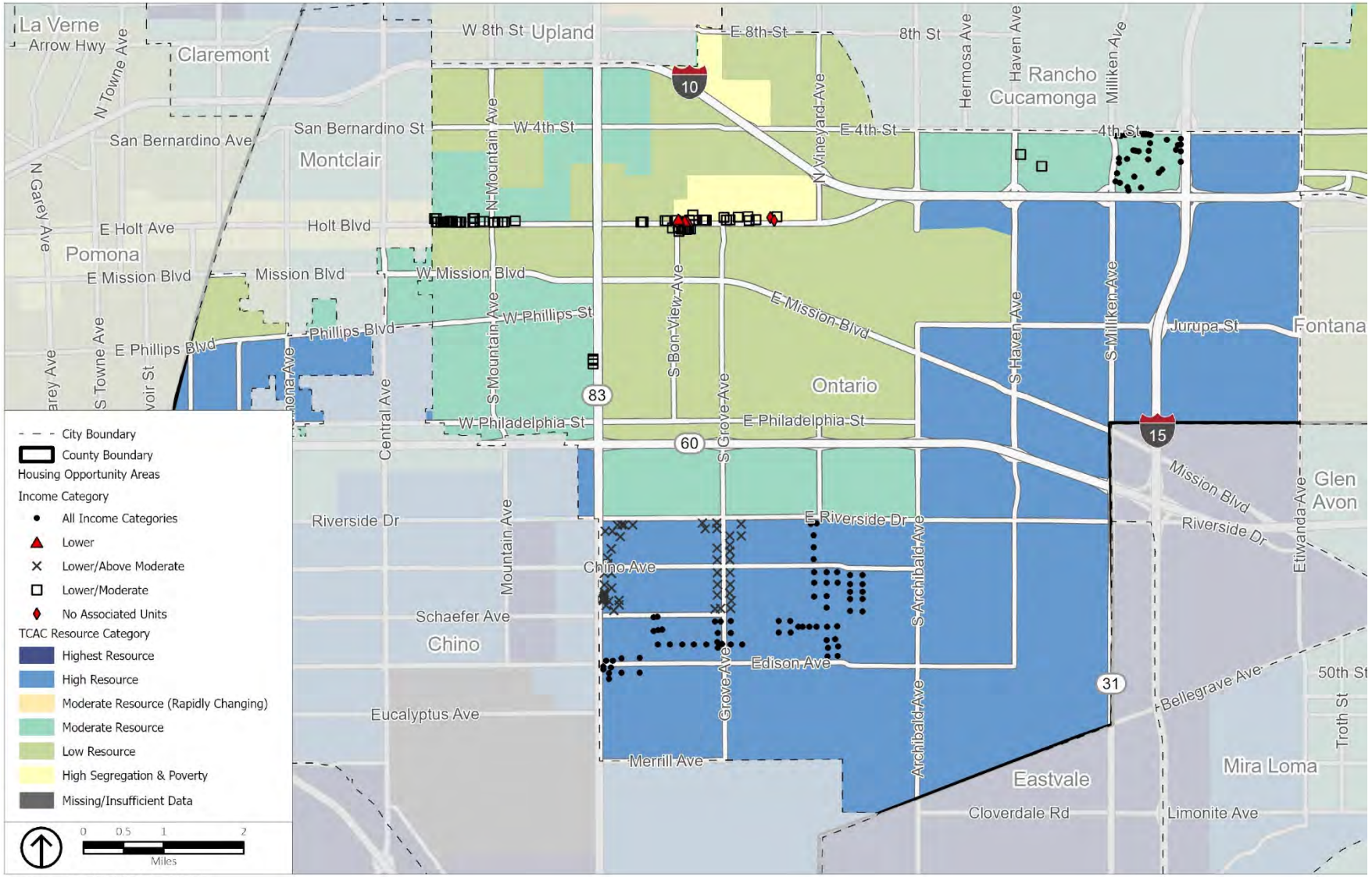
Source: ACS (2015-2019), by tract.

Figure 3-12 Overpayment by Renters

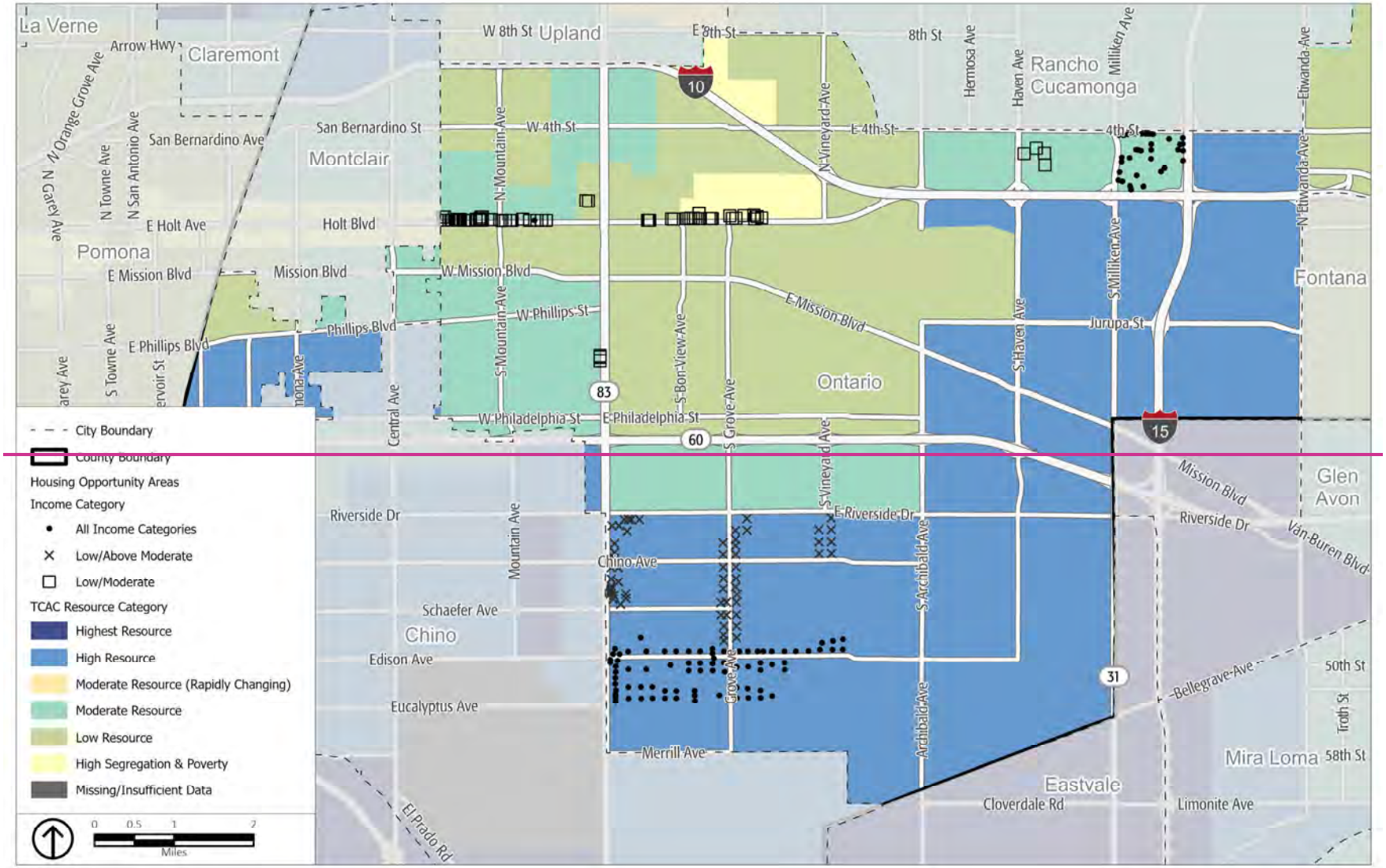


Source: ACS (2015-2019), by tract.

Figure 3-13(2021) Sites Inventory and Resource Areas

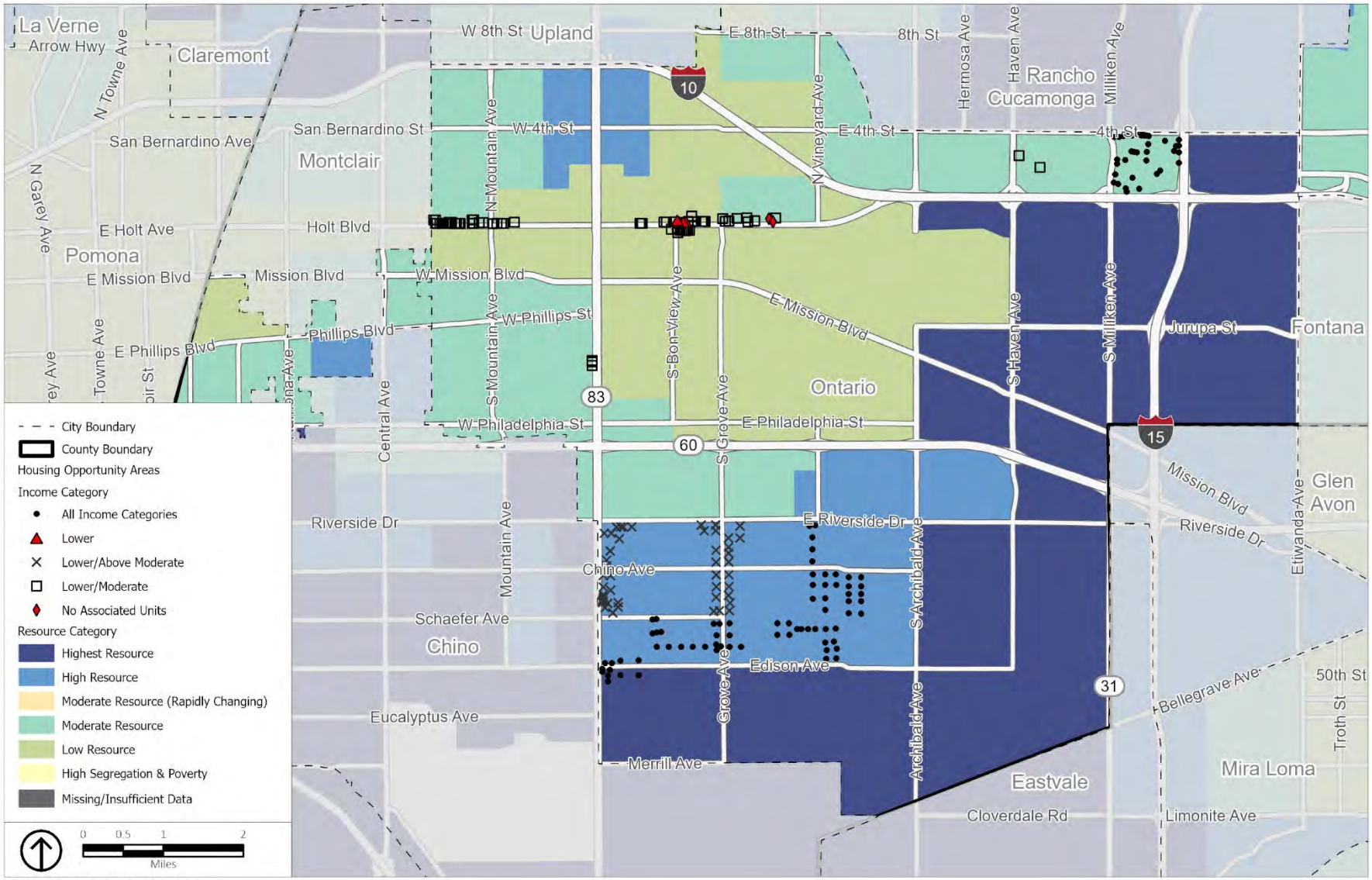


Source: TCAC/HCD, 2021.



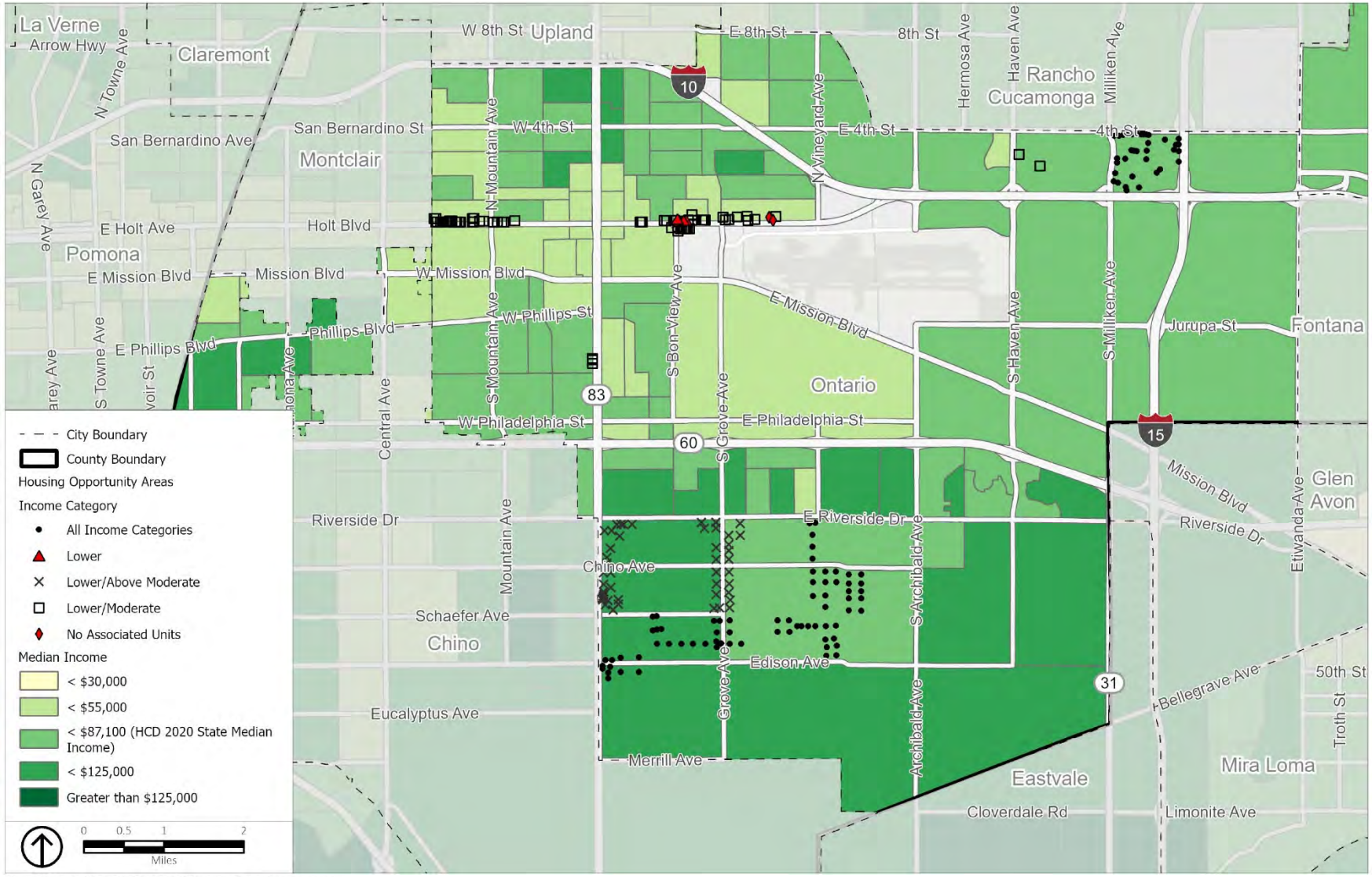
Source: TCAC/HCD, 2021.

Figure 3-13(2026) 2026 Sites Inventory and Resource Areas

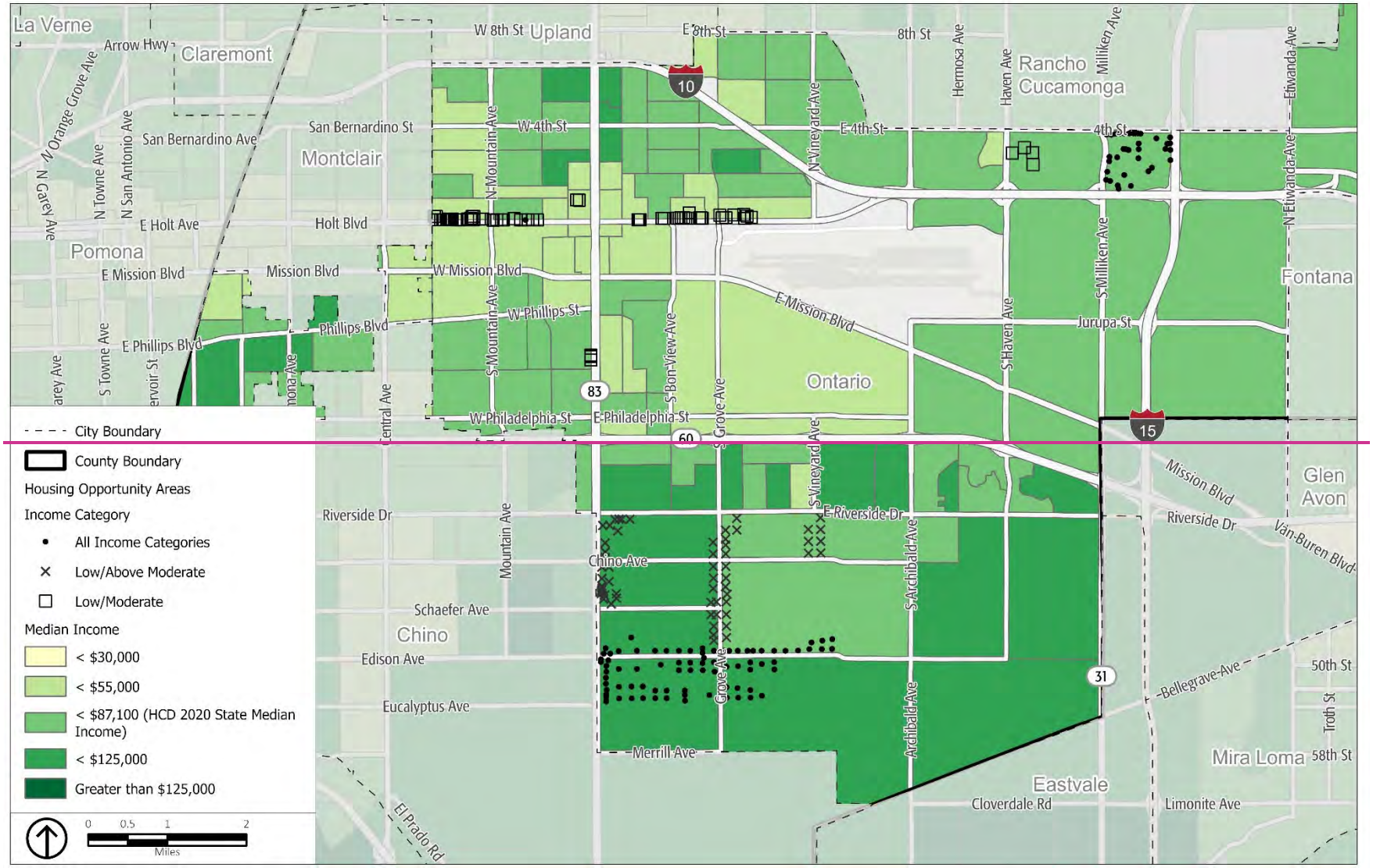


Source: TCAC/HCD, 2026.

Figure 3-14 Sites Inventory and Median Income



Source: ACS (2015-2019), by block group.



Source: ACS (2015-2019), by block group.

Figure 3-15 Sites Inventory and R/ECAPs

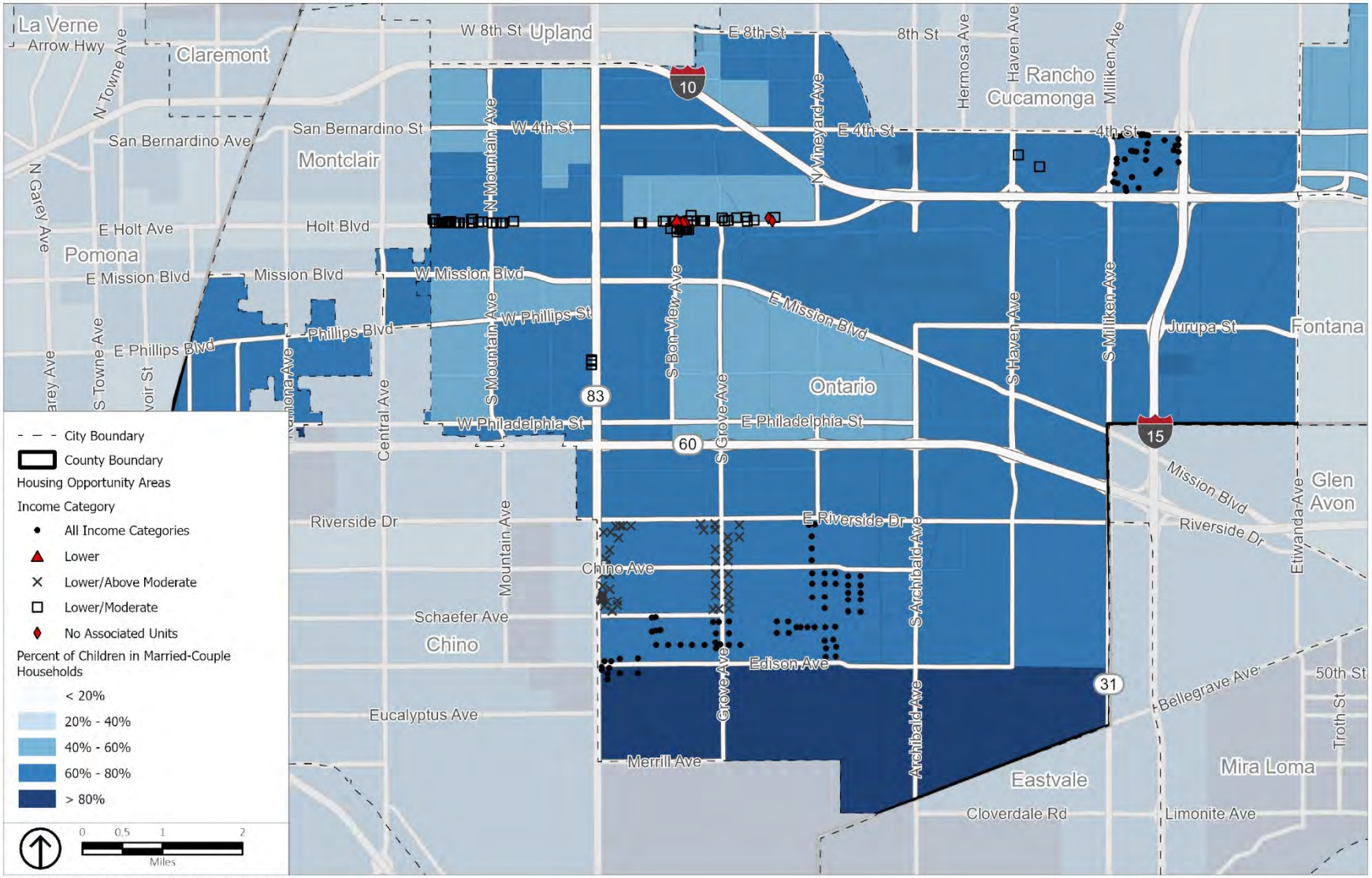


Source: HUD, 2009-2013. TCAC/HCD, 2021.

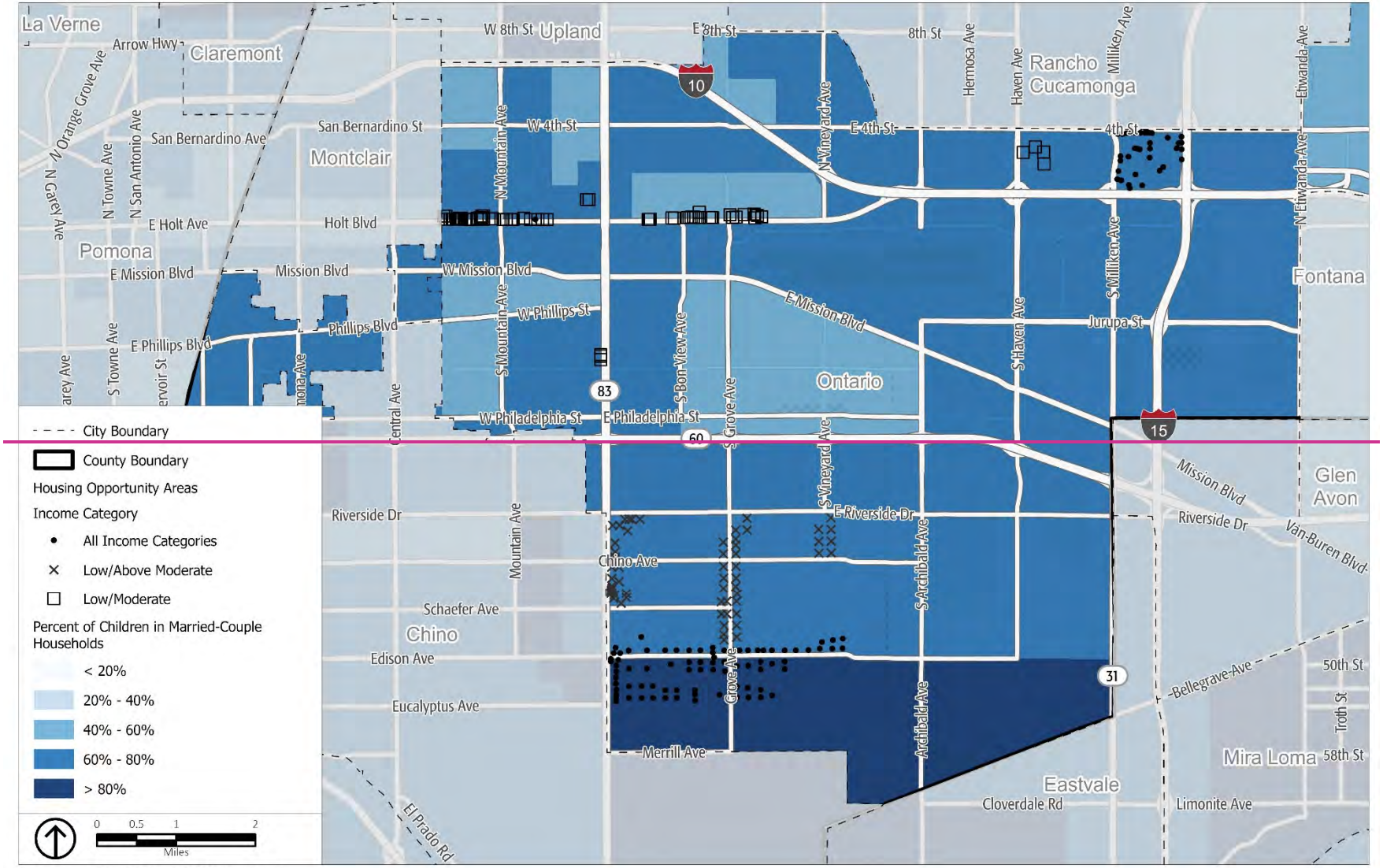


Source: HUD, 2009-2013. TCAC/HCD, 2021.

Figure 3-16 Sites Inventory and Familial Status

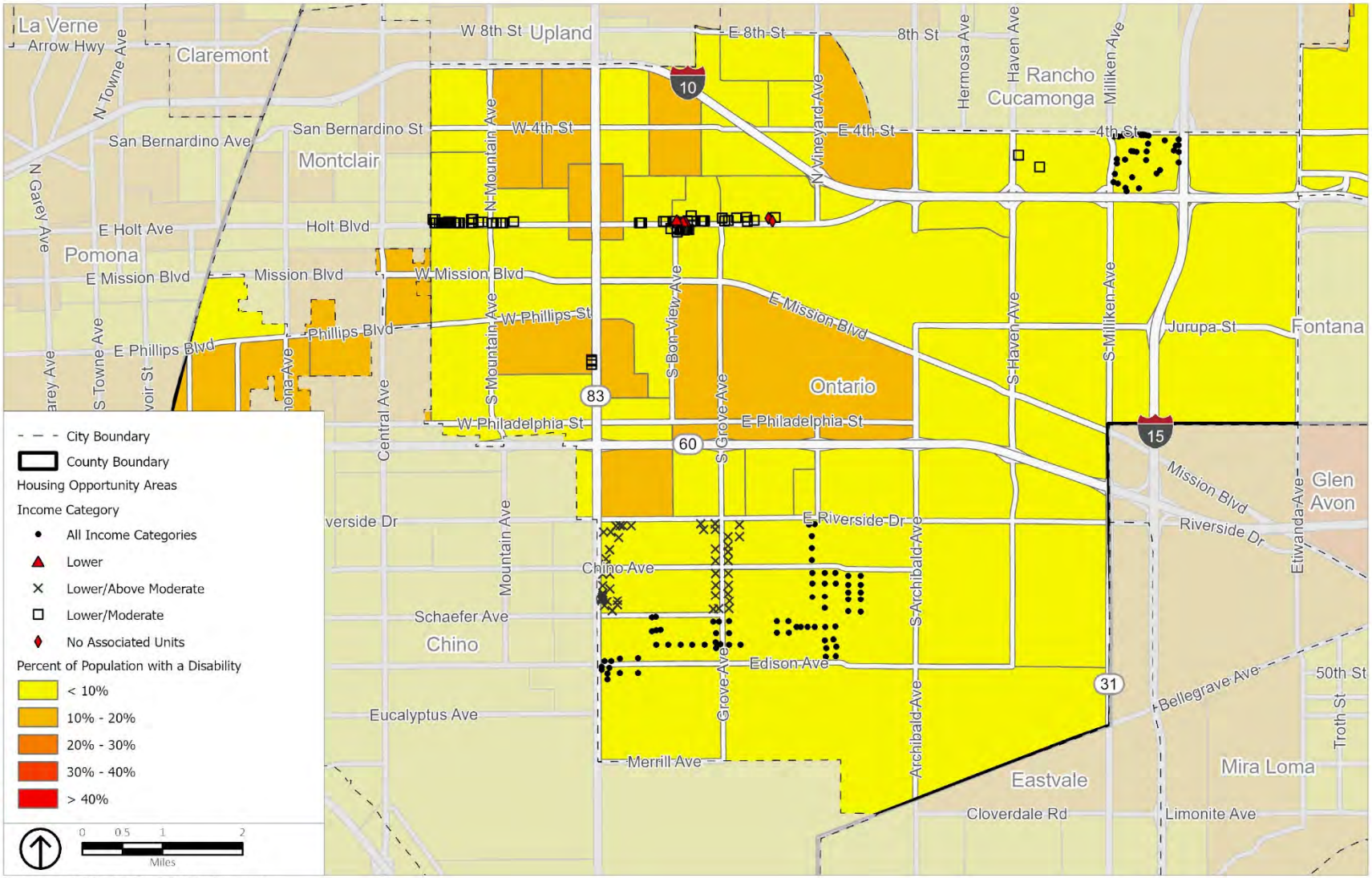


Source: ACS (2015-2019), by tract.

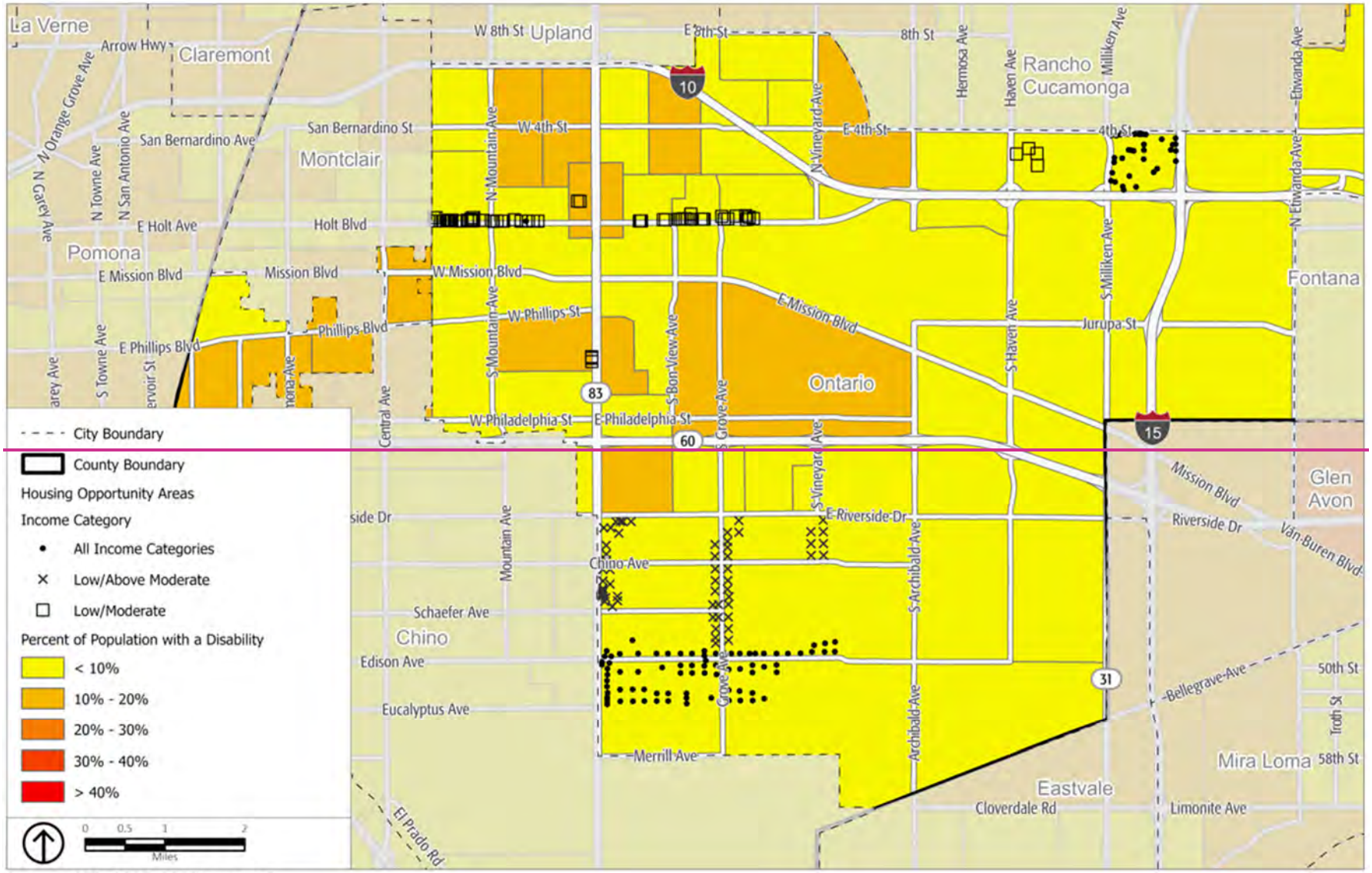


Source: ACS (2015-2019), by tract.

Figure 3-17 Sites Inventory and Population with Disability

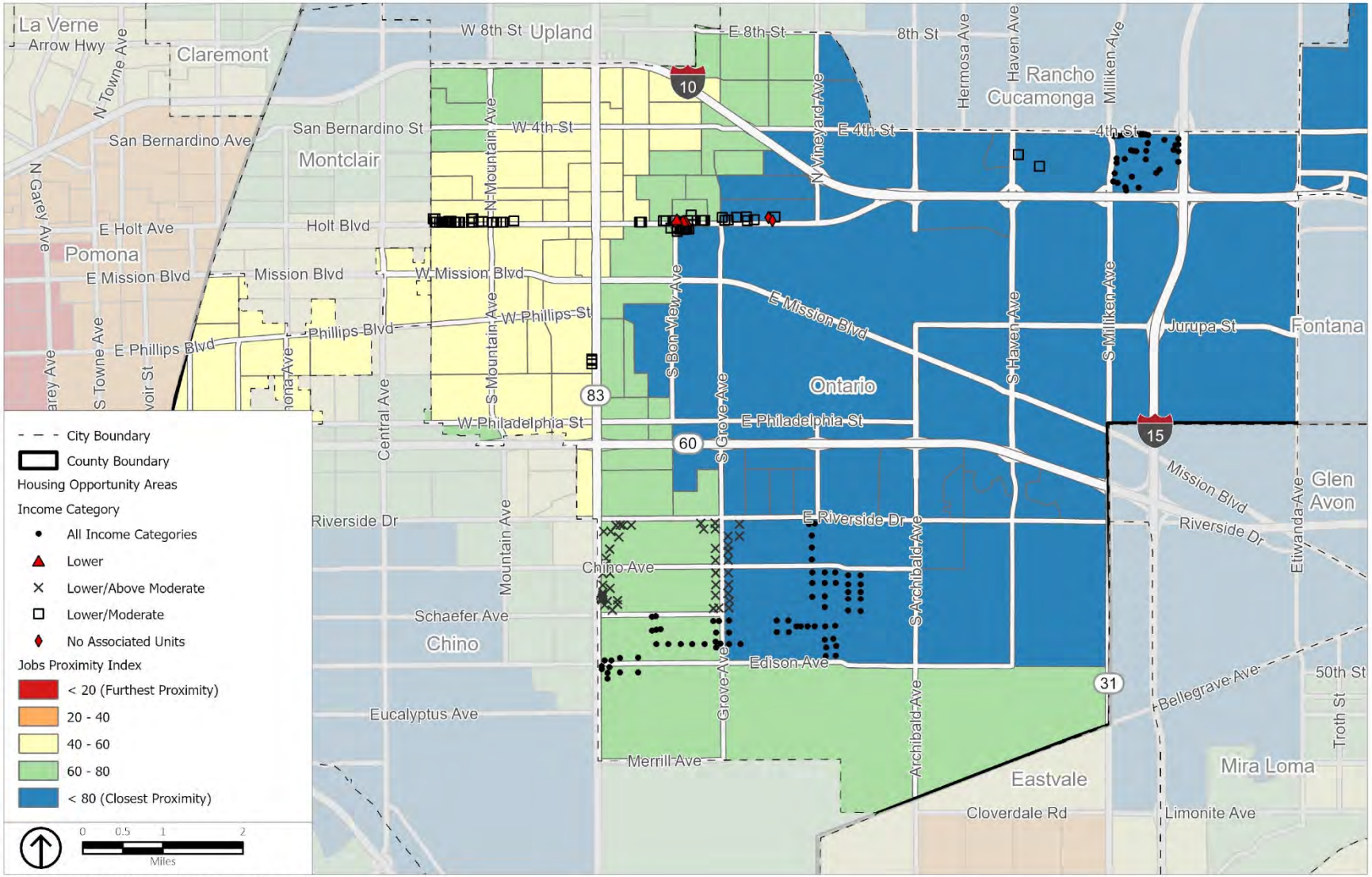


Source: ACS (2015-2019), by tract.

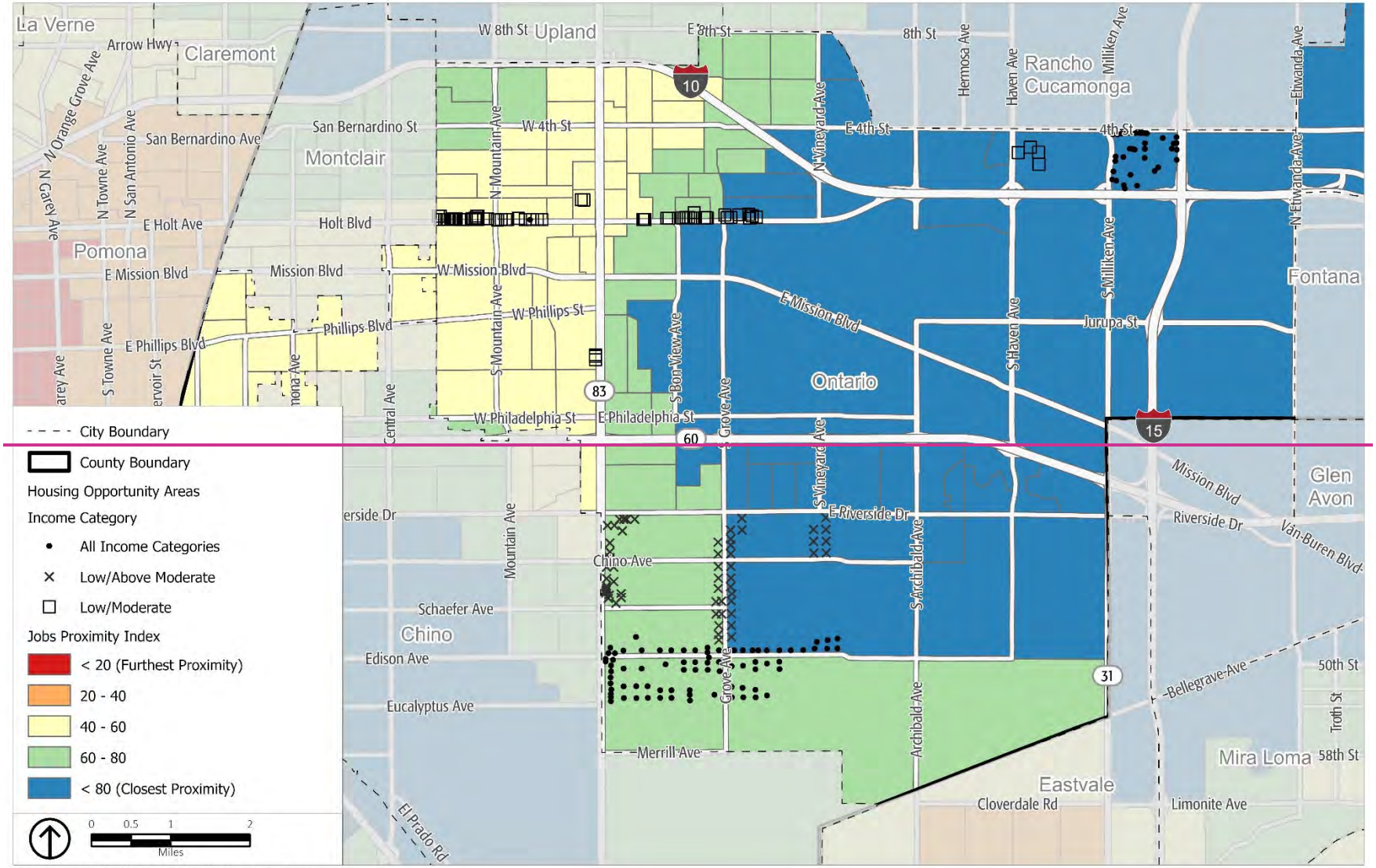


Source: ACS (2015-2019), by tract.

Figure 3-18 Sites Inventory and Proximity to Jobs

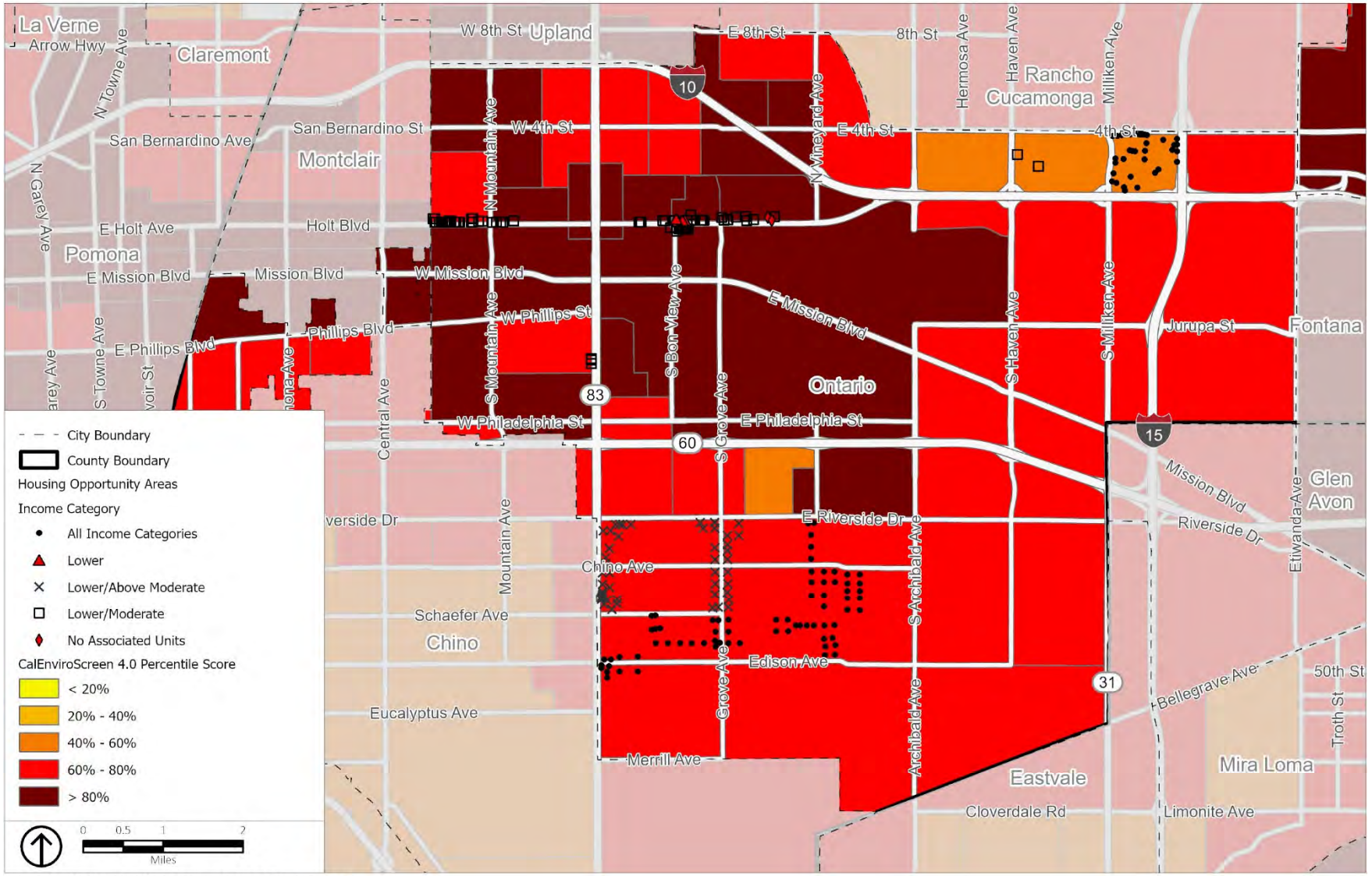


Source: HUD (2014-2017), by block group.

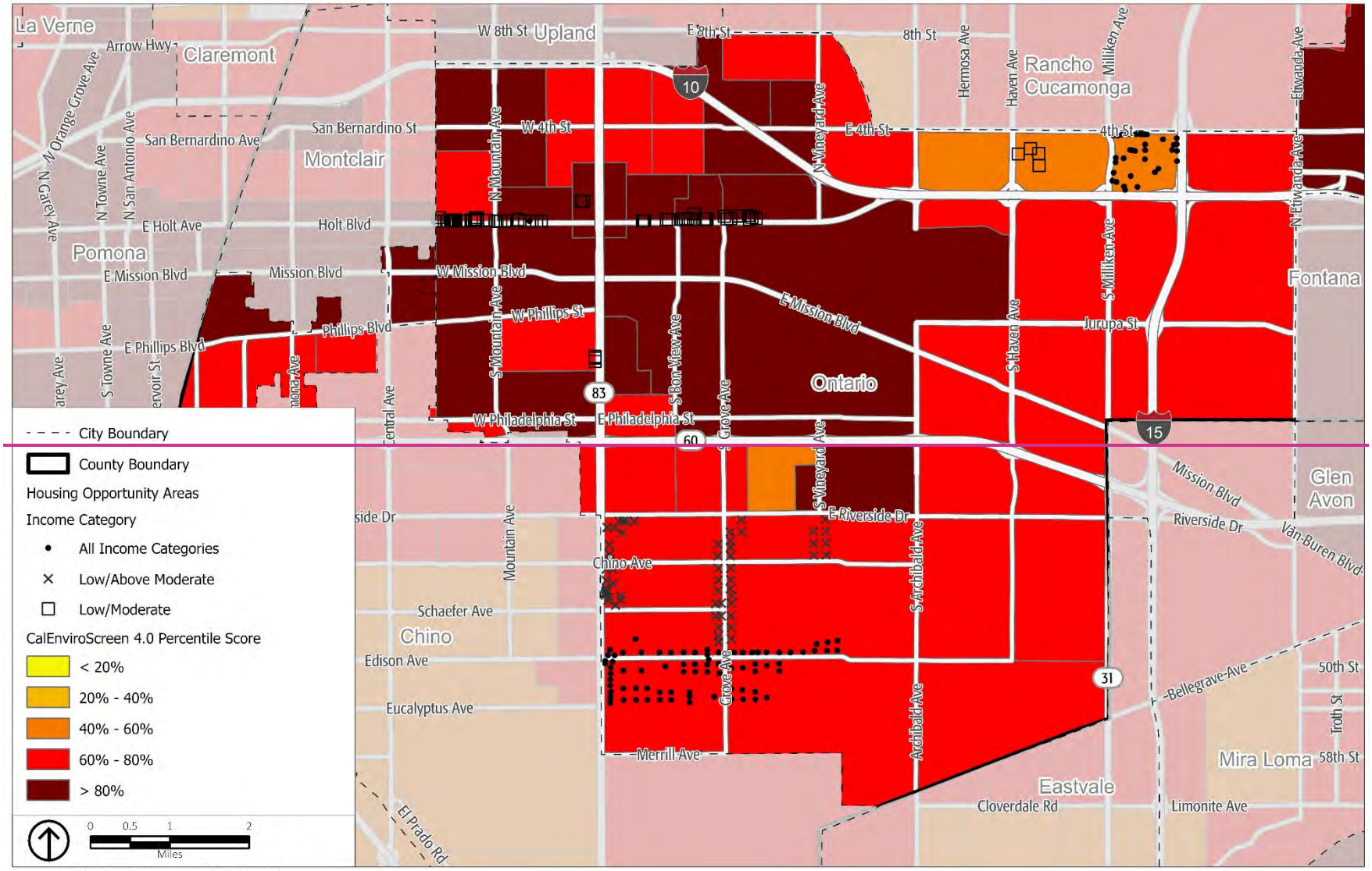


Source: HUD (2014-2017), by block group.

Figure 3-19 Sites Inventory and CalEnviroScreen (CES 4.0)

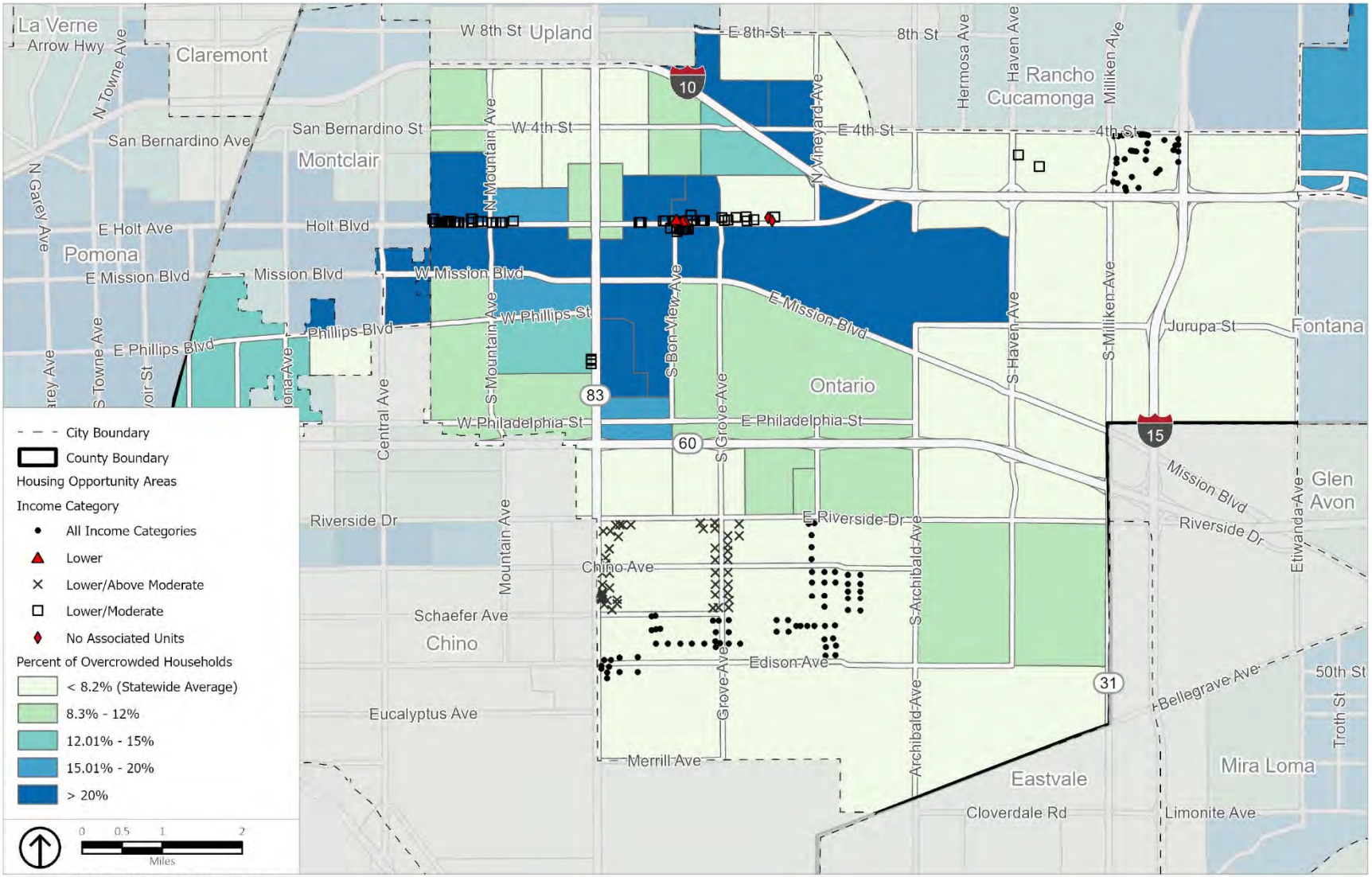


Source: CalEnviroScreen 4.0 (2021), by tract.

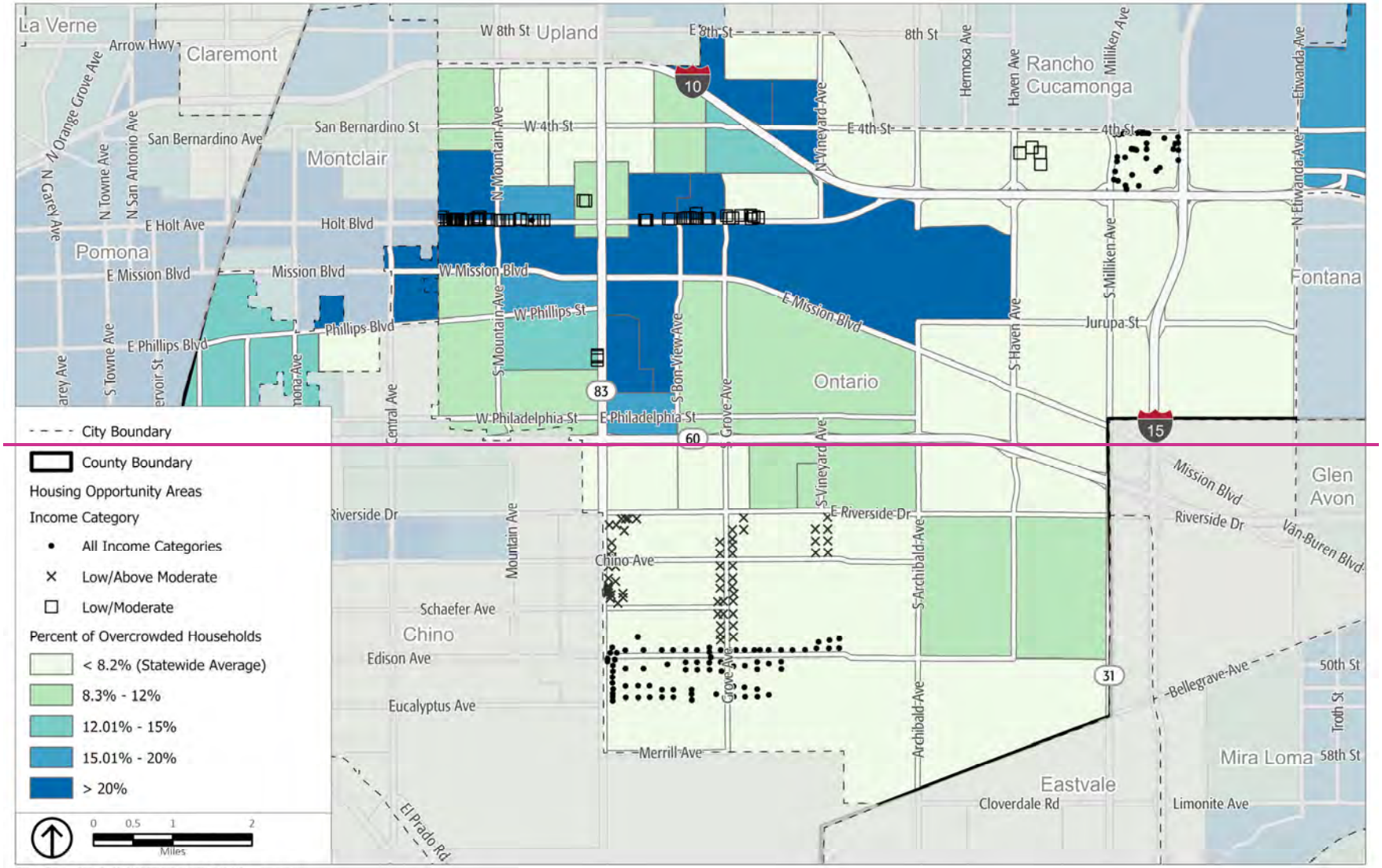


Source: CalEnviroScreen 4.0 (2021), by tract.

Figure 3-20 Sites Inventory and Overcrowding

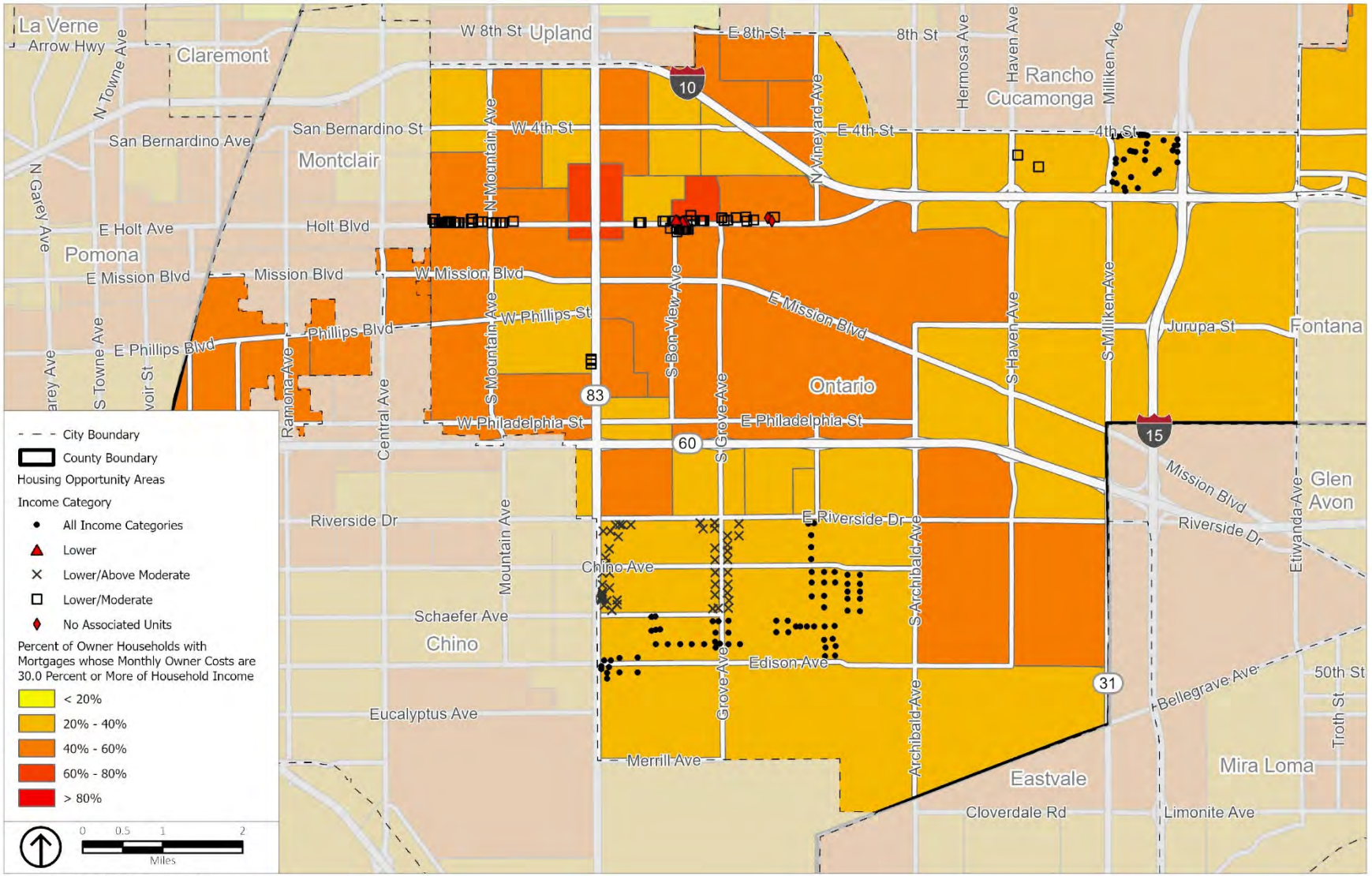


Source: CHHS (2006-2010), by tract.

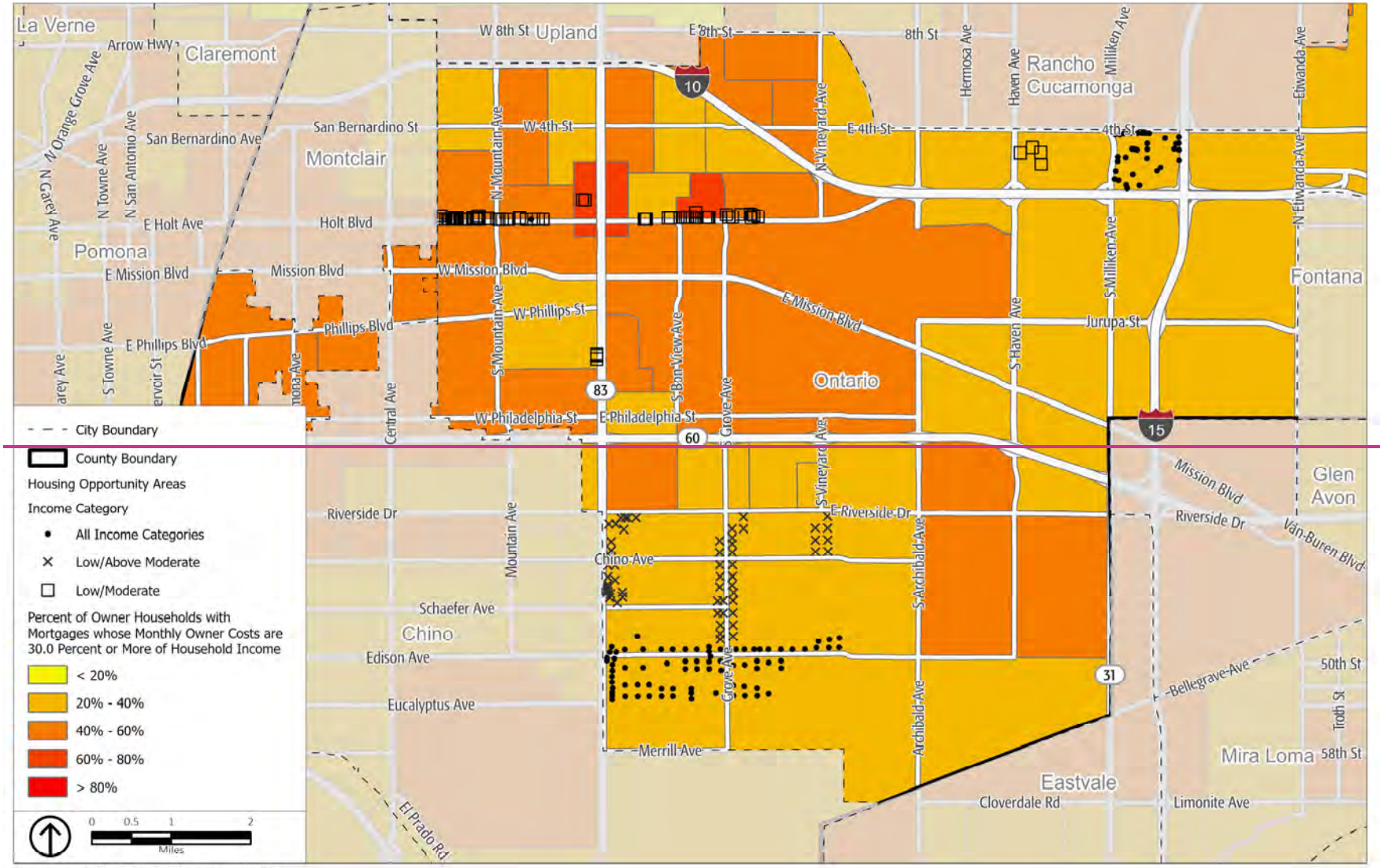


Source: CHHS (2006-2010), by tract.

Figure 3-21 Sites Inventory and Overpayment (Owner-Occupied Housing)

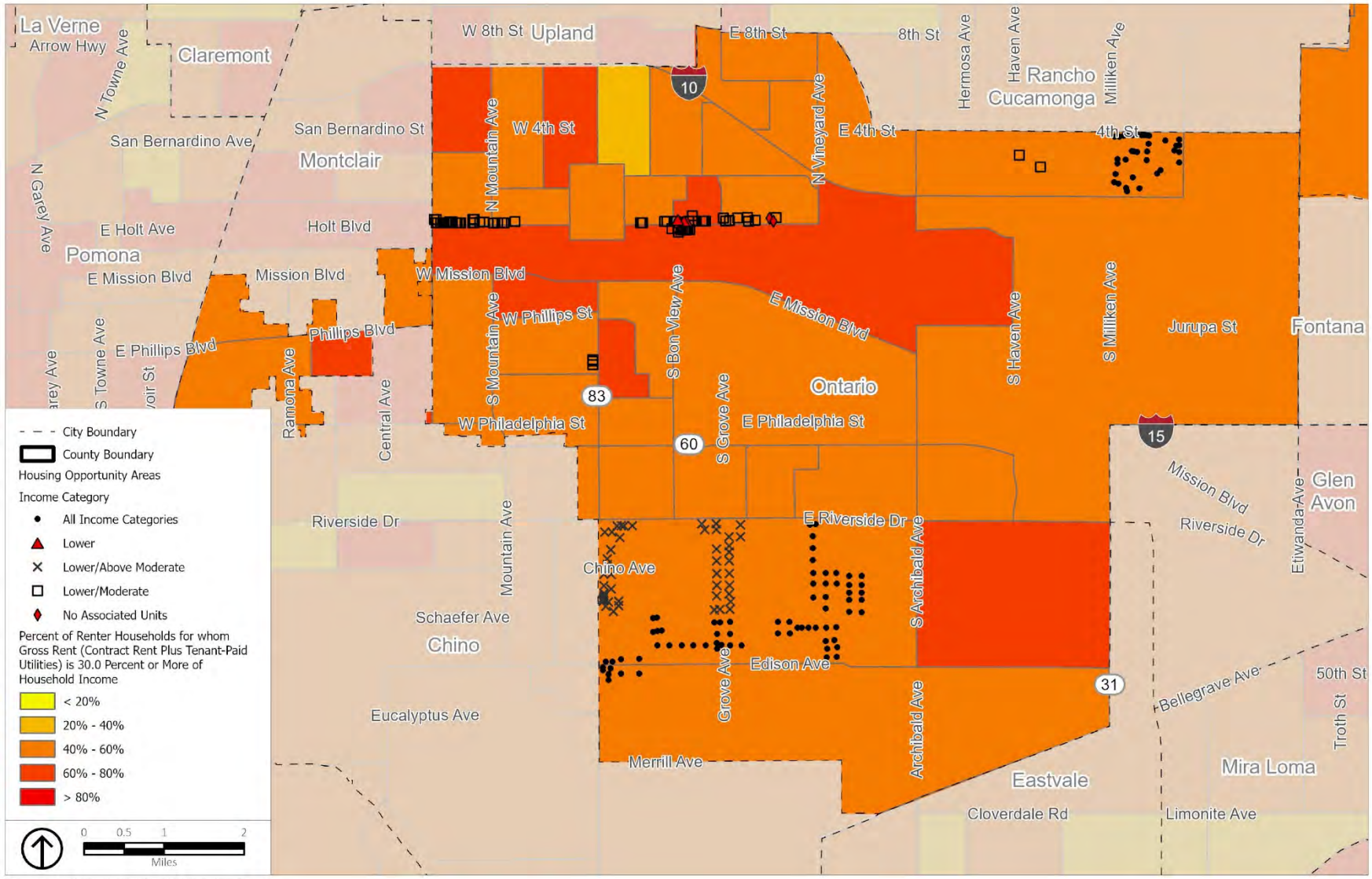


Source: ACS (2015-2019), by tract.

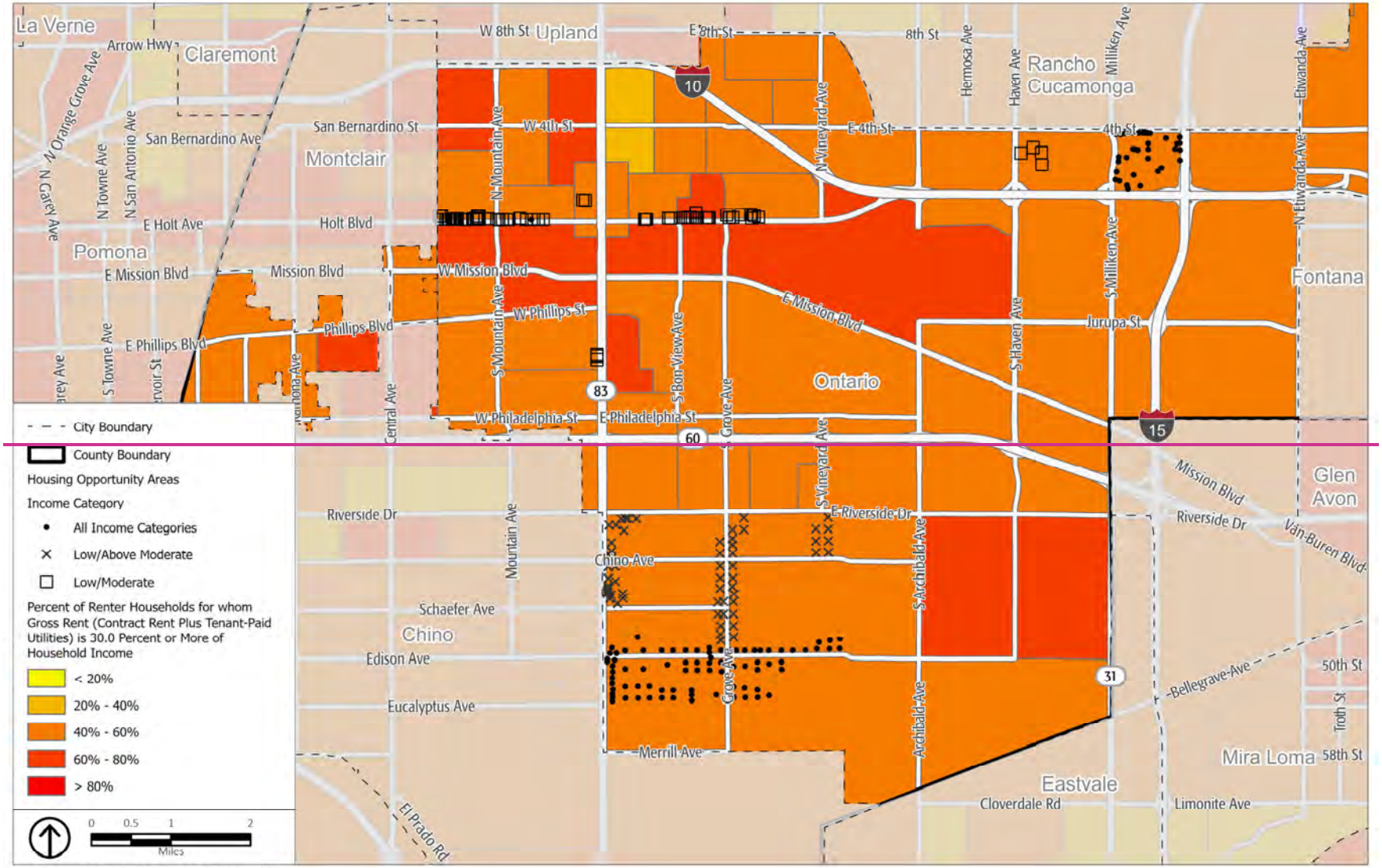


Source: ACS (2015-2019), by tract.

Figure 3-22 Sites Inventory and Overpayment (Renter-Occupied Housing)



Source: ACS (2015-2019), by tract.



Source: ACS (2015-2019), by tract.

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5. Resources

5.1 Housing Resources

This section describes the land resources within Ontario that are available to address the City's existing and future housing needs, including its share of the Regional Housing Needs Assessment (RHNA).

Regional Housing Needs

The regional housing needs mandate requires every local government in California to plan for its "fair share" of the region's existing and future housing needs. The California Legislature has stated that housing availability is of vital statewide importance, as is the early attainment of decent housing and a suitable living environment for every Californian. State law, therefore, requires the California Department of Housing and Community Development (HCD) to develop housing needs projections for every region in California. As directed by state law, HCD estimates each region's existing and future needs every eight years; each eight-year period is called a housing cycle. For Ontario and the rest of the Southern California Association of Governments (SCAG) region, the upcoming housing cycle (the 6th cycle) plans for projected housing needs between 2021 and 2029.

For the 6th cycle, the SCAG region has been allocated more than 1.3 million housing units to be planned for by 2029. This estimate is 300 percent higher than the approximately 400,000 units required in the previous housing planning period (the 5th cycle, which covered 2013-2021). The large regional allocation results from underproduction of housing, rapidly increasing housing prices and rents, and increasing levels of housing overpayment among residents. As a result, local governments across the region must plan to accommodate an unprecedented increase in housing goals.

SCAG is responsible for dividing the 1.3-million-unit target between each of the 191 jurisdictions in the region. Under state law, SCAG must consider specific planning factors in allocating the required housing units between jurisdictions, but it can develop a tailored model for the region. SCAG's model for the 6th cycle considers the availability of land, adequacy of infrastructure and services, market demand for housing, fair housing, availability of employment and transit, local population growth estimates, and many other housing and planning considerations; the model, however, weights opportunities to promote fair housing, proximity to employment, and transit accessibility more heavily than other factors, so jurisdictions that were closer to jobs centers, had a lower concentration of poverty, and had more access to transit opportunities

were generally allocated more units than those with poor jobs access and no public transit.

In Ontario, the RHNA goal has nearly doubled since the last Housing Element planning period. For the 2013-2021 planning period, Ontario's RHNA was 10,861 units; the allocation increased 92 percent to 20,854 units for the 2021-2029 period. Within this goal, the City must plan for housing production at three different income levels: lower-income housing (includes extremely low, very low, and low income), moderate-income, and above moderate-income. Table 5-1 summarizes the City's 2021–2029 RHNA. Ontario is required to set aside sufficient land, adopt programs, and provide funding (to the extent feasible) to facilitate and encourage housing production commensurate with that need.

Table 5-1
Ontario Regional Housing Need Allocation, 2021–2029

	Lower Income	*Moderate Income*	*Above Moderate Income*	*Total Capacity*
RHNA Need	8,926	3,329	8,599	20,854

Source: SCAG, 2021.

California law holds local governments responsible for planning for their share of the region' housing needs and ensuring that housing is planned commensurate with the total assigned need for each affordability category. However, state law does not require a city to build housing; that is the responsibility of the building industry. Local governments can obtain credit toward meeting their RHNA target in four ways:

- **Housing Production.** Housing units built and occupied (received a certificate of occupancy) on or after June 30, 2021, when the projection period for the 6th cycle RHNA begins.
- **Planned Production**. Housing units proposed for construction that are likely to be approved and built during the planning period, from July 2021 to October 2029.
- **Available Land.** Designation of vacant and underutilized sites with zoning, development standards, services, and public facilities in place so housing can be built.
- **Alternative Credits**. Qualified projects that involve the rehabilitation, preservation, and conversion of non-affordable units to affordable units, subject to conditions.

The City's housing strategies use the first three options. The following section describes how the City will address its housing planning and production goals for the 2021-2029 RHNA.

Relationship of Zoning and Density to Housing Affordability

This section describes the suitability of residential development standards, namely allowed density and zoning districts, for facilitating housing affordable to different income levels.

Zoning and density standards are correlated to the affordability of housing. In general, higher-density housing projects, like apartment buildings, are more affordable than lower-density projects, like single-family homes. While other factors such as location, the size of the units, and quality of the finish materials also contribute to a project's ultimate affordability, the state has determined that density and zoning standards are suitable proxies for identifying the potential affordability level of a site.

The following sections describe the density thresholds identified for each income category and the current zoning districts that allow the identified densities.

Lower Income

Density

Housing element law requires jurisdictions to provide a requisite analysis showing that zones identified for lower-income households provide sufficient density to encourage such development. The law provides two options for preparing the analysis: (1) describe market demand and trends, financial feasibility, and recent development experience; (2) utilize default density standards deemed adequate to meet the appropriate zoning test. According to state law, the default density standard for Ontario is 30 dwelling units per acre. In 2019 and 2020, two 100-percent affordable housing projects were built in Ontario with densities between 25 and 30 dwelling units per acre:

- ***Vista Verde***. Completed in 2021. Consists of 101 affordable units (lower-income); built at a density of 26 dwelling units per acre.
- ***Emporia Place I***. Completed in 2020. Consists of 74 affordable units (lower-income); built at a density of 26.7 dwelling units per acre.

Therefore, for the 2021-2029 planning period, the City has determined that the default density adequately demonstrates its capacity to accommodate the lower-income RHNA.

Zoning

Under the current development standards, residential development within the following zoning districts allows for densities of 30 dwelling units per acre or more.

- ***Mixed-Use (MU-1)*** – 20–75 dwelling units per acre
- ***Mixed-Use (MU-~~2~~6)*** – 14-40 dwelling units per acre
  - The City's Development Code allows for stand-alone multifamily residential projects in mixed-use districts.
- ***Planned Unit Development (PUDs)*** – 25–75 dwelling units per acre
- ***High-Density Residential (HDR-45)*** – 25.1–45 dwelling units per acre

The City's rezoning program (Program 13) will also create an affordable housing overlay that expands the land use categories that can accommodate at least 30 dwelling units per acre, exempt projects with at least 20 percent of units affordable to lower incomes from specific plan requirements if no specific plan exists, and revises existing specific plans to allow at least 30 dwelling units per acre on identified sites. Each of these changes will play a key role in fulfilling the City's lower-income RHNA.

Moderate Income

Density

Typically, medium to medium-high multiple-family zoning districts are suitable for facilitating the construction of housing affordable to moderate-income households. To determine the densities needed to accommodate moderate-income housing, nearly 2,000 properties sold or listed on the MLS between September 2020 and September 2021 were analyzed. Of the 2,000 records analyzed, 66 were newer construction (built after 2017) townhomes or condos, most of which were built at densities between 8 and 18 dwelling units per acre. Of those, 10 properties sold for less than $410,000, the moderate-income threshold, indicating the densities were sufficient to produce moderate-income housing. These sales included four new construction homes in the New Haven master-planned community (two two-bedroom units and two three-bedroom units), where projects are typically 18 units per acre or less.

In recognition of increasing home prices, however, the City has determined that a higher density of 25 units per acre would be more conducive to creating moderate-income housing. In support of this, the Cities of Chino, Fontana, and Rancho Cucamonga indicate that master-

planned communities with densities up to 25 dwelling units per acre offer homes that are affordable to moderate-income households. Therefore, the City's land inventory will focus on sites that allow for 25 or more dwelling units per acre to fulfill its moderate-income allocation.

Zoning

The same zoning districts identified as suitable for lower-income housing are suitable for moderate-income housing, as well as the following:

- ***Medium-Density Residential (MDR-25)*** – 18.1 – 25 dwelling units per acre
- ***Specific Plan (SP)*** – Sites designated as SP, where no specific plan exists, can facilitate moderate-income housing if the corresponding Policy Plan designation allows densities up to 25 dwelling units per acre. Such Policy Plan designations include:
  - *Medium-Density Residential (MDR)* – 11 to 25 dwelling units per acre
  - *Mixed-Use (MU)* – current and proposed designations for various mixed-use areas allow a range of densities with maximums ranging from 25 to 125 dwelling units per acre.

Above Moderate Income

Density and Zoning

The planned residential development projects in the city (see Table 5-2) include a mix of housing types at various densities. Most, however, are anticipated to develop at market rates that are affordable to above-moderate-income households. Therefore, it is assumed that any density and any residentially zoned land can support the development of above-moderate housing.

Housing Production and Planned Production

This section details residential development projects that have been ~~approved~~reported on the City's Annual Progress Reports (APRs) during the 6th cycle between 2022 and 2024~~., or are very near approval by the City and will complete constructed during the 6th housing cycle.~~

~~The City of Ontario has approved or expects to approve several residential projects that will receive their certificate of occupancy or final inspection during the 6th cycle. Most of these projects are already under construction, as noted in Table 5-2. As allowed under state housing element law, these approved and pending residential projects will be eligible for credit toward the 6th cycle RHNA~~.

~~As described here~~ The reported development is ~~and listed~~ summarized in Table 5-2~~, housing pipeline projects represent~~ and includes a mix of residential types~~,~~ and price points~~, and affordability levels~~.

- **Mix of Housing Types**. A ~~broad~~ range of housing products ~~is~~ has been reported in the development pipeline, including single-family residential projects, condominiums, townhomes, clustered and motor court homes, and apartment projects. Proposed projects are located on vacant land throughout the city, within existing residential neighborhoods, in underutilized mixed-use areas, and on undeveloped land south of Riverside Drive and east of the Cucamonga Channel (the Channel), where the area is transitioning from agricultural uses to residential communities.

- **Project affordability**. A project's affordability is based on the type of residential product approved/entitled in the community and the market sales price or rent charged for recently built projects in the city.

- **Mix of Vacant and Underused Sites**. Similar to the land inventory discussed later, proposed projects are situated on a combination of vacant and underused sites. Many included the subdivision of large lots or the development of a range of products, including multifamily housing, on large lots over 10 acres in size. Further, prior projects that have been built in the city have been within underutilized lots.

- **Mix of Housing Locations**. The City ~~has approved proposals, to develop 2,111~~ reported more than 12,000 units on APRs in the 6th Cycle.~~, most of which are currently under construction and expected to receive a certificate of occupancy during the 6th cycle.~~ While the greatest volume of housing development is in the area south of Riverside Drive and east of the Channel, projects have also been approved in the downtown area, along commercial corridors like Holt Boulevard, within the mixed-use areas along the Interstate (I-) 10 corridor, ~~and~~ and scattered throughout established neighborhoods~~, in addition to~~ as well as hundreds of accessory dwelling units (ADUs) that have been permitted and built, primarily in the City's established residential neighborhoods.

A summary of development progress reported on APRs during the 6th cycle ~~Only projects that have been issued a building permit or are expected to receive a building permit in the near term are~~ is ~~included~~ in ~~the pipeline projections~~Table 5-2. ~~Several more projects have been entitled, and many additional complex projects are currently under review that would add thousands more units to the city, but these have~~

~~not been included. Table 5-2, therefore, represents a conservative estimate of the planned projects.~~

Table 5-2 6th Cycle Development Progress

	Built			Permitted			Entitled			Submitted			
Unit Type	ELI+VLI+LI[1]	MI	AMI	ELI+VLI+LI	MI[2]	AMI	ELI+VLI+LI	MI	AMI	ELI+VLI+LI	MI	AMI	Total Units
2 to 4 units together[4]	-	-	45	-	-	30	-	-	-	-	-	3	78
Multifamily (5+ units)[1,4]	49[1]	-	640[1]	-	-	209[3]	3[3]	-	1,710	-	-	1,471	4,082
Accessory Dwelling Unit (ADU)[4]	-	-	195	-	-	251	-	-	-	-	-	-	446
Single Family Attached (SFA)[2,4]	-	-	968	-	7[2]	530[2]	-	-	2,111	-	-	252	3,868
Single Family Detached (SFD)[4]	-	-	1,460	-	-	690	-	-	810	-	-	668	3,628
Total[4]	49	-	3,308	-	7	1,710	3	-	4,631	-	-	2,394	12,102

Source City of Ontario Annual Progress Reports, 2022–2024, plus projects with moderate or lower income units reported on the 2025 APR.

1. APNs 104905403, 104905404: 201 S. Fern Ave (Emporia Place II by Related CA), completed 2024. All units deed restricted; Total: 50 Units; ELI: 10 Units; VLI: 20 Units; LI: 19 Units; AMI (Caretaker unit): 1.
2. APN 100855112: 1355 5th Street, under construction 2026. Mixed income (moderate units deed restricted, privately funded w/ density bonus); Total: 70 units; MI: 7 units; AMI: 63 units (status updated on 2025 APR).
3. APN 11007102: 1389 E Holt Blvd. Approved: mixed income (very low income units deed-restricted, privately funded w/ density bonus); Total: 50 units; VLI: 3 units; AMI: 47 units (new on 2025 APR)
4. Due to the annual nature of APRs, some projects are reported in multiple years. In an effort to avoid double-counting units (such as those reported as permitted one year and built the following year), the following corrections are reflected in the table:
   - 2 to 4 units together: No adjustments
   - Multifamily (5+ units): Permitted units on parcels where built units were reported were reduced to zero. (Reduced permitted by 18 units (AMI))
   - Accessory Dwelling Unit (ADU): Permitted units on parcels where a built ADU was reported were reduced to zero. (Reduced AMI permitted by 147 units)
   - Single Family Attached (SFA): Built units have been subtracted from permitted units on parcels where built units were reported. Permitted units reported over multiple years have been consolidated. (Reduced permitted by 786 units (AMI)).
   - Single Family Detached (SFD): Built units have been subtracted from permitted units on parcels where built units were reported. Permitted and built units reported over multiple years have been consolidated. (Reduced permitted by 1,315 units (AMI); reduced built by 56 units (AMI)).
5. Submitted units that were later reported as entitled, permitted, and/or built have been removed from this table and reported in other columns as appropriate (reduced submitted by 3,622 units)

ELI = Extremely Low Income, VLI = Very Low Income, LI = Low Income, MI = Moderate Income, AMI = Above Moderate Income

~~Table 5-2~~
~~Residential Projects in the Pipeline~~

~~ID~~	~~Project Name~~	~~Assessor's Parcel Number (APN)~~	~~Type*~~	~~Total Units~~	~~Affordability~~			~~Status**~~
					~~Lower~~	~~Mod.~~	~~Above Mod.~~	
~~1~~	~~Misc. Projects Downtown~~	~~104837612, 104839431~~	~~SF~~	~~2~~	~~-~~	~~-~~	~~2~~	~~UC~~
~~2~~	~~Misc. Projects Between Mission Blvd and Riverside Dr~~	~~104955121, 105034106, 105034162, 104931214, 104953154~~	~~SF & ADU~~	~~5~~	~~-~~	~~-~~	~~5~~	~~UC~~
~~3~~	~~West Holt Multi-family~~	~~101055106~~	~~MF~~	~~6~~	~~-~~	~~-~~	~~6~~	~~UC~~
~~4~~	~~Mission & Palmetto~~	~~101138204~~	~~MF~~	~~68~~	~~-~~	~~-~~	~~68~~	~~PC~~
~~5~~	~~890 South Magnolia~~	~~101137115-16~~	~~MF~~	~~49~~	~~-~~	~~-~~	~~49~~	~~EN~~
~~6~~	~~Meredith~~	~~11031152, -53~~	~~MF~~	~~925~~	~~-~~	~~-~~	~~925~~	~~UC~~
~~7~~	~~Piemonte~~	~~21020440~~	~~MF~~	~~22~~	~~-~~	~~-~~	~~22~~	~~UC~~

8	Esperanza	21830203-04, 21830301-17, 21830326-57, 21832201-04, 21832312-33, 21832362-65, 21858501-27, 21858638-41, 21872301-11, 21872339-40, 21872349, 21872401-40, 21872442	SF	200	-	-	200	UC
9	Rich-Haven	21801602-03, 21816115, 21826229-30, 21826235-37, 21826239	SF	60	-	-	60	UC
		21801601, 21801604-05, 21809303, 21816115, 21821102, 21826206-07, 21839303-04, 21839308-09	MF	271	-	-	271	UC
10	Subarea 29	107339105-17, 107339129-35, 107339209-12, 107339243-53, 107340214-26, 107340228-30, 107340244-47, 21801501-05, 21801507-16, 21801529-47, 21801549-54, 21801562-64, 21827123, 21833153-54, 21867448-50, 21899125-33, 21899221-27, 21899232-53, 21899331-32, 21899334-42, 21899405-10, 21899477-84, 107339118, 107339126-28, 107339213-15	SF	325	-	-	325	UC
11	The Avenue	21865227	SF	11	-	-	11	UC
12	West Haven	21815111, 21815138	SF	129	-	-	129	UC
13	Harlow Ln	107339216-27, 107340231-38	SF	20	-	-	20	UC
14	Hazel St	107340110-27	SF	18	-	-	18	UC
TOTAL			-	2,111	-	-	2,111	-

Source: City of Ontario, 2021.

Notes: The projects included in the table include permits that have been issued but not completed and certificates of occupancy issued on or after 6/30/2021. There are also several projects currently under review that are not included in this table.

* SF = Single-Family, MF = Multifamily

** UC = Under Construction, PC = Currently in Plan Check, EN = Entitlement has been approved and project is expected to submit plans in near-term

Ontario's 2021-2029 RHNA includes 8,599 units for the above-moderate-income allocation (Table 5-1). ~~As shown in Table 5-2, the majority of projects are currently under construction. The two projects that are not under construction include:~~

~~Mission & Palmetto, which is currently in plan check and expected to be issued a building permit and commence construction by 2023.~~

~~890 South Magnolia, which is fully entitled, and it expected to be issued a building permit and commence construction before 2024.~~

~~Projects that are currently under construction and those that will begin construction before 2024 are expected to complete construction and received a certificate of occupancy well before the close of 6th cycle. Therefore, these projects can address 2,111 units of the above-moderate allocation.~~

Projects reported on the APRs address all of the above-moderate RHNA and a small portion of the City's lower and moderate RHNA, as noted in the summary of sites to accommodate the RHNA (Table 5-16).

The remainder of this chapter will focus on key strategies that the City will undertake to address the remainder of the ~~above-moderate allocation as well as the~~ lower- and moderate-income RHNA~~,~~ as well as additional capacity for above-moderate units in mixed-income communities.

2021-2029 RHNA Strategies

While the prior section listed residential projects ~~approved for development in the city~~reported on APRs, this section describes additional strategies proposed to address the remaining RHNA for the 2021-2029 Housing Element~~.~~ planning period.

The City is required to identify ~~available~~ sufficient~~,~~ appropriately zoned sites to accommodate its 2021–2029 RHNA, including the portion assigned to lower- and moderate-income households. An analysis of the city's available land and existing zoning districts showed that there was not enough land zoned at ~~the correct~~appropriate densities to ~~facilitate the development of enough~~ accommodate housing affordable to lower- and moderate-income households, ~~to fulfill the RHNA~~ and a rezoning program (Program 13) was needed. The City has implemented most provisions of Program 13, as noted throughout this section.

The City evaluated all of its land resources for suitability to develop at densities suitable to lower- and moderate-income housing and developed strategies and programs to meet its obligation. A description and analysis of the sites identified, including the sites' suitability for residential development, suitability to accommodate lower-income housing, realistic capacity, and allocation of units by RHNA income category ~~is~~ are

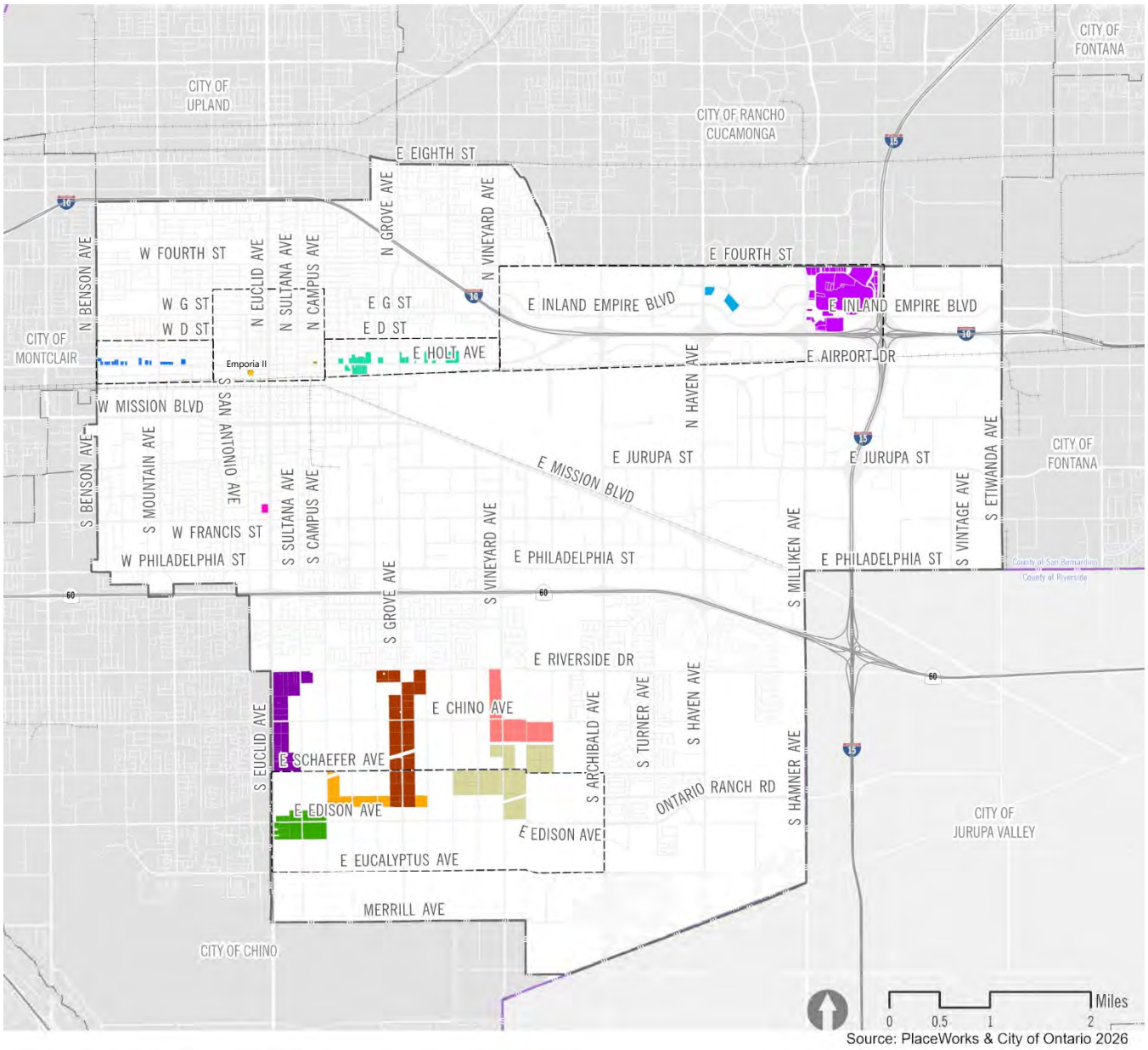
included in this section. Applicable programs are discussed ~~as applicable~~ throughout.

Identification of Sites

The analysis identified ~~233~~ 223 parcels, divided into ~~10~~ 11 Housing Opportunity Areas in which housing growth can be accommodated ~~after the City implements its rezoning program (Program 13)~~. These Opportunity Areas are further grouped into six key strategies, and illustrated in Figure 5-1, *Housing Opportunity Areas*. Housing Opportunity Areas are grouped based on similarities in site suitability, sites ability to accommodate the lower-income RHNA, realistic capacity adjustments, and distribution of units by RHNA income category. In addition to the Opportunity Areas, the City used accessory dwelling units (ADUs) as the seventh strategy to fulfill the RHNA. The sites identified in the Opportunity Areas further the City's housing goals and align with regional transportation plans by placing higher-density housing along future transit routes. The RHNA strategies also consider fair and equitable housing goals, development feasibility, proximity to amenities such as grocery stores, open space, and jobs, environmental constraints, and infrastructure availability. To ensure that the identified sites are suitable for the development of affordable housing within the 6th Cycle, and to promote such development the City has also identified several programs, outlined in the Chapter 9. These programs are intended to work in concert with the sites inventory to facilitate housing development. Programs that specifically relate to the City's sites inventory include Programs 8, 10-11, 13, and 15. These programs will be implemented in coordination with the TOP 2050 amendment process, Housing Element updates, and zoning updates -required to support the land inventory. A detailed list of each site by Assessor's Parcel Number (APN) is included in Appendix B.

Figure 5-1 shows the identified sites categorized into 10 Housing Opportunity Areas and six strategies based on their location within the city. Figures 5-2 to 5-11 show detailed maps of sites within each Opportunity Area.

Figure 5-1 Housing Opportunity Areas



Source: PlaceWorks & City of Ontario 2026

Housing Opportunity Areas

Strategies
- Downtown
- West Holt
- East Holt
- Old Cardenas Market
- Ontario Center Specific Plan
- Ontario Mills
- Grand Park
- Grove Corridor
- SCE Easement
- Euclid Corridor
- Vineyard Corridor
- Sports Park

Rail
- Rail Network

Boundaries
- TOP 2050 Growth Areas
- Ontario City Boundary
- County Boundary

Strategies

Strategies 1-6, reflect the City's sites inventory. Discussions of each strategy comprise the City's sites analysis. The discussions analyze the suitability of sites, sites to accommodate lower-income RHNA requirements, realistic capacity, and units by RHNA income level for each strategy. Proposed programs (contained in Chapter 9) that help to demonstrate site suitability, zoning adequacy, ability to accommodate lower-income housing, or are necessary to comply with housing element law are also referenced as applicable.

Following the sites analysis (strategies 1-6), strategy 7 includes a discussion demonstrating realistic ADU development potential within the city and the determination of ADU affordability levels.

Sites Analysis

The City has divided its sites analysis including the suitability of sites, sites to accommodate lower-income RHNA, realistic capacity, and units by RHNA income category by strategy.

Analyzing Suitability of Sites

The following items will be addressed, as described and applicable, under each strategy:

- **Infrastructure Availability**. Analysis assessing infrastructure availability is included for every strategy. Strategy 6, where infrastructure is still in development, outlines planned infrastructure development, and describes the City's strategy to account for the development to necessary systems. Program 11 discusses infrastructure development in the Western Ontario Ranch, where Opportunity Areas under strategy 6 are located.

- **Consistency with Affirmatively Furthering Fair Housing**. Detailed analysis of how identified sites affirmatively further fair housing opportunities is included in Chapter 3, so this topic is not addressed in this chapter.

- **RHNA Income Category**. A description specifying which portion of the realistic capacity is suitable to accommodate lower, moderate, and above moderate households, and a discussion of why the City identified sites within each opportunity area as those best suited to accommodate the lower-income RHNA (based on HCD Best Practices).

- **Environmental Constraints**. Analysis assessing environmental constraints is included for every strategy. Additional analysis is provided for strategy 6, where mapping of potential hazards identified ~~26~~ 7 parcels where groundwater levels may be shallow enough to risk potential liquefaction. Program 11 addresses

development in the Ontario Ranch, where strategy 6 Opportunity Areas are located.

Analyzing Sites to Accommodate Lower-Income RHNA, Realistic Capacity, and RHNA Income Category

Because the City's RHNA obligation is large, its land resources are finite, its parcel sizes are defined, and vacant land is scarce, the City's inventory of suitable sites includes 223~~233~~ parcels. The existing conditions, market trends, and types of anticipated development vary dramatically between different parts of the city, but there are many similarities between sites in proximity to one another. To better describe the unique considerations for the 223~~233~~ parcels, the City has divided its sites analysis including discussions of site suitability, zoning adequacy, and capacity assessment by strategy, in the following section (*Strategies*). The following items will be addressed, as applicable, under each strategy:

- **Inclusion in Previous Housing Element**. Eighteen nonvacant parcels in the City's land inventory were included the previous housing element. To encourage redevelopment on these sites, state law requires that the City allow by-right development of housing projects with at least 20 percent of units affordable to lower-income households. To meet this requirement, these sites are subject to Program 15, as discussed under strategies 1 and 2 (recycled sites are only located in the Downtown and West Holt Housing Opportunity Areas).

- **Zoning**. Many of the identified sites ~~are~~ were not ~~currently~~ originally zoned for the correct densities to support the affordability levels by the City. These sites ~~will be~~were included in the City rezoning program (Program 13). ~~Rezoning is required for strategies 1-4, and strategy 6.as~~ The City has completed rezoning for all sites under Strategies 1–3 and Strategy 6, consistent with Program 13. These parcels now allow default densities appropriate for lower- and moderate-income housing. Strategy 5 zoning has not been completed~~,~~ because all units identified under this strategy were treated as surplus capacity, and have not been necessary to satisfy its RHNA. Since certification, any changes to the inventory that required rezoning have been processed concurrent with adjustments to the sites inventory~~;~~, reported in the City's annual progress reports (APRs)~~;~~ and, when substantial, submitted to HCD for review. This was done to ensure continued compliance during the 6th cycle. All sites that were rezoned~~,~~ were done so to accommodate ~~for~~ a shortfall of units needed to fulfill the City's lower- and moderate-income RHNA. These sites have been treated as "rezoned sites" and are documented as meeting state law requirements for sites that are rezoned in order to make up for said shortfall. A detailed

description of current and proposed zoning for specific sites in each Housing Opportunity Area is discussed under the applicable strategy. The proposed zoning changes are also tabulated by APN in Appendix B.

- **Size of Sites.** Analysis assessing the suitability of sites is included for every strategy. Strategies 1, 2, 5, and 6 (where sites less than 0.5 acres or greater than 10 acres are identified) also provide sufficient evidence demonstrating that the identified sites are suitable to accommodate housing for lower-income households. Programs to facilitate affordable development on these sites, including Programs 8, 10, 11, and 13 are discussed under each strategy.

- **Underutilized (Nonvacant) Sites.** Underutilized (nonvacant) sites are identified in strategies 1-4, and strategy 6. Analysis for each strategy includes a discussion of existing uses, availability of sites, and feasibility of development. A discussion of Citywide trends and market conditions is included in the next section, while additional information about market trends specific to the strategy has been added to the discussion under strategies 5 and 6. Examples of projects demonstrating the potential for the sites to accommodate the lower-income RHNA are included under the discussion of strategy-specific market trends (strategies 5-6), Size of Site, and Feasibility of Development for each strategy or Opportunity Area as applicable. Finally, development potential on sites were confirmed through discussions with property owners, home building groups, developers and affordable housing developers.

In addition to the items described above, the sites analysis includes description of the following topics:

- **Realistic Capacity**. A detailed analysis demonstrating the realistic capacity on each site.

- **RHNA Income Category**. A breakdown of units identified to meet RHNA obligation by income category.

Citywide Market Trends

Inflation, reductions in net foreign migrations, high construction costs, changes in the nature of retail and office work, and a host of other economic and market conditions create and exacerbate risk and uncertainty in development. ~~The COVID-19 pandemic has profoundly changed the way that people shop, work, travel, and use their homes. By forcing the closure of many businesses and forcing many businesses to allow employees to work from home, COVID-19 has created economic impacts that will live on long after the pandemic subsides. These impacts are reasonably expected to affect market demand for development~~

~~throughout the 6th Cycle.~~ This section summarizes the findings expected to impact the development feasibility during the 2021-2029 cycle.

Retail

- Retailers have focused on omni-channel retailing—provide multiple avenues to shop, purchase, and/or return goods—and have been less concerned with expanding their physical footprint except in faster growing areas.
- Retail stores have mostly recovered from the COVID-era disruptions.
- K-shaped economy means that stores focused on high-end customers can be expected to do well, and those focused on lower- and middle-income customers may be challenged.
- Faced with elevated inflation, high construction costs, and tariffs, lower-~~-~~cost building-~~-~~space options will be important for attracting and retaining retail businesses.
- ~~Increasing retail vacancies from permanent closure of retail stores, services, dining, and entertainment businesses~~
- ~~Hastened shift from in-store to online retail will lengthen the recovery period for retail~~
- ~~Long term, household growth will support faster recovery and experience-oriented retail districts may ameliorate competition from online retail~~
- ~~Weak to no demand for new retail development (3 to 5 year minimum)~~

Office

- Office vacancies remain elevated throughout Southern California.
- ~~Shift to more work-from-home will lead office-based businesses to downsize as office leases come up for renewal over the next several years~~
- Could take five to ten years for office vacancies to peak and then recover to healthy levels.
- ~~Not clear yet if medical office and commercial office space for retail services will be as hard hit as the broader office market, but may suffer from pandemic-related permanent business closures~~
- ~~Weak to no demand for new office development for five to ten years; once development demand returns, smaller office~~

~~footprints likely to result in slower growth in office development over the long term~~

- Medical office market remains the bright spot in office demand.

Lodging and Hospitality

- Leisure and business travel have recovered from the downturn during the COVID 19 pandemic.
- A market study may be warranted to identify opportunities to attract hotels.
- Given high construction costs and still elevated interest rates, TOT sharing may be necessary to entice new lodging development.
- ~~Business travel virtually ceased at height of pandemic~~
- ~~Business travel is the most profitable segment in hospitality and is key to the hospitality market in Ontario~~
- ~~Recovery in hospitality tends to lag overall economic recovery~~
- ~~Business travel may never return to pre-pandemic levels as technology for internet-based meetings improve and become more commonplace~~
- ~~Market demand would have supported new hotels prior to the pandemic but will now take several years or longer for market demand to recover~~

Residential

- Residential market has remained strong. ~~during the pandemic~~
- US and California have underbuilt housing since the 2008–09 recession, so continued market strength is expected.
- Still, ~~–~~elevated interest rates may limit the feasibility of for-rent market-rate housing.
- ~~However, rising mortgage delinquencies and potential for rental evictions after protections expire are serious complications that could disrupt the housing market in the short term, or longer, depending on the government's response~~
- ~~For now, residential market demand is strong and expected to remain strong for the foreseeable future~~

Industrial

- The industrial market has near historic-low vacancy rates, although the market may be slightly softer than in previous years.

- Container traffic at the ports remains elevated, signaling continued demand for warehousing.
- Public sentiment has turned against warehousing development in many Inland Empire communities.
- ~~The industrial market has remained strong during the pandemic with historic low vacancy rates~~
- ~~Market driven by warehousing demand, which has ripple effects on manufacturing and other industrial uses~~
- ~~There is not enough land area in Southern California planned and zoned for industrial uses to meet the long-term potential for industrial development~~
- ~~The market will continue to support additional industrial development for the foreseeable future~~

Strategy 1: Downtown Housing Opportunity Area

Opportunity Area

The City developed the Downtown District Plan, as described in Program 8, which provides opportunities for high-density, market-rate, and affordable housing in the ~~Euclid Avenue Entertainment District and~~ Holt Boulevard District.

Recently completed p~~P~~rojects ~~pending funding~~, such as the Emporia Place I & II affordable housing development projects, (completed in 2020 and 2024 with 74 and 49 units affordable to lower income households), demonstrate the feasibility of 100 percent affordable residential projects in the Holt Boulevard District (LUA-3) of the Downtown District Plan. ~~projects under review, such as the Hutton C-Block Mixed-Use development that will bring ground-floor commercial with high-density housing and ,structured parking to the heart of downtown, and recently completed projects, such as the Emporia I affordable housing project (completed 2020), embody the vision for housing in the downtown.~~

In addition to completed projects (those that were active during the 6th cycle are included in the summary of reported projects in Table 5-2), ~~T~~the City has identified ~~nine~~ seven sites in ~~addition to the pipeline projects~~this Opportunity Area for inclusion in the land inventory, as shown in Figure 5-2.

Figure 5-2 Downtown Housing Opportunity Area



Suitability of Sites

Infrastructure Availability

Downtown is well-served by infrastructure. The City is also working to build OntarioNet, a new fiber-optic internet service throughout the city. The first fiber lines serving Ontario have already been installed in the areas around downtown, providing high-speed internet to support residential and mixed-use development.

RHNA Income Category

The Downtown Opportunity Area was determined to be suitable for lower-income households based on proximity to transit, access to existing and planned jobs and amenities, access to grocery stores, proximity to available infrastructure and utilities, and because there are no known requirements for environmental mitigation:

- *Proximity to transit.* ~~All~~ The site~~s~~ in this Opportunity Area ~~are~~ is within a 1/4 mile walk of the new Bus Rapid Transit (BRT) stop that is planned by the San Bernardino County Transit Authority (SBCTA) along Holt Boulevard. ~~This~~The West Valley Connector BRT route is ~~funded~~under construction and ~~expected~~scheduled to ~~be operational in 2023.~~ begin operation by late 2026.

- *Access to existing and planned jobs and amenities.* It is estimated that Downtown Ontario is currently home to more than 6,500 jobs, and the Downtown District Plan, described under Program 11, includes incentives to increase that number through development

streamlining tools such as an expansion of the administrative use permit (AUP) program, and through economic development efforts, such as bringing structured parking to the area and focused outreach to desired employment-generating users.

- *Access to grocery stores.* All sites in this Opportunity Area are within a 1/2 mile walk of an existing grocery store (Stater Brothers at 646 W. Holt Blvd. and Cardenas Markets at 720 E. Holt Blvd.).
- *Proximity to infrastructure and utilities.* As noted under infrastructure availability, this area is well-served, and these sites will benefit from innovative technology the City is piloting in the downtown.
- *Environmental mitigation.* As noted under Environmental Constraints, and discussed under Existing Use, there are no known natural or man-made environmental development concerns that would require mitigation.

To provide conservative estimates, however, only 50 percent of the identified capacity (described under Realistic Capacity) was considered suitable to accommodate lower-income housing, while the balance was considered suitable for moderate-income housing (detailed under Units by RHNA Income Category).

Environmental Constraints
There are no environmental constraints limiting development potential.

Analysis of sites to accommodate lower-income RHNA
The ~~two~~ site~~s~~ identified in this area~~, numbered in Figure 5-2, are~~ is described below.

~~*1. SWC D Street & Palm Avenue*~~

- ~~Inclusion in Previous Housing Element~~

  ~~The two parcels associated with site were included in the City's last housing element. In compliance with Assembly Bill (AB) 1397, by-right development will be allowed for any residential project that provides for at least 20 percent of units affordable to lower-income households as described in Program 15.~~

- ~~Zoning~~

  ~~The site is currently zoned for HDR-45, which allows up to 45 dwelling units per acre, satisfying the default density requirements for lower-income housing.~~

- ~~Size of Site~~

~~This site consists of two adjoining parcels (0.5 and 0.7 acres in size), so no sites smaller than 0.5 acres are included.~~

- ~~Existing Use~~

  ~~Both parcels are currently occupied by underutilized parking lots. While the parking divisions do not follow lot lines, one lot serves the utilities building to the east, while the other functions as auxiliary parking play area for the church complex to the north. Both lots, however, are under different ownership than the uses they currently serve. These parcels were identified in the inventory because parking lots provide a unique opportunity for redevelopment; limited demolition is necessary, so developers can often afford to pay higher land costs.~~

- ~~Availability of Sites~~

  ~~The City is not aware of any parking or other leases that would preclude development of these sites for affordable housing within the 6th cycle. In addition, the City is reducing requirements for this type of single-use parking in the downtown through regulatory changes in how the City determines where parking for projects can be accommodated, which would reduce the need for these uses. Further, the City has had informal conversations with property owners. While they do not currently have plans to redevelop, redevelopment of these sites for as residential uses, including potential lower income housing during the 6th cycle is feasible.~~

- ~~Feasibility of Development.~~

  ~~The identified parcels as well as the uses they currently serve are all located within Phase I or Phase II of the Downtown District Plan (Phase I adopted in 2020, Phase II expected adoption in 2023), described under Program 8. Among other actions, the City has already developed a performance-based Downtown Parking Model that promotes a "park once" strategy and considers time-of-use of different land uses to minimize the amount of parking required to serve homes, businesses, and other uses in the area, and to create a pedestrian-oriented hub. As a result of these changes, uses in this area will require less single-use parking, such as that provided on the identified site.~~

  ~~In addition to the reduced demand for the current use, there is strong interest demand for new residential projects. There are 4 residential projects currently under consideration in the downtown area. Affordable housing has also proven viable on infill sites like the identified parcels in the downtown area. There~~

~~is one recently completed (2020) affordable housing project (Emporia I), and one proposed affordable housing project (Emporia II, applying for funding in 2022), that were developed on infill properties in the downtown core. There are no other known limitations to development of this site for residential uses or affordable housing within the 6th cycle.~~

~~2.~~ *NWC Holt Boulevard & Miramonte Avenue*

- Inclusion in Previous Housing Element.

  The site consists of three~~These~~ parcels that were not included in prior housing elements. They are newly carried forward as part of the Downtown Opportunity Area in the 6th cycle inventory under Strategy 1.

- Zoning

  The site ~~is currently zoned for Neighborhood Commercial (CN), but it will be~~was rezoned as part of the City's rezoning program (Program 13) ~~with a proposed designation of~~to MU-1, part of the Holt Boulevard District (LUA-3) under the Downtown District Plan, which allows ~~up~~ between 25 and~~to~~ 75 dwelling units per acre and is suitable for lower income housing.

- Size of Site

  This site consists of 3 parcels which combined cover 0.5 acres. To facilitate the consolidation of these lots and promote redevelopment, the City will implement a lot consolidation ordinance, as described in Program 10. Because this lot is along Holt Boulevard and within the Downtown Opportunity Area, it will benefit from the provisions of both Programs 8 and 10.

- Existing Use

  The entirety of this site is currently operating as a used car sales lot. Car lots provide a unique opportunity for redevelopment because limited demolition is necessary; as a result, developers can often afford to pay higher land costs. Furthermore, this lot is currently occupied by an independent car sales operation, so strategic decisions by major corporations would not be necessary.

- Availability of Sites

  Typical commercial properties are leased on three- to five-year terms. It is unlikely this site would have lease terms longer than industry standards. In addition, uses that occupy lower-rent properties, like small-scale independent used car sales, are historically phased out as land values rise to the point where

property owners can realize higher profits through either redevelopment or sale of the property. Given the current market conditions (described above), which show a strong demand for residential, ~~rezoning this property from commercial only (CN)~~the site is expected to ~~mixed use (MU-1)~~transition over the planning period as residential demand continues to rise. ~~and allowing for residential only development, as proposed, will increase the current value of the property and encourage owners to consider alternative uses, like residential.~~ The City contacted property owners regarding the proposed land uses changes. Several property owners reached out to discuss changes with the City and none indicated that housing development was not feasible.

- Feasibility of Development

  This property is within ~~Phase II of~~ the Downtown District Plan (MU-1), Holt Boulevard District (LUA-3)~~—~~, which promotes "park once" strategies, and it is adjacent to ~~a planned~~the bus rapid transit (BRT) line on Holt Boulevard that is ~~already funded~~under construction~~,~~ and expected to be operational ~~in~~ by late 2026~~3~~. Both of these conditions reduce the parking burden of the site, reducing the costs and design challenges associated with accommodating parking on smaller housing sites. Discussions with National CORE~~ore~~, the affordable housing developer who constructed and operates the Vista Verde affordable housing project on East Holt Boulevard (completed 2021), indicated that they have developed affordable projects on sites as small as 0.5 acre~~s~~, further demonstrating that high-density affordable housing is realistic at this scale under current market and regulatory conditions. The provisions of both Programs 8 and 10 are intended to encourage development and enable affordable housing on this site.

Realistic Capacity

To determine the realistic capacity on these sites, the City identified a realistic density below the maximum~~,~~ and applied an additional reduction factor to sites with a mixed-use designation to account for potential non-residential uses. A summary of the assumptions and realistic capacity is included in Table 5-3, and detailed descriptions of the adjustment factors applied to sites within each zoning designation is provided after the table.

Table 5-3
Strategy 1: Realistic Capacity

Zoning ~~(after rezoning)~~	Number of Parcels	Acres* (Net)	Max Density (du/ac)	Max Capacity (units*)	Adjustment Factors**	Final Realistic Capacity (units*)

Opportunity Area: Downtown						
~~HDR-45~~	~~2~~	~~1.2~~	~~45~~	~~54~~	~~53.3%~~	~~29~~
MU-1	3	0.5	75	39	28.0%	**11**
TOTAL	3 ~~5~~	0.5 ~~1.7~~		39 ~~92~~		11 ~~40~~

Source: City of Ontario, ~~2022~~2026.

*Acres and units have been rounded.
**See Adjustment Factor below for a detailed description of the adjustment factors applied to each group of sites.

Adjustment Factors

- ~~HDR-45~~

~~Description:~~

- ~~Size of site: 2 parcels (consolidated), 1.2 acres~~
- ~~Allowable density: 25-45 dwelling units per acre~~
- ~~RHNA affordability: Lower-income (50 percent), Moderate-income (50 percent)~~
- ~~Existing Use: Parking Lot (see Existing Use under "Site Specific Information" above)~~
- ~~Infrastructure availability: Yes, no constraints~~
- ~~Environmental constraints: None known~~

~~Capacity Factors:~~

- ~~*Land Use Controls and Site* Improvements. No Adjustment~~
  ~~Site size reflects net acreage.~~
- ~~*Realistic Residential Capacity*. No Adjustment~~
  ~~The HDR-45 zone is a residential district, intended for 100 percent residential projects. For this reason, 100 percent of the site area was considered viable for residential development, and no reduction factor was applied.~~
- ~~*Typical Densities*. 53.3 Percent Adjustment~~
  ~~For conservative estimates, the minimum density of the zone, 25 dwelling units per acre, was used to determine the total housing capacity. 25 dwelling units per acre is 53.3 percent of the maximum density allowed.~~
- ~~*Infrastructure Availability*. No Adjustment~~

~~Not applicable, no constraint~~

~~- *Environmental Constraints.* No Adjustment~~
~~No known site constraint~~

~~**Total Capacity Adjustments: (1)x(1)x(.533)x(1)x(1) = 53.3 percent**~~

- MU-1

  Description:

  - Size of site: 3 parcels (consolidated), 0.5 acres
  - Allowable density: 25-75 dwelling units per acre
  - RHNA affordability: Lower-income (50 percent), Moderate-income (50 percent)
  - Existing Use: Used car sales (see Existing Use under "Site Specific Information" above)
  - Infrastructure availability: Yes, no constraints
  - Environmental constraints: None known

  Capacity Factors:

  - *Land Use Controls and Site Improvements.* No Adjustment
    Site size reflects net acreage.
  - *Realistic Residential Capacity.* 60 Percent Adjustment
    This mixed-use designation allows for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses. Recent and proposed development in the district includes a mix of all three types of projects, including the following residential and mixed use projects: The Hutton C-Block development is a mixed-use project with commercial uses on the ground floor, structured parking, and multi-family housing on upper floors. The Palmer West project is 100 percent residential. Two affordable projects, Emporia I, completed in 2020, and Emporia II,~~ which is entitled and expected to start construction in 2022 if funding applications are successful~~ completed in 2024, are also examples of 100 percent residential projects in this district, and illustrated that the zoning can support affordable projects. To account for potential non-residential uses, an adjustment factor of 60 percent was applied. This estimate generally reflects the

mix of project types the City anticipates based on recent applications for development in the MU-1 zone.

- *Typical Densities.* 46.7 Percent Adjustment

  The downtown mixed-use category allows residential densities between 25 and 75 dwelling units per acre. A realistic density on the lower end of the allowed range, 35 dwelling units per acre, was used to determine the total capacity in this zoning district. Recent entitlements in excess of 40 dwelling units per acres have been issued in this district. Projects include the Hutton C-Block development (60 dwelling units per acre), and the Palmer West multi-family project (47 dwelling units per acre). Affordable projects in the City, like the Emporia I development (completed in 2020), was built at a slightly lower density (26 dwelling units per acre), but there are several examples of recent affordable projects outside the City that are built at or above 35 dwelling units per acre including, Clark Commons (36 du/ac), affordable family apartments in Buena Park, completed in 2019. Accordingly, 35 dwelling units per acre will provide realistic capacity estimates. Thirty-five dwelling units per acre is 46.7 percent of the maximum density allowed.

- *Infrastructure Availability.* No Adjustment

  Not applicable, no constraint

- *Environmental Constraints.* No Adjustment

  No known site constraint

Total Capacity Adjustments: (1)x(.600)x(.467)x(1)x(1)=28.0 percent

Units by RHNA Income Category

On both sites, only 50 percent of the final realistic capacity was estimated to have the potential to accommodate lower incomes, as shown in Table 5-4.

Table 5-4
Strategy 1: Units by Income Category

Zoning ~~(after rezoning)~~	Number of Parcels	Acres* (Net)	Units by RHNA Income Category			Final Realistic Capacity (units*)
			Lower (units*)	Moderate (units*)	Above Moderate (units*)	
Opportunity Area: Downtown						
~~HDR-45~~	~~2~~	~~1.2~~	~~15~~	~~14~~	-	~~29~~

MU-1	3	0.5	5	6	-	**11**
TOTAL	3 ~~5~~	0.5 ~~1.7~~	5 ~~20~~	6 ~~20~~	**-**	11 ~~40~~

Source: City of Ontario, ~~2022~~2026.
*Acres and units have been rounded.

Strategy 2: Holt Boulevard Opportunity Areas (West and East)

Opportunity Areas

Holt Boulevard is one of the city's original thoroughfares, extending through Ontario and connecting to neighboring communities. It is also an important regional transit corridor. This strategy includes two Opportunity Areas, West Holt Boulevard and East Holt Boulevard.

Suitability of Sites

Infrastructure Availability

Like Downtown, Holt Boulevard is well served by infrastructure. Water, sewer, and other utilities are in place along the corridor, and the area will benefit from ongoing technology and infrastructure investments associated with the BRT expansion and OntarioNet.

RHNA Income Category

These sites were determined to be suitable for lower-income households based on proximity to transit, access to grocery stores, proximity to available infrastructure and utilities, and because there are no known requirements for environmental mitigation, as discussed below.

- *Proximity to transit.* Holt Boulevard has long been an important transit corridor in the city. Existing bus lines along Holt Boulevard report some of the highest ridership rates in San Bernardino County. ~~In addition, the~~The San Bernardino County Transportation Authority (SBCTA) ~~plans to provide~~is implementing new ~~bus rapid transit~~Bus Rapid Transit (BRT) service along Holt Boulevard as part of the West Valley Connector Project. ~~Those portions~~Portions of the project ~~that will serve~~serving Holt Boulevard are ~~funded~~under construction and ~~scheduled for operation in 2023. are~~ expected to be operational by the end of 2026.

  - West Holt Boulevard. Approximately 70 percent of the land area identified for lower- and moderate-income housing along West Holt Boulevard is within a 5-minute walk of a planned BRT stop; 100 percent of sites are within a 10-minute walk of a planned BRT stop.

- *Access to grocery stores.*

- West Holt Boulevard. Approximately half of the acreage identified in this Opportunity Area are within a 1/2 mile walk of an existing grocery store (Superior Grocers at 815 W. Holt Blvd.).

- East Holt Boulevard. Sites ~~1-9, as noted on Figure 5-4~~west of Grove Avenue in the~~,~~ East Holt Housing Opportunity Area~~,~~ are within a 1/2 mile walk of an existing grocery store (Cardenas Markets at 720 E. Holt Blvd.). Sites east of Grove avenue are within 1/2 mile walk of a BRT station, which provides access to a variety of grocery options, including a BRT stop in front of the Cardenas Market at 720 E. Holt Blvd.

- *Proximity to infrastructure and utilities.* As noted under infrastructure availability, this area is well-served, and these sites will benefit from innovative technology the City is piloting in the downtown.

- *Environmental mitigation.* As noted under Environmental Constraints, and discussed under Existing Use, there are no known natural or man-made environmental development concerns that would require mitigation.

To provide conservative estimates, however, only 50 percent of the identified capacity (described under Realistic Capacity) was considered suitable to accommodate lower-income housing, while the balance was considered suitable for moderate-income housing (detailed under Units by RHNA Income Category).

Environmental Constraints
The development in these areas would constitute urban infill projects on already disturbed land, so there are no environmental constraints limiting development potential.

Analysis of sites to accommodate lower-income RHNA

West Holt Boulevard
The City has identified ~~36~~27 parcels (~~18.3~~12.9 acres) along West Holt Boulevard for inclusion in the land inventory, as shown in Figure 5-3 and described below.

Figure 5-3 West Holt Housing Opportunity Area



- Inclusion in Previous Housing Element

  Several parcels were included in the City's prior housing element (see a detailed list by APN in Appendix B and Program 15). To further encourage residential development on parcels listed in the last housing element and to comply with AB 1397, by-right development will be allowed for any residential project that includes at least 20 percent of units affordable to lower-income households, as described in Program 15.

- Zoning

  - *Sites with Adequate Zoning*. There are ~~27~~25 parcels (~~12.8~~11.4 acres) within the Opportunity Area currently zoned as HDR-45, which allows residential projects at densities between 25 and 45 dwelling units per acre and satisfies the default density requirements for lower-income housing and is sufficient to support moderate-income housing as well.

  - ~~*Proposed* *Rezoning*~~. Two parcels (1.5 acres)~~, currently~~ were rezoned ~~as~~ from Community Commercial (CC) to MU-8C-AH~~, are~~ as part of the City's rezoning program (Program 13). The City ~~proposes~~ changed~~ing~~ the designation to MU-8C~~2~~ with an Affordable Housing Overlay ~~(described in Program 13)~~, which ~~will allow~~allows a density range of 20~~-~~-40 dwelling units per acre and is suitable for lower- and moderate-income housing.

~~Five parcels (4.0 acres) are currently zoned as MDR-25. These will be included in the City's rezoning program (Program 13) with a proposed designation of HDR-45, which allows up to 45 dwelling units per acre and is suitable for both lower- and moderate-income housing.~~

- Size of Sites

  While parcels smaller than 0.5 acres have been identified throughout West Holt Boulevard, such parcels were only included in the sites inventory if they maintained consistent ownership with an adjacent parcel and together the parcels were greater than 0.5 acres. Adjacent parcels with consistent ownership often function as a single site. As described in Program 10, the City plans to adopt an ordinance to encourage site consolidation.

- Existing Use

  Existing uses include parking lots (2 consolidated sites, 1.4 acres), aging commercial properties including, retail/service commercial (4 consolidated sites, ~~2.8~~3.65 acres), materials suppliers and related parking areas (2 consolidated sites, 2.1 acres), automotive uses (2 sites, ~~1.0~~ 0.62 acres), and used car sales lots (~~11 sites~~6 consolidated lots, 5.04~~10.5~~ acres). These commercial properties are underutilized and surrounded by residential uses.

  The identified parking lots are associated with an established restaurant. While the restaurant is not expected to turn over this cycle, the parking areas are large, and the restaurant would still retain a large parking area that was not included in the inventory. The consolidated sites (4 parcels total) are adjacent and could be further consolidated to enable redevelopment. The City discussed general growth opportunities with property owners, who do not currently have plans to redevelop, but development could occur during the 6th cycle. Program 10 encourages lot consolidation as described above.

  The retail/service commercial properties identified in the inventory were selected because of the age of the buildings and the current mix of uses. The 4 consolidated sites are comprised of 7 parcels with structures built between 1950 and 1960. The typical lifespan of a commercial building is 30 years. The structures on the identified sites range in age from 60 to 70 years. As structures age, systems need to be updated and hazardous materials common in construction when these buildings were constructed, like asbestos and lead paint need to be abated, increasing the cost of upkeep. As these costs increase, cost-effective revenue generation declines.

When buildings no longer produce cost-effect revenue, they have reached the end of their useful life, and properties (and property owners) are typically ready for redevelopment. Tenants in these structures include liquor stores, a party supply store, an independent furniture store, a custom glass and mirror supplier, appliance repair, and a beauty school. All are small independent businesses, so redevelopment of these properties would not require strategic decisions by major corporations.

~~Other commercial uses include a nursery, a building material supplier, tire sales and automotive services. The nursey and building materials supplier operate largely outdoors and have very few supporting structures. If these properties were to redevelopment, these uses would be easier to relocate as tenant improvements are minimum. The tire sales and automotive uses also occupy structure built in the 1970s, that are now reaching the end of their useful lives.~~

Car sales lots, currently occupy more than half of the acreage identified in the sites inventory. These uses are largely undeveloped, which means the cost and effort required to transition to residential uses are reduced as less site preparation will be necessary.

- Availability of Sites

  In general, typical commercial properties are leased on three- to five-year terms. It is unlikely that existing tenants in this area would have lease terms longer than industry standards. In addition, uses that occupy lower-rent properties, like those included in the land inventory along West Holt, are historically phased out of urban areas as land values rise to the point where property owners can realize higher profits through either redevelopment or sale of the property. Given the current market conditions (described above), which show a strong demand for residential, an increased appetite for higher-density projects. The City has reached out to property owners in this area. While none have current plans for housing development, many were interested in potential lot consolidation, indicating the redevelopment is feasible within the 6th cycle.

- Feasibility of Development

  Sites along West Holt Boulevard were identified based on proximity to transit, potential for redevelopment, and current zoning.

There is ~~a growing~~sustained interest in residential development in this area~~. The~~, as evidenced by recent and ongoing entitlement activity for multifamily projects along West Holt Boulevard and in the broader corridor. Building on earlier entitlements, such as the Roosevelt Tower Apartments~~, located~~ at 549 West Holt Boulevard~~, ;~~ ~~is currently in entitlements, but construction of the 59-unit apartment building is expected~~newer multifamily and mixed-use proposals; and continued developer inquiries~~,~~ indicate that the market remains receptive to ~~begin in 2022. While this project indicates there is an appetite for~~ higher-density housing ~~development in this part of the city, examples from the larger region illustrate how underutilized sites, similar to those identified along West Holt, are being redeveloped with affordable housing, demonstrating~~at this location during the ~~potential for affordable housing on the identified sites.~~ current planning period.

Affordable housing projects throughout the region have started to look to smaller underutilized parking lots and aging commercial sites for opportunities to develop affordable housing in areas that are well served by transit and infrastructure, like the sites identified along West Holt Boulevard. Recent examples include the Heroes Landing affordable housing project in Santa Ana, CA, which transformed an underutilized parking lot on a 1.5-acre site into 75 units for permanent supportive housing. Also in Santa Ana, the Tiny Tim Plaza affordable housing project that is currently under construction turned an aging strip commercial center into 51 units of affordable family housing and community-serving commercial uses.

East Holt Boulevard

The City has identified ~~21~~ 33 parcels (~~22.2~~41.9 acres) for inclusion in the land inventory, as shown in Figure 5-4 and described below.

Figure 5-4 East Holt Housing Opportunity Area



- Inclusion in Previous Housing Element.

  These parcels were not included in prior housing elements.

- Zoning

  - *Sites with Adequate Zoning*. ~~Five~~ Six vacant parcels (5.1 acres) and eleven underutilized parcels (~~11.2~~10 acres) are zoned MU-~~2~~6, which allows 14~~-~~–40 dwelling units per acre, a density sufficient to support the development of lower- and moderate-income housing without rezoning.

  - ~~*Proposed* Rezoned~~ *Properties~~ing~~*. ~~Four~~ Three vacant parcels ~~(5.9 acres) are currently~~ were rezoned from~~for~~ Business Park (BP) to MU-6-AH~~–~~, consistent with ~~and will be included in~~ the City's rezoning program (Program 13)~~, with a proposed designation of MU-2-AH (mixed-use with an Affordable Housing Overlay, described in Program 13)~~. These~~is~~ designations ~~will~~ allow a density range of 20~~-~~–40 dwelling units per acre for MU-6-AH. As such, they are ~~and is~~ suitable to support lower- and moderate-income housing.

  - In addition, the City identified 12 properties during the 6th cycle, totaling approximately 19.2 acres, that were rezoned to MU-6-AH with the Affordable Housing Overlay Zone during the 6th Cycle. All rezoning was processed either before or concurrent with the adoption of the revised Housing Element

(2026), so an additional implementing program is not required.

- Size of Sites

  There are no sites smaller than 0.5 acres or larger than 10 acres identified within the East Holt Opportunity Area. The City's strategy emphasizes assembling small and mid-sized parcels into development sites that are large enough to support multifamily projects while remaining consistent with the established products currently of interest in the corridor.

- Existing Use

  Nine parcels (11 acres) within the Opportunity Area are currently vacant. Vacant sites are shaded in Figure 5-4, but no numerical value is assigned to Vacant sites.

  Eleven parcels (11.2 acres) are underutilized sites. The potential for redevelopment on each non-vacant site, numbered by parcel in Figure 5-4, is described below.

  1-2. Between Campus Avenue and Allyn Avenue, two parcels (1.5 acres) are identified to have the potential for redevelopment. The first (site 1-44) is a used car sales lot, which has potential for redevelopment because of the low existing floor-area ratio (FAR) (very small building and large parking area) and the age of the building. The demolition required for redevelopment would be minimal. Adjacent to this is a parcel (site 1-45, 0.91 acres) where servicelow-intensity commercial uses, including a laundromat and automotive shop, have been identified as candidates for redevelopment due to the age of the buildings (50+ years old) nearing the end of a typical lifespan for commercial buildings. Tenants on both sites are independent operators, so redevelopment of these properties would not require strategic decisions by major corporations.

  3. Traveling east on Holt Boulevard, another parcel (0.90 acres), just east of the Allyn Avenue intersection, has also been identified to have the potential for redevelopment due to the low existing FAR (large parking area and small building), the age of the structure (48 years old), and because an independent retail use occupies the site. the City has entitled a Planned Unit Development on four vacant sites 1-39, 1-42, 1-43, 1-51. The entitlement includes a 100 percent deed-restricted affordable housing community, known as Vista Verde II, which is being built in partnership between the City and National CORE. Vista Verde II was entitled in February 2025 and will provide 144 lower

income units funded through an Affordable Housing and Sustainable Communities (AHSC) program award, City contributions, and tax credit equity. This project reinforces the City's commitment to producing affordable housing and services to support long-term housing stability for lower income households.

Site 1-50 at the northwest corner of Holt Boulevard and Allyn Avenue is not included in the entitlement, but property owners of the existing O'Reilly Auto parts have expressed interest in selling the property to the City to house affordable housing.

~~4.6~~ Continuing east on Holt Boulevard, ~~on the other side of three vacant sites included in the inventory~~immediately east of the entitled Vista Verde II project, sit three parcels (sites 1-37, 1-38, and 1-41, ~~4.5~~3.2 acres), with potential for redevelopment due to low existing FAR, the age of existing structures, and because the sites are currently used by an independent automotive parts retailer and an independent automotive repair shop, which often produce noise, odors, and other nuisances that are incompatible with residential uses. These sites, however are adjacent to several residential properties. Converting these sites to housing would improve the land use compatibility for adjacent residents.

~~7.~~ 9. Further east along Holt Boulevard, three sites (1-34, 1-35, and 1-36, 1.8 acres) are identified as candidates for redevelopment. The first two properties include an unused parking lot and a boarded-up, vacant building that once functioned as a church. These sites were identified for potential redevelopment because of the age of the structure (nearly 100 years old), the poor state of repair of the building, and because the two sites are not currently being used. An automotive repair shop occupies the third parcel; it was identified as a candidate for redevelopment because it is adjacent to residential uses, which can cause nuisance issues, and has a low existing FAR.

~~10.~~ 11. East of the Grove Avenue intersection sit~~s~~ two sites (1-32 and 1-33, 2.4 acres), each with an existing motel. These sites were identified because both are older, underperforming, budget motels that could be converted into permanent supportive housing or demolished and rebuilt with housing affordable to lower- and moderate-income households.

Sites 2-4 and 2-5 were identified as suitable for affordable housing development in conjunction with the vacant site 2-6. Site 2-4 houses a postal office while site 2-5 houses an aging office with a low existing FAR. It is anticipated that the development of the

vacant parcel at site 2-6 will spur development on these adjacent lots, to account for existing uses on these properties, however, units have only been projected on the vacant parcel.

Site 3-58 houses DG market, discount retailer. This site was identified as suitable for affordable housing development due the low existing FAR, the size of the site and the potential for the site to turn over due to reduced retail demand.

Sites 3-24 and 3-52 are more than 50 percent vacant. Site 3-37 houses a vacant building with extremely low FAR, that is prime for redevelopment.

Sites 1-31, 1-30, 2-6, 2-12, 2-13, 2-14, 3-41, 3-39, 3-38, 3-59, and 3-46 are vacant.

- Availability of Sites

  In general, typical commercial properties are leased on three- to five-year terms. It is unlikely that existing tenants in this area would have lease terms longer than industry standards. ~~In addition, uses that occupy lower-rent properties, like those included in the land inventory along East Holt, are historically phased out of urban areas as land values rise to the point where property owners can realize higher profits through either redevelopment or sale of the property.~~Many of the corridor's lower-rent, auto-oriented, and small strip commercial uses are ~~located~~ on parcels suitable for affordable housing, and as land values and interest in residential and mixed-use infill increase, these uses are expected to transition to higher-value housing or mixed-use projects as owners pursue opportunities to redevelop or sell.~~ Given t~~The current market conditions (described above)~~,~~ ~~which~~ show a strong demand for residential~~,~~ and increased appetite for higher-density projects. Existing and planned affordable housing projects in this area show the viability of such sites for lower income housing.

  The City reached out to several property owners in this area. While none have current plans for housing development, those who responded would consider introducing housing or affordable housing should the opportunity arise, the primary concern property owners indicated was smaller lot sizes, which the City is working to mitigate through the provisions of program 10, including adoption of a lot consolidation ordinance to encourage and enable development of affordable housing.

- Feasibility of Development

Like West Holt Boulevard, sites along East Holt Boulevard were identified based on proximity to transit, potential for redevelopment, and current zoning.

Approximately half of the sites identified in the East Holt Boulevard Opportunity Area are within a 5-minute walk of a planned BRT stop; 100 percent of sites are within a 10-minute walk of a planned BRT stop.

There is a growing interest in residential development in this area. This is evidenced by the Vista Verde affordable housing project, completed in 2021, which was developed in the ~~MU-2~~mixed-use district along East Holt Boulevard as a 100-percent affordable housing project, demonstrating that this zone and area can support affordable housing. In addition to this project, a new ~~market rate~~one hundred percent affordable project is ~~proposed~~ entitled at 1001 E Holt ~~Blvd~~Boulevard. ~~1001 E Holt Blvd. is currently in entitlements, but construction of the 42-unit apartment building is expected to begin in 2022 or 2023~~ which is fully funded by multiple grants including an Affordable Housing and Sustainable Communities (AHSC) grant.

Examples from the larger region further illustrate how nonvacant sites, similar to those identified along West Holt, are being redeveloped with affordable housing, demonstrating the potential for affordable housing on the nonvacant sites.

Affordable housing projects throughout the region have started to look to smaller underutilized parking lots and aging commercial sites for opportunities to develop affordable housing in areas that are well served by transit and infrastructure, like the sites identified along West Holt Boulevard. Recent examples include the Heroes Landing affordable housing project in Santa Ana, CA, which transformed an underutilized parking lot on a 1.5-acre site into 75 units for permanent supportive housing. Also in Santa Ana, the Tiny Tim Plaza affordable housing project that is currently under construction turned an aging strip commercial center into 51 units of affordable family housing and community-serving commercial uses.

Realistic Capacity

To determine the realistic capacity on these sites, the City identified a realistic density below the maximum, and applied an additional reduction factor to sites with a mixed-use designation to account for potential non-residential uses. A summary of the assumptions and realistic capacity is included in Table 5-5, and detailed descriptions of the

adjustment factors applied to sites within each zoning designation is provided after the table.

Table 5-5
Strategy 2: Realistic Capacity

Zoning (after rezoning)	Number of Parcels	Acres* (Net)	Max Density (du/ac)	Max Capacity (units*)	Adjustment Factors**	Final Realistic Capacity (units*)
Opportunity Area: West Holt						
HDR-45	25 ~~32~~	11.41 ~~16.9~~	45	513 ~~759~~	~~53.3~~55.6%	285 ~~422~~
MU-8C-AH~~MU-2-AH~~	2	1.46 ~~1.5~~	40	58 ~~58~~	56.3%	33 ~~32~~
Opportunity Area: East Holt						
~~MU-2~~	~~16~~	~~16.3~~	~~40~~	~~650~~	~~56.3%~~	~~366~~
~~MU-2-AH~~	~~4~~	~~5.9~~	~~40~~	~~237~~	~~56.3%~~	~~134~~
MU-6	13	13.3	40	531	56.3%	298
MU-6-AH	12	13.4	40	534	56.3%	296
MU-6-AH (Sites 2-4, 2-5, 2-6)	3	9.7	40	388	26.1%	101
PUD	5	5.5	40	220	65.5%	144
TOTAL	60 ~~54~~	54.8 ~~40.5~~		2,244 ~~1,705~~		1,157 ~~954~~

Source: City of Ontario, ~~2022~~2026.

*Acres and units have been rounded.
**See Adjustment Factor below for a detailed description of the adjustment factors applied to each group of sites.

Adjustment Factors

- HDR-45

  Description:

  - Number and size of sites: ~~21~~25 sites ~~after consolidation of 32 parcels, 16.9~~totaling approximately 11.4 net acres
  - Allowable density: 25-45 dwelling units per acre
  - RHNA affordability: Lower-income (50 percent), Moderate-income (50 percent)
  - Existing Use: Parking lots, aging retail, building materials supply, automotive services, auto sales, commercial

services (see Existing Use under "Site Specific Information" above for details)

- Infrastructure availability: Yes, no constraints
- Environmental constraints: None known

Capacity Factors:

- *Land Use Controls and Site Improvements.* No Adjustment
  Site size reflects net acreage.
- *Realistic Residential Capacity.* No Adjustment
  The HDR-45 zone is a residential district, intended for 100 percent residential projects. For this reason, 100 percent of the site area was considered viable for residential development, and no reduction factor was applied.
- *Typical Densities.* ~~53.3~~55.6 Percent Adjustment
  For conservative estimates, the minimum density of the zone, 25 dwelling units per acre, was used to determine the total housing capacity. 25 dwelling units per acre is ~~53.3~~55.6 percent of the maximum density allowed.
- *Infrastructure Availability.* No Adjustment
  Not applicable, no constraint
- *Environmental Constraints.* No Adjustment
  No known site constraint

Total Capacity Adjustments: (1)x(1)x(.556~~.533~~)x(1)x(1) = 55.6~~53.3~~ percent

- ~~MU-2 and MU-2-AH,~~ MU-6, MU-6-AH, and MU-8C-AH (not including sites 2-4, 2-5, or 2-6)

  Description:

  - Number and size of sites: ~~20~~Across West Holt and East Holt, there are 27 parcels, 15~~8~~ of which are in the Affordable Housing Overlay (14.8 acres), and 13 are not in the overlay (13.3 acres) ~~sites after consolidation of 22 parcels, 23.7 acres~~
  - Allowable density:
    - MU-6~~2~~: 14-40 dwelling units per acre
    - MU-6~~2~~-AH and MU-8C-AH: 20-40 dwelling units per acre

- RHNA affordability: Lower-income (50 percent), Moderate-income (50 percent), with the exception of sites 2-~~-~~4, 2-5, and 2-6, discussed further below.

- Existing Use: ~~Vacant (9 parcels, 6.6 acres),~~Sites include a mix of vacant parcels and underutilized urban commercial and auto-oriented uses such as older motels, auto repair and parts ~~store, automotive services~~stores, open storage, used car sales, aging ~~motels~~strip commercial, small convenience ~~store in aging building~~stores on largely ~~vacant lot, vacant~~paved lots, and a former church and parking area, ~~Used car sales (see~~ all identified as candidates for redevelopment.~~ under "Site Specific Information" above)~~

- Infrastructure availability: Yes, no constraints. The corridor is fully served by utilities and is aligned with existing and planned high-frequency transit, including the Holt Boulevard BRT.

Environmental constraints: None known

Capacity Factors:

- *Land Use Controls and Site Improvements.* No Adjustment

  Site size reflects net acreage~~.~~, with no additional reductions for site improvements beyond standard requirements.

- *Realistic Residential Capacity.* 75 Percent Adjustment

  This mixed-use designation allows for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses. Recent and proposed development in the district includes a mix of ~~all three types of~~ projects, including ~~the following residential and mixed use projects:~~ 1001 E. Holt Blvd. (Vista Verde II), which is fully entitled for 144 lower-income units and fully funded through AHSC and other grants; and 1389 E Holt Blvd, a privately funded project entitled for 50 units including 3 affordable to very low income households. ~~is a mixed-use project with commercial and residential uses~~, ~~. The Roosevelt Tower Apartments is 100 percent residential.~~ Vista Verde I Affordable Housing, completed in 2021, is also 100 percent residential. All projects~~, and it~~ illustrate~~s~~ that the MU-~~2~~ 6 and MU-1 zoning district~~s~~ can support affordable projects.

To account for potential non-residential uses, a reduction factor of 25 percent was applied. This estimate generally reflects the mix of project types the City anticipates on the identified properties based on recent applications and zoning changes. The remaining 25 percent of land on identified sites is assumed to be for non-residential uses. This estimate generally reflects the mix of project types the City anticipates based on recent applications for development in the MU-6 and MU-8C~~2~~ zones.

- *Typical Densities.* 75 Percent Adjustment

  The Holt Boulevard mixed-use categories~~y~~ (MU-~~2~~6 and MU-8C) allow~~s~~ residential densities between 14 and 40 dwelling units per acre. Mixed-use sites that are part of the rezoning program are also within the affordable housing overlay (MU-~~2~~6-AH or MU-8C-AH), which will raise the minimum density to 20 dwelling units per acre, (densities between 20 and 40 dwelling units per acre are allowed). A realistic density ~~on~~ in the middle of the allowed range, 30 dwelling units per acre, was deemed realistic to determine the total capacity in these zoning districts. Recent and proposed projects in mixed-use areas along Holt Boulevard supports this density, with most proposed residential projects falling between 25 and 35 dwelling units per acre, but proposed projects have been as high as 72 dwelling units per acre. ~~including, the Roosevelt Tower Apartments, located at 549 West Holt Boulevard (72 dwelling units per acre), and 1001 E. Holt Blvd., a mixed-use multi-family project (35 dwelling units per acre)~~. Accordingly, 30 dwelling units per acre will provide a realistic capacity estimate.

- *Infrastructure Availability.* No Adjustment

  Not applicable, no constraint

- *Environmental Constraints.* No Adjustment

  No known site constraint

Total Capacity Adjustments: (1)x(.750)x(.750)x(1)x(1)=56.3 percent

- **MU-6-AH: Sites 2-4, 2-5, and 2-6.**

  - *Land Use Controls and Site Improvements.* No Adjustment. Site size reflects net acreage, with no additional reductions for site improvements beyond standard requirements.
  - *Realistic Residential Capacity.* 34.8 Percent



Combined, the sites total 9.7 acres (4.7 acres for 2-4, 0.5 acres for 2-5, and 4.5 acres for 2-6), with a combined maximum residential capacity of 388 units. Due to existing uses on two of the sites, however, the City assumed that only the vacant property (site 2-6, 4.5 acres) would be suitable for redevelopment within the 6th Cycle, which would allow for a maximum of 135 units.

To account for potential non-residential uses, however, an additional reduction factor of 25 percent was applied. This estimate generally reflects the mix of project types the City anticipates on the identified properties based on recent applications and zoning changes. The remaining 25 percent of land on identified sites is assumed to be for non-residential uses. This estimate generally reflects the mix of project types the City anticipates based on recent applications for development in the MU-6 and MU-8C zones.

- *Typical Densities.* 75 Percent Adjustment

  All three parcels are designated for mixed-use development (MU-6-AH) with the affordable housing overlay, permitting 20–40 dwelling units per acre. The same density assumption (30 dwelling units per acre) as other properties in this opportunity area with the same zoning is used (see Typical Densities in the prior MU-6-AH section for a full discussion).
- *Infrastructure Availability.* No Adjustment

  Not applicable, no constraint
- *Environmental Constraints.* No Adjustment

  No known site constraint

Total Capacity Adjustments: (1)x(.348)x(.750)x(1)x(1)=26.1 percent

- PUD.

  The City has entitled a Planned Unit Development on these properties for a 100 percent deed-restricted affordable housing community, known as Vista Verde II, which is being built in partnership between the City and National CORE. Vista Verde II was entitled in February 2025 and will provide 144 lower income units funded through an Affordable Housing and Sustainable Communities (AHSC) program award, City contributions, and tax credit equity. This project reinforces the City's commitment to producing affordable housing and services to support long-term housing stability for lower income households.

The realistic capacity for this site is 144 units, consistent with the entitlement.

Units by RHNA Income Category

To further ensure conservative estimates, only 50 percent of the final realistic capacity, except sites 2-4, 2-5, and 2-6, in both Opportunity areas was estimated to have the potential to accommodate lower incomes, as shown in Table 5-6. Due to existing uses, only 26.7 percent of the final realistic capacity on sites 2-4, 2-5, and 2-6, grouped together under the MU-6-AH zoning category, was estimated to have potential to accommodate lower income housing.

Table 5-6
Strategy 2: Units by Income Category

Zoning (after rezoning)	Number of Parcels	Acres* (Net)	Units by RHNA Income Category			Final Realistic Capacity (units*)
			Lower (units*)	Moderate (units*)	Above Moderate (units*)	
Opportunity Area: West Holt						
HDR-45	25 ~~32~~	11.4 ~~16.9~~	143 ~~211~~	142 ~~211~~	-	285 ~~422~~
MU-8C-AH~~MU-2-AH~~	2 ~~2~~	1.5	16	17 ~~16~~	-	33 ~~32~~
Opportunity Area: East Holt						
~~MU-1~~MU-2	~~7~~ 16	~~7.3~~ 16.3	~~81~~ 183	~~81~~ 183	-	123 ~~366~~
~~MU-1-AH~~MU-2-AH	~~9~~ 4	~~9.5~~ 5.9	~~107~~ 67	~~107~~ 67	-	214 ~~134~~
MU-6	13 ~~6~~	13.3 ~~6.02~~	149 ~~68~~	149 ~~67~~	-	298 ~~135~~
MU-6-AH	12 ~~6~~	13.4 ~~13.5~~	148 ~~70~~	148 ~~235~~	-	296 ~~305~~
MU-6-AH (Sites 2-4, 2-5, 2-6)	3	9.7	27	74	-	101
PUD	5	5.5	144	-	-	144
TOTAL	60 ~~54~~	54.7 ~~50~~ ~~40.5~~	627 ~~495~~ ~~477~~	530 ~~660~~ ~~477~~	-	1,157 ~~584~~~~954~~

Source: City of Ontario, ~~2022~~2026.

*Acres and units have been rounded.

Strategy 3: Old Cardenas Market Housing Opportunity Area

Opportunity Area

The Old Cardenas Market site consists of three parcels (3.5 acres) that front Euclid Avenue, as shown in Figure 5-5 and described below.

Figure 5-5 Old Cardenas Market Housing Opportunity Area



Suitability of Sites

Infrastructure Availability

Like Downtown and Holt Boulevard, this site is well-served by infrastructure.

RHNA Income Category

The ~~Downtown~~Old Cardenas Market Opportunity Area was determined to be suitable for lower-income households based on proximity to transit, access to existing jobs, access to grocery stores, proximity to available infrastructure and utilities, and because there are no known requirements for environmental mitigation:

- *Proximity to transit.* The sites in this Opportunity Area are along an existing Omnitrans bus route (Route 83), which runs the length of Euclid Avenue. SBCTA has also planned a new BRT route along Euclid Avenue, which will serve the site once it is operational.
- *Access to existing and planned jobs.* The site is just a little over 1 mile from the established industrial employment zone, which begins east of Campus Avenue.
- *Access to grocery stores.* All sites in this Opportunity Area are within a 1/4 mile walk of an existing grocery store (Cardenas Markets at 1850 S. Euclid Ave.).
- *Proximity to infrastructure and utilities.* As noted under infrastructure availability, this area is well-served, and these sites will benefit from innovative technology the City is piloting in the downtown.

- *Environmental mitigation.* As noted under Environmental Constraints, and discussed under Existing Use, there are no known natural or man-made environmental development concerns that would require mitigation.

To provide conservative estimates, however, only 50 percent of the identified capacity (described under Realistic Capacity) was considered suitable to accommodate lower-income housing, while the balance was considered suitable for moderate-income housing (detailed under Units by RHNA Income Category).

Environmental Constraints
There are no environmental constraints limiting development potential.

Analysis of sites to accommodate lower-income RHNA
All Sites

- Inclusion in Previous Housing Element

  These parcels were not included in prior housing elements.

- Zoning

  All three parcels ~~are~~ were ~~currently~~ zoned CN but ~~will be~~were included in the City's rezoning program. The two vacant parcels ~~are proposed to change to~~were rezoned HDR-45, while the Cardenas Market was rezoned MU-8D, ~~is proposed as~~ a mixed-use designation that allows for a density range of 20-~~30+~~75 dwelling units per acre.

- Size of Sites

  There are no sites smaller than 0.5 acres or larger than 10 acres identified within the Old Cardenas Market Opportunity Area.

- Existing Use

  The site includes an unused the parking lot behind a gas station, a vacant building that previously housed Cardenas Market and its parking area that is not currently in use, and the vacant lot north of the market.

- Availability of Sites

  The nonvacant sites within this Opportunity Area are not currently used. The building is vacant and parking lots are empty. The owner of the property is interested in redevelopment, and the City has discussed introducing residential used to help facilitate development of the site with the owner. The property owner is interested in redeveloping the shuttered site and is interested in

the introduction of residential including the potential to include affordable units, but there are no plans to redevelop at this time.

- Feasibility of Development

  These sites are classic infill lots along a commercial corridor that could be built out in a similar manner to the Vista Verde affordable housing project, completed in 2021, which was located along Holt Boulevard, another busy commercial corridor in the City, and the Emporia I affordable housing project, completed in 2020, which was located in the southern portion of the downtown district.

Realistic Capacity

To determine the realistic capacity on these sites, the City identified a realistic density below the maximum and applied an additional reduction factor to sites with a mixed-use designation to account for potential non-residential uses. A summary of the assumptions and realistic capacity is included in Table 5-7, and detailed descriptions of the adjustment factors applied to sites within each zoning designation is provided after the table.

Table 5-7
Strategy 3: Realistic Capacity

Land Use (after General Plan Update)	Number of Parcels	Acres* (Net)	Max Density (du/ac)	Max Capacity (units*)	Adjustment Factors**	Final Realistic Capacity (units*)
Opportunity Area: Old Cardenas Market						
HDR-45	2	1.3	45	59	54%	32
MU-8D	1	2.2	75	167	20%	33
TOTAL	**3**	**3.5**		**224**		**65**

Source: City of Ontario, 2022.

*Acres and units have been rounded.
**See Adjustment Factor below for a detailed description of the adjustment factors applied to each group of sites

Adjustment Factors

- HDR-45

  Description:

  - Number and size of sites: 1 site after consolidation of 2 parcels, 1.3 acres

  - Allowable density: 25-45 dwelling units per acre

- RHNA affordability: Lower-income (50 percent), Moderate-income (50 percent)
- Existing Use: Vacant
- Infrastructure availability: Yes, no constraints
- Environmental constraints: None known

Capacity Factors:

- *Land Use Controls and Site Improvements.* No Adjustment
  Site size reflects net acreage.
- *Realistic Residential Capacity.* No Adjustment
  The HDR-45 zone is a residential district, intended for 100 percent residential projects. For this reason, 100 percent of the site area was considered viable for residential development, and no reduction factor was applied.
- *Typical Densities.* 53.3 Percent Adjustment
  For conservative estimates, the minimum density of the zone, 25 dwelling units per acre, was used to determine the total housing capacity. 25 dwelling units per acre is 53.3 percent of the maximum density allowed.
- *Infrastructure Availability.* No Adjustment
  Not applicable, no constraint
- Environmental *Constraints.* No Adjustment
  No known site constraint

Total Capacity Adjustments: (1)x(1)x(.533)x(1)x(1) = 53.3 percent

- MU- ~~(new)~~8D

  Description:

  - Number and size of sites: 1 parcel, 2.2 acres
  - Allowable density: 20-75 dwelling units per acre
  - RHNA affordability: Lower-income (50 percent), Moderate-income (50 percent)

- Existing Use: Vacant building, former grocery store that has already relocated and associated parking lot (see Existing Use under "Site Specific Information" above)

- Infrastructure availability: Yes, no constraints

- Environmental constraints: None known

Capacity Factors:

- *Land Use Controls and Site Improvements.* No Adjustment
  Site size reflects net acreage.

- *Realistic Residential Capacity.* 50 Percent Adjustment
  This mixed-use designation will allow for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses, consistent with the City's existing mixed-use districts. Recent and proposed development in existing mixed-use areas include a mix of ~~all three types of~~ projects, including ~~the following residential and mixed-use projects:~~ 1001 E. Holt Blvd. (Vista Verde II), which is entitled for 144 lower-income units and fully funded through AHSC and other grants; and 1389 E Holt Blvd, a privately funded project entitled for 50 units including 3 affordable to very low income households. ~~is a mixed-use project with commercial and residential uses. The Roosevelt Tower Apartments is 100 percent residential.~~ Vista Verde I Affordable Housing, completed in 2021~~,~~ and the Emporia I and II Affordable Housing projects (completed in 2020 and 2024) are also 100 percent residential, and they illustrate that the mixed-use zoning can support affordable projects. To account for potential non-residential uses, a reduction factor of 50 percent was applied. This estimate generally reflects the mix of project types the City anticipates based on discussions with the property owner. The remaining 50 percent of land on identified sites is assumed to be for non-residential uses.

- *Typical Densities.* 40 Percent Adjustment
  The new mixed-use designation that ~~will~~ was be created under Program 13, will allows residential densities between 20 and 75 dwelling units per acre. A realistic density on the lower end of the allowed range, 30 dwelling units per acre, was deemed realistic to determine the total capacity in this new zoning district. Recent and proposed projects in existing mixed-use areas downtown and along

Holt Boulevard support this density including, the Roosevelt Tower Apartments, located at 549 West Holt Boulevard (72 dwelling units per acre), and 1001 E. Holt Blvd., a mixed-use multi-family project (35 dwelling units per acre). Accordingly, the City feels 30 dwelling units per acre will provide a realistic capacity estimate. Thirty dwelling units per acre is 40 percent of the maximum density allowed.

- *Infrastructure Availability.* No Adjustment
  Not applicable, no constraint

- *Environmental Constraints.* No Adjustment
  No known site constraint

Total Capacity Adjustments: (1)x(.50)x(.40)x(1)x(1)=20 percent

Units by RHNA Income Category

To further ensure conservative estimates, only half of the final realistic capacity was estimated to have the potential to accommodate lower incomes, as shown in Table 5-8.

Table 5-8
Strategy 3: Units by Income Category

Land Use	Number of Parcels	Acres* (Net)	Units by RHNA Income Category			Final Realistic Capacity (units*)
			Lower (units*)	Moderate (units*)	Above Moderate (units*)	
Opportunity Area: Old Cardenas Market						
HDR-45	2	1.3	16	16	-	**32**
MU-8D	1	2.2	17	16	-	**33**
TOTAL	**3**	**3.5**	**33**	**32**	**-**	**65**

Source: City of Ontario, 2022.
*Acres and units have been rounded.
~~**A new mixed-use zoning district will be established per Program 13.~~

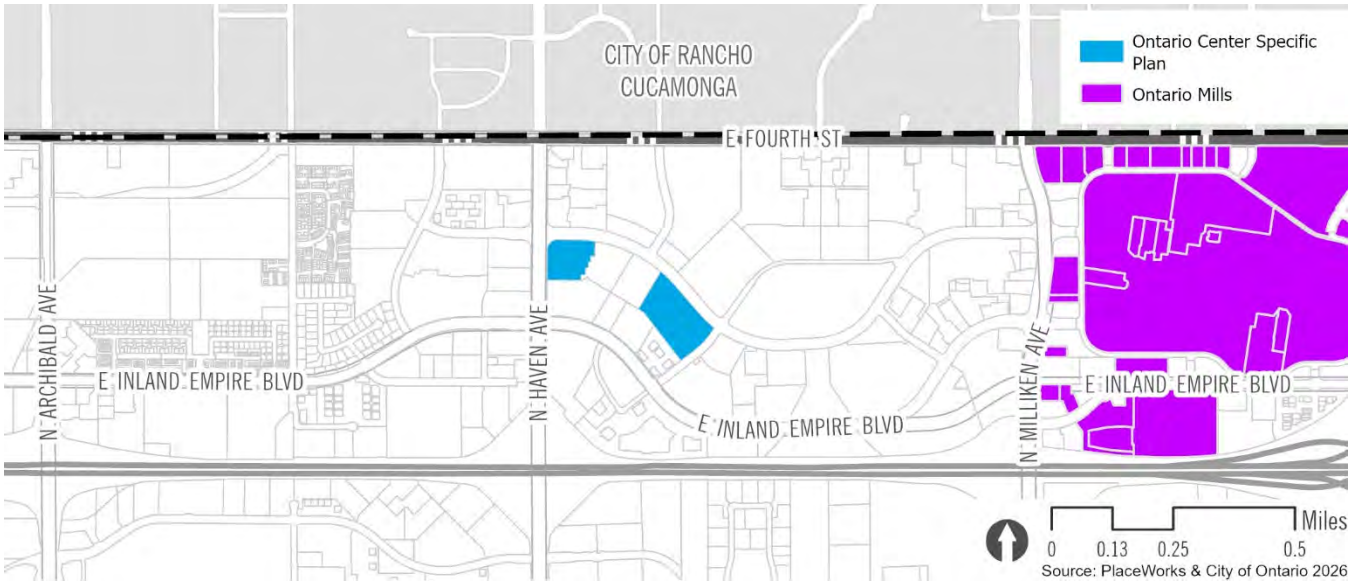
Strategy 4: Ontario Center Specific Plan Housing Opportunity Area

Opportunity Area

The Ontario Center Specific Plan offers a variety of commercial, retail, entertainment, light industrial, and office uses, as well as a mix of housing opportunities, and outlines a detailed infrastructure plan for the area. Originally adopted in 1981, the Specific Plan has been amended numerous times, including the addition of the Piemonte Overlay in 2006. The most recent amendment was adopted in 2017.

Much of the Specific Plan area has already been developed, but the remaining vacant parcels are prime candidates for development. After conversations with property owners and developers, the City identified ~~four~~ two vacant parcels (~~16.5~~ 12.9 acres), where no specific projects have been proposed, as potential sites for lower- and moderate-income housing development, as shown in Figure 5-6.

Figure 5-6 Ontario Center Specific Plan Housing Opportunity Area



Suitability of Sites

Infrastructure Availability

The backbone infrastructure to support housing development is already in place.

RHNA Income Category

The Ontario Center Specific Plan Opportunity Area was determined to be suitable for lower-income households based on proximity to transit, access to existing jobs and amenities, access to planned grocery stores, proximity to available infrastructure and utilities, and because there are no known requirements for environmental mitigation:

- *Proximity to transit.* The sites in this Opportunity Area are within a 1/4 mile walk of an existing Omnitrans bus route (Route 81), which follows Concourse Street in a loop around the Toyota Arena and fronts all sites identified in this Opportunity area.
- *Access to existing and planned jobs.* The sites in this Opportunity Area are within one of the most employment-rich areas of the City. Sites are surrounded by mid-rise office buildings and the Toyota

Arena. The Ontario Mills Mall and Ontario International Airport are both a short transit ride (on a direct line) or bike ride away.

- *Access to planned grocery store.* All sites in this Opportunity Area are within a 1/4 mile walk of a planned grocery store on the vacant lot on the southeast corner of Fourth Street and Haven Avenue.

- *Proximity to infrastructure and utilities.* As noted under infrastructure availability, this area is served by existing infrastructure and utilities.

- *Environmental mitigation.* As noted under Environmental Constraints, there are no known natural or man-made environmental development concerns that would require mitigation.

To provide conservative estimates, however, only 50 percent of the identified capacity (described under Realistic Capacity) was considered suitable to accommodate lower-income housing, while the balance was considered suitable for moderate-income housing (detailed under Units by RHNA Income Category).

Environmental Constraints

No environmental constraints limit development potential on these sites.

Analysis of sites to accommodate lower-income RHNA

All Sites

- Inclusion in Previous Housing Element

  These parcels were not included in prior housing elements.

- Zoning

  The zoning designation for all sites is Specific Plan (SP). The adopted plan is the Ontario Center Specific Plan. ~~Two of the housing sites (3.6 acres) are regulated by the Piemonte Overlay, while the remaining sites (12.9 acres) are regulated by the Ontario Center Specific Plan base document.~~ The Specific Plan does not establish density standards, so the Policy Plan densities would prevail. The Policy Plan allows for densities between 20 and 125 dwelling units per acre, which is sufficient to support lower- and moderate-income housing.

- Size of Sites

  There are no sites smaller than 0.5 acres or larger than 10 acres identified within the Opportunity Area.

- Existing Use.

  All ~~four~~ sites identified in this area are vacant.

Realistic Capacity

To determine the realistic capacity on these sites, the City identified the realistic capacity on each site based on the unbuilt entitlement and applied an additional reduction factor to sites that allow a mix of residential and non-residential to account for potential non-residential development. A summary of the realistic capacity, based on the remaining entitlement, is included in Table 5-9, and detailed descriptions of how realistic capacity and reduction factors were calculated is provided after the table.

Table 5-9
Strategy 4: Realistic Capacity

Zoning ~~(after rezoning)~~	Number of Parcels	Acres* (Net)	Max Density (du/ac)	Max Capacity (units*)	Adjustment Factors**	Final Realistic Capacity (units*)
Opportunity Area: Ontario Center Specific Plan						
~~Piemonte: Office w/ Res~~	~~2~~	~~3.6~~	~~125~~	~~454~~	~~18-19%~~	~~84~~
Urban Commercial	2	12.9	125***	1,613***	12%	193
Total	~~4~~2	~~16.5~~ 12.9	125***	1,613***~~2,067~~		193~~303~~

Source: City of Ontario, 2022.

*Acres and units have been rounded.
**See Adjustment Factor below for a detailed description of the adjustment factors applied to each group of sites
*** Density is not defined in the specific plan, so Policy Plan density would prevail. The Policy Plan allows densities between 20 and 125 dwelling units per acre.

Adjustment Factors

- ~~Piemonte: Office w/ Residential Allowed~~

  ~~Description:~~

  - ~~Number and size of sites: 2 sites, 2 parcels, 3.6 acres~~
  - ~~Allowable density: Density is not defined in the specific plan, so Policy Plan density would prevail. The Policy Plan allows densities between 20 and 125 dwelling units per acre.~~

- ~~RHNA affordability: Lower-income (50 percent), Moderate-income (50 percent)~~

- ~~Existing Use: Vacant~~

- ~~Infrastructure availability: Yes, no constraints~~

- ~~Environmental constraints: None known~~

~~Capacity Factors:~~

- ~~*Land Use Controls and Site Improvements.* No Adjustment~~
  ~~Site size reflects net acreage.~~

- ~~*Realistic Residential Capacity.* 50 Percent Adjustment~~
  ~~Because this land use category allows for non-residential development, a 50 percent adjustment factor was applied to account potential development of non-residential uses.~~

- ~~*Typical Densities.* 48.9 Percent Adjustment~~
  ~~These sites are designated as Office with Residential Development Allowed in the Piemonte Overlay area within the Ontario Center Specific Plan. While the Piemonte Overlay does not specify allowable densities, it plans for 220 new units on the two sites. If 220 units were to develop across the 3.6 acres, the resulting density would be 61 dwelling units per acre. The difference between the maximum capacity and number of units entitled under the specific plan result in a 48.9 percent adjustment factor.~~

- ~~*Infrastructure Availability.* No Adjustment~~
  ~~Not applicable, no constraint~~

- ~~*Environmental Constraints.* No Adjustment~~
  ~~No known site constraint~~

~~Total Capacity Adjustments: (1)x(1)x(.50)x(.489)x(1) = 24.5 percent~~

- Urban Commercial

  Description:

  - Number and size of sites: 2 sites, 2 parcels, 12.9 acres

  - Allowable density: Density is not defined in the specific plan, so Policy Plan density would prevail. The Policy Plan allows densities between 20 and 125 dwelling units per acre.

- RHNA affordability: Lower-income (50 percent), Moderate-income (50 percent)
- Existing Use: Vacant
- Infrastructure availability: Yes, no constraints
- Environmental constraints: None known

Capacity Factors:

- *Land Use Controls and Site Improvements.* No Adjustment
  Site size reflects net acreage.

- *Realistic Residential Capacity.* 83.2 Percent Adjustment
  Urban Commercial in the Ontario Center Specific Plan allows for a mix of tourist-related commercial uses, high- and medium-rise office buildings, entertainment/recreation clusters, and high-density residential uses above the ground floor. Discussion with developers, who have submitted plans for the development of high-density housing near the Toyota Arena (just north and east of these sites) indicate that 100 percent residential development is much more likely than any type of office development. Recent market trends due to the COVID-19 pandemic support this, as vacancies in existing office buildings will need to be filled before the market can support additional office uses. Similar sentiments hold true for tourism and entertainment uses, as much of the demand for those types of facilities is proposed in the areas around the Toyota Arena. As such, 39,000 square feet of the remaining entitled development capacity was reserved for non-residential uses on these two sites. This accounts for 16.8 percent of the remaining development potential, the inverse of the adjustment factor (83.2 percent) applied.

- *Typical Densities.* 14.4 Percent Adjustment
  While the specific plan does not specify allowable densities it does specify maximum height. The sites are included in planning area 11, where the maximum building height of 95 feet is regulated only by the height limits set by the Ontario International Airport. Housing products with densities above 60 dwelling units per acre are regularly developed under similar zoning standards, indicating the types of projects that could develop under the specific plan would meet the density thresholds necessary to facilitate the development of lower- and moderate-income housing.

In addition to height, the specific plan entitled a specific amount of development. The specific plan regulates the maximum capacity for Urban Commercial uses based on building square footage rather than dwelling units. As such, the City uses the methodology described below to translate the remaining allowable square footage permitted under the current specific plan into an approximate number of units.

Planning area 11 allows a total of 592,700 square feet; it is estimated that 360,455 square feet have already been developed, leaving 232,245 square feet of developable building area. To convert the remaining square footage into potential housing units, the City assumes the residential component would include a range of unit sizes with an average size of 1,000 square feet, inclusive of common areas, which yields a remaining development capacity of 232 units.

- *Infrastructure Availability.* No Adjustment
  Not applicable, no constraint

- *Environmental Constraints.* No Adjustment
  No known site constraint

Total Capacity Adjustments: (1)x(.832)x(.144)x(1)x(1)=12.0 percent

Units by RHNA Income Category

To further ensure conservative estimates, only half of the final realistic capacity was estimated to have the potential to accommodate lower incomes, as shown in Table 5-10.

Table 5-10
Strategy 4: Units by Income Category

Zoning ~~(after rezoning)~~	Number of Parcels	Acres* (Net)	Units by RHNA Income Category			Final Realistic Capacity (units*)
			Lower (units*)	Moderate (units*)	Above Moderate (units*)	
Opportunity Area: Ontario Center Specific Plan						
~~Piemonte: Office w/ Res~~	~~2~~	~~3.6~~	~~55~~	~~55~~	~~–~~	~~110~~
Urban Commercial	2	12.9	96	97	-	193
Total	~~4~~2	~~16.5~~ 12.9	~~151~~96	~~126~~97	-	~~303~~193

Source: City of Ontario, 2022.
*Acres and units have been rounded.

Strategy 5: The Mills Housing Opportunity Area

Opportunity Area

The Ontario Mills Mall and surrounding areas are governed by The California Commerce Center North Specific Plan (The Mills). The specific plan was originally authored in 1992 and has not been amended since. The document envisioned a regional commercial center focused on value-oriented retail and jobs creation that would capitalize on the proximity to the freeways and serve as a local landmark. The Mills has largely achieved this vision, and it remains a high-performing retail hub today (2021), but the economic outlook for retail and office uses in 2021 is vastly different than it was in 1992.

Ontario Mills Market Trends

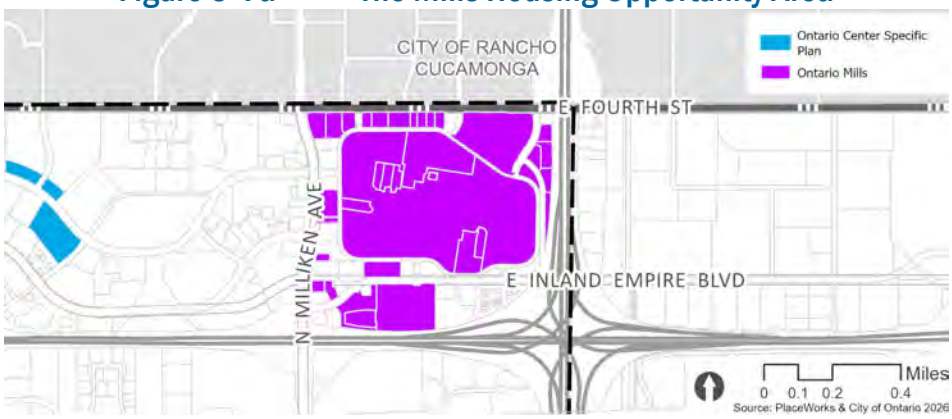
Current trends in the redevelopment of retail centers began with the introduction of online retail, which is currently capturing 20 percent of every retail dollar spent in the US economy. Recent industry reports (Barclay's Bank in October 2020 and Coresight Research in July 2020) find that the current number of retailers will likely be substantially reduced by 2030, with predictions by Coresight that online retail will account for 40 percent of retail sales by 2030. The COVID-19 pandemic has only accelerated the past trends. As retail stores opt to relocate or retail properties become due for major reinvestments/improvements, property owners find few retailers looking to replace existing tenants or find greater value in developing new residential uses. The demand for office space is likewise expected to remain stagnant through the 2021-2029 planning period as more office workers choose to work from home in the wake of the COVID-19 pandemic.

While retail uses, in general, are in decline, the Ontario Mills Mall remains a high-performing shopping center. It is anticipated that much of the existing retail square footage will remain through 2029, the physical configuration of the mall may be reshaped, consistent with current trends in mall redevelopment, leaving spaces for parking areas and outparcels to intensify with residential uses as existing restaurants, movie theaters, and retailers consolidate locations, relocate, or otherwise reconsider their physical footprint. The City's economic development department is in frequent contact with mall operators and property owners, and there are no known limitations, such as parking lease agreements that could limit redevelopment during the 6th cycle.

Successful shopping center redevelopment efforts, like the Bella Terra Mall in Huntington Beach, show high-performing malls successfully repositioning tenants in new configurations that introduce residential uses while retaining and improving their commercial cores.

Considering current market trends, the City has identified the parking areas and several out parcels around the Ontario Mills Mall as potential redevelopment sites suitable for housing, as shown in Figure 5-7a.

Figure 5-7a The Mills Housing Opportunity Area



Suitability of Sites

Infrastructure Availability

The Mills area already has the necessary infrastructure in place to support housing development.

RHNA Income Category

The Ontario Mills Opportunity Area was determined to be suitable for lower-income households based on proximity to transit, access to existing and planned jobs and amenities, access to grocery stores, proximity to available infrastructure and utilities, and because there are no known requirements for environmental mitigation:

- *Proximity to transit.* The sites in this Opportunity Area are within a 1/4 mile walk of an existing Omnitrans bus route (Route 81), which stops at the Ontario Mills Mall.
- *Access to existing and planned jobs.* The sites in this Opportunity Area are within one of the most employment-rich areas of the City. The mid-rise office buildings, the Toyota Arena, and the Ontario International Airport are all a short transit ride (on a direct line) or bike ride away.
- *Access to grocery store.* Sites in this Opportunity Area are across Milliken Avenue from Target and Sam's Club.
- *Proximity to infrastructure and utilities.* As noted under infrastructure availability, this area is served by existing infrastructure and utilities.

- *Environmental mitigation.* As noted under Environmental Constraints, there are no known natural or man-made environmental development concerns that would require mitigation.

To provide conservative estimates, however, only 50 percent of the identified capacity (described under Realistic Capacity) was considered suitable to accommodate lower-income housing, while 25 percent was considered suitable for moderate-income housing and 25 percent were considered suitable for above moderate-income (detailed under Units by RHNA Income Category).

Environmental Constraints
There are no known environmental constraints that would preclude housing production.

Analysis of sites to accommodate lower-income RHNA
All Sites

- Inclusion in Previous Housing Element

  These parcels were not included in prior housing elements.

- Zoning

  These sites are currently zoned for Specific Plan (SP) and uses are regulated by The California Commerce Center North Specific Plan, described previously in this section. The specific plan, as adopted, does not allow for residential uses, but the City's Policy Plan (which serves as the General Plan and was last updated in 2010) provides for housing in this area with a density range of 25 to 85 dwelling units per acre. This range would provide sufficient density to allow for the development of housing affordable to lower- and moderate-income households. In addition to establishing the density range, the Policy Plan sets a maximum of 437 units in its buildout table LU-03. As part of its rezoning program (Program 13), the City will amend the specific plan and update the Policy Plan. The specific plan will allow uses and densities consistent with the existing Policy Plan. The City will likewise update the Policy Plan to increase the residential development maximum in the Ontario Mills Mixed-Use area.

- Size of Sites

  Four of the parcels identified in this area (145.0 acres) are larger than 10 acres. This includes one of the parcels around the Mall itself (96.34 acres), two parcels that house movie theaters (18.6 acres and 14.6 acres), and a big-box retail center (15.4 acres). These sites were included in the inventory despite their size because of

current market trends in Malls, retail uses, and movie theaters, as discussed under Citywide Market Trends and Market Trends Specific to Strategy 5.

The mall site was not considered an impediment to redevelopment because larger sites with consistent ownership typically create fewer barriers to the introduction of housing in mall redevelopment projects than smaller sites with many competing landowner interests. Redevelopment efforts for the Westminster Mall, in Westminster, CA, for example, have involved a considerable planning effort to balance the various interests of many disparate property owners. Further, proposed redevelopment plans for malls such as Main Place Mall in Santa Ana, CA, incorporate larger parcels.

The City reached out to National Core, an affordable housing developer with experience in Ontario and the Inland subregion to discuss developing affordable housing on the mall site as well as sites such as the retail and theater outparcels that are larger than 10 acres. National Core indicated that larger parcels, such as these, allow for lower densities (avoiding higher construction costs) and can accommodate a greater number of units that can be more efficient to operate. Larger projects, if they can be done over multiple phases, can also be easier to finance and construct. In support of these points, they provided two examples of affordable housing projects they developed on larger sites:

- Crestview Terrace (formerly Waterman Gardens in San Bernardino): A 184-unit affordable project, completed in 2021 that involved a group of large parcels, including a 23-acre parcel and three other parcels, for an overall project site size of total of just over 37 acres.

- Mission Cove (in Oceanside): A multi-phase mixed-use project with 288 affordable units and 10,500 square feet of retail space on a 14.5-acre parcel. The final phase was completed in 2018.

These projects indicate that larger sites can provide efficiencies of scale for affordable housing development. The Mission Cove project occupies a similar parcel size to the theater and retail parcels, and it includes a retail component. The Mission Cove project was also developed in three phases (90 units in Phase I, 60 units in Phase II, and 138 units in Phase III), which could allow for flexibility in design and greater variety in the mix of uses if there is demand for commercial components on these sites.

- Existing Use

Existing uses include the Ontario Mills Mall and parking area (108.3 acres), 2 movie theaters (33.3 acres), 1 big box retail complex (15.4 acres), 3 parcels with automotive uses (2.7 acres), and 21 outparcels that currently house retail (18.5 acres) and dining (17.4 acres) establishments.

- Availability of Sites

  As discussed under Strategy 5 Market Trends, the demand for retail space is dwindling as people change the way they shop, dine, and spend their leisure time. As these changes continue to impact the retail landscape, the properties identified include aging centers, vacant buildings, and others that may be ready to reposition during the 6th cycle. While the owners of the properties identified do not currently have plans to reposition these sites, the City maintains on-going conversations with developers, and the City has reached out to property owners about potential land use changes. In general, owners are open to the possibility of introducing residential uses in the future. Developers also indicate interest in repositioning this area.

  There are no known parking leases or other restrictions that would limit redevelopment of the parking area and outparcels identified.

- Feasibility of Development

  As described under Strategy 5 Market Trends, mall redevelopment, retail repositioning, and theater downsizing, are national trends that are expected to impact uses in and around the Ontario Mills Mall.

  Several mall redevelopment efforts are already underway in the region. Projects like the Westminster Mall in Westminster, CA, Mainplace Mall in Santa Ana, CA, and the South Bay Galleria in Redondo Beach, CA, are all in the process of repositioning an indoor mall that was built for a different time to include a mix of commercial and residential uses. All these examples also propose affordable housing components, indicating that mall redevelopment projects offer a unique opportunity to introduce affordable housing into high-resource areas that are also highly accessible and well-served by infrastructure and transit.

  Redevelopment trends are not limited to retail uses. Movie theaters nationwide had already begun to see a cull in U.S. locations prior to the COVID-19 pandemic. The impacts of the COVID-19 closures, however, further eroded the industry, leaving opportunities for downsizing and redevelopment of existing theater sites. Because this is a trend seen nationally that is expected

to expand, recent examples from other states are relevant. In 2020, Loudon County, VA board of supervisors approved the redevelopment of an 11-acre Regal Cinema complex (built in 1996) as a 166-unit multi-family development. Additional projects like this are expected throughout the country as the long-term impacts of COVID-19 are fully appreciated.

Realistic Capacity

To determine the realistic capacity on these sites, the City identified a realistic density below the maximum, and applied an additional reduction factor to account for the ongoing operation of existing non-residential uses. A summary of the assumptions and realistic capacity is included in Table 5-11, and detailed descriptions of the adjustment factors applied to sites within each zoning designation is provided after the table.

Table 5-11
Strategy 5: Realistic Capacity

Zoning*** (after rezoning)	Number of Parcels	Acres*	Max Density (du/ac)	Max Capacity (units*)	Adjustment Factors**	Final Realistic Capacity (units*)
Opportunity Area: Ontario Mills						
Ontario Mills Mall						
SP	9	122.9	85	10,449	18.8%	**1,967**
Large Outparcels						
SP	4	41.1	85	3,494	18.8%	**657**
Small Outparcels						
SP	22	31.5	85	2,678	18.8%	**504**
Total	**35**	**195.5**		**16,620**		**3,128**

Source: City of Ontario, 2022.

*Acres and units have been rounded.
**See Adjustment Factor below for a detailed description of the adjustment factors applied to each group of sites.
***Per Program 13, the Specific Plan will be updated to allow residential uses at densities consistent with the existing Policy Plan (25-85 du/ac)

Adjustment Factors

- SP (Ontario Mills Mall)

Description:

- Size of site: 9 parcels, 122.9 acres
- Allowable density: 25-85 dwelling units per acre
- RHNA affordability: Lower-income (50 percent), Moderate-income (25 percent), Above Moderate-income (25 percent)

- Existing Use: Ontario Mills Mall and Parking Area (see Existing Use under "Site Specific Information" above)

- Infrastructure availability: Yes, no constraints

- Environmental constraints: None known

Capacity Factors:

- *Land Use Controls and Site Improvements.* 55 Percent Adjustment

  Redevelopment is only anticipated in the parking areas around the mall during the 6th Cycle. The net acreage of the parking area is approximately 73.75 acres, or 60 percent of the total area. It is anticipated that additional acreage will be necessary for drive aisles, sidewalks, and other public areas. An additional 5 percent was reserved to account for these uses. The total adjustment factor applied is 55 percent.

- *Realistic Residential Capacity.* 72.7 Percent Adjustment

  Revisions to the Specific Plan will allow for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses, consistent with the City's Policy Plan designation. While most of the commercial activity on these sites is expected to remain concentrated in the mall itself during the 6th Cycle. However, 27.3 percent of the site was reserved to account for potential non-residential uses, and portions of the parking area that may not fully develop during the 6th Cycle, the inverse of which, 72.7 percent, represents the reduction factor applied This estimate generally reflects the mix of project types, and anticipated timing of development the City anticipates based on recent applications for development of new residential units in areas around the Toyota Arena, which provides the closest comparison in terms of character of development expected.

- *Typical Densities.* 47.1 Percent Adjustment

  The existing specific plan will be amended to allow residential uses consistent with the proposed Policy Plan designation, as noted under Program 13. The proposed Policy Plan designation allows residential densities between 25 and 85 dwelling units per acre. A realistic density on in the middle of the allowed range, 40 dwelling units per acre, was deemed realistic to determine the total capacity in these areas based on proposed realistic densities in other similar development projects.

As noted under "Market Trends" above, mall redevelopment projects are an emerging trend that is expected to expand during the 6th Cycle in response to the accelerated changes in the way people shop in the wake of the COVID-19 pandemic. To determine the realistic density, the City looked to planned redevelopment projects, like Main Place Mall in Santa Ana, California, where the recently adopted specific plan includes a phased redevelopment plan in which the parking areas around the Mall would be developed first, as is expected for the Mills sites during the 6th Cycle. The Main Place Mall plan allowed densities up to 90 dwelling units per acre, similar to what will be allowed at the Ontario Mills. The plan for Main Place Mall also estimated a likely density of 39 dwelling units per acre across all sites where residential uses were anticipated. Consistent with this estimation, the City has assumed a realistic density of 40 dwelling units per acres across all sites where residential uses are anticipated. Forty dwelling units per acre is 47.1 percent of the maximum density allowed.

- *Infrastructure Availability.* No Adjustment
  Not applicable, no constraint

- *Environmental Constraints.* No Adjustment
  No known site constraint

Total Capacity Adjustments: (.55)x(.727)x(.471)x(1)x(1)=18.8 percent

- SP (Large outparcels)

Description:

- Size of site: 3 sites, 4 parcels, 41.1 acres

- Allowable density: 25-85 dwelling units per acre

- RHNA affordability: Lower-income (50 percent), Moderate-income (25 percent), Above Moderate-income (25 percent)

- Existing Use: Regal Cinema, Big Box retail and parking area (see Existing Use under "Site Specific Information" above)

- Infrastructure availability: Yes, no constraints

- Environmental constraints: None known

Capacity Factors:

- *Land Use Controls and Site Improvements.* 95 Percent Adjustment

  Upon redevelopment of the sites, it is anticipated that additional acreage will be necessary for drive aisles, sidewalks, and other public areas. Five percent of the land area was reserved to account for these uses. The total adjustment factor applied is 95 percent.

- *Realistic Residential Capacity.* 42.1 Percent Adjustment

  Revisions to the Specific Plan will allow for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses, consistent with the City's Policy Plan designation. While current trends, market demands and examples of theater redevelopment projects (see "Site Specific Information" above) generally support projects on larger sites that are 85 percent or more residential, the adjustment factor further reduces the anticipated realistic capacity by half again to account for the potential for higher non-residential footprints and phased development over the larger sites. The adjustment factor for realistic residential capacity is 42.1 Percent (.85x.495=.421). This estimate generally reflects the mix of project types, and anticipated timing of development the City anticipates based on recent applications for development of new residential units in areas around the Toyota Arena, and within the Meredith Mixed-Use area, which provide the closest comparison in terms of character of development expected.

- *Typical Densities.* 47.1 Percent Adjustment

  The existing specific plan will be amended to allow residential uses consistent with the proposed Policy Plan designation, as noted under Program 13. The proposed Policy Plan designation allows residential densities between 25 and 85 dwelling units per acre. A realistic density on in the middle of the allowed range, 40 dwelling units per acre, was deemed realistic to determine the total capacity in these areas. It is anticipated that similar densities can be supported on large outparcels as can be achieved in the Mall parking areas (see the typical densities Capacity Factor for the Ontario Mills Mall for additional information). Forty dwelling units per acre is 47.1 percent of the maximum density allowed.

- *Infrastructure Availability.* No Adjustment

  Not applicable, no constraint

- *Environmental Constraints.* No Adjustment

No known site constraint

Total Capacity Adjustments: (.95)x(.421)x(.471)x(1)x(1)=18.8 percent

- SP (Small outparcels)

Description:

- Size of site: 22 sites, 22 parcels, 31.5 acres
- Allowable density: 25-85 dwelling units per acre
- RHNA affordability: Lower-income (50 percent), Moderate-income (25 percent), Above Moderate-income (25 percent)
- Existing Use: Restaurant/dining, strip retail, standalone retail, automotive services (see Existing Use under "Site Specific Information" above)
- Infrastructure availability: Yes, no constraints
- Environmental constraints: None known

Capacity Factors:

- *Land Use Controls and Site Improvements*. 98 Percent Adjustment

  Upon redevelopment of the sites, it is anticipated that a minimal amount of additional acreage will be necessary for internal circulation and other public areas. These smaller sites are generally served by external, established roadways, so on-site improvements will be minimal. Two percent of the land area was reserved to account for these uses. The total adjustment factor applied is 98 percent.

- *Realistic Residential Capacity*. 40.8 Percent Adjustment

  Revisions to the Specific Plan will allow for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses, consistent with the City's Policy Plan designation. While current trends, market demands generally support projects on smaller lots that are either 100 percent residential or 100 percent commercial. It is not expected that all of the identified sites will transition to residential uses, only that they each have potential to transition. Accordingly, only 40.8 percent of the land area within the smaller outparcels is expected to transition to residential uses during the 6th cycle. Market conditions support the transition of retail sites to residential properties, and other plans for mall redevelopment propose residential uses on a higher portion of the outlying

land, so a 40.8 percent transition of identified properties is a conservative estimate intended to account for those likely to transition during the 6th Cycle. The adjustment factor for realistic residential capacity is 40.8 Percent. This estimate generally reflects the mix of project types, and anticipated timing of development the City anticipates based on proposed retail and mall redevelopment projects outside of the City.

- *Typical Densities.* 47.1 Percent Adjustment

  The existing specific plan will be amended to allow residential uses consistent with the proposed Policy Plan designation, as noted under Program 13. The proposed Policy Plan designation allows residential densities between 25 and 85 dwelling units per acre. A realistic density on in the middle of the allowed range, 40 dwelling units per acre, was deemed realistic to determine the total capacity in these areas. It is anticipated that similar densities can be supported on large outparcels as can be achieved in the Mall parking areas (see the typical densities Capacity Factor for the Ontario Mills Mall for additional information). Forty dwelling units per acre is 47.1 percent of the maximum density allowed.

- *Infrastructure Availability.* No Adjustment

  Not applicable, no constraint

- *Environmental Constraints.* No Adjustment

  No known site constraint

Total Capacity Adjustments: (.98)x(.408)x(.471)x(1)x(1)=18.8 percent

Large Site Development

AB 1397 requires additional justification to include parcels larger than 10 acres in the sites inventory for lower-income housing. The City has included sites larger than 10 acres in the Mills Housing Opportunity Area because of the market trends of retail center redevelopment (see discussion in Ontario Mills Market Trends). The Ontario Mills Mall portion of the California Commerce Center North Specific Plan consists of nine parcels totaling roughly 123 acres (parcels encompassed by Mills Circle roadway). The AMC theater (14.7-acre parcel) is under separate ownership including a large parking field. The other eight parcels are under single ownership (Ontario Mills Limited Partnership), including a 96-acre parcel that contains most of the Mall building and parking fields.

Based on patterns in similar commercial properties that intensified with residential such as the Irvine Spectrum, the property owners will likely first develop one of the parking areas into a medium or large parking

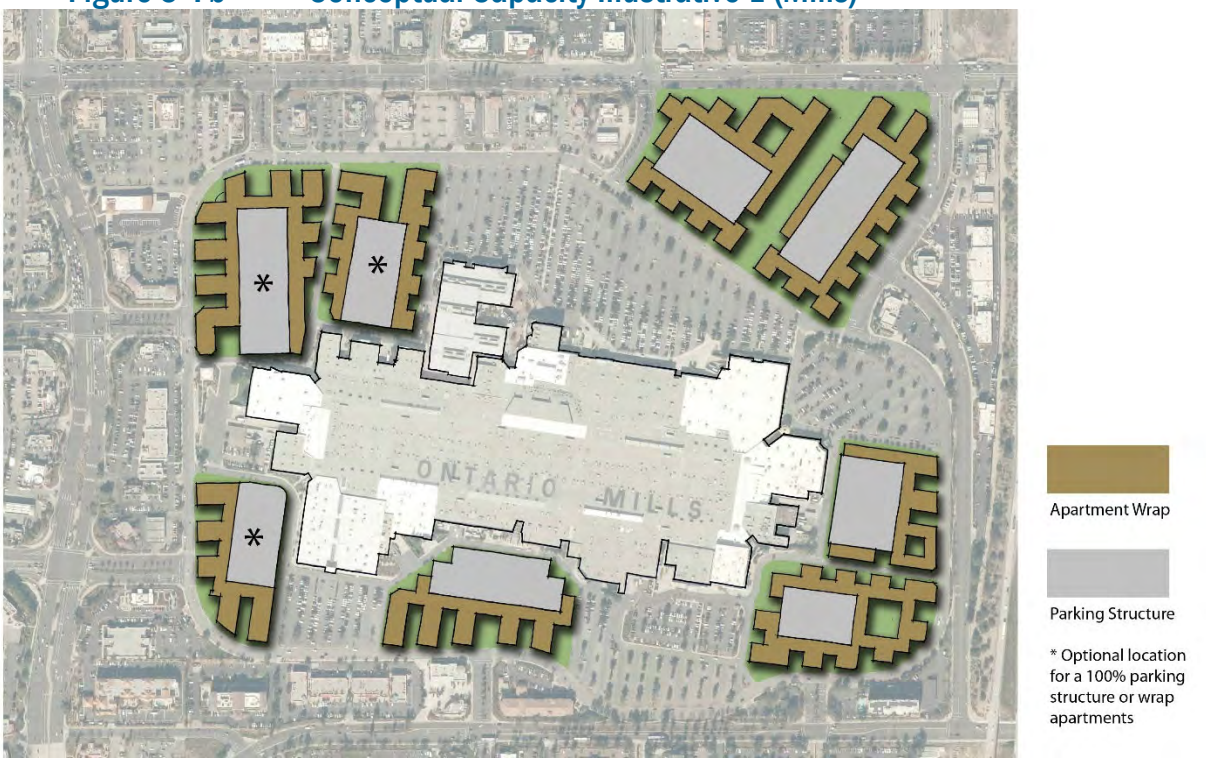
structure, which will free up other parking areas for residential development without the concern of losing parking capacity for the existing Mall. A logical option for the parking structure location is close to existing Ontario Mills Transfer Center (along Mills Circle just south of Concours Street), which will also serve future BRT service, and is just over a mile from the current Rancho Cucamonga Metrolink station. A number of other parking fields could then be developed with multistory wrap housing options that could self-park.

Additionally, the 19-acre site to the northeast that currently hosts the IMAX theatre could be intensified independent of or together with the Mall parcels. This parcel is large enough and could accommodate a small parking structure that could serve for the existing use while allowing residential to be constructed concurrently or as a second phase shortly after the parking structure is completed. With multiple points of access and enough space on any side of the existing building, the parcel could accommodate a number of different phasing and development designs. In summary, the entire realistic capacity could be accommodated on the Ontario Mills Mall property and one of the large outparcels.

While there are dozens of ways the Mills Opportunity Area could be designed for residential intensification, Figures 5-7b and 5-7c portray how the area could be intensified through two illustrative concepts of the development capacity and location of new residential (or other uses). The capacity shown in either provides more housing capacity (400-800 more) compared to the 3,128 total in Table 5-11, even without using all of the opportunity sites.

The illustratives in Figures 5-7b and 5-7c are conceptual but were generated with realistic and market-based assumptions: a maximum height of five stories, the need to self-park (at 2 spaces per unit, which is roughly in line compared to current parking standards for multiple-family development --- see Table 4-15), the need for open space, and the desire to have a mix of studio, 1-bedroom, and 2-bedroom units (unit size averages 1,000 square feet in both figures). The illustratives also took into consideration maintaining good access for existing commercial and future housing and preserving viewsheds important to existing commercial properties --- both connected to the Mall and in the surrounding parcels. It is also worth noting that the Opportunity Area contains enough capacity while maintain the existing Mall footprint exactly as is.

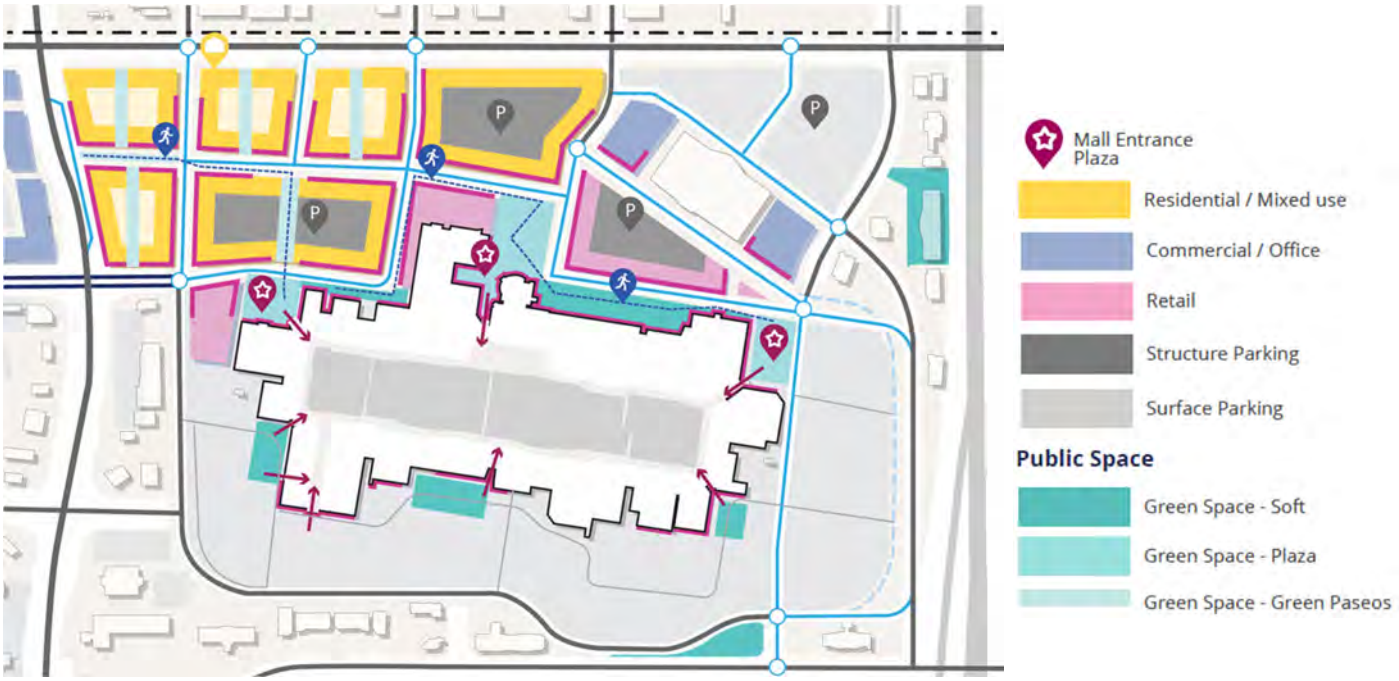
Figure 5-7b Conceptual Capacity Illustrative 1 (Mills)



In this design concept, a parking structure would likely be built as phase 1 (on one of the three sites identified with an asterisk), followed by one or more of the apartment wraps on the Ontario Mills Mall portion of the Opportunity Area as phase 2. The IMAX site could then be built as phase 3, though it also could be built independently and prior to any of the intensification on the Ontario Mills Mall site.

Note that this illustrative is solely shown for the purposes of demonstrating the capacity to intensify by 3,128 residential units and some design options that take into consideration existing and future access, commercial viewsheds, and phasing.

Figure 5-7c Conceptual Capacity Illustrative 2 (Mills)



In this design concept, a parking structure would likely be built as phase 1, shown adjacent to the IMAX property wrapped by retail space that would accommodate the retail uses (on some small outparcels) to be replaced by residential in the northwest part of the Opportunity Area. The residential would then be developed as phase 2 along with additional greenspace around the Mall. Phase 3 could include additional office space drawn by the more urbanized, mixed-use environment.

Note that this illustrative is solely shown for the purposes of demonstrating the capacity to intensify by 3,128 residential units and some design options that take into consideration existing and future access, commercial viewsheds, and phasing.

Units by RHNA Income Category

To further ensure conservative estimates, only half of the final realistic capacity was estimated to have the potential to accommodate lower incomes, as shown in Table 5-12.

Table 5-12
Strategy 5: Units by Income Category

Zoning (after rezoning)	Number of Parcels	Acres*	Units by RHNA Income Category			Final Realistic Capacity (units*)
			Lower (units*)	Moderate (units*)	Above Moderate (units*)	
Opportunity Area: Ontario Center Specific Plan						
Ontario Mills Mall						
SP	9	122.9	983	492	492	**1,967**
Large Outparcels						
SP	4	41.1	329	164	164	**657**
Small Outparcels						
SP	22	31.5	252	126	126	**504**
Total	**35**	**195.5**	**1,564**	**782**	**782**	**3,128**

Source: City of Ontario, 2022.
*Acres and units have been rounded.

Strategy 6: The Ontario Ranch Housing Opportunity Area

Opportunity Areas

The western Ontario Ranch, defined as the area south of Riverside Drive and west of the Cucamonga Channel is largely undeveloped and represents one of the few remaining greenfield opportunities in the Inland Empire. Upon annexation in 1997, the City envisioned the area as an extension of the existing urban fabric. Residential neighborhoods would be balanced by mixed-use, commercial, and public places and organized around a regional-scale park. Twenty-five years later, that vision has begun to take shape with new development east of the Channel. ~~Over the 2021-2029 planning period, development is expected to spread to the western side of the Channel as the infrastructure becomes available. The City's housing strategies for this area promote the creation of mixed-income communities in the western Ontario Ranch and address the development constraints associated with greenfield development.~~

~~Because this area is so large, but sites have many similarities, general information, relevant to all sites outlined in this strategy is provided first, following by site-specific analysis that is divided into four Opportunity Areas according to the City's vision for the future of each area.~~

Over the 2021–2029 period, development is expected to expand from the already-urbanizing areas east of the Cucamonga Channel into the western Ranch as trunk water and sewer infrastructure are extended north from Merrill Avenue and across the Grand Park Corridor, SCE Easement Area, Grove Corridor, Euclid Corridor, Vineyard Corridor/, and Sports Park Opportunity Areas. The City's housing strategy for these

areas uses Policy Plan land use designations and the Affordable Housing (AH) Overlay to set minimum densities of 20 du/ac, raise mixed-use maximums, and apply corridor-specific adjustment factors that tie realistic capacity and affordability mix to infrastructure timing. Because the western Ranch is large and sites share common characteristics, the Housing Element first presents general findings that apply citywide to all Strategy 6 sites (market trends, infrastructure phasing, suitability for lower-income housing, zoning and site size standards, and environmental conditions), then provides site-specific analysis organized into Opportunity Areas: Grand Park Corridor, SCE Easement Area, Grove Corridor, Euclid Corridor, Vineyard Corridor, and Sports Park.

Ontario Ranch Market Trends

The Ontario Ranch has been planned as a new community, providing a mix of new homes, new employment centers, and new retail opportunities linked by a large regional park and a network of smaller, local parks since the area was annexed by the City in 1997. In 2010, the City refined this vision as part of a comprehensive update to the Policy Plan, but the general intent to create a robust, complete community remained unchanged.

In the wake of the Great Recession following the 2010 update to the Policy Plan, the area saw little growth, and the existing agricultural uses continued operation under the City's Agricultural overlay zone, which was intended to allow ongoing agricultural uses until the market was able to support the conversion of properties to residential, retail, and employment uses envisioned to create a complete community. As the homebuilding market recovered, developer interest increased, and the City worked with developers to bring backbone infrastructure to the eastern portions of the Ontario Ranch (areas east of the Cucamonga Channel). The first backbone services were completed in 2014 and expanded from there. Development of residential and industrial uses grew from the available trunk lines, and has rapidly increased at pace with market demand, as discussed under Citywide Market Trends. The sites identified under strategy 6 include those that are closest to expanding infrastructure, and therefore most likely to develop during the 6th cycle, consistent with trends seen on the eastern side of the Ontario Ranch. Sites that are not expected to be served before 2028 have not been included in the sites inventory.

In 2020, it was estimated that 1,292 units were sold in the eastern Ontario Ranch, earning it the distinction of the region's top-selling master-planned community by John Burns Real Estate, and it ranked no. 5 nationally. In 2021, the eastern Ontario Ranch retained the top spot, with an estimated 1,011 units sold. Homebuilders attributed the reduction in units sales between 2020 and 2021 to delays related to the COVID-19 pandemic, and did not expect the trend to continue.

The western Ontario Ranch, is similarly situated to the eastern portions of the Ontario Ranch, but backbone infrastructure has not previously been available. As infrastructure is introduced, beginning in 2022, development in the western Ranch is expected to follow a similar trajectory to that of the eastern areas with aggressive development of residential areas to meet market demands.

Reflective of the increasing demand for new homes, developers throughout the eastern Ontario Ranch have approached the City to increase the densities allowed throughout the area. The City has not received any requests to reduce the number of units that could be built.

While the eastern Ranch does not include housing affordable to lower-income households, master-planned communities outside of the city incorporated lower-income housing, demonstrating that new communities, such as those envisioned for the Opportunity Areas grouped under Strategy 6 are able to support housing affordable to lower-income households. The ~~Great~~Grand Park Neighborhoods in Irvine, CA, for example, facilitated the development of several different affordable housing projects at a range of densities including, Montaira senior apartments, which were completed in 2020 and built at a density of 32 dwelling units per acre, and Luminaira and Espaira at Parasol Park, which were built on a 10.7 acre site that was divided to create two 5.35 acre-sites and completed in 2017.

Suitability of Sites

Infrastructure Availability

Backbone infrastructure serving the area west of the Channel is under construction and planned. ~~In~~ Since 2020 ~~and 2021~~, several large industrial projects ~~were approved, and additional projects are under review~~ along the city's southern border between Merrill and Eucalyptus Avenues have been built, ~~. These projects are~~ bringing water and sewer infrastructure to this portion of the city. The initial trunk line, ~~expected to develop in 2022, will~~ traveling along Merrill Avenue between Euclid and ~~Walker~~ Baker Avenues~~.~~, was completed in 2022. Additional mains extending from Merrill Avenue north to Eucalyptus Avenue and along Euclid Avenue, Sultana Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, and Baker Avenue have also been completed. In addition, portions of mains along Eucalyptus Ave have been installed, and additional extensions north to Edison and Schaefer are planned. Development interest remains strong, and additional facilities north of Scheafer Avenue are feasible by 2028.

New mains along Eucalyptus Avenue between Vineyard Avenue and the Cucamonga Channel have also been installed. These feed into a sewer main on Carpenter Avenue and connect to a new main along Vineyard Avenue (between Eucalyptus Avenue and Riverside Drive) that is under

construction and will be completed in 2026. It is anticipated that expansion of sewer service between the Cucamonga Creek and Walker Avenue is feasible by 2027. ~~From there, additional sewer lines are planned to extend north along Euclid, Bon View, Grove, and Walker Avenues, with the southern-most sites expected to be first served.~~

Extension of the City's backbone water infrastructure is also planned throughout the western part of the Ranch ~~in conjunction with the approved industrial projects~~. Water lines~~, with an anticipated installation date of 2022, will~~ serving~~e~~ the ~~approved~~ industrial projects have already been installed, and ~~introduce~~ additional backbone infrastructure throughout the area west of the Channel is expanding. While water lines will be installed more extensively throughout the area, service has followed and is generally anticipated to continue following the extension of the sewer lines, as the backbone sewer infrastructure is more complicated and costly to install.

Similarly, new roadways, recycled water lines, storm drains, and dry utilities have already been installed in several areas and are expected to continue to expand ~~at pace~~ with the sewer infrastructure as new development is established.

The sites selected and assumptions applied were developed after discussions with the Ontario Metropolitan Utilities Company (OMUC), taking into consideration the cost and phasing needed to ensure that housing could be developed and served by infrastructure during the 2021-2029 planning period. The following timeline for infrastructure availability was determined possible, given current plans, the rate of development on the eastern side of the Ontario Ranch, where infrastructure was introduced during the 5th housing cycle, ~~as well as~~and the rate of development and level of interest in developing the western side of Ontario Ranch. Infrastructure phasing is generally expected to expand from the Merrill Avenue and Vineyard Avenue trunk lines ~~north~~ as follows:

- **2026 AREA 1:** East of Walker (served by Vineyard Avenue sewer main)
- **2026-2027 AREA 2:** West of Walker / South of Schaefer
- **2027 AREA 3:** West of Walker / Schaefer Avenue to the northern most SCE easement.
- **2027-2028 AREA 4:** West of Walker / The northern-most SCE easement to Chino Ave
- **2028 AREA 5:** West of Walker / Chino Avenue to Riverside Drive

The City's housing strategy accounts for the need to extend infrastructure throughout the area by applying an adjustment factor based on the

~~distance of sites from the initial trunk line and~~ estimated timeline for infrastructure availability. The applicable adjustment factors for each Opportunity Area are detailed under the "Realistic Capacity" section.

RHNA Income Category
The Ontario Ranch Area was determined to be suitable for lower-income households based on proximity to transit, access to existing and planned jobs and amenities, access to grocery stores, proximity to available infrastructure and utilities, and because there are no known requirements for environmental mitigation:

- Proximity to transit.
    - ~~Great~~Grand Park Corridor and SCE Easement Area. ~~–~~The Grand Park Corridor was identified for higher-density housing development because of its proximity to planned open space, which furthers the City's fair housing goals, and because SBCTA has plans to expand a BRT route along Edison Avenue/Ontario Ranch Road. There are no existing bus stops in this area because current uses are primarily agricultural, and there are not currently enough residents, jobs, or leisure activities to entice riders to exit or alight in this area. While locations for future BRT stops will be determined according to how development transpires, with stops near centers of population, commerce, or recreation, rapid transit stops are typically one-half mile to one mile apart. The City currently envisions (subject to coordination with SBCTA) future transit stops at Euclid, Bon View, Grove, Walker, and Vineyard Avenues, each approximately half a mile apart. In that case, roughly 55 percent of the land area identified in the combined Grand Park Corridor and SCE Easement Strategy 6 Opportunity Area will be within a 5-minute walk of a BRT; nearly 100 percent of the sites will fall within a 10-minute walk of the same BRT stops. The SCE Easement Area~~,~~ ~~located~~ immediately north of Merrill Avenue and beneath the Southern California Edison transmission corridor~~,~~ is therefore planned to benefit from the same future BRT service, with adjoining parcels providing opportunities for new housing integrated with trails, open space, and supporting service uses.~~The Great Park Corridor was identified for higher-density housing development because of its proximity to planned open space, which furthers the City's fair housing goals, and because SBCTA has plans to expand a BRT route along Edison Avenue/Ontario Ranch Road. There are no existing bus stops in this area because current uses are primarily agricultural, and there are not currently enough residents, jobs, or leisure activities to entice riders to exit or~~

~~alight in this area. While locations for future BRT stops will be determined according to how development occurs, with stops near centers of population, commerce, or recreation, rapid transit stops are typically located one-half mile to one mile apart. The City currently envisions (subject to coordination with SBCTA) future transit stops placed at Euclid, Bon View, Grove, Walker, and Vineyard Avenues, each approximately half a mile apart. In that case, roughly 55 percent of the land area identified in the Great Park Corridor Opportunity Area will be within a 5-minute walk of a BRT; nearly 100 percent of the sites will fall within a 10-minute walk of the same BRT stops.~~

- Vineyard, Sports Park, and Grove Corridors~~Grove Corridor~~. The sites along the Grove Corridor, together with the Vineyard Corridor and Sports Park Opportunity Area, were identified for higher-density housing development for several reasons, including planning objectives like activating the street and enhancing transit options, development potential, and infrastructure availability. Bringing a higher concentration of mixed-income residents to these corridors will create energy on the street, distinguish Grove Avenue and Vineyard Avenue as important community connectors, and surround the planned community sports park with new neighborhoods. The influx of new residents will also make these corridors prime candidates for expanded bus and higher-frequency transit service, improving options for residents and strengthening connections between north and south Ontario. Consistent with Mobility Element Policy M-3.1 (Transit Partners), the City will maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available, cost-efficient, and convenient in housing element strategy areas where sites suitable for lower-income housing development have been identified in the sites inventory.~~The sites along the Grove Corridor were identified for higher-density housing development for several reasons, including planning objectives like activating the street and enhancing transit options, development potential, and infrastructure availability. Bringing a higher concentration of mixed-income residents to the corridor will create energy on the street, distinguishing Grove Avenue as an important community connector. The influx of new residents will also make the corridor a prime candidate for expanded bus service, improving transit options for residents and strengthening the connection between north and south Ontario.~~

- ~~Euclid Corridor. SBCTA has plans to expand a BRT route along Euclid Avenue. While potential BRT stops have not yet been identified, because most of the identified sites are undeveloped, rapid transit stops are typically one-half mile to one mile apart. If future transit stops are placed at Riverside Drive, and halfway between Chino and Schaefer Avenues approximately three-quarters of a mile apart, 54 percent of the land area identified in the Euclid Corridor Opportunity Area will be within a 5-minute walk of a BRT; nearly 100 percent of the sites will fall within a 10-minute walk of the same BRT stops.~~

- *Access to planned jobs.* Between Merrill Avenue and Eucalyptus Avenue, several large industrial and logistics projects have been approved by the City. These projects will brings thousands of jobs to the western Ontario Ranch, and are within a transit or bike ride from most of the sites identified in Opportunity Areas grouped under this Strategy. In addition to these approved employment generators, the mixed-use areas within the ~~Great~~Grand Park Corridor are envisioned as employment hubs for the western Ontario Ranch. By 2050, the City projects there could be as many as 8,000 new jobs accommodated in the portions of these areas reserved for nonresidential uses, as described under the Realistic Capacity Adjustment Factors for Mixed-Use ~~Great~~Grand Park (MU-GP)~~ and Mixed-Use Eucalyptus / Chino Airport (MU-EU)~~. These new jobs would be within walking distance of many ~~of the sites identified in the Great~~Grand Park Corridor~~,~~ and SCE Easement Area sites and within ~~an easy~~a transit ride or bike ~~ride~~trip of all ~~sites~~Opportunity Areas grouped under this s~~S~~trategy, providing lower-income households with convenient access to a wide range of employment opportunities.

- *Planned ~~to~~ infrastructure and utilities.* As noted under Infrastructure Availability, infrastructure in this area is planned and expected to expand during the 6th cycle, making development feasible for the first time. The timing for the expansion of services is reflected in ~~the~~ how the realistic capacity is divided between RHNA affordability levels on each site.

  The percent of the realistic capacity estimated as suitable for lower-income units is directly related to the anticipated timing for infrastructure expansion. The percentage of capacity identified as suitable to accommodate lower-income housing decreases on sites farther away from Merrill Avenue, the southern-most street in the western Ontario Ranch~~, where the initial sewer trunk line is anticipated to complete construction in 2022 (see Infrastructure Availability for more details).~~. Sites closest to Merrill Avenue ~~are~~

reflect a mix of affordability in line with the City's policy promoting mixed-income communities, while sites farther north anticipate that an increasing amount of above-moderate housing will help to offset the costs associated with infrastructure expansion. The realistic capacity is divided by affordability level as follows:

Opportunity Area/ Subarea	Projected Infrastructure Availability	Lower *(percent of realistic capacity)*	Moderate *(percent of realistic capacity)*	Above Moderate *(percent of realistic capacity)*
Grand Park				
• **Area 2:** West of Walker / South of Schaefer Ave (All Sites)	2026-2027	50%	25%	25%
Grove Corridor				
• **Area 2**: West of Walker / South of Schaefer Ave	2026-2027	50%	25%	25%
• **Area 3**: West of Walker / Between Schaefer Ave & north SCE Easement	2027	40%	0%	60%
• **Area 4**: West of Walker / Between north SCE Easement & Chino Ave	2027-2028	35%	0%	65%
• **Area 5**: West of Walker / North of Chino Ave	2028	25%	0%	75%
Euclid Corridor				
• **Area 4:** West of Walker / Shaefer Ave to Chino Ave	2027-2028	35%	0%	65%
• **Area 5**: West of Walker / North of Chino Ave	2028	25%	0%	75%
Vineyard Corridor				
• **Area 1**: East of Walker (All Sites)	2026	50%	25%	25%
SCE Easement				
• **Area 2:** West of Walker / South of Schaefer Ave (All Sites)	2026-2027	50%	25%	25%
Sports Park				
• **Area 1**: East of Walker (All Sites)	2026	50%	25%	25%

- ~~GreatGrand Park Corridor~~
  - ~~South of SCE easement *(Infrastructure in 1-3 years)*~~
    ~~Lower income (50 percent), Moderate income (25 percent), Above moderate income (25 percent)~~
  - ~~North of SCE easement *(Infrastructure in 3-5 years)*~~
    ~~Lower income (40 percent), Above moderate income (60 percent)~~
- ~~SCE Easement Area~~
  ~~Whole area (infrastructure in 1-3 years, immediately north of Merrill Avenue)~~
- ~~Grove Corridor~~
  - ~~South of Schaefer Avenue *(Infrastructure in 3-5 years)*~~
    ~~Lower income (40 percent), Above moderate income (60 percent)~~

- ~~North of Schaefer Avenue *(Infrastructure in 4-6 years)* Lower income (25 percent), Above moderate income (75 percent)~~

- ~~Euclid Corridor~~
  - ~~South of Schaefer Avenue *(Infrastructure in 3-5 years)* Lower income (40 percent), Above moderate income (60 percent)~~
  - ~~North of Schaefer Avenue *(Infrastructure in 4-6 years)* Lower income (25 percent), Above moderate income (75 percent)~~
- ~~Vineyard Corridor/Armstrong Ranch Specific Plan~~
  - ~~Whole Area (*Infrastructure in 4-6 years*) Lower income (25 percent), Above moderate income (75 percent)~~

~~Sports Park~~

~~Whole area (infrastructure in 4-6 years, concurrent with later phases of backbone extensions serving northern western Ontario Ranch)~~

These assumptions, as well as the units associated with each income category, ~~is~~ are detailed under Units by RHNA Income Category.

- *Environmental mitigation.*

  - Grove Corridor. As noted under Environmental Constraints, there are no known natural or man-made environmental development concerns that would require mitigation.

  - SCE Easement Area. As noted under Environmental Constraints, there are no known natural or man-made environmental development concerns that would require mitigation.

  - Euclid Corridor. As noted under Environmental Constraints, there are no known natural or man-made environmental development concerns that would require mitigation.

  - Vineyard Corridor~~/ Armstrong Ranch Specific Plan~~. As noted under Environmental Constraints, there are no known natural or man-made environmental development concerns that would require mitigation.

- Sports Park Area. As noted under Environmental Constraints, there are no known natural or man-made environmental development concerns that would require mitigation.

Environmental Constraints

The sites identified in this portion of the city have no topographical, slope, flood, or fire hazards. Portions of approximately ~~26~~ 7 parcels ~~-~~in the ~~Great~~Grand Park Corridor are estimated to have ground water levels that could make the area vulnerable to liquefaction. This is determined based on the historic presence of artesian wells on these sites, and it does not indicate a known impediment to development, only a potential vulnerability that must be analyzed through geotechnical evaluation of individual sites at the time of development. The City is currently working on several infrastructure projects within area identified, including the development of Merrill and Eucalyptus Avenue as well as the establishment of the sewer trunk line along Merrill Avenue. As part of the planning process for these improvements the City conducted geotechnical analysis, and the City's Engineering department confirmed that there are no known liquefaction issues that would limit development or increase the cost of development in these areas.

All projects in the City are required to meet building code ~~the~~ standards ~~of the Uniform Building Code~~, which include~~s~~ provisions to ensure new development ~~-~~projects are built to established safety standards.

Analysis of sites to accommodate lower-income RHNA

All Sites

The following analysis of zoning and size of sites is applicable to all Opportunity Areas grouped under this strategy.

- Inclusion in Previous Housing Element

  No parcels within Opportunity Areas grouped under Strategy 6 were included in prior housing elements as suitable for lower-income units~~-~~.

- Zoning

  The Strategy 6 Opportunity Areas in western Ontario Ranch are zoned SP-AG-AH, replacing the prior SP-AG zoning and applying the Affordable Housing Overlay across all identified parcels. The Agriculture Overlay continues to allow existing agricultural uses to operate on an interim basis until development consistent with the Policy Plan and SP-AG-AH zoning is ready to proceed~~The current zoning throughout the area west of the Channel is Specific Plan with an Agriculture Overlay (SP-AG)~~.

~~The Agriculture Overlay District allows for existing agricultural uses to continue operation on an interim basis until development, consistent with the Policy Plan and zoning district, is slated to occur.~~

The SP district is intended to accommodate the adoption of specific plans that are consistent with the Policy Plan, but the zoning district does not set any density or intensity standards when no specific plan exists. With a few exceptions, most parcels in this part of the city are not yet affected by an existing specific plan. However, the Policy Plan specifies land uses and densities throughout the city, including the western Ontario Ranch. Because both the City development code and state law require consistency between the City's Policy Plan and zoning, any proposed specific plan must be consistent with the Policy Plan land uses. Therefore, the City's housing strategies use Policy Plan land use categories, including density standards, to estimate the development capacity and affordability potential for sites throughout this portion of the city.

To implement the City's policy of creating new mixed-income communities and integrating affordable housing into new development, the SP-AG-AH Affordable Housing Overlay (described in Program 13) has been applied to all parcels in the Strategy 6 Opportunity Areas as the City has completed this rezone. The overlay: ~~The City's strategy for this reflects the City's policy promoting the creation of new mixed-income communities and the integration of affordable housing with new development. To further encourage mixed-income development and affordable housing, the City will create an Affordable Housing Overlay (AH) Zone. The overlay, described in Program 13, will be applied to all parcels identified in Strategy 6 Opportunity Areas. The AH overlay zone will:~~

- Establishes a minimum density of 20 dwelling units per acre,
- Provides incentives to develop two tiers of affordable housing.
    - *Tier 1*. The first tier ~~would~~ applies~~y~~ to housing projects with at least 20% of units affordable to lower incomes. Projects in this tier are ~~would~~ no longer ~~be are~~ required to develop a new specific plan under the AH Overlay. Instead, the developer could apply the development standards for a zone that implements the current or proposed Policy Plan designation.

- *Tier 2*. The second tier ~~would~~ applies~~y~~ to projects where at least 25 percent of the proposed units are affordable to lower-income households. Tier 2 projects ~~would~~ are ~~be~~ subject to the same provisions as Tier 1, but the overlay ~~would~~ increases the maximum density for parcels with a Policy Plan designation of Medium-Density Residential (MDR) from 25 to 30 dwelling units per acre. The higher density allowed ~~would~~ effectively increases the base density of the designation and is ~~would be~~ applied prior to any state density bonus provisions.

~~With these changes, any site in the Affordable Housing Overlay District with a Policy Plan designation of MDR or Mixed-Use, the Policy Plan designations that allow at least 30 dwelling units per acre (including MDR, as revised) will satisfy the default density requirements and be considered suitable for the development of lower-income housing.~~

- Size of Sites

  - Small Sites. Parcels smaller than half an acre are excluded without adding further justification that would otherwise be required by state law enacted through AB1397. Such small sites are insignificant in terms of number (of parcels) and total acreage. All such parcels are only excluded due to size, and none of the parcels would inhibit the development of any parcels listed in the inventory (most are owned by the same owners and would be developed along with larger adjacent parcels).

  - Large Sites. AB1397 requires additional justification to include parcels larger than 10 acres in the sites inventory for lower-income housing. The City has included sites larger than 10 acres in the western Ontario Ranch because Ontario has ample recent evidence of large greenfield sites developing as housing. Areas east of the Channel had nearly identical parcel patterns to those in this area. Many properties to the east have already been subdivided and developed as housing, and the undeveloped land east of the Channel is expected to develop likewise. Other large urban greenfield projects, such as Irvine's Great Park neighborhood, reflect the same pattern of subdividing larger parcels to create mixed-income communities. Several of the communities in Irvine's Great Park neighborhood include multifamily affordable housing, indicating that this process can produce opportunities for lower-income housing. The Affordable Housing Overlay District that ~~will be~~is applied to all parcels in the Opportunity

Area (Program 13) also provides incentives to promote housing affordable to lower-income households.

The City also reached out to National Core, an affordable housing developer with experience in Ontario and the Inland subregion to discuss developing affordable housing on sites such as the retail and theater outparcels that are larger than 10 acres. National Core indicated that larger parcels, such as these, allow for lower densities (avoiding higher construction costs) and can accommodate a greater number of units that can be more efficient to operate. Larger projects, if they can be done over multiple phases, can also be easier to finance and construct. In support of these points, they provided two examples of affordable housing projects they developed on larger sites:

- Crestview Terrace (formerly Waterman Gardens in San Bernardino): A 184-unit affordable project, completed in 2021 that involved a group of large parcels, including a 23-acre parcel and three other parcels, for an overall project site size of total of just over 37 acres. Crestview Terrace developed within the Waterman + Baseline Neighborhood Specific Plan. Importantly, the developer of the Crestview Terrace development did not control the majority of property in the specific plan area.

- Mission Cove (in Oceanside): A multi-phase mixed-use project with 288 affordable units and 10,500 square feet of retail space on a 14.5-acre parcel. The final phase was completed in 2018.

These projects indicate that larger sites can provide efficiencies of scale for affordable housing development. Crestview Terrace shows that projects as large as 37 acres and parcels larger than 20 acres in size can facilitate the development of affordable housing. ~~The largest site within the 4 Opportunity Areas grouped under this strategy is 36.5 acres. The second-largest site is 26.7 acres. Because the largest sites in this area are similar in size to those that comprised the Crestview Terrace affordable housing project, the larger sites in this area are suitable for the development of affordable housing.~~

- While the above example (Crestview Terrace) illustrates how the affordable housing capacity could be realized through a specific plan, other mechanism could also lead to affordable housing. For example, consistent with the Affordable Housing Overlay District, the property owner of the large site could

choose to develop the entire site or a portion for affordable housing. Affordable housing projects tend to be larger than 50 units (enough to justify onsite property management) at densities between 20 and 30 units per acre, but projects with more units and higher densities are not uncommon. Several other affordable housing developers (e.g., Related, Meta, AMCAL, and Jamboree Housing) with experience in Ontario and/or San Bernardino County frequently produce affordable housing projects with 100 to 200 units on sites between 5 and 15 acres (e.g., Paseo Verde by Related in Fontana with 142 units on 14.8 acres). Projects like Mission Cove represent the upper end of the spectrum in Southern California as of now, although much larger projects, such as the 382-unit Weingart Center Towers in Los Angeles~~, are underway.~~ .

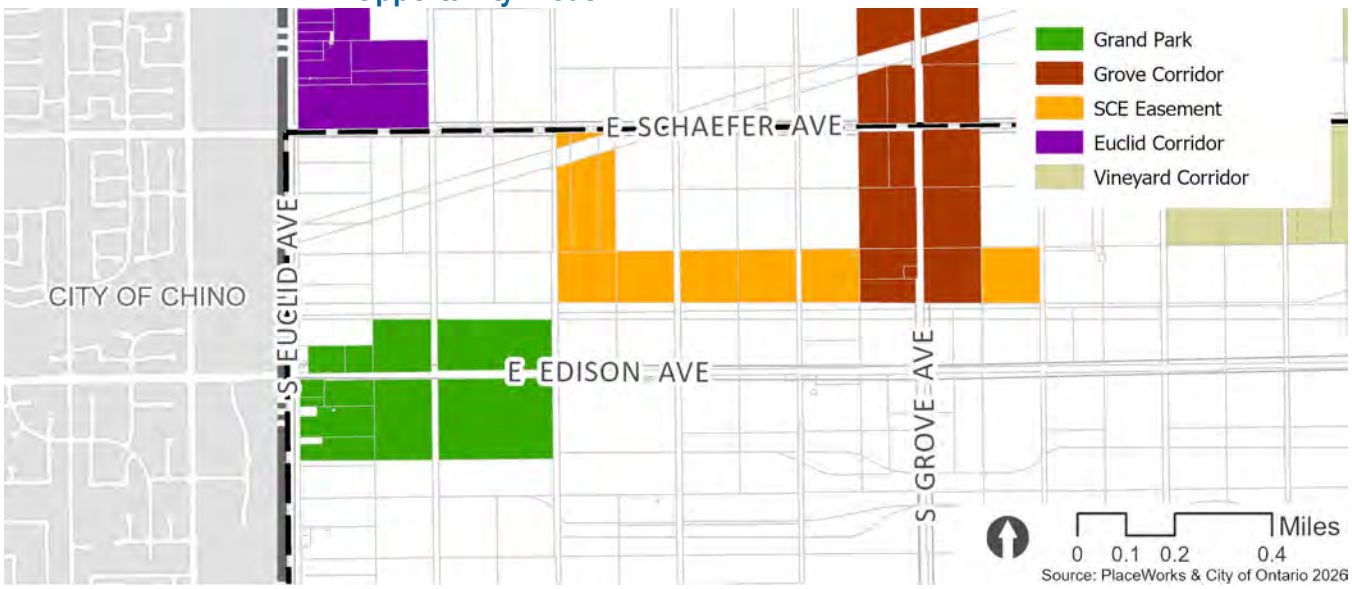
Developers of large parcels more frequently subdivide and sell off part of the property to an affordable housing developer, although they still design the overall area together as a single project to ensure continuity. ~~Of t~~The ~~seven~~three parcels larger than 10 acres in the ~~Great~~Grand Park Corridor~~, three are 16 acres and another is 18~~range from 12 to 25 acres. These parcels may not require subdivision (as they are close in size to the parcels used in larger affordable housing projects built in the area), but could easily be subdivided with a parcel between 5 and 9 acres. At 25 units per acre, such parcels could support 125 to 225 units, but higher density is allowed and is even likely given the City's flexibility in averaging the density over a larger project area. Densities above 25 units per acre would either require less land or permit larger projects. Accordingly, while the City's sites inventory assumes a 50% capacity for lower income housing on these sites, it is likely that only one-quarter of the land would be required to attain the same capacity figure. Through Program 16, the City will encourage and facilitate such subdivisions or lot line adjustments by waiving fees when a project commits to including affordable housing consistent with the Affordable Housing Overlay.

~~Great~~Grand Park Corridor

Envisioned as the organizing element for new development and imagined as a focal point for the region, the Ontario ~~Great~~Grand Park is planned to encompass approximately 340 acres between Campus and Haven Avenues, with its western leg terminating in the ~~Great~~Grand Park Corridor Housing Opportunity Area. Sites that comprise the ~~Great~~Grand Park Corridor Opportunity Area were identified based on proximity to open space and transit, potential for redevelopment, and infrastructure

availability. The sites identified in this area are shown in Figure 5-8 and described in the text that follows.

Figure 5-8 Grand Park Corridor and SCE Easement Housing Opportunity Areas



- Zoning – ~~Great~~Grand Park Corridor

  As described under zoning for all sites, properties in this area were previously zoned SP-AG with no adopted specific plan; these sites have now been rezoned to SP-AG-AH and are included in the Affordable Housing Overlay District described in Program 13.~~As described under Zoning for all sites, the sites in this area are currently zoned SP-AG, but no specific plan has been adopted, and they will be rezoned to SP-AG-AH for inclusion in the Affordable Housing Overlay District described under Program 13.~~ The Overlay ~~will~~ established a minimum density of 20 du/ac, and allow the Policy Plan designation to govern the maximum densities for each site. The Agriculture Overlay District will remain in place until the parcel is ready for development consistent with the Policy Plan and Affordable Housing Overlay District. Property owners and developers alike have expressed interest in redeveloping this area, so existing agricultural operations are not expected to limit development potential.

  - Consistent with Program 13, the City ~~has~~ updated Policy Plan land uses in this area so that all Grand Park Corridor sites carry a mixed-use designation. All Grand Park Corridor parcels are designated for mixed-use development and zoned SP-AG-AH, with the Affordable Housing Overlay allowing qualifying projects to develop

without a Specific Plan and at residential densities between 20 and 65 dwelling units per acre.~~The City is also proposing to update its Policy Plan land uses as described in Program 13. Sites in this area would have Policy Plan designations of Medium Density Residential (MDR) and Mixed-Use (MU). MDR will allow a range of 20-30 du/ac for projects with at least 25 percent of units affordable to lower incomes, and a range of 20-25 du/ac for all other projects. Two different MU areas are proposed in this opportunity area, Mixed-Use Eucalyptus/Chino Airport (MU-EU) allowing 20-45 du/ac and Mixed-Use Great Park (MU-GP) 20-65 du/ac respectively. With the Policy Plan and zoning changes noted in Program 13, all sites identified support densities necessary to facilitate lower- and moderate-income housing development.~~

- Size of Sites – ~~Great~~Grand Park Corridor

  ~~Ten of the~~Three parcels identified in this corridor ~~area~~ (~~183.4~~53.4 acres) are larger than 10 acres,. As discussed ~~at~~ under Size of Sites for all sites, large sites in the Ontario Ranch provide ~~unique opportunities for~~ the scale needed to master plan mixed-use neighborhoods, phase development~~ of affordable~~, and reserve portions of each site for lower-income, ~~housing projects and are considered feasible and realistic.~~ while still achieving efficient site design.~~-~~ As discussed at Size of Sites for all sites, parcels smaller than 0.5 acres have been excluded from the land inventory, but are not expected to impede development on adjacent sites in any way.

- Existing Use~~The majority of these~~

  Most Grand Park Corridor sites continue to house the agricultural operations ~~(67~~5 parcels, ~~561.7~~67.5 acres), but many sites have already begun to transition to interim uses such as truck parking and recreational vehicle storage ~~open storage~~ (~~6~~4 parcels, ~~19.9~~10.6 acres)~~,~~ and services catering~~s~~ to the logistics industry, such as a ~~truck wash~~convenience store ~~-(2~~1 parcel~~s~~, ~~9.25~~1.2 acres). Finally, ~~2~~1 parcel~~s~~ ~~are~~ is vacant (~~9.7~~2.7acres) where prior agricultural activity has ceased and fields have been cleared in anticipation of future development.

  On the parcels currently used for agricultural operations, there are approximately ~~28~~7 existing farm homes that were built in conjunction with other agricultural structures.~~ spread across the 600 acres.~~

These aging farmhouses are largely vacant or owner-occupied. These homes do not provide established affordable housing, and they are not currently occupied by lower-income households, as shown on Figure 3-14, the median income in this area is among the highest in the City with incomes between $87,100 and $125,000 annually. Further, development of the identified sites would only occur after the land was voluntarily vacated and sold or redeveloped. As seen in areas that have recently developed to the east of the Cucamonga Channels, owners who opt to sell or redevelop their properties typically see very large profits and would be able to secure market-rate replacement housing without assistance. The ~~28~~6 existing homes are projected to be replaced by more than ~~13,000~~1,600 homes (~~more than~~approximately ~~465~~ 266 times the current stock).

Due to the extremely low density of housing and the nature of development anticipated, the existing residential uses are not expected to impede development potential. Land with very similar conditions to the sites identified in this area has recently developed on the eastern side of the Cucamonga Channel, forming new residential neighborhoods. The same trend is expected to continue westward as infrastructure expands.

No other existing uses are expected to impede development.

- Availability of Sites

The City has planned to phase out agricultural uses in this area since annexation in 1997, but insufficient infrastructure limited what could be achieved.

As ~~previously~~ described under ~~infrastructure availability,~~ ~~a~~Infrastructure Availability, the backbone sewer trunk line and associated water lines ~~are expected to be completed in 2022. All but one parcel in this opportunity area is located between~~ serving western Ontario Ranch ~~are planned for completion~~have been installed along Merrill Avenue, with extensions north to Eucalyptus Avenue. Further expansion north ~~over~~ is planned over the second half of the planning period. ~~Nearly a~~All Grand Park Corridor parcels are ~~located~~ west of Walker Avenue and south of ~~the southern most Southern California Electric~~Edison ~~(SCE) easement~~Schaefer Avenue (Area 2),~~, where infrastructure could expand in 1~~ ~~and are expected~~ where infrastructure is feasible in 2026~~-~~ or 2027. ~~to receive full sewer and water service within approximately one~~ to 3three ~~years. The parcel north of the SCE easement is expected to have access to infrastructure in 3-5 years.~~

~~after the Merrill trunk is in place.~~ As backbone infrastructure becomes available, development is likely to occur rapidly, as seen in recent years on the eastern side of the Channel. This assertion is informed by conversations with property owners, an on-going dialogue with home building advocacy groups, and regular inquiries from developers interested in this area of the City.

- Feasibility of Development

As described under Strategy 6 Market Trends, the recent development activity in the eastern Ontario Ranch reflects the pattern of development that is expected to occur in the western Ontario Ranch once the infrastructure is in place.

The anticipated timing of infrastructure expansion paired with high interest of both developers and property owners in redeveloping this area as discussed under Suitability of Sites and Availability of Sites, indicates that development is not only feasible, but very likely to occur once infrastructure is available.

Strategy 6 Market Trends illuminates the aggressive development climate that has already manifested in the eastern side of the Ontario Ranch and references other new communities that included affordable housing. The discussion of Size of Sites for all sites also provides examples of affordable housing projects that have developed on larger greenfield sites. Together, these illustrate that the sites within this opportunity are suitable for lower-income housing.

The identified sites have also been carefully reviewed to eliminate those areas where housing development is not suitable, and to reduce the number of units that were considered suitable for lower-income households in areas where costs, such as infrastructure expansion fees are anticipated.

~~*A total of 77 parcels (600.6 acres) are identified as suitable for housing development. Areas that fall within Chino Airport safety zones 1-4, where residential development is limited, have been excluded. Parcels where the property owner or developer has already approached the City with development proposals have also been excluded. Finally, parcels with multiple Policy Plan land use designations have been divided, so only acreage associated with those portions of the parcel deemed suitable for*~~

SCE Easement Area

The SCE Easement Housing Opportunity Area consists of mixed-use and residential parcels adjacent to an east-west Southern California Edison (SCE) transmission corridor in western Ontario Ranch. While the transmission easement itself will remain a utility and open-space use, adjoining parcels provide opportunities for new housing integrated with trails, open space, and supporting service uses.

- Zoning – SCE Easement Area

  Within the SCE Easement Area, 12 parcels totaling 66 acres are zoned SP-AG-AH, with a policy plan designation of MDR. These parcels allow a minimum residential density of 20 du/ac and a maximum density of 30 du/ac if benefits of the affordable housing overlay are exercised, yielding a theoretical capacity of 1,977. The adjustment factor of 0.73 results in a final realistic capacity of 1,450 units for the SCE Easement Area. Projects that include affordable housing are exempt from specific plan requirements, consistent with the provisions of the Affordable Housing overlay.

- Size of Sites – SCE Easement Area

  No sites in this opportunity area are smaller than 0.5 acres or larger than 10 acres.

- Existing Use

  There are 12 parcels covering approximately 66 acres in this area. Agricultural uses, particularly large dairy operations, cover about 46 acres (6 parcels), including a single existing dwelling unit associated with the dairy. Two parcels, covering roughly 8.5 acres, are used for truck parking, two parcels, covering about 10.3 acres, are used for water-storage, and two parcels, covering approximately 1 acre, are vacant.

  Because of the extremely low density of housing and the anticipated type of development, the existing uses are not expected to impede development potential. Land with very similar conditions to the sites identified in this area has recently developed on the eastern side of the Cucamonga Channel, forming new residential neighborhoods. The same trend is expected to continue in this area as infrastructure expands.

  No existing uses are expected to impede development of housing.

- Availability of Sites

  The City has long anticipated transitioning this area from agricultural and utility-compatible uses to urban development as backbone infrastructure extends westward, and the SCE Easement Area has been included in that phasing strategy. As described under Infrastructure Availability, new sewer and water infrastructure along Merrill Avenue and connecting north–south corridors will serve the SCE Easement Area over the first half of the planning period, opening these portions of the parcels for development. Once backbone infrastructure is available, the City

expects rapid interest in subdividing and developing these sites, consistent with the pattern already observed in nearby parts of Ontario Ranch and supported by inquiries from developers and property owners.

- Feasibility of Development – SCE Easement Area

  As described under Strategy 6 Market Trends, recent development activity in eastern Ontario Ranch demonstrates the strong market for new residential neighborhoods and mixed-income projects once infrastructure is available, even on sites with physical constraints such as flood channels or utility corridors. The SCE Easement Area shares similar market conditions and policy support, and the combination of updated zoning (SP-AG-AH), appropriate Policy Plan designations (MDR and MU), and the City's programs to facilitate affordable housing demonstrates that development here is feasible and likely to occur during the planning period.

Grove Corridor

The Grove Corridor Opportunity Area extends along Grove Avenue north from ~~the Great Park Corridor Opportunity Area~~Edison Avenue to ~~and terminating at~~ Riverside Drive. The corridor provides a vital connection between southern Ontario and the city's existing urban fabric. This area is envisioned as a mixed-income residential district with a mixed-use activity node at Chino Avenue and a new community park near Riverside Drive. The sites along the Grove Corridor were identified for higher-density housing development for several reasons, including planning objectives like activating the street and enhancing transit options, development potential, and infrastructure availability. Housing within the Opportunity Area will benefit from proximity to the ~~Great~~Grand Park ~~and the new community park~~. The extents of the Opportunity Area are shown in Figure 5-9 and described below.

Figure 5-9 Grove Corridor Housing Opportunity Area



- Zoning – Grove Corridor

  All sites in the Grove Corridor are zoned for Specific Plan and are now designated SP-AG-AH, with the Affordable Housing Overlay applied to all parcels to establish a minimum residential density of 20 dwelling units per acre while allowing the Policy Plan designation to govern maximum densities. As previously discussed, the Agriculture Overlay District will remain in place until each parcel is ready to develop consistent with the Policy Plan and Affordable Housing Overlay, and because property owners and developers have already expressed interest in transitioning this area, existing agricultural operations are not expected to constrain future housing development.

  Four Policy Plan designations govern the densities allowed in this corridor, including High Density Residential (25-45 du/ac), Medium Density Residential (20-30 du/ac with provisions of the affordable housing overlay), and Mixed-Use (Grove) (20-65 du/ac).

  ~~All sites are currently zoned for Specific Plan all sites in this area are currently zoned SP-AG, and they will be rezoned to SP-AG-AH for inclusion in the Affordable Housing Overlay District (Program 13). The AH Overlay will be applied to all sites. It will establish a minimum density of 20 du/ac and allow the Policy Plan designation to govern the maximum densities.~~

~~As previously discussed, the Agriculture Overlay District will remain in place until the parcel is ready for development consistent with the Policy Plan and Affordable Housing Overlay District. Property owners and developers alike have expressed interest in redeveloping this area, so existing agricultural operations are not expected to limit development potential.~~

~~The City is also proposing to update its Policy Plan land uses as described in Program 13. Sites in this area will have Policy Plan designations of MDR and Mixed-Use. MDR will allow a range of 20-30 du/ac for projects with at least 25 percent of units affordable to lower incomes, and a range of 20-25 du/ac for all other projects. The Mixed-Use area (Mixed-Use Grove), at the intersection of Grove and Chino Avenues is envisioned as a low-rise (three to five stories) mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents. The Mixed-Use Area will allow 20-65 du/ac. With the changes outlined in Program 13, all sites identified support densities necessary to facilitate lower- and moderate-income housing development.~~

~~There are 21 parcels (150.8 acres) currently or proposed to be classified as MDR in the Policy Plan. Four parcels (36 acres) are proposed to be classified as Mixed-Use Grove in the Policy Plan.~~

Site Size – Grove Corridor

No sites in this opportunity area are smaller than 0.5 acres or larger than 10 acres.

- Existing Use

The Opportunity Area consists of ~~25~~31 parcels (~~186.8~~205 acres). Like the ~~Great~~Grand Park Corridor, the majority of these sites continue to house the agricultural operations (16 parcels, 130.6 acres), while 53.09 acres on 10 parcels accommodate former dairy facilities, mulch/landscaping supply, truck parking, open storage, and a trucking business.~~.~~ ~~Several sites have also already begun to transition to interim uses such as building supply sales/storage, truck parking and open storage (8 parcels, 46.7 acres). Finally, there is 1 vacant parcel (9.5 acres) that has already shuttered former agricultural operations~~.

On the agricultural parcels, there are approximately ~~six~~ eleven existing farm homes that were built to serve the agricultural operations.

These aging farmhouses are largely vacant or owner-occupied. These homes do not provide established affordable housing, and they are not currently occupied by lower-income households, as shown on Figure 3-14, the median income in this area is between $55,000 and $125,000 annually. Further, development of the identified sites would only occur after the land was voluntarily vacated and sold or redeveloped by the owner occupants of the property. As seen in areas that have recently developed to the east of the Cucamonga Channels, owners who opt to sell or redevelop their properties typically see very large profits and would be able to secure replacement housing without assistance. The ~~six~~ existing homes are projected to be replaced by more than ~~4,100~~5,800 homes (more than ~~685~~ 525 times the current stock).

Because of the extremely low density of housing and the anticipated type of development, the existing residential uses are not expected to impede development potential. Land with very similar conditions to the sites identified in this area has recently developed on the eastern side of the Cucamonga Channel, forming new residential neighborhoods. The same trend is expected to continue in this area as infrastructure expands.

No existing uses are expected to impede development of housing.

- Availability of Sites

Similar to the ~~Great~~Grand Park Corridor, the City has planned to phase out agricultural uses in this area since annexation in 1997, but insufficient infrastructure limited what could be achieved.

As described under Infrastructure Availability, sewer and water service are expected to extend north from the new trunk line on Merrill Avenue along Grove Avenue, with the southern-most sites anticipated to be served first. Based on discussion with OMUC, sites in this broader Ontario Ranch area are anticipated to receive backbone service in phases generally consistent with the City's projected infrastructure schedule, including: service to Grand Park Area 2 (west of Walker/south of Schaefer) and Grove Corridor Area 2 (west of Walker/south of Schaefer) in approximately 2026–2027; Grove Corridor Area 3 (west of Walker/between Schaefer and the north SCE easement) by about 2027; Grove Corridor Area 4 and Euclid Corridor Area 4 (west of Walker/Schaefer to Chino) in roughly 2027–2028; and Grove Corridor Area 5 and Euclid Corridor Area 5 (west of Walker/north of Chino) by about 2028.~~As described under Infrastructure Availability, sewer and water service is expected to extend north from the new trunk line on Merrill Avenue~~

~~(estimated completion in 2022) north along Grove Avenue, with the southern most sites expected to be first served. Based on discussion with OMUC, the sites in this area are expected to have service in two phases:~~

- ~~Between Southern SCE easement and Schaefer Avenue: 3 to 5 years~~
- ~~Between Schaefer Avenue and Riverside Drive: 4 to 6 years~~

As backbone infrastructure becomes available, development is likely to occur rapidly, as seen in recent years on the eastern side of the Channel. This assertion is informed by conversations with property owners eager to develop, by an on-going dialogue with home building advocacy groups, and by regular inquiries from developers interested in this area of the City.

- Feasibility of Development

As with the ~~Great~~Grand Park Corridor, the anticipated timing of infrastructure expansion paired with heightened interest of both developers and property owners, described under Availability of Sites, indicates that development is not only feasible, but very likely to occur once backbone infrastructure is in place.

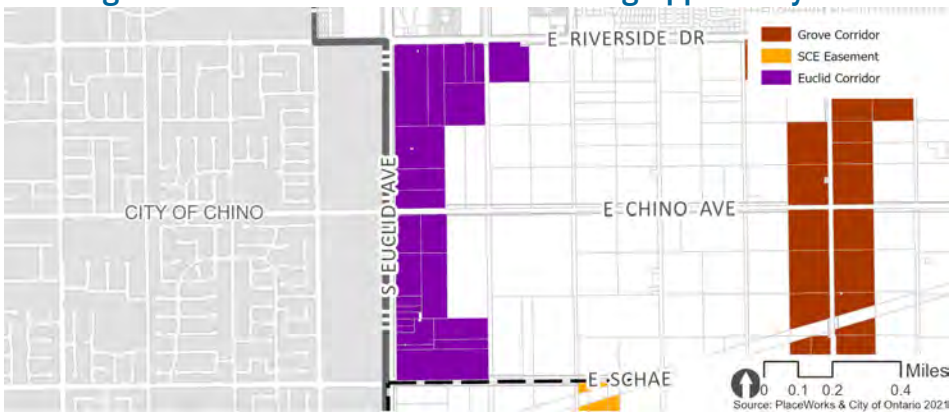
Strategy 6 Market Trends illuminates the aggressive development climate that has already manifested in the eastern side of the Ontario Ranch and references other new communities that included affordable housing. The discussion of Size of Sites for all sites also provides examples of affordable housing projects that have developed on larger greenfield sites. Together, these illustrate that the sites within this opportunity are suitable for lower-income housing.

Parcels with multiple Policy Plan land use designations have been divided, so only those portions of the parcel deemed suitable for housing development are included. As discussed later under this strategy (see "Realistic Capacity" and Units by RHNA Income Category), housing capacity assumptions have been adjusted to reflect only the portion of the parcel included in the inventory. The timing for the availability of infrastructure has been factored into the capacity estimates for all sites in this area, and the City's policy, promoting the creation of mixed-income neighborhoods is reflected in how the RHNA allocation is divided by income category for these sites.

Euclid Corridor

The Euclid Corridor Opportunity Area includes the parcels on the city's western border along Euclid Avenue between Schaefer Avenue and Riverside Drive. The sites along the Euclid Corridor were identified for higher-density housing development to complement the multifamily housing across the street in Chino, fulfill regional transit goals, and because of their development potential as well as infrastructure availability. The extents of the Opportunity Area are shown in Figure 5-10 and described in the text that follows.

Figure 5-10 Euclid Corridor Housing Opportunity Area



- Zoning – Euclid Corridor

  All properties in this area are zoned SP-AG-AH, reflecting the application of the Affordable Housing Overlay. ~~All sites are currently zoned for Specific Plan all sites in this area are currently zoned SP-AG, and they will be rezoned to SP-AG-AH for inclusion in the Affordable Housing Overlay District (Program 13).~~ The AH Overlay ~~will be applied to all sites. It will~~ establishes a minimum density of 20 du/ac and allows the Policy Plan designation to govern the maximum densities.

  As previously discussed, the Agriculture Overlay District will remain in place until the parcel is ready for development consistent with the Policy Plan and Affordable Housing Overlay District. Property owners and developers alike have expressed interest in redeveloping this area, so existing agricultural operations are not expected to limit development potential.

  The City ~~is also proposing to update~~has updated its Policy Plan land uses ~~as described in~~consistent with Program 13. Sites in this area ~~would~~ have policy plan designations of MDR and Mixed-Use. MDR ~~will~~ allows a range of 20-30 du/ac for projects with at least 25 percent of units affordable to lower ~~-~~incomes, and a range of 20-25 du/ac for all other projects. One key parcel at the

intersection of Euclid Avenue and Riverside Drive carries a Mixed-Use designation that allows ~~Mixed Use is proposed on one parcel at the intersection of Euclid Avenue and Riverside Drive. The proposed Mixed Use designation would allow~~ 20-75 du/ac. ~~With the changes outlined in Program 13,~~ All sites identified support densities necessary to facilitate lower- and moderate-income housing development.

- Size of Sites – Euclid Corridor

  Five parcels identified in this area (68.3 acres) are larger than 10 acres. As discussed under Size of Sites for all sites, large sites in the Ontario Ranch provide unique opportunities for the development of affordable housing projects, and are not considered an impediment to affordable housing, but could rather been seen as an asset.

  As discussed under Size of Sites for all sites, parcels smaller than 0.5 acres have been excluded from the land inventory, but are not expected to impede development on adjacent sites in any way.

- Existing Use

  The Opportunity Area includes ~~22~~ 24 parcels (132.2 acres) that are identified as suitable for housing development. ~~Two~~ One parcel~~s~~ (~~10~~2.3 acres) ~~are~~ is vacant. ~~Eighteen~~ Nineteen parcels (~~110~~118.0~~0~~ acres) continue to house the agricultural operations. One parcel (8.8 acres) is principally occupied by the parking area that serves the nearby swap meet and livestock sales yard (neither the swap meet nor the livestock sales yard are included in the inventory). The final three parcels (3.1 acres) are underutilized commercial sites fronting Euclid Avenue. These sites were identified for redevelopment because they consist of small buildings operated by independent tenants, and they are surrounded by agricultural and vacant land. It is anticipated that these properties will redevelop concurrent with the rest of the Opportunity Area. The City has been in contact with property owners in this area, and the potential redevelopment of the identified sites with housing, including affordable options is feasible in the 6th cycle.

  On the agricultural parcels, there are approximately ~~12~~ 8 existing farm homes that were built primarily to serve agricultural operations.

  As in the ~~Great~~Grand Park and Grove Corridors, these aging farmhouses are largely vacant or owner-occupied. These homes do not provide established affordable housing, and they are not currently occupied by lower-income households, as shown on

Figure 3-14, the median income in this area is among the highest in the City with incomes between $87,100 and $125,000 annually. Further, development of the identified sites would only occur after the land was voluntarily vacated and sold or redeveloped by the owner occupants. As seen in areas that have recently developed to the east of the Cucamonga Channel, owners who opt to sell or redevelop their properties typically see very large profits and would be able to secure replacement housing without assistance. The ~~12~~ 8 existing homes are projected to be replaced by more than 2,900 homes (nearly ~~250~~ 350 times the current stock).

Because of the extremely low density of housing and the anticipated type of development, the existing residential uses are not expected to impede development potential. Land with very similar conditions to the sites identified in this area has recently developed on the eastern side of the Cucamonga Channel.

- Availability of Sites

As in the ~~Great~~Grand Park and Grove Corridors, the City has planned to phase out agricultural uses in this area since annexation in 1997, but insufficient infrastructure limited what could be achieved.

As described under Infrastructure ~~a~~Availability, sewer and water service are expected to extend north from the new trunk line on Merrill Avenue along Grove Avenue, with the southern-most sites anticipated to be served first. Based on discussion with OMUC, sites in this broader Ontario Ranch area are anticipated to receive backbone service in phases generally consistent with the City's projected infrastructure schedule, including: service to Grand Park Area 2 (west of Walker/south of Schaefer) and Grove Corridor Area 2 (west of Walker/south of Schaefer) in approximately 2026–2027; Grove Corridor Area 3 (west of Walker/between Schaefer and the north SCE easement) by about 2027; Grove Corridor Area 4 and Euclid Corridor Area 4 (west of Walker/Schaefer to Chino) in roughly 2027–2028; and Grove Corridor Area 5 and Euclid Corridor Area 5 (west of Walker/north of Chino) by about 2028.~~As previously described under infrastructure availability, sewer and water service is expected to extend north from the new trunk line on Merrill Avenue (estimated completion in 2022) north along Euclid Avenue, with the southern-most sites expected to be first served. Based on discussion with OMUC, the sites in this area are expected to have service during the two phases of expansion:~~

~~- Adjacent to Schafer Avenue: 3-5 years~~

~~- Between Schaefer Avenue and Riverside Drive: 4 to 6 years~~

~~It is estimated that the seven parcels closest to Schaefer Avenue could have access to infrastructure in 3 to 5 years, earlier than other sites in this Opportunity Area, because the City is changing the land uses immediately south of the Opportunity Area (between Schaefer Avenue and the Great Park Opportunity Area) to allow light industrial, business park, and logistics facilities. These types of operations are in extremely high demand, so it is anticipated that the development of such facilities would bring infrastructure to the southern portions of the Opportunity Area earlier in the planning period than would otherwise occur.~~

As backbone infrastructure becomes available, development is likely to occur rapidly, as seen in recent years on the eastern side of the Channel. This assertion is informed by conversations with property owners eager to develop, by an on-going dialogue with home building advocacy groups, and by regular inquiries from developers interested in this area of the City.

- Feasibility of Development

  As with the ~~Great~~Grand Park Corridor, the anticipated timing of infrastructure expansion paired with heightened interest of both developers and property owners, described under "Availability of Sites" indicates that development is not only feasible, but very likely to occur once backbone infrastructure is in place.

  Strategy 6 Market Trends illuminates the aggressive development climate that has already manifested in the eastern side of the Ontario Ranch and references other new communities that included affordable housing. The discussion of Size of Sites for all sites also provides examples of affordable housing projects that have developed on larger greenfield sites. Together, these illustrate that the sites within this opportunity are suitable for lower-income housing.

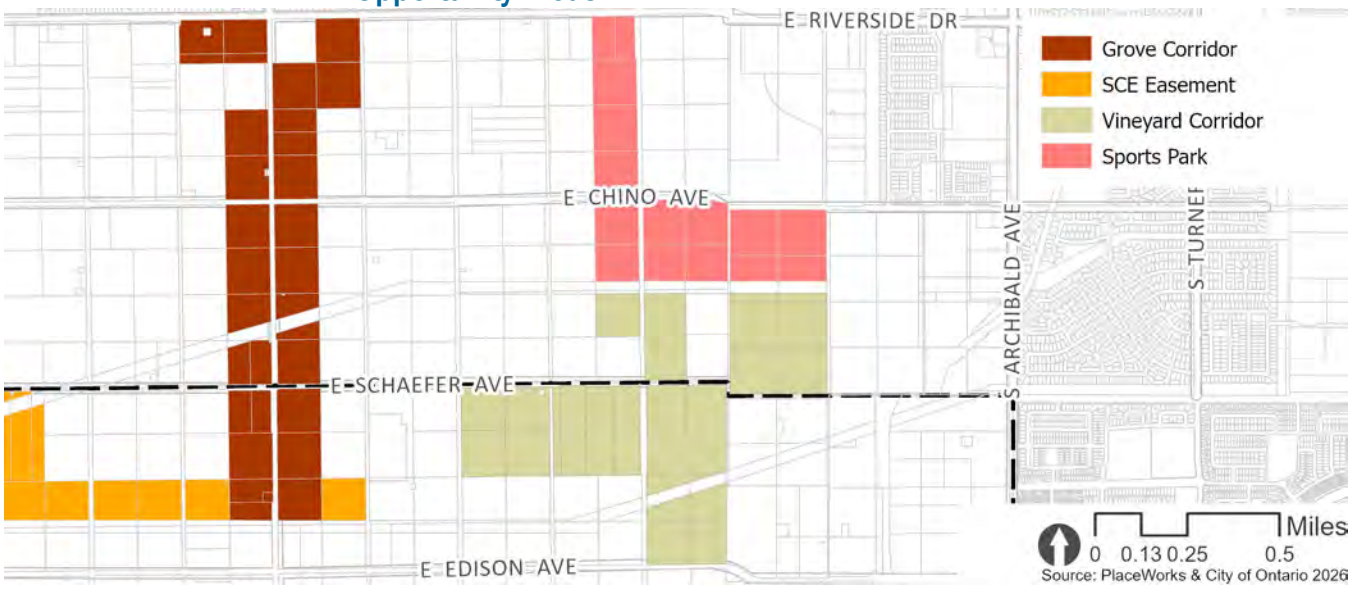
  Parcels with multiple Policy Plan land use designations have been divided, so only those portions of the parcel deemed suitable for housing development are included. As discussed later under this strategy (see "Realistic Capacity" and Units by RHNA Income Category), housing capacity assumptions have been adjusted to reflect only the portion of the parcel included in the inventory. The timing for the availability of infrastructure has been factored into the affordability estimates for all sites in this area, and the City's policy, promoting the creation of mixed-income neighborhoods is

reflected in how the RHNA allocation is divided by income category for these sites.

Vineyard Corridor

The Vineyard Corridor & Sports Park ~~/ Armstrong Ranch~~ Opportunity Areas includes the parcels on either side of Vineyard Avenue between ~~Chino~~ Edison Avenue and Riverside Drive. ~~The sites along Vineyard Avenue were identified as "overflow" sites to help the City maintain a large inventory of potential sites as development occurs throughout the planning period.~~ The extents of the Opportunity Areas are shown in Figure 5-11 and described in the text that follows.

Figure 5-11 Vineyard Corridor & Sports Park Housing Opportunity Areas



- Size of Sites – Vineyard Corridor~~/ Armstrong Ranch Specific Plan~~

- In the Vineyard Corridor, nine parcels exceed 10 acres. Seven sites (approximately 75.26 acres) are between 10 and 12 acres, while two sites are nearly 17 acres. These sites provide the scale needed to master plan mixed-use neighborhoods, phase development, and reserve portions of each site for lower income while still achieving efficient site design. As discussed at Size of Sites for all sites, parcels smaller than 0.5 acres have been excluded from the land inventory, but are not expected to impede development on adjacent sites in any way.~~No sites in this opportunity area are smaller than 0.5 acres or larger than 10 acres.~~

- Zoning – Vineyard Corridor~~/ Armstrong Ranch Specific Plan~~

The corridor's residential zoning is organized into two specific plan districts: SP-AG-AH with an HDR policy plan designation, which allows for residential development between 25 and 45 du/ac, and SP-AG-AH with an MDR policy plan designation, which together with the affordable housing overlay allows for residential development between 20 du/ac and 30 du/ac.

In the corridor, 25 parcels are zoned as follows: 12 parcels with SP-AG-AH zoning and an HDR policy plan designation covering 93.0 net acres, and 14 parcels with SP-AG-AH zoning and MDR policy plan designation covering 113.4 net acres. ~~The three parcels (28.2 acres) on the western side of Vineyard Avenue are currently zoned SP-AG. They will be rezoned to SP-AG-AH for inclusion in the Affordable Housing Overlay District (Program 13). The Agriculture Overlay District will remain in place until the parcel is ready for development consistent with the Policy Plan and Affordable Housing Overlay District. Property owners and developers alike have expressed interest in redeveloping this area, so existing agricultural operations are not expected to limit development potential.~~

~~The four parcels (36.2 acres) on the eastern side of Vineyard Avenue are governed by the Armstrong Ranch Specific Plan. The City will update the Specific Plan as part of its rezoning program (Program 13) to allow a minimum of 20 dwelling units per acre and maximum of 30 or more dwelling units per acre on the sites included in the Opportunity Area.~~

~~As backbone infrastructure becomes available, development is likely to occur rapidly, as seen in recent years on the eastern side of the Channel. This assertion is informed by conversations with property owners eager to develop, by an on-going dialogue with home building advocacy groups, and by regular inquiries from developers interested in this area of the City.~~

- Existing Use

The Opportunity Area includes ~~seven~~ 25 parcels (~~64.3~~206.4 acres), dominated by agricultural and industrial uses tied to dairy, crops, mulch production, and logistics. Agricultural uses cover 119.2 acres on 13 parcels, including extensive dairy operations, crop fields, and nurseries, while mulch/landscape supply operations 76.1 acres across 9 parcels. These parcels also have 4 existing dwelling units associated with agricultural operations, which are expected to be replaced by 5,700 units an increase of 1425 percent.

One parcel (8.8 acres) houses a recycling collection site. One parcel (0.50 acres) houses truck parking. One 1.8-acre parcel is classified

as vacant land. Although modest in size, this vacant site offers flexible infill potential along Vineyard Avenue and can be integrated into larger redevelopment efforts or future lot consolidations.

- Availability of Sites

  As in the other Opportunity Areas that comprise this strategy, the City has planned to phase out agricultural uses in this area since annexation in 1997, but insufficient infrastructure limited what could be achieved.

  As described under Infrastructure Availability, sewer and water service are expected to extend north from the new trunk line on Merrill Avenue along Grove Avenue, with the southern-most sites anticipated to be served first. Based on discussion with OMUC, sites in this broader Ontario Ranch area are anticipated to receive backbone service in phases generally consistent with the City's projected infrastructure schedule, including: service to Vineyard Corridor Area 1 (east of Walker) in 2026.

  ~~As previously described under infrastructure availability, sewer and water service is expected to extend north from the new trunk line on Merrill Avenue Between Schaefer Avenue and Riverside Drive: 4 to 6 years~~

  Discussions with the development community show that there is substantial interest in developing these sites when infrastructure is available.

- Feasibility of Development

  Discussions with the development community show that there is substantial interest in developing these sites when infrastructure is available. These sites were identified after discussions with property owners and developers interested in intensifying these area.

  The greatest deterrent to the development of these sites is the availability of infrastructure, which may be available in four to six years, depending on the rate of development. In recognition of the reduced time during the planning period when development will be feasible, only 25 percent of the realistic development capacity is estimated as affordable to lower incomes, while the remaining housing capacity is estimated to facilitate the development of above moderate-income housing. It is assumed that the above moderate-income housing will not only help to create an

integrated mixed-income community but will also help to finance the expansion of infrastructure.

Sports Park

- Zoning – Sports Park

  Within the Sports Park Opportunity Area, all sites are zoned for Specific Plan with the agriculture and affordable housing overlay (SP-AG-AH). Mixed-Use Sports Park (MU-SP), which allows 25-65 dwelling units per acre, and High Density Residential, which allows 25-45 dwelling units per acre. These zones implement Strategy 6 by reserving all identified parcels for future residential or mixed-use housing.

- Site Size – Sports Park

  Two parcels the Sports Park Opportunity Area measure 10.4 acre. includes, which round down to 10 acres, and are comparable in scale to the larger Strategy 6 sites discussed elsewhere in Ontario Ranch.

- Existing Use

  Of the 118 acres across 15 parcels in the Sports Park Opportunity Area, 96.9 acres on 12 parcels remain crops, dairies, and nursery operations, while two parcels are used for mulch/landscape supply and RV storage. There is also one 5.8-acre parcel that is currently vacant. The area as a whole is transitioning from agricultural and dairy operations to a planned regional sports complex and mixed-use district. The sports complex is planned across the street from these sites, with the first phase of development (ONT Field, a minor league baseball stadium), anticipated to open for the 2026 baseball season. As construction of the complex and supporting infrastructure proceeds, existing agricultural and dairy activities are expected to phase out in favor of housing development.

- Availability of Sites

  As in the other Opportunity Areas in the Ontario Ranch (Strategy 6), the City has planned to phase out agricultural uses in this area since annexation in 1997, but insufficient infrastructure limited what could be achieved until recently.

  As described under Infrastructure Availability, backbone sewer and water service is expected to complete installation along Vineyard Avenue in Spring 2026. This trunk line is anticipated to expedite sewer availability to the remainder of sites in Area 1,

which includes all of the sites in the Sports Park Opportunity Area.

Realistic Capacity

To determine the realistic capacity on these sites, the City identified a realistic density below the maximum, and applied an additional reduction factor to sites with a mixed-use designation to account for potential non-residential uses. A summary of the assumptions and realistic capacity is included in Table 5-5, and detailed descriptions of the adjustment factors applied to sites within each zoning designation is provided after the table.

Table 5-13
Strategy 6: Realistic Capacity

Zoning/ Policy Plan ~~(after rezoning)~~	Number of Parcels	Acres*	Max Density (du/ac)	Max Capacity (units*)	Adjustment Factor**	Final Realistic Capacity (units*)
Opportunity Area: ~~Great~~ Grand Park Corridor						
~~SP-AG-AH / MDR~~	~~42~~	~~299.4~~	~~30~~	~~8,983~~	~~73.3%~~	~~6,568~~
~~SP-AG-AH / MU-EU~~	~~8~~	~~81.7~~	~~45~~	~~3,677~~	~~31.1%~~	~~1,142~~
SP-AG-AH / MU-GP	11 ~~29~~	81.9 ~~219.5~~	65	5,324 ~~14,264~~	37.7%	2,008 ~~5,370~~
Opportunity Area: Grove Corridor						
SP-AG-AH / MDR	10 ~~22~~	65.3 ~~150.8~~	30	1,959 ~~4,524~~	73.3%	1,436 ~~3,315~~
SP-AG-AH/HDR	17	103.9	45	4,676	77.8%	3,635
SP-AG-AH / MU-GR	4	36.0	65	2,340~~39~~	35.0%	815
Opportunity Area: Euclid Corridor						
SP-AG-AH / MDR	23	117.2	30	3,516~~7~~	73.3%	**2,578~~967~~**
SP-AG-AH / MU-ER	1	15.0	75	1,125~~4~~	35.0%	**393**
Opportunity Area: Vineyard Corridor ~~/ Armstrong Ranch Specific Plan~~						
SP-AG-AH / MDR	14 ~~7~~	113.4 ~~64.3~~	30	3,402 ~~1,930~~	73.3%	2,495 ~~1,416~~
SP-AG-AH/HDR	11	93.0	45	4,185	77.8%	3,257
Opportunity Area: SCE Easement Area						
SP-AG-AH/MDR	12	65.9	30	1,977	73.3%	1,447
Opportunity Area: Sports Park						
SP-AG-AH/HDR	6	42.8	45	1,926	77.8%	1,498
SP-AG-AH/MU-SP	9	75.2	65	4,888	13.8%	675
TOTAL	119 ~~136.0~~	826 ~~983.9~~		34,546 ~~25,773~~		20,143 ~~21,586~~

Source: City of Ontario, ~~2022~~2026.

*Acres and units have been rounded.
**See Adjustment Factor below for a detailed description of the adjustment factors applied to each group of sites.

Adjustment Factors

- SP-AG-AH / MDR (~~Great Park~~SCE Easement , Grove, and Euclid Corridors, and Vineyard Corridor~~/ Armstrong Ranch Specific Plan~~)

  Description:

- Number and size of sites: ~~94~~ 59 parcels, ~~631.8~~361.8 acres
- Allowable density: 20-30 dwelling units per acre
- RHNA affordability: varies based on location of site relative to planned infrastructure expansion.

o ~~*Great*~~ *Grand Park Corridor* ~~—~~*& SCE Easement Area* – Whole area *(infrastructure 2026-2027)*

~~Infrastructure in 1-3 years.~~ Lower-income (50 percent), Moderate-income (25 percent), Above moderate-income (25 percent)

o *Grove Corridor*

- South of Schaefer Avenue (Infrastructure- 2026-2027)

  Lower-income (50 percent), Above moderate-income (50 percent)
- Between Schaefer Avenue and Northern SCE Easement (Infrastructure- 2027)

  Lower-income (40 percent), Above moderate-income (60 percent)
- Between Northern SCE Easement and Chino Ave (Infrastructure 2027-2028)

  Lower-income (35 percent), Above moderate-income (65 percent)
- North of Chino Avenue (Infrastructure 2028)

  Lower-income (25 percent), Above moderate-income (75 percent)

- *Euclid Corridor*

- South of Chino Avenue (Infrastructure 2027-2028)

  Lower-income (35 percent), Above moderate-income (65 percent)
- North of Chino Avenue (Infrastructure 2028)

  Lower-income (25 percent), Above moderate-income (75 percent)

o *Vineyard Corridor & Sports Park Area*

- Whole Area (Infrastructure 2026)

Lower-income (50 percent), Moderate-income (25 percent), Above moderate-income (25 percent).

- ~~*1 parcel in Great Park Corridor, Southern portions of Grove Corridor & Euclid Corridors – Infrastructure in 3-5 years.* Lower-income (40 percent), Above moderate-income (60 percent)~~
- ~~*Northern portions of Grove Corridor & Euclid Corridor, all of Vineyard Corridor/ Armstrong Ranch Specific Plan – Infrastructure in 3-5 years.* Lower-income (25 percent), Above moderate-income (75 percent)~~

- Existing Use: Agriculture, ~~Open Storage~~Truck Parking, Landscape & Building Supplies, RV rentals/ ~~-~~sales/storage.
- Infrastructure availability: Planned, RHNA affordability distribution accounts for phasing of infrastructure
- Environmental constraints: Unconfirmed liquefaction potential on 7 parcels (44.8 acres), as discussed under Strategy Six "Environmental Constraints~~,~~" ." ~~recent~~ Recent projects ~~with~~in the area that has high water levels~~,~~ have not required mitigation, so no adjustment has been provided.

Capacity Factors:

- *Land Use Controls and Site Improvements*. 95 Percent Adjustment
  Portions of parcels that were not deemed appropriate for residential development (due to presence of a utility easement, designation as a future park, or other factor that would preclude residential development) are not included in the acreage estimates within the land inventory. As such, the factor applied here is intended to account for the portion of each site that will be dedicated to internal circulation, sidewalks, and other public areas. Five percent of the land area has been reserved to account for these uses. The total adjustment factor applied is 95 percent.
- *Realistic Residential Capacity*. No Adjustment
  The SP-AG-AH zone, with a Policy Plan designation of MDR is intended for 100 percent residential projects. For this reason, 100 percent of the site area was considered viable for residential development, and no reduction factor was applied.

- *Typical Densities.* 77.1 Percent Adjustment

  Project applications and requests for specific plan amendments in the eastern Ontario Ranch, have continuously requested higher and higher densities to meet current market demand. Specific plans that were originally imagined as primarily single-family homes have repositioned to include a greater variety of higher density options. Examples of recently completed homes that are similar to what would be expected in the MDR areas of western Ontario Ranch include motor court and row town products, both of which have been built at densities between 22 and 25 dwelling units per acre in the eastern Ontario Ranch. The City also looked at the densities of recent affordable projects in the northern part of the city (Vista Verde, completed in 2021, and Emporia I, completed in 2020), which were built at densities of 26 and 27 dwelling units per acre, to provide a more conservative estimate while also estimating a high enough density to realize cost savings, a realistic density of 23 dwelling units per acre was used to estimate realistic capacity. Twenty-three dwelling units per acre is 77.1 percent of the maximum density allowed.

  In addition to the adjustment factor, ~~34~~ 11 existing units (~~19 in the Great Park Corridor, 3~~ 1 in the Grove Corridor, ~~8~~12 in the Euclid Corridor, 1 in the SCE Easement Area, and 1 in the Vineyard Corridor) within the MDR designation (as previously discussed under "Site-Specific Information") have been removed from the realistic capacity to ensure estimates focus on growth rather than replacement.

- *Infrastructure* Availability. Adjustments made to affordability distribution

  As previously discussed, infrastructure availability will enable development of the western Ontario Ranch to occur in a pattern similar to that of the eastern Ranch. Infrastructure is expected to expand south to north as development occurs. Part of the funding for expansion of the infrastructure system will come from investments by market-rate developers. With the current strong demand for residential uses, it is not anticipated that the availability of infrastructure will limit the number of units that can and will be built on each site, only the timing for when those sites will be able to develop and the potential affordability levels. To account for this, and in recognition of the need to offset costs for infrastructure expansion, the percent of the realistic capacity estimated as suitable for lower-income units decreases as you move north from Merrill Avenue~~, where the initial trunk line is anticipated to complete~~

~~construction in 2022~~. ~~-~~The areas farthest from Merrill Avenue anticipate the lowest percentage of affordable units, with the balance expected to be above-moderate-income. It is expected that above-moderate housing will help to offset the costs associated with infrastructure expansion. The realistic capacity is divided by affordability level as follows:

- Grand Park Corridor & SCE Easement Area
  - Whole area (Infrastructure 2026-2027)
- Grove Corridor
  - South of Schaefer Avenue (Infrastructure 2026-~~-~~2027)
    Lower-income (50 percent), Above moderate-income (50 percent)
  - Between Schaefer Avenue and Northern SCE Easement (Infrastructure 2027)
    Lower-income (40 percent), Above moderate-income (60 percent)
  - Between Northern SCE Easement and Chino Ave (Infrastructure 2027-2028)
    Lower-income (35 percent), Above moderate-income (65 percent)
  - North of Chino Avenue (Infrastructure 2028)
    Lower-income (25 percent), Above moderate-income (75 percent)
- Euclid Corridor
  - South of Chino Avenue (Infrastructure 2027-~~-~~2028)
    Lower-income (35 percent), Above moderate-income (65 percent)
  - North of Chino Avenue (Infrastructure 2028)
    Lower-income (25 percent), Above moderate-income (75 percent)
- Vineyard Corridor & Sports Park Area
  - Whole Area (Infrastructure 2026)
    Lower-income (50 percent), Moderate-income (50 percent)

~~o Great Park Corridor *(Infrastructure in 1-3 years)*~~

~~Lower-income (50 percent), Moderate-income (25 percent), Above moderate-income (25 percent)~~

~~o 1 parcel in Great Park Corridor, Southern portions of Grove & Euclid Corridors *(Infrastructure in 3-5 years)*~~

~~Lower-income (40 percent), Above moderate-income (60 percent)~~

- ~~Northern portions of Grove Corridor & Euclid Corridor, all of Vineyard Corridor/ Armstrong Ranch Specific Plan *(Infrastructure in 3-5 years)*~~

  ~~Lower-income (25 percent), Above moderate-income (75 percent)~~

The results of this distribution are recorded in Table 5-14.

- ~~*Environmental Constraints.* No Adjustment~~

  ~~As discussed under Strategy Six "Environmental Constraints," there is unconfirmed liquefaction potential on 7 MDR parcels (44.8 acres) in the GreatGrand Park Corridor. However, geotechnical studies for recent projects within the zone have not identified any specific risks, and additional mitigation has not been required, soils and groundwater levels are assumed to be similar throughout of the zone, so adjustment was not considered necessary.~~

Total Capacity Adjustments: (.95)x(1)x(.771)x(1)x(1) = 73.3 percent

- SP-AG-AH / HDR (Grove and Vineyard Corridors, and Sports Park Area)

  Description:

  - Number and size of sites: 35 parcels, 256.0 acres
  - Allowable density: 25-45 dwelling units per acre
  - RHNA affordability: varies based on location of site relative to planned infrastructure expansion.

    - *Grove Corridor*

      - South of Schaefer Avenue (Infrastructure- 2026-2027)
      - Lower-income (50 percent), Above moderate-income (50 percent)
      - Between Schaefer Avenue and Northern SCE Easement (Infrastructure- 2027)
      - Lower-income (40 percent), Above moderate-income (60 percent)

- Between Northern SCE Easement and Chino Ave (Infrastructure 2027-2028)
  - Lower-income (35 percent), Above moderate-income (65 percent)
- North of Chino Avenue (Infrastructure 2028)
  - Lower-income (25 percent), Above moderate-income (75 percent)

- *Vineyard Corridor & Sports Park Area*
  - Whole Area (Infrastructure 2026)
    - Lower-income (50 percent), Moderate-income (25 percent), Above moderate-income (25 percent).

- Existing Use: Agriculture, Truck Parking, Landscape & Building Supplies, RV storage.

- Infrastructure availability: Planned, RHNA affordability distribution accounts for phasing of infrastructure

Capacity Factors:

- *Land Use Controls and Site Improvements.* 95 Percent Adjustment

  Portions of parcels that were not deemed appropriate for residential development (due to presence of a utility easement, designation as a future park, or other factor that would preclude residential development) are not included in the acreage estimates ~~with~~in the land inventory. As such, the factor applied here is intended to account for the portion of each site that will be dedicated to internal circulation, sidewalks, and other public areas. Five percent of the land area has been reserved to account for these uses. The total adjustment factor applied is 95 percent.

- *Realistic Residential Capacity.* No Adjustment

  The SP-AG-AH zone, with a Policy Plan designation of HDR is intended for 100 percent residential projects. For this reason, 100 percent of the site area was considered viable for residential development, and no reduction factor was applied.

- *Typical Densities.* 77.8 Percent Adjustment

  Project applications and requests for specific plan amendments in the eastern Ontario Ranch, have continuously requested higher and higher densities to meet current market demand. Specific plans that were originally imagined as

primarily single-family homes have repositioned to include a greater variety of higher density options.

In addition to this, the high density residential category sets a minimum density of 25 dwelling units per acre. It is anticipated that the higher minimum density will require products types that are closer to mid-to-high range of the density allowance, compared to MDR. As such, it was estimated that 81.8 percent of the maximum density allowed would account for realistic capacity for HDR sites.

- *Infrastructure Availability.* Adjustments made to affordability distribution

  As previously discussed, infrastructure availability will enable development of the western Ontario Ranch to occur in a pattern similar to that of the eastern Ranch. Infrastructure is expected to expand south to north as development occurs. Part of the funding for expansion of the infrastructure system will come from investments by market-rate developers. With the current strong demand for residential uses, it is not anticipated that the availability of infrastructure will limit the number of units that can and will be built on each site, only the timing for when those sites will be able to develop and the potential affordability levels. To account for this, and in recognition of the need to offset costs for infrastructure expansion, the percentage of the realistic capacity estimated as suitable for lower-income units decreases as you move north from Merrill Avenue. The areas farthest from Merrill Avenue anticipate the lowest percentage of affordable units, with the balance expected to be above-moderate-income units. It is expected that above-moderate housing will help to offset the costs associated with infrastructure expansion. The realistic capacity is divided by affordability level as follows:

  - Grove Corridor
    - South of Schaefer Avenue (Infrastructure 2026--2027)
      Lower-income (50 percent), Above moderate-income (50 percent)
    - Between Schaefer Avenue and Northern SCE Easement (Infrastructure 2027)
      Lower-income (40 percent), Above moderate-income (60 percent)
    - Between Northern SCE Easement and Chino Ave (Infrastructure 2027-2028)
      Lower-income (35 percent), Above moderate-income (65 percent)

- North of Chino Avenue (Infrastructure 2028)
  Lower-income (25 percent), Above moderate-income (75 percent)

- Vineyard Corridor & Sports Park Area
  - Whole Area (Infrastructure 2026)
    Lower-income (50 percent), Moderate-income (50 percent)

The results of this distribution are recorded in Table 5-14.

Total Capacity Adjustments: (.95)x(1)x(.818)x(1)x(1) = 77.8 percent

- ~~SP-AG-AH / MU-EU (Great Park Corridor)~~

  ~~Description:~~

  - ~~Number and size of sites: 8 parcels, 81.7 acres~~
  - ~~Allowable density: 25-45 dwelling units per acre~~
  - ~~RHNA affordability: Lower-income (50 percent), Moderate-income (25 percent), Above Moderate-income (25 percent)~~
  - ~~Existing Use: Agriculture~~
  - ~~Infrastructure availability: Planned, RHNA affordability distribution accounts for phasing of infrastructure~~
  - ~~Environmental constraints: None known~~

  ~~Capacity Factors:~~

  - ~~*Land Use Controls and Site Improvements.* 31.1 Percent Adjustment~~
    ~~Portions of parcels that were not deemed appropriate for residential development (due to presence of a utility easement, designation as a future park, or other factor that would preclude residential development) are not included in the acreage estimates within the land inventory. As such, the factor applied here represents the portion of each site that will be dedicated internal circulation, sidewalks, and other public areas. Five percent of the land area has been reserved to account for these uses. The total adjustment factor applied is 95 percent.~~
  - ~~*Realistic Residential Capacity.* 42.1 Percent Adjustment~~

This mixed-use area will allow for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses. This is a new land use in the City that will allow for some low-impact, small scale, light industrial uses as well as commercial and residential projects. Market demand for both residential and light industrial uses is high. An adjustment factor of 42.1 percent has been applied to account for potential non-residential development on these sites. This estimate generally reflects the mix of project types the City anticipates based on conversations with developers and property owners.

- *Typical Densities.* 77.8 Percent Adjustment

This mixed-use designation allows residential densities between 25 and 45 dwelling units per acre. A realistic density in the middle of the allowed range, 35 dwelling units per acre, was deemed realistic to determine the total capacity on these sites. This was based on projects developed in other areas of the city with a similar characteristic to the City's vision for affordable housing in this area, including the 1001 E. Holt Blvd., a mixed-use multi-family project (35 dwelling units per acre), and based on affordable projects outside of the City, like the Adams Avenue Affordable Housing Community in Murrieta, CA, will complete adoption hearings in 2022 and is proposed at a density of 32 dwelling units per acre over a 6.22 acre site. Accordingly, 35 dwelling units per acre will provide a realistic capacity estimate for units on these sites. Thirty-five dwelling units per acre is 77.8 percent of the maximum density allowed on the site.

In addition to the adjustment factor, 2 existing units in the Great Park Corridor with a designation of MU-EU (as previously discussed under "Site-Specific Information") have been removed from the realistic capacity to ensure estimates focus on growth rather than replacement.

- *Infrastructure Availability.* Adjustments made to affordability distribution

As previously discussed, infrastructure availability will enable development of the western Ontario Ranch to occur in a pattern similar to that of the eastern Ranch. Infrastructure is expected to expand south to north as development occurs. Part of the funding for expansion of the infrastructure system will come from investments by market-rate developers. With the current strong demand for residential uses, it is not anticipated that the availability of infrastructure will limit the number of units that can and will be built on each site, only the timing for

~~when those sites will be able to develop and the potential affordability levels. To account for this, and in recognition of the need to offset costs for infrastructure expansion, the percent of the realistic capacity estimated as suitable for lower-income units decreases as you move north from Merrill Avenue, where the initial trunk line is anticipated to complete construction in 2022. The areas farthest from Merrill Avenue anticipate the lowest percentage of affordable units, with the balance expected to be above moderate income. It is expected that above-moderate housing will help to offset the costs associated with infrastructure expansion. The realistic capacity is divided by affordability level as follows:~~

~~o *Great Park Corridor – Infrastructure in 1-3 years.* Lower-income (50 percent), Moderate-income (25 percent), Above moderate-income (25 percent)~~

~~The results of this distribution are recorded in Table 5-14.~~

~~- *Environmental Constraints.* No Adjustment~~
~~No known site constraints~~

~~**Total Capacity Adjustments: (.95)x(.421)x(.778)x(1)x(1)=31.1 percent**~~

- SP-AG-AH / MU-GP (~~Great~~Grand Park Corridor)

  Description:

  - Number and size of sites: ~~29~~ 11 parcels, ~~219.5~~81.9 acres
  - Allowable density: 20-65 dwelling units per acre
  - RHNA affordability: Lower-income (50 percent), Moderate-income (25 percent), Above-Moderate-income (25 percent)
  - Existing Use: Agriculture, ~~Open Storage, Truck Wash~~Truck Parking, Vacant Site with Concrete Pad and Fence, RV Storage
  - Infrastructure availability: Planned, RHNA affordability distribution accounts for phasing of infrastructure
  - Environmental constraints: Unconfirmed liquefaction potential on ~~19~~ 7 parcels, ~~(137.7 acres),~~ as discussed under Strategy 6, "Environmental Constraints~~,"~~ ." ~~recent~~ Recent projects within the area that potentially has high water levels~~,~~ have not required mitigation, so no adjustment has been provided.

Capacity Factors:

- *Land Use Controls and Site Improvements.* 95 Percent Adjustment

  Portions of parcels that were not deemed appropriate for residential development (due to presence of a utility easement, designation as a future park, or other factor that would preclude residential development) are not included in the acreage estimates within the land inventory. As such, the factor applied here represents the portion of each site that will be dedicated internal circulation, sidewalks, and other public areas. Five percent of the land area has been reserved to account for these uses. The total adjustment factor applied is 95 percent.

- *Realistic Residential Capacity.* 73.7 Percent Adjustment

  This mixed-use designation ~~(currently called MU-NMC West, but a name change is proposed)~~ allows for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses. This ~~is~~ land use is envisioned as the southwestern activity center for citizens of Ontario with bot vertical and horizontal mixed-use development that connects to the ~~Great~~Grand Park. To determine the amount of mixed-use land area that is expected to develop for residential uses, the City looked at trends in the eastern Ontario Ranch, where developers have consistently approached the City to reduce the commercial footprint within the adopted specific plan. The City also examined the mix of uses built or otherwise in the pipeline in the area designated as Mixed-Use NMC East in the Policy Plan, which was envisioned for a similar use as the MU-GP designation. In the Mixed-Use ~~NMC East~~ areas east of the Cucamonga Channel, the mix of uses is approximately 75 percent residential. ~~—~~Consistent with these trends, approximately 73.7 percent of the area is expected to develop for residential purposes, while the balance is reserved for non-residential uses. The total adjustment factor applied to account for the mixed use designation is 73.7 percent.

- *Typical Densities.* 53.8 Percent Adjustment

  This mixed-use designation allows residential densities between 20 and 65 dwelling units per acre. A realistic density at the lower end of the allowed range, 35 dwelling units per acre, was deemed realistic to determine the total capacity on these sites. This was based on projects developed in other areas of the city with a similar characteristic to the City's vision for affordable housing in this area, including the 1001 E. Holt Blvd., a mixed-use multi-family project (35 dwelling units per

acre), and based on affordable projects outside of the City, like the Adams Avenue Affordable Housing Community in Murrieta, CA, will complete adoption hearings in 2022 and is proposed at a density of 32 dwelling units per acre over a 6.22 acre site. Accordingly, 35 dwelling units per acre will provide a realistic capacity estimate for units on these sites. Thirty-five dwelling units per acre is 53.8 percent of the maximum density allowed on the site.

In addition to the adjustment factor, 7 existing units in the ~~Great~~Grand Park Corridor with a designation of MU-GP (as previously discussed under "Site-Specific Information") have been removed from the realistic capacity to ensure estimates focus on growth rather than replacement.

- *Infrastructure Availability.* Adjustments made to affordability level estimates rather than capacity

  As previously discussed, infrastructure availability will enable development of the western Ontario Ranch to occur in a pattern similar to that of the eastern Ranch. Infrastructure is expected to expand south to north as development occurs. Part of the funding for expansion of the infrastructure system will come from investments by market-rate developers. With the current strong demand for residential uses, it is not anticipated that the availability of infrastructure will limit the number of units that can and will be built on each site, only the timing for when those sites will be able to develop and the potential affordability levels. To account for this, and in recognition of the need to offset costs for infrastructure expansion, the percent of the realistic capacity estimated as suitable for lower-income units decreases for sites farther away from Merrill Avenue. ~~, where the initial trunk line is anticipated to complete construction in 2022.~~ The areas farthest from Merrill Avenue anticipate the lowest percentage of affordable units, with the balance expected to be above-moderate-income. It is expected that above-moderate housing will help to offset the costs associated with infrastructure expansion. The realistic capacity is therefore divided by affordability level as follows:

    - ~~*Great*~~*Grand Park Corridor* – Whole area (Infrastructure likely by 2027) Lower-income (50 percent), Moderate-income (25 percent), Above moderate-income (25 percent)

~~*Infrastructure in 1-3 years.* Lower-income (50 percent), Moderate-income (25 percent), Above moderate-income~~

~~(25 percent)~~The results of this distribution are recorded in Table 5-14.

- *Environmental Constraints.* No Adjustment

  As discussed under Strategy Six "Environmental Constraints," there is unconfirmed liquefaction potential on ~~19~~ 7 MU-GP parcels (137.7 acres) in the ~~Great~~Grand Park Corridor. However, geotechnical studies for recent projects within the zone have not identified any specific risks, and additional mitigation has not been required~~,~~. ~~soils~~ Soils and groundwater levels are assumed to be similar throughout of the zone, so adjustment was not considered necessary.

Total Capacity Adjustments: (.95)x(.737)x(.538)x(1)x(1)=37.7 percent

- SP-AG-AH / MU-GR (Grove Corridor)

  Description:

  - Number and size of sites: 4 parcels, 36 acres
  - Allowable density: 20-65 dwelling units per acre
  - RHNA affordability: Lower-income (25 percent), Above-Moderate-income (75 percent)
  - Existing Use: Agriculture
  - Infrastructure availability: Planned, RHNA affordability distribution accounts for phasing of infrastructure
  - Environmental constraints: None known

  Capacity Factors:

  - *Land Use Controls and Site Improvements.* 95 Percent Adjustment

    Portions of parcels that were not deemed appropriate for residential development (due to presence of a utility easement, designation as a future park, or other factor that would preclude residential development) are not included in the acreage estimates within the land inventory. As such, the factor applied here represents the portion of each site that will be dedicated internal circulation, sidewalks, and other public areas. Five percent of the land area has been reserved to account for these uses. The total adjustment factor applied is 95 percent.

  - *Realistic Residential Capacity.* 68.4 Percent Adjustment

This mixed-use designation (currently called MU-NMC West, but a name change is proposed) allows for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses. This ~~is~~ land use is envisioned as the southwestern activity center for citizens of Ontario with both vertical and horizontal mixed-use development that connects to the ~~Great~~Grand Park. To determine the amount of mixed-use land area that is expected to develop for residential uses, the City looked at trends in the eastern Ontario Ranch, where developers have consistently approached the City to reduce the commercial footprint within the adopted specific plan. The City also examined the mix of uses built or otherwise in the pipeline in the area designated as Mixed-Use NMC East in the Policy Plan, which was envisioned for a similar use as the MU-GP designation. In the Mixed-Use NMC East areas the mix of uses is approximately 75 percent residential. Because the City would like to encourage a greater mix of uses on these sites to serve as a neighborhood center for central Ontario Ranch, a smaller percent of the area, approximately 68.4 percent of the area is expected to develop for residential purposes, while the balance is reserved for non-residential uses. The total adjustment factor applied is 68.4 percent.

- *Typical Densities.* 53.8 Percent Adjustment

  This mixed-use designation allows residential densities between 20 and 65 dwelling units per acre. A realistic density at the lower end of the allowed range, 35 dwelling units per acre, was deemed realistic to determine the total capacity on these sites. This was based on projects developed in other areas of the city with a similar characteristic to the City's vision for affordable housing in this area, including the 1001 E. Holt Blvd., a mixed-use multi-family project (35 dwelling units per acre), and based on affordable projects outside of the City, like the Adams Avenue Affordable Housing Community in Murrieta, CA, ~~will complete adoption hearings in 2022 and is proposed~~ at a density of 32 dwelling units per acre over a 6.22 acre site.~~-~~ Accordingly, 35 dwelling units per acre will provide a realistic capacity estimate for units on these sites. Thirty-five dwelling units per acre is 53.8 percent of the maximum density allowed on the site.

  In addition to the adjustment factor, ~~3~~ 4 existing units in the Grove Corridor with a designation of MU-GR (as previously discussed under "Site-Specific Information") have been removed from the realistic capacity to ensure estimates focus on growth rather than replacement.

- *Infrastructure Availability.* Adjustments made to affordability level estimates rather than capacity

  As previously discussed, infrastructure availability will enable development of the western Ontario Ranch to occur in a pattern similar to that of the eastern Ranch. Infrastructure is expected to expand south to north as development occurs. Part of the funding for expansion of the infrastructure system will come from investments by market-rate developers. With the current strong demand for residential uses, it is not anticipated that the availability of infrastructure will limit the number of units that can and will be built on each site, only the timing for when those sites will be able to develop and the potential affordability levels. To account for this, and in recognition of the need to offset costs for infrastructure expansion, the percent of the realistic capacity estimated as suitable for lower-income units decreases as you move north from Merrill Avenue, where the initial trunk line is anticipated to complete construction in 2022. The areas farthest from Merrill Avenue anticipate the lowest percentage of affordable units, with the balance expected to be above-moderate-income. It is expected that above-moderate housing will help to offset the costs associated with infrastructure expansion. The realistic capacity is divided by affordability level as follows:

  - *Grove Corridor* ~~*(north of Schaefer Avenue) Infrastructure in 4-6 years.* Lower-income (25 percent), Above moderate-income (75 percent)~~

    - South of Schaefer Avenue (Infrastructure available by 2027)
      Lower-income (50 percent), Above moderate-income (50 percent)
    - Between Schaefer Avenue and Northern SCE Easement (Infrastructure likely by 2027)
      Lower-income (40 percent), Above moderate-income (60 percent)
    - Between Northern SCE Easement and Chino Ave (Infrastructure available by 2028)
      Lower-income (35 percent), Above moderate-income (65 percent)
    - North of Chino Avenue (Infrastructure likely by 2028)
      Lower-income (25 percent), Above moderate-income (75 percent)

The results of this distribution are recorded in Table 5-14.

- *Environmental Constraints.* No Adjustment
  No known site constraints.

Total Capacity Adjustments: (.95)x(.68.4)x(.538)x(1)x(1)=35.0 percent

- SP-AG-AH / MU-ER (Euclid Corridor)

Description:

- Number and size of sites: 1 parcel, 15.0 acres
- Allowable density: 25-75 dwelling units per acre
- RHNA affordability: Lower-income (25 percent), Above-Moderate-income (75 percent)
- Existing Use: Agriculture
- Infrastructure availability: Planned, RHNA affordability distribution accounts for phasing of infrastructure
- Environmental constraints: None known

Capacity Factors:

- *Land Use Controls and Site Improvements.* 95 Percent Adjustment
  Portions of parcels that were not deemed appropriate for residential development (due to presence of a utility easement, designation as a future park, or other factor that would preclude residential development) are not included in the acreage estimates within the land inventory. As such, the factor applied here represents the portion of each site that will be dedicated internal circulation, sidewalks, and other public areas. Five percent of the land area has been reserved to account for these uses. The total adjustment factor applied is 95 percent.

- *Realistic Residential Capacity.* 78.9 Percent Adjustment
  This mixed-use designation ~~(currently called MU-NMC West, but a name change is proposed)~~ allows for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses. This is land use is envisioned as the southwestern activity center for citizens of Ontario with bot vertical and horizontal mixed-use development that connects to the ~~Great~~Grand Park. To determine the amount of mixed-use land area that is expected to develop for residential uses,

the City looked at trends in the eastern Ontario Ranch, where developers have consistently approached the City to reduce the commercial footprint within the adopted specific plan. The City also examined the mix of uses built or otherwise in the pipeline in the area designated as Mixed-Use NMC East in the Policy Plan, which was envisioned for a similar use as the MU-GP designation. In the Mixed-Use NMC East areas the mix of uses is approximately 75 percent residential. Because the location of this site is directly across the street from a successful neighborhood shopping center, it is expected that a smaller amount of retail and other nonresidential uses will be viable, while residential uses will remain in high demand. Consistent with these trends, approximately 78.9 percent of the area is expected to develop for residential purposes, while the balance is reserved for non-residential uses. The total adjustment factor applied is 78.9 percent.

- *Typical Densities. 46.7* Percent Adjustment

  This mixed-use designation allows residential densities between 20 and 75 dwelling units per acre. A realistic density at the lower end of the allowed range, 35 dwelling units per acre, was deemed realistic to determine the total capacity on these sites. This was based on projects developed in other areas of the city with a similar characteristic to the City's vision for affordable housing in this area, including the 1001 E. Holt Blvd., a mixed-use multi-family project (35 dwelling units per acre), and based on affordable projects outside of the City, like the Adams Avenue Affordable Housing Community in Murrieta, CA, which will complete adoption hearings in 2022 and is proposed at a density of 32 dwelling units per acre over a 6.22 acre site. Accordingly, 35 dwelling units per acre will provide a realistic capacity estimate for units on these sites. Thirty-five dwelling units per acre is 53.8 percent of the maximum density allowed on the site.

- *Infrastructure Availability.* Adjustments made to affordability level estimates rather than capacity

  As previously discussed, infrastructure availability will enable development of the western Ontario Ranch to occur in a pattern similar to that of the eastern Ranch. Infrastructure is expected to expand south to north as development occurs. Part of the funding for expansion of the infrastructure system will come from investments by market-rate developers. With the current strong demand for residential uses, it is not anticipated that the availability of infrastructure will limit the number of units that can and will be built on each site, only the timing for

when those sites will be able to develop and the potential affordability levels. To account for this, and in recognition of the need to offset costs for infrastructure expansion, the percent of the realistic capacity estimated as suitable for lower-income units decreases as you move north from Merrill Avenue~~, where the initial trunk line is anticipated to complete construction in 2022~~. The areas farthest from Merrill Avenue anticipate the lowest percentage of affordable units, with the balance expected to be above-moderate-income. It is expected that above-moderate housing will help to offset the costs associated with infrastructure expansion. The realistic capacity is divided by affordability level as follows:

- *Euclid Corridor* ~~*(north of sites adjacent to Schaefer Avenue) Infrastructure in 4-6 years.* Lower-income (25 percent), Above moderate-income (75 percent)~~

  - South of Chino Avenue (Infrastructure Available by 2028)
    Lower-income (35 percent), Above moderate-income (65 percent)
  - North of Chino Avenue (Infrastructure likely by 2028)
    Lower-income (25 percent), Above moderate-income (75 percent)

The results of this distribution are recorded in Table 5-14.

- *Environmental Constraints.* No Adjustment
  No known site constraints.

Total Capacity Adjustments: (.95)x(.789)x(.467)x(1)x(1)=35.0 percent

- SP-AG-AH / MU-ER (Euclid Corridor)

Description:

- Number and size of sites: 1 parcel, 15.0 acres
- Allowable density: 25-75 dwelling units per acre
- RHNA affordability: Lower-income (25 percent), Above-Moderate-income (75 percent)
- Existing Use: Agriculture

- Infrastructure availability: Planned, RHNA affordability distribution accounts for phasing of infrastructure

- Environmental constraints: None known

Capacity Factors:

- *Land Use Controls and Site Improvements.* 95 Percent Adjustment

  Portions of parcels that were not deemed appropriate for residential development (due to presence of a utility easement, designation as a future park, or other factor that would preclude residential development) are not included in the acreage estimates in the land inventory. As such, the factor applied here represents the portion of each site that will be dedicated to internal circulation, sidewalks, and other public areas. Five percent of the land area has been reserved to account for these uses. The total adjustment factor applied is 95 percent.

- *Realistic Residential Capacity.* 78.9 Percent Adjustment

  This mixed-use designation allows for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses. This ~~is~~ land use is envisioned as the southwestern activity center for citizens of Ontario with both vertical and horizontal mixed-use development that connects to the Grand Park. To determine the amount of mixed-use land area that is expected to develop for residential uses, the City looked at trends in the eastern Ontario Ranch, where developers have consistently approached the City to reduce the commercial footprint within the adopted specific plan. The City also examined the mix of uses built or otherwise in the pipeline in the area designated as Mixed-Use NMC East in the Policy Plan, which was envisioned for a similar use as the MU-GP designation. In the Mixed-Use NMC East areas, the mix of uses is approximately 75 percent residential. Because the location of this site is directly across the street from a successful neighborhood shopping center, it is expected that a smaller amount of retail and other non-residential uses will be viable, while residential uses will remain in high demand. Consistent with these trends, approximately 78.9 percent of the area is expected to develop for residential purposes, while the balance is reserved for non-residential uses. The total adjustment factor applied is 78.9 percent.

- *Typical Densities.* 46.7 Percent Adjustment

This mixed-use designation allows residential densities between 20 and 75 dwelling units per acre. A realistic density at the lower end of the allowed range, 35 dwelling units per acre, was deemed realistic to determine the total capacity on these sites. This was based on projects developed in other areas of the city with a similar characteristic to the City's vision for affordable housing in this area, including the 1001 E. Holt Blvd., a mixed-use multi-family project (35 dwelling units per acre), and based on affordable projects outside of the City, like the Adams Avenue Affordable Housing Community in Murrieta, CA, which will complete adoption hearings in 2022 and is proposed at a density of 32 dwelling units per acre over a 6.22-acre site. Accordingly, 35 dwelling units per acre will provide a realistic capacity estimate for units on these sites. Thirty-five dwelling units per acre is 53.8 percent of the maximum density allowed on the site.

- *Infrastructure Availability.* Adjustments made to affordability level estimates rather than capacity

  As previously discussed, infrastructure availability will enable development of the western Ontario Ranch to occur in a pattern similar to that of the eastern Ranch. Infrastructure is expected to expand south to north as development occurs. Part of the funding for expansion of the infrastructure system will come from investments by market-rate developers. With the current strong demand for residential uses, it is not anticipated that the availability of infrastructure will limit the number of units that can and will be built on each site, only the timing for when those sites will be able to develop and the potential affordability levels. To account for this, and in recognition of the need to offset costs for infrastructure expansion, the percentage of the realistic capacity estimated as suitable for lower-income units decreases as you move north from Merrill Avenue. The areas farthest from Merrill Avenue anticipate the lowest percentage of affordable units, with the balance expected to be above-moderate units. It is expected that above-moderate housing will help to offset the costs associated with infrastructure expansion. The realistic capacity is divided by affordability level as follows:

  - *Euclid Corridor*

    - South of Chino Avenue (Infrastructure Available by 2028)
      Lower-income (35 percent), Above moderate-income (65 percent)

- North of Chino Avenue (Infrastructure likely by 2028)
  Lower-income (25 percent), Above moderate-income (75 percent)

The results of this distribution are recorded in Table 5-14.

- *Environmental Constraints.* No Adjustment
  No known site constraints.

Total Capacity Adjustments: (.95)x(.789)x(.467)x(1)x(1)=35.0 percent

Units by RHNA Income Category

As discussed in previous section, infrastructure availability will enable development of the western Ontario Ranch to occur in a pattern similar to that of the eastern Ranch. Infrastructure is expected to expand south to the north as development occurs. Part of the funding for expansion of the infrastructure system will come from investments by market-rate developers. With the current strong demand for residential uses, it is not anticipated that the availability of infrastructure will limit the number of units that can and will be built on each site, only the timing for when those sites will be able to develop and the affordability of resulting units. To account for this, and in recognition of the need to offset costs for infrastructure expansion, the percent of the realistic capacity estimated as suitable for lower-income units decreases on sites farther away from Merrill Avenue, the southern-most street in the western Ontario Ranch~~, where the initial trunk line is anticipated to complete construction in 2022.~~. The areas farthest from Merrill Avenue anticipate the lowest percentage of affordable units, with the balance expected to be above-moderate-income. It is expected that above-moderate housing will help to offset the costs associated with infrastructure expansion. The realistic capacity is divided by affordability level as follows:

- Grand Park Corridor
  - Whole area (Infrastructure likely by 2027)
    Lower-income (50 percent), Moderate-income (25 percent), Above moderate-income (25 percent)
- SCE Easement Area
  - Whole area (Infrastructure available by 2027)
- Grove Corridor
  - South of Schaefer Avenue (Infrastructure- available by 2027)
    Lower-income (50 percent), Above moderate-income (50 percent)

- Between Schaefer Avenue and Northern SCE Easement (Infrastructure likely by 2027)
  Lower-income (40 percent), Above moderate-income (60 percent)
- Between Northern SCE Easement and Chino Ave (Infrastructure available by 2028)
  Lower-income (35 percent), Above moderate-income (65 percent)
- North of Chino Avenue (Infrastructure likely by 2028)
  Lower-income (25 percent), Above moderate-income (75 percent)

- Euclid Corridor
  - South of Chino Avenue (Infrastructure available by 2028)
    Lower-income (35 percent), Above moderate-income (65 percent)
  - North of Chino Avenue (Infrastructure likely by 2028)
    Lower-income (25 percent), Above moderate-income (75 percent)
- Vineyard Corridor
  - Whole Area (Infrastructure available in 2026)
    Lower-income (50 percent), Moderate-income (50 percent)
- Sports Park
  - Whole area (Infrastructure available in 2026)
    Lower-income (50 percent), Moderate-income (50 percent)

~~- Great Park Corridor~~
  ~~- South of SCE easement *(Infrastructure in 1-3 years)*~~
  ~~Lower-income (50 percent), Moderate-income (25 percent), Above moderate-income (25 percent)~~
  ~~- North of SCE easement *(Infrastructure in 3-5 years)*~~
  ~~Lower-income (40 percent), Above moderate-income (60 percent)~~

~~- Grove Corridor~~
  ~~- South of Schaefer Avenue *(Infrastructure in 3-5 years)*~~
  ~~Lower-income (40 percent), Above moderate-income (60 percent)~~
  ~~- North of Schaefer Avenue *(Infrastructure in 4-6 years)*~~
  ~~Lower-income (25 percent), Above moderate-income (75 percent)~~

- ~~Euclid Corridor~~
  - ~~South of Schaefer Avenue *(Infrastructure in 3-5 years)*~~
    ~~Lower-income (40 percent), Above moderate-income (60 percent)~~
  - ~~North of Schaefer Avenue *(Infrastructure in 4-6 years)*~~
    ~~Lower-income (25 percent), Above moderate-income (75 percent)~~
- ~~Vineyard Corridor/Armstrong Ranch Specific Plan~~
  - ~~Whole Area (*Infrastructure in 4-6 years*)~~
    ~~Lower-income (25 percent), Above moderate-income (75 percent)~~

Table 5-14
Strategy 6: Units by Income Category

Zoning/ Policy Plan (after rezoning)	Number of Parcels	Acres*	Units by RHNA Income Category			Final Realistic Capacity (units*)
			Lower (units*)	Moderate (units*)	Above Moderate (units*)	
Opportunity Area: ~~Great~~ Grand Park Corridor						
~~South of SCE Easement~~						
~~SP-AG-AH / MDR~~	~~42~~	~~299.4~~	~~3,257~~	~~1,604~~	~~1,707~~	~~6,568~~
~~South of SCE Easement~~	~~41~~	~~291.6~~	~~3,190~~	~~1,604~~	~~1,604~~	~~6,397~~
~~North of SCE Easement~~	~~1~~	~~7.8~~	~~68~~	~~-~~	~~103~~	~~171~~
~~SP-AG-AH / MU-EU[1]~~	~~8~~	~~81.7~~	~~570~~	~~286~~	~~286~~	~~1,142~~
SP-AG-AH / MU-GP[1]	11 ~~29~~	81.9 ~~219.5~~	1003 953 ~~2,681~~	501 ~~477~~ ~~1,344~~	504 ~~477~~ ~~1,344~~	2,008 ~~1,906~~ ~~5,370~~
Opportunity Area: Grove Corridor						
SP-AG-AH / MDR	10 ~~22~~	65.3 ~~150.8~~	359 ~~1,003~~	- ~~-~~	1,077 ~~2,312~~	1,436 ~~3,315~~
SP-AG-AH/HDR	17	103.9	1,590	468	1,577	3,635
~~South of Schaefer Ave~~	~~8~~	~~53.2~~	~~468~~	~~-~~	~~702~~	~~1,169~~
~~North of Schaefer Ave~~	~~14~~	~~97.7~~	~~535~~	~~-~~	~~1,610~~	~~2,145~~
SP-AG-AH / MU-GR	4	36.0	~~202~~242	-	~~614~~573	**815**
Opportunity Area: Euclid Corridor						
SP-AG-AH / MDR	23	117.2	766 ~~633~~	- ~~-~~	1,812 ~~1,934~~	2,578 ~~2,567~~
~~Adj. to Schaefer Ave~~	~~8~~	~~53.2~~	~~169~~	~~-~~	~~513~~	~~1,169~~
~~North of sites adj. to Schaefer~~	~~14~~	~~97.7~~	~~464~~	~~-~~	~~1,421~~	~~2,145~~
SP-AG-AH / MU-ER	1	15.0	98	-	295	**393**
Opportunity Area: Vineyard Corridor / ~~Armstrong Ranch Specific Plan~~						
SP-AG-AH / MDR	14 ~~7~~	113.4 ~~64.3~~	1,248 ~~354~~	623 ~~-~~	624 ~~1,062~~	2,495 ~~1,416~~
SP-AG-AH/HDR	11	93.0	1,629	813	815	3,257
Opportunity Area: SCE Easement Area						
SP-AG-AH/MDR	12	65.9	724	361	362	1,447
Opportunity Area: Sports Park						
SP-AG-AH/HDR	6	42.8	748	374	374	1,496
SP-AG-AH/MU-SP	9	75.2	339	168	168	675
TOTAL	117 ~~136~~	810 ~~983.9~~	8,746 ~~8,798~~	3,308 ~~3,234~~	8,181 ~~9,553~~	20,235 ~~21,586~~

Source: City of Ontario, ~~2022~~2026.
*Acres and units have been rounded.
~~Notes:~~
~~1 All MU-EU and MU-GP parcels are south of the SCE easements.~~
~~2 All MU-GR parcels are north of Schaefer Avenue.~~
~~3 All MU-ER parcels are north of sites adjacent to Schaefer Avenue.~~

Strategy 7: Accessory Dwelling Units

Accessory dwellings are a part of the strategy for meeting the City's share of its RHNA for housing affordable to low- and moderate-income households. Ontario has many single-family homes on lots that would allow space to build an ADU.

State law has been amended to facilitate and encourage the production of accessory dwellings. In 2016, AB 2299 and SB 1069 required cities to revise their zoning code to conform to the new ADU law. In 2019, SB 68, AB 881, and SB 13 further amended California Government Code Sections 65852.2 and 65852.22, and Health and Safety Code Section 17980.12 pertaining to local regulations for ADUs. In January 2020, the City Council enacted Ordinance 3175 to incorporate recent changes to state law with respect to ADUs.

Ontario has seen an influx in ADU applications, increasing from just 30 units permitted in 2019 to 69 permits issued in 2020. ~~Based on past and current trends, the City expects that 120 to 360 ADUs will be built during the Housing Element period of 2021-2029.~~ Between 2022 and 2024, the City permitted or issued certificates of occupancy for 446 ADUs, approximately 148 units per year. If this trend continues, even with a slight decrease to 100 ADUs per year, the City could anticipate approximately 475 ADUs between January 2025 and October 2029.

Since October 2021, the City has assumed that all ADUs developed are for above moderate incomes, because the City has not implemented a monitoring program to determine no-rent, low-rent, or market-rent ADUs (program 7). In reflection of this, ADUs reported in the 6th Cycle APRs have been counted towards the City's above moderate RHNA only. The City may revise APRs and assumptions after a survey is conducted that determines the actual affordability level of ADUs.

If t~~T~~he affordability for ADUs built in Ontario wa~~i~~s based on SCAG's ADU survey and affordability assumptions for San Bernardino County~~. Applying those affordability assumptions to Ontario and the range of production estimates~~, the City ~~can~~ could expect the production of ~~69~~ 530 ~~to 207~~ lower-income ADUs over the Housing Element period. Table 5-15 includes the summary of ADU projection estimates ~~by~~ based on SCAG's estimates of affordability levels. To encourage this level of production, the Housing Plan proposes ~~a~~ programs to incentivize the production of ADUs (Programs 7 and 27)~~.~~, and the City will continue to credit ADUs

towards its above moderate income RHNA until a survey is conducted to determine affordability.

Table 5-15
Accessory Dwelling Unit Projections and SCAG's Affordability Assumptions, 2021–2029

Household Income Category	Percent of ADUs Projected[1]	Range of ADU Estimates based on SCAG Assumptions (2021-2029)[2] Conservative Trend[2]
Lower	57.5%	69530
Moderate	34.8%	42320
Above Moderate	7.7%	971
ADUS Projected (2021-2029)TOTAL	100%	120921[2]

Source: City of Ontario, 2021, SCAG, 2021.

Notes:

1. The methodology for the affordability distribution of ADUs can be accessed online at: https://scag.ca.gov/sites/main/files/file-attachments/adu_affordability_analysis_120120v2.pdf?1606868527.
2. Theis conservative trend projection assumes 446 ADUs reported on APRs Jan 2022-Dec 2024, and 15100 dwelling units will be built per year (Jan 2025-Oct 2029). This estimate for growth over the balance of the 6th cycle is based on half of the reduced number of permits issued in 2019a one-third reduction in the annual number of permits issued / units built between Jan 2022 and Dec 2024.

   The maximum trend assumes 45 dwelling units will be built per year. This estimate is based on the average of the permits issued in 2019 and 2020.

Summary of Capacity to Accommodate RHNA Allocation

Table 5-16 summarizes the City's strategy to achieve its 2021-2029 RHNA. It is recognized, however, that these strategies are deemed conservative–the City expects that additional residential and mixed-use projects will occur within specific plan areas and on underutilized sites throughout the city. The City's RHNA strategy reflects the City's policy to support the creation of mixed-income communities by assuming a mix of lower- and moderate-income housing on identified sites in established neighborhoods and a mix of lower-, moderate-, and above moderate-income housing in areas where there is no existing residential component. The following provides a high-level summary of the City's RHNA strategies.

- **Above moderate-income**. In addition to the capacity identified in pipeline projects and the analysis of strategies, the City has entitled additional capacity for several thousand homes that have not been credited toward the RHNA. Areas with development potential that are not included in the inventory include entitled specific plans, the downtown mixed-use district, and mixed-use areas along the I-10 corridor. Several specific plans were also

recently amended to allow more housing at higher densities, a trend the City expects to continue. There is sufficient capacity to accommodate the above moderate-income housing requirement of the RHNA.

- **Moderate-income**. Prior sections contained an analysis of the strategies that will be used to accommodate the moderate- and lower-income RHNA. Sites and densities were demonstrated to be sufficient to accommodate housing affordable to moderate-income households.

- **Lower-income**. Prior sections contained an analysis of the strategies that will be used to accommodate the lower-income RHNA. Sites and densities were demonstrated to be sufficient to accommodate affordable housing. In addition, specific programs were shown for each strategy that would encourage and facilitate housing production and that would also remove any potential constraints to development.

Table 5-16
Availability of Land to Meet RHNA, 2021–2029

Site Area		Lower Income	Moderate Income	Above Moderate Income	Final ~~Reaslistic~~ Realistic Capacity
2021–2029 RHNA		**8,926**	**3,329**	**8,599**	**20,854**
	Project Credits (Per APRs)[1]	(51)~~-~~	(7)~~-~~	~~(2,111)~~ (12,043)	~~(2,111)~~ (12,102)
	Remainder	*8,875~~8,926~~*	*3,322~~3,239~~*	*~~6,488~~ (3,444)[2]*	*~~18,734~~ 12,197[2]*
Strategies					
#1	Downtown	5~~20~~	6~~20~~	-	11~~40~~
#2	West Holt	159~~227~~	159~~227~~	-	318~~454~~
	East Holt	468~~250~~	371~~249~~	-	839~~499~~
#3	Old Cardenas Market	33	32	-	65
#4	Ontario Center Specific Plan	~~151~~96	~~152~~97	-~~-~~	~~303~~193
#5	Ontario Mills Specific Plan[4]	[1,564][4]	[782][4]	[782][4]	[3,128][4]
#6	~~Great~~ Grand Park Corridor	1,003~~6,508~~	501~~3,235~~	504~~3,337~~	2,008~~13,080~~
	SCE Easement Area	724	361	362	1,447
	Grove Corridor	2,191~~1,205~~	~~1475~~468~~-~~	3,227~~2,926~~	5,886~~4,131~~
	Euclid Corridor	864~~731~~	-	2,107~~2,229~~	2,971~~2,960~~
	Vineyard Corridor ~~/ Armstrong Ranch Specific Plan~~	2,877~~354~~	~~1126~~1,436~~-~~	1,439~~1,062~~	5,752~~1,416~~
	Sports Park	1,087	542	542	2,171
#7	Accessory Dwelling Units[3]	0~~69~~	0~~42~~	475~~9~~	475~~120~~

Total Capacity[4]	9,507~~11,112~~	3,973~~4,740~~	8,656~~10,345~~	22,136~~26,197~~
Surplus / Buffer[4]	362 (7.1%)~~2,186 (24%)~~	651 (19.6%)~~,411 (42%)~~	12,100 (140.7%) ~~3,857 (45%)~~	n/a ~~7,454 (36%)~~
	RHNA met	**RHNA met**	**RHNA met**	**RHNA met**

Source: City of Ontario, ~~2021~~2026.

1. See Table 5-2 for details.
2. While the City has met the above moderate RHNA obligation, as reported on APRs, it must continue to maintain capacity for each income tier. Due to this, the 3,444 unit surplus reported in the "Remainder" row for above moderate housing units are counted as zero in the total column for the row.
3. The City does not and has not relied on Strategy 7 to fulfill its lower income RHNA obligation for the 6th cycle. Should the City confirm lower income affordability through subsequent surveys, ADU capacity will be revised.
4. ~~1.~~ The City does not and has not relied on Strategy 5 to fulfill its RHNA obligation for any portion of the 6th cycle. Because the zoning for Strategy 5 is not in place, it is not included in the Total Capacity or Surplus/Buffer row in Table 5-16. Should the rezoning program (program 13) be implemented on Strategy 5 sites, the City will have more capacity and a larger buffer.

5.2 Administrative and Financial Resources

Funding Sources for Affordable Housing

The City's local housing programs are supported through federal funding and state funding programs that assist first-time homebuyers, build affordable housing, and help special-needs groups, such as seniors and large households, as listed in Table 5-17. In most cases, other entities, including for-profit and nonprofit developers, apply for funds or other program benefits. For example, developers apply directly for Section 202 grants. In general, the City relies on the private sector to develop new affordable units.

Table 5-17
Federal and State Housing Funding Programs

Program Name	Description	Eligible Activities
Federal Funding Programs		
Community Development Block Grant (CDBG) Program	The Department of Housing and Urban Development (HUD) awards CDBG annually to entitlement jurisdictions and states for general activities, including housing and economic development activities. HUD also offers various other programs that can be used by the City and nonprofit and for-profit agencies for the preservation of low-income housing units, such as Section 202 and Section 108 loan guarantees. The annual appropriation for CDBG is split between states and local jurisdictions called "entitlement communities."	Acquisition Rehabilitation Homebuyer Assistance Economic Development Assistance Homeless Assistance Public Services Infrastructure Replacement
HOME Investment Partnerships Program	The Home Investment Partnerships Program (HOME) was created under the Cranston Gonzalez National Affordable Housing Act enacted in November 1990. HOME funds are awarded annually as formula grants to participating jurisdictions. HUD establishes Home Investment Trust Funds for each grantee, providing a line of credit that the jurisdiction may draw upon as needed. The program's flexibility allows states and local governments to use HOME funds for grants, direct loans, loan guarantees, or other forms of credit enhancement or rental assistance or security deposits.	Acquisition Rehabilitation Homebuyer Assistance Rental Assistance
Housing Choice Voucher (HCV) Rental Assistance (Section 8)	Provides rental assistance payments to owners of market-rate properties on behalf of very low-income tenants.	Rental Assistance
Section 811	Provides grants to nonprofit developers of supportive housing for disabled persons. The grants may be used to construct or rehabilitate group homes, independent living facilities, and intermediate care facilities. The grants may also have a rental assistance component.	Acquisition Rehabilitation New Construction Rental Assistance
Section 203(k)	Provides fixed-rate, low-interest loans to organizations wishing to acquire and rehabilitate property.	Land Acquisition Rehabilitation Refinancing of Existing Debt
Section 202	Grants to private nonprofit developers of supportive housing for very low-income seniors.	New Construction

Table 5-17
Federal and State Housing Funding Programs

Program Name	Description	Eligible Activities
Low-Income Housing Tax Credits (LIHTC)	In 1986, Congress created the federal LIHTC program to encourage private investment in the acquisition, rehabilitation, and construction of low-income rental housing. Because high housing costs in California make it difficult, even with federal credits, to produce affordable rental housing, the California legislature created a state low-income housing tax credit program to supplement the federal credit. The state credit is essentially identical to the federal credit, the Tax Credit Allocation Committee allocates both, and state credits are only available to projects receiving federal credits. Twenty percent of federal credits are reserved for rural areas and 10 percent for nonprofit sponsors. To compete for the credit, rental housing developments have to reserve units at affordable rents to households at or below 46 percent of area median income. The targeted units must be reserved for the target population for 55 years.	New Construction
Mortgage Credit Certificate Program	Offers income tax credits to first-time homebuyers. The County distributes the credits.	Homebuyer Assistance
Supportive Housing Program (SHP)	Offers grants to agencies who offer supportive housing and services to the homeless.	Transitional Housing Housing for Disabled Persons Supportive Housing Support Services
Community Reinvestment Act	The Community Reinvestment Act (CRA), enacted by Congress in 1977, is intended to encourage depository institutions to help meet the credit needs of the communities in which they operate, including low- and moderate-income neighborhoods, consistent with safe and sound banking operations. The CRA requires that each insured depository institution's record in helping meet the credit needs of its entire community be evaluated periodically. That record is taken into account in considering an institution's application for deposit facilities, including mergers and acquisitions.	New Construction Rehabilitation Acquisition Support Services Supportive Housing Homebuyer Assistance
Emergency Solutions Grant	Awards grants to nonprofits for the provision of shelter support services.	Support Services
Emergency Solutions Grant-CARES (ESG-CV)	One-time funding for programs targeted to homeless or those at-risk for housing to prepare for, respond to, or prevent impacts of the coronavirus pandemic.	Support Services (Homeless Facilities and Program)
Multifamily Housing Program (MHP)	Provides loans for new construction, rehabilitation, and preservation of affordable rental housing. Payments on the loans are deferred for a specified period of time.	New Construction Rehabilitation Preservation
CalHOME	Provides grants to local governments and nonprofit agencies for homebuyer assistance, rehabilitation, and new construction. The agency also finances acquisition, rehabilitation, and replacement of manufactured homes.	Homebuyer Assistance Rehabilitation New Construction

Table 5-17
Federal and State Housing Funding Programs

Program Name	Description	Eligible Activities
California Self-Help Housing Program	Provides grants for the administration of mutual self-help housing projects.	Homebuyer Assistance New Construction Administrative Costs
Emergency Housing and Assistance Program	Provides grants to support emergency housing.	Shelters Transitional Housing
Affordable Housing and Sustainable Communities Program	Provides funding to support infill development projects with the goal of reducing greenhouse gas emissions.	New Construction Rehabilitation
Veterans Housing and Homeless Prevention Program	Provides funding to buy, construct, rehabilitate or preserve affordable multifamily housing for veterans and their families.	Acquisition Construction Rehabilitation Preservation
Senate Bill 2 – Building Jobs and Homes Act	Provides planning grant funding to jurisdictions for plans and process improvements that will help to accelerate housing production.	Technical Assistance Planning Document Updates
Local Early Action Planning (LEAP) Grants	The (LEAP grants program provides over-the-counter grants complemented with technical assistance to local governments for the preparation and adoption of planning documents, and process improvements that: Accelerate housing production. Facilitate compliance to implement the sixth-cycle Regional Housing Needs Assessment.	Housing element updates Updates to zoning, plans or procedures to increase/accelerate housing production Pre-approved architectural and site plans Establishing State-defined Pro-housing policies *See complete list in LEAP program materials*
No Place Like Home	Through a County application process, provides loans to acquire, develop, preserve, or rehabilitate permanent supportive housing facilities.	Permanent Supportive Housing
Infrastructure Infill Grant	Provides gap financing for infrastructure improvements necessary to support the development of affordable infill housing.	Infrastructure Improvements

Table 5-17
Federal and State Housing Funding Programs

Program Name	Description	Eligible Activities
Local Housing Trust Fund Program	Provides matching grants to funds provided by Local Housing Trust Funds.	Site Acquisition Site Development Homebuyer Assistance Transitional Housing Emergency Shelter Multifamily Housing
Transit-Oriented Development Program	Supports the development of affordable multifamily rental housing near transit stations through low-interest loans.	New Construction Rehabilitation Infrastructure Improvements
State Funding Programs		
Affordable Housing Partnership Program (AHPP)	Provides lower interest rate CalHFA loans to homebuyers who receive local secondary financing.	Homebuyer Assistance
Self-Help Builder Assistance Program	Provides lower interest rate CalHFA loans to owner-builders who participate in mutual self-help housing projects. Also provides site acquisition, development financing, and construction financing for self-help projects.	Homebuyer Assistance Site Acquisition Site Development Home Construction
California Housing Assistance Program	Provides 3% silent second loans in conjunction with 97% CalHFA first loans to give eligible homebuyers 100% financing.	Homebuyer Assistance
Extra-Credit Teacher Program	Provides $7,500 silent second loan with forgivable interest in conjunction with lower-interest-rate CalHFA first loans to assist eligible teachers in buying homes.	Homebuyer Assistance
Housing Enabled by Local Partnerships	Provides 3% interest rate loans, with repayment terms up to 10 years, to local government entities for locally determined affordable housing priorities.	Wide Range of Eligible Activities
Predevelopment Loan Program	The California Department of Housing and Community Development (HCD) administers the program, which provides funds to pay the initial costs of developing affordable housing developments. Priority is given to applications with matching financing from local agencies or federal programs.	Pre-development
Multifamily Housing Program	HCD conducts the acquisition and rehabilitation component of the Multifamily Housing Program to acquire and rehabilitate existing affordable rental housing. Priority is given to projects currently subject to regulatory restrictions that may be terminated. Assistance is provided through low-interest construction and permanent loans. Eligible applicants include local government agencies, private nonprofit organizations, and for-profit organizations.	Rental Acquisition Rental Rehabilitation
Transitional Housing Program for Emancipated Foster/Probation Youth (THP-Plus)	This program provides funds for housing and services for persons who need support services for transition-age youth.	Supportive Housing Foster Care

Table 5-17
Federal and State Housing Funding Programs

Program Name	*Description*	*Eligible Activities*
Special-Needs Housing Program	Allows local governments to use Mental Health Services Act (MHSA) funds to finance the development of permanent supportive rental housing.	New Construction Supportive Housing
Home Mortgage Purchase Program	CalHFA sells bonds to raise funds for providing below-market-rate loans to qualifying first-time homebuyers.	Homebuyer Assistance

Housing Choice Vouchers

The federal government provides approximately $3 million to the Housing Authority of the County of San Bernardino to administer the Housing Choice Voucher (HCV) program. These funds are used to maintain the affordability of publicly subsidized affordable housing projects in Ontario. This allocation includes funding for approximately 501 Housing Choice Vouchers, and the Family Self-Sufficiency Program. Within Ontario, the approximate number of HCVs have been available: 496 in 2016, 422 in 2017, 527 in 2018, 676 in 2019, and 747 in 2020. As of July 2021, there are 773 vouchers in use for the City of Ontario. This includes 735 in traditional voucher programs and 38 in special voucher programs, such as the Veterans Affairs Supportive Housing. The waitlists, which are for the entire County of San Bernardino remain closed as of July 2021. In March 2021, there were 20,382 tenant-based households on the waitlist and 60,744 total households on the waitlist.

(See Programs 23, 25, 27, and 31)

Community Development Block Grants (CDBG)

The federal government provides funds for a range of housing and community development activities, including acquisition and disposition of real estate or property, public facilities and improvements, relocation, rehabilitation and construction of housing, homeownership assistance, and demolition activities. In addition, these funds can be used to acquire or subsidize at-risk units. The City of Ontario received approximately $1.8 million in funding in 2019–2020.

(See Programs 3, 4, 6, 9, 27, 31, and 33)

HOME Partnership

Ontario received approximately $666,000 in 2019–2020 in federal HOME funds. HOME funds can be used for activities that promote affordable rental housing and lower-income homeownership, including building acquisition, new construction, reconstruction, moderate or substantial rehabilitation, first-time homebuyer assistance, and tenant-based assistance, as well as the preservation of affordable housing.

(See Programs 1, 3, 4, 24, 27, 32, and 33)

Transformative Climate Communities

Ontario received funding through the Transformative Climate Communities (TCC) grant program from the State of California ($33.2 million) for a variety of project types, including housing. The TCC housing component included gap funding of approximately $14 million for the development of a 101-unit affordable housing project known as Vista Verde. The construction of the Vista Verde Apartments begun on June 17, 2019, and was completed in March 2021. Within the project area, 24 solar photovoltaic (PV) systems were installed on the single-family homes, providing approximately 31 kilowatts (kw) in renewable energy capacity. Of the 101 units, 11 will be rented to households making below 30 percent of the area median income (AMI), 37 units will be rented to households at 50 percent AMI, and 42 units will be rented out to households at 60 percent AMI. The affordable housing units will be made available through a lottery process. Applicants who already work and live in Ontario will be given preference.

(See Programs 8 and 10)

Permanent Local Housing Allocation

Ontario received funds that will be used for housing programs and homeless programs. The City is planning to use a portion of the Permanent Local Housing Allocation (PLHA) funds for first-time homebuyer programs in conjunction with reuse funds on hand from the CalHome and BEGIN programs formerly offered. Programs are currently in design development to determine income targeting and benefits.

(See Program 24)

Economic Development Activities: For the initial year of NPSP, the Housing and Economic Development Agency will implement a small commercial façade program for qualifying businesses within the 100-600 blocks of North Euclid Avenue. The commercial façade program will support four businesses.

Implementation

- ***Objectives:*** The Housing and Community Improvement Departments will collaborate with the Neighborhood Action team to attend existing events in the target neighborhoods, with an average of four per month. At least one neighborhood fair each year. Neighborhood Action Team will meet monthly. Assisting at least 20 households with first-time homebuyer loans (see also Program 25). Support four businesses with the commercial façade program. See also quantified objectives under Program 27.

- ***Responsible Agencies*:** Housing and Community Improvement Departments, Economic Development Agency

- ***Funding:*** CDBG

- ***Timing*:** Attend neighborhood meetings monthly. Distribute an initial community survey by January 2023. Develop ongoing community engagement plan by January 2024. Begin meetings of the Neighborhood Action Team by summer 2022. Develop informational materials for new homeowners and renters and business owners by summer 2024.

9.2 Housing Supply and Diversity

7. Accessory Dwelling Units (ADUs)

The City shall promote accessory dwelling units (including junior accessory dwelling units) (ADUs/JADUs) as an affordable housing option in high-resource areas and an economic mobility opportunity in Ontario through the following actions. ~~The cumulative impact of these strategies would exceed the conservative estimate of 120 units to achieve 360 ADUs in the planning period, with at least one third of the units (180) available as affordable housing to lower income households.~~

- Consider a program to waive, reduce, or defer connection or impact fees for ADUs that agree to affordability covenants for a set period of time. The City will consider options in 2026 and implement programs as necessary by 2027.

- Continue to provide information such as Frequently Asked Questions (FAQ) on the City's website. Expand information on the City's website to provide educational materials and additional

guidance, including permitting procedures and construction resources. Update the information provided on the City's website to include by December 2022, ensuring information is provided in multiple languages (including Spanish). Review and update website regarding ADU standards on a yearly basis.

- Assess the feasibility of establishing a loan program to help homeowners finance the construction of ADUs. The City shall consider incentives to encourage homeowners to deed restrict ADUs for lower-income households. The City will consider qualification requirements for income-restricted ADUs appropriately address Ontario residents' housing needs to identify barriers to qualifying (e.g., proof of residency, income levels, employment record, credit history, etc). The City will consider options in 2026 and implement programs as necessary by 2027.

- Actively market ADU guidance and materials in areas with high access to resources to encourage the development of new affordable housing in areas of opportunity as a strategy to enhance mobility and reduce displacement of low-income households seeking affordable housing options. The combination of available ADU informational material crafted to address lower-income ADU opportunity challenges and a strategic outreach approach leveraging existing established outreach networks within low-income areas, provides the greatest opportunity for residents of lower-income residents in high resource areas. During the Housing Element planning period, the ADU ordinance will be updated as appropriate in compliance with state law and adjusted as issues arise and new best practices develop. Some of the features of the program will include:

    - Receive technical assistance through SCAG to evaluate permitting practices for ADUs and JADUs and implement improvements

    - Online application process with staff intake for quality control

    - Maintain and develop materials for better applicant guidance, as needed

    - Provide consistent staff training and support

    - Look for all opportunities to provide certainty earlier in the process

    - Reduce steps and shorten timeframes, and

- Continue to watch the prefabricated housing market, including companies that produce 3D-printed homes, repurposed shipping containers, and modular construction in order to integrate new ideas into the permitting process as appropriate.

- Outreach to local homeowners that have added an ADU to involve them in supporting other homeowners who are considering adding an ADU to their property in high resource areas. Hold a community "ADU Open House" to share ideas and inspire homeowners to build ADUs. Connecting homeowners and property owners within high resource areas through existing community outreach opportunities to provide information on funding/assistance with construction costs. The City will coordinate outreach with non-profit organizations (e.g. Community Health Improvement Association, Huerta De Valle, Seeds of Joy, etc.) to compile lists of lower income households interested in renting ADUs. The City will provide these lists to homeowners and property owners within high resource areas who are building ADUs.

- Create short flyers and brochures (digital and print). Distribute through social media promotions, direct mailings to property owners, water bill inserts, and the dedicated City webpage.

- Provide information on the City's website about ADU standards and options.

- Inform people at the public counter of ADUs as an option and informing property owners with an existing unpermitted ADU of the option to bring the unit up to code as a legal ADU.

- Develop and implement a monitoring program. The program will track ADU approvals and affordability. The City will use this monitoring program to track progress in ADU development and adjust or expand the focus of its education and outreach efforts through the 2021-2029 planning period. Until ~~T~~the City ~~will~~ evaluates ADU production and affordability, all ADUs entitled, permitted, and built within the city will be reported on APRs as affordable to above moderate households. ~~two years into the planning period (2023) and~~ After the monitoring program is established, if it is determined these units ~~are not~~ meet~~ing~~ the lower- or moderate- income housing need, the City may revise APRs to reflect actual reported affordability levels. ~~will consider other housing sites that are available to accommodate the unmet portion of the lower-income RHNA.~~

See also Program 27 Fair Housing.

Implementation

- ~~***Objectives*:** Support the development of accessory dwelling units during the 2021–2029 planning period, consistent with the assumptions in the sites inventory. A cumulative impact of these strategies that exceeds the conservative estimate of 120 units to achieve 360 ADUs in the planning period, with at least one third of the units (180) available as affordable housing to lower income households.~~

- ***Responsible Agencies*:** Housing and Planning Departments and Ontario Housing Authority

- ***Funding*:** General Fund, CDBG

- ***Timing*:** Consider fee waiver and loan programs in 2026 and implement programs as necessary by 2027. Continue to provide and update program information on the City's website throughout the planning period, in English and Spanish. Actively market ADU program throughout the planning period. Outreach and ADU Open House program in high resource areas in August 2024 and implemented by August 2026. Prepare brochures May 2023 and implement in January 2024. Actively market ADU program throughout the planning period. Implement monitoring - evaluate ADU production and affordability two years into the planning period (2023).

  Between 2022 and 2024, the City permitted or issued certificates of occupancy for 446 ADUs, approximately 148 units per year. This represents an increase of more than 100% compared to the 69 permitted units in 2020, and indicates that changes in City practices have ensured that ADUs are more accessible to Ontario residents. The City will not, however, count ADUs towards its RHNA obligation for lower- or moderate-income households until such assumptions are verified by implementation of an evaluation and monitoring program.

8. Downtown Plan

Ontario's Downtown covers 12 blocks along Euclid Boulevard. The City developed a Downtown District Plan, codified as MU-1 in the development code. ~~that~~ The Downtown District Plan encompasses ~~four~~ five ~~downtown~~ districts that create sub-zones within the Mixed-Use (MU-1) zoning district: Euclid Avenue Entertainment District (LUA-1), Arts District North and South (LUA-2S and LUA-2N), Holt Boulevard District (LUA-3), and Civic Center District (LUA-4). The Downtown District Plan ~~vision~~ provides opportunities for high-density, market-rate and

affordable housing in the Euclid Avenue Entertainment District and Holt Boulevard District, offering convenient access to downtown amenities, local commercial centers, public services, open space, and public transportation. The Downtown Plan area is included in a $35 million Transformative Climate Communities (TCC) Grant awarded to the City to increase prosperity and improve transportation and housing within a disadvantaged community. The TCC program includes affordable housing, active transportation improvements, mobility hub, urban greening, carbon farm, solar photovoltaic, and transit improvements. This grant is a collaborative effort with public and community-based organizations.

Implementation

- ***Objectives*:** Implement the adopted the Downtown District Plan to facilitate new mixed-use and residential development consistent with the Downtown strategy capacity identified in Table 5-16~~(634 units in the Downtown Plan area)~~; continue to acquire property and assemble sites to facilitate new housing.
- ***Responsible Agencies***: Planning Department
- ***Funding*:** General Fund, Tax Increment, Transformative Climate Communities (TCC)
- ***Timing*:** Continue to implement the Downtown District Plan (adopted in December 2020 as part of Development Code Update).

9. Mountain and Euclid Corridors

Euclid Avenue and Mountain Avenue extend the entire length of Ontario. In recent years, developers have expressed interest in building residential and commercial projects along these corridors. Mountain Avenue has had numerous senior and affordable housing projects built adjacent to or near the corridor, and developers have begun to show interest in Euclid Avenue. Both corridors have commercial property that is proposed for redesignation as residential. To facilitate corridor development, the City previously rezoned properties along Euclid Avenue and Mountain Avenue for medium- and high-density residential development, as shown on the Official Land Use Plan (LU-01). The Old Cardenas Market strategy area is in the Euclid Corridor. ~~During the planning period, t~~The City ~~will develop~~ adopted a lot-consolidation ordinance (No. 3289) to incentivize the assemblage of parcels. Additional ~~I~~incentives may include fee modifications, flexibility in design, expedited permit processing, or others. The City will continue to monitor the ongoing status of development in the Euclid Avenue and Mountain Avenue corridors.

Implementation

- ***Objectives*:** Develop a lot consolidation ordinance to facilitate the assemblage of lots into larger parcels. ~~with up to three assemblages anticipated during the planning period in the Euclid Avenue and Mountain Avenue corridors.~~ Continue to monitor the ongoing status of development in the Euclid Avenue and Mountain Avenue corridors.

- ***Responsible Agencies*:** Planning Department

- ***Funding*:** General Fund

- ***Timing*:** The City adopted a lot consolidation ordinance on December 3, 2024 (Ordinance No. 3289)~~Within two years of Housing Element adoption, ongoing monitoring of development~~

10. Holt Boulevard

Holt Boulevard is one of the original corridors paralleling the railroad and extending through Ontario and neighboring communities. With the development and success of commercial uses fronting the freeways, the commercial viability of Holt Boulevard has gradually eroded, leaving a significant number of underutilized uses on small parcels. The Policy Plan has declared Holt Boulevard as a focus area for mixed uses, both perpendicular to Mountain Avenue, at the base of Downtown, and in the East Holt Boulevard Study Area. Sites along Holt Boulevard have been previously rezoned to accommodate higher densities. To stimulate investment in these areas, the City ~~will~~ adopted a lot consolidation ordinance (No. 3289) on December 3, 2024, and ~~incentives to~~ encourages the recycling of land to residential uses. The City will continue to monitor the ongoing status of development in the Holt Boulevard area. The Holt Boulevard area is included in a $35 million Transformative Climate Communities (TCC) grant awarded to the City to increase prosperity and improve transportation and housing within a disadvantaged community. The TCC program includes affordable housing, active transportation improvements, mobility hub, urban greening, carbon farm, solar photovoltaic, and transit improvements. This grant is a collaborative effort with public and community-based organizations and includes the development of the 101-unit Vista Verde Affordable Housing project.

Implementation

- ***Objectives*:** Develop a lot consolidation ordinance to facilitate the assemblage of lots into larger parcels, ~~with up to five assemblages~~ anticipated during the planning period in order to support achievement of the lower- and moderate-income capacities assigned to the West Holt and East Holt strategies in the sites

inventory.~~in the Holt Boulevard area~~. Continue to monitor the ongoing status of development in the Holt Boulevard area.

- ***Responsible Agencies*:** Planning Department
- ***Funding*:** General Fund
- ***Timing*:** ~~Within two years of Housing Element adoption, ongoing monitoring of development~~The City adopted a lot consolidation ordinance on December 3, 2024 (Ordinance No. 3289)

11. Ontario Ranch

Ontario Ranch covers 8,200 acres of the former San Bernardino Agricultural Preserve. This area is intended to provide a range of housing opportunities for the City's emerging regional and national employment centers. Buildout of this area is contingent on completion of infrastructure, approval of specific plans, and cancellation of Williamson Act contracts. The City has entered into an agreement with a consortium to fund $~~4~~430 million in infrastructure serving the eastern Ontario Ranch. The initial sewer trunk line~~, expected to~~ was developed in 2022, ~~will~~ traveling along Merrill Avenue between Euclid and Walker Avenues. An additional sewer line along Vineyard Avenue is expected to be completed in Spring 2026. The Vineyard Avenue sewer expansion makes development east of Walker Avenue feasible as soon as 2026. West of Walker ~~From there~~, additional sewer lines are planned to extend north along Euclid, Bon View, Grove, and Walker Avenues, with the southern-most sites expected to be first served. In this area, i~~I~~nfrastructure is expected to expand south to north as development occurs.

The City will monitor the timing of the provision of infrastructure. to ensure that infrastructure is being provided pursuant to these assumptions so that housing can be developed ~~early~~ within the planning period. The City will amend the sites inventory or rezone additional sites should infrastructure not be provided pursuant to the timeframes stated. (See also Program 14. Land Monitoring Program to Meet the RHNA.)

Many specific plans for this area have been approved. Some of the original Williamson Act contracts will also expire during the planning period. The Policy Plan has designated much of the area for medium- and high-density residential and mixed-use. Within western Ontario Ranch (largely undeveloped), the Policy Plan lays groundwork to promote a mixed-income community, with low-density, medium-density, high-density, and mixed-use well integrated with one another. Ontario Ranch offers important opportunity to integrate housing affordable to all income levels, especially lower-income households. The City will continue to process specific plan applications and work with developers to address outstanding issues, in particular the financing of infrastructure in western

Ontario Ranch. In addition, the City will meet with potential developers to explore opportunities to integrate affordable housing in new developments. The City will host annual roundtable discussions with developer(s) to proactively discuss integrating affordable units into development plans.

Additionally, the City will use the preapplication process to discuss integrating affordable units into development plans.

Implementation

- ***Objectives*:** Continue to review, approve, and implement plans to develop Ontario Ranch, and meet with potential developers to encourage the development of affordable housing.
- ***Responsible Agencies*:** Planning Department
- ***Funding***: General Fund
- ***Timing*:** Annual roundtable discussions; preapplication discussions as projects arise. Based on discussions with the Ontario Municipal Utilities Company (OMUC), with consideration of the cost, market conditions, and phasing needed to expand infrastructure, the City anticipates that infrastructure is likely to be available as follows:
  - 2026 AREA 1: East of Walker (served by Vineyard Avenue sewer main)
  - 2026-2027 AREA 2: West of Walker / South of Schaefer
  - 2027 AREA 3: West of Walker / Schaefer Avenue to the northernmost SCE easement.
  - 2027-2028 AREA 4: West of Walker / The northern-most SCE easement to Chino Ave
  - 2028 AREA 5: West of Walker / Chino Avenue to Riverside Drive
  - ~~Merrill Ave to the southern SCE (Southern California Edison) easement: 2023-2025~~
  - ~~Southern SCE easement to Schaefer Ave: 2025-2027~~
  - ~~Schaefer Ave to Riverside Drive: 2026-2028~~

12. Green Building

Green building means creating structures and using materials that are environmentally responsible and resource efficient, considering a building's entire life cycle. To reduce per-capita energy use, the City will promote conservation and renewable energy generation techniques in public facilities and private development. The City will require new construction to reduce energy demand by incorporating building and site design strategies. Conservation will be the priority strategy for renovation of existing facilities. The Policy Plan also includes land planning strategies that impact energy demand reduction, including narrowing street widths, installing broad-canopied trees for shade, and clustering compact development to reduce automobile use.

Implementation

- ***Objectives:***
  - Promote green building practices in the private sector and explore point-of-sale energy retrofits for residences.
  - Renewable energy incentive and energy-efficiency programs.
  - Develop a citywide 20-year energy plan.
  - Support pilot development project as a net-zero-energy community and formulate solar site orientation guidelines.
- ***Responsible Agencies*:** Planning Department, Building Department, Public Works
- ***Funding*:** General Fund
- ***Timing*:** Ongoing

13. 2021–2029 Regional Housing Need

To meet state law requirements (California Government Code Sections 65583(c)(1)(A) and 65583(c)(1)(B)) to address the 2021-2029 Regional Housing Needs Allocation (RHNA) and to ensure a sufficient selection of sites ~~are~~ is available for higher-density development, the City ~~shall~~ has and will continue to amend the Policy Plan and the Development Code, as needed, to provide adequate sites for- at least 8,926 lower-income units and 3,329 moderate-income units within a total RHNA of 20,854 units, as summarized in Chapter 5 and Table 5-16. The updated sites inventory identifies a realistic capacity of 9,326 lower-income units, 4,085 moderate-income units, and 8,631 above-moderate-income units (22,042 total units), which provides a buffer of 451 lower-income units, 763 moderate-income units, and 12,075 above-moderate-income units above the RHNA (including development progress reported on 6th Cycle

APRs). ~~8,333 lower-income units and 2,735 moderate-income units (11,068 total units).~~ The City will maintain zoning and overlays that allow minimum densities of at least 30 dwelling units per acre on sufficient acreage to accommodate at least 8,926 lower-income units and 3,329 moderate-income units, consistent with the strategy capacities summarized in Table 5-16. This includes implementation of the Affordable Housing (AH) Overlay on sites on East and West Holt, in Ontario Ranch south of Riverside Drive, and in other designated strategy areas to achieve the minimum 20 dwelling units per acre and higher densities assumed in the inventory. ~~The City will increase maximum density to at least 30 dwelling units per acre (du/ac) on a minimum of 270-370 acres depending on the mix of densities employed. Sites for lower-income units must allow at least 30 du/ac and are subject to the requirements of California Government Code Section 65583.2(h), including allowing owner-occupied and rental multifamily housing "by right" without discretionary review if 20 percent or more of the units in a project proposed on the site are affordable to those with lower incomes. The sites rezoned to accommodate lower-income RHNA must be able to accommodate a minimum of 16 units per site. At least half (50 percent) of the sites rezoned to accommodate lower-income RHNA shall be designated/zoned for residential uses only, except that all of the very low- and low-income housing need may be accommodated on sites designated for mixed uses if those sites allow 100 percent residential use and require that residential uses occupy 50 percent of the total floor area of a mixed-use project. The applications can be subject to design review as long as the project does not trigger the California Environmental Quality Act review process.~~

The City established ~~A~~an **Affordable Housing (AH) Overlay** zone through Ordinance No. 3204 on March 15, 2022, ~~will be created and~~ that applied to those sites proposed to change from another zone to MU-2 in the East and West Holt Corridors and to parcels identified in the sites inventory in the Ontario Ranch, south of Riverside Drive. The City updated the land use designations in its Land Use Element on August 16, 2022, consistent with the direction identified in Chapter 5. The City established the appropriate zoning (as stated in Chapter 5) for properties in the Downtown, West Holt, East Holt, and Old Cardenas Market Housing Opportunity Areas through Ordinance No. 3245 on May 2, 2023. These collective actions ensured that the City established the necessary land use designations and zoning to accommodate at least 100 percent of the City's remaining RHNA allocation.

The AH Overlay establishes a minimum density of 20 dwelling units per acre for all development regardless of affordability status and provides for special standards for affordable housing projects in the Ontario Ranch.

In the Ontario Ranch, the AH Overlay provides incentives to develop two tiers of affordable housing.

- *Tier 1*. The first tier ~~would~~ includes housing projects with at least 20% of units affordable to lower incomes. Projects in this tier ~~would~~ are no longer ~~be~~ required to develop a new specific plan under the AH Overlay.

- *Tier 2*. The second tier ~~would~~ includes projects with at least 25% of units dedicated as affordable to lower incomes via deed restriction or another long-term legal mechanism. Tier 2 projects ~~would be~~are subject to the same provisions as Tier 1, but the maximum density allowed on properties within the AH Overlay and designated as MDR on the Official Land Use Plan (Exhibit LU-01) of the Policy Plan component of The Ontario Plan ~~would~~ increases from 25 to 30 dwelling units per acre.

Projects ~~developing~~ developed without a specific plan ~~would be~~are allowed to develop according to the Policy Plan designation. Sites designated as MDR in the Policy Plan ~~would be~~are allowed to develop according to MDR-25 zoning standards~~,~~. ~~i~~If the project qualifies as Tier 2~~,~~ and ~~it~~ cannot achieve a density of 30 du/ac under MDR-25 standards, HDR-45 zoning standards may be used instead. Sites designated as MU in the Policy Plan may be developed in accordance with a comparable existing zoning implementation tool that allows for the density and/or intensity permitted by the Policy Plan.

To ensure that these incentives are primarily used as a means to promote the development of affordable housing, the AH Overlay ~~would~~ also requires projects choosing to develop without a specific plan to calculate the minimum density over the entirety of the project site (or the portion of the project site that is located within the AH Overlay, if the project area also includes properties that are not within the AH Overlay). If required to maintain adequate capacity, ~~T~~the ~~following~~ Ontario Mills Specific Plan~~specific plans~~ will be updated to require properties ~~within these Specific Plan areas~~ that are also included in the sites inventory to include a minimum density of 20 du/ac and allow at least 30 du/ac.~~:~~

- ~~The Ontario Mills Specific Plan~~
- ~~The Armstrong Ranch Specific Plan~~

The City will also **update the policy plan** designations and associated tables as necessary consistent with the proposed zoning changes, the intent of the overlay zone, and the changes to the specific plans.

Finally, the City will, consistent with direction received in HCD's review letter (May 21, 20226) evaluate and update if necessary the City's zoning

to confirm compliance with the *New Commune DTLA LLC v. City of Redondo Beach* decision related to the establishment of minimum densities and required residential development in base zones when adopting an overlay or allowing mixed uses to meet housing element rezoning requirements.

Implementation

- ***Objectives:*** Provide adequate sites to meet the City's RHNA (8,926 lower-income units, 3,329 moderate-income units, and 8,599 above-moderate-income units) by maintaining zoning, overlays, and specific plan standards that together provide realistic capacity, as shown in Table 5-16. Confirm compliance with statutory and case law on adequate zoning.~~Accommodate Ontario's share of the 2021-2029 RHNA.~~
- ***Responsible Agencies*:** Planning Department
- ***Funding*:** General Fund
- ***Timing*:** ~~Specific sites will be rezoned prior to February 12, 2025~~Update the Policy Plan and Development Code as necessary to maintain capacity to address the RHNA. Confirm compliance with case law by June 2027.

14. Land Monitoring Program to Meet the RHNA

The City is in the process of updating the Development Code for consistency with the Land Use designations of its Policy Plan. This program will implement a land monitoring program to ensure that the city has enough land to meet its RHNA throughout the planning period.

California Government Code Section 65863 stipulates that a jurisdiction must ensure that its Housing Element inventory can accommodate its share of the RHNA by income level throughout the planning period. If a jurisdiction approves a housing project at a lower density or with fewer units by income category than identified in the Housing Element, it must quantify at the time of approval the remaining unmet housing need at each income level and determine whether there is sufficient capacity to meet that need. If not, the city must "identify and make available" additional adequate sites to accommodate the jurisdiction's share of housing need by income level within 180 days of approving the reduced-density project. The City will evaluate residential development proposals for consistency with goals and policies of the Policy Plan and the 2021-2029 Housing Element sites inventory and make written findings that the density reduction is consistent with the Policy Plan and that the remaining sites identified in the Housing Element are adequate to accommodate the RHNA by income level. If a proposed reduction of residential density will result in the residential sites inventory failing to

accommodate the RHNA by income level, the City will identify and make available additional adequate sites to accommodate its share of housing need by income level within 180 days of approving the reduced-density project. (See also monitoring of infrastructure provision timing in Program 11. Ontario Ranch.)

Implementation

- ***Objectives:*** Ensure there is a sufficient supply of multifamily zoned land to meet the housing needs identified in the RHNA.
- ***Responsible Agencies:*** Planning Department
- ***Funding:*** General Fund
- ***Timing:*** Throughout the 2021-2029 planning period.

15. Residential By-Right for Developments with 20-Percent Affordable

To comply with Assembly Bill (AB) 1397, sites with Assessor's Parcel Numbers (APNs) listed in Table 9-1-in the land inventory in this 6th cycle Housing Element shall be allowed to be developed for residential use by-right, in accordance with Government Code Section 65583.2(c). This by-right (without discretionary review) requirement is only for housing developments in which at least 20 percent of the units are affordable to lower-income households. The application of the requirement should not be used to further constrain the development of housing. As such, housing developments that do not contain the requisite 20 percent would still be allowed to be developed according to the underlying (base) zoning.

Table 9-1
Assessor's Parcel Numbers

104857602	104857601	101050176	~~101054306~~104905403	101055234	101055233	101055232	101052217
101052206	~~101054301~~104905406	101054327	~~101054304~~104905402	~~101054305~~104905404	101055216	101054302	101054313
101054314	101055237	~~104860414~~	~~104860415~~	~~101049116~~	~~101049102~~	~~101049103~~	101050207

Implementation

- ***Objectives:*** Comply with California Government Code Section 65583.2(c)
- ***Responsible Agencies:*** Planning Department
- ***Funding:*** General Fund
- ***Timing:*** Continuously during the planning period.

APPENDIX B: HOUSING ELEMENT SITES INVENTORY (PARCEL LIST)


DORA ST
SULTANA AV
MERION ST
GROVE AV
PARCO AV
COTTONWOOD ST
MERION DR
RIVERSIDE DR
SALEM ST
DARIEN ST
NEWTON AV
ONTARIO AV
EUCLID AV
CAMPUS AV
BON VIEW AV
CUCAMONGA AV
WALKER AV
BAKER AV
VINEYARD AV
CHINO AV
SCHAEFER AV
EDISON AV
2-156
2-162
2-159
2-160
2-157
2-158
2-161
2-165
2-164
2-163
2-176
2-172
2-175
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3-2
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2-78a
2-76
2-79
Ontario Ranch
Housing Element
Site Inventory
Ontario City Boundary
County Boundary
Housing Element Parcels
Ontario Ranch
MapID# See Tables B-1 & B-2 for details
0
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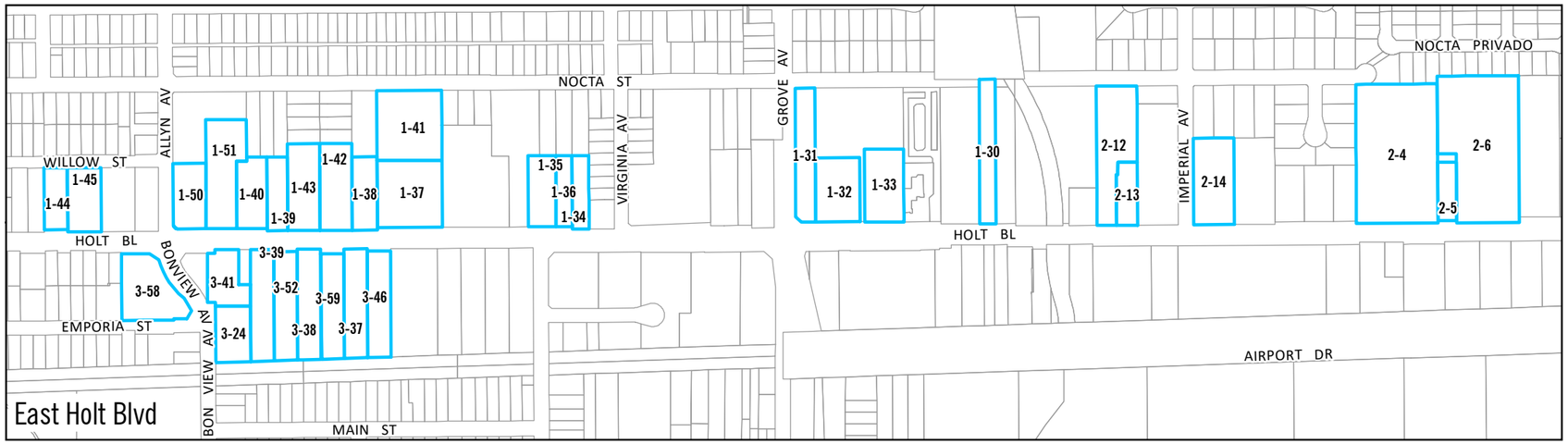
1,100
2,200
Ft
Date: 5/26/2026
1
4899

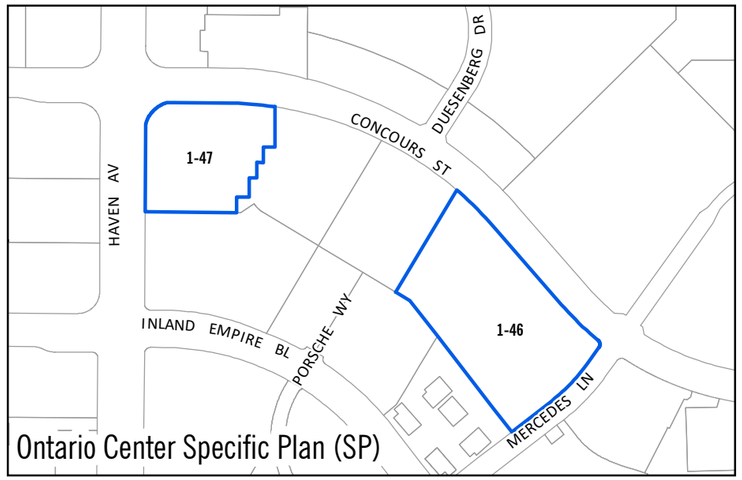
Housing Element Site Inventory

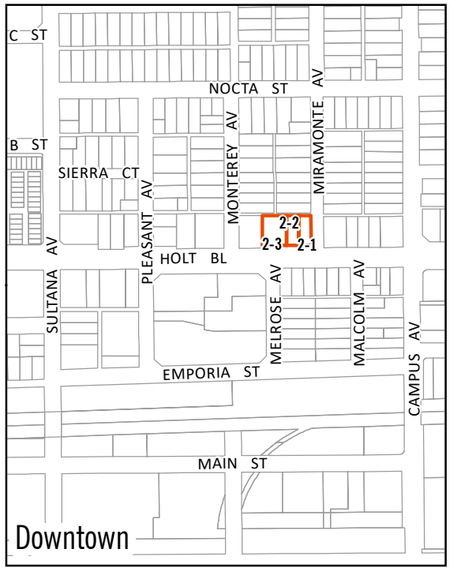
- Ontario City Boundary
- County Boundary

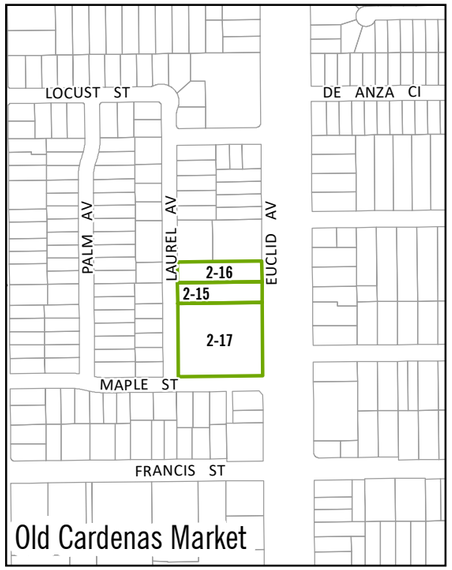
Housing Element Parcels

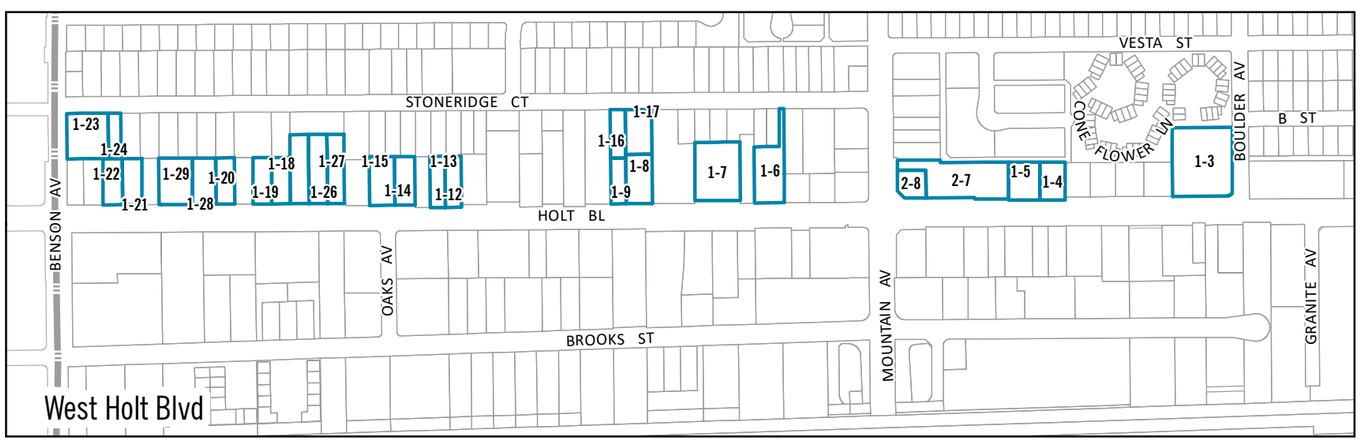
- Downtown
- West Holt Blvd
- East Holt Blvd
- Old Cardenas Market
- Ontario Center Specific Plan (SP)
- Ontario Mills Specific Plan (SP)

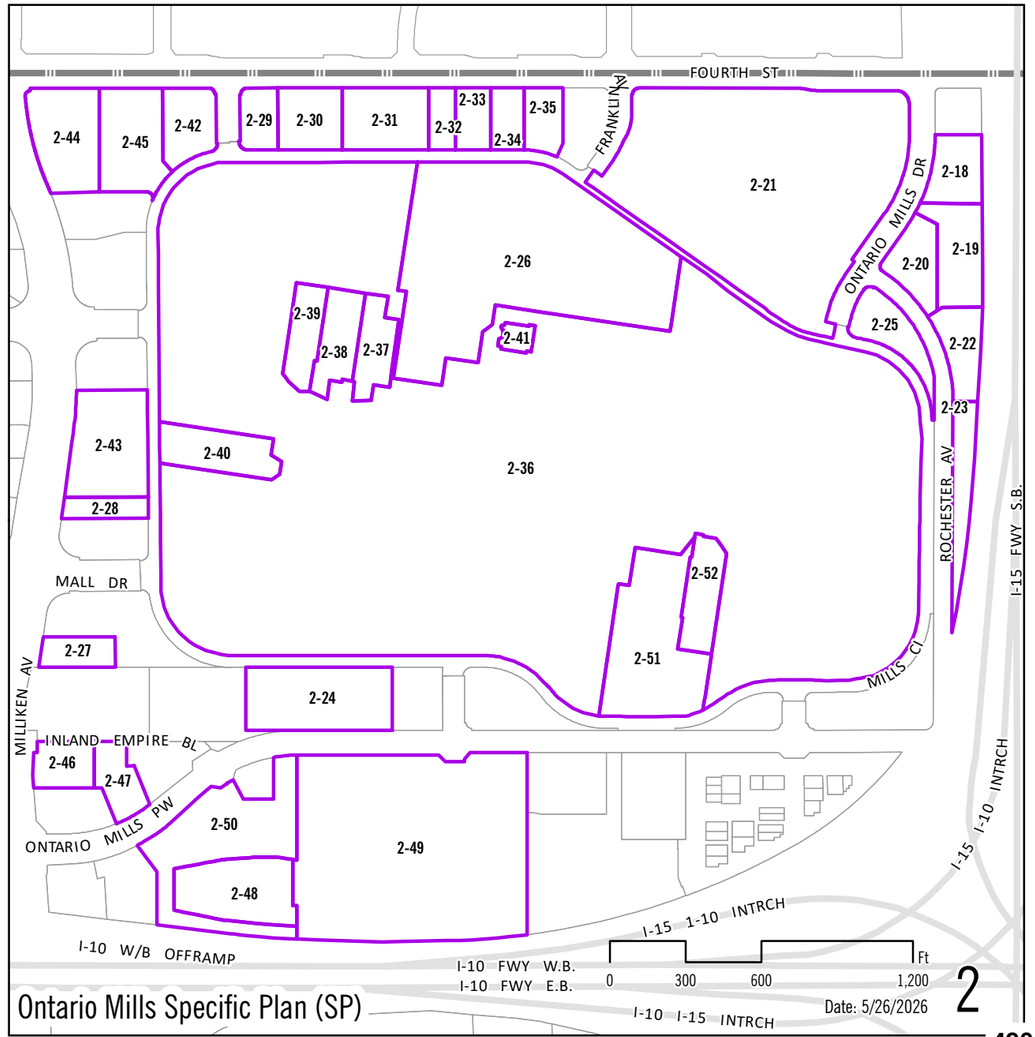












Map ID	Opp Area	Site Address/Intersection	5 Digit ZIP Code	APN	Consolidated Sites	Current GP	Current Zone	Min Density (du/ac)	Max Density (du/ac)	Parcel Size (Acres)	Existing Use/ Vacancy	Infrast Available	Publicly-Owned	Site Status	Identified in Last/ Last 2 Cycle(s)	Lower	Mod	Abov Mod	Total	Notes
1-3	West Holt	900 W HOLT BLVD	91762	101050176	-	HDR	HDR-45	25	45	1.5	Auto sales	Yes	NO	Available	Prior/Non-vacant	19	18	-	37	-
1-4	West Holt	1034 W HOLT BLVD	91762	101050206	J	HDR	HDR-45	25	45	0.3	Auto sales	Yes	NO	Available	No	4	4	-	8	-
1-5	West Holt	1020 W HOLT BLVD	91762	101050207	J	HDR	HDR-45	25	45	0.4	Auto sales	Yes	NO	Available	Prior/Non-vacant	5	5	-	10	-
1-6	West Holt	1134 W HOLT BLVD	91762	101052206	-	HDR	HDR-45	25	45	0.7	Strip retail	Yes	NO	Available	Prior/Non-vacant	8	8	-	16	-
1-7	West Holt	1156 W HOLT BLVD	91762	101052217	-	HDR	HDR-45	25	45	1.0	Auto sales	Yes	NO	Available	Prior/Non-vacant	12	12	-	24	-
1-8	West Holt	1228 W HOLT BLVD	91762	101054302	C	HDR	HDR-45	25	45	0.5	Parking lot	Yes	NO	Available	Prior/Non-vacant	6	6	-	12	-
1-9	West Holt	1234 W HOLT BLVD	91762	101054303	-	HDR	HDR-45	25	45	0.2	Parking Lot	Yes	NO	Available	Prior/Non-vacant	3	3	-	6	-
1-12	West Holt	1328 W HOLT BLVD	91762	101054310	E	HDR	HDR-45	25	45	0.3	Auto sales	Yes	NO	Available	Not Used	4	3	-	7	-
1-13	West Holt	1328 W HOLT BLVD	91762	101054311	E	HDR	HDR-45	25	45	0.3	Auto sales	Yes	NO	Available	Not Used	4	3	-	7	-
1-14	West Holt	1350 W HOLT BLVD	91762	101054313	F	HDR	HDR-45	25	45	0.4	Building supply	Yes	NO	Available	Prior/Non-vacant	4	4	-	8	-
1-15	West Holt	1360 W HOLT BLVD	91762	101054314	F	HDR	HDR-45	25	45	0.4	Building supply	Yes	NO	Available	Prior/Non-vacant	6	5	-	11	-
1-16	West Holt	W OF SWC STONERIDGE CT & MOUNTAIN AVE	91762	101054326	C	HDR	HDR-45	25	45	0.3	Parking lot	Yes	NO	Available	Not Used	3	4	-	7	-
1-17	West Holt	1203 W STONERIDGE CT	91762	101054327	C	HDR	HDR-45	25	45	0.4	Parking lot	Yes	NO	Available	Prior/Non-vacant	5	6	-	11	-
1-18	West Holt	1424 W HOLT BLVD	91762	101055204	G	HDR	HDR-45	25	45	0.3	Automotive	Yes	NO	Available	Not Used	4	4	-	8	-
1-19	West Holt	1426 W HOLT BLVD	91762	101055205	G	HDR	HDR-45	25	45	0.3	Automotive	Yes	NO	Available	Not Used	4	4	-	8	-
1-20	West Holt	1448 W HOLT BLVD	91762	101055207	H	HDR	HDR-45	25	45	0.3	Auto sales	Yes	NO	Available	Not Used	4	4	-	8	-
1-21	West Holt	1528 W HOLT BLVD	91762	101055212	I	HDR	HDR-45	25	45	0.3	Retail	Yes	NO	Available	Not Used	4	4	-	8	-
1-22	West Holt	1538 W HOLT BLVD	91762	101055213	I	HDR	HDR-45	25	45	0.3	Retail	Yes	NO	Available	Not Used	4	4	-	8	-
1-23	West Holt	120 N BENSON AVE	91762	101055216	D	HDR	HDR-45	25	45	0.7	Retail	Yes	NO	Available	Prior/Non-vacant	8	9	-	17	-
1-24	West Holt	1535 W STONERIDGE CT	91762	101055217	D	HDR	HDR-45	25	45	0.2	Retail	Yes	NO	Available	Not Used	3	2	-	5	-
1-25	West Holt	1420 W HOLT BLVD	91762	101055232	A	HDR	HDR-45	25	45	0.5	Parking lot	Yes	NO	Available	Prior/Non-vacant	6	6	-	12	-
1-26	West Holt	1414 W HOLT BLVD	91762	101055233	A	HDR	HDR-45	25	45	0.5	Building supply	Yes	NO	Available	Prior/Non-vacant	6	6	-	12	-
1-27	West Holt	1404 W HOLT BLVD	91762	101055234	A	HDR	HDR-45	25	45	0.4	Building supply	Yes	NO	Available	Prior/Non-vacant	5	6	-	11	-
1-28	West Holt	1502 W HOLT BLVD	91762	101055237	H	HDR	HDR-45	25	45	0.4	Auto sales	Yes	NO	Available	Prior/Non-vacant	5	5	-	10	-
1-29	West Holt	1512 W HOLT BLVD	91762	101055238	-	HDR	HDR-45	25	45	0.6	Auto sales	Yes	NO	Available	Prior/Non-vacant	7	7	-	14	-
1-30	East Holt	1323 E HOLT BLVD	91761	11006104	-	MU-HE	MU-6	14	40	1.0	Vacant	Yes	NO	Available	Not Used	11	11	-	22	-
1-31	East Holt	1207 E HOLT BLVD	91761	11006110	-	MU-HE	MU-6	14	40	1.1	Vacant	Yes	NO	Available	Not Used	13	13	-	26	-
1-32	East Holt	1217 E HOLT BLVD	91761	11006121	-	MU-HE	MU-6	14	40	1.2	Motel	Yes	NO	Available	Not Used	13	13	-	26	-
1-33	East Holt	1241 E HOLT BLVD	91761	11006125	-	MU-HE	MU-6	14	40	1.2	Motel	Yes	NO	Available	Not Used	14	14	-	28	-
1-34	East Holt	1111 E HOLT BLVD	91761	104847115	-	MU-HE	MU-6	14	40	0.5	Automotive / Open Storage	Yes	NO	Available	Not Used	6	6	-	12	-
1-35	East Holt	1101 E HOLT BLVD	91761	104847122	B	MU-HE	MU-6	14	40	0.8	Parking Lot	Yes	NO	Available	Not Used	9	9	-	18	-
1-36	East Holt	1101 E HOLT BLVD	91761	104847123	B	MU-HE	MU-6	14	40	0.5	Vacant Church	Yes	NO	Available	Not Used	5	5	-	10	-
1-37	East Holt	1031 E HOLT BLVD	91761	104848102	-	MU-HE	MU-6	14	40	1.8	Truck repair	Yes	NO	Available	Not Used	21	21	-	42	-
1-38	East Holt	1015 E HOLT BLVD	91761	104848103	-	MU-HE	MU-6	14	40	0.8	Auto parts store	Yes	NO	Available	Not Used	9	9	-	18	-
1-39	East Holt	E OF NEC HOLT BLVD & ALLYN AVE	91761	104848106	Vista Verde II	MU-HE	PUD	14	40	0.6	Vacant	Yes	NO	Available	Not Used	17	-	-	17	-
1-40	East Holt	935 E HOLT BLVD	91761	104848107	Vista Verde II	MU-HE	PUD	14	40	0.9	Independent Convenience Store	Yes	NO	Available	Not Used	24	-	-	24	-
1-41	East Holt	1025 E HOLT BLVD	91761	104848122	-	MU-HE	MU-6	14	40	1.9	Truck repair	Yes	NO	Available	Not Used	21	21	-	42	-
1-42	East Holt	957 E HOLT BLVD	91761	104848128	Vista Verde II	MU-HE	PUD	14	40	1.2	Vacant	Yes	NO	Available	Not Used	31	-	-	31	-
1-43	East Holt	957 E HOLT BLVD	91761	104848129	Vista Verde II	MU-HE	PUD	14	40	1.2	Vacant	Yes	NO	Available	Not Used	31	-	-	31	-

Map ID	Opp Area	Site Address/Intersection	5 Digit ZIP Code	APN	Consolidated Sites	Current GP	Current Zone	Min Density (du/ac)	Max Density (du/ac)	Parcel Size (Acres)	Existing Use/ Vacancy	Infrast Available	Publicly-Owned	Site Status	Identified in Last/ Last 2 Cycle(s)	Lower	Mod	Abov Mod	Total	Notes
1-44	East Holt	803 E HOLT BLVD	91761	104851212	-	MU-HE	MU-6	14	40	0.6	Car Sales	Yes	NO	Available	Not Used	7	7	-	14	-
1-45	East Holt	813 E HOLT BLVD	91761	104851213	-	MU-HE	MU-6	14	40	0.9	Laundromat / Automotive	Yes	NO	Available	Not Used	10	10	-	20	-
1-46	Ontario Center SP	SWC CONCOURS ST & MERCEDES LN	91764	21020404	-	MU-OC	SP	see note 1	see note 1	8.4	Vacant	Yes	NO	Available	Not Used	63	63	-	126	Note 1
1-47	Ontario Center SP	888 N HAVEN AVE	91764	21020407	-	MU-OC	SP	see note 1	see note 1	4.5	Vacant	Yes	NO	Available	Not Used	33	34	-	67	Note 1
1-50	East Holt	907 E HOLT BLVD	91761	104848127	-	MU-HE	MU-6	14	40	0.9	O'Reilly Auto Parts	Yes	NO	Available	Not Used	10	10	-	20	-
1-51	East Holt	905 E HOLT BLVD	91761	104848108	Vista Verde II	MU-HE	PUD	14	40	1.6	Vacant	Yes	NO	Available	Not Used	41	-	-	41	-

Notes:

Note 1: Specific Plan does not set density standards, however the types of projects allowed by zoning can accommodate products with 60+ du/ac. The Policy Plan Category allows for densities up to 125 du/ac.

Map ID	Opportunity Area	Site Address/Intersection	5 Digit ZIP Code	APN	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Parcel Size (Acres)	Current General Plan	Current Zoning	Proposed General Plan	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant	Description of Existing Uses	Notes
2-1	Downtown	111 N MIRAMONTE AVE	91764	104852414	1	0	2	0	0.1	MU-DT	MU-1	MU-DT	MU-1	25	75	3	Nonvacant	Auto sales	Note 1: Site A
2-2	Downtown	617 E HOLT BLVD	91761	104852415	1	0	2	0	0.1	MU-DT	MU-1	MU-DT	MU-1	25	75	3	Nonvacant	Auto sales	Note 1: Site A
2-3	Downtown	609 E HOLT BLVD	91761	104852416	2	1	2	0	0.3	MU-DT	MU-1	MU-DT	MU-1	25	75	5	Nonvacant	Auto sales	Note 1: Site A
2-4	East Holt	1555 E HOLT BLVD	91761	11007225	0	0	0	0	4.8	MU-HE	MU-6-AH	MU-HE	MU-6-AH	20	40	0	Nonvacant	Post office	Note 1: Site C
2-5	East Holt	1619 E HOLT BLVD	91761	11008106	0	0	0	0	0.5	MU-HE	MU-6-AH	MU-HE	MU-6-AH	20	40	0	Nonvacant	Small office	Note 1: Site C
2-6	East Holt	E OF 1619 E HOLT BLVD	91761	11008107	13	14	74	0	4.5	MU-HE	MU-6-AH	MU-HE	MU-6-AH	20	40	101	Vacant	Vacant	Note 1: Site C
2-7	West Holt	1050 W HOLT BLVD	91762	101050208	8	5	14	0	1.2	MU-HW	MU-8C-AH	MU-HW	MU-8C-AH	20	40	27	Nonvacant	Auto sales	Note 1: Site B
2-8	West Holt	1050 W HOLT BLVD	91762	101050209	2	1	3	0	0.3	MU-HW	MU-8C-AH	MU-HW	MU-8C-AH	20	40	6	Nonvacant	Auto sales	Note 1: Site B
2-12	East Holt	1381 E HOLT BLVD	91761	11007106	13	8	20	0	1.8	MU-HE	MU-6-AH	MU-HE	MU-6-AH	20	40	41	Vacant	Vacant	-
2-13	East Holt	1387 E HOLT BLVD	91761	11007107	4	2	6	0	0.6	MU-HE	MU-6-AH	MU-HE	MU-6-AH	20	40	12	Vacant	Vacant	-
2-14	East Holt	1401 E HOLT BLVD	91761	11007210	10	6	17	0	1.5	MU-HE	MU-6-AH	MU-HE	MU-6-AH	20	40	33	Vacant	Vacant	-
2-15	Old Cardenas Market	N OF NEC MAPLE ST & EUCLID AVE	91762	105027201	5	3	8	0	0.6	HDR	HDR-45	HDR	HDR-45	25	45	16	Vacant	Vacant	-
2-16	Old Cardenas Market	1652 S EUCLID AVE	91762	105027220	5	3	8	0	0.6	HDR	HDR-45	HDR	HDR-45	25	45	16	Vacant	Vacant	-
2-17	Old Cardenas Market	1714 S EUCLID AVE	91762	105028401	11	6	16	0	2.2	MU-EF	MU-8D	MU-EF	MU-8D	20	75	33	Nonvacant	Vacant Grocery	-
2-18	Ontario Mills	1050 ONTARIO MILLS DR	91764	23801402	6	4	5	5	1.3	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	20	Nonvacant	Automotive	small outparcel: Car Wash ; Note 4
2-19	Ontario Mills	990 ONTARIO MILLS DR UNIT H	91764	23801403	9	5	7	7	1.8	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	28	Nonvacant	Restaurant	small outparcel: Jamba Juice, Mantra Indian ; Note 4
2-20	Ontario Mills	960 ONTARIO MILLS DR	91764	23801404	6	4	5	5	1.3	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	20	Nonvacant	Restaurant	small outparcel: Starbucks, Noodle World Jr, Donut Shop ; Note 4
2-21	Ontario Mills	4900 E FOURTH ST	91764	23801405	94	55	74	74	18.6	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	297	Nonvacant	Movie theater	large outparcel: Regal Edwards ; Note 4
2-22	Ontario Mills	980 ONTARIO MILLS DR UNIT C	91764	23801406	6	4	5	5	1.2	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	20	Nonvacant	Restaurant	small outparcel: Rubio's, Fishbone, Corner Deli ; Note 4
2-23	Ontario Mills	880 N ROCHESTER AVE	91764	23801407	7	4	5	5	1.3	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	21	Nonvacant	Retail	small outparcel: Car stereo store ; Note 4
2-24	Ontario Mills	4421 E ONTARIO MILLS PKWY	91764	23801410	17	10	13	13	3.3	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	53	Nonvacant	Retail	small outparcel: The Love Store (adult entertainment) ; Note 4
2-25	Ontario Mills	950 ONTARIO MILLS DR	91764	23801418	7	4	5	6	1.4	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	22	Nonvacant	Restaurant	small outparcel: Heroes Restaurant and Brewhouse ; Note 4
2-26	Ontario Mills	4549 MILLS CIR	91764	23801419	74	43	59	59	14.7	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	235	Nonvacant	Movie theater & mall parking lot	Mall Site: AMC Ontario Mills 30 Note 4

Map ID	Opportunity Area	Site Address/Intersection	5 Digit ZIP Code	APN	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Parcel Size (Acres)	Current General Plan	Current Zoning	Proposed General Plan	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant	Description of Existing Uses	Notes
2-27	Ontario Mills	4364 E MILLS CIR	91764	23801420	4	2	3	3	0.8	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	12	Nonvacant	Retail	small outparcel: La-Z Boy ; Note 4
2-28	Ontario Mills	4340 MILLS CIR	91764	23801423	3	2	3	3	0.7	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	11	Nonvacant	Restaurant	small outparcel: Del Taco ; Note 4
2-29	Ontario Mills	4453 MILLS CIR	91764	23801428	5	2	3	3	0.8	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	13	Nonvacant	Restaurant	small outparcel: Carls Jr ; Note 4
2-30	Ontario Mills	4485 MILLS CIR	91764	23801429	7	4	6	6	1.4	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	23	Nonvacant	Restaurant	small outparcel: Krispy Kreme ; Note 4
2-31	Ontario Mills	4551 MILLS CIR	91764	23801430	10	6	8	8	1.9	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	32	Nonvacant	Restaurant	small outparcel: Chevy's (vacant?) ; Note 4
2-32	Ontario Mills	4567 MILLS CIR	91764	23801431	3	2	2	2	0.6	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	9	Nonvacant	Automotive	small outparcel: Jiffy Lube ; Note 4
2-33	Ontario Mills	4583 MILLS CIR	91764	23801432	4	2	3	3	0.8	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	12	Nonvacant	Automotive	small outparcel: Tire sales ; Note 4
2-34	Ontario Mills	4605 MILLS CIR	91764	23801433	4	2	3	3	0.7	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	12	Nonvacant	Restaurant	small outparcel: Wienerschnitzel ; Note 4
2-35	Ontario Mills	4649 MILLS CIR	91764	23801434	5	3	4	3	0.9	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	15	Nonvacant	Restaurant	small outparcel: Burger King ; Note 4
2-36	Ontario Mills	1 MILLS CIR	91764	23801436	485	285	385	385	96.3	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	1540	Nonvacant	Ontario Mills Mall & parking lot	Mall Site: Mall and Parking Lot ; Note 4
2-37	Ontario Mills	4543 MILLS CIR	91764	23801437	6	4	5	5	1.2	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	20	Nonvacant	Ontario Mills Mall & parking lot	Mall Site: The Children's Place ; Note 4
2-38	Ontario Mills	4449 MILLS CIR	91764	23801438	7	4	5	5	1.4	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	21	Nonvacant	Ontario Mills Mall & parking lot	Mall Site: Sketchers Factory Outlet ; Note 4
2-39	Ontario Mills	4421 MILLS CIR	91764	23801439	6	3	5	5	1.1	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	19	Nonvacant	Ontario Mills Mall & parking lot	Mall Site: Mall ; Note 4
2-40	Ontario Mills	4380 MILLS CIR	91764	23801440	9	5	7	7	1.7	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	28	Nonvacant	Ontario Mills Mall & parking lot	Mall Site: Parking Lot ; Note 4

Map ID	Opportunity Area	Site Address/Intersection	5 Digit ZIP Code	APN	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Parcel Size (Acres)	Current General Plan	Current Zoning	Proposed General Plan	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant	Description of Existing Uses	Notes
2-41	Ontario Mills	4553 MILLS CIR	91764	23801441	2	1	1	1	0.3	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	5	Nonvacant	Ontario Mills Mall & parking lot	Mall Site: Off Broadway Shoe Warehouse ; Note 4
2-42	Ontario Mills	4423 MILLS CIR	91764	23801445	7	4	6	6	1.4	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	23	Nonvacant	Restaurant	small outparcel: Culichi Town Mexican Restaurant ; Note 4
2-43	Ontario Mills	4320 MILLS CIR	91764	23801446	15	9	12	12	2.9	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	48	Nonvacant	Retail	small outparcel: Pho, Nail Salon Insurance Svcs, Savage Café, Subway, Rockler, Variety story ; Note 4
2-44	Ontario Mills	4403 MILLS CIR	91764	23801454	12	7	10	10	2.4	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	39	Nonvacant	Restaurant	small outparcel: Olive Garden ; Note 4
2-45	Ontario Mills	4413 MILLS CIR	91764	23801455	12	7	10	10	2.4	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	39	Nonvacant	Restaurant	small outparcel: Red Lobster ; Note 4
2-46	Ontario Mills	4351 E ONTARIO MILLS PKWY	91764	23804113	5	3	4	4	1	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	16	Nonvacant	Restaurant	small outparcel: Jack in the Box ; Note 4
2-47	Ontario Mills	4371 E ONTARIO MILLS PKWY	91764	23804127	5	3	4	4	1	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	16	Nonvacant	Restaurant	small outparcel: Taco Bell ; Note 4
2-48	Ontario Mills	4400 E ONTARIO MILLS PKWY	91764	23804129	13	8	10	10	2.6	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	41	Nonvacant	Retail	large outparcel: Performance Bicylce, David's Bridal ; Note 4
2-49	Ontario Mills	4440 ONTARIO MILLS PKWY	91764	23804130	77	46	62	62	15.4	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	247	Nonvacant	Retail	large outparcel: Grocery Outlet, Big Lots, LA Police Gear, Ross, Scandinavian Furniture Outlet (former Toys R Us), Dollar Tree, Jo-Ann's ; Note 4
2-50	Ontario Mills	ONTARIO MILLS PKWY & INLAND EMPIRE BLVD (T-INTERSECTION)	91764	23804132	23	13	18	18	4.5	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	72	Nonvacant	Retail	large outparcel: Big Box Parking Lot ; Note 4
2-51	Ontario Mills	4750 MILLS CIR	91764	23826101	24	14	19	19	4.8	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	76	Nonvacant	Ontario Mills Mall & parking lot	Mall Site: Nordstrom Rack & Parking Lot ; Note 4
2-52	Ontario Mills	4758 MILLS CIR	91764	23826102	7	4	6	6	1.4	MU-OM	SP	MU-OM	SP - City to ammend California Commerce Center North Specific Plan (The Mills)	25	85	23	Nonvacant	Ontario Mills Mall & parking lot	Mall Site: Sketchers Factory Outlet & Parking Lot ; Note 4
2-76	Vineyard Corridor	NEC EDISON AVE & VINEYARD AVE	91762	21818101	100	58	79	79	9	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	316	Nonvacant	Crops / Nursery	-

Map ID	Opportunity Area	Site Address/Intersection	5 Digit ZIP Code	APN	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Parcel Size (Acres)	Current General Plan	Current Zoning	Proposed General Plan	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant	Description of Existing Uses	Notes
2-77	Vineyard Corridor	N OF NEC EDISON AVE & VINEYARD AVE	91762	21818102	78	45	61	63	7	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	247	Nonvacant	Crops / Nursery	Note 2
2-78a	Vineyard Corridor	9064 EDISON AVE	91762	21818111	58	35	46	47	5.3	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	186	Nonvacant	nursery	Note 2, Note 3
2-78b	Vineyard Corridor	9064 EDISON AVE	91762	21818111	3	3	2	3	0.5	LDR	SP-AG	MDR-AH	SP-AG-AH	20	30	11	Nonvacant	Truck parking	Note 2, Note 3
2-79	Vineyard Corridor	9060 EDISON AVE	91762	21818112	80	48	64	63	7.3	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	255	Nonvacant	nursery	-
2-80	Grand Park	7330 EDISON AVE	91762	105320101	121	72	96	96	15.7	MDR	SP-AG-AH	MU-GP	SP-AG-AH	20	65	385	Nonvacant	Dairy/Vacant	Note 2
2-81	Grand Park	7244 EDISON AVE	91762	105328101	65	38	51	51	8.4	MU-GP	SP-AG-AH	MU-GP	SP-AG-AH	20	65	205	Nonvacant	Dairy / Truck Parking	Note 2
2-82	Grand Park	7218 EDISON AVE	91762	105328102	16	9	13	12	2.1	MU-GP	SP-AG-AH	MU-GP	SP-AG-AH	20	65	50	Nonvacant	RV Storage	Note 2
2-83	Grand Park	NWC EDISON AVE & EUCLID AVE	91762	105328103	21	12	17	17	2.7	MU-GP	SP-AG-AH	MU-GP	SP-AG-AH	20	65	67	Vacant	vacant	Note 2
2-102	Grand Park	7325 EDISON AVE	91762	105339101	194	113	154	154	25.1	MU-GP	SP-AG-AH	MU-GP	SP-AG-AH	20	65	615	Nonvacant	Mulch	Note 2
2-103	Grand Park	7225 EDISON AVE	91762	105341101	97	57	77	78	12.6	MU-GP	SP-AG-AH	MU-GP	SP-AG-AH	20	65	309	Nonvacant	Nursery	Note 2
2-105	Grand Park	14211 EUCLID AVE	91762	105342102	33	20	26	27	4.3	MU-GP	SP-AG-AH	MU-GP	SP-AG-AH	20	65	106	Nonvacant	Truck Parking	Note 2
2-106	Grand Park	14187 EUCLID AVE	91762	105342104	44	26	35	35	5.7	MU-GP	SP-AG-AH	MU-GP	SP-AG-AH	20	65	140	Nonvacant	livestock	Note 2
2-107	Grand Park	S OF SEC EDISON AVE & EUCLID AVE	91762	105342107	5	3	3	4	0.6	MU-GP	SP-AG-AH	MU-GP	SP-AG-AH	20	65	15	Nonvacant	Truck Parking	Note 2
2-108	Grand Park	14107 EUCLID AVE	91762	105342108	9	5	7	8	1.2	MU-GP	SP-AG-AH	MU-GP	SP-AG-AH	20	65	29	Nonvacant	Convenience store (Mark's Market)	Note 2
2-109	Grand Park	7145 EDISON AVE	91762	105342109	27	16	22	22	3.5	MU-GP	SP-AG-AH	MU-GP	SP-AG-AH	20	65	87	Nonvacant	Truck Parking	Note 2
2-131	Grove Corridor	8146 E CHINO AVE	91761	21617101	32	19	0	155	9.1	MU-GR	SP-AG-AH	MU-GR	SP-AG-AH	20	65	206	Nonvacant	Crops / Truck Parking	Note 2
2-132	Grove Corridor	N OF NEC CHINO AVE & GROVE AVE	91761	21617102	16	10	0	79	4.8	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	105	Nonvacant	Crops	Note 2
2-133	Grove Corridor	S OF SEC RIVERSIDE DR & GROVE AVE	91761	21617103	33	19	0	157	9.5	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	209	Nonvacant	Crops	Note 2
2-134	Grove Corridor	SWC RIVERSIDE DR & PARCO AVE	91761	21617105	32	19	0	151	9.2	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	202	Nonvacant	Crops	Note 2
2-135	Grove Corridor	0 COMET AVE	91761	21617106	33	20	0	159	9.6	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	212	Nonvacant	Crops	Note 2
2-136	Grove Corridor	N OF NEC CHINO AVE & GROVE AVE	91761	21617111	16	10	0	79	4.8	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	105	Nonvacant	Crops	Note 2
2-137	Grove Corridor	13605 S GROVE AVE	91761	21621101	79	46	0	187	8.9	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	312	Nonvacant	Former Dairy (facilities removed)	Note 2
2-138	Grove Corridor	13403 S GROVE AVE	91761	21621104	73	43	0	216	9.5	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	332	Nonvacant	Former Dairy (facilities removed)	Note 2
2-139	Grove Corridor	8113 E CHINO AVE	91761	21621105	45	26	0	133	9	MU-GR	SP-AG-AH	MU-GR	SP-AG-AH	20	65	204	Nonvacant	Mulch / Lanscaping Supplies	Note 2
2-140	Grove Corridor	0	0	21621124	55	33	0	150	6.8	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	238	Nonvacant	Truck Parking	Note 2
2-141	Grove Corridor	N OF NEC EDISON AVE & GROVE AVE	91761	21631103	95	56	76	76	8.6	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	303	Nonvacant	Dairy	Note 2
2-142	Grove Corridor	13817 S GROVE AVE	91761	21631104	105	62	83	83	9.5	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	333	Nonvacant	Dairy	Note 2

Map ID	Opportunity Area	Site Address/Intersection	5 Digit ZIP Code	APN	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Parcel Size (Acres)	Current General Plan	Current Zoning	Proposed General Plan	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant	Description of Existing Uses	Notes
2-143	Grove Corridor	13715 S GROVE AVE	91761	21631105	100	59	79	79	9.1	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	317	Nonvacant	Truck Parking and Open Storage	Note 2
2-144	Grove Corridor	N OF NWC CHINO AVE & GROVE AVE	91761	105217102	33	19	0	157	9.5	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	209	Nonvacant	Crops	Note 2
2-145	Grove Corridor	8074 E CHINO AVE	91761	105218101	31	18	0	153	8.9	MU-GR	SP-AG-AH	MU-GR	SP-AG-AH	20	65	202	Nonvacant	Crops	Note 2
2-146	Grove Corridor	8089 E CHINO AVE	91761	105246103	45	26	0	132	9	MU-GR	SP-AG-AH	MU-GR	SP-AG-AH	20	65	203	Nonvacant	Dairy / Hauling Agency	Note 2
2-147	Grove Corridor	S OF SEC CHINO AVE & GROVE AVE	91761	105247102	73	43	0	216	9.5	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	332	Nonvacant	Crops	Note 2
2-148	Grove Corridor	13524 S GROVE AVE	91761	105248102	54	31	0	158	6.9	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	243	Nonvacant	Trucking Business	Note 2
2-149	Grove Corridor	13608 S GROVE AVE	91761	105249105	39	23	0	93	4.4	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	155	Nonvacant	Truck Parking	Note 2
2-150	Grove Corridor	8010 SCHAEFER AVE	91761	105249106	37	22	0	89	4.2	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	148	Nonvacant	Truck Parking / Open Storage	Note 2
2-151	Grove Corridor	8025 SCHAEFER AVE	91761	105315104	51	30	40	40	4.6	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	161	Nonvacant	Truck Parking	Note 2
2-152	Grove Corridor	8087 SCHAEFER AVE	91761	105315105	43	26	34	34	3.9	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	137	Nonvacant	Truck Parking	Note 2
2-153	Grove Corridor	13814 S GROVE AVE	91761	105316102	105	61	83	83	9.5	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	332	Nonvacant	livestock	Note 2
2-154	Grove Corridor	13908 S GROVE AVE	91762	105317103	47	28	37	37	4.3	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	149	Nonvacant	Truck Parking	Note 2
2-155	Grove Corridor	13960 S GROVE AVE	91762	105317105	40	23	32	32	3.6	MDR	SP-AG-AH	HDR	SP-AG-AH	25	45	127	Nonvacant	poultry / eggs	Note 2
2-156	Euclid Corridor	7247 E RIVERSIDE DR	91761	105207105	5	3	0	34	1.9	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	42	Nonvacant	Ag Supply	-
2-157	Euclid Corridor	SEC RIVERSIDE DR & EUCLIDE AVE	91761	105207107	62	36	0	295	15	MU-ER	SP-AG-AH	MU-ER	SP-AG-AH	20	75	393	Nonvacant	Crops	-
2-158	Euclid Corridor	E OF SEC RIVERSIDE DR & EUCLIDE AVE	91761	105207108	25	15	0	121	7.3	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	161	Nonvacant	Crops	-
2-159	Euclid Corridor	E OF SEC RIVERSIDE DR & EUCLIDE AVE	91761	105207109	16	9	0	76	4.6	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	101	Nonvacant	Crops	-
2-160	Euclid Corridor	7297 E RIVERSIDE DR	91761	105207110	7	4	0	40	2.3	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	51	Vacant	vacant	-
2-161	Euclid Corridor	S OF SWC RIVERSIDE DR & SULTANA AVE	91761	105208104	33	19	0	157	9.5	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	209	Nonvacant	Crops / Fallow Field	-
2-162	Euclid Corridor	7325 E RIVERSIDE DR	91761	105210101	27	16	0	151	8.8	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	194	Nonvacant	Swap meet parking lot	-
2-163	Euclid Corridor	7192 E CHINO AVE	91761	105226101	18	10	0	84	5.1	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	112	Nonvacant	Crops	-
2-164	Euclid Corridor	N OF NEC CHINO AVE & EUCLID AVE	91761	105226102	20	12	0	96	5.8	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	128	Nonvacant	Crops	-
2-165	Euclid Corridor	13165 EUCLID AVE	91762	105226106	40	24	0	192	11.6	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	256	Nonvacant	Crops / Dairy	-
2-166	Euclid Corridor	13647 EUCLID AVE	91762	105238101	76	45	0	224	15.7	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	345	Nonvacant	Fallow Field / Crops	-
2-167	Euclid Corridor	N OF NEC SCHAEFER AVE & EUCLID AVE	91762	105238102	5	2	0	14	1	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	21	Nonvacant	Fallow Field / Crops	-
2-168	Euclid Corridor	13583 EUCLID AVE	91762	105238104	19	12	0	57	4	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	88	Nonvacant	Fallow Field / Crops	-
2-169	Euclid Corridor	13573 EUCLID AVE	91762	105238105	3	2	0	9	0.6	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	14	Nonvacant	Fallow Field / Crops	-
2-170	Euclid Corridor	13555 EUCLID AVE	91762	105238106	3	2	0	10	0.7	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	15	Nonvacant	Fallow Field / Crops	-

Map ID	Opportunity Area	Site Address/Intersection	5 Digit ZIP Code	APN	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Parcel Size (Acres)	Current General Plan	Current Zoning	Proposed General Plan	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant	Description of Existing Uses	Notes
2-171	Euclid Corridor	13545 EUCLID AVE	91762	105238108	4	2	0	12	0.8	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	18	Nonvacant	pool supply	-
2-172	Euclid Corridor	7220 CHINO AVE	91761	105238110	72	42	0	211	14.8	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	325	Nonvacant	Fallow Field / Dairy	Note 2
2-173	Euclid Corridor	N OF NWC SCHAEFER AVE & SULTANA AVE	91762	105238111	31	18	0	91	6.3	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	140	Nonvacant	Fallow Field / Crops	-
2-174	Euclid Corridor	N OF NWC SCHAEFER AVE & SULTANA AVE	91762	105238112	14	8	0	40	2.8	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	62	Nonvacant	Fallow Field / Crops	-
2-175	Euclid Corridor	13525 EUCLID AVE	91762	105238113	7	3	0	19	1.4	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	29	Nonvacant	RV Rentals	-
2-176	Euclid Corridor	13555 EUCLID AVE	91762	105238114	54	32	0	161	11.3	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	247	Nonvacant	Fallow Field	-
2-177	Euclid Corridor	13529 EUCLID AVE	91762	105238116	4	3	0	13	0.9	MDR	SP-AG-AH	MDR-AH	SP-AG-AH	20	30	20	Nonvacant	RV Rentals	-
2-178	Sports Park	S OF SWC RIVERSIDE DR & VINEYARD AVE	91761	21617406	27	16	21	21	9.5	MDR	SP-AG-AH	MU-SP	SP-AG-AH	25	65	85	Nonvacant	RV storage	-
2-179	Sports Park	N OF NWC CHINO AVE & VINEYARD AVE	91761	21617407	27	16	21	21	9.5	MDR	SP-AG-AH	MU-SP	SP-AG-AH	25	65	85	Nonvacant	Crops	-
2-180	Sports Park	NWC CHINO AVE & VINEYARD AVE	91761	21617408	26	15	21	21	9.1	MDR	SP-AG-AH	MU-SP	SP-AG-AH	25	65	83	Nonvacant	Crops	-
2-181	Vineyard Corridor	8921 SCHAEFER AVE	91761	21818115	179	106	142	142	16.3	MDR	SP-AG	HDR	SP-AG-AH	25	45	569	Nonvacant	Dairy	-
3-1	Vineyard Corridor	8817 SCHAEFER AVE	91761	21631404	74	44	59	59	10.7	LDR	SP-AG	MDR-AH	SP-AG-AH	20	30	236	Nonvacant	Mulch / Landscape Supply	-
3-2	Vineyard Corridor	8847 SCHAEFER AVE	91761	21631405	127	75	101	101	11.6	LDR	SP-AG	HDR	SP-AG-AH	25	45	404	Nonvacant	Mulch / Landscape Supply	-
3-3	Vineyard Corridor	8691 SCHAEFER AVE	91761	21631403	22	12	17	17	3.1	LDR	SP-AG	MDR-AH	SP-AG-AH	25	45	68	Nonvacant	Mulch / Landscape Supply	-
3-4	Vineyard Corridor	8605 SCHAEFER AVE	91761	21631306	61	35	48	48	8.7	LDR	SP-AG	MDR-AH	SP-AG-AH	25	45	192	Nonvacant	Mulch / Landscape Supply	-
3-5	Vineyard Corridor	8557 SCHAEFER AVE	91761	21631304	61	36	48	48	8.8	LDR	SP-AG	MDR-AH	SP-AG-AH	25	45	193	Nonvacant	Recycling Center	-
3-7	Vineyard Corridor	S OF SWC SCHAEFER AVE & HELLMAN AVE	91761	21631307	67	39	53	53	9.6	LDR	SP-AG	MDR-AH	SP-AG-AH	25	45	212	Nonvacant	Mulch / Landscape Supply	-
3-8	Vineyard Corridor	S OF SEC SCHAEFER AVE & WALKER AVE	91761	21631303	66	39	52	52	9.5	LDR	SP-AG	MDR-AH	SP-AG-AH	25	45	209	Nonvacant	Mulch / Landscape Supply	-
3-9	SCE Easement	NWC OF SCE EASEMENT & PARCO AVE	91761	21631108	61	36	48	49	8.8	LMDR	SP-AG	MDR-AH	SP-AG-AH	25	45	194	Nonvacant	Dairy	Note 2
3-10	Vineyard Corridor	13506 S ONTARIO AVE	91761	21812208	73	42	58	58	10.5	LDR	SP-AG	MDR-AH	SP-AG-AH	25	45	231	Nonvacant	Mulch / Landscape Supply	-
3-11	Vineyard Corridor	NEC OF SCHAEFER AVE & WHISPERING LAKES LN	91761	21812201	73	43	58	58	10.5	LDR	SP-AG	MDR-AH	SP-AG-AH	25	45	232	Nonvacant	Dairy	-
3-12	Vineyard Corridor	13656 S ONTARIO AVE	91761	21812209	73	42	58	58	10.5	LDR	SP-AG	MDR-AH	SP-AG-AH	25	45	231	Nonvacant	Mulch / Landscape Supply	-
3-17	Sports Park	8939 E CHINO AVE	91761	21812105	25	15	20	20	9	LDR	SP-AG	MU-SP	SP-AG-AH	25	65	80	Nonvacant	Dairy	-
3-18	Sports Park	9145 E CHINO AVE	91761	21812204	29	18	23	23	10.4	LDR	SP-AG	MU-SP	SP-AG-AH	25	65	93	Nonvacant	Dairy	-
3-19	Sports Park	9175 E CHINO AVE	91761	21812210	30	17	23	23	10.4	LDR	SP-AG	MU-SP	SP-AG-AH	25	65	93	Nonvacant	Dairy	-
3-20	Sports Park	S OF SWC OF CHINO AVE & WHISPERING LAKES LN	91761	21812106	82	48	65	65	7.4	LDR	SP-AG	HDR	SP-AG-AH	25	45	260	Nonvacant	Dairy	Note 2

Map ID	Opportunity Area	Site Address/Intersection	5 Digit ZIP Code	APN	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Parcel Size (Acres)	Current General Plan	Current Zoning	Proposed General Plan	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant	Description of Existing Uses	Notes
3-21a	Sports Park	S OF SEC OF CHINO AVE & WHISPERING LAKES LN	91761	21812203	64	38	51	51	5.8	LDR	SP-AG	HDR	SP-AG-AH	25	45	204	Vacant	vacant	Note 2, Note 3
3-21b	Vineyard Corridor	S OF SEC OF CHINO AVE & WHISPERING LAKES LN	91761	21812203	13	7	10	10	1.9	LDR	SP-AG	MDR-AH	SP-AG-AH	20	30	40	Vacant	vacant	Note 2, Note 3
3-22a	Sports Park	13434 S ONTARIO AVE	91761	21812206	64	37	51	51	5.8	LDR	SP-AG	HDR	SP-AG-AH	25	45	203	Nonvacant	Mulch / Landscape Supply	Note 2, Note 3
3-22b	Vineyard Corridor	13434 S ONTARIO AVE	91761	21812206	13	8	10	10	1.9	LDR	SP-AG	MDR-AH	SP-AG-AH	20	30	41	Nonvacant	Mulch / Landscape Supply	Note 2, Note 3
3-23	Vineyard Corridor	13567 S WHISPERING LAKES LN	91761	21812202	73	42	58	58	10.5	LDR	SP-AG	MDR-AH	SP-AG-AH	20	30	231	Nonvacant	Dairy	-
3-24	East Holt	201 S BON VIEW AVE	91761	104913101	6	3	9	0	0.8	BP	IP	MU-HE	MU-6-AH	20	40	18	Nonvacant	Aging non-conforming homes	-
3-28	SCE Easement	NEC OF SCE EASEMENT & CUCAMONGA AVE	91761	105317101	58	34	46	46	8.4	LMDR	SP-AG	MDR-AH	SP-AG-AH	20	30	184	Nonvacant	Truck Parking	Note 2
3-30	SCE Easement	NWC OF SCE EASEMENT & CUCAMONGA AVE	91761	105318102	58	34	46	46	8.4	LDR	SP-AG	MDR-AH	SP-AG-AH	20	30	184	Nonvacant	Dairy	Note 2
3-31	SCE Easement	13905 BON VIEW AVE	91762	105318101	57	33	45	45	8.2	LDR	SP-AG	MDR-AH	SP-AG-AH	20	30	180	Nonvacant	Dairy	Note 2
3-32	SCE Easement	NWC OF SCE EASEMENT & BON VIEW AVE	91762	105319102	56	33	44	44	8.1	LDR	SP-AG	MDR-AH	SP-AG-AH	20	30	177	Nonvacant	Dairy	Note 2
3-33	SCE Easement	NEC OF SCE EASEMENT & CAMPUS AVE	91762	105319101	56	33	45	45	8.1	LDR	SP-AG	MDR-AH	SP-AG-AH	20	30	179	Nonvacant	Dairy	Note 2
3-34	Grove Corridor	13932 S GROVE AVE	91762	105317104	5	3	4	4	0.5	MDR	SP-AG	HDR	SP-AG-AH	25	45	16	Vacant	vacant	-
3-35	Grove Corridor	S OF SEC OF RIVERSIDE DR & CUCAMONGA AVE	91761	105215111	7	4	0	33	2	OS-R	SP-AG	MDR-AH	SP-AG-AH	20	30	44	Nonvacant	City-owned, vacant	-
3-37	East Holt	958 E HOLT BLVD	91761	104913108	8	4	12	0	1.1	BP	IP	MU-HE	MU-6-AH	20	40	24	Nonvacant	vacant building with low existing FAR	-
3-38	East Holt	936 E HOLT BLVD	91761	104913106	8	4	12	0	1.1	BP	IP	MU-HE	MU-6-AH	20	40	24	Vacant	Vacant	-
3-39	East Holt	918 E HOLT BLVD	91761	104913104	8	4	12	0	1.1	BP	IP	MU-HE	MU-6-AH	20	40	24	Vacant	Vacant	-
3-41	East Holt	902 E HOLT BLVD	91761	104913102	6	3	9	0	0.8	BP	IP	MU-HE	MU-6-AH	20	40	18	Vacant	Vacant	-
3-46	East Holt	1000 E HOLT BLVD	91761	104913109	7	5	12	0	1	BP	IP	MU-HE	MU-6-AH	20	40	24	Vacant	Vacant	-
3-52	East Holt	932 E HOLT BLVD	91761	104913105	8	4	12	0	1.1	BP	IP	MU-HE	MU-6-AH	20	40	24	Nonvacant	Storage	-
3-58	East Holt	844 E HOLT BLVD	91761	104910139	10	6	16	0	1.5	BP	IP	MU-HE	MU-6-AH	20	40	32	Nonvacant	DG Market	-
3-59	East Holt	948 E HOLT BLVD	91761	104913118	7	4	11	0	1	BP	IP	MU-HE	MU-6-AH	20	40	22	Nonvacant	Paved vacant lot	-
3-62	Sports Park	8875 E RIVERSIDE DR	91761	21617417	11	7	9	9	3.9	NC	SP-AG	MU-SP	SP-AG-AH	25	65	36	Nonvacant	nursery	-
3-63	Sports Park	8821 E RIVERSIDE DR	91761	21617416	13	8	10	10	4.6	NC	SP-AG	MU-SP	SP-AG-AH	25	65	41	Nonvacant	nursery	-
3-64	Grove Corridor	1162 E RIVERSIDE DR	91761	105215105	24	15	0	116	7	OS-R	SP-AG	MDR-AH	SP-AG-AH	20	30	155	Nonvacant	City-Owned, nursery	-
3-65	Grove Corridor	7987 E RIVERSIDE DR	91761	105215110	24	14	0	113	6.8	OS-R	SP-AG	MDR-AH	SP-AG-AH	20	30	151	Nonvacant	City-Owned, vacant	-
3-83	Sports Park	8929 E CHINO AVE	91761	21812104	25	14	20	20	8.7	MDR	SP-AG	MU-SP	SP-AG-AH	25	65	79	Nonvacant	Dairy	-
3-84	Sports Park	8819 E CHINO AVE	91761	21621405	100	58	79	79	9	MDR	SP-AG	HDR	SP-AG-AH	25	45	316	Nonvacant	Crops	-
3-85	Sports Park	S OF SWC OF CHINO AVE & VINEYARD AVE	91761	21621406	85	49	67	67	7.7	MDR	SP-AG	HDR	SP-AG-AH	25	45	268	Nonvacant	Crops	Note 2
3-86	Sports Park	S OF SEC OF CHINO AVE & VINEYARD AVE	91761	21812103	77	46	61	61	7	MDR	SP-AG	HDR	SP-AG-AH	25	45	245	Nonvacant	Dairy	Note 2
3-87	Vineyard Corridor	N OF NEC OF SCHAEFER AVE & VINEYARD AVE	91761	21812102	88	52	70	70	8	MDR	SP-AG	HDR	SP-AG-AH	25	45	280	Nonvacant	Crops	Note 2
3-88	Vineyard Corridor	N OF NWC OF SCHAEFER AVE & VINEYARD AVE	91761	21621407	97	57	77	77	8.8	MDR	SP-AG	HDR	SP-AG-AH	25	45	308	Nonvacant	Crops	Note 2

Table B-2 Housing Element Sites Inventory - Candidate Sites Subject to Rezoning Program
(Includes sites that have already been rezoned consistent with the rezoning program).

Map ID	Opportunity Area	Site Address/Intersection	5 Digit ZIP Code	APN	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Parcel Size (Acres)	Current General Plan	Current Zoning	Proposed General Plan	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant	Description of Existing Uses	Notes
3-89	Vineyard Corridor	NEC OF SCHAEFER AVE & VINEYARD AVE	91761	21812101	96	57	76	76	8.7	MDR	SP-AG	HDR	SP-AG-AH	25	45	305	Nonvacant	Crops	-
3-90	Vineyard Corridor	8887 SCHAEFER AVE	91761	21631407	122	71	97	97	11.1	MDR	SP-AG	HDR	SP-AG-AH	25	45	387	Nonvacant	Dairy	-
3-91	SCE Easement	7595 SCHAEFER AVE	91762	105311104	31	18	25	25	4.5	LDR	SP-AG	MDR-AH	SP-AG-AH	20	30	99	Nonvacant	Dairy	Note 2
3-92	SCE Easement	E OF SEC OF SCHAEFER AVE & CAMPUS AVE	91762	105311103	53	30	41	41	7.5	LDR	SP-AG	MDR-AH	SP-AG-AH	20	30	165	Nonvacant	Water storage	Note 2
3-93	Grove Corridor	S OF SWC OF RIVERSIDE DR & GROVE AVE	91761	105216103	7	4	0	33	2	OS-R	SP-AG	MDR-AH	SP-AG-AH	20	30	44	Nonvacant	City-Owned, nursery	Note 2
3-94	SCE Easement	7537 SCHAEFER AVE	91762	105311101	27	16	21	21	3.9	LDR	SP-AG	MDR-AH	SP-AG-AH	20	30	85	Nonvacant	Water storage	Note 2
3-95	Vineyard Corridor	9029 SCHAEFER AVE	91761	21818116	116	68	92	92	16.7	LDR	SP-AG	MDR-AH	SP-AG-AH	20	30	368	Nonvacant	Dairy	Note 2

Notes:
Note 1: Lot Consolidation Proposed
Note 2: This parcel has multiple land use designations. Only the portion of the parcel that is suitable for residential use was included in the acreage in this table and used to calculate capacity.
Note 3: This parcel has been split in the inventory to reflect multiple proposed land uses. Only the portions of the parcel suitable for residential use was included in the acreage in this table and used to calculate capacity.
Note 4: The sites associated with strategy 5 are included in the inventory, but the City does not count the units herein towards its RHNA because the zoning is not in place. The City cannot count the units associated with these sites towards its RHNA obligation until zoning consistent with the Housing Element is implemented.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PZC25-002, A CITYWIDE ZONING MAP AMENDMENT TO IMPLEMENT THE ONTARIO PLAN 2050 POLICY PLAN AMENDMENT, AND MAKING FINDINGS IN SUPPORT THEREOF — APNs: 0110-072-25, 0110-081-06, 0110-081-07, 0113-282-15, 0216-174-16, 0216-174-17, 0216-214-05, 0216-214-06, 0216-214-07, 0216-311-08, 0216-311-09, 0216-312-08, 0216-312-09, 0216-312-10, 0216-313-01, 0216-313-03, 0216-313-04, 0216-313-05, 0216-313-06, 0216-313-07, 0216-313-09, 0216-314-01, 0216-314-03, 0216-314-04, 0216-314-05, 0216-314-07, 0216-314-08, 0216-314-09, 0216-321-01, 0216-321-02, 0216-321-03, 0216-321-06, 0216-321-07, 0216-322-01, 0216-322-02, 0216-322-10, 0218-102-10, 0218-102-11, 0218-111-06, 0218-111-08, 0218-111-09, 0218-111-10, 0218-111-11, 0218-111-50, 0218-111-67, 0218-111-68, 0218-111-69, 0218-121-01, 0218-121-02, 0218-121-03, 0218-121-04, 0218-121-05, 0218-121-06, 0218-122-01, 0218-122-02, 0218-122-03, 0218-122-04, 0218-122-06, 0218-122-08, 0218-122-09, 0218-122-10, 0218-181-11, 0218-181-16, 1049-101-01, 1049-101-02, 1049-101-04, 1049-101-05, 1049-101-06, 1049-101-07, 1049-101-08, 1049-101-09, 1049-101-10, 1049-101-11, 1049-101-12, 1049-101-13, 1049-101-14, 1049-101-15, 1049-101-16, 1049-101-17, 1049-101-18, 1049-101-29, 1049-101-30, 1049-101-31, 1049-101-32, 1049-101-33, 1049-101-34, 1049-101-35, 1049-101-36, 1049-101-37, 1049-101-38, 1049-101-39, 1049-101-40, 1049-131-01, 1049-131-02, 1049-131-03, 1049-131-04, 1049-131-05, 1049-131-06, 1049-131-08, 1049-131-09, 1049-131-18, 1049-131-19, 1049-131-20, 1049-131-21, 1049-131-22, 1049-161-01, 1049-161-24, 1049-161-25, 1049-171-05, 1049-171-06, 1049-171-07, 1052-151-05, 1052-151-09, 1052-151-10, 1052-151-11, 1052-161-03, 1053-111-01, 1053-111-03, 1053-111-04, 1053-171-01, 1053-171-04, 1053-171-06, 1053-171-07, 1053-181-01, 1053-181-02, 1053-191-01, 1053-191-02, 1053-201-01, 1053-281-08, 1053-301-01, 1053-301-02, 1053-311-01, 1053-311-02, 1053-321-01, 1053-321-02, 1053-321-03, 1053-331-02, 1053-331-04, 1053-341-01, 1053-341-02, 1053-351-02, 1053-361-02, 1053-371-01, 1053-391-01, 1053-411-01, 1053-421-01, 1053-421-02, 1053-511-01, 1053-511-05, 1053-511-06, 1053-511-07, 1053-511-08, 1053-521-01, 1053-521-02, 1053-531-01, 1053-531-04, 1053-541-01, 1053-551-01, 1053-571-01, 1053-571-02, 1053-581-03, 1053-581-04, 1053-591-01, 1053-591-02, 1053-601-01, 1053-601-02, 1053-601-03, 1053-601-04.

WHEREAS, the City of Ontario has initiated an application for a Zoning Map Amendment, File No. PZC25-002 (Project), to implement a citywide amendment to The Ontario Plan (TOP) 2050 Policy Plan; and

WHEREAS, the Project applies on a citywide basis to ensure consistency between zoning designations and the updated land use framework established by the Policy Plan Amendment; and

WHEREAS, the Project is not limited to a specific site, but applies to multiple properties across the City, with primary changes occurring within the Ontario Ranch area (south of Riverside Drive) and additional targeted changes in the northern portion of the City along East Holt Boulevard and South Grove Avenue; and

WHEREAS, the City is concurrently processing a General Plan Amendment (File No. PGPA25-002), and the proposed Zoning Map Amendment implements such amendment and does not result in new or more severe environmental impacts beyond those analyzed in the Supplemental Environmental Impact Report (SEIR) (State Clearinghouse No. 2025110102); and

WHEREAS, a Notice of Preparation (NOP) for the Draft SEIR was issued on November 4, 2025, and a public scoping meeting was held on November 20, 2025, to introduce the Project and solicit input from responsible agencies, stakeholders, and the public regarding the scope and content of the environmental analysis; and

WHEREAS, copies of the NOP were made available for public review at the City of Ontario Planning Department, the City's website, and were distributed through the State Clearinghouse and San Bernardino County Clerk's office in accordance with California Environmental Quality Act (CEQA) (Public Resources Code Section 21000, et seq.) requirements; and

WHEREAS, a Draft SEIR was prepared in accordance with CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines, incorporating input received during the NOP and scoping process; and

WHEREAS, the Draft SEIR was circulated for a 45-day public review period from March 5, 2026, through April 20, 2026; a Notice of Availability (NOA) was distributed to responsible and interested agencies, posted with the San Bernardino County Clerk's office, and published in the Inland Valley Daily Bulletin; and

WHEREAS, copies of the Draft SEIR were made available for public review at the City of Ontario Planning Department, the Ovitt Family Community Library, and on the City's website; and

WHEREAS, the Application is a project pursuant to CEQA; and

WHEREAS, the Draft SEIR was made available to the public and to all interested agencies for review and comment pursuant to CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines; and

WHEREAS, the Final SEIR consists of the Draft SEIR, comments received during the public review period, written responses to those comments, and related appendices and supporting materials; and

WHEREAS, the City Council has certified the Final SEIR and adopted Environmental Findings, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program (MMRP) for the Project pursuant to CEQA; and

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

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and is subject to, and must be consistent with, the policies and criteria set forth in the Ontario International Airport Land Use Compatibility Plan (ONT ALUCP), which applies only to jurisdictions within San Bernardino County, and addresses the noise, safety, airspace protection, and overflight impacts of current and future airport activity; and

WHEREAS, the proposed Project is located within the Airport Influence Area of Chino Airport, within the City of Ontario boundary, and is subject to, and must be consistent with, the policies criteria set forth in Reference I, Chino Airport Land Use Compatibility Plan (CNO ALUCP), which applies only to jurisdictions within City of Ontario, and addresses the safety, airspace protection, and overflight impacts of current and future airport activity; and

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

WHEREAS, on April 28, 2026, the Planning Commission of the City of Ontario conducted a duly noticed public hearing to consider the Project and SEIR, at which time all persons wishing to testify were heard and the Project and SEIR, were fully studied, and concluded said hearing on that date; and

WHEREAS, as the first action on the Project, on April 28, 2026, the Planning Commission conducted a duly noticed public hearing and adopted a Resolution recommending that the City Council certify the Final SEIR, which identified significant and unavoidable impacts and included a Statement of Overriding Considerations, and concluded said hearing on that date; and

WHEREAS, the Final SEIR for the Project is on file in the Planning Department, located at 303 East B Street, Ontario, CA 91764, is available for inspection by any interested person at that location and are, by this reference, incorporated into this Resolution as if fully set forth herein; and

WHEREAS, on June 16, 2026, the City Council of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date; and

WHEREAS, the City Council has independently reviewed and considered the information contained in the Final SEIR, including all comments received on the Draft SEIR and Final SEIR, together with written responses thereto, and finds that the Final SEIR adequately addresses environmental issues raised during the public review process and provides decisions makers with sufficient information regarding the environmental consequences of the project, and certified the Final SEIR pursuant to CEQA; and

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

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

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

(1) The environmental impacts of the Project were analyzed in the Ontario Policy Plan Amendment SEIR (State Clearinghouse No. 2025110102), prepared in accordance with CEQA, the State CEQA Guidelines; and

(2) The Final SEIR contains complete and accurate reporting of the environmental impacts associated with the Project; and

(3) The Final SEIR was completed in compliance with CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines; and

(4) The Final SEIR reflects the independent judgment and analysis of the City of Ontario as the lead agency.

The City Council hereby adopts the Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program contained in Resolution No. XXXXXX certifying the Final SEIR, which findings are incorporated herein by reference.

SECTION 2. ***City Council Action.*** Based on the entire record before the City Council and all written and oral evidence presented, the City Council finds the Final SEIR complies with CEQA for the following reasons:

(1) The Final SEIR analyzes the environmental effects of the Project and finds that, with implementation of all feasible mitigation measures, the following impacts will remain significant and unavoidable: air quality (including AQMP consistency and regional construction and operational emissions), cultural resources (historic resources), greenhouse gas emissions (consistency with applicable climate plans), noise (construction, traffic, and vibration impacts), and transportation (increase in vehicle miles traveled); and

(2) The City Council further finds that the Statement of Overriding Considerations demonstrates that the Project's economic, social, housing, infrastructure, and planning benefits outweigh its significant and unavoidable environmental impacts. Such benefits include:

- Maintaining compliance with State housing law and RHNA requirements
- Facilitating employment-generating uses and economic development opportunities;
- Improving land use compatibility and implementation of The Ontario Plan;
- Supporting efficient infrastructure planning and public service delivery;
- Improving long-term jobs-housing balance through implementation of the City's comprehensive planning framework;
- Supporting coordinated truck routing and circulation planning; and
- Promoting orderly growth consistent with the City's long-range planning objectives.

(3) The City Council hereby incorporates by reference the Findings of Fact, Mitigation Monitoring and Reporting Program, and Statement of Overriding Considerations approved in connection with certification of Final SEIR (SCH No. 2025110102). The City Council finds that all feasible mitigation measures identified in the Final SEIR have been adopted and that no additional feasible mitigation measures or alternatives would substantially lessen or avoid the significant and unavoidable environmental impacts identified in the Final SEIR.

SECTION 3. **General Plan Internal Consistency**. Pursuant to Government Code section 65300.5, the City Council finds that the amendments to the Policy Plan component of TOP 2050, including revisions to the Land Use, Housing, Mobility, Community Design, Environmental Resources, Parks and Recreation, and Safety Elements, have been prepared in a coordinated manner and maintain the internal consistency of the General plan. The City Council further finds that the amendments to Exhibit LU-01 (Official Land Use Plan), Exhibit LU-03 (Future Buildout), and related Policy Plan text are mutually reinforcing and collectively support the City's long-range planning objectives while maintain consistency among all mandatory and optional elements of the General Plan.

SECTION 4. ***Housing Element Compliance.*** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the decision-making body for the Project, the City Council finds that, based upon the facts and information contained in the Application and supporting documentation, the Project maintains consistency with the Housing Element of the Policy Plan (General Plan) component of TOP 2050.

The City Council further finds that the Project includes corresponding updates to the Housing Element and land use framework to ensure continued compliance with applicable State housing law, including Government Code sections 65583, 65863, and related provisions governing maintenance of adequate sites inventory and residential development capacity.

The City Council further finds that any reduction in residential capacity associated with amendments to Exhibit LU-01 is offset through corresponding modifications to the City's housing inventory and land use framework, resulting in no net loss of capacity necessary to accommodate the City's RHNA allocation. The Project maintains adequate sites to accommodate the City's remaining RHNA obligations across all income categories.

The City Council further finds that the Housing Element updates incorporated into the Project maintain consistency with the City's obligations to affirmatively further fair housing and do not reduce the City's ability to provide housing opportunities throughout the community.

Accordingly, the City Council finds that the Project is consistent with the Housing Element and applicable State housing requirements at the time of Project implementation.

SECTION 5. ***Airport Land Use Compatibility Plan Compliance.*** The California State Aeronautics Act (Public Utilities Code Section 21670, et seq.) requires that an Airport Land Use Compatibility Plan (ALUCP) be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted ALUCP.

(1) On April 19, 2011, the City Council of the City of Ontario approved and adopted the Ontario International Airport Land use Compatibility Plan, establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the decision-making body for the Project, the City Council has reviewed and considered the facts and information contained in the Application and supporting documentation against the ONT ALUCP compatibility factors, including [1] Safety Criteria (ONT ALUCP Table 2-2) and Safety Zones (ONT ALUCP Map 2-2), [2] Noise Criteria (ONT ALUCP Table 2-3) and Noise Impact Zones (ONT ALUCP Map 2-3), [3] Airspace protection Zones (ONT ALUCP Map 2-4), and [4] Overflight Notification Zones (ONT ALUCP Map 2-5). As a result, the City Council finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ONT ALUCP. The City Council further finds that no amendment approved herein authorizes development that would otherwise be prohibited by the ONT ALCUP and that future discretionary proposals within the Airport Influence Area shall remain subject to project-specific consistency review.

(2) On August 2, 2022, the City Council of the City of Ontario approved and adopted a Development Code Amendment to establish the Chino Airport (CNO) Overlay Zoning District (OZD) and Reference I, Chino Airport Land Use Compatibility Plan (CNO

ALUCP). The CNO OZD and CNO ALUCP established the Airport Influence Area for Chino Airport, solely within the City of Ontario, and limits future land uses and development within the Airport Influence Area, as they relate to safety, airspace protection, and overflight impacts of current and future airport activity. The CNO ALUCP is consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook. The proposed Project is located within the Airport Influence Area of Chino Airport and was evaluated and found to be consistent with the California Airport Land Use Planning Handbook and the CNO ALUCP. As the decision-making body for the Project, the City Council has reviewed and considered the facts and information contained in the Application and supporting documentation against the CNO ALUCP compatibility factors, including Safety, Airspace Protection, Overflight. As a result, the City Council finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the California Airport Land Use Planning Handbook and the Chino ALUCP. The City Council further finds that no amendment approved herein authorizes development that would otherwise be prohibited by the Chino ALUCP and that future discretionary development proposals within Airport Influence Areas shall remain subject to project-specific consistency review.

SECTION 6. ***Concluding Facts and Reasons.*** Based upon the substantial evidence presented to the City Council during the above-referenced hearing, and upon the specific findings set forth in the Sections above, the City Council hereby concludes as follows:

(1) ***The proposed Zone Change is consistent The Ontario Plan 2050 when considered as an integrated and internally consistent whole.*** The Project implements the updated land use designations adopted through File No. PGPA25-002; maintains compliance with State housing law; preserves adequate housing capacity, facilitates employment-generating land uses; improves land use compatibility; supports infrastructure planning; and advances the City's long-term economic development objectives.

(2) ***The proposed Zone Change would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.*** The proposed project aligns zoning regulations with the adopted Policy Plan, supports orderly development patterns, facilitates infrastructure planning, and has been analyzed in the SEIR, which identifies no new or separate environmental impacts associated with the Zone Change.

(3) ***The proposed Zone Change will not adversely affect the harmonious relationship with adjacent properties and land uses.*** The proposed project ensures consistency between zoning and land-use designations, incorporates targeted refinements to improve compatibility, and supports transitions among differing land-use intensities, consistent with the overall framework of TOP 2050.

(4) ***The subject site is physically suitable, including, but not limited to, parcel size, shape, access, and availability of utilities, for the request and anticipated development.*** The areas subject to the Zone Change are physically suitable for the corresponding zoning designations, including considerations of parcel

configuration, access, and availability of infrastructure, as the Zone Change implements the Policy Plan Amendment. The City Council finds that the amended zoning districts are compatible with surrounding development patterns, infrastructure availability, transportation access, and long-term planning objectives identified in The Ontario Plan.

SECTION 7. ***City Council Action.*** Based upon the findings and conclusions set forth in Sections 1 through 6, above, the CITY COUNCIL hereby APPROVES the herein described Application, as detailed in "Attachment A" attached hereto and incorporated herein by this reference.

SECTION 8. ***Custodian of Records.*** The documents and materials that constitute the record of proceedings for the Project include, but are not limited to, the Draft SEIR, Final SEIR, technical appendices, staff reports, resolutions, public hearing materials, written comments, responses to comments, transcripts, exhibits, correspondence, and all other documents relied upon by the City in making its decision. These documents are located at the City of Ontario City Hall, 303 East B Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

SECTION 9. ***Effective Date*****.** This Ordinance shall become effective thirty (30) days following adoption.

SECTION 10. ***Publication*****.** The City Clerk shall either: (a) have this Ordinance published in a newspaper of general circulation within 15 days after its adoption or (b) have a summary of this Ordinance published twice in a newspaper of general circulation, within 15 days after its adoption.

SECTION 11. ***Severability*****.** If any provision of this ordinance or its application to any person or circumstance is held to be invalid, such invalidity has no effect on the other provisions or applications of the Ordinance that can be given effect without the invalid provision or application, and to this extent, the provisions of this Ordinance are severable. The City Council declares that it would have adopted this Ordinance irrespective of the invalidity of any portion thereof.

SECTION 12. The Mayor shall sign this Ordinance and the City Clerk shall certify as to the adoption and shall cause a summary thereof to be published at least twice, in a newspaper of general circulation in the City of Ontario, California within 15 days of the adoption. The City Clerk shall post a certified copy of this Ordinance, including the vote for and against the same, in the Office of the City Clerk, in accordance with Government Code Section 36933.

PASSED, APPROVED, AND ADOPTED this _____ day of _____ 2026.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

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

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Ordinance No. _____ was duly introduced at a regular meeting of the City Council of the City of Ontario held June 16, 2026 and adopted at the regular meeting held _____, 2026 by the following roll call vote, to wit:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

I hereby certify that the foregoing is the original of Ordinance No. _____ duly passed and adopted by the Ontario City Council at their regular meeting held _____ and that Summaries of the Ordinance were published on _____ and _____, in the Inland Valley Daily Bulletin newspaper.

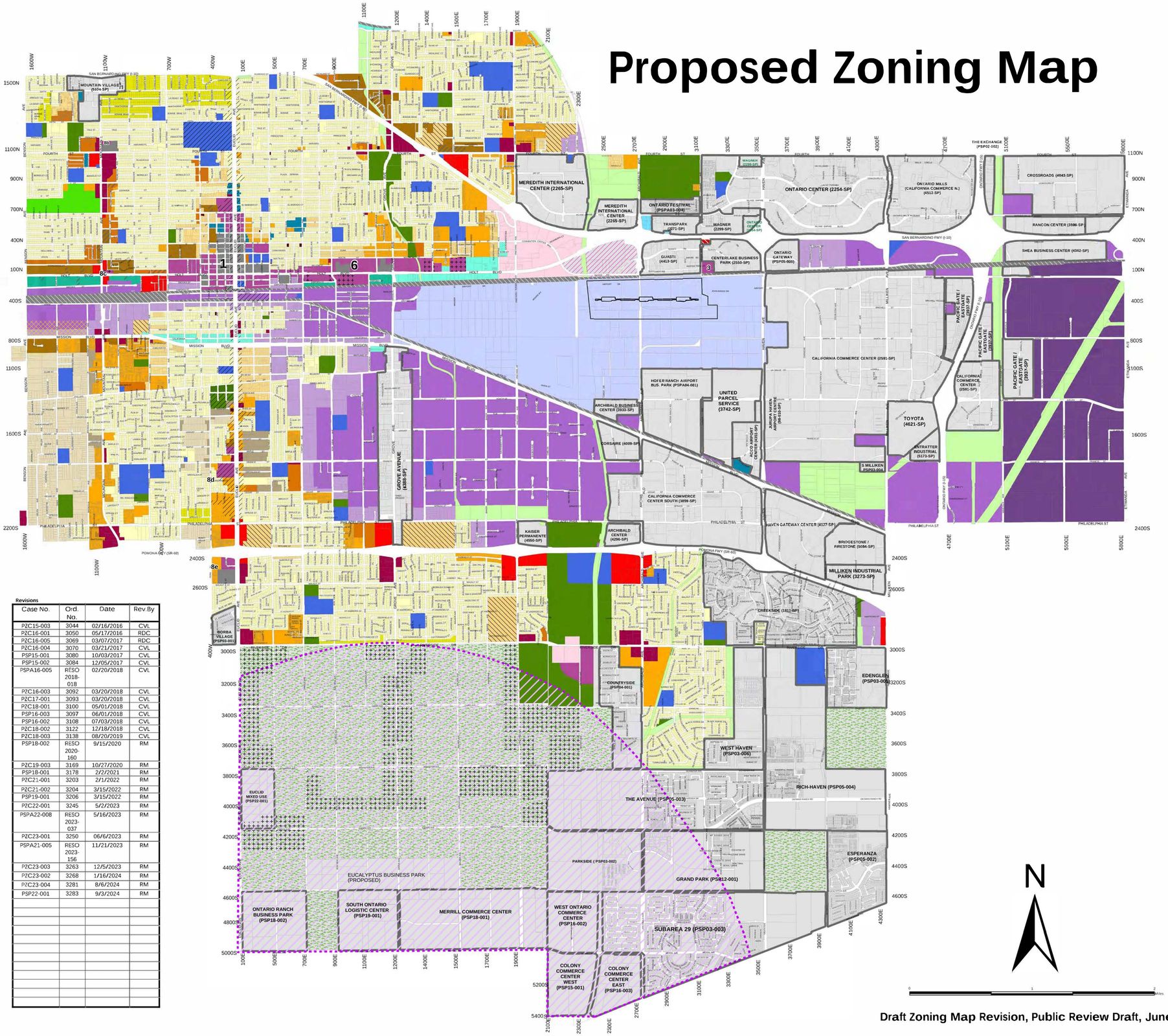
_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

ATTACHMENT A:

File No. PZC25-002
Proposed Zoning Map

Proposed Zoning Map



Revisions

Case No.	Ord. No.	Date	Rev.By
PZC15-003	3044	02/16/2016	CVL
PZC16-001	3050	05/17/2016	RDC
PZC16-005	3069	03/07/2017	RDC
PZC16-004	3070	03/21/2017	CVL
PSP15-001	3080	10/03/2017	CVL
PSP15-002	3084	12/05/2017	CVL
PSPA16-005	RESO 2018-018	02/20/2018	CVL
PZC16-003	3092	03/20/2018	CVL
PZC17-001	3093	03/20/2018	CVL
PZC18-001	3100	05/01/2018	CVL
PSP16-003	3097	06/01/2018	CVL
PSP16-002	3108	07/03/2018	CVL
PZC18-002	3122	12/18/2018	CVL
PZC18-003	3138	08/20/2019	CVL
PSP18-002	RESO 2020-160	9/15/2020	RM
PZC19-003	3169	10/27/2020	RM
PSP18-001	3178	2/2/2021	RM
PZC21-001	3203	2/1/2022	RM
PZC21-002	3204	3/15/2022	RM
PSP19-001	3206	3/15/2022	RM
PZC22-001	3245	5/2/2023	RM
PSPA22-008	RESO 2023-037	5/16/2023	RM
PZC23-001	3250	06/6/2023	RM
PSPA21-005	RESO 2023-156	11/21/2023	RM
PZC23-003	3263	12/5/2023	RM
PZC23-002	3268	1/16/2024	RM
PZC23-004	3281	8/6/2024	RM
PSP22-001	3283	9/3/2024	RM

2·0·5·0 THE ONTARIO PLAN

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LEGEND

Residential

- AR-2, Residential-Agricultural
- RE-2, Rural Estate
- RE-4, Residential Estate
- LDR-5, Low Density Residential
- MDR-11, Low-Medium Density Residential
- MDR-18, Medium Density Residential
- MDR-25, Medium-High Density Residential
- HDR-45, High Density Residential

Mixed Use

Mixed Use

1. Downtown
3. Centrelake West
6. East Holt
8b. Mountain and Fourth
8c. West Holt
8d. Euclid and Francis
8e. Euclid and Walnut

Retail/Service

- CS, Corner Store
- CN, Neighborhood Commercial
- CC, Community Commercial
- CR, Regional Commercial
- CCS, Convention Center Support Commercial
- OL, Low Intensity Office
- OH, High Intensity Office

Employment

- BP, Business Park
- IP, Industrial Park
- IL, Light Industrial
- IG, General Industrial
- IH, Heavy Industrial

Other

- PUD, Planned Unit Development
- MHP, Mobile Home Park
- ONT, Ontario International Airport
- CIV, Civic
- OS-R, Open Space-Recreation
- OS-C, Open Space-Cemetery
- UC, Utilities Corridor
- RC, Rail Corridor
- SP, Specific Plan

Overlays

- AG, Agricultural
- EA, Euclid Avenue
- MTC, Multimodal Transit Center
- ICC, Interim Community Commercial
- ES, Emergency Shelter
- AH - Affordable Housing
- CNO (Chino Airport) Overlay

N

0 1 2 Miles

Draft Zoning Map Revision, Public Review Draft, June 2026

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CITY OF ONTARIO *Agenda Report* **June 16, 2026**	**SECTION:** **PUBLIC HEARINGS**
Department: Planning Prepared By: Luis Batres Department: Prepared By: Luis Batres Staff Member Presenting: Rudy Zeledon, Executive Director Community Development Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 21

SUBJECT: **A PUBLIC HEARING TO CONSIDER THE APPROVAL OF THE EUCALYPTUS BUSINESS PARK SPECIFIC PLAN, FILE NO. PSP24-003**

RECOMMENDATION: That the City Council introduce and waive further reading of an Ordinance approving the Eucalyptus Business Park Specific Plan (File No. PSP24-003), appended to the attached Ordinance as "Attachment A", pursuant to the facts and reasons contained in the staff report and subject to the conditions of approval appended to the attached Ordinance as "Attachment B".

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Invest in the Growth and Evolution of the City's Economy
Operate in a Businesslike Manner
Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)
Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in Ontario Ranch

FISCAL IMPACT: Adoption of the Eucalyptus Business Park Specific Plan (EBPSP) will result in both short-term and long-term fiscal impacts to the City. Short-term impacts primarily involve the construction of infrastructure improvements needed to support the proposed development. The developer will be responsible for installing required improvements and/or paying the applicable Development Impact Fee (DIF) associated with these improvements at the time of development.

Long-term fiscal impacts include the ongoing provision of public services and maintenance, such as police, fire, and infrastructure maintenance, required to support the future development. Although the project will generate additional property tax revenue, the projected increase will not fully offset the cost of providing these services. To address this funding gap, future development of the Specific Plan area will require the developer(s) to form and or participate in a Community Facilities District (CFD) to fund the additional public service costs associated with the development.

BACKGROUND & ANALYSIS: The Ontario Plan ("TOP") Policy Plan (General Plan) provides the basic framework for development within the 8,200-acre area commonly referred to as Ontario Ranch. The Policy Plan requires City Council approval of a Specific Plan for new developments of 10 acres or more within the Ontario Ranch area. A Specific Plan is required to ensure that sufficient land area is included to achieve cohesive, unified districts and neighborhoods. Additionally, a Specific Plan is required to incorporate a development framework for detailed land use, circulation, infrastructure improvements (such as drainage, sewer, street and water facilities), provision for public services (including parks), and urban design and landscape standards.

The Eucalyptus Business Park Specific Plan (File No. PSP24-003) project area encompasses 189 acres and is generally bounded by Walker Avenue to the east, Campus Avenue to the west, Eucalyptus Avenue to the south and Ontario Ranch Road to the north. The proposed Specific Plan would allow for the development of 2,939,000 square feet of business park development and up to 10,000 square feet of commercial development. The plan also provides for approximately 37 acres of open space-parkland, which includes a segment of the City's Grand Park. The following major components are included in the Specific Plan document to ensure proper regulation of future development.

- Land Use and Development Standards. To facilitate future development, the 189-acres Specific Plan will establish land use designations, development standards and design guidelines, circulation requirements, among others for future Business Park development. The Specific Plan is also designed to accommodate future commercial, and retail uses to support the business park development, future businesses, and their employees. The Business Park land use designation will allow a maximum Floor Area Ratio (FAR) of 0.55, which helps maintain appropriately sized buildings in the Specific Plan project area. The development standards and design guidelines are intended to ensure high-quality development throughout. The standards will promote high-quality architecture that will create a cohesive and well-designed development. The proposed business park buildings will be centered around a Contemporary architectural style, using a mix of appropriate colors and materials and various architectural elements to enhance the design.

- Circulation. Several major arterial streets in north/south and east/west directions are or will be constructed around and through the Specific Plan boundary. Primary access to the project will be provided along Eucalyptus Avenue, Campus Avenue, Bon View Avenue, Grove Avenue, and Walker Avenue. The project will also provide a new public street along the north boundary, noted as 'Public Street A'. This street will include substantial landscape improvements along the south edge to help create a buffer between the business park development to the south and the City's Grand Park to the north. This will also help improve the safety and interaction between the Grand Park and Business Park development.

- Landscape. Landscape improvements will be provided through the business park development. The Specific Plan encourages landscaping that enhances the street appeal of

the structures, creates and defines public and private spaces, and provides shade that benefits the environment. This will be achieved through comprehensive landscape and open space standards. The standards will help establish a hierarchy for landscape development along the surrounding roadways, as well as establishing a framework for consistency throughout the design. The streetscapes for the roads will include formal landscape parkway designs, neighborhood edges, and landscape medians.

- Infrastructure. The backbone infrastructure needed to serve the entire Specific Plan area will be constructed by the developers in accordance with the Ontario Ranch Streets Master Plan and the Ontario Utilities Master Plan. The timing of development phases and the required infrastructure improvements will be established and approved through future Development Agreements. Future development within the Specific Plan area will be subject to development agreements, subdivision approvals, engineering review, and infrastructure financing requirements to ensure that necessary public facilities and services are available concurrent with development.

GENERAL PLAN CONSISTENCY: The Eucalyptus Business Park Specific Plan has been evaluated for consistency with the amended Policy Plan component of The Ontario Plan. The Specific Plan implements the land use framework established through File No. PGPA25-002, supports employment-generating uses in a planned business park environment, provides integrated circulation, infrastructure, and open space improvements, and remains consistent with the City's long-term planning objectives when considered in conjunction with the Policy Plan Amendment.

AIRPORT COMPATIBILITY: The Specific Plan has been evaluated for consistency with applicable Ontario International Airport and Chino Airport compatibility requirements. Future development within the Specific Plan area will remain subject to applicable airport compatibility regulations and development standards.

HOUSING CAPACITY: The residential capacity associated with lands redesignated through the Policy Plan Amendment has been evaluated as part of File No. PGPA25-002. The City determined that the Policy Plan Amendment and associated Housing Element updates maintain sufficient residential development capacity to accommodate the City's remaining RHNA obligations and do not result in a net loss of residential development capacity necessary to comply with State housing law.

PUBLIC BENEFITS: The Specific Plan provides substantial public benefits, including development of approximately 2.9 million square feet of employment-generating business park uses, creating of approximately 1,590 jobs, construction of backbone infrastructure, implementation of circulation improvements, provision of approximately 37 acres of open space and parkland, and implementation of the City's long-term economic development objectives.

PLANNING COMMISSION REVIEW: On April 28, 2026, the Planning Commission held a public hearing on the proposed Eucalyptus Business Park Specific Plan and voted 7-0 recommending the City Council approve the Eucalyptus Business Park Specific Plan (File No. PSP24-003).

ENVIRONMENTAL REVIEW: The environmental impacts of the Specific Plan were reviewed in conjunction with The Ontario Plan (TOP) 2050 Policy Plan Amendment (File No. PGPA25-002), for which a Supplemental Environmental Impact Report (SEIR) (State Clearinghouse No. 2025110102) was prepared. The SEIR evaluated the environmental impacts associated with the implementation of the Policy Plan Amendment (PPA), which included the Eucalyptus Business Park Specific Plan (EBPSP) as part of the overall project under File No. PGPA25-002. As a result, separate/additional environmental analysis for the Specific Plan is not required. Public comments received during the SEIR raised issues relating to air quality, truck traffic, noise, greenhouse gas emissions, environmental justice, housing capacity, and warehouse development. Responses to these comments are included in the Final SEIR and demonstrate that the Final SEIR adequately addressed the significant and unavoidable impacts related to air quality, greenhouse gas emissions, noise, cultural resources, and transportation. For impacts that remain significant and unavoidable, the City Council may adopt a Statement of Overriding Considerations if it determines that the Project's economic, social, housing, infrastructure, and planning benefits outweigh those impacts. Such benefits include, but are not limited to, maintaining compliance with State housing law, preserving adequate RHNA capacity, facilitating employment-generating land uses, supporting economic development opportunities, improving land use compatibility, implementing coordinated truck routing improvements, enhancing infrastructure efficiency, and advancing the City's long-term planning objectives. The SEIR was presented to the Planning Commission on April 28, 2026, as part of File No. PGPA25-002, and was recommended 7-0 to City Council for approval. Approval of the Eucalyptus Business Park Specific Plan is subject to the adoption and approval of The Ontario Plan (TOP) 2050 Policy Plan Amendment (File No. PGPA25-002) and the associated SEIR.

CITY OF ONTARIO PLANNING DEPARTMENT

PLANNING COMMISSION AGENDA REPORT

April 28, 2026

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

FILE NO.: PSP24-003

SUBJECT: A public hearing to consider the Eucalyptus Business Park Specific Plan (File No. PSP24-003) to establish the land use districts, development standers, design guidelines, infrastructure improvements, etc., for the potential development of 2,939,000 square feet of business park development, 10,000 square feet of commercial development and approximately 37-acres of open space/recreation on approximately 189 acres of land for property generally located along the northeast corner of Campus Avenue and Eucalyptus Avenue, within the SP (Specific Plan) and AG (Agricultural Overlay) zoning districts (APNs:1053-531-01, 1053-531-02, 1053-531-03, 1053-531-04, 1053-541-01, 1053-541-02, 1053-551-01, 1053-371-01, 1053-371-02, 1053-581-03, 1053-581-04, 0216-321-01, 0216-321-02, 0216-321-06, 0216-321-07, 0216-322-01, 0216-322-02, 0216-322-10); **submitted by Ontario Ranch Venture II, LLC. (c/o Sares Regis Group). City Council action is required.**

PROPERTY OWNER: Ontario Ranch Venture II, LLC. (c/o Sares Regis Group)

RECOMMENDED ACTION: That the Planning Commission adopt a Resolution recommending the City Council approve the Eucalyptus Business Park Specific Plan ("EBPSP") (File No. PSP24-003), pursuant to the facts and reasons contained in the staff report and attached Resolution, and subject to the conditions of approval appended to the attached Resolution as Attachment A.

BACKGROUND: The Ontario Plan ("TOP") Policy Plan (general plan) provides the basic framework for development within the 8,200-acre area commonly referred to as Ontario Ranch. The Ontario Ranch is bound by Riverside Drive to the north, Milliken Avenue to the east, Euclid Avenue to the west and Merrill Avenue/Bellegrave to the south. The Policy Plan requires City Council approval of a Specific Plan for unregulated areas of 10 acres or more within Ontario Ranch. The Specific Plan will ensure sufficient land area is included to achieve cohesive, unified districts and neighborhoods. Additionally, the Specific Plan will provide a development framework that regulates land use, circulation, infrastructure improvements (drainage, sewer, and water facilities), provisions for public services (parks and schools), and urban design and landscape standards.

On January 27, 2010, the Ontario City Council certified The Ontario Plan Environmental Impact Report in conjunction with File No. PGPA06-001 (City Council Resolution No. 2010-006), and on August 16, 2022, the Ontario City Council certified The Ontario Plan 2050

Case Planner:	Luis E. Batres
Planning Director Approval:	
Submittal Date:	9/27/24

Hearing Body	*Date*	*Decision*	*Action*
DAB	N/A		
PC	4/28/26	Approval	Recommend
CC	6/16/26		Final

Update Supplemental Environmental Impact Report in conjunction with File No. PGPA20-002 (City Council Resolution No. 2022-129).

On September 27, 2024, the Applicant submitted an application for a Specific Plan (File No. PSP24-003), which will establish land use designations, development standards, and design guidelines for 189 acres of land generally bounded by Walker Avenue to the east, Campus Avenue to the west, Eucalyptus Avenue to the south and Ontario Ranch Road to the north. The Specific Plan will outline the potential development of 2,939,000 square feet of business park development, 10,000 square feet of commercial development within the Business Park land use to support the Business Park operations, a potential 35,000 square foot publicly operated animal resource center and approximately 37-acres of open space. A Planning Commission recommendation of approval to the City Council is requested for the Specific Plan. Approval of the Specific Plan is subject to the approval and certification of File No. PGPA25-002, an amendment to The Ontario Policy Plan Supplemental Environmental Impact Report (SEIR) (State Clearinghouse No. 2025110102), which includes the adoption of a Mitigation Monitoring and Reporting Program and Statement of Overriding Considerations.

PROJECT SETTING: The Project site is within the SP (Specific Plan) and AG (Agricultural Overlay) zoning districts and is currently used for farming/agriculture and dairy farm purposes. The site is made up of eighteen separate parcels comprising approximately 189-acres of land generally bounded by Walker Avenue to the east, Campus Avenue to the west, Eucalyptus Avenues to the south and Ontario Ranch Road to the north, see Exhibit A: Project Location Map, attached. The existing surrounding land uses, zoning, and Policy Plan (general plan) and specific plan land use designations are summarized in Table 1: Surrounding Zoning & Land Uses (see Technical Appendix).

PROJECT ANALYSIS:

(1) Specific Plan — The Eucalyptus Business Park Specific Plan (EBPSP) will provide regulatory requirements to ensure future development of the EBPSP implements the goals and vision of the City's Policy Plan. The EBPSP will generally include development standards and design guidelines, circulation requirements, infrastructure and phasing requirements, permitted land uses, implementation guidelines, development review and approval procedures, among others. Through these requirements and procedures, the EBPSP will ensure a well-balanced, high quality business park complex is achieved and established in a manner that will facilitate a range of uses as envisioned by The Ontario Plan. The primary components of the EBPSP are described and analyzed further below.

(a) Land Use Plan – The land use plan for the EBPSP primarily consists of a range of business park uses and open space land uses, while also accommodating commercial retail uses to support the business park development, future businesses, and their employees.

The proposed land use plan is separated into nine (9) proposed Planning Areas (PA) across the two main land use categories – Business Park (PA 1-6), and Open Space (PA 7-9) (See Exhibit B: Eucalyptus Business Park Specific Plan Land Use Map).

Business Park - The TOP identifies a maximum buildout intensity 0.60 for Business Park land uses. This intensity, also referred to as Floor Area Ratio (FAR) is intended to guide the size of business park buildings in effort to attract and/or accommodate a different spectrum of business park uses. The EBPSP is proposing a maximum intensity/FAR of 0.55, which is consistent with TOP and slightly less than the TOP maximum. The FAR for EBPSP was intentionally lowered to ensure future business park development is scaled and designed appropriately in consideration of the proximity to Grand Park.

The Specific Plan, Business Park Planning Areas are envisioned to be developed as outlined below:

- Planning Area 1, located along the upper western portion of the Specific Plan, is 7.70-acres in size and can potentially accommodate up to 162,600 square feet of business park development.

- Planning Area 2, located along the center of the Specific Plan, is 18.33-acres in size and can potentially accommodate up to 273,700 square feet of business park development.

- Planning Area 3, located along the east side of the Specific Plan, is 18.21-acres in size and can potentially accommodate up to 340,700 square feet of business park development.

- Planning Area 4, located along the southwest corner of the Specific Plan, is 18.19-acres in size and can potentially accommodate up to 423,200 square feet of business park development.

- Planning Area 5, located along the center of the Specific Plan; is 37.76-acres in size and can potentially accommodate up to 859,300 square feet of business park development.

- Planning Area 6, located along the southeast corner of the Specific Plan, is 37.71 acres in size and can potentially accommodate up to 879,500 square feet of business park development.

- Planning Area 7 through 9, located along the north boundary of the Specific Plan, is roughly 37 acres total and will remain as open space as part of the Grand Park Master Plan.

Open Space – Parkland – Grand Park extends east from Campus Avenue to Haven Avenue. This Specific Plan will be located immediately to the south of the Grand Park,

between Campus Avenue, to the west and Walker Avenue, to the east. The design, construction, and programming of Grand Park is regulated by the Grand Park Master Plan and all future improvements must be consistent with the Grand Park Master Plan. The EBPSP will provide permitted uses within the Open Space Parkland designation, which includes portions of Grand Park, however, future design and use of the park space will require separate reviews and collaboration with the City to ensure the Grand Park Master Plan vision is maintained.

Additionally, the EBPSP will also allow up to 10,000 square feet of commercial/retail uses to help support the future business park businesses and employees within those businesses. The commercial uses do not include a dedicated "commercial/retail" land use designation; these uses will instead be allowed within any of Business Park PAs. This will allow flexibility with the placement of the commercial uses either as stand-alone developments or integrated into a business park building.

(b) Development Standards and Design Guidelines — The Development Standards and Design Guidelines will provide the tools to develop a cohesive business park complex that blends form and function. Within the Business Park PAs, future development will be regulated by development standards that generally include setback and separation requirements, maximum heights, maximum sizes, parking requirements, specific landscape requirements, among others. These standards will ensure buildings are appropriately scaled within their respective PA and positioned in a manner that contributes to the overall Business Park development. Notable standards include appropriate setbacks from major and minor/private streets, appropriate landscape buffers along the perimeter of streets and buildings, proper screening of parking and truck yard where necessary, among others, all of which are intended for business park buildings.

The Design Guidelines have been established to implement the intent and vision of the Ontario Development Code and The Ontario Plan (TOP). The Design Guidelines will provide assurance that the EBPSP will produce high quality design and character in a consistent manner. The Design Guidelines will also provide appropriate direction and clarity for future developers, which helps minimize conflict and inconsistencies with the EBPSP's intent.

The EBPSP will contain a Contemporary design theme. Each building will be required to incorporate an appropriate balance of colors and materials, including the use of architectural features and elements to further enhance the design. This is generally achieved with the use of substantial glazing at the office areas or as spandrel glass throughout building elevations. Additional features such as awnings, canopies, and decorative lighting will also be required, as well as accent materials such as metal, stone, or similar. The following details help further emphasize the EBPSP design guidelines:

- Buildings are characterized by simple and distinct cubic masses with interlocking volumes of wall planes, colors, and materials to create visual appeal.

- Building massing, scale and roof forms will be the primary design components requiring articulation in their architectural expression as they relate to the public views.

- The business park, commercial land uses will maintain consideration of the pedestrian realm and will implement appropriate site planning and architectural design

- Theme walls/entry monuments may be installed at the major project entries at the discretion of the builder/project developer and subject to the approval of a master sign program by the City.

- The site design will facilitate the intended functions of common space areas and will provide for appropriate interactions between buildings and activity areas, goods movement, vehicular access/parking, and pedestrian and bicycle travel.

- The buildings will be oriented to define the street scene and provide for an aesthetically pleasing streetscape; and

(c) Circulation — The circulation plan for the Specific Plan reinforces the objective of moving vehicles, pedestrians, cyclists, and public transit safely and efficiently throughout and around the project area. The Specific Plan establishes the hierarchy and general location of roadways within the EBPSP. The Project provides efficient circulation for vehicle traffic and a safe environment for pedestrian movement. Primary access to the project will be provided along Eucalyptus and Grove Avenue as well as a new public street 'A', that will be developed along the northern portion of the Specific Plan.

The new public street will separate the Business Park land use from the Open Space land use (Grand Park). The new public street 'A' will be a 64-foot-wide (collector roadway) with two lanes in each direction. While the street serves as additional circulation, it will also include enhanced design and landscape features to help strengthen the interaction between the Business Park buildings and the Grand Park.

Additional circulation within the Specific Plan will be provided and improved as follows:

- Eucalyptus Avenue is designed to be a four 4-lane (108') collector road (truck route), with a 14-foot wide striped median, consistent with the TOP.

- Campus Avenue is designed to be a 4-lane (108') minor arterial road with a 14' striped median, consistent with the TOP.

- Bon View Avenue is designed to be 4-lane (66') collector road, consistent with the TOP.

- Grove Avenue is designed to be 4-lanes (124') principal arterial road, with a 28' wide raised landscape median, consistent with the TOP; and

- Walker Avenue is designed to be 2-lane (88') collector road (truck route), consistent with the TOP.

The Specific Plan has been designed to feature four (4) signalized intersections along Eucalyptus Avenue and four (4) along the new public street 'A'. Each street will include a parkway, sidewalk, and a landscape buffer. Right-of-way improvements along the streets will be consistent with the City's Master Plan of Streets.

(d) Landscaping Design — The landscape design theme for the EBPSP encourages landscaping and designs that enhance the street appeal of the structures, create and define public and private spaces, and provide shade that benefits the environment. A plant palette (Table 6-1) of the Specific Plan outlines the plant materials and trees to be used in parking lots, street parkways, and adjacent to buildings. The plant palette includes evergreen and deciduous trees, shrubs and ground covers, and grasses that are commonly used throughout Southern California. Many of the plants are water-efficient species native also to Southern California. The overall landscape design of the Specific Plan was organized to help define the landscape principles for the Specific Plan, with specific treatment along the streets establishing the general framework for the area.

Landscape also plays a vital role in the streetscape design. Landscape design guidelines will help establish a hierarchy for landscape development along the surrounding roadways, as well as establishing a framework for consistency throughout the design. The streetscapes for the roads include formal landscape parkway designs, neighborhood edges, and landscape medians. The EBPSP will apply the following streetscape requirements along the major roadways:

- Eucalyptus Avenue: Will be required to provide a 35-foot neighborhood edge that will include a 15-foot-wide landscape buffer, 8-foot-wide multi-purpose trail, 5-foot-wide sidewalk and a 7-foot-wide landscape parkway.

- Campus Avenue: Will be required to provide a 35-foot-wide neighborhood edge that will include a 15-foot-wide landscape setback, 8-foot-wide multi-purpose trail, 5-foot-wide sidewalk and a 7-foot-wide landscape parkway.

- Grove Avenue: Will be required to provide a 40-foot-wide landscape neighborhood edge that will include a 15-foot-wide landscape buffer, 8-foot-wide multi-purpose trail, a 5-foot-wide landscape buffer, a 5-foot-wide sidewalk and a 7-foot-wide landscape parkway.

- Walker Avenue: Will be required to provide 35-foot-wide neighborhood edge that will include a 7-foot-wide parkway, 5-foot-wide sidewalk, 8-foot-wide multi-purpose trail and 15-foot-wide landscape buffer.

- Bon View Avenue: Will be required to provide a 29-foot-wide neighborhood edge that will include a 4-foot-wide parkway, 5-foot-wide sidewalk and 20-foot-wide landscape buffer.

- New Public Street 'A': Will require a 7-foot-wide landscape parkway and a 5-foot-wide sidewalk and will provide a 20-foot landscape setback along the south side of the street, measured from the back of the sidewalk. While Public Street 'A' does not include an actual neighborhood edge, the EBPSP has incorporated the additional 20-foot landscape setback to ensure appropriate streetscape design and aesthetic landscape buffers are provided near the Grand Park.

(e) Infrastructure and Services — The backbone infrastructure to serve all areas of the Specific Plan will be installed by the developers in accordance with the Ontario Ranch Master Plan for streets, water (including recycled water), sewer, storm drain, and fiber optic facilities. Natural gas will be provided by Southern California Gas Company and electricity by Southern California Edison ("SCE"). Development of the Project requires the installation by the developer of all infrastructure necessary to serve the Project as a standalone development.

(f) Specific Plan Phasing — The phasing of development within the Specific Plan will be determined by the various developers, development agreements, and based upon the market conditions. It is anticipated that the Specific Plan will be developed in six (6) phases (see Attachment E: Proposed Phasing Plan). The proposed phases are as follows:

- Phase A: Will include Planning Area (PA) 3 and 6
- Phase B: Will include Planning Area (PA) 2 and 5
- Phase C: Will include Planning Area (PA) 1 and 4
- Phase D: Will include Planning Area (PA) 9
- Phase E: Will include Planning Area (PA) 8; and
- Phase F: Will include Planning Area (PA) 7

The developer(s) and the city will work together to ensure that the open space-parkland areas are developed concurrently with the build-out of the business park portions of the Specific Plan. The final details will be outlined in the development agreement(s) when the first subdivision map is processed and approved by the City.

(g) Signage — All future signage will be subject to review and approval of a comprehensive sign program for the Specific Plan. A sign program will facilitate the integration of the signs within the overall site and building design to create a unified visual statement and provide for flexible application of sign regulations in the design and display of multiple signs. Key provisions will include entry monument, center and tenant identification signage, traffic and wayfinding signs, building signs, secondary monumentation, and visitor and directional signage. Prior to the issuance of a Building

Permit for the installation of any new sign, the Applicant is required to submit Sign Plans for Planning Department review and approval.

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

CORRESPONDENCE: As of the preparation of this Agenda Report, Planning Department staff have not received written or verbal communication in objection to the Project.

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

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

On April 19, 2011, the City Council of the City of Ontario approved and adopted the ONT ALUCP, establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the recommending body for the Project, File No. PSP24-003, the Planning Commission has reviewed and considered the facts and information contained in the Application and supporting documentation against the ONT ALUCP compatibility factors, including [1] Safety Criteria (ONT ALUCP Table 2-2) and Safety Zones (ONT ALUCP Map 2-2), [2] Noise Criteria (ONT ALUCP Table 2-3) and Noise Impact Zones (ONT ALUCP Map 2-3), [3] Airspace protection Zones (ONT ALUCP Map 2-4), and [4] Overflight Notification Zones (ONT ALUCP Map 2-5). As a result, the Planning Commission, therefore, finds and determines that the Project, File No. PSP24-003, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ONT ALUCP.

On August 2, 2022, the City Council of the City of Ontario approved and adopted a Development Code Amendment to establish the Chino Airport ("CNO") Overlay Zoning District ("OZD") and Reference I, Chino Airport Land Use Compatibility Plan ("CNO ALUCP"). The CNO OZD and CNO ALUCP established the Airport Influence Area for Chino Airport, solely within the City of Ontario, and limits future land uses and development

within the Airport Influence Area, as they relate to safety, airspace protection, and overflight impacts of current and future airport activity. The CNO ALUCP is consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook. The Specific Plan is located within Safety Zones 4 and 6 of the Chino ALUCP and may have additional development restrictions that include building heights, land use restrictions, Floor Area Ratio (FAR) limitations and Open Land Criteria. Refer to the Chino ALUCP for additional development regulations. Any future development in the project area shall be consistent with the policies and criteria of the ONT and Chino ALUCP.

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

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Section 65450-65457) permits the adoption and administration of specific plans as an implementation tool for elements contained in the local general plan. Specific plans must demonstrate consistency in regulations, guidelines, and programs with the goals and policies set forth in the general plan. The EBPSP has been prepared in conformance with the goals and policies of the City of Ontario Policy Plan (TOP) (General Plan). More specifically, the goals and policies of TOP that are furthered by the proposed Project are as follows:

(1) City Council Goals

- Invest in the Growth and Evolution of the City's Economy
- Operate in a Businesslike Manner
- Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)
- Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in Ontario Ranch

(2) Vision

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

Commercial and Residential Development

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

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

- Distinctive and well-maintained neighborhoods that offer exceptional variety in lifestyles, with convenient access to schools, recreation and cultural facilities, places of worship, places of employment and shopping.

Development Quality

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

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

(3) Governance

Decision Making

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

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

- G1-2 Long-term Benefit. We require decisions to demonstrate and document how they add value to the community and support the Ontario Vision.

(4) Policy Plan (General Plan)

Land Use Element

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

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

- LU-1.6 Complete Community. We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers, and

visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario.

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

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

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

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

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

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

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

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

Community Economics Element:

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

- CE-1.1 Jobs-Housing Balance. We pursue improvement to the Inland Empire's balance between jobs and housing by promoting job growth that reduces the regional economy's reliance on out-commuting.

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

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

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

- CE-2.2 Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional, and sustainable places that will compete well with their competition within the region.

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

- CE-2.5 Private Maintenance. We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.

Mobility Element

Goal M-1 Roadway System: A system of roadways that meets the mobility needs of a dynamic and prosperous Ontario.

- M-1.4 Complete Streets. We work to provide a complete, balanced, context-aware, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.

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

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

Community Design Element

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

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

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

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

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

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

    2. A true architectural style which is carried out in plan, section, and elevation through all aspects of the building and site design and appropriate for its setting; and

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

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

- CD-2.6 Connectivity. We promote development of local street patterns, multimodal networks, and connected public spaces that create and unify neighborhoods, rather than divide them, and create cohesive and continuous corridors, rather than independent "islands" through the following means:

1. Local street networks that provide access both between subdivisions and within neighborhoods and discourage through traffic;

2. A local street system that is logical and understandable for the user. A grid system is preferred to avoid circuitous and confusing travel paths between internal neighborhood areas and adjacent arterials and to provide adequate emergency and evacuation access; and

3. Pedestrian and bicycle networks that provide convenient access to neighborhoods and nearby destinations, such as schools, parks, other public spaces, commercial areas, and transit stops.

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

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

- CD-2.10 Parking Areas. We require all development, including single-family residential, to minimize the visual impact of surface, structured, and garage parking areas visible from the public realm in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include:

  1. Surface parking: Shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field.

- CD-2.12 Site and Building Signage. We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures

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

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

- CD-5.1 Maintenance of Buildings and Property. We require all public and privately-owned buildings and property (including trails and easements) to be properly and consistently maintained.

- CD-5.2 Maintenance of Infrastructure. We require the continual maintenance of infrastructure.

HOUSING ELEMENT COMPLIANCE: The Project is consistent with the Housing Element of the Policy Plan (general plan) component of The Ontario Plan, as the Project site is not one of the properties in the Housing Element Sites contained in Tables B-1 and B-2 (Housing Element Sites Inventory) of the Housing Element Technical Report. Approval of this Specific Plan is subject to the adoption and approval of The Ontario Plan (TOP) 2050 Policy Plan Amendment (File No. PGPA25-002) being approved by City Council.

ENVIRONMENTAL REVIEW: The environmental impacts of this Project were reviewed in conjunction with The Ontario Plan (TOP) 2050 Policy Plan Amendment (File No. PGPA25-002), for which a Supplemental Environmental Impact Report (SEIR) (State Clearinghouse No. 2025110102) was prepared. The SEIR evaluated the potential environmental impacts associated with the Policy Plan Amendment (PPA), which included the EBPSP as part of the overall project under PGPA25-002.

Through the SEIR process, potential impacts were analyzed, and revisions to the proposed project and mitigation measures were identified to reduce environmental effects. As a result, most of the impacts were reduced to a less-than-significant level. However, five impact areas remain significant and unavoidable, even with the implementation of all feasible mitigation measures. These impacts are attributable to the PPA and EBPSP.

The significant and unavoidable impacts identified in the SEIR applicable to EBPSP include:

- Air Quality — Impacts related to consistency with the Air Quality Management Plan and regional operational emissions which would contribute to regional nonattainment conditions within the South Coast Air Basin and expose sensitive receptors to elevated pollutant concentrations.

- Cultural Resources — Although protective regulations and preservation policies are included in The Ontario Plan Policy Plan Amendment (PPA), implementation of the proposed PPA may result in impacts to historic resources. Future development could involve the modification or demolition of historic resources, including Tier III resources, resulting in the destruction or material impairment of their significance. While regulatory protections and project-level review would reduce impacts, such impacts cannot be fully avoided or mitigated in all cases.

- Greenhouse Gas Emissions — Impacts associated with increased greenhouse gas emissions and potential inconsistency with the City's Community Climate Action Plan.

- Noise — Impacts related to traffic noise.

- Transportation — Impacts related to vehicle miles traveled (VMT), which would increase under buildout conditions and cannot be reduced to a less-than-significant level.

The City of Ontario circulated the Draft Supplemental Environmental Impact Report (Draft SEIR) for public review from March 5, 2026, through April 20, 2026. At the conclusion of the public review period, 17 comment letters were received. Areas of concern raised in the comments include the loss of agricultural land, environmental impacts associated with warehouse development, and requests for a warehouse moratorium. Responses to all comments received will be provided in the Final SEIR, Section 2, Response to Comments.

While 5 significant and unavoidable Project impacts have been identified, Staff finds that the Project's benefits outweigh the unavoidable adverse environmental effects. The Project provides the following benefits:

- Supports implementation of TOP 2050 by advancing a coordinated land use framework that aligns policy direction with site-specific planning; facilitates employment-generating uses through the establishment of the EBPSP and targeted reallocation of land uses within Ontario Ranch;

- Improves land use compatibility by directing business park and industrial uses to appropriate locations and incorporating updates to circulation patterns, including truck route modifications consistent with State requirements under AB 98;

- Supports the extension and coordination of infrastructure improvements necessary to accommodate planned growth, including circulation, utilities, and public services; and

- Provides economic benefits to the community through expanded employment opportunities and strengthening of the City's economic base.

Approval of this Specific Plan is subject to the adoption and approval of The Ontario Plan (TOP) 2050 Policy Plan Amendment (File No. PGPA25-002) and the associated SEIR.

TECHNICAL APPENDIX:

Table 1: Surrounding Zoning and Land Uses

	Existing Land Use	***Policy Plan Designation***	***Zoning Designation***	***Specific Plan Land Use***
Site	Farming/Agriculture Land Uses	Business Park and Open Space	EBPSP	Business Park (BP) and Open Space-Recreation (OS-R)
North	Farming/Agriculture Land Uses	Open Space-Recreation	CenterPark Specific Plan	Open Space (OS-R)
South	Industrial Development	Business Park	South Ontario Logistics Center Specific Plan, Merrill Commerce Center Specific Plan	Business Park
East	Farming/Agriculture Land Uses	Mixed-Use, Open Space-Recreation, MDR	Specific Plan (SP)	N/A
West	Vacant Land/Dairy Land Uses	Mixed-Use	Specific Plan (SP)	N/A

Exhibit A: PROJECT LOCATION MAP

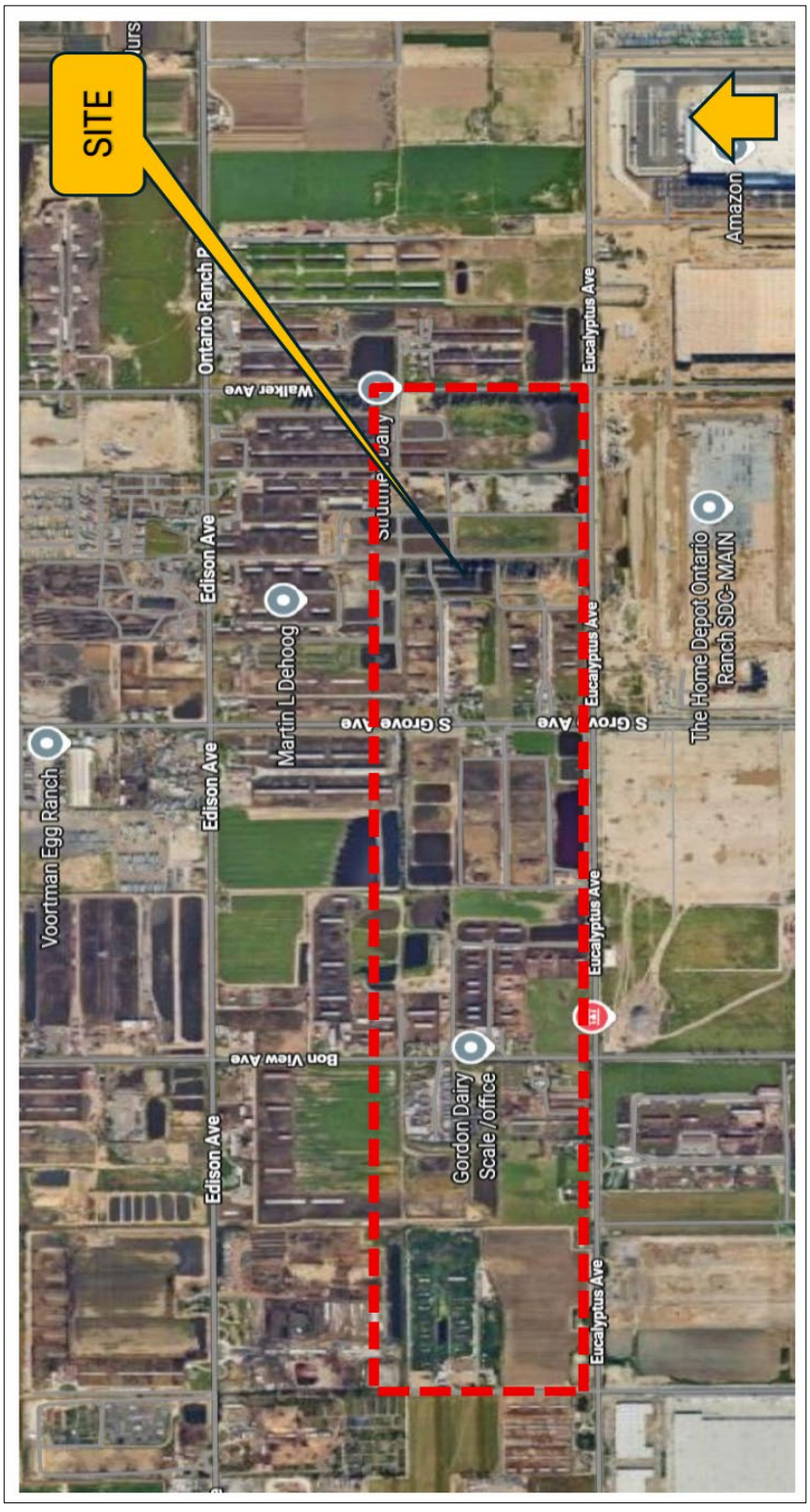
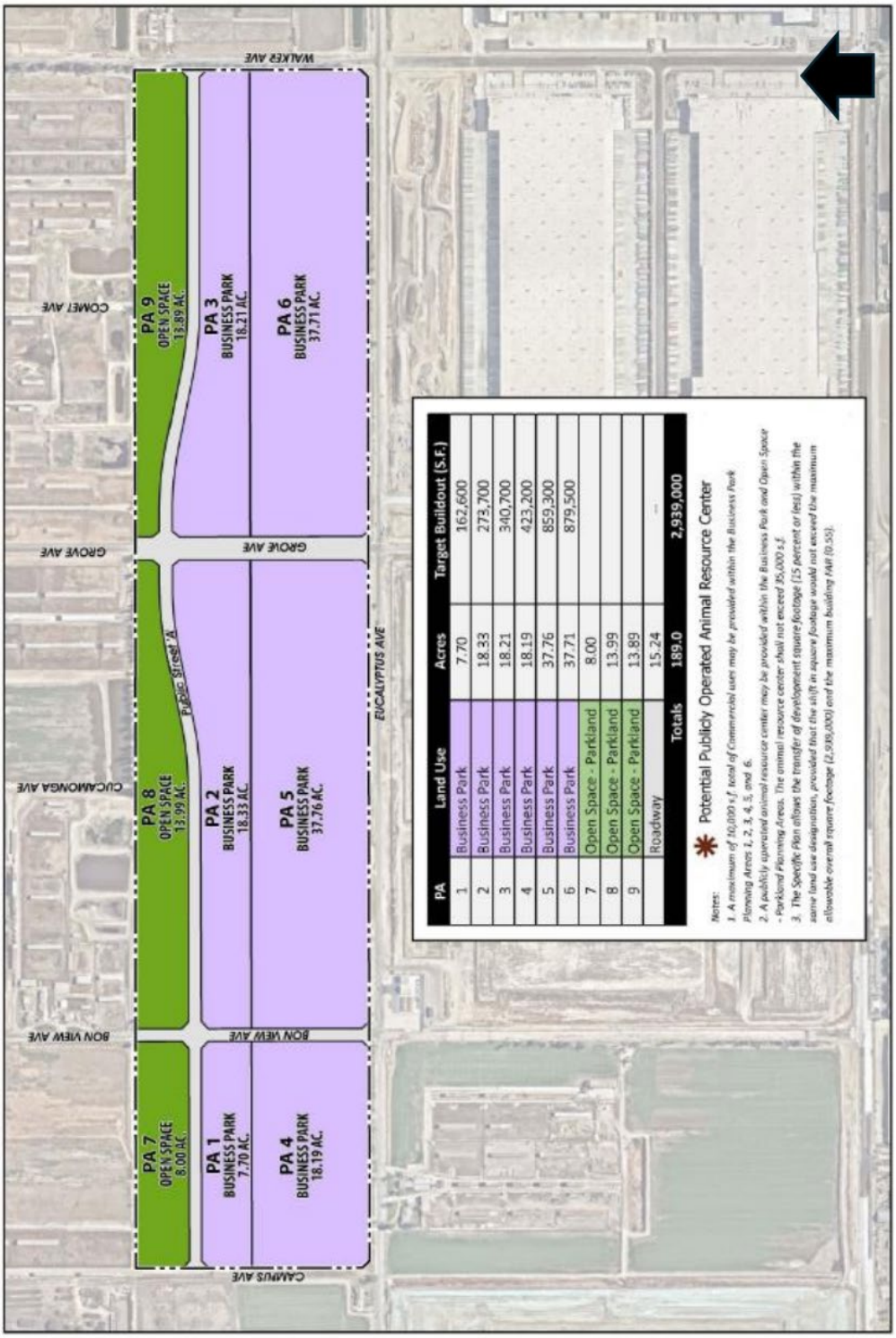


Exhibit B: EUCALYTUS BUSINESS PARK SPECIFIC PLAN LAND USE MAP



PA	Land Use	Acres	Target Buildout (S.F.)
1	Business Park	7.70	162,600
2	Business Park	18.33	273,700
3	Business Park	18.21	340,700
4	Business Park	18.19	423,200
5	Business Park	37.76	859,300
6	Business Park	37.71	879,500
7	Open Space - Parkland	8.00	
8	Open Space - Parkland	13.99	
9	Open Space - Parkland	13.89	
	Roadway	15.24	
	Totals	189.0	2,939,000

* Potential Publicly Operated Animal Resource Center

Notes:
1. A maximum of 10,000 s.f. total of Commercial uses may be provided within the Business Park Planning Areas 1, 2, 3, 4, 5, and 6.
2. A publicly supervised animal resource center may be provided within the Business Park and Open Space - Parkland Planning Areas. The animal resource center shall not exceed 35,000 s.f.
3. The Specific Plan allows the transfer of development square footage (15 percent or less) within the same land use designation, provided that the shift in square footage would not exceed the maximum allowable overall square footage (2,939,000) and the maximum building FAR (0.55).

Exhibit C: EUCALYPTUS BUSINESS PARK LAND USE SUMMARY

PA	Land Use	Acres	Maximum Buildout SF
Business Park			
1	Business Park	7.70	162,600
2	Business Park	18.33	273,700
3	Business Park	18.21	340,700
4	Business Park	18.19	423,200
5	Business Park	37.76	859,300
6	Business Park	37.71	879,500
Business Park Totals		137.90 AC	2,939,000 SF
Open Space – Parkland			
7	Open Space – Parkland	8.00	--
8	Open Space – Parkland	13.99	--
9	Open Space – Parkland	13.89	--
Total Open-Space Parkland Acreage		35.88 AC	--
--	Roadway	15.24	--
Total		189.0 AC	2,939,000 SF

Exhibit D: SPECIFIC PLAN CIRCULATION PLAN

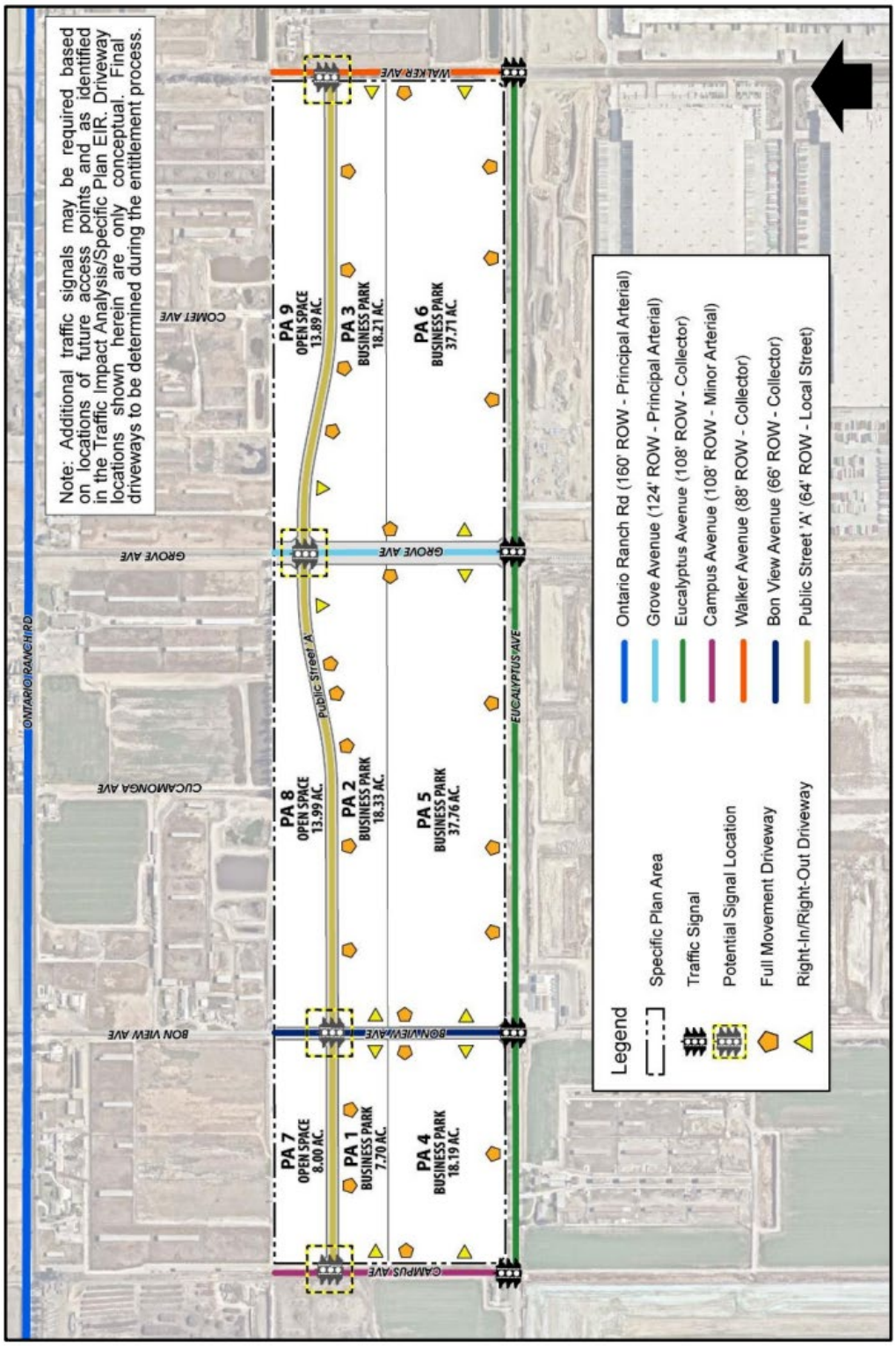


Exhibit E: PROPOSED PHASING PLAN

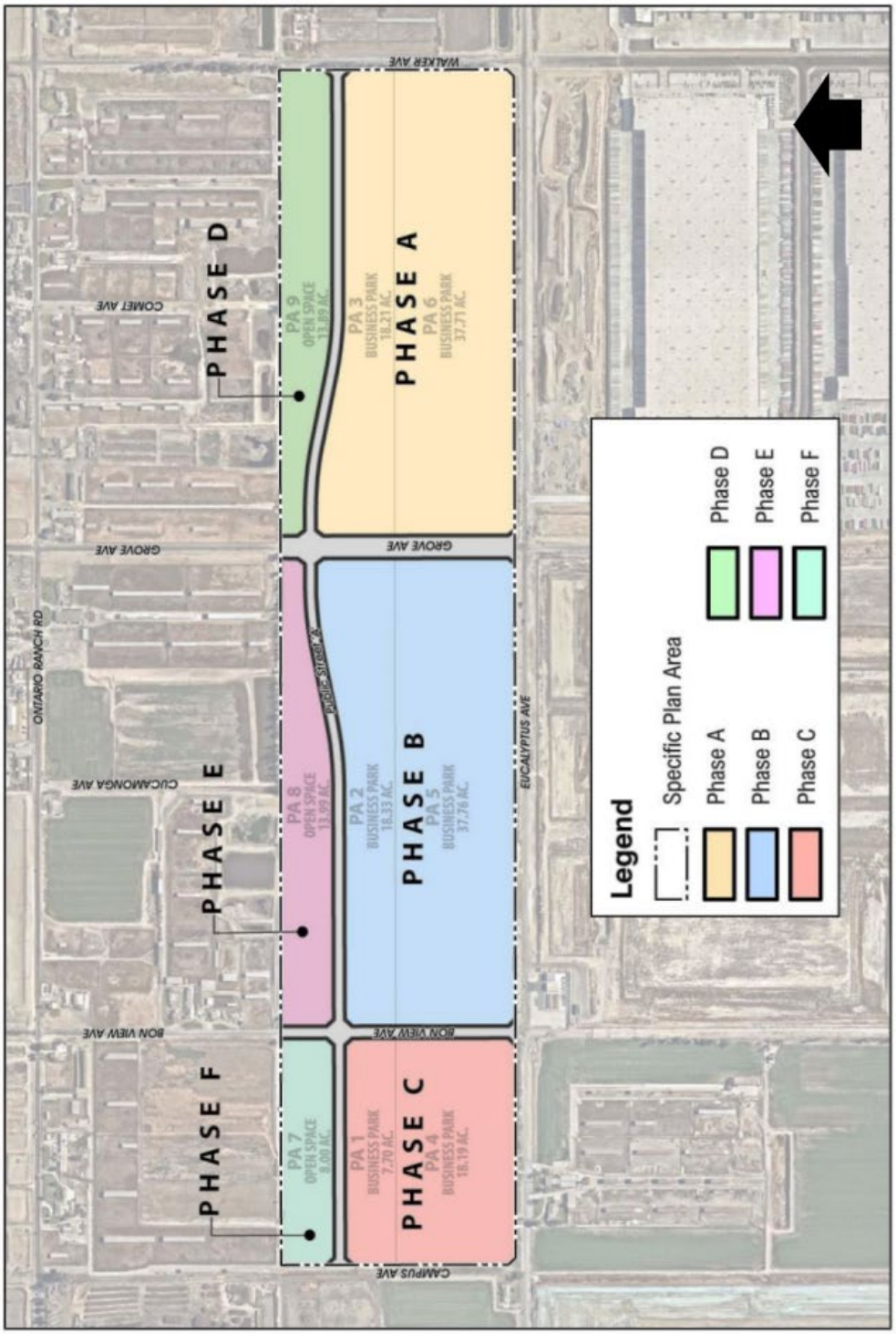


Exhibit F: SPECIFIC PLAN PROPOSED ARCHITECTURE DESIGN GUIDELINES



Conceptual Building Architecture

Exhibit G: THE ONTARIO PLAN (GENERAL PLAN) LAND USE PLAN



Attachment A:

Resolution for File No. PSP24-003

(Document to follow this page)

RESOLUTION NO. PC26-025

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE THE EUCALYPTUS BUSINESS PARK SPECIFIC PLAN (FILE NO. PSP24-003), TO ESTABISH THE LAND USE DISTRICTS, DEVELOPMENT STANDARDS, DESIGN GUIDELINES, INFRACTRUCTURE IMPROVEMENTS, ETC., FOR THE POTENTIAL DEVELOPMENT OF 2,939,000 SQUARE FEET OF BUSINESS PARK DEVELOPMENT, 10,000 SQUARE FEET OF COMMERCIAL DEVELOPMENT AND APPROXIMATELY 37-ACRES OF OPEN SPACE/PARKLAND ON APPROXIMATELY 189 ACRES OF LAND FOR PROPERTY GENERALLY LOCATED ALONG THE NORTHEAST CORNER OF CAMPUS AVENUE AND EUCALYPTUS AVENUE, LOCATED WITHIN THE SP (SPECIFIC PLAN) AND AG (AGRICULTURAL OVERLAY) ZONING DISTRICTS, AND MAKING FINDINGS IN SUPPORT THEREOF—APNS: 1053-531-01, 1053-531-02, 1053-531-03, 1053-531-04, 1053-541-01, 1053-541-02, 1053-551-01, 1053-371-01, 1053-371-02, 1053-581-03, 1053-581-04, 0216-321-01, 0216-321-02, 0216-321-06, 0216-321-07, 0216-322-01, 0216-322-02, 0216-322-10.

WHEREAS, ONTARIO RANCH VENTURE II, LLC. ("Applicant") has filed an Application for the approval of a Specific Plan, File No. PSP24-003 (Eucalyptus Business Park Specific Plan), as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Project site is made up of eighteen separate parcels comprising approximately 189-acres of land and is generally bounded by Walker Avenue to the east, Campus Avenue to the west, Eucalyptus Avenues to the south and Ontario Ranch Road to the north within the SP (Specific Plan) and AG (Agricultural Overlay) zoning districts; and;

WHEREAS, the property to the north of the Project site is within the CenterPark Specific Plan zoning district and is developed with farming/agriculture and dairy farm purposes, the property to the south is within the South Ontario Logistics Center Specific Plan and Merrill Commerce Center Specific Plan and is developed with business park development, the property to the east and west is within Specific Plan (SP) zoning district and is currently improved with farming/agriculture land uses; and

WHEREAS, the Eucalyptus Business Park Specific Plan, attached hereto as Attachment A, will facilitate the potential development of 2,939,000 square feet of business park development with a maximum Floor Area Ratio of 0.55 and will also allow for up to 10,000 square feet of support commercial/retail uses; and

WHEREAS, the Eucalyptus Business Park Specific Plan establishes a comprehensive set of design guidelines and development regulations to guide and regulate site planning, landscape, architectural character, circulation, permitted uses, infrastructure, among others to ensure all future development is consistent with the goals and policies of The Ontario Plan; and

WHEREAS, the Eucalyptus Business Park Specific Plan has been prepared in conformance with the goals and policies of the City of Ontario Policy Plan (TOP 2050) (General Plan); and

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

WHEREAS, the environmental impacts of this Project were reviewed in conjunction with File No. PGPA25-002, an amendment to The Ontario Plan (TOP) 2050 Policy Plan, for which a Supplemental Environmental Impact Report (SEIR) (State Clearinghouse No. 2025110102) was prepared, including a Mitigation Monitoring and Reporting Program and Statement of Overriding Considerations; and

WHEREAS, the Plan Policy Amendment SEIR associated with File No. PGPA25-002 evaluated the potential environmental impacts associated with implementation of the EBPSP, including site-specific development, land use organization, circulation, and infrastructure within the Specific Plan area; and

WHEREAS, the SEIR for File No. PGPA25-002, which included a Statement of Overriding Considerations, was prepared in accordance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City of Ontario Guidelines for implementation of CEQA; and

WHEREAS, the SEIR for File No. PGPA25-002 was prepared to address the environmental effects of the proposed EBPSP; and

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

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Planning Commission the responsibility and authority to review and make recommendation to the City Council on the subject Application; and

WHEREAS, approval of this Specific Plan is contingent on the approval of File No. PGPA25-002 by City Council; and

WHEREAS, the Project has been reviewed for consistency with the Housing Element of the Policy Plan component of The Ontario Plan 2050, as State Housing Element law (as prescribed in Government Code Sections 65580 through 65589.8) requires that development projects must be consistent with the Housing Element, if upon consideration of all its aspects, it is found to further the purposes, principals, goals, and policies of the Housing Element; and

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and is subject to, and must be consistent with, the policies and criteria set forth in the Ontario International Airport Land Use Compatibility Plan (hereinafter referred to as "ALUCP"), which applies only to jurisdictions within San Bernardino County, and addresses the noise, safety, airspace protection, and overflight impacts of current and future airport activity; and

WHEREAS, the proposed Project is located within the Airport Influence Area of Chino Airport, within the City of Ontario boundary, and is subject to, and must be consistent with, the policies criteria set forth in Reference I, Chino Airport Land Use Compatibility Plan (CNO ALUCP), which applies only to jurisdictions within City of Ontario, and addresses the safety, airspace protection, and overflight impacts of current and future airport activity; and

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

WHEREAS, on April 28, 2026, the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date; and

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

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

SECTION 1: ***Environmental Determination and Findings.*** As the recommending body for the Project, the Planning Commission has reviewed and considered the information contained in the Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102) prepared for File No. PGPA25-002, which

evaluated the potential environmental impacts associated with implementation of the EBPSP. Based upon the facts and information contained in the Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102) prepared for File No. PGPA25-002, and supporting documentation, the Planning Commission finds as follows:

(1) The environmental impacts of this Project were previously reviewed in conjunction with File No. PGPA25-002, The Ontario Plan (TOP) 2050 Policy Plan Amendment, for which a Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102) was prepared, including a Mitigation Monitoring and Reporting Program and Statement of Overriding Considerations; and

(2) The previous Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102), including the Mitigation Monitoring and Reporting Program and Statement of Overriding Considerations contains a complete and accurate reporting of the environmental impacts associated with the Project; and

(3) The previous Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102), including the Mitigation Monitoring and Reporting Program and Statement of Overriding Considerations was completed in compliance with CEQA and the Guidelines promulgated thereunder; and

(4) The previous Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102), including the Mitigation Monitoring and Reporting Program and Statement of Overriding Considerations reflects the independent judgment of the Planning Commission; and

(5) The proposed Project will introduce no new significant environmental impacts beyond those previously analyzed in the Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102) prepared for File No. PGPA25-002, including the Mitigation Monitoring and Reporting Program and Statement of Overriding Considerations, and all mitigation measures adopted with the Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102), are incorporated herein by this reference.

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

(1) Does not constitute substantial change to the Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102) that was prepared, that will require

major revisions to the Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102), due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

(2) Does not constitute substantial changes with respect to the circumstances under which the Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102) that was prepared for File No. PGPA25-002, that will require major revisions to the Supplemental Environmental Impact Report due to the involvement of new significant environmental effects or a substantial increase in the severity of the previously identified significant effects; and

(3) Does not contain new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the Supplemental Environmental Impact Report that was prepared, that shows any of the following:

(a) The Project will have one or more significant effects not discussed in the Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102) prepared for File No. PGPA25-002; or

(b) Significant effects previously examined will be substantially more severe than shown in the Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102); or

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

(d) Mitigation measures or alternatives considerably different from those analyzed in the Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102) prepared for File No. PGPA25-002, would substantially reduce one or more significant effects on the environment, but which the City declined to adopt.

SECTION 3: ***Housing Element Compliance.*** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the recommending body for the Project, the Planning Commission finds that based on the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the Project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan 2050, as the Project site is not one of the properties in the Housing Element Sites Inventory contained in Tables B-1 and B-2 of the Housing Element Technical Report.

SECTION 4: ***Airport Land Use Compatibility Plan ("ALUCP") Compliance.*** The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan.

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

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

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

(1) ***The proposed Specific Plan, or amendment thereto, is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan 2050.*** The approximately 189-acre Eucalyptus Business Park Specific Plan is suitable for business park, commercial and open space-parkland development and is consistent with the goals and policies, plans and exhibits of the Vision, Policy Plan (TOP 2050) (General Plan), and City Council Priorities components of TOP 2050. In addition, the proposed land uses in the proposed Specific Plan will also be in harmony in terms of access, size, and compatibility with existing land use in the surrounding area; and

(2) ***The proposed Specific Plan, or amendment thereto, would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.*** The proposed Eucalyptus Business Park Specific Plan is in conformance with the Land Use Policies and Goals of the Policy Plan and will provide standards and guidelines for the harmonious development within the districts, in a manner consistent with the Policy Plan. The Specific Plan proposes the potential development of 2,939,000 square feet of business park development, up to 10,000 square feet of commercial/retail development, and approximately 37-acres of open space/parkland on approximately 189 acres of land. The proposed Specific Plan land uses and intensity of development is consistent with the land use plan of the Policy Plan (TOP 2050); therefore, the proposed business park, commercial and open space land uses will not be detrimental to the public interest, health, safety, or general welfare of the City as they are consistent with the existing and future development of the surrounding area; and

(3) ***In the case of an application affecting specific property(ies), the proposed Specific Plan, or amendment thereto, will not adversely affect the harmonious relationship with adjacent properties and land uses.*** The proposed Specific Plan will modify the land use from farming/agricultural and vacant land uses to Business Park and Open Space-Parkland, which aligns with the surrounding land uses planned in the Policy Plan (TOP) 2050; and

(4) ***In the case of an application affecting specific property(ies), the subject site is physically suitable, including, but not limited to, parcel size, shape, access, and availability of utilities, for the request and anticipated development.*** The proposed Specific Plan will allow for business park, commercial and open space/parkland uses on the subject site. When in conformance with the Specific Plan, the project site is suitable in size and shape, and the project site design allows for sufficient access and availability of utilities to accommodate the anticipated development.

SECTION 6: ***Planning Commission Action.*** Based upon the findings and conclusions set forth in the Sections above, the Planning Commission hereby RECOMMENDS THE CITY COUNCIL APPROVES the herein described Application, subject to each and every condition set forth in the Department reports attached hereto as "Attachment A," and incorporated herein by this reference.

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

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

SECTION 9: ***Certification to Adoption.*** The Secretary shall certify to the adoption of the Resolution.

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

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

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 28th day of April, 2026, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Nancy Dediemar
Planning Commission Chairperson

ATTEST:

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

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. PC26-025, was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on April 28, 2026, by the following roll call vote, to wit:

AYES: Anderson, DeDiemar, Gage, Hagman, Lampkin, Marks, Ricci

NOES: None

ABSENT: None

ABSTAIN: None

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

File No. PSP24-003
Departmental Conditions of Approval

(Departmental conditions of approval to follow this page)

EUCALYPTUS BUSINESS PARK SPECIFIC PLAN











CITY OF ONTARIO

4TH DRAFT

APRIL 2026

4963

EUCALYPTUS BUSINESS PARK SPECIFIC PLAN

CITY OF ONTARIO

Prepared for:

THE CITY OF ONTARIO
303 East B Street
Ontario, CA 91764
(909) 395-2011

Prepared by:

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JOB NUMBER: 971-003

APRIL 2026

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EXECUTIVE SUMMARY

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The Eucalyptus Business Park Specific Plan area covers approximately 189.0 acres in the southern portion of the City of Ontario. The Specific Plan area is located north of Eucalyptus Avenue, south of Ontario Ranch Road, east of Campus Avenue, and west of Walker Avenue.

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The public park land in the northern portion of the Specific Plan area is expected to provide passive park areas for the City of Ontario such as open space areas, benches, and trails.

The business park area is intended to contain employment-generating uses supported by roadways, utility infrastructure, parking areas for automobiles, commercial vehicles, and trucks, designed in a master-planned setting accented by attractive lighting, landscaping, signage, and other functional and decorative features. Buildings are intended to be welcoming to local, national, and international businesses that can bring job opportunities and economic growth to the City of Ontario, including but not limited to corporate offices, technology centers, light manufacturing, research and development, warehousing and distribution, and support retail. In addition, space for a potential publicly operated animal resource center is reserved within the Specific Plan area.

A summary of the proposed land uses is as follows:

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[1]Acreages are approximate and subject to survey verification.
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In addition to this Specific Plan, which includes a Land Use Plan, Infrastructure Plan, Development Regulations, Design Guidelines, and an Implementation Plan tailored to the Eucalyptus Business Park Specific Plan area, the following documents also contain applicable information:

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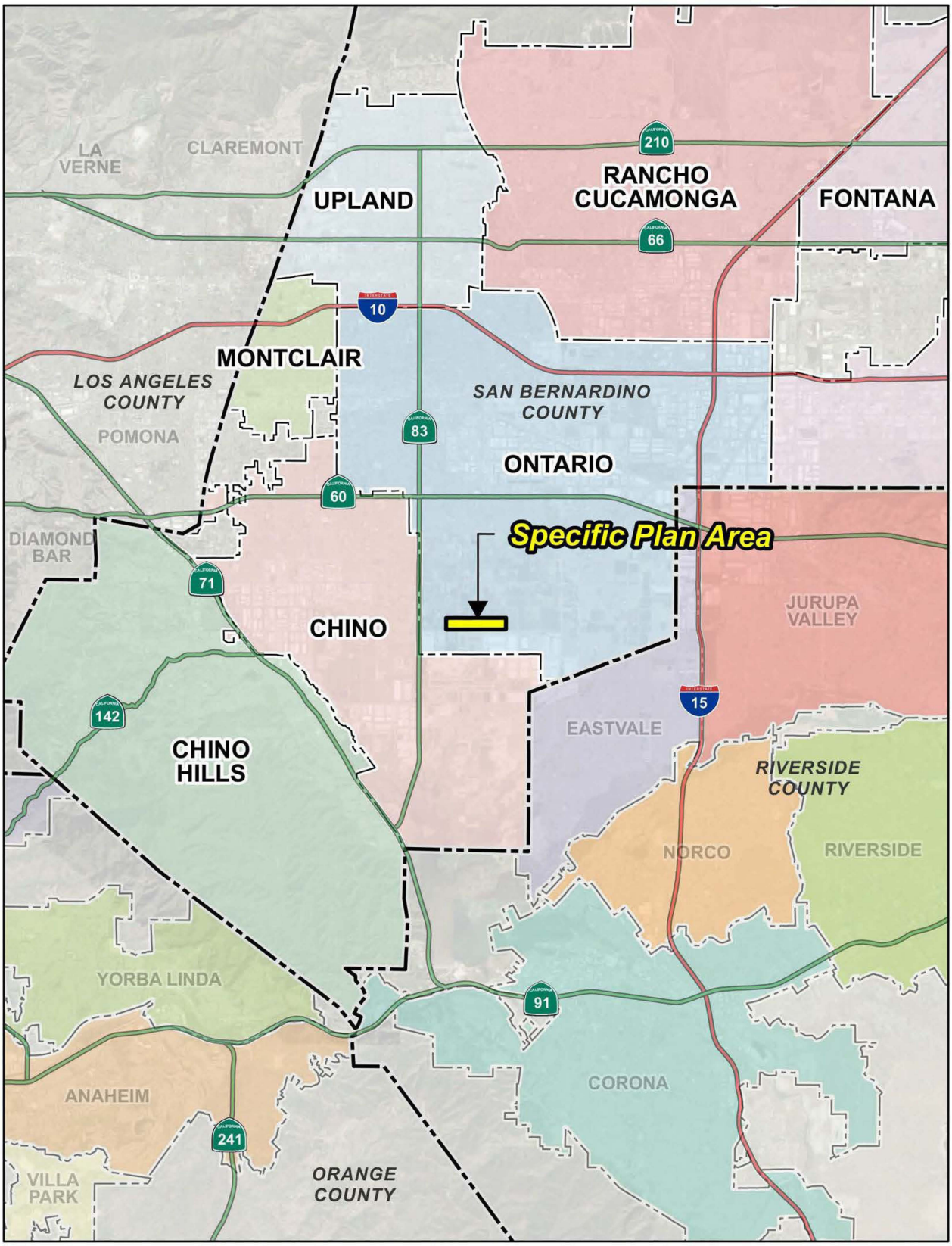
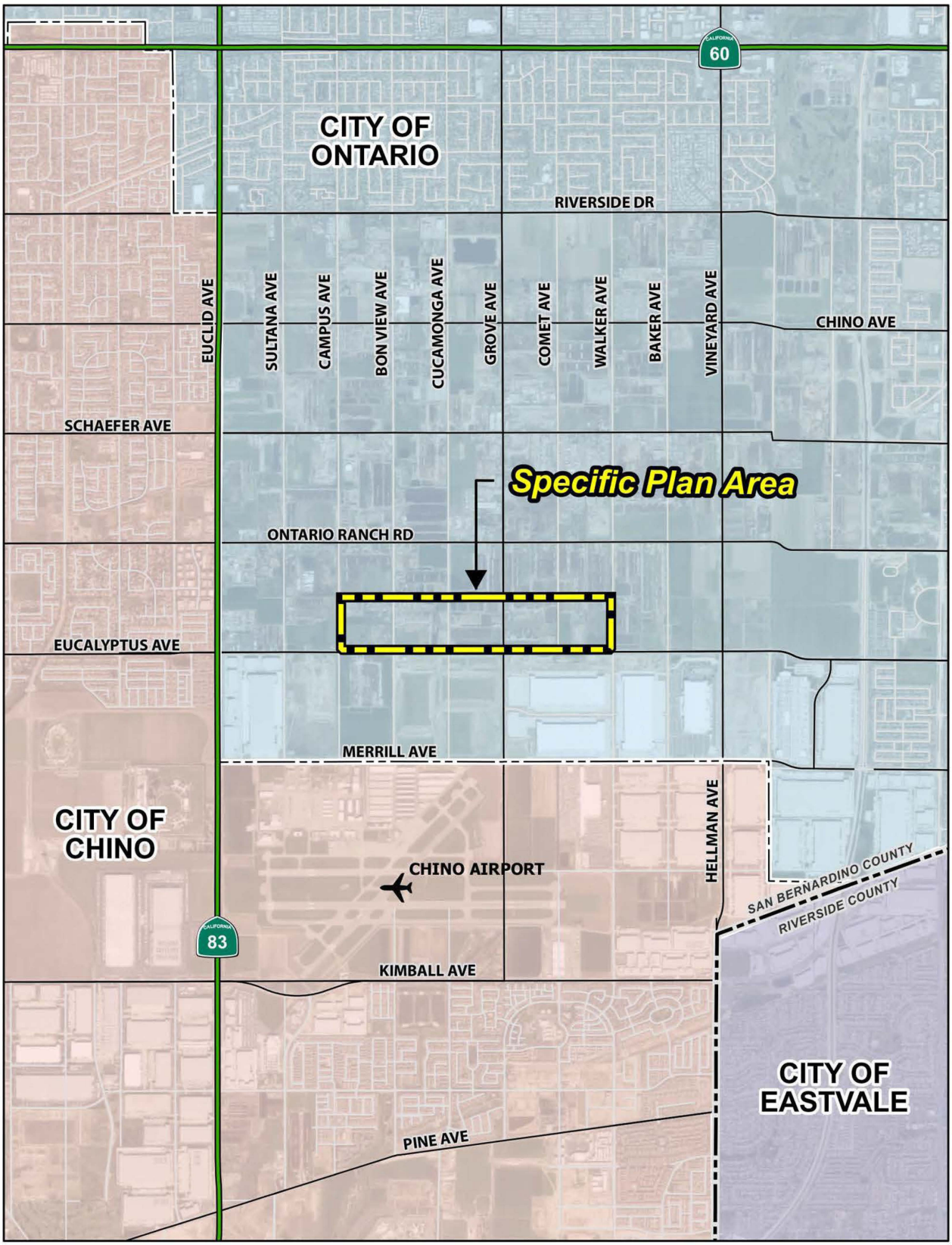


Source(s): Esri, LA County (2025), Nearmap Imagery (January 2025), RCIT (2025), San Bernardino County (2025)

Figure ES-1

Regional Map

0 0.75 1.5 3 Miles



Source(s): Esri, Nearmap Imagery (January 2025), RCIT (2025), San Bernardino County (2025)

Figure ES-2

Vicinity Map

0 875 1,750 3,500
US Feet

EUCALYPTUS BUSINESS PARK SPECIFIC PLAN











CITY OF ONTARIO

4TH DRAFT

APRIL 2026

4975

EUCALYPTUS BUSINESS PARK SPECIFIC PLAN

CITY OF ONTARIO

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Prepared by:

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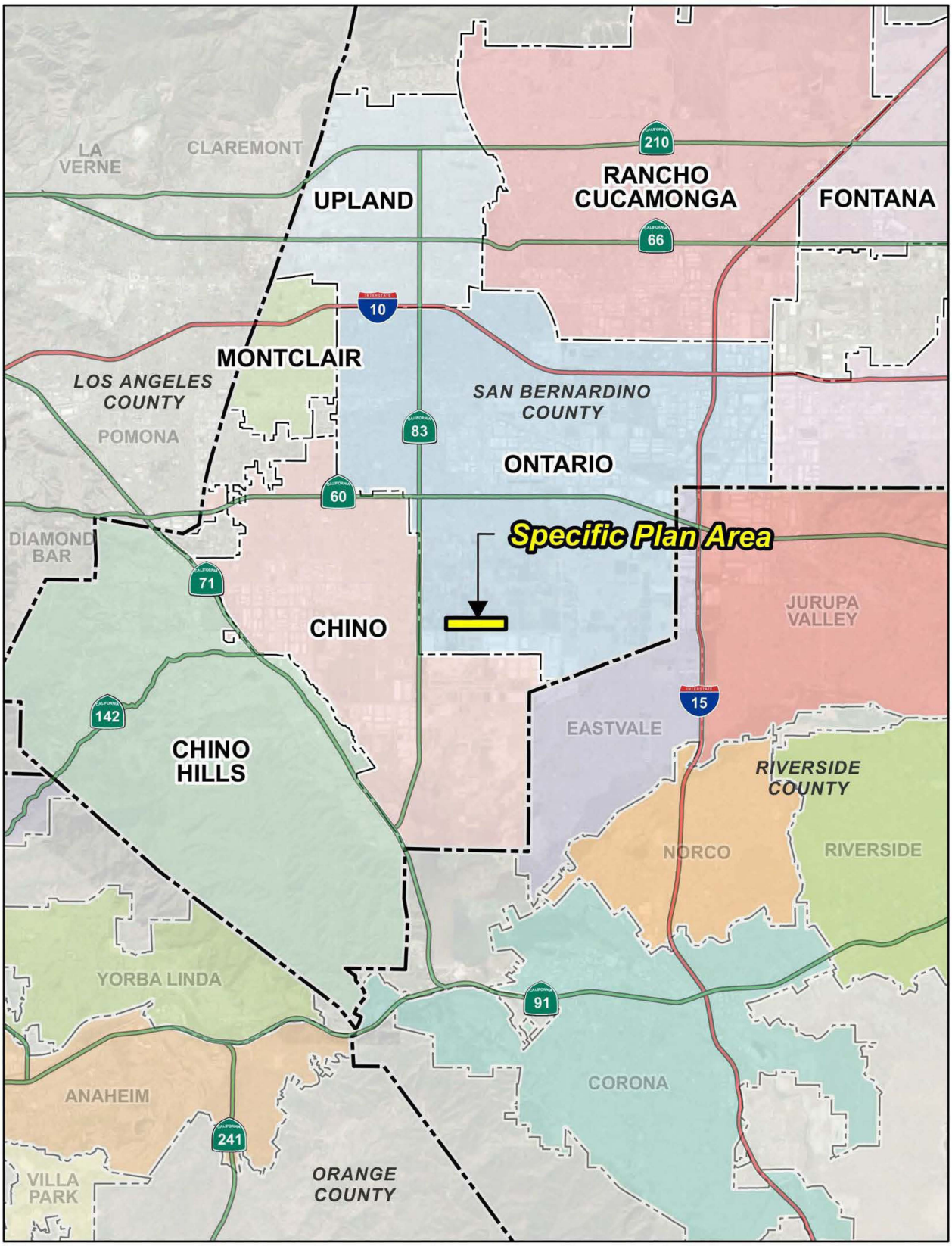

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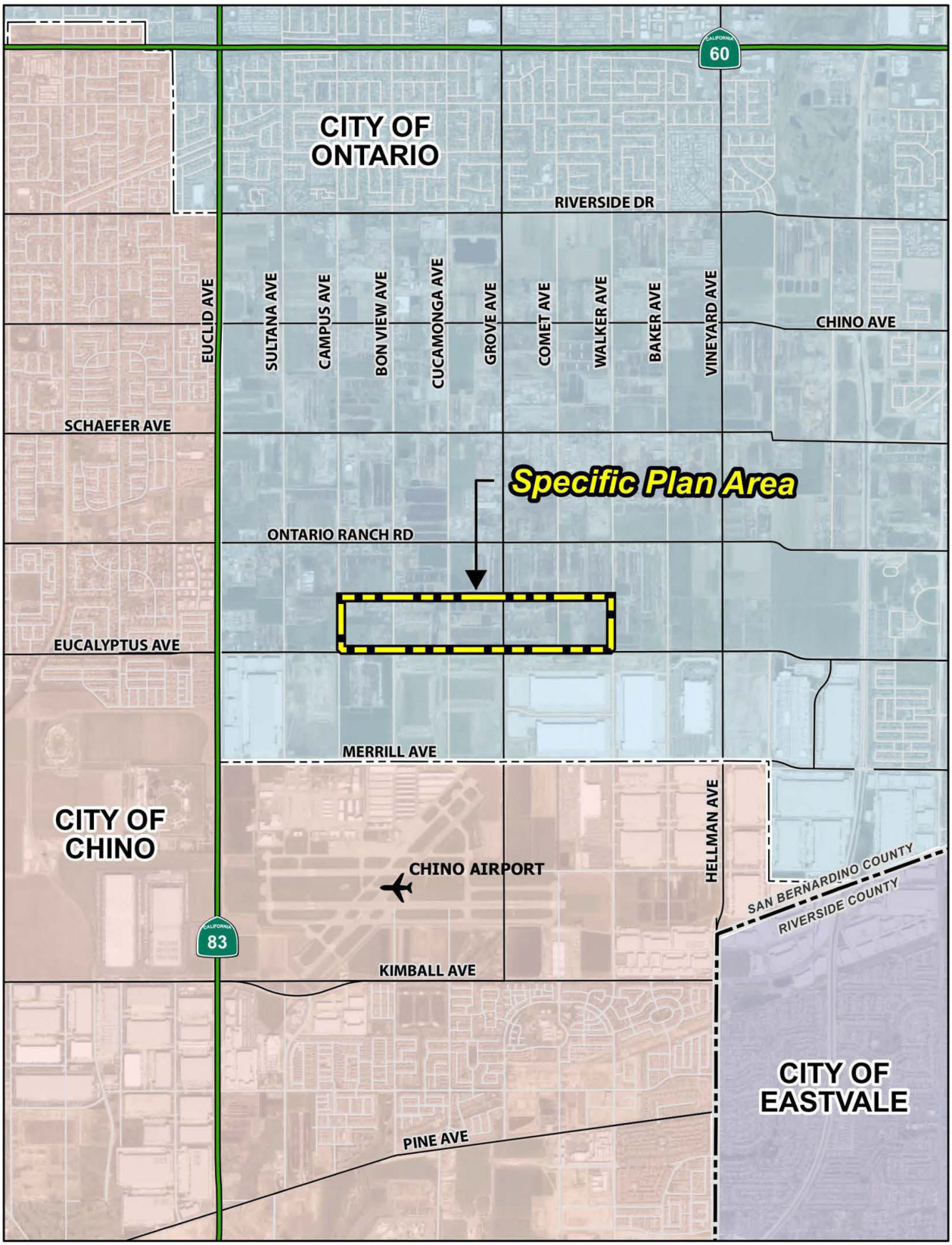
Figure ES-1

Regional Map

0 0.75 1.5 3 Miles



Source(s): Esri, Nearmap Imagery (January 2025), RCIT (2025), San Bernardino County (2025)

Figure ES-2

Vicinity Map

0 875 1,750 3,500
US Feet

- **The City of Ontario Development Code** applies to all topics not addressed by this Specific Plan's development regulations. However, if any requirement of this Specific Plan conflicts with the Development Code, the provisions of this Specific Plan shall take precedence.

- **The Airport Land Use Compatibility Plan for Ontario International Airport (ONT) and the California Airport Land Use Planning Handbook published by Caltrans Division of Aeronautics**, which contain criteria that apply to the development intensity of property located in the ONT's airport influence area. A portion of the Eucalyptus Business Park Specific Plan area is located in the ONT influence area.

- **CNO (Chino Airport) Overlay Zoning District,** which provides a land use compatibility analysis to minimize hazards and impacts to the operation of the Chino Airport and its surroundings. A portion of the Eucalyptus Business Park Specific Plan area is located in the Chino Airport influence area.

- **The Mitigation Monitoring and Reporting Program (MMRP)** that is part of the Eucalyptus Business Park Specific Plan's Environmental Impact Report (EIR) prepared in compliance with the California Environmental Quality Act (CEQA). The MMRP stipulates measures that are required to be implemented to mitigate the environmental effects of the Specific Plan's construction and operation.

ES.3 Specific Plan Components

This Eucalyptus Business Park Specific Plan is organized into the following chapters:

Chapter 1 – Introduction:
Describes the purpose and objectives of the Specific Plan, the related entitlement approvals for implementing development, and the relationship between the Specific Plan and the Ontario Policy Plan.

Chapter 2 – Existing Conditions:
Describes the physical setting of the Eucalyptus Business Park Specific Plan area and the physical conditions on and surrounding the property at the time the Specific Plan was prepared.

Chapter 3 – Land Use Plan:
Describes the Eucalyptus Business Park Specific Plan's development plan, which includes six Business Park planning areas and three Open Space – Parkland planning areas. Chapter 3 also specifies the acreages of each planning area and the maximum development intensities permitted in each land use category. Chapter 3 also includes a conceptual development plan showing how the area could be developed in compliance with the Specific Plan.

Chapter 4 – Infrastructure Plan:
Provides information on vehicular and non-vehicular circulation improvements; planned backbone water, sewer, recycled water, and storm drain systems; and the planned dry utility network for the development of the Eucalyptus Business Park Specific Plan area.

Chapter 5 – Development Regulations:
Establishes the list of permitted and conditionally permitted uses in the Specific Plan area and presents the development regulations that govern the uses. Chapter 5 also provides a discussion of the relationship between the Specific Plan and the City of Ontario Development Code.

Chapter 6 – Design Guidelines:
Provides site planning, landscaping, and architectural guidelines for implementing

development within the Specific Plan area. Guidelines in this chapter address design characteristics for building placement and architecture, landscaping, streetscapes, entry identification monuments, corner treatments at roadway intersections, walls and fencing, lighting, and signage.

Chapter 7 – Implementation Plan

Presents the policies and procedures for the City's review and approval of implementing development projects within the Eucalyptus Business Park Specific Plan area. Chapter 7 also describes the methods and procedures for interpreting and amending the Specific Plan as necessary. Additionally, funding and maintenance responsibilities are summarized within this Specific Plan.

CHAPTER 1

INTRODUCTION

1.1 Specific Plan Purpose

The purpose of the Eucalyptus Business Park Specific Plan is to guide the development of a 189.0-acre site into a modern business park and public parkland space. The Specific Plan area is located within the southern portion of the City of Ontario (City). The Ontario Policy Plan and the Ontario Development Code requires the Ontario City Council to approve Specific Plans as part of the entitlement process for new development projects within this area.

Development projects within the Specific Plan area are required to demonstrate substantial conformity with the information contained within this Specific Plan document.

The public parkland area in the northern portion of the Specific Plan area is intended to address passive recreational needs of City residents. The business park area in the southern portion of the Specific Plan area is poised to accommodate uses that rely on the regional transportation network and the site's proximity to the Ontario International Airport (ONT), the Chino Airport, State Route 60 (SR-60), State Route 83 (SR-83), State Route 91 (SR-91), Interstate 15 (I-15), and Interstate 10 (I-10). The Specific Plan area is approximately 2.2 miles south of SR-60, approximately 0.5 miles east of SR-83, approximately 7.5 miles north of SR-91, approximately 4.5 miles west of I-15, and approximately 5.6 miles south of I-10. Additionally, the Port of Long Beach and the Port of Los Angeles, which serve as major gateways for international trades, are located approximately 37 miles southwest of the Specific Plan area.

1.2 Specific Plan Objectives

The Eucalyptus Business Park Specific Plan achieves the following objectives:

- To provide a land use plan that implements The Ontario Plan's vision and appropriately positions business park and public parkland uses north of Eucalyptus Avenue, between Campus Avenue and Walker Avenue.
- To facilitate the development of a variety of employment-generating uses in a business park setting.
- To provide business park uses that are compatible with surrounding land uses.
- To provide opportunities for positive economic benefit to the City, including new revenues that can be used for vital City services.
- To provide opportunities for the development of passive use parks consistent with the City of Ontario's Grand Park Master Plan.
- To improve connectivity in the area by providing pedestrian paths, bicycle routes, and amenities such as bike racks that encourage circulation by means not dependent on a motorized vehicle.
- To identify improvements for water, recycled water, sewer, storm drain, and circulation facilities that serve planned land uses within and adjacent to the Specific Plan area.

- To set forth a development phasing sequence that allows for logical development and aligns with installation of on-site and off-site infrastructure.
- To define guidelines and standards that address architecture, landscaping, streetscapes, entry monuments, corner treatments, walls and fencing, lighting, and signage within the Specific Plan area.

1.3 Authority

The Eucalyptus Business Park Specific Plan is a regulatory document prepared pursuant to the provisions of California Government Code §§ 65450 through 65457, which grants local government agencies the authority to prepare Specific Plans for the systematic implementation of their General Plan for all or part of the area covered by the General Plan. While The Ontario Plan covers the entire City, the Specific Plan focuses on the development within the approximately 189-acre site.

California Government Code §§ 65450 through 65457 establish the authority to adopt a Specific Plan, identify the required contents of a Specific Plan, and mandate consistency with the General Plan. According to California Government Code § 65451:

(a) A Specific Plan shall include text and a diagram which specify all the following in detail:

1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.

2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

4) A program of implementation measures including regulations, programs, public works projects, and financing measures, necessary to carry out items 1, 2, and 3.

(b) The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan.

The Eucalyptus Business Park Specific Plan includes each of the required elements listed above and establishes the essential link between the policies of The Ontario Plan's Policy Plan and the Eucalyptus Business Park Specific Plan site. All future development plans and construction activities within the Specific Plan area shall be consistent with the requirements set forth in this Specific Plan and with all other applicable City regulations.

1.4 Severability

The Eucalyptus Business Park Specific Plan enables the City of Ontario to facilitate the processing and approval of development plans to build out the Specific Plan area. If any regulation, condition, program, or portion of this Specific Plan is held invalid or unenforceable, such portions shall be deemed separate, distinct, and independent provisions, and the invalidity of such portions or provisions shall not affect the validity and enforceability of the remaining provisions contained herein.

1.5 Approval Process and Companion Actions

The Eucalyptus Business Park Specific Plan and any future amendments are required to be considered by the City of Ontario Planning Commission and City Council, and adopted by ordinance or resolution of the City Council, pursuant to Ontario Development Code Section 1.01.035, *Relationship to Specific Plans*. More information on implementation procedures is contained in this Specific Plan Chapter 7, *Implementation Plan*.

A Policy Plan (General Plan) Amendment (GPA) will be processed in conjunction with the Eucalyptus Business Park Specific Plan. The GPA is a companion action to the approval of this Specific Plan that would achieve consistency between the General Plan land use designations, this Specific Plan's land use designations, and zoning.

Additionally, a tentative parcel map will be processed by the City of Ontario for the Specific Plan area indicating the approximate boundaries and dimensions of parcels and streets, and the proposed grading for the Specific Plan area. Following map recordation, the final map will become the legal document that identifies developable parcels within the Specific Plan area.

All development within the Eucalyptus Business Park Specific Plan area shall be subject to the Development Plan Review Process established in the City of Ontario Development Code. The development standards and design guidelines provided within this Specific Plan shall be the design criteria which the City of Ontario refers to during the Development Plan Review process.

In addition to this Specific Plan an Environmental Impact Report (EIR) was prepared in compliance with the California Environmental Quality Act (CEQA) to serve as the project-wide environmental assessment document. Together, this Specific Plan and the environmental mitigation measures contained in the accompanying EIR's Mitigation Monitoring and Reporting Program (MMRP) provide a path to develop the property taking into account all applicable goals, objectives, government requirements, and environmental regulations.

1.6 Relationship to The Ontario Plan General Plan

The Ontario Plan establishes the direction and vision for the City's future and provides a guidance system to shape the City's communities. The Ontario Plan consists of a six-part Component Framework: 1) Vision, 2) Governance Manual, 3) Policy Plan, 4) City Council Priorities, 5) Implementation, and 6) Tracking and Feedback.

The Eucalyptus Business Park Specific Plan defines the methods and requirements for implementing development within the Specific Plan area to ensure that applicable policies from The Ontario Plan and its Policy Plan are implemented and ensure that development envisioned by this Specific Plan is consistent with applicable provisions of The Ontario Plan. The Ontario Plan sets forth long-term goals for the City's growth and development as mandated by State law. The Policy Plan is a long-term policy document that covers the elements of land use, housing, parks and recreation, environmental resources, community economics, safety, mobility, community design, and social resources.

As shown on Figure 1-1, *Existing General Plan Land Use Designations*, the Policy Plan component of The Ontario Plan designates the Specific Plan area as Medium Density Residential with Affordable Housing Overlay, Mixed-Use Eucalyptus/Chino Airport Overlay

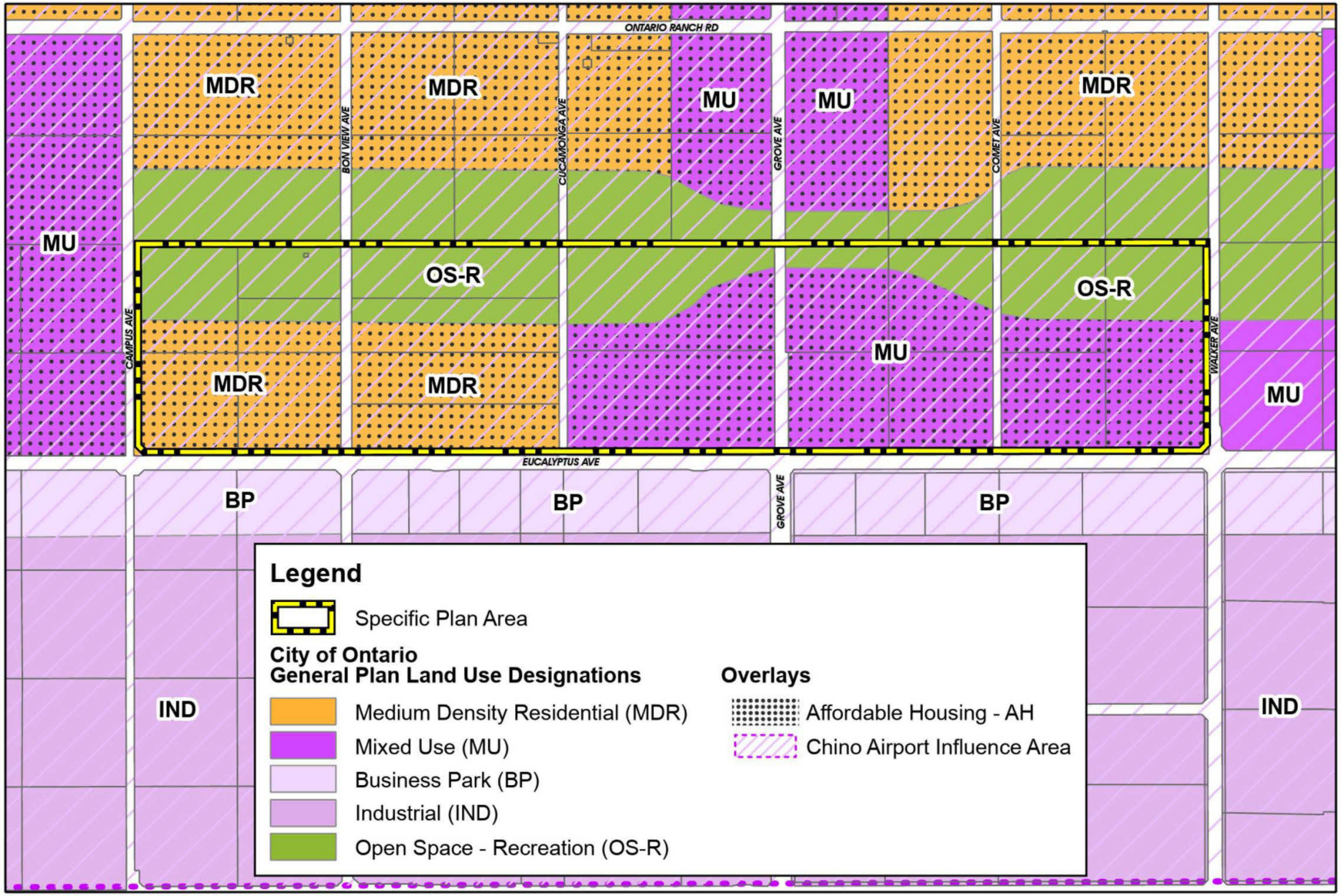
with Affordable Housing Overlay, and Open Space – Parkland.

As shown on Figure 1-2, *Proposed General Plan Land Use Designations*, the General Plan Amendment being processed concurrently with this Specific Plan will modify the Ontario Plan's designations of the Specific Plan area to Business Park and Open Space – Parkland.

As shown on Figure 1-3, *Existing Zoning Designations*, the City of Ontario's Zoning Map designates the Specific Plan area's zoning as "Specific Plan with an Agricultural and an Affordable Housing Overlay".

As shown on Figure 1-4, *Proposed Zoning Designations,* the Zone Change being processed concurrently with this Specific Plan will modify the City of Ontario's Zoning Map of the site to "Eucalyptus Business Park Specific Plan" to allow for the development of Business Park and Open Space – Parkland uses.

Pursuant to the City of Ontario's adoption of the Eucalyptus Business Park Specific Plan, the Specific Plan will take precedence over the City's Development Code. In instances where the Specific Plan is silent on development standards, the City's Development Code shall prevail.



Source(s): City of Ontario (09-05-2024), Esri, Nearmap Imagery (January 2025), San Bernardino County (2025)

Figure 1-1

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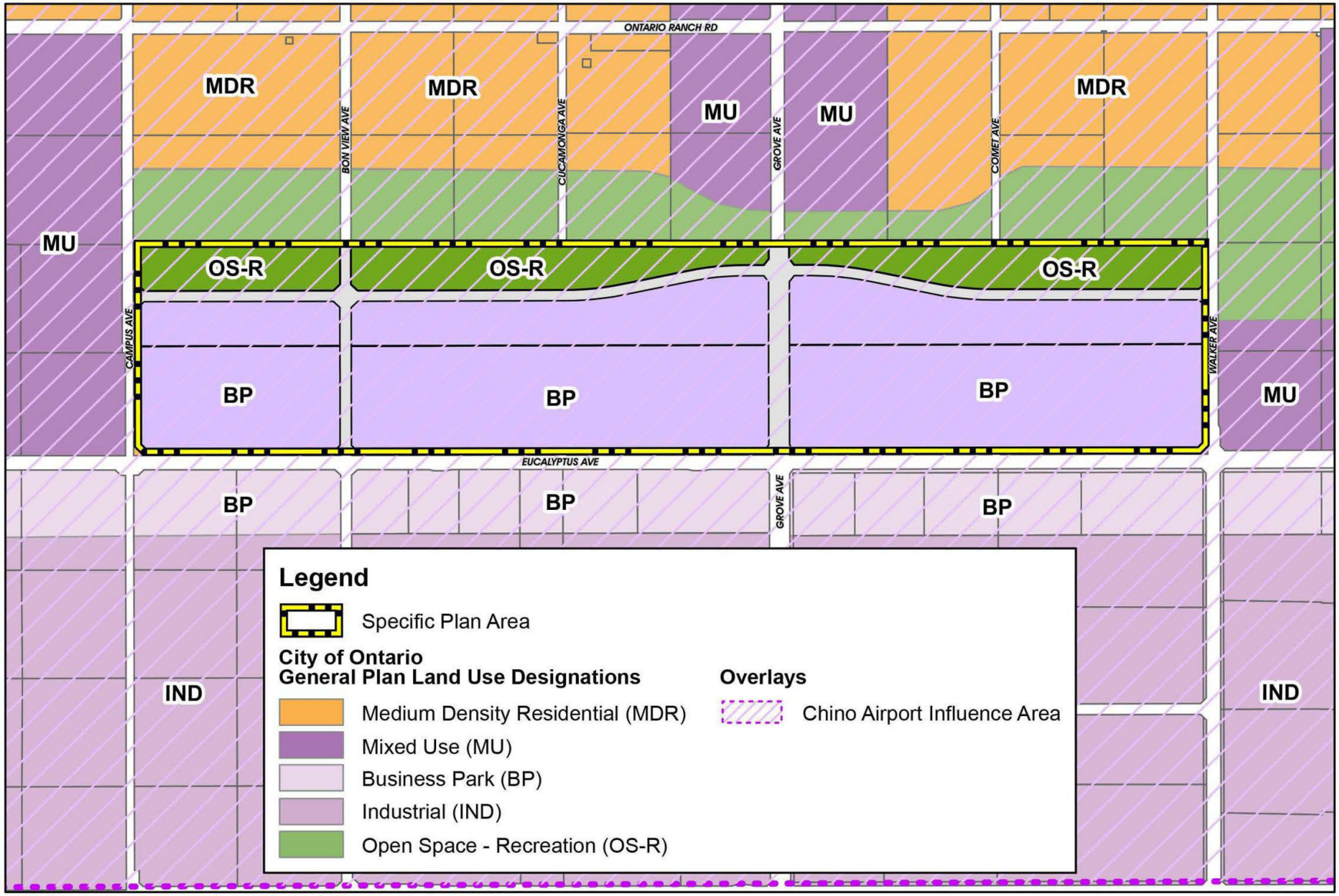
Existing General Plan Land Use Designations



Source(s): City of Ontario (09-05-2024), Esri, Nearmap Imagery (January 2025), San Bernardino County (2025)

Figure 1-2

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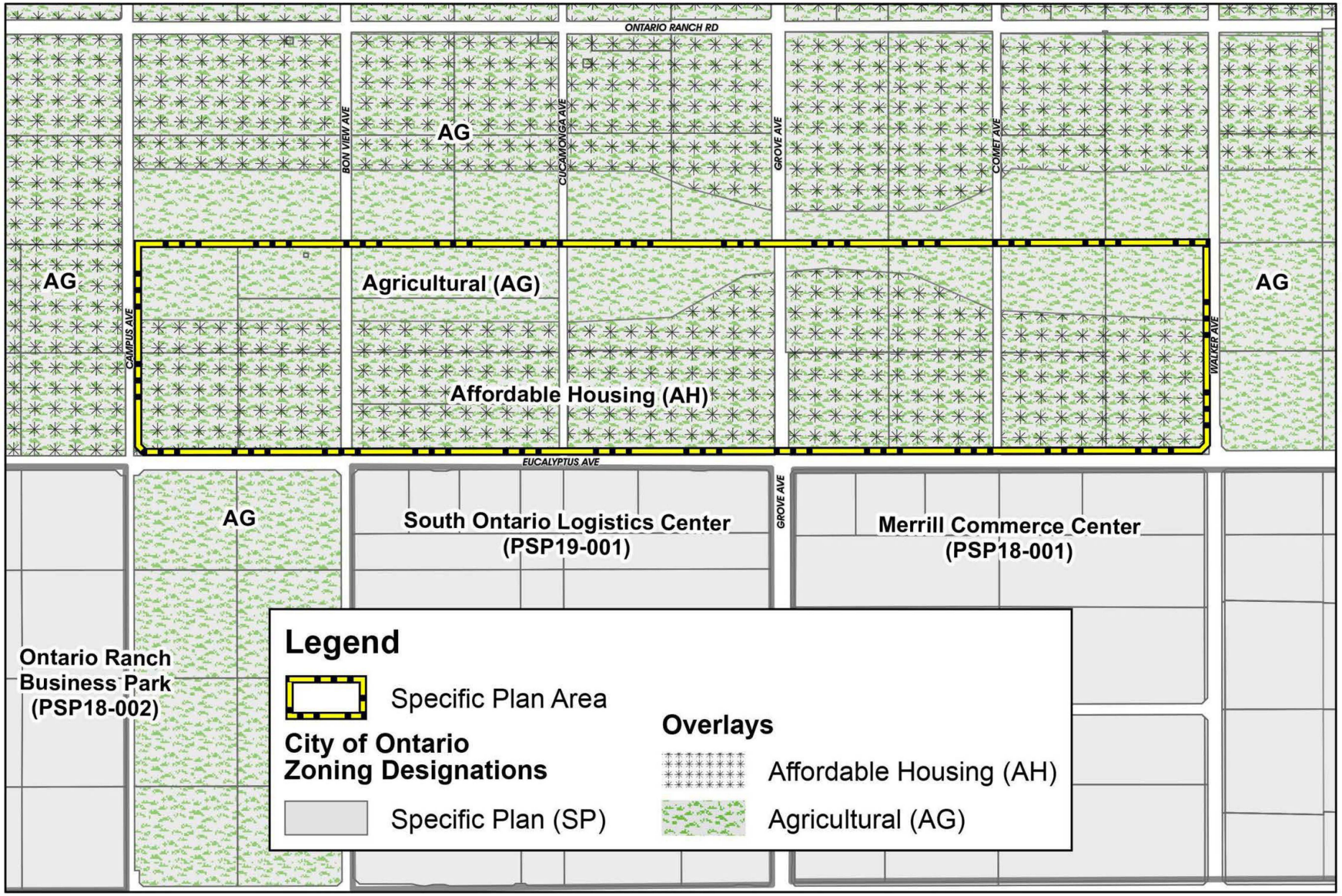
Proposed General Plan Land Use Designations



Source(s): City of Ontario (09-05-2024), Esri, Nearmap Imagery (January 2025), San Bernardino County (2025)

Figure 1-3

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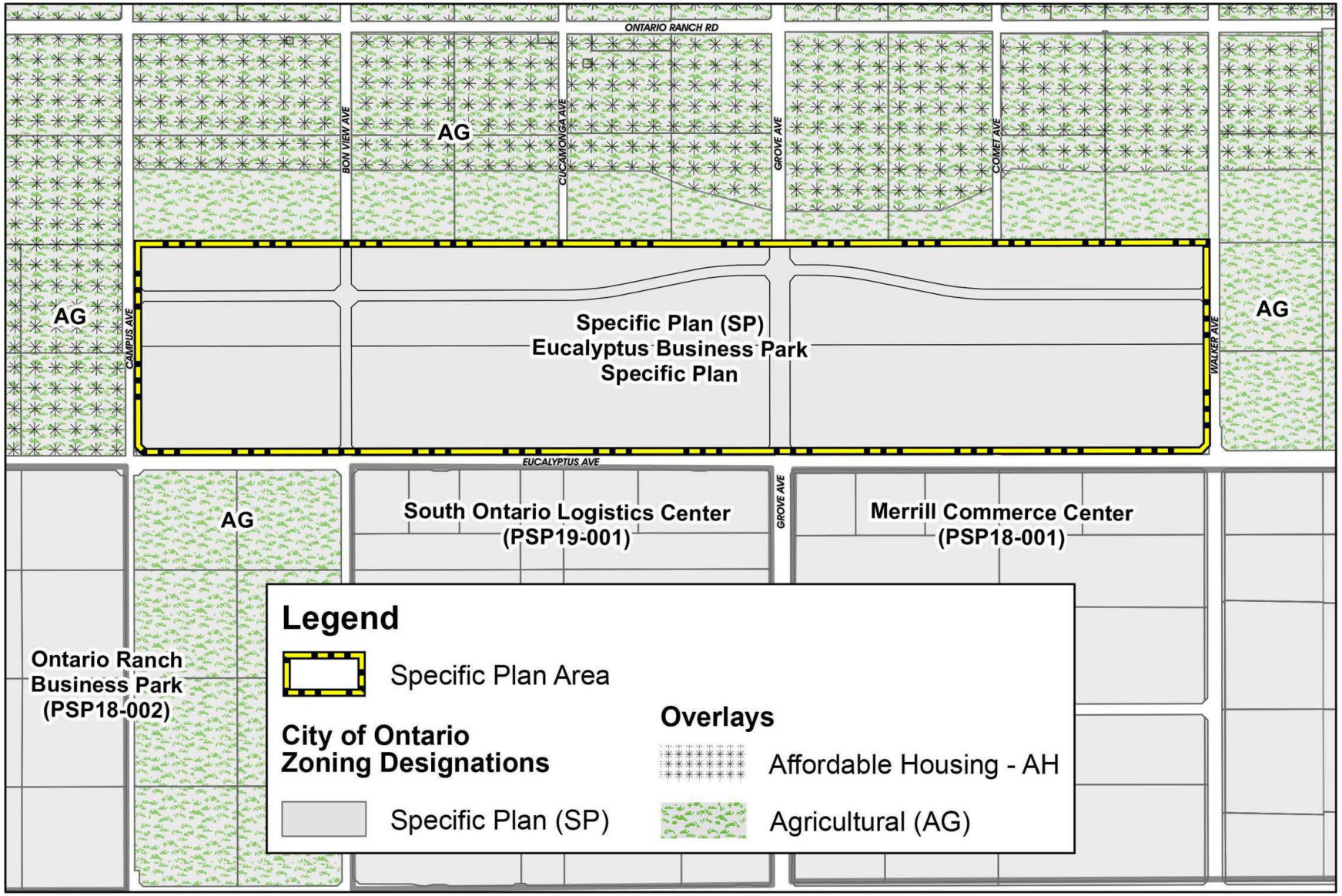
Existing Zoning Designations



Source(s): City of Ontario (09-05-2024), Esri, Nearmap Imagery (January 2025), San Bernardino County (2025)

Figure 1-4

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Proposed Zoning Designations

CHAPTER 2

EXISTING CONDITIONS

2.1 Existing Assessor Parcel Numbers

At the time the Eucalyptus Business Park Specific Plan was prepared, the Specific Plan area consisted of the following Assessor Parcel Numbers (APNs), as listed on Table 2-1, *Existing APN List*, and shown on Figure 2-1, *Existing APNs*.

Table 2-1 Existing APN List

1053-531-01	0216-321-01
1053-531-02	0216-321-02
1053-531-03	0216-321-06
1053-531-04	0216-321-07
1053-541-01	0216-322-01
1053-541-02	0216-322-02
1053-551-01	0216-322-10
1053-571-01	
1053-571-02	
1053-581-03	
1053-581-04	

2.2 Existing Land Use

As shown on Figure 2-2, *Aerial Photograph*, at the time this Specific Plan was prepared, the majority of the Specific Plan area was used for dairy farming. The Specific Plan area contained multiple dairy farms developed with single-family residences, milking barns, canopy/shade structures, and cattle pens. Several man-made access roads cross the site to provide access to the farms. Grass fields are present in the southern area of the Specific Plan area, which are used for grazing or growing grass for hay and may have previously been used to grow row crops. Additionally, the northwestern portion of the Specific Plan area contains light industrial uses and truck trailer storage uses.

2.3 Surrounding Land Uses

As shown on Figure 2-3, *Existing Surrounding Land Uses*, agricultural dairy farm uses and rural residential homes abut the Specific Plan area to the north, east, west, and southwest. Light industrial and warehouse distribution uses abut the Specific Plan area to the south and southeast.

2.4 Existing Circulation and Access

2.4.1 Regional Circulation

State Route 60 (SR-60) is located approximately 2.2 miles north of the Specific Plan area and is accessible via the Grove Avenue on- and off- ramp. State Route 83 (SR-83) is located approximately 0.5 miles west of the Specific Plan area and is accessible via Ontario Ranch Road and Eucalyptus Avenue. Interstate 15 (I-15) is located approximately 4.5 miles east of the Specific Plan area and is accessible via the Ontario Ranch Road on- and off- ramp or the Limonite Avenue on- and off- ramp.

2.4.2 Local Circulation

Access to the Eucalyptus Business Park Specific Plan area is provided from Eucalyptus Avenue, Ontario Ranch Road, Campus Avenue, Bon View Avenue, Grove Avenue, and Walker Avenue. The City of Ontario designates Eucalyptus Avenue as a truck route, which provides truck access to the Specific Plan area.

Eucalyptus Avenue abuts the Specific Plan area to the south and consisted of two paved travel lanes at the time this Specific Plan was prepared. The Ontario Policy Plan designates Eucalyptus Avenue as a 4-lane Collector Street.

Ontario Ranch Road is north of the Specific Plan area and consisted of two paved travel lanes at the time this Specific Plan was prepared. The Ontario Policy Plan designates Ontario Ranch Road as an 8-lane Principal Arterial.

Campus Avenue abuts the Specific Plan area to the west. At the time this Specific Plan was prepared, no segments of Campus Avenue abutting the Specific Plan had been constructed. The Ontario Policy Plan designates Campus Avenue as a 4-lane Minor Arterial.

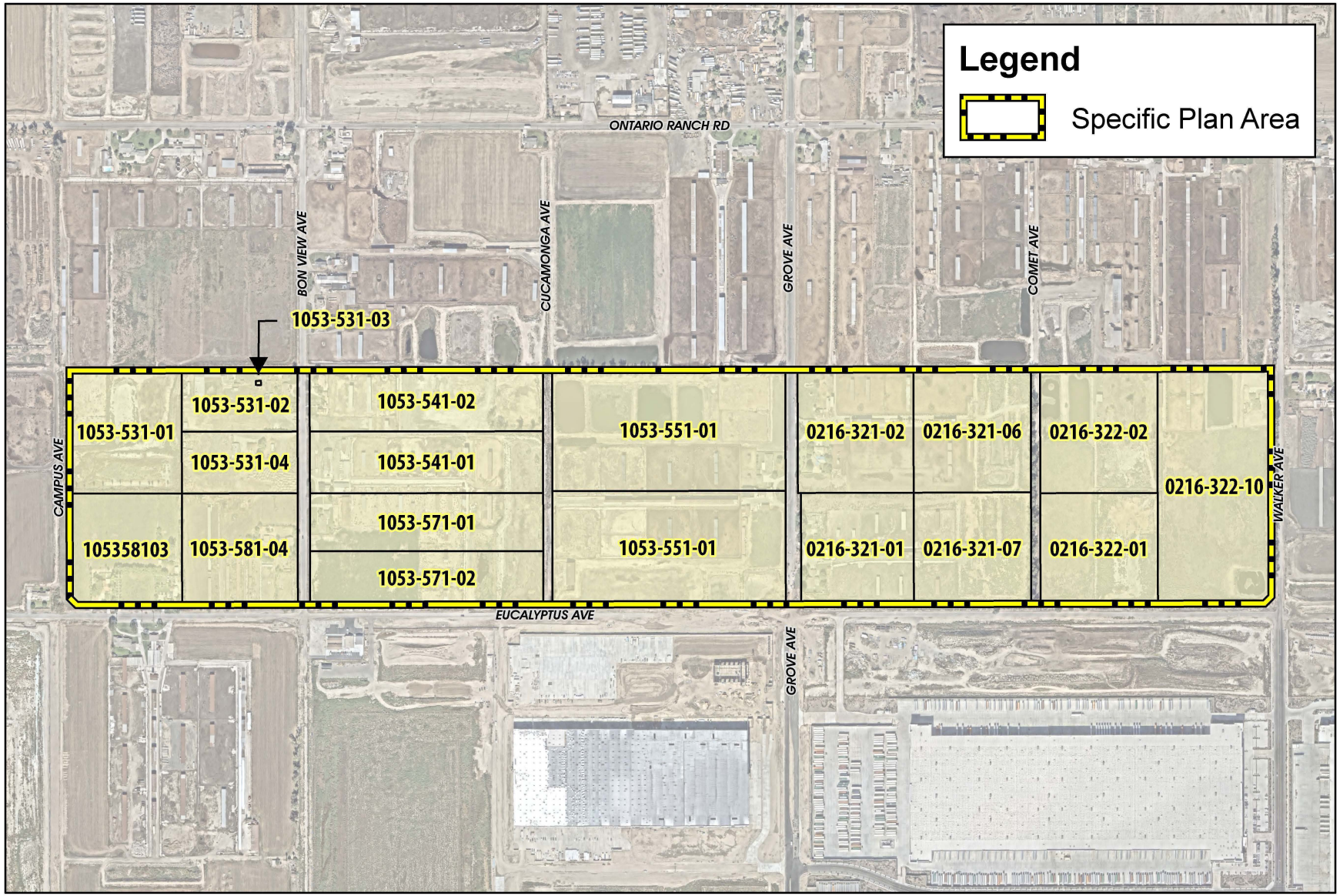
Bon View Avenue is a north-south oriented street that traverses the western portion of the Specific Plan area. At the time this Specific Plan was prepared, Bon View Avenue consisted of two paved travel lanes. The Ontario Policy Plan designates Bon View Avenue as a 2-lane Collector Street.

Grove Avenue is a north-south oriented street that traverses the central portion of the Specific Plan area. At the time this Specific Plan was prepared, Grove Avenue consisted of two paved travel lanes. The Ontario Policy Plan designated Grove Avenue as a 4-lane Principal Arterial.

Walker Avenue abuts the Specific Plan area to the east. At the time this Specific Plan was prepared, Walker Avenue consisted of two paved travel lanes. The Ontario Policy Plan designates Walker Avenue as a 2-lane Collector Street.

2.5 Williamson Act

At the time this Specific Plan was prepared (2025), two parcels within the Specific Plan area had an active Williamson Act contract in place (APNs: 0216-231-01 and 0216-321-07). An application to cancel the contract is required to be submitted to the City. Cancellation would comply with provisions and requirements identified at Government Code §51280 et. seq. The City would be required to make the required statutory findings. The landowner would be required to pay the requisite cancellation fee.



Source(s): Esri, Nearmap Imagery (October 2025), San Bernardino County (2025)

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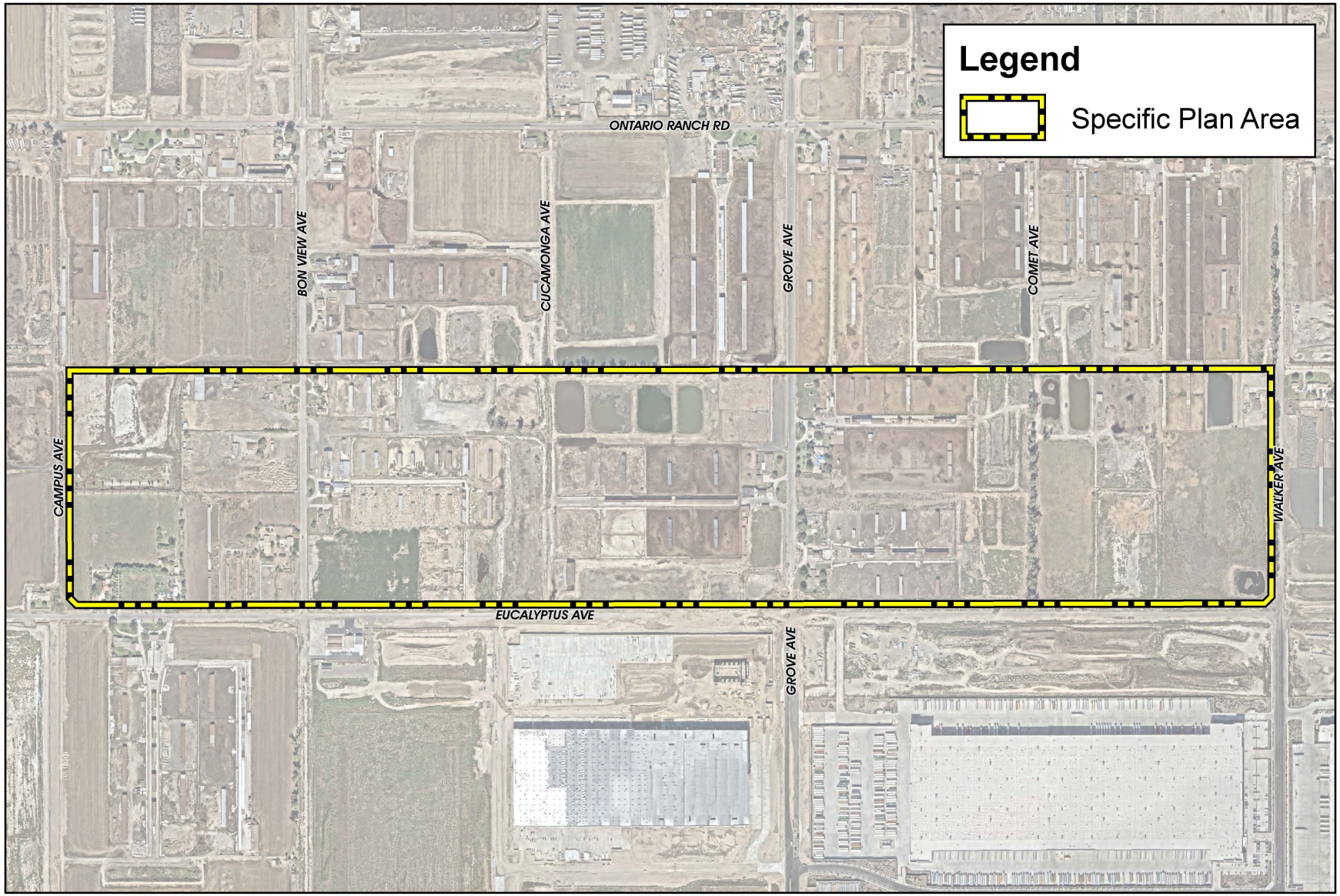
Figure 2-1

Existing APNs



Source(s): Esri, Nearmap Imagery (October 2025), San Bernardino County (2025)

Figure 2-2

Aerial Photograph

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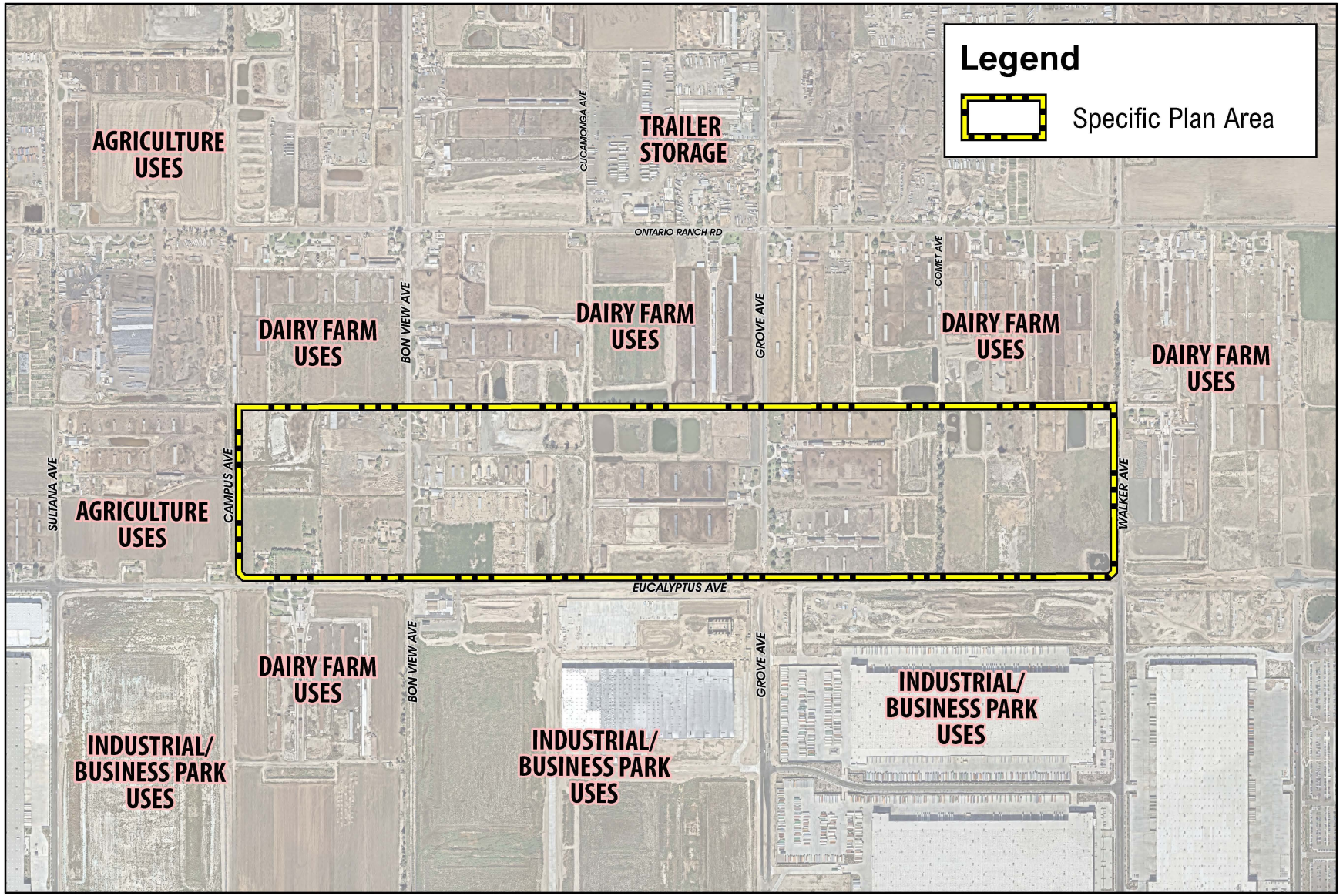


Source(s): Esri, Nearmap Imagery (October 2025), San Bernardino County (2025)

Figure 2-3

0 275 550 1,100 Feet

Existing Surrounding Land Uses

2.6 Existing Physical Site Conditions

2.6.1 Topography

The Eucalyptus Business Park Specific Plan area is relatively flat and slopes slightly to the south with an approximate elevation ranging from 690 feet above mean sea level (AMSL) to 665 feet AMSL. The current conditions of the Specific Plan area is illustrated in Figure 2-2, *Aerial Photograph*, and the existing topographic conditions for the Specific Plan area are illustrated in Figure 2-4, *USGS Topographic Map*.

2.6.2 Hydrology

At the time the Specific Plan was prepared, the Specific Plan area consisted of dairy farms and undeveloped areas. The existing topography is relatively flat with a north-to-south sheet flow drainage pattern. The Specific Plan area is located within three City of Ontario Master Drainage Plan areas, including Area XII-1, Area XIII-1, Area XIV-1 and Area XIV-2. The EIR prepared in association with the Specific Plan includes a detailed hydrology analysis for the Specific Plan area.

2.6.3 Geology and Soils

Based on information provided from the Environmental Data Report (EDR) Radius Map report, the surficial geology within Eucalyptus Business Park Specific Plan area contains unconsolidated and semi-consolidated quaternary age alluvium, lake, playa, and terrace deposits. Soil within the Specific Plan area contains Tujunga loamy sand, Hilmar loamy fine sand, Grangeville fine sandy loam, and Chino silt loam.

From a seismic perspective, the Specific Plan area is not located within an Alquist-Priolo Earthquake Fault Zone. The possibility of significant fault rupture within the Specific Plan area is considered low.

2.6.4 Vegetation and Biological Resources

Due to past and existing land uses, no native plant communities or natural communities of special concern are present within or adjacent to the Eucalyptus Business Park Specific Plan area. The EIR prepared in association with the Specific Plan includes a detailed evaluation of biological resources.

2.6.5 Existing Ground Water Wells

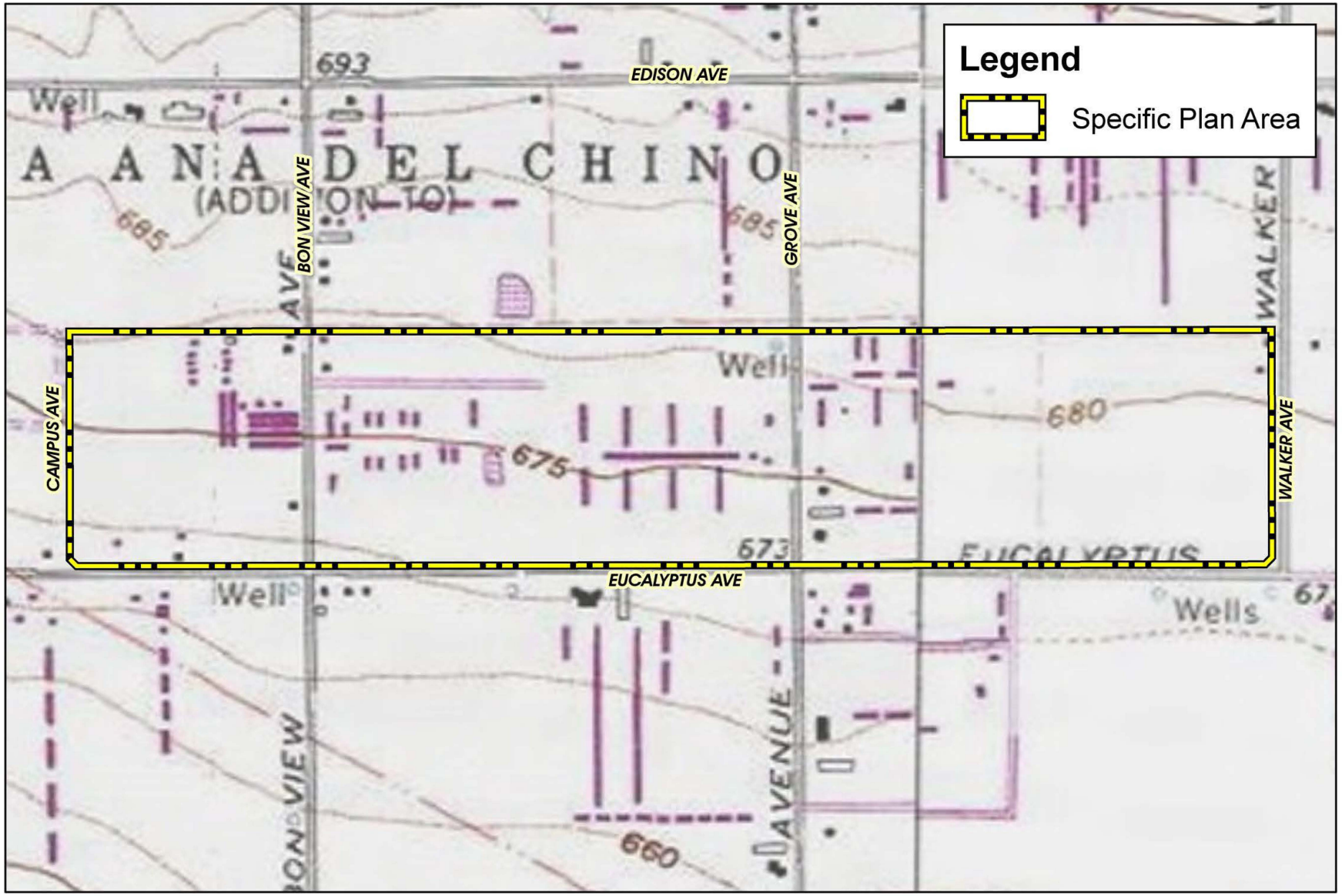
Upon development of the well site areas, these wells, or any other wells found on the property, will be abandoned per California Department of Water Resources Health Guidelines and the City of Ontario Guidelines. In compliance with the Chino Basin Watermaster's Well Procedure for Developers, documentation that a well use/destruction plan and schedule for all existing private/ agricultural wells is required to be submitted to the City of Ontario prior to any construction activities. If a private well is actively used for water supply, the Developer shall submit a plan to abandon such well and connect users to the City's water system when available.

Wells shall be destroyed/ abandoned per the California Water Resource Guidelines and require permitting from the County Health Department. Documentation that the well abandonment process is underway shall be provided to the Engineering Department and the Ontario Municipal Utilities Company at the time of a grading permit and/or building permit being issued for the affected property. If the Developer proposes temporary use of an existing agricultural well for purposes other than agriculture, such as grading, dust control, etc., the Developer shall make a formal request to the City of Ontario for such use prior to the issuance of permits for any construction activity. Upon approval, the Developer shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by the agreement. Refer to Figure 2-5,

Existing Water Wells, for locations of water wells within the Specific Plan area. Existing wells may be converted to groundwater monitoring wells if feasible, at the City's discretion.

2.6.6 Existing NPDES Compliance

In the existing conditions, NPDES requirements are enforced under the Agricultural Permit issued by the State Water Resources Control Board.

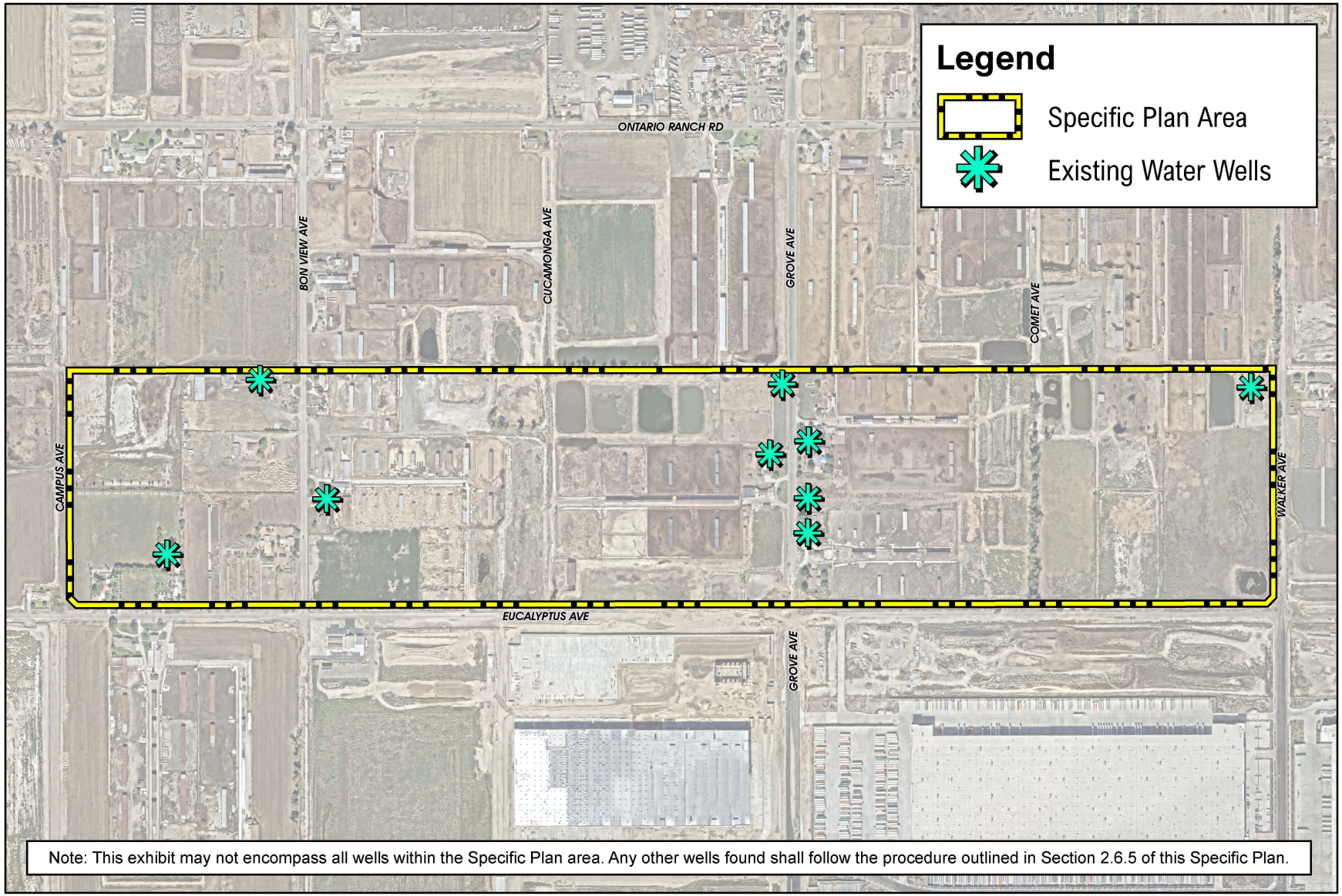


Source(s): Esri, Michael Baker (March 2025), USGS (2013)

Figure 2-4

USGS Topographic Map

0 200 400 800 Feet



Source(s): Esri, Nearmap Imagery (October 2025), San Bernardino County (2025)

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Figure 2-5

Existing Water Wells

CHAPTER 3

LAND USE

3.1 Vision

The Eucalyptus Business Park Specific Plan area is envisioned as a dynamic employment hub within a thoughtfully designed, master-planned environment along with a public parkland area intended to support passive recreation needs for the surrounding residents. It is situated in the southern portion of the City of Ontario, at the heart of one of Southern California's most robust logistics and business corridors. The location is ideally positioned to support a wide range of business park and employment-generating uses. With strategic proximity to major freeways, regional airports, and the Ports of Los Angeles and Long Beach, the Eucalyptus Business Park Specific Plan area offers unparalleled access to regional, national, and international markets. The Eucalyptus Business Park Specific Plan is designed to foster long-term economic growth, support business innovation, and provide high-quality jobs, contributing to the vitality of the local community and the broader Inland Empire region.

3.2 Land Use Plan

This Specific Plan establishes two land use designations: Business Park and Open Space – Parkland. For planning purposes, as shown on Figure 3-1, *Conceptual Land Use Plan*, and Table 3-1, *Land Use Plan Statistical Summary*, the Specific Plan will establish nine planning areas to provide for the development of a 189.0-acre site with up to 2,939,000 square feet (SF) of Business Park floor space on 137.90 acres at a maximum allowed floor area ratio (FAR) of 0.55 and 35.88 acres of Open Space – Parkland. The remaining 15.24 acres are designated for roadway improvements.

Table 3-1 Land Use Plan Statistical Summary

PA	Land Use	Acres	Maximum Buildout SF
Business Park			
1	Business Park	7.70	162,600
2	Business Park	18.33	273,700
3	Business Park	18.21	340,700
4	Business Park	18.19	423,200
5	Business Park	37.76	859,300
6	Business Park	37.71	879,500
Business Park Totals		**137.90 AC**	**2,939,000 SF**
Open Space – Parkland			
7	Open Space – Parkland	8.00	--
8	Open Space – Parkland	13.99	--
9	Open Space – Parkland	13.89	--
Total Open-Space Parkland Acreage		**35.88 AC**	--
--	Roadway	15.24	--
Total		**189.0 AC**	**2,939,000 SF**

Notes:

1. A maximum of 10,000 SF total of Commercial uses may be provided within the Business Park Planning Areas 1, 2, 3, 4, 5, and/or 6.

2. A publicly operated animal resource center site (35,000 SF) may be provided within the Business Park Planning Areas 1, 2, 3, 4, 5, 6, 7, 8, or 9. The final size and location of the animal resource center site is subject to the approval by the City of Ontario.

3. Total acreage of 189.0 is rounded up to the nearest one-tenth of an acre.

4. The Specific Plan allows the transfer of development square footage (15 percent or less) within the same land use designation, provided that the shift in square footage would not exceed the maximum allowable overall square footage (2,939,000) and the maximum building FAR (0.55).

3.2.1 Business Park

Encompassing 137.90 acres in the southerly portion of the Specific Plan area along its frontage with Eucalyptus Avenue, Planning Areas 1 through 6 are designated Business Park. Up to 2,939,000 SF of building space are permitted across Planning Areas 1 through 6.

The Business Park land use designation intends to provide for uses such as employee-intensive office spaces, technology centers, research and development facilities, warehouse and distribution, and light manufacturing. Primary vehicular access is planned within Eucalyptus Avenue, Public Street 'A', Campus Avenue, Bon View Avenue, Grove Avenue, and Walker Avenue. The Specific Plan also allows a maximum total of 10,000 SF of commercial uses within the Business Park planning areas to support the Business Park operations and a potential 35,000 SF publicly operated animal resource center.

The Specific Plan allows the transfer of development square footage (15 percent or less) within the same land use designation, provided that the shift in square footage would not exceed the maximum allowable overall square footage (2,939,000) and the maximum building FAR (0.55).

3.2.2 Open Space – Parkland

Encompassing 35.88 acres in the northerly portion of the Specific Plan area along its frontage with Public Street 'A', Planning Areas 7, 8, and 9 are designated Open Space – Parkland. The Open Space – Parkland planning areas intend to provide passive recreational facilities, such as open space areas, benches, and trails.

3.3 Airport Influence Compliance

The Specific Plan area is located within the Ontario International Airport (ONT) Influence Area (AIA), and it is located outside any identified safety, airspace protection, and noise impact zones. All properties located within the ONT AIA are subject to a real estate transaction disclosure notice.

The Specific Plan area is also located within the Chino Airport (CNO) AIA. The San Bernardino County Comprehensive Land Use Plan for Chino Airport was adopted in 1991 and does not reflect guidance set forth in the 2011 Caltrans Airport Land Use Planning Handbook. As such, in 2022, the City of Ontario adopted the CNO Overlay District which provides maps, criteria, and policy language to guide development within the Chino AIA consistent with the 2011 Caltrans Airport Land Use Planning Handbook.

As illustrated in Figure 3-2, *Chino Safety Zones*, the majority of the Specific Plan area is located within CNO Safety Zone 5 (low risk), with a very small portion of the southeastern corner located within Safety Zone 4 (moderate risk).

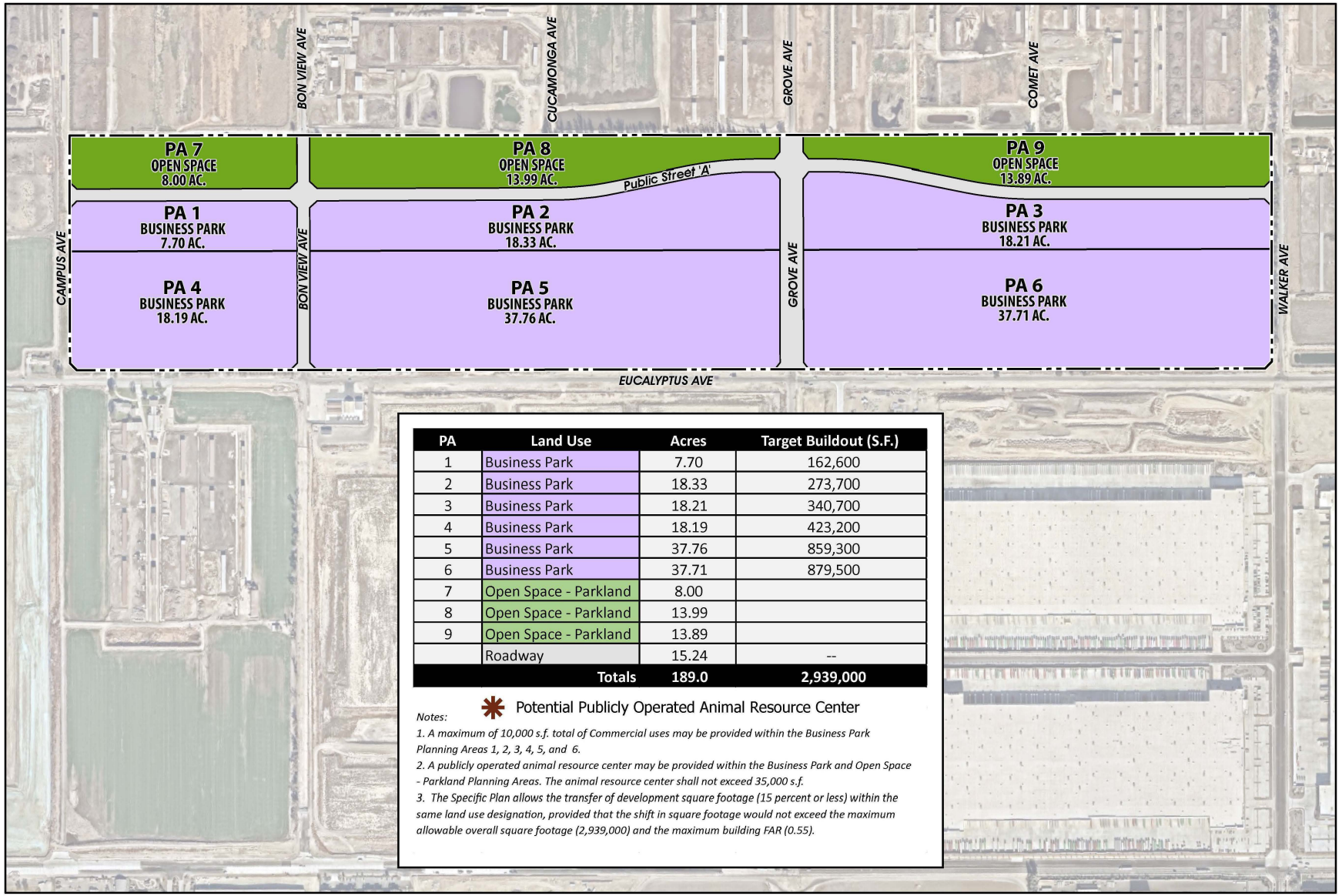
Development within the land use compatibility zones may have building height, land use, and floor area ratio (FAR) limitations and is subject to open land requirements. For further details, refer to Chapter 5, *Development Regulations*, as well as the ONT and CNO Airport Land Use Compatibility Plans.

3.4 Conceptual Site Plan

Figure 3-3, *Conceptual Site Plan*, depicts a potential layout of the Specific Plan area. The final building configurations, sizes, and orientation will be determined during the Development Plan review process.

The conceptual site plan reflects current market trends, site conditions, and planned infrastructure. The conceptual site plan may be modified provided it does not exceed the maximum square footage provided in the

Specific Plan's Conceptual Land Use Plan and complies with this Specific Plan and applicable provisions of the City of Ontario's Development Code.



PA	Land Use	Acres	Target Buildout (S.F.)
1	Business Park	7.70	162,600
2	Business Park	18.33	273,700
3	Business Park	18.21	340,700
4	Business Park	18.19	423,200
5	Business Park	37.76	859,300
6	Business Park	37.71	879,500
7	Open Space - Parkland	8.00	
8	Open Space - Parkland	13.99	
9	Open Space - Parkland	13.89	
	Roadway	15.24	--
	Totals	**189.0**	**2,939,000**

* Potential Publicly Operated Animal Resource Center

Notes:

1. A maximum of 10,000 s.f. total of Commercial uses may be provided within the Business Park Planning Areas 1, 2, 3, 4, 5, and 6.

2. A publicly operated animal resource center may be provided within the Business Park and Open Space - Parkland Planning Areas. The animal resource center shall not exceed 35,000 s.f.

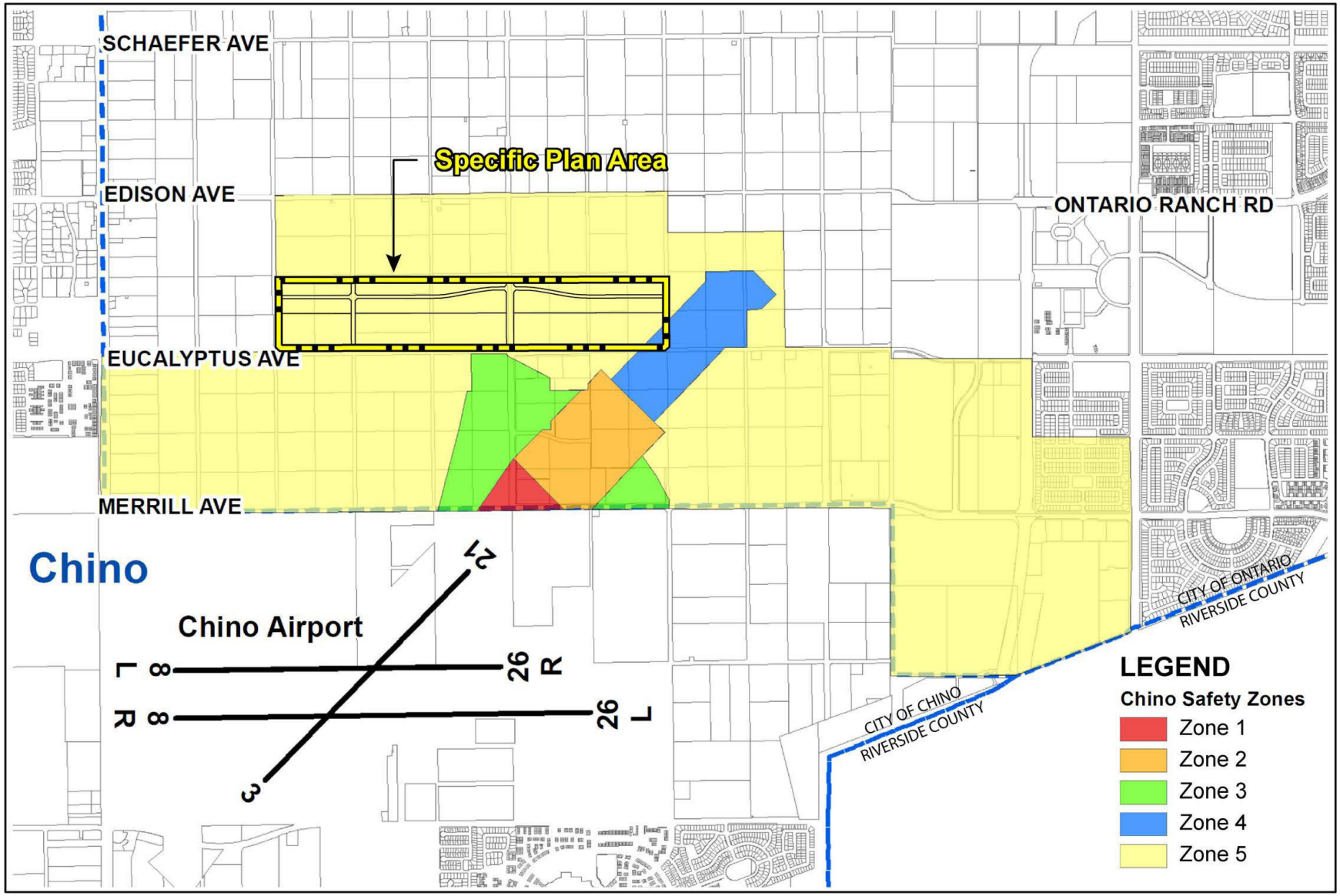
3. The Specific Plan allows the transfer of development square footage (15 percent or less) within the same land use designation, provided that the shift in square footage would not exceed the maximum allowable overall square footage (2,939,000) and the maximum building FAR (0.55).

Source(s): ESRI, Nearmap Imagery (January 2025), Michael Baker (11-20-2025)

0 200 400 800
Feet

Figure 3-1

Conceptual Land Use Plan



Source(s): Riverside County Planning Commission Staff Report (06-28-2022)

Figure 3-2

Chino Safety Zone

Not to Scale



Source(s): RGA (12-16-2025)

Figure 3-3

Conceptual Site Plan

Not to Scale

CHAPTER 4

INFRASTRUCTURE PLAN

4.1 Circulation and Access Plan

The Eucalyptus Business Park Specific Plan Circulation and Access Plan provides direct, safe, and convenient access for visitors, employees, and commercial vehicles including trucks to and from the Specific Plan area. Components of the Specific Plan's Circulation and Access Plan are discussed and illustrated below.

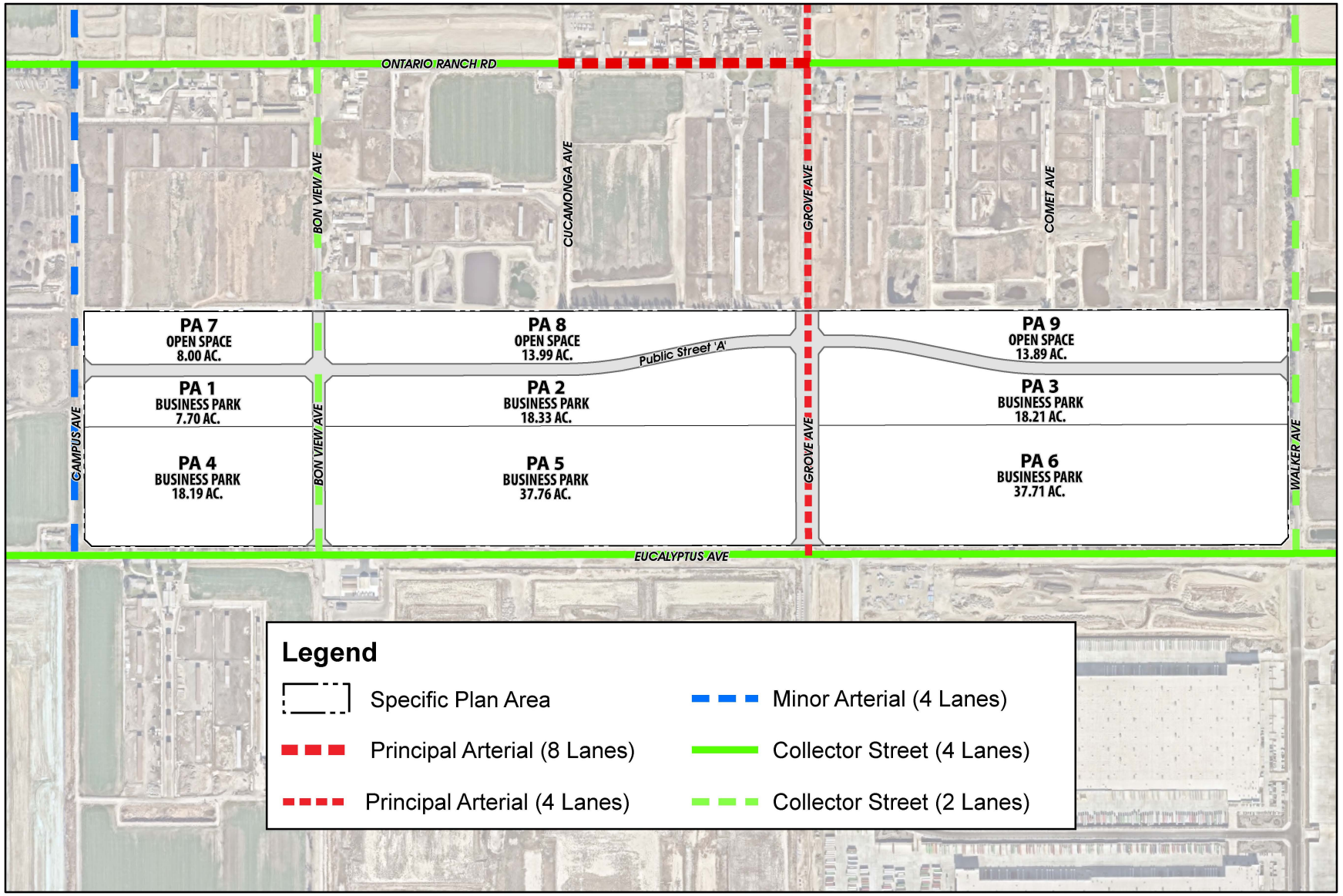
4.1.1 Vehicular Circulation

Direct access to the Eucalyptus Business Park Specific Plan area is provided by Campus Avenue from the west, Eucalyptus Avenue from the south, and Walker Avenue from the east. Additionally, Bon View Avenue and Grove Avenue provide access through the Specific Plan area in the north-south orientation. The Specific Plan proposes to provide an internal east-west oriented Public Street 'A' through the Specific Plan area to connect Campus Avenue and Walker Avenue. Public Street 'A' will provide a separation between the Business Park land uses and the Open Space – Parkland land uses.

The installation of traffic controls (traffic signals and stop signs) and the location and orientation of private driveways serving individual buildings and uses will be determined as part of implementing development plans. Additional right-of-way may be required to accommodate additional left turn lanes at intersections based on required queue lengths per the Traffic Impact Analysis/Specific Plan EIR.

Figure 4-1, *Existing Vehicular Circulation and Access Plan*, provides the City's proposed ultimate roadway buildout within the Specific Plan area, and Figure 4-2, *Conceptual Vehicular Circulation and Access Plan*, illustrates the vehicular circulation plan within the Specific Plan area. Final intersection spacing, intersection right-of-way (ROW), and traffic controls must conform to the findings of the associated traffic impact analysis and to City standards. All right-of-way/easements necessary to construct the required public improvements shall be obtained to the extent feasible.

The following pages describe and illustrate the primary components of the Eucalyptus Business Park Specific Plan's vehicular circulation network. Existing interim striping shall be removed along existing frontage streets. Refer to Chapter 7, *Implementation Plan*, for additional circulation improvement standards pertaining to phasing.



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (11-20-2025), San Bernardino County (2025), City of Ontario (10-20-2016)

Figure 4-1

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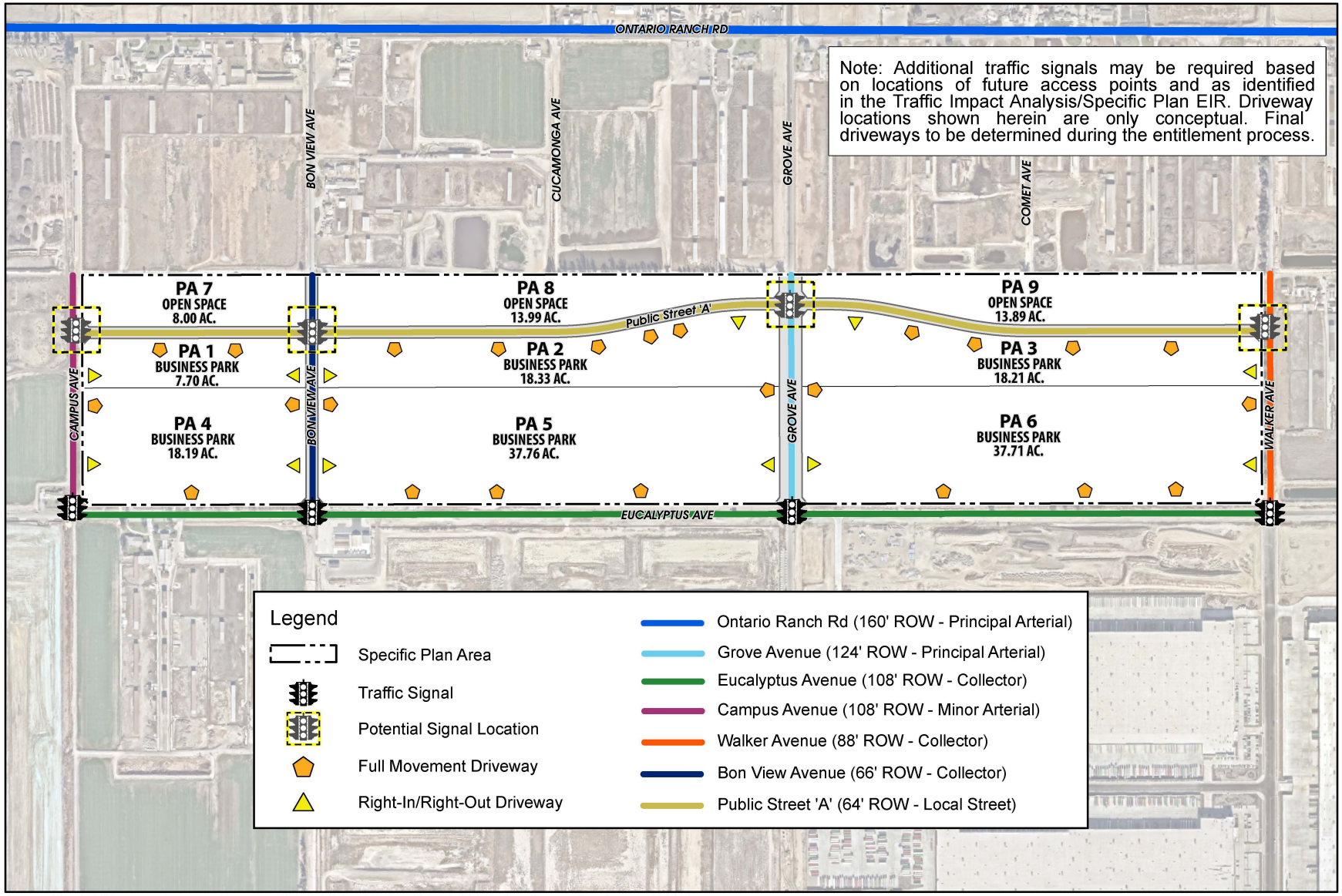
Feet

Existing Vehicular Circulation and Access Plan



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (04-01-2026), San Bernardino County (2025)

Figure 4-2

0 200 400 800
Feet

Conceptual Vehicular Circulation and Access Plan

A. Campus Avenue (108' ROW Minor Arterial)

Campus Avenue forms the western boundary of Planning Areas 1, 4, and 7. At the time this Specific Plan was prepared, no segments of the ROW abutting the Specific Plan area had been constructed. This public roadway will provide access to the Specific Plan area from off-site areas to the north and south.

As shown on Figure 4-3, *Street Sections – Campus Avenue, Bon View Avenue, and Grove Avenue*, the developer(s) of the Eucalyptus Business Park Specific Plan area will be responsible for constructing the eastern 78 feet out of the total 108-foot-wide ROW. The 78 feet of improvement includes 59 feet of paved roadway, a 12-foot-wide parkway that includes 7 feet of curb-adjacent landscaping and a 5-foot-wide sidewalk. The remaining western portions of the Campus Avenue ROW will be constructed by others and include 18 feet of paved roadway and a 12-foot-wide parkway containing 7 feet of curb-adjacent landscaping and a 5-foot-wide sidewalk.

Beyond the Campus Avenue ROW, a 23-foot-wide landscape buffer abuts both the eastern and western sides of the ROW. Developer(s) of the Specific Plan area will be responsible for constructing the eastern landscape buffer inclusive of an 8-foot-wide multi-purpose trail.

A traffic signal will be located at the intersection of Campus Avenue and Eucalyptus Avenue by developer(s) within the Specific Plan area and a potential traffic signal may be installed at the intersection of Campus Avenue and Public Street 'A'. Traffic signal locations are subject to change based on the results and recommendations of a traffic study. All improvements to Campus Avenue are required to comply with applicable City of Ontario requirements, including sight distance requirements.

Final driveway locations along Campus Avenue will be determined in conjunction with the design of implementing development projects, in accordance with Chapter 2.0 Access Guidelines of the City of Ontario's Traffic and Transportation Design Guidelines.

B. Bon View Avenue (66' ROW Collector)

Bon View Avenue forms the eastern boundary of Planning Areas 1, 4, and 7 and the western boundary of Planning Areas 2, 5, and 8. This public roadway provides access to the Specific Plan area from off-site areas to the north and south.

As shown on Figure 4-3, *Street Sections – Campus Avenue, Bon View Avenue, and Grove Avenue*, the developer(s) of the Eucalyptus Business Park Specific Plan area will be responsible for constructing the entire width of the 66-foot-wide ROW. The 66 feet of improvement includes 48 feet of paved roadway and a 9-foot-wide parkway on both sides of the street that includes 4 feet of curb-adjacent landscaping and a 5-foot-wide sidewalk.

Beyond the Bon View Avenue ROW, a 20-foot-wide storm drain easement abuts the eastern side of the ROW. Easement width requirement is subject to change based on findings of City-approved hydraulic studies, master plan updates, and project final designs.

Developers outside of the Specific Plan area are constructing a traffic signal at the intersection of Bon View Avenue and Eucalyptus Avenue and a potential traffic signal may be installed at the intersection of Bon View Avenue and Public Street 'A'. If the traffic signal improvements are not completed and accepted by the City, developer(s) of this Specific Plan area is subject to the traffic signal improvements required. All improvements to Bon View Avenue are required to comply with applicable City of Ontario requirements,

including sight distance requirements. Due to utility constraints, Bon View Avenue may need to be constructed as a tilt section.

Final driveway locations along Bon View Avenue will be determined in conjunction with the design of implementing development projects, in accordance with Chapter 2.0 Access Guidelines of the City of Ontario's Traffic and Transportation Design Guidelines and to the satisfaction of the City Engineer.

C. Grove Avenue (124' ROW Principal Arterial)

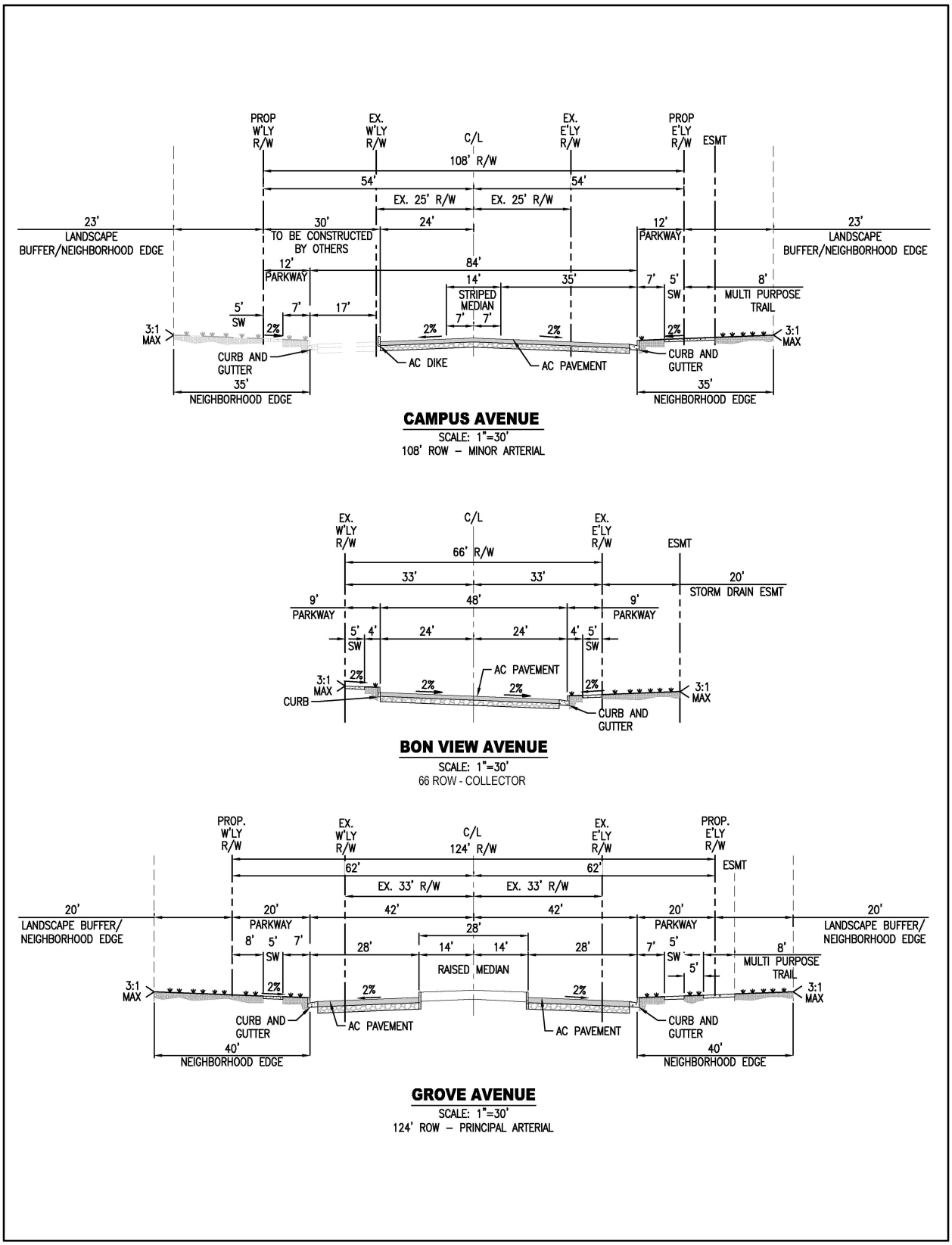
Grove Avenue forms the eastern boundary of Planning Areas 2, 5, and 8 and the western boundary of Planning Areas 3, 6, and 9. This public roadway provide access to the Specific Plan area from off-site areas to the north and south.

As shown on Figure 4-3, *Street Sections – Campus Avenue, Bon View Avenue, and Grove Avenue*, the developer(s) of the Eucalyptus Business Park Specific Plan area will be responsible for constructing the entire width of the 124-foot-wide ROW. The 124 feet of improvement includes a 28-foot-wide raised center median, and 56 feet of paved roadway and a 20-foot-wide parkway on both sides of the street. The 20-foot-wide parkway on the western side of the ROW provides 7 feet of curb-adjacent landscaping, a 5-foot-wide sidewalk and an additional 8 feet of landscaping on the west side of the sidewalk. The 20-foot-wide parkway on the eastern side of the ROW provides 7 feet of curb-adjacent landscaping, a 5-foot-wide sidewalk, 5 feet of additional landscaping, and an 8-foot-wide multi-purpose trail.

Beyond the Grove Avenue ROW, a 20-foot-wide landscape buffer abuts both the eastern and western sides of the ROW.

The traffic signal at the intersection of Grove Avenue and Eucalyptus Avenue will be constructed by others, as part of adjacent development to the south. A potential traffic signal may be installed at the intersection of Grove Avenue and Street 'A". If the traffic signal improvements are not completed and accepted by the City, developer(s) of this Specific Plan area is subject to the traffic signal improvements required. Traffic signal locations are subject to change based on the results and recommendations of a traffic study. All improvements to Grove Avenue are required to comply with applicable City of Ontario requirements, including sight distance requirements.

Final driveway locations along Grove Avenue will be determined in conjunction with the design of implementing development projects, in accordance with Chapter 2.0 Access Guidelines of the City of Ontario's Traffic and Transportation Design Guidelines and to the satisfaction of the City Engineer.



Source(s): Michael Baker International (04-01-2026)

Figure 4-3

Street Sections - Campus Avenue, Bon View Avenue, and Grove Avenue

Not to Scale

D. Walker Avenue (88' ROW Collector)

Walker Avenue forms the eastern boundary of Plannings Areas 3, 6, and 9. This public roadway provides access to the Specific Plan area from off-site areas to the north and south.

As shown on Figure 4-4, *Street Sections – Walker Avenue, Eucalyptus Avenue*, *and Public Street 'A'*, the developer(s) of the Eucalyptus Business Park Specific Plan area will be responsible for constructing the western 69 feet out of the total 88-foot-wide ROW. The 69 feet of improvement includes 57 feet of paved roadway and a 12-foot-wide parkway that includes 7 feet of curb-adjacent landscaping and a 5-foot-wide sidewalk. The remaining eastern portions of Walker Avenue ROW will be constructed by others and include 7 feet of paved roadway, a 12-foot-wide parkway containing 7 feet of curb-adjacent landscaping and 5-foot-wide sidewalk, and an 8-foot wide Multi Purpose Trail located outside of the right-of-way.

A 23-foot-wide landscape buffer abuts both the east and west sides of the Walker Avenue ROW. Within the eastern landscape buffer, developers outside of the Specific Plan area will be responsible for constructing an 8-foot-wide multi-purpose trail.

The traffic signal at the intersection of Walker Avenue and Eucalyptus Avenue will be constructed by others as part of adjacent development to the south. A potential traffic signal may be installed at the intersection of Walker Avenue and Public Street 'A'. If the traffic signal improvements are not completed and accepted by the City, developer(s) of this Specific Plan area is subject to the traffic signal improvements required. All improvements to Walker Avenue are required to comply with applicable City of Ontario requirements, including sight distance requirements. Developers shall design and construct concrete pavements on Walker Avenue southbound approaches at Eucalyptus Avenue in accordance with City of Ontario standard drawing #1207 as Walker Avenue will be designated as a truck route.

Final driveway locations along Walker Avenue will be determined in conjunction with the design of implementing development projects, in accordance with Chapter 2.0 Access Guidelines of the City of Ontario's Traffic and Transportation Design Guidelines and to the satisfaction of the City Engineer.

E. Eucalyptus Avenue (108' ROW Collector)

Eucalyptus Avenue forms the southern boundary of Planning Areas 4, 5, and 6. This public roadway provides access to the Specific Plan area from off-site areas to the east and west.

As shown on Figure 4-4, *Street Sections – Walker Avenue, Eucalyptus Avenue, and Public Street 'A',* Eucalyptus Avenue will provide 84 feet of paved roadway, which includes a 14-foot-wide painted median. A 12-foot-wide parkway that includes 7 feet of curb-adjacent landscaping and a 5-foot-wide sidewalk is provided on both sides of the street. Beyond the ROW, a 23-foot-wide landscape buffer abuts both sides of Eucalyptus Avenue. Additionally, an 8-foot-wide multi-purpose trail is provided within the northern landscape buffer.

Developer(s) within the Eucalyptus Business Park Specific Plan area west of Grove Avenue will be responsible for constructing the northern 16 feet of paved roadway, the 12-foot-wide parkway, and the 8-foot-wide multi-purpose trail. Developer(s) within the Eucalyptus Business Park Specific Plan area east of Grove Avenue will be responsible for constructing the 12-foot-wide parkway and the 8-foot-wide multi-purpose trail. The remaining portions of Eucalyptus Avenue, as illustrated in Figure 4-4, will be constructed by developer(s)

outside of the Specific Plan area. Developer(s) shall design and construct concrete pavement at all intersection approaches in accordance with City of Ontario Standard Drawing No. 1207, as Eucalyptus Avenue will be designated as a truck route.

The traffic signals along Eucalyptus Avenue at its intersections with Bon View Avenue, Grove Avenue, and Walker Avenue will be constructed by others, as part of adjacent development to the south. If the traffic signal improvements are not completed and accepted by the City, developer(s) of this Specific Plan area is subject to the traffic signal improvements required. Developer(s) within the Specific Plan area will be responsible for a traffic signal at the intersection of Eucalyptus Avenue and Campus Avenue. Traffic signal locations are subject to change based on the results and recommendations of a traffic study. All improvements to Eucalyptus Avenue are required to comply with applicable City of Ontario requirements, including sight distance requirements.

Final driveway locations along Eucalyptus Avenue will be determined in conjunction with the design of implementing development projects, in accordance with Chapter 2.0 Access Guidelines of the City of Ontario's Traffic and Transportation Design Guidelines and to the satisfaction of the City Engineer.

F. Public Street 'A' (64' ROW Local Street)

Public Street 'A' forms the northern boundary of Planning Areas 1, 2, and 3 and the southern boundary of Planning Areas 7, 8, and 9. This public roadway provides access to the Specific Plan area from off-site areas to the east and west.

As shown on Figure 4-4, *Street Sections – Walker Avenue, Eucalyptus Avenue, and Public Street 'A'*, implementing projects within the Eucalyptus Business Park Specific Plan area will be responsible for constructing the entire width of the 64-foot-wide ROW. The 64 feet of improvement includes 40 feet of paved roadways and a 12-foot-wide parkway on both sides of the street that includes 7 feet of curb adjacent landscaping and a 5-foot-wide sidewalk. Notwithstanding the above, Street 'A' may require additional roadway width at intersections with north–south streets to accommodate truck turning movements associated with the Business Park uses. Accordingly, the right-of-way and paved roadway width for Street A may be increased at intersections, as determined necessary through implementing projects, subject to City review and approval.

A traffic signal may be required at the intersection of Public Street 'A' and Grove Avenue, Public Street 'A' and Campus Avenue, Public Street 'A' and Bon View Avenue, and Public Street 'A' and Walker Avenue. Traffic signal locations are subject to change based on the results and recommendations of a traffic study. All improvements to Public Street 'A' are required to comply with applicable City of Ontario requirements, including sight distance requirements.

Final driveway locations along Public Street 'A' will be determined in conjunction with the design of implementing development projects, in accordance with Chapter 2.0 Access Guidelines of the City of Ontario's Traffic and Transportation Design Guidelines and to the satisfaction of the City Engineer.

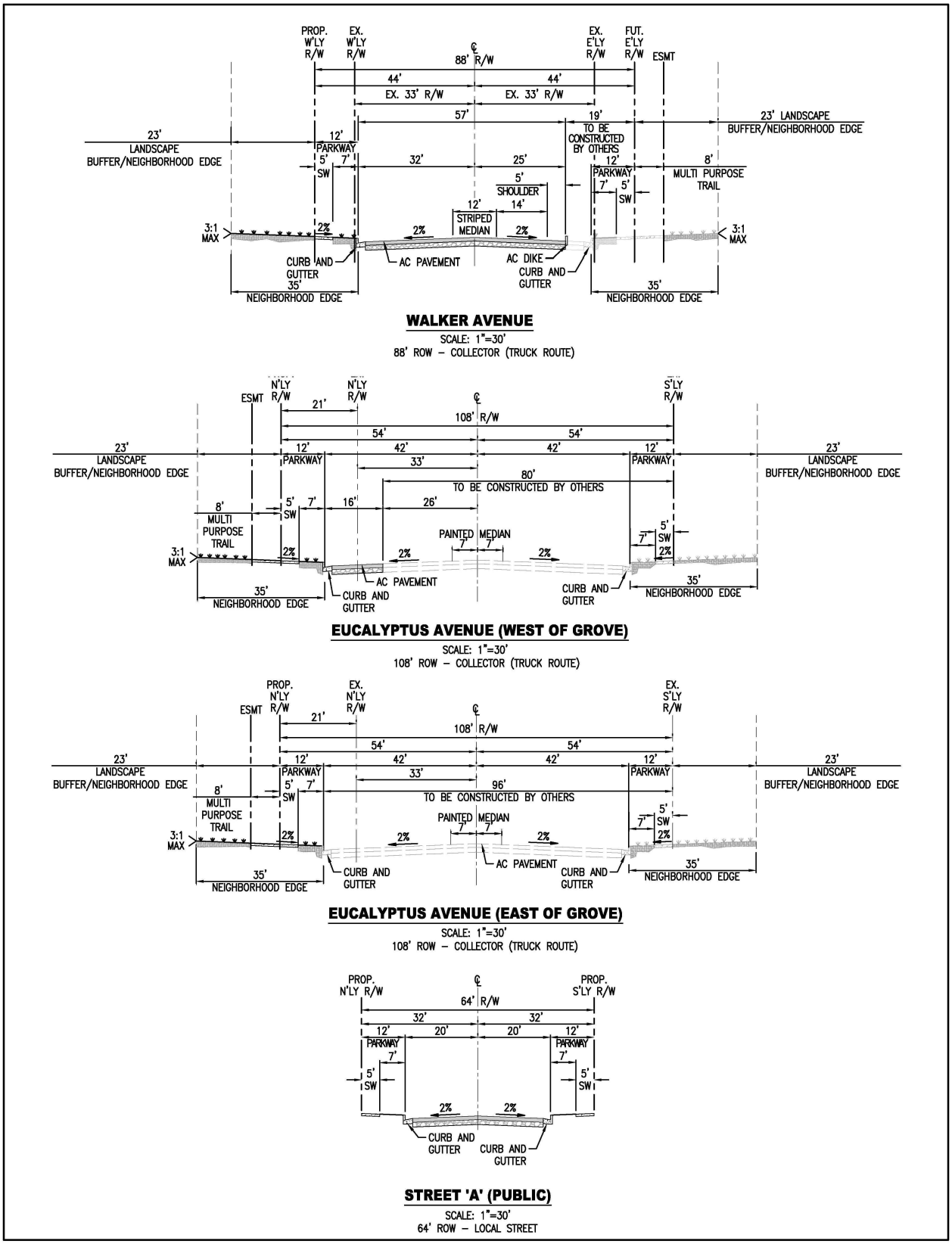
G. Private Drive Aisles

Private drive aisles connect individual planning areas to the public roadways described above. Within each planning area, private drive aisles provide vehicular access for automobiles and commercial vehicles including trucks to parking lots and loading areas and provide sidewalk opportunities for pedestrian and bicycle access to building entries and

amenities. Private drive aisles will have pavement widths that range between 24 and 50 feet. Private drive aisles are not depicted on Figure 4-2 as their locations, alignments, and widths will be determined in conjunction with the design of implementing development projects.

H. Truck Routes

Access to the Eucalyptus Business Park Specific Plan area is provided from Eucalyptus Avenue, Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, and Public Street 'A'. Project truck traffic shall use the City's truck route in Euclid Avenue, Walker Avenue, Eucalyptus Avenue, and Merrill Avenue to access the Specific Plan area.



Source(s): Michael Baker International (04-01-2026)

Figure 4-4

Street Sections - Walker Avenue, Eucalyptus Avenue, and Public Street 'A'

Not to Scale

4.1.2 Non-Vehicular Circulation

The Eucalyptus Business Park Specific Plan encourages non-motorized circulation for employees and visitors of the Specific Plan area. Pedestrian circulation is encouraged within the Specific Plan area through a network of sidewalks and multi-purpose trails, and bicycle circulation is encouraged through a network of bike lanes and multi-purpose trails. Additional pedestrian and bicycle facilities will be designed on individual business park building sites at the time buildings are designed and positioned in each planning area as part of implementing development projects. Additional pedestrian and bicycle facilities within Planning Areas 7, 8, and 9 will be designed consistent with the City of Ontario Grand Park Master Plan.

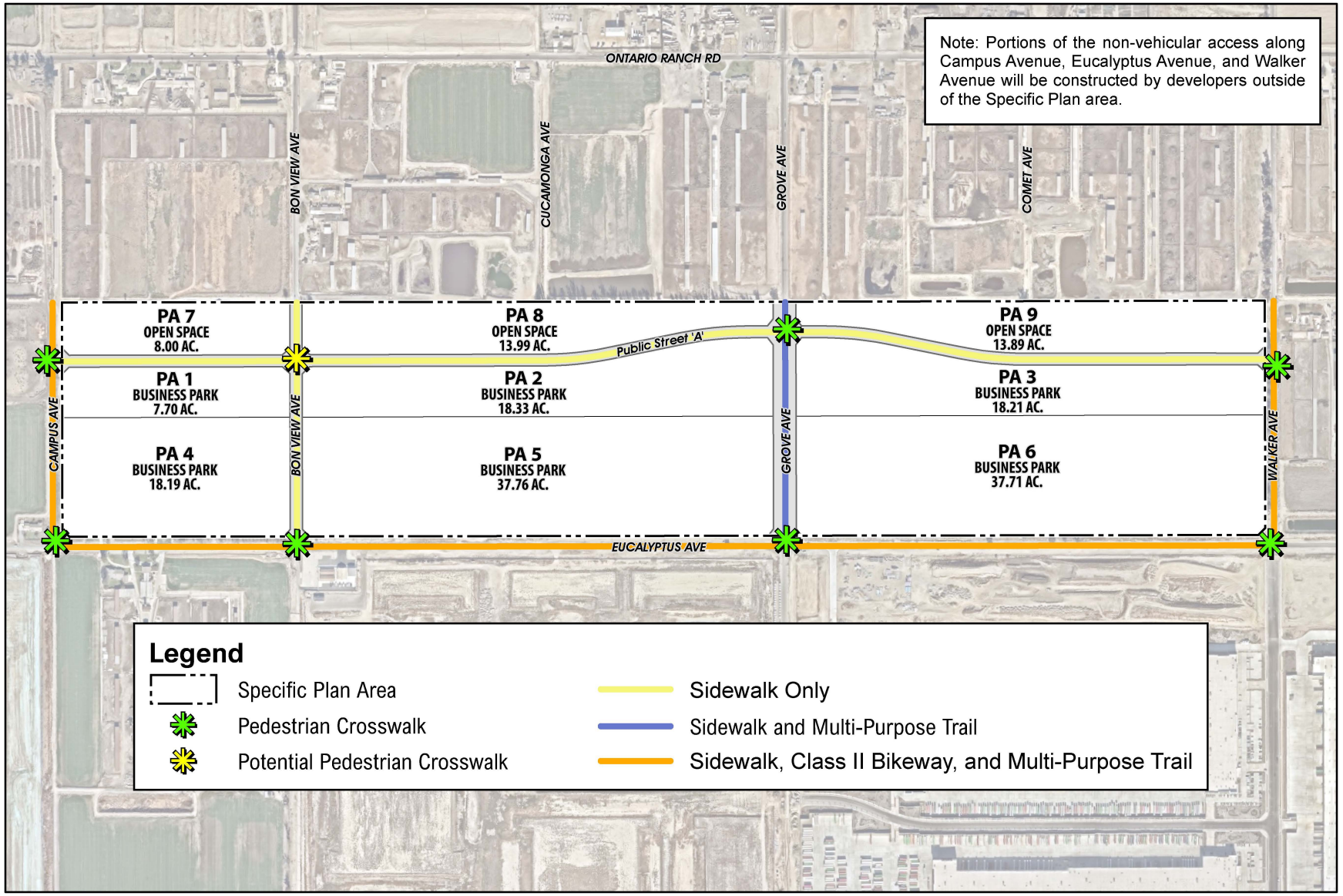
As shown on Figure 4-5, *Conceptual Non-Vehicular Circulation and Mobility Plan*, the Eucalyptus Business Park Specific Plan provides for sidewalk in the public ROW along Bon View Avenue and Public Street 'A'; sidewalk and multi-purpose trail along Grove Avenue; and sidewalk, Class II bikeway, and multi-purpose trail along Eucalyptus Avenue, Campus Avenue, and Walker Avenue (to be constructed by others). Pedestrian crosswalks are designed at street intersections to ensure pedestrian safety. Locations of pedestrian crosswalks are provided on Figure 4-5.

As illustrated on Figure 4-5, 5-foot-wide sidewalks are provided on both sides of Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, Eucalyptus Avenue, and Public Street 'A'; an 8-foot-wide multi-purpose trail is provided on Eucalyptus Avenue, Campus Avenue, Grove Avenue and Walker Avenue; and Class II bike lanes are provided along Eucalyptus Avenue, Campus Avenue, and Walker Avenue. Construction of the non-vehicular network will be provided by developers both within and outside of the Specific Plan area. Responsibility of construction is illustrated in Figures 4-3 and 4-4 of this Specific Plan.

The Eucalyptus Business Park Specific Plan anticipates a large volume of passenger vehicle and truck traffic circulating on the site; therefore, convenient and safe pedestrian and bicycle access was given careful consideration when preparing the design standards of this Specific Plan. Provisions for sidewalks, short-term and long-term bicycle storage facilities, and employee and visitor gathering areas interior to the planning areas are set forth in Chapter 6, *Design Guidelines*, of this Specific Plan.

In addition to internal non-vehicular circulation, Omnitrans provides bus services to and from the Specific Plan area. The following bus and transit facilities are located west and north of the Specific Plan area:

- Omnitrans Bus Route 83, located approximately 0.6 miles to the west along Euclid Avenue.
- Omnitrans Bus Route 87, located approximately 1.8 miles to the north along Riverside Drive.
- As part of the Specific Plan, a new bus turnout would be constructed near the intersection of Grove Avenue and Eucalyptus Avenue in anticipation of future Omnitrans service.



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (04-01-2026), San Bernardino County (2025)

Figure 4-5

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Feet

Conceptual Non-Vehicular Circulation and Mobility Plan

4.2 Utility Infrastructure Plan

Buildout of the Eucalyptus Business Park Specific Plan area requires the installation of water, sewer, drainage, and other utility infrastructure, as described in the subsections below. All utility infrastructure improvements shall be constructed in accordance with applicable City of Ontario design standards and specifications.

Public utility mains shall be located within publicly dedicated ROW and publicly dedicated streets. Any proposed public utilities within private streets shall be subject to City approval and contained within acceptable easements, access, and separation requirements. Minimum width for a public utility easement (PUE) shall be at least 20 feet wide and shall be centered on the public utility main. Setbacks are required when there is a public utility within a private street, drive, or alley to accommodate any utility appurtenances. Additionally, private utilities are not allowed within the PUEs.

4.2.1 Potable Water Plan

The City of Ontario provides water service to the Specific Plan area. The Specific Plan area lies within the 925 Pressure Zone (PZ). As shown on Figure 4-6, *Potable Water Infrastructure Plan*, planned potable water lines proposed by projects outside of the Specific Plan area include a 16-inch potable water line within Eucalyptus Avenue between Campus Avenue and Grove Avenue; and a 24-inch potable water line within Eucalyptus Avenue between Grove Avenue and Walker Avenue. Additionally, an existing 30-inch potable water line within Grove Avenue between Eucalyptus Avenue and Ontario Ranch Road. Any existing potable water mains not yet accepted by the City that support the development of the Specific Plan are required at the responsibility of the developer to support the development of the Specific Plan area.

Potable water system improvements within the Specific Plan area require the planning, design, and construction of the following: 12-inch potable water lines along Bon View Avenue from Eucalyptus Avenue to the northern boundary of the Specific Plan area; 16-inch potable water lines along Campus Avenue and Walker Avenue from Eucalyptus Avenue to the northern boundary of the Specific Plan area; and a 12-inch potable water line along Public Street 'A' between Campus Avenue and Walker Avenue.

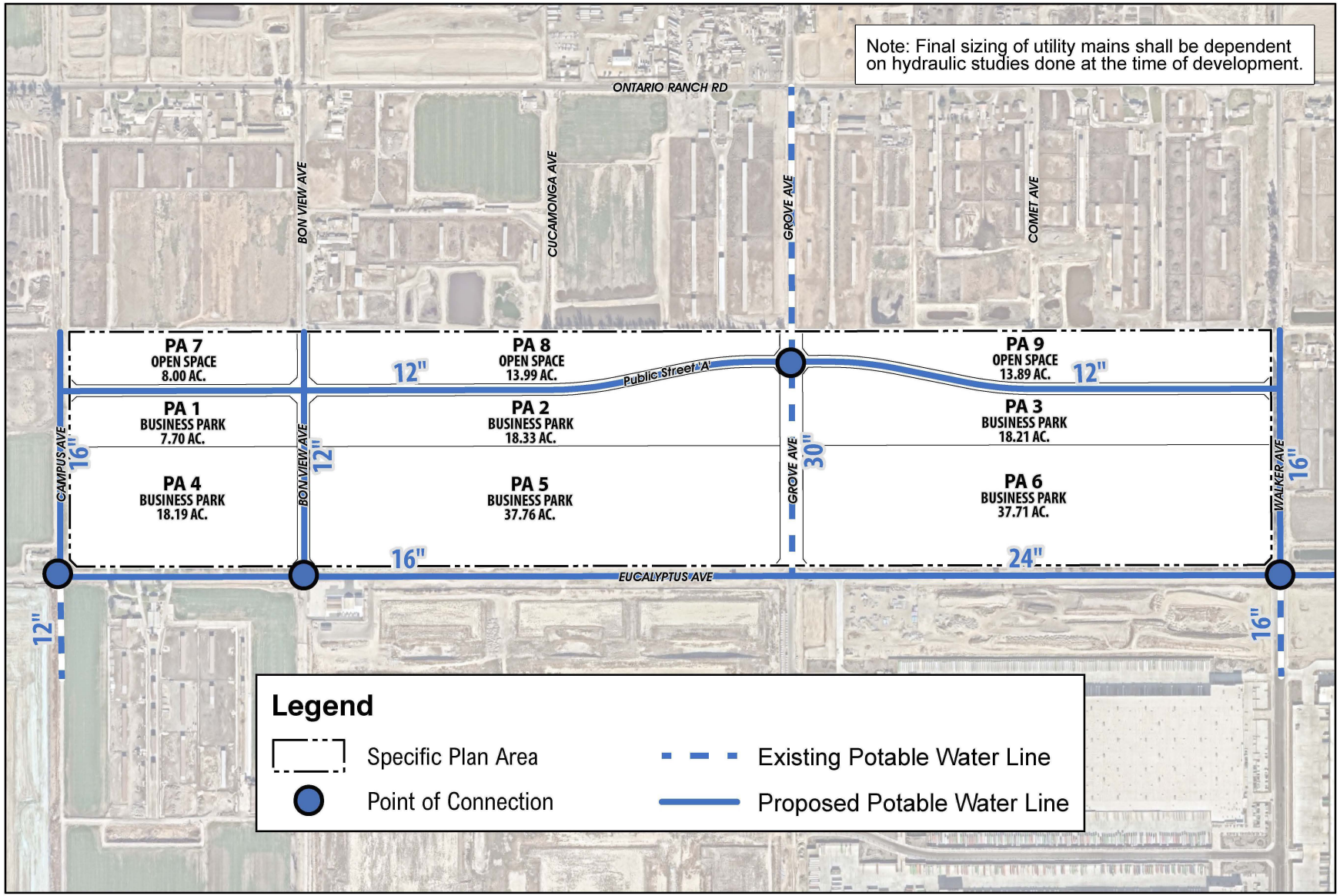
The overall water infrastructure plan to serve the City of Ontario is illustrated on Figure 4-7, *City of Ontario Ultimate Water System*. Final sizing of required infrastructure shall be determined at the time of development during final design based on hydraulic calculations. The required infrastructure is subject to change based upon findings of City approved hydraulic studies, master plan updates, and project final designs. Any existing utilities, including other agencies' mains, that do not meet minimum depths, standard alignment locations, and/or minimum horizontal and vertical separation requirements shall be subject to relocation/replacement by the developer(s) of the Specific Plan.

All on-site improvements are required to have hydraulic studies to determine infrastructure improvements needed to support each area and shall be the responsibility of the developer(s). Any changes in land use not limited to units, density, or intensity, that are not previously accounted for in a City approved study following current design criteria shall trigger a revised updated hydraulic study and any new findings of infrastructure improvements needed are required at the responsibility of the developer.

The City's Potable Water Master Plan identifies new water facilities to serve the Ontario Ranch area, which will need to be constructed prior to

or concurrent with the Specific Plan area's water improvements. Construction of the Specific Plan area's water improvements and the Master Plan water improvements necessary to serve the Specific Plan area shall be the responsibility of the developer(s). The Eucalyptus Business Park Specific Plan will be required to participate in the Master Plan water improvements as detailed in this Specific Plan.

As a part of the backbone infrastructure, the master planned 925 Pressure Zone (PZ) reservoir shall be constructed on the City-owned reservoir site as directed by the City. Well supply and any drinking water treatment necessary for the 925 PZ shall be constructed to supply the 925 PZ reservoir. The 925 Pressure Zone (PZ) Phase 2 Potable Water System facilities will need to be constructed to support the Project. In the event the 925 PZ Phase 2 facilities are not completed in time to serve the Project, the developer(s) may implement an interim water supply strategy, subject to review and approval by the City. The off-site improvements include the construction of 42-inch water main on Grove Avenue, from Chino Avenue to Francis Street, proceeding west on Francis Street to Bon View Avenue, continuing north on Bon View Avenue to the City-owned Reservoir site. Additional improvements include installing a 42-inch potable water main in Grove Avenue connecting from the 30-inch to the 42-inch potable water main in Grove Avenue at Chino Ave; and extending to the Bon View Avenue Reservoir site and to the Reservoir; and, installing a 9 million gallon reservoir on the Bon View Reservoir site; and, installing two 2,500 gpm wells with any treatment necessary to meet water quality standards and the 16-inch to 42-inch well collection mains from the wells to the reservoirs. The Eucalyptus Business Park Specific Plan will be required to participate in the future Phase 2 Water System Improvements as detailed in the development agreements with the City.



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (11-20-2025), San Bernardino County (2025)

Figure 4-6

Potable Water Infrastructure Plan

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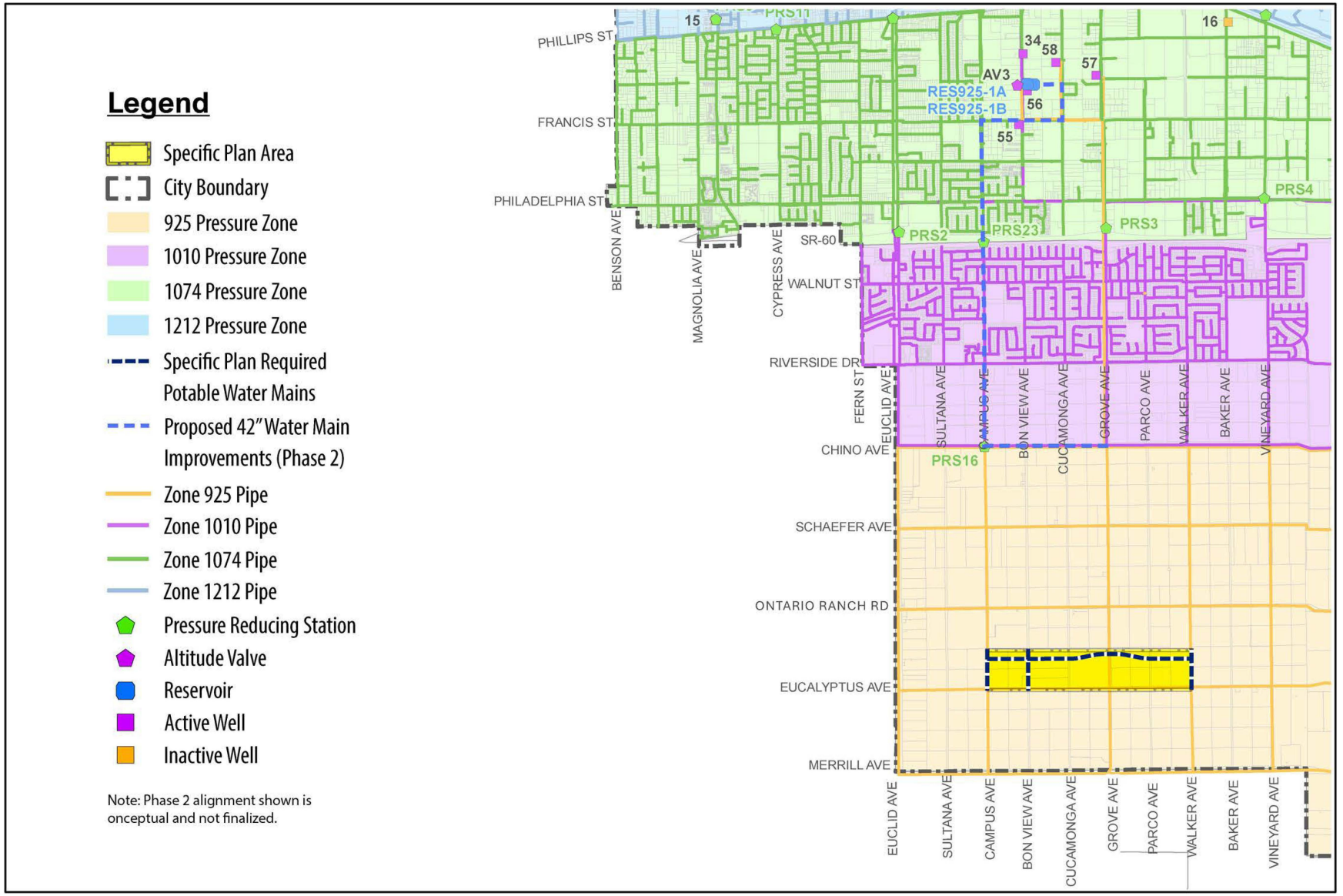


Source(s): Ontario Municipal Utilities Company (OMUC) (October 2011)

Figure 4-7

Not to Scale

City of Ontario Ultimate Water System

4.2.2 Recycled Water Plan

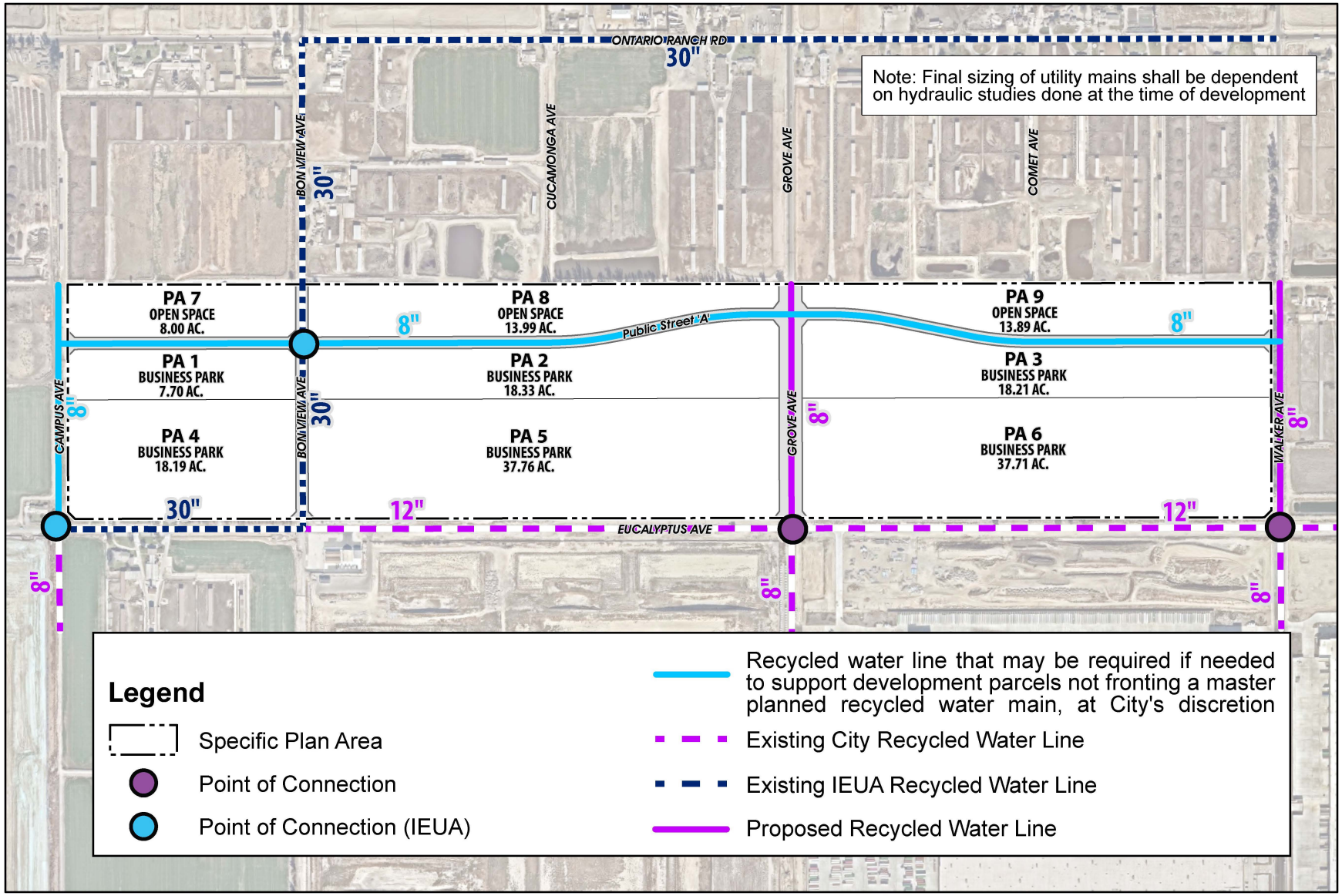
The City of Ontario/Ontario Municipal Utilities Company (OMUC) and the Inland Empire Utilities Agency (IEUA) supplies recycled water to the Specific Plan area. Recycled Water supplied by OMUC is produced by the IEUA from its four wastewater reclamation plants. As shown on Figure 4-8, *Recycled Water Infrastructure Plan*, existing recycled water lines include a 30-inch IEUA recycled water line within Eucalyptus Avenue between Campus Avenue and Bon View Avenue; a 12-inch City of Ontario recycled water line within Eucalyptus Avenue between Bon View Avenue and Walker Avenue; a 30-inch IEUA recycled water line within Bon View Avenue between Eucalyptus Avenue and Ontario Ranch Road; and a 30-inch IEUA recycled water line within Ontario Ranch Road between Bon View Avenue and Walker Avenue.

Recycled water infrastructure improvements for the Specific Plan area require the planning, design, and construction of the following: an 8-inch recycled water line within Grove Avenue and Walker Avenue between Eucalyptus Avenue and the northern edge of the Specific Plan area. At the discretion of the City, additional recycled water line may be needed within Campus Avenue and Public Street 'A' to support development parcels not fronting a master planned recycled water main. Improvements may include an 8-inch recycled water line within Campus Avenue between Eucalyptus Avenue and the northern edge of the Specific Plan area; and an 8-inch recycled water line along Public Street 'A' between Campus Avenue and Walker Avenue.

The Eucalyptus Business Park Specific Plan shall make use of recycled water for all approved uses including, but not limited to, the irrigation of parks, street parkway landscaping, and any other Property Owners' Association (POA) maintained common areas. The developer shall prepare and secure approval of an Engineering Report from the City of Ontario and State Department of Drinking Water Agency prior to the use of recycled water.

Final sizing of required infrastructure shall be determined at the time of development during final design based on hydraulic calculations. The required infrastructure is subject to change based upon findings of City approved hydraulic studies, master plan updates, and project final designs. Any existing utilities, including other agencies' mains, that do not meet minimum depths, standard alignment locations, and/or minimum horizontal and vertical separation requirements shall be subject to relocation/ replacement by the developer(s) of the Specific Plan. The developer of the Specific Plan area is required to obtain approvals from IEUA for regional connections outlined in the Specific Plan and additional regional connections as required to support development not fronting a City recycled water main.

All on-site improvements are required to have hydraulic studies to determine infrastructure improvements needed to support each area and shall be the responsibility of the developer. Any changes in land use not limited to units, density, or intensity, that are not previously accounted for in a City approved study following current design criteria shall trigger a revised updated hydraulic study and any new findings of infrastructure improvements needed are required at the responsibility of the developer.



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (04-01-2026), San Bernardino County (2025)

Figure 4-8

0 200 400 800 Feet

Recycled Water Infrastructure Plan

4.2.3 Sanitary Sewer Plan

Sanitary sewer/wastewater collections for the Specific Plan area are served by the City of Ontario/OMUC, which conveys wastewater to the IEUA for transmission and treatment. As shown on Figure 4-9, *Sanitary Sewer Infrastructure Plan*, at the time the Specific Plan was prepared, there is no existing sanitary sewer infrastructure within the Specific Plan area.

Sanitary sewer infrastructure improvements for the Specific Plan area require the planning, design, and construction of the following: a 15-inch sanitary sewer line within Campus Avenue between Eucalyptus Avenue and the northern border of the Specific Plan area; an 18-inch sanitary sewer line within Bon View Avenue between Eucalyptus Avenue and the northern border of the Specific Plan area; and a 21-inch sanitary sewer line within Grove Avenue and Walker Avenue between Eucalyptus Avenue and the northern border of the Specific Plan area. At the discretion of the City, additional sanitary sewer lines may be needed within Eucalyptus Avenue and Public Street 'A' to support development parcels not fronting a master planned sewer main. Improvements may include an 8-inch sanitary sewer line within Eucalyptus Avenue east of Bon View Avenue to connect with the proposed sewer line east of Bon View Avenue; an 8-inch sanitary sewer line within Eucalyptus Avenue east of Grove Avenue to connect with the proposed sanitary sewer line east of Grove Avenue; an 8-inch sanitary sewer line within Public Street 'A' east of Campus Avenue to connect with the proposed sewer line within Campus Avenue; an 8-inch sanitary sewer line within Public Street 'A' east of Bon View Avenue to connect with the proposed sewer line within Bon View Avenue; and an 8-inch sanitary sewer line within Public Street 'A' west of Walker Avenue to connect with the proposed sewer line within Walker Avenue. Any existing sewer mains not yet accepted by the City that are downstream of the Specific Plan area are required at the responsibility of the developer to support the development of the Specific Plan.

In addition to proposed sewer infrastructure, tributary flows are also included in Figure 4-9. The flows arrows show which sewer lines are supporting the sewer flows from each planning area.

Required sanitary sewer infrastructure is subject to change based upon findings of City-approved hydraulic studies, master plan updates, and project final designs; and, sewer main locations are also subject to change based upon the developer-conducted and City-approved Conceptual Design Report.

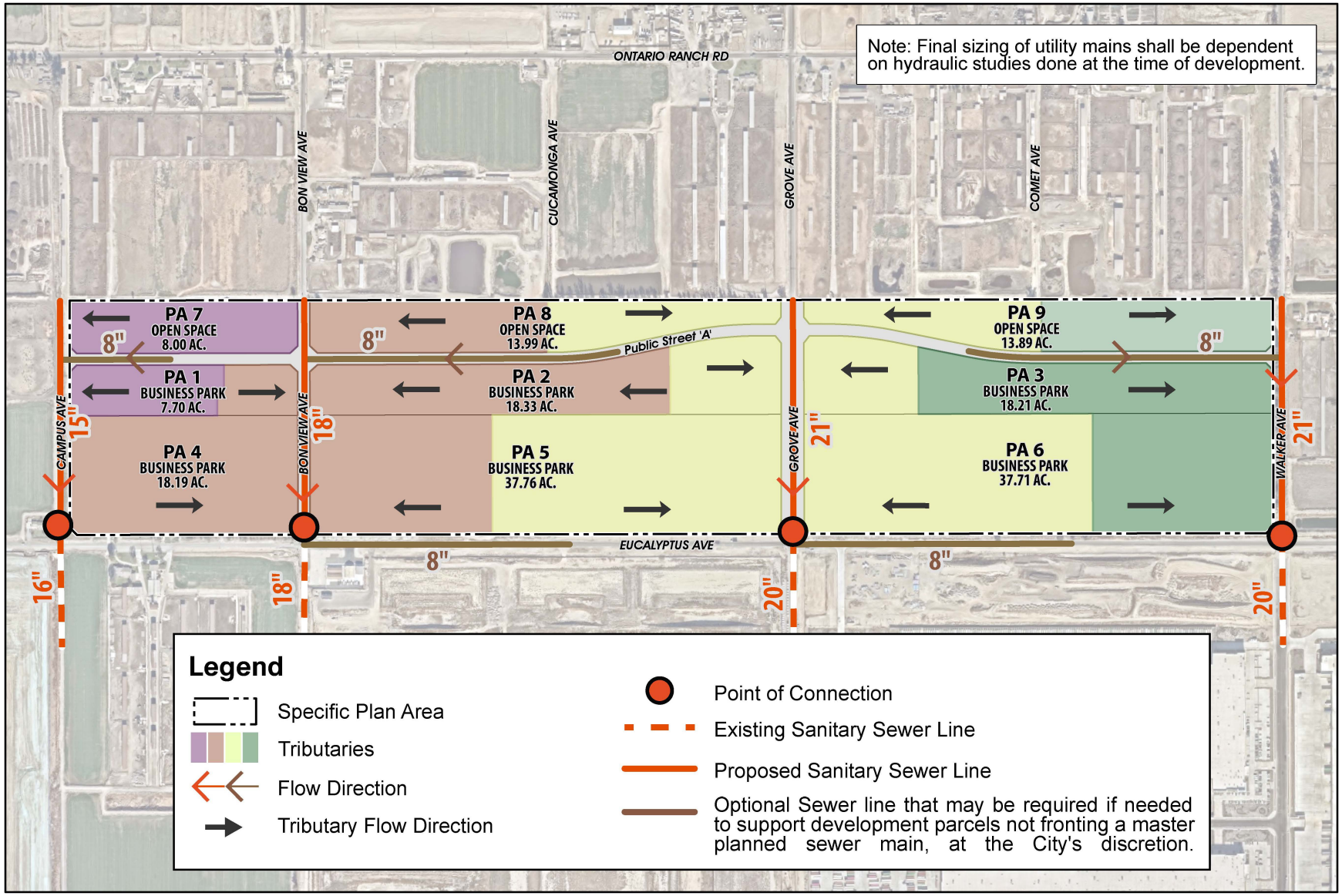
Final sizing of sewer mains shall be determined during final design by hydraulic calculations through a Sewer Study or Sewer Sub-Area Master Plan (SSAMP) per the City's current Sewer Master Plan.

Any existing utilities, including other agencies' mains, that do not meet minimum depths, standard alignment locations, and/or minimum horizontal and vertical separation requirements shall be subject to relocation/ replacement by the developer(s) of the Specific Plan.

All on-site improvements are required to have hydraulic studies to determine infrastructure improvements needed to support each area and shall be the responsibility of the developer. All on-site intract public sewer mains shall be studied via a Sewer Sub-Area Master Plan (SSAMP) per the City's current Sewer Master Plan. Any changes in sewer tributary boundaries, as acceptable at the City's discretion or land use not limited to units, density, or intensity, that are not previously accounted for in a City approved study following current design criteria shall trigger a

revised updated sewer study and any new findings of infrastructure improvements needed are required at the responsibility of the developer.

The off-site public sewer shall be designed to meet all applicable City standards and requirements and designed in such a way so that the proposed on-site private sewer improvements shall be designed to meet all applicable building and plumbing codes. Eucalyptus Business Park Specific Plan's sewer tributary areas shall be determined in conformance with the latest City Sewer Master Plan while accommodating the off-site and on-site sewer standards, codes, and requirements, etc. If Eucalyptus Business Park Specific Plan's sewer tributary areas need to be revised to allow the public or private sewer to meet applicable requirements, and a revised SSAMP supports the revised sewer tributary boundaries, as approved at the City's discretion, then Figure 4-10 shall be revised to reflect Eucalyptus Business Park Specific Plan's new sewer tributary boundaries.



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (04-01-2026), San Bernardino County (2025)

Figure 4-9

0 200 400 800 Feet

Sanitary Sewer Infrastructure Plan

4.2.4 Storm Water Management Plan

As shown on Figure 4-10, *Storm Drain Infrastructure Plan*, existing storm drain infrastructure includes a 24-inch storm drain line within Eucalyptus Avenue east of Campus Avenue; a 42-inch storm drain line within Eucalyptus Avenue west of Bon View Avenue; a 24-inch line within Eucalyptus Avenue east of Bon View Avenue, a 24-inch storm drain line within Eucalyptus Avenue just east and west of Grove Avenue; and a 24-inch storm drain line within Eucalyptus Avenue west of Walker Avenue.

Storm drain infrastructure improvements for the Specific Plan area require the planning, design, and construction of the following: a 60-inch storm drain line within Campus Avenue between Eucalyptus Avenue and the northern boundary of the Specific Plan area; a 96-inch storm drain line within Bon View Avenue between Eucalyptus Avenue and the northern boundary of the Specific Plan area; a 108-inch storm drain line within Grove Avenue and Walker Avenue between Eucalyptus Avenue and the northern boundary of the Specific Plan area; 24-inch storm drain lines within Public Street 'A' between Campus Avenue and Bon View Avenue; and 36-inch storm drain lines within Public Street 'A' between Bon View Avenue and Walker Avenue.

The overall storm drain infrastructure plan to serve the City of Ontario is illustrated on Figure 4-13, *City of Ontario Planned Drainage Facilities*. Required storm drain infrastructure is subject to change based upon findings of City-approved hydraulic studies, master plan updates, and project final designs. If the storm drain improvements are not completed and accepted by the City, the developer of this Specific Plan is subject to the storm drain improvements required.

If at the time of construction, Line I in Euclid Avenue in the City of Chino has not been constructed, the developments tributary to this line (see Figure 4-13) will need to detain and release their runoff at 80% of the pre-development flows.

A. National Pollutant Discharge Elimination System (NPDES) Compliance and Water Quality Management Plan (WQMP)

The grading and drainage areas design for the on-site storm drain system improvements within the Eucalyptus Business Park Specific Plan area will utilize a variety of Low Impact Development (LID) design concepts to detain, filter, and treat surface runoff in a practical manner to comply with the requirements of the San Bernardino County NPDES Storm Water Program's current WQMP and the City's NPDES program requirements for new development projects.

The objective of project-specific WQMPs is to minimize the detrimental effects of urbanization on the beneficial uses of receiving waters, including effects caused by increased water pollutants and changes in hydrology. These effects shall be minimized through the implementation of on-site and off-site LID Site Design Best Management Practices (BMP's) that retain/infilter or biotreat 85th percentile storm event runoff from the Specific Plan area.

In addition, non-structural and structural Source Control BMP's will be implemented and documented in approved Water Quality Management Plan(s) associated with the design of implementing development projects to reduce pollutant generation and transport from the Specific Plan area.

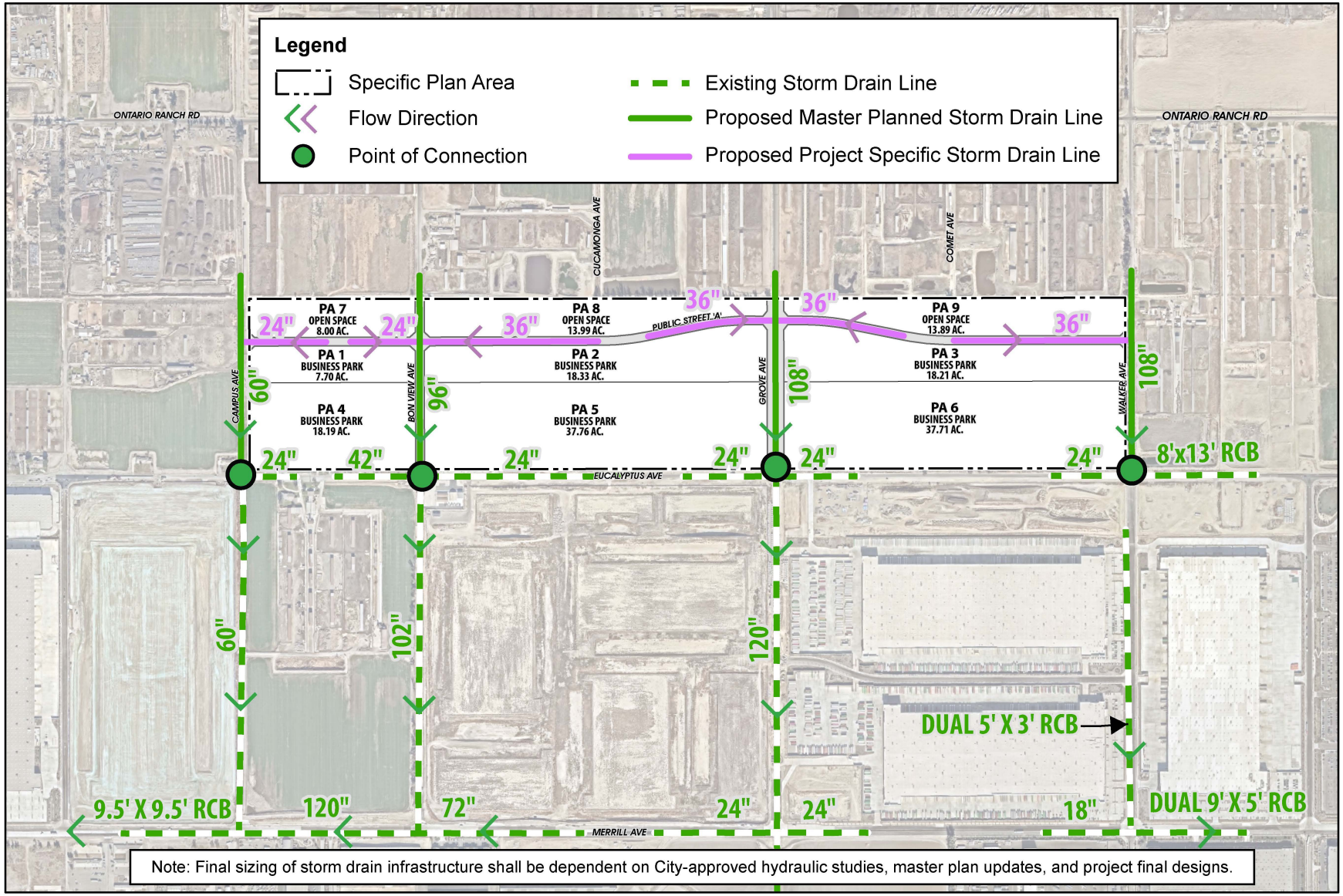
All Priority Land Use (PLU) areas, defined by the State Water Resources Board (SWRCB) as high trash generating areas such as industrial uses within the Specific Plan area shall comply with the statewide Trash Provisions adopted by the SWRCB and trash requirements in the

most current San Bernardino County Area-Wide MS4 permit.

Prior to the issuance of any grading or construction permits for any parcel map or area that disturbs one (1) acre or more of land within the Eucalyptus Business Park Specific Plan area, an Erosion Control & Sedimentation Plan and Storm Water Pollution Prevention Plans (SWPPP) will be prepared to comply with California State Water Resources Control Board's (State Water Board) current "General Permit to Discharge Storm Water Associated with Construction Activity" and current "Area Wide Urban Storm Water Runoff (Regional NPDES) Permit." SWPPPs are required to identify and detail all appropriate Best Management Practices (BMPs) to be implemented or installed during construction.

B. Airport Compatibility

The Specific Plan area is located in the Airport Influence Areas (AIAs) of the Ontario International Airport and the Chino Airport. The Federal Aviation Administration (FAA) identifies stormwater management facilities as one of the greatest attractants to wildlife hazards to airport operations. For this reason, all new above ground stormwater management facilities located within the Eucalyptus Business Park Specific Plan area will be designed to avoid the creation of open water and habitat by being designed to drain completely within a maximum 48-hour period following design storm event (i.e., 24-hour storm) and remain totally dry between storm events.

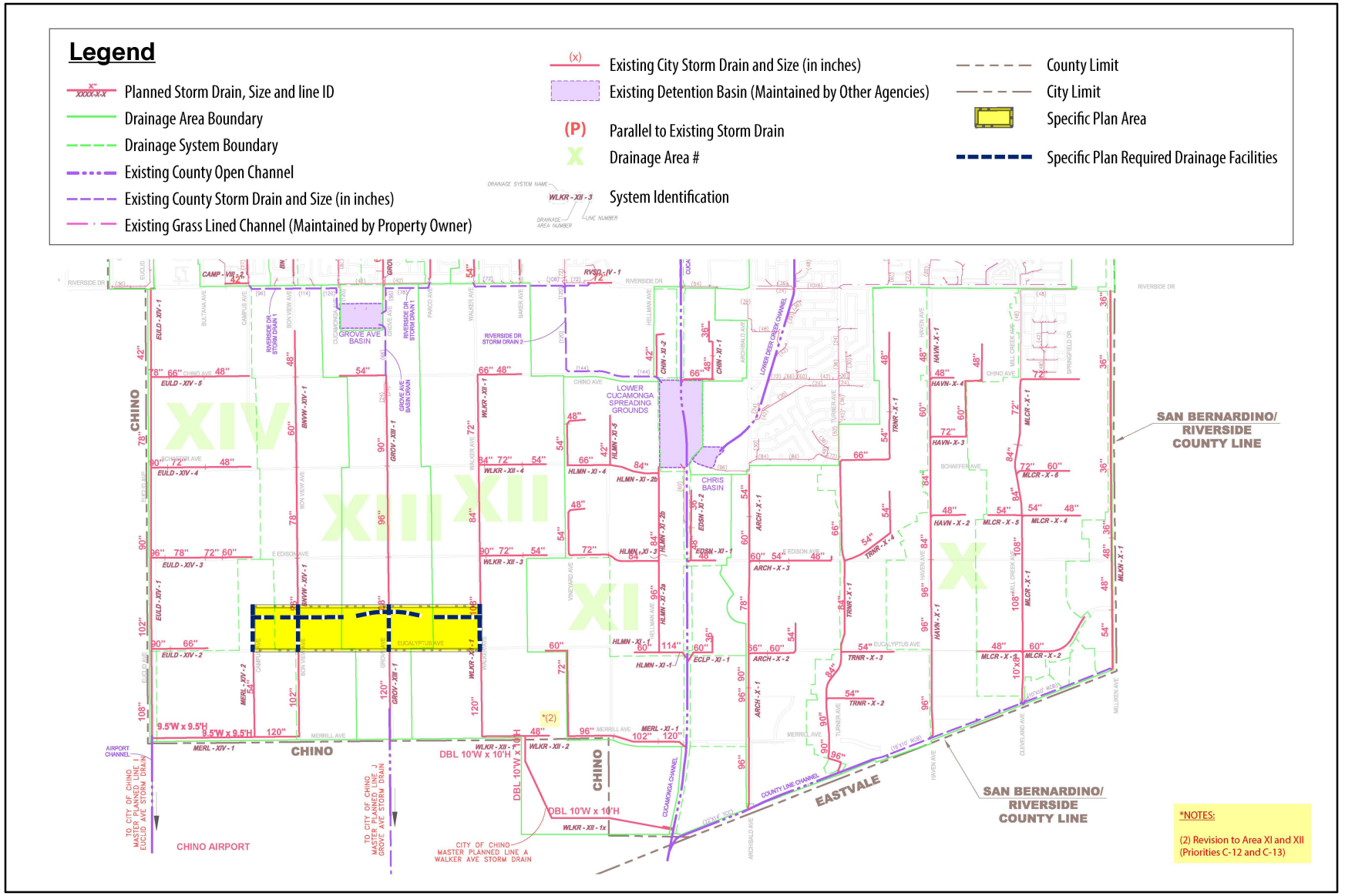


Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (04-01-2026), San Bernardino County (2025)

Figure 4-10

0 275 550 1,100 Feet

Storm Drain Infrastructure Plan



Source(s): Ontario Municipal Utilities Company (OMUC) (03-09-2012)

Figure 4-11

City of Ontario Planned Drainage Facilities

Not to Scale

4.2.5 Dry Utilities Plan

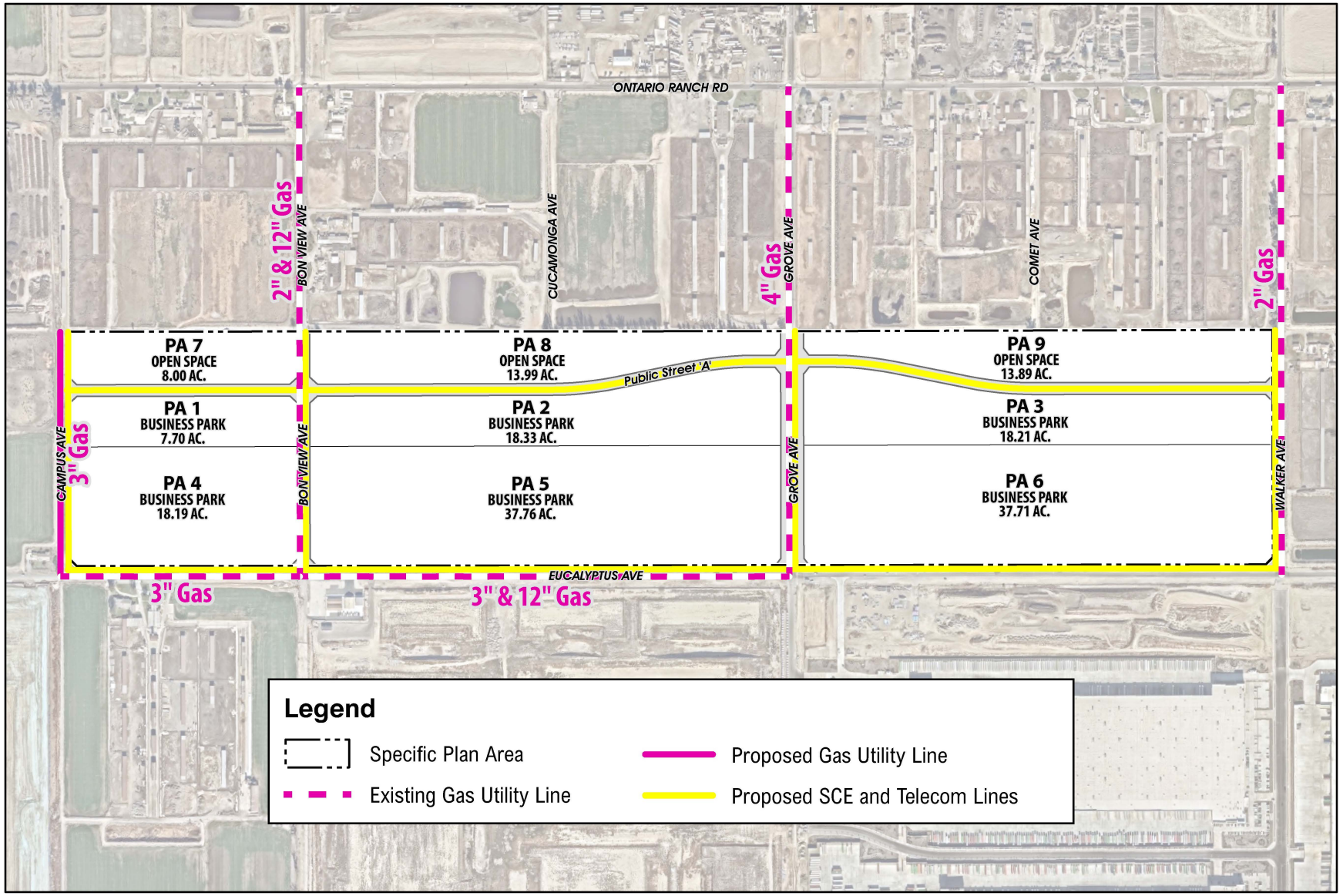
Southern California Gas Company (SoCal Gas) provides gas service, Southern California Edison (SCE) provides the electric service, and OntarioNet Fiber and Frontier Communications provide telecommunication (telecom) services to the Specific Plan area. As shown on Figure 4-12, *Dry Utilities Infrastructure Plan*, and Figure 4-13, *Fiber Optics Plan*, existing dry utilities infrastructure includes a 3-inch gas line within Eucalyptus Avenue between Campus Avenue and Bon View Avenue; a 3-inch and a 12-inch gas line along Eucalyptus Avenue between Bon View Avenue and Grove Avenue; a 2-inch and a 12-inch gas line within Bon View Avenue; a 4-inch gas line within Grove Avenue; and a 2-inch gas line within Walker Avenue.

Dry utilities, including electric and telecom improvements for the Specific Plan area require the planning, design, and construction of the following: new SCE and telecom lines within Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, Eucalyptus Avenue, and Public Street 'A'; new fiber optic lines within Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, Eucalyptus Avenue, and Public Street 'A'. The Specific Plan would also install a new gas line in Campus Avenue between Eucalyptus Avenue and the northern boundary of the Specific Plan area as part of areawide infrastructure improvements; However, the Specific Plan would not utilize natural gas.

All dry utilities internal to the Eucalyptus Business Park Specific Plan area will be installed underground in conjunction with the development of the Specific Plan area in accordance with applicable public utility standards and specifications and to the satisfaction of the Ontario City Engineer. The location of other lateral connections, transformers, switches, pull boxes, and dry utility manholes will be determined at the time buildings are positioned and uses are established in each planning area in conjunction with implementing development.

4.3 Conceptual Grading Plan

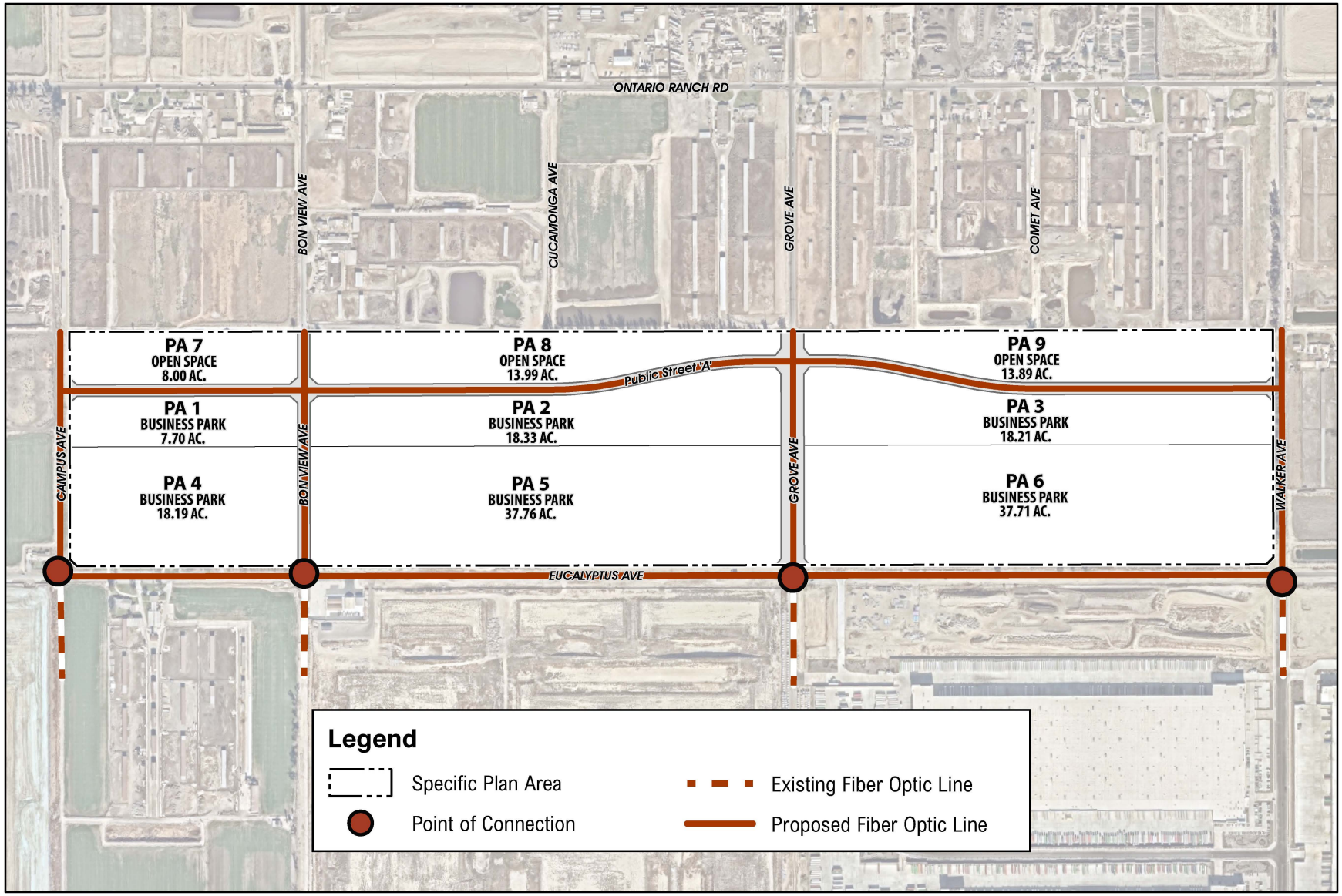
As part of site grading activities, the majority of the Specific Plan area would be subject to grading and disturbance. Specifically, grading activities on-site would require approximately 1,000,000 cubic yards (CY) of cut and approximately 1,150,000 CY of fill. Net fill (import) would be 150,000 CY. Within this earthwork operation, the site needs to export approximately 51,000 CY of organic materials.



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (11-20-2025), San Bernardino County (2025)

Figure 4-12

Dry Utilities Infrastructure Plan



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (11-16-2025), San Bernardino County (2025)

Figure 4-13

Fiber Optics Plan

0 200 400 800
Feet

CHAPTER 5

DEVELOPMENT REGULATIONS

5.1 Purpose and Intent

This Chapter formally establishes the use permissions and development standards (zoning) for the Eucalyptus Business Park Specific Plan area. The regulations provided herein work in concert with the architectural and landscape guidelines set forth in Chapter 6, *Design Guidelines*, to achieve the vision of this Specific Plan.

5.2 Definition of Terms

The meaning of words, phrases, titles, land uses, and terms shall be the same as provided in the City of Ontario Development Code (hereafter referred as "Development Code"), unless otherwise specifically defined in this Specific Plan.

5.3 Applicability

The regulations set forth in this Chapter shall apply to all development plans or agreements, tract or parcel maps, site plans, or any other action requiring administrative or discretionary approval within the approximately 189-acre Eucalyptus Business Park Specific Plan area. If the development standards contained herein differ from those contained in the Ontario Development Code, the provisions of this Specific Plan shall take precedence. Any development standard, condition, or situation not specifically addressed herein shall be subject to the applicable requirements of the Ontario Development Code.

5.4 Permitted, Conditionally Permitted, and Administratively Permitted Uses

Land within the Eucalyptus Business Park Specific Plan area and structures/facilities thereon may be developed, divided, and/or used for those activities listed in Table 5-1, *Permitted Land Uses*. Table 5-1 lists the permitted, conditionally-permitted, and administratively permitted land uses for each land use district established by this Specific Plan (Business Park and Open Space – Parkland). A use that is not listed in Table 5-1 is a prohibited use unless otherwise allowed pursuant to the procedures described in Chapter 7, *Implementation Plan*, or through applicable interpretations and determinations established by the Development Code.

The Specific Plan area is located within the Chino Airport (CNO) AIA. The San Bernardino County Comprehensive Land Use Plan for Chino Airport was adopted in 1991 and does not reflect guidance set forth in the 2011 Caltrans Airport Land Use Planning Handbook. As such, in 2022, the City of Ontario adopted the CNO Overlay District which provides maps, criteria, and policy language to guide development within the Chino AIA consistent with the 2011 Caltrans Airport Land Use Planning Handbook. The majority of the Specific Plan area is located within CNO Safety Zone 5 (low risk), with a very small portion of the southeastern corner located within Safety Zone 4 (moderate risk).

Development within the land use overlay district may have building height, land use, and floor area ratio (FAR) limitations and is subject to open land requirements. The more stringent criteria between those indicated in the applicable provisions set forth in this overlay district and this Specific Plan shall govern.

The symbols shown in Table 5-1 have the following meanings:

"P" – the land use is permitted by right, subject to the development standards applicable to that land use district.

"C" – the land use is conditionally permitted, subject to the filing of a Conditional Permit in accordance with the requirements of the Ontario Development Code and must be approved by the City of Ontario Zoning Administrator or Planning Commission before the use can be established within a particular land use district.

"A" – the land use is administratively permitted, subject to the filing of an Administrative Use Permit in accordance with the requirements of the Ontario Development Code.

Table 5-1 Permitted Land Uses

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
Agriculture, Forestry, Fishing, Hunting			
Temporary and interim agriculture uses	P	P	Restricted to existing legally established agriculture and dairy uses.
Manufacturing			
Aerospace	P	--	
Alcoholic beverage manufacturing (breweries, wineries, distilleries, and related tasting room)	C	---	
Apparel	P	---	
Automotive	P	--	
Boutique/artisan small-scale and micro manufacturing facilities	P	---	Includes all types of small-scale businesses that produce tangible goods, such as textiles, hardware and hardware prototyping, woodworking, metal working, 3D printing, consumer product design and prototyping, nonalcoholic beverage, local food production and packaging, soaps, perfumes, and lotions.
Computer and electronic products	P	---	

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
Electrical equipment, appliances, and components	P	---	
Food	P	---	Including bread, tortilla, snack foods, roasted nuts, coffee and tea, spice and extract, and other miscellaneous food manufacturing)
Footwear	P	---	
Furniture and related product manufacturing	P	---	
Leather and allied product	P	---	
Miscellaneous manufacturing	P	---	Includes medical equipment and supplies; jewelry and silverware; sporting and athletic goods; dolls, toys and games; office supplies; signs; and other miscellaneous manufacturing.
Painting, Powder Coating and Polishing Metal and Metal Products for the Trade	C	--	Activities are restricted to within a fully enclosed building.
Pharmaceuticals and medicines	C	---	
Plastic product manufacturing	P	---	
Printing and related support activities	P	---	
Textile product mills	P	---	Activities are restricted to within a fully enclosed building.
Wholesale Trade			
Automotive parts and accessories (excludes automotive repair)	P	---	
Business to business electronic markets	P	---	Includes sale of goods such as household goods, computer parts, clothing,

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
			food, office supplies, and other tangible goods.
Durable and nondurable goods agents and brokers	P	---	Agent and brokers that facilitate wholesale transactions of tangible goods for manufacturers and buyers
Furniture and home furnishings	P	---	
Group purchasing organizations	P	---	
Hardware and plumbing, and heating equipment and supplies	P	---	
Household appliances and electrical and electronic goods	P	---	
Merchant wholesalers, nondurable goods	P	---	Excludes industrial gases, petroleum bulk stations and terminals, and fireworks and explosives.
Miscellaneous durable goods	P	---	Includes musical instruments, prerecorded compact discs and digital video discs, and timber and timber products.
Motor vehicle parts and supplies	P	---	
Professional and commercial equipment and supplies	P	---	Includes wholesale distribution of durable goods designed for business, industrial, or professional use, including medical, photographic, office, and computer equipment.
Sporting and recreational goods and supplies	P	---	Sales of firearms will require an approved CUP.
Toy and hobby goods and supplies	P	---	

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
Jewelry, watches, precious stones, and precious metals	P	---	
Retail Services			
Automated fueling stations ("card lock" facilities)	P	---	
Automobile, light truck and van body, paint, and interior repair and customization	C	---	
Automobile, light truck and van repair and maintenance	C	---	
Batting cages – indoor	C	---	
Cafeterias and buffets[1]	P	---	Outdoor dining areas, both temporary and permanent, which are provided in addition to seating areas approved with the development of a building, may be permitted, subject to the approval of an Administrative Use Permit.
Convenience stores[1]	P	---	Gross floor area shall not exceed 10,000 sq. ft. for a single building.
Fitness and recreational sports centers (limited to health clubs and gyms, fitness and sports training facilities, tennis club, swim clubs and other activities and facilities) • GFA less than 10,000 SF	P	---	
Fitness and recreational sports centers (limited to health clubs and gyms, fitness and sports	C	---	

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
training facilities, tennis club, swim clubs and other activities and facilities) • GFA 10,000 or more SF			
Full-service restaurants[2]	P	---	Outdoor dining areas, both temporary and permanent, which are provided in addition to seating areas approved with the development of a building, may be permitted, subject to the approval of an Administrative Use Permit.
Gasoline stations with convenience stores[1]	C	---	
Home and garden equipment and appliance repair and maintenance	P	---	
Industrial retail sales (limited to the ancillary sales of goods and/or product either manufactured, warehoused, or wholesaled on-site) • ≤ 8,000 SF	P	---	
Industrial retail sales (limited to the ancillary sales of goods and/or product either manufactured, warehoused, or wholesaled on-site) • > 8,000 SF of building GFA	C	---	
Limited-service and fast food restaurants	P	---	Outdoor dining areas, both temporary and permanent, which are provided in addition to seating areas approved with the development of a

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
			building, may be permitted, subject to the approval of an Administrative Use Permit.
Other Personal and Household Goods Repair and Maintenance -- Without Retail Sales (limited to garment alteration and repair, jewelry repair, key duplicating, musical instrument repair and tailor shops)	P	---	
Reupholsters and furniture repair	P	---	
Self-serve and full-service gasoline stations[1]	C	---	
Automotive servicing facilities (limited to retail-oriented services, such as emissions testing, battery replacement and other similar retail activities that involves the limited use of pneumatic tools or equipment that create noise impacts)	P	---	
Simulated racing (limited to go-carts, radio-controlled vehicles, and other similar facilities)	C	---	
Snack and nonalcoholic beverage bars[1]	P	---	Outdoor dining areas, both temporary and permanent, which are provided in addition to seating areas approved with the development of a building, may be permitted, subject to the approval of an Administrative Use Permit.

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
Vending machine operators (retailing of merchandise through vending machines, as an ancillary business activity, within a fully enclosed building)	P	---	
Transportation & Warehousing			
Couriers and messengers	P	---	
Data center	C	---	
General warehousing and storage within a wholly enclosed building	P	---	
Fulfilment Center	P	---	
Outdoor materials and equipment storage in conjunction with an allowed use	C	---	
Package and Parcel Sorting and Delivery	P	---	Sorting facilities that direct packages to their final destination.
Parking lots and parking garages in conjunction with allowed uses	P	---	
Physical records, digital assets, and media archives storage	C	---	
Plug-In Electric Vehicle (PEV) Charging Facilities	P	---	
Postal service	P	---	
Indoor Vehicle Storage	P	---	
Outdoor Vehicle Storage	C	---	
Professional, Scientific, Tech. Services			
Broadcasting (except internet)	P	---	
Business support services	P	---	Includes consulting, administrative tasks, IT

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
			support, and financial management.
Depository credit intermediation	P	---	Limited to commercial banking, savings institutions, and credit unions.
Financial transactions processing and clearinghouse activities	P	---	Establishments that facilitate electronic funds transfers, check clearing, credit card processing, and managing reserves, excluding central bank activities.
Management of companies and enterprises	P	---	
Motion picture and video industries	P		Includes production, distribution, and exhibition of films, television programs, and commercials.
Newspaper, periodical, book, and directory publishers	P	---	
Personal fitness trainer	P	---	
Physicians and dentists, other health practitioners, outpatient centers, laboratory testing services, home healthcare services, and community clinics	P	---	
Religious organizations	C	---	
Scientific research and development services	C	---	
Software publishers	P	---	
Sound (audio) recording facilities	P	---	
Telephone answering services and call centers	C	---	
Construction			
Contractors (limited to businesses whose	P	---	Permitted by right if completely within a building.

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
primary activity is performing specific activities involving in construction, engineering and capital improvement projects, or preparation of sites for construction)			Conditional use permit required if outdoor storage is provided.
Prefabricated construction assembly	P	---	
Government Offices			
Executive, legislative, and other general government support	P	P	
Fire protection (stations and substations)	P	P	
Police protection (stations, substations, and storefront facilities)	P	P	
Publicly operated animal resource center	P	P	
Arts, Entertainment and Recreation			
Open space and park lands (publicly owned facilities)	---	P	
Other Uses			
Electric Power transmission, control and distribution	P	P	Restricted to only publicly owned utility stations.
Telecommunication facilities	C	---	
Temporary and interim buildings, structures, and facilities (fewer than 5 years)	A	A	
Temporary and interim buildings, structures, and facilities (5 to 10 years)	C	C	
Self-storage facilities	P	---	
Note: 1. Uses are considered as commercial uses within the Eucalyptus Business Park Specific Plan area. The total combined square footage of the commercial uses shall not exceed 10,000 SF.			

5.5 Business Park Development Standards

The following development standards establish the development criteria that shall apply within the Business Park land use district of the Eucalyptus Business Park Specific Plan. The Specific Plan area is located within the Chino Airport Safety Zones that may limit building height, land uses, and FAR based on the proposed land use, and requires open land. Refer to the Chino Airport Land Use Compatibility Plan for additional land use restrictions. For standards that are silent in this Specific Plan, the applicable standards contained within the City's Development Code shall apply.

Table 5-2 Development Standards

Site Requirements	
	BP
Minimum lot size	1.0 acre
Maximum floor area ratio *(calculated on a Planning Area by Planning Area basis)*	0.55
Minimum lot width dimensions	100 ft
Minimum lot depth dimensions	100 ft
Maximum building footprint	560,000 SF
Maximum Building Height[1]	60 ft
Maximum Building Height (lots adjoining Public Street 'A')[1]	50 ft
Overall minimum landscape coverage (landscaping shall include plantings (trees, shrubs, groundcovers, vines) and trellises.)	13%[2]
Minimum truck court depth (measured from dock door perpendicularly to property line)	120 ft

Notes:

1. Maximum building height shall also adhere to the Chino Airport height constraints.
2. The Overall Minimum Landscape Coverage shall be determined based on the net total acreage of all parcels in the same phase of development. The minimum landscape coverage requirement shall not apply on a planning area by planning area or parcel by parcel basis.

Table 5-3 Minimum Building and Parking Setback Requirements

	BP
Minimum setbacks from property line	
Eucalyptus Avenue	25 ft
Public Street 'A'	20 ft
Campus Avenue	10 ft
Bon View Avenue	10 ft
Grove Avenue	20 ft
Walker Avenue	20 ft
Minimum side yard interior property line setbacks	
Building	5 ft
Drive aisles, passenger cars and truck parking	5 ft
Screened loading and storage yards (inclusive of passenger cars and truck parking within the screened loading and storage area)	0 ft
Minimum rear yard setback	0 ft

Table 5-4 Minimum Drive Aisle and Parking Space Separation Requirements

	BP
Adjacent to building office elements	10 ft
Adjacent to building wall or screen wall/fence, and not within a screened/enclosed yard	5 ft
Adjacent to building wall or screen wall/fence, and within a screened yard	0 ft

Table 5-5 Parking Space Requirements

Use	Required Space
Wholesale Trade	2.5 spaces per 1,000 SF
Retail Services	4 spaces per 1,000 SF
Full-Service Restaurant	10 spaces per 1,000 SF
Fast Food Restaurants	13.3 spaces per 1,000 SF
Professional, Scientific, Tech. Services	4 spaces per 1,000 SF
General Business Offices	4 spaces per 1,000 SF
Manufacturing[1,2]	1.85 spaces per 1,000 SF gross floor area (GFA)
Warehousing and Distribution[1,2]	Portion of GFA ≤ 20,000 SF: 1 space per 1,000 SF Portion of GFA > 20,000 SF: 0.5 space per 1,000 SF Tractor trailer parking space: 1 space/4 dock-high doors
General Industrial[1,2]	Portion of GFA < 50,000 SF: 1.85 spaces per 1,000 SF Portion of GFA ≥ 50,000 SF and < 100,000 SF: 1 space per 1,000 SF Portion of GFA ≥ 100,000 SF: 0.5 space per 1,000 SF Tractor trailer parking space: 1 space/4 dock-high doors
Business Park[1,2]	3 spaces per 1,000 SF Tractor trailer parking space: 1 space/4 dock-high doors

Notes:

1. Parking for "general business offices" and other associated uses shall be provided when those uses exceed 10% of the building GFA.
2. The Specific Plan permits a blended parking ratio for Business Park buildings to accommodate varying proportions of business park, general industrial, warehouse, distribution, and/or support office functions. The Planning Director may approve modifications to the blended ratio during the Development Plan review process based on operational characteristics, provided parking meets or exceeds the parking requirements in Table 5-5, *Parking Space Requirements*.

5.5.1 Other Development Standards

1) Loading docks and truck parking areas shall be visually screened from Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, and Public Street 'A' by walls and landscaping features.

2) The outdoor storage of materials and equipment shall be permitted ancillary to the land uses allowed pursuant to Table 5-1. Outdoor loading and storage areas and loading doors shall be screened from view from public streets by concrete or masonry walls and landscaping. Any gates shall be lockable. Such walls and landscaping used as screening shall be a minimum eight feet (8') in height and shall be of sufficient height to screen all outdoor materials and equipment, tractors and trailers, and loading doors from view of public streets. A line of sight study shall determine the required height(s) of the screen walls. The storage of outdoor materials shall not exceed the height of the screen walls as measured from the interior side of the walls.

3) Ground- and roof-mounted exterior mechanical equipment, heating and ventilating, air conditioning, tanks, and other mechanical devices shall be of an architecturally compatible design with the primary structure and screened when visible to the public.

4) Exterior lighting fixtures shall be downward directed. Pole-mounted lights shall be shielded with the light source oriented to not directly face public streets and/or adjacent properties.

5) All manufacturing and processing activities shall be conducted within a wholly enclosed building.

6) The following open land and occupancy limit requirements shall apply within the

Chino Airport Safety Zone, as approved by the City of Ontario City Council. Qualifying open land is land free of most structures and other obstacles such as walls, large trees or poles, and overhead wires. The minimum dimensions of the open space area shall be 75 feet by 300 feet. Additional open space requirements shall adhere to the provisions provided within the Ontario Development Code.

7) The Specific Plan area is located in the Airport Influence Area (AIA) established by the Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) and the Chino Airport Safety Zone established by the provisions within the Chino Airport Overlay zoning district. All development in the Eucalyptus Business Park Specific Plan area shall be subject to the mandatory requirements and standards of those applicable ALUCP and the Ontario Development Code, or in the absence of an adopted ALUCP and Development Code, the California Airport Land Use Planning Handbook. Given the close proximity of the Specific Plan area to the Chino Airport, developers within the Specific Plan area shall consult and coordinate with Chino Airport agencies and City staffs during the planning and design stage to ensure development plans accommodate applicable safety restrictions. The entire Specific Plan area is impacted by the Chino Airport; developers within the Specific Plan area shall consult and coordinate with City staff, Chino Airport, and FAA during the planning and design stage to ensure that development plans and right-of-way street improvements do not create any hazards and comply with the California Airport Land Use Planning Handbook published by the Caltrans Division of Aeronautics and the Ontario Development Code.

5.6 Open Space-Parkland Development Standards

The Eucalyptus Business Park Specific Plan is comprised of approximately 35.88 acres of Open Space – Parkland land uses, which is planned as part of for a larger public regional park. The developer and the City of Ontario will work together to ensure the regional park will be constructed concurrently with the build out of the Business Park portion of the Specific Plan. The details of the partnership will be included in the Development Agreements accompanying the approval of the Eucalyptus Business Park Specific Plan.

CHAPTER 6

DESIGN GUIDELINES

6.1 Purpose and Intent

The design guidelines presented in this chapter describe the quality and character of the built environment expected for the Eucalyptus Business Park Specific Plan area. While the design guidelines provide direction, they are meant to provide a certain level of flexibility to allow creative expression during the design of implementing development projects.

The Eucalyptus Business Park Specific Plan area's visual identity will be expressed through attractive building architecture with quality materials, landscape, hardscape, and signage elements. The design guidelines contained herein are primarily focused on the business park planning areas and are presented in a manner that ensures consistent architectural expression from building to building, while allowing flexibility in modern-day building design.

The objectives of these Design Guidelines are as follows:

- To provide the City of Ontario assurance that the Eucalyptus Business Park Specific Plan area will develop in accordance with the quality and character described within this Specific Plan.
- To provide guidance to developers, builders, engineers, architects, urban planners, landscape architects, and other professionals to achieve and maintain the desired design quality.
- To provide an aesthetic benchmark for City staff, the Planning Commission, and the City Council in their review of the design of future development projects in the Specific Plan area.
- To provide guidelines that steer the Eucalyptus Business Park to convey a contemporary aesthetic theme and character while allowing flexibility for practical application and creative expression.
- To provide guidelines for energy and water use efficiency that can be implemented in the site planning, design, and construction of implementing development projects to minimize waste deposited at landfills, decrease fossil fuel consumption, and reduce domestic water consumption.
- To ensure that the Specific Plan implements the intent of The Ontario Plan and the City's Development Code.

The Design Guidelines presented herein apply to all development within the Business Park Planning Areas within the Eucalyptus Business Park Specific Plan area.

6.2 Parkland Guidelines

The City's vision for the Grand Park has been outlined in the Ontario Grand Park Conceptual Master Plan. All future improvements within the Grand Park including monumentation, signage, trails, landscaping, etc. shall be designed to be consistent with the Ontario Grand Park Conceptual Master Plan to ensure a consistent implementation of the City's vision. Improvements within the Grand Park shall be approved as part of the development

plan for the respective planning area of the EBPSP.

6.3 Business Park Design Theme

Planning Areas 1-6 are envisioned as a contemporary business park containing buildings that are grouped and arranged in campus-like settings. The business park areas will provide businesses with easy access to regional transportation networks, proximity to workers, and proximity to major ports and airports.

The theme features a contemporary design aesthetic, drawing on the ranch heritage of the area, which provides architectural styling with attractive detailing, visually-interesting accents, and timeless features. Developments within the business park area will provide architecturally compatible sign design, directed lighting, colorful and drought-tolerant landscaping, and energy efficient design features. Functional elements like loading areas will be oriented inward with attractive building façades facing outward toward the public streets. Generous landscaped zones along these frontages will enhance both the visual appeal and functionality of the circulation system.

6.4 Business Park Architecture Guidelines

This section sets addresses the architectural design of buildings in Planning Areas 1-6.

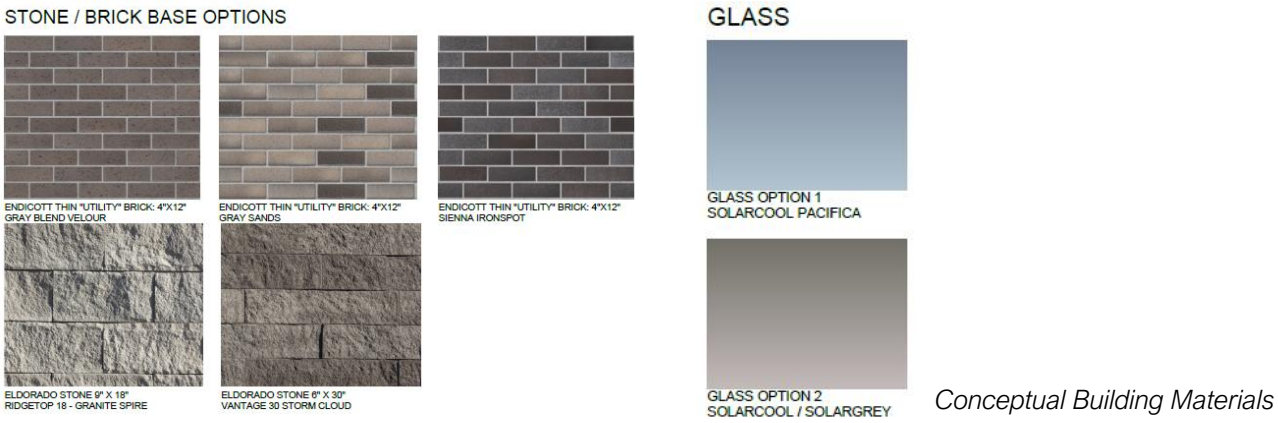
6.4.1 Architectural Theme

The architectural style of buildings in the business park areas emphasizes building massing over structural articulation. Buildings are characterized by simple and distinct cubic masses with interlocking volumes of wall planes, colors, and materials to create visual appeal. Additionally, architectural designs may mix colors, materials, and textures to articulate façades and create visual appeal.

Design elements are selected to ensure compatibility in character, massing, detailing, and exterior materials, reinforcing the



Conceptual Building Architecture



Conceptual Building Materials

aesthetic of the intended contemporary design. While individual creativity and identity of individual buildings are encouraged, all buildings and planning areas are intended to maintain design integrity and compatibility to reinforce a cohesive image and campus-like setting throughout the Specific Plan area

6.4.2 Building Form

Building form is a fundamental aspect of architectural design, defined by elements such as shape, mass (size), scale, proportion, and articulation. Building façades visible from public roads require careful attention but even building façades not visible from public roads

or publicly accessible areas are encouraged to follow the building form guidelines listed below.

The following guidelines apply to all business park buildings to promote a visually cohesive, attractive, and welcoming environment:

1) Simple geometric shapes shall be used as the overall building form. Rectangular forms are preferred, as they provide visual balance and interest. Avoid overly complex or arbitrary building shapes.

2) Long horizontal wall surfaces facing public streets shall incorporate regular or periodic changes in exterior materials, color, decorative accents, or architectural details to add visual interest.

3) Varying the size and shape of building masses between neighboring buildings visible from public streets is encouraged.

4) Buildings abutting and facing Public Street 'A' are encouraged to have varied setback distances to provide a visually interesting and attractive street frontage.

5) Make primary pedestrian entrances to buildings (with the exception of service doors and emergency exit doors) clearly and easily identifiable through changes in massing, color, and/or building materials. Entries intended for visitors and the general public should be recessed or covered by architectural projections, roofs, or arcades to provide shade and a welcoming effect.

6) Architectural and trim detailing on building façades shall be clean, simplistic, and not overly complicated.

7) Materials applied to exterior wall elevations shall turn the corner of the building to a logical termination point in relation to architectural features or massing.

8) Provide enhanced building corner and entrance design to create visual anchors that help define the building's identity.

6.4.3 Building Materials, Colors, and Textures

Building materials and colors play a pivotal role in developing a clean, contemporary visual environment. The following guidelines apply to all business park buildings within the Eucalyptus Business Park Specific Plan area, with slight variations encouraged to provide visual interest.

1) Primary exterior building materials shall include concrete and similar materials. The primary materials should be accented by secondary materials including but not limited to natural or fabricated stone, fire resistant or synthetic wood siding (horizontal or vertical), metals, or similar materials.
2) Trim details may include metal finished in a uniform color, plaster, or concrete elements finished consistently with the building treatment. Use of overly extraneous themed detailing, like oversized or excessive foam cornice caps, foam moulding and window detailing is discouraged.
3) Material transitions should occur at intersecting planes, preferably at inside corners where wall planes change, or at points where architectural elements meet.
4) Primary exterior building colors should be light earth and gray tones. Darker and/or more vibrant accent colors may be used strategically in focal point areas, such as around building entrances and outdoor gathering spaces.
5) The use of bright primary colors, overly bold color applications, and arbitrary color patterns that clash with the established business park color palette are discouraged, except in signage and logos.
6) Colors of exposed downspouts (only permitted if not in public view), service doors, and mechanical screens shall be the same color as the adjacent building wall.
7) If downspouts are needed in areas of public view, they shall be designed as internal downspouts.
8) Provide contrasting materials at corners and vehicle entrances to visually enhance the focal points of the buildings.

6.4.4 Windows and Doors

Patterns of window and door openings shall correspond with the overall design of the building and shall be consistent in form, pattern, and color. The following windows and doors guidelines apply to business park buildings.

1) Where feasible, doors and windows on individual building façades should be arranged in a symmetrical and repetitive pattern to promote visual continuity.



Conceptual Windows and Doors

2) Window styles and trims shall be consistent in form and color within each planning area. All window trims on a given building should share a uniform finish.

3) Unfinished or untreated metal frames and gold-colored frames for windows and doors are not permitted. Clear silver anodized frames are acceptable.

4) Glass should be clear or lightly tinted with subtle reflectivity. Highly reflective or silver-tinted glass is not allowed.

5) All windows/glass and doors shall be inset to rear of wall/panel to add interest and provide shadow lines.

6.4.5 Rooftop Equipment Screening

Equipment and apparatuses placed on the roofs of business park buildings are expected to be screened from public view.

1) All rooftop mechanical, electrical, and communication equipment shall be fully screened from view from adjacent public streets. Solar photovoltaic (PV) panels and associated technologies may be visible from public review if full screening of the PV system is not feasible.

2) Screening elements shall be architecturally integrated with the building design in terms of form, materials, and color. Building parapets is the preferred method of screening but where parapets are not feasible, mechanical screens may be used



Conceptual Building Corner Elevation Rendering

but must appear as a natural extension of the building's architecture. Screening elements shall be of a uniform height, color, and texture on a building sufficient to conceal all rooftop equipment from view from adjacent public streets.

3) Rooftop equipment should be placed away from roof edges to minimize visibility and reduce the height of required screening.

4) All conduits, piping, and utility lines associated with rooftop equipment shall be concealed from public view from adjacent public streets.

5) Building roofs shall be designed to support the installation of solar photovoltaic (PV) panels and associated technologies.

6.5 Business Park Site Feature Guidelines

6.5.1 Parking and Loading Areas

Areas serving commercial vehicles such as loading dock areas and truck courts are essential for the efficient operation of business park facilities, providing access for loading, unloading, and freight movement. However, due to their scale and activity levels, these areas can present conflicts with other functions if not properly design and screened. Below are design expectations for the effective screening and use of loading docks and truck courts.

1) Business park buildings fronting Public Street 'A' shall not include loading docks on any façades facing that street.

2) Commercial vehicle loading doors, service docks, and outdoor equipment areas shall be oriented or screened to minimize visibility from public roads through the use of solid walls and dense landscaping. Screening for this purpose shall be a minimum of 8 feet. A line of sight study will determine max height required.

3) Loading and unloading activities by commercial vehicles and trucks are prohibited from occurring on or being visible from public streets.

4) Sufficient queuing space shall be provided in front of security gates to prevent commercial vehicles and trucks from stacking or idling on public streets while waiting to enter.

5) Driveway entrances for trucks and service vehicles shall be separated from passenger vehicle traffic, pedestrian pathways, and bicycle routes where possible.

6) Conduit should be installed within truck courts in logical, accessible locations to accommodate the future addition of electric truck charging stations, anticipating advances in zero-emission vehicle technology during the lifespan of the business park.

7) Passenger car parking lots within business park sites shall provide landscaping that consist of shade trees and parking finger islands.

8) Trees and parking fingers are not required in truck courts, unless required to meet the landscape coverage requirements.

6.5.2 Outdoor Employee Amenity Areas

The business park is expected to offer a wide variety of job opportunities. For the comfort of employees, outdoor employee amenities are encouraged throughout the business park area.

1) Outdoor break areas for employees may be conveniently located and accessible to each business park building and





Conceptual Employee Amenity Areas

positioned away from or screened from loading zones, trash enclosures, or other utilitarian functions. Break areas may serve one building or be shared among multiple buildings.

2) In outdoor break areas, shade structures such as canopies, trellises, or umbrellas are encouraged to be provided to shade and protect users from direct sun and light rain. Outdoor break areas are encouraged to provide weather-resistant seating and tables, including a mix of options (e.g., individual benches, larger tables, etc.) to accommodate different group sizes and preferences.

3) Use of outdoor break areas shall be encouraged by including features such as early morning and evening decorative lighting, outdoor power outlets, decorative paving, and decorative features.

4) Bicycle racks shall be provided at each building or in a common area that serves multiple buildings. Outdoor bike racks shall be secure, well-anchored, and placed in well-lit areas with passive surveillance, such as security cameras, to enhance safety.

6.5.3 Outdoor Equipment Placement

Ground-mounted and wall-mounted utilitarian equipment is expected to be needed to support business park building operations. The following guidelines are aimed at proper placement.

1) Ground-mounted equipment, including but not limited to mechanical and electrical systems, emergency generators, boilers, storage tanks, risers, and conduits should be placed out of public review or be screened from public view, particularly from adjacent public streets and other publicly accessible areas.

2) Electrical equipment rooms should be located within the building envelope. External projections, such as pop-outs or shed-like structures, are discouraged.

3) Wall-mounted equipment should not be installed in visually prominent locations on building façades that face public roads or areas with high visibility. Such equipment should either be screened from view or integrated into the building's architectural design to minimize visual impact.

6.5.4 Trash Enclosures

Thoughtfully designed trash enclosures are essential components of a well-functioning and visually cohesive business park. These facilities serve a critical operational role while also contributing to the overall aesthetic and environmental quality of the development. The following guidelines are intended to ensure that trash and recycling enclosures are secure,

functional, and architecturally integrated into the site design.

1) All outdoor refuse containers shall be screened within a permanent, lockable and durable enclosure and should be oriented so they are not visible from public roads/views. The enclosure's design shall reflect the architectural style of adjacent buildings and use similar, high-quality materials.

2) Refuse collection areas shall be located behind or to the side of buildings, away from the building's main entrance and public view.

3) Design and placement of trash enclosures shall meet Integrated Waste Department requirements, including the requirements for Sizing of Storage, Location of Collection Area, Accessibility for Collection Vehicles, and Collection of Sorted/Diverted Waste Types.

4) Trash enclosures shall include green waste/organics and recycling collection bins.



Conceptual Trash Enclosure

6.5.5 Walls and Fences

Freestanding walls and fences play an important role in defining property boundaries, providing security, and screening service areas within a business park. To maintain a cohesive and high-quality visual environment, these elements must be thoughtfully designed to complement the architectural character of adjacent buildings and the overall site design. The following guidelines address the placement, height, materials, and appearance of freestanding walls and fences to ensure they are both functional and visually integrated.

1) Walls and fences shall be designed to complement the architectural style, colors, and materials of adjacent buildings. A consistent design theme for fencing and walls shall be maintained throughout the business park area to ensure a cohesive appearance across parcels and tenant spaces.

2) Walls and fences visible from public roads or pedestrian areas should include enhanced design treatments, such as pilasters, decorative caps, or decorative patterns, to reduce visual monotony.

3) High-quality, durable materials shall be used such as decorative block or concrete with textured or finished surfaces. Chain link fencing cannot be used where visible from the public view.

4) Walls and fences shall be designed for long-term durability and ease of maintenance. Finishes should be resistant to graffiti and weathering.

5) Where walls or fences are located at major public road intersections or project entries, special design attention should be given to include gateway features or architectural detailing.

6) Walls and fences used for security purposes should balance safety with aesthetics. Walls and fences in public view should be built with attractive, durable materials.

6.6 Energy Efficiency Guidelines

This Eucalyptus Business Park Specific Plan promotes sustainable development practices that align with California's long-term environmental goals and energy efficiency standards. These guidelines are intended to encourage the thoughtful integration of energy-efficient design, construction, and operational strategies throughout the business park. By reducing energy consumption, lowering greenhouse gas emissions, and supporting the use of renewable technologies, these standards not only minimize environmental impacts but also contribute to long-term cost savings and improved building performance for tenants and property owners. The following guidelines apply to all new construction, major renovations, and site improvements within the Specific Plan area.

1) All new construction and major renovations shall meet or exceed the requirements specified in the California Green Building Standards Code (CALGreen Code) and Title 24 energy efficiency requirements.

2) High-performance insulation, cool roofing materials, energy-efficient windows, and air-tight construction is encouraged to exceed CALGreen Code standards to minimize thermal loss and reduce HVAC demand.

3) LED lighting or equivalent shall be used for all interior and exterior applications.

4) Use of ENERGY STAR® certified appliances and daylight sensors, motion detectors, and programmable timers on lighting fixtures are encouraged to minimize unnecessary energy use.

5) Skylights are encouraged on at least 1% of building rooftops above storage spaces to reduce the need for artificial light.

6) Installation of smart thermostats and automated energy management systems are encouraged to improve heating, cooling, and ventilation efficiency.

7) Building roofs shall be designed to accommodate solar photovoltaic (PV) systems. Associated battery storage systems are encouraged as feasible to support energy resilience and reduce peak load.

8) Electric Vehicle (EV) charging stations and infrastructure for expansion is encouraged to exceed CALGreen Code standards.

9) Building tenants shall use zero-emission equipment for building operations involving goods movement, such as forklifts and yard hostlers.

10) Implementing projects shall follow the City of Ontario Climate Action Plan (CCAP) Screening Table Measures to achieve a minimum of 100 points per the Screening Table.

6.7 Lighting Guidelines

Outdoor lighting is an essential architectural component that provides aesthetic appeal, enhances safe pedestrian and vehicular circulation, and adds to security. Lighting within the public rights-of-way shall adhere to applicable City of Ontario requirements. All other lighting on private property within the Specific area shall adhere to the following guidelines.

1) Minimize glare and "spill over" light onto public streets and adjacent properties by

using downward-directed lights and/or cutoff devises on outdoor lighting fixtures, including spotlights, floodlights, electrical reflectors, and other means of illumination for signs, structures, parking, loading, unloading, and similar areas. Where desired, illuminate trees and other landscape features by concealed up light fixtures. Limit light spillover or trespass to one-quarter foot-candle or less, measured from within five feet of any adjacent property line.

2) Select all lighting fixtures from the same or complementary family of fixtures with respect to design, materials, fixture color, and light color. Use of LED lighting is encouraged.

3) Lights should be unbreakable plastic, recessed, or otherwise designed to reduce the problems associated with damage and replacement of fixtures.

4) Neon and similar types of lighting are prohibited.

5) Locate all electrical meter pedestals and light switch/control equipment in areas with minimum public visibility or screen them with appropriate plant materials.

6) Along sidewalks and walkways, the use of low mounted fixtures (ground or bollard height), which reinforce the pedestrian scaled, are encouraged.

7) Use exterior lights to accent building entrances, plazas, activity areas, and special features.

8) Provide lighting to illuminate parking lots and their pedestrian links that provide more than five parking spaces for use by the general public.

9) Provide lighting to illuminate aisles and passageways within a building complex.

10) High-Pressure Sodium (HPS) light fixtures are prohibited for site lighting.

11) Lighting is prohibited that could be mistaken for airport lighting or that would create glare in the eyes of pilots of aircraft using the nearby Chino Airport or Ontario International Airport.

6.8 Signage Guidelines

Signage will identify building occupants in the business park area and ensure the efficient circulation of vehicle traffic by identifying vehicular entry points and directing vehicles to their on-site destinations. Also, signage will enhance the pedestrian experience through wayfinding component such as directories, directional signage, and destination identifiers. A Sign Program shall be approved by the City for the Specific Plan area prior to any sign being installed within the Specific Plan area.

Clear, concise, and easy-to-understand signage that is also visually appealing is vitally important for positive worker and visitor experiences in the Specific Plan area. General design requirements for signage are as follows:

1) Freestanding signs associated with buildings should be compatible with and complementary to the building's exterior materials, colors, and finishes.

2) The dimensions and shape of free-standing signs and sign panels or elements mounted on building façades or marquees shall be scaled proportionately to the architecture.

3) All signs shall be contained within the parcel to which it is applicable and shall be so oriented as to preclude hazardous obstructions to person and/or vision of pedestrians and/or vehicle operators.

4) Building occupant identification signage shall be in keeping with the character



Conceptual Building Signages

established for the Specific Plan area with variations allowed to accommodate individual user identities/corporate branding standards.

5) All signs are expected to be of the highest quality to pass eyelevel examination and scrutiny, and shall comply with the following fabrication specifications:

    a. Signs should be constructed to eliminate burrs, dents, cutting edges and sharp corners;

    b. Surfaces which are intended to be flat should be without dents, bulges, oil canning, excessive, gaps, or other physical deformities;

    c. All fasteners shall be concealed;

    d. Access panels shall be tight-fitting, light-proof and flush with adjacent surfaces;

    e. Manufacturers' procedures that are recommended regarding expansion/contraction, fastening and restraining of acrylic plastic shall be followed; and

    f. Painted, polished and plated surfaces shall be unblemished in the finished work.

6) Prohibited sign components include the following:

    a. Letters with exposed fastening and unfinished edges (unless architecturally consistent);

    b. Paper, cardboard, Styrofoam or untreated cloth;

    c. Visible moving parts or simulated moving parts by means of fluttering, rotation, or reflecting devices; and

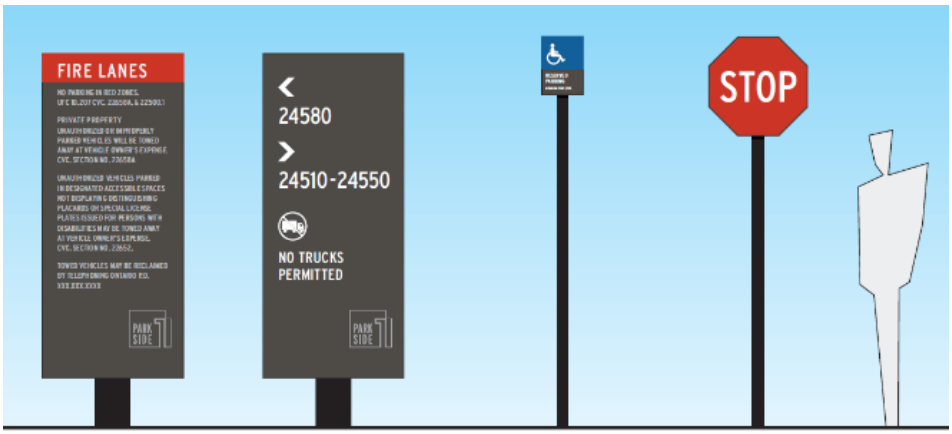
    d. Flashing and strobing.

7) All conductors, transformers, cabinets, housing, and other equipment for the illumination of signs shall be concealed and/or incorporated into the building architecture.

8) Signs shall be constructed so as to not have exposed wiring, raceways, ballasts, conduit, transformers, or the like.

9) Direction signs may be located at any vehicular or pedestrian decision point.

10) Vehicular direction signs shall clearly direct to destination anchors within the Specific Plan area, on-site parking areas, and truck routes.



Conceptual Regulatory Signage

11) Vehicular direction signs shall be consistent in size, shape, and design throughout the Specific Plan area.

12) Typography on vehicular direction signs should be legible and have enough contrast to be read from an appropriate windshield viewing distance.

13) Typography on vehicular direction signs should be legible and have enough contrast to be read from an appropriate windshield viewing distance.

14) All direction signs and general information signs (e.g., restrooms, telephones, fire extinguishers, elevators, escalators, stairs) throughout the Specific Plan area shall incorporate the appropriate identity symbol as established by the Society of Environmental Graphic Design (SEGD) and comply with all State, local and federal regulations.

15) All traffic control signs, whether on public or private property, shall conform to the California Manual on Uniform Traffic Control Devices (MUTCD).

16) All signage shall comply with the City of Ontario Development Code's Sign Regulations.

6.9 Landscape Guidelines

Landscape design guidelines provided herein establish landscape principles and standards that shall apply to all planning areas within the Eucalyptus Business Park Specific Plan area. The intent is to ensure that plant materials, entries and monuments, streetscapes, and other amenities are compatible with the overall themes of the business park area and the parkland area.

The landscape design guidelines provided herein are not intended to establish a set of rigid landscaping requirements. These landscape guidelines are intended to be flexible and are subject to modification over time. However, it is critical to the Specific Plan's long-term design integrity that any deviations from these guidelines are in keeping with the spirit of the core elements of the overall theme described herein to ensure a cohesive and unified landscape concept across the Eucalyptus Business Park Specific Plan area.

As shown on Figure 6-1, *Conceptual Landscape Plan*, landscaping will occur primarily at street corners, along roadways, and at building entrances, and in passenger car parking lots.

Primary and secondary entry treatments provide a welcoming setting for the employees and visitors to the Specific Plan area. Primary

entry treatments featuring signs and landscaping will occur at the corners of Eucalyptus Avenue and Campus Avenue and Eucalyptus Avenue and Grove Avenue. Secondary entry treatments will feature accent trees, shrubs, and groundcovers occur at the corners of entrances to the Specific Plan area.

Building corners and entrances facing public streets shall feature enhanced landscaping that complements the overall design theme of the Specific Plan area. These landscaped elements will be curated to create a visually appealing environment. Placement of trees, shrubs, and ground cover will serve to soften building facades and provide natural screening where appropriate, ensuring that structures are integrated harmoniously into their surroundings rather than dominating the streetscape.

Streetscape landscaping includes a combination of evergreen and deciduous trees, shrubs, and groundcovers to provide a visually pleasing experience for pedestrians, bicyclists, and motorists.

6.9.1 Plant Palette

The plant palette for the Eucalyptus Business Park Specific Plan area includes evergreen and deciduous trees, shrubs and ground covers, and grasses that are commonly used throughout Southern California. Many of the plant materials are water-efficient species native to Southern California or naturalized to the Southern California climate.

Table 6-1, *Plant Palette*, provides a list of plant materials approved for use in the Specific Plan area. The plants listed in Table 6-1 establish a base palette for the Specific Plan area's landscape design. Other similar plant materials may be substituted for species listed in Table 6-1, provided the alternative plants are drought resistant and complement the Specific Plan area's overall design theme.

Table 6-1 Plant Palette

Botanical Name	Common Name	Application	Water Use
Trees			
Cedrus deodara	Deodar Cedar	Evergreen Specimen	M
Cercidium x 'desert museum	Desert Museum Palo Verde	Accent Tree	L
Cercis c. 'forest pansy'	Eastern Redbud	Street Tree/Water Quality	M
Chitalpa T. 'morning cloud'	Chitalpa	Street Tree	L
Geijera parviflora	Australian Willow	Canopy Tree/Background	L
Koelreuteria bipinnata	Chinese Flame Tree	Street Tree	L
Lagerstroemia f 'natchez'	Crape Myrtle	Accent Tree/Water Quality	M
Lophostemon confertus	Brisbane Box	Background Tree	M
Olea europea 'swan hill'	Swan Hill Fruitless Olive	Accent Tree	L
Pinus eldarica	Afghan Pine	Street Tree/Background	M
Pinus halepensis	Aleppo Pine	Evergreen Screen	M
Pistachia chinensis	Chinese Pistache	Street Tree	M
Platanus a. 'bloodgood'	Lodone Plane Tree	Street Tree/Background	M
Platanus racemosa	California Sycamore	Water Quality/Canopy Tree	M
Podocarpus gracilior	Fern Pine	Street Tree/Canopy Tree	M
Quercus agrifolia	Coast Live Oak	Street Tree/Accent Tree	L
Quercus suber	Cork Oak	Street Tree	L
Quercus ilex	Holly Oak	Street Tree/Canopy Tree	L
Shrubs, Grasses, and Groundcovers			
Acacia redolens	Acacia	Groundcover	L
Agave americana	Century Plant	Accent	L
Agave attenuata 'blue glow'	Blue Glow Agave	Accent	L
Aloe arborescens	Torch Aloe	Accent/Background	L
Aloe blue elf	Blue Elf Aloe	Accent	L
Aloe petricola	Stone Aloe	Accent	L
Aloe striata	Coral Aloe	Accent	L
Arbutus unedo 'compacta'	Dwarf Strawberry Tree	Background	L
Baccharis x 'centennial'	Centennial Coyote Brush	Water Quality	L
Bouteloua g. 'blond ambition'	Blue Grama Grass	Mid-ground	L
Bulbine frutescens	Bulbine	Flowering Accent	L
Calandrinia spectabilis	Rock Purslane	Flowering Accent	L
Callistemon 'little john'	Dwarf Callistemon	Mid-ground	L
Carissa m. 'green carpet'	Dwarf Natal Plum	Groundcover	M
Carex divulsa	Berkeley Sedge	Groundcover/Foreground	L
Cotyledon orbiculata	Pig's Ear	Foreground/Accent	L
Dianella 'little rev'	Little Rev Flax Lily	Foreground	L
Dianella t. 'variegata'	Variegated Flax Lily	Foregound/Mid-ground	M
Echeveria a. 'lipstick'	Echeveria	Accent	L
Festuca mairei	Atlas Fescue	Foreground/Mid-ground	L
Hepearlor parviflora	Red Yucca	Succulent Accent	L
Hesperalie 'brakelights'	Brakelights Yucca	Mid-ground/Accent	L
Juncus patens	California Gray Rush	Water Quality	L
Lantana 'new gold'	New Gold Lantana	Groundcover/Foreground	L
Leymus c. 'canyon prince'	Canyon Prince Wild Rye	Mid-ground/Water Quality	L

Botanical Name	Common Name	Application	Water Use
Muhlenbergia c. 'regal mist'	Pink Muhly	Mid-ground/Water Quality	L
Myoporum parifolium	Ncn	Groundcover	M
Olea 'montra'	Little Ollie	Mid-ground	L
Rhaphiolepis indica 'clara'	Indian Hawthorn	Mid-ground/Background	M
Rosmarinus o. 'prostratus'	Prostrate Rosemary	Groundcover	L
Salvia greggii	Autumn Sage	Mid-ground	L
Salvia L. 'santa barbra'	Santa Barbra Mexican Sage	Mid-ground/Water Quality	L
Senecio Serpens	Blue Chalk Sticks	Succulent Groundcover	L
Turf 'marathon iie'	Sodded Turf	Groundcover	H
Westringia 'wynyabbie gem'	Coast Rosemary	Background	L

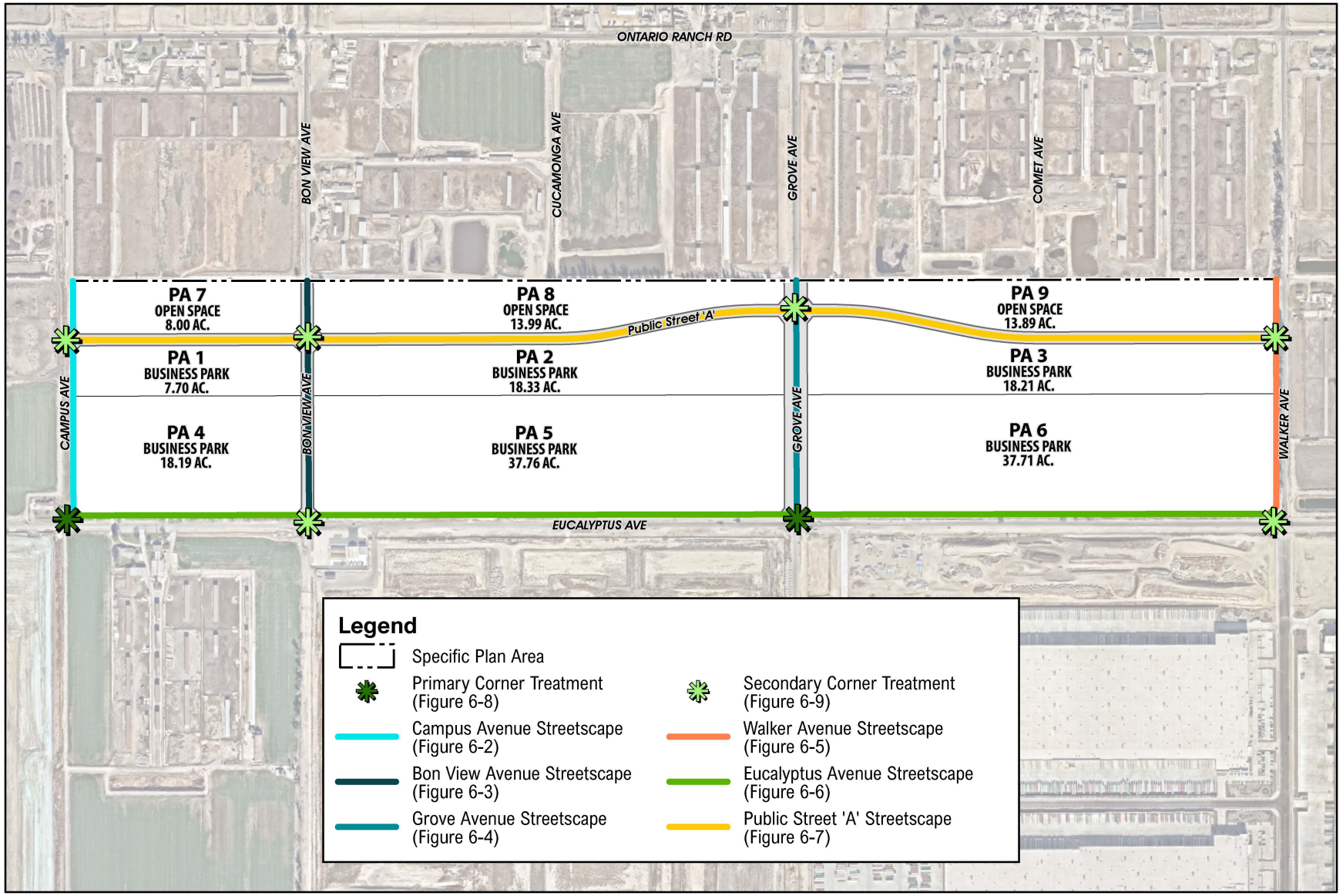








Conceptual Landscape Materials



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (11-20-2025), San Bernardino County (2025)

Figure 6-1

Conceptual Landscape Plan

0 200 400 800
Feet

6.9.2 Irrigation

The following general irrigation concepts shall be considered in the design and installation of irrigation systems within the Eucalyptus Business Park Specific Plan area.

1) All landscaped areas should be equipped with a permanent, automatic, underground irrigation system. Drip systems are encouraged in all areas needing irrigation. Irrigation systems must conform to all City of Ontario requirements.

2) Irrigation systems should be designed to apply water slowly, allowing plants to be deep soaked and to reduce run-off.

3) Connect the irrigation system to the recycled water conveyance system.

4) "Pop-up" type sprinkler heads may be used adjacent to all walks, drives, curbs (car overhangs), parking areas and public right-of-way but must be designed to prevent all run-off and overspray.

5) The design of irrigation systems, particularly the location of controller boxes, valves, and other above-ground equipment (e.g., backflow prevention devices), shall be incorporated into the overall landscaping design. Where aboveground equipment is provided, it shall be screened or otherwise removed from public view.

6) The irrigation system shall be programmed to operate between 6:00pm and 6:00am.

6.10 Streetscape Guidelines

Streetscape landscaping is integral to creating a sense of place within the Specific Plan area. Furthermore, streetscapes serve as a way to screen undesirable views from public views. Within the Specific Plan area, streetscapes are planted with a combination of evergreen and deciduous trees, low shrubs, and groundcovers to create a pleasing experience for pedestrians, bicyclists, and motorists.

The conceptual streetscape landscape treatments within the Specific Plan area are presented in the following sections.

6.10.1 Campus Avenue

The segment of Campus Avenue abutting the Eucalyptus Business Park Specific Plan area features landscaping within parkways on both sides of the street. Parkways include a curb-adjacent park strip planted with deciduous trees, low flowering groundcovers, a 5-foot-wide sidewalk, and an 8-foot-wide multi-purpose trail. Evergreen and deciduous trees are planted beyond the right-of-way on both sides of the street to provide pedestrians using the sidewalk with additional opportunities for shade and to screen undesirable views. The typical Campus Avenue Streetscape is illustrated on Figure 6-2, *Campus Avenue Streetscape*.

6.10.2 Bon View Avenue

The typical section of Bon View Avenue features landscaping within parkways on both sides of the street. Parkways include a curb-adjacent park strip planted with evergreen trees and low flowering groundcovers, as well as a 5-foot-wide sidewalk. Evergreen trees are planted beyond the right-of-way on both sides of the street to provide pedestrians using the sidewalk with additional opportunities for shade and to screen undesirable views. The typical Walker Avenue Streetscape is illustrated on Figure 6-3, *Bon View Avenue Streetscape*.

6.10.3 Grove Avenue

The segment of Grove Avenue within the Eucalyptus Business Park Specific Plan area features two landscaped components: a 28-foot-wide landscaped raised median and

parkways on both sides of the street. The landscaped raised median is planted with thematic deciduous and evergreen trees at to reinforce the theme established through previous development south of the Eucalyptus Specific Plan area. Parkways include a curb-adjacent park strip planted with deciduous trees and low flowering groundcovers, with a 5-foot-wide sidewalk along the east and west side of the street and an 8-foot multi-purpose trail along the east providing passive recreational opportunities. Deciduous trees are planted beyond the right-of-way on both sides of the street to provide pedestrians using the sidewalk with additional opportunities for shade and to buffer development. The typical Grove Avenue Streetscape is illustrated on Figure 6-4, Grove Avenue Streetscape.

6.10.4 Walker Avenue

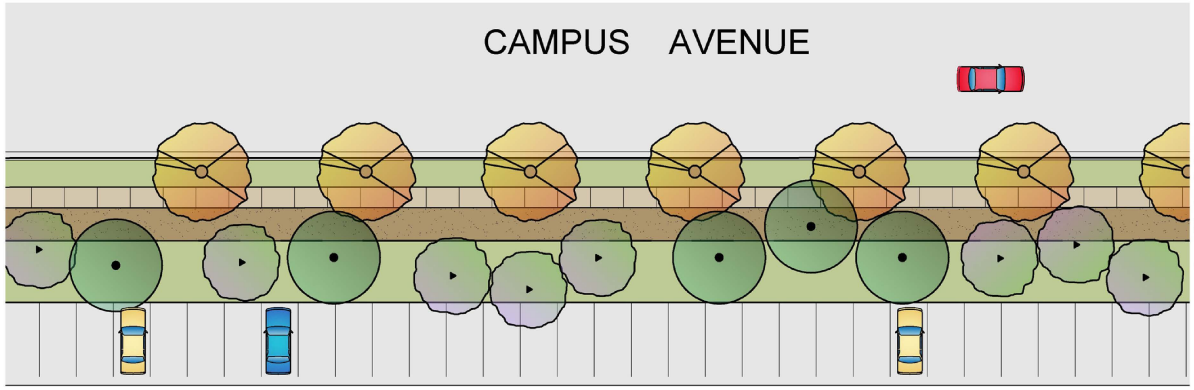
The segment of Walker Avenue abutting the Eucalyptus Business Park Specific Plan area features landscaping within parkways on the west side of the street. The Parkway includes a curb-adjacent park strip planted with deciduous trees, low flowering groundcovers, and a 5-foot-wide sidewalk. Evergreen and deciduous trees are planted beyond the right-of-way to provide pedestrians using the sidewalk with additional opportunities for shade and to screen undesirable views. An 8-foot-wide multi-purpose trail is also provided along the eastern side of Walker Avenue to offer passive recreational opportunities. The typical Walker Avenue Streetscape is illustrated on Figure 6-5, *Walker Avenue Streetscape*.

6.10.5 Eucalyptus Avenue

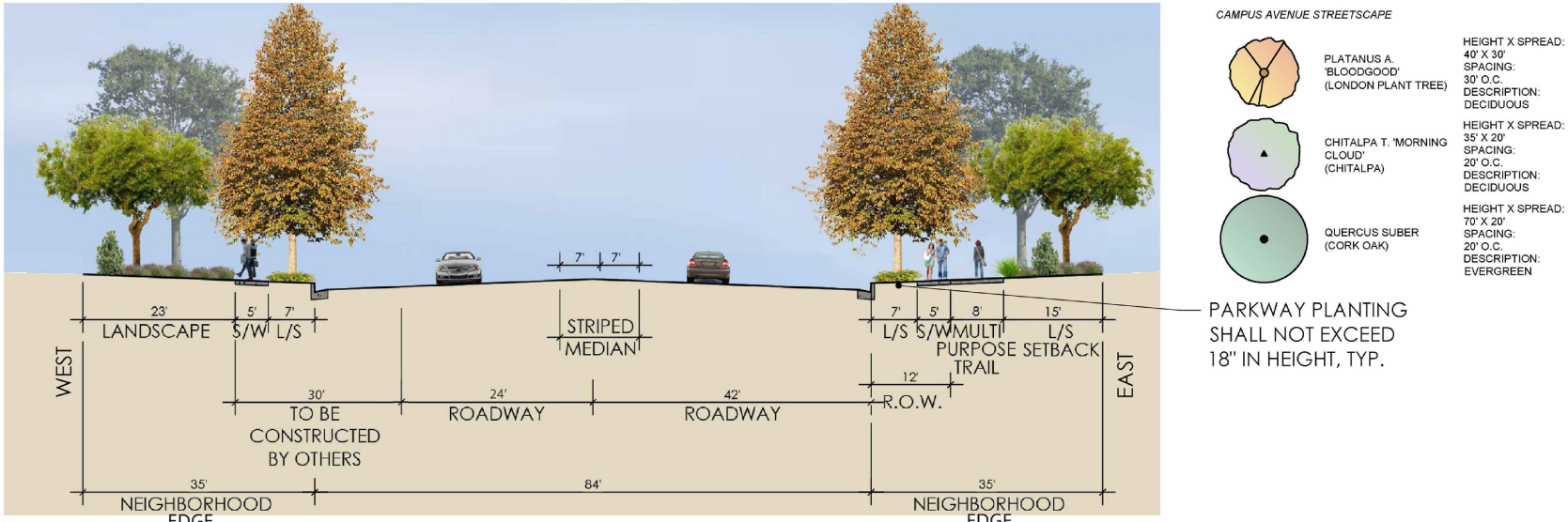
The segment of Eucalyptus Avenue abutting the Eucalyptus Business Park Specific Plan area features landscaping within parkways along the north side of the street. Parkways include a curb-adjacent park strip planted with deciduous trees, low flowering groundcovers, and a 5-foot-wide sidewalk. Evergreen and deciduous trees are planted beyond the right-of-way on both sides of the street to provide pedestrians using the sidewalk with additional opportunities for shade and to screen undesirable views. An 8-foot-wide multi-purpose trail is also provided along the northern side of Eucalyptus Avenue to offer passive recreational opportunities. The typical Eucalyptus Avenue Streetscape is illustrated on Figure 6-6, *Eucalyptus Avenue Streetscape*.

6.10.6 Public Street 'A'

The typical section of Public Street 'A' features landscaping within parkways on both sides of the street. Parkways include a curb-adjacent park strip planted with evergreen trees and low flowering groundcovers, and a 5-foot-wide sidewalk. Evergreen and deciduous trees are planted beyond the right-of-way on both sides of the street to provide pedestrians using the sidewalk with additional opportunities for shade and to screen undesirable views. The typical Public Street 'A' Streetscape is illustrated on Figure 6-7, *Public Street 'A' Streetscape*.



Plan View



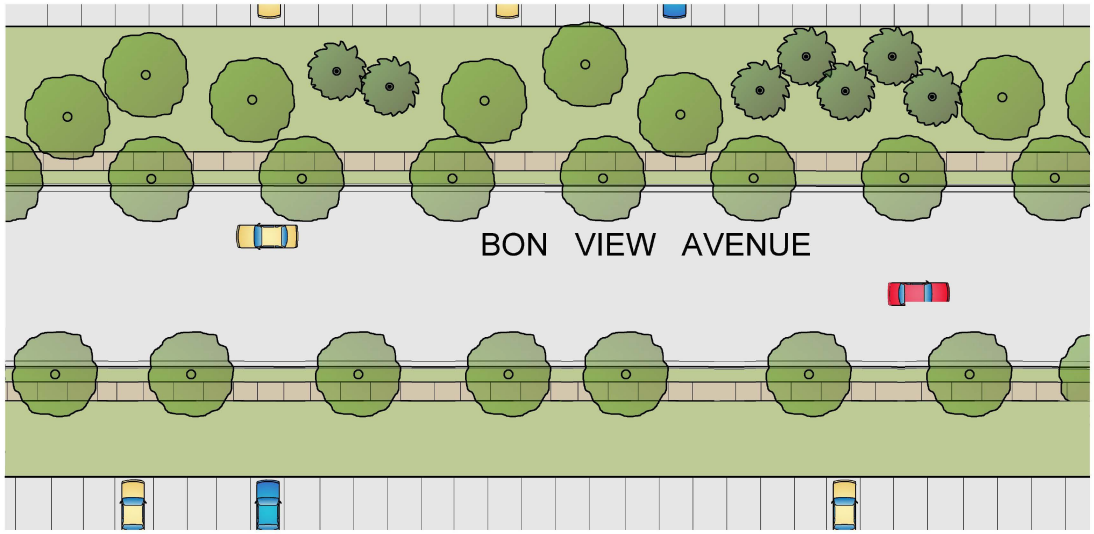
Section

Source(s): Ridge Landscape Architects (12-17-2025)

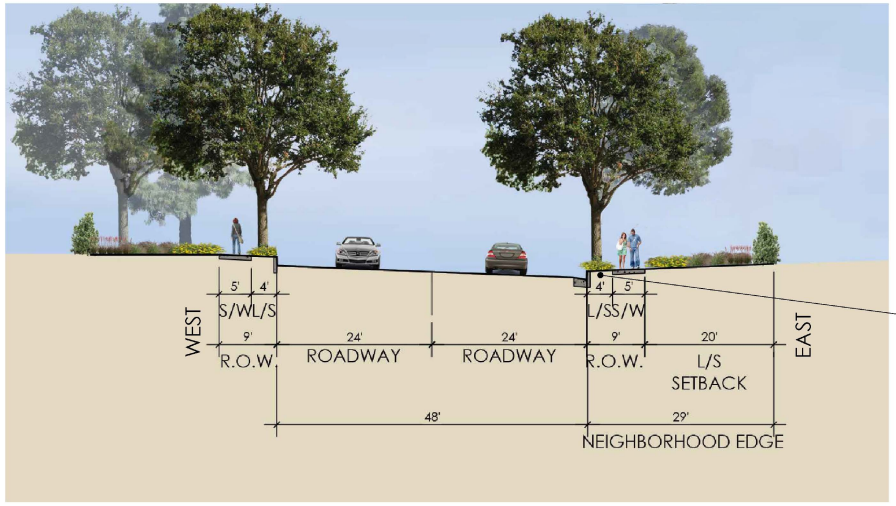
Figure 6-2

Campus Avenue Streetscape

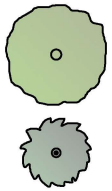
Not to Scale



Plan View



Section



QUERCUS ILEX
(HOLLY OAK)

HEIGHT X SPREAD:
40' X 30'
SPACING:
40' O.C.
DESCRIPTION:
EVERGREEN

PINUS ELDARICA
(AFGHAN PINE)
- OR -
PODOCARPUS
GRACILIOR
(FERN PINE)

HEIGHT X SPREAD:
40' X 30'
SPACING:
30' O.C.
DESCRIPTION:
EVERGREEN

PARKWAY PLANTING
SHALL NOT EXCEED
18" IN HEIGHT, TYP.

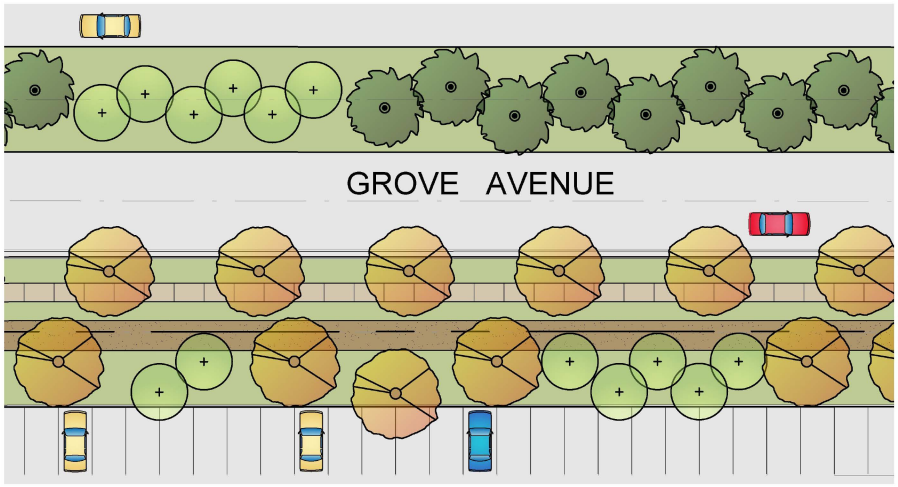
NOTE: EASEMENT WIDTH REQUIREMENT IS SUBJECT TO CHANGE BASED ON FINDINGS OF CITY-APPROVED HYDRAULIC STUDIES, MASTER PLAN UPDATES, AND PROJECT FINAL DESIGN.

Source(s): Ridge Landscape Architects (12-17-2025)

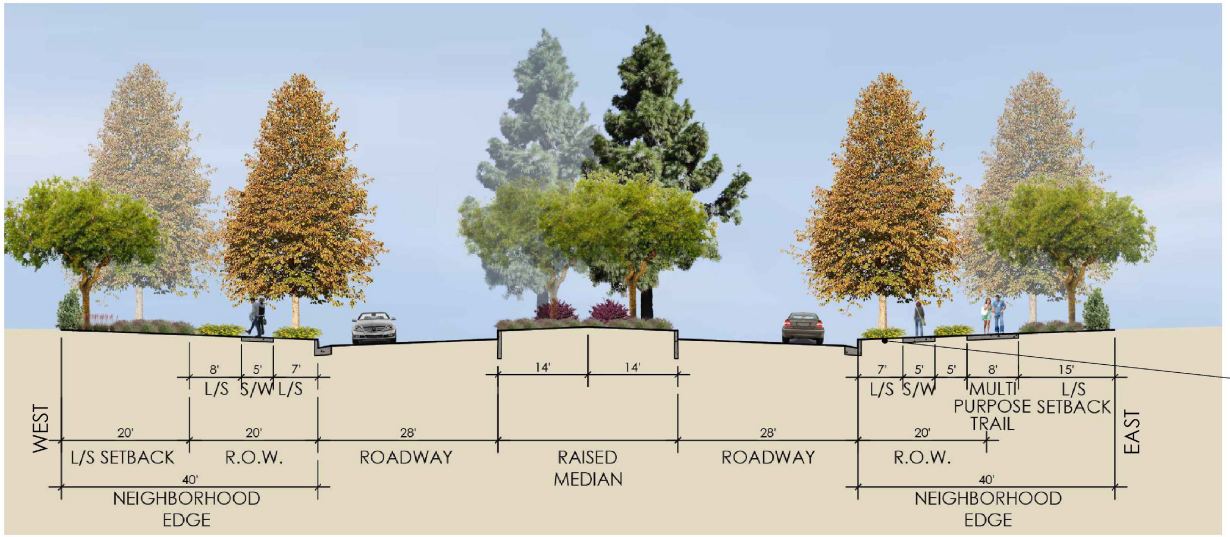
Figure 6-3

Bon View Avenue Streetscape

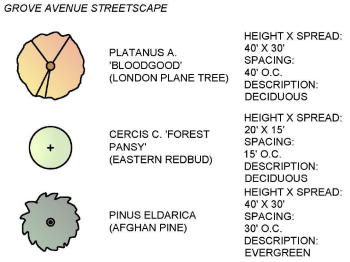
Not to Scale



Plan View



Section

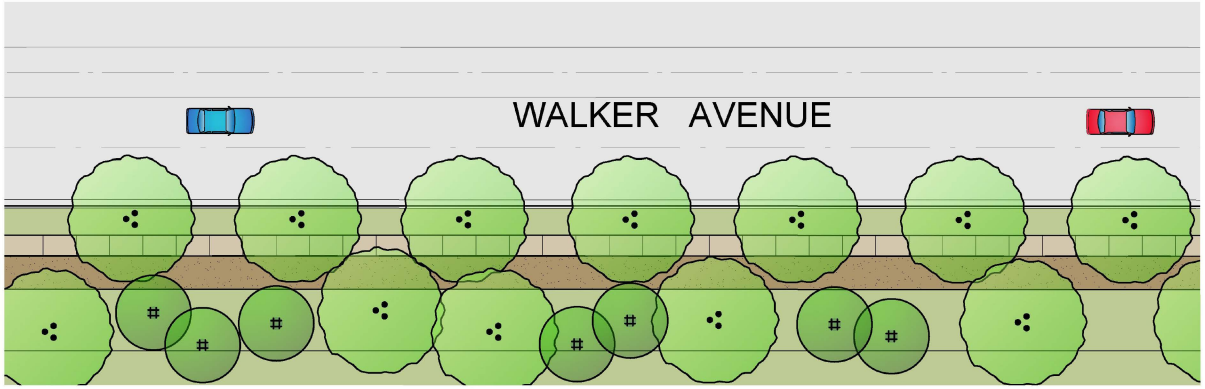


Source(s): Ridge Landscape Architects (12-17-2025)

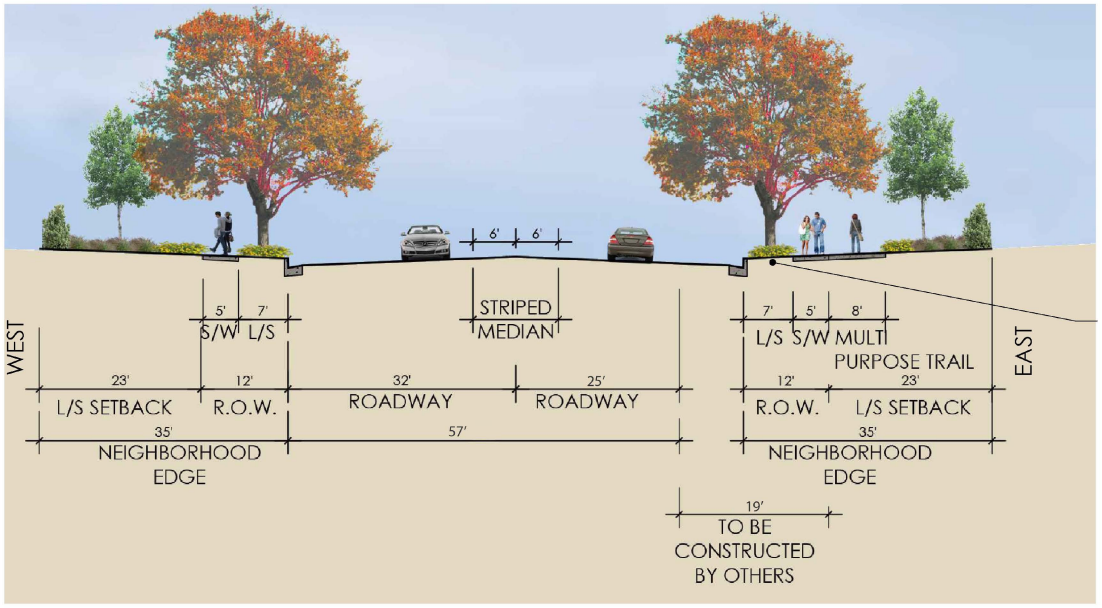
Figure 6-4

Grove Avenue Streetscape

Not to Scale



Plan View



WALKER AVENUE STREETSCAPE

KOELREUTERIA BIPINNATA (CHINESE FLAME TREE)
HEIGHT X SPREAD: 30' X 30'
SPACING: 40' O.C.
DESCRIPTION: DECIDUOUS

LOPHOSTEMON CONFERTUS (BRISBANE BOX)
HEIGHT X SPREAD: 15' X 15'
SPACING: 20' O.C.
DESCRIPTION: EVERGREEN

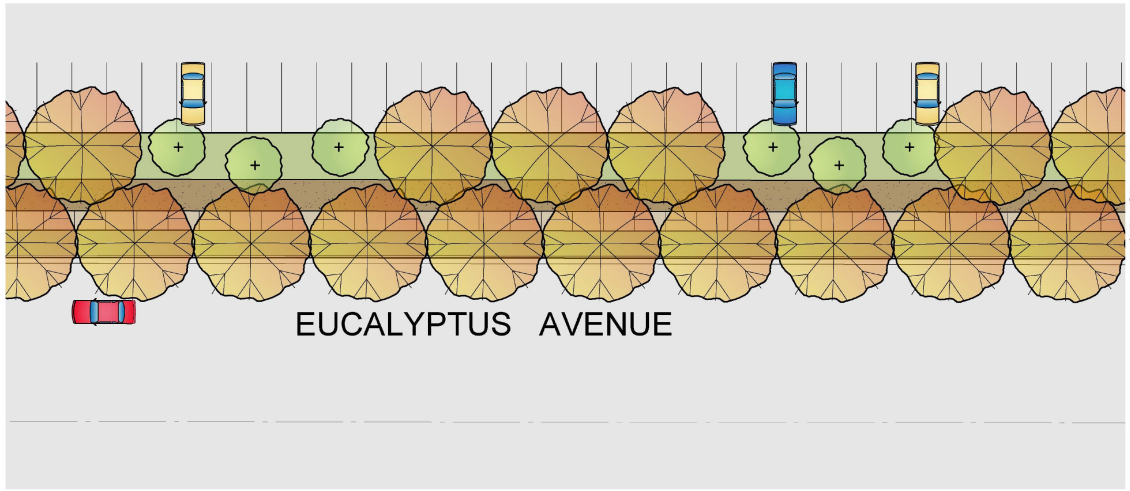
Section

Source(s): Ridge Landscape Architects (12-17-2025)

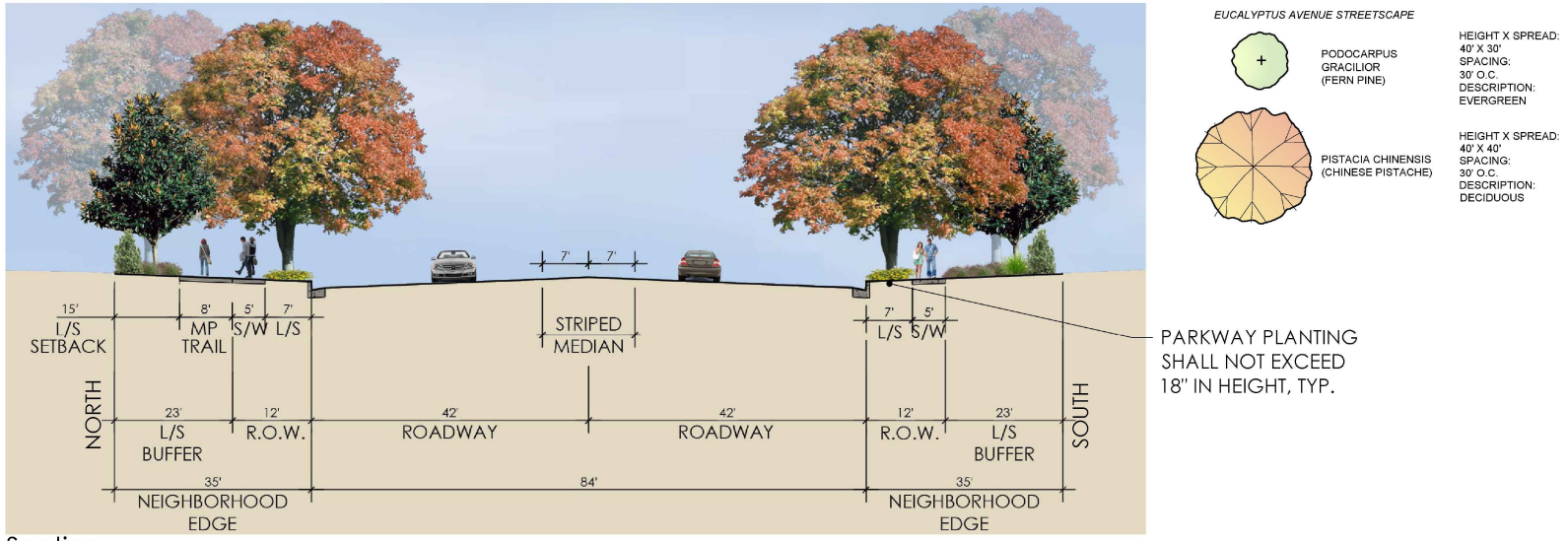
Figure 6-5

Walker Avenue Streetscape

Not to Scale



Plan View



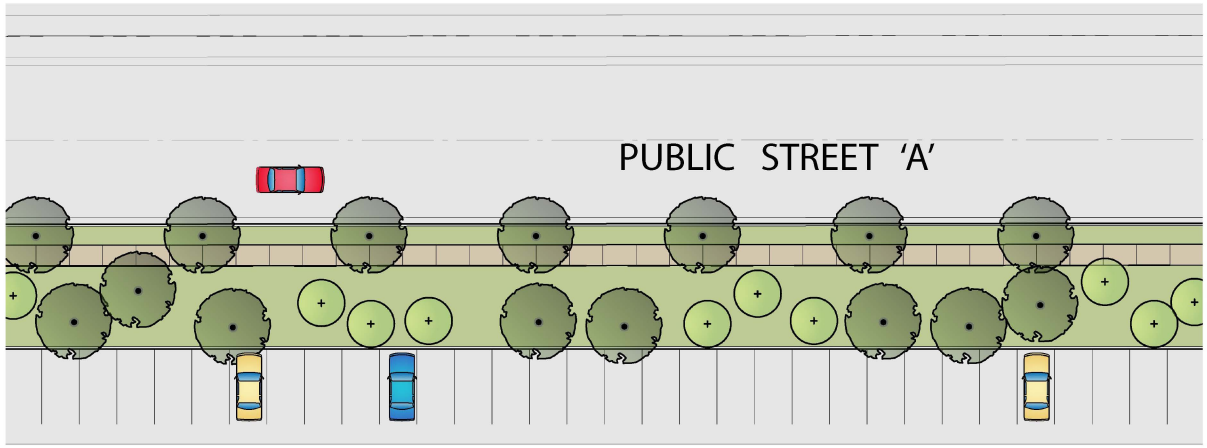
Section

Source(s): Ridge Landscape Architects (12-18-2025)

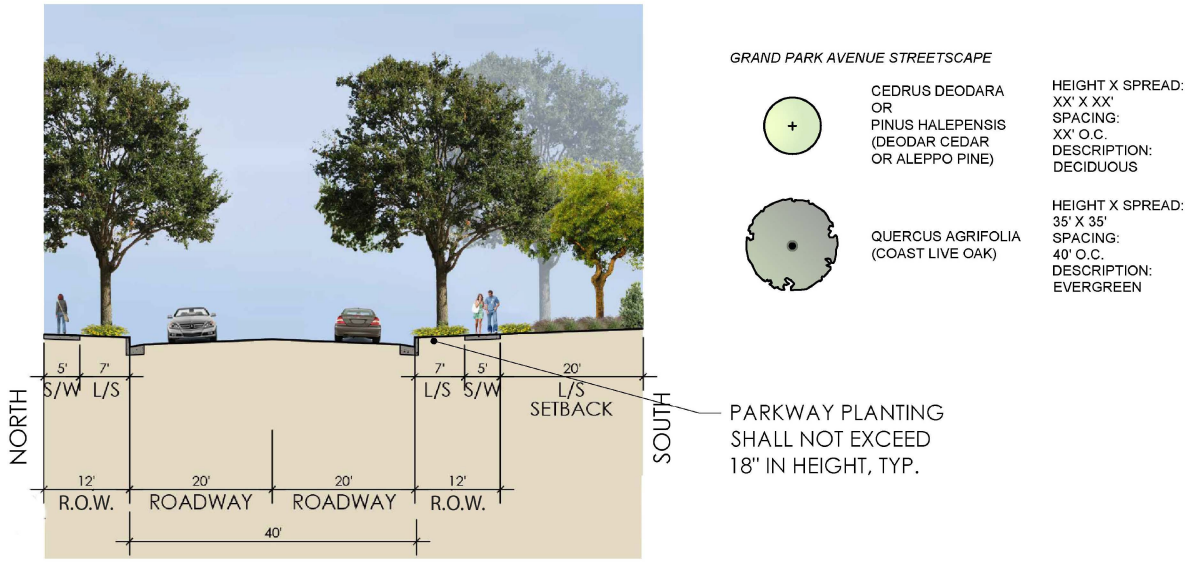
Figure 6-6

Eucalyptus Avenue Streetscape

Not to Scale



Plan View



Section

Source(s): Ridge Landscape Architects (06-04-2025)

Figure 6-7

Public Street 'A' Streetscape

Not to Scale

6.11 Entries and Monuments Guidelines

Entry and corner monument treatments are designed to provide distinct visuals to emphasize the Eucalyptus Business Park Specific Plan area's aesthetic. Hardscape and landscape features at entry and corner monument locations shall provide adequate "line-of-sight" for motorists and shall comply with applicable City design standards and specifications. Monumentation shall not be located within the public street right-of-way.

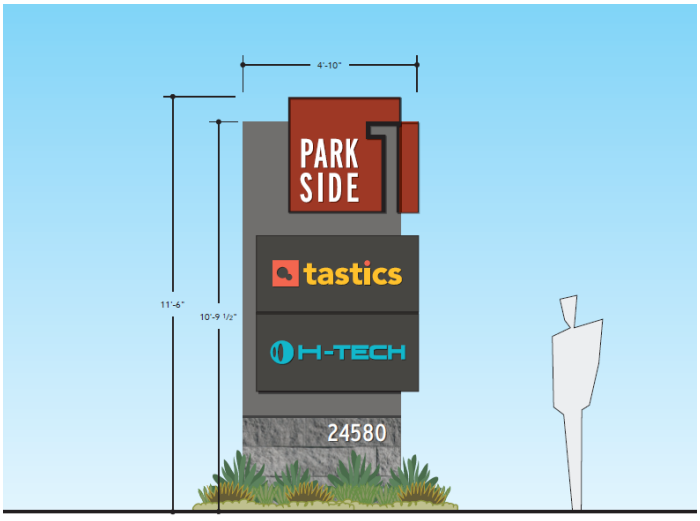
Implemented entry and corner treatments should be flexible to respond to physical contexts and the needs and desires of specific tenants and may differ slightly from the concepts presented herein; however, all entry and corner treatments within the Specific Plan area shall be consistent in theme.

6.11.1 Primary Corner Treatments

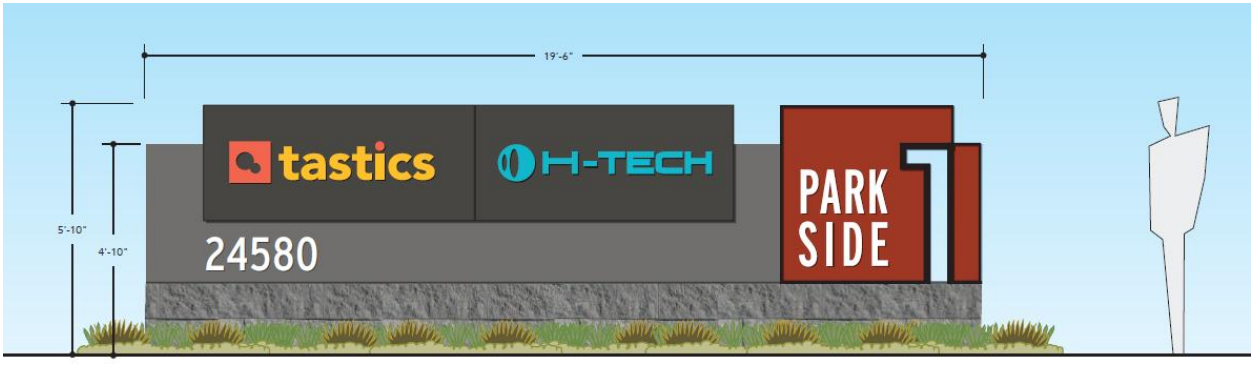
Primary corner monuments are located at the northeast corner of Eucalyptus Avenue and Campus Avenue and at the northeast and northwest corners of Eucalyptus Avenue and Grove Avenue. The primary corner treatments features orchard tree groves and the primary monument signage. Figure 6-8, *Conceptual Primary Corner Treatment*, conceptually illustrates the primary corner treatments.

6.11.2 Secondary Corner Treatments

Secondary corner monuments are located at the entrances into the Specific Plan area from the northern edge of Campus Avenue, Bon View Avenue, Grove Avenue, and Walker Avenue; from the southern edge of Bon View Avenue and Grove Avenue. The secondary corner treatments features orchard tree groves, shrubs, and groundcovers. Figure 6-9,

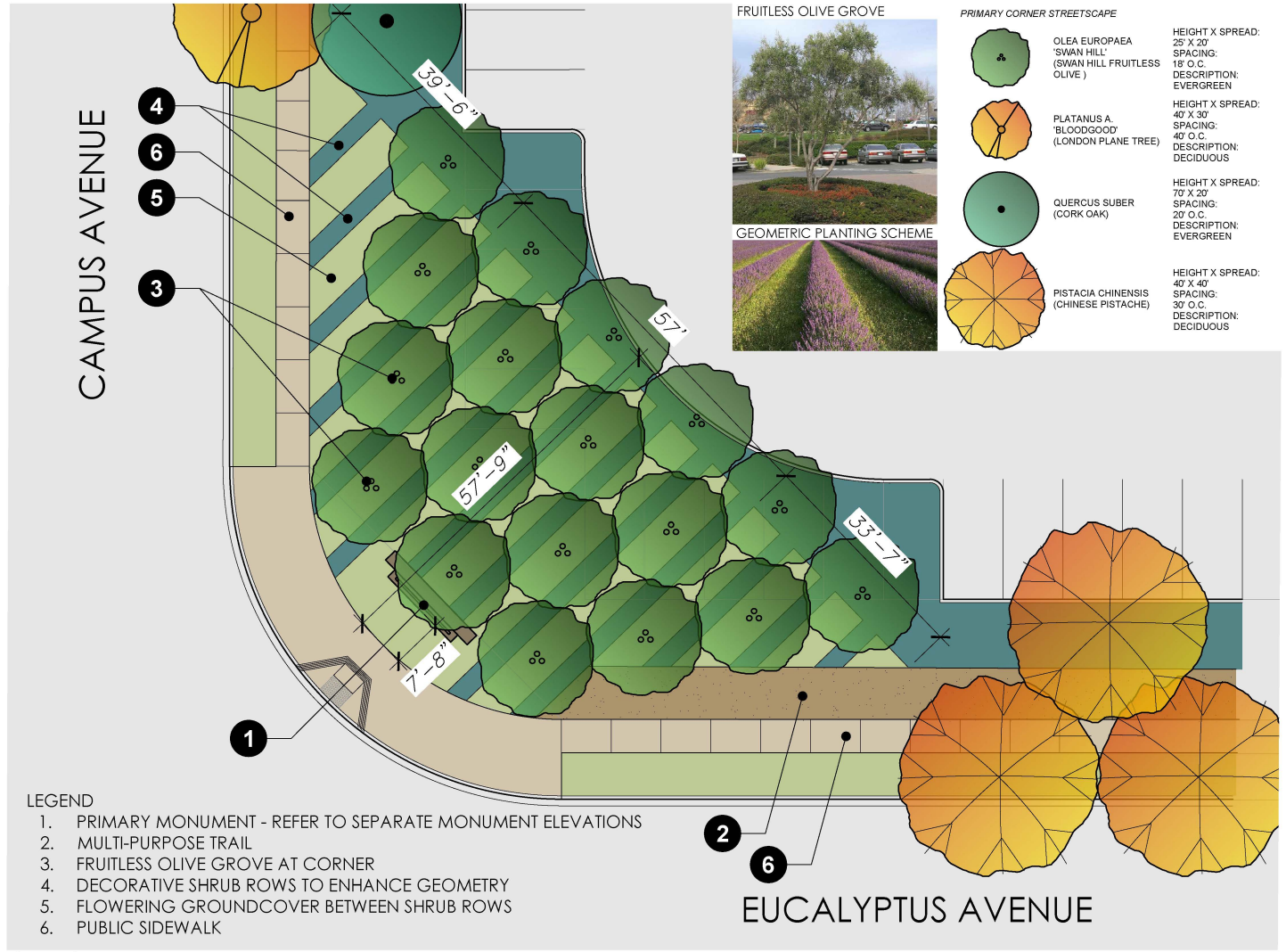


Conceptual Tenant Monumentation



Conceptual Secondary Corner Treatment, conceptually illustrates the secondary corner treatments.

The final locations and design details of the water quality basins will be determined when buildings are designed and oriented during the implementation of the Eucalyptus Business Park Specific Plan area.



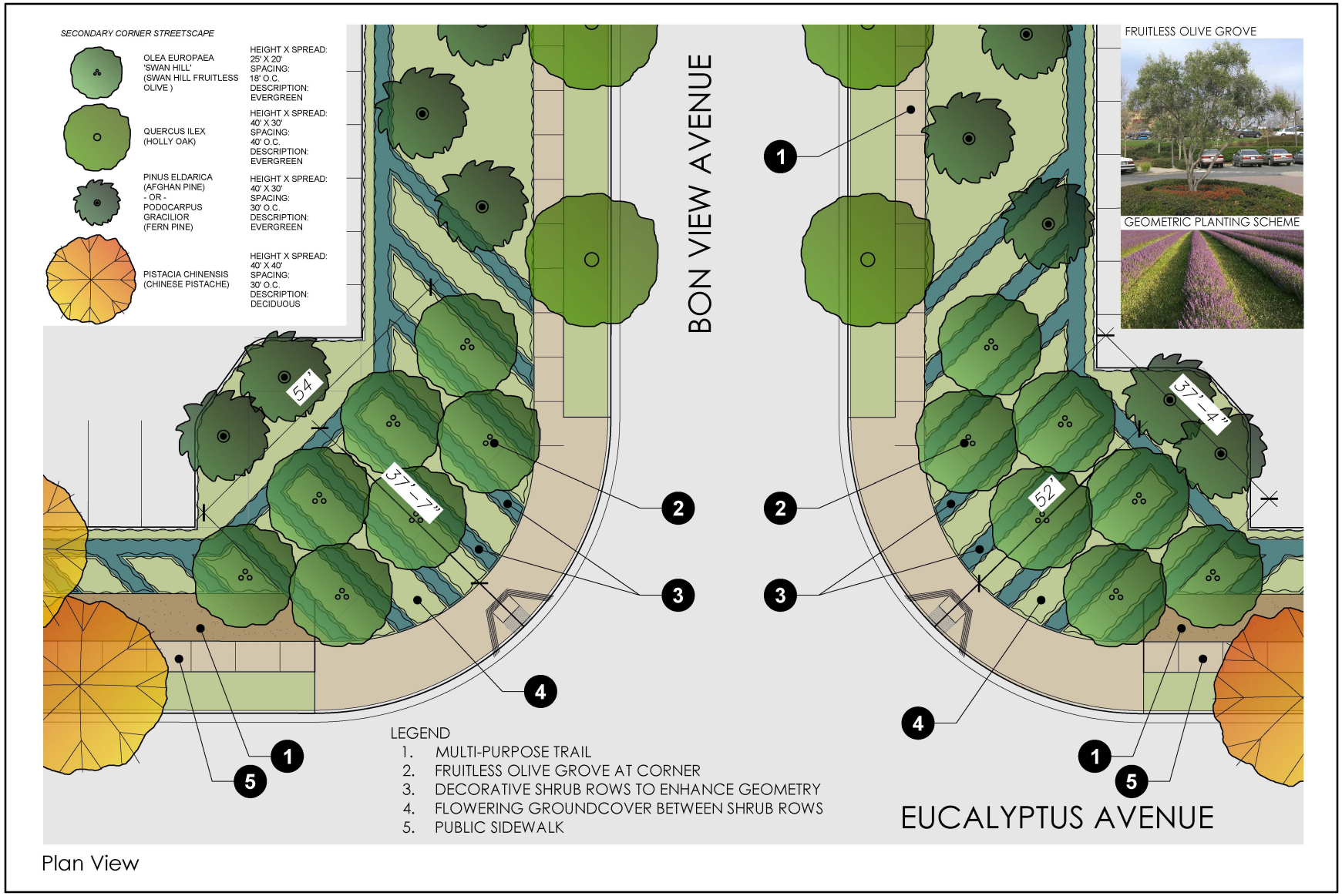
Plan View

Source(s): Ridge Landscape Architects (12-17-2025)

Figure 6-8

Conceptual Primary Corner Treatment

Not to Scale



Plan View

Source(s): Ridge Landscape Architects (12-17-2025)

Figure 6-9

Conceptual Secondary Corner Treatment

Not to Scale

6.12 Landscape Interface

Within the Specific Plan area, landscape treatments have been designed to address the interface between the Business Park and the Open Space – Parkland land use. The interface exhibits presented in this section are not intended to represent a literal design, but rather serve as guidelines, which may be subject to modification over time.

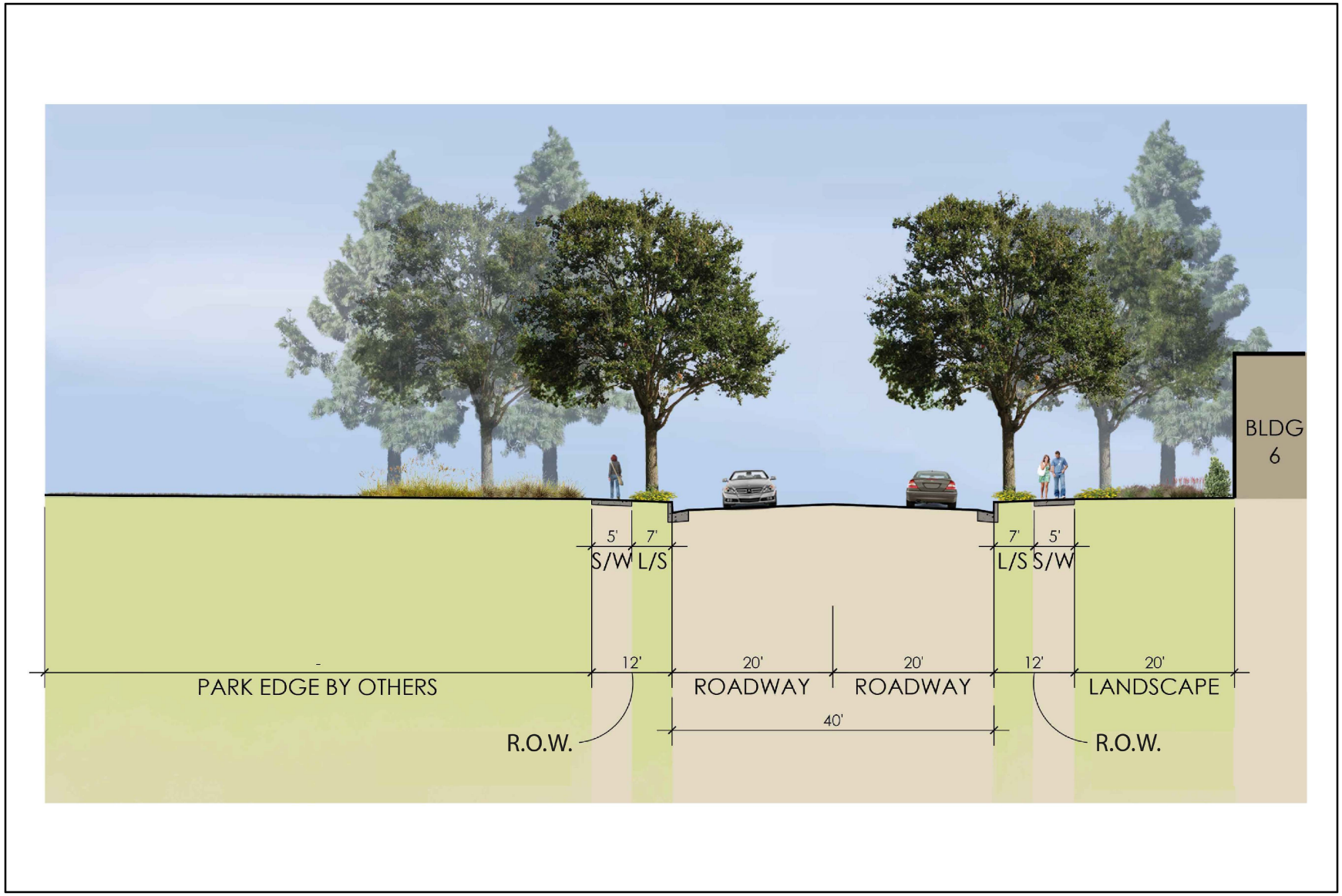
As shown in Figure 6-10, *Conceptual Landscape Interface – Business Park to Open Space – Parkland*, the 60-foot-wide ROW Public Street 'A' splits up the two land use districts. Within the Business Park planning areas, landscape buffers, parking, and drive-aisles can provide further separation between the Business Park buildings and the edge of the public park areas.

6.13 Water Quality Basin Guidelines

Water quality basins may be provided within the Specific Plan area to treat stormwater before the flows ultimately drain into the storm drain facilities. The water quality basins may include contoured basin edges for a natural look, and landscaping around the perimeter of the basin to screen public views of the basin. Swales may be no greater than 40% of the landscape area width to allow for ornamental landscaping, although landscaping may have limitations where necessary to deter the attraction of birds to the basins, which can be a hazard to aircraft using the nearby Chino Airport and Ontario International Airport. Other wildlife deterrents that may be considered include floating covers, bird balls, netting, and basins designed to be linear and narrow with steep sides and rip-rap lining.

6.14 Stormwater Infiltration Areas Guidelines

Stormwater infiltration areas within landscape areas shall be designed to be no greater than 40% of the landscape area width to allow for ornamental landscape. Stormwater infiltration devices located in landscape areas shall be reviewed and plans approved by the City of Ontario's Landscape Planning Division. Any stormwater devices in parkway and landscape areas shall not displace required tree locations.



Source(s): Ridge Landscape Architects (12-17-2025)

Figure 6-10

Conceptual Landscape Interface - Business Park to Open Space Parkland

Not to Scale

CHAPTER 7

IMPLEMENTATION PLAN

7.1 Severability

This Specific Plan document enables the City of Ontario to facilitate the processing and approval of development plans and implementing permits to build out the Eucalyptus Business Park Specific Plan area. If any regulation, condition, program, or portion of this Specific Plan is held invalid or unenforceable, such portions shall be deemed separate, distinct, and independent provisions, and the invalidity of such portions or provisions shall not affect the validity and enforceability of the remaining provisions contained herein.

7.2 Applicability

Approval of the Eucalyptus Business Park Specific Plan indicates acceptance by the City of Ontario City Council of a general framework for the development of the Specific Plan area's property. Part of that framework establishes specific development standards that constitute the zoning regulations of the Specific Plan (refer to Chapter 5, *Development Regulations*). The provisions contained herein are intended to regulate development within the Specific Plan area.

Development within the Eucalyptus Business Park Specific Plan area shall be implemented through the City's approval of a tentative map, a final parcel map, and the Development Plan Review process as established in the City's Development Code. The implementation process described herein provides the mechanisms for review and approval of development projects within the Specific Plan area.

7.3 Interpretation

Unless otherwise provided, any ambiguity concerning the content or application of the Specific Plan shall be resolved by the City's Planning Director, or their designee, in a manner consistent with the goals, policies, purpose, and intent established in this Specific Plan.

7.4 Development Review Process

7.4.1 Subdivision Map

Approval of tentative maps within the Eucalyptus Business Park Specific Plan area may occur concurrently with or subsequently to the adoption of the Specific Plan. The tentative map and final subdivision maps shall be reviewed and approved pursuant to the applicable provisions of the City's Subdivision Ordinance and consistent with the applicable provisions established within the Land Use, Infrastructure, Design Guidelines, and Development Regulations chapters of this Specific Plan.

7.4.2 Development Plan Review

All development within the Eucalyptus Business Park Specific Plan area shall be subject to the Development Plan Review Process established in the City of Ontario Development Code, or as approved the by Planning Director or their designee). Adoption of this Specific Plan by the City includes the design guidelines contained in Chapter 6,

which shall be the design criteria by which development projects within the Specific Plan area shall be reviewed during Development Plan Review. Additionally, proposed uses within the Specific Plan area shall not exceed the total number of daily vehicle trips studied within the EIR prepared to address the Eucalyptus Business Park Specific Plan.

For topics on which these design guidelines are silent, the applicable design guidelines contained within the City's Development Code shall apply. The design guidelines are intended to offer flexibility while establishing fundamental evaluation criteria to guide the City's review of development projects during the design review process.

7.4.3 Development Agreements

Pursuant to California Government Code Sections 65864 et seq., City approval of individual statutory Development Agreements with each property owner may be included as part of the Specific Plan approval process and must be secured prior to approval of the first Final Map. The Development Agreement shall include, but not be limited to, methods of financing, acquisition, and construction of infrastructure. The Eucalyptus Business Park Specific Plan Development Agreement shall be fully executed prior to the issuance of the first building permits for development or first public works permit, whichever takes place first, within the Specific Plan.

7.4.4 Conditional Use Permits

Uses identified as conditionally permitted within Chapter 5, *Development Regulations*, of this Specific Plan shall be subject to review and approval by the City pursuant to the procedures set forth in Division 4.02.015, Conditional Use Permits, of the City's Development Code.

7.4.5 Variances

Variances and Administrative Exceptions to the development regulations contained in Chapter 5, *Development Regulations*, of this Specific Plan with respect to the site area, setback dimensions, building heights, distances between buildings, landscape percentage and off-street parking and loading shall be reviewed pursuant to "Variances and Administrative Exceptions" of Section 4.02.020 of the City's Development Code.

7.5 Substantial Conformance

The Substantial Conformance Determination is a mechanism that allows for the approval of ministerial minor modifications for development under the Specific Plan, which is considered and approved ministerially by the Planning Director or their designee. The City recognizes that modifications to the text and exhibits of this Specific Plan document may be needed over time. Upon direction by the City of Ontario Planning Department, certain modifications to text, exhibits, and/or development standards and design guidelines may not require a formal Specific Plan Amendment (i.e., through public hearing) and can occur ministerially. The following minor modifications to this document do not require a formal Specific Plan Amendment and are subject to ministerial review and approval by the Planning Director or their designee. The Planning Director shall have the discretion to approve or defer any request for modification to the Planning Commission or City Council, either for ministerial direction and guidance, or for a determination that the required change requires a formal amendment as discussed below in Section 7.6. Ministerial Substantial Conformance decisions are not subject to CEQA compliance because CEQA applies to discretionary actions and not to ministerial actions.

A Substantial Conformance shall constitute the following and will require approval from the Planning Director or their designee:

- Expansions or reductions of the net acreage covered by a given Planning Area.
- Transfer of development square footage of 15% or less within the same land use designation, provided that the shift in square footage does not exceed the maximum allowable square footage of 2,939,000 s.f. or exceed the maximum FAR of 0.55 provided in Chapter 5 of this Specific Plan.
- The ultimate alignment of driveways and drive aisles within any Planning Area as part of the development of implementing project(s).
- Construction of buildings, landscaping, and/or parking areas for building sites may cross over into adjacent Planning Areas within the same land use designation, Buildings constructed across Planning Area boundaries shall not, by themselves, trigger the requirement for a Substantial Conformance. Modification of design criteria such as architectural details, landscape treatments, fencing, lighting, and signage.
- Changes to the Phasing Plan, provided infrastructure is available to serve the phase as determined by the City Engineer.
- Implementation of alternative landscape materials, wall materials, entry monument design, primary/secondary corner treatments, and streetscape design that are generally consistent with the conceptual design guidelines contained within this Specific Plan.
- Modifications to the Business Park Architectural Design Guidelines, such as variation of architectural style and variations in materials and colors.
- The Conceptual Site Plan exhibit (Figure 3-3) is illustrative only; modifications to the building orientation and layout as part of the Development Plan review process where the revisions remain consistent with the intent and development standards of the Specific Plan. Final infrastructure facility sizing and precise location of dry utilities, water, sewer, and storm drainage improvements as approved by the City Engineer, OMUC, or San Bernardino Flood Control District.
- Roadway ROW design, when the changes are warranted and approved by the City Engineer.
- Revisions to exhibits that do not substantially change the intent of the Specific Plan.
- Modification, deletions, and additions to the list of permitted and conditionally permitted uses.
- Specific modifications of a similar nature to those listed above which are deemed minor by the Planning Director, which are in keeping with the intent of this Specific Plan and which are in conformance with the Policy Plan component of The Ontario Plan.

7.6 Formal Amendments to the Specific Plan

All modifications to this Specific Plan document that do not meet the criteria of a Substantial Conformance (as defined in the previous subsection) shall be deemed to require a formal Specific Plan Amendment.

Formal Specific Plan Amendments shall be subject to the review and approval of the City Council. The Planning Commission should first hear and consider all applications for formal Specific Plan Amendments and provide a recommendation to the City Council. As required by the California Government Code, all government agencies significantly affected by the proposed Amendment shall be notified

of the proposed action prior to the approval. Because a Specific Plan Amendment is a discretionary action, such amendments shall be appropriately reviewed in accordance with the CEQA Statute and Guidelines, with the City of Ontario serving as the CEQA Lead Agency.

Any formal Specific Plan Amendment initiated by an applicant requires preliminary review by the Planning Director, filing of an official application and required materials supporting the Amendment, submittal of a fee.

In considering approval or disapproval of formal Specific Plan Amendments, the Planning Commission and City Council shall find that the request is:

- Consistent with the Policy Plan component of The Ontario Plan (General Plan) in effect at the time of consideration.
- Compatible with surrounding land uses with respect to use, development standards, density, or issues of health, public safety, and general welfare.
- Consistent with the overall design character and general structure set forth in Chapter 6, *Design Guidelines*, of this Specific Plan.

7.7 Appeals

Appeals of any determination of the Planning Director, Zoning Administrator, or the Planning Commission, may be made by the applicant or any other aggrieved party by filing an application on forms provided by the City of Ontario and accompanied by the appropriate filing fee, where applicable, within ten (10) days following the final date of action for which an appeal is made.

7.8 Compliance with Mitigation Monitoring and Reporting Program

Certification of an EIR shall be required prior to the approval of the Specific Plan. Development within the Eucalyptus Business Park Specific Plan shall comply with all approved mitigation measures as described in the MMRP included as part of the EIR.

7.9 Project Financing

The financing of construction, operation, and maintenance of public improvements, facilities, and public services shall include funding through a combination of financing mechanisms. Prior to the recordation of final maps, a final determination shall be made by City staff and confirmed by the Planning Director and City Engineer regarding the responsibility for construction and maintenance of public facilities, whether publicly or privately maintained.

Implementation of the Eucalyptus Business Park Specific Plan may involve financing options including, but not limited to, the following sections:

7.9.1 Facilities and Services

Construction of public improvements and facilities and the provision of public services may be financed through private capital investment, a Community Facilities District (CFD), Development Impact Fees (DIF), or other special district, pursuant to the Mello-Roos Community District Act of 1982.

7.9.2 Operation and Maintenance

Options for operation and maintenance of public and private improvements and facilities include, but are not limited to, the following:

- City Public Works Department or other public agencies
- Individual private property owners

- Private Property Owners Association
- CFD or other special district (will be at the City's sole distraction)

7.10 Phasing Plan

As shown on Figure 7-1, *Conceptual Phasing Plan*, the development of the Eucalyptus Business Park Specific Plan area is expected to occur in six phases in response to market demands and according to a logical and orderly extension of roadways, public utilities, and infrastructure.

Phase A includes Planning Areas 3 and 6; Phase B includes Planning Areas 2 and 5; Phase C includes Planning Areas 1 and 4; Phase D includes Planning Area 9; Phase E includes Planning Area 8; and Phase F includes Planning Area 7. The developer and the City of Ontario will work together to ensure that the Open Space – Parkland Planning Areas are constructed concurrently with the build-out of the Business Park portions of the Specific Plan area in a phased manner. The details of this partnership will be included in the Development Agreement(s) accompanying the approval of the Specific Plan.

Phasing of the Specific Plan shall be permitted; however, required public improvements will be dictated by the City of Ontario's Land Development Section and the approved Development Agreement(s). The Phasing Plan is conceptual and subject to revision as the project development evolves. The Specific Plan shall allow development in any phase at any time if adequate infrastructure to support same is included. For example, construction of the publicly operated animal resource center or other building or improvement may occur prior to the completion of an earlier phase.

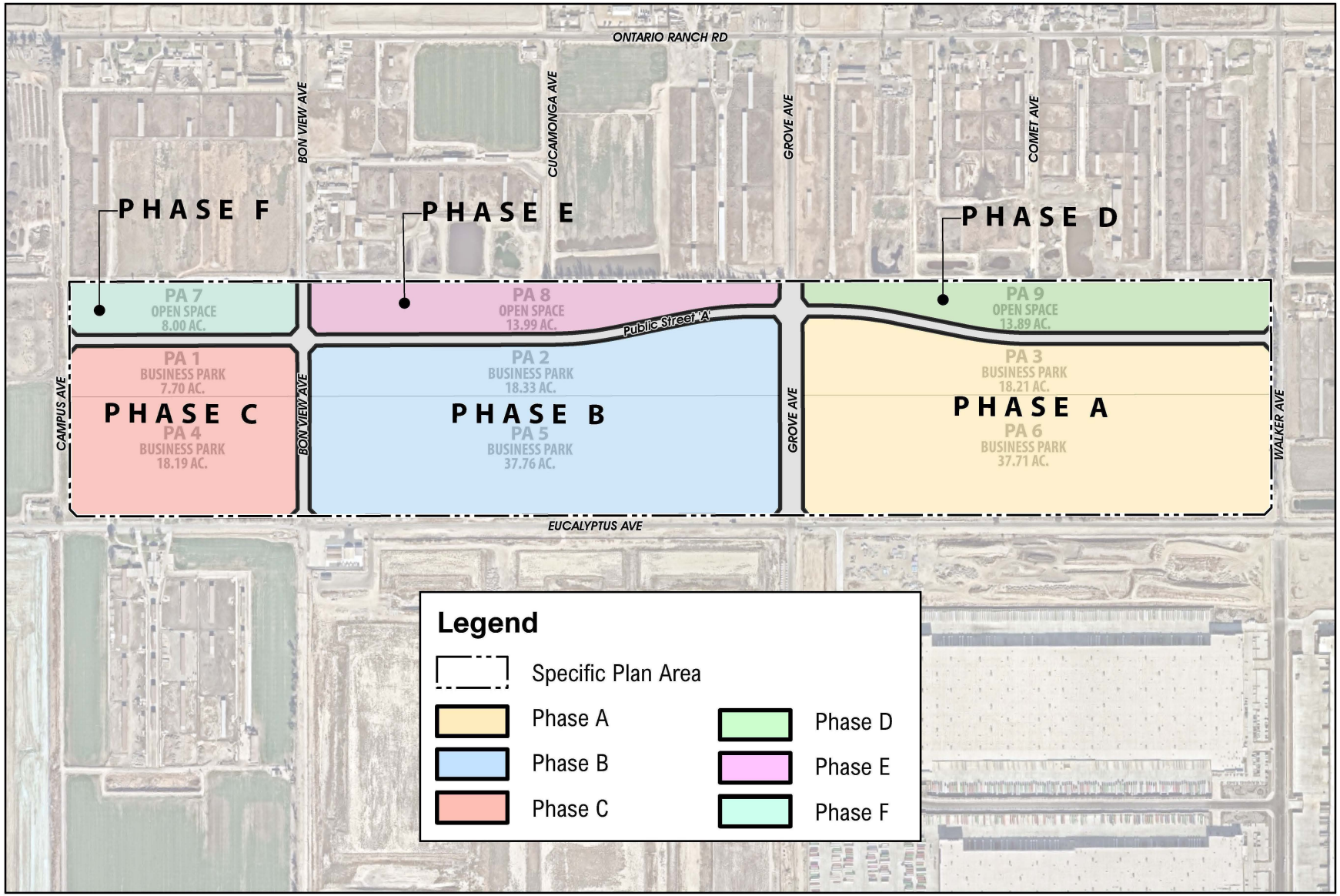
7.11 Maintenance Plan

The public and private improvements constructed within the Eucalyptus Business Park Specific Plan area shall be maintained through a combination of public and private entities as described in Table 7-1, *Maintenance Responsibilities*. Table 7-1 provides a list of maintenance entity options that may fund and/or maintain facilities within the Specific Plan area, however, the ultimate maintenance entity for each facility will be determined by the Eucalyptus Business Park Specific Plan's Development Agreement(s). A Property Owners Association (POA) may be established for the maintenance of common area landscape improvements and private roadways within portions of the Eucalyptus Business Park Specific Plan area. For areas in public ownership (such as public roadway ROWs and the Open Space-Parkland Planning Areas), City of Ontario Public Works, other public agencies, or municipal maintenance districts may fund the maintenance of these areas.

Table 7-1 Maintenance Responsibilities

Facility	City and/or CFD	Property Owners Association	Property Owner or Occupant	Public Utility
Public rights-of-way (ROW) (Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, Eucalyptus Avenue, New Public Street)				
• Curb-to-curb improvements	X			
• Parkways within public right-of-way (ROW)	X			
• Neighborhood Edges, Master Plan Trails and Medians	X	X		
• Landscape buffer located outside public ROW - private		X	X	
Interior private streets located outside of the public ROW (including parkways, landscaping, non-Master Plan Trails, and sidewalks)		X		
Off-street parking areas - private		X	X	
Traffic signals	X			
Traffic control signs – in the public ROW	X			
Traffic control signs – not in the public ROW		X	X	
Street lights – in the public ROW	X			
Street lights – not in the public ROW		X	X	
Public water, sewer, and storm drain improvements within public ROW	X			
On-site landscaping and irrigation - private		X	X	
Common open space – private		X		
Walls and fences - private		X	X	
Corner and Entry Monuments - private		X	X	
Tenant Signage – private		X	X	
Off-street lighting – private		X	X	
Storm Water Drainage/Water Quality Facilities – within the curb-to-curb area of a public street	X			
Permanent Storm Water Drainage/Water Quality Facilities (swales, basins, biotreatment		X	X	

Facility	City and/or CFD	Property Owners Association	Property Owner or Occupant	Public Utility
filters, etc.) – behind the curb line of the public street				
Dry Utilities (electricity, natural gas, communications systems)				X
Fiber Optic communication system in the public ROW (OntarioNet fiber lines)	X			X
Open Space – Parkland	X			
Publicly Operated Animal Resource Center	X			



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (11-20-2025), San Bernardino County (2025)

Figure 7-1

Phasing Plan

APPENDIX A

POLICY PLAN CONSISTENCY ANALYSIS

California Government Code (Title 7, Division 1, Chapter 3, Article 8, §§ 65450 through 65457) allows local governments to adopt and administer specific plans as tools to implement their general plan; however, specific plans must demonstrate consistency with the goals and policies set forth in the local general plan. This appendix provides a summary discussion to demonstrate that this Eucalyptus Business Park Specific Plan is consistent with, and results in the implementation of, applicable primary goals and policies of the Policy Plan (General Plan) component of The Ontario Plan.

The Ontario Plan Policy	Specific Plan Consistency
Land Use Element	
LU-1: A community that has jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.	
LU-1.1: Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, foster the development of transit, and support the expansion of the active and multimodal transportation networks throughout the City.	**Consistent.** The Eucalyptus Business Park Specific Plan area is located in the Ontario Ranch area of the City, which is an area planned for future growth. The City's Master Plans for water, sewer, and storm drainage identify planned infrastructure facilities to support growth in this area. The developer(s) of the Eucalyptus Business Park Specific Plan area will be required to participate in the installation of the Master Plan infrastructure. Additionally, streets within the Specific Plan area are designed to be safe and accessible to accommodate different modes of non-vehicular transportation.
LU-1.2: Sustainable Community Strategy. We integrate state, regional, and local Sustainable Community /Smart Growth principles into the development and entitlement process.	**Consistent.** The Eucalyptus Specific Plan features numerous sustainable features. The Specific Plan encourages non-motorized circulation by employees and visitors via its provision of an integrated network of sidewalks, bikeways, and trails. In accordance with the Policy Plan Exhibit M-02, Multipurpose Trails & Bikeway, Class II bike lanes are provided along both sides of Campus Avenue and Walker Avenue. Additionally, the Eucalyptus Business Park Specific Plan area includes an 8-foot multi-purpose trail along Eucalyptus Avenue, Grove Avenue and Walker Avenue. All development in the Specific Plan area are required to conform to the California Green Building Standards Code (CalGreen Code) and the Specific Plan includes

The Ontario Plan Policy	Specific Plan Consistency
Land Use Element	
	Energy Efficiency guidelines. In addition, the EBPSP includes a rooftop solar energy system which would generate enough electricity to meet 45% of annual electricity demand. The plant palette for the Specific Plan area consists of water-efficient species native to southern California or naturalized to the arid southern California climate, and the use of turf will be minimized. As such, the Eucalyptus Specific Plan is consistent with this policy.
LU-1.3: Adequate Capacity. We require adequate infrastructure and services for all development.	**Consistent.** The developer(s) of the Eucalyptus Business Park Specific Plan area are required to install adequate roadway and utility infrastructure improvements to meet the demands of the Specific Plan while maintaining adequate service levels for existing, surrounding development. Refer to the Environmental Impact Report (EIR) prepared for the Eucalyptus Business Park Specific Plan for a detailed analysis of the adequacy of the Specific Plan's infrastructure improvements.
LU-1.4: Multimodal Mobility. We require development and urban design, where appropriate, that reduces reliance on the automobile and capitalizes on active transportation, transit, electric vehicles, and multimodal transportation opportunities	**Consistent.** The Eucalyptus Business Park Specific Plan area offers numerous opportunities for non-vehicular circulation, including multi-purpose trails, bikeways, and sidewalks. Class II bike lanes would largely be provided along both sides of Campus Avenue, between Riverside Drive and Holt Avenue, Eucalyptus Avenue, and Walker Avenue, between Euclid Avenue and Hamner Avenue. Additionally, the Eucalyptus Business Park Specific Plan area includes an 8-foot multi-purpose trail along Eucalyptus Avenue, Grove Avenue, Campus Avenue, and Walker Avenue to encourage connectivity and circulation by employees, visitors, and the passersby that is not completely dependent on a motorized vehicle. Additionally, bike storage facilities are required to be installed in each building to further promote alternative transportation.
LU-1.5: Jobs-Housing Balance. We coordinate land use, infrastructure, and transportation planning and analysis with regional, county, and other local agencies to further regional and subregional goals for jobs-housing balance.	**Consistent.** The developer(s) of the Eucalyptus Business Park will construct roadway and utility improvements in accordance with the City's infrastructure master plans. Furthermore, the Specific Plan area will generate employment opportunities for residents of the City and surrounding jurisdictions, and reduce the need for residents in the region to commute to other regions for employment opportunities. Accordingly, implementation of the Eucalyptus Business Park Specific Plan will improve

The Ontario Plan Policy	Specific Plan Consistency
Land Use Element	
	the jobs-housing balance within the City and the Inland Empire region.
LU-1.6: Complete Community. We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers, and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario.	**Consistent.** The Eucalyptus Business Park Specific Plan land use plan provides Business Park land uses that will accommodate a variety of employment uses arranged in a sensible and efficient manner that allow ease of access and complement the surrounding community. The parkland area will provide recreational amenities for residents of and visitors to the City of Ontario. The business park area of the Eucalyptus Business Park Specific Plan area is envisioned to attract local, national, and international businesses, and will assist in diversifying the mix of employment opportunities available in the City. The retail component within the business park area will serve both the businesses within the Eucalyptus Business Park Specific Plan area and the broader community.
LU-1.7: Revenues and Costs. We require future amendments to our Land Use Plan to be accompanied by analyses of fiscal impacts.	**Consistent.** A fiscal impact analysis will be prepared in support of the Specific Plan. Refer to the Eucalyptus Business Park Specific Plan EIR for a detailed analysis of potential fiscal effects associated with the implementation of the Specific Plan.
LU-2: Compatibility between a wide range of uses and resultant urban patterns and forms.	
LU-2.1: Land Use Decisions. We minimize adverse impacts on adjacent properties when considering land use and zoning requests.	**Consistent.** The Eucalyptus Business Park Specific Plan EIR evaluated the potential physical environmental impacts of the implementation of the Specific Plan on the surrounding community in accordance with the California Environmental Quality Act (CEQA). Refer to the Eucalyptus Business Park Specific Plan EIR for a detailed analysis of impacts to adjacent properties associated with the implementation of the Specific Plan.
LU-2.2: Buffers. We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur. Additional mitigation is required when new uses could negatively impact environmental justice areas.	**Consistent.** The Eucalyptus Business Park Specific Plan provides conceptual streetscapes for Eucalyptus Avenue, Campus Avenue, Walker Avenue, and Public Street 'A'; primary and secondary corner treatments at Specific Plan entry points; and landscaped screening walls between truck courts and parking areas and adjacent public rights-of-way. Implementation of these features provides a visual buffer between planned on-site Business Park land uses and existing and planned off-site land uses. Additionally, the Specific Plan includes Open Space–Parkland along the northern boundary to separate the business park uses from the residential uses planned

The Ontario Plan Policy	Specific Plan Consistency
Land Use Element	
	to the north. As such, the Eucalyptus Business Park is consistent with this policy.
LU-2.3: Hazardous Uses. We regulate the development of industrial and similar uses that use, store, produce, or transport toxic substances, air emissions, other pollutants, or hazardous materials.	**Consistent.** Building occupants within the Eucalyptus Business Park Specific Plan area are obligated to comply with all local and State requirements for using, storing, producing, or transporting toxic substances, air emissions, other pollutants, or hazardous materials.
LU-2.5: Regulation of Uses. We regulate the location, concentration, and operation of uses that have impacts on surrounding land uses.	**Consistent.** The Eucalyptus Business Park Specific Plan EIR evaluated the potential physical environmental impacts of the implementation of the Specific Plan on the surrounding community in accordance with CEQA. Refer to the Eucalyptus Business Park Specific Plan EIR for a detailed analysis of impacts to adjacent properties associated with the implementation of the Specific Plan.
LU-2.6: Infrastructure Compatibility. We require infrastructure to be aesthetically pleasing and in context with the community character.	**Consistent.** Water, sewer, storm drain, and dry utility improvements will be located underground and out of view, with the exception of storm water inlets and channels that are required to be exposed at the surface. Roadway infrastructure improvements are designed to be landscaped with a combination of evergreen and deciduous trees – including flowering varieties – shrubs and groundcovers in an aesthetically-pleasing manner to establish the Specific Plan's design theme.
LU-2.8: Transitional Areas. We require development in transitional areas to protect the quality of life of current residents.	**Consistent.** The Eucalyptus Business Park Specific Plan area is primarily surrounded by agricultural uses, dairy operations, and existing and planned industrial warehouse uses. Nonetheless, the Specific Plan stipulates landscaping and building setbacks along all of the Specific Plan's perimeter streets that separate the Specific Plan area from adjacent properties. Trucks traveling to and from the Specific Plan area are required to utilize the City's approved truck routes, thereby minimizing exposure of nearby residents to truck-related impacts. Development within the Specific Plan area must adhere to the Design Guidelines in Chapter 6 of this Specific Plan, which will provide for a high-quality, attractive, and contemporary environment.
LU-2.9: Methane Gas Sites. We require sensitive land uses and new uses on former dairy farms or other methane-producing sites be designed to minimize health risks.	**Consistent.** If determined to be necessary, the Eucalyptus Business Park Specific Plan area will be required to implement the mitigation measures identified in the Eucalyptus Business Park Specific Plan EIR addressing soil remediation and building

The Ontario Plan Policy	Specific Plan Consistency
Land Use Element	
	venting requirements related to methane gas hazards. As such, this Specific Plan is consistent with this policy.
LU-4: Development that provides short-term value only when the opportunity to achieve our Vision can be preserved.	
LU-4.2: Interim Development. We allow development in urban, mixed use, and transit-oriented Place Types that is not immediately reflective of our ultimate Vision for the Place Type, provided it can be modified or replaced when circumstances are right to support development aligned with the Place Type Vision. We will not allow development that impedes, precludes, or compromises our ability to achieve our Vision.	Consistent. The central theme of the Ontario Vision is "A sustained, community-wide prosperity which continuously adds value and yields benefits." The open space-parkland area will introduce and sustain recreational amenities in the long term for use by City residents and visitors. The phased development of the business park land uses in the Eucalyptus Business Park Specific Plan area will attract new businesses, provide employment opportunities for residents, contribute the City's tax base, and construct circulation and utility infrastructure improvements that are critical to allow for the growth of the region. As such, the Specific Plan area will help the City achieve its Vision by continuously adding value, yielding benefits, and contributing to the prosperity of the City and the Inland Empire region.
LU-4.3: Infrastructure Timing. We require that the necessary infrastructure and services be in place prior to or concurrently with development.	Consistent. Chapter 7, *Implementation Plan*, of the Eucalyptus Business Park Specific Plan includes a development phasing plan that requires infrastructure needed to support the buildout of the Specific Plan to be adequately phased concurrently with development.
LU-5: Integrated airport systems and facilities that minimize negative impacts to the community and maximize economic benefits.	
LU-5.5: Airport Compatibility Planning for ONT. We create and maintain the Airport Land Use Compatibility Plan for ONT.	Consistent. The land uses provided by the Eucalyptus Business Park Specific Plan are consistent with the Airport Land Use Compatibility Plan (ALUCP) requirements for the Ontario International Airport. Furthermore, future development on the Specific Plan property would be required to comply with the development standards and design guidelines established in this Specific Plan, as well as the applicable requirements of the City of Ontario Development Code, which would preclude any potential inconsistencies with the Ontario International Airport ALUCP.
LU-5.7: ALUCP Consistency with Land Use Regulations. We comply with state law that requires general plans, specific plans, and all new development to be consistent with the	Consistent. The land uses provided by the Eucalyptus Business Park Specific Plan are consistent with the Airport Land Use Compatibility Plan (ALUCP) requirements for the Ontario International Airport and the provisions provided in the Chino Airport Overlay

The Ontario Plan Policy	Specific Plan Consistency
Land Use Element	
policies and criteria set forth within an Airport Land Use Compatibility Plan for any public-use airport.	District. All proposed development will be reviewed by the City of Ontario staff in the Development Plan review process.
LU-5.8: Chino Airport. We will support the creation and implementation of the Airport Land Use Compatibility Plan for Chino Airport.	**Consistent.** The land uses provided by the Eucalyptus Business Park Specific Plan are consistent with the provisions provided in the Chino Airport Overlay District. Proposed development within the Specific Plan area will be reviewed by the City of Ontario Staff in the Site Plan review process.

Ontario Plan Policy	Specific Plan Consistency
Housing Element	
H-1: Stable neighborhoods of quality housing, ample community services and public facilities, well-maintained infrastructure, and public safety that foster a positive sense of identity.	
H-1.4: Historical Preservation. We support the preservation and enhancement of residential structures, properties, street designs, lot configurations, and other reminders of Ontario's past that are considered to be local historical or cultural resources.	**Consistent.** Refer to the Eucalyptus Business Park Specific Plan EIR for a detailed analysis of potential impacts to historical and cultural resources that would occur as a result of the implementation of the Specific Plan. If determined to be necessary, development projects within the Specific Plan area will be required to implement mitigation measures to reduce impacts to historical and cultural resources to the maximum extent feasible.

Ontario Plan Policy	Specific Plan Consistency
Parks and Recreation Element	
PR-1: A system of safe and accessible parks that meets the needs of the community.	
PR-1.9: Phased Development. We require parks be built in new communities before a significant proportion of residents move in.	**Consistent.** The Eucalyptus Business Park Specific Plan does not include the creation of new residential units, but includes 35.88 acres of the City's Grand Park. Chapter 7, *Implementation Plan*, of the Eucalyptus Business Park Specific Plan includes a development phasing plan that discusses the buildout of the Specific Plan which includes the both the Business Park and the Open Space – Parkland land uses.
PR-1.15: Trail Connectivity. We strengthen and improve equestrian, bike, and multipurpose trail connections within the City and work to improve trail connections into adjacent jurisdictions.	**Consistent.** The Eucalyptus Business Park Specific Plan includes multi-purpose trails along Eucalyptus Avenue, Campus Avenue, Grove Avenue, and Walker Avenue to encourage connectivity and circulation by employees, visitors, and the passerby by means not completely dependent on a motorized vehicle. The multi-purpose trail system provided by the Specific Plan area implements the multipurpose trail system

Ontario Plan Policy	Specific Plan Consistency
Parks and Recreation Element	
	shown in Exhibit M-3, Multipurpose Trails & Bikeway Corridor Plan, of The Policy Plan.

Ontario Plan Policy	Specific Plan Consistency
Environmental Resources Element	
ER-1: A reliable and cost-effective system that permits the City to manage its diverse water resources and needs.	
ER-1.3: Conservation and Sustainable Water Supply. We work with regional water providers and users to conserve water and ensure sustainable local water supplies as more frequent droughts reduce long term local and regional water availability	**Consistent.** The Eucalyptus Business Park Specific Plan incorporates a drought-tolerant plant palette and water-efficient irrigation system design to minimize the water demands of planned development. In addition, implementing development projects will be required to comply with the water-efficiency mandates of the California Green Building Standards Code, including the provision of water-efficient fixtures.
ER-1.4: Supply-Demand Balance. We require that available water supply and demands be balanced.	**Consistent.** The Eucalyptus Business Park Specific Plan EIR evaluates the potential impacts of the Specific Plan's implementation related to water supply based on the results of a project-specific water supply assessment. If deemed necessary by the EIR, development within the Specific Plan is required to implement mitigation measures to reduce significant impacts to the water supply to the maximum extent feasible.
ER-1.5: Water Resource Management. Environmental justice areas are prioritized as we coordinate with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater.	**Consistent.** As discussed in the Eucalyptus Business Park Specific Plan EIR, implementation of the Specific Plan will not result in new, substantial sources of urban runoff, and also will not violate applicable stormwater quality requirements. Also, the Eucalyptus Business Park Specific Plan area includes permeable surfaces (e.g., open space-parkland, landscaped areas, water quality/infiltration basins) that would allow surface water to percolate and contribute to recharge of the aquifer.
ER-1.6: Urban Run-off Quantity. We encourage the use of low impact development strategies, including green infrastructure, to intercept run-off, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.	**Consistent.** As discussed in the Eucalyptus Business Park Specific Plan EIR, implementation of the Specific Plan will not result in new, substantial sources of urban runoff, and also will not violate applicable stormwater quality requirements. Also, the Eucalyptus Business Park Specific Plan area includes permeable surfaces (e.g., open space-parkland, landscaped areas, water quality/infiltration basins) that would allow surface water to percolate and contribute to recharge of the aquifer.

Ontario Plan Policy	Specific Plan Consistency
Environmental Resources Element	
ER-1.7: Urban Run-off Quality. We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.	**Consistent.** As discussed in the Eucalyptus Business Park Specific Plan EIR, implementation of the Specific Plan will not result in new, substantial sources of urban runoff, and also will not violate applicable stormwater quality requirements. Also, the Eucalyptus Business Park Specific Plan area includes permeable surfaces (e.g., open space-parkland landscaped areas, water quality/infiltration basins) that would allow surface water to percolate and contribute to recharge of the aquifer.
ER-1.8: Wastewater Management. We require the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.	**Consistent.** All sewer conveyance infrastructure needed to serve the Eucalyptus Business Park Specific Plan area will be installed in accordance with City design standards. Accordingly, implementation of the Specific Plan will not violate any applicable waste discharge requirements as detailed in the Eucalyptus Business Park Specific Plan EIR.
ER-3: Cost-effective and reliable energy system sustained through a combination of low impact buildings, site and neighborhood energy conservation, and diverse sources of energy generation that collectively helps to minimize the region's carbon footprint.	
ER-3.3: Building and Site Design. We require new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive solar, and natural ventilation.	**Consistent.** The Eucalyptus Business Park Specific Plan's design guidelines encourage all new construction to utilize design features, fixtures, appliances, and heating and cooling controls to conserve energy and water. In addition, all development is required to comply with the California Green Building Standards Code (CalGreen Code).
ER-3.6: Generation- Renewable Sources. We promote the use of renewable energy sources (e.g., solar, wind, biomass) in public and private sector development.	**Consistent.** The Eucalyptus Business Park Specific Plan proposes a rooftop solar energy system which generates enough electricity to meet 45% of annual electricity demand.
ER-4: Improved indoor and outdoor air quality and reduced locally generated pollutant emissions.	
ER-4.1: Land Use. We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.	**Consistent.** The Eucalyptus Business Park Specific Plan area provides employment land uses in close proximity to major transportation corridors (Interstate 10, Interstate 15, State Route 60, State Route 83, State Route 71 and State Route 91) and near Bus Rapid Transit (BRT) Corridors along Ontario Ranch Road and Euclid Avenue. Therefore, the Specific Plan area provides local employment opportunities for residents and serves to improve the regional jobs-housing balance. Additionally, the Specific Plan area provides an integrated system of sidewalks, bikeways, and multi-purpose trails on internal and perimeter roadways to encourage non-vehicular modes of transportation. The Eucalyptus Business Park

Ontario Plan Policy	Specific Plan Consistency
Environmental Resources Element	
	Specific Plan area has the potential to reduce vehicle miles traveled, which would reduce tailpipe emissions – a major source of greenhouse gases (GHGs).
ER-4.3: Greenhouse Gases (GHG) Emissions Reductions. We will reduce GHG emissions in accordance with regional, state, and federal regulations.	**Consistent.** As described in the Eucalyptus Business Park Specific Plan EIR, the Specific Plan would be consistent with applicable regional, State, and federal regulations related to the reduction of GHG emissions and would not obstruct implementation of any GHG reduction plans/programs.
ER-4.8: Tree Planting. We protect healthy trees within the City and plant new trees to increase carbon sequestration and help the regional/local air quality. We expand the tree canopy in environmental justice areas to enhance air quality and reduce the "heat island" effect.	**Consistent.** The Specific Plan area is not within an environmental justice area, however, as part of the development of the Eucalyptus Business Park Specific Plan area, a substantial number of trees will be planted within the Specific Plan area, and in particular along roadway street frontages, near building entrances, and in passenger car parking lots. In addition, trees will be planted in the open space-parkland planning areas.
ER-5: Protected high value habitat and farming and mineral resource extraction activities that are compatible with adjacent development.	
ER-5.1: Habitat Conservation Areas. We support the protection of biological resources through the establishment, restoration, and conservation of high-quality habitat areas.	**Consistent.** The Eucalyptus Business Plan Specific Plan area was historically used for agricultural uses, dairy farming, and a trucking operation. The Specific Plan EIR evaluates impacts to biological resources (including sensitive/protected habitats and species) as a result of the implementation of the Specific Plan and establishes mitigation measures required to reduce significant impacts to the maximum extent feasible.
ER-5.2: Entitlement and Permitting Process. We comply with state and federal regulations regarding protected species.	**Consistent.** The Eucalyptus Business Plan Specific Plan area was historically used for agricultural uses, dairy farming, and a trucking operation. The Specific Plan EIR evaluates impacts to biological resources (including sensitive/protected habitats and species) as a result of the implementation of the Specific Plan and establishes mitigation measures required to reduce significant impacts to the maximum extent feasible.
ER-5.3: Right to Farm. We support the right of existing farms to continue their operations within the Ontario Ranch.	**Consistent.** Implementation of the Eucalyptus Business Park Specific Plan would not preclude the continued operation of existing farms within the New Model Colony/Ontario Ranch for ten years, as shown in Table 5-1, *Permitted Uses*, of this Specific Plan. Furthermore, the Eucalyptus Business Park Specific Plan EIR evaluates impacts to surrounding land uses that could potentially occur as a result of the

Ontario Plan Policy	Specific Plan Consistency
Environmental Resources Element	
	implementation of the Eucalyptus Business Park Specific Plan and establishes mitigation measures required to reduce significant impacts to the maximum extent feasible.
ER-5.4: Transition of Farms. We protect both existing farms and sensitive uses around them as agricultural areas transition to urban uses.	**Consistent.** Implementation of the Eucalyptus Business Park Specific Plan would not preclude the continued operation of existing farms within the New Model Colony/Ontario Ranch for ten years, as shown in Table 5-1, *Permitted Uses*, of this Specific Plan. Furthermore, the Eucalyptus Business Park Specific Plan EIR evaluates impacts to surrounding land uses that could potentially occur as a result of the implementation of the Eucalyptus Business Park Specific Plan and establishes mitigation measures required to reduce significant impacts to the maximum extent feasible.

Ontario Plan Policy	Specific Plan Consistency
Community Economics Element	
CE-1: A complete community that provides for all incomes and stages of life.	
CE-1.1: Jobs-Housing Balance. We pursue improvement to the Inland Empire's balance between jobs and housing by promoting job growth that reduces the regional economy's reliance on out-commuting.	**Consistent.** The Eucalyptus Business Park Specific Plan would provide over 137.90 acres of new employment-generating land uses in close driving distance to existing and planned residential land uses. The new job opportunities provided within the Specific Plan area will assist the City's efforts to promote job growth and improve the balance between jobs and housing within the City limits.
CE-1.12: Circulation. We continuously plan and improve public transit and non-vehicular circulation for the mobility of all, including those with limited or no access to private automobiles.	**Consistent.** BRT Corridors are located along Ontario Ranch Road and Euclid Avenue in close proximity to the Specific Plan. The Specific Plan would construct a bus turnout near the intersection of Grove Avenue and Eucalyptus Avenue in anticipation of future Omnitrans service. Additionally, the Specific Plan area provides Class II Bikeways along Walker Avenue and Campus Avenue. Additionally, sidewalks are provided along all streets within the Specific Plan area.
CE-2: A City of distinctive neighborhoods, districts, corridors, and centers where people choose to be.	
CE-2.1: Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community.	**Consistent.** The Eucalyptus Business Park Specific Plan provides for the development of the Specific Plan property as a high-quality and contemporary business park. This Specific Plan's Design Guidelines establish criteria for architecture, lighting, signage, and landscape design to promote the development of an

Ontario Plan Policy	Specific Plan Consistency
Community Economics Element	
	attractive business park with timeless design features, for as an inviting place to work and conduct business. The adjacency of the park and integral retail development further enhances the attractiveness of the Specific Plan.
CE-2.2: Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional, and sustainable places that will compete well with their competition within the region.	**Consistent.** The Eucalyptus Business Park Specific Plan requires implementing development projects within the Specific Plan area to be reviewed and approved pursuant to the provisions of the City's Subdivision Ordinance and Development Plan Review process which provides for review by the City's Planning Department which may require the development to demonstrate how each project will create appropriately unique, functional and sustainable places. Furthermore, development projects in the Specific Plan area are required to be designed in accordance with the architectural and landscape design guidelines established in Chapter 6, *Design Guidelines*, of this Specific Plan, which will result in a unique, aesthetically attractive, and contemporary business park that will be highly competitive with similar developments in the region.
CE-2.4: Protection of Investment. We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.	**Consistent.** Development projects in the Eucalyptus Business Park Specific Plan are required to be designed in accordance with the architectural and landscape design guidelines in Chapter 6, *Design Guidelines*, of this Specific Plan, which will result in a unique, aesthetically attractive, and contemporary business park that reflects high-quality architectural design.
CE-2.5: Private Maintenance. We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.	**Consistent.** This Specific Plan defines the entities responsible for the maintenance of publicly and privately-owned improvements within the Specific Plan area, including roadways and utility infrastructure. Compliance with the maintenance responsibility matrix established in Chapter 7, *Implementation Plan*, will ensure that all improvements within the Specific Plan area are properly and consistently maintained.
CE-2.6: Public Maintenance. We require the establishment and operation of maintenance districts or other vehicles to fund the long-term operation and maintenance of the public realm whether on private land, in rights-of-way, or on publicly-owned property.	**Consistent.** This Specific Plan defines the entities responsible for the maintenance of publicly and privately-owned improvements within the Specific Plan area, including roadways and utility infrastructure. Compliance with the maintenance responsibility matrix established in Chapter 7, *Implementation Plan*, will ensure that all improvements

Ontario Plan Policy	Specific Plan Consistency
Community Economics Element	
	within the Specific Plan area are properly and consistently maintained.
CE-3: Decision-making deliberations that incorporate the full short-term and long-term economic and fiscal implications of proposed City Council actions.	
CE-3.2: General Plan Amendments. We require those proposing General Plan amendments to disclose reasonably foreseeable impacts through a fiscal analysis.	**Consistent.** A fiscal impact analysis will be prepared in support of the Eucalyptus Business Park Specific Plan. Refer to the Eucalyptus Business Park Specific Plan EIR for a detailed analysis of potential reasonably foreseeable fiscal effects associated with implementation of this Specific Plan.

Ontario Plan Policy	Specific Plan Consistency
Mobility Element	
M-1*: A system of roadways that meets the mobility needs of a dynamic and prosperous Ontario.*	
Policy M1-1: Roadway Design and Maintenance. We require our roadways to: • Comply with federal, state, and local design and safety standards; • Meet the needs of multiple transportation modes and users; • Handle the capacity envisioned in the City of Ontario Master Plan of Streets and Highways; • Be maintained in accordance with best practices; • Be compatible with the streetscape and surrounding land uses; and Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand management strategies.	**Consistent.** The Eucalyptus Business Park Specific Plan includes roadway improvements consistent with the City of Ontario Master Plan of Streets and Highways, as described in Chapter 4, *Infrastructure Plan*. Perimeter and internal streets will be constructed to City standards and are designed to accommodate vehicles, pedestrians, and bicyclists through the inclusion of sidewalks, Class II bike lanes, and multi-purpose trails. Roadway designs include parkways and landscaping to support circulation and enhance compatibility with adjacent land uses. Maintenance responsibilities are outlined in Chapter 7, *Implementation Plan*.
Policy M1-2: Mitigation of Impacts. We require development to mitigate its traffic impacts.	**Consistent.** The Eucalyptus Business Park Specific Plan is supported by a project-specific traffic impact analysis that identifies necessary mitigation measures to address traffic impacts. The implementation of these measures will be the responsibility of the developer(s) and will be carried out in accordance with City of Ontario standards and requirements.
Policy M1-4: Complete Streets.	**Consistent.** The Eucalyptus Business Park Specific Plan establishes a multimodal circulation network that

Ontario Plan Policy	Specific Plan Consistency
Mobility Element	
We work to provide a complete, balanced, context-aware, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.	includes sidewalks, Class II bike lanes, and multi-purpose trails along major roadways such as Campus Avenue, Eucalyptus Avenue, and Walker Avenue, as described in Chapter 4, *Infrastructure Plan*. The plan is designed to accommodate pedestrians, bicyclists, and vehicles through coordinated roadway and non-vehicular improvements. Design Guidelines in Chapter 6 address pedestrian connectivity and require consistent treatment of sidewalks, parkways, and landscape buffers to support safe and functional circulation throughout the Specific Plan area.
Policy M1-5: Level of Service. Maintain a peak hour Level of Service (LOS) E or better at all intersections. Maintain Level of Service D or better on arterial streets in the City. Develop and maintain a list of locations where LOS E or LOS F are considered acceptable and would be exempt from this level of service policy. Considerations for LOS exemption include being restricted by environmental constraints, lacking available right-of-way, deterring an increase in VMT, or degrading other modes of travel (such as bicycle or pedestrian infrastructure).	**Consistent.** The Eucalyptus Business Park Specific Plan is supported by a project-specific traffic impact analysis that identifies necessary mitigation measures to address traffic impacts, as referenced in Chapter 4, *Infrastructure Plan*. The Specific Plan includes planned improvements to perimeter and internal roadways in accordance with the City of Ontario Master Plan of Streets and Highways. Intersection improvements and roadway design will be subject to further analysis and review by the City to ensure compliance with applicable standards.
Policy M1-6: Reduced Vehicle Miles Traveled. We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.	**Consistent.** The Eucalyptus Business Park Specific Plan allows for business park and support commercial land uses with internal circulation systems, including sidewalks, bike lanes, and multi-purpose trails, to encourage non-vehicular travel. Also, the open space-parkland planning areas will provide recreational amenities and the retail component within the business park planning area will provide support services within walking and biking distance of the business park uses.
M-2: *A system of trails and corridors that facilitate and encourage active modes of transportation.*	
Policy M2-1: Active Transportation. We maintain our Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways and pedestrian facilities that are safe, comfortable, and accessible and connect residential areas, businesses, schools, parks, and other key destination points.	**Consistent.** The Eucalyptus Business Park Specific Plan includes the construction of Class II bike lanes along Campus Avenue, Eucalyptus Avenue, and Walker Avenue, as well as multi-purpose trails along Campus Avenue, Eucalyptus Avenue, Grove Avenue, and Walker Avenue, as detailed in Chapter 4, *Infrastructure Plan*. These facilities are integrated with a network of sidewalks throughout the Specific Plan

Ontario Plan Policy	Specific Plan Consistency
Mobility Element	
	area to support safe and accessible travel for pedestrians and bicyclists. The circulation improvements are designed to enhance connectivity within the Business Park and to adjacent areas, consistent with the City's active transportation goals.
Policy M2-2: Bicycle System. We provide off-street multipurpose trails and Class II bikeways as our primary paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right-of-way, we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas.	**Consistent.** The Eucalyptus Business Park Specific Plan includes Class II bikeways and multi-purpose trails throughout the circulation network to support bicycle travel. At final buildout, all development in the Specific Plan area will be required to comply with City of Ontario bicycle facility standards, including provisions for bike lanes, trails, and secure bicycle parking and storage.
Policy M2-3: Pedestrian Walkways. We require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, and other key destination points.	**Consistent.** The Eucalyptus Business Park Specific Plan includes sidewalks and multi-purpose trails along all major perimeter roadways, including Eucalyptus Avenue, Grove Avenue, Walker Avenue, and Campus Avenue, to ensure safe and convenient pedestrian access throughout the plan area. Internal private drive aisles and public streets will provide additional pedestrian connections between planned business park uses and open space areas. All pedestrian facilities will be constructed in accordance with City standards and designed to promote visibility and safety.
M-2.4 Network Opportunities. We use public rights-of-way and easements such as, utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options to maintain and expand our bicycle and pedestrian network. In urban, mixed- use, and transit-oriented Place Types, we encourage the use of underutilized public and private spaces to expand our public realm and improve pedestrian and bicycle connectivity. (Link to Community Design Element Urban, Mixed Use, and Transit-oriented Place Types Section)	**Consistent.** The Eucalyptus Business Park Specific Plan utilizes public rights-of-way to establish a connected bicycle and pedestrian network, including sidewalks and multi-purpose trails within the ROWs of Eucalyptus Avenue, Grove Avenue, Walker Avenue, Campus Avenue, and other major corridors. The plan incorporates parkways, landscape buffers, and trail corridors to expand the public realm and improve non-vehicular connectivity throughout the Specific Plan area in alignment with City goals.
Goal M-4: An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.	
Policy M4-1: Truck Routes.	**Consistent.** Truck access to and from the Eucalyptus Business Park Specific Plan area will utilize Grove

Ontario Plan Policy	Specific Plan Consistency
Mobility Element	
We designate and maintain a network of City truck routes that provide for the safe and efficient transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses, as shown on Exhibit M-04, Truck Routes. We will minimize conflicts on truck routes through the design and implementation of buffers between travel lanes and pedestrian and bicycle facilities on designated truck routes.	Avenue, Walker Avenue, Bon View Avenue, and Campus Avenue, with connections to designated truck routes at Eucalyptus Avenue. The circulation plan includes design elements such as landscape buffers and trail corridors along key frontages to help minimize potential conflicts between truck traffic and non-motorized users, consistent with City policies for safe and efficient goods movement.
Policy M4-4: Environmental Considerations. We support both local and regional efforts to reduce/eliminate the negative environmental impacts of goods movement through the planning and implementation of truck routing and the development of a plan to evaluate the future needs of clean fueling/recharging and electrified truck parking.	**Consistent.** The Eucalyptus Business Park Specific Plan supports regional goods movement through planned improvements to major roadway within Eucalyptus Avenue, which are identified as truck routes in Chapter 4, *Infrastructure Plan*. The Specific Plan incorporates circulation and site planning strategies that accommodate truck access and loading while minimizing conflicts with non-vehicular travel. These improvements provide a framework that can support future environmental initiatives related to sustainable goods movement.

Ontario Plan Policy	Specific Plan Consistency
Community Design Benefit	
CD-1: A dynamic, progressive city containing distinct neighborhoods and commercial districts that foster a positive sense of identity and belonging among residents, visitors, and businesses.	
Policy CD1-3: Existing Neighborhoods. We require the existing character of viable residential and non-residential neighborhoods be preserved, protected and enhanced.	**Consistent.** The Eucalyptus Business Park Specific Plan is designed to preserve and protect the character of surrounding neighborhoods by incorporating a thoughtful land use plan, site design, and buffer treatments. Landscape setbacks and open space parkland are located along perimeter roadways to provide a visual and physical buffer between Business Park uses and adjacent properties. Building orientation, screening walls, and enhanced landscaping will be used to minimize visual and operational impacts on neighboring land uses. Design guidelines in Chapter 6 and development standards in Chapter 5 ensure that lighting is directed away from adjacent areas and that loading and service areas are screened from public view, thereby reducing potential edge effects and maintaining compatibility with the surrounding community.

Ontario Plan Policy	Specific Plan Consistency
Community Design Benefit	
Policy CD1-4: Transportation Corridors. We will enhance our major transportation corridors within the City through landscape, hardscape, signage and lighting. The extent of enhancement should be appropriate to the use, type, and context of each corridor.	**Consistent.** The Eucalyptus Business Park Specific Plan enhances major transportation corridors through a cohesive streetscape design that includes landscaping, parkways, and multi-purpose trails along Eucalyptus Avenue, Grove Avenue, Walker Avenue, and Campus Avenue. These improvements include a combination of canopy trees, shrubs, and groundcover to frame the corridor edges and provide visual continuity. The plan also provides Class II bike lanes and an internal pedestrian network to promote safe, multimodal travel. Entry monuments, consistent signage, and corner treatments are integrated into the streetscape to reinforce the design character of the Business Park and create a welcoming environment for employees and visitors. Design Guidelines in Chapter 6 further establish architectural and landscape elements appropriate to the context of each corridor.
Policy CD1-5: View Corridors. We require all major north-south streets be designed and redeveloped to feature views of the San Gabriel Mountains, which are part of the City's visual identity and a key to geographic orientation. Such views should be free of visual clutter, including billboards and may be enhanced by framing with trees.	**Consistent.** The Eucalyptus Business Park Specific Plan does not include any design features that would obstruct views along major north-south corridors such as Campus Avenue, Grove Avenue, Bon View Avenue, and Walker Avenue. As outlined in Chapter 6, *Design Guidelines*, and Chapter 4, *Infrastructure Plan*, landscaping—including street trees and parkways—will be installed along these corridors as part of roadway improvements. These enhancements will be implemented concurrently with development to create a cohesive streetscape while maintaining an open visual character consistent with City policies.
CD-2: A high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct.	
Policy CD2-1: **Quality Architecture.** We encourage all development projects to convey visual interest and character through: • Building volume, massing, and height to provide appropriate scale and proportion; • A true architectural style which is carried out in plan, section and elevation through all aspects of the building and site design and appropriate for its setting; and	**Consistent.** Future development within the Eucalyptus Business Park will be guided by the Specific Plan's Design Guidelines (Chapter 6), which promote high-quality architectural design through appropriate building massing, scale, and articulation. The guidelines require a unified architectural theme and consistent application of materials, colors, and detailing across all visible building elevations. While the Specific Plan does not prescribe specific materials, it emphasizes the use of durable and visually appealing finishes appropriate to a modern business park setting. These standards ensure that new development contributes positively to the City's visual character.

Ontario Plan Policy	Specific Plan Consistency
Community Design Benefit	
Exterior building materials that are visually interesting, high quality, durable, and appropriate for the architectural style.	
Policy CD2-5: Streetscapes. We design new and, when necessary, retrofit existing streets to improve walkability, bicycling and transit integration, strengthen connectivity, and enhance community identity through improvements to the public right of way such as sidewalks, street trees, parkways, curbs, street lighting and street furniture.	**Consistent.** As part of implementation of the Eucalyptus Business Park Specific Plan, improvements will be made to existing public streets including Eucalyptus Avenue, Grove Avenue, Walker Avenue, Bon View Avenue, and Campus Avenue, as outlined in Chapter 4, *Infrastructure Plan*. Planned improvements include the addition of sidewalks, Class II bike lanes, and multi-purpose trails to support safe and efficient travel for pedestrians, bicyclists, and vehicles. Landscaped parkways with trees and other plantings will be provided along all major roadways to enhance the visual character of the street network and reinforce the Specific Plan's design framework as described in Chapter 6, *Design Guidelines*. These enhancements are intended to improve connectivity and promote a cohesive streetscape identity throughout the plan area.
Policy CD2-7: Sustainability. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials and construction techniques.	**Consistent.** The Eucalyptus Business Park Specific Plan supports sustainable development principles through its location near regional transportation corridors and within close driving distance of existing residential neighborhoods. The land use plan promotes a mix of employment-generating uses intended to serve both the local and regional workforce, aligning with smart growth objectives. As described in Chapter 6, *Design Guidelines*, the landscaping strategy emphasizes the use of drought-tolerant plant species appropriate for the Inland Southern California climate, with an emphasis on low water use and long-term maintenance efficiency. These measures, combined with coordinated site planning and infrastructure improvements, contribute to reduced resource demand and enhanced environmental performance across the Specific Plan area.
Policy CD2-8: Safe Design. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintenance of	**Consistent.** The Eucalyptus Business Park Specific Plan serves as the framework for implementing development projects in the Specific Plan area, and includes design specifications for sidewalks, building entrances, and lighting.

Ontario Plan Policy	Specific Plan Consistency
Community Design Benefit	
visibility and accessibility, and use of lighting.	
Policy CD2-9: Landscape Design. We encourage durable landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.	**Consistent.** The landscape concept for the Eucalyptus Business Park incorporates the use of attractive, durable landscaping materials, and an irrigation system designed to keep plant materials in good health while conserving water. Landscaping will be provided throughout the Eucalyptus Business Park, including along roadways, within passenger car parking lots, at monuments/entries, within common open space areas, and adjacent to buildings.
Policy CD2-10: Parking Areas. We require all development, including single-family residential, to minimize the visual impact of surface, structured, and garage parking areas visible from the public realm in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include: 1. Surface parking: Shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field. 2. Structured parking: facade articulation, screening, appropriate lighting, and landscaping. 3. Garage parking: providing access to single-family residential garages through alley access, recessing garages from the frontage to emphasize front doors or active living spaces.	**Consistent.** The Eucalyptus Business Park Specific Plan does not include any residential uses. Surface parking lots, truck courts, and loading areas will be designed in accordance with the City's Development Code and the Specific Plan's Design Guidelines (Chapter 6), which require the incorporation of landscaping, screening, and clearly defined pedestrian pathways and drive aisles. Additionally, each building's surface parking area will be designed to treat urban runoff through the respective site's storm drain design.
Policy CD2-11: Entry Statements. We encourage the inclusion of amenities, signage and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial developments, and public places that reinforce them as uniquely identifiable places.	**Consistent.** The Eucalyptus Business Park includes guidelines for building entry treatments, primary and secondary corner treatments, and tenant monument treatments to identify the development and distinguish individual planning areas, in conformance with the intent of Policy CD2-11. The entry treatments, corner treatments, and tenant monuments which are illustrated in Chapter 6, *Design Guidelines*, incorporate landscaping and enhanced signage to provide attractive and distinctive visual statements.
Policy CD2-12: Site and Building Signage.	**Consistent.** The Design Guidelines for the Eucalyptus Business Park (refer to Chapter 6 of this Specific Plan)

Ontario Plan Policy	Specific Plan Consistency
Community Design Benefit	
We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.	include signage guidelines to ensure that future development will construct clear, concise, easy-to-read signs that reflect and complement the Specific Plan's design theme, provide for safe and efficient circulation of vehicle traffic, and facilitate pedestrian travel. Signs will be of high-quality and the use of distracting sign elements, such as flashing lights or moving parts, is prohibited. Additionally, a sign program will be provided along with the Specific Plan to further provide design standard for signs within the Specific Plan area.
Goal CD3: Vibrant urban environments that are organized around intense buildings, pedestrian and transit areas, public plazas, and linkages between and within developments that are conveniently located, visually appealing and safe during all hours.	
Policy CD3.2: Comfortable, Human-Scale Public Realm. We require that public spaces, including streets, parks, and plazas on both public and private property be designed to maximize safety, comfort and aesthetics and connect to the citywide pedestrian, vehicular, and bicycle networks.	**Consistent.** The Eucalyptus Business Park Specific Plan promotes a comfortable, human-scale public realm through the coordinated design of its streetscapes, sidewalks, and multi-purpose trails, as described in Chapter 4, *Infrastructure Plan,* and Chapter 6, *Design Guidelines*. Sidewalks and trails are integrated throughout the plan area to enhance pedestrian and bicycle connectivity, while landscaped parkways and consistent setbacks create a visually appealing and walkable environment. These improvements are designed to provide safe, accessible, and aesthetically cohesive connections to the citywide transportation network. Additionally, the Open Space – Parkland planning areas will provide both passive and active open space use for visitors, employees, and surrounding residents of the Specific Plan area.
Policy CD3.3: Complete and Connected Network We require that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated to provide connections internally and externally to adjacent neighborhoods and properties (existing and planned) through a system of local roads and trails that promote walking and biking to nearby destinations (including existing and planned parks, commercial areas, and transit stops) and are designed to maximize safety, comfort, and aesthetics.	**Consistent.** The Eucalyptus Business Park Specific Plan provides a coordinated and interconnected circulation network for vehicles, bicycles, and pedestrians, as illustrated in Chapter 4, *Infrastructure Plan*, and Chapter 6, *Design Guidelines*. Public roadways and private drive aisles will include sidewalks, Class II bike lanes, and multi-purpose trails to ensure internal mobility and connectivity to surrounding areas. Improvements along major corridors such as Eucalyptus Avenue, Grove Avenue, Campus Avenue, and Walker Avenue support access to regional transit and commercial destinations. All future development will be required to comply with City standards for sight visibility, safety, and

Ontario Plan Policy	Specific Plan Consistency
Community Design Benefit	
	landscape placement to ensure a comfortable and secure travel experience for all users.
Policy CD 3.4: Context-Aware and Appropriate Design We require appropriate building and site design that complements existing development, respects the intent and identity of the Place Type, and provides appropriate transitions and connections between adjacent uses to ensure compatibility of scale, maintain an appropriate level of privacy for each use, and minimize potential conflicts.	**Consistent.** The Eucalyptus Business Park Specific Plan establishes building and site design standards that ensure compatibility with surrounding development and land uses, as detailed in Chapters 5, *Development Regulations* and 6, *Design Guidelines*. The plan incorporates landscaped setbacks, internal circulation buffers, and screening treatments along perimeter roadways to create appropriate transitions between the Business Park and adjacent uses. Building height, massing, and orientation are designed to respect the scale of surrounding development and minimize potential land use conflicts, supporting a context-sensitive and visually cohesive environment.
Policy CD 3.5: Active Frontages. We create lively pedestrian streetscapes by requiring primary building, business, and residential entrances, outdoor dining, and storefronts be located on ground floors adjacent to sidewalks or public spaces and designed to maximize safety, comfort, aesthetics, and the intended functionality (as defined by the Place Type).	**Consistent.** While the Eucalyptus Business Park Specific Plan is focused on employment, business park, and open space uses rather than retail or residential development, it incorporates design elements that support active and engaging frontages along key pedestrian corridors. As described in Chapter 6, *Design Guidelines*, primary building entrances are oriented toward public streets or internal circulation routes, with pedestrian connections provided from sidewalks and trails. Landscaping, lighting, and pathway design contribute to a safe and comfortable pedestrian experience, reinforcing the plan's intent to create a cohesive and visually appealing business park environment.
Policy CD 3.6: Managed Infrastructure. We collaborate with developers and property owners to facilitate development that realizes the envisioned character and functionality of the Place Type through the use of green and shared infrastructure within each Place Type.	**Consistent.** The Eucalyptus Business Park Specific Plan supports coordinated infrastructure planning to achieve the intended character and functionality of a modern business park. As outlined in Chapter 4, *Infrastructure Plan*, the project includes shared infrastructure improvements such as integrated roadway systems, stormwater facilities, and utility corridors designed to serve multiple parcels efficiently. The Specific Plan also promotes sustainable practices through the use of drought-tolerant landscaping and multi-purpose trails within public rights-of-way, contributing to a cohesive, functional, and environmentally responsible development pattern.
Goal CD-5: A sustained level of maintenance and improvement of properties, buildings and infrastructure that protects the property values and encourages additional public and private investments.	

Ontario Plan Policy	Specific Plan Consistency
Community Design Benefit	
Policy CD5-1: Maintenance of Buildings and Property. We require all public and privately-owned buildings and property (including trails and easements) to be properly and consistently maintained.	**Consistent.** The Eucalyptus Business Park Specific Plan defines the responsible parties for maintaining both public and private improvements, including roadways, utilities, landscaping, and pedestrian infrastructure, as outlined in Chapter 7, *Implementation Plan*. A maintenance responsibility matrix is included to ensure long-term upkeep of all improvements, including trails and easements, in accordance with City standards. This framework ensures that all development within the Specific Plan area will be properly and consistently maintained.
Policy CD5-2: Maintenance of Infrastructure. We require the continual maintenance of infrastructure.	**Consistent.** The Eucalyptus Business Park Specific Plan defines the responsible parties for maintaining both public and private improvements, including roadways, utilities, landscaping, and pedestrian infrastructure, as outlined in Chapter 7, *Implementation Plan*. A maintenance responsibility matrix is included to ensure long-term upkeep of all improvements, including trails and easements, in accordance with City standards. This framework ensures that all development within the Specific Plan area will be properly and consistently maintained.

LAND DEVELOPMENT DIVISION CONDITIONS OF APPROVAL

CITY OF ONTARIO PLANNING DEPARTMENT
303 East B Street, Ontario, California 91764 Phone: 909.395.2036 / Fax: 909.395.2420

Date Prepared: 4/13/2026

File No: PSP24-003

Related Files: N/A

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

Prepared By: Luis E. Batres, Senior Planner
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Email: Lbatres@ontarioca.gov

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

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

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

2.1 Specific Plan/Specific Plan Amendment. The following shall be submitted to the Planning Department within 30 days following City Council approval of the Specific Plan/Specific Plan Amendment:

(a) Two copies of the final Specific Plan document, bounded.

(b) One complete, unbound copy of the final Specific Plan document.

(c) One USB drive, or download link, containing a complete Microsoft Word, or editable, copy of the final Specific Plan document, including original figures, images and all required revisions.

2.2 Additional Fees.

(a) Within 5 days following final application approval, the Notice of Determination ("NOD") filing fee shall be provided to the Planning Department. The fee shall be paid by check, made payable to the "Clerk of the Board of Supervisors", which shall be forwarded to the San Bernardino County Clerk of the Board of Supervisors, along with all applicable environmental forms/notices, pursuant to the requirements of the California Environmental Quality Act ("CEQA"). Failure to provide said fee within the time specified will result in the extension of the statute of limitations for the filing of a CEQA lawsuit from 30 days to 180 days.

2.3 Mics.

(a) Approval of this Specific Plan is subject to the City Council approving File No. PGPA25-002, The Ontario Plan (TOP) 2050 Policy Plan Amendment.

- **The City of Ontario Development Code** applies to all topics not addressed by this Specific Plan's development regulations. However, if any requirement of this Specific Plan conflicts with the Development Code, the provisions of this Specific Plan shall take precedence.

- **The Airport Land Use Compatibility Plan for Ontario International Airport (ONT) and the California Airport Land Use Planning Handbook published by Caltrans Division of Aeronautics**, which contain criteria that apply to the development intensity of property located in the ONT's airport influence area. A portion of the Eucalyptus Business Park Specific Plan area is located in the ONT influence area.

- **CNO (Chino Airport) Overlay Zoning District,** which provides a land use compatibility analysis to minimize hazards and impacts to the operation of the Chino Airport and its surroundings. A portion of the Eucalyptus Business Park Specific Plan area is located in the Chino Airport influence area.

- **The Mitigation Monitoring and Reporting Program (MMRP)** that is part of the Eucalyptus Business Park Specific Plan's Environmental Impact Report (EIR) prepared in compliance with the California Environmental Quality Act (CEQA). The MMRP stipulates measures that are required to be implemented to mitigate the environmental effects of the Specific Plan's construction and operation.

ES.3 Specific Plan Components

This Eucalyptus Business Park Specific Plan is organized into the following chapters:

Chapter 1 – Introduction:
Describes the purpose and objectives of the Specific Plan, the related entitlement approvals for implementing development, and the relationship between the Specific Plan and the Ontario Policy Plan.

Chapter 2 – Existing Conditions:
Describes the physical setting of the Eucalyptus Business Park Specific Plan area and the physical conditions on and surrounding the property at the time the Specific Plan was prepared.

Chapter 3 – Land Use Plan:
Describes the Eucalyptus Business Park Specific Plan's development plan, which includes six Business Park planning areas and three Open Space – Parkland planning areas. Chapter 3 also specifies the acreages of each planning area and the maximum development intensities permitted in each land use category. Chapter 3 also includes a conceptual development plan showing how the area could be developed in compliance with the Specific Plan.

Chapter 4 – Infrastructure Plan:
Provides information on vehicular and non-vehicular circulation improvements; planned backbone water, sewer, recycled water, and storm drain systems; and the planned dry utility network for the development of the Eucalyptus Business Park Specific Plan area.

Chapter 5 – Development Regulations:
Establishes the list of permitted and conditionally permitted uses in the Specific Plan area and presents the development regulations that govern the uses. Chapter 5 also provides a discussion of the relationship between the Specific Plan and the City of Ontario Development Code.

Chapter 6 – Design Guidelines:
Provides site planning, landscaping, and architectural guidelines for implementing

development within the Specific Plan area. Guidelines in this chapter address design characteristics for building placement and architecture, landscaping, streetscapes, entry identification monuments, corner treatments at roadway intersections, walls and fencing, lighting, and signage.

Chapter 7 – Implementation Plan

Presents the policies and procedures for the City's review and approval of implementing development projects within the Eucalyptus Business Park Specific Plan area. Chapter 7 also describes the methods and procedures for interpreting and amending the Specific Plan as necessary. Additionally, funding and maintenance responsibilities are summarized within this Specific Plan.

CHAPTER 1

INTRODUCTION

1.1 Specific Plan Purpose

The purpose of the Eucalyptus Business Park Specific Plan is to guide the development of a 189.0-acre site into a modern business park and public parkland space. The Specific Plan area is located within the southern portion of the City of Ontario (City). The Ontario Policy Plan and the Ontario Development Code requires the Ontario City Council to approve Specific Plans as part of the entitlement process for new development projects within this area.

Development projects within the Specific Plan area are required to demonstrate substantial conformity with the information contained within this Specific Plan document.

The public parkland area in the northern portion of the Specific Plan area is intended to address passive recreational needs of City residents. The business park area in the southern portion of the Specific Plan area is poised to accommodate uses that rely on the regional transportation network and the site's proximity to the Ontario International Airport (ONT), the Chino Airport, State Route 60 (SR-60), State Route 83 (SR-83), State Route 91 (SR-91), Interstate 15 (I-15), and Interstate 10 (I-10). The Specific Plan area is approximately 2.2 miles south of SR-60, approximately 0.5 miles east of SR-83, approximately 7.5 miles north of SR-91, approximately 4.5 miles west of I-15, and approximately 5.6 miles south of I-10. Additionally, the Port of Long Beach and the Port of Los Angeles, which serve as major gateways for international trades, are located approximately 37 miles southwest of the Specific Plan area.

1.2 Specific Plan Objectives

The Eucalyptus Business Park Specific Plan achieves the following objectives:

- To provide a land use plan that implements The Ontario Plan's vision and appropriately positions business park and public parkland uses north of Eucalyptus Avenue, between Campus Avenue and Walker Avenue.
- To facilitate the development of a variety of employment-generating uses in a business park setting.
- To provide business park uses that are compatible with surrounding land uses.
- To provide opportunities for positive economic benefit to the City, including new revenues that can be used for vital City services.
- To provide opportunities for the development of passive use parks consistent with the City of Ontario's Grand Park Master Plan.
- To improve connectivity in the area by providing pedestrian paths, bicycle routes, and amenities such as bike racks that encourage circulation by means not dependent on a motorized vehicle.
- To identify improvements for water, recycled water, sewer, storm drain, and circulation facilities that serve planned land uses within and adjacent to the Specific Plan area.

- To set forth a development phasing sequence that allows for logical development and aligns with installation of on-site and off-site infrastructure.
- To define guidelines and standards that address architecture, landscaping, streetscapes, entry monuments, corner treatments, walls and fencing, lighting, and signage within the Specific Plan area.

1.3 Authority

The Eucalyptus Business Park Specific Plan is a regulatory document prepared pursuant to the provisions of California Government Code §§ 65450 through 65457, which grants local government agencies the authority to prepare Specific Plans for the systematic implementation of their General Plan for all or part of the area covered by the General Plan. While The Ontario Plan covers the entire City, the Specific Plan focuses on the development within the approximately 189-acre site.

California Government Code §§ 65450 through 65457 establish the authority to adopt a Specific Plan, identify the required contents of a Specific Plan, and mandate consistency with the General Plan. According to California Government Code § 65451:

(a) A Specific Plan shall include text and a diagram which specify all the following in detail:

1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.

2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

4) A program of implementation measures including regulations, programs, public works projects, and financing measures, necessary to carry out items 1, 2, and 3.

(b) The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan.

The Eucalyptus Business Park Specific Plan includes each of the required elements listed above and establishes the essential link between the policies of The Ontario Plan's Policy Plan and the Eucalyptus Business Park Specific Plan site. All future development plans and construction activities within the Specific Plan area shall be consistent with the requirements set forth in this Specific Plan and with all other applicable City regulations.

1.4 Severability

The Eucalyptus Business Park Specific Plan enables the City of Ontario to facilitate the processing and approval of development plans to build out the Specific Plan area. If any regulation, condition, program, or portion of this Specific Plan is held invalid or unenforceable, such portions shall be deemed separate, distinct, and independent provisions, and the invalidity of such portions or provisions shall not affect the validity and enforceability of the remaining provisions contained herein.

1.5 Approval Process and Companion Actions

The Eucalyptus Business Park Specific Plan and any future amendments are required to be considered by the City of Ontario Planning Commission and City Council, and adopted by ordinance or resolution of the City Council, pursuant to Ontario Development Code Section 1.01.035, *Relationship to Specific Plans*. More information on implementation procedures is contained in this Specific Plan Chapter 7, *Implementation Plan*.

A Policy Plan (General Plan) Amendment (GPA) will be processed in conjunction with the Eucalyptus Business Park Specific Plan. The GPA is a companion action to the approval of this Specific Plan that would achieve consistency between the General Plan land use designations, this Specific Plan's land use designations, and zoning.

Additionally, a tentative parcel map will be processed by the City of Ontario for the Specific Plan area indicating the approximate boundaries and dimensions of parcels and streets, and the proposed grading for the Specific Plan area. Following map recordation, the final map will become the legal document that identifies developable parcels within the Specific Plan area.

All development within the Eucalyptus Business Park Specific Plan area shall be subject to the Development Plan Review Process established in the City of Ontario Development Code. The development standards and design guidelines provided within this Specific Plan shall be the design criteria which the City of Ontario refers to during the Development Plan Review process.

In addition to this Specific Plan an Environmental Impact Report (EIR) was prepared in compliance with the California Environmental Quality Act (CEQA) to serve as the project-wide environmental assessment document. Together, this Specific Plan and the environmental mitigation measures contained in the accompanying EIR's Mitigation Monitoring and Reporting Program (MMRP) provide a path to develop the property taking into account all applicable goals, objectives, government requirements, and environmental regulations.

1.6 Relationship to The Ontario Plan General Plan

The Ontario Plan establishes the direction and vision for the City's future and provides a guidance system to shape the City's communities. The Ontario Plan consists of a six-part Component Framework: 1) Vision, 2) Governance Manual, 3) Policy Plan, 4) City Council Priorities, 5) Implementation, and 6) Tracking and Feedback.

The Eucalyptus Business Park Specific Plan defines the methods and requirements for implementing development within the Specific Plan area to ensure that applicable policies from The Ontario Plan and its Policy Plan are implemented and ensure that development envisioned by this Specific Plan is consistent with applicable provisions of The Ontario Plan. The Ontario Plan sets forth long-term goals for the City's growth and development as mandated by State law. The Policy Plan is a long-term policy document that covers the elements of land use, housing, parks and recreation, environmental resources, community economics, safety, mobility, community design, and social resources.

As shown on Figure 1-1, *Existing General Plan Land Use Designations*, the Policy Plan component of The Ontario Plan designates the Specific Plan area as Medium Density Residential with Affordable Housing Overlay, Mixed-Use Eucalyptus/Chino Airport Overlay

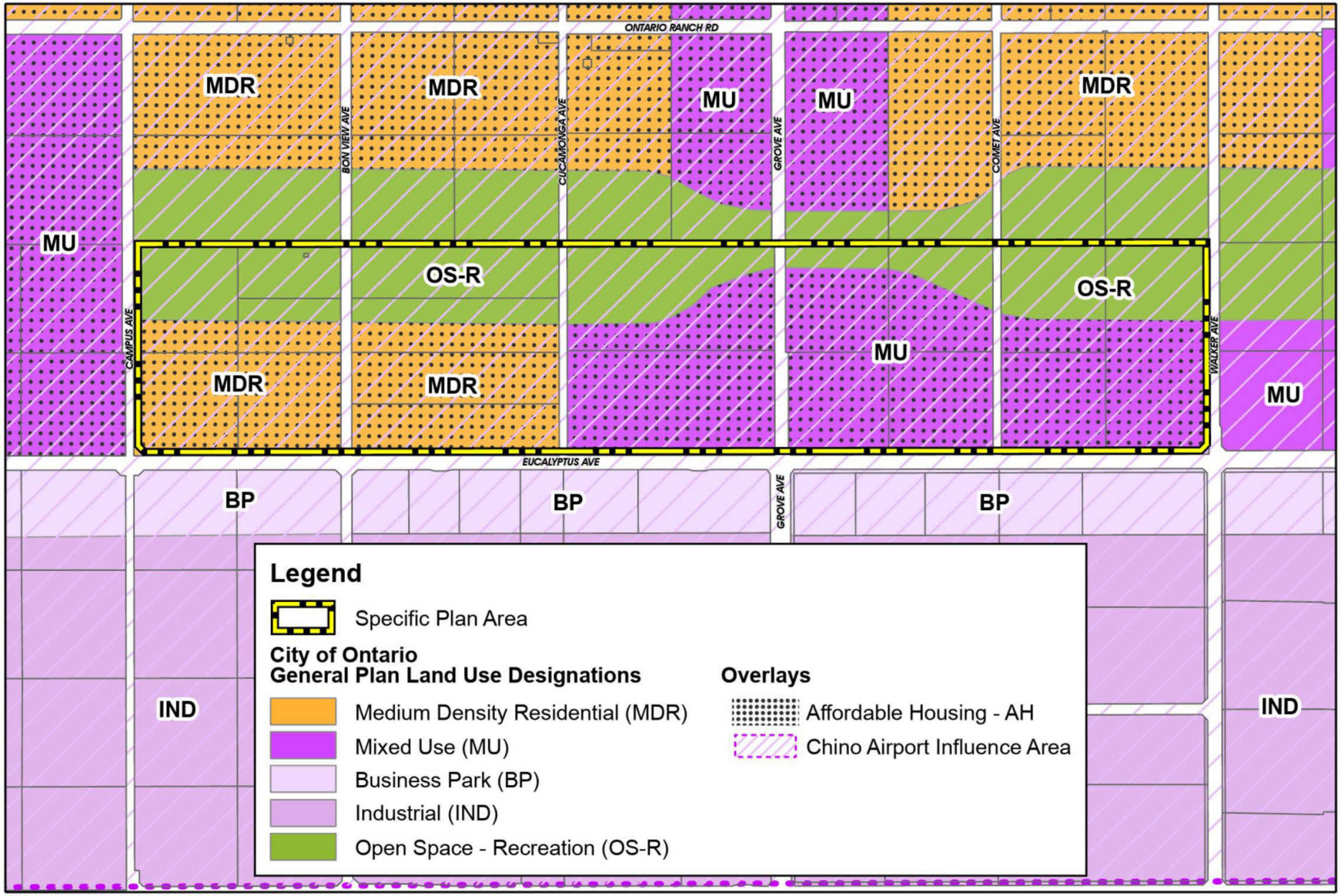
with Affordable Housing Overlay, and Open Space – Parkland.

As shown on Figure 1-2, *Proposed General Plan Land Use Designations*, the General Plan Amendment being processed concurrently with this Specific Plan will modify the Ontario Plan's designations of the Specific Plan area to Business Park and Open Space – Parkland.

As shown on Figure 1-3, *Existing Zoning Designations*, the City of Ontario's Zoning Map designates the Specific Plan area's zoning as "Specific Plan with an Agricultural and an Affordable Housing Overlay".

As shown on Figure 1-4, *Proposed Zoning Designations,* the Zone Change being processed concurrently with this Specific Plan will modify the City of Ontario's Zoning Map of the site to "Eucalyptus Business Park Specific Plan" to allow for the development of Business Park and Open Space – Parkland uses.

Pursuant to the City of Ontario's adoption of the Eucalyptus Business Park Specific Plan, the Specific Plan will take precedence over the City's Development Code. In instances where the Specific Plan is silent on development standards, the City's Development Code shall prevail.



Source(s): City of Ontario (09-05-2024), Esri, Nearmap Imagery (January 2025), San Bernardino County (2025)

Figure 1-1

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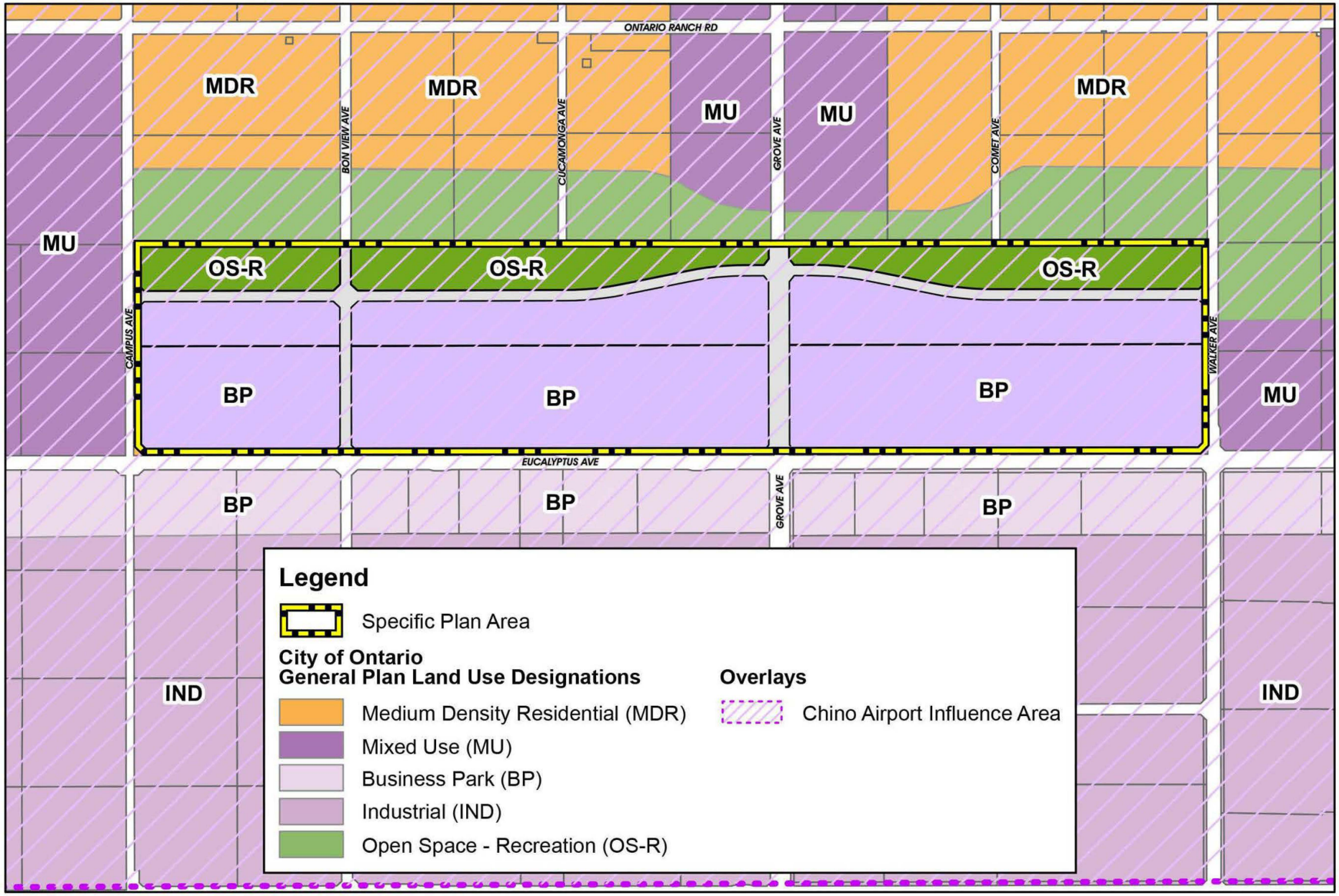
Existing General Plan Land Use Designations



Source(s): City of Ontario (09-05-2024), Esri, Nearmap Imagery (January 2025), San Bernardino County (2025)

Figure 1-2

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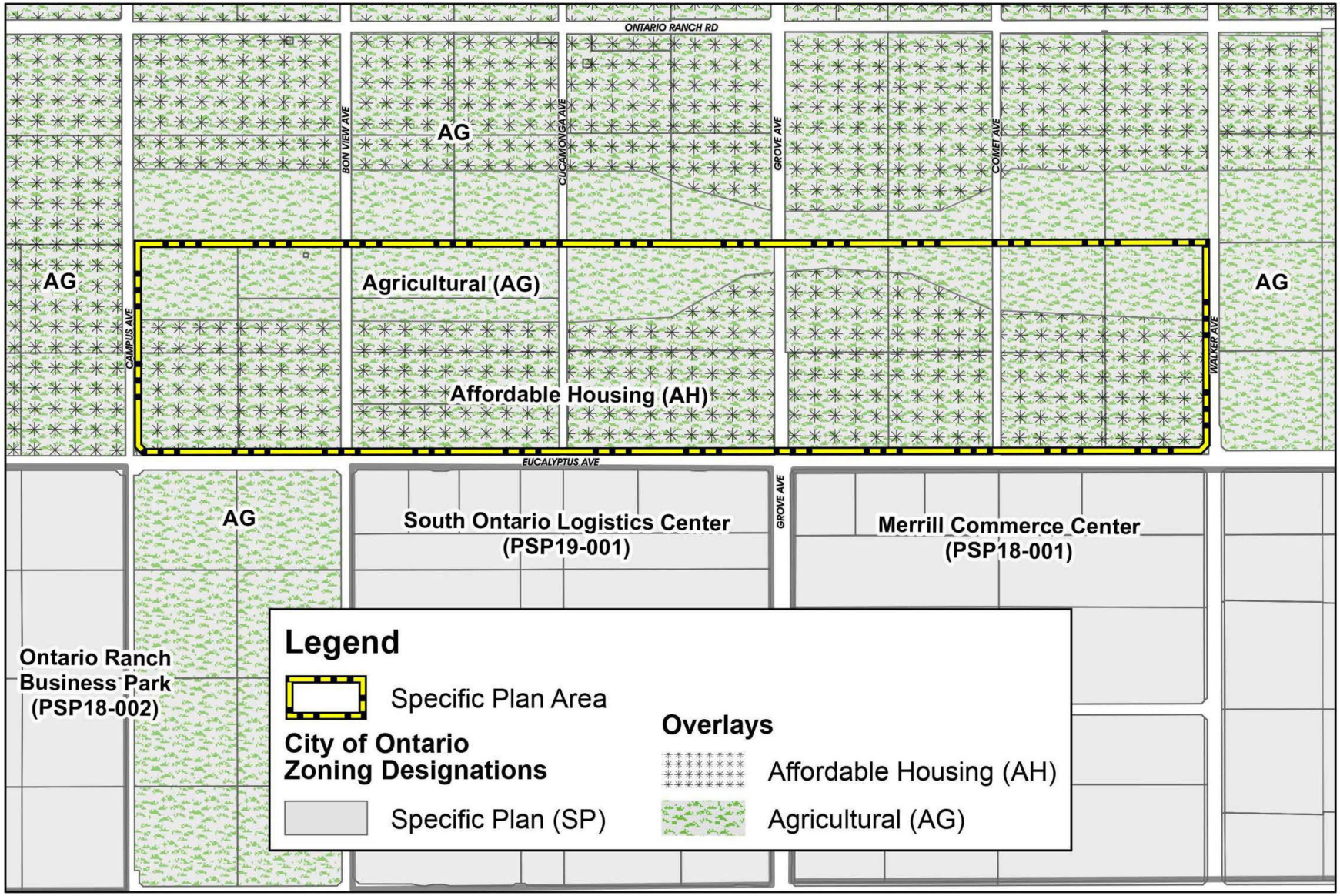
Proposed General Plan Land Use Designations



Source(s): City of Ontario (09-05-2024), Esri, Nearmap Imagery (January 2025), San Bernardino County (2025)

Figure 1-3

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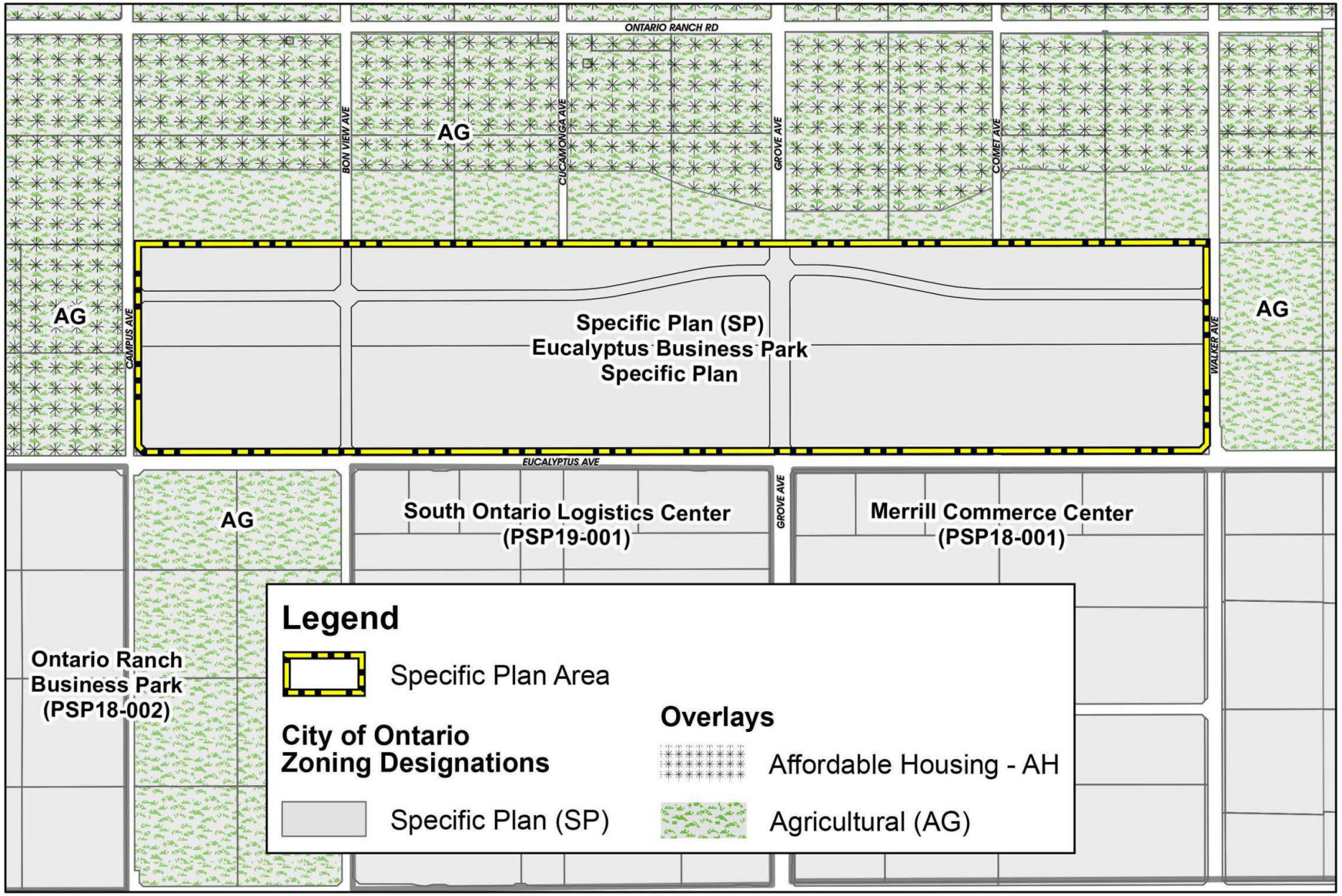
Existing Zoning Designations



Source(s): City of Ontario (09-05-2024), Esri, Nearmap Imagery (January 2025), San Bernardino County (2025)

Figure 1-4

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Proposed Zoning Designations

CHAPTER 2

EXISTING CONDITIONS

2.1 Existing Assessor Parcel Numbers

At the time the Eucalyptus Business Park Specific Plan was prepared, the Specific Plan area consisted of the following Assessor Parcel Numbers (APNs), as listed on Table 2-1, *Existing APN List*, and shown on Figure 2-1, *Existing APNs*.

Table 2-1 Existing APN List

1053-531-01	0216-321-01
1053-531-02	0216-321-02
1053-531-03	0216-321-06
1053-531-04	0216-321-07
1053-541-01	0216-322-01
1053-541-02	0216-322-02
1053-551-01	0216-322-10
1053-571-01	
1053-571-02	
1053-581-03	
1053-581-04	

2.2 Existing Land Use

As shown on Figure 2-2, *Aerial Photograph*, at the time this Specific Plan was prepared, the majority of the Specific Plan area was used for dairy farming. The Specific Plan area contained multiple dairy farms developed with single-family residences, milking barns, canopy/shade structures, and cattle pens. Several man-made access roads cross the site to provide access to the farms. Grass fields are present in the southern area of the Specific Plan area, which are used for grazing or growing grass for hay and may have previously been used to grow row crops. Additionally, the northwestern portion of the Specific Plan area contains light industrial uses and truck trailer storage uses.

2.3 Surrounding Land Uses

As shown on Figure 2-3, *Existing Surrounding Land Uses*, agricultural dairy farm uses and rural residential homes abut the Specific Plan area to the north, east, west, and southwest. Light industrial and warehouse distribution uses abut the Specific Plan area to the south and southeast.

2.4 Existing Circulation and Access

2.4.1 Regional Circulation

State Route 60 (SR-60) is located approximately 2.2 miles north of the Specific Plan area and is accessible via the Grove Avenue on- and off- ramp. State Route 83 (SR-83) is located approximately 0.5 miles west of the Specific Plan area and is accessible via Ontario Ranch Road and Eucalyptus Avenue. Interstate 15 (I-15) is located approximately 4.5 miles east of the Specific Plan area and is accessible via the Ontario Ranch Road on- and off- ramp or the Limonite Avenue on- and off- ramp.

2.4.2 Local Circulation

Access to the Eucalyptus Business Park Specific Plan area is provided from Eucalyptus Avenue, Ontario Ranch Road, Campus Avenue, Bon View Avenue, Grove Avenue, and Walker Avenue. The City of Ontario designates Eucalyptus Avenue as a truck route, which provides truck access to the Specific Plan area.

Eucalyptus Avenue abuts the Specific Plan area to the south and consisted of two paved travel lanes at the time this Specific Plan was prepared. The Ontario Policy Plan designates Eucalyptus Avenue as a 4-lane Collector Street.

Ontario Ranch Road is north of the Specific Plan area and consisted of two paved travel lanes at the time this Specific Plan was prepared. The Ontario Policy Plan designates Ontario Ranch Road as an 8-lane Principal Arterial.

Campus Avenue abuts the Specific Plan area to the west. At the time this Specific Plan was prepared, no segments of Campus Avenue abutting the Specific Plan had been constructed. The Ontario Policy Plan designates Campus Avenue as a 4-lane Minor Arterial.

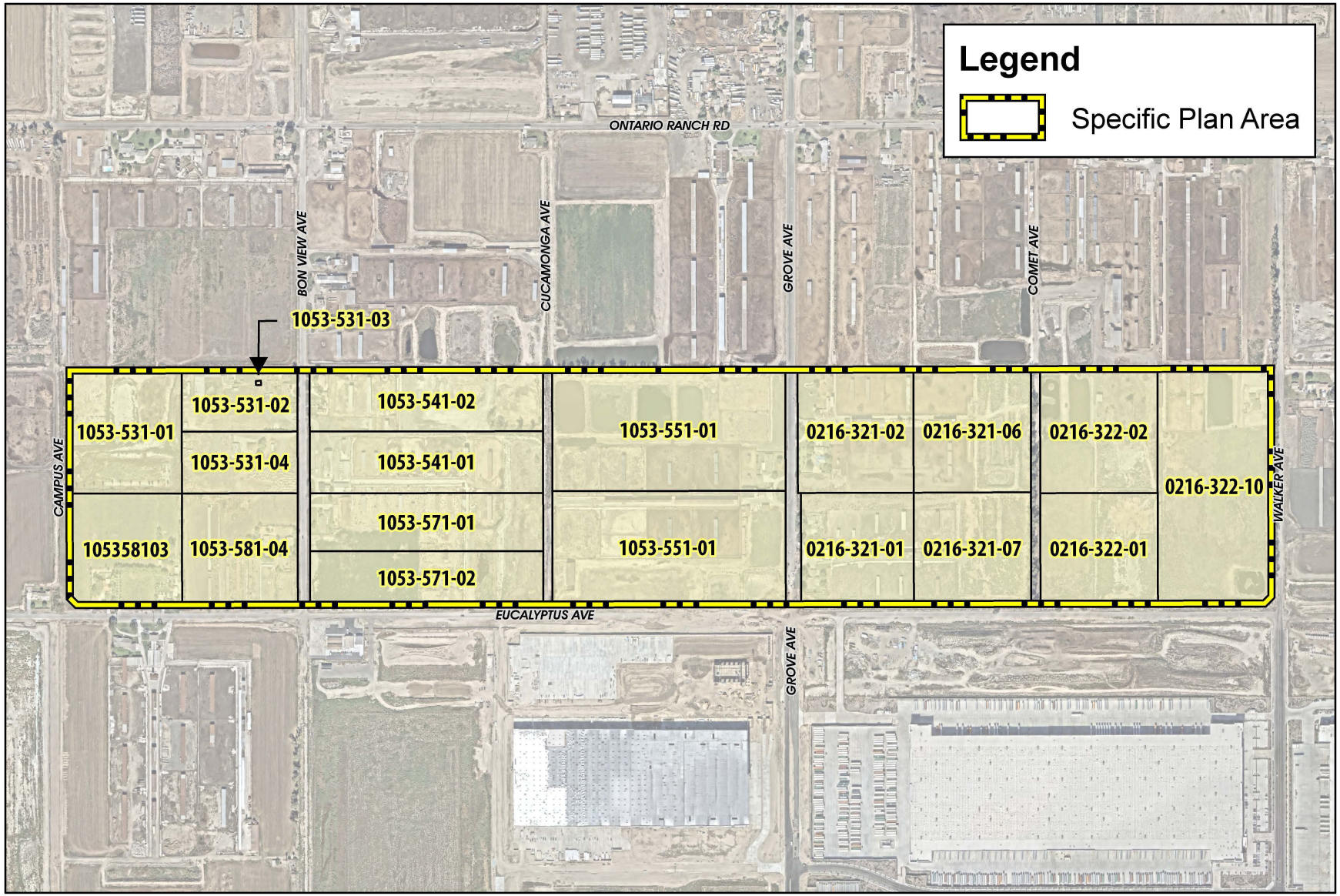
Bon View Avenue is a north-south oriented street that traverses the western portion of the Specific Plan area. At the time this Specific Plan was prepared, Bon View Avenue consisted of two paved travel lanes. The Ontario Policy Plan designates Bon View Avenue as a 2-lane Collector Street.

Grove Avenue is a north-south oriented street that traverses the central portion of the Specific Plan area. At the time this Specific Plan was prepared, Grove Avenue consisted of two paved travel lanes. The Ontario Policy Plan designated Grove Avenue as a 4-lane Principal Arterial.

Walker Avenue abuts the Specific Plan area to the east. At the time this Specific Plan was prepared, Walker Avenue consisted of two paved travel lanes. The Ontario Policy Plan designates Walker Avenue as a 2-lane Collector Street.

2.5 Williamson Act

At the time this Specific Plan was prepared (2025), two parcels within the Specific Plan area had an active Williamson Act contract in place (APNs: 0216-231-01 and 0216-321-07). An application to cancel the contract is required to be submitted to the City. Cancellation would comply with provisions and requirements identified at Government Code §51280 et. seq. The City would be required to make the required statutory findings. The landowner would be required to pay the requisite cancellation fee.



Source(s): Esri, Nearmap Imagery (October 2025), San Bernardino County (2025)

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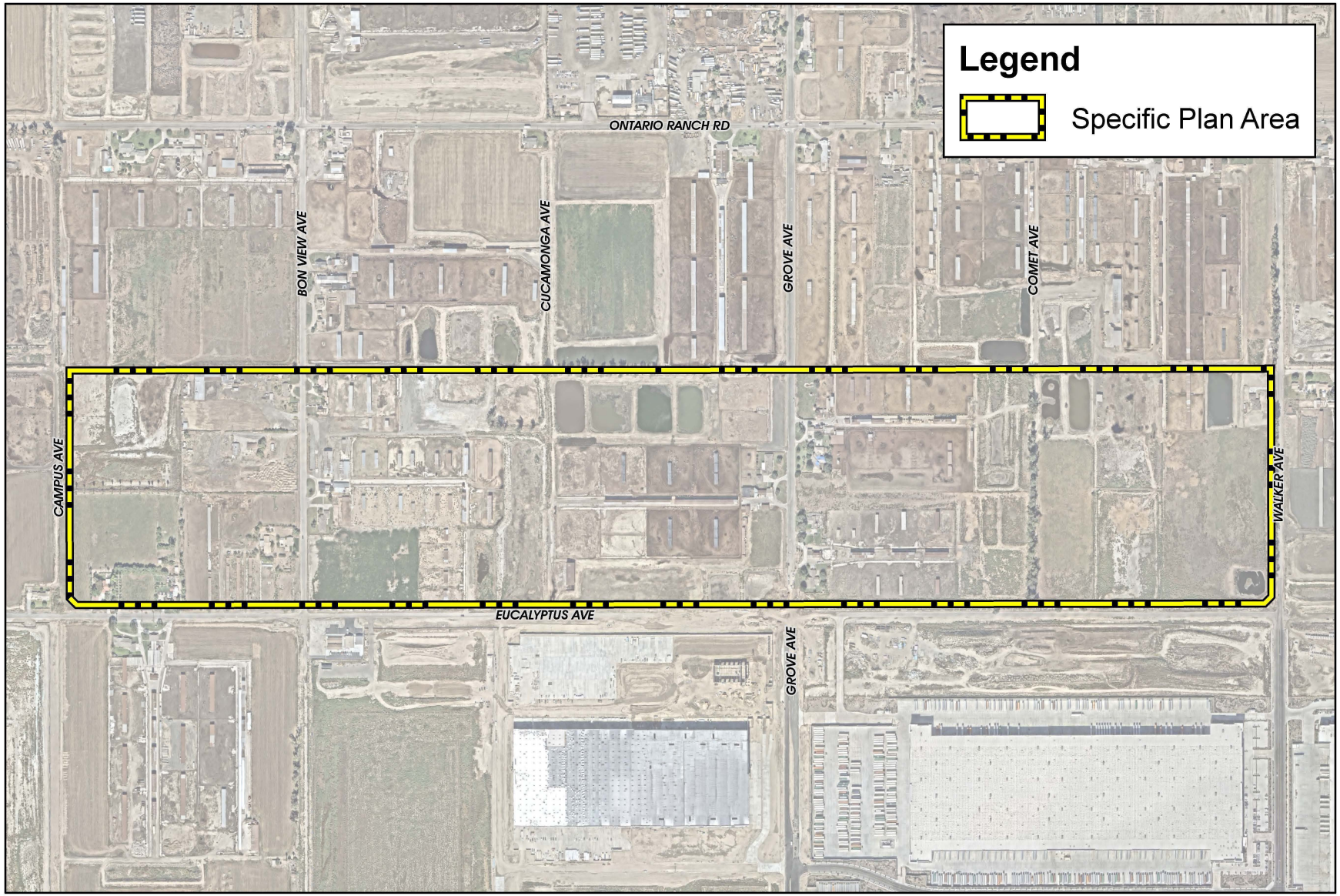
Figure 2-1

Existing APNs



Source(s): Esri, Nearmap Imagery (October 2025), San Bernardino County (2025)

Figure 2-2

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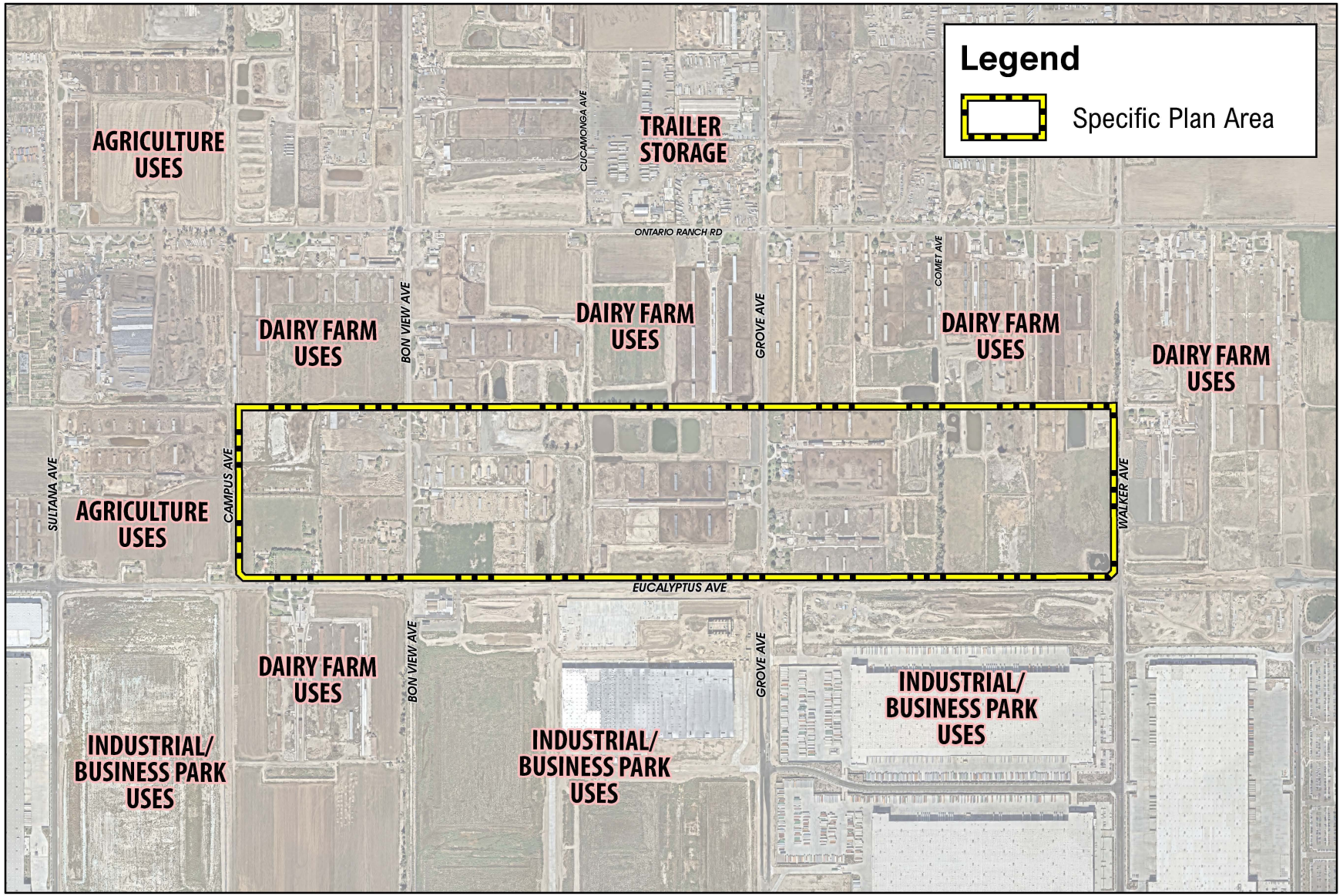
Aerial Photograph



Source(s): Esri, Nearmap Imagery (October 2025), San Bernardino County (2025)

Figure 2-3

0 275 550 1,100 Feet

Existing Surrounding Land Uses

2.6 Existing Physical Site Conditions

2.6.1 Topography

The Eucalyptus Business Park Specific Plan area is relatively flat and slopes slightly to the south with an approximate elevation ranging from 690 feet above mean sea level (AMSL) to 665 feet AMSL. The current conditions of the Specific Plan area is illustrated in Figure 2-2, *Aerial Photograph*, and the existing topographic conditions for the Specific Plan area are illustrated in Figure 2-4, *USGS Topographic Map*.

2.6.2 Hydrology

At the time the Specific Plan was prepared, the Specific Plan area consisted of dairy farms and undeveloped areas. The existing topography is relatively flat with a north-to-south sheet flow drainage pattern. The Specific Plan area is located within three City of Ontario Master Drainage Plan areas, including Area XII-1, Area XIII-1, Area XIV-1 and Area XIV-2. The EIR prepared in association with the Specific Plan includes a detailed hydrology analysis for the Specific Plan area.

2.6.3 Geology and Soils

Based on information provided from the Environmental Data Report (EDR) Radius Map report, the surficial geology within Eucalyptus Business Park Specific Plan area contains unconsolidated and semi-consolidated quaternary age alluvium, lake, playa, and terrace deposits. Soil within the Specific Plan area contains Tujunga loamy sand, Hilmar loamy fine sand, Grangeville fine sandy loam, and Chino silt loam.

From a seismic perspective, the Specific Plan area is not located within an Alquist-Priolo Earthquake Fault Zone. The possibility of significant fault rupture within the Specific Plan area is considered low.

2.6.4 Vegetation and Biological Resources

Due to past and existing land uses, no native plant communities or natural communities of special concern are present within or adjacent to the Eucalyptus Business Park Specific Plan area. The EIR prepared in association with the Specific Plan includes a detailed evaluation of biological resources.

2.6.5 Existing Ground Water Wells

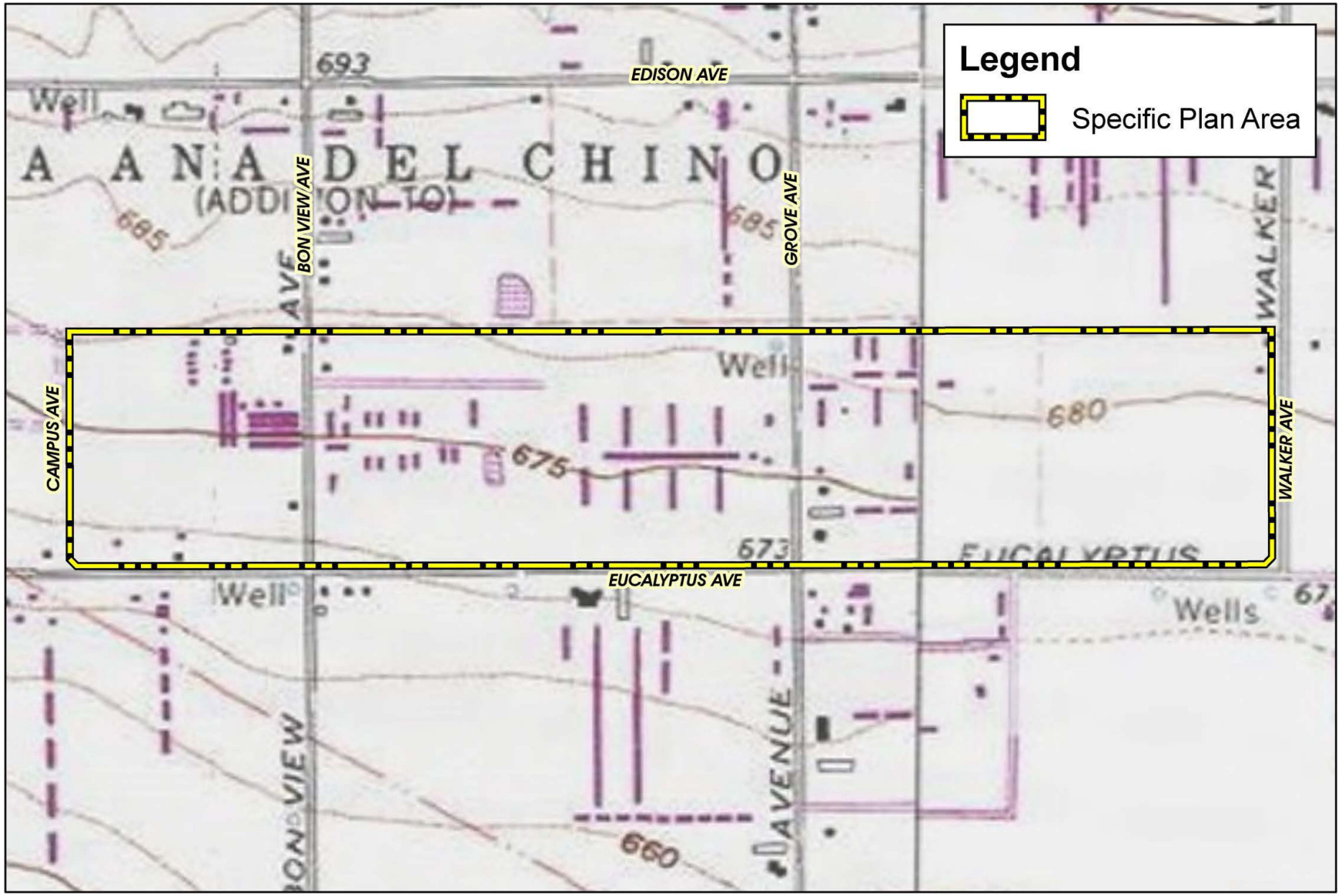
Upon development of the well site areas, these wells, or any other wells found on the property, will be abandoned per California Department of Water Resources Health Guidelines and the City of Ontario Guidelines. In compliance with the Chino Basin Watermaster's Well Procedure for Developers, documentation that a well use/destruction plan and schedule for all existing private/ agricultural wells is required to be submitted to the City of Ontario prior to any construction activities. If a private well is actively used for water supply, the Developer shall submit a plan to abandon such well and connect users to the City's water system when available.

Wells shall be destroyed/ abandoned per the California Water Resource Guidelines and require permitting from the County Health Department. Documentation that the well abandonment process is underway shall be provided to the Engineering Department and the Ontario Municipal Utilities Company at the time of a grading permit and/or building permit being issued for the affected property. If the Developer proposes temporary use of an existing agricultural well for purposes other than agriculture, such as grading, dust control, etc., the Developer shall make a formal request to the City of Ontario for such use prior to the issuance of permits for any construction activity. Upon approval, the Developer shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by the agreement. Refer to Figure 2-5,

Existing Water Wells, for locations of water wells within the Specific Plan area. Existing wells may be converted to groundwater monitoring wells if feasible, at the City's discretion.

2.6.6 Existing NPDES Compliance

In the existing conditions, NPDES requirements are enforced under the Agricultural Permit issued by the State Water Resources Control Board.



Source(s): Esri, Michael Baker (March 2025), USGS (2013)

Figure 2-4

USGS Topographic Map

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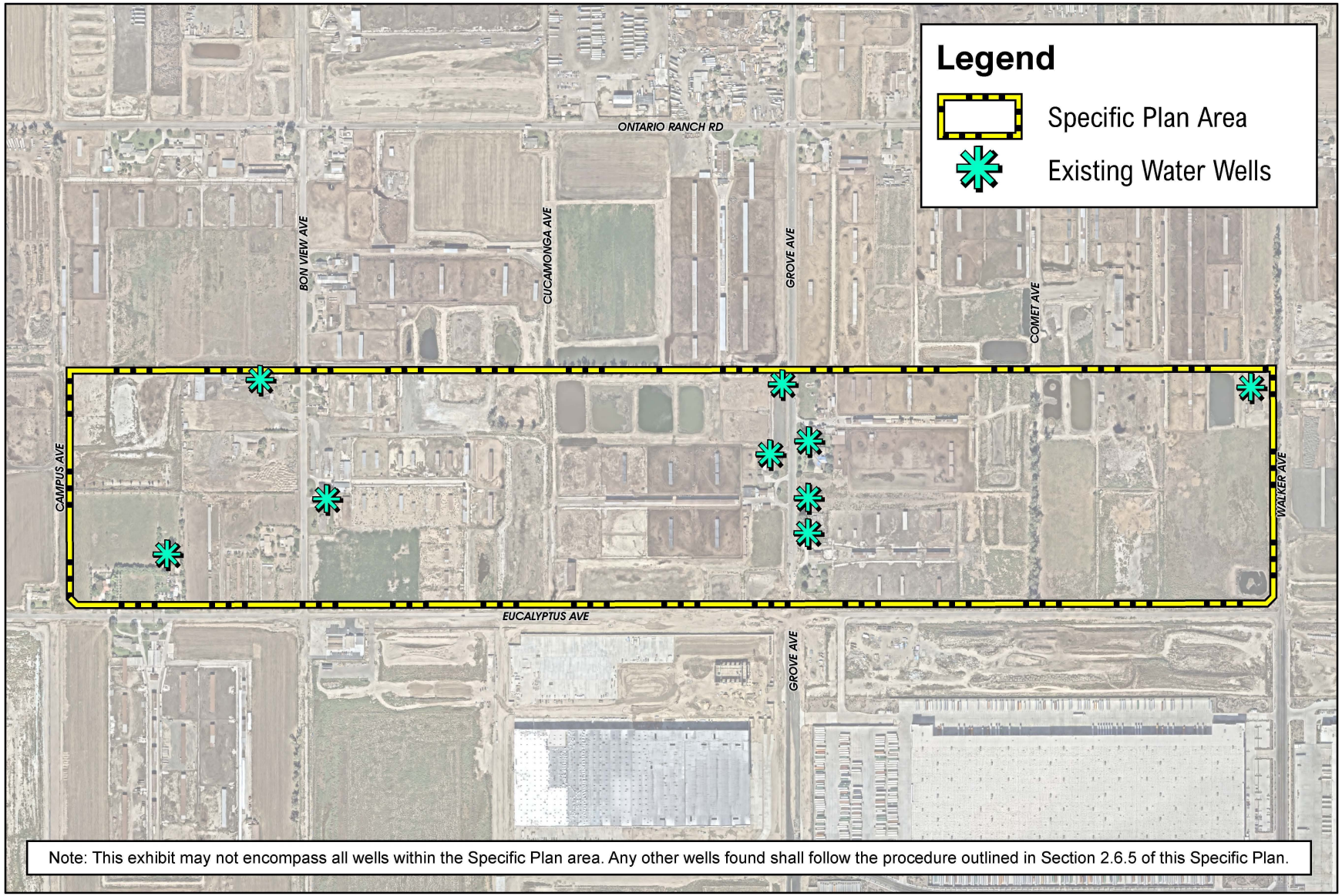

Source(s): Esri, Nearmap Imagery (October 2025), San Bernardino County (2025)

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Figure 2-5

Existing Water Wells

CHAPTER 3

LAND USE

3.1 Vision

The Eucalyptus Business Park Specific Plan area is envisioned as a dynamic employment hub within a thoughtfully designed, master-planned environment along with a public parkland area intended to support passive recreation needs for the surrounding residents. It is situated in the southern portion of the City of Ontario, at the heart of one of Southern California's most robust logistics and business corridors. The location is ideally positioned to support a wide range of business park and employment-generating uses. With strategic proximity to major freeways, regional airports, and the Ports of Los Angeles and Long Beach, the Eucalyptus Business Park Specific Plan area offers unparalleled access to regional, national, and international markets. The Eucalyptus Business Park Specific Plan is designed to foster long-term economic growth, support business innovation, and provide high-quality jobs, contributing to the vitality of the local community and the broader Inland Empire region.

3.2 Land Use Plan

This Specific Plan establishes two land use designations: Business Park and Open Space – Parkland. For planning purposes, as shown on Figure 3-1, *Conceptual Land Use Plan*, and Table 3-1, *Land Use Plan Statistical Summary*, the Specific Plan will establish nine planning areas to provide for the development of a 189.0-acre site with up to 2,939,000 square feet (SF) of Business Park floor space on 137.90 acres at a maximum allowed floor area ratio (FAR) of 0.55 and 35.88 acres of Open Space – Parkland. The remaining 15.24 acres are designated for roadway improvements.

Table 3-1 Land Use Plan Statistical Summary

PA	Land Use	Acres	Maximum Buildout SF
Business Park			
1	Business Park	7.70	162,600
2	Business Park	18.33	273,700
3	Business Park	18.21	340,700
4	Business Park	18.19	423,200
5	Business Park	37.76	859,300
6	Business Park	37.71	879,500
Business Park Totals		**137.90 AC**	**2,939,000 SF**
Open Space – Parkland			
7	Open Space – Parkland	8.00	--
8	Open Space – Parkland	13.99	--
9	Open Space – Parkland	13.89	--
Total Open-Space Parkland Acreage		**35.88 AC**	--
--	Roadway	15.24	--
Total		**189.0 AC**	**2,939,000 SF**

Notes:

1. A maximum of 10,000 SF total of Commercial uses may be provided within the Business Park Planning Areas 1, 2, 3, 4, 5, and/or 6.

2. A publicly operated animal resource center site (35,000 SF) may be provided within the Business Park Planning Areas 1, 2, 3, 4, 5, 6, 7, 8, or 9. The final size and location of the animal resource center site is subject to the approval by the City of Ontario.

3. Total acreage of 189.0 is rounded up to the nearest one-tenth of an acre.

4. The Specific Plan allows the transfer of development square footage (15 percent or less) within the same land use designation, provided that the shift in square footage would not exceed the maximum allowable overall square footage (2,939,000) and the maximum building FAR (0.55).

3.2.1 Business Park

Encompassing 137.90 acres in the southerly portion of the Specific Plan area along its frontage with Eucalyptus Avenue, Planning Areas 1 through 6 are designated Business Park. Up to 2,939,000 SF of building space are permitted across Planning Areas 1 through 6.

The Business Park land use designation intends to provide for uses such as employee-intensive office spaces, technology centers, research and development facilities, warehouse and distribution, and light manufacturing. Primary vehicular access is planned within Eucalyptus Avenue, Public Street 'A', Campus Avenue, Bon View Avenue, Grove Avenue, and Walker Avenue. The Specific Plan also allows a maximum total of 10,000 SF of commercial uses within the Business Park planning areas to support the Business Park operations and a potential 35,000 SF publicly operated animal resource center.

The Specific Plan allows the transfer of development square footage (15 percent or less) within the same land use designation, provided that the shift in square footage would not exceed the maximum allowable overall square footage (2,939,000) and the maximum building FAR (0.55).

3.2.2 Open Space – Parkland

Encompassing 35.88 acres in the northerly portion of the Specific Plan area along its frontage with Public Street 'A', Planning Areas 7, 8, and 9 are designated Open Space – Parkland. The Open Space – Parkland planning areas intend to provide passive recreational facilities, such as open space areas, benches, and trails.

3.3 Airport Influence Compliance

The Specific Plan area is located within the Ontario International Airport (ONT) Influence Area (AIA), and it is located outside any identified safety, airspace protection, and noise impact zones. All properties located within the ONT AIA are subject to a real estate transaction disclosure notice.

The Specific Plan area is also located within the Chino Airport (CNO) AIA. The San Bernardino County Comprehensive Land Use Plan for Chino Airport was adopted in 1991 and does not reflect guidance set forth in the 2011 Caltrans Airport Land Use Planning Handbook. As such, in 2022, the City of Ontario adopted the CNO Overlay District which provides maps, criteria, and policy language to guide development within the Chino AIA consistent with the 2011 Caltrans Airport Land Use Planning Handbook.

As illustrated in Figure 3-2, *Chino Safety Zones*, the majority of the Specific Plan area is located within CNO Safety Zone 5 (low risk), with a very small portion of the southeastern corner located within Safety Zone 4 (moderate risk).

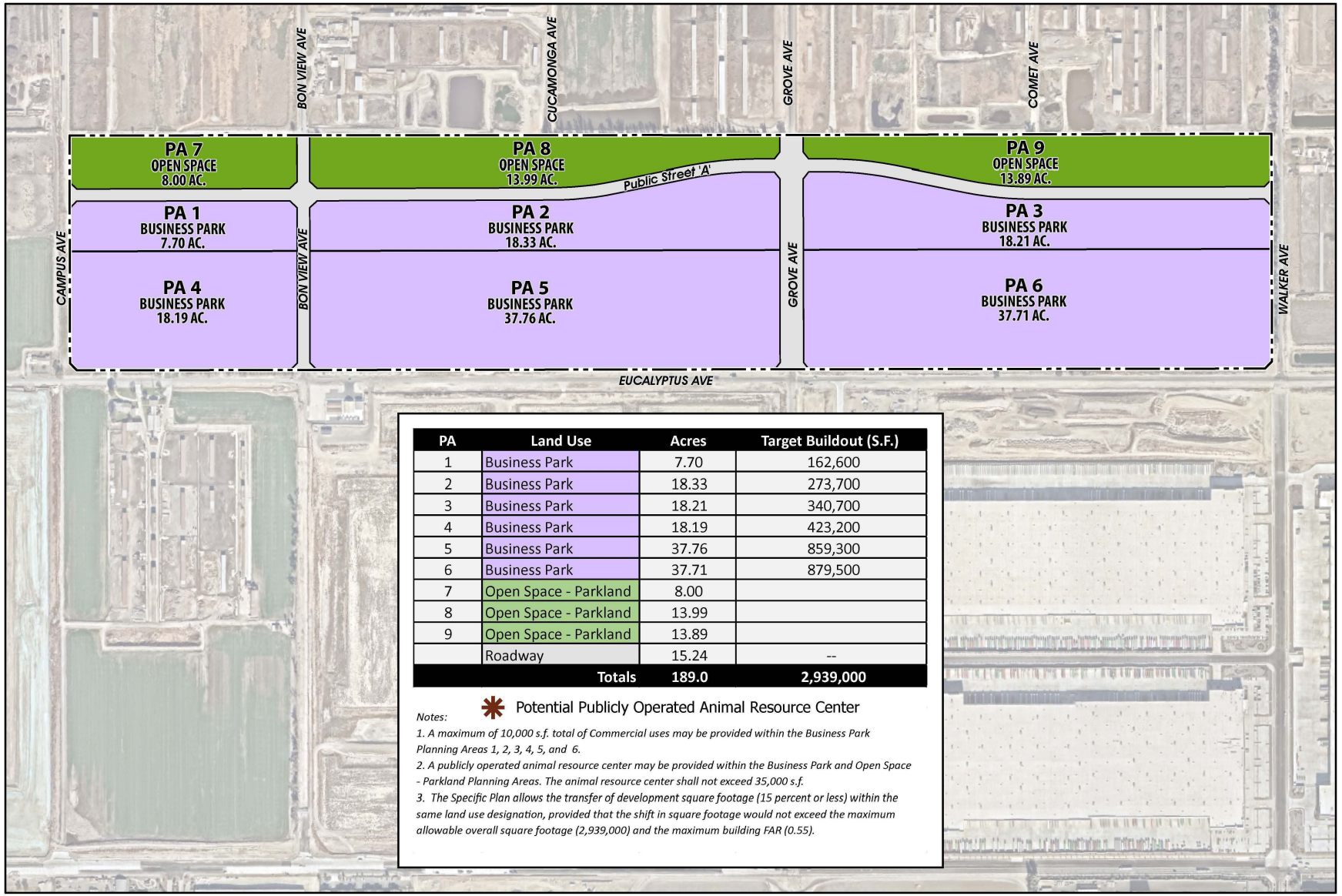
Development within the land use compatibility zones may have building height, land use, and floor area ratio (FAR) limitations and is subject to open land requirements. For further details, refer to Chapter 5, *Development Regulations*, as well as the ONT and CNO Airport Land Use Compatibility Plans.

3.4 Conceptual Site Plan

Figure 3-3, *Conceptual Site Plan*, depicts a potential layout of the Specific Plan area. The final building configurations, sizes, and orientation will be determined during the Development Plan review process.

The conceptual site plan reflects current market trends, site conditions, and planned infrastructure. The conceptual site plan may be modified provided it does not exceed the maximum square footage provided in the

Specific Plan's Conceptual Land Use Plan and complies with this Specific Plan and applicable provisions of the City of Ontario's Development Code.



PA	Land Use	Acres	Target Buildout (S.F.)
1	Business Park	7.70	162,600
2	Business Park	18.33	273,700
3	Business Park	18.21	340,700
4	Business Park	18.19	423,200
5	Business Park	37.76	859,300
6	Business Park	37.71	879,500
7	Open Space - Parkland	8.00	
8	Open Space - Parkland	13.99	
9	Open Space - Parkland	13.89	
	Roadway	15.24	--
	Totals	**189.0**	**2,939,000**

* Potential Publicly Operated Animal Resource Center

Notes:

1. A maximum of 10,000 s.f. total of Commercial uses may be provided within the Business Park Planning Areas 1, 2, 3, 4, 5, and 6.

2. A publicly operated animal resource center may be provided within the Business Park and Open Space - Parkland Planning Areas. The animal resource center shall not exceed 35,000 s.f.

3. The Specific Plan allows the transfer of development square footage (15 percent or less) within the same land use designation, provided that the shift in square footage would not exceed the maximum allowable overall square footage (2,939,000) and the maximum building FAR (0.55).

Source(s): ESRI, Nearmap Imagery (January 2025), Michael Baker (11-20-2025)

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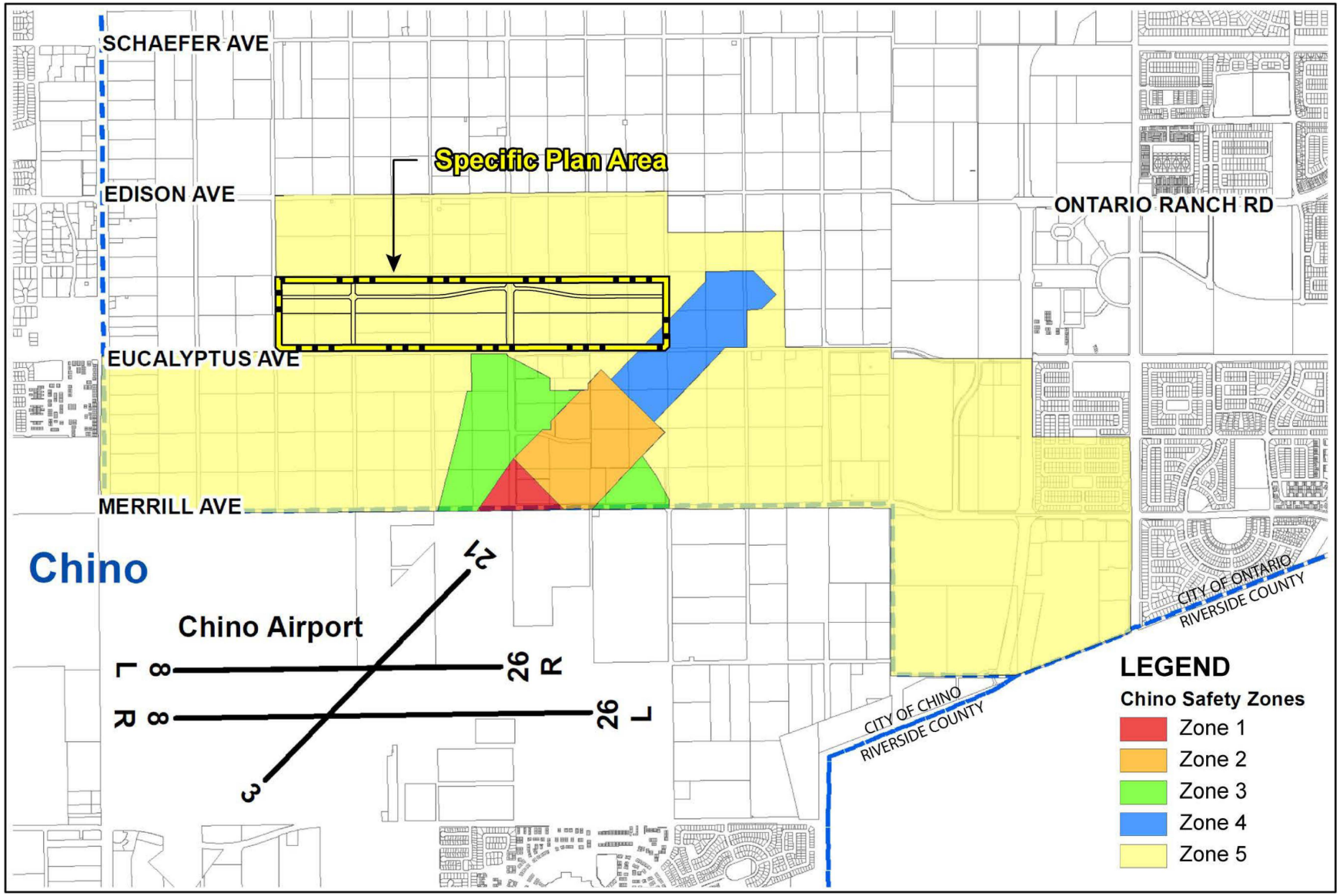
Figure 3-1

Conceptual Land Use Plan



Source(s): Riverside County Planning Commission Staff Report (06-28-2022)

Figure 3-2

Chino Safety Zone

Not to Scale



Source(s): RGA (12-16-2025)

Figure 3-3

Conceptual Site Plan

Not to Scale

CHAPTER 4

INFRASTRUCTURE PLAN

4.1 Circulation and Access Plan

The Eucalyptus Business Park Specific Plan Circulation and Access Plan provides direct, safe, and convenient access for visitors, employees, and commercial vehicles including trucks to and from the Specific Plan area. Components of the Specific Plan's Circulation and Access Plan are discussed and illustrated below.

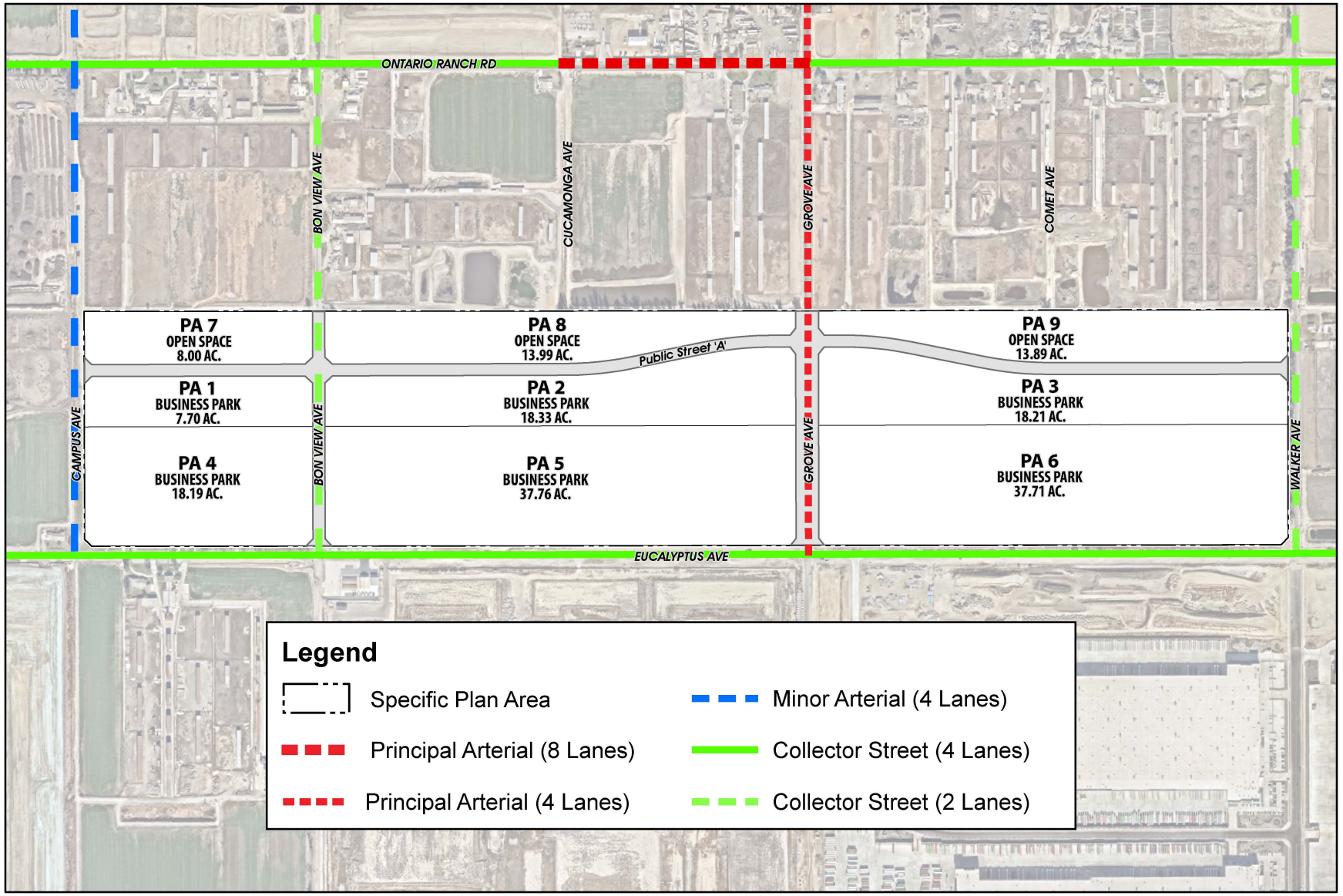
4.1.1 Vehicular Circulation

Direct access to the Eucalyptus Business Park Specific Plan area is provided by Campus Avenue from the west, Eucalyptus Avenue from the south, and Walker Avenue from the east. Additionally, Bon View Avenue and Grove Avenue provide access through the Specific Plan area in the north-south orientation. The Specific Plan proposes to provide an internal east-west oriented Public Street 'A' through the Specific Plan area to connect Campus Avenue and Walker Avenue. Public Street 'A' will provide a separation between the Business Park land uses and the Open Space – Parkland land uses.

The installation of traffic controls (traffic signals and stop signs) and the location and orientation of private driveways serving individual buildings and uses will be determined as part of implementing development plans. Additional right-of-way may be required to accommodate additional left turn lanes at intersections based on required queue lengths per the Traffic Impact Analysis/Specific Plan EIR.

Figure 4-1, *Existing Vehicular Circulation and Access Plan*, provides the City's proposed ultimate roadway buildout within the Specific Plan area, and Figure 4-2, *Conceptual Vehicular Circulation and Access Plan*, illustrates the vehicular circulation plan within the Specific Plan area. Final intersection spacing, intersection right-of-way (ROW), and traffic controls must conform to the findings of the associated traffic impact analysis and to City standards. All right-of-way/easements necessary to construct the required public improvements shall be obtained to the extent feasible.

The following pages describe and illustrate the primary components of the Eucalyptus Business Park Specific Plan's vehicular circulation network. Existing interim striping shall be removed along existing frontage streets. Refer to Chapter 7, *Implementation Plan*, for additional circulation improvement standards pertaining to phasing.



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (11-20-2025), San Bernardino County (2025), City of Ontario (10-20-2016)

Figure 4-1

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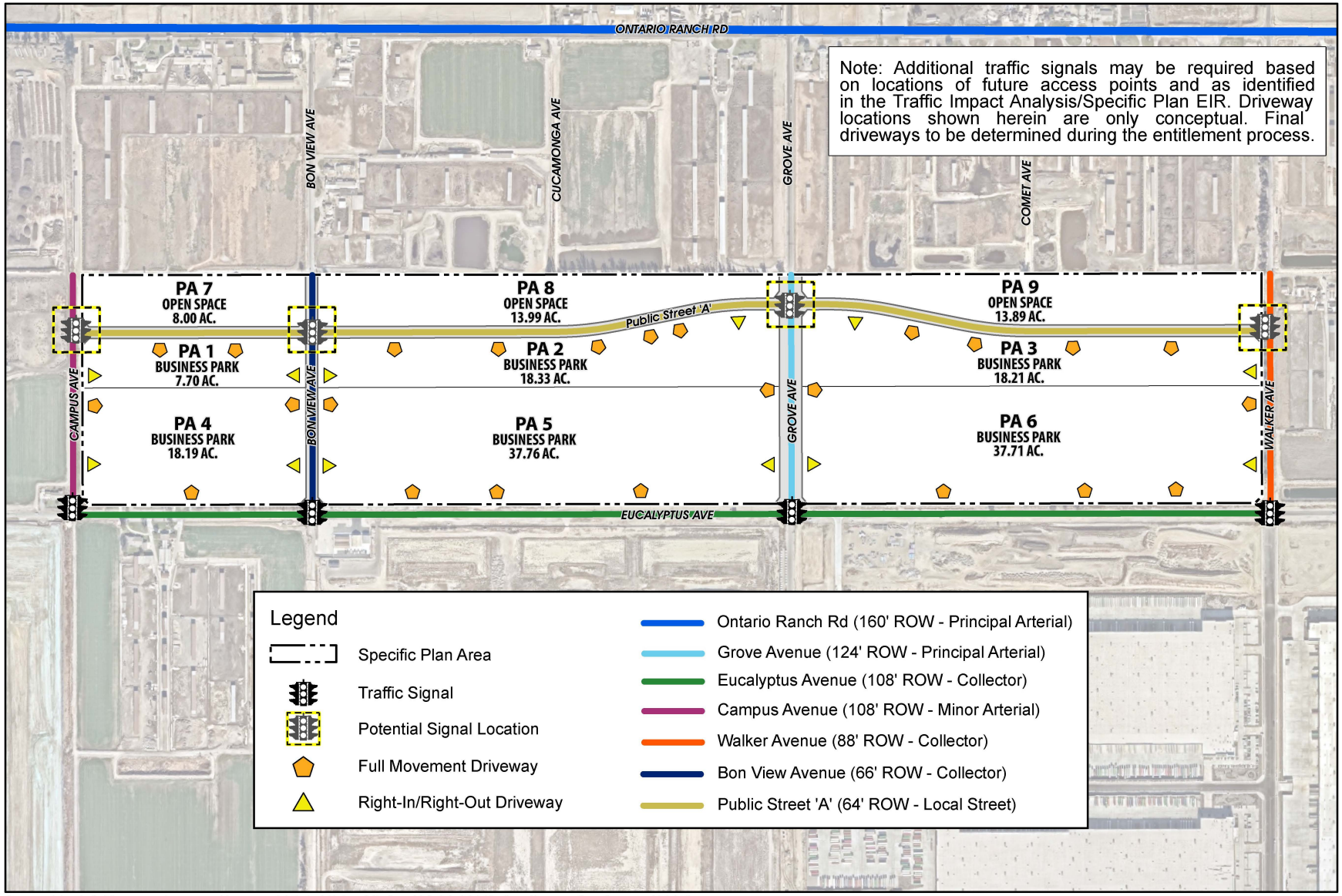
Feet

Existing Vehicular Circulation and Access Plan



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (04-01-2026), San Bernardino County (2025)

Figure 4-2

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Feet

Conceptual Vehicular Circulation and Access Plan

A. Campus Avenue (108' ROW Minor Arterial)

Campus Avenue forms the western boundary of Planning Areas 1, 4, and 7. At the time this Specific Plan was prepared, no segments of the ROW abutting the Specific Plan area had been constructed. This public roadway will provide access to the Specific Plan area from off-site areas to the north and south.

As shown on Figure 4-3, *Street Sections – Campus Avenue, Bon View Avenue, and Grove Avenue*, the developer(s) of the Eucalyptus Business Park Specific Plan area will be responsible for constructing the eastern 78 feet out of the total 108-foot-wide ROW. The 78 feet of improvement includes 59 feet of paved roadway, a 12-foot-wide parkway that includes 7 feet of curb-adjacent landscaping and a 5-foot-wide sidewalk. The remaining western portions of the Campus Avenue ROW will be constructed by others and include 18 feet of paved roadway and a 12-foot-wide parkway containing 7 feet of curb-adjacent landscaping and a 5-foot-wide sidewalk.

Beyond the Campus Avenue ROW, a 23-foot-wide landscape buffer abuts both the eastern and western sides of the ROW. Developer(s) of the Specific Plan area will be responsible for constructing the eastern landscape buffer inclusive of an 8-foot-wide multi-purpose trail.

A traffic signal will be located at the intersection of Campus Avenue and Eucalyptus Avenue by developer(s) within the Specific Plan area and a potential traffic signal may be installed at the intersection of Campus Avenue and Public Street 'A'. Traffic signal locations are subject to change based on the results and recommendations of a traffic study. All improvements to Campus Avenue are required to comply with applicable City of Ontario requirements, including sight distance requirements.

Final driveway locations along Campus Avenue will be determined in conjunction with the design of implementing development projects, in accordance with Chapter 2.0 Access Guidelines of the City of Ontario's Traffic and Transportation Design Guidelines.

B. Bon View Avenue (66' ROW Collector)

Bon View Avenue forms the eastern boundary of Planning Areas 1, 4, and 7 and the western boundary of Planning Areas 2, 5, and 8. This public roadway provides access to the Specific Plan area from off-site areas to the north and south.

As shown on Figure 4-3, *Street Sections – Campus Avenue, Bon View Avenue, and Grove Avenue*, the developer(s) of the Eucalyptus Business Park Specific Plan area will be responsible for constructing the entire width of the 66-foot-wide ROW. The 66 feet of improvement includes 48 feet of paved roadway and a 9-foot-wide parkway on both sides of the street that includes 4 feet of curb-adjacent landscaping and a 5-foot-wide sidewalk.

Beyond the Bon View Avenue ROW, a 20-foot-wide storm drain easement abuts the eastern side of the ROW. Easement width requirement is subject to change based on findings of City-approved hydraulic studies, master plan updates, and project final designs.

Developers outside of the Specific Plan area are constructing a traffic signal at the intersection of Bon View Avenue and Eucalyptus Avenue and a potential traffic signal may be installed at the intersection of Bon View Avenue and Public Street 'A'. If the traffic signal improvements are not completed and accepted by the City, developer(s) of this Specific Plan area is subject to the traffic signal improvements required. All improvements to Bon View Avenue are required to comply with applicable City of Ontario requirements,

including sight distance requirements. Due to utility constraints, Bon View Avenue may need to be constructed as a tilt section.

Final driveway locations along Bon View Avenue will be determined in conjunction with the design of implementing development projects, in accordance with Chapter 2.0 Access Guidelines of the City of Ontario's Traffic and Transportation Design Guidelines and to the satisfaction of the City Engineer.

C. Grove Avenue (124' ROW Principal Arterial)

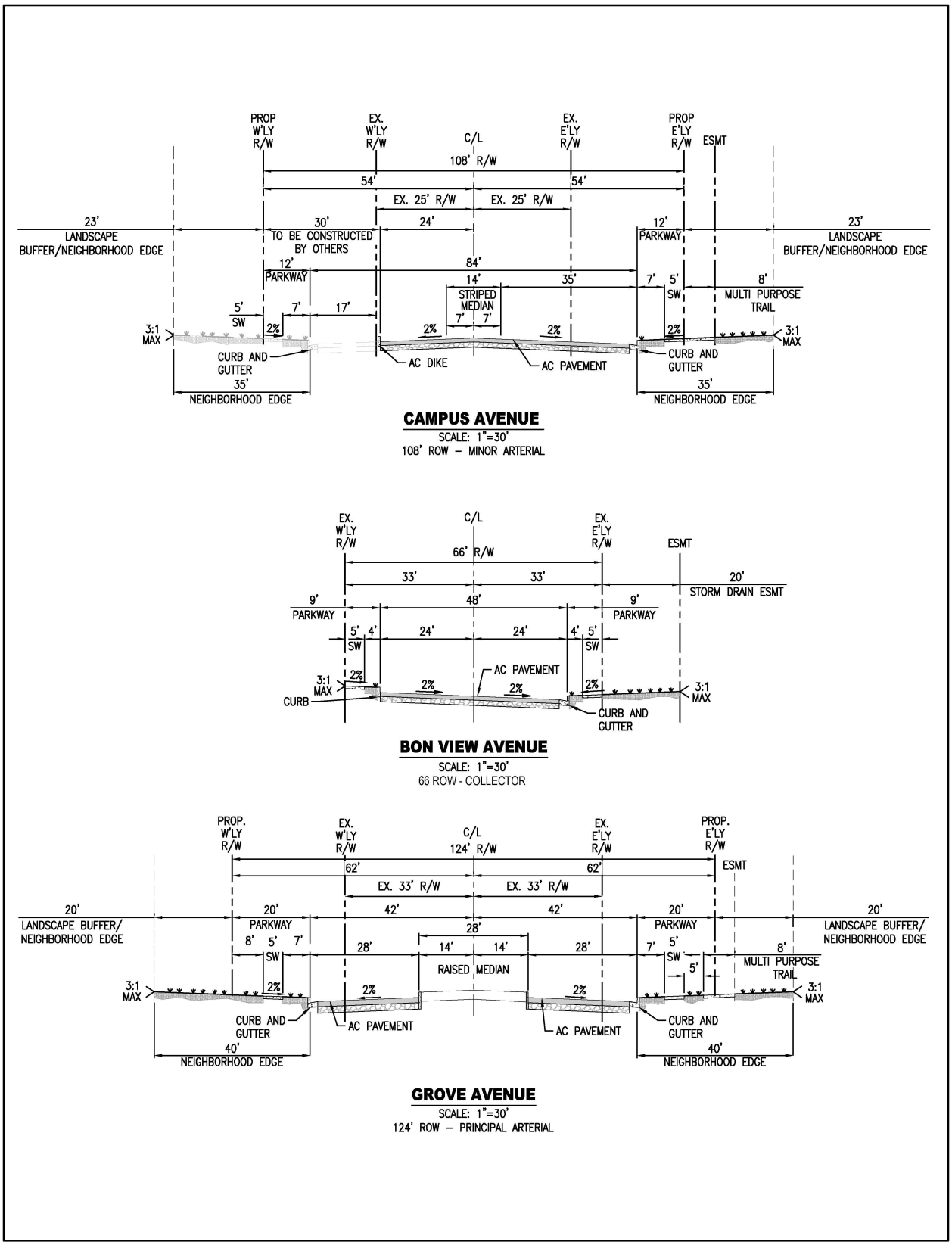
Grove Avenue forms the eastern boundary of Planning Areas 2, 5, and 8 and the western boundary of Planning Areas 3, 6, and 9. This public roadway provide access to the Specific Plan area from off-site areas to the north and south.

As shown on Figure 4-3, *Street Sections – Campus Avenue, Bon View Avenue, and Grove Avenue*, the developer(s) of the Eucalyptus Business Park Specific Plan area will be responsible for constructing the entire width of the 124-foot-wide ROW. The 124 feet of improvement includes a 28-foot-wide raised center median, and 56 feet of paved roadway and a 20-foot-wide parkway on both sides of the street. The 20-foot-wide parkway on the western side of the ROW provides 7 feet of curb-adjacent landscaping, a 5-foot-wide sidewalk and an additional 8 feet of landscaping on the west side of the sidewalk. The 20-foot-wide parkway on the eastern side of the ROW provides 7 feet of curb-adjacent landscaping, a 5-foot-wide sidewalk, 5 feet of additional landscaping, and an 8-foot-wide multi-purpose trail.

Beyond the Grove Avenue ROW, a 20-foot-wide landscape buffer abuts both the eastern and western sides of the ROW.

The traffic signal at the intersection of Grove Avenue and Eucalyptus Avenue will be constructed by others, as part of adjacent development to the south. A potential traffic signal may be installed at the intersection of Grove Avenue and Street 'A". If the traffic signal improvements are not completed and accepted by the City, developer(s) of this Specific Plan area is subject to the traffic signal improvements required. Traffic signal locations are subject to change based on the results and recommendations of a traffic study. All improvements to Grove Avenue are required to comply with applicable City of Ontario requirements, including sight distance requirements.

Final driveway locations along Grove Avenue will be determined in conjunction with the design of implementing development projects, in accordance with Chapter 2.0 Access Guidelines of the City of Ontario's Traffic and Transportation Design Guidelines and to the satisfaction of the City Engineer.



Source(s): Michael Baker International (04-01-2026)

Figure 4-3

Street Sections - Campus Avenue, Bon View Avenue, and Grove Avenue

Not to Scale

D. Walker Avenue (88' ROW Collector)

Walker Avenue forms the eastern boundary of Plannings Areas 3, 6, and 9. This public roadway provides access to the Specific Plan area from off-site areas to the north and south.

As shown on Figure 4-4, *Street Sections – Walker Avenue, Eucalyptus Avenue*, *and Public Street 'A'*, the developer(s) of the Eucalyptus Business Park Specific Plan area will be responsible for constructing the western 69 feet out of the total 88-foot-wide ROW. The 69 feet of improvement includes 57 feet of paved roadway and a 12-foot-wide parkway that includes 7 feet of curb-adjacent landscaping and a 5-foot-wide sidewalk. The remaining eastern portions of Walker Avenue ROW will be constructed by others and include 7 feet of paved roadway, a 12-foot-wide parkway containing 7 feet of curb-adjacent landscaping and 5-foot-wide sidewalk, and an 8-foot wide Multi Purpose Trail located outside of the right-of-way.

A 23-foot-wide landscape buffer abuts both the east and west sides of the Walker Avenue ROW. Within the eastern landscape buffer, developers outside of the Specific Plan area will be responsible for constructing an 8-foot-wide multi-purpose trail.

The traffic signal at the intersection of Walker Avenue and Eucalyptus Avenue will be constructed by others as part of adjacent development to the south. A potential traffic signal may be installed at the intersection of Walker Avenue and Public Street 'A'. If the traffic signal improvements are not completed and accepted by the City, developer(s) of this Specific Plan area is subject to the traffic signal improvements required. All improvements to Walker Avenue are required to comply with applicable City of Ontario requirements, including sight distance requirements. Developers shall design and construct concrete pavements on Walker Avenue southbound approaches at Eucalyptus Avenue in accordance with City of Ontario standard drawing #1207 as Walker Avenue will be designated as a truck route.

Final driveway locations along Walker Avenue will be determined in conjunction with the design of implementing development projects, in accordance with Chapter 2.0 Access Guidelines of the City of Ontario's Traffic and Transportation Design Guidelines and to the satisfaction of the City Engineer.

E. Eucalyptus Avenue (108' ROW Collector)

Eucalyptus Avenue forms the southern boundary of Planning Areas 4, 5, and 6. This public roadway provides access to the Specific Plan area from off-site areas to the east and west.

As shown on Figure 4-4, *Street Sections – Walker Avenue, Eucalyptus Avenue, and Public Street 'A',* Eucalyptus Avenue will provide 84 feet of paved roadway, which includes a 14-foot-wide painted median. A 12-foot-wide parkway that includes 7 feet of curb-adjacent landscaping and a 5-foot-wide sidewalk is provided on both sides of the street. Beyond the ROW, a 23-foot-wide landscape buffer abuts both sides of Eucalyptus Avenue. Additionally, an 8-foot-wide multi-purpose trail is provided within the northern landscape buffer.

Developer(s) within the Eucalyptus Business Park Specific Plan area west of Grove Avenue will be responsible for constructing the northern 16 feet of paved roadway, the 12-foot-wide parkway, and the 8-foot-wide multi-purpose trail. Developer(s) within the Eucalyptus Business Park Specific Plan area east of Grove Avenue will be responsible for constructing the 12-foot-wide parkway and the 8-foot-wide multi-purpose trail. The remaining portions of Eucalyptus Avenue, as illustrated in Figure 4-4, will be constructed by developer(s)

outside of the Specific Plan area. Developer(s) shall design and construct concrete pavement at all intersection approaches in accordance with City of Ontario Standard Drawing No. 1207, as Eucalyptus Avenue will be designated as a truck route.

The traffic signals along Eucalyptus Avenue at its intersections with Bon View Avenue, Grove Avenue, and Walker Avenue will be constructed by others, as part of adjacent development to the south. If the traffic signal improvements are not completed and accepted by the City, developer(s) of this Specific Plan area is subject to the traffic signal improvements required. Developer(s) within the Specific Plan area will be responsible for a traffic signal at the intersection of Eucalyptus Avenue and Campus Avenue. Traffic signal locations are subject to change based on the results and recommendations of a traffic study. All improvements to Eucalyptus Avenue are required to comply with applicable City of Ontario requirements, including sight distance requirements.

Final driveway locations along Eucalyptus Avenue will be determined in conjunction with the design of implementing development projects, in accordance with Chapter 2.0 Access Guidelines of the City of Ontario's Traffic and Transportation Design Guidelines and to the satisfaction of the City Engineer.

F. Public Street 'A' (64' ROW Local Street)

Public Street 'A' forms the northern boundary of Planning Areas 1, 2, and 3 and the southern boundary of Planning Areas 7, 8, and 9. This public roadway provides access to the Specific Plan area from off-site areas to the east and west.

As shown on Figure 4-4, *Street Sections – Walker Avenue, Eucalyptus Avenue, and Public Street 'A'*, implementing projects within the Eucalyptus Business Park Specific Plan area will be responsible for constructing the entire width of the 64-foot-wide ROW. The 64 feet of improvement includes 40 feet of paved roadways and a 12-foot-wide parkway on both sides of the street that includes 7 feet of curb adjacent landscaping and a 5-foot-wide sidewalk. Notwithstanding the above, Street 'A' may require additional roadway width at intersections with north–south streets to accommodate truck turning movements associated with the Business Park uses. Accordingly, the right-of-way and paved roadway width for Street A may be increased at intersections, as determined necessary through implementing projects, subject to City review and approval.

A traffic signal may be required at the intersection of Public Street 'A' and Grove Avenue, Public Street 'A' and Campus Avenue, Public Street 'A' and Bon View Avenue, and Public Street 'A' and Walker Avenue. Traffic signal locations are subject to change based on the results and recommendations of a traffic study. All improvements to Public Street 'A' are required to comply with applicable City of Ontario requirements, including sight distance requirements.

Final driveway locations along Public Street 'A' will be determined in conjunction with the design of implementing development projects, in accordance with Chapter 2.0 Access Guidelines of the City of Ontario's Traffic and Transportation Design Guidelines and to the satisfaction of the City Engineer.

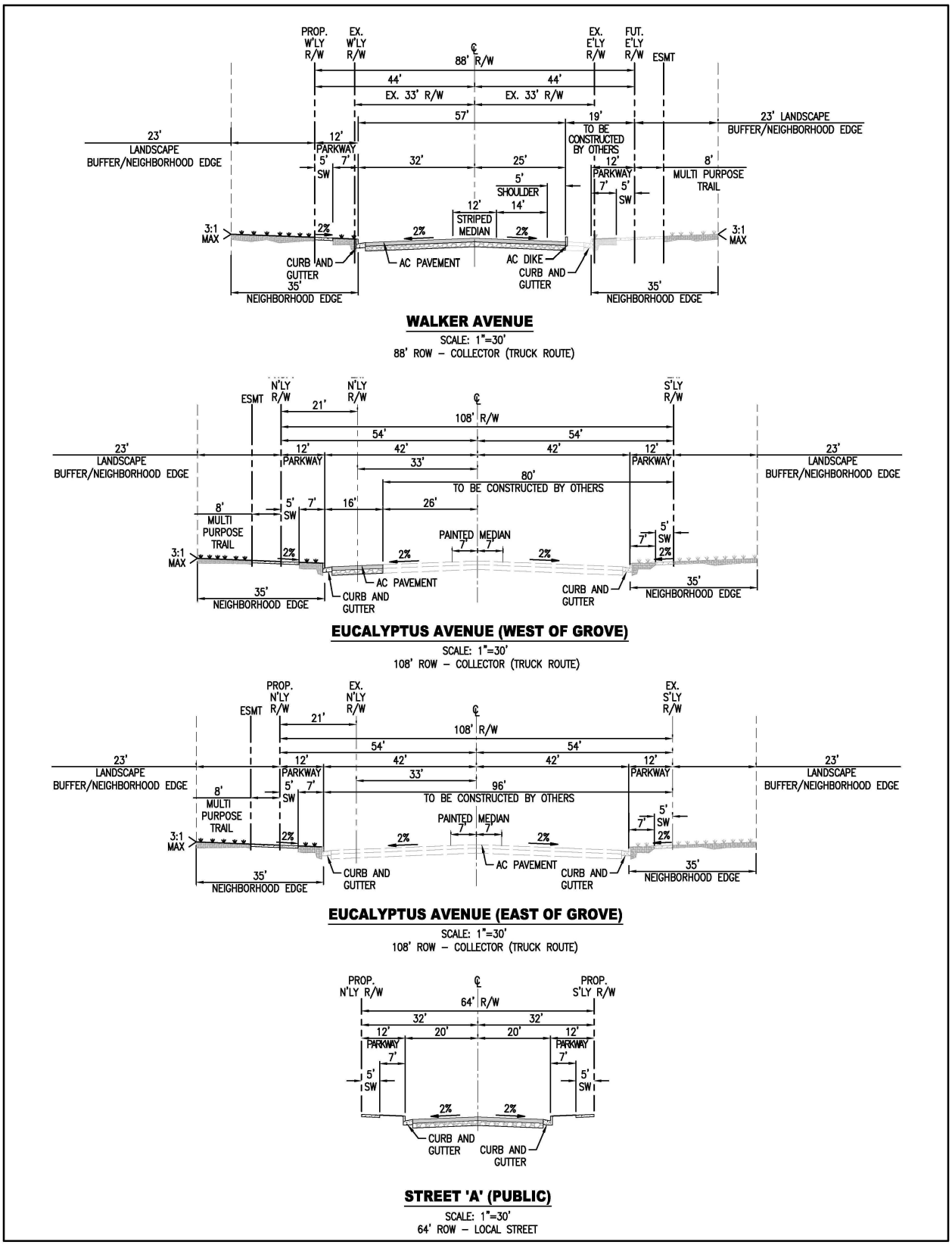
G. Private Drive Aisles

Private drive aisles connect individual planning areas to the public roadways described above. Within each planning area, private drive aisles provide vehicular access for automobiles and commercial vehicles including trucks to parking lots and loading areas and provide sidewalk opportunities for pedestrian and bicycle access to building entries and

amenities. Private drive aisles will have pavement widths that range between 24 and 50 feet. Private drive aisles are not depicted on Figure 4-2 as their locations, alignments, and widths will be determined in conjunction with the design of implementing development projects.

H. Truck Routes

Access to the Eucalyptus Business Park Specific Plan area is provided from Eucalyptus Avenue, Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, and Public Street 'A'. Project truck traffic shall use the City's truck route in Euclid Avenue, Walker Avenue, Eucalyptus Avenue, and Merrill Avenue to access the Specific Plan area.



Source(s): Michael Baker International (04-01-2026)

Figure 4-4

Street Sections - Walker Avenue, Eucalyptus Avenue, and Public Street 'A'

Not to Scale

4.1.2 Non-Vehicular Circulation

The Eucalyptus Business Park Specific Plan encourages non-motorized circulation for employees and visitors of the Specific Plan area. Pedestrian circulation is encouraged within the Specific Plan area through a network of sidewalks and multi-purpose trails, and bicycle circulation is encouraged through a network of bike lanes and multi-purpose trails. Additional pedestrian and bicycle facilities will be designed on individual business park building sites at the time buildings are designed and positioned in each planning area as part of implementing development projects. Additional pedestrian and bicycle facilities within Planning Areas 7, 8, and 9 will be designed consistent with the City of Ontario Grand Park Master Plan.

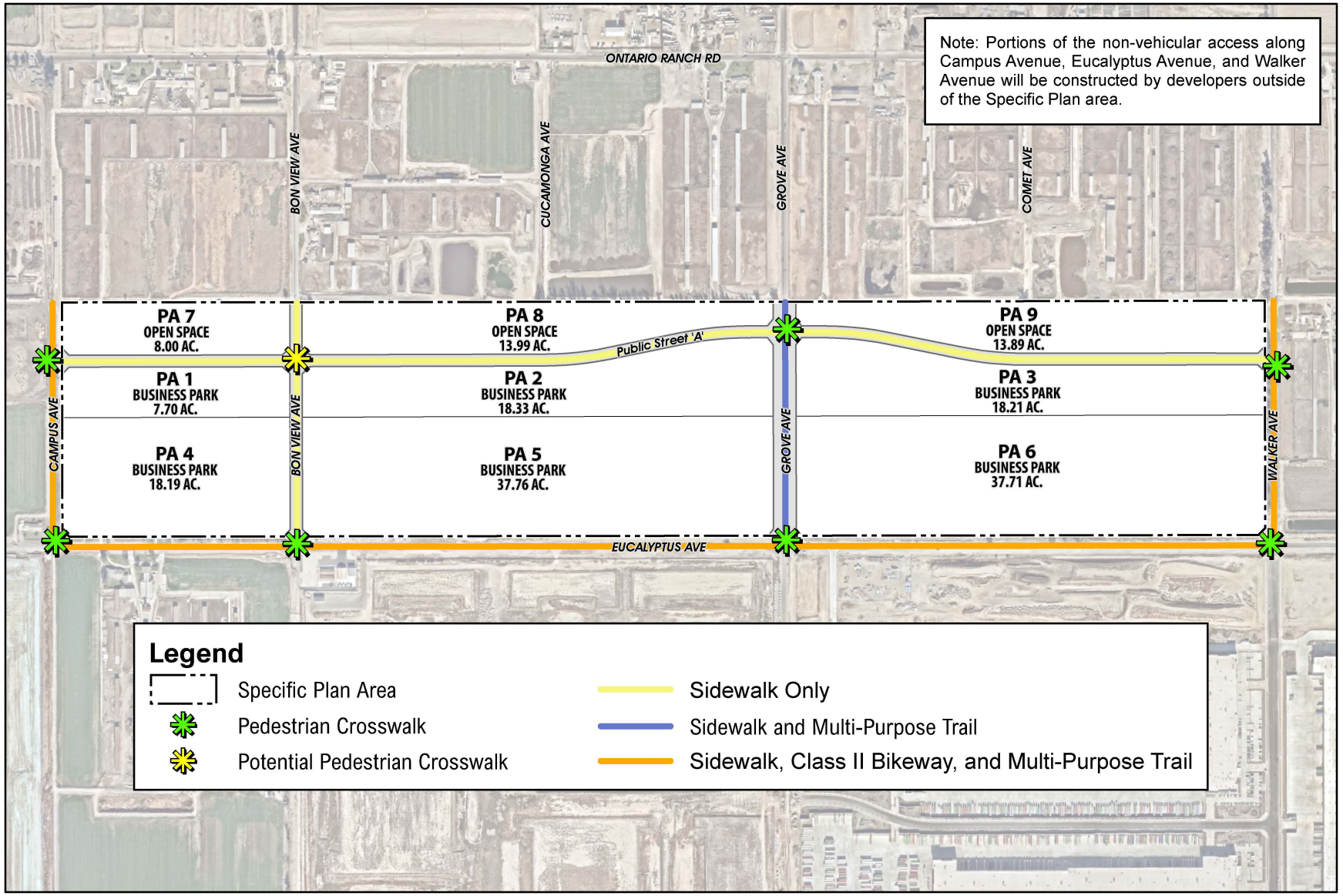
As shown on Figure 4-5, *Conceptual Non-Vehicular Circulation and Mobility Plan*, the Eucalyptus Business Park Specific Plan provides for sidewalk in the public ROW along Bon View Avenue and Public Street 'A'; sidewalk and multi-purpose trail along Grove Avenue; and sidewalk, Class II bikeway, and multi-purpose trail along Eucalyptus Avenue, Campus Avenue, and Walker Avenue (to be constructed by others). Pedestrian crosswalks are designed at street intersections to ensure pedestrian safety. Locations of pedestrian crosswalks are provided on Figure 4-5.

As illustrated on Figure 4-5, 5-foot-wide sidewalks are provided on both sides of Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, Eucalyptus Avenue, and Public Street 'A'; an 8-foot-wide multi-purpose trail is provided on Eucalyptus Avenue, Campus Avenue, Grove Avenue and Walker Avenue; and Class II bike lanes are provided along Eucalyptus Avenue, Campus Avenue, and Walker Avenue. Construction of the non-vehicular network will be provided by developers both within and outside of the Specific Plan area. Responsibility of construction is illustrated in Figures 4-3 and 4-4 of this Specific Plan.

The Eucalyptus Business Park Specific Plan anticipates a large volume of passenger vehicle and truck traffic circulating on the site; therefore, convenient and safe pedestrian and bicycle access was given careful consideration when preparing the design standards of this Specific Plan. Provisions for sidewalks, short-term and long-term bicycle storage facilities, and employee and visitor gathering areas interior to the planning areas are set forth in Chapter 6, *Design Guidelines*, of this Specific Plan.

In addition to internal non-vehicular circulation, Omnitrans provides bus services to and from the Specific Plan area. The following bus and transit facilities are located west and north of the Specific Plan area:

- Omnitrans Bus Route 83, located approximately 0.6 miles to the west along Euclid Avenue.
- Omnitrans Bus Route 87, located approximately 1.8 miles to the north along Riverside Drive.
- As part of the Specific Plan, a new bus turnout would be constructed near the intersection of Grove Avenue and Eucalyptus Avenue in anticipation of future Omnitrans service.



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (04-01-2026), San Bernardino County (2025)

Figure 4-5

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Conceptual Non-Vehicular Circulation and Mobility Plan

4.2 Utility Infrastructure Plan

Buildout of the Eucalyptus Business Park Specific Plan area requires the installation of water, sewer, drainage, and other utility infrastructure, as described in the subsections below. All utility infrastructure improvements shall be constructed in accordance with applicable City of Ontario design standards and specifications.

Public utility mains shall be located within publicly dedicated ROW and publicly dedicated streets. Any proposed public utilities within private streets shall be subject to City approval and contained within acceptable easements, access, and separation requirements. Minimum width for a public utility easement (PUE) shall be at least 20 feet wide and shall be centered on the public utility main. Setbacks are required when there is a public utility within a private street, drive, or alley to accommodate any utility appurtenances. Additionally, private utilities are not allowed within the PUEs.

4.2.1 Potable Water Plan

The City of Ontario provides water service to the Specific Plan area. The Specific Plan area lies within the 925 Pressure Zone (PZ). As shown on Figure 4-6, *Potable Water Infrastructure Plan*, planned potable water lines proposed by projects outside of the Specific Plan area include a 16-inch potable water line within Eucalyptus Avenue between Campus Avenue and Grove Avenue; and a 24-inch potable water line within Eucalyptus Avenue between Grove Avenue and Walker Avenue. Additionally, an existing 30-inch potable water line within Grove Avenue between Eucalyptus Avenue and Ontario Ranch Road. Any existing potable water mains not yet accepted by the City that support the development of the Specific Plan are required at the responsibility of the developer to support the development of the Specific Plan area.

Potable water system improvements within the Specific Plan area require the planning, design, and construction of the following: 12-inch potable water lines along Bon View Avenue from Eucalyptus Avenue to the northern boundary of the Specific Plan area; 16-inch potable water lines along Campus Avenue and Walker Avenue from Eucalyptus Avenue to the northern boundary of the Specific Plan area; and a 12-inch potable water line along Public Street 'A' between Campus Avenue and Walker Avenue.

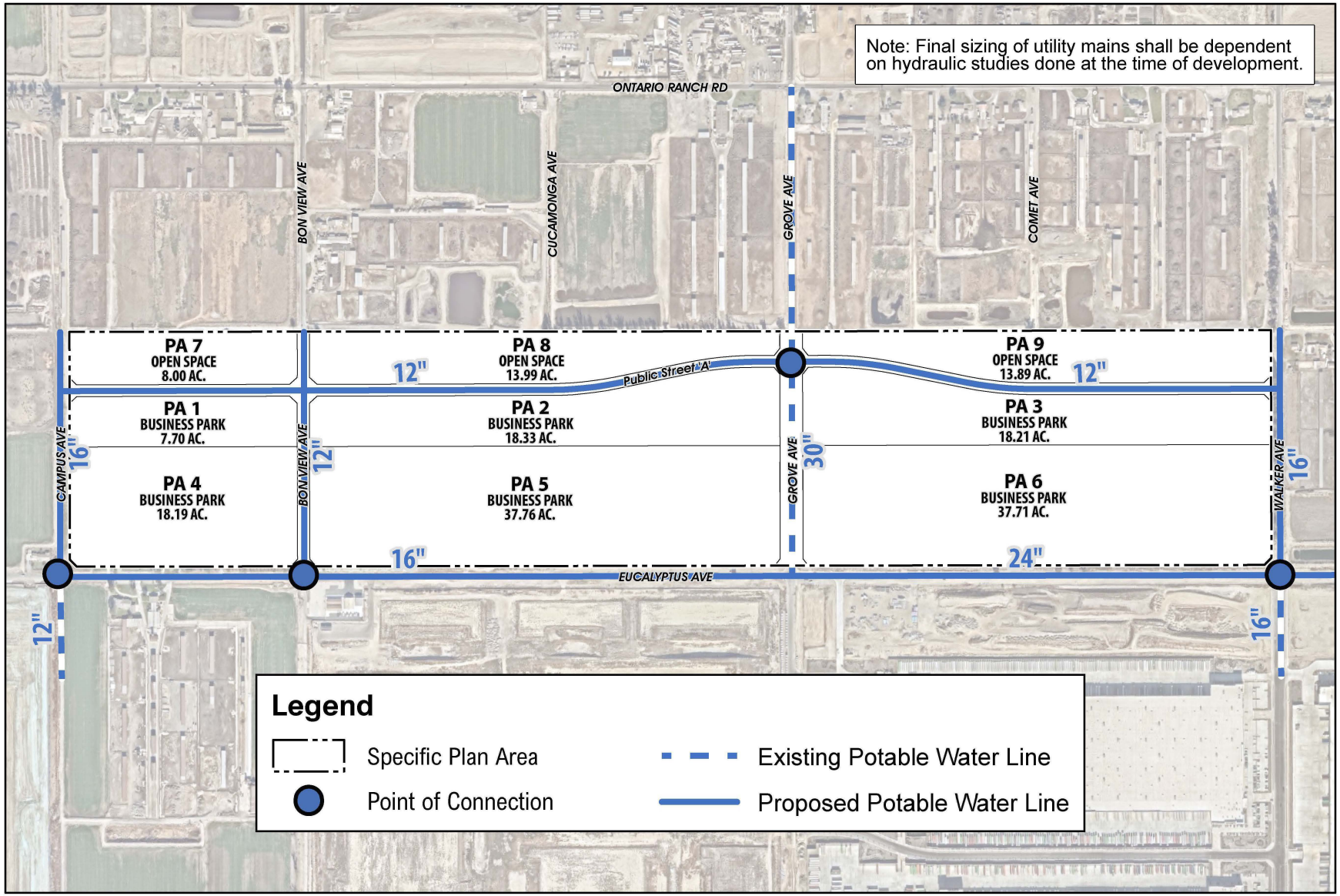
The overall water infrastructure plan to serve the City of Ontario is illustrated on Figure 4-7, *City of Ontario Ultimate Water System*. Final sizing of required infrastructure shall be determined at the time of development during final design based on hydraulic calculations. The required infrastructure is subject to change based upon findings of City approved hydraulic studies, master plan updates, and project final designs. Any existing utilities, including other agencies' mains, that do not meet minimum depths, standard alignment locations, and/or minimum horizontal and vertical separation requirements shall be subject to relocation/replacement by the developer(s) of the Specific Plan.

All on-site improvements are required to have hydraulic studies to determine infrastructure improvements needed to support each area and shall be the responsibility of the developer(s). Any changes in land use not limited to units, density, or intensity, that are not previously accounted for in a City approved study following current design criteria shall trigger a revised updated hydraulic study and any new findings of infrastructure improvements needed are required at the responsibility of the developer.

The City's Potable Water Master Plan identifies new water facilities to serve the Ontario Ranch area, which will need to be constructed prior to

or concurrent with the Specific Plan area's water improvements. Construction of the Specific Plan area's water improvements and the Master Plan water improvements necessary to serve the Specific Plan area shall be the responsibility of the developer(s). The Eucalyptus Business Park Specific Plan will be required to participate in the Master Plan water improvements as detailed in this Specific Plan.

As a part of the backbone infrastructure, the master planned 925 Pressure Zone (PZ) reservoir shall be constructed on the City-owned reservoir site as directed by the City. Well supply and any drinking water treatment necessary for the 925 PZ shall be constructed to supply the 925 PZ reservoir. The 925 Pressure Zone (PZ) Phase 2 Potable Water System facilities will need to be constructed to support the Project. In the event the 925 PZ Phase 2 facilities are not completed in time to serve the Project, the developer(s) may implement an interim water supply strategy, subject to review and approval by the City. The off-site improvements include the construction of 42-inch water main on Grove Avenue, from Chino Avenue to Francis Street, proceeding west on Francis Street to Bon View Avenue, continuing north on Bon View Avenue to the City-owned Reservoir site. Additional improvements include installing a 42-inch potable water main in Grove Avenue connecting from the 30-inch to the 42-inch potable water main in Grove Avenue at Chino Ave; and extending to the Bon View Avenue Reservoir site and to the Reservoir; and, installing a 9 million gallon reservoir on the Bon View Reservoir site; and, installing two 2,500 gpm wells with any treatment necessary to meet water quality standards and the 16-inch to 42-inch well collection mains from the wells to the reservoirs. The Eucalyptus Business Park Specific Plan will be required to participate in the future Phase 2 Water System Improvements as detailed in the development agreements with the City.



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (11-20-2025), San Bernardino County (2025)

Figure 4-6

Potable Water Infrastructure Plan

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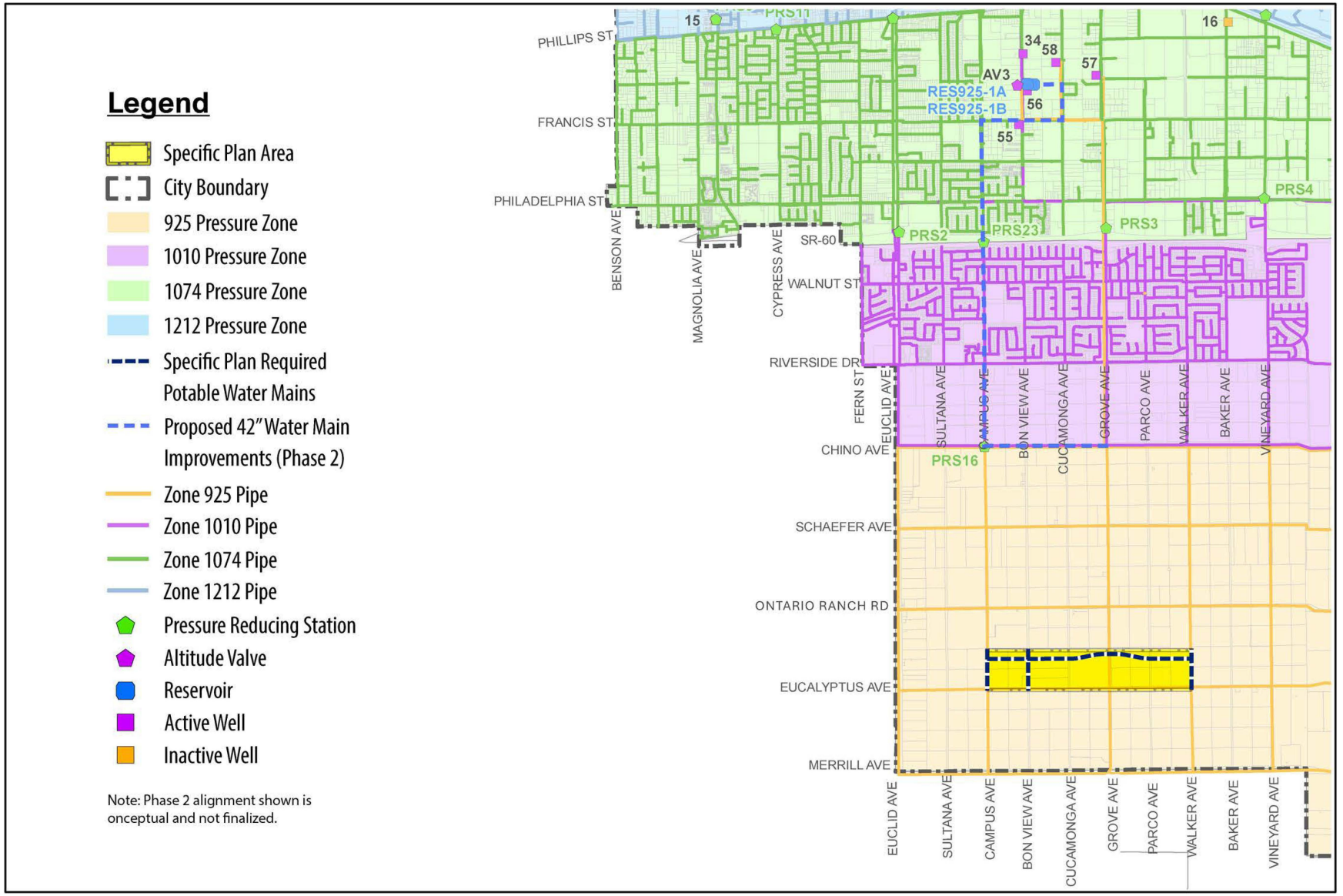


Source(s): Ontario Municipal Utilities Company (OMUC) (October 2011)

Figure 4-7

Not to Scale

City of Ontario Ultimate Water System

4.2.2 Recycled Water Plan

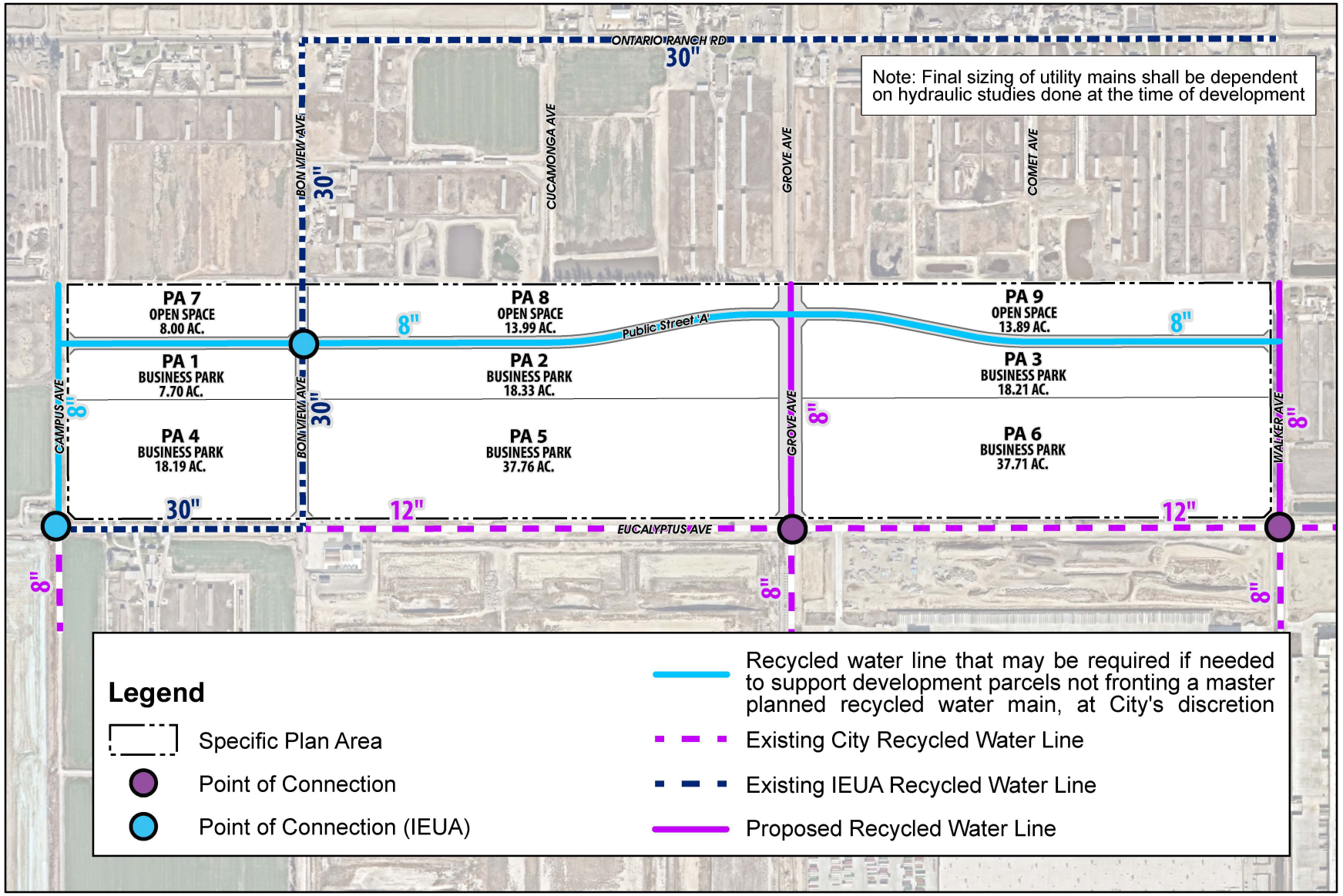
The City of Ontario/Ontario Municipal Utilities Company (OMUC) and the Inland Empire Utilities Agency (IEUA) supplies recycled water to the Specific Plan area. Recycled Water supplied by OMUC is produced by the IEUA from its four wastewater reclamation plants. As shown on Figure 4-8, *Recycled Water Infrastructure Plan*, existing recycled water lines include a 30-inch IEUA recycled water line within Eucalyptus Avenue between Campus Avenue and Bon View Avenue; a 12-inch City of Ontario recycled water line within Eucalyptus Avenue between Bon View Avenue and Walker Avenue; a 30-inch IEUA recycled water line within Bon View Avenue between Eucalyptus Avenue and Ontario Ranch Road; and a 30-inch IEUA recycled water line within Ontario Ranch Road between Bon View Avenue and Walker Avenue.

Recycled water infrastructure improvements for the Specific Plan area require the planning, design, and construction of the following: an 8-inch recycled water line within Grove Avenue and Walker Avenue between Eucalyptus Avenue and the northern edge of the Specific Plan area. At the discretion of the City, additional recycled water line may be needed within Campus Avenue and Public Street 'A' to support development parcels not fronting a master planned recycled water main. Improvements may include an 8-inch recycled water line within Campus Avenue between Eucalyptus Avenue and the northern edge of the Specific Plan area; and an 8-inch recycled water line along Public Street 'A' between Campus Avenue and Walker Avenue.

The Eucalyptus Business Park Specific Plan shall make use of recycled water for all approved uses including, but not limited to, the irrigation of parks, street parkway landscaping, and any other Property Owners' Association (POA) maintained common areas. The developer shall prepare and secure approval of an Engineering Report from the City of Ontario and State Department of Drinking Water Agency prior to the use of recycled water.

Final sizing of required infrastructure shall be determined at the time of development during final design based on hydraulic calculations. The required infrastructure is subject to change based upon findings of City approved hydraulic studies, master plan updates, and project final designs. Any existing utilities, including other agencies' mains, that do not meet minimum depths, standard alignment locations, and/or minimum horizontal and vertical separation requirements shall be subject to relocation/ replacement by the developer(s) of the Specific Plan. The developer of the Specific Plan area is required to obtain approvals from IEUA for regional connections outlined in the Specific Plan and additional regional connections as required to support development not fronting a City recycled water main.

All on-site improvements are required to have hydraulic studies to determine infrastructure improvements needed to support each area and shall be the responsibility of the developer. Any changes in land use not limited to units, density, or intensity, that are not previously accounted for in a City approved study following current design criteria shall trigger a revised updated hydraulic study and any new findings of infrastructure improvements needed are required at the responsibility of the developer.



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (04-01-2026), San Bernardino County (2025)

Figure 4-8

0 200 400 800 Feet

Recycled Water Infrastructure Plan

4.2.3 Sanitary Sewer Plan

Sanitary sewer/wastewater collections for the Specific Plan area are served by the City of Ontario/OMUC, which conveys wastewater to the IEUA for transmission and treatment. As shown on Figure 4-9, *Sanitary Sewer Infrastructure Plan*, at the time the Specific Plan was prepared, there is no existing sanitary sewer infrastructure within the Specific Plan area.

Sanitary sewer infrastructure improvements for the Specific Plan area require the planning, design, and construction of the following: a 15-inch sanitary sewer line within Campus Avenue between Eucalyptus Avenue and the northern border of the Specific Plan area; an 18-inch sanitary sewer line within Bon View Avenue between Eucalyptus Avenue and the northern border of the Specific Plan area; and a 21-inch sanitary sewer line within Grove Avenue and Walker Avenue between Eucalyptus Avenue and the northern border of the Specific Plan area. At the discretion of the City, additional sanitary sewer lines may be needed within Eucalyptus Avenue and Public Street 'A' to support development parcels not fronting a master planned sewer main. Improvements may include an 8-inch sanitary sewer line within Eucalyptus Avenue east of Bon View Avenue to connect with the proposed sewer line east of Bon View Avenue; an 8-inch sanitary sewer line within Eucalyptus Avenue east of Grove Avenue to connect with the proposed sanitary sewer line east of Grove Avenue; an 8-inch sanitary sewer line within Public Street 'A' east of Campus Avenue to connect with the proposed sewer line within Campus Avenue; an 8-inch sanitary sewer line within Public Street 'A' east of Bon View Avenue to connect with the proposed sewer line within Bon View Avenue; and an 8-inch sanitary sewer line within Public Street 'A' west of Walker Avenue to connect with the proposed sewer line within Walker Avenue. Any existing sewer mains not yet accepted by the City that are downstream of the Specific Plan area are required at the responsibility of the developer to support the development of the Specific Plan.

In addition to proposed sewer infrastructure, tributary flows are also included in Figure 4-9. The flows arrows show which sewer lines are supporting the sewer flows from each planning area.

Required sanitary sewer infrastructure is subject to change based upon findings of City-approved hydraulic studies, master plan updates, and project final designs; and, sewer main locations are also subject to change based upon the developer-conducted and City-approved Conceptual Design Report.

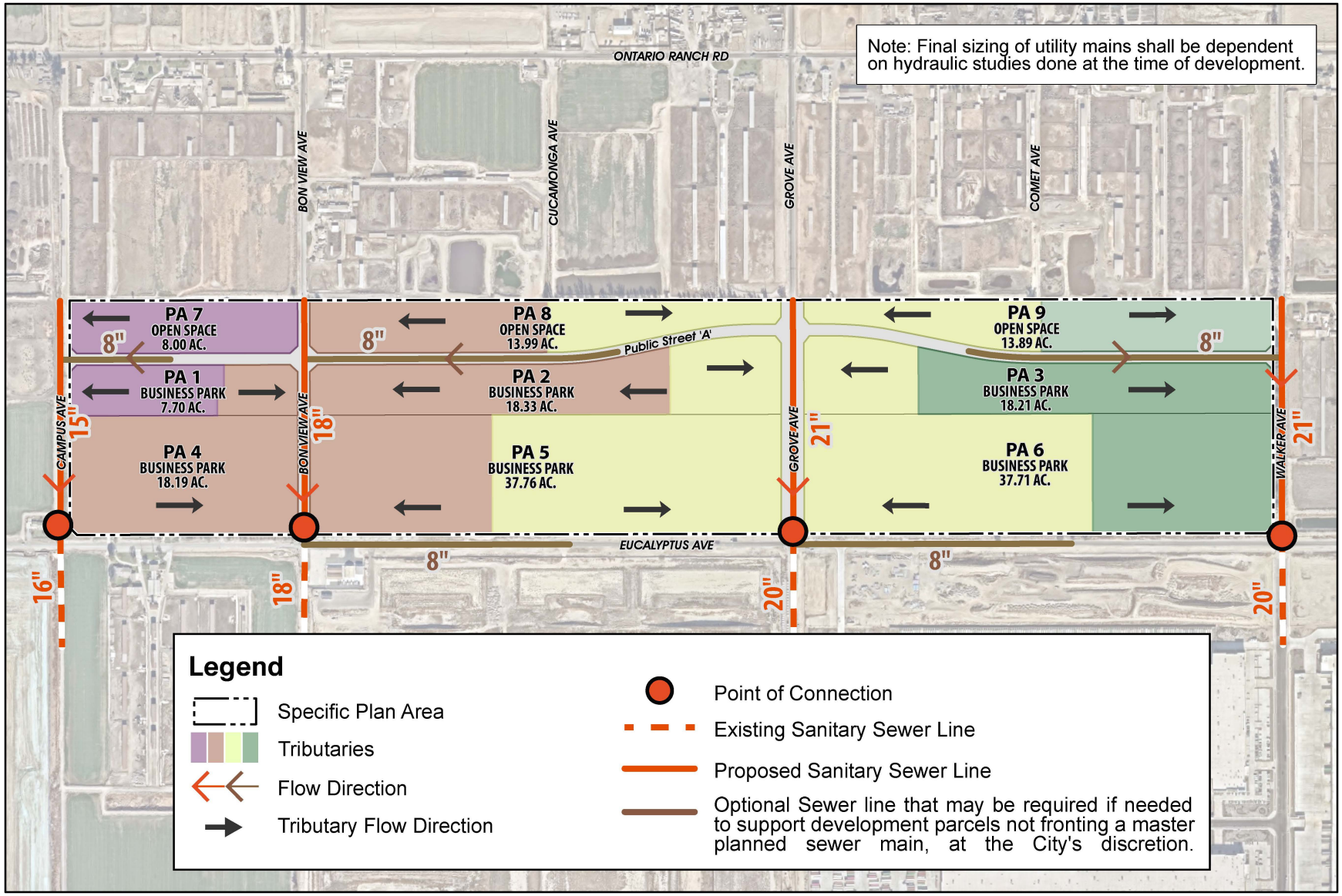
Final sizing of sewer mains shall be determined during final design by hydraulic calculations through a Sewer Study or Sewer Sub-Area Master Plan (SSAMP) per the City's current Sewer Master Plan.

Any existing utilities, including other agencies' mains, that do not meet minimum depths, standard alignment locations, and/or minimum horizontal and vertical separation requirements shall be subject to relocation/ replacement by the developer(s) of the Specific Plan.

All on-site improvements are required to have hydraulic studies to determine infrastructure improvements needed to support each area and shall be the responsibility of the developer. All on-site intract public sewer mains shall be studied via a Sewer Sub-Area Master Plan (SSAMP) per the City's current Sewer Master Plan. Any changes in sewer tributary boundaries, as acceptable at the City's discretion or land use not limited to units, density, or intensity, that are not previously accounted for in a City approved study following current design criteria shall trigger a

revised updated sewer study and any new findings of infrastructure improvements needed are required at the responsibility of the developer.

The off-site public sewer shall be designed to meet all applicable City standards and requirements and designed in such a way so that the proposed on-site private sewer improvements shall be designed to meet all applicable building and plumbing codes. Eucalyptus Business Park Specific Plan's sewer tributary areas shall be determined in conformance with the latest City Sewer Master Plan while accommodating the off-site and on-site sewer standards, codes, and requirements, etc. If Eucalyptus Business Park Specific Plan's sewer tributary areas need to be revised to allow the public or private sewer to meet applicable requirements, and a revised SSAMP supports the revised sewer tributary boundaries, as approved at the City's discretion, then Figure 4-10 shall be revised to reflect Eucalyptus Business Park Specific Plan's new sewer tributary boundaries.



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (04-01-2026), San Bernardino County (2025)

Figure 4-9

0 200 400 800 Feet

Sanitary Sewer Infrastructure Plan

4.2.4 Storm Water Management Plan

As shown on Figure 4-10, *Storm Drain Infrastructure Plan*, existing storm drain infrastructure includes a 24-inch storm drain line within Eucalyptus Avenue east of Campus Avenue; a 42-inch storm drain line within Eucalyptus Avenue west of Bon View Avenue; a 24-inch line within Eucalyptus Avenue east of Bon View Avenue, a 24-inch storm drain line within Eucalyptus Avenue just east and west of Grove Avenue; and a 24-inch storm drain line within Eucalyptus Avenue west of Walker Avenue.

Storm drain infrastructure improvements for the Specific Plan area require the planning, design, and construction of the following: a 60-inch storm drain line within Campus Avenue between Eucalyptus Avenue and the northern boundary of the Specific Plan area; a 96-inch storm drain line within Bon View Avenue between Eucalyptus Avenue and the northern boundary of the Specific Plan area; a 108-inch storm drain line within Grove Avenue and Walker Avenue between Eucalyptus Avenue and the northern boundary of the Specific Plan area; 24-inch storm drain lines within Public Street 'A' between Campus Avenue and Bon View Avenue; and 36-inch storm drain lines within Public Street 'A' between Bon View Avenue and Walker Avenue.

The overall storm drain infrastructure plan to serve the City of Ontario is illustrated on Figure 4-13, *City of Ontario Planned Drainage Facilities*. Required storm drain infrastructure is subject to change based upon findings of City-approved hydraulic studies, master plan updates, and project final designs. If the storm drain improvements are not completed and accepted by the City, the developer of this Specific Plan is subject to the storm drain improvements required.

If at the time of construction, Line I in Euclid Avenue in the City of Chino has not been constructed, the developments tributary to this line (see Figure 4-13) will need to detain and release their runoff at 80% of the pre-development flows.

A. National Pollutant Discharge Elimination System (NPDES) Compliance and Water Quality Management Plan (WQMP)

The grading and drainage areas design for the on-site storm drain system improvements within the Eucalyptus Business Park Specific Plan area will utilize a variety of Low Impact Development (LID) design concepts to detain, filter, and treat surface runoff in a practical manner to comply with the requirements of the San Bernardino County NPDES Storm Water Program's current WQMP and the City's NPDES program requirements for new development projects.

The objective of project-specific WQMPs is to minimize the detrimental effects of urbanization on the beneficial uses of receiving waters, including effects caused by increased water pollutants and changes in hydrology. These effects shall be minimized through the implementation of on-site and off-site LID Site Design Best Management Practices (BMP's) that retain/infilter or biotreat 85th percentile storm event runoff from the Specific Plan area.

In addition, non-structural and structural Source Control BMP's will be implemented and documented in approved Water Quality Management Plan(s) associated with the design of implementing development projects to reduce pollutant generation and transport from the Specific Plan area.

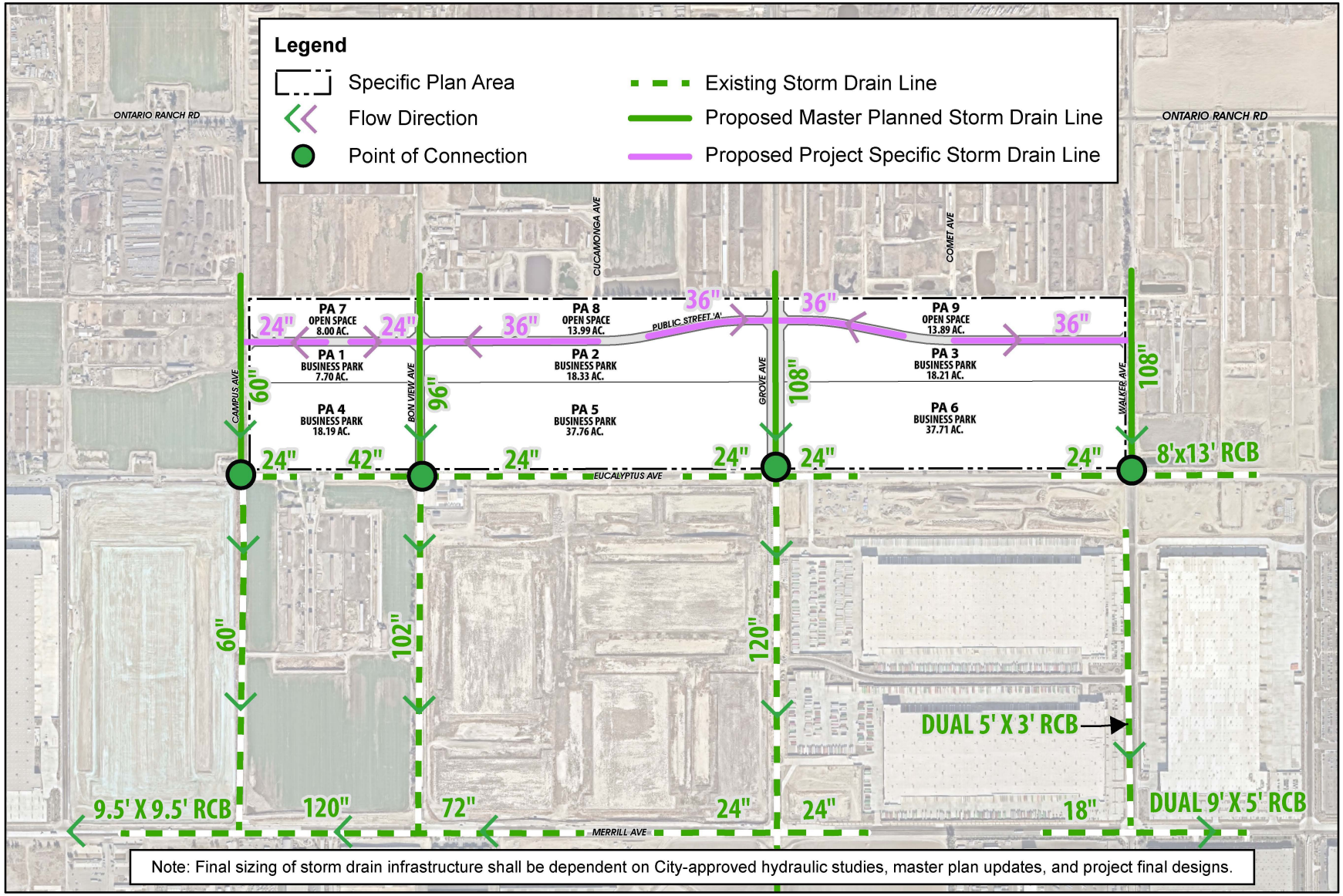
All Priority Land Use (PLU) areas, defined by the State Water Resources Board (SWRCB) as high trash generating areas such as industrial uses within the Specific Plan area shall comply with the statewide Trash Provisions adopted by the SWRCB and trash requirements in the

most current San Bernardino County Area-Wide MS4 permit.

Prior to the issuance of any grading or construction permits for any parcel map or area that disturbs one (1) acre or more of land within the Eucalyptus Business Park Specific Plan area, an Erosion Control & Sedimentation Plan and Storm Water Pollution Prevention Plans (SWPPP) will be prepared to comply with California State Water Resources Control Board's (State Water Board) current "General Permit to Discharge Storm Water Associated with Construction Activity" and current "Area Wide Urban Storm Water Runoff (Regional NPDES) Permit." SWPPPs are required to identify and detail all appropriate Best Management Practices (BMPs) to be implemented or installed during construction.

B. Airport Compatibility

The Specific Plan area is located in the Airport Influence Areas (AIAs) of the Ontario International Airport and the Chino Airport. The Federal Aviation Administration (FAA) identifies stormwater management facilities as one of the greatest attractants to wildlife hazards to airport operations. For this reason, all new above ground stormwater management facilities located within the Eucalyptus Business Park Specific Plan area will be designed to avoid the creation of open water and habitat by being designed to drain completely within a maximum 48-hour period following design storm event (i.e., 24-hour storm) and remain totally dry between storm events.

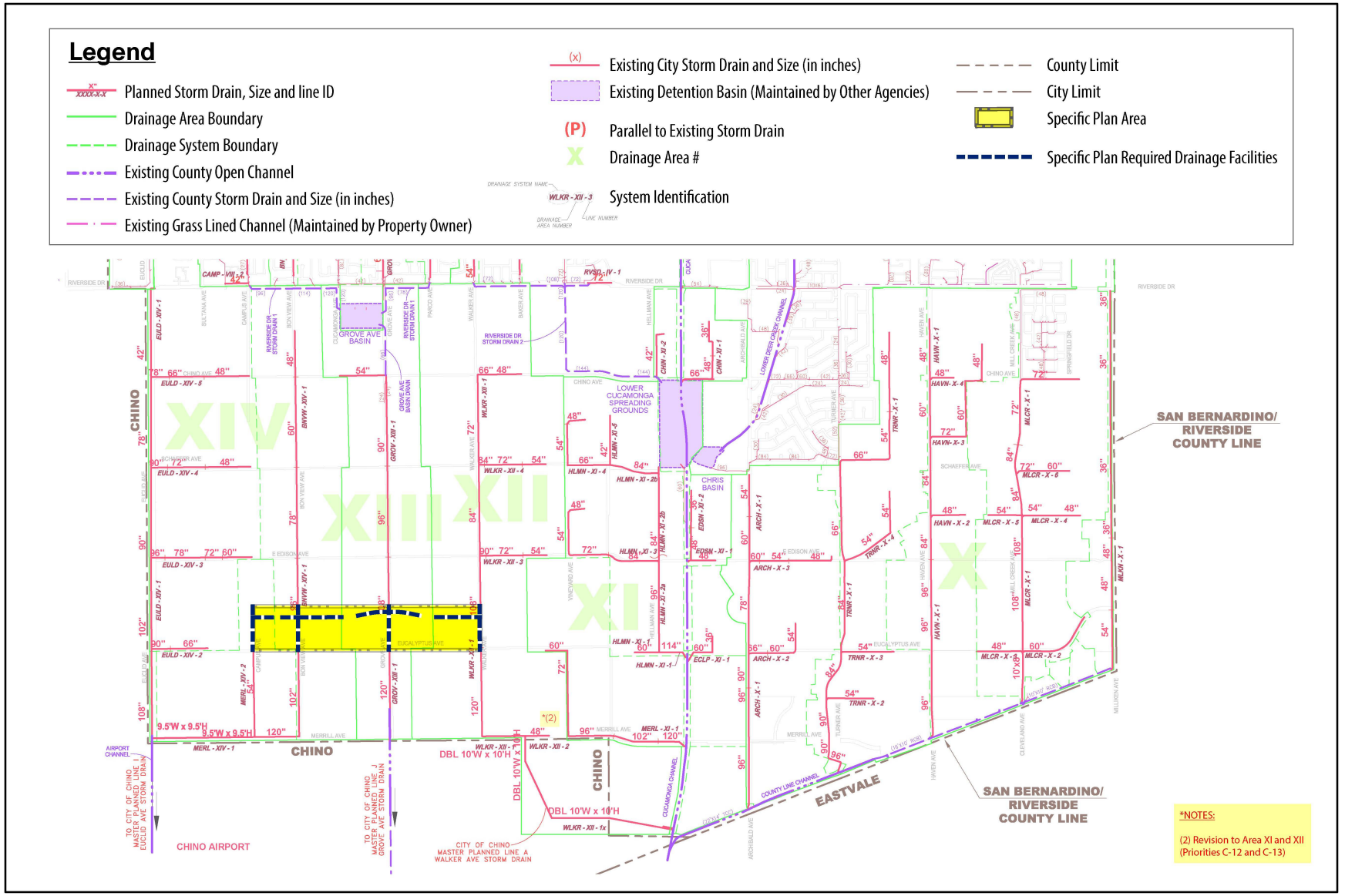


Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (04-01-2026), San Bernardino County (2025)

Figure 4-10

0 275 550 1,100 Feet

Storm Drain Infrastructure Plan



Source(s): Ontario Municipal Utilities Company (OMUC) (03-09-2012)

Figure 4-11

City of Ontario Planned Drainage Facilities

Not to Scale

4.2.5 Dry Utilities Plan

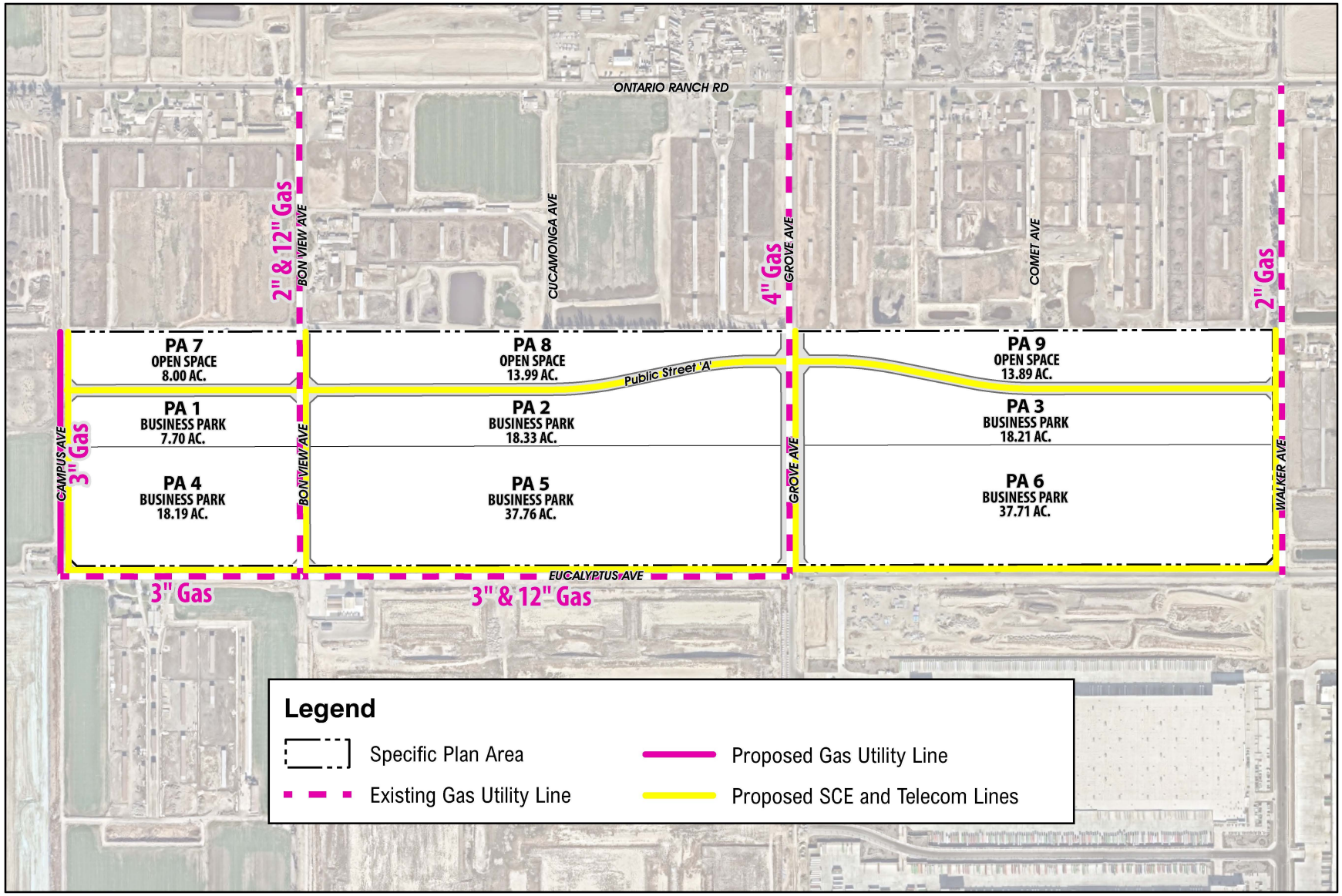
Southern California Gas Company (SoCal Gas) provides gas service, Southern California Edison (SCE) provides the electric service, and OntarioNet Fiber and Frontier Communications provide telecommunication (telecom) services to the Specific Plan area. As shown on Figure 4-12, *Dry Utilities Infrastructure Plan*, and Figure 4-13, *Fiber Optics Plan*, existing dry utilities infrastructure includes a 3-inch gas line within Eucalyptus Avenue between Campus Avenue and Bon View Avenue; a 3-inch and a 12-inch gas line along Eucalyptus Avenue between Bon View Avenue and Grove Avenue; a 2-inch and a 12-inch gas line within Bon View Avenue; a 4-inch gas line within Grove Avenue; and a 2-inch gas line within Walker Avenue.

Dry utilities, including electric and telecom improvements for the Specific Plan area require the planning, design, and construction of the following: new SCE and telecom lines within Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, Eucalyptus Avenue, and Public Street 'A'; new fiber optic lines within Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, Eucalyptus Avenue, and Public Street 'A'. The Specific Plan would also install a new gas line in Campus Avenue between Eucalyptus Avenue and the northern boundary of the Specific Plan area as part of areawide infrastructure improvements; However, the Specific Plan would not utilize natural gas.

All dry utilities internal to the Eucalyptus Business Park Specific Plan area will be installed underground in conjunction with the development of the Specific Plan area in accordance with applicable public utility standards and specifications and to the satisfaction of the Ontario City Engineer. The location of other lateral connections, transformers, switches, pull boxes, and dry utility manholes will be determined at the time buildings are positioned and uses are established in each planning area in conjunction with implementing development.

4.3 Conceptual Grading Plan

As part of site grading activities, the majority of the Specific Plan area would be subject to grading and disturbance. Specifically, grading activities on-site would require approximately 1,000,000 cubic yards (CY) of cut and approximately 1,150,000 CY of fill. Net fill (import) would be 150,000 CY. Within this earthwork operation, the site needs to export approximately 51,000 CY of organic materials.

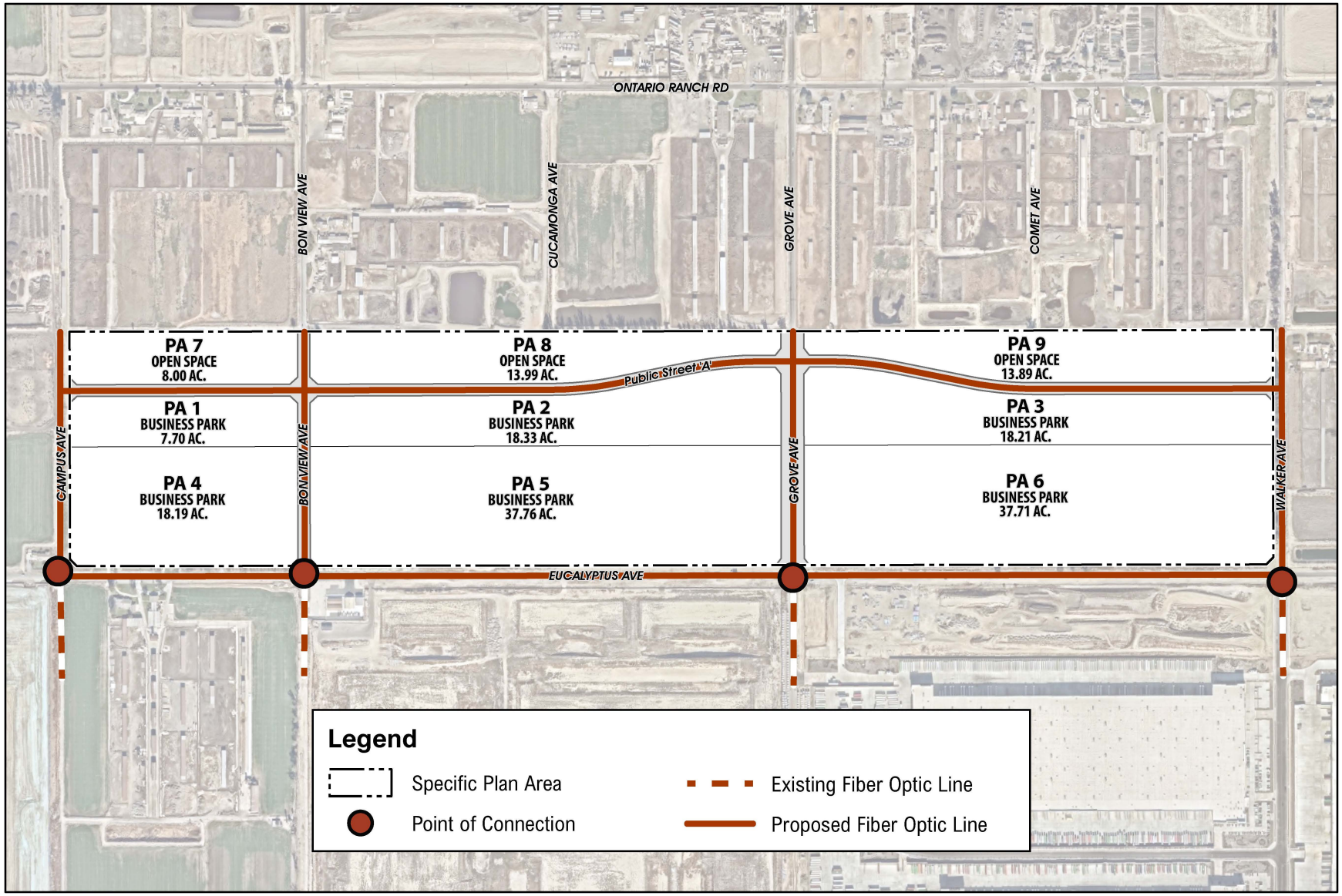


Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (11-20-2025), San Bernardino County (2025)

Figure 4-12

Dry Utilities Infrastructure Plan

0 200 400 800 Feet



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (11-16-2025), San Bernardino County (2025)

Figure 4-13

Fiber Optics Plan

CHAPTER 5

DEVELOPMENT REGULATIONS

5.1 Purpose and Intent

This Chapter formally establishes the use permissions and development standards (zoning) for the Eucalyptus Business Park Specific Plan area. The regulations provided herein work in concert with the architectural and landscape guidelines set forth in Chapter 6, *Design Guidelines*, to achieve the vision of this Specific Plan.

5.2 Definition of Terms

The meaning of words, phrases, titles, land uses, and terms shall be the same as provided in the City of Ontario Development Code (hereafter referred as "Development Code"), unless otherwise specifically defined in this Specific Plan.

5.3 Applicability

The regulations set forth in this Chapter shall apply to all development plans or agreements, tract or parcel maps, site plans, or any other action requiring administrative or discretionary approval within the approximately 189-acre Eucalyptus Business Park Specific Plan area. If the development standards contained herein differ from those contained in the Ontario Development Code, the provisions of this Specific Plan shall take precedence. Any development standard, condition, or situation not specifically addressed herein shall be subject to the applicable requirements of the Ontario Development Code.

5.4 Permitted, Conditionally Permitted, and Administratively Permitted Uses

Land within the Eucalyptus Business Park Specific Plan area and structures/facilities thereon may be developed, divided, and/or used for those activities listed in Table 5-1, *Permitted Land Uses*. Table 5-1 lists the permitted, conditionally-permitted, and administratively permitted land uses for each land use district established by this Specific Plan (Business Park and Open Space – Parkland). A use that is not listed in Table 5-1 is a prohibited use unless otherwise allowed pursuant to the procedures described in Chapter 7, *Implementation Plan*, or through applicable interpretations and determinations established by the Development Code.

The Specific Plan area is located within the Chino Airport (CNO) AIA. The San Bernardino County Comprehensive Land Use Plan for Chino Airport was adopted in 1991 and does not reflect guidance set forth in the 2011 Caltrans Airport Land Use Planning Handbook. As such, in 2022, the City of Ontario adopted the CNO Overlay District which provides maps, criteria, and policy language to guide development within the Chino AIA consistent with the 2011 Caltrans Airport Land Use Planning Handbook. The majority of the Specific Plan area is located within CNO Safety Zone 5 (low risk), with a very small portion of the southeastern corner located within Safety Zone 4 (moderate risk).

Development within the land use overlay district may have building height, land use, and floor area ratio (FAR) limitations and is subject to open land requirements. The more stringent criteria between those indicated in the applicable provisions set forth in this overlay district and this Specific Plan shall govern.

The symbols shown in Table 5-1 have the following meanings:

"P" – the land use is permitted by right, subject to the development standards applicable to that land use district.

"C" – the land use is conditionally permitted, subject to the filing of a Conditional Permit in accordance with the requirements of the Ontario Development Code and must be approved by the City of Ontario Zoning Administrator or Planning Commission before the use can be established within a particular land use district.

"A" – the land use is administratively permitted, subject to the filing of an Administrative Use Permit in accordance with the requirements of the Ontario Development Code.

Table 5-1 Permitted Land Uses

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
Agriculture, Forestry, Fishing, Hunting			
Temporary and interim agriculture uses	P	P	Restricted to existing legally established agriculture and dairy uses.
Manufacturing			
Aerospace	P	--	
Alcoholic beverage manufacturing (breweries, wineries, distilleries, and related tasting room)	C	---	
Apparel	P	---	
Automotive	P	--	
Boutique/artisan small-scale and micro manufacturing facilities	P	---	Includes all types of small-scale businesses that produce tangible goods, such as textiles, hardware and hardware prototyping, woodworking, metal working, 3D printing, consumer product design and prototyping, nonalcoholic beverage, local food production and packaging, soaps, perfumes, and lotions.
Computer and electronic products	P	---	

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
Electrical equipment, appliances, and components	P	---	
Food	P	---	Including bread, tortilla, snack foods, roasted nuts, coffee and tea, spice and extract, and other miscellaneous food manufacturing)
Footwear	P	---	
Furniture and related product manufacturing	P	---	
Leather and allied product	P	---	
Miscellaneous manufacturing	P	---	Includes medical equipment and supplies; jewelry and silverware; sporting and athletic goods; dolls, toys and games; office supplies; signs; and other miscellaneous manufacturing.
Painting, Powder Coating and Polishing Metal and Metal Products for the Trade	C	--	Activities are restricted to within a fully enclosed building.
Pharmaceuticals and medicines	C	---	
Plastic product manufacturing	P	---	
Printing and related support activities	P	---	
Textile product mills	P	---	Activities are restricted to within a fully enclosed building.
Wholesale Trade			
Automotive parts and accessories (excludes automotive repair)	P	---	
Business to business electronic markets	P	---	Includes sale of goods such as household goods, computer parts, clothing,

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
			food, office supplies, and other tangible goods.
Durable and nondurable goods agents and brokers	P	---	Agent and brokers that facilitate wholesale transactions of tangible goods for manufacturers and buyers
Furniture and home furnishings	P	---	
Group purchasing organizations	P	---	
Hardware and plumbing, and heating equipment and supplies	P	---	
Household appliances and electrical and electronic goods	P	---	
Merchant wholesalers, nondurable goods	P	---	Excludes industrial gases, petroleum bulk stations and terminals, and fireworks and explosives.
Miscellaneous durable goods	P	---	Includes musical instruments, prerecorded compact discs and digital video discs, and timber and timber products.
Motor vehicle parts and supplies	P	---	
Professional and commercial equipment and supplies	P	---	Includes wholesale distribution of durable goods designed for business, industrial, or professional use, including medical, photographic, office, and computer equipment.
Sporting and recreational goods and supplies	P	---	Sales of firearms will require an approved CUP.
Toy and hobby goods and supplies	P	---	

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
Jewelry, watches, precious stones, and precious metals	P	---	
Retail Services			
Automated fueling stations ("card lock" facilities)	P	---	
Automobile, light truck and van body, paint, and interior repair and customization	C	---	
Automobile, light truck and van repair and maintenance	C	---	
Batting cages – indoor	C	---	
Cafeterias and buffets[1]	P	---	Outdoor dining areas, both temporary and permanent, which are provided in addition to seating areas approved with the development of a building, may be permitted, subject to the approval of an Administrative Use Permit.
Convenience stores[1]	P	---	Gross floor area shall not exceed 10,000 sq. ft. for a single building.
Fitness and recreational sports centers (limited to health clubs and gyms, fitness and sports training facilities, tennis club, swim clubs and other activities and facilities) • GFA less than 10,000 SF	P	---	
Fitness and recreational sports centers (limited to health clubs and gyms, fitness and sports	C	---	

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
training facilities, tennis club, swim clubs and other activities and facilities) • GFA 10,000 or more SF			
Full-service restaurants[2]	P	---	Outdoor dining areas, both temporary and permanent, which are provided in addition to seating areas approved with the development of a building, may be permitted, subject to the approval of an Administrative Use Permit.
Gasoline stations with convenience stores[1]	C	---	
Home and garden equipment and appliance repair and maintenance	P	---	
Industrial retail sales (limited to the ancillary sales of goods and/or product either manufactured, warehoused, or wholesaled on-site) • ≤ 8,000 SF	P	---	
Industrial retail sales (limited to the ancillary sales of goods and/or product either manufactured, warehoused, or wholesaled on-site) • > 8,000 SF of building GFA	C	---	
Limited-service and fast food restaurants	P	---	Outdoor dining areas, both temporary and permanent, which are provided in addition to seating areas approved with the development of a

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
			building, may be permitted, subject to the approval of an Administrative Use Permit.
Other Personal and Household Goods Repair and Maintenance -- Without Retail Sales (limited to garment alteration and repair, jewelry repair, key duplicating, musical instrument repair and tailor shops)	P	---	
Reupholsters and furniture repair	P	---	
Self-serve and full-service gasoline stations[1]	C	---	
Automotive servicing facilities (limited to retail-oriented services, such as emissions testing, battery replacement and other similar retail activities that involves the limited use of pneumatic tools or equipment that create noise impacts)	P	---	
Simulated racing (limited to go-carts, radio-controlled vehicles, and other similar facilities)	C	---	
Snack and nonalcoholic beverage bars[1]	P	---	Outdoor dining areas, both temporary and permanent, which are provided in addition to seating areas approved with the development of a building, may be permitted, subject to the approval of an Administrative Use Permit.

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
Vending machine operators (retailing of merchandise through vending machines, as an ancillary business activity, within a fully enclosed building)	P	---	
Transportation & Warehousing			
Couriers and messengers	P	---	
Data center	C	---	
General warehousing and storage within a wholly enclosed building	P	---	
Fulfilment Center	P	---	
Outdoor materials and equipment storage in conjunction with an allowed use	C	---	
Package and Parcel Sorting and Delivery	P	---	Sorting facilities that direct packages to their final destination.
Parking lots and parking garages in conjunction with allowed uses	P	---	
Physical records, digital assets, and media archives storage	C	---	
Plug-In Electric Vehicle (PEV) Charging Facilities	P	---	
Postal service	P	---	
Indoor Vehicle Storage	P	---	
Outdoor Vehicle Storage	C	---	
Professional, Scientific, Tech. Services			
Broadcasting (except internet)	P	---	
Business support services	P	---	Includes consulting, administrative tasks, IT

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
			support, and financial management.
Depository credit intermediation	P	---	Limited to commercial banking, savings institutions, and credit unions.
Financial transactions processing and clearinghouse activities	P	---	Establishments that facilitate electronic funds transfers, check clearing, credit card processing, and managing reserves, excluding central bank activities.
Management of companies and enterprises	P	---	
Motion picture and video industries	P		Includes production, distribution, and exhibition of films, television programs, and commercials.
Newspaper, periodical, book, and directory publishers	P	---	
Personal fitness trainer	P	---	
Physicians and dentists, other health practitioners, outpatient centers, laboratory testing services, home healthcare services, and community clinics	P	---	
Religious organizations	C	---	
Scientific research and development services	C	---	
Software publishers	P	---	
Sound (audio) recording facilities	P	---	
Telephone answering services and call centers	C	---	
Construction			
Contractors (limited to businesses whose	P	---	Permitted by right if completely within a building.

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
primary activity is performing specific activities involving in construction, engineering and capital improvement projects, or preparation of sites for construction)			Conditional use permit required if outdoor storage is provided.
Prefabricated construction assembly	P	---	
Government Offices			
Executive, legislative, and other general government support	P	P	
Fire protection (stations and substations)	P	P	
Police protection (stations, substations, and storefront facilities)	P	P	
Publicly operated animal resource center	P	P	
Arts, Entertainment and Recreation			
Open space and park lands (publicly owned facilities)	---	P	
Other Uses			
Electric Power transmission, control and distribution	P	P	Restricted to only publicly owned utility stations.
Telecommunication facilities	C	---	
Temporary and interim buildings, structures, and facilities (fewer than 5 years)	A	A	
Temporary and interim buildings, structures, and facilities (5 to 10 years)	C	C	
Self-storage facilities	P	---	
Note: 1. Uses are considered as commercial uses within the Eucalyptus Business Park Specific Plan area. The total combined square footage of the commercial uses shall not exceed 10,000 SF.			

5.5 Business Park Development Standards

The following development standards establish the development criteria that shall apply within the Business Park land use district of the Eucalyptus Business Park Specific Plan. The Specific Plan area is located within the Chino Airport Safety Zones that may limit building height, land uses, and FAR based on the proposed land use, and requires open land. Refer to the Chino Airport Land Use Compatibility Plan for additional land use restrictions. For standards that are silent in this Specific Plan, the applicable standards contained within the City's Development Code shall apply.

Table 5-2 Development Standards

Site Requirements	
	BP
Minimum lot size	1.0 acre
Maximum floor area ratio *(calculated on a Planning Area by Planning Area basis)*	0.55
Minimum lot width dimensions	100 ft
Minimum lot depth dimensions	100 ft
Maximum building footprint	560,000 SF
Maximum Building Height[1]	60 ft
Maximum Building Height (lots adjoining Public Street 'A')[1]	50 ft
Overall minimum landscape coverage (landscaping shall include plantings (trees, shrubs, groundcovers, vines) and trellises.)	13%[2]
Minimum truck court depth (measured from dock door perpendicularly to property line)	120 ft

Notes:

1. Maximum building height shall also adhere to the Chino Airport height constraints.
2. The Overall Minimum Landscape Coverage shall be determined based on the net total acreage of all parcels in the same phase of development. The minimum landscape coverage requirement shall not apply on a planning area by planning area or parcel by parcel basis.

Table 5-3 Minimum Building and Parking Setback Requirements

	BP
Minimum setbacks from property line	
Eucalyptus Avenue	25 ft
Public Street 'A'	20 ft
Campus Avenue	10 ft
Bon View Avenue	10 ft
Grove Avenue	20 ft
Walker Avenue	20 ft
Minimum side yard interior property line setbacks	
Building	5 ft
Drive aisles, passenger cars and truck parking	5 ft
Screened loading and storage yards (inclusive of passenger cars and truck parking within the screened loading and storage area)	0 ft
Minimum rear yard setback	0 ft

Table 5-4 Minimum Drive Aisle and Parking Space Separation Requirements

	BP
Adjacent to building office elements	10 ft
Adjacent to building wall or screen wall/fence, and not within a screened/enclosed yard	5 ft
Adjacent to building wall or screen wall/fence, and within a screened yard	0 ft

Table 5-5 Parking Space Requirements

Use	Required Space
Wholesale Trade	2.5 spaces per 1,000 SF
Retail Services	4 spaces per 1,000 SF
Full-Service Restaurant	10 spaces per 1,000 SF
Fast Food Restaurants	13.3 spaces per 1,000 SF
Professional, Scientific, Tech. Services	4 spaces per 1,000 SF
General Business Offices	4 spaces per 1,000 SF
Manufacturing[1,2]	1.85 spaces per 1,000 SF gross floor area (GFA)
Warehousing and Distribution[1,2]	Portion of GFA ≤ 20,000 SF: 1 space per 1,000 SF Portion of GFA > 20,000 SF: 0.5 space per 1,000 SF Tractor trailer parking space: 1 space/4 dock-high doors
General Industrial[1,2]	Portion of GFA < 50,000 SF: 1.85 spaces per 1,000 SF Portion of GFA ≥ 50,000 SF and < 100,000 SF: 1 space per 1,000 SF Portion of GFA ≥ 100,000 SF: 0.5 space per 1,000 SF Tractor trailer parking space: 1 space/4 dock-high doors
Business Park[1,2]	3 spaces per 1,000 SF Tractor trailer parking space: 1 space/4 dock-high doors

Notes:

1. Parking for "general business offices" and other associated uses shall be provided when those uses exceed 10% of the building GFA.
2. The Specific Plan permits a blended parking ratio for Business Park buildings to accommodate varying proportions of business park, general industrial, warehouse, distribution, and/or support office functions. The Planning Director may approve modifications to the blended ratio during the Development Plan review process based on operational characteristics, provided parking meets or exceeds the parking requirements in Table 5-5, *Parking Space Requirements*.

5.5.1 Other Development Standards

1) Loading docks and truck parking areas shall be visually screened from Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, and Public Street 'A' by walls and landscaping features.

2) The outdoor storage of materials and equipment shall be permitted ancillary to the land uses allowed pursuant to Table 5-1. Outdoor loading and storage areas and loading doors shall be screened from view from public streets by concrete or masonry walls and landscaping. Any gates shall be lockable. Such walls and landscaping used as screening shall be a minimum eight feet (8') in height and shall be of sufficient height to screen all outdoor materials and equipment, tractors and trailers, and loading doors from view of public streets. A line of sight study shall determine the required height(s) of the screen walls. The storage of outdoor materials shall not exceed the height of the screen walls as measured from the interior side of the walls.

3) Ground- and roof-mounted exterior mechanical equipment, heating and ventilating, air conditioning, tanks, and other mechanical devices shall be of an architecturally compatible design with the primary structure and screened when visible to the public.

4) Exterior lighting fixtures shall be downward directed. Pole-mounted lights shall be shielded with the light source oriented to not directly face public streets and/or adjacent properties.

5) All manufacturing and processing activities shall be conducted within a wholly enclosed building.

6) The following open land and occupancy limit requirements shall apply within the

Chino Airport Safety Zone, as approved by the City of Ontario City Council. Qualifying open land is land free of most structures and other obstacles such as walls, large trees or poles, and overhead wires. The minimum dimensions of the open space area shall be 75 feet by 300 feet. Additional open space requirements shall adhere to the provisions provided within the Ontario Development Code.

7) The Specific Plan area is located in the Airport Influence Area (AIA) established by the Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) and the Chino Airport Safety Zone established by the provisions within the Chino Airport Overlay zoning district. All development in the Eucalyptus Business Park Specific Plan area shall be subject to the mandatory requirements and standards of those applicable ALUCP and the Ontario Development Code, or in the absence of an adopted ALUCP and Development Code, the California Airport Land Use Planning Handbook. Given the close proximity of the Specific Plan area to the Chino Airport, developers within the Specific Plan area shall consult and coordinate with Chino Airport agencies and City staffs during the planning and design stage to ensure development plans accommodate applicable safety restrictions. The entire Specific Plan area is impacted by the Chino Airport; developers within the Specific Plan area shall consult and coordinate with City staff, Chino Airport, and FAA during the planning and design stage to ensure that development plans and right-of-way street improvements do not create any hazards and comply with the California Airport Land Use Planning Handbook published by the Caltrans Division of Aeronautics and the Ontario Development Code.

5.6 Open Space-Parkland Development Standards

The Eucalyptus Business Park Specific Plan is comprised of approximately 35.88 acres of Open Space – Parkland land uses, which is planned as part of for a larger public regional park. The developer and the City of Ontario will work together to ensure the regional park will be constructed concurrently with the build out of the Business Park portion of the Specific Plan. The details of the partnership will be included in the Development Agreements accompanying the approval of the Eucalyptus Business Park Specific Plan.

CHAPTER 6

DESIGN GUIDELINES

6.1 Purpose and Intent

The design guidelines presented in this chapter describe the quality and character of the built environment expected for the Eucalyptus Business Park Specific Plan area. While the design guidelines provide direction, they are meant to provide a certain level of flexibility to allow creative expression during the design of implementing development projects.

The Eucalyptus Business Park Specific Plan area's visual identity will be expressed through attractive building architecture with quality materials, landscape, hardscape, and signage elements. The design guidelines contained herein are primarily focused on the business park planning areas and are presented in a manner that ensures consistent architectural expression from building to building, while allowing flexibility in modern-day building design.

The objectives of these Design Guidelines are as follows:

- To provide the City of Ontario assurance that the Eucalyptus Business Park Specific Plan area will develop in accordance with the quality and character described within this Specific Plan.
- To provide guidance to developers, builders, engineers, architects, urban planners, landscape architects, and other professionals to achieve and maintain the desired design quality.
- To provide an aesthetic benchmark for City staff, the Planning Commission, and the City Council in their review of the design of future development projects in the Specific Plan area.
- To provide guidelines that steer the Eucalyptus Business Park to convey a contemporary aesthetic theme and character while allowing flexibility for practical application and creative expression.
- To provide guidelines for energy and water use efficiency that can be implemented in the site planning, design, and construction of implementing development projects to minimize waste deposited at landfills, decrease fossil fuel consumption, and reduce domestic water consumption.
- To ensure that the Specific Plan implements the intent of The Ontario Plan and the City's Development Code.

The Design Guidelines presented herein apply to all development within the Business Park Planning Areas within the Eucalyptus Business Park Specific Plan area.

6.2 Parkland Guidelines

The City's vision for the Grand Park has been outlined in the Ontario Grand Park Conceptual Master Plan. All future improvements within the Grand Park including monumentation, signage, trails, landscaping, etc. shall be designed to be consistent with the Ontario Grand Park Conceptual Master Plan to ensure a consistent implementation of the City's vision. Improvements within the Grand Park shall be approved as part of the development

plan for the respective planning area of the EBPSP.

6.3 Business Park Design Theme

Planning Areas 1-6 are envisioned as a contemporary business park containing buildings that are grouped and arranged in campus-like settings. The business park areas will provide businesses with easy access to regional transportation networks, proximity to workers, and proximity to major ports and airports.

The theme features a contemporary design aesthetic, drawing on the ranch heritage of the area, which provides architectural styling with attractive detailing, visually-interesting accents, and timeless features. Developments within the business park area will provide architecturally compatible sign design, directed lighting, colorful and drought-tolerant landscaping, and energy efficient design features. Functional elements like loading areas will be oriented inward with attractive building façades facing outward toward the public streets. Generous landscaped zones along these frontages will enhance both the visual appeal and functionality of the circulation system.

6.4 Business Park Architecture Guidelines

This section sets addresses the architectural design of buildings in Planning Areas 1-6.

6.4.1 Architectural Theme

The architectural style of buildings in the business park areas emphasizes building massing over structural articulation. Buildings are characterized by simple and distinct cubic masses with interlocking volumes of wall planes, colors, and materials to create visual appeal. Additionally, architectural designs may mix colors, materials, and textures to articulate façades and create visual appeal.

Design elements are selected to ensure compatibility in character, massing, detailing, and exterior materials, reinforcing the



Conceptual Building Architecture



Conceptual Building Materials

aesthetic of the intended contemporary design. While individual creativity and identity of individual buildings are encouraged, all buildings and planning areas are intended to maintain design integrity and compatibility to reinforce a cohesive image and campus-like setting throughout the Specific Plan area

6.4.2 Building Form

Building form is a fundamental aspect of architectural design, defined by elements such as shape, mass (size), scale, proportion, and articulation. Building façades visible from public roads require careful attention but even building façades not visible from public roads

or publicly accessible areas are encouraged to follow the building form guidelines listed below.

The following guidelines apply to all business park buildings to promote a visually cohesive, attractive, and welcoming environment:

1) Simple geometric shapes shall be used as the overall building form. Rectangular forms are preferred, as they provide visual balance and interest. Avoid overly complex or arbitrary building shapes.

2) Long horizontal wall surfaces facing public streets shall incorporate regular or periodic changes in exterior materials, color, decorative accents, or architectural details to add visual interest.

3) Varying the size and shape of building masses between neighboring buildings visible from public streets is encouraged.

4) Buildings abutting and facing Public Street 'A' are encouraged to have varied setback distances to provide a visually interesting and attractive street frontage.

5) Make primary pedestrian entrances to buildings (with the exception of service doors and emergency exit doors) clearly and easily identifiable through changes in massing, color, and/or building materials. Entries intended for visitors and the general public should be recessed or covered by architectural projections, roofs, or arcades to provide shade and a welcoming effect.

6) Architectural and trim detailing on building façades shall be clean, simplistic, and not overly complicated.

7) Materials applied to exterior wall elevations shall turn the corner of the building to a logical termination point in relation to architectural features or massing.

8) Provide enhanced building corner and entrance design to create visual anchors that help define the building's identity.

6.4.3 Building Materials, Colors, and Textures

Building materials and colors play a pivotal role in developing a clean, contemporary visual environment. The following guidelines apply to all business park buildings within the Eucalyptus Business Park Specific Plan area, with slight variations encouraged to provide visual interest.

1) Primary exterior building materials shall include concrete and similar materials. The primary materials should be accented by secondary materials including but not limited to natural or fabricated stone, fire resistant or synthetic wood siding (horizontal or vertical), metals, or similar materials.
2) Trim details may include metal finished in a uniform color, plaster, or concrete elements finished consistently with the building treatment. Use of overly extraneous themed detailing, like oversized or excessive foam cornice caps, foam moulding and window detailing is discouraged.
3) Material transitions should occur at intersecting planes, preferably at inside corners where wall planes change, or at points where architectural elements meet.
4) Primary exterior building colors should be light earth and gray tones. Darker and/or more vibrant accent colors may be used strategically in focal point areas, such as around building entrances and outdoor gathering spaces.
5) The use of bright primary colors, overly bold color applications, and arbitrary color patterns that clash with the established business park color palette are discouraged, except in signage and logos.
6) Colors of exposed downspouts (only permitted if not in public view), service doors, and mechanical screens shall be the same color as the adjacent building wall.
7) If downspouts are needed in areas of public view, they shall be designed as internal downspouts.
8) Provide contrasting materials at corners and vehicle entrances to visually enhance the focal points of the buildings.

6.4.4 Windows and Doors

Patterns of window and door openings shall correspond with the overall design of the building and shall be consistent in form, pattern, and color. The following windows and doors guidelines apply to business park buildings.

1) Where feasible, doors and windows on individual building façades should be arranged in a symmetrical and repetitive pattern to promote visual continuity.





Conceptual Windows and Doors

2) Window styles and trims shall be consistent in form and color within each planning area. All window trims on a given building should share a uniform finish.

3) Unfinished or untreated metal frames and gold-colored frames for windows and doors are not permitted. Clear silver anodized frames are acceptable.

4) Glass should be clear or lightly tinted with subtle reflectivity. Highly reflective or silver-tinted glass is not allowed.

5) All windows/glass and doors shall be inset to rear of wall/panel to add interest and provide shadow lines.

6.4.5 Rooftop Equipment Screening

Equipment and apparatuses placed on the roofs of business park buildings are expected to be screened from public view.

1) All rooftop mechanical, electrical, and communication equipment shall be fully screened from view from adjacent public streets. Solar photovoltaic (PV) panels and associated technologies may be visible from public review if full screening of the PV system is not feasible.

2) Screening elements shall be architecturally integrated with the building design in terms of form, materials, and color. Building parapets is the preferred method of screening but where parapets are not feasible, mechanical screens may be used



Conceptual Building Corner Elevation Rendering

but must appear as a natural extension of the building's architecture. Screening elements shall be of a uniform height, color, and texture on a building sufficient to conceal all rooftop equipment from view from adjacent public streets.

3) Rooftop equipment should be placed away from roof edges to minimize visibility and reduce the height of required screening.

4) All conduits, piping, and utility lines associated with rooftop equipment shall be concealed from public view from adjacent public streets.

5) Building roofs shall be designed to support the installation of solar photovoltaic (PV) panels and associated technologies.

6.5 Business Park Site Feature Guidelines

6.5.1 Parking and Loading Areas

Areas serving commercial vehicles such as loading dock areas and truck courts are essential for the efficient operation of business park facilities, providing access for loading, unloading, and freight movement. However, due to their scale and activity levels, these areas can present conflicts with other functions if not properly design and screened. Below are design expectations for the effective screening and use of loading docks and truck courts.

1) Business park buildings fronting Public Street 'A' shall not include loading docks on any façades facing that street.

2) Commercial vehicle loading doors, service docks, and outdoor equipment areas shall be oriented or screened to minimize visibility from public roads through the use of solid walls and dense landscaping. Screening for this purpose shall be a minimum of 8 feet. A line of sight study will determine max height required.

3) Loading and unloading activities by commercial vehicles and trucks are prohibited from occurring on or being visible from public streets.

4) Sufficient queuing space shall be provided in front of security gates to prevent commercial vehicles and trucks from stacking or idling on public streets while waiting to enter.

5) Driveway entrances for trucks and service vehicles shall be separated from passenger vehicle traffic, pedestrian pathways, and bicycle routes where possible.

6) Conduit should be installed within truck courts in logical, accessible locations to accommodate the future addition of electric truck charging stations, anticipating advances in zero-emission vehicle technology during the lifespan of the business park.

7) Passenger car parking lots within business park sites shall provide landscaping that consist of shade trees and parking finger islands.

8) Trees and parking fingers are not required in truck courts, unless required to meet the landscape coverage requirements.

6.5.2 Outdoor Employee Amenity Areas

The business park is expected to offer a wide variety of job opportunities. For the comfort of employees, outdoor employee amenities are encouraged throughout the business park area.

1) Outdoor break areas for employees may be conveniently located and accessible to each business park building and





Conceptual Employee Amenity Areas

positioned away from or screened from loading zones, trash enclosures, or other utilitarian functions. Break areas may serve one building or be shared among multiple buildings.

2) In outdoor break areas, shade structures such as canopies, trellises, or umbrellas are encouraged to be provided to shade and protect users from direct sun and light rain. Outdoor break areas are encouraged to provide weather-resistant seating and tables, including a mix of options (e.g., individual benches, larger tables, etc.) to accommodate different group sizes and preferences.

3) Use of outdoor break areas shall be encouraged by including features such as early morning and evening decorative lighting, outdoor power outlets, decorative paving, and decorative features.

4) Bicycle racks shall be provided at each building or in a common area that serves multiple buildings. Outdoor bike racks shall be secure, well-anchored, and placed in well-lit areas with passive surveillance, such as security cameras, to enhance safety.

6.5.3 Outdoor Equipment Placement

Ground-mounted and wall-mounted utilitarian equipment is expected to be needed to support business park building operations. The following guidelines are aimed at proper placement.

1) Ground-mounted equipment, including but not limited to mechanical and electrical systems, emergency generators, boilers, storage tanks, risers, and conduits should be placed out of public review or be screened from public view, particularly from adjacent public streets and other publicly accessible areas.

2) Electrical equipment rooms should be located within the building envelope. External projections, such as pop-outs or shed-like structures, are discouraged.

3) Wall-mounted equipment should not be installed in visually prominent locations on building façades that face public roads or areas with high visibility. Such equipment should either be screened from view or integrated into the building's architectural design to minimize visual impact.

6.5.4 Trash Enclosures

Thoughtfully designed trash enclosures are essential components of a well-functioning and visually cohesive business park. These facilities serve a critical operational role while also contributing to the overall aesthetic and environmental quality of the development. The following guidelines are intended to ensure that trash and recycling enclosures are secure,

functional, and architecturally integrated into the site design.

1) All outdoor refuse containers shall be screened within a permanent, lockable and durable enclosure and should be oriented so they are not visible from public roads/views. The enclosure's design shall reflect the architectural style of adjacent buildings and use similar, high-quality materials.

2) Refuse collection areas shall be located behind or to the side of buildings, away from the building's main entrance and public view.

3) Design and placement of trash enclosures shall meet Integrated Waste Department requirements, including the requirements for Sizing of Storage, Location of Collection Area, Accessibility for Collection Vehicles, and Collection of Sorted/Diverted Waste Types.

4) Trash enclosures shall include green waste/organics and recycling collection bins.



Conceptual Trash Enclosure

6.5.5 Walls and Fences

Freestanding walls and fences play an important role in defining property boundaries, providing security, and screening service areas within a business park. To maintain a cohesive and high-quality visual environment, these elements must be thoughtfully designed to complement the architectural character of adjacent buildings and the overall site design. The following guidelines address the placement, height, materials, and appearance of freestanding walls and fences to ensure they are both functional and visually integrated.

1) Walls and fences shall be designed to complement the architectural style, colors, and materials of adjacent buildings. A consistent design theme for fencing and walls shall be maintained throughout the business park area to ensure a cohesive appearance across parcels and tenant spaces.

2) Walls and fences visible from public roads or pedestrian areas should include enhanced design treatments, such as pilasters, decorative caps, or decorative patterns, to reduce visual monotony.

3) High-quality, durable materials shall be used such as decorative block or concrete with textured or finished surfaces. Chain link fencing cannot be used where visible from the public view.

4) Walls and fences shall be designed for long-term durability and ease of maintenance. Finishes should be resistant to graffiti and weathering.

5) Where walls or fences are located at major public road intersections or project entries, special design attention should be given to include gateway features or architectural detailing.

6) Walls and fences used for security purposes should balance safety with aesthetics. Walls and fences in public view should be built with attractive, durable materials.

6.6 Energy Efficiency Guidelines

This Eucalyptus Business Park Specific Plan promotes sustainable development practices that align with California's long-term environmental goals and energy efficiency standards. These guidelines are intended to encourage the thoughtful integration of energy-efficient design, construction, and operational strategies throughout the business park. By reducing energy consumption, lowering greenhouse gas emissions, and supporting the use of renewable technologies, these standards not only minimize environmental impacts but also contribute to long-term cost savings and improved building performance for tenants and property owners. The following guidelines apply to all new construction, major renovations, and site improvements within the Specific Plan area.

1) All new construction and major renovations shall meet or exceed the requirements specified in the California Green Building Standards Code (CALGreen Code) and Title 24 energy efficiency requirements.

2) High-performance insulation, cool roofing materials, energy-efficient windows, and air-tight construction is encouraged to exceed CALGreen Code standards to minimize thermal loss and reduce HVAC demand.

3) LED lighting or equivalent shall be used for all interior and exterior applications.

4) Use of ENERGY STAR® certified appliances and daylight sensors, motion detectors, and programmable timers on lighting fixtures are encouraged to minimize unnecessary energy use.

5) Skylights are encouraged on at least 1% of building rooftops above storage spaces to reduce the need for artificial light.

6) Installation of smart thermostats and automated energy management systems are encouraged to improve heating, cooling, and ventilation efficiency.

7) Building roofs shall be designed to accommodate solar photovoltaic (PV) systems. Associated battery storage systems are encouraged as feasible to support energy resilience and reduce peak load.

8) Electric Vehicle (EV) charging stations and infrastructure for expansion is encouraged to exceed CALGreen Code standards.

9) Building tenants shall use zero-emission equipment for building operations involving goods movement, such as forklifts and yard hostlers.

10) Implementing projects shall follow the City of Ontario Climate Action Plan (CCAP) Screening Table Measures to achieve a minimum of 100 points per the Screening Table.

6.7 Lighting Guidelines

Outdoor lighting is an essential architectural component that provides aesthetic appeal, enhances safe pedestrian and vehicular circulation, and adds to security. Lighting within the public rights-of-way shall adhere to applicable City of Ontario requirements. All other lighting on private property within the Specific area shall adhere to the following guidelines.

1) Minimize glare and "spill over" light onto public streets and adjacent properties by

using downward-directed lights and/or cutoff devises on outdoor lighting fixtures, including spotlights, floodlights, electrical reflectors, and other means of illumination for signs, structures, parking, loading, unloading, and similar areas. Where desired, illuminate trees and other landscape features by concealed up light fixtures. Limit light spillover or trespass to one-quarter foot-candle or less, measured from within five feet of any adjacent property line.

2) Select all lighting fixtures from the same or complementary family of fixtures with respect to design, materials, fixture color, and light color. Use of LED lighting is encouraged.

3) Lights should be unbreakable plastic, recessed, or otherwise designed to reduce the problems associated with damage and replacement of fixtures.

4) Neon and similar types of lighting are prohibited.

5) Locate all electrical meter pedestals and light switch/control equipment in areas with minimum public visibility or screen them with appropriate plant materials.

6) Along sidewalks and walkways, the use of low mounted fixtures (ground or bollard height), which reinforce the pedestrian scaled, are encouraged.

7) Use exterior lights to accent building entrances, plazas, activity areas, and special features.

8) Provide lighting to illuminate parking lots and their pedestrian links that provide more than five parking spaces for use by the general public.

9) Provide lighting to illuminate aisles and passageways within a building complex.

10) High-Pressure Sodium (HPS) light fixtures are prohibited for site lighting.

11) Lighting is prohibited that could be mistaken for airport lighting or that would create glare in the eyes of pilots of aircraft using the nearby Chino Airport or Ontario International Airport.

6.8 Signage Guidelines

Signage will identify building occupants in the business park area and ensure the efficient circulation of vehicle traffic by identifying vehicular entry points and directing vehicles to their on-site destinations. Also, signage will enhance the pedestrian experience through wayfinding component such as directories, directional signage, and destination identifiers. A Sign Program shall be approved by the City for the Specific Plan area prior to any sign being installed within the Specific Plan area.

Clear, concise, and easy-to-understand signage that is also visually appealing is vitally important for positive worker and visitor experiences in the Specific Plan area. General design requirements for signage are as follows:

1) Freestanding signs associated with buildings should be compatible with and complementary to the building's exterior materials, colors, and finishes.

2) The dimensions and shape of free-standing signs and sign panels or elements mounted on building façades or marquees shall be scaled proportionately to the architecture.

3) All signs shall be contained within the parcel to which it is applicable and shall be so oriented as to preclude hazardous obstructions to person and/or vision of pedestrians and/or vehicle operators.

4) Building occupant identification signage shall be in keeping with the character



Conceptual Building Signages

established for the Specific Plan area with variations allowed to accommodate individual user identities/corporate branding standards.

5) All signs are expected to be of the highest quality to pass eyelevel examination and scrutiny, and shall comply with the following fabrication specifications:

    a. Signs should be constructed to eliminate burrs, dents, cutting edges and sharp corners;

    b. Surfaces which are intended to be flat should be without dents, bulges, oil canning, excessive, gaps, or other physical deformities;

    c. All fasteners shall be concealed;

    d. Access panels shall be tight-fitting, light-proof and flush with adjacent surfaces;

    e. Manufacturers' procedures that are recommended regarding expansion/contraction, fastening and restraining of acrylic plastic shall be followed; and

    f. Painted, polished and plated surfaces shall be unblemished in the finished work.

6) Prohibited sign components include the following:

    a. Letters with exposed fastening and unfinished edges (unless architecturally consistent);

    b. Paper, cardboard, Styrofoam or untreated cloth;

    c. Visible moving parts or simulated moving parts by means of fluttering, rotation, or reflecting devices; and

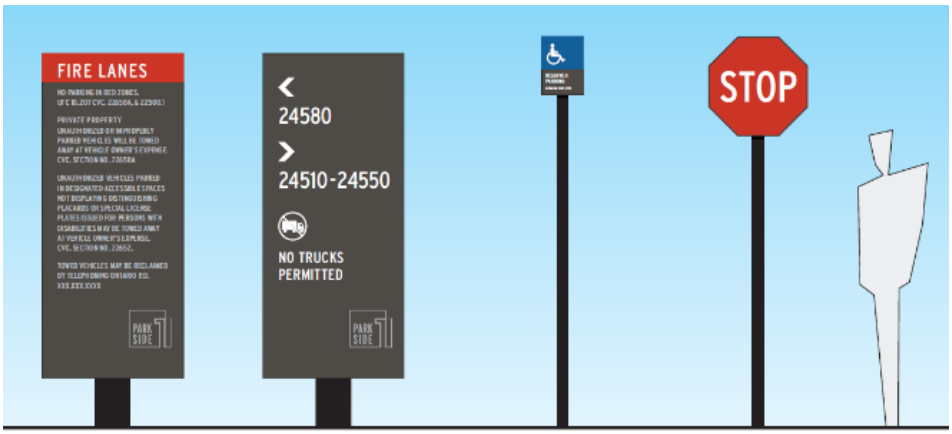
    d. Flashing and strobing.

7) All conductors, transformers, cabinets, housing, and other equipment for the illumination of signs shall be concealed and/or incorporated into the building architecture.

8) Signs shall be constructed so as to not have exposed wiring, raceways, ballasts, conduit, transformers, or the like.

9) Direction signs may be located at any vehicular or pedestrian decision point.

10) Vehicular direction signs shall clearly direct to destination anchors within the Specific Plan area, on-site parking areas, and truck routes.



Conceptual Regulatory Signage

11) Vehicular direction signs shall be consistent in size, shape, and design throughout the Specific Plan area.

12) Typography on vehicular direction signs should be legible and have enough contrast to be read from an appropriate windshield viewing distance.

13) Typography on vehicular direction signs should be legible and have enough contrast to be read from an appropriate windshield viewing distance.

14) All direction signs and general information signs (e.g., restrooms, telephones, fire extinguishers, elevators, escalators, stairs) throughout the Specific Plan area shall incorporate the appropriate identity symbol as established by the Society of Environmental Graphic Design (SEGD) and comply with all State, local and federal regulations.

15) All traffic control signs, whether on public or private property, shall conform to the California Manual on Uniform Traffic Control Devices (MUTCD).

16) All signage shall comply with the City of Ontario Development Code's Sign Regulations.

6.9 Landscape Guidelines

Landscape design guidelines provided herein establish landscape principles and standards that shall apply to all planning areas within the Eucalyptus Business Park Specific Plan area. The intent is to ensure that plant materials, entries and monuments, streetscapes, and other amenities are compatible with the overall themes of the business park area and the parkland area.

The landscape design guidelines provided herein are not intended to establish a set of rigid landscaping requirements. These landscape guidelines are intended to be flexible and are subject to modification over time. However, it is critical to the Specific Plan's long-term design integrity that any deviations from these guidelines are in keeping with the spirit of the core elements of the overall theme described herein to ensure a cohesive and unified landscape concept across the Eucalyptus Business Park Specific Plan area.

As shown on Figure 6-1, *Conceptual Landscape Plan*, landscaping will occur primarily at street corners, along roadways, and at building entrances, and in passenger car parking lots.

Primary and secondary entry treatments provide a welcoming setting for the employees and visitors to the Specific Plan area. Primary

entry treatments featuring signs and landscaping will occur at the corners of Eucalyptus Avenue and Campus Avenue and Eucalyptus Avenue and Grove Avenue. Secondary entry treatments will feature accent trees, shrubs, and groundcovers occur at the corners of entrances to the Specific Plan area.

Building corners and entrances facing public streets shall feature enhanced landscaping that complements the overall design theme of the Specific Plan area. These landscaped elements will be curated to create a visually appealing environment. Placement of trees, shrubs, and ground cover will serve to soften building facades and provide natural screening where appropriate, ensuring that structures are integrated harmoniously into their surroundings rather than dominating the streetscape.

Streetscape landscaping includes a combination of evergreen and deciduous trees, shrubs, and groundcovers to provide a visually pleasing experience for pedestrians, bicyclists, and motorists.

6.9.1 Plant Palette

The plant palette for the Eucalyptus Business Park Specific Plan area includes evergreen and deciduous trees, shrubs and ground covers, and grasses that are commonly used throughout Southern California. Many of the plant materials are water-efficient species native to Southern California or naturalized to the Southern California climate.

Table 6-1, *Plant Palette*, provides a list of plant materials approved for use in the Specific Plan area. The plants listed in Table 6-1 establish a base palette for the Specific Plan area's landscape design. Other similar plant materials may be substituted for species listed in Table 6-1, provided the alternative plants are drought resistant and complement the Specific Plan area's overall design theme.

Table 6-1 Plant Palette

Botanical Name	Common Name	Application	Water Use
Trees			
Cedrus deodara	Deodar Cedar	Evergreen Specimen	M
Cercidium x 'desert museum	Desert Museum Palo Verde	Accent Tree	L
Cercis c. 'forest pansy'	Eastern Redbud	Street Tree/Water Quality	M
Chitalpa T. 'morning cloud'	Chitalpa	Street Tree	L
Geijera parviflora	Australian Willow	Canopy Tree/Background	L
Koelreuteria bipinnata	Chinese Flame Tree	Street Tree	L
Lagerstroemia f 'natchez'	Crape Myrtle	Accent Tree/Water Quality	M
Lophostemon confertus	Brisbane Box	Background Tree	M
Olea europea 'swan hill'	Swan Hill Fruitless Olive	Accent Tree	L
Pinus eldarica	Afghan Pine	Street Tree/Background	M
Pinus halepensis	Aleppo Pine	Evergreen Screen	M
Pistachia chinensis	Chinese Pistache	Street Tree	M
Platanus a. 'bloodgood'	Lodone Plane Tree	Street Tree/Background	M
Platanus racemosa	California Sycamore	Water Quality/Canopy Tree	M
Podocarpus gracilior	Fern Pine	Street Tree/Canopy Tree	M
Quercus agrifolia	Coast Live Oak	Street Tree/Accent Tree	L
Quercus suber	Cork Oak	Street Tree	L
Quercus ilex	Holly Oak	Street Tree/Canopy Tree	L
Shrubs, Grasses, and Groundcovers			
Acacia redolens	Acacia	Groundcover	L
Agave americana	Century Plant	Accent	L
Agave attenuata 'blue glow'	Blue Glow Agave	Accent	L
Aloe arborescens	Torch Aloe	Accent/Background	L
Aloe blue elf	Blue Elf Aloe	Accent	L
Aloe petricola	Stone Aloe	Accent	L
Aloe striata	Coral Aloe	Accent	L
Arbutus unedo 'compacta'	Dwarf Strawberry Tree	Background	L
Baccharis x 'centennial'	Centennial Coyote Brush	Water Quality	L
Bouteloua g. 'blond ambition'	Blue Grama Grass	Mid-ground	L
Bulbine frutescens	Bulbine	Flowering Accent	L
Calandrinia spectabilis	Rock Purslane	Flowering Accent	L
Callistemon 'little john'	Dwarf Callistemon	Mid-ground	L
Carissa m. 'green carpet'	Dwarf Natal Plum	Groundcover	M
Carex divulsa	Berkeley Sedge	Groundcover/Foreground	L
Cotyledon orbiculata	Pig's Ear	Foreground/Accent	L
Dianella 'little rev'	Little Rev Flax Lily	Foreground	L
Dianella t. 'variegata'	Variegated Flax Lily	Foregound/Mid-ground	M
Echeveria a. 'lipstick'	Echeveria	Accent	L
Festuca mairei	Atlas Fescue	Foreground/Mid-ground	L
Hepearlor parviflora	Red Yucca	Succulent Accent	L
Hesperalie 'brakelights'	Brakelights Yucca	Mid-ground/Accent	L
Juncus patens	California Gray Rush	Water Quality	L
Lantana 'new gold'	New Gold Lantana	Groundcover/Foreground	L
Leymus c. 'canyon prince'	Canyon Prince Wild Rye	Mid-ground/Water Quality	L

Botanical Name	Common Name	Application	Water Use
Muhlenbergia c. 'regal mist'	Pink Muhly	Mid-ground/Water Quality	L
Myoporum parifolium	Ncn	Groundcover	M
Olea 'montra'	Little Ollie	Mid-ground	L
Rhaphiolepis indica 'clara'	Indian Hawthorn	Mid-ground/Background	M
Rosmarinus o. 'prostratus'	Prostrate Rosemary	Groundcover	L
Salvia greggii	Autumn Sage	Mid-ground	L
Salvia L. 'santa barbra'	Santa Barbra Mexican Sage	Mid-ground/Water Quality	L
Senecio Serpens	Blue Chalk Sticks	Succulent Groundcover	L
Turf 'marathon iie'	Sodded Turf	Groundcover	H
Westringia 'wynyabbie gem'	Coast Rosemary	Background	L

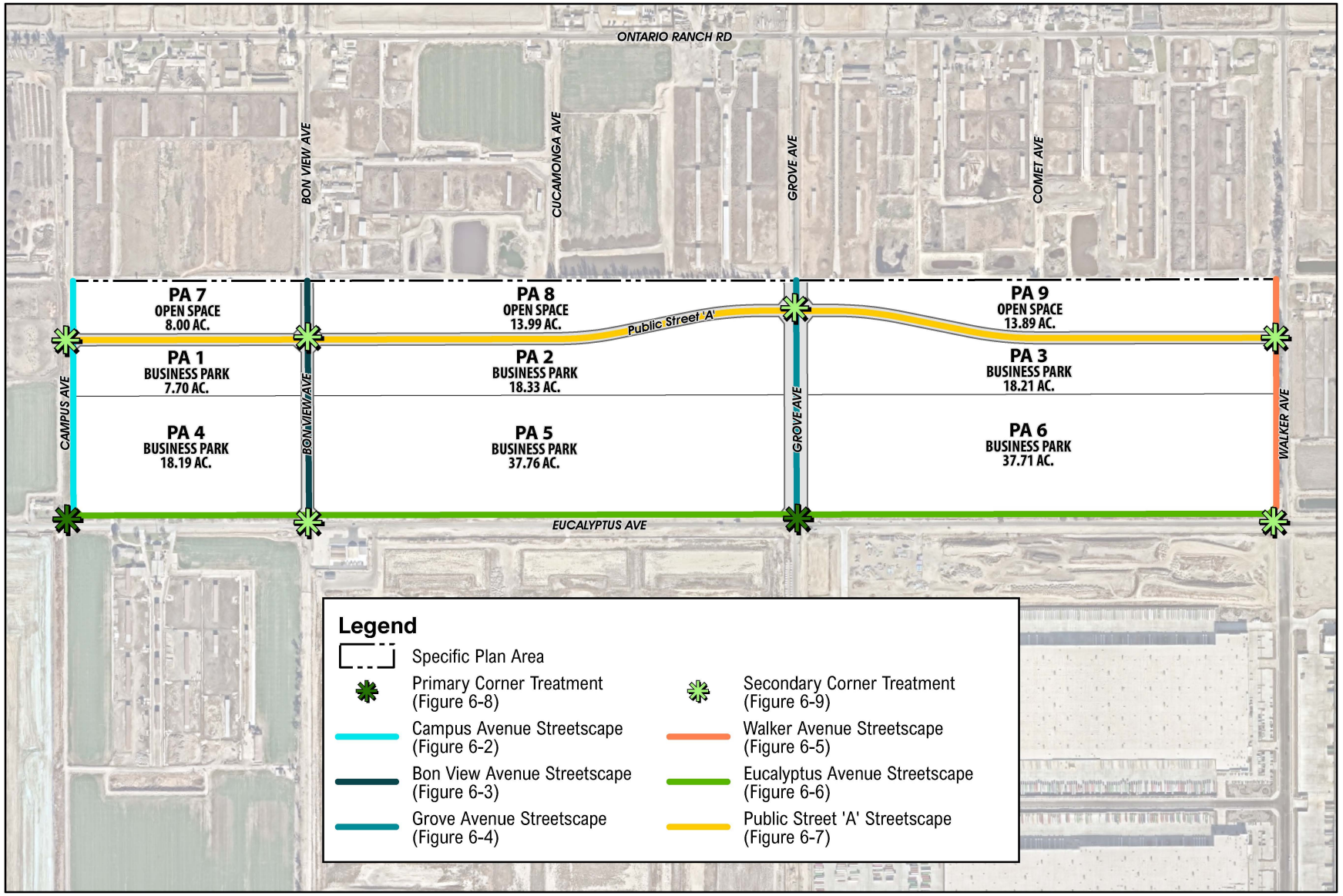








Conceptual Landscape Materials



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (11-20-2025), San Bernardino County (2025)

Figure 6-1

Conceptual Landscape Plan

0 200 400 800 Feet

6.9.2 Irrigation

The following general irrigation concepts shall be considered in the design and installation of irrigation systems within the Eucalyptus Business Park Specific Plan area.

1) All landscaped areas should be equipped with a permanent, automatic, underground irrigation system. Drip systems are encouraged in all areas needing irrigation. Irrigation systems must conform to all City of Ontario requirements.

2) Irrigation systems should be designed to apply water slowly, allowing plants to be deep soaked and to reduce run-off.

3) Connect the irrigation system to the recycled water conveyance system.

4) "Pop-up" type sprinkler heads may be used adjacent to all walks, drives, curbs (car overhangs), parking areas and public right-of-way but must be designed to prevent all run-off and overspray.

5) The design of irrigation systems, particularly the location of controller boxes, valves, and other above-ground equipment (e.g., backflow prevention devices), shall be incorporated into the overall landscaping design. Where aboveground equipment is provided, it shall be screened or otherwise removed from public view.

6) The irrigation system shall be programmed to operate between 6:00pm and 6:00am.

6.10 Streetscape Guidelines

Streetscape landscaping is integral to creating a sense of place within the Specific Plan area. Furthermore, streetscapes serve as a way to screen undesirable views from public views. Within the Specific Plan area, streetscapes are planted with a combination of evergreen and deciduous trees, low shrubs, and groundcovers to create a pleasing experience for pedestrians, bicyclists, and motorists.

The conceptual streetscape landscape treatments within the Specific Plan area are presented in the following sections.

6.10.1 Campus Avenue

The segment of Campus Avenue abutting the Eucalyptus Business Park Specific Plan area features landscaping within parkways on both sides of the street. Parkways include a curb-adjacent park strip planted with deciduous trees, low flowering groundcovers, a 5-foot-wide sidewalk, and an 8-foot-wide multi-purpose trail. Evergreen and deciduous trees are planted beyond the right-of-way on both sides of the street to provide pedestrians using the sidewalk with additional opportunities for shade and to screen undesirable views. The typical Campus Avenue Streetscape is illustrated on Figure 6-2, *Campus Avenue Streetscape*.

6.10.2 Bon View Avenue

The typical section of Bon View Avenue features landscaping within parkways on both sides of the street. Parkways include a curb-adjacent park strip planted with evergreen trees and low flowering groundcovers, as well as a 5-foot-wide sidewalk. Evergreen trees are planted beyond the right-of-way on both sides of the street to provide pedestrians using the sidewalk with additional opportunities for shade and to screen undesirable views. The typical Walker Avenue Streetscape is illustrated on Figure 6-3, *Bon View Avenue Streetscape*.

6.10.3 Grove Avenue

The segment of Grove Avenue within the Eucalyptus Business Park Specific Plan area features two landscaped components: a 28-foot-wide landscaped raised median and

parkways on both sides of the street. The landscaped raised median is planted with thematic deciduous and evergreen trees at to reinforce the theme established through previous development south of the Eucalyptus Specific Plan area. Parkways include a curb-adjacent park strip planted with deciduous trees and low flowering groundcovers, with a 5-foot-wide sidewalk along the east and west side of the street and an 8-foot multi-purpose trail along the east providing passive recreational opportunities. Deciduous trees are planted beyond the right-of-way on both sides of the street to provide pedestrians using the sidewalk with additional opportunities for shade and to buffer development. The typical Grove Avenue Streetscape is illustrated on Figure 6-4, Grove Avenue Streetscape.

6.10.4 Walker Avenue

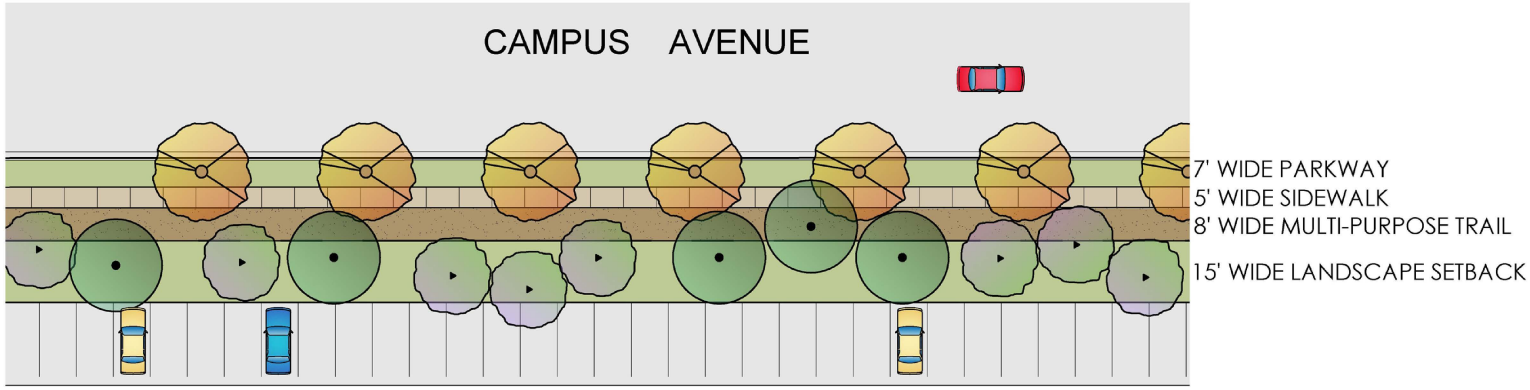
The segment of Walker Avenue abutting the Eucalyptus Business Park Specific Plan area features landscaping within parkways on the west side of the street. The Parkway includes a curb-adjacent park strip planted with deciduous trees, low flowering groundcovers, and a 5-foot-wide sidewalk. Evergreen and deciduous trees are planted beyond the right-of-way to provide pedestrians using the sidewalk with additional opportunities for shade and to screen undesirable views. An 8-foot-wide multi-purpose trail is also provided along the eastern side of Walker Avenue to offer passive recreational opportunities. The typical Walker Avenue Streetscape is illustrated on Figure 6-5, *Walker Avenue Streetscape*.

6.10.5 Eucalyptus Avenue

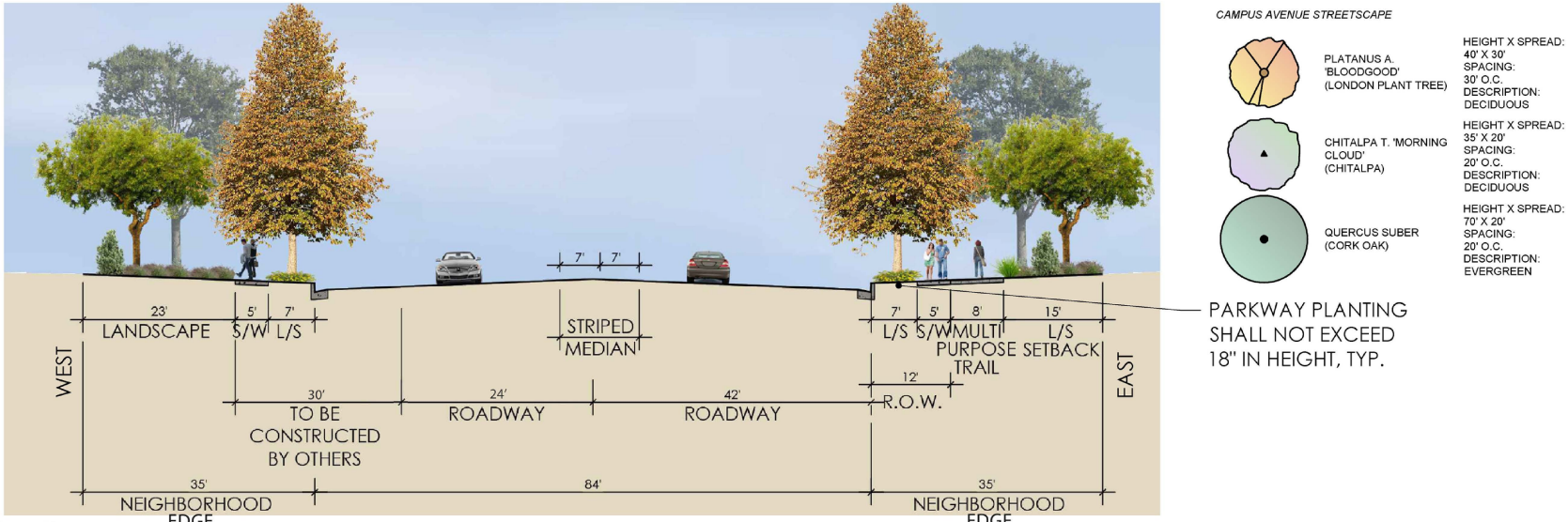
The segment of Eucalyptus Avenue abutting the Eucalyptus Business Park Specific Plan area features landscaping within parkways along the north side of the street. Parkways include a curb-adjacent park strip planted with deciduous trees, low flowering groundcovers, and a 5-foot-wide sidewalk. Evergreen and deciduous trees are planted beyond the right-of-way on both sides of the street to provide pedestrians using the sidewalk with additional opportunities for shade and to screen undesirable views. An 8-foot-wide multi-purpose trail is also provided along the northern side of Eucalyptus Avenue to offer passive recreational opportunities. The typical Eucalyptus Avenue Streetscape is illustrated on Figure 6-6, *Eucalyptus Avenue Streetscape*.

6.10.6 Public Street 'A'

The typical section of Public Street 'A' features landscaping within parkways on both sides of the street. Parkways include a curb-adjacent park strip planted with evergreen trees and low flowering groundcovers, and a 5-foot-wide sidewalk. Evergreen and deciduous trees are planted beyond the right-of-way on both sides of the street to provide pedestrians using the sidewalk with additional opportunities for shade and to screen undesirable views. The typical Public Street 'A' Streetscape is illustrated on Figure 6-7, *Public Street 'A' Streetscape*.



Plan View



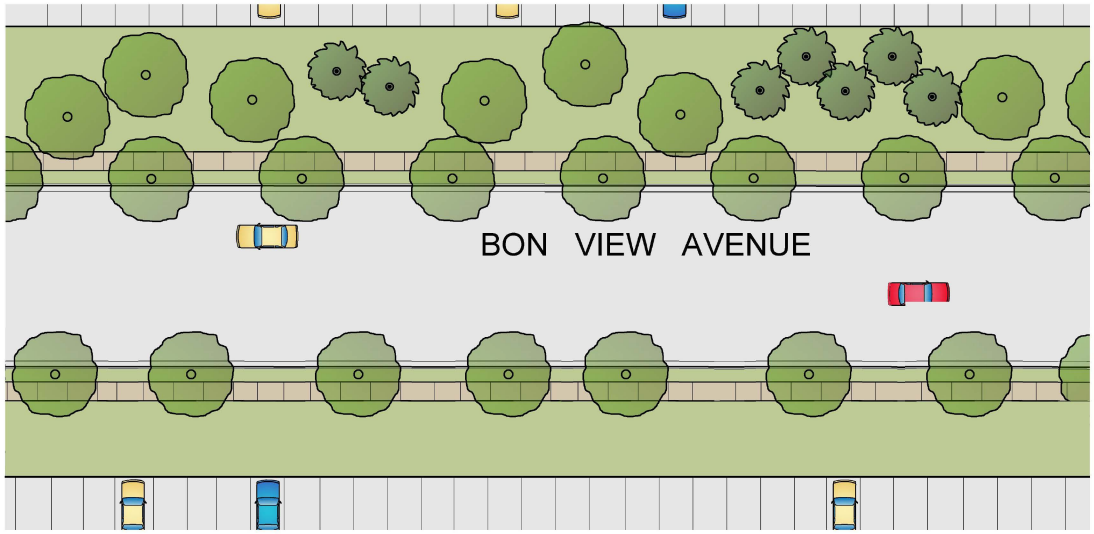
Section

Source(s): Ridge Landscape Architects (12-17-2025)

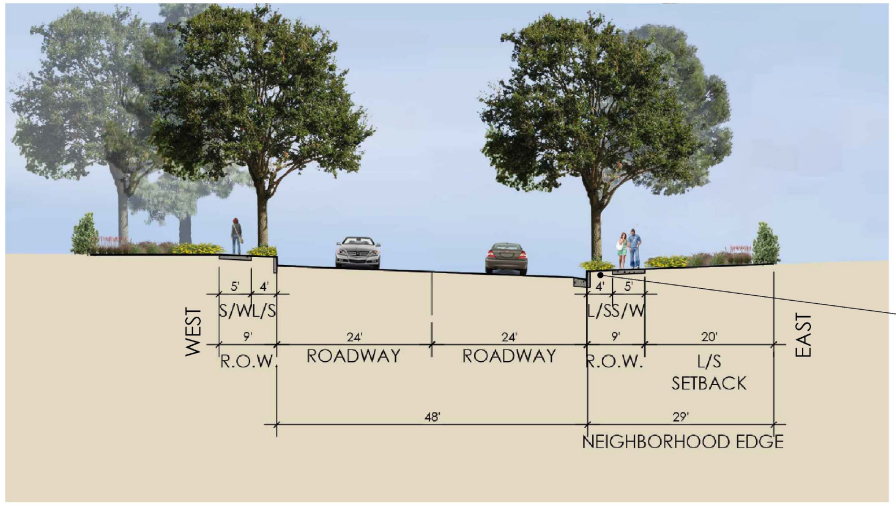
Figure 6-2

Campus Avenue Streetscape

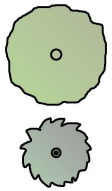
Not to Scale



Plan View



Section



QUERCUS ILEX
(HOLLY OAK)

HEIGHT X SPREAD:
40' X 30'
SPACING:
40' O.C.
DESCRIPTION:
EVERGREEN

PINUS ELDARICA
(AFGHAN PINE)
- OR -
PODOCARPUS
GRACILIOR
(FERN PINE)

HEIGHT X SPREAD:
40' X 30'
SPACING:
30' O.C.
DESCRIPTION:
EVERGREEN

PARKWAY PLANTING
SHALL NOT EXCEED
18" IN HEIGHT, TYP.

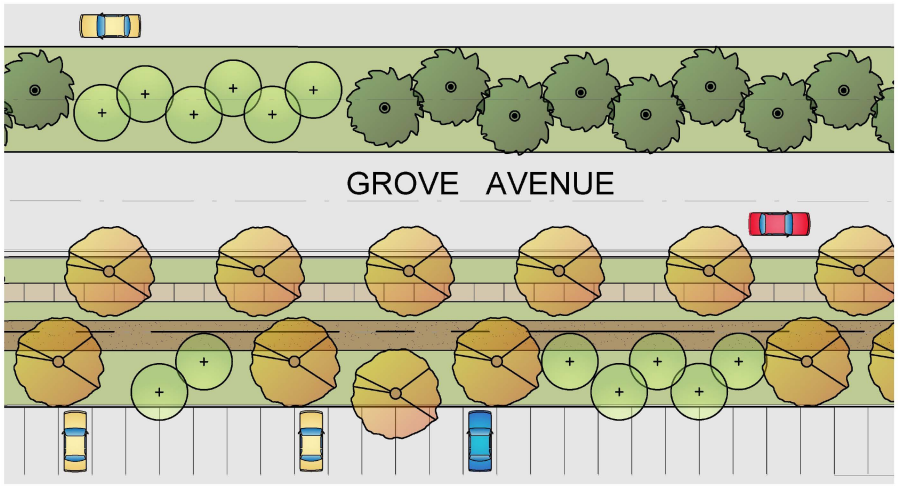
NOTE: EASEMENT WIDTH REQUIREMENT IS SUBJECT TO CHANGE BASED ON FINDINGS OF CITY-APPROVED HYDRAULIC STUDIES, MASTER PLAN UPDATES, AND PROJECT FINAL DESIGN.

Source(s): Ridge Landscape Architects (12-17-2025)

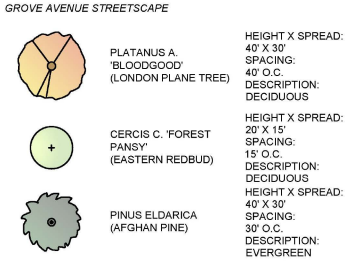
Figure 6-3

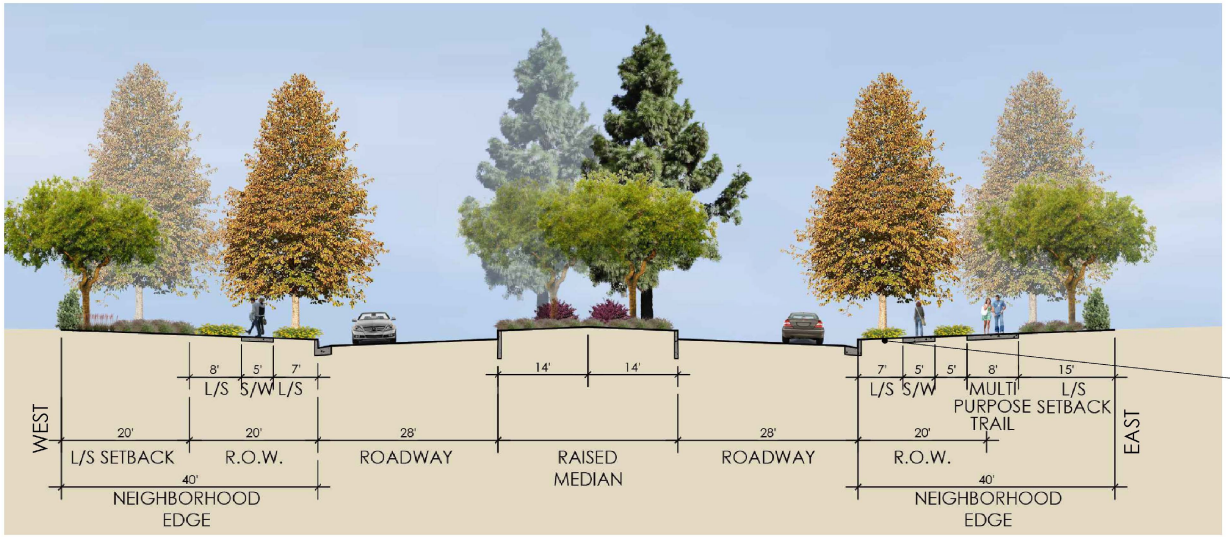
Bon View Avenue Streetscape

Not to Scale



Plan View





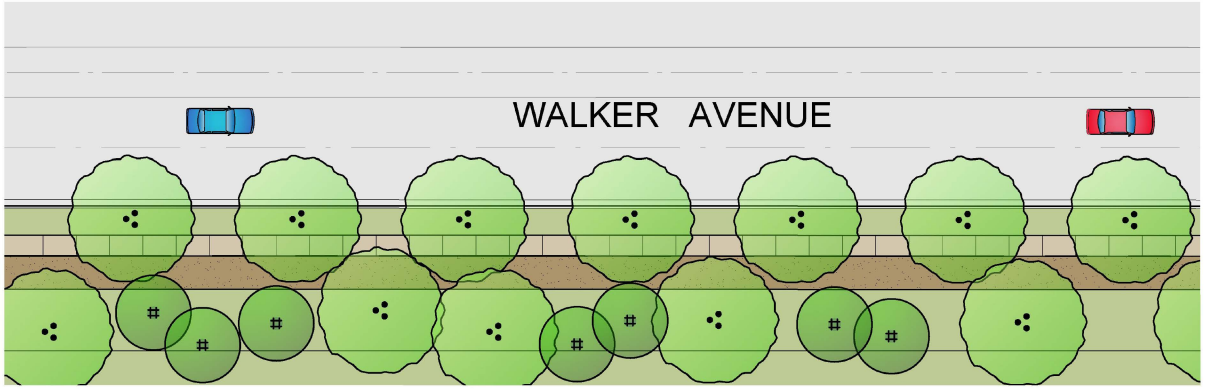
Section

Source(s): Ridge Landscape Architects (12-17-2025)

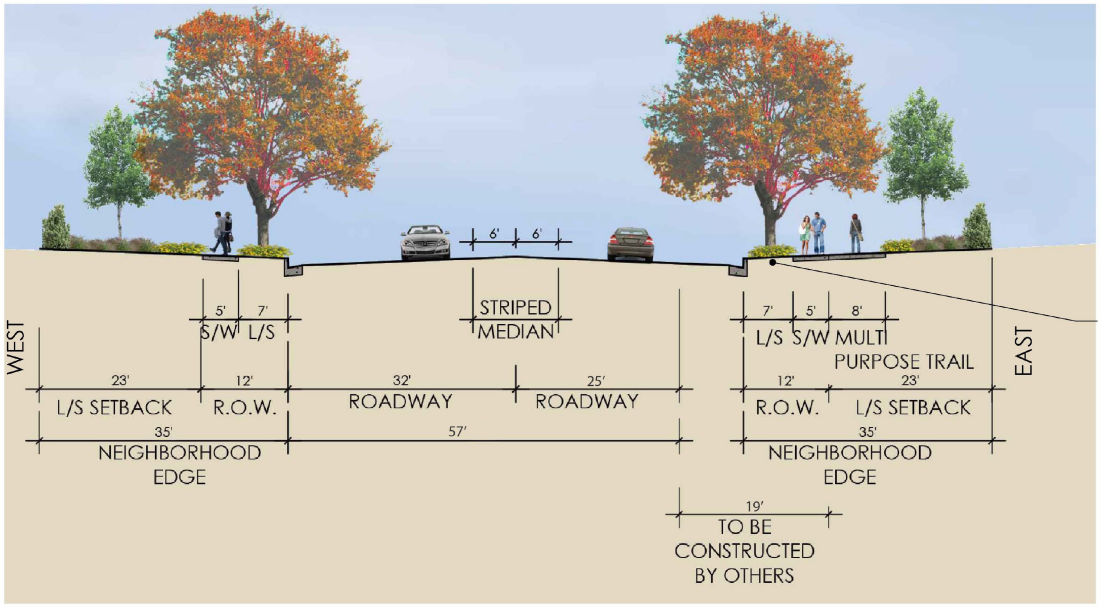
Figure 6-4

Grove Avenue Streetscape

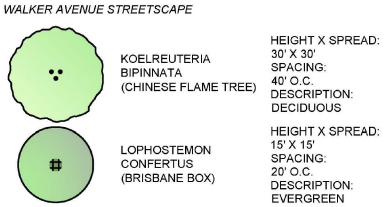
Not to Scale



Plan View



Section

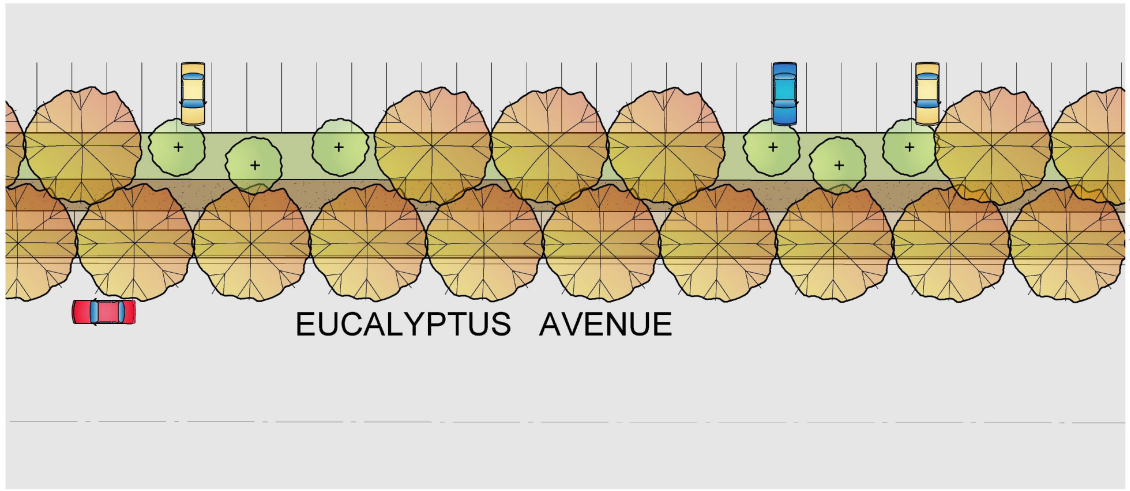


Source(s): Ridge Landscape Architects (12-17-2025)

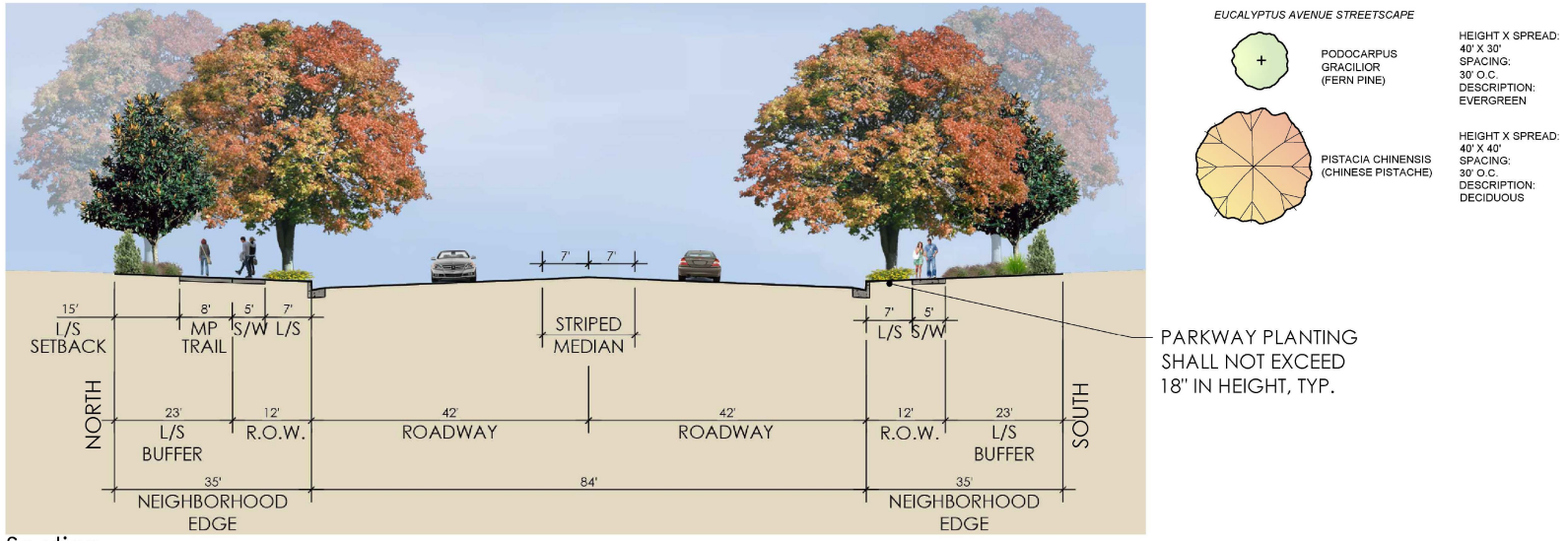
Figure 6-5

Walker Avenue Streetscape

Not to Scale



Plan View



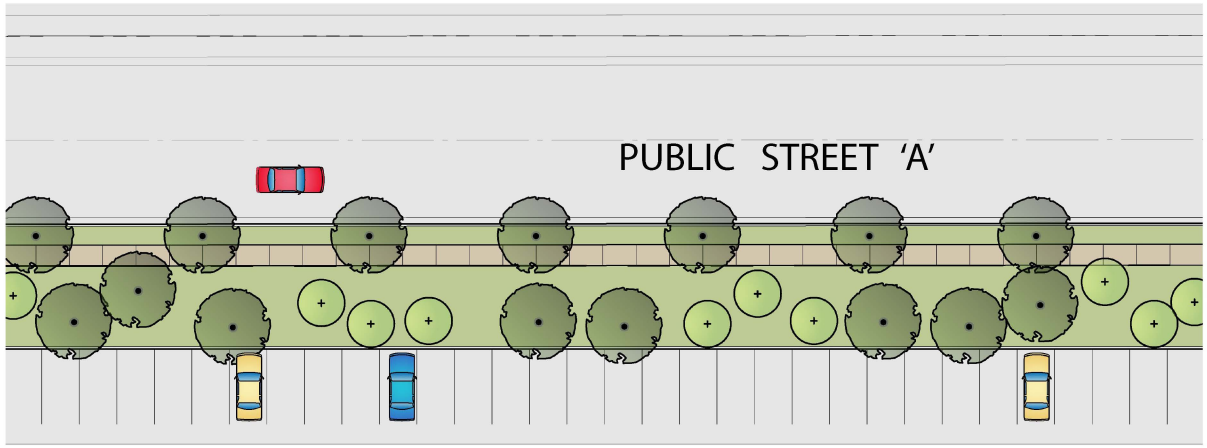
Section

Source(s): Ridge Landscape Architects (12-18-2025)

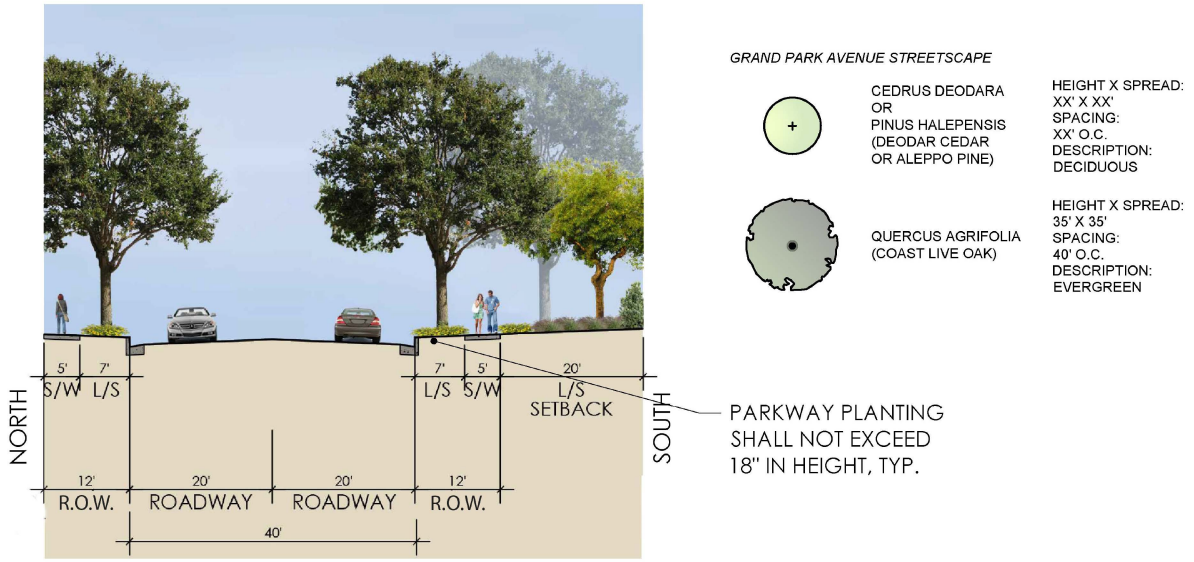
Figure 6-6

Eucalyptus Avenue Streetscape

Not to Scale



Plan View



Section

Source(s): Ridge Landscape Architects (06-04-2025)

Figure 6-7

Public Street 'A' Streetscape

Not to Scale

6.11 Entries and Monuments Guidelines

Entry and corner monument treatments are designed to provide distinct visuals to emphasize the Eucalyptus Business Park Specific Plan area's aesthetic. Hardscape and landscape features at entry and corner monument locations shall provide adequate "line-of-sight" for motorists and shall comply with applicable City design standards and specifications. Monumentation shall not be located within the public street right-of-way.

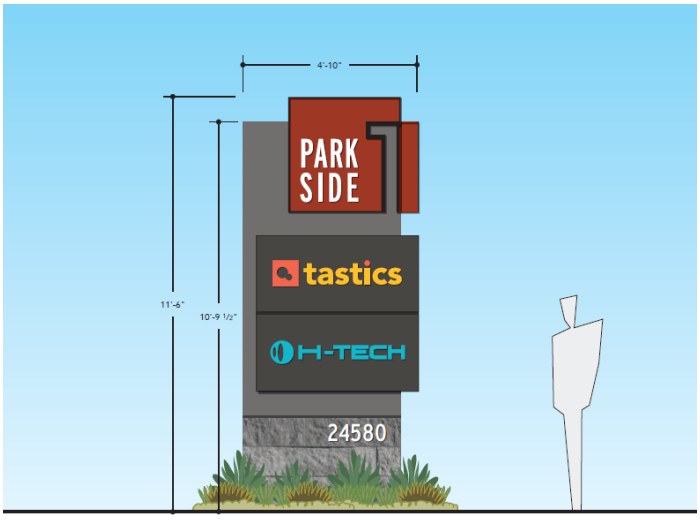
Implemented entry and corner treatments should be flexible to respond to physical contexts and the needs and desires of specific tenants and may differ slightly from the concepts presented herein; however, all entry and corner treatments within the Specific Plan area shall be consistent in theme.

6.11.1 Primary Corner Treatments

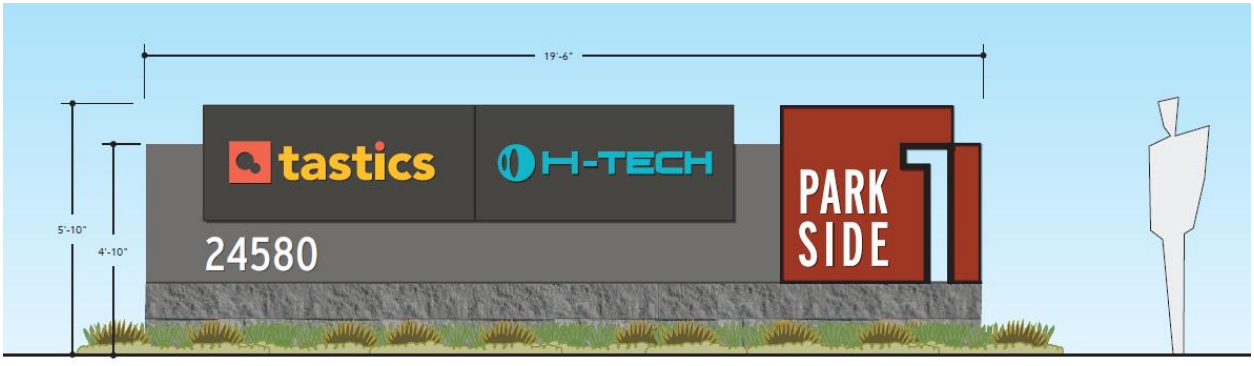
Primary corner monuments are located at the northeast corner of Eucalyptus Avenue and Campus Avenue and at the northeast and northwest corners of Eucalyptus Avenue and Grove Avenue. The primary corner treatments features orchard tree groves and the primary monument signage. Figure 6-8, *Conceptual Primary Corner Treatment*, conceptually illustrates the primary corner treatments.

6.11.2 Secondary Corner Treatments

Secondary corner monuments are located at the entrances into the Specific Plan area from the northern edge of Campus Avenue, Bon View Avenue, Grove Avenue, and Walker Avenue; from the southern edge of Bon View Avenue and Grove Avenue. The secondary corner treatments features orchard tree groves, shrubs, and groundcovers. Figure 6-9,

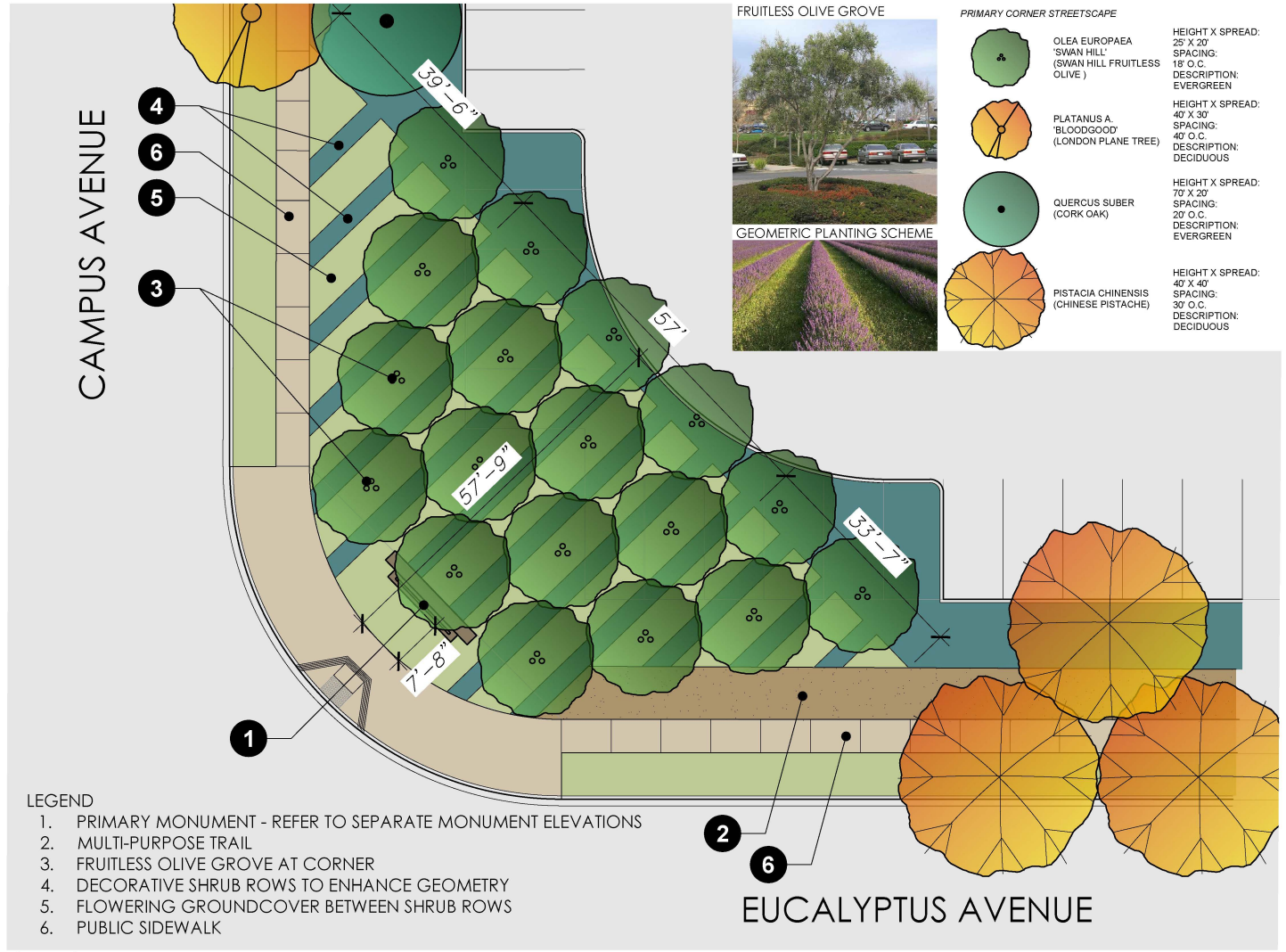


Conceptual Tenant Monumentation



Conceptual Secondary Corner Treatment, conceptually illustrates the secondary corner treatments.

The final locations and design details of the water quality basins will be determined when buildings are designed and oriented during the implementation of the Eucalyptus Business Park Specific Plan area.



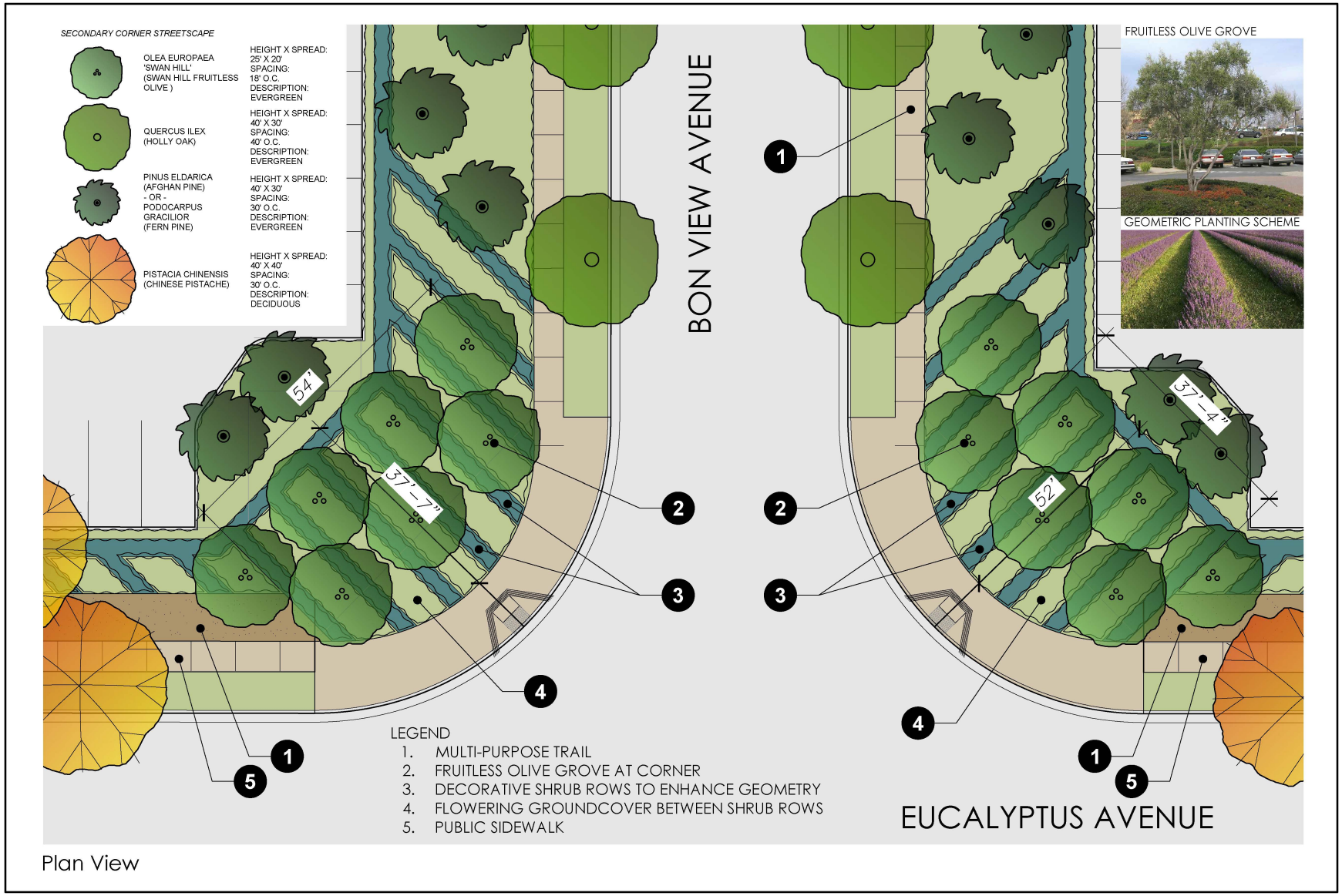
Plan View

Source(s): Ridge Landscape Architects (12-17-2025)

Figure 6-8

Conceptual Primary Corner Treatment

Not to Scale



Plan View

Source(s): Ridge Landscape Architects (12-17-2025)

Figure 6-9

Conceptual Secondary Corner Treatment

Not to Scale

6.12 Landscape Interface

Within the Specific Plan area, landscape treatments have been designed to address the interface between the Business Park and the Open Space – Parkland land use. The interface exhibits presented in this section are not intended to represent a literal design, but rather serve as guidelines, which may be subject to modification over time.

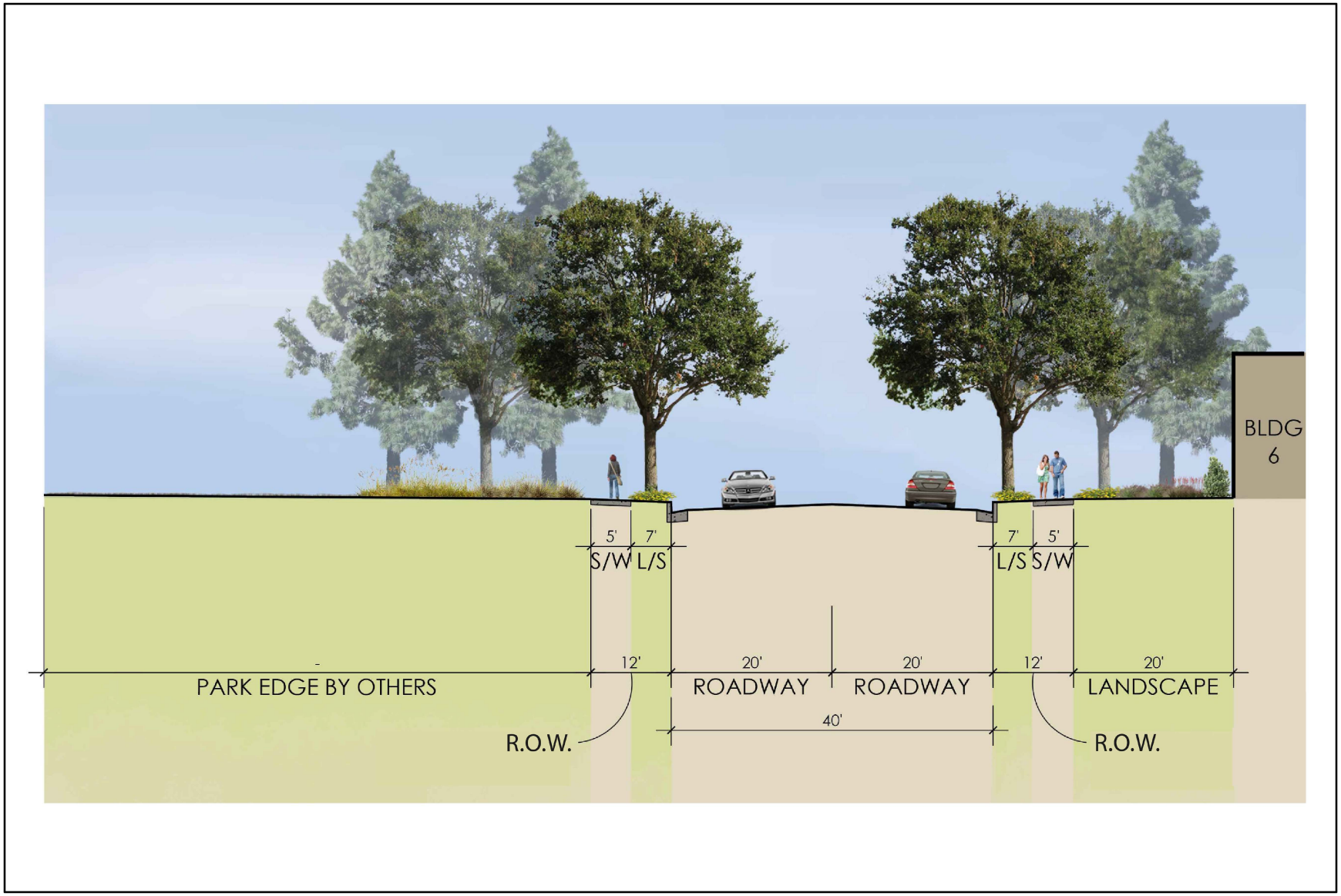
As shown in Figure 6-10, *Conceptual Landscape Interface – Business Park to Open Space – Parkland*, the 60-foot-wide ROW Public Street 'A' splits up the two land use districts. Within the Business Park planning areas, landscape buffers, parking, and drive-aisles can provide further separation between the Business Park buildings and the edge of the public park areas.

6.13 Water Quality Basin Guidelines

Water quality basins may be provided within the Specific Plan area to treat stormwater before the flows ultimately drain into the storm drain facilities. The water quality basins may include contoured basin edges for a natural look, and landscaping around the perimeter of the basin to screen public views of the basin. Swales may be no greater than 40% of the landscape area width to allow for ornamental landscaping, although landscaping may have limitations where necessary to deter the attraction of birds to the basins, which can be a hazard to aircraft using the nearby Chino Airport and Ontario International Airport. Other wildlife deterrents that may be considered include floating covers, bird balls, netting, and basins designed to be linear and narrow with steep sides and rip-rap lining.

6.14 Stormwater Infiltration Areas Guidelines

Stormwater infiltration areas within landscape areas shall be designed to be no greater than 40% of the landscape area width to allow for ornamental landscape. Stormwater infiltration devices located in landscape areas shall be reviewed and plans approved by the City of Ontario's Landscape Planning Division. Any stormwater devices in parkway and landscape areas shall not displace required tree locations.



Source(s): Ridge Landscape Architects (12-17-2025)

Figure 6-10

Conceptual Landscape Interface - Business Park to Open Space Parkland

Not to Scale

CHAPTER 7

IMPLEMENTATION PLAN

7.1 Severability

This Specific Plan document enables the City of Ontario to facilitate the processing and approval of development plans and implementing permits to build out the Eucalyptus Business Park Specific Plan area. If any regulation, condition, program, or portion of this Specific Plan is held invalid or unenforceable, such portions shall be deemed separate, distinct, and independent provisions, and the invalidity of such portions or provisions shall not affect the validity and enforceability of the remaining provisions contained herein.

7.2 Applicability

Approval of the Eucalyptus Business Park Specific Plan indicates acceptance by the City of Ontario City Council of a general framework for the development of the Specific Plan area's property. Part of that framework establishes specific development standards that constitute the zoning regulations of the Specific Plan (refer to Chapter 5, *Development Regulations*). The provisions contained herein are intended to regulate development within the Specific Plan area.

Development within the Eucalyptus Business Park Specific Plan area shall be implemented through the City's approval of a tentative map, a final parcel map, and the Development Plan Review process as established in the City's Development Code. The implementation process described herein provides the mechanisms for review and approval of development projects within the Specific Plan area.

7.3 Interpretation

Unless otherwise provided, any ambiguity concerning the content or application of the Specific Plan shall be resolved by the City's Planning Director, or their designee, in a manner consistent with the goals, policies, purpose, and intent established in this Specific Plan.

7.4 Development Review Process

7.4.1 Subdivision Map

Approval of tentative maps within the Eucalyptus Business Park Specific Plan area may occur concurrently with or subsequently to the adoption of the Specific Plan. The tentative map and final subdivision maps shall be reviewed and approved pursuant to the applicable provisions of the City's Subdivision Ordinance and consistent with the applicable provisions established within the Land Use, Infrastructure, Design Guidelines, and Development Regulations chapters of this Specific Plan.

7.4.2 Development Plan Review

All development within the Eucalyptus Business Park Specific Plan area shall be subject to the Development Plan Review Process established in the City of Ontario Development Code, or as approved the by Planning Director or their designee). Adoption of this Specific Plan by the City includes the design guidelines contained in Chapter 6,

which shall be the design criteria by which development projects within the Specific Plan area shall be reviewed during Development Plan Review. Additionally, proposed uses within the Specific Plan area shall not exceed the total number of daily vehicle trips studied within the EIR prepared to address the Eucalyptus Business Park Specific Plan.

For topics on which these design guidelines are silent, the applicable design guidelines contained within the City's Development Code shall apply. The design guidelines are intended to offer flexibility while establishing fundamental evaluation criteria to guide the City's review of development projects during the design review process.

7.4.3 Development Agreements

Pursuant to California Government Code Sections 65864 et seq., City approval of individual statutory Development Agreements with each property owner may be included as part of the Specific Plan approval process and must be secured prior to approval of the first Final Map. The Development Agreement shall include, but not be limited to, methods of financing, acquisition, and construction of infrastructure. The Eucalyptus Business Park Specific Plan Development Agreement shall be fully executed prior to the issuance of the first building permits for development or first public works permit, whichever takes place first, within the Specific Plan.

7.4.4 Conditional Use Permits

Uses identified as conditionally permitted within Chapter 5, *Development Regulations*, of this Specific Plan shall be subject to review and approval by the City pursuant to the procedures set forth in Division 4.02.015, Conditional Use Permits, of the City's Development Code.

7.4.5 Variances

Variances and Administrative Exceptions to the development regulations contained in Chapter 5, *Development Regulations*, of this Specific Plan with respect to the site area, setback dimensions, building heights, distances between buildings, landscape percentage and off-street parking and loading shall be reviewed pursuant to "Variances and Administrative Exceptions" of Section 4.02.020 of the City's Development Code.

7.5 Substantial Conformance

The Substantial Conformance Determination is a mechanism that allows for the approval of ministerial minor modifications for development under the Specific Plan, which is considered and approved ministerially by the Planning Director or their designee. The City recognizes that modifications to the text and exhibits of this Specific Plan document may be needed over time. Upon direction by the City of Ontario Planning Department, certain modifications to text, exhibits, and/or development standards and design guidelines may not require a formal Specific Plan Amendment (i.e., through public hearing) and can occur ministerially. The following minor modifications to this document do not require a formal Specific Plan Amendment and are subject to ministerial review and approval by the Planning Director or their designee. The Planning Director shall have the discretion to approve or defer any request for modification to the Planning Commission or City Council, either for ministerial direction and guidance, or for a determination that the required change requires a formal amendment as discussed below in Section 7.6. Ministerial Substantial Conformance decisions are not subject to CEQA compliance because CEQA applies to discretionary actions and not to ministerial actions.

A Substantial Conformance shall constitute the following and will require approval from the Planning Director or their designee:

- Expansions or reductions of the net acreage covered by a given Planning Area.
- Transfer of development square footage of 15% or less within the same land use designation, provided that the shift in square footage does not exceed the maximum allowable square footage of 2,939,000 s.f. or exceed the maximum FAR of 0.55 provided in Chapter 5 of this Specific Plan.
- The ultimate alignment of driveways and drive aisles within any Planning Area as part of the development of implementing project(s).
- Construction of buildings, landscaping, and/or parking areas for building sites may cross over into adjacent Planning Areas within the same land use designation, Buildings constructed across Planning Area boundaries shall not, by themselves, trigger the requirement for a Substantial Conformance. Modification of design criteria such as architectural details, landscape treatments, fencing, lighting, and signage.
- Changes to the Phasing Plan, provided infrastructure is available to serve the phase as determined by the City Engineer.
- Implementation of alternative landscape materials, wall materials, entry monument design, primary/secondary corner treatments, and streetscape design that are generally consistent with the conceptual design guidelines contained within this Specific Plan.
- Modifications to the Business Park Architectural Design Guidelines, such as variation of architectural style and variations in materials and colors.
- The Conceptual Site Plan exhibit (Figure 3-3) is illustrative only; modifications to the building orientation and layout as part of the Development Plan review process where the revisions remain consistent with the intent and development standards of the Specific Plan. Final infrastructure facility sizing and precise location of dry utilities, water, sewer, and storm drainage improvements as approved by the City Engineer, OMUC, or San Bernardino Flood Control District.
- Roadway ROW design, when the changes are warranted and approved by the City Engineer.
- Revisions to exhibits that do not substantially change the intent of the Specific Plan.
- Modification, deletions, and additions to the list of permitted and conditionally permitted uses.
- Specific modifications of a similar nature to those listed above which are deemed minor by the Planning Director, which are in keeping with the intent of this Specific Plan and which are in conformance with the Policy Plan component of The Ontario Plan.

7.6 Formal Amendments to the Specific Plan

All modifications to this Specific Plan document that do not meet the criteria of a Substantial Conformance (as defined in the previous subsection) shall be deemed to require a formal Specific Plan Amendment.

Formal Specific Plan Amendments shall be subject to the review and approval of the City Council. The Planning Commission should first hear and consider all applications for formal Specific Plan Amendments and provide a recommendation to the City Council. As required by the California Government Code, all government agencies significantly affected by the proposed Amendment shall be notified

of the proposed action prior to the approval. Because a Specific Plan Amendment is a discretionary action, such amendments shall be appropriately reviewed in accordance with the CEQA Statute and Guidelines, with the City of Ontario serving as the CEQA Lead Agency.

Any formal Specific Plan Amendment initiated by an applicant requires preliminary review by the Planning Director, filing of an official application and required materials supporting the Amendment, submittal of a fee.

In considering approval or disapproval of formal Specific Plan Amendments, the Planning Commission and City Council shall find that the request is:

- Consistent with the Policy Plan component of The Ontario Plan (General Plan) in effect at the time of consideration.
- Compatible with surrounding land uses with respect to use, development standards, density, or issues of health, public safety, and general welfare.
- Consistent with the overall design character and general structure set forth in Chapter 6, *Design Guidelines*, of this Specific Plan.

7.7 Appeals

Appeals of any determination of the Planning Director, Zoning Administrator, or the Planning Commission, may be made by the applicant or any other aggrieved party by filing an application on forms provided by the City of Ontario and accompanied by the appropriate filing fee, where applicable, within ten (10) days following the final date of action for which an appeal is made.

7.8 Compliance with Mitigation Monitoring and Reporting Program

Certification of an EIR shall be required prior to the approval of the Specific Plan. Development within the Eucalyptus Business Park Specific Plan shall comply with all approved mitigation measures as described in the MMRP included as part of the EIR.

7.9 Project Financing

The financing of construction, operation, and maintenance of public improvements, facilities, and public services shall include funding through a combination of financing mechanisms. Prior to the recordation of final maps, a final determination shall be made by City staff and confirmed by the Planning Director and City Engineer regarding the responsibility for construction and maintenance of public facilities, whether publicly or privately maintained.

Implementation of the Eucalyptus Business Park Specific Plan may involve financing options including, but not limited to, the following sections:

7.9.1 Facilities and Services

Construction of public improvements and facilities and the provision of public services may be financed through private capital investment, a Community Facilities District (CFD), Development Impact Fees (DIF), or other special district, pursuant to the Mello-Roos Community District Act of 1982.

7.9.2 Operation and Maintenance

Options for operation and maintenance of public and private improvements and facilities include, but are not limited to, the following:

- City Public Works Department or other public agencies
- Individual private property owners

- Private Property Owners Association
- CFD or other special district (will be at the City's sole distraction)

7.10 Phasing Plan

As shown on Figure 7-1, *Conceptual Phasing Plan*, the development of the Eucalyptus Business Park Specific Plan area is expected to occur in six phases in response to market demands and according to a logical and orderly extension of roadways, public utilities, and infrastructure.

Phase A includes Planning Areas 3 and 6; Phase B includes Planning Areas 2 and 5; Phase C includes Planning Areas 1 and 4; Phase D includes Planning Area 9; Phase E includes Planning Area 8; and Phase F includes Planning Area 7. The developer and the City of Ontario will work together to ensure that the Open Space – Parkland Planning Areas are constructed concurrently with the build-out of the Business Park portions of the Specific Plan area in a phased manner. The details of this partnership will be included in the Development Agreement(s) accompanying the approval of the Specific Plan.

Phasing of the Specific Plan shall be permitted; however, required public improvements will be dictated by the City of Ontario's Land Development Section and the approved Development Agreement(s). The Phasing Plan is conceptual and subject to revision as the project development evolves. The Specific Plan shall allow development in any phase at any time if adequate infrastructure to support same is included. For example, construction of the publicly operated animal resource center or other building or improvement may occur prior to the completion of an earlier phase.

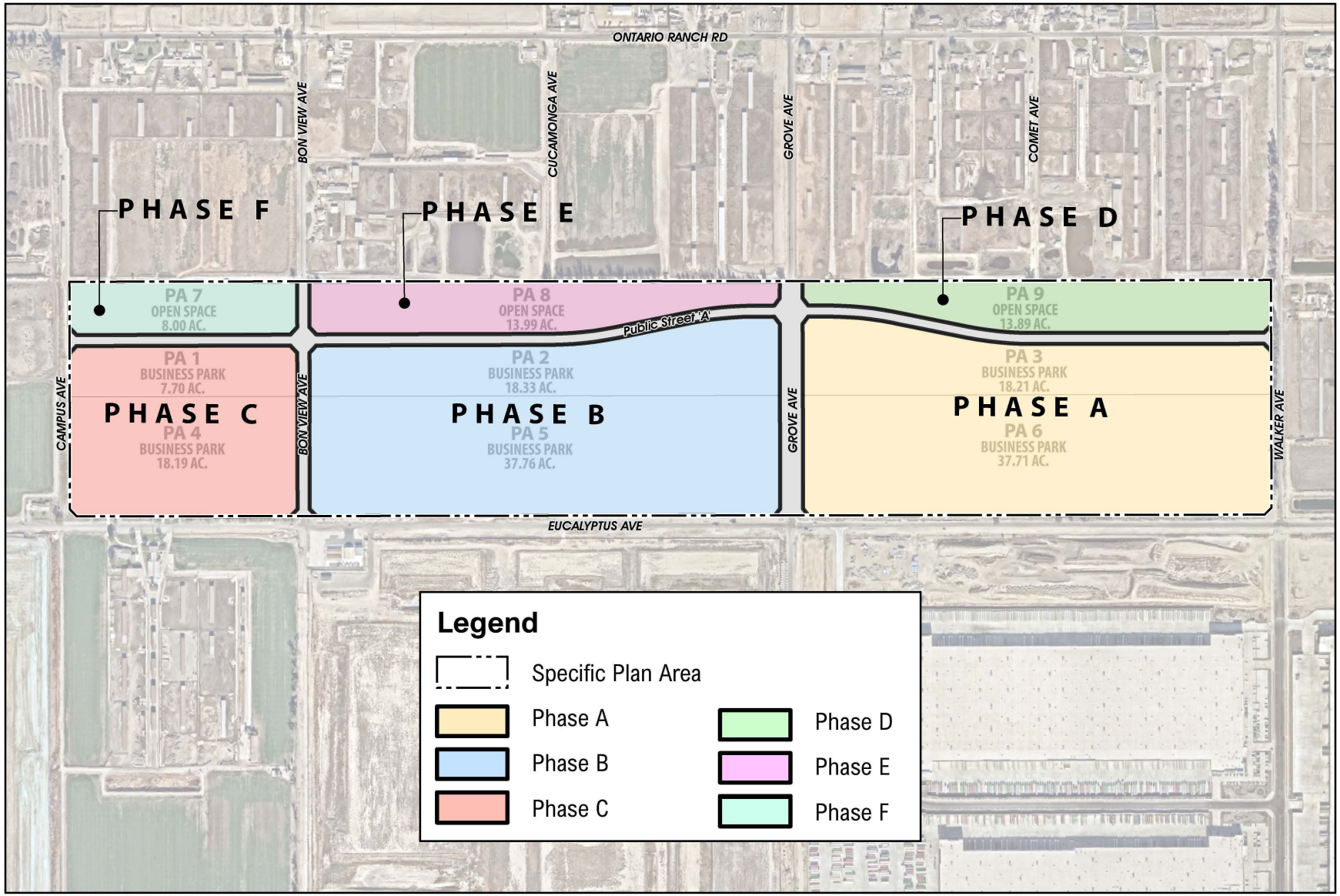
7.11 Maintenance Plan

The public and private improvements constructed within the Eucalyptus Business Park Specific Plan area shall be maintained through a combination of public and private entities as described in Table 7-1, *Maintenance Responsibilities*. Table 7-1 provides a list of maintenance entity options that may fund and/or maintain facilities within the Specific Plan area, however, the ultimate maintenance entity for each facility will be determined by the Eucalyptus Business Park Specific Plan's Development Agreement(s). A Property Owners Association (POA) may be established for the maintenance of common area landscape improvements and private roadways within portions of the Eucalyptus Business Park Specific Plan area. For areas in public ownership (such as public roadway ROWs and the Open Space-Parkland Planning Areas), City of Ontario Public Works, other public agencies, or municipal maintenance districts may fund the maintenance of these areas.

Table 7-1 Maintenance Responsibilities

Facility	City and/or CFD	Property Owners Association	Property Owner or Occupant	Public Utility
Public rights-of-way (ROW) (Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, Eucalyptus Avenue, New Public Street)				
• Curb-to-curb improvements	X			
• Parkways within public right-of-way (ROW)	X			
• Neighborhood Edges, Master Plan Trails and Medians	X	X		
• Landscape buffer located outside public ROW - private		X	X	
Interior private streets located outside of the public ROW (including parkways, landscaping, non-Master Plan Trails, and sidewalks)		X		
Off-street parking areas - private		X	X	
Traffic signals	X			
Traffic control signs – in the public ROW	X			
Traffic control signs – not in the public ROW		X	X	
Street lights – in the public ROW	X			
Street lights – not in the public ROW		X	X	
Public water, sewer, and storm drain improvements within public ROW	X			
On-site landscaping and irrigation - private		X	X	
Common open space – private		X		
Walls and fences - private		X	X	
Corner and Entry Monuments - private		X	X	
Tenant Signage – private		X	X	
Off-street lighting – private		X	X	
Storm Water Drainage/Water Quality Facilities – within the curb-to-curb area of a public street	X			
Permanent Storm Water Drainage/Water Quality Facilities (swales, basins, biotreatment		X	X	

Facility	City and/or CFD	Property Owners Association	Property Owner or Occupant	Public Utility
filters, etc.) – behind the curb line of the public street				
Dry Utilities (electricity, natural gas, communications systems)				X
Fiber Optic communication system in the public ROW (OntarioNet fiber lines)	X			X
Open Space – Parkland	X			
Publicly Operated Animal Resource Center	X			



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (11-20-2025), San Bernardino County (2025)

Figure 7-1

Phasing Plan

APPENDIX A

POLICY PLAN CONSISTENCY ANALYSIS

California Government Code (Title 7, Division 1, Chapter 3, Article 8, §§ 65450 through 65457) allows local governments to adopt and administer specific plans as tools to implement their general plan; however, specific plans must demonstrate consistency with the goals and policies set forth in the local general plan. This appendix provides a summary discussion to demonstrate that this Eucalyptus Business Park Specific Plan is consistent with, and results in the implementation of, applicable primary goals and policies of the Policy Plan (General Plan) component of The Ontario Plan.

The Ontario Plan Policy	Specific Plan Consistency
Land Use Element	
LU-1: A community that has jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.	
LU-1.1: Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, foster the development of transit, and support the expansion of the active and multimodal transportation networks throughout the City.	**Consistent.** The Eucalyptus Business Park Specific Plan area is located in the Ontario Ranch area of the City, which is an area planned for future growth. The City's Master Plans for water, sewer, and storm drainage identify planned infrastructure facilities to support growth in this area. The developer(s) of the Eucalyptus Business Park Specific Plan area will be required to participate in the installation of the Master Plan infrastructure. Additionally, streets within the Specific Plan area are designed to be safe and accessible to accommodate different modes of non-vehicular transportation.
LU-1.2: Sustainable Community Strategy. We integrate state, regional, and local Sustainable Community /Smart Growth principles into the development and entitlement process.	**Consistent.** The Eucalyptus Specific Plan features numerous sustainable features. The Specific Plan encourages non-motorized circulation by employees and visitors via its provision of an integrated network of sidewalks, bikeways, and trails. In accordance with the Policy Plan Exhibit M-02, Multipurpose Trails & Bikeway, Class II bike lanes are provided along both sides of Campus Avenue and Walker Avenue. Additionally, the Eucalyptus Business Park Specific Plan area includes an 8-foot multi-purpose trail along Eucalyptus Avenue, Grove Avenue and Walker Avenue. All development in the Specific Plan area are required to conform to the California Green Building Standards Code (CalGreen Code) and the Specific Plan includes

The Ontario Plan Policy	Specific Plan Consistency
Land Use Element	
	Energy Efficiency guidelines. In addition, the EBPSP includes a rooftop solar energy system which would generate enough electricity to meet 45% of annual electricity demand. The plant palette for the Specific Plan area consists of water-efficient species native to southern California or naturalized to the arid southern California climate, and the use of turf will be minimized. As such, the Eucalyptus Specific Plan is consistent with this policy.
LU-1.3: Adequate Capacity. We require adequate infrastructure and services for all development.	**Consistent.** The developer(s) of the Eucalyptus Business Park Specific Plan area are required to install adequate roadway and utility infrastructure improvements to meet the demands of the Specific Plan while maintaining adequate service levels for existing, surrounding development. Refer to the Environmental Impact Report (EIR) prepared for the Eucalyptus Business Park Specific Plan for a detailed analysis of the adequacy of the Specific Plan's infrastructure improvements.
LU-1.4: Multimodal Mobility. We require development and urban design, where appropriate, that reduces reliance on the automobile and capitalizes on active transportation, transit, electric vehicles, and multimodal transportation opportunities	**Consistent.** The Eucalyptus Business Park Specific Plan area offers numerous opportunities for non-vehicular circulation, including multi-purpose trails, bikeways, and sidewalks. Class II bike lanes would largely be provided along both sides of Campus Avenue, between Riverside Drive and Holt Avenue, Eucalyptus Avenue, and Walker Avenue, between Euclid Avenue and Hamner Avenue. Additionally, the Eucalyptus Business Park Specific Plan area includes an 8-foot multi-purpose trail along Eucalyptus Avenue, Grove Avenue, Campus Avenue, and Walker Avenue to encourage connectivity and circulation by employees, visitors, and the passersby that is not completely dependent on a motorized vehicle. Additionally, bike storage facilities are required to be installed in each building to further promote alternative transportation.
LU-1.5: Jobs-Housing Balance. We coordinate land use, infrastructure, and transportation planning and analysis with regional, county, and other local agencies to further regional and subregional goals for jobs-housing balance.	**Consistent.** The developer(s) of the Eucalyptus Business Park will construct roadway and utility improvements in accordance with the City's infrastructure master plans. Furthermore, the Specific Plan area will generate employment opportunities for residents of the City and surrounding jurisdictions, and reduce the need for residents in the region to commute to other regions for employment opportunities. Accordingly, implementation of the Eucalyptus Business Park Specific Plan will improve

The Ontario Plan Policy	Specific Plan Consistency
Land Use Element	
	the jobs-housing balance within the City and the Inland Empire region.
LU-1.6: Complete Community. We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers, and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario.	**Consistent.** The Eucalyptus Business Park Specific Plan land use plan provides Business Park land uses that will accommodate a variety of employment uses arranged in a sensible and efficient manner that allow ease of access and complement the surrounding community. The parkland area will provide recreational amenities for residents of and visitors to the City of Ontario. The business park area of the Eucalyptus Business Park Specific Plan area is envisioned to attract local, national, and international businesses, and will assist in diversifying the mix of employment opportunities available in the City. The retail component within the business park area will serve both the businesses within the Eucalyptus Business Park Specific Plan area and the broader community.
LU-1.7: Revenues and Costs. We require future amendments to our Land Use Plan to be accompanied by analyses of fiscal impacts.	**Consistent.** A fiscal impact analysis will be prepared in support of the Specific Plan. Refer to the Eucalyptus Business Park Specific Plan EIR for a detailed analysis of potential fiscal effects associated with the implementation of the Specific Plan.
LU-2: Compatibility between a wide range of uses and resultant urban patterns and forms.	
LU-2.1: Land Use Decisions. We minimize adverse impacts on adjacent properties when considering land use and zoning requests.	**Consistent.** The Eucalyptus Business Park Specific Plan EIR evaluated the potential physical environmental impacts of the implementation of the Specific Plan on the surrounding community in accordance with the California Environmental Quality Act (CEQA). Refer to the Eucalyptus Business Park Specific Plan EIR for a detailed analysis of impacts to adjacent properties associated with the implementation of the Specific Plan.
LU-2.2: Buffers. We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur. Additional mitigation is required when new uses could negatively impact environmental justice areas.	**Consistent.** The Eucalyptus Business Park Specific Plan provides conceptual streetscapes for Eucalyptus Avenue, Campus Avenue, Walker Avenue, and Public Street 'A'; primary and secondary corner treatments at Specific Plan entry points; and landscaped screening walls between truck courts and parking areas and adjacent public rights-of-way. Implementation of these features provides a visual buffer between planned on-site Business Park land uses and existing and planned off-site land uses. Additionally, the Specific Plan includes Open Space–Parkland along the northern boundary to separate the business park uses from the residential uses planned

The Ontario Plan Policy	Specific Plan Consistency
Land Use Element	
	to the north. As such, the Eucalyptus Business Park is consistent with this policy.
LU-2.3: Hazardous Uses. We regulate the development of industrial and similar uses that use, store, produce, or transport toxic substances, air emissions, other pollutants, or hazardous materials.	**Consistent.** Building occupants within the Eucalyptus Business Park Specific Plan area are obligated to comply with all local and State requirements for using, storing, producing, or transporting toxic substances, air emissions, other pollutants, or hazardous materials.
LU-2.5: Regulation of Uses. We regulate the location, concentration, and operation of uses that have impacts on surrounding land uses.	**Consistent.** The Eucalyptus Business Park Specific Plan EIR evaluated the potential physical environmental impacts of the implementation of the Specific Plan on the surrounding community in accordance with CEQA. Refer to the Eucalyptus Business Park Specific Plan EIR for a detailed analysis of impacts to adjacent properties associated with the implementation of the Specific Plan.
LU-2.6: Infrastructure Compatibility. We require infrastructure to be aesthetically pleasing and in context with the community character.	**Consistent.** Water, sewer, storm drain, and dry utility improvements will be located underground and out of view, with the exception of storm water inlets and channels that are required to be exposed at the surface. Roadway infrastructure improvements are designed to be landscaped with a combination of evergreen and deciduous trees – including flowering varieties – shrubs and groundcovers in an aesthetically-pleasing manner to establish the Specific Plan's design theme.
LU-2.8: Transitional Areas. We require development in transitional areas to protect the quality of life of current residents.	**Consistent.** The Eucalyptus Business Park Specific Plan area is primarily surrounded by agricultural uses, dairy operations, and existing and planned industrial warehouse uses. Nonetheless, the Specific Plan stipulates landscaping and building setbacks along all of the Specific Plan's perimeter streets that separate the Specific Plan area from adjacent properties. Trucks traveling to and from the Specific Plan area are required to utilize the City's approved truck routes, thereby minimizing exposure of nearby residents to truck-related impacts. Development within the Specific Plan area must adhere to the Design Guidelines in Chapter 6 of this Specific Plan, which will provide for a high-quality, attractive, and contemporary environment.
LU-2.9: Methane Gas Sites. We require sensitive land uses and new uses on former dairy farms or other methane-producing sites be designed to minimize health risks.	**Consistent.** If determined to be necessary, the Eucalyptus Business Park Specific Plan area will be required to implement the mitigation measures identified in the Eucalyptus Business Park Specific Plan EIR addressing soil remediation and building

The Ontario Plan Policy	Specific Plan Consistency
Land Use Element	
	venting requirements related to methane gas hazards. As such, this Specific Plan is consistent with this policy.
LU-4: Development that provides short-term value only when the opportunity to achieve our Vision can be preserved.	
LU-4.2: Interim Development. We allow development in urban, mixed use, and transit-oriented Place Types that is not immediately reflective of our ultimate Vision for the Place Type, provided it can be modified or replaced when circumstances are right to support development aligned with the Place Type Vision. We will not allow development that impedes, precludes, or compromises our ability to achieve our Vision.	Consistent. The central theme of the Ontario Vision is "A sustained, community-wide prosperity which continuously adds value and yields benefits." The open space-parkland area will introduce and sustain recreational amenities in the long term for use by City residents and visitors. The phased development of the business park land uses in the Eucalyptus Business Park Specific Plan area will attract new businesses, provide employment opportunities for residents, contribute the City's tax base, and construct circulation and utility infrastructure improvements that are critical to allow for the growth of the region. As such, the Specific Plan area will help the City achieve its Vision by continuously adding value, yielding benefits, and contributing to the prosperity of the City and the Inland Empire region.
LU-4.3: Infrastructure Timing. We require that the necessary infrastructure and services be in place prior to or concurrently with development.	Consistent. Chapter 7, *Implementation Plan*, of the Eucalyptus Business Park Specific Plan includes a development phasing plan that requires infrastructure needed to support the buildout of the Specific Plan to be adequately phased concurrently with development.
LU-5: Integrated airport systems and facilities that minimize negative impacts to the community and maximize economic benefits.	
LU-5.5: Airport Compatibility Planning for ONT. We create and maintain the Airport Land Use Compatibility Plan for ONT.	Consistent. The land uses provided by the Eucalyptus Business Park Specific Plan are consistent with the Airport Land Use Compatibility Plan (ALUCP) requirements for the Ontario International Airport. Furthermore, future development on the Specific Plan property would be required to comply with the development standards and design guidelines established in this Specific Plan, as well as the applicable requirements of the City of Ontario Development Code, which would preclude any potential inconsistencies with the Ontario International Airport ALUCP.
LU-5.7: ALUCP Consistency with Land Use Regulations. We comply with state law that requires general plans, specific plans, and all new development to be consistent with the	Consistent. The land uses provided by the Eucalyptus Business Park Specific Plan are consistent with the Airport Land Use Compatibility Plan (ALUCP) requirements for the Ontario International Airport and the provisions provided in the Chino Airport Overlay

The Ontario Plan Policy	Specific Plan Consistency
Land Use Element	
policies and criteria set forth within an Airport Land Use Compatibility Plan for any public-use airport.	District. All proposed development will be reviewed by the City of Ontario staff in the Development Plan review process.
LU-5.8: Chino Airport. We will support the creation and implementation of the Airport Land Use Compatibility Plan for Chino Airport.	**Consistent.** The land uses provided by the Eucalyptus Business Park Specific Plan are consistent with the provisions provided in the Chino Airport Overlay District. Proposed development within the Specific Plan area will be reviewed by the City of Ontario Staff in the Site Plan review process.

Ontario Plan Policy	Specific Plan Consistency
Housing Element	
H-1: Stable neighborhoods of quality housing, ample community services and public facilities, well-maintained infrastructure, and public safety that foster a positive sense of identity.	
H-1.4: Historical Preservation. We support the preservation and enhancement of residential structures, properties, street designs, lot configurations, and other reminders of Ontario's past that are considered to be local historical or cultural resources.	**Consistent.** Refer to the Eucalyptus Business Park Specific Plan EIR for a detailed analysis of potential impacts to historical and cultural resources that would occur as a result of the implementation of the Specific Plan. If determined to be necessary, development projects within the Specific Plan area will be required to implement mitigation measures to reduce impacts to historical and cultural resources to the maximum extent feasible.

Ontario Plan Policy	Specific Plan Consistency
Parks and Recreation Element	
PR-1: A system of safe and accessible parks that meets the needs of the community.	
PR-1.9: Phased Development. We require parks be built in new communities before a significant proportion of residents move in.	**Consistent.** The Eucalyptus Business Park Specific Plan does not include the creation of new residential units, but includes 35.88 acres of the City's Grand Park. Chapter 7, *Implementation Plan*, of the Eucalyptus Business Park Specific Plan includes a development phasing plan that discusses the buildout of the Specific Plan which includes the both the Business Park and the Open Space – Parkland land uses.
PR-1.15: Trail Connectivity. We strengthen and improve equestrian, bike, and multipurpose trail connections within the City and work to improve trail connections into adjacent jurisdictions.	**Consistent.** The Eucalyptus Business Park Specific Plan includes multi-purpose trails along Eucalyptus Avenue, Campus Avenue, Grove Avenue, and Walker Avenue to encourage connectivity and circulation by employees, visitors, and the passerby by means not completely dependent on a motorized vehicle. The multi-purpose trail system provided by the Specific Plan area implements the multipurpose trail system

Ontario Plan Policy	Specific Plan Consistency
Parks and Recreation Element	
	shown in Exhibit M-3, Multipurpose Trails & Bikeway Corridor Plan, of The Policy Plan.

Ontario Plan Policy	Specific Plan Consistency
Environmental Resources Element	
ER-1: A reliable and cost-effective system that permits the City to manage its diverse water resources and needs.	
ER-1.3: Conservation and Sustainable Water Supply. We work with regional water providers and users to conserve water and ensure sustainable local water supplies as more frequent droughts reduce long term local and regional water availability	**Consistent.** The Eucalyptus Business Park Specific Plan incorporates a drought-tolerant plant palette and water-efficient irrigation system design to minimize the water demands of planned development. In addition, implementing development projects will be required to comply with the water-efficiency mandates of the California Green Building Standards Code, including the provision of water-efficient fixtures.
ER-1.4: Supply-Demand Balance. We require that available water supply and demands be balanced.	**Consistent.** The Eucalyptus Business Park Specific Plan EIR evaluates the potential impacts of the Specific Plan's implementation related to water supply based on the results of a project-specific water supply assessment. If deemed necessary by the EIR, development within the Specific Plan is required to implement mitigation measures to reduce significant impacts to the water supply to the maximum extent feasible.
ER-1.5: Water Resource Management. Environmental justice areas are prioritized as we coordinate with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater.	**Consistent.** As discussed in the Eucalyptus Business Park Specific Plan EIR, implementation of the Specific Plan will not result in new, substantial sources of urban runoff, and also will not violate applicable stormwater quality requirements. Also, the Eucalyptus Business Park Specific Plan area includes permeable surfaces (e.g., open space-parkland, landscaped areas, water quality/infiltration basins) that would allow surface water to percolate and contribute to recharge of the aquifer.
ER-1.6: Urban Run-off Quantity. We encourage the use of low impact development strategies, including green infrastructure, to intercept run-off, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.	**Consistent.** As discussed in the Eucalyptus Business Park Specific Plan EIR, implementation of the Specific Plan will not result in new, substantial sources of urban runoff, and also will not violate applicable stormwater quality requirements. Also, the Eucalyptus Business Park Specific Plan area includes permeable surfaces (e.g., open space-parkland, landscaped areas, water quality/infiltration basins) that would allow surface water to percolate and contribute to recharge of the aquifer.

Ontario Plan Policy	Specific Plan Consistency
Environmental Resources Element	
ER-1.7: Urban Run-off Quality. We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.	**Consistent.** As discussed in the Eucalyptus Business Park Specific Plan EIR, implementation of the Specific Plan will not result in new, substantial sources of urban runoff, and also will not violate applicable stormwater quality requirements. Also, the Eucalyptus Business Park Specific Plan area includes permeable surfaces (e.g., open space-parkland landscaped areas, water quality/infiltration basins) that would allow surface water to percolate and contribute to recharge of the aquifer.
ER-1.8: Wastewater Management. We require the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.	**Consistent.** All sewer conveyance infrastructure needed to serve the Eucalyptus Business Park Specific Plan area will be installed in accordance with City design standards. Accordingly, implementation of the Specific Plan will not violate any applicable waste discharge requirements as detailed in the Eucalyptus Business Park Specific Plan EIR.
ER-3: Cost-effective and reliable energy system sustained through a combination of low impact buildings, site and neighborhood energy conservation, and diverse sources of energy generation that collectively helps to minimize the region's carbon footprint.	
ER-3.3: Building and Site Design. We require new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive solar, and natural ventilation.	**Consistent.** The Eucalyptus Business Park Specific Plan's design guidelines encourage all new construction to utilize design features, fixtures, appliances, and heating and cooling controls to conserve energy and water. In addition, all development is required to comply with the California Green Building Standards Code (CalGreen Code).
ER-3.6: Generation- Renewable Sources. We promote the use of renewable energy sources (e.g., solar, wind, biomass) in public and private sector development.	**Consistent.** The Eucalyptus Business Park Specific Plan proposes a rooftop solar energy system which generates enough electricity to meet 45% of annual electricity demand.
ER-4: Improved indoor and outdoor air quality and reduced locally generated pollutant emissions.	
ER-4.1: Land Use. We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.	**Consistent.** The Eucalyptus Business Park Specific Plan area provides employment land uses in close proximity to major transportation corridors (Interstate 10, Interstate 15, State Route 60, State Route 83, State Route 71 and State Route 91) and near Bus Rapid Transit (BRT) Corridors along Ontario Ranch Road and Euclid Avenue. Therefore, the Specific Plan area provides local employment opportunities for residents and serves to improve the regional jobs-housing balance. Additionally, the Specific Plan area provides an integrated system of sidewalks, bikeways, and multi-purpose trails on internal and perimeter roadways to encourage non-vehicular modes of transportation. The Eucalyptus Business Park

Ontario Plan Policy	Specific Plan Consistency
Environmental Resources Element	
	Specific Plan area has the potential to reduce vehicle miles traveled, which would reduce tailpipe emissions – a major source of greenhouse gases (GHGs).
ER-4.3: Greenhouse Gases (GHG) Emissions Reductions. We will reduce GHG emissions in accordance with regional, state, and federal regulations.	**Consistent.** As described in the Eucalyptus Business Park Specific Plan EIR, the Specific Plan would be consistent with applicable regional, State, and federal regulations related to the reduction of GHG emissions and would not obstruct implementation of any GHG reduction plans/programs.
ER-4.8: Tree Planting. We protect healthy trees within the City and plant new trees to increase carbon sequestration and help the regional/local air quality. We expand the tree canopy in environmental justice areas to enhance air quality and reduce the "heat island" effect.	**Consistent.** The Specific Plan area is not within an environmental justice area, however, as part of the development of the Eucalyptus Business Park Specific Plan area, a substantial number of trees will be planted within the Specific Plan area, and in particular along roadway street frontages, near building entrances, and in passenger car parking lots. In addition, trees will be planted in the open space-parkland planning areas.
ER-5: Protected high value habitat and farming and mineral resource extraction activities that are compatible with adjacent development.	
ER-5.1: Habitat Conservation Areas. We support the protection of biological resources through the establishment, restoration, and conservation of high-quality habitat areas.	**Consistent.** The Eucalyptus Business Plan Specific Plan area was historically used for agricultural uses, dairy farming, and a trucking operation. The Specific Plan EIR evaluates impacts to biological resources (including sensitive/protected habitats and species) as a result of the implementation of the Specific Plan and establishes mitigation measures required to reduce significant impacts to the maximum extent feasible.
ER-5.2: Entitlement and Permitting Process. We comply with state and federal regulations regarding protected species.	**Consistent.** The Eucalyptus Business Plan Specific Plan area was historically used for agricultural uses, dairy farming, and a trucking operation. The Specific Plan EIR evaluates impacts to biological resources (including sensitive/protected habitats and species) as a result of the implementation of the Specific Plan and establishes mitigation measures required to reduce significant impacts to the maximum extent feasible.
ER-5.3: Right to Farm. We support the right of existing farms to continue their operations within the Ontario Ranch.	**Consistent.** Implementation of the Eucalyptus Business Park Specific Plan would not preclude the continued operation of existing farms within the New Model Colony/Ontario Ranch for ten years, as shown in Table 5-1, *Permitted Uses*, of this Specific Plan. Furthermore, the Eucalyptus Business Park Specific Plan EIR evaluates impacts to surrounding land uses that could potentially occur as a result of the

Ontario Plan Policy	Specific Plan Consistency
Environmental Resources Element	
	implementation of the Eucalyptus Business Park Specific Plan and establishes mitigation measures required to reduce significant impacts to the maximum extent feasible.
ER-5.4: Transition of Farms. We protect both existing farms and sensitive uses around them as agricultural areas transition to urban uses.	**Consistent.** Implementation of the Eucalyptus Business Park Specific Plan would not preclude the continued operation of existing farms within the New Model Colony/Ontario Ranch for ten years, as shown in Table 5-1, *Permitted Uses*, of this Specific Plan. Furthermore, the Eucalyptus Business Park Specific Plan EIR evaluates impacts to surrounding land uses that could potentially occur as a result of the implementation of the Eucalyptus Business Park Specific Plan and establishes mitigation measures required to reduce significant impacts to the maximum extent feasible.

Ontario Plan Policy	Specific Plan Consistency
Community Economics Element	
CE-1: A complete community that provides for all incomes and stages of life.	
CE-1.1: Jobs-Housing Balance. We pursue improvement to the Inland Empire's balance between jobs and housing by promoting job growth that reduces the regional economy's reliance on out-commuting.	**Consistent.** The Eucalyptus Business Park Specific Plan would provide over 137.90 acres of new employment-generating land uses in close driving distance to existing and planned residential land uses. The new job opportunities provided within the Specific Plan area will assist the City's efforts to promote job growth and improve the balance between jobs and housing within the City limits.
CE-1.12: Circulation. We continuously plan and improve public transit and non-vehicular circulation for the mobility of all, including those with limited or no access to private automobiles.	**Consistent.** BRT Corridors are located along Ontario Ranch Road and Euclid Avenue in close proximity to the Specific Plan. The Specific Plan would construct a bus turnout near the intersection of Grove Avenue and Eucalyptus Avenue in anticipation of future Omnitrans service. Additionally, the Specific Plan area provides Class II Bikeways along Walker Avenue and Campus Avenue. Additionally, sidewalks are provided along all streets within the Specific Plan area.
CE-2: A City of distinctive neighborhoods, districts, corridors, and centers where people choose to be.	
CE-2.1: Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community.	**Consistent.** The Eucalyptus Business Park Specific Plan provides for the development of the Specific Plan property as a high-quality and contemporary business park. This Specific Plan's Design Guidelines establish criteria for architecture, lighting, signage, and landscape design to promote the development of an

Ontario Plan Policy	Specific Plan Consistency
Community Economics Element	
	attractive business park with timeless design features, for as an inviting place to work and conduct business. The adjacency of the park and integral retail development further enhances the attractiveness of the Specific Plan.
CE-2.2: Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional, and sustainable places that will compete well with their competition within the region.	**Consistent.** The Eucalyptus Business Park Specific Plan requires implementing development projects within the Specific Plan area to be reviewed and approved pursuant to the provisions of the City's Subdivision Ordinance and Development Plan Review process which provides for review by the City's Planning Department which may require the development to demonstrate how each project will create appropriately unique, functional and sustainable places. Furthermore, development projects in the Specific Plan area are required to be designed in accordance with the architectural and landscape design guidelines established in Chapter 6, *Design Guidelines*, of this Specific Plan, which will result in a unique, aesthetically attractive, and contemporary business park that will be highly competitive with similar developments in the region.
CE-2.4: Protection of Investment. We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.	**Consistent.** Development projects in the Eucalyptus Business Park Specific Plan are required to be designed in accordance with the architectural and landscape design guidelines in Chapter 6, *Design Guidelines*, of this Specific Plan, which will result in a unique, aesthetically attractive, and contemporary business park that reflects high-quality architectural design.
CE-2.5: Private Maintenance. We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.	**Consistent.** This Specific Plan defines the entities responsible for the maintenance of publicly and privately-owned improvements within the Specific Plan area, including roadways and utility infrastructure. Compliance with the maintenance responsibility matrix established in Chapter 7, *Implementation Plan*, will ensure that all improvements within the Specific Plan area are properly and consistently maintained.
CE-2.6: Public Maintenance. We require the establishment and operation of maintenance districts or other vehicles to fund the long-term operation and maintenance of the public realm whether on private land, in rights-of-way, or on publicly-owned property.	**Consistent.** This Specific Plan defines the entities responsible for the maintenance of publicly and privately-owned improvements within the Specific Plan area, including roadways and utility infrastructure. Compliance with the maintenance responsibility matrix established in Chapter 7, *Implementation Plan*, will ensure that all improvements

Ontario Plan Policy	Specific Plan Consistency
Community Economics Element	
	within the Specific Plan area are properly and consistently maintained.
CE-3: Decision-making deliberations that incorporate the full short-term and long-term economic and fiscal implications of proposed City Council actions.	
CE-3.2: General Plan Amendments. We require those proposing General Plan amendments to disclose reasonably foreseeable impacts through a fiscal analysis.	**Consistent.** A fiscal impact analysis will be prepared in support of the Eucalyptus Business Park Specific Plan. Refer to the Eucalyptus Business Park Specific Plan EIR for a detailed analysis of potential reasonably foreseeable fiscal effects associated with implementation of this Specific Plan.

Ontario Plan Policy	Specific Plan Consistency
Mobility Element	
M-1*: A system of roadways that meets the mobility needs of a dynamic and prosperous Ontario.*	
Policy M1-1: Roadway Design and Maintenance. We require our roadways to: • Comply with federal, state, and local design and safety standards; • Meet the needs of multiple transportation modes and users; • Handle the capacity envisioned in the City of Ontario Master Plan of Streets and Highways; • Be maintained in accordance with best practices; • Be compatible with the streetscape and surrounding land uses; and Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand management strategies.	**Consistent.** The Eucalyptus Business Park Specific Plan includes roadway improvements consistent with the City of Ontario Master Plan of Streets and Highways, as described in Chapter 4, *Infrastructure Plan*. Perimeter and internal streets will be constructed to City standards and are designed to accommodate vehicles, pedestrians, and bicyclists through the inclusion of sidewalks, Class II bike lanes, and multi-purpose trails. Roadway designs include parkways and landscaping to support circulation and enhance compatibility with adjacent land uses. Maintenance responsibilities are outlined in Chapter 7, *Implementation Plan*.
Policy M1-2: Mitigation of Impacts. We require development to mitigate its traffic impacts.	**Consistent.** The Eucalyptus Business Park Specific Plan is supported by a project-specific traffic impact analysis that identifies necessary mitigation measures to address traffic impacts. The implementation of these measures will be the responsibility of the developer(s) and will be carried out in accordance with City of Ontario standards and requirements.
Policy M1-4: Complete Streets.	**Consistent.** The Eucalyptus Business Park Specific Plan establishes a multimodal circulation network that

Ontario Plan Policy	Specific Plan Consistency
Mobility Element	
We work to provide a complete, balanced, context-aware, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.	includes sidewalks, Class II bike lanes, and multi-purpose trails along major roadways such as Campus Avenue, Eucalyptus Avenue, and Walker Avenue, as described in Chapter 4, *Infrastructure Plan*. The plan is designed to accommodate pedestrians, bicyclists, and vehicles through coordinated roadway and non-vehicular improvements. Design Guidelines in Chapter 6 address pedestrian connectivity and require consistent treatment of sidewalks, parkways, and landscape buffers to support safe and functional circulation throughout the Specific Plan area.
Policy M1-5: Level of Service. Maintain a peak hour Level of Service (LOS) E or better at all intersections. Maintain Level of Service D or better on arterial streets in the City. Develop and maintain a list of locations where LOS E or LOS F are considered acceptable and would be exempt from this level of service policy. Considerations for LOS exemption include being restricted by environmental constraints, lacking available right-of-way, deterring an increase in VMT, or degrading other modes of travel (such as bicycle or pedestrian infrastructure).	**Consistent.** The Eucalyptus Business Park Specific Plan is supported by a project-specific traffic impact analysis that identifies necessary mitigation measures to address traffic impacts, as referenced in Chapter 4, *Infrastructure Plan*. The Specific Plan includes planned improvements to perimeter and internal roadways in accordance with the City of Ontario Master Plan of Streets and Highways. Intersection improvements and roadway design will be subject to further analysis and review by the City to ensure compliance with applicable standards.
Policy M1-6: Reduced Vehicle Miles Traveled. We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.	**Consistent.** The Eucalyptus Business Park Specific Plan allows for business park and support commercial land uses with internal circulation systems, including sidewalks, bike lanes, and multi-purpose trails, to encourage non-vehicular travel. Also, the open space-parkland planning areas will provide recreational amenities and the retail component within the business park planning area will provide support services within walking and biking distance of the business park uses.
M-2: *A system of trails and corridors that facilitate and encourage active modes of transportation.*	
Policy M2-1: Active Transportation. We maintain our Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways and pedestrian facilities that are safe, comfortable, and accessible and connect residential areas, businesses, schools, parks, and other key destination points.	**Consistent.** The Eucalyptus Business Park Specific Plan includes the construction of Class II bike lanes along Campus Avenue, Eucalyptus Avenue, and Walker Avenue, as well as multi-purpose trails along Campus Avenue, Eucalyptus Avenue, Grove Avenue, and Walker Avenue, as detailed in Chapter 4, *Infrastructure Plan*. These facilities are integrated with a network of sidewalks throughout the Specific Plan

Ontario Plan Policy	Specific Plan Consistency
Mobility Element	
	area to support safe and accessible travel for pedestrians and bicyclists. The circulation improvements are designed to enhance connectivity within the Business Park and to adjacent areas, consistent with the City's active transportation goals.
Policy M2-2: Bicycle System. We provide off-street multipurpose trails and Class II bikeways as our primary paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right-of-way, we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas.	**Consistent.** The Eucalyptus Business Park Specific Plan includes Class II bikeways and multi-purpose trails throughout the circulation network to support bicycle travel. At final buildout, all development in the Specific Plan area will be required to comply with City of Ontario bicycle facility standards, including provisions for bike lanes, trails, and secure bicycle parking and storage.
Policy M2-3: Pedestrian Walkways. We require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, and other key destination points.	**Consistent.** The Eucalyptus Business Park Specific Plan includes sidewalks and multi-purpose trails along all major perimeter roadways, including Eucalyptus Avenue, Grove Avenue, Walker Avenue, and Campus Avenue, to ensure safe and convenient pedestrian access throughout the plan area. Internal private drive aisles and public streets will provide additional pedestrian connections between planned business park uses and open space areas. All pedestrian facilities will be constructed in accordance with City standards and designed to promote visibility and safety.
M-2.4 Network Opportunities. We use public rights-of-way and easements such as, utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options to maintain and expand our bicycle and pedestrian network. In urban, mixed- use, and transit-oriented Place Types, we encourage the use of underutilized public and private spaces to expand our public realm and improve pedestrian and bicycle connectivity. (Link to Community Design Element Urban, Mixed Use, and Transit-oriented Place Types Section)	**Consistent.** The Eucalyptus Business Park Specific Plan utilizes public rights-of-way to establish a connected bicycle and pedestrian network, including sidewalks and multi-purpose trails within the ROWs of Eucalyptus Avenue, Grove Avenue, Walker Avenue, Campus Avenue, and other major corridors. The plan incorporates parkways, landscape buffers, and trail corridors to expand the public realm and improve non-vehicular connectivity throughout the Specific Plan area in alignment with City goals.
Goal M-4: An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.	
Policy M4-1: Truck Routes.	**Consistent.** Truck access to and from the Eucalyptus Business Park Specific Plan area will utilize Grove

Ontario Plan Policy	Specific Plan Consistency
Mobility Element	
We designate and maintain a network of City truck routes that provide for the safe and efficient transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses, as shown on Exhibit M-04, Truck Routes. We will minimize conflicts on truck routes through the design and implementation of buffers between travel lanes and pedestrian and bicycle facilities on designated truck routes.	Avenue, Walker Avenue, Bon View Avenue, and Campus Avenue, with connections to designated truck routes at Eucalyptus Avenue. The circulation plan includes design elements such as landscape buffers and trail corridors along key frontages to help minimize potential conflicts between truck traffic and non-motorized users, consistent with City policies for safe and efficient goods movement.
Policy M4-4: Environmental Considerations. We support both local and regional efforts to reduce/eliminate the negative environmental impacts of goods movement through the planning and implementation of truck routing and the development of a plan to evaluate the future needs of clean fueling/recharging and electrified truck parking.	**Consistent.** The Eucalyptus Business Park Specific Plan supports regional goods movement through planned improvements to major roadway within Eucalyptus Avenue, which are identified as truck routes in Chapter 4, *Infrastructure Plan*. The Specific Plan incorporates circulation and site planning strategies that accommodate truck access and loading while minimizing conflicts with non-vehicular travel. These improvements provide a framework that can support future environmental initiatives related to sustainable goods movement.

Ontario Plan Policy	Specific Plan Consistency
Community Design Benefit	
CD-1: A dynamic, progressive city containing distinct neighborhoods and commercial districts that foster a positive sense of identity and belonging among residents, visitors, and businesses.	
Policy CD1-3: Existing Neighborhoods. We require the existing character of viable residential and non-residential neighborhoods be preserved, protected and enhanced.	**Consistent.** The Eucalyptus Business Park Specific Plan is designed to preserve and protect the character of surrounding neighborhoods by incorporating a thoughtful land use plan, site design, and buffer treatments. Landscape setbacks and open space parkland are located along perimeter roadways to provide a visual and physical buffer between Business Park uses and adjacent properties. Building orientation, screening walls, and enhanced landscaping will be used to minimize visual and operational impacts on neighboring land uses. Design guidelines in Chapter 6 and development standards in Chapter 5 ensure that lighting is directed away from adjacent areas and that loading and service areas are screened from public view, thereby reducing potential edge effects and maintaining compatibility with the surrounding community.

Ontario Plan Policy	Specific Plan Consistency
Community Design Benefit	
Policy CD1-4: Transportation Corridors. We will enhance our major transportation corridors within the City through landscape, hardscape, signage and lighting. The extent of enhancement should be appropriate to the use, type, and context of each corridor.	**Consistent.** The Eucalyptus Business Park Specific Plan enhances major transportation corridors through a cohesive streetscape design that includes landscaping, parkways, and multi-purpose trails along Eucalyptus Avenue, Grove Avenue, Walker Avenue, and Campus Avenue. These improvements include a combination of canopy trees, shrubs, and groundcover to frame the corridor edges and provide visual continuity. The plan also provides Class II bike lanes and an internal pedestrian network to promote safe, multimodal travel. Entry monuments, consistent signage, and corner treatments are integrated into the streetscape to reinforce the design character of the Business Park and create a welcoming environment for employees and visitors. Design Guidelines in Chapter 6 further establish architectural and landscape elements appropriate to the context of each corridor.
Policy CD1-5: View Corridors. We require all major north-south streets be designed and redeveloped to feature views of the San Gabriel Mountains, which are part of the City's visual identity and a key to geographic orientation. Such views should be free of visual clutter, including billboards and may be enhanced by framing with trees.	**Consistent.** The Eucalyptus Business Park Specific Plan does not include any design features that would obstruct views along major north-south corridors such as Campus Avenue, Grove Avenue, Bon View Avenue, and Walker Avenue. As outlined in Chapter 6, *Design Guidelines*, and Chapter 4, *Infrastructure Plan*, landscaping—including street trees and parkways—will be installed along these corridors as part of roadway improvements. These enhancements will be implemented concurrently with development to create a cohesive streetscape while maintaining an open visual character consistent with City policies.
CD-2: A high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct.	
Policy CD2-1: **Quality Architecture.** We encourage all development projects to convey visual interest and character through: • Building volume, massing, and height to provide appropriate scale and proportion; • A true architectural style which is carried out in plan, section and elevation through all aspects of the building and site design and appropriate for its setting; and	**Consistent.** Future development within the Eucalyptus Business Park will be guided by the Specific Plan's Design Guidelines (Chapter 6), which promote high-quality architectural design through appropriate building massing, scale, and articulation. The guidelines require a unified architectural theme and consistent application of materials, colors, and detailing across all visible building elevations. While the Specific Plan does not prescribe specific materials, it emphasizes the use of durable and visually appealing finishes appropriate to a modern business park setting. These standards ensure that new development contributes positively to the City's visual character.

Ontario Plan Policy	Specific Plan Consistency
Community Design Benefit	
Exterior building materials that are visually interesting, high quality, durable, and appropriate for the architectural style.	
Policy CD2-5: Streetscapes. We design new and, when necessary, retrofit existing streets to improve walkability, bicycling and transit integration, strengthen connectivity, and enhance community identity through improvements to the public right of way such as sidewalks, street trees, parkways, curbs, street lighting and street furniture.	**Consistent.** As part of implementation of the Eucalyptus Business Park Specific Plan, improvements will be made to existing public streets including Eucalyptus Avenue, Grove Avenue, Walker Avenue, Bon View Avenue, and Campus Avenue, as outlined in Chapter 4, *Infrastructure Plan*. Planned improvements include the addition of sidewalks, Class II bike lanes, and multi-purpose trails to support safe and efficient travel for pedestrians, bicyclists, and vehicles. Landscaped parkways with trees and other plantings will be provided along all major roadways to enhance the visual character of the street network and reinforce the Specific Plan's design framework as described in Chapter 6, *Design Guidelines*. These enhancements are intended to improve connectivity and promote a cohesive streetscape identity throughout the plan area.
Policy CD2-7: Sustainability. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials and construction techniques.	**Consistent.** The Eucalyptus Business Park Specific Plan supports sustainable development principles through its location near regional transportation corridors and within close driving distance of existing residential neighborhoods. The land use plan promotes a mix of employment-generating uses intended to serve both the local and regional workforce, aligning with smart growth objectives. As described in Chapter 6, *Design Guidelines*, the landscaping strategy emphasizes the use of drought-tolerant plant species appropriate for the Inland Southern California climate, with an emphasis on low water use and long-term maintenance efficiency. These measures, combined with coordinated site planning and infrastructure improvements, contribute to reduced resource demand and enhanced environmental performance across the Specific Plan area.
Policy CD2-8: Safe Design. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintenance of	**Consistent.** The Eucalyptus Business Park Specific Plan serves as the framework for implementing development projects in the Specific Plan area, and includes design specifications for sidewalks, building entrances, and lighting.

Ontario Plan Policy	Specific Plan Consistency
Community Design Benefit	
visibility and accessibility, and use of lighting.	
Policy CD2-9: Landscape Design. We encourage durable landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.	**Consistent.** The landscape concept for the Eucalyptus Business Park incorporates the use of attractive, durable landscaping materials, and an irrigation system designed to keep plant materials in good health while conserving water. Landscaping will be provided throughout the Eucalyptus Business Park, including along roadways, within passenger car parking lots, at monuments/entries, within common open space areas, and adjacent to buildings.
Policy CD2-10: Parking Areas. We require all development, including single-family residential, to minimize the visual impact of surface, structured, and garage parking areas visible from the public realm in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include: 1. Surface parking: Shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field. 2. Structured parking: facade articulation, screening, appropriate lighting, and landscaping. 3. Garage parking: providing access to single-family residential garages through alley access, recessing garages from the frontage to emphasize front doors or active living spaces.	**Consistent.** The Eucalyptus Business Park Specific Plan does not include any residential uses. Surface parking lots, truck courts, and loading areas will be designed in accordance with the City's Development Code and the Specific Plan's Design Guidelines (Chapter 6), which require the incorporation of landscaping, screening, and clearly defined pedestrian pathways and drive aisles. Additionally, each building's surface parking area will be designed to treat urban runoff through the respective site's storm drain design.
Policy CD2-11: Entry Statements. We encourage the inclusion of amenities, signage and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial developments, and public places that reinforce them as uniquely identifiable places.	**Consistent.** The Eucalyptus Business Park includes guidelines for building entry treatments, primary and secondary corner treatments, and tenant monument treatments to identify the development and distinguish individual planning areas, in conformance with the intent of Policy CD2-11. The entry treatments, corner treatments, and tenant monuments which are illustrated in Chapter 6, *Design Guidelines*, incorporate landscaping and enhanced signage to provide attractive and distinctive visual statements.
Policy CD2-12: Site and Building Signage.	**Consistent.** The Design Guidelines for the Eucalyptus Business Park (refer to Chapter 6 of this Specific Plan)

Ontario Plan Policy	Specific Plan Consistency
Community Design Benefit	
We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.	include signage guidelines to ensure that future development will construct clear, concise, easy-to-read signs that reflect and complement the Specific Plan's design theme, provide for safe and efficient circulation of vehicle traffic, and facilitate pedestrian travel. Signs will be of high-quality and the use of distracting sign elements, such as flashing lights or moving parts, is prohibited. Additionally, a sign program will be provided along with the Specific Plan to further provide design standard for signs within the Specific Plan area.
Goal CD3: Vibrant urban environments that are organized around intense buildings, pedestrian and transit areas, public plazas, and linkages between and within developments that are conveniently located, visually appealing and safe during all hours.	
Policy CD3.2: Comfortable, Human-Scale Public Realm. We require that public spaces, including streets, parks, and plazas on both public and private property be designed to maximize safety, comfort and aesthetics and connect to the citywide pedestrian, vehicular, and bicycle networks.	**Consistent.** The Eucalyptus Business Park Specific Plan promotes a comfortable, human-scale public realm through the coordinated design of its streetscapes, sidewalks, and multi-purpose trails, as described in Chapter 4, *Infrastructure Plan,* and Chapter 6, *Design Guidelines*. Sidewalks and trails are integrated throughout the plan area to enhance pedestrian and bicycle connectivity, while landscaped parkways and consistent setbacks create a visually appealing and walkable environment. These improvements are designed to provide safe, accessible, and aesthetically cohesive connections to the citywide transportation network. Additionally, the Open Space – Parkland planning areas will provide both passive and active open space use for visitors, employees, and surrounding residents of the Specific Plan area.
Policy CD3.3: Complete and Connected Network We require that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated to provide connections internally and externally to adjacent neighborhoods and properties (existing and planned) through a system of local roads and trails that promote walking and biking to nearby destinations (including existing and planned parks, commercial areas, and transit stops) and are designed to maximize safety, comfort, and aesthetics.	**Consistent.** The Eucalyptus Business Park Specific Plan provides a coordinated and interconnected circulation network for vehicles, bicycles, and pedestrians, as illustrated in Chapter 4, *Infrastructure Plan*, and Chapter 6, *Design Guidelines*. Public roadways and private drive aisles will include sidewalks, Class II bike lanes, and multi-purpose trails to ensure internal mobility and connectivity to surrounding areas. Improvements along major corridors such as Eucalyptus Avenue, Grove Avenue, Campus Avenue, and Walker Avenue support access to regional transit and commercial destinations. All future development will be required to comply with City standards for sight visibility, safety, and

Ontario Plan Policy	Specific Plan Consistency
Community Design Benefit	
	landscape placement to ensure a comfortable and secure travel experience for all users.
Policy CD 3.4: Context-Aware and Appropriate Design We require appropriate building and site design that complements existing development, respects the intent and identity of the Place Type, and provides appropriate transitions and connections between adjacent uses to ensure compatibility of scale, maintain an appropriate level of privacy for each use, and minimize potential conflicts.	**Consistent.** The Eucalyptus Business Park Specific Plan establishes building and site design standards that ensure compatibility with surrounding development and land uses, as detailed in Chapters 5, *Development Regulations* and 6, *Design Guidelines*. The plan incorporates landscaped setbacks, internal circulation buffers, and screening treatments along perimeter roadways to create appropriate transitions between the Business Park and adjacent uses. Building height, massing, and orientation are designed to respect the scale of surrounding development and minimize potential land use conflicts, supporting a context-sensitive and visually cohesive environment.
Policy CD 3.5: Active Frontages. We create lively pedestrian streetscapes by requiring primary building, business, and residential entrances, outdoor dining, and storefronts be located on ground floors adjacent to sidewalks or public spaces and designed to maximize safety, comfort, aesthetics, and the intended functionality (as defined by the Place Type).	**Consistent.** While the Eucalyptus Business Park Specific Plan is focused on employment, business park, and open space uses rather than retail or residential development, it incorporates design elements that support active and engaging frontages along key pedestrian corridors. As described in Chapter 6, *Design Guidelines*, primary building entrances are oriented toward public streets or internal circulation routes, with pedestrian connections provided from sidewalks and trails. Landscaping, lighting, and pathway design contribute to a safe and comfortable pedestrian experience, reinforcing the plan's intent to create a cohesive and visually appealing business park environment.
Policy CD 3.6: Managed Infrastructure. We collaborate with developers and property owners to facilitate development that realizes the envisioned character and functionality of the Place Type through the use of green and shared infrastructure within each Place Type.	**Consistent.** The Eucalyptus Business Park Specific Plan supports coordinated infrastructure planning to achieve the intended character and functionality of a modern business park. As outlined in Chapter 4, *Infrastructure Plan*, the project includes shared infrastructure improvements such as integrated roadway systems, stormwater facilities, and utility corridors designed to serve multiple parcels efficiently. The Specific Plan also promotes sustainable practices through the use of drought-tolerant landscaping and multi-purpose trails within public rights-of-way, contributing to a cohesive, functional, and environmentally responsible development pattern.
Goal CD-5: A sustained level of maintenance and improvement of properties, buildings and infrastructure that protects the property values and encourages additional public and private investments.	

Ontario Plan Policy	Specific Plan Consistency
Community Design Benefit	
Policy CD5-1: Maintenance of Buildings and Property. We require all public and privately-owned buildings and property (including trails and easements) to be properly and consistently maintained.	**Consistent.** The Eucalyptus Business Park Specific Plan defines the responsible parties for maintaining both public and private improvements, including roadways, utilities, landscaping, and pedestrian infrastructure, as outlined in Chapter 7, *Implementation Plan*. A maintenance responsibility matrix is included to ensure long-term upkeep of all improvements, including trails and easements, in accordance with City standards. This framework ensures that all development within the Specific Plan area will be properly and consistently maintained.
Policy CD5-2: Maintenance of Infrastructure. We require the continual maintenance of infrastructure.	**Consistent.** The Eucalyptus Business Park Specific Plan defines the responsible parties for maintaining both public and private improvements, including roadways, utilities, landscaping, and pedestrian infrastructure, as outlined in Chapter 7, *Implementation Plan*. A maintenance responsibility matrix is included to ensure long-term upkeep of all improvements, including trails and easements, in accordance with City standards. This framework ensures that all development within the Specific Plan area will be properly and consistently maintained.

CITY OF ONTARIO PLANNING DEPARTMENT

LAND DEVELOPMENT DIVISION CONDITIONS OF APPROVAL

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

Date Prepared: 4/13/2026

File No: PSP24-003

Related Files: N/A

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

Prepared By: Luis E. Batres, Senior Planner
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Email: Lbatres@ontarioca.gov

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

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

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

2.1 Specific Plan/Specific Plan Amendment. The following shall be submitted to the Planning Department within 30 days following City Council approval of the Specific Plan/Specific Plan Amendment:

(a) Two copies of the final Specific Plan document, bounded.

(b) One complete, unbound copy of the final Specific Plan document.

(c) One USB drive, or download link, containing a complete Microsoft Word, or editable, copy of the final Specific Plan document, including original figures, images and all required revisions.

2.2 Additional Fees.

(a) Within 5 days following final application approval, the Notice of Determination ("NOD") filing fee shall be provided to the Planning Department. The fee shall be paid by check, made payable to the "Clerk of the Board of Supervisors", which shall be forwarded to the San Bernardino County Clerk of the Board of Supervisors, along with all applicable environmental forms/notices, pursuant to the requirements of the California Environmental Quality Act ("CEQA"). Failure to provide said fee within the time specified will result in the extension of the statute of limitations for the filing of a CEQA lawsuit from 30 days to 180 days.

2.3 Mics.

(a) Approval of this Specific Plan is subject to the City Council approving File No. PGPA25-002, The Ontario Plan (TOP) 2050 Policy Plan Amendment.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PSP24-003, THE EUCALYPTUS BUSINESS PARK SPECIFIC PLAN, TO ESTABLISH THE LAND USE DISTRICTS, DEVELOPMENT STANDARDS, DESIGN GUIDELINES, AND INFRASTRUCTURE IMPROVEMENTS FOR THE POTENTIAL DEVELOPMENT OF 2,939,000 SQUARE FEET OF BUSINESS PARK DEVELOPMENT, 10,000 SQUARE FEET OF COMMERCIAL DEVELOPMENT AND APPROXIMATELY 37 ACRES OF OPEN SPACE/PARKLAND ON APPROXIMATELY 189 ACRES OF LAND, AND MAKING FINDINGS IN SUPPORT THEREOF—APNS: 1053-531-01, 1053-531-02, 1053-531-03, 1053-531-04, 1053-541-01, 1053-541-02, 1053-551-01, 1053-371-01, 1053-371-02, 1053-581-03, 1053-581-04, 0216-321-01, 0216-321-02, 0216-321-06, 0216-321-07, 0216-322-01, 0216-322-02 AND 0216-322-10.

WHEREAS, ONTARIO RANCH VENTURE II, LLC. (Applicant) has filed an Application for the approval of the Eucalyptus Business Park Specific Plan (File No. PSP24-003), as described in the title of this Ordinance (hereinafter referred to as Application or Project); and

WHEREAS, the Application applies to 189 acres of land generally bounded by Walker Avenue to the east, Campus Avenue to the west, Eucalyptus Avenue to the south and Ontario Ranch Road to the north, located within the SP (Specific Plan) and AG (Agricultural Overlay) zoning districts, and is presently improved with farming/agriculture land uses; and

WHEREAS, the property to the north of the Project site is within the Center Park Specific Plan zoning district and is developed with farming/agriculture and dairy farm purposes. The properties to the east and west are located within the Specific Plan (SP) zoning district and are developed with farming/agriculture land uses. The property to the south is within the South Ontario Logistics Center Specific Plan and Merrill Commerce Center Specific Plan zoning districts, and is developed with business park development; and

WHEREAS, the Eucalyptus Business Park Specific Plan (EBPSP), will facilitate the potential development of 2,939,000 square feet of business park development with a maximum Floor Area Ratio of 0.55. The Specific Plan will also allow for up to 10,000 square feet of support commercial/retail uses and approximately 37 acres of open space-parkland; and

WHEREAS, the EBPSP establishes a comprehensive set of design guidelines and development regulations to guide and regulate site planning, landscape, architectural character, circulation, permitted uses, infrastructure, among others to ensure all future development is consistent with the goals and policies of The Ontario Plan 2050 (TOP 2050); and

WHEREAS, the EBPSP has been prepared in conformance with the goals and policies of the City of Ontario Policy Plan (TOP 2050) (General Plan); and

WHEREAS, on April 28, 2026, the Planning Commission conducted a public hearing and approved Resolution No. PC26-023 recommending the City Council approve a Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102) prepared in conjunction with The Ontario Plan (TOP) 2050 Policy Plan Amendment, File No. PGPA25-002. The Supplemental Environmental Impact Report (SEIR) finds that the proposed project introduces no new significant environmental impacts; and

WHEREAS, the Plan Policy Amendment SEIR associated with File No. PGPA25-002 evaluated the potential environmental impacts associated with implementation of the EBPSP, including site-specific development, land use organization, circulation, and infrastructure within the Specific Plan area; and

WHEREAS, the SEIR for File No. PGPA25-002, which included a Statement of Overriding Considerations, was prepared in accordance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City of Ontario Guidelines for implementation of CEQA; and

WHEREAS, the SEIR for File No. PGPA25-002 was prepared to address the environmental effects of the proposed EBPSP; and

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

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the City Council the responsibility and authority to review and act on the subject Application; and

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport (ONT), which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and is subject to, and must be consistent with, the policies and criteria set forth in the Ontario International Airport Land Use Compatibility Plan (ALUCP), which applies only to jurisdictions within San Bernardino County, and addresses the noise, safety, airspace protection, and overflight impacts of current and future airport activity; and

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

WHEREAS, on April 28, 2026, the Planning Commission of the City of Ontario conducted a hearing to consider the SEIR (State Clearinghouse No. 2025110102) prepared in conjunction with The Ontario Plan (TOP) 2050 Policy Plan Amendment, File No. PGPA25-002, and concluded said hearing on that date, voting to issue Resolution No. PC26-023 recommending the City Council approve the Application; and

WHEREAS, on April 28, 2026, the Planning Commission of the City of Ontario conducted a hearing to consider the EBPSP, File No. PSP24-003, and concluded said hearing on that date, voting to issue Resolution No. PC26-025 recommending the City Council approve the Application; and

WHEREAS, on June 16, 2026, the City Council of the City of Ontario conducted a hearing to consider the Eucalyptus Business Park Specific Plan, File No. PSP24-003, and concluded said hearing on that date; and

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

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED, AND ORDAINED by the City Council of the City of Ontario, as follows:

SECTION 1: ***Environmental Determination and Findings.*** As the decision-making body for the Project, the City Council has reviewed and considered the Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102) prepared in conjunction with The Ontario Plan (TOP) 2050 Policy Plan Amendment, File No. PGPA25-002, which evaluated the potential environmental impacts associated with implementation of the Policy Plan Amendment, the Eucalyptus Business Park Specific Plan (EBPSP), and related actions. Based upon the facts and information contained in the SEIR, the administrative record, and all supporting documentation, including all written and oral evidence presented to the City Council, the City Council finds as follows:

(1) The environmental impacts of this project were previously reviewed in conjunction with the Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102) prepared in conjunction with The Ontario Plan (TOP) 2050 Policy Plan Amendment, File No. PGPA25-002, including a Mitigation Monitoring and Reporting Program and Statement of Overriding Considerations; and

(2) The Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102) prepared in conjunction with The Ontario Plan (TOP) 2050 Policy Plan Amendment, File No. PGPA25-002, including a Mitigation Monitoring and Reporting Program and Statement of Overriding Considerations contains complete reporting of the environmental impacts associated with the Project; and

(3) The City Council hereby incorporates by reference the Findings of Fact, MMRP, and Statement of Overriding Considerations approved in connection with certification of the Final SEIR No. 2025110102. The City Council finds that all feasible mitigation measures identified in the Final SEIR have been adopted and that no additional feasible mitigation measures or alternatives would substantially lessen or avoid the significant and unavoidable environmental impacts identified in the Final SEIR.

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

(5) The Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102) prepared in conjunction with The Ontario Plan (TOP) 2050 Policy Plan Amendment, File No. PGPA25-002, including a Mitigation Monitoring and Reporting Program and Statement of Overriding Considerations, contains a complete and accurate reporting of the environmental impacts associated with the Project, and reflects the independent judgment of the City Council; and

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

(7) The proposed Project will introduce no new significant environmental impacts beyond those previously analyzed in the Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102) prepared for File No. PGPA25-002, including the Mitigation Monitoring and Reporting Program and Statement of Overriding Considerations, and all mitigation measures adopted with the Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102), are incorporated herein by this reference.

SECTION 2: ***Additional Environmental Review Not Required.*** Based on the Project, all related information presented to the City Council, and the specific findings set forth in Section 1, above, the City Council finds that the preparation of a subsequent or supplemental Environmental Impact Report is not required, as the Project:

(1) Does not constitute substantial changes to the Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102) prepared for File No. PGPA25-002, that will require major revisions to the Supplemental Environmental Impact Report due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

(2) Does not constitute substantial changes with respect to the circumstances under which the Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102) prepared for File No. PGPA25-002, that will require major revisions to the Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102) due to the involvement of new significant environmental effects or a substantial increase in the severity of the previously identified significant effects; and

(3) Does not contain new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the Supplemental Environmental Impact Report, State Clearinghouse No. 2025110102) was certified/adopted, that shows any of the following:

(a) The project will have one or more significant effects not discussed in the Supplemental Environmental Impact Report, State Clearinghouse No. 2025110102); or

(b) Significant effects previously examined will be substantially more severe than shown in the Supplemental Environmental Impact Report, State Clearinghouse No. 2025110102); or

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

(d) Mitigation measures or alternatives considerably different from those analyzed in the Supplemental Environmental Impact Report, State Clearinghouse No. 2025110102) would substantially reduce one or more significant effects on the environment, but which the City declined to adopt.

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

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

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

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

(1) *The proposed Specific Plan, or amendment thereto, is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan 2050.* The approximately 189-acre Eucalyptus Business Park Specific Plan (EBPSP) is suitable for business park, commercial and open space-parkland development and is consistent with the goals and policies, plans and exhibits of the Vision, Policy Plan (TOP 2050) (General Plan), and City Council Priorities components of TOP 2050. In addition, the proposed land uses in the proposed Specific Plan will also be in harmony in terms of access, size, and compatibility with existing land use in the surrounding area; and

(2) *The proposed Specific Plan, or amendment thereto, would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.* The proposed Eucalyptus Business Park Specific Plan is in conformance with the Land Use Policies and Goals of the Policy Plan and will provide standards and guidelines for the harmonious development within the districts, in a manner consistent with the Policy Plan. The Specific Plan proposes the potential development of 2,939,000 square feet of business park development, up to 10,000 square feet of commercial/retail development, and approximately 37-acres of open space-parkland on approximately 189 acres of land. The proposed Specific Plan land uses and intensity of development is consistent with the land use plan of the Policy Plan (TOP 2050); therefore, the proposed business park, commercial and open space land uses will not be detrimental to the public interest, health, safety, or general welfare of the City as they are consistent with the existing and future development of the surrounding area; and

(3) *In the case of an application affecting specific property(ies), the proposed Specific Plan, or amendment thereto, will not adversely affect the harmonious relationship with adjacent properties and land uses.* The proposed Specific Plan will modify the land use from farming/agricultural and vacant land uses to Business Park and Open Space-Parkland, which aligns with the surrounding land uses planned in the Policy Plan (TOP) 2050; and

(4) *In the case of an application affecting specific property(ies), the subject site is physically suitable, including, but not limited to, parcel size, shape, access, and availability of utilities, for the request and anticipated development.* The proposed Specific Plan will allow for business park; commercial and open space-parkland uses on the subject site. When in conformance with the Specific Plan, the project site is suitable in size and shape, and the project site design allows for sufficient access and availability of utilities to accommodate the anticipated development.

SECTION 5: ***City Council Action.*** Based upon the findings and conclusions set forth in Sections 1 through 4, above, the City Council hereby APPROVES the herein described Eucalyptus Business Park Specific Plan, File No. PSP24-003, attached hereto as "Attachment A," and incorporated herein by this reference.

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

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

SECTION 8: ***Severability.*** If any section, sentence, clause or phrase of this Ordinance or the application thereof to any entity, person or circumstance is held for any reason to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect other provisions or applications of this Ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are severable. The People of the City of Ontario hereby declare that they would have adopted this Ordinance and each section, sentence, clause or phrase thereof, irrespective of the fact that any one or more section, subsections, sentences, clauses or phrases be declared invalid or unconstitutional.

SECTION 9: ***Effective Date.*** This Ordinance shall become effective 30 days following its adoption.

SECTION 10: ***Publication and Posting.*** The Mayor shall sign this Ordinance and the City Clerk shall certify as to the adoption and shall cause a summary thereof to be published at least once, in a newspaper of general circulation in the City of Ontario, California within 15 days following the adoption. The City Clerk shall post a certified copy of this ordinance, including the vote for and against the same, in the Office of the City Clerk, in accordance with Government Code Section 36933.

PASSED, APPROVED, AND ADOPTED this ____ day of _____ 2026.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

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

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Ordinance No. _____ was duly introduced at a regular meeting of the City Council of the City of Ontario held June 16, 2026 and adopted at the regular meeting held _____, 2026 by the following roll call vote, to wit:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

I hereby certify that the foregoing is the original of Ordinance No. _____ duly passed and adopted by the Ontario City Council at their regular meeting held _____ and that Summaries of the Ordinance were published on _____ and _____, in the Inland Valley Daily Bulletin newspaper.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

ATTACHMENT A:

File No. PSP24-003
Eucalyptus Business Park Specific Plan

(Document follows this page)

EUCALYPTUS BUSINESS PARK SPECIFIC PLAN







CITY OF ONTARIO

PUBLIC HEARING DRAFT

MAY 2026

5253

EUCALYPTUS BUSINESS PARK SPECIFIC PLAN

CITY OF ONTARIO

Prepared for:

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EXECUTIVE SUMMARY

ES.1 Specific Plan Overview

The Eucalyptus Business Park Specific Plan area covers approximately 189.0 acres in the southern portion of the City of Ontario. The Specific Plan area is located north of Eucalyptus Avenue, south of Ontario Ranch Road, east of Campus Avenue, and west of Walker Avenue.

The location of the Eucalyptus Business Park Specific Plan area in regional and local contexts are depicted in Figure ES-1, *Regional Map*, and Figure ES-2, *Vicinity Map*, which show the locational setting of the Specific Plan area with surrounding jurisdictions.

The information in this Specific Plan will guide the development of a modern business park and the establishment of public park space and will address the interface between the two uses. The Specific Plan area is envisioned to provide business park development between Eucalyptus Avenue and a new east-west public street and a public park north of the new public street.

The public park land in the northern portion of the Specific Plan area is expected to provide passive park areas for the City of Ontario such as open space areas, benches, and trails.

The business park area is intended to contain employment-generating uses supported by roadways, utility infrastructure, parking areas for automobiles, commercial vehicles, and trucks, designed in a master-planned setting accented by attractive lighting, landscaping, signage, and other functional and decorative features. Buildings are intended to be welcoming to local, national, and international businesses that can bring job opportunities and economic growth to the City of Ontario, including but not limited to corporate offices, technology centers, light manufacturing, research and development, warehousing and distribution, and support retail. In addition, space for a potential publicly operated animal resource center is reserved within the Specific Plan area.

A summary of the proposed land uses is as follows:

Table ES-1 Land Use Summary

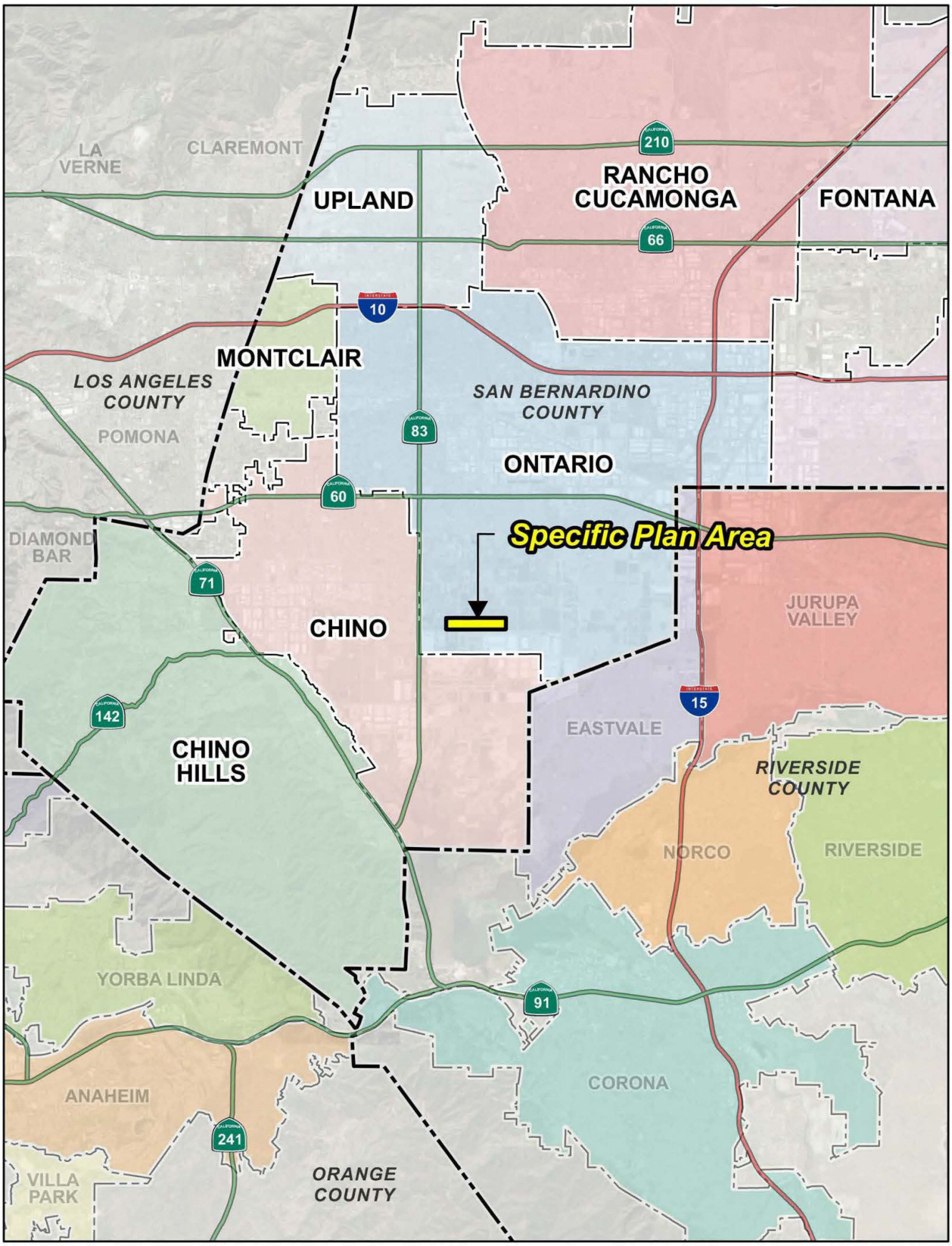
Land Use Designation	Acreage[1]	Maximum Building Square Footage
Business Park	137.90	2,939,000
Open Space – Parkland	35.88	--
Roadway	15.24	--
TOTAL	189.0 AC	2,939,000 SF

[1]Acreages are approximate and subject to survey verification.
[2]Total acreage of 189.0 is rounded up to the nearest one-tenth of an acre.

ES.2 Other Governing Documents

In addition to this Specific Plan, which includes a Land Use Plan, Infrastructure Plan, Development Regulations, Design Guidelines, and an Implementation Plan tailored to the Eucalyptus Business Park Specific Plan area, the following documents also contain applicable information:

- The Ontario Policy Plan (which serves as the City's State-mandated General Plan) that includes City-wide policies pertaining to land use, housing, mobility, safety, environmental resources, parks and recreation, community economics, community design, and social resources.

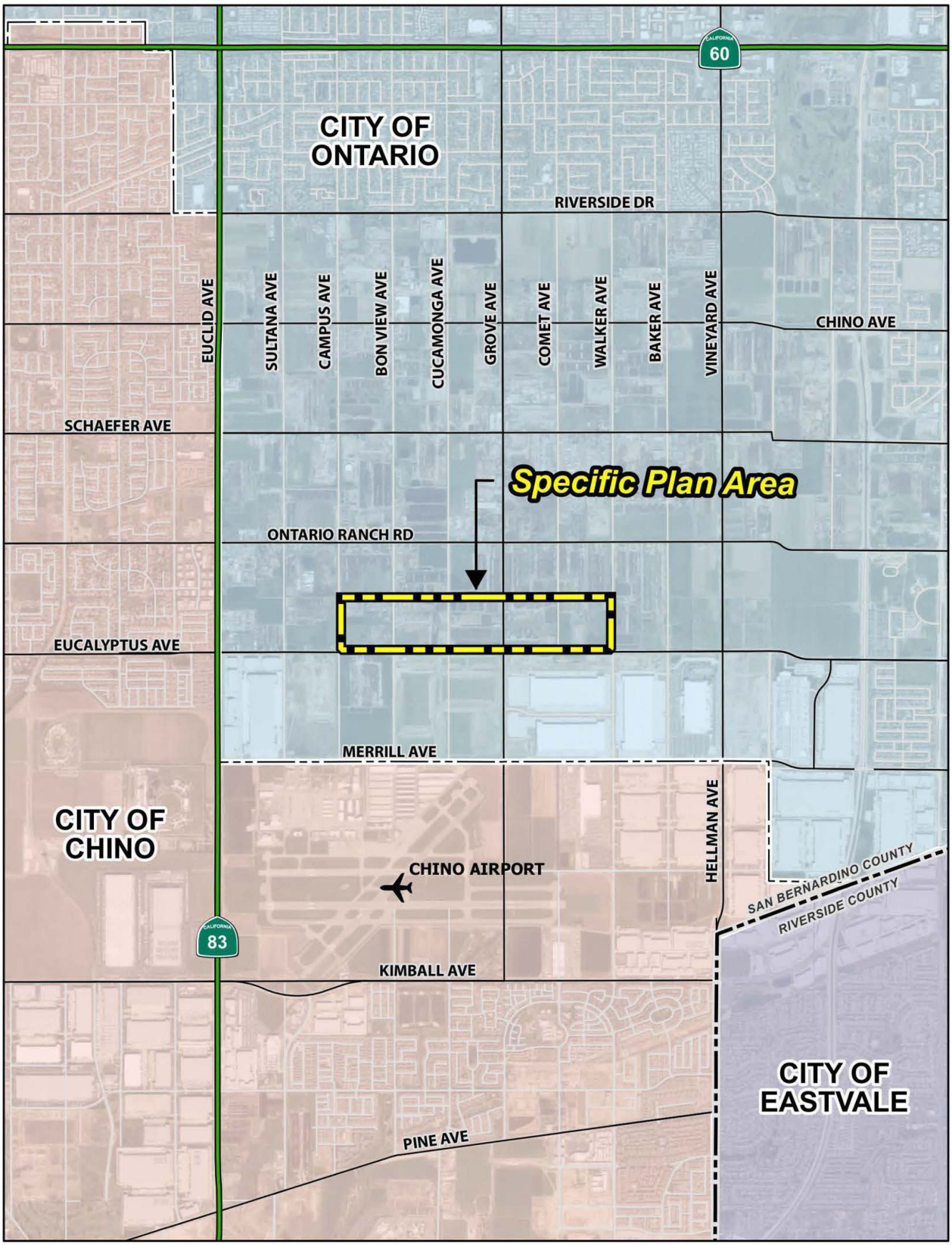


Source(s): Esri, LA County (2025), Nearmap Imagery (January 2025), RCIT (2025), San Bernardino County (2025)

Figure ES-1

Regional Map

0 0.75 1.5 3 Miles



Source(s): Esri, Nearmap Imagery (January 2025), RCIT (2025), San Bernardino County (2025)

Figure ES-2

Vicinity Map

0 875 1,750 3,500
US Feet

- **The City of Ontario Development Code** applies to all topics not addressed by this Specific Plan's development regulations. However, if any requirement of this Specific Plan conflicts with the Development Code, the provisions of this Specific Plan shall take precedence.

- **The Airport Land Use Compatibility Plan for Ontario International Airport (ONT) and the California Airport Land Use Planning Handbook published by Caltrans Division of Aeronautics**, which contain criteria that apply to the development intensity of property located in the ONT's airport influence area. The entire Eucalyptus Business Park Specific Plan area is located in the ONT airport influence area.

- **The Chino Airport Land Us Compatibility Plan (Ontario Development Code Reference I) and the Chino Airport (CNO) Overlay Zoning District** promote compatibility between CNO and the land uses that surrounds it. All development shall be consistent with the policies and criteria of the Chino Airport Land Use Compatibility Plan (ALUCP). The entire Eucalyptus Business Park Specific Plan area is located in the Chino Airport influence area.

- **The Mitigation Monitoring and Reporting Program (MMRP)** that is part of the Eucalyptus Business Park Specific Plan's Environmental Impact Report (EIR) prepared in compliance with the California Environmental Quality Act (CEQA). The MMRP stipulates measures that are required to be implemented to mitigate the environmental effects of the Specific Plan's construction and operation.

ES.3 Specific Plan Components

This Eucalyptus Business Park Specific Plan is organized into the following chapters:

Chapter 1 – Introduction:
Describes the purpose and objectives of the Specific Plan, the related entitlement approvals for implementing development, and the relationship between the Specific Plan and the Ontario Policy Plan.

Chapter 2 – Existing Conditions:
Describes the physical setting of the Eucalyptus Business Park Specific Plan area and the physical conditions on and surrounding the property at the time the Specific Plan was prepared.

Chapter 3 – Land Use Plan:
Describes the Eucalyptus Business Park Specific Plan's development plan, which includes six Business Park planning areas and three Open Space – Parkland planning areas. Chapter 3 also specifies the acreages of each planning area and the maximum development intensities permitted in each land use category. Chapter 3 also includes a conceptual development plan showing how the area could be developed in compliance with the Specific Plan.

Chapter 4 – Infrastructure Plan:
Provides information on vehicular and non-vehicular circulation improvements; planned backbone water, sewer, recycled water, and storm drain systems; and the planned dry utility network for the development of the Eucalyptus Business Park Specific Plan area.

Chapter 5 – Development Regulations:
Establishes the list of permitted and conditionally permitted uses in the Specific Plan area and presents the development regulations that govern the uses. Chapter 5 also provides a discussion of the relationship

between the Specific Plan and the City of Ontario Development Code.

Chapter 6 – Design Guidelines:

Provides site planning, landscaping, and architectural guidelines for implementing development within the Specific Plan area. Guidelines in this chapter address design characteristics for building placement and architecture, landscaping, streetscapes, entry identification monuments, corner treatments at roadway intersections, walls and fencing, lighting, and signage.

Chapter 7 – Implementation Plan

Presents the policies and procedures for the City's review and approval of implementing development projects within the Eucalyptus Business Park Specific Plan area. Chapter 7 also describes the methods and procedures for interpreting and amending the Specific Plan as necessary. Additionally, funding and maintenance responsibilities are summarized within this Specific Plan.

CHAPTER 1

INTRODUCTION

1.1 Specific Plan Purpose

The purpose of the Eucalyptus Business Park Specific Plan is to guide the development of a 189.0-acre site into a modern business park and public parkland space. The Specific Plan area is located within the southern portion of the City of Ontario (City). The Ontario Policy Plan and the Ontario Development Code requires the Ontario City Council to approve Specific Plans as part of the entitlement process for new development projects within this area.

Development projects within the Specific Plan area are required to demonstrate substantial conformity with the information contained within this Specific Plan document.

The public parkland area in the northern portion of the Specific Plan area is intended to address passive recreational needs of City residents. The business park area in the southern portion of the Specific Plan area is poised to accommodate uses that rely on the regional transportation network and the site's proximity to the Ontario International Airport (ONT), the Chino Airport, State Route 60 (SR-60), State Route 83 (SR-83), State Route 91 (SR-91), Interstate 15 (I-15), and Interstate 10 (I-10). The Specific Plan area is approximately 2.2 miles south of SR-60, approximately 0.5 miles east of SR-83, approximately 7.5 miles north of SR-91, approximately 4.5 miles west of I-15, and approximately 5.6 miles south of I-10. Additionally, the Port of Long Beach and the Port of Los Angeles, which serve as major gateways for international trades, are located approximately 37 miles southwest of the Specific Plan area.

1.2 Specific Plan Objectives

The Eucalyptus Business Park Specific Plan achieves the following objectives:

- To provide a land use plan that implements The Ontario Plan's vision and appropriately positions business park and public parkland uses north of Eucalyptus Avenue, between Campus Avenue and Walker Avenue.
- To facilitate the development of a variety of employment-generating uses in a business park setting.
- To provide business park uses that are compatible with surrounding land uses.
- To provide opportunities for positive economic benefit to the City, including new revenues that can be used for vital City services.
- To provide opportunities for the development of passive use parks consistent with the City of Ontario's Grand Park Master Plan.
- To improve connectivity in the area by providing pedestrian paths, bicycle routes, and amenities such as bike racks that encourage circulation by means not dependent on a motorized vehicle.
- To identify improvements for water, recycled water, sewer, storm drain, and circulation facilities that serve planned land uses within and adjacent to the Specific Plan area.

- To set forth a development phasing sequence that allows for logical development and aligns with installation of on-site and off-site infrastructure.
- To define guidelines and standards that address architecture, landscaping, streetscapes, entry monuments, corner treatments, walls and fencing, lighting, and signage within the Specific Plan area.

1.3 Authority

The Eucalyptus Business Park Specific Plan is a regulatory document prepared pursuant to the provisions of California Government Code §§ 65450 through 65457, which grants local government agencies the authority to prepare Specific Plans for the systematic implementation of their General Plan for all or part of the area covered by the General Plan. While The Ontario Plan covers the entire City, the Specific Plan focuses on the development within the approximately 189-acre site.

California Government Code §§ 65450 through 65457 establish the authority to adopt a Specific Plan, identify the required contents of a Specific Plan, and mandate consistency with the General Plan. According to California Government Code § 65451:

(a) A Specific Plan shall include text and a diagram which specify all the following in detail:

1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.

2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

4) A program of implementation measures including regulations, programs, public works projects, and financing measures, necessary to carry out items 1, 2, and 3.

(b) The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan.

The Eucalyptus Business Park Specific Plan includes each of the required elements listed above and establishes the essential link between the policies of The Ontario Plan's Policy Plan and the Eucalyptus Business Park Specific Plan site. All future development plans and construction activities within the Specific Plan area shall be consistent with the requirements set forth in this Specific Plan and with all other applicable City regulations.

1.4 Severability

The Eucalyptus Business Park Specific Plan enables the City of Ontario to facilitate the processing and approval of development plans to build out the Specific Plan area. If any regulation, condition, program, or portion of this Specific Plan is held invalid or unenforceable, such portions shall be deemed separate, distinct, and independent provisions, and the invalidity of such portions or provisions shall not affect the validity and enforceability of the remaining provisions contained herein.

1.5 Approval Process and Companion Actions

The Eucalyptus Business Park Specific Plan and any future amendments are required to be considered by the City of Ontario Planning Commission and City Council, and adopted by ordinance or resolution of the City Council, pursuant to Ontario Development Code Section 1.01.035, *Relationship to Specific Plans*. More information on implementation procedures is contained in this Specific Plan Chapter 7, *Implementation Plan*.

A Policy Plan (General Plan) Amendment (GPA) will be processed in conjunction with the Eucalyptus Business Park Specific Plan. The GPA is a companion action to the approval of this Specific Plan that would achieve consistency between the General Plan land use designations, this Specific Plan's land use designations, and zoning.

Additionally, a tentative parcel map will be processed by the City of Ontario for the Specific Plan area indicating the approximate boundaries and dimensions of parcels and streets, and the proposed grading for the Specific Plan area. Following map recordation, the final map will become the legal document that identifies developable parcels within the Specific Plan area.

All development within the Eucalyptus Business Park Specific Plan area shall be subject to the Development Plan Review Process established in the City of Ontario Development Code. The development standards and design guidelines provided within this Specific Plan shall be the design criteria which the City of Ontario refers to during the Development Plan Review process.

In addition to this Specific Plan an Environmental Impact Report (EIR) was prepared in compliance with the California Environmental Quality Act (CEQA) to serve as the project-wide environmental assessment document. Together, this Specific Plan and the environmental mitigation measures contained in the accompanying EIR's Mitigation Monitoring and Reporting Program (MMRP) provide a path to develop the property taking into account all applicable goals, objectives, government requirements, and environmental regulations.

1.6 Relationship to The Ontario Plan General Plan

The Ontario Plan establishes the direction and vision for the City's future and provides a guidance system to shape the City's communities. The Ontario Plan consists of a six-part Component Framework: 1) Vision, 2) Governance Manual, 3) Policy Plan, 4) City Council Priorities, 5) Implementation, and 6) Tracking and Feedback.

The Eucalyptus Business Park Specific Plan defines the methods and requirements for implementing development within the Specific Plan area to ensure that applicable policies from The Ontario Plan and its Policy Plan are implemented and ensure that development envisioned by this Specific Plan is consistent with applicable provisions of The Ontario Plan. The Ontario Plan sets forth long-term goals for the City's growth and development as mandated by State law. The Policy Plan is a long-term policy document that covers the elements of land use, housing, parks and recreation, environmental resources, community economics, safety, mobility, community design, and social resources.

As shown on Figure 1-1, *Existing General Plan Land Use Designations*, the Policy Plan component of The Ontario Plan designates the Specific Plan area as Medium Density Residential with Affordable Housing Overlay, Mixed-Use Eucalyptus/Chino Airport Overlay

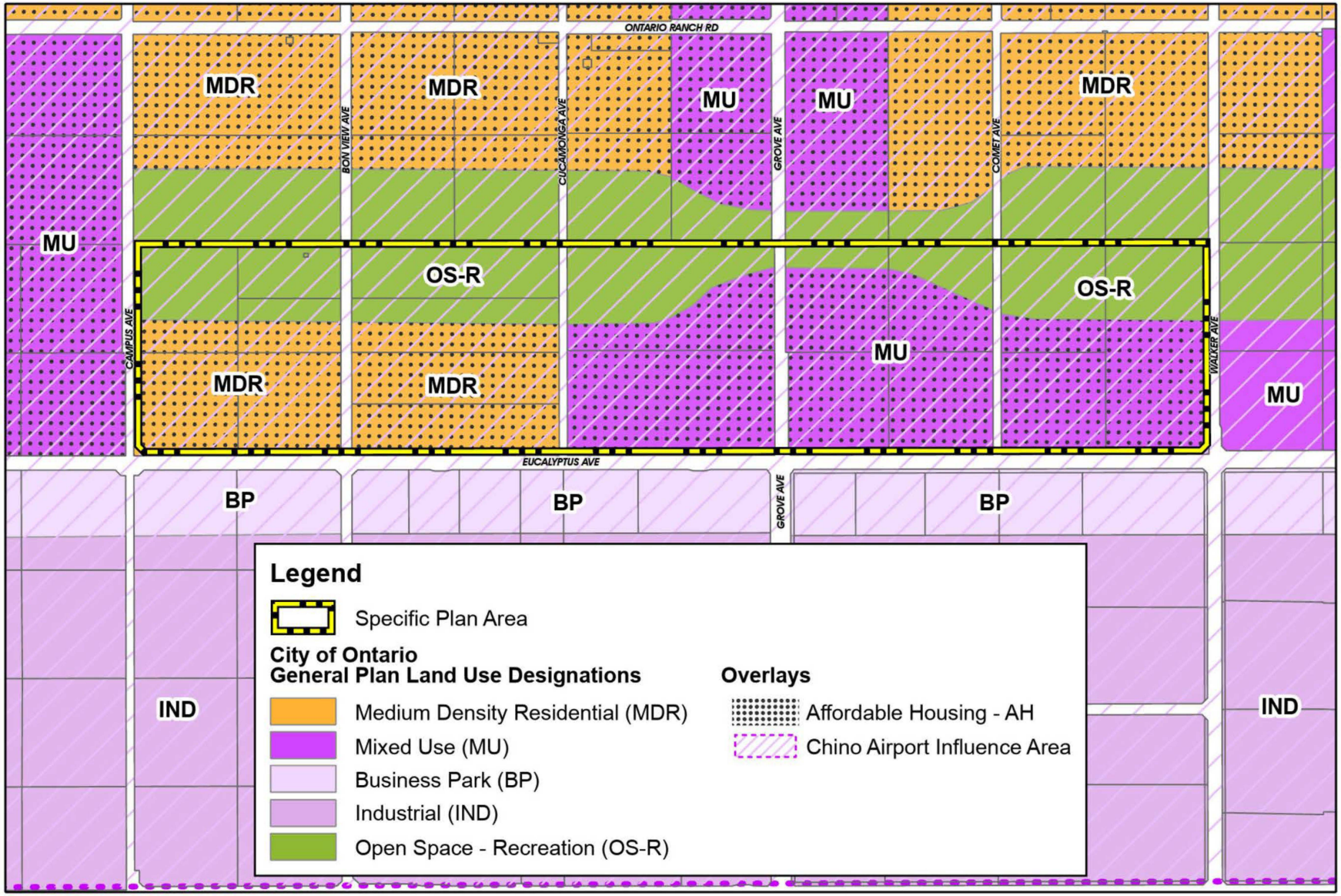
with Affordable Housing Overlay, and Open Space – Parkland.

As shown on Figure 1-2, *Proposed General Plan Land Use Designations*, the General Plan Amendment being processed concurrently with this Specific Plan will modify the Ontario Plan's designations of the Specific Plan area to Business Park and Open Space – Parkland.

As shown on Figure 1-3, *Existing Zoning Designations*, the City of Ontario's Zoning Map designates the Specific Plan area's zoning as "Specific Plan with an Agricultural and an Affordable Housing Overlay".

As shown on Figure 1-4, *Proposed Zoning Designations,* the Zone Change being processed concurrently with this Specific Plan will modify the City of Ontario's Zoning Map of the site to "Eucalyptus Business Park Specific Plan" to allow for the development of Business Park and Open Space – Parkland uses.

Pursuant to the City of Ontario's adoption of the Eucalyptus Business Park Specific Plan, the Specific Plan will take precedence over the City's Development Code. In instances where the Specific Plan is silent on development standards, the City's Development Code shall prevail.



Source(s): City of Ontario (09-05-2024), Esri, Nearmap Imagery (January 2025), San Bernardino County (2025)

Figure 1-1

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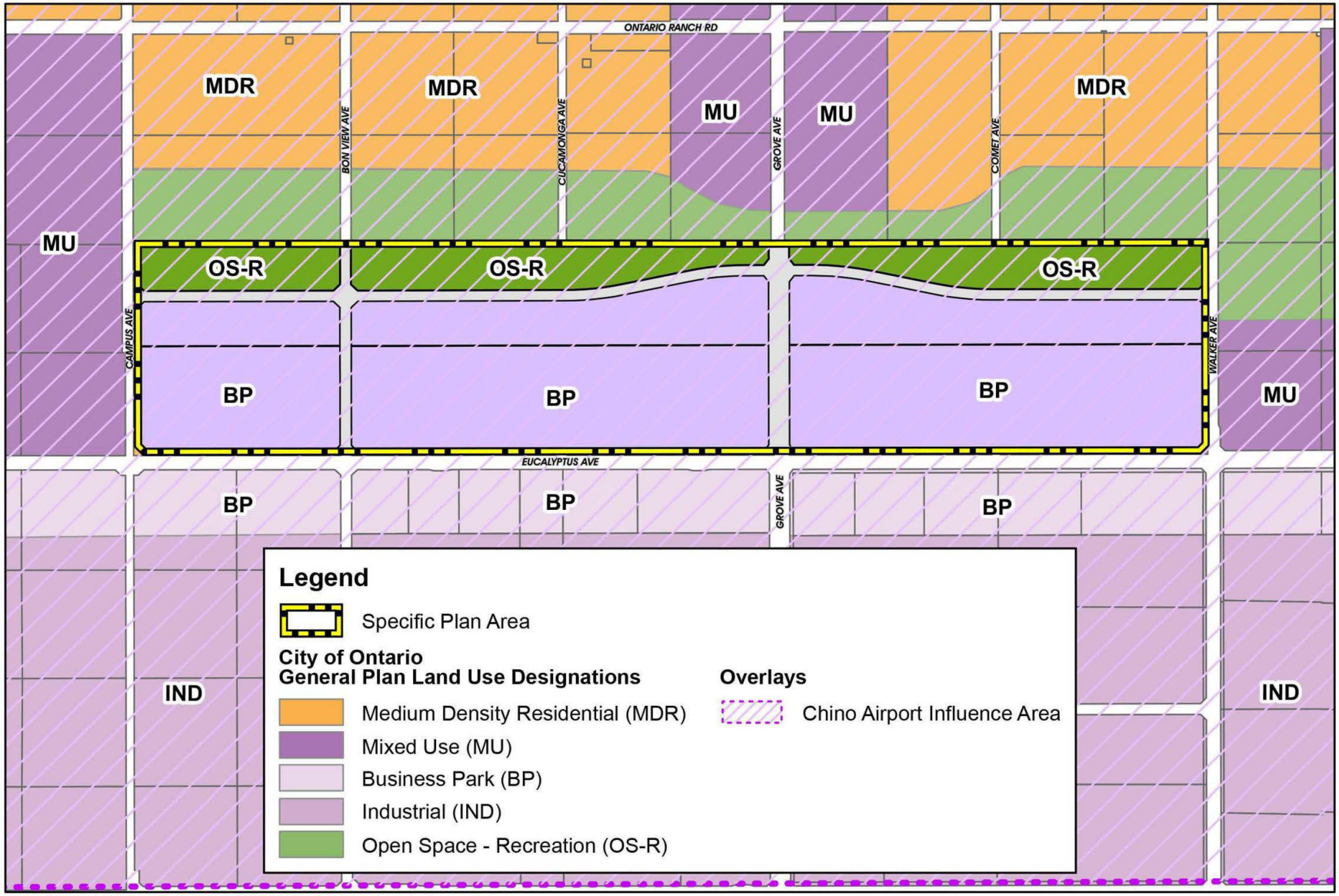
Existing General Plan Land Use Designations



Source(s): City of Ontario (09-05-2024), Esri, Nearmap Imagery (January 2025), San Bernardino County (2025)

Figure 1-2

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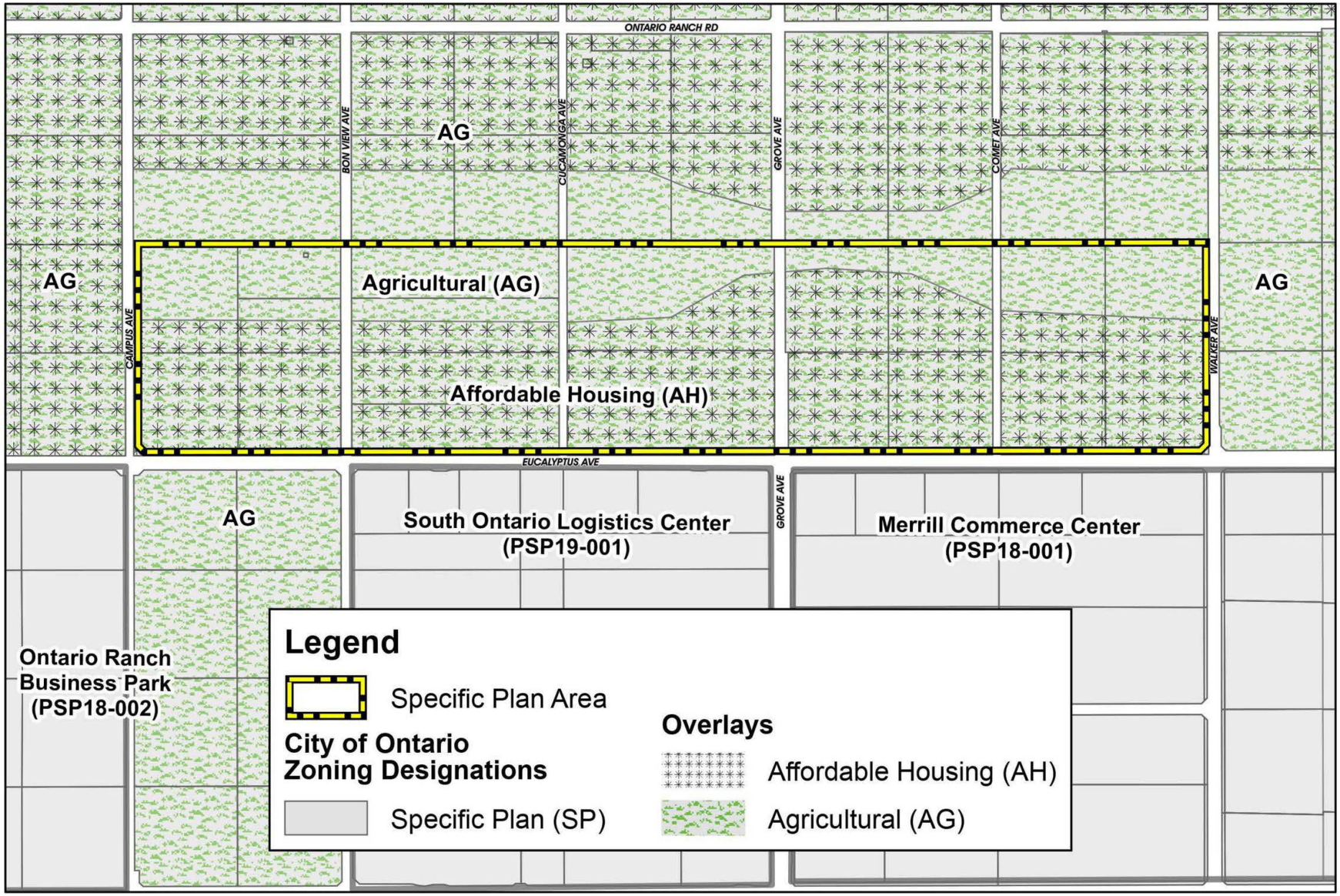
Feet

Proposed General Plan Land Use Designations



Source(s): City of Ontario (09-05-2024), Esri, Nearmap Imagery (January 2025), San Bernardino County (2025)

Figure 1-3

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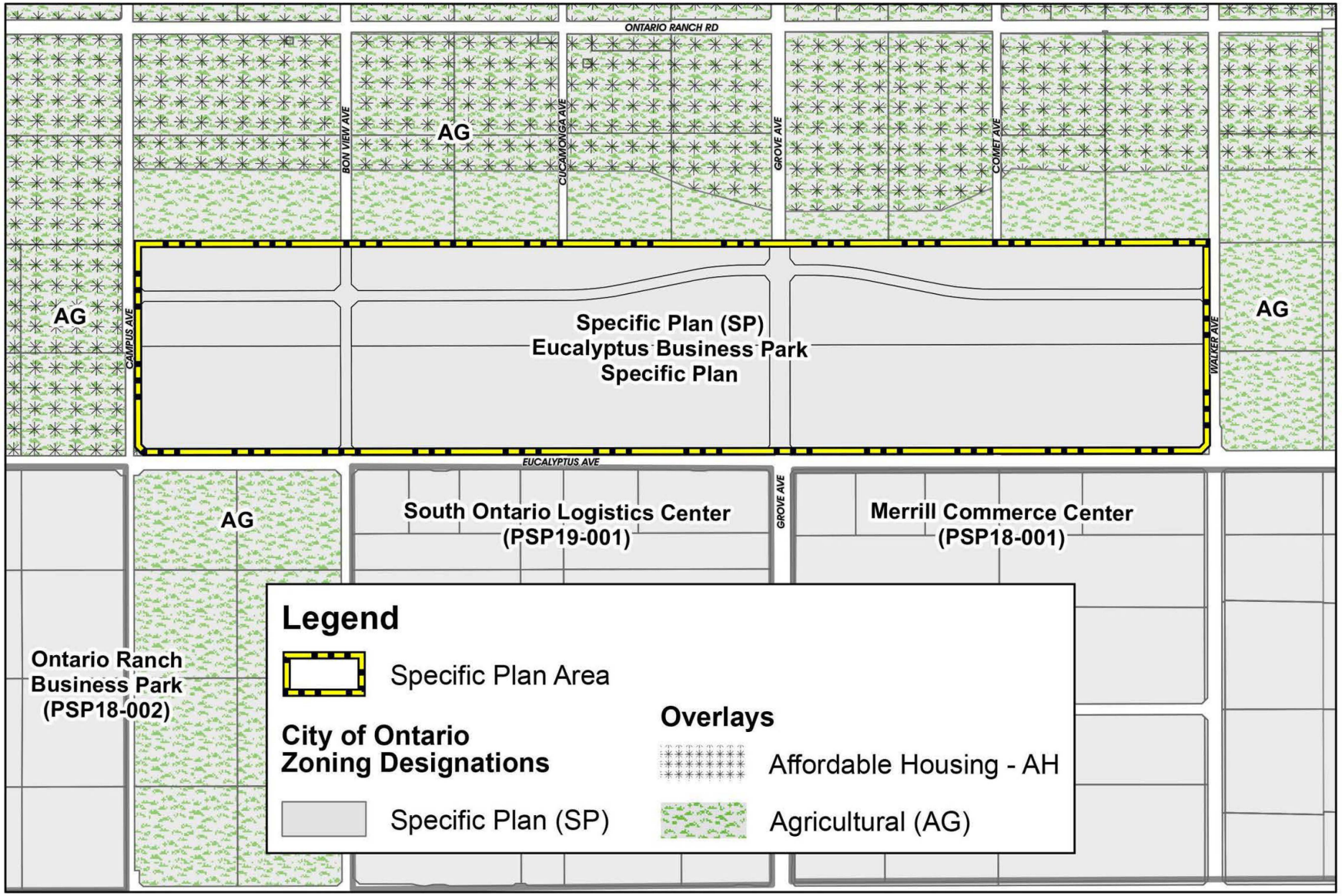
Feet

Existing Zoning Designations



Source(s): City of Ontario (09-05-2024), Esri, Nearmap Imagery (January 2025), San Bernardino County (2025)

Figure 1-4

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Feet

Proposed Zoning Designations

CHAPTER 2

EXISTING CONDITIONS

2.1 Existing Assessor Parcel Numbers

At the time the Eucalyptus Business Park Specific Plan was prepared, the Specific Plan area consisted of the following Assessor Parcel Numbers (APNs), as listed on Table 2-1, *Existing APN List*, and shown on Figure 2-1, *Existing APNs*.

Table 2-1 Existing APN List

1053-531-01	0216-321-01
1053-531-02	0216-321-02
1053-531-03	0216-321-06
1053-531-04	0216-321-07
1053-541-01	0216-322-01
1053-541-02	0216-322-02
1053-551-01	0216-322-10
1053-571-01	
1053-571-02	
1053-581-03	
1053-581-04	

2.2 Existing Land Use

As shown on Figure 2-2, *Aerial Photograph*, at the time this Specific Plan was prepared, the majority of the Specific Plan area was used for dairy farming. The Specific Plan area contained multiple dairy farms developed with single-family residences, milking barns, canopy/shade structures, and cattle pens. Several man-made access roads cross the site to provide access to the farms. Grass fields are present in the southern area of the Specific Plan area, which are used for grazing or growing grass for hay and may have previously been used to grow row crops. Additionally, the northwestern portion of the Specific Plan area contains light industrial uses and truck trailer storage uses.

2.3 Surrounding Land Uses

As shown on Figure 2-3, *Existing Surrounding Land Uses*, agricultural dairy farm uses and rural residential homes abut the Specific Plan area to the north, east, west, and southwest. Light industrial and warehouse distribution uses abut the Specific Plan area to the south and southeast.

2.4 Existing Circulation and Access

2.4.1 Regional Circulation

State Route 60 (SR-60) is located approximately 2.2 miles north of the Specific Plan area and is accessible via the Grove Avenue on- and off- ramp. State Route 83 (SR-83) is located approximately 0.5 miles west of the Specific Plan area and is accessible via Ontario Ranch Road and Eucalyptus Avenue. Interstate 15 (I-15) is located approximately 4.5 miles east of the Specific Plan area and is accessible via the Ontario Ranch Road on- and off- ramp or the Limonite Avenue on- and off- ramp.

2.4.2 Local Circulation

Access to the Eucalyptus Business Park Specific Plan area is provided from Eucalyptus Avenue, Ontario Ranch Road, Campus Avenue, Bon View Avenue, Grove Avenue, and Walker Avenue. The City of Ontario designates Eucalyptus Avenue as a truck route, which provides truck access to the Specific Plan area.

Eucalyptus Avenue abuts the Specific Plan area to the south and consisted of two paved travel lanes at the time this Specific Plan was prepared. The Ontario Policy Plan designates Eucalyptus Avenue as a 4-lane Collector Street.

Ontario Ranch Road is north of the Specific Plan area and consisted of two paved travel lanes at the time this Specific Plan was prepared. The Ontario Policy Plan designates Ontario Ranch Road as an 8-lane Principal Arterial.

Campus Avenue abuts the Specific Plan area to the west. At the time this Specific Plan was prepared, no segments of Campus Avenue abutting the Specific Plan had been constructed. The Ontario Policy Plan designates Campus Avenue as a 4-lane Minor Arterial.

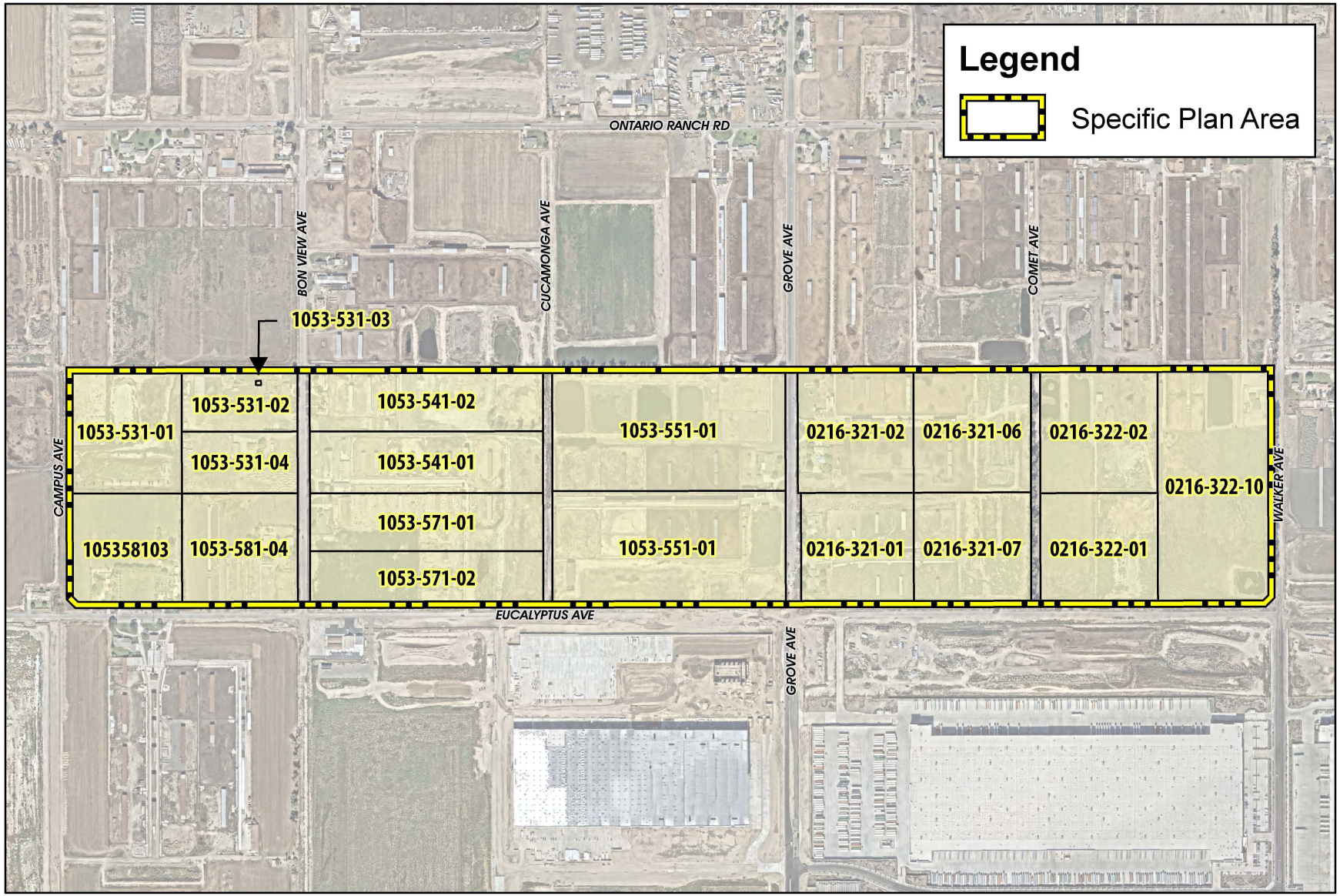
Bon View Avenue is a north-south oriented street that traverses the western portion of the Specific Plan area. At the time this Specific Plan was prepared, Bon View Avenue consisted of two paved travel lanes. The Ontario Policy Plan designates Bon View Avenue as a 2-lane Collector Street.

Grove Avenue is a north-south oriented street that traverses the central portion of the Specific Plan area. At the time this Specific Plan was prepared, Grove Avenue consisted of two paved travel lanes. The Ontario Policy Plan designated Grove Avenue as a 4-lane Principal Arterial.

Walker Avenue abuts the Specific Plan area to the east. At the time this Specific Plan was prepared, Walker Avenue consisted of two paved travel lanes. The Ontario Policy Plan designates Walker Avenue as a 2-lane Collector Street.

2.5 Williamson Act

At the time this Specific Plan was prepared (2025), two parcels within the Specific Plan area had an active Williamson Act contract in place (APNs: 0216-231-01 and 0216-321-07). An application to cancel the contract is required to be submitted to the City. Cancellation would comply with provisions and requirements identified at Government Code §51280 et. seq. The City would be required to make the required statutory findings. The landowner would be required to pay the requisite cancellation fee.



Source(s): Esri, Nearmap Imagery (October 2025), San Bernardino County (2025)

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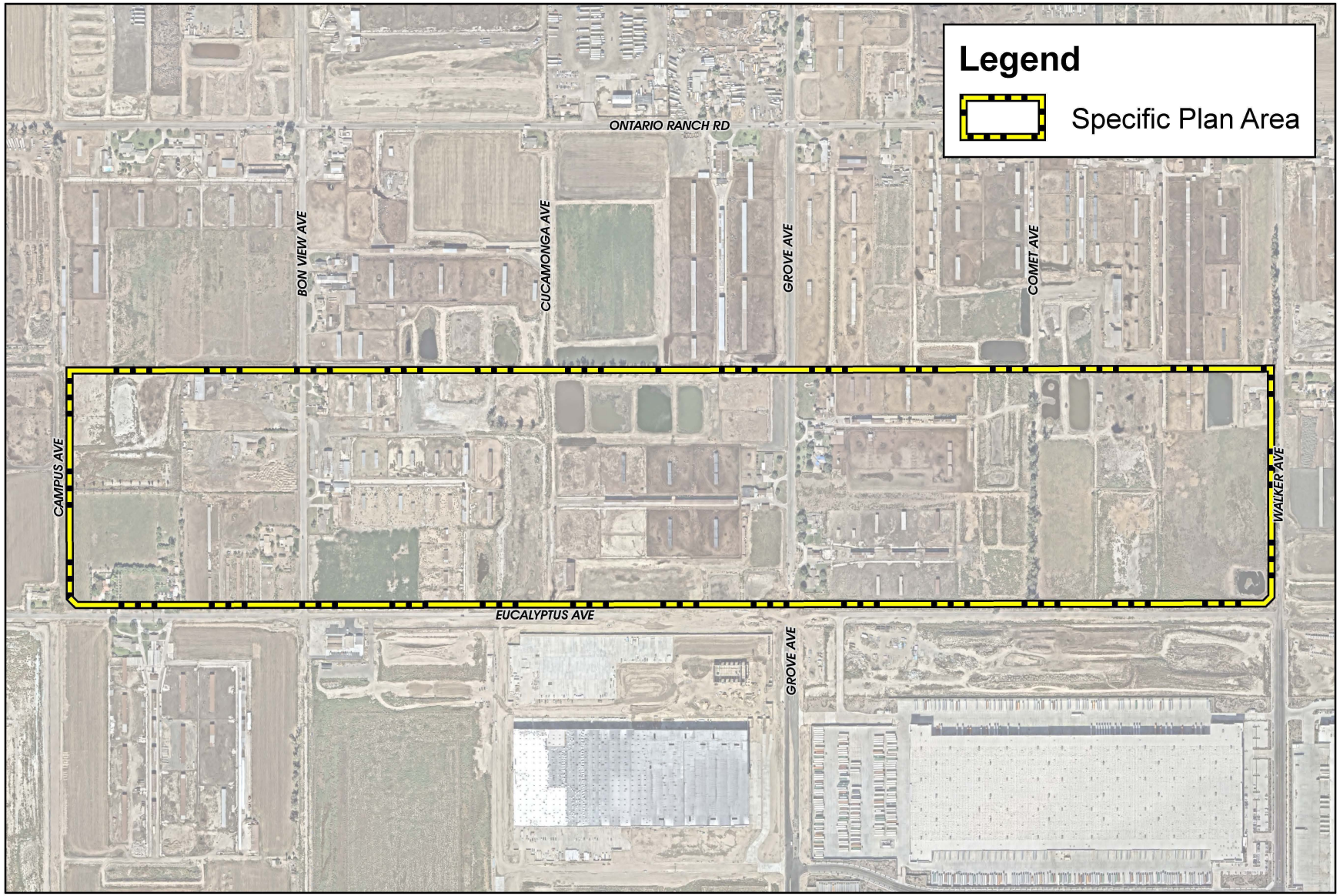
Figure 2-1

Existing APNs



Source(s): Esri, Nearmap Imagery (October 2025), San Bernardino County (2025)

Figure 2-2

Aerial Photograph

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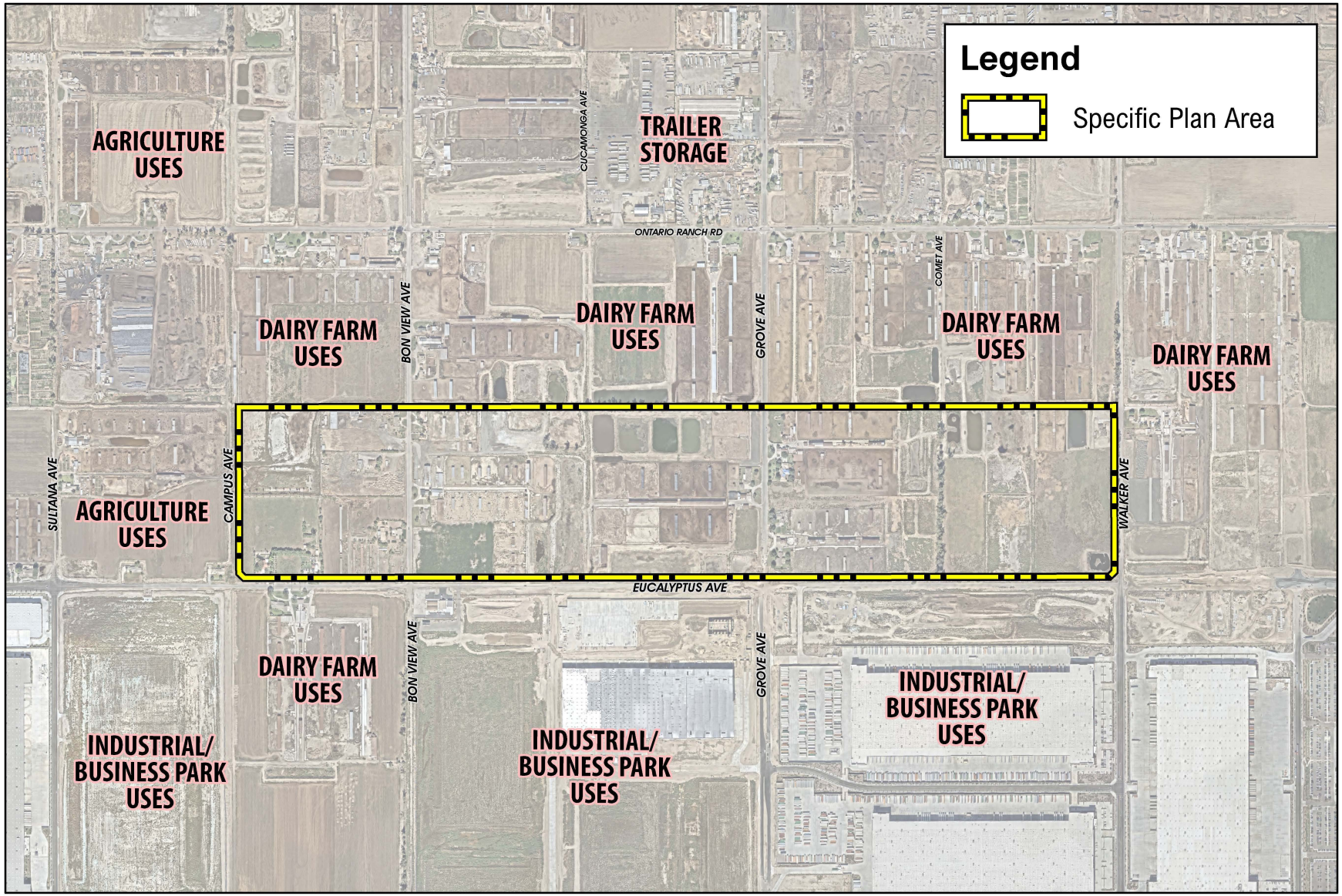
Feet



Source(s): Esri, Nearmap Imagery (October 2025), San Bernardino County (2025)

Figure 2-3

0 275 550 1,100 Feet

Existing Surrounding Land Uses

2.6 Existing Physical Site Conditions

2.6.1 Topography

The Eucalyptus Business Park Specific Plan area is relatively flat and slopes slightly to the south with an approximate elevation ranging from 690 feet above mean sea level (AMSL) to 665 feet AMSL. The current conditions of the Specific Plan area is illustrated in Figure 2-2, *Aerial Photograph*, and the existing topographic conditions for the Specific Plan area are illustrated in Figure 2-4, *USGS Topographic Map*.

2.6.2 Hydrology

At the time the Specific Plan was prepared, the Specific Plan area consisted of dairy farms and undeveloped areas. The existing topography is relatively flat with a north-to-south sheet flow drainage pattern. The Specific Plan area is located within three City of Ontario Master Drainage Plan areas, including Area XII-1, Area XIII-1, Area XIV-1 and Area XIV-2. The EIR prepared in association with the Specific Plan includes a detailed hydrology analysis for the Specific Plan area.

2.6.3 Geology and Soils

Based on information provided from the Environmental Data Report (EDR) Radius Map report, the surficial geology within Eucalyptus Business Park Specific Plan area contains unconsolidated and semi-consolidated quaternary age alluvium, lake, playa, and terrace deposits. Soil within the Specific Plan area contains Tujunga loamy sand, Hilmar loamy fine sand, Grangeville fine sandy loam, and Chino silt loam.

From a seismic perspective, the Specific Plan area is not located within an Alquist-Priolo Earthquake Fault Zone. The possibility of significant fault rupture within the Specific Plan area is considered low.

2.6.4 Vegetation and Biological Resources

Due to past and existing land uses, no native plant communities or natural communities of special concern are present within or adjacent to the Eucalyptus Business Park Specific Plan area. The EIR prepared in association with the Specific Plan includes a detailed evaluation of biological resources.

2.6.5 Existing Ground Water Wells

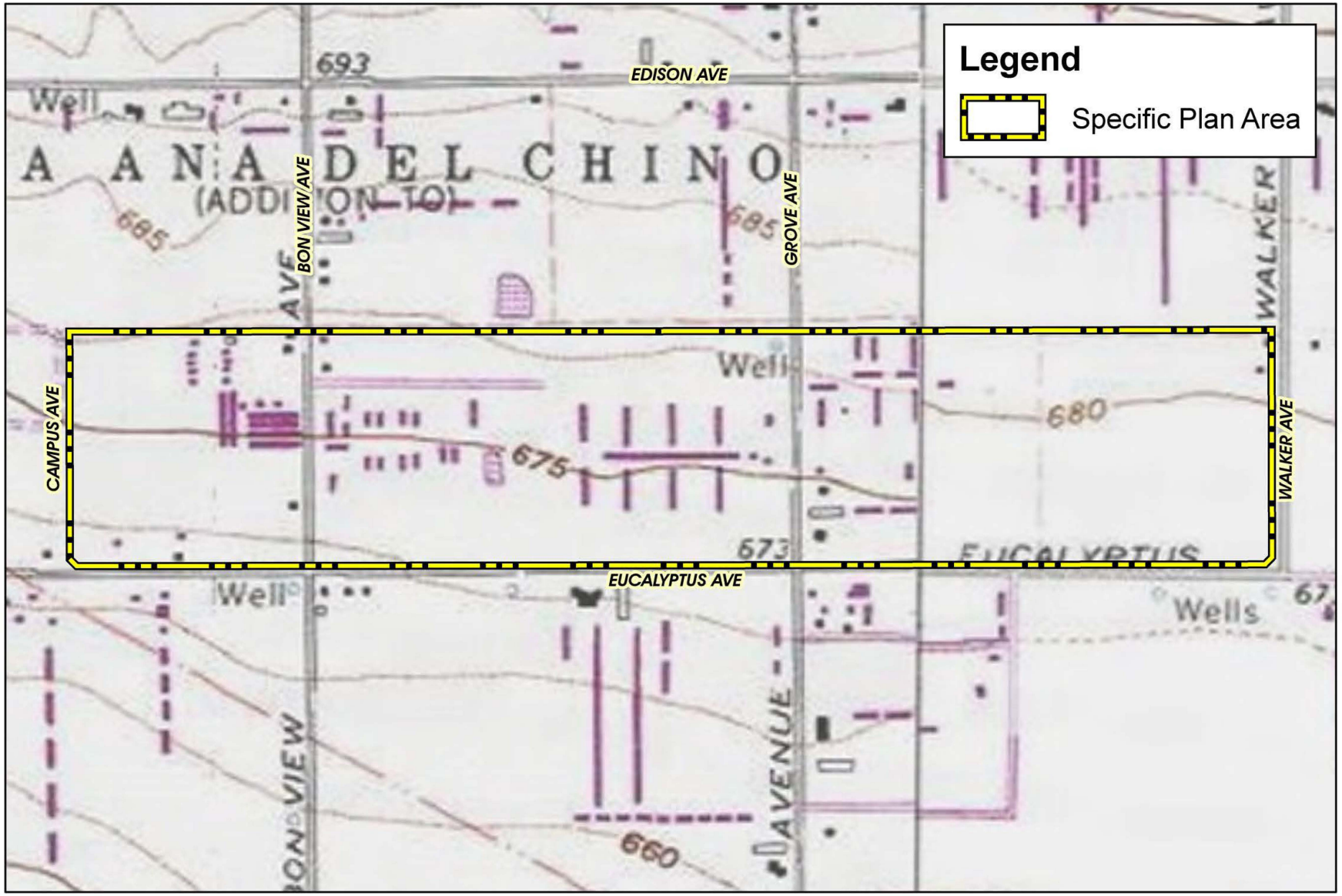
Upon development of the well site areas, these wells, or any other wells found on the property, will be abandoned per California Department of Water Resources Health Guidelines and the City of Ontario Guidelines. In compliance with the Chino Basin Watermaster's Well Procedure for Developers, documentation that a well use/destruction plan and schedule for all existing private/ agricultural wells is required to be submitted to the City of Ontario prior to any construction activities. If a private well is actively used for water supply, the Developer shall submit a plan to abandon such well and connect users to the City's water system when available.

Wells shall be destroyed/ abandoned per the California Water Resource Guidelines and require permitting from the County Health Department. Documentation that the well abandonment process is underway shall be provided to the Engineering Department and the Ontario Municipal Utilities Company at the time of a grading permit and/or building permit being issued for the affected property. If the Developer proposes temporary use of an existing agricultural well for purposes other than agriculture, such as grading, dust control, etc., the Developer shall make a formal request to the City of Ontario for such use prior to the issuance of permits for any construction activity. Upon approval, the Developer shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by the agreement. Refer to Figure 2-5,

Existing Water Wells, for locations of water wells within the Specific Plan area. Existing wells may be converted to groundwater monitoring wells if feasible, at the City's discretion.

2.6.6 Existing NPDES Compliance

In the existing conditions, NPDES requirements are enforced under the Agricultural Permit issued by the State Water Resources Control Board.



Source(s): Esri, Michael Baker (March 2025), USGS (2013)

Figure 2-4

USGS Topographic Map

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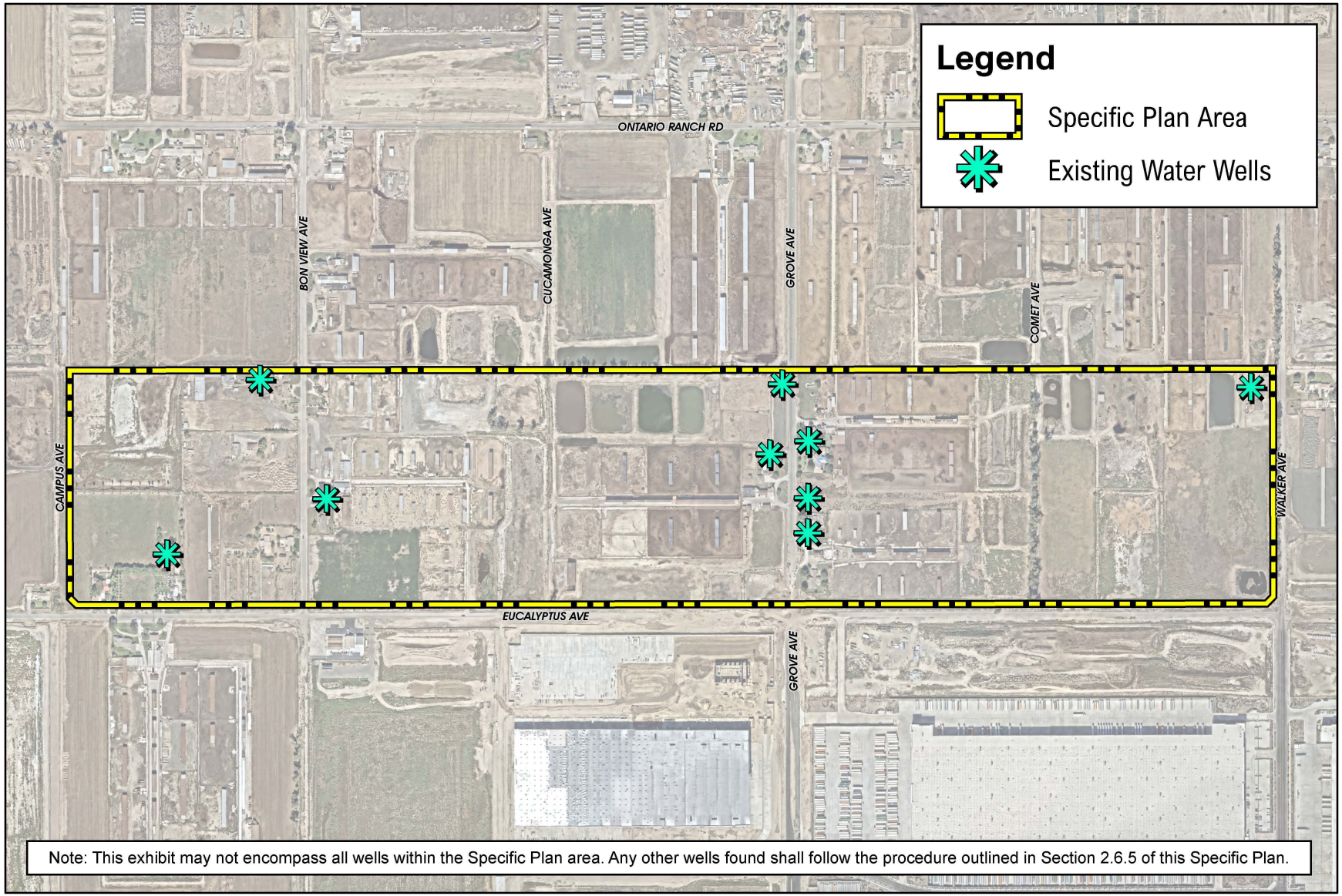
Feet



Source(s): Esri, Nearmap Imagery (October 2025), San Bernardino County (2025)

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Figure 2-5

Existing Water Wells

CHAPTER 3

LAND USE

3.1 Vision

The Eucalyptus Business Park Specific Plan area is envisioned as a dynamic employment hub within a thoughtfully designed, master-planned environment along with a public parkland area intended to support passive recreation needs for the surrounding residents. It is situated in the southern portion of the City of Ontario, at the heart of one of Southern California's most robust logistics and business corridors. The location is ideally positioned to support a wide range of business park and employment-generating uses. With strategic proximity to major freeways, regional airports, and the Ports of Los Angeles and Long Beach, the Eucalyptus Business Park Specific Plan area offers unparalleled access to regional, national, and international markets. The Eucalyptus Business Park Specific Plan is designed to foster long-term economic growth, support business innovation, and provide high-quality jobs, contributing to the vitality of the local community and the broader Inland Empire region.

3.2 Land Use Plan

This Specific Plan establishes two land use designations: Business Park and Open Space – Parkland. For planning purposes, as shown on Figure 3-1, *Conceptual Land Use Plan*, and Table 3-1, *Land Use Plan Statistical Summary*, the Specific Plan will establish nine planning areas to provide for the development of a 189.0-acre site with up to 2,939,000 square feet (SF) of Business Park floor space on 137.90 acres at a maximum allowed floor area ratio (FAR) of 0.55 and 35.88 acres of Open Space – Parkland. The remaining 15.24 acres are designated for roadway improvements.

Table 3-1 Land Use Plan Statistical Summary

PA	Land Use	Acres	Maximum Buildout SF
Business Park			
1	Business Park	7.70	162,600
2	Business Park	18.33	273,700
3	Business Park	18.21	340,700
4	Business Park	18.19	423,200
5	Business Park	37.76	859,300
6	Business Park	37.71	879,500
Business Park Totals		**137.90 AC**	**2,939,000 SF**
Open Space – Parkland			
7	Open Space – Parkland	8.00	--
8	Open Space – Parkland	13.99	--
9	Open Space – Parkland	13.89	--
Total Open-Space Parkland Acreage		**35.88 AC**	--
--	Roadway	15.24	--
Total		**189.0 AC**	**2,939,000 SF**

Notes:

1. A maximum of 10,000 SF total of Commercial uses may be provided within the Business Park Planning Areas 1, 2, 3, 4, 5, and/or 6.

2. A publicly operated animal resource center site (35,000 SF) may be provided within the Business Park Planning Areas 1, 2, 3, 4, 5, 6, 7, 8, or 9. The final size and location of the animal resource center site is subject to the approval by the City of Ontario.

3. Total acreage of 189.0 is rounded up to the nearest one-tenth of an acre.

4. The Specific Plan allows the transfer of development square footage (15 percent or less) within the same land use designation, provided that the shift in square footage would not exceed the maximum allowable overall square footage (2,939,000) and the maximum building FAR (0.55).

3.2.1 Business Park

Encompassing 137.90 acres in the southerly portion of the Specific Plan area along its frontage with Eucalyptus Avenue, Planning Areas 1 through 6 are designated Business Park. Up to 2,939,000 SF of building space are permitted across Planning Areas 1 through 6.

The Business Park land use designation intends to provide for uses such as employee-intensive office spaces, technology centers, research and development facilities, warehouse and distribution, and light manufacturing. Primary vehicular access is planned within Eucalyptus Avenue, Public Street 'A', Campus Avenue, Bon View Avenue, Grove Avenue, and Walker Avenue. The Specific Plan also allows a maximum total of 10,000 SF of commercial uses within the Business Park planning areas to support the Business Park operations and a potential 35,000 SF publicly operated animal resource center.

The Specific Plan allows the transfer of development square footage (15 percent or less) within the same land use designation, provided that the shift in square footage would not exceed the maximum allowable overall square footage (2,939,000) and the maximum building FAR (0.55).

3.2.2 Open Space – Parkland

Encompassing 35.88 acres in the northerly portion of the Specific Plan area along its frontage with Public Street 'A', Planning Areas 7, 8, and 9 are designated Open Space – Parkland. The Open Space – Parkland planning areas intend to provide passive recreational facilities, such as open space areas, benches, and trails.

3.3 Airport Influence Compliance

The Specific Plan area is located within the Ontario International Airport (ONT) Influence Area (AIA), and it is located outside any identified safety, airspace protection, and noise impact zones. All properties located within the ONT AIA are subject to a real estate transaction disclosure notice.

The Specific Plan area is also located within the Chino Airport (CNO) AIA. The San Bernardino County Comprehensive Land Use Plan for Chino Airport was adopted in 1991 and does not reflect guidance set forth in the 2011 Caltrans Airport Land Use Planning Handbook. As such, in 2022, the City of Ontario adopted the CNO Overlay District which provides maps, criteria, and policy language to guide development within the Chino AIA consistent with the 2011 Caltrans Airport Land Use Planning Handbook.

As illustrated in Figure 3-2, *Chino Safety Zones*, the majority of the Specific Plan area is located within CNO Safety Zone 6 (low risk), with a very small portion of the southeastern corner located within Safety Zone 4 (moderate risk).

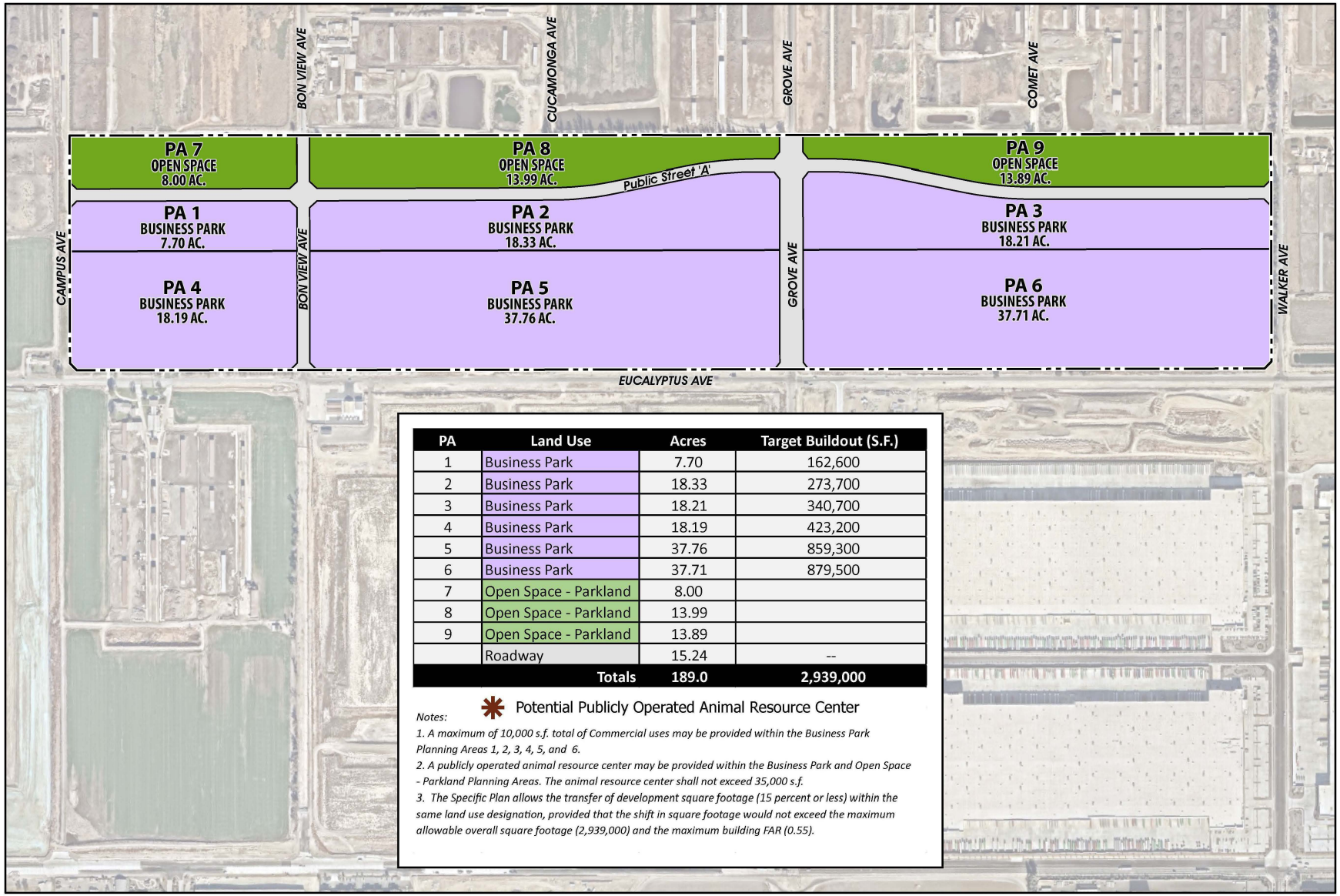
Development within the Eucalyptus Business Park Specific Plan shall be consistent with the policies and criteria of the Chino ALUCP that include building height, land use, floor area ratio (FAR) limitations and open land requirements. For further details, refer to Chapter 5, *Development Regulations*, as well as the ONT and CNO Airport Land Use Compatibility Plans.

3.4 Conceptual Site Plan

Figure 3-3, *Conceptual Site Plan*, depicts a potential layout of the Specific Plan area. The final building configurations, sizes, and orientation will be determined during the Development Plan review process.

The conceptual site plan reflects current market trends, site conditions, and planned infrastructure. The conceptual site plan may be

modified provided it does not exceed the maximum square footage provided in the Specific Plan's Conceptual Land Use Plan and complies with this Specific Plan and applicable provisions of the City of Ontario's Development Code.



PA	Land Use	Acres	Target Buildout (S.F.)
1	Business Park	7.70	162,600
2	Business Park	18.33	273,700
3	Business Park	18.21	340,700
4	Business Park	18.19	423,200
5	Business Park	37.76	859,300
6	Business Park	37.71	879,500
7	Open Space - Parkland	8.00	
8	Open Space - Parkland	13.99	
9	Open Space - Parkland	13.89	
	Roadway	15.24	--
	Totals	**189.0**	**2,939,000**

* Potential Publicly Operated Animal Resource Center

Notes:

1. A maximum of 10,000 s.f. total of Commercial uses may be provided within the Business Park Planning Areas 1, 2, 3, 4, 5, and 6.

2. A publicly operated animal resource center may be provided within the Business Park and Open Space - Parkland Planning Areas. The animal resource center shall not exceed 35,000 s.f.

3. The Specific Plan allows the transfer of development square footage (15 percent or less) within the same land use designation, provided that the shift in square footage would not exceed the maximum allowable overall square footage (2,939,000) and the maximum building FAR (0.55).

Source(s): ESRI, Nearmap Imagery (January 2025), Michael Baker (11-20-2025)

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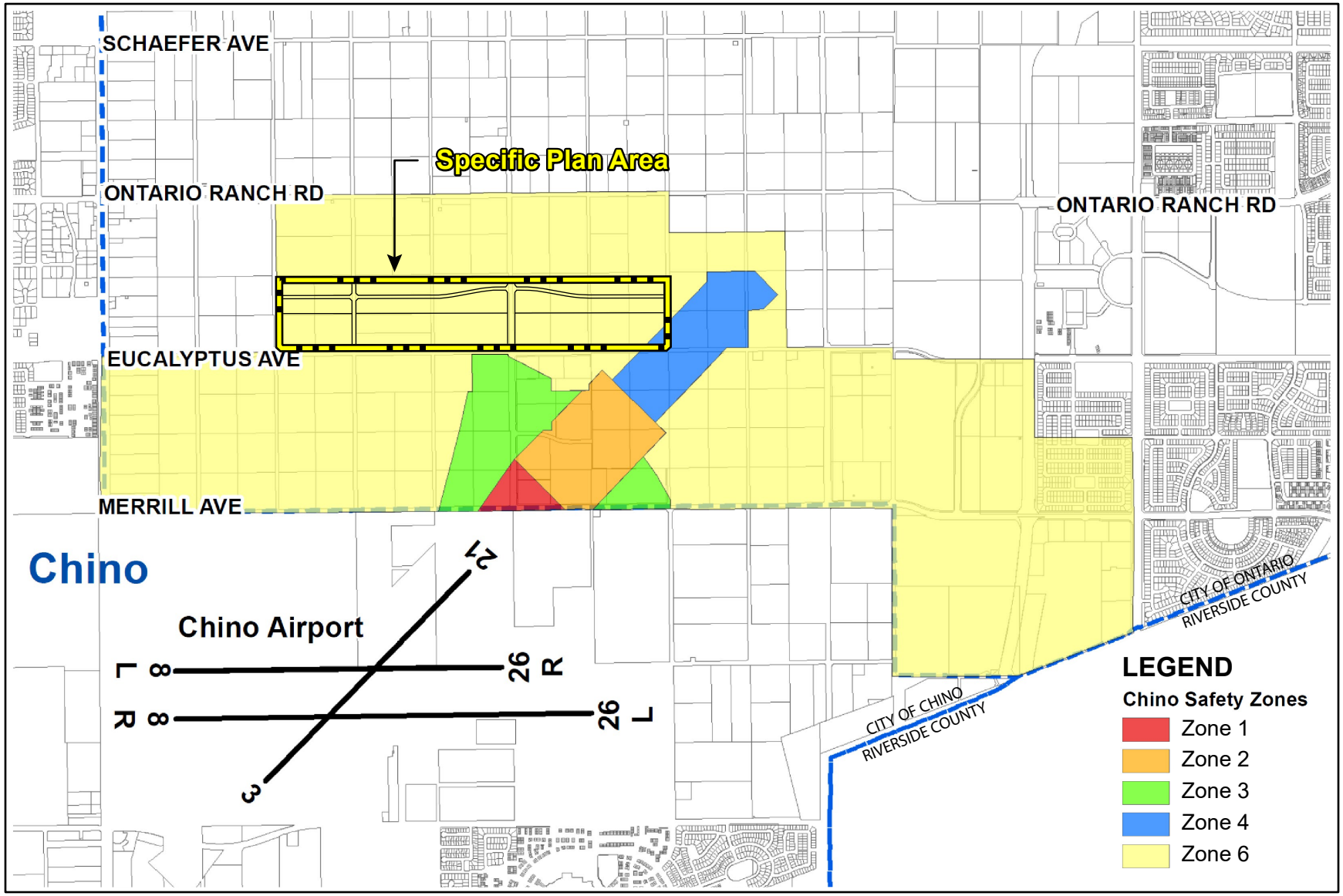
Figure 3-1

Conceptual Land Use Plan



Source(s): The City of Ontario General Plan 2050 (05-09-2022)

Figure 3-2

Chino Safety Zone

Not to Scale



Source(s): RGA (12-16-2025)

Figure 3-3

Conceptual Site Plan

Not to Scale

CHAPTER 4

INFRASTRUCTURE PLAN

4.1 Circulation and Access Plan

The Eucalyptus Business Park Specific Plan Circulation and Access Plan provides direct, safe, and convenient access for visitors, employees, and commercial vehicles including trucks to and from the Specific Plan area. Components of the Specific Plan's Circulation and Access Plan are discussed and illustrated below.

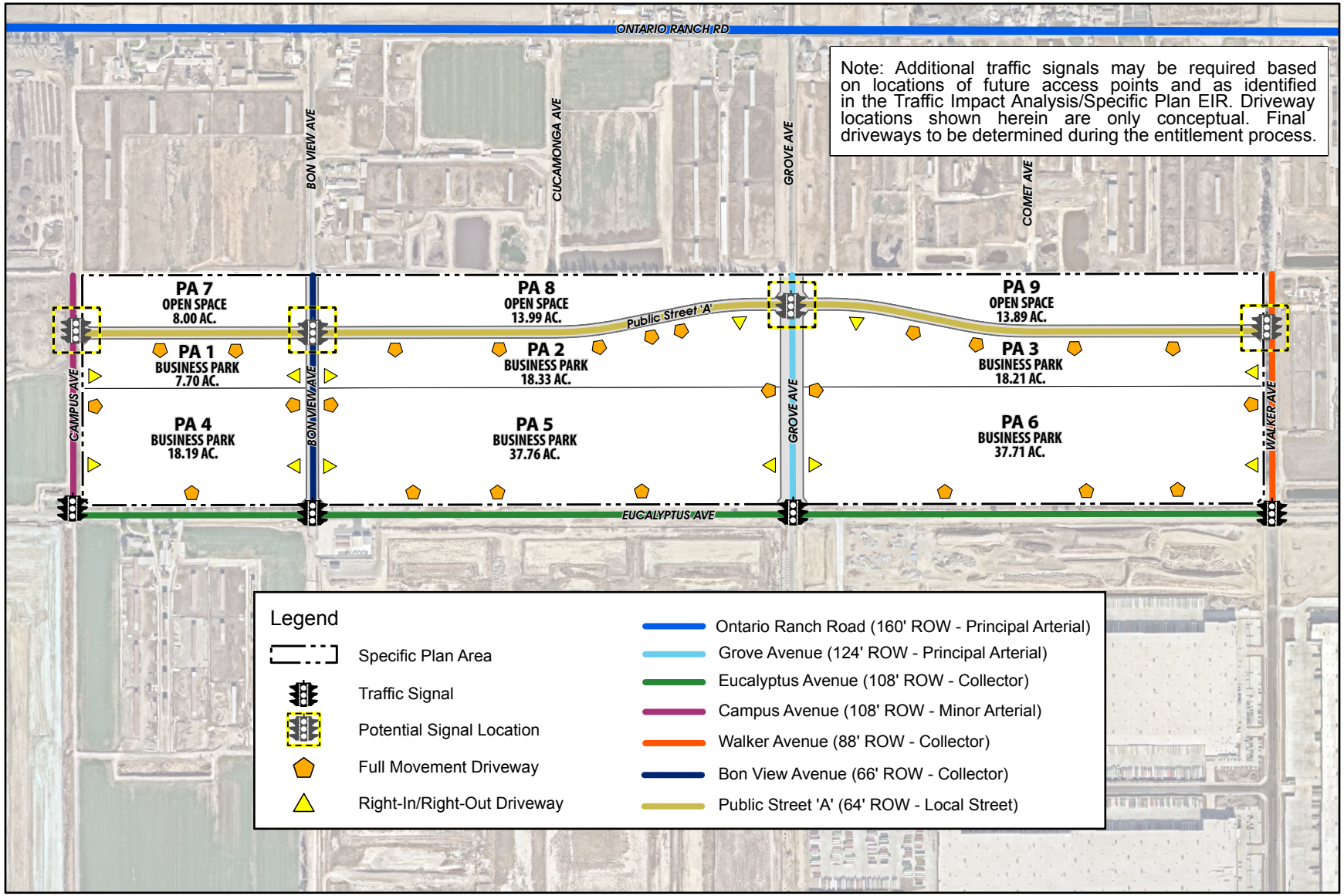
4.1.1 Vehicular Circulation

Direct access to the Eucalyptus Business Park Specific Plan area is provided by Campus Avenue from the west, Eucalyptus Avenue from the south, and Walker Avenue from the east. Additionally, Bon View Avenue and Grove Avenue provide access through the Specific Plan area in the north-south orientation. The Specific Plan proposes to provide an internal east-west oriented Public Street 'A' through the Specific Plan area to connect Campus Avenue and Walker Avenue. Public Street 'A' will provide a separation between the Business Park land uses and the Open Space – Parkland land uses.

The installation of traffic controls (traffic signals and stop signs) and the location and orientation of private driveways serving individual buildings and uses will be determined as part of implementing development plans. Additional right-of-way may be required to accommodate additional left turn lanes at intersections based on required queue lengths per the Traffic Impact Analysis/Specific Plan EIR.

Figure 4-1, *Conceptual Vehicular Circulation and Access Plan*, illustrates the vehicular circulation plan within the Specific Plan area. Final intersection spacing, intersection right-of-way (ROW), and traffic controls must conform to the findings of the associated traffic impact analysis and to City standards. All right-of-way/easements necessary to construct the required public improvements shall be obtained to the extent feasible.

The following pages describe and illustrate the primary components of the Eucalyptus Business Park Specific Plan's vehicular circulation network. Existing interim striping shall be removed along existing frontage streets. Refer to Chapter 7, *Implementation Plan*, for additional circulation improvement standards pertaining to phasing.



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (04-01-2026), San Bernardino County (2025)

Figure 4-1

0 200 400 800
Feet

Conceptual Vehicular Circulation and Access Plan

A. Campus Avenue (108' ROW Minor Arterial)

Campus Avenue forms the western boundary of Planning Areas 1, 4, and 7. At the time this Specific Plan was prepared, no segments of the ROW abutting the Specific Plan area had been constructed. This public roadway will provide access to the Specific Plan area from off-site areas to the north and south.

As shown on Figure 4-2, *Street Sections – Campus Avenue, Bon View Avenue, and Grove Avenue*, the developer(s) of the Eucalyptus Business Park Specific Plan area will be responsible for constructing the eastern 78 feet out of the total 108-foot-wide ROW. The 78 feet of improvement includes 59 feet of paved roadway, a 12-foot-wide parkway that includes 7 feet of curb-adjacent landscaping and a 5-foot-wide sidewalk. The remaining western portions of the Campus Avenue ROW will be constructed by others and include 18 feet of paved roadway and a 12-foot-wide parkway containing 7 feet of curb-adjacent landscaping and a 5-foot-wide sidewalk.

Beyond the Campus Avenue ROW, a 23-foot-wide landscape buffer abuts both the eastern and western sides of the ROW. Developer(s) of the Specific Plan area will be responsible for constructing the eastern landscape buffer inclusive of an 8-foot-wide multi-purpose trail.

A traffic signal will be located at the intersection of Campus Avenue and Eucalyptus Avenue by developer(s) within the Specific Plan area and a potential traffic signal may be installed at the intersection of Campus Avenue and Public Street 'A'. Traffic signal locations are subject to change based on the results and recommendations of a traffic study. All improvements to Campus Avenue are required to comply with applicable City of Ontario requirements, including sight distance requirements.

Final driveway locations along Campus Avenue will be determined in conjunction with the design of implementing development projects, in accordance with Chapter 2.0 Access Guidelines of the City of Ontario's Traffic and Transportation Design Guidelines.

B. Bon View Avenue (66' ROW Collector)

Bon View Avenue forms the eastern boundary of Planning Areas 1, 4, and 7 and the western boundary of Planning Areas 2, 5, and 8. This public roadway provides access to the Specific Plan area from off-site areas to the north and south.

As shown on Figure 4-2, *Street Sections – Campus Avenue, Bon View Avenue, and Grove Avenue*, the developer(s) of the Eucalyptus Business Park Specific Plan area will be responsible for constructing the entire width of the 66-foot-wide ROW. The 66 feet of improvement includes 48 feet of paved roadway and a 9-foot-wide parkway on both sides of the street that includes 4 feet of curb-adjacent landscaping and a 5-foot-wide sidewalk.

Beyond the Bon View Avenue ROW, a 20-foot-wide storm drain easement abuts the eastern side of the ROW. Easement width requirement is subject to change based on findings of City-approved hydraulic studies, master plan updates, and project final designs.

Developers outside of the Specific Plan area are constructing a traffic signal at the intersection of Bon View Avenue and Eucalyptus Avenue and a potential traffic signal may be installed at the intersection of Bon View Avenue and Public Street 'A'. If the traffic signal improvements are not completed and accepted by the City, developer(s) of this Specific Plan area is subject to the traffic signal improvements required. All improvements to Bon View Avenue are required to comply with applicable City of Ontario requirements,

including sight distance requirements. Due to utility constraints, Bon View Avenue may need to be constructed as a tilt section.

Final driveway locations along Bon View Avenue will be determined in conjunction with the design of implementing development projects, in accordance with Chapter 2.0 Access Guidelines of the City of Ontario's Traffic and Transportation Design Guidelines and to the satisfaction of the City Engineer.

C. Grove Avenue (124' ROW Principal Arterial)

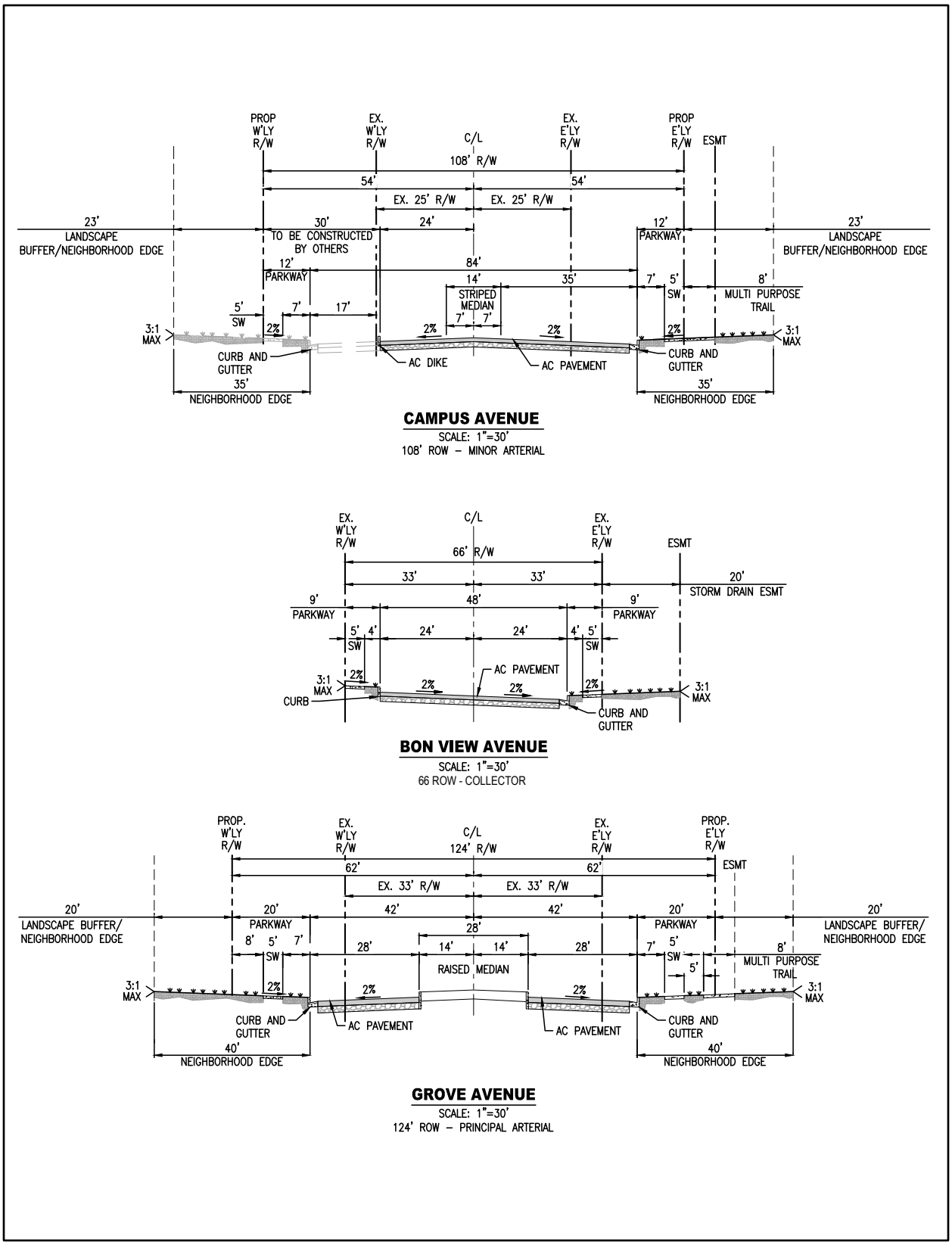
Grove Avenue forms the eastern boundary of Planning Areas 2, 5, and 8 and the western boundary of Planning Areas 3, 6, and 9. This public roadway provide access to the Specific Plan area from off-site areas to the north and south.

As shown on Figure 4-2, *Street Sections – Campus Avenue, Bon View Avenue, and Grove Avenue*, the developer(s) of the Eucalyptus Business Park Specific Plan area will be responsible for constructing the entire width of the 124-foot-wide ROW. The 124 feet of improvement includes a 28-foot-wide raised center median, and 56 feet of paved roadway and a 20-foot-wide parkway on both sides of the street. The 20-foot-wide parkway on the western side of the ROW provides 7 feet of curb-adjacent landscaping, a 5-foot-wide sidewalk and an additional 8 feet of landscaping on the west side of the sidewalk. The 20-foot-wide parkway on the eastern side of the ROW provides 7 feet of curb-adjacent landscaping, a 5-foot-wide sidewalk, 5 feet of additional landscaping, and an 8-foot-wide multi-purpose trail.

Beyond the Grove Avenue ROW, a 20-foot-wide landscape buffer abuts both the eastern and western sides of the ROW.

The traffic signal at the intersection of Grove Avenue and Eucalyptus Avenue will be constructed by others, as part of adjacent development to the south. A potential traffic signal may be installed at the intersection of Grove Avenue and Street 'A". If the traffic signal improvements are not completed and accepted by the City, developer(s) of this Specific Plan area is subject to the traffic signal improvements required. Traffic signal locations are subject to change based on the results and recommendations of a traffic study. All improvements to Grove Avenue are required to comply with applicable City of Ontario requirements, including sight distance requirements.

Final driveway locations along Grove Avenue will be determined in conjunction with the design of implementing development projects, in accordance with Chapter 2.0 Access Guidelines of the City of Ontario's Traffic and Transportation Design Guidelines and to the satisfaction of the City Engineer.



Source(s): Michael Baker International (04-01-2026)

Figure 4-2

Street Sections - Campus Avenue, Bon View Avenue, and Grove Avenue

Not to Scale

D. Walker Avenue (88' ROW Collector)

Walker Avenue forms the eastern boundary of Plannings Areas 3, 6, and 9. This public roadway provides access to the Specific Plan area from off-site areas to the north and south.

As shown on Figure 4-3, *Street Sections – Walker Avenue, Eucalyptus Avenue*, *and Public Street 'A'*, the developer(s) of the Eucalyptus Business Park Specific Plan area will be responsible for constructing the western 69 feet out of the total 88-foot-wide ROW. The 69 feet of improvement includes 57 feet of paved roadway and a 12-foot-wide parkway that includes 7 feet of curb-adjacent landscaping and a 5-foot-wide sidewalk. The remaining eastern portions of Walker Avenue ROW will be constructed by others and include 7 feet of paved roadway, a 12-foot-wide parkway containing 7 feet of curb-adjacent landscaping and 5-foot-wide sidewalk, and an 8-foot wide Multi Purpose Trail located outside of the right-of-way.

A 23-foot-wide landscape buffer abuts both the east and west sides of the Walker Avenue ROW. Within the eastern landscape buffer, developers outside of the Specific Plan area will be responsible for constructing an 8-foot-wide multi-purpose trail.

The traffic signal at the intersection of Walker Avenue and Eucalyptus Avenue will be constructed by others as part of adjacent development to the south. A potential traffic signal may be installed at the intersection of Walker Avenue and Public Street 'A'. If the traffic signal improvements are not completed and accepted by the City, developer(s) of this Specific Plan area is subject to the traffic signal improvements required. All improvements to Walker Avenue are required to comply with applicable City of Ontario requirements, including sight distance requirements. Developers shall design and construct asphalt and concrete pavements on Walker Avenue southbound approaches at Eucalyptus Avenue in accordance with City of Ontario standard drawing #1011 and 1207, as Walker Avenue will be designated as a truck route.

Final driveway locations along Walker Avenue will be determined in conjunction with the design of implementing development projects, in accordance with Chapter 2.0 Access Guidelines of the City of Ontario's Traffic and Transportation Design Guidelines and to the satisfaction of the City Engineer.

E. Eucalyptus Avenue (108' ROW Collector)

Eucalyptus Avenue forms the southern boundary of Planning Areas 4, 5, and 6. This public roadway provides access to the Specific Plan area from off-site areas to the east and west.

As shown on Figure 4-3, *Street Sections – Walker Avenue, Eucalyptus Avenue, and Public Street 'A',* Eucalyptus Avenue will provide 84 feet of paved roadway, which includes a 14-foot-wide painted median. A 12-foot-wide parkway that includes 7 feet of curb-adjacent landscaping and a 5-foot-wide sidewalk is provided on both sides of the street. Beyond the ROW, a 23-foot-wide landscape buffer abuts both sides of Eucalyptus Avenue. Additionally, an 8-foot-wide multi-purpose trail is provided within the northern landscape buffer.

Developer(s) within the Eucalyptus Business Park Specific Plan area west of Grove Avenue will be responsible for constructing the northern 16 feet of paved roadway, the 12-foot-wide parkway, and the 8-foot-wide multi-purpose trail. Developer(s) within the Eucalyptus Business Park Specific Plan area east of Grove Avenue will be responsible for constructing the 12-foot-wide parkway and the 8-foot-wide multi-purpose trail. The remaining portions of Eucalyptus Avenue, as illustrated in Figure 4-3, will be constructed by developer(s)

outside of the Specific Plan area. Developer(s) shall design and construct concrete pavement at all intersection approaches in accordance with City of Ontario Standard Drawing No. 1207, as Eucalyptus Avenue will be designated as a truck route.

The traffic signals along Eucalyptus Avenue at its intersections with Bon View Avenue, Grove Avenue, and Walker Avenue will be constructed by others, as part of adjacent development to the south. If the traffic signal improvements are not completed and accepted by the City, developer(s) of this Specific Plan area is subject to the traffic signal improvements required. Developer(s) within the Specific Plan area will be responsible for a traffic signal at the intersection of Eucalyptus Avenue and Campus Avenue. Traffic signal locations are subject to change based on the results and recommendations of a traffic study. All improvements to Eucalyptus Avenue are required to comply with applicable City of Ontario requirements, including sight distance requirements.

Final driveway locations along Eucalyptus Avenue will be determined in conjunction with the design of implementing development projects, in accordance with Chapter 2.0 Access Guidelines of the City of Ontario's Traffic and Transportation Design Guidelines and to the satisfaction of the City Engineer.

F. Public Street 'A' (64' ROW Local Street)

Public Street 'A' forms the northern boundary of Planning Areas 1, 2, and 3 and the southern boundary of Planning Areas 7, 8, and 9. This public roadway provides access to the Specific Plan area from off-site areas to the east and west.

As shown on Figure 4-3, *Street Sections – Walker Avenue, Eucalyptus Avenue, and Public Street 'A'*, implementing projects within the Eucalyptus Business Park Specific Plan area will be responsible for constructing the entire width of the 64-foot-wide ROW. The 64 feet of improvement includes 40 feet of paved roadways and a 12-foot-wide parkway on both sides of the street that includes 7 feet of curb adjacent landscaping and a 5-foot-wide sidewalk. Notwithstanding the above, Street 'A' may require additional roadway width at intersections with north–south streets to accommodate truck turning movements associated with the Business Park uses. Accordingly, the right-of-way and paved roadway width for Street A may be increased at intersections, as determined necessary through implementing projects, subject to City review and approval.

A traffic signal may be required at the intersection of Public Street 'A' and Grove Avenue, Public Street 'A' and Campus Avenue, Public Street 'A' and Bon View Avenue, and Public Street 'A' and Walker Avenue. Traffic signal locations are subject to change based on the results and recommendations of a traffic study. All improvements to Public Street 'A' are required to comply with applicable City of Ontario requirements, including sight distance requirements.

Final driveway locations along Public Street 'A' will be determined in conjunction with the design of implementing development projects, in accordance with Chapter 2.0 Access Guidelines of the City of Ontario's Traffic and Transportation Design Guidelines and to the satisfaction of the City Engineer.

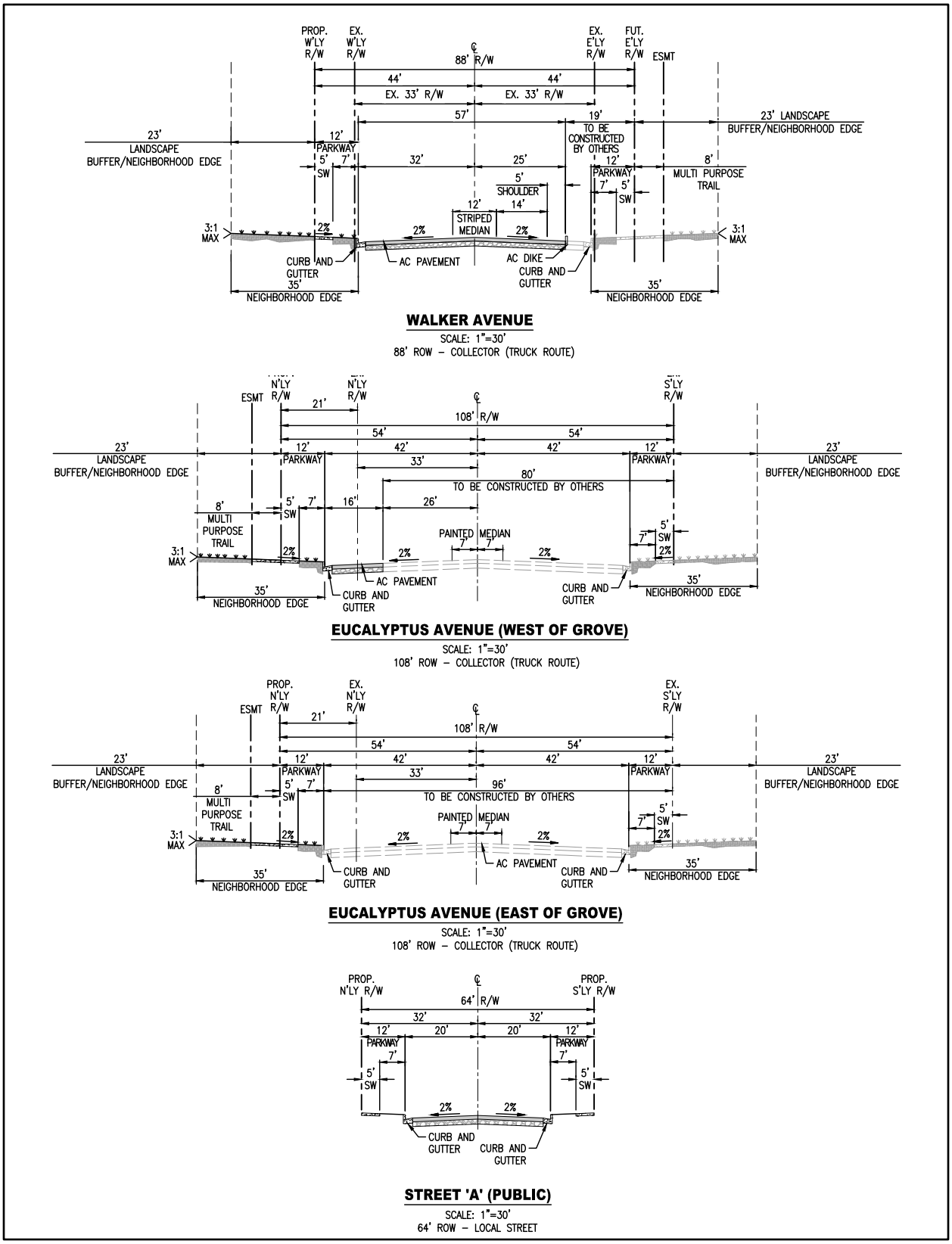
G. Private Drive Aisles

Private drive aisles connect individual planning areas to the public roadways described above. Within each planning area, private drive aisles provide vehicular access for automobiles and commercial vehicles including trucks to parking lots and loading areas and provide sidewalk opportunities for pedestrian and bicycle access to building entries and

amenities. Private drive aisles will have pavement widths that range between 24 and 50 feet. Private drive aisles are not depicted on Figure 4-1 as their locations, alignments, and widths will be determined in conjunction with the design of implementing development projects.

H. Truck Routes

Access to the Eucalyptus Business Park Specific Plan area is provided from Eucalyptus Avenue, Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, and Public Street 'A'. Project truck traffic shall use the City's truck route in Euclid Avenue, Walker Avenue, Eucalyptus Avenue, and Merrill Avenue to access the Specific Plan area.



Source(s): Michael Baker International (04-01-2026)

Figure 4-3

Street Sections - Walker Avenue, Eucalyptus Avenue, and Public Street 'A'

Not to Scale

4.1.2 Non-Vehicular Circulation

The Eucalyptus Business Park Specific Plan encourages non-motorized circulation for employees and visitors of the Specific Plan area. Pedestrian circulation is encouraged within the Specific Plan area through a network of sidewalks and multi-purpose trails, and bicycle circulation is encouraged through a network of bike lanes and multi-purpose trails. Additional pedestrian and bicycle facilities will be designed on individual business park building sites at the time buildings are designed and positioned in each planning area as part of implementing development projects. Additional pedestrian and bicycle facilities within Planning Areas 7, 8, and 9 will be designed consistent with the City of Ontario Grand Park Master Plan.

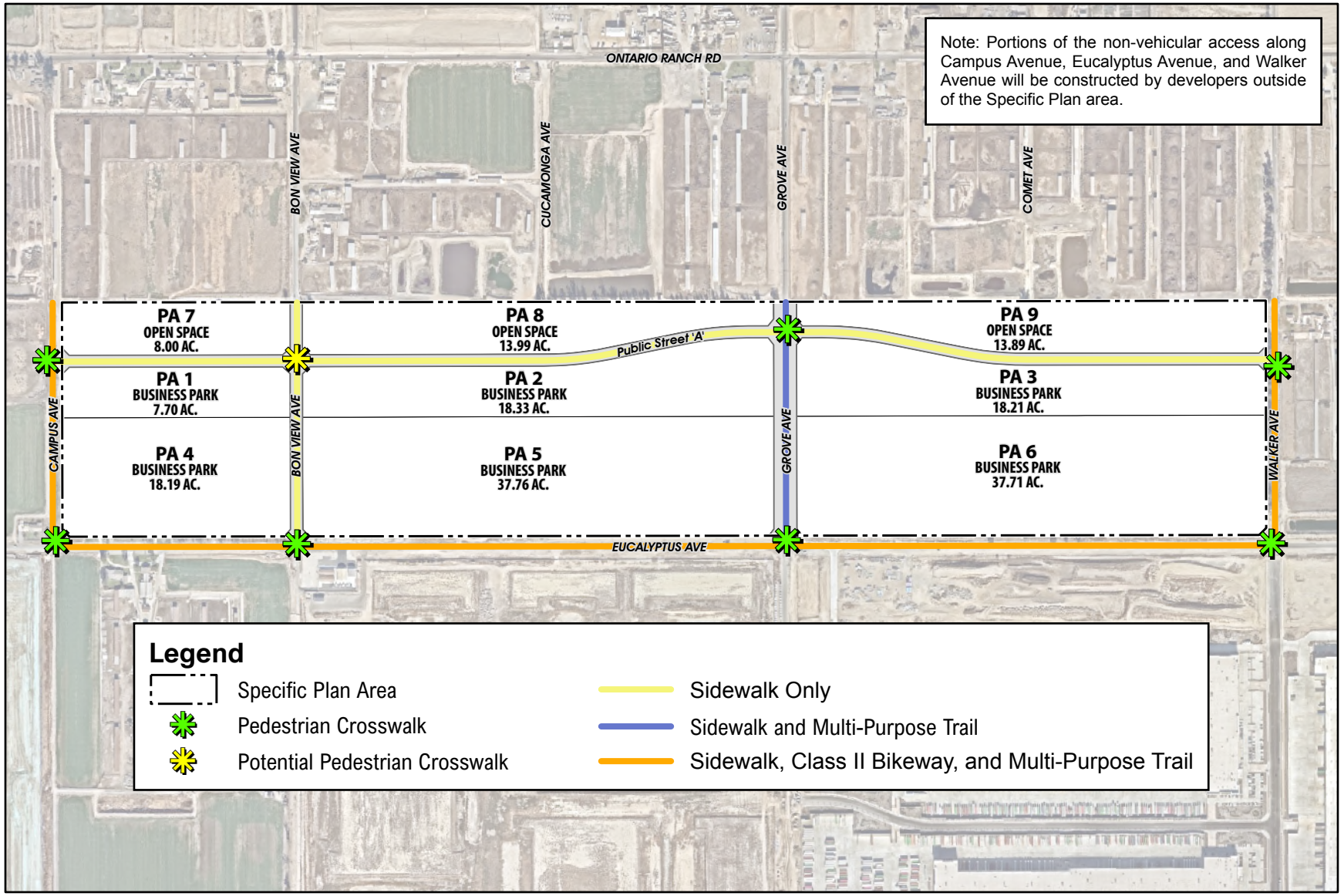
As shown on Figure 4-4, *Conceptual Non-Vehicular Circulation and Mobility Plan*, the Eucalyptus Business Park Specific Plan provides for sidewalk in the public ROW along Bon View Avenue and Public Street 'A'; sidewalk and multi-purpose trail along Grove Avenue; and sidewalk, Class II bikeway, and multi-purpose trail along Eucalyptus Avenue, Campus Avenue, and Walker Avenue (to be constructed by others). Pedestrian crosswalks are designed at street intersections to ensure pedestrian safety. Locations of pedestrian crosswalks are provided on Figure 4-4.

As illustrated on Figure 4-4, 5-foot-wide sidewalks are provided on both sides of Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, Eucalyptus Avenue, and Public Street 'A'; an 8-foot-wide multi-purpose trail is provided on Eucalyptus Avenue, Campus Avenue, Grove Avenue and Walker Avenue; and Class II bike lanes are provided along Eucalyptus Avenue, Campus Avenue, and Walker Avenue. Construction of the non-vehicular network will be provided by developers both within and outside of the Specific Plan area. Responsibility of construction is illustrated in Figures 4-2 and 4-3 of this Specific Plan.

The Eucalyptus Business Park Specific Plan anticipates a large volume of passenger vehicle and truck traffic circulating on the site; therefore, convenient and safe pedestrian and bicycle access was given careful consideration when preparing the design standards of this Specific Plan. Provisions for sidewalks, short-term and long-term bicycle storage facilities, and employee and visitor gathering areas interior to the planning areas are set forth in Chapter 6, *Design Guidelines*, of this Specific Plan.

In addition to internal non-vehicular circulation, Omnitrans provides bus services to and from the Specific Plan area. The following bus and transit facilities are located west and north of the Specific Plan area:

- Omnitrans Bus Route 83, located approximately 0.6 miles to the west along Euclid Avenue.
- Omnitrans Bus Route 87, located approximately 1.8 miles to the north along Riverside Drive.
- As part of the Specific Plan, a new bus turnout would be constructed near the intersection of Grove Avenue and Eucalyptus Avenue in anticipation of future Omnitrans service.



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (04-01-2026), San Bernardino County (2025)

Figure 4-4

0 200 400 800 Feet

Conceptual Non-Vehicular Circulation and Mobility Plan

4.2 Utility Infrastructure Plan

Buildout of the Eucalyptus Business Park Specific Plan area requires the installation of water, sewer, drainage, and other utility infrastructure, as described in the subsections below. All utility infrastructure improvements shall be constructed in accordance with applicable City of Ontario design standards and specifications.

Public utility mains shall be located within publicly dedicated ROW and publicly dedicated streets. Any proposed public utilities within private streets shall be subject to City approval and contained within acceptable easements, access, and separation requirements. Minimum width for a public utility easement (PUE) shall be at least 20 feet wide and shall be centered on the public utility main. Setbacks are required when there is a public utility within a private street, drive, or alley to accommodate any utility appurtenances. Additionally, private utilities are not allowed within the PUEs.

4.2.1 Potable Water Plan

The City of Ontario provides water service to the Specific Plan area. The Specific Plan area lies within the 925 Pressure Zone (PZ). As shown on Figure 4-5, *Potable Water Infrastructure Plan*, planned potable water lines proposed by projects outside of the Specific Plan area include a 16-inch potable water line within Eucalyptus Avenue between Campus Avenue and Grove Avenue; and a 24-inch potable water line within Eucalyptus Avenue between Grove Avenue and Walker Avenue. Additionally, an existing 30-inch potable water line within Grove Avenue between Eucalyptus Avenue and Ontario Ranch Road. Any existing potable water mains not yet accepted by the City that support the development of the Specific Plan are required at the responsibility of the developer to support the development of the Specific Plan area.

Potable water system improvements within the Specific Plan area require the planning, design, and construction of the following: 12-inch potable water lines along Bon View Avenue from Eucalyptus Avenue to the northern boundary of the Specific Plan area; 16-inch potable water lines along Campus Avenue and Walker Avenue from Eucalyptus Avenue to the northern boundary of the Specific Plan area; and a 12-inch potable water line along Public Street 'A' between Campus Avenue and Walker Avenue.

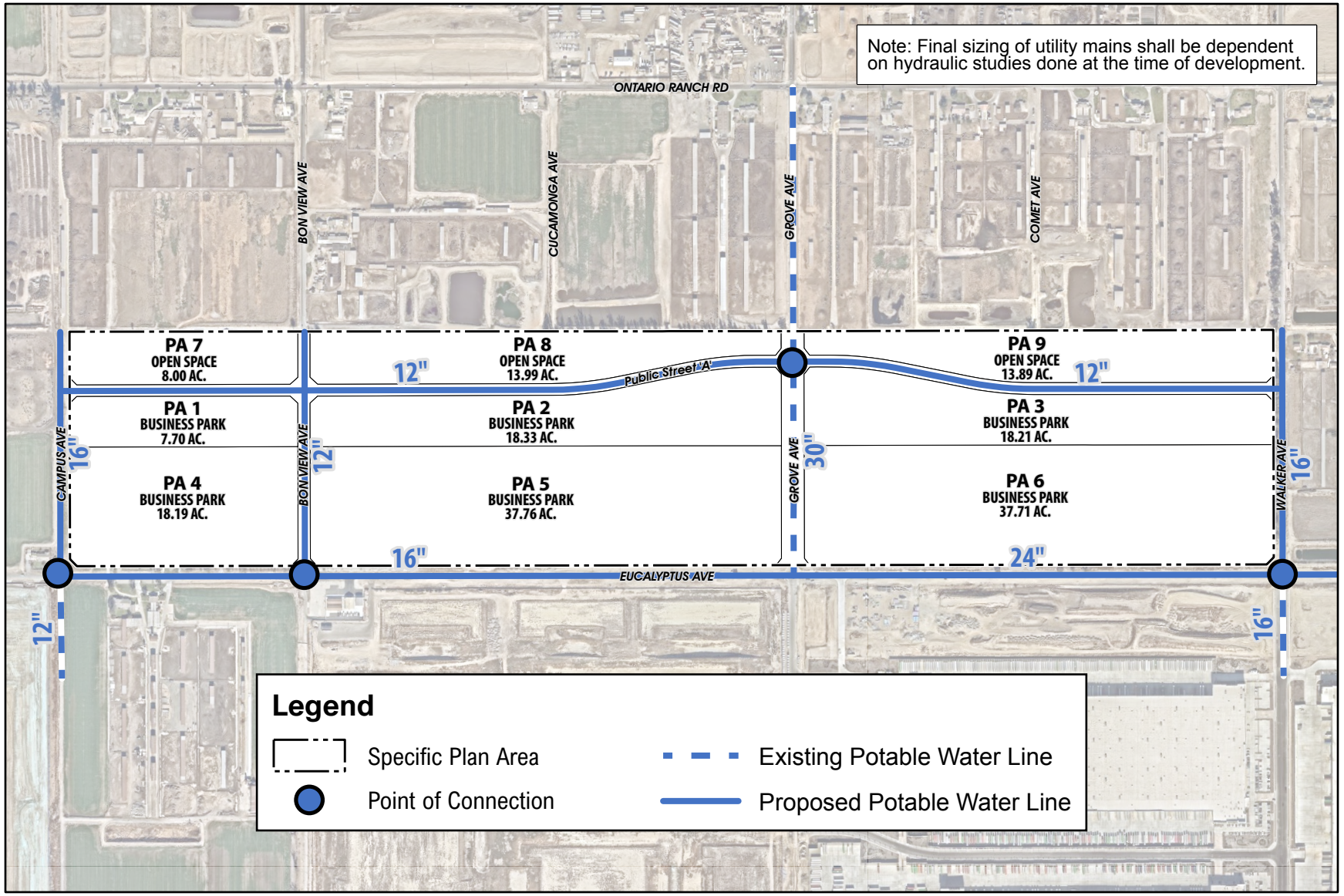
The overall water infrastructure plan to serve the City of Ontario is illustrated on Figure 4-6, *City of Ontario Ultimate Water System*. Final sizing of required infrastructure shall be determined at the time of development during final design based on hydraulic calculations. The required infrastructure is subject to change based upon findings of City approved hydraulic studies, master plan updates, and project final designs. Any existing utilities, including other agencies' mains, that do not meet minimum depths, standard alignment locations, and/or minimum horizontal and vertical separation requirements shall be subject to relocation/replacement by the developer(s) of the Specific Plan.

All on-site improvements are required to have hydraulic studies to determine infrastructure improvements needed to support each area and shall be the responsibility of the developer(s). Any changes in land use not limited to units, density, or intensity, that are not previously accounted for in a City approved study following current design criteria shall trigger a revised updated hydraulic study and any new findings of infrastructure improvements needed are required at the responsibility of the developer.

The City's Potable Water Master Plan identifies new water facilities to serve the Ontario Ranch area, which will need to be constructed prior to

or concurrent with the Specific Plan area's water improvements. Construction of the Specific Plan area's water improvements and the Master Plan water improvements necessary to serve the Specific Plan area shall be the responsibility of the developer(s). The Eucalyptus Business Park Specific Plan will be required to participate in the Master Plan water improvements as detailed in this Specific Plan.

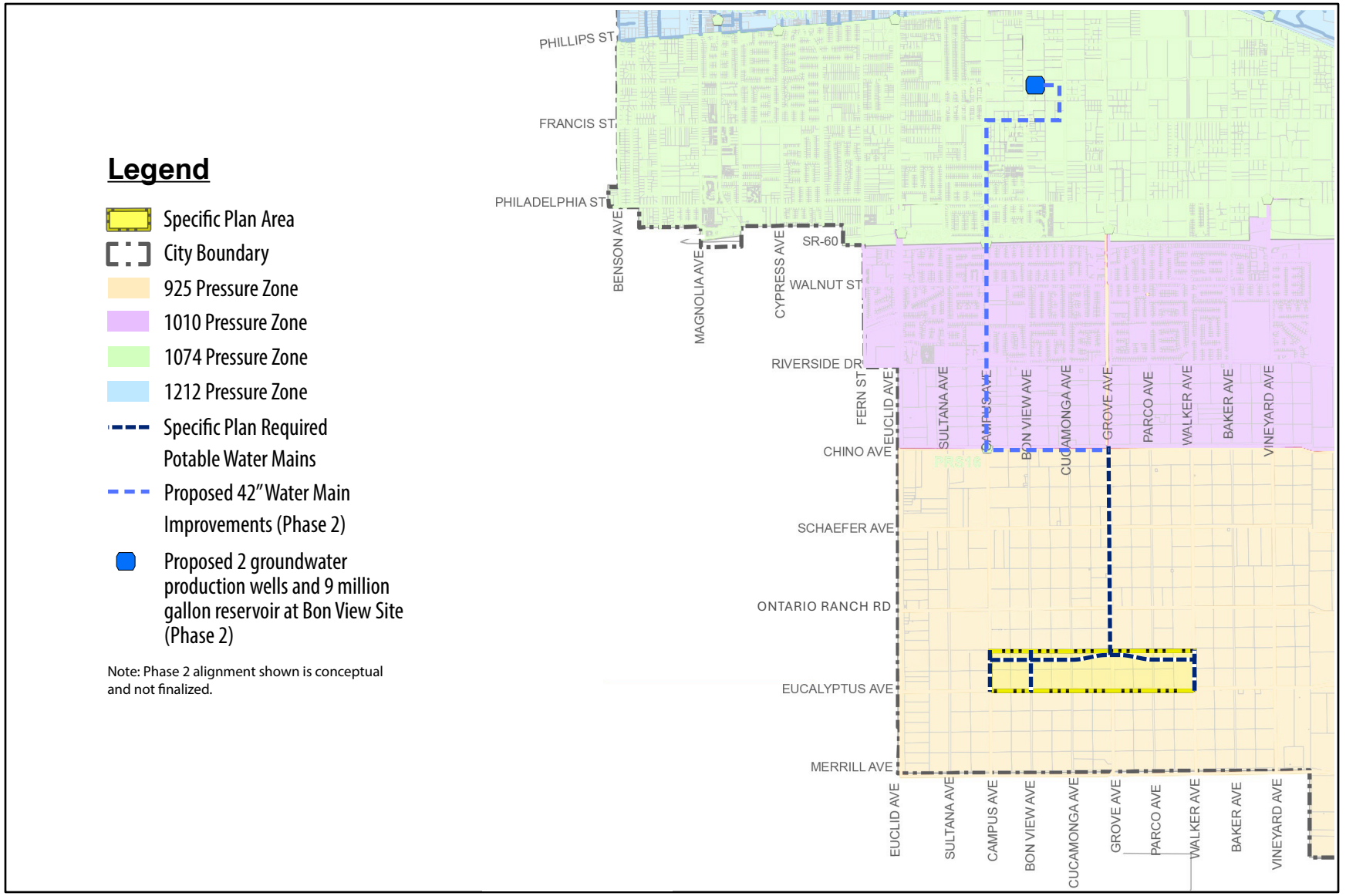
As a part of the backbone infrastructure, the master planned 925 Pressure Zone (PZ) reservoir shall be constructed on the City-owned reservoir site as directed by the City. Well supply and any drinking water treatment necessary for the 925 PZ shall be constructed to supply the 925 PZ reservoir. The 925 Pressure Zone (PZ) Phase 2 Potable Water System facilities will need to be constructed to support the Project. In the event the 925 PZ Phase 2 facilities are not completed in time to serve the Project, the developer(s) may implement an interim water supply strategy, subject to review and approval by the City. The off-site improvements include the construction of a 42-inch potable water main in Chino Avenue connecting from the existing 30-inch potable water main in Grove Avenue; extending the 42-inch potable main in Campus Avenue to Francis Street; extending the 42-inch potable water main in Francis Street to Cucamonga Avenue; and extending the 42-inch potable water main in Cucamonga Avenue; and extending to the Bon View Avenue Reservoir site and to the Reservoir; and, installing a 9 million gallon reservoir on the Bon View Reservoir site; and, installing two 2,500 gpm wells with any treatment necessary to meet water quality standards and the 16-inch to 42-inch well collection mains from the wells to the reservoirs. The Eucalyptus Business Park Specific Plan will be required to participate in the future Phase 2 Water System Improvements as detailed in the development agreements with the City.



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (11-20-2025), San Bernardino County (2025)

Figure 4-5

Potable Water Infrastructure Plan



Source(s): Ontario Municipal Utilities Company (OMUC) (October 2011)

Figure 4-6

Not to Scale

City of Ontario Ultimate Water System

4.2.2 Recycled Water Plan

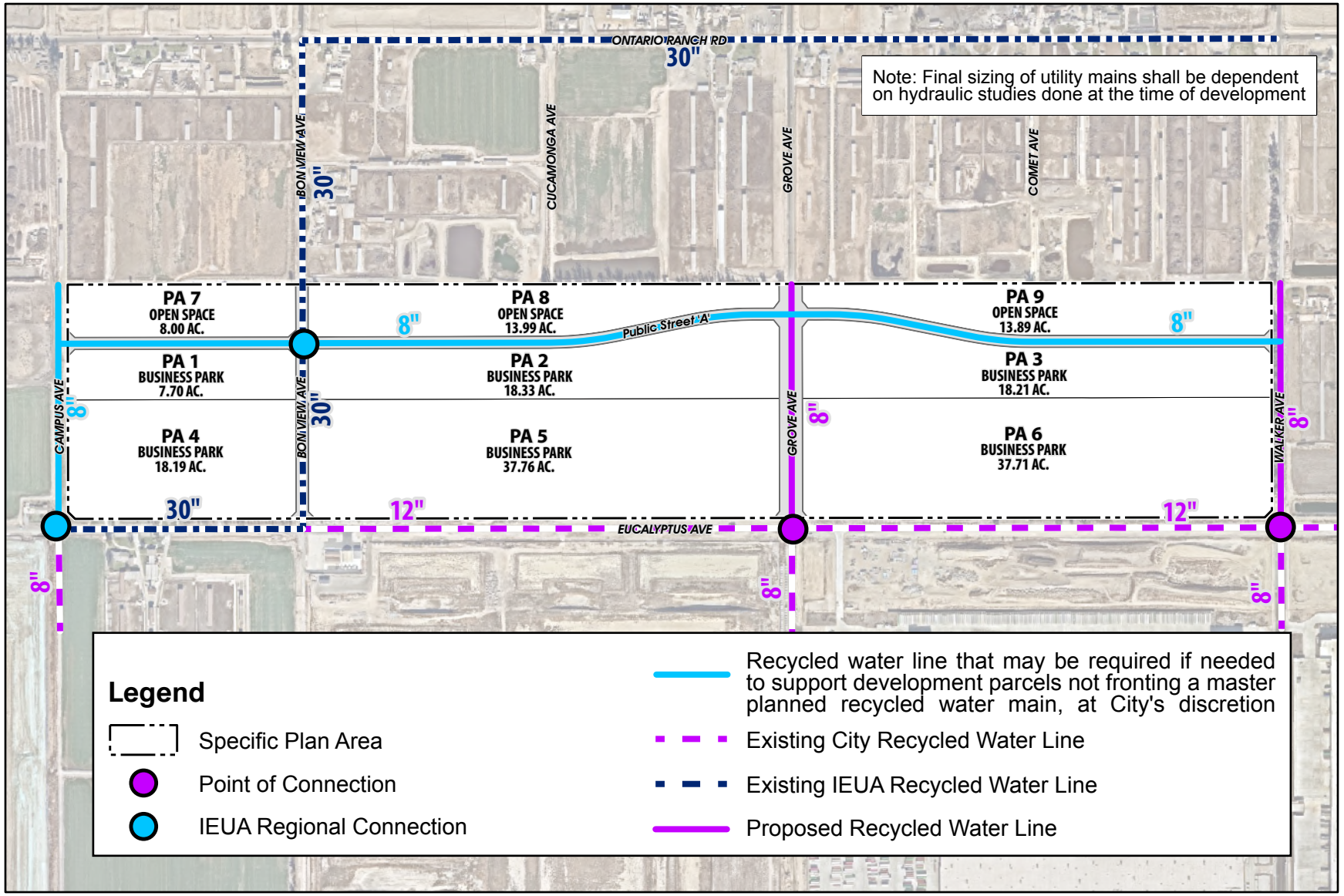
The City of Ontario/Ontario Municipal Utilities Company (OMUC) and the Inland Empire Utilities Agency (IEUA) supplies recycled water to the Specific Plan area. Recycled Water supplied by OMUC is produced by the IEUA from its four wastewater reclamation plants. As shown on Figure 4-7, *Recycled Water Infrastructure Plan*, existing recycled water lines include a 30-inch IEUA recycled water line within Eucalyptus Avenue between Campus Avenue and Bon View Avenue; a 12-inch City of Ontario recycled water line within Eucalyptus Avenue between Bon View Avenue and Walker Avenue; a 30-inch IEUA recycled water line within Bon View Avenue between Eucalyptus Avenue and Ontario Ranch Road; and a 30-inch IEUA recycled water line within Ontario Ranch Road between Bon View Avenue and Walker Avenue.

Recycled water infrastructure improvements for the Specific Plan area require the planning, design, and construction of the following: an 8-inch recycled water line within Grove Avenue and Walker Avenue between Eucalyptus Avenue and the northern edge of the Specific Plan area. At the discretion of the City, additional recycled water line may be needed within Campus Avenue and Public Street 'A' to support development parcels not fronting a master planned recycled water main. Improvements may include an 8-inch recycled water line within Campus Avenue between Eucalyptus Avenue and the northern edge of the Specific Plan area; and an 8-inch recycled water line along Public Street 'A' between Campus Avenue and Walker Avenue.

The Eucalyptus Business Park Specific Plan shall make use of recycled water for all approved uses including, but not limited to, the irrigation of parks, street parkway landscaping, and any other Property Owners' Association (POA) maintained common areas. The developer shall prepare and secure approval of an Engineering Report from the City of Ontario and State Department of Drinking Water Agency prior to the use of recycled water.

Final sizing of required infrastructure shall be determined at the time of development during final design based on hydraulic calculations. The required infrastructure is subject to change based upon findings of City approved hydraulic studies, master plan updates, and project final designs. Any existing utilities, including other agencies' mains, that do not meet minimum depths, standard alignment locations, and/or minimum horizontal and vertical separation requirements shall be subject to relocation/ replacement by the developer(s) of the Specific Plan. The developer of the Specific Plan area is required to obtain approvals from IEUA for regional connections outlined in the Specific Plan and additional regional connections as required to support development not fronting a City recycled water main.

All on-site improvements are required to have hydraulic studies to determine infrastructure improvements needed to support each area and shall be the responsibility of the developer. Any changes in land use not limited to units, density, or intensity, that are not previously accounted for in a City approved study following current design criteria shall trigger a revised updated hydraulic study and any new findings of infrastructure improvements needed are required at the responsibility of the developer.



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (04-01-2026), San Bernardino County (2025)

Figure 4-7

0 200 400 800 Feet

Recycled Water Infrastructure Plan

4.2.3 Sanitary Sewer Plan

Sanitary sewer/wastewater collections for the Specific Plan area are served by the City of Ontario/OMUC, which conveys wastewater to the IEUA for transmission and treatment. As shown on Figure 4-8, *Sanitary Sewer Infrastructure Plan*, at the time the Specific Plan was prepared, there is no existing sanitary sewer infrastructure within the Specific Plan area.

Sanitary sewer infrastructure improvements for the Specific Plan area require the planning, design, and construction of the following: a 15-inch sanitary sewer line within Campus Avenue between Eucalyptus Avenue and the northern border of the Specific Plan area; an 18-inch sanitary sewer line within Bon View Avenue between Eucalyptus Avenue and the northern border of the Specific Plan area; and a 21-inch sanitary sewer line within Grove Avenue and Walker Avenue between Eucalyptus Avenue and the northern border of the Specific Plan area. At the discretion of the City, additional sanitary sewer lines may be needed within Eucalyptus Avenue and Public Street 'A' to support development parcels not fronting a master planned sewer main. Improvements may include an 8-inch sanitary sewer line within Eucalyptus Avenue east of Bon View Avenue to connect with the proposed sewer line in Bon View Avenue; an 8-inch sanitary sewer line within Eucalyptus Avenue east of Grove Avenue to connect with the proposed sanitary sewer line in Grove Avenue; an 8-inch sanitary sewer line within Public Street 'A' east of Campus Avenue to connect with the proposed sewer line within Campus Avenue; an 8-inch sanitary sewer line within Public Street 'A' east of Bon View Avenue to connect with the proposed sewer line within Bon View Avenue; and an 8-inch sanitary sewer line within Public Street 'A' west of Walker Avenue to connect with the proposed sewer line within Walker Avenue. Any existing sewer mains not yet accepted by the City that are downstream of the Specific Plan area are required at the responsibility of the developer to support the development of the Specific Plan.

In addition to proposed sewer infrastructure, tributary flows are also included in Figure 4-8. The flows arrows show which sewer lines are supporting the sewer flows from each planning area.

Required sanitary sewer infrastructure is subject to change based upon findings of City-approved hydraulic studies, master plan updates, and project final designs; and, sewer main locations are also subject to change based upon the developer-conducted and City-approved Conceptual Design Report.

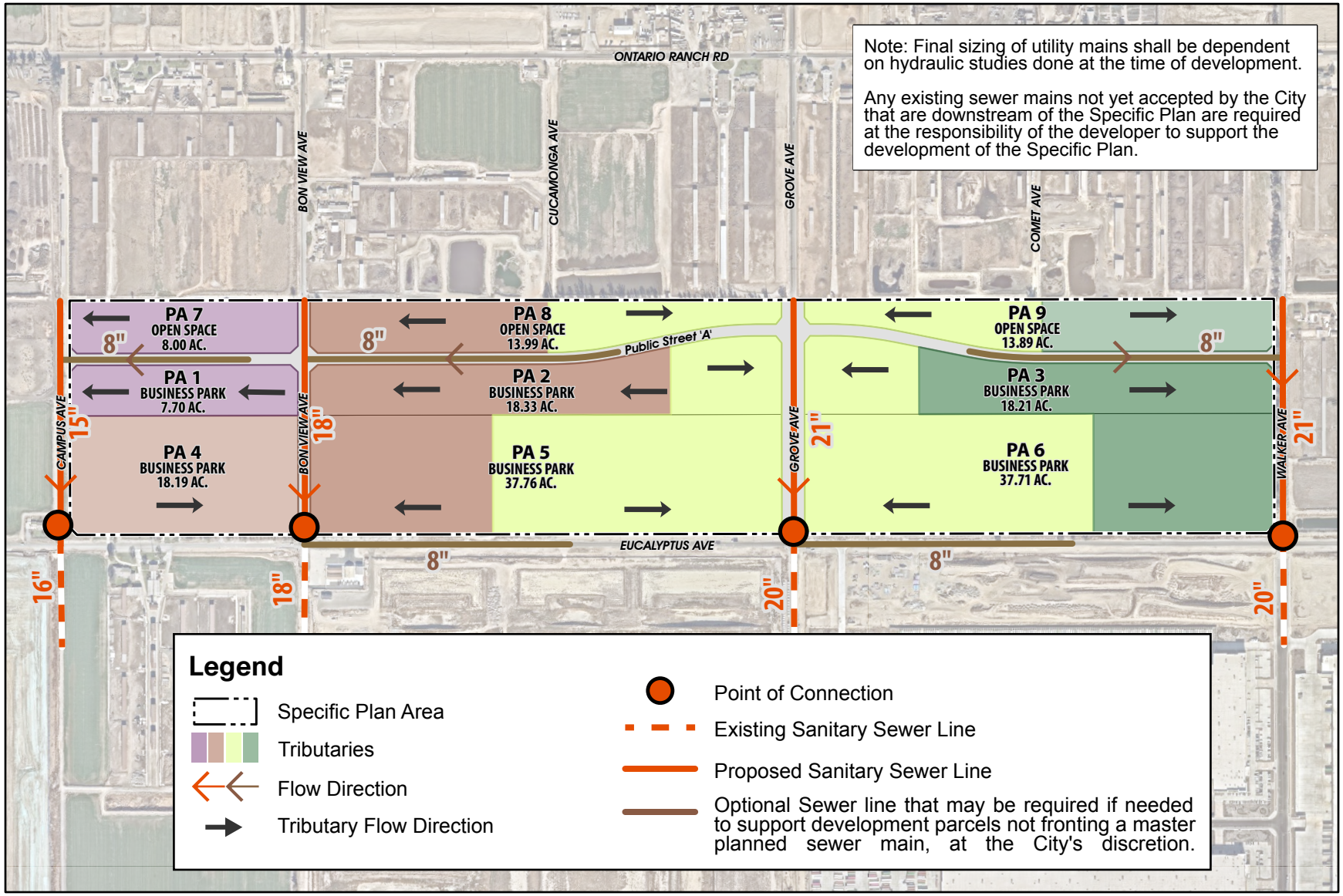
Final sizing of sewer mains shall be determined during final design by hydraulic calculations through a Sewer Study or Sewer Sub-Area Master Plan (SSAMP) per the City's current Sewer Master Plan.

Any existing utilities, including other agencies' mains, that do not meet minimum depths, standard alignment locations, and/or minimum horizontal and vertical separation requirements shall be subject to relocation/ replacement by the developer(s) of the Specific Plan.

All on-site improvements are required to have hydraulic studies to determine infrastructure improvements needed to support each area and shall be the responsibility of the developer. All on-site intract public sewer mains shall be studied via a Sewer Sub-Area Master Plan (SSAMP) per the City's current Sewer Master Plan. Any changes in sewer tributary boundaries, as acceptable at the City's discretion or land use not limited to units, density, or intensity, that are not previously accounted for in a City approved study following current design criteria shall trigger a revised updated sewer study and any new

findings of infrastructure improvements needed are required at the responsibility of the developer.

The off-site public sewer shall be designed to meet all applicable City standards and requirements and designed in such a way so that the proposed on-site private sewer improvements shall be designed to meet all applicable building and plumbing codes. Eucalyptus Business Park Specific Plan's sewer tributary areas shall be determined in conformance with the latest City Sewer Master Plan while accommodating the off-site and on-site sewer standards, codes, and requirements, etc. If Eucalyptus Business Park Specific Plan's sewer tributary areas need to be revised to allow the public or private sewer to meet applicable requirements, and a revised SSAMP supports the revised sewer tributary boundaries, as approved at the City's discretion, then Figure 4-8 shall be revised to reflect Eucalyptus Business Park Specific Plan's new sewer tributary boundaries.



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (04-01-2026), San Bernardino County (2025)

Figure 4-8

0 200 400 800 Feet

Sanitary Sewer Infrastructure Plan

4.2.4 Storm Water Management Plan

As shown on Figure 4-9, *Storm Drain Infrastructure Plan*, existing storm drain infrastructure includes a 24-inch storm drain line within Eucalyptus Avenue east of Campus Avenue; a 42-inch storm drain line within Eucalyptus Avenue west of Bon View Avenue; a 24-inch line within Eucalyptus Avenue east of Bon View Avenue, a 24-inch storm drain line within Eucalyptus Avenue just east and west of Grove Avenue; and a 24-inch storm drain line within Eucalyptus Avenue west of Walker Avenue.

Storm drain infrastructure improvements for the Specific Plan area require the planning, design, and construction of the following: a 60-inch storm drain line within Campus Avenue between Eucalyptus Avenue and the northern boundary of the Specific Plan area; a 96-inch storm drain line within Bon View Avenue between Eucalyptus Avenue and the northern boundary of the Specific Plan area; a 108-inch storm drain line within Grove Avenue and Walker Avenue between Eucalyptus Avenue and the northern boundary of the Specific Plan area; 24-inch storm drain lines within Public Street 'A' between Campus Avenue and Bon View Avenue; and 36-inch storm drain lines within Public Street 'A' between Bon View Avenue and Walker Avenue.

The overall storm drain infrastructure plan to serve the City of Ontario is illustrated on Figure 4-10, *City of Ontario Planned Drainage Facilities*. Required storm drain infrastructure is subject to change based upon findings of City-approved hydraulic studies, master plan updates, and project final designs. If the storm drain improvements are not completed and accepted by the City, the developer of this Specific Plan is subject to the storm drain improvements required.

If at the time of construction, Line I in Euclid Avenue in the City of Chino has not been constructed, the developments tributary to this line (see Figure 4-10) will need to detain and release their runoff at 80% of the pre-development flows.

A. National Pollutant Discharge Elimination System (NPDES) Compliance and Water Quality Management Plan (WQMP)

The grading and drainage areas design for the on-site storm drain system improvements within the Eucalyptus Business Park Specific Plan area will utilize a variety of Low Impact Development (LID) design concepts to detain, filter, and treat surface runoff in a practical manner to comply with the requirements of the San Bernardino County NPDES Storm Water Program's current WQMP and the City's NPDES program requirements for new development projects.

The objective of project-specific WQMPs is to minimize the detrimental effects of urbanization on the beneficial uses of receiving waters, including effects caused by increased water pollutants and changes in hydrology. These effects shall be minimized through the implementation of on-site and off-site LID Site Design Best Management Practices (BMP's) that retain/infilter or biotreat 85th percentile storm event runoff from the Specific Plan area.

In addition, non-structural and structural Source Control BMP's will be implemented and documented in approved Water Quality Management Plan(s) associated with the design of implementing development projects to reduce pollutant generation and transport from the Specific Plan area.

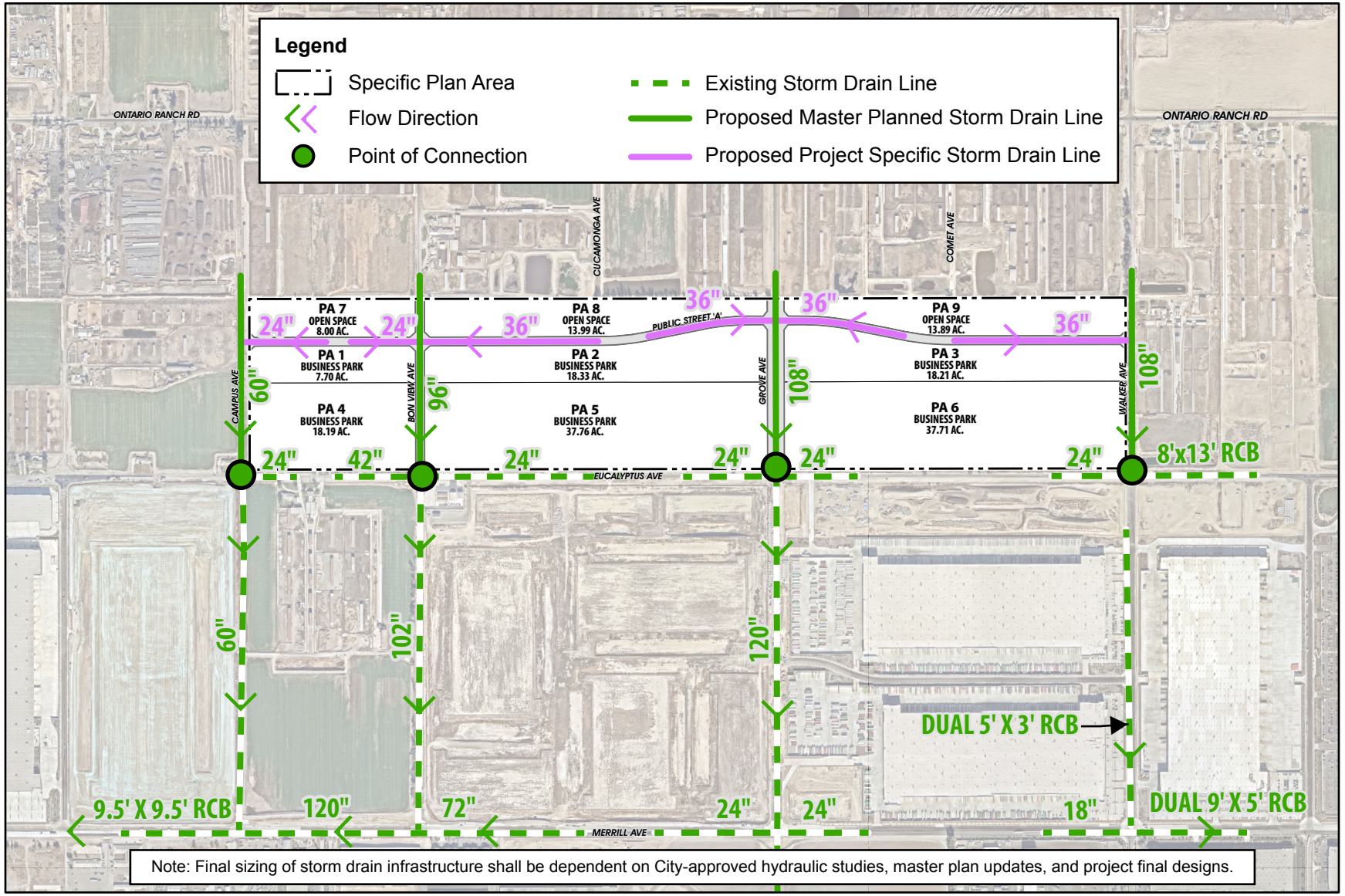
All Priority Land Use (PLU) areas, defined by the State Water Resources Board (SWRCB) as high trash generating areas such as industrial uses within the Specific Plan area shall comply with the statewide Trash Provisions adopted by the SWRCB and trash requirements in the

most current San Bernardino County Area-Wide MS4 permit.

Prior to the issuance of any grading or construction permits for any parcel map or area that disturbs one (1) acre or more of land within the Eucalyptus Business Park Specific Plan area, an Erosion Control & Sedimentation Plan and Storm Water Pollution Prevention Plans (SWPPP) will be prepared to comply with California State Water Resources Control Board's (State Water Board) current "General Permit to Discharge Storm Water Associated with Construction Activity" and current "Area Wide Urban Storm Water Runoff (Regional NPDES) Permit." SWPPPs are required to identify and detail all appropriate Best Management Practices (BMPs) to be implemented or installed during construction.

B. Airport Compatibility

The Specific Plan area is located in the Airport Influence Areas (AIAs) of the Ontario International Airport and the Chino Airport. The Federal Aviation Administration (FAA) identifies stormwater management facilities as one of the greatest attractants to wildlife hazards to airport operations. For this reason, all new above ground stormwater management facilities located within the Eucalyptus Business Park Specific Plan area will be designed to avoid the creation of open water and habitat by being designed to drain completely within a maximum 48-hour period following design storm event (i.e., 24-hour storm) and remain totally dry between storm events.

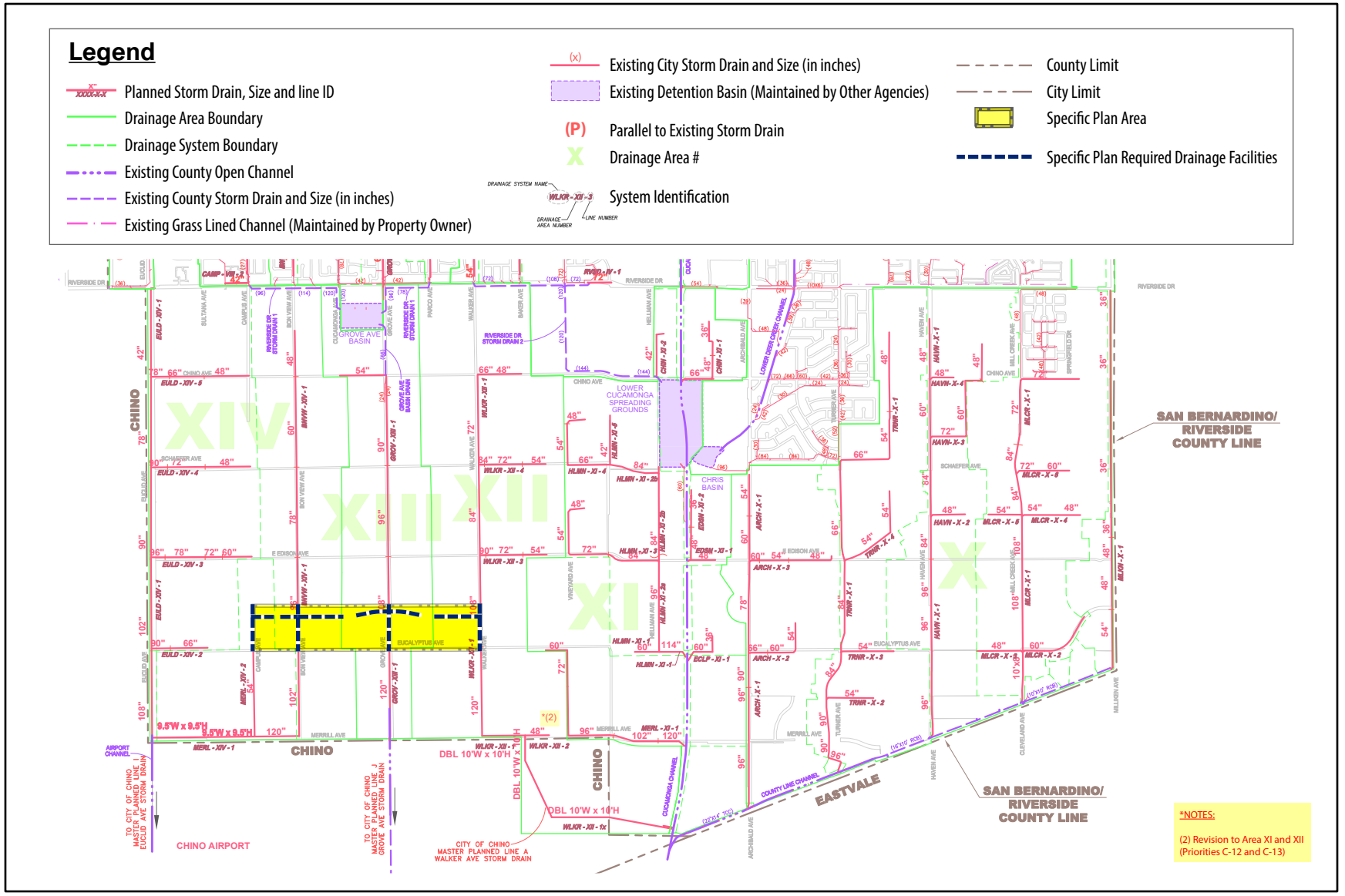


Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (04-01-2026), San Bernardino County (2025)

Figure 4-9

0 275 550 1,100 Feet

Storm Drain Infrastructure Plan



Source(s): Ontario Municipal Utilities Company (OMUC) (03-09-2012)

Figure 4-10

City of Ontario Planned Drainage Facilities

Not to Scale

4.2.5 Dry Utilities Plan

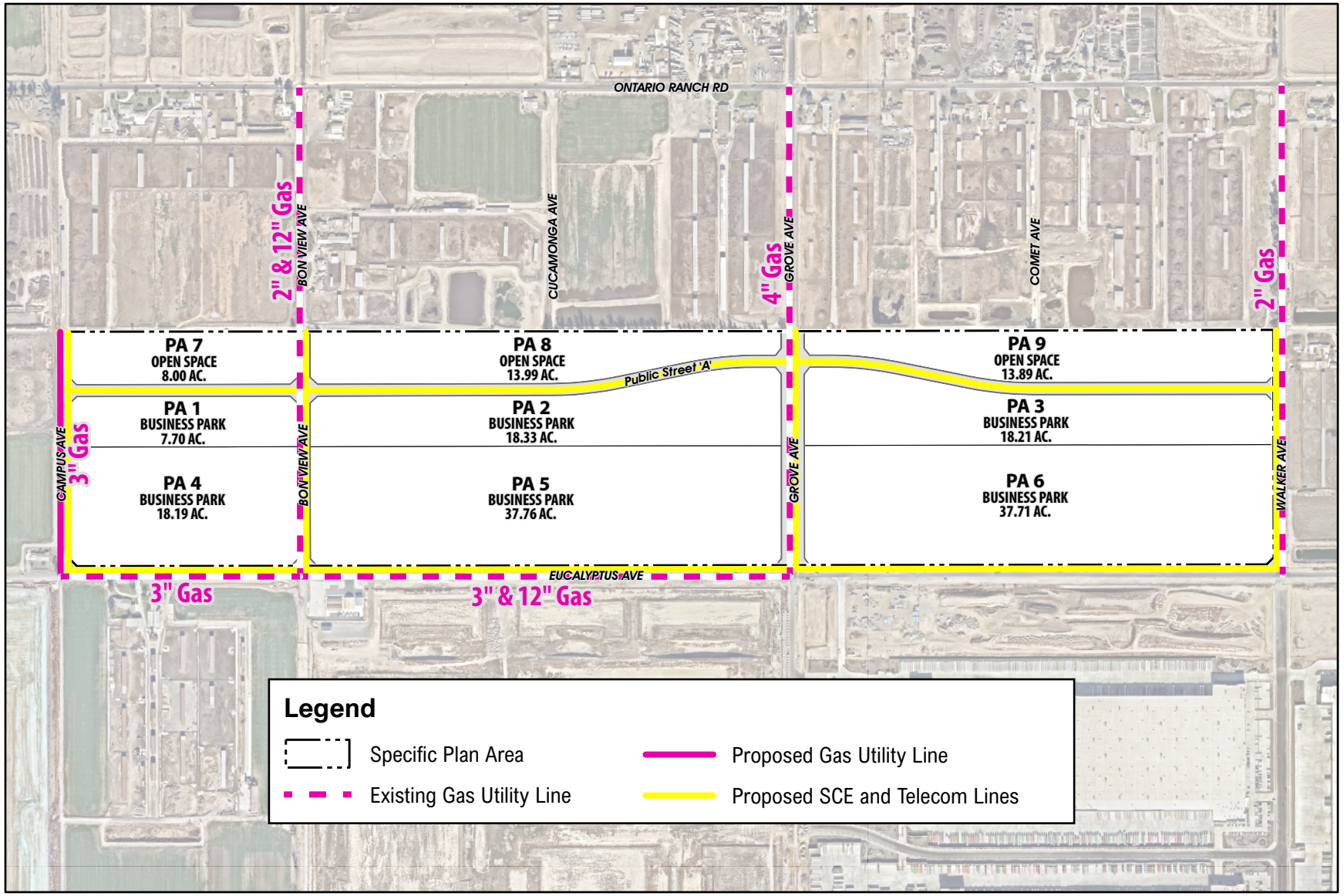
Southern California Gas Company (SoCal Gas) provides gas service, Southern California Edison (SCE) provides the electric service, and OntarioNet Fiber and Frontier Communications provide telecommunication (telecom) services to the Specific Plan area. As shown on Figure 4-11, *Dry Utilities Infrastructure Plan*, and Figure 4-12, *Fiber Optics Plan*, existing dry utilities infrastructure includes a 3-inch gas line within Eucalyptus Avenue between Campus Avenue and Bon View Avenue; a 3-inch and a 12-inch gas line along Eucalyptus Avenue between Bon View Avenue and Grove Avenue; a 2-inch and a 12-inch gas line within Bon View Avenue; a 4-inch gas line within Grove Avenue; and a 2-inch gas line within Walker Avenue.

Dry utilities, including electric and telecom improvements for the Specific Plan area require the planning, design, and construction of the following: new SCE and telecom lines within Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, Eucalyptus Avenue, and Public Street 'A'; new fiber optic lines within Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, Eucalyptus Avenue, and Public Street 'A'. The Specific Plan would also install a new gas line in Campus Avenue between Eucalyptus Avenue and the northern boundary of the Specific Plan area as part of areawide infrastructure improvements; However, the Specific Plan would not utilize natural gas.

All dry utilities internal to the Eucalyptus Business Park Specific Plan area will be installed underground in conjunction with the development of the Specific Plan area in accordance with applicable public utility standards and specifications and to the satisfaction of the Ontario City Engineer. The location of other lateral connections, transformers, switches, pull boxes, and dry utility manholes will be determined at the time buildings are positioned and uses are established in each planning area in conjunction with implementing development.

4.3 Conceptual Grading Plan

As part of site grading activities, the majority of the Specific Plan area would be subject to grading and disturbance. Specifically, grading activities on-site would require approximately 1,000,000 cubic yards (CY) of cut and approximately 1,150,000 CY of fill. Net fill (import) would be 150,000 CY. Within this earthwork operation, the site needs to export approximately 51,000 CY of organic materials.

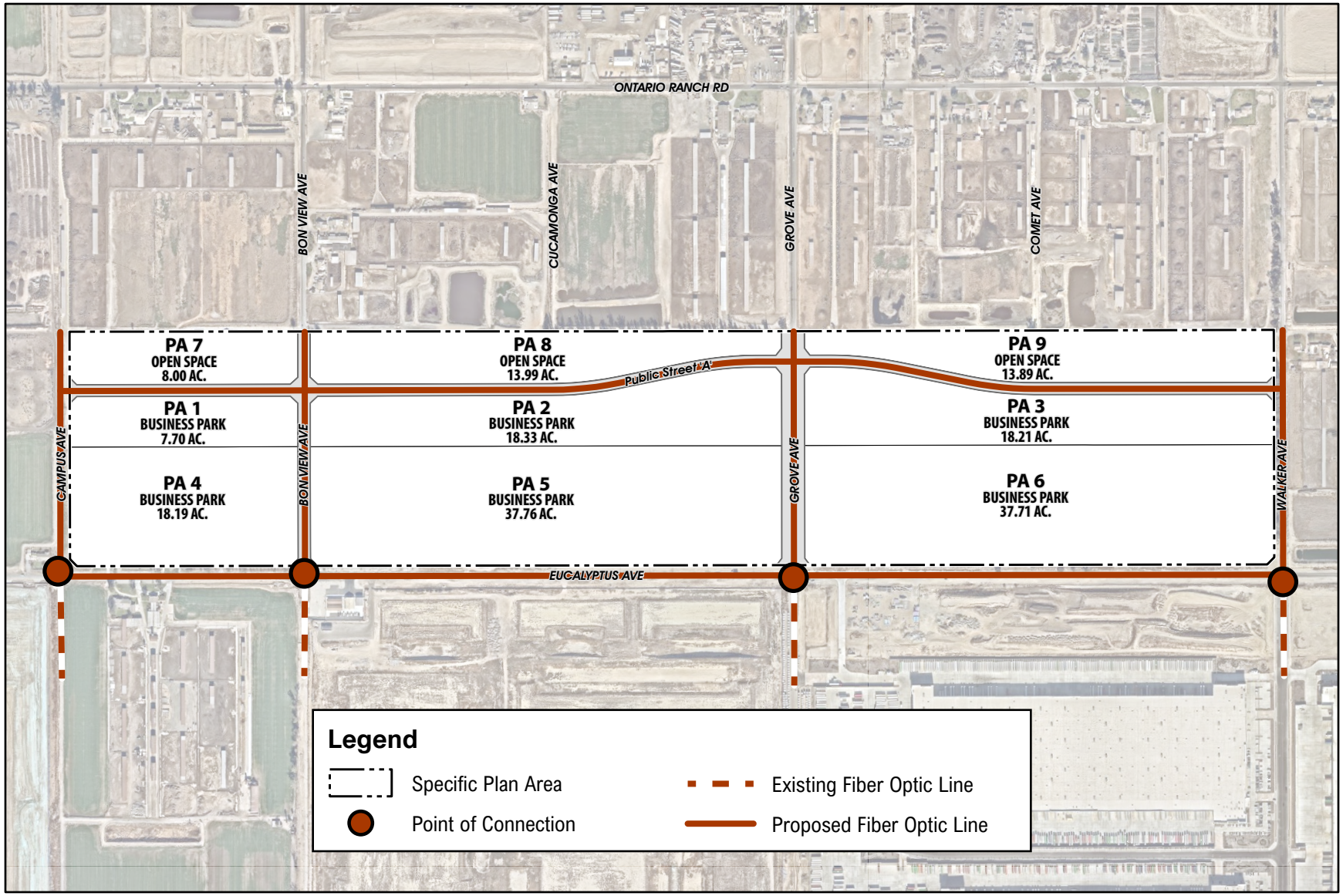


Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (11-20-2025), San Bernardino County (2025)

Figure 4-11

0 200 400 800
Feet

Dry Utilities Infrastructure Plan



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (11-16-2025), San Bernardino County (2025)

Figure 4-12

Fiber Optics Plan

0 200 400 800 Feet

CHAPTER 5

DEVELOPMENT REGULATIONS

5.1 Purpose and Intent

This Chapter formally establishes the use permissions and development standards (zoning) for the Eucalyptus Business Park Specific Plan area. The regulations provided herein work in concert with the architectural and landscape guidelines set forth in Chapter 6, *Design Guidelines*, to achieve the vision of this Specific Plan.

5.2 Definition of Terms

The meaning of words, phrases, titles, land uses, and terms shall be the same as provided in the City of Ontario Development Code (hereafter referred as "Development Code"), unless otherwise specifically defined in this Specific Plan.

5.3 Applicability

The regulations set forth in this Chapter shall apply to all development plans or agreements, tract or parcel maps, site plans, or any other action requiring administrative or discretionary approval within the approximately 189-acre Eucalyptus Business Park Specific Plan area. If the development standards contained herein differ from those contained in the Ontario Development Code, the provisions of this Specific Plan shall take precedence. Any development standard, condition, or situation not specifically addressed herein shall be subject to the applicable requirements of the Ontario Development Code.

5.4 Permitted, Conditionally Permitted, and Administratively Permitted Uses

Land within the Eucalyptus Business Park Specific Plan area and structures/facilities thereon may be developed, divided, and/or used for those activities listed in Table 5-1, *Permitted Land Uses*. Table 5-1 lists the permitted, conditionally-permitted, and administratively permitted land uses for each land use district established by this Specific Plan (Business Park and Open Space – Parkland). A use that is not listed in Table 5-1 is a prohibited use unless otherwise allowed pursuant to the procedures described in Chapter 7, *Implementation Plan*, or through applicable interpretations and determinations established by the Development Code.

The Specific Plan area is located within the Chino Airport (CNO) AIA. The San Bernardino County Comprehensive Land Use Plan for Chino Airport was adopted in 1991 and does not reflect guidance set forth in the 2011 Caltrans Airport Land Use Planning Handbook. As such, in 2022, the City of Ontario adopted the CNO Overlay District which provides maps, criteria, and policy language to guide development within the Chino AIA consistent with the 2011 Caltrans Airport Land Use Planning Handbook. The majority of the Specific Plan area is located within CNO Safety Zone 6 (low risk), with a very small portion of the southeastern corner located within Safety Zone 4 (moderate risk).

Development shall be consistent with the policies and criteria of the CNO ALUCP and may have additional development restrictions that include building heights, land use restrictions, Floor Area Ratio (FAR) limitations and Open Land Criteria. Refer to the Chino ALUCP for additional development regulations.

The symbols shown in Table 5-1 have the following meanings:

"P" – the land use is permitted by right, subject to the development standards applicable to that land use district.

"C" – the land use is conditionally permitted, subject to the filing of a Conditional Permit in accordance with the requirements of the Ontario Development Code and must be approved by the City of Ontario Zoning Administrator or Planning Commission before the use can be established within a particular land use district.

"A" – the land use is administratively permitted, subject to the filing of an Administrative Use Permit in accordance with the requirements of the Ontario Development Code.

Table 5-1 Permitted Land Uses

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
Agriculture, Forestry, Fishing, Hunting			
Temporary and interim agriculture uses	P	P	Restricted to existing legally established agriculture and dairy uses.
Manufacturing			
Aerospace	P	--	
Alcoholic beverage manufacturing (breweries, wineries, distilleries, and related tasting room)	C	---	
Apparel	P	---	
Automotive	P	--	
Boutique/artisan small-scale and micro manufacturing facilities	P	---	Includes all types of small-scale businesses that produce tangible goods, such as textiles, hardware and hardware prototyping, woodworking, metal working, 3D printing, consumer product design and prototyping, nonalcoholic beverage, local food production and packaging, soaps, perfumes, and lotions.
Computer and electronic products	P	---	

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
Electrical equipment, appliances, and components	P	---	
Food	P	---	Including bread, tortilla, snack foods, roasted nuts, coffee and tea, spice and extract, and other miscellaneous food manufacturing)
Footwear	P	---	
Furniture and related product manufacturing	P	---	
Leather and allied product	P	---	
Miscellaneous manufacturing	P	---	Includes medical equipment and supplies; jewelry and silverware; sporting and athletic goods; dolls, toys and games; office supplies; signs; and other miscellaneous manufacturing.
Painting, Powder Coating and Polishing Metal and Metal Products for the Trade	C	--	Activities are restricted to within a fully enclosed building.
Pharmaceuticals and medicines	C	---	
Plastic product manufacturing	P	---	
Printing and related support activities	P	---	
Textile product mills	P	---	Activities are restricted to within a fully enclosed building.
Wholesale Trade			
Automotive parts and accessories (excludes automotive repair)	P	---	
Business to business electronic markets	P	---	Includes sale of goods such as household goods, computer parts, clothing,

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
			food, office supplies, and other tangible goods.
Durable and nondurable goods agents and brokers	P	---	Agent and brokers that facilitate wholesale transactions of tangible goods for manufacturers and buyers
Furniture and home furnishings	P	---	
Group purchasing organizations	P	---	Entities that aggregate purchasing volume for businesses to negotiate discounts, rebates, and better contract terms with suppliers.
Hardware and plumbing, and heating equipment and supplies	P	---	
Household appliances and electrical and electronic goods	P	---	
Merchant wholesalers, nondurable goods	P	---	Excludes industrial gases, petroleum bulk stations and terminals, and fireworks and explosives.
Miscellaneous durable goods	P	---	Includes musical instruments, prerecorded compact discs and digital video discs, and timber and timber products.
Motor vehicle parts and supplies	P	---	
Professional and commercial equipment and supplies	P	---	Includes wholesale distribution of durable goods designed for business, industrial, or professional use, including medical, photographic, office, and computer equipment.
Sporting and recreational goods and supplies	P	---	Sales of firearms will require an approved CUP.

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
Toy and hobby goods and supplies	P	---	
Jewelry, watches, precious stones, and precious metals	P	---	
Retail Services			
Automated fueling stations ("card lock" facilities)	P	---	
Automobile, light truck and van body, paint, and interior repair and customization	C	---	
Automobile, light truck and van repair and maintenance	C	---	
Batting cages – indoor	C	---	
Cafeterias and buffets[1]	P	---	Outdoor dining areas, both temporary and permanent, which are provided in addition to seating areas approved with the development of a building, may be permitted, subject to the approval of an Administrative Use Permit.
Convenience stores[1]	P	---	Gross floor area shall not exceed 10,000 sq. ft. for a single building.
Fitness and recreational sports centers (limited to health clubs and gyms, fitness and sports training facilities, tennis club, swim clubs and other activities and facilities) • GFA less than 10,000 SF	P	---	
Fitness and recreational sports centers (limited to	C	---	

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
health clubs and gyms, fitness and sports training facilities, tennis club, swim clubs and other activities and facilities) • GFA 10,000 or more SF			
Full-service restaurants[2]	P	---	Outdoor dining areas, both temporary and permanent, which are provided in addition to seating areas approved with the development of a building, may be permitted, subject to the approval of an Administrative Use Permit.
Gasoline stations with convenience stores[1]	C	---	
Home and garden equipment and appliance repair and maintenance	P	---	
Industrial retail sales (limited to the ancillary sales of goods and/or product either manufactured, warehoused, or wholesaled on-site) • ≤ 8,000 SF	P	---	
Industrial retail sales (limited to the ancillary sales of goods and/or product either manufactured, warehoused, or wholesaled on-site) • > 8,000 SF of building GFA	C	---	
Limited-service and fast food restaurants	P	---	Outdoor dining areas, both temporary and permanent, which are provided in addition

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
			to seating areas approved with the development of a building, may be permitted, subject to the approval of an Administrative Use Permit. Restaurants that includes a drive-through shall require a CUP.
Other Personal and Household Goods Repair and Maintenance -- Without Retail Sales (limited to garment alteration and repair, jewelry repair, key duplicating, musical instrument repair and tailor shops)	P	---	
Reupholsters and furniture repair	P	---	
Self-serve and full-service gasoline stations[1]	C	---	
Automotive servicing facilities (limited to retail-oriented services, such as emissions testing, battery replacement and other similar retail activities that involves the limited use of pneumatic tools or equipment that create noise impacts)	P	---	
Simulated racing (limited to go-carts, radio-controlled vehicles, and other similar facilities)	C	---	

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
Snack and nonalcoholic beverage bars[1]	P	---	Outdoor dining areas, both temporary and permanent, which are provided in addition to seating areas approved with the development of a building, may be permitted, subject to the approval of an Administrative Use Permit.
Vending machine operators (retailing of merchandise through vending machines, as an ancillary business activity, within a fully enclosed building)	P	---	
Transportation & Warehousing			
Couriers and messengers	P	---	
Data center	C	---	
General warehousing and storage within a wholly enclosed building	P	---	
Fulfilment Center	P	---	
Outdoor materials and equipment storage in conjunction with an allowed use	C	---	
Package and Parcel Sorting and Delivery	P	---	Sorting facilities that direct packages to their final destination.
Parking lots and parking garages in conjunction with allowed uses	P	---	
Physical records, digital assets, and media archives storage	C	---	
Plug-In Electric Vehicle (PEV) Charging Facilities	P	---	
Postal service	P	---	

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
Indoor Vehicle Storage	P	---	
Outdoor Vehicle Storage	C	---	
Professional, Scientific, Tech. Services			
Broadcasting (except internet)	P	---	
Business support services	P	---	Includes consulting, administrative tasks, IT support, and financial management.
Depository credit intermediation	P	---	Limited to commercial banking, savings institutions, and credit unions.
Financial transactions processing and clearinghouse activities	P	---	Establishments that facilitate electronic funds transfers, check clearing, credit card processing, and managing reserves, excluding central bank activities.
Management of companies and enterprises	P	---	
Motion picture and video industries	P		Includes production, distribution, and exhibition of films, television programs, and commercials.
Newspaper, periodical, book, and directory publishers	P	---	
Personal fitness trainer	P	---	
Physicians and dentists, other health practitioners, outpatient centers, laboratory testing services, home healthcare services, and community clinics	P	---	
Religious organizations	C	---	
Scientific research and development services	C	---	
Software publishers	P	---	

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
Sound (audio) recording facilities	P	---	
Telephone answering services and call centers	C	---	
Construction			
Contractors (limited to businesses whose primary activity is performing specific activities involving in construction, engineering and capital improvement projects, or preparation of sites for construction)	P	---	Permitted by right if completely within a building. Conditional use permit required if outdoor storage is provided.
Prefabricated construction assembly	P	---	
Government Offices			
Executive, legislative, and other general government support	P	P	
Fire protection (stations and substations)	P	P	
Police protection (stations, substations, and storefront facilities)	P	P	
Publicly operated animal resource center	P	P	
Arts, Entertainment and Recreation			
Open space and park lands (publicly owned facilities)	---	P	
Other Uses			
Electric Power transmission, control and distribution	P	P	Restricted to only publicly owned utility stations.
Telecommunication facilities	C	---	
Temporary and interim buildings, structures,	A	A	

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
and facilities (fewer than 5 years)			
Temporary and interim buildings, structures, and facilities (5 to 10 years)	C	C	
Self-storage facilities	P	---	
Note: 1. Uses are considered as commercial uses within the Eucalyptus Business Park Specific Plan area. The total combined square footage of the commercial uses shall not exceed 10,000 SF.			

5.5 Business Park Development Standards

The following development standards establish the development criteria that shall apply within the Business Park land use district of the Eucalyptus Business Park Specific Plan. The Specific Plan area is located within the Chino Airport Safety Zones that may limit building height, land uses, and FAR based on the proposed land use, and requires open land. Refer to the Chino Airport Land Use Compatibility Plan for additional land use restrictions. For standards that are silent in this Specific Plan, the applicable standards contained within the City's Development Code shall apply.

Table 5-2 Development Standards

Site Requirements	
	BP
Minimum lot size	1.0 acre
Maximum floor area ratio *(calculated on a Planning Area by Planning Area basis)*	0.55
Minimum lot width dimensions	100 ft
Minimum lot depth dimensions	100 ft
Maximum building footprint	560,000 SF
Maximum Building Height[1]	60 ft
Maximum Building Height (lots adjoining Public Street 'A')[1]	50 ft
Overall minimum landscape coverage (landscaping shall include plantings (trees, shrubs, groundcovers, vines) and trellises.)	13%[2,3]
Minimum truck court depth (measured from dock door perpendicularly to property line)	120 ft

Notes:

1. Maximum building height shall also adhere to the Chino Airport height constraints.
2. The Overall Minimum Landscape Coverage shall be determined based on the net total acreage of all parcels in the same phase of development. The minimum landscape coverage requirement shall not apply on a planning area by planning area or parcel by parcel basis.
3. The architecture of buildings shall be thoughtfully designed and create a cohesive project with the landscape design of the project.
4. Up to 15% of a parcel's square footage is permitted to encroach into an adjacent planning area, as long as both areas share the same land use designation

Table 5-3 Minimum Building and Parking Setback Requirements

	BP
Minimum setbacks from property line[1]	
Eucalyptus Avenue	25 ft
Public Street 'A'	20 ft
Campus Avenue	10 ft
Bon View Avenue	10 ft
Grove Avenue	20 ft
Walker Avenue	20 ft
Minimum side yard interior property line setbacks	
Building	5 ft
Drive aisles, passenger cars and truck parking	5 ft
Screened loading and storage yards (inclusive of passenger cars and truck parking within the screened loading and storage area)	0 ft
Minimum rear yard setback	0 ft

Notes:

1. ADA accessible pathways are permitted to encroach into setback areas to provide a path of travel.

Table 5-4 Minimum Drive Aisle and Parking Space Separation Requirements

	BP
Adjacent to building office elements	10 ft
Adjacent to building wall or screen wall/fence, and not within a screened/enclosed yard	5 ft

Adjacent to building wall or screen wall/fence, and within a screened yard	0 ft

Table 5-5 Parking Space Requirements

Use	Required Space
Wholesale Trade	2.5 spaces per 1,000 SF
Retail Services	4 spaces per 1,000 SF
Full-Service Restaurant	10 spaces per 1,000 SF
Fast Food Restaurants	13.3 spaces per 1,000 SF
Professional, Scientific, Tech. Services	4 spaces per 1,000 SF
General Business Offices	4 spaces per 1,000 SF
Manufacturing[1,2]	1.85 spaces per 1,000 SF gross floor area (GFA)
Warehousing and Distribution[1,2]	Portion of GFA ≤ 20,000 SF: 1 space per 1,000 SF Portion of GFA > 20,000 SF: 0.5 space per 1,000 SF Tractor trailer parking space: 1 space/4 dock-high doors
General Industrial[1,2]	Portion of GFA < 50,000 SF: 1.85 spaces per 1,000 SF Portion of GFA ≥ 50,000 SF and < 100,000 SF: 1 space per 1,000 SF Portion of GFA ≥ 100,000 SF: 0.5 space per 1,000 SF Tractor trailer parking space: 1 space/4 dock-high doors
Business Park[1,2]	3 spaces per 1,000 SF Tractor trailer parking space: 1 space/4 dock-high doors

Notes:

1. Parking for "general business offices" and other associated uses shall be provided when those uses exceed 10% of the building GFA.
2. The Specific Plan permits a blended parking ratio for Business Park buildings to accommodate varying proportions of business park, general industrial, warehouse, distribution, and/or support office functions. The Planning Director may approve modifications to the blended ratio during the Development Plan review process based on operational characteristics, provided parking meets or exceeds the parking requirements in Table 5-5, *Parking Space Requirements*.
3. Parking stalls along the landscape edge are required to provide a landscape finger every 15 stalls.

5.5.1 Other Development Standards

1) Loading docks and truck parking areas shall be visually screened from Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, and Public Street 'A' by walls and landscaping features.

2) The outdoor storage of materials and equipment shall be permitted ancillary to the land uses allowed pursuant to Table 5-1. Outdoor loading and storage areas and loading doors shall be screened from view from public streets by concrete or masonry walls and landscaping. Any gates shall be lockable. Such walls and landscaping used as screening shall be a minimum eight feet (8') in height and shall be of sufficient height to screen all outdoor materials and equipment, tractors and trailers, and loading doors from view of public streets. A line of sight study shall determine the required height(s) of the screen walls. The storage of outdoor materials shall not exceed the height of the screen walls as measured from the interior side of the walls.

3) Ground- and roof-mounted exterior mechanical equipment, heating and ventilating, air conditioning, tanks, and other mechanical devices shall be of an architecturally compatible design with the primary structure and screened when visible to the public.

4) Exterior lighting fixtures shall be downward directed. Pole-mounted lights shall be shielded with the light source oriented to not directly face public streets and/or adjacent properties.

5) All manufacturing and processing activities shall be conducted within a wholly enclosed building.

6) The following open land and occupancy limit requirements shall apply within the Chino Airport Safety Zone, as approved by the City of Ontario City Council. Qualifying open land is land free of most structures and other obstacles such as walls, large trees or poles, and overhead wires. The minimum dimensions of the open space area shall be 75 feet by 300 feet. Additional open space requirements shall adhere to the provisions provided within the Ontario Development Code.

7) The Specific Plan area is located in the Airport Influence Area (AIA) established by the Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) and the Chino Airport Safety Zone established by the provisions within the Chino Airport Overlay zoning district. All development in the Eucalyptus Business Park Specific Plan area shall be subject to the mandatory requirements and standards of those applicable ALUCP and the Ontario Development Code, or in the absence of an adopted ALUCP and Development Code, the California Airport Land Use Planning Handbook. Given the close proximity of the Specific Plan area to the Chino Airport, developers within the Specific Plan area shall consult and coordinate with Chino Airport agencies and City staffs during the planning and design stage to ensure development plans accommodate applicable safety restrictions. The entire Specific Plan area is impacted by the Chino Airport; developers within the Specific Plan area shall consult and coordinate with City staff, Chino Airport, and FAA during the planning and design stage to ensure that development plans and right-of-way street improvements do not create any hazards and comply with the California Airport Land Use Planning Handbook published by the Caltrans Division of Aeronautics and the Chino ALUCP, Reference I of the Ontario Development Code.

5.6 Open Space-Parkland Development Standards

The Eucalyptus Business Park Specific Plan is comprised of approximately 35.88 acres of Open Space – Parkland land uses, which is planned as part of for a larger public regional park. The developer and the City of Ontario will work together to ensure the regional park will be constructed concurrently with the build out of the Business Park portion of the Specific Plan. The details of the partnership will be included in the Development Agreements accompanying the approval of the Eucalyptus Business Park Specific Plan.

CHAPTER 6

DESIGN GUIDELINES

6.1 Purpose and Intent

The design guidelines presented in this chapter describe the quality and character of the built environment expected for the Eucalyptus Business Park Specific Plan area. While the design guidelines provide direction, they are meant to provide a certain level of flexibility to allow creative expression during the design of implementing development projects.

The Eucalyptus Business Park Specific Plan area's visual identity will be expressed through attractive building architecture with quality materials, landscape, hardscape, and signage elements. The design guidelines contained herein are primarily focused on the business park planning areas and are presented in a manner that ensures consistent architectural expression from building to building, while allowing flexibility in modern-day building design.

The objectives of these Design Guidelines are as follows:

- To provide the City of Ontario assurance that the Eucalyptus Business Park Specific Plan area will develop in accordance with the quality and character described within this Specific Plan.
- To provide guidance to developers, builders, engineers, architects, urban planners, landscape architects, and other professionals to achieve and maintain the desired design quality.
- To provide an aesthetic benchmark for City staff, the Planning Commission, and the City Council in their review of the design of future development projects in the Specific Plan area.
- To provide guidelines that steer the Eucalyptus Business Park to convey a contemporary aesthetic theme and character while allowing flexibility for practical application and creative expression.
- To provide guidelines for energy and water use efficiency that can be implemented in the site planning, design, and construction of implementing development projects to minimize waste deposited at landfills, decrease fossil fuel consumption, and reduce domestic water consumption.
- To ensure that the Specific Plan implements the intent of The Ontario Plan and the City's Development Code.

The Design Guidelines presented herein apply to all development within the Business Park Planning Areas within the Eucalyptus Business Park Specific Plan area.

6.2 Parkland Guidelines

The City's vision for the Grand Park has been outlined in the Ontario Grand Park Conceptual Master Plan. All future improvements within the Grand Park including monumentation, signage, trails, landscaping, etc. shall be designed to be consistent with the Ontario Grand Park Conceptual Master Plan to ensure a consistent implementation of the City's vision. Improvements within the Grand Park shall be approved as part of the development

plan for the respective planning area of the EBPSP.

6.3 Business Park Design Theme

Planning Areas 1-6 are envisioned as a contemporary business park containing buildings that are grouped and arranged in campus-like settings. The business park areas will provide businesses with easy access to regional transportation networks, proximity to workers, and proximity to major ports and airports.

The theme features a contemporary design aesthetic, drawing on the ranch heritage of the area, which provides architectural styling with attractive detailing, visually-interesting accents, and timeless features. Developments within the business park area will provide architecturally compatible sign design, directed lighting, colorful and drought-tolerant landscaping, and energy efficient design features. Functional elements like loading areas will be oriented inward with attractive building façades facing outward toward the public streets. Generous landscaped zones along these frontages will enhance both the visual appeal and functionality of the circulation system.

6.4 Business Park Architecture Guidelines

This section sets addresses the architectural design of buildings in Planning Areas 1-6.

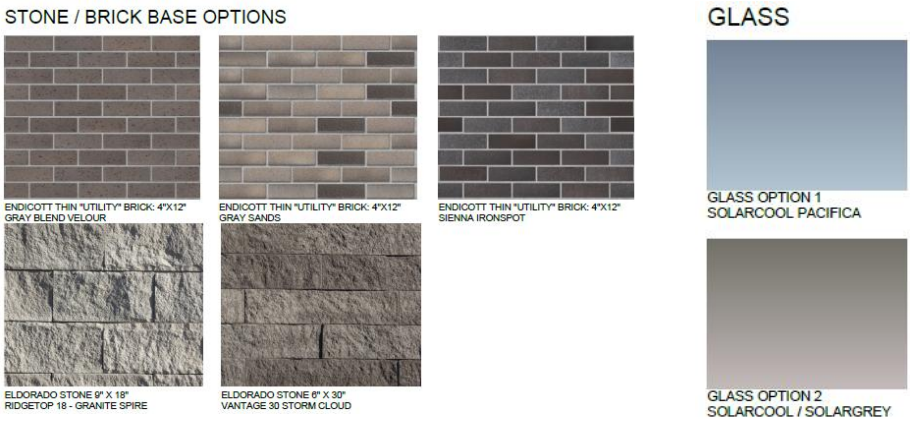
6.4.1 Architectural Theme

The architectural style of buildings in the business park areas emphasizes building massing over structural articulation. Buildings are characterized by simple and distinct cubic masses with interlocking volumes of wall planes, colors, and materials to create visual appeal. Additionally, architectural designs may mix colors, materials, and textures to articulate façades and create visual appeal.

Design elements are selected to ensure compatibility in character, massing, detailing, and exterior materials, reinforcing the aesthetic of the intended contemporary



Conceptual Building Architecture



Conceptual Building Materials

design. While individual creativity and identity of individual buildings are encouraged, all buildings and planning areas are intended to maintain design integrity and compatibility to reinforce a cohesive image and campus-like setting throughout the Specific Plan area

6.4.2 Building Form

Building form is a fundamental aspect of architectural design, defined by elements such as shape, mass (size), scale, proportion, and articulation. Building façades visible from public roads require careful attention but even building façades not visible from public roads

or publicly accessible areas are encouraged to follow the building form guidelines listed below.

The following guidelines apply to all business park buildings to promote a visually cohesive, attractive, and welcoming environment:

1) Simple geometric shapes shall be used as the overall building form. Rectangular forms are preferred, as they provide visual balance and interest. Avoid overly complex or arbitrary building shapes.

2) Long horizontal wall surfaces facing public streets shall incorporate regular or periodic changes in exterior materials, color, decorative accents, or architectural details to add visual interest.

3) Varying the size and shape of building masses between neighboring buildings visible from public streets is encouraged.

4) Buildings abutting and facing Public Street 'A' are encouraged to have varied setback distances to provide a visually interesting and attractive street frontage.

5) Make primary pedestrian entrances to buildings (with the exception of service doors and emergency exit doors) clearly and easily identifiable through changes in massing, color, and/or building materials. Entries intended for visitors and the general public should be recessed or covered by architectural projections, roofs, or arcades to provide shade and a welcoming effect.

6) Architectural and trim detailing on building façades shall be clean, simplistic, and not overly complicated.

7) Materials applied to exterior wall elevations shall turn the corner of the building to a logical termination point in relation to architectural features or massing.

8) Provide enhanced building corner and entrance design to create visual anchors that help define the building's identity.

6.4.3 Building Materials, Colors, and Textures

Building materials and colors play a pivotal role in developing a clean, contemporary visual environment. The following guidelines apply to all business park buildings within the Eucalyptus Business Park Specific Plan area, with slight variations encouraged to provide visual interest.

1) Primary exterior building materials shall include concrete and similar materials. The primary materials should be accented by secondary materials including but not limited to natural or fabricated stone, fire resistant or synthetic wood siding (horizontal or vertical), metals, or similar materials.

2) Trim details may include metal finished in a uniform color, plaster, or concrete elements finished consistently with the building treatment. Use of overly extraneous themed detailing, like oversized or excessive foam cornice caps, foam moulding and window detailing is discouraged.

3) Material transitions should occur at intersecting planes, preferably at inside corners where wall planes change, or at points where architectural elements meet.

4) Primary exterior building colors should be light earth and gray tones. Darker and/or more vibrant accent colors may be used strategically in focal point areas, such as around building entrances and outdoor gathering spaces.

5) The use of bright primary colors, overly bold color applications, and arbitrary color patterns that clash with the established business park color palette are discouraged, except in signage and logos.

6) Colors of exposed downspouts (only permitted if not in public view), service doors, and mechanical screens shall be the same color as the adjacent building wall.

7) If downspouts are needed in areas of public view, they shall be designed as internal downspouts.

8) Provide contrasting materials at corners and vehicle entrances to visually enhance the focal points of the buildings.

6.4.4 Windows and Doors

Patterns of window and door openings shall correspond with the overall design of the building and shall be consistent in form, pattern, and color. The following windows and doors guidelines apply to business park buildings.

1) Where feasible, doors and windows on individual building façades should be arranged in a symmetrical and repetitive pattern to promote visual continuity.



Conceptual Windows and Doors

2) Window styles and trims shall be consistent in form and color within each planning area. All window trims on a given building should share a uniform finish.

3) Unfinished or untreated metal frames and gold-colored frames for windows and doors are not permitted. Clear silver anodized frames are acceptable.

4) Glass should be clear or lightly tinted with subtle reflectivity. Highly reflective or silver-tinted glass is not allowed.

5) All windows/glass and doors shall be inset to rear of wall/panel to add interest and provide shadow lines.

6.4.5 Rooftop Equipment Screening

Equipment and apparatuses placed on the roofs of business park buildings are expected to be screened from public view.

1) All rooftop mechanical, electrical, and communication equipment shall be fully screened from view from adjacent public streets. Solar photovoltaic (PV) panels and associated technologies may be visible from public review if full screening of the PV system is not feasible.

2) Screening elements shall be architecturally integrated with the building design in terms of form, materials, and color. Building parapets is the preferred method of screening but where parapets are not feasible, mechanical screens may be used



Conceptual Building Corner Elevation Rendering

but must appear as a natural extension of the building's architecture. Screening elements shall be of a uniform height, color, and texture on a building sufficient to conceal all rooftop equipment from view from adjacent public streets.

3) Rooftop equipment should be placed away from roof edges to minimize visibility and reduce the height of required screening.

4) All conduits, piping, and utility lines associated with rooftop equipment shall be concealed from public view from adjacent public streets.

5) Building roofs shall be designed to support the installation of solar photovoltaic (PV) panels and associated technologies.

6.5 Business Park Site Feature Guidelines

6.5.1 Parking and Loading Areas

Areas serving commercial vehicles such as loading dock areas and truck courts are essential for the efficient operation of business park facilities, providing access for loading, unloading, and freight movement. However, due to their scale and activity levels, these areas can present conflicts with other functions if not properly design and screened. Below are design expectations for the effective screening and use of loading docks and truck courts.

1) Business park buildings fronting Public Street 'A' shall not include loading docks on any façades facing that street.

2) Commercial vehicle loading doors, service docks, and outdoor equipment areas shall be oriented or screened to minimize visibility from public roads through the use of solid walls and dense landscaping. Screening for this purpose shall be a minimum of 8 feet. A line of sight study will determine max height required.

3) Loading and unloading activities by commercial vehicles and trucks are prohibited from occurring on or being visible from public streets.

4) Sufficient queuing space shall be provided in front of security gates to prevent commercial vehicles and trucks from stacking or idling on public streets while waiting to enter.

5) Driveway entrances for trucks and service vehicles shall be separated from passenger vehicle traffic, pedestrian pathways, and bicycle routes where possible.

6) Conduit should be installed within truck courts in logical, accessible locations to accommodate the future addition of electric truck charging stations, anticipating advances in zero-emission vehicle technology during the lifespan of the business park.

7) Passenger car parking lots within business park sites shall provide landscaping that consist of shade trees and parking finger islands.

8) Trees and parking fingers are not required in truck courts, unless required to meet the landscape coverage requirements.

6.5.2 Outdoor Employee Amenity Areas

The business park is expected to offer a wide variety of job opportunities. For the comfort of employees, outdoor employee amenities are encouraged throughout the business park area.

1) Outdoor break areas for employees may be conveniently located and accessible to each business park building and





Conceptual Employee Amenity Areas

positioned away from or screened from loading zones, trash enclosures, or other utilitarian functions. Break areas may serve one building or be shared among multiple buildings.

2) In outdoor break areas, shade structures such as canopies, trellises, or umbrellas are encouraged to be provided to shade and protect users from direct sun and light rain. Outdoor break areas are encouraged to provide weather-resistant seating and tables, including a mix of options (e.g., individual benches, larger tables, etc.) to accommodate different group sizes and preferences.

3) Use of outdoor break areas shall be encouraged by including features such as early morning and evening decorative lighting, outdoor power outlets, decorative paving, and decorative features.

4) Bicycle racks shall be provided at each building or in a common area that serves multiple buildings. Outdoor bike racks shall be secure, well-anchored, and placed in well-lit areas with passive surveillance, such as security cameras, to enhance safety.

6.5.3 Outdoor Equipment Placement

Ground-mounted and wall-mounted utilitarian equipment is expected to be needed to support business park building operations. The following guidelines are aimed at proper placement.

1) Ground-mounted equipment, including but not limited to mechanical and electrical systems, emergency generators, boilers, storage tanks, risers, and conduits should be placed out of public review or be screened from public view, particularly from adjacent public streets and other publicly accessible areas.

2) Electrical equipment rooms should be located within the building envelope. External projections, such as pop-outs or shed-like structures, are discouraged.

3) Wall-mounted equipment should not be installed in visually prominent locations on building façades that face public roads or areas with high visibility. Such equipment should either be screened from view or integrated into the building's architectural design to minimize visual impact.

6.5.4 Trash Enclosures

Thoughtfully designed trash enclosures are essential components of a well-functioning and visually cohesive business park. These facilities serve a critical operational role while also contributing to the overall aesthetic and environmental quality of the development. The following guidelines are intended to ensure that trash and recycling enclosures are secure,

functional, and architecturally integrated into the site design.

1) All outdoor refuse containers shall be screened within a permanent, lockable and durable enclosure and should be oriented so they are not visible from public roads/views. The enclosure's design shall reflect the architectural style of adjacent buildings and use similar, high-quality materials.

2) Refuse collection areas shall be located behind or to the side of buildings, away from the building's main entrance and public view.

3) Design and placement of trash enclosures shall meet Integrated Waste Department requirements, including the requirements for Sizing of Storage, Location of Collection Area, Accessibility for Collection Vehicles, and Collection of Sorted/Diverted Waste Types.

4) Trash enclosures shall include green waste/organics and recycling collection bins.



Conceptual Trash Enclosure

6.5.5 Walls and Fences

Freestanding walls and fences play an important role in defining property boundaries, providing security, and screening service areas within a business park. To maintain a cohesive and high-quality visual environment, these elements must be thoughtfully designed to complement the architectural character of adjacent buildings and the overall site design. The following guidelines address the placement, height, materials, and appearance of freestanding walls and fences to ensure they are both functional and visually integrated.

1) Walls and fences shall be designed to complement the architectural style, colors, and materials of adjacent buildings. A consistent design theme for fencing and walls shall be maintained throughout the business park area to ensure a cohesive appearance across parcels and tenant spaces.

2) Walls and fences visible from public roads or pedestrian areas should include enhanced design treatments, such as pilasters, decorative caps, or decorative patterns, to reduce visual monotony.

3) High-quality, durable materials shall be used such as decorative block or concrete with textured or finished surfaces. Chain link fencing cannot be used where visible from the public view.

4) Walls and fences shall be designed for long-term durability and ease of maintenance. Finishes should be resistant to graffiti and weathering.

5) Where walls or fences are located at major public road intersections or project entries, special design attention should be given to include gateway features or architectural detailing.

6) Walls and fences used for security purposes should balance safety with aesthetics. Walls and fences in public view should be built with attractive, durable materials.

6.6 Energy Efficiency Guidelines

This Eucalyptus Business Park Specific Plan promotes sustainable development practices that align with California's long-term environmental goals and energy efficiency standards. These guidelines are intended to encourage the thoughtful integration of energy-efficient design, construction, and operational strategies throughout the business park. By reducing energy consumption, lowering greenhouse gas emissions, and supporting the use of renewable technologies, these standards not only minimize environmental impacts but also contribute to long-term cost savings and improved building performance for tenants and property owners. The following guidelines apply to all new construction, major renovations, and site improvements within the Specific Plan area.

1) All new construction and major renovations shall meet or exceed the requirements specified in the California Green Building Standards Code (CALGreen Code) and Title 24 energy efficiency requirements.

2) High-performance insulation, cool roofing materials, energy-efficient windows, and air-tight construction is encouraged to exceed CALGreen Code standards to minimize thermal loss and reduce HVAC demand.

3) LED lighting or equivalent shall be used for all interior and exterior applications.

4) Use of ENERGY STAR® certified appliances and daylight sensors, motion detectors, and programmable timers on lighting fixtures are encouraged to minimize unnecessary energy use.

5) Skylights are encouraged on at least 1% of building rooftops above storage spaces to reduce the need for artificial light.

6) Installation of smart thermostats and automated energy management systems are encouraged to improve heating, cooling, and ventilation efficiency.

7) Building roofs shall be designed to accommodate solar photovoltaic (PV) systems. Associated battery storage systems are encouraged as feasible to support energy resilience and reduce peak load.

8) Electric Vehicle (EV) charging stations and infrastructure for expansion is encouraged to exceed CALGreen Code standards.

9) Building tenants shall use zero-emission equipment for building operations involving goods movement, such as forklifts and yard hostlers.

10) Implementing projects shall follow the City of Ontario Climate Action Plan (CCAP) Screening Table Measures to achieve a minimum of 100 points per the Screening Table.

6.7 Lighting Guidelines

Outdoor lighting is an essential architectural component that provides aesthetic appeal, enhances safe pedestrian and vehicular circulation, and adds to security. Lighting within the public rights-of-way shall adhere to applicable City of Ontario requirements. All other lighting on private property within the Specific area shall adhere to the following guidelines.

1) Minimize glare and "spill over" light onto public streets and adjacent properties by

using downward-directed lights and/or cutoff devises on outdoor lighting fixtures, including spotlights, floodlights, electrical reflectors, and other means of illumination for signs, structures, parking, loading, unloading, and similar areas. Where desired, illuminate trees and other landscape features by concealed up light fixtures. Limit light spillover or trespass to one-quarter foot-candle or less, measured from within five feet of any adjacent property line.

2) Select all lighting fixtures from the same or complementary family of fixtures with respect to design, materials, fixture color, and light color. Use of LED lighting is encouraged.

3) Lights should be unbreakable plastic, recessed, or otherwise designed to reduce the problems associated with damage and replacement of fixtures.

4) Neon and similar types of lighting are prohibited.

5) Locate all electrical meter pedestals and light switch/control equipment in areas with minimum public visibility or screen them with appropriate plant materials.

6) Along sidewalks and walkways, the use of low mounted fixtures (ground or bollard height), which reinforce the pedestrian scaled, are encouraged.

7) Use exterior lights to accent building entrances, plazas, activity areas, and special features.

8) Provide lighting to illuminate parking lots and their pedestrian links that provide more than five parking spaces for use by the general public.

9) Provide lighting to illuminate aisles and passageways within a building complex.

10) High-Pressure Sodium (HPS) light fixtures are prohibited for site lighting.

11) Lighting is prohibited that could be mistaken for airport lighting or that would create glare in the eyes of pilots of aircraft using the nearby Chino Airport or Ontario International Airport.

6.8 Signage Guidelines

Signage will identify building occupants in the business park area and ensure the efficient circulation of vehicle traffic by identifying vehicular entry points and directing vehicles to their on-site destinations. Also, signage will enhance the pedestrian experience through wayfinding component such as directories, directional signage, and destination identifiers. A Sign Program shall be approved by the City for the Specific Plan area prior to any sign being installed within the Specific Plan area.

Clear, concise, and easy-to-understand signage that is also visually appealing is vitally important for positive worker and visitor experiences in the Specific Plan area. General design requirements for signage are as follows:

1) Freestanding signs associated with buildings should be compatible with and complementary to the building's exterior materials, colors, and finishes.

2) The dimensions and shape of free-standing signs and sign panels or elements mounted on building façades or marquees shall be scaled proportionately to the architecture.

3) All signs shall be contained within the parcel to which it is applicable and shall be so oriented as to preclude hazardous obstructions to person and/or vision of pedestrians and/or vehicle operators.

4) Building occupant identification signage shall be in keeping with the character

established for the Specific Plan area with variations allowed to accommodate individual user identities/corporate branding standards.

5) All signs are expected to be of the highest quality to pass eyelevel examination and scrutiny, and shall comply with the following fabrication specifications:

    a. Signs should be constructed to eliminate burrs, dents, cutting edges and sharp corners;

    b. Surfaces which are intended to be flat should be without dents, bulges, oil canning, excessive, gaps, or other physical deformities;

    c. All fasteners shall be concealed;

    d. Access panels shall be tight-fitting, light-proof and flush with adjacent surfaces;

    e. Manufacturers' procedures that are recommended regarding expansion/contraction, fastening and restraining of acrylic plastic shall be followed; and

    f. Painted, polished and plated surfaces shall be unblemished in the finished work.

6) Prohibited sign components include the following:

    a. Letters with exposed fastening and unfinished edges (unless architecturally consistent);

    b. Paper, cardboard, Styrofoam or untreated cloth;

    c. Visible moving parts or simulated moving parts by means of fluttering, rotation, or reflecting devices; and

    d. Flashing and strobing.

7) All conductors, transformers, cabinets, housing, and other equipment for the illumination of signs shall be concealed and/or incorporated into the building architecture.

8) Signs shall be constructed so as to not have exposed wiring, raceways, ballasts, conduit, transformers, or the like.

9) Direction signs may be located at any vehicular or pedestrian decision point.

10) Vehicular direction signs shall clearly direct to destination anchors within the Specific Plan area, on-site parking areas, and truck routes.



Conceptual Building Signage



Conceptual Signage Renderings

11) Vehicular direction signs shall be consistent in size, shape, and design throughout the Specific Plan area.

12) Typography on vehicular direction signs should be legible and have enough contrast to be read from an appropriate windshield viewing distance.

13) Typography on vehicular direction signs should be legible and have enough contrast to be read from an appropriate windshield viewing distance.

14) All direction signs and general information signs (e.g., restrooms, telephones, fire extinguishers, elevators, escalators, stairs) throughout the Specific Plan area shall incorporate the appropriate identity symbol as established by the Society of Environmental Graphic Design (SEGD) and comply with all State, local and federal regulations.

15) All traffic control signs, whether on public or private property, shall conform to the California Manual on Uniform Traffic Control Devices (MUTCD).

16) All signage shall comply with the City of Ontario Development Code's Sign Regulations.

6.9 Landscape Guidelines

Landscape design guidelines provided herein establish landscape principles and standards that shall apply to all planning areas within the Eucalyptus Business Park Specific Plan area. The intent is to ensure that plant materials, entries and monuments, streetscapes, and other amenities are compatible with the overall

themes of the business park area and the parkland area.

The landscape design guidelines provided herein are not intended to establish a set of rigid landscaping requirements. These landscape guidelines are intended to be flexible and are subject to modification over time. However, it is critical to the Specific Plan's long-term design integrity that any deviations from these guidelines are in keeping with the spirit of the core elements of the overall theme described herein to ensure a cohesive and unified landscape concept across the Eucalyptus Business Park Specific Plan area.

As shown on Figure 6-1, *Conceptual Landscape Plan*, landscaping will occur primarily at street corners, along roadways, and at building entrances, and in passenger car parking lots.

Primary and secondary entry treatments provide a welcoming setting for the employees and visitors to the Specific Plan area. Primary entry treatments featuring signs and landscaping will occur at the corners of Eucalyptus Avenue and Campus Avenue and Eucalyptus Avenue and Grove Avenue. Secondary entry treatments will feature accent trees, shrubs, and groundcovers occur at the corners of entrances to the Specific Plan area.

Building corners and entrances facing public streets shall feature enhanced landscaping that complements the overall design theme of the Specific Plan area. These landscaped elements will be curated to create a visually appealing environment. Placement of trees, shrubs, and ground cover will serve to soften building facades and provide natural screening where appropriate, ensuring that structures are integrated harmoniously into their surroundings rather than dominating the streetscape.

Streetscape landscaping includes a combination of evergreen and deciduous trees, shrubs, and groundcovers to provide a visually pleasing experience for pedestrians, bicyclists, and motorists.

6.9.1 Plant Palette

The plant palette for the Eucalyptus Business Park Specific Plan area includes evergreen and deciduous trees, shrubs and ground covers, and grasses that are commonly used throughout Southern California. Many of the plant materials are water-efficient species native to Southern California or naturalized to the Southern California climate.

Table 6-1, *Plant Palette*, provides a list of plant materials approved for use in the Specific Plan area. The plants listed in Table 6-1 establish a base palette for the Specific Plan area's landscape design. Other similar plant materials may be substituted for species listed in Table 6-1, provided the alternative plants are drought resistant and complement the Specific Plan area's overall design theme.

Table 6-1 Plant Palette

Botanical Name	Common Name	Application	Water Use
Trees			
Cedrus deodara	Deodar Cedar	Evergreen Specimen	M
Cercidium x 'desert museum	Desert Museum Palo Verde	Accent Tree	L
Cercis c. 'forest pansy'	Eastern Redbud	Street Tree/Water Quality	M
Chitalpa T. 'morning cloud'	Chitalpa	Street Tree	L
Geijera parviflora	Australian Willow	Canopy Tree/Background	L
Koelreuteria bipinnata	Chinese Flame Tree	Street Tree	L
Lagerstroemia f 'natchez'	Crape Myrtle	Accent Tree/Water Quality	M
Lophostemon confertus	Brisbane Box	Background Tree	M
Olea europea 'swan hill'	Swan Hill Fruitless Olive	Accent Tree	L
Pinus eldarica	Afghan Pine	Street Tree/Background	M
Pinus halepensis	Aleppo Pine	Evergreen Screen	M
Pistachia chinensis	Chinese Pistache	Street Tree	M
Platanus a. 'bloodgood'	Lodone Plane Tree	Street Tree/Background	M
Platanus racemosa	California Sycamore	Water Quality/Canopy Tree	M
Podocarpus gracilior	Fern Pine	Street Tree/Canopy Tree	M
Quercus agrifolia	Coast Live Oak	Street Tree/Accent Tree	L
Quercus suber	Cork Oak	Street Tree	L
Quercus ilex	Holly Oak	Street Tree/Canopy Tree	L
Shrubs, Grasses, and Groundcovers			
Acacia redolens	Acacia	Groundcover	L
Agave americana	Century Plant	Accent	L
Agave attenuata 'blue glow'	Blue Glow Agave	Accent	L
Aloe arborescens	Torch Aloe	Accent/Background	L
Aloe blue elf	Blue Elf Aloe	Accent	L
Aloe petricola	Stone Aloe	Accent	L
Aloe striata	Coral Aloe	Accent	L
Arbutus unedo 'compacta'	Dwarf Strawberry Tree	Background	L
Baccharis x 'centennial'	Centennial Coyote Brush	Water Quality	L
Bouteloua g. 'blond ambition'	Blue Grama Grass	Mid-ground	L
Bulbine frutescens	Bulbine	Flowering Accent	L
Calandrinia spectabilis	Rock Purslane	Flowering Accent	L
Callistemon 'little john'	Dwarf Callistemon	Mid-ground	L
Carissa m. 'green carpet'	Dwarf Natal Plum	Groundcover	M
Carex divulsa	Berkeley Sedge	Groundcover/Foreground	L
Cotyledon orbiculata	Pig's Ear	Foreground/Accent	L
Dianella 'little rev'	Little Rev Flax Lily	Foreground	L
Dianella t. 'variegata'	Variegated Flax Lily	Foregound/Mid-ground	M
Echeveria a. 'lipstick'	Echeveria	Accent	L
Festuca mairei	Atlas Fescue	Foreground/Mid-ground	L
Hepearlor parviflora	Red Yucca	Succulent Accent	L
Hesperalie 'brakelights'	Brakelights Yucca	Mid-ground/Accent	L
Juncus patens	California Gray Rush	Water Quality	L
Lantana 'new gold'	New Gold Lantana	Groundcover/Foreground	L
Leymus c. 'canyon prince'	Canyon Prince Wild Rye	Mid-ground/Water Quality	L

Botanical Name	Common Name	Application	Water Use
Muhlenbergia c. 'regal mist'	Pink Muhly	Mid-ground/Water Quality	L
Myoporum parifolium	Ncn	Groundcover	M
Olea 'montra'	Little Ollie	Mid-ground	L
Rhaphiolepis indica 'clara'	Indian Hawthorn	Mid-ground/Background	M
Rosmarinus o. 'prostratus'	Prostrate Rosemary	Groundcover	L
Salvia greggii	Autumn Sage	Mid-ground	L
Salvia L. 'santa barbra'	Santa Barbra Mexican Sage	Mid-ground/Water Quality	L
Senecio Serpens	Blue Chalk Sticks	Succulent Groundcover	L
Turf 'marathon iie'	Sodded Turf	Groundcover	H
Westringia 'wynyabbie gem'	Coast Rosemary	Background	L

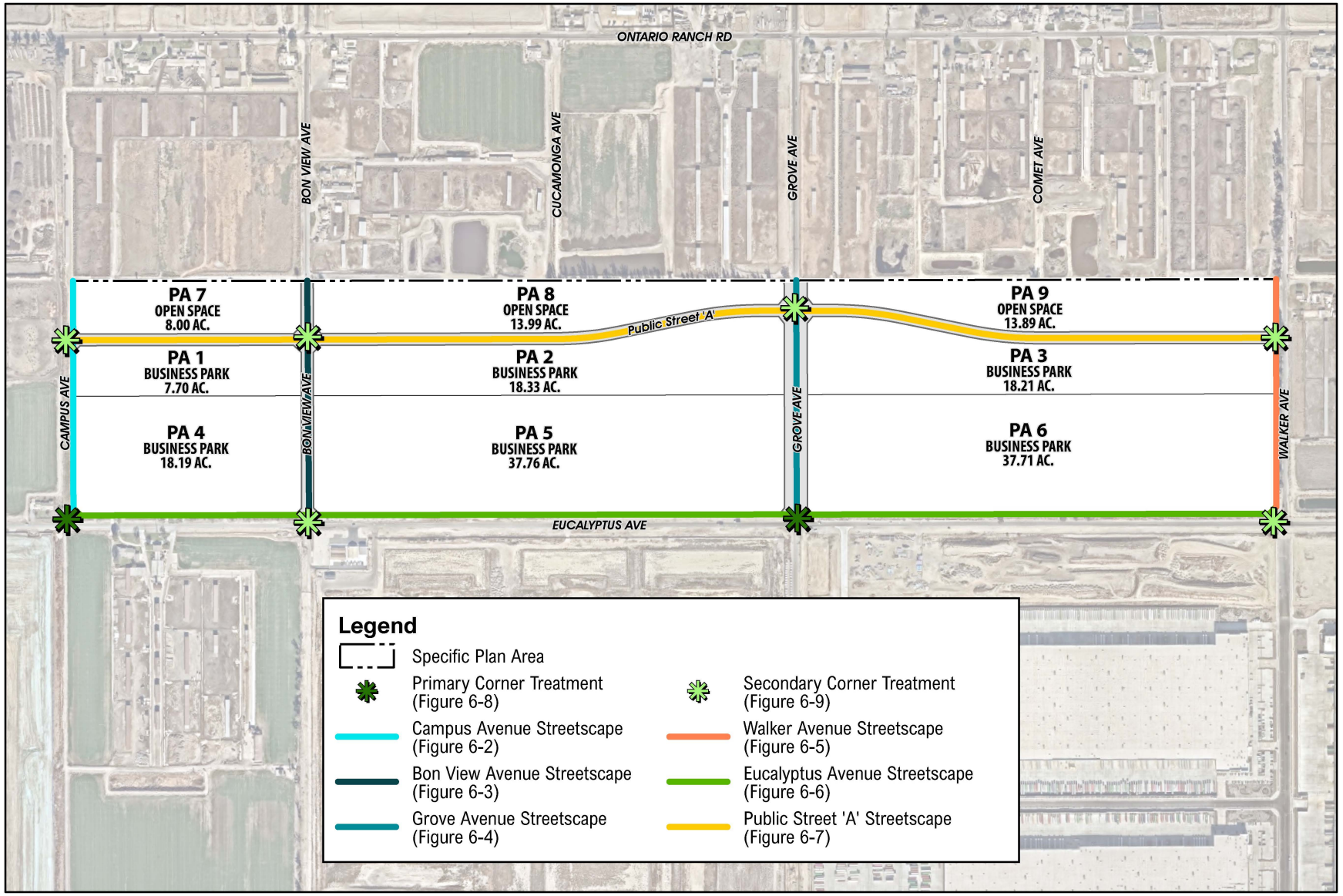








Conceptual Landscape Materials



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (11-20-2025), San Bernardino County (2025)

Figure 6-1

Conceptual Landscape Plan

0 200 400 800 Feet

6.9.2 Irrigation

The following general irrigation concepts shall be considered in the design and installation of irrigation systems within the Eucalyptus Business Park Specific Plan area.

1) All landscaped areas should be equipped with a permanent, automatic, underground irrigation system. Drip systems are encouraged in all areas needing irrigation. Irrigation systems must conform to all City of Ontario requirements.

2) Irrigation systems should be designed to apply water slowly, allowing plants to be deep soaked and to reduce run-off.

3) Connect the irrigation system to the recycled water conveyance system.

4) "Pop-up" type sprinkler heads may be used adjacent to all walks, drives, curbs (car overhangs), parking areas and public right-of-way but must be designed to prevent all run-off and overspray.

5) The design of irrigation systems, particularly the location of controller boxes, valves, and other above-ground equipment (e.g., backflow prevention devices), shall be incorporated into the overall landscaping design. Where aboveground equipment is provided, it shall be screened or otherwise removed from public view.

6) The irrigation system shall be programmed to operate between 6:00pm and 6:00am.

6.10 Streetscape Guidelines

Streetscape landscaping is integral to creating a sense of place within the Specific Plan area. Furthermore, streetscapes serve as a way to screen undesirable views from public views. Within the Specific Plan area, streetscapes are planted with a combination of evergreen and deciduous trees, low shrubs, and groundcovers to create a pleasing experience for pedestrians, bicyclists, and motorists.

The conceptual streetscape landscape treatments within the Specific Plan area are presented in the following sections.

6.10.1 Campus Avenue

The segment of Campus Avenue abutting the Eucalyptus Business Park Specific Plan area features landscaping within parkways on both sides of the street. Parkways include a curb-adjacent park strip planted with deciduous trees, low flowering groundcovers, a 5-foot-wide sidewalk, and an 8-foot-wide multi-purpose trail. Evergreen and deciduous trees are planted beyond the right-of-way on both sides of the street to provide pedestrians using the sidewalk with additional opportunities for shade and to screen undesirable views. The typical Campus Avenue Streetscape is illustrated on Figure 6-2, *Campus Avenue Streetscape*.

6.10.2 Bon View Avenue

The typical section of Bon View Avenue features landscaping within parkways on both sides of the street. Parkways include a curb-adjacent park strip planted with evergreen trees and low flowering groundcovers, as well as a 5-foot-wide sidewalk. Evergreen trees are planted beyond the right-of-way on both sides of the street to provide pedestrians using the sidewalk with additional opportunities for shade and to screen undesirable views. The typical Walker Avenue Streetscape is illustrated on Figure 6-3, *Bon View Avenue Streetscape*.

6.10.3 Grove Avenue

The segment of Grove Avenue within the Eucalyptus Business Park Specific Plan area features two landscaped components: a 28-foot-wide landscaped raised median and

parkways on both sides of the street. The landscaped raised median is planted with thematic deciduous and evergreen trees at to reinforce the theme established through previous development south of the Eucalyptus Specific Plan area. Parkways include a curb-adjacent park strip planted with deciduous trees and low flowering groundcovers, with a 5-foot-wide sidewalk along the east and west side of the street and an 8-foot multi-purpose trail along the east providing passive recreational opportunities. Deciduous trees are planted beyond the right-of-way on both sides of the street to provide pedestrians using the sidewalk with additional opportunities for shade and to buffer development. The typical Grove Avenue Streetscape is illustrated on Figure 6-4, Grove Avenue Streetscape.

6.10.4 Walker Avenue

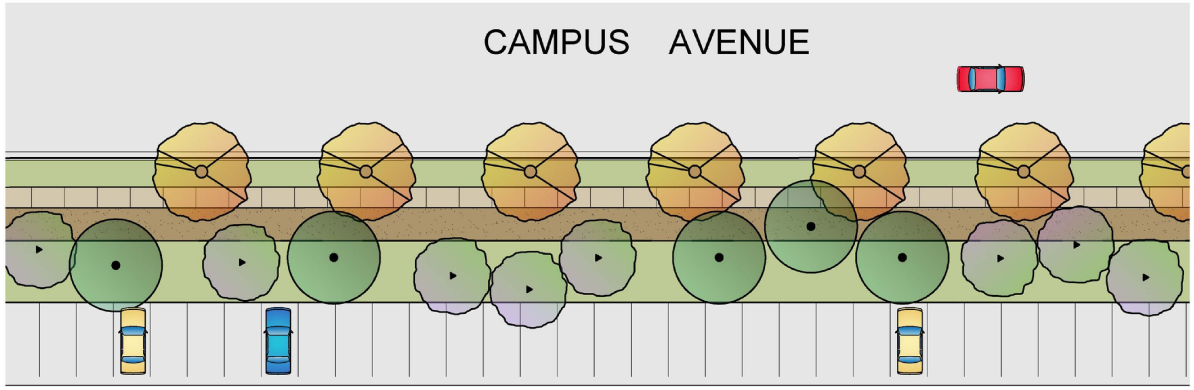
The segment of Walker Avenue abutting the Eucalyptus Business Park Specific Plan area features landscaping within parkways on the west side of the street. The Parkway includes a curb-adjacent park strip planted with deciduous trees, low flowering groundcovers, and a 5-foot-wide sidewalk. Evergreen and deciduous trees are planted beyond the right-of-way to provide pedestrians using the sidewalk with additional opportunities for shade and to screen undesirable views. An 8-foot-wide multi-purpose trail is also provided along the eastern side of Walker Avenue to offer passive recreational opportunities. The typical Walker Avenue Streetscape is illustrated on Figure 6-5, *Walker Avenue Streetscape*.

6.10.5 Eucalyptus Avenue

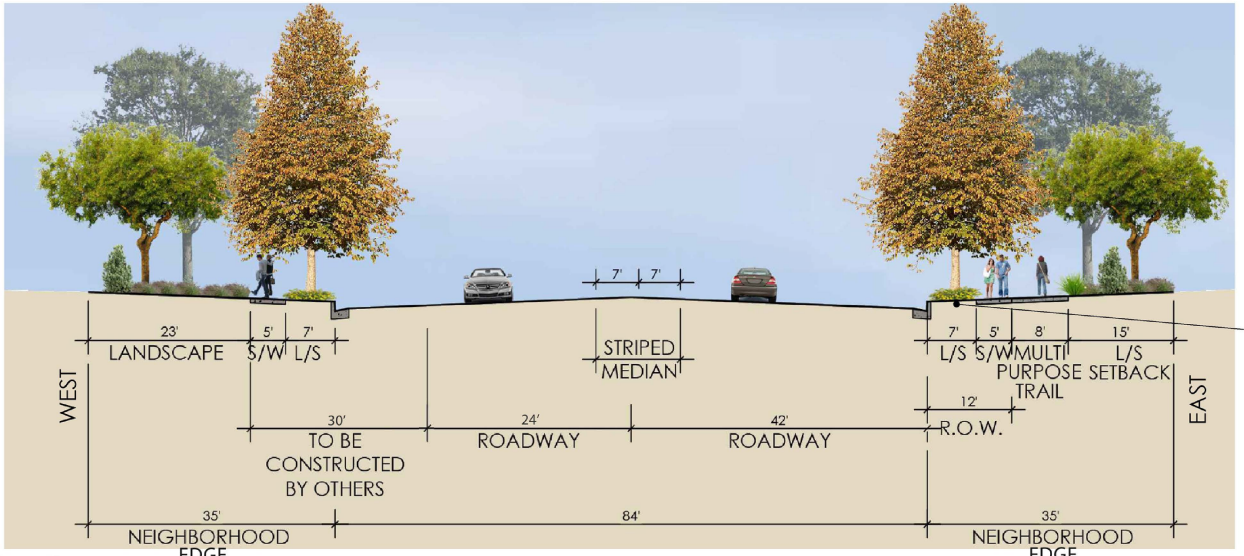
The segment of Eucalyptus Avenue abutting the Eucalyptus Business Park Specific Plan area features landscaping within parkways along the north side of the street. Parkways include a curb-adjacent park strip planted with deciduous trees, low flowering groundcovers, and a 5-foot-wide sidewalk. Evergreen and deciduous trees are planted beyond the right-of-way on both sides of the street to provide pedestrians using the sidewalk with additional opportunities for shade and to screen undesirable views. An 8-foot-wide multi-purpose trail is also provided along the northern side of Eucalyptus Avenue to offer passive recreational opportunities. The typical Eucalyptus Avenue Streetscape is illustrated on Figure 6-6, *Eucalyptus Avenue Streetscape*.

6.10.6 Public Street 'A'

The typical section of Public Street 'A' features landscaping within parkways on both sides of the street. Parkways include a curb-adjacent park strip planted with evergreen trees and low flowering groundcovers, and a 5-foot-wide sidewalk. Evergreen and deciduous trees are planted beyond the right-of-way on both sides of the street to provide pedestrians using the sidewalk with additional opportunities for shade and to screen undesirable views. The typical Public Street 'A' Streetscape is illustrated on Figure 6-7, *Public Street 'A' Streetscape*.



Plan View



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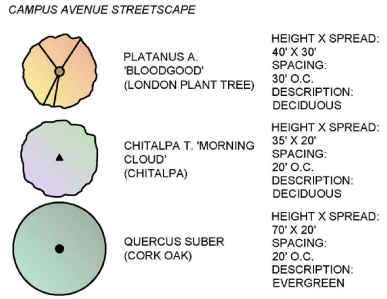
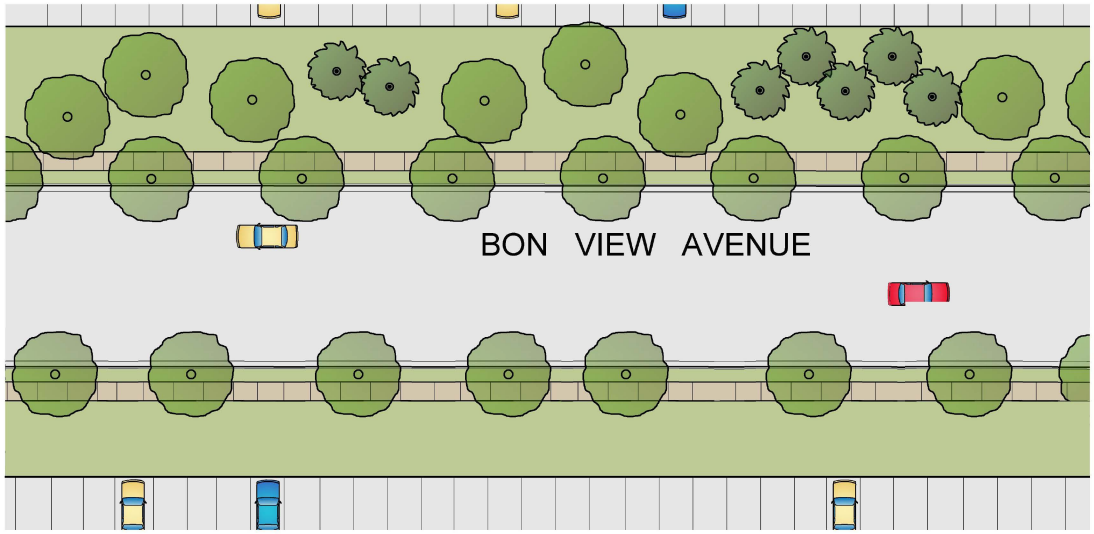


Source(s): Ridge Landscape Architects (12-17-2025)

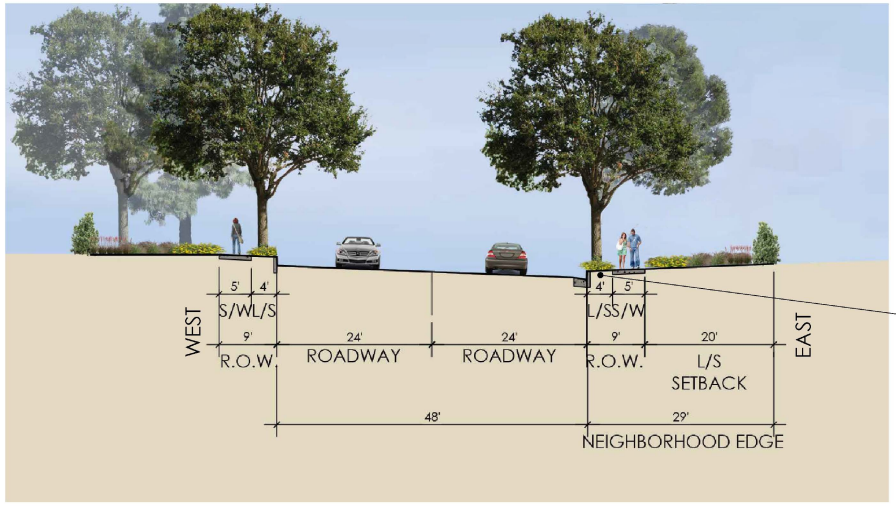
Figure 6-2

Campus Avenue Streetscape

Not to Scale



Plan View



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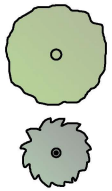


QUERCUS ILEX
(HOLLY OAK)

HEIGHT X SPREAD:
40' X 30'
SPACING:
40' O.C.
DESCRIPTION:
EVERGREEN

PINUS ELDARICA
(AFGHAN PINE)
- OR -
PODOCARPUS
GRACILIOR
(FERN PINE)

HEIGHT X SPREAD:
40' X 30'
SPACING:
30' O.C.
DESCRIPTION:
EVERGREEN

PARKWAY PLANTING
SHALL NOT EXCEED
18" IN HEIGHT, TYP.

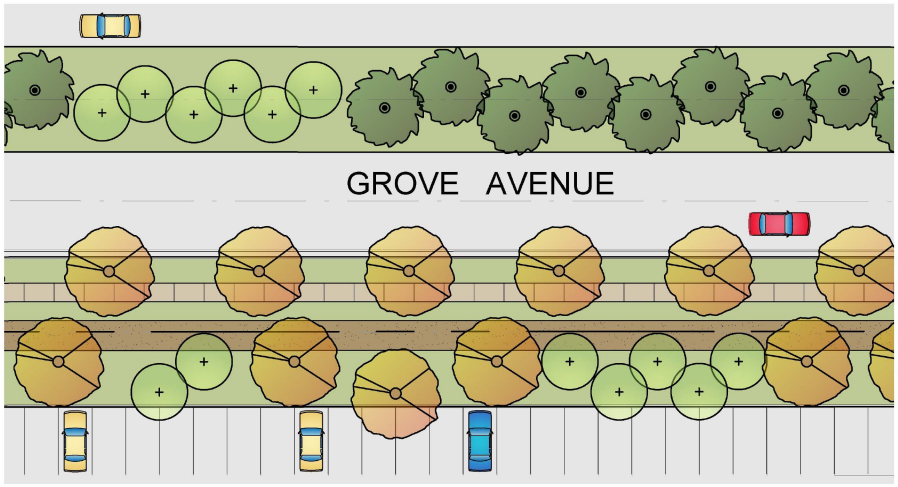
NOTE: EASEMENT WIDTH REQUIREMENT IS SUBJECT TO CHANGE BASED ON FINDINGS OF CITY-APPROVED HYDRAULIC STUDIES, MASTER PLAN UPDATES, AND PROJECT FINAL DESIGN.

Source(s): Ridge Landscape Architects (12-17-2025)

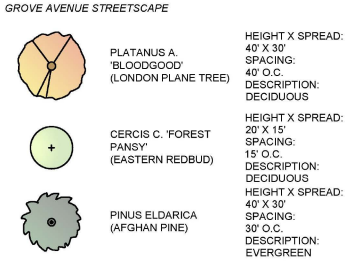
Figure 6-3

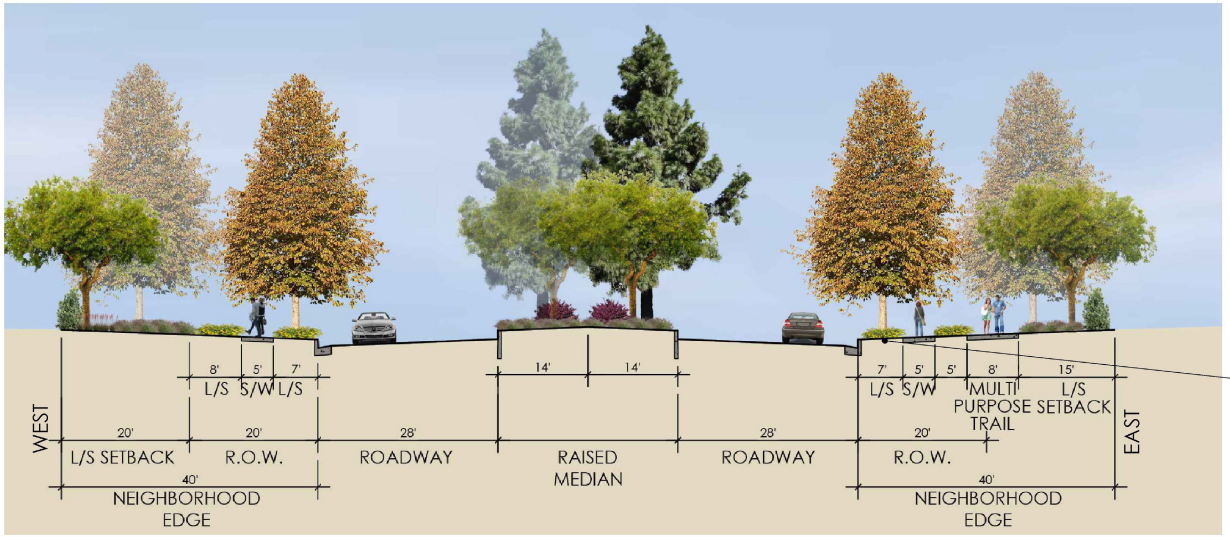
Bon View Avenue Streetscape

Not to Scale



Plan View





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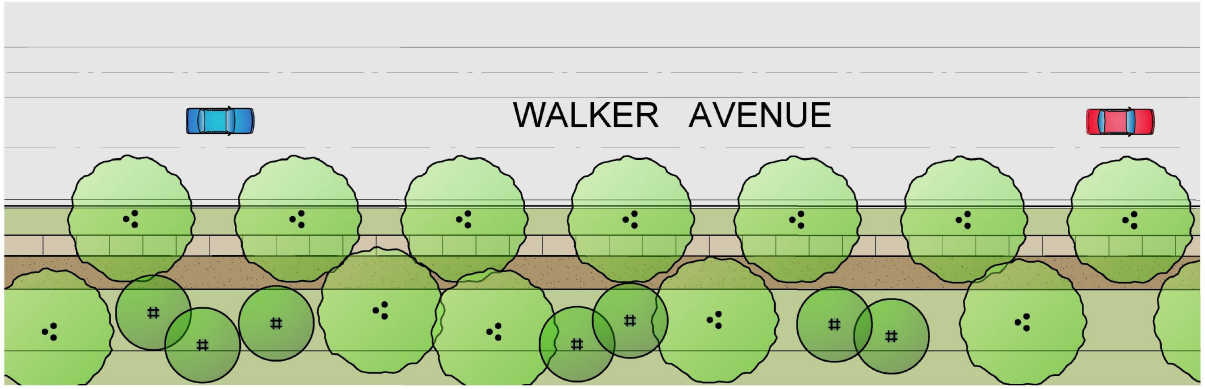
Source(s): Ridge Landscape Architects (12-17-2025)

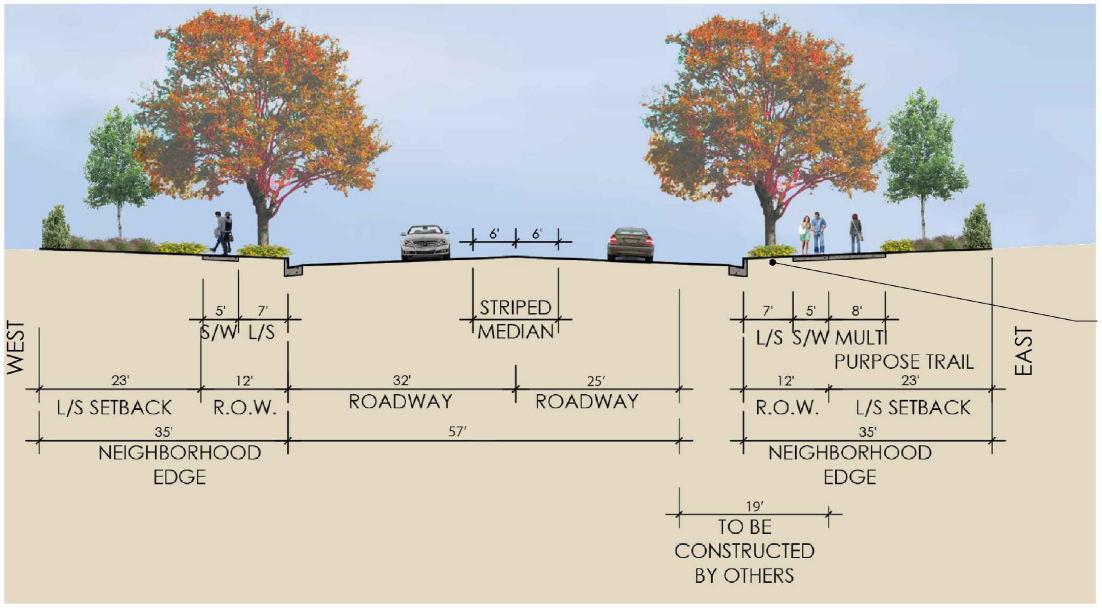
Figure 6-4

Grove Avenue Streetscape

Not to Scale



Plan View



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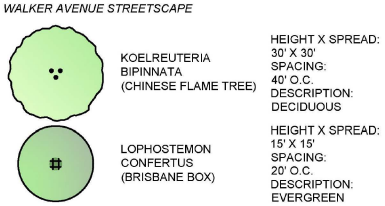
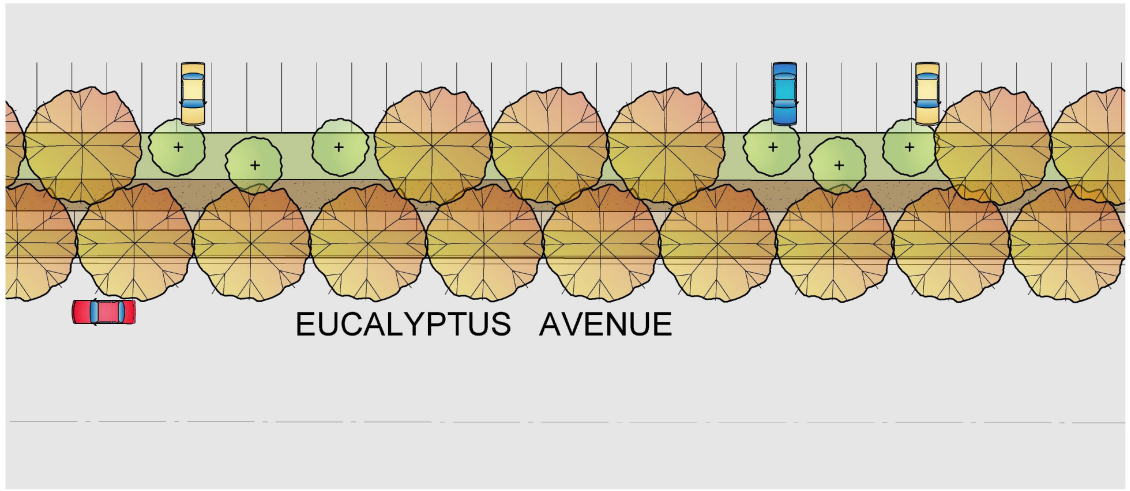


Source(s): Ridge Landscape Architects (12-17-2025)

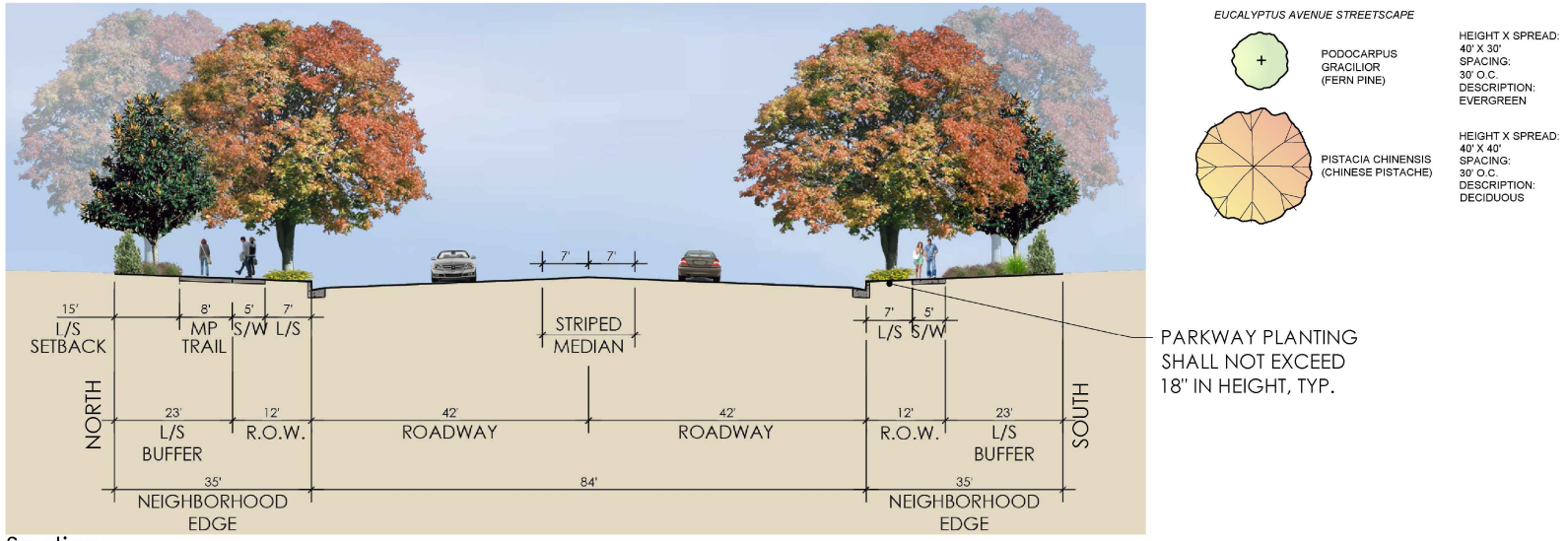
Figure 6-5

Walker Avenue Streetscape

Not to Scale



Plan View



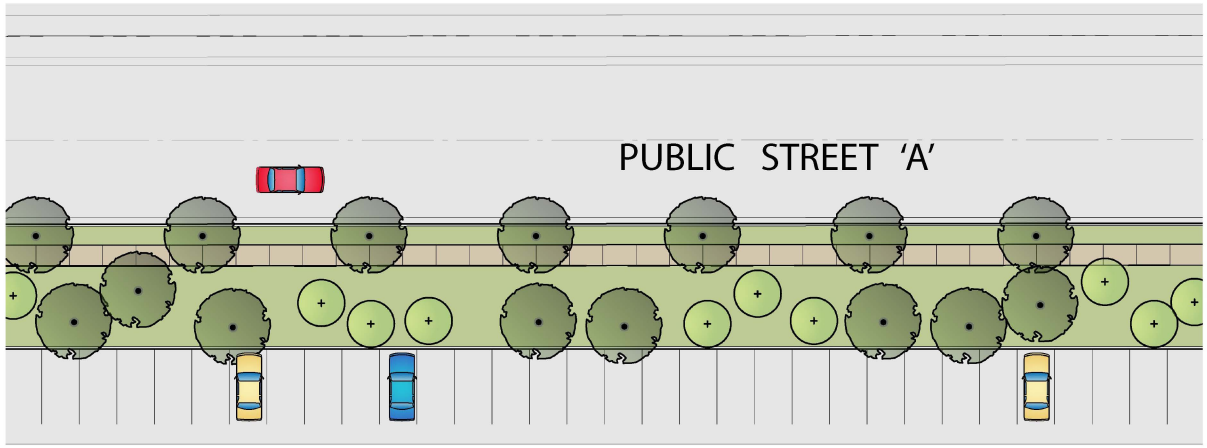
Section

Source(s): Ridge Landscape Architects (12-18-2025)

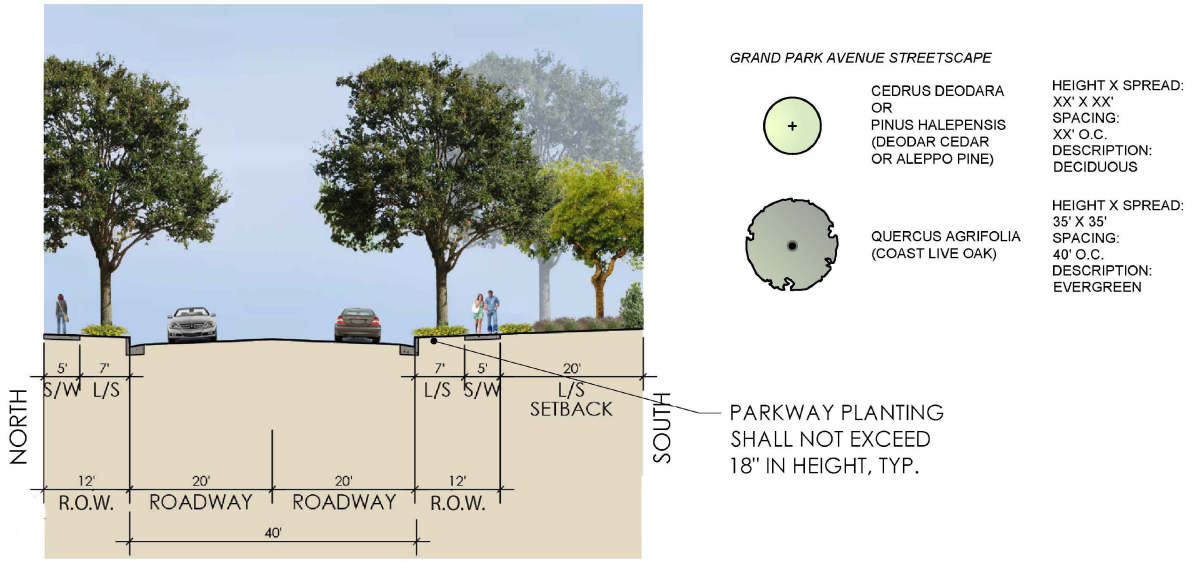
Figure 6-6

Eucalyptus Avenue Streetscape

Not to Scale



Plan View



Section

Source(s): Ridge Landscape Architects (06-04-2025)

Figure 6-7

Public Street 'A' Streetscape

Not to Scale

6.11 Entries and Monuments Guidelines

Entry and corner monument treatments are designed to provide distinct visuals to emphasize the Eucalyptus Business Park Specific Plan area's aesthetic. Hardscape and landscape features at entry and corner monument locations shall provide adequate "line-of-sight" for motorists and shall comply with applicable City design standards and specifications. Monumentation shall not be located within the public street right-of-way.

Implemented entry and corner treatments should be flexible to respond to physical contexts and the needs and desires of specific tenants and may differ slightly from the concepts presented herein; however, all entry and corner treatments within the Specific Plan area shall be consistent in theme.

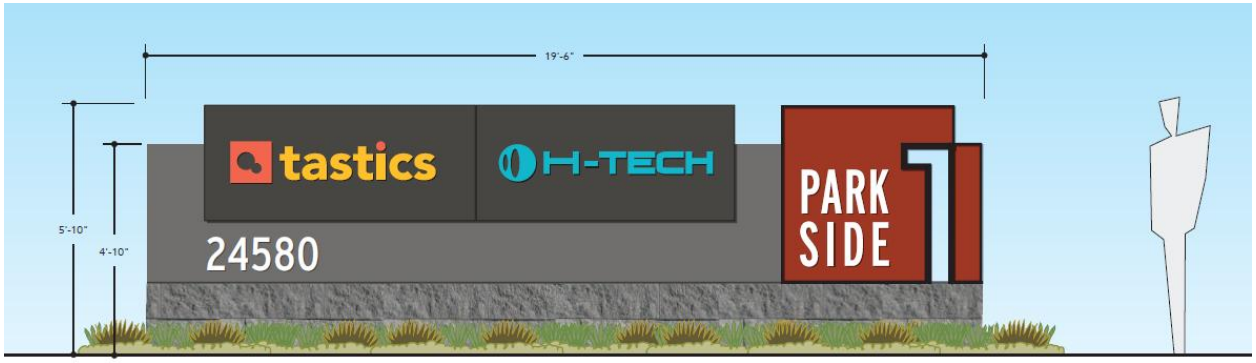
6.11.1 Primary Corner Treatments

Primary corner monuments are located at the northeast corner of Eucalyptus Avenue and Campus Avenue and at the northeast and northwest corners of Eucalyptus Avenue and Grove Avenue. The primary corner treatments features orchard tree groves and the primary monument signage. Figure 6-8, *Conceptual Primary Corner Treatment*, conceptually illustrates the primary corner treatments.

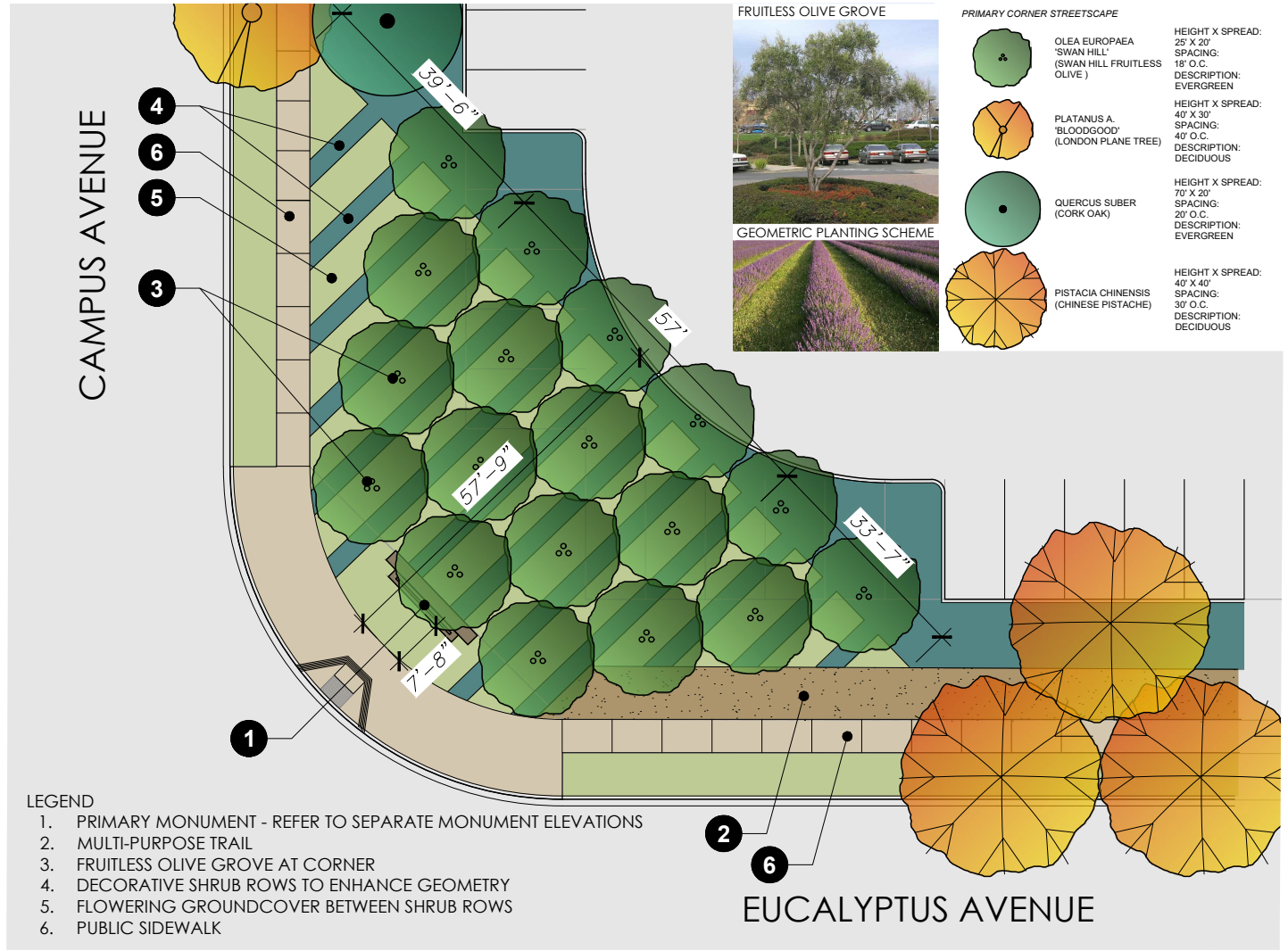
6.11.2 Secondary Corner Treatments

Secondary corner monuments are located at the entrances into the Specific Plan area from the northern edge of Campus Avenue, Bon View Avenue, Grove Avenue, and Walker Avenue; from the southern edge of Bon View Avenue and Grove Avenue. The secondary corner treatments features orchard tree groves, shrubs, and groundcovers. Figure 6-9, *Conceptual Secondary Corner Treatment*, conceptually illustrates the secondary corner treatments.

The final locations and design details of the water quality basins will be determined when buildings are designed and oriented during the implementation of the Eucalyptus Business Park Specific Plan area.



Conceptual Tenant Monumentation



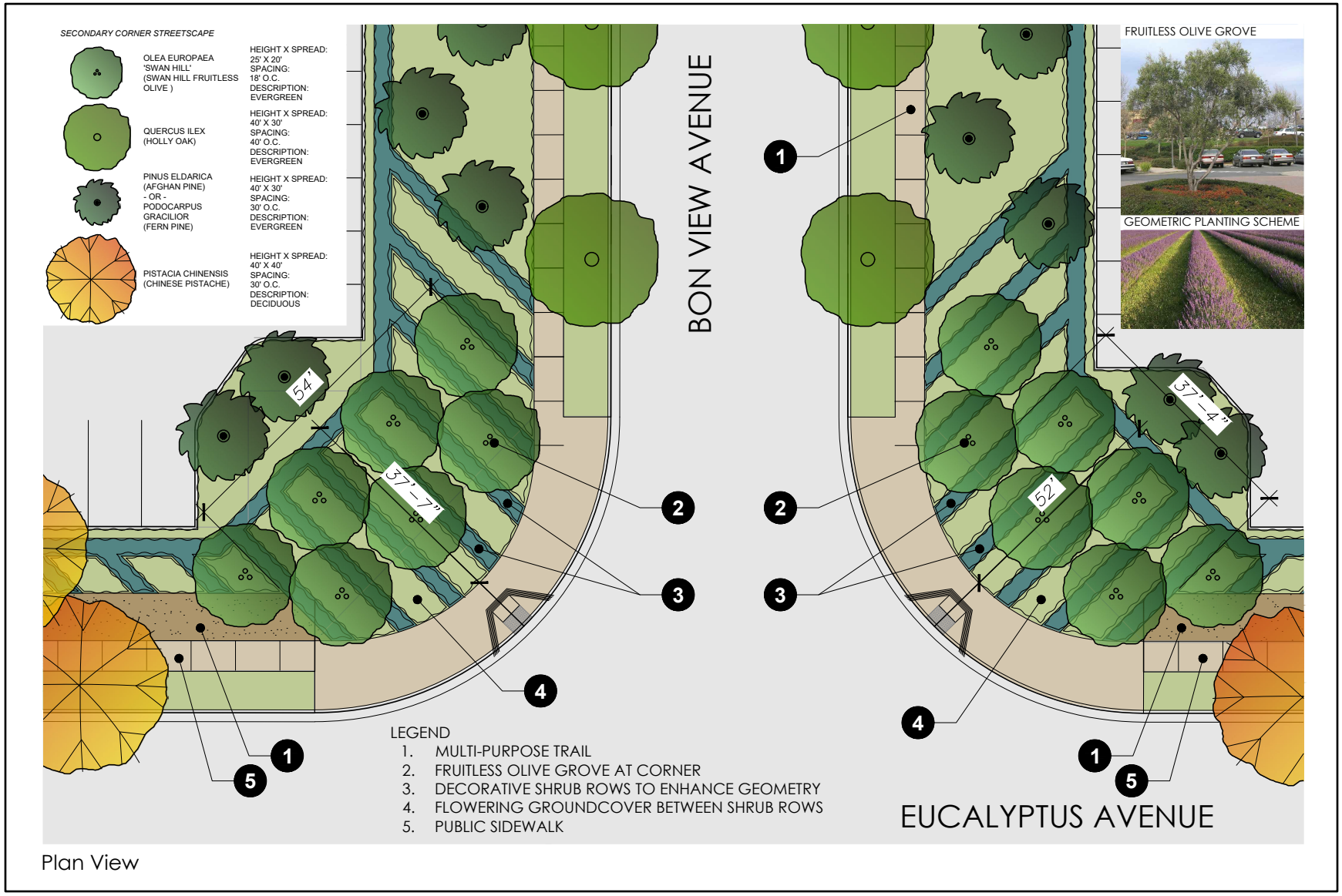
Plan View

Source(s): Ridge Landscape Architects (12-17-2025)

Figure 6-8

Conceptual Primary Corner Treatment

Not to Scale



Plan View

Source(s): Ridge Landscape Architects (12-17-2025)

Figure 6-9

Conceptual Secondary Corner Treatment

Not to Scale

6.12 Landscape Interface

Within the Specific Plan area, landscape treatments have been designed to address the interface between the Business Park and the Open Space – Parkland land use. The interface exhibits presented in this section are not intended to represent a literal design, but rather serve as guidelines, which may be subject to modification over time.

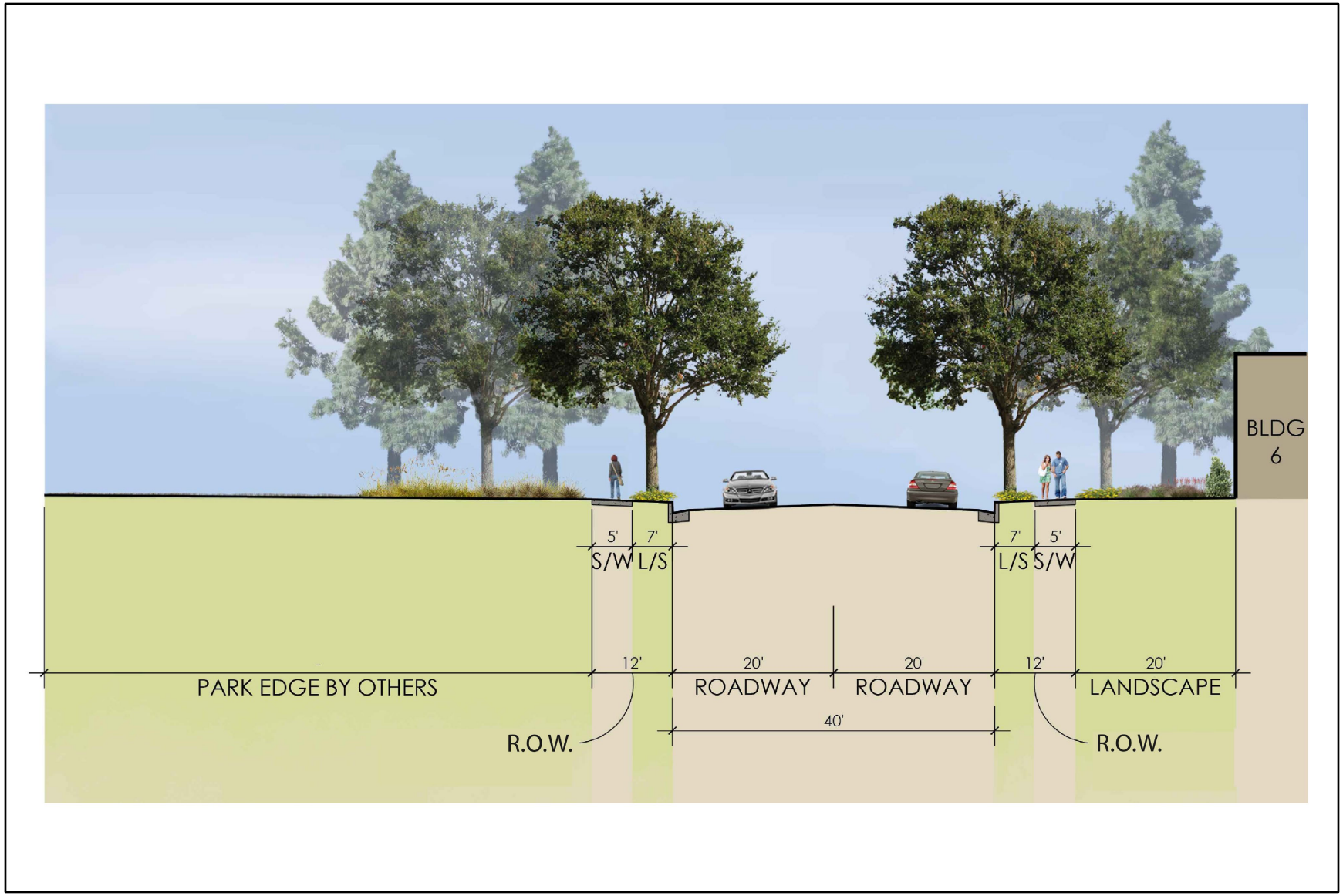
As shown in Figure 6-10, *Conceptual Landscape Interface – Business Park to Open Space – Parkland*, the 60-foot-wide ROW Public Street 'A' splits up the two land use districts. Within the Business Park planning areas, landscape buffers, parking, and drive-aisles can provide further separation between the Business Park buildings and the edge of the public park areas.

6.13 Water Quality Basin Guidelines

Water quality basins may be provided within the Specific Plan area to treat stormwater before the flows ultimately drain into the storm drain facilities. The water quality basins may include contoured basin edges for a natural look, and landscaping around the perimeter of the basin to screen public views of the basin. Swales may be no greater than 40% of the landscape area width to allow for ornamental landscaping, although landscaping may have limitations where necessary to deter the attraction of birds to the basins, which can be a hazard to aircraft using the nearby Chino Airport and Ontario International Airport. Other wildlife deterrents that may be considered include floating covers, bird balls, netting, and basins designed to be linear and narrow with steep sides and rip-rap lining.

6.14 Stormwater Infiltration Areas Guidelines

Stormwater infiltration areas within landscape areas shall be designed to be no greater than 40% of the landscape area width to allow for ornamental landscape. Stormwater infiltration devices located in landscape areas shall be reviewed and plans approved by the City of Ontario's Landscape Planning Division. Any stormwater devices in parkway and landscape areas shall not displace required tree locations.



Source(s): Ridge Landscape Architects (12-17-2025)

Figure 6-10

Conceptual Landscape Interface - Business Park to Open Space Parkland

Not to Scale

CHAPTER 7

IMPLEMENTATION PLAN

7.1 Severability

This Specific Plan document enables the City of Ontario to facilitate the processing and approval of development plans and implementing permits to build out the Eucalyptus Business Park Specific Plan area. If any regulation, condition, program, or portion of this Specific Plan is held invalid or unenforceable, such portions shall be deemed separate, distinct, and independent provisions, and the invalidity of such portions or provisions shall not affect the validity and enforceability of the remaining provisions contained herein.

7.2 Applicability

Approval of the Eucalyptus Business Park Specific Plan indicates acceptance by the City of Ontario City Council of a general framework for the development of the Specific Plan area's property. Part of that framework establishes specific development standards that constitute the zoning regulations of the Specific Plan (refer to Chapter 5, *Development Regulations*). The provisions contained herein are intended to regulate development within the Specific Plan area.

Development within the Eucalyptus Business Park Specific Plan area shall be implemented through the City's approval of a tentative map, a final parcel map, and the Development Plan Review process as established in the City's Development Code. The implementation process described herein provides the mechanisms for review and approval of development projects within the Specific Plan area.

7.3 Interpretation

Unless otherwise provided, any ambiguity concerning the content or application of the Specific Plan shall be resolved by the City's Planning Director, or their designee, in a manner consistent with the goals, policies, purpose, and intent established in this Specific Plan.

7.4 Development Review Process

7.4.1 Subdivision Map

Approval of tentative maps within the Eucalyptus Business Park Specific Plan area may occur concurrently with or subsequently to the adoption of the Specific Plan. The tentative map and final subdivision maps shall be reviewed and approved pursuant to the applicable provisions of the City's Subdivision Ordinance and consistent with the applicable provisions established within the Land Use, Infrastructure, Design Guidelines, and Development Regulations chapters of this Specific Plan.

7.4.2 Development Plan Review

All development within the Eucalyptus Business Park Specific Plan area shall be subject to the Development Plan Review Process established in the City of Ontario Development Code, or as approved the by Planning Director or their designee). Adoption of this Specific Plan by the City includes the design guidelines contained in Chapter 6,

which shall be the design criteria by which development projects within the Specific Plan area shall be reviewed during Development Plan Review. Additionally, proposed uses within the Specific Plan area shall not exceed the total number of daily vehicle trips studied within the EIR prepared to address the Eucalyptus Business Park Specific Plan.

For topics on which these design guidelines are silent, the applicable design guidelines contained within the City's Development Code shall apply. The design guidelines are intended to offer flexibility while establishing fundamental evaluation criteria to guide the City's review of development projects during the design review process.

7.4.3 Development Agreements

Pursuant to California Government Code Sections 65864 et seq., City approval of individual statutory Development Agreements with each property owner may be included as part of the Specific Plan approval process and must be secured prior to approval of the first Final Map. The Development Agreement shall include, but not be limited to, methods of financing, acquisition, and construction of infrastructure. The Eucalyptus Business Park Specific Plan Development Agreement shall be fully executed prior to the issuance of the first building permits for development or first public works permit, whichever takes place first, within the Specific Plan.

7.4.4 Conditional Use Permits

Uses identified as conditionally permitted within Chapter 5, *Development Regulations*, of this Specific Plan shall be subject to review and approval by the City pursuant to the procedures set forth in Division 4.02.015, Conditional Use Permits, of the City's Development Code.

7.4.5 Variances

Variances and Administrative Exceptions to the development regulations contained in Chapter 5, *Development Regulations*, of this Specific Plan with respect to the site area, setback dimensions, building heights, distances between buildings, landscape percentage and off-street parking and loading shall be reviewed pursuant to "Variances and Administrative Exceptions" of Section 4.02.020 of the City's Development Code.

7.5 Substantial Conformance

The Substantial Conformance Determination is a mechanism that allows for the approval of ministerial minor modifications for development under the Specific Plan, which is considered and approved ministerially by the Planning Director or their designee. The City recognizes that modifications to the text and exhibits of this Specific Plan document may be needed over time. Upon direction by the City of Ontario Planning Department, certain modifications to text, exhibits, and/or development standards and design guidelines may not require a formal Specific Plan Amendment (i.e., through public hearing) and can occur ministerially. The following minor modifications to this document do not require a formal Specific Plan Amendment and are subject to ministerial review and approval by the Planning Director or their designee. The Planning Director shall have the discretion to approve or defer any request for modification to the Planning Commission or City Council, either for ministerial direction and guidance, or for a determination that the required change requires a formal amendment as discussed below in Section 7.6. Ministerial Substantial Conformance decisions are not subject to CEQA compliance because CEQA applies to discretionary actions and not to ministerial actions.

A Substantial Conformance shall constitute the following and will require approval from the Planning Director or their designee:

- Expansions or reductions of the net acreage covered by a given Planning Area.
- Transfer of development square footage of 15% or less within the same land use designation, provided that the shift in square footage does not exceed the maximum allowable square footage of 2,939,000 s.f. or exceed the maximum FAR of 0.55 provided in Chapter 5 of this Specific Plan.
- The ultimate alignment of driveways and drive aisles within any Planning Area as part of the development of implementing project(s).
- Construction of buildings, landscaping, and/or parking areas for building sites may cross over into adjacent Planning Areas within the same land use designation, Buildings constructed across Planning Area boundaries shall not, by themselves, trigger the requirement for a Substantial Conformance. Modification of design criteria such as architectural details, landscape treatments, fencing, lighting, and signage.
- Changes to the Phasing Plan, provided infrastructure is available to serve the phase as determined by the City Engineer.
- Implementation of alternative landscape materials, wall materials, entry monument design, primary/secondary corner treatments, and streetscape design that are generally consistent with the conceptual design guidelines contained within this Specific Plan.
- Modifications to the Business Park Architectural Design Guidelines, such as variation of architectural style and variations in materials and colors.
- The Conceptual Site Plan exhibit (Figure 3-3) is illustrative only; modifications to the building orientation and layout as part of the Development Plan review process where the revisions remain consistent with the intent and development standards of the Specific Plan. Final infrastructure facility sizing and precise location of dry utilities, water, sewer, and storm drainage improvements as approved by the City Engineer, OMUC, or San Bernardino Flood Control District.
- Roadway ROW design, when the changes are warranted and approved by the City Engineer.
- Revisions to exhibits that do not substantially change the intent of the Specific Plan.
- Modification, deletions, and additions to the list of permitted and conditionally permitted uses.
- Specific modifications of a similar nature to those listed above which are deemed minor by the Planning Director, which are in keeping with the intent of this Specific Plan and which are in conformance with the Policy Plan component of The Ontario Plan.

7.6 Formal Amendments to the Specific Plan

All modifications to this Specific Plan document that do not meet the criteria of a Substantial Conformance (as defined in the previous subsection) shall be deemed to require a formal Specific Plan Amendment.

Formal Specific Plan Amendments shall be subject to the review and approval of the City Council. The Planning Commission should first hear and consider all applications for formal Specific Plan Amendments and provide a recommendation to the City Council. As required by the California Government Code, all government agencies significantly affected by the proposed Amendment shall be notified

of the proposed action prior to the approval. Because a Specific Plan Amendment is a discretionary action, such amendments shall be appropriately reviewed in accordance with the CEQA Statute and Guidelines, with the City of Ontario serving as the CEQA Lead Agency.

Any formal Specific Plan Amendment initiated by an applicant requires preliminary review by the Planning Director, filing of an official application and required materials supporting the Amendment, submittal of a fee.

In considering approval or disapproval of formal Specific Plan Amendments, the Planning Commission and City Council shall find that the request is:

- Consistent with the Policy Plan component of The Ontario Plan (General Plan) in effect at the time of consideration.
- Compatible with surrounding land uses with respect to use, development standards, density, or issues of health, public safety, and general welfare.
- Consistent with the overall design character and general structure set forth in Chapter 6, *Design Guidelines*, of this Specific Plan.

7.7 Appeals

Appeals of any determination of the Planning Director, Zoning Administrator, or the Planning Commission, may be made by the applicant or any other aggrieved party by filing an application on forms provided by the City of Ontario and accompanied by the appropriate filing fee, where applicable, within ten (10) days following the final date of action for which an appeal is made.

7.8 Compliance with Mitigation Monitoring and Reporting Program

Certification of an EIR shall be required prior to the approval of the Specific Plan. Development within the Eucalyptus Business Park Specific Plan shall comply with all approved mitigation measures as described in the MMRP included as part of the EIR.

7.9 Project Financing

The financing of construction, operation, and maintenance of public improvements, facilities, and public services shall include funding through a combination of financing mechanisms. Prior to the recordation of final maps, a final determination shall be made by City staff and confirmed by the Planning Director and City Engineer regarding the responsibility for construction and maintenance of public facilities, whether publicly or privately maintained.

Implementation of the Eucalyptus Business Park Specific Plan may involve financing options including, but not limited to, the following sections:

7.9.1 Facilities and Services

Construction of public improvements and facilities and the provision of public services may be financed through private capital investment, a Community Facilities District (CFD), Development Impact Fees (DIF), or other special district, pursuant to the Mello-Roos Community District Act of 1982.

7.9.2 Operation and Maintenance

Options for operation and maintenance of public and private improvements and facilities include, but are not limited to, the following:

- City Public Works Department or other public agencies
- Individual private property owners

- Private Property Owners Association
- CFD or other special district (will be at the City's sole distraction)

7.10 Phasing Plan

As shown on Figure 7-1, *Conceptual Phasing Plan*, the development of the Eucalyptus Business Park Specific Plan area is expected to occur in six phases in response to market demands and according to a logical and orderly extension of roadways, public utilities, and infrastructure.

Phase A includes Planning Areas 3 and 6; Phase B includes Planning Areas 2 and 5; Phase C includes Planning Areas 1 and 4; Phase D includes Planning Area 9; Phase E includes Planning Area 8; and Phase F includes Planning Area 7. The developer and the City of Ontario will work together to ensure that the Open Space – Parkland Planning Areas are constructed concurrently with the build-out of the Business Park portions of the Specific Plan area in a phased manner. The details of this partnership will be included in the Development Agreement(s) accompanying the approval of the Specific Plan.

Phasing of the Specific Plan shall be permitted; however, required public improvements will be dictated by the City of Ontario's Land Development Section and the approved Development Agreement(s). The Phasing Plan is conceptual and subject to revision as the project development evolves. The Specific Plan shall allow development in any phase at any time if adequate infrastructure to support same is included. For example, construction of the publicly operated animal resource center or other building or improvement may occur prior to the completion of an earlier phase.

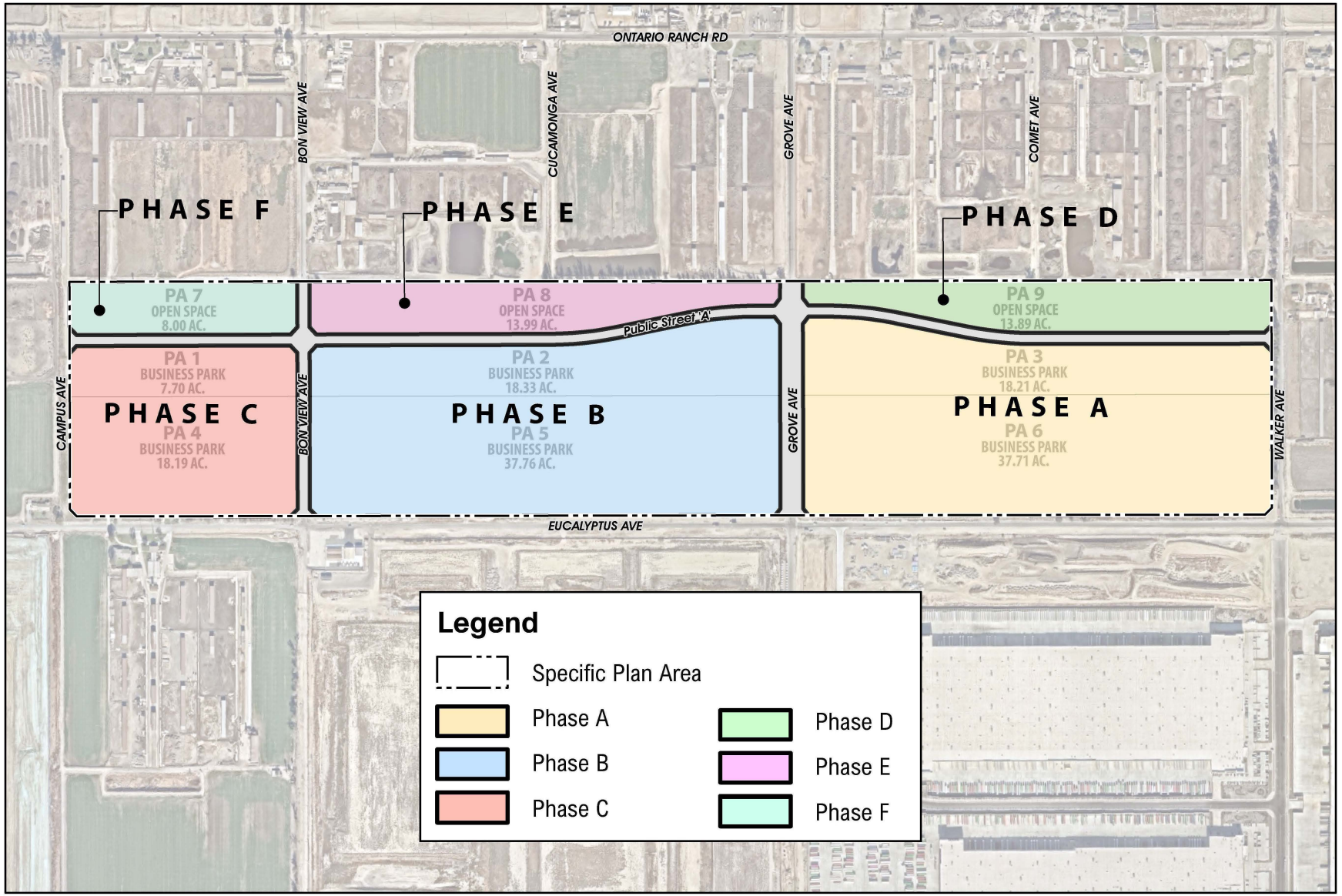
7.11 Maintenance Plan

The public and private improvements constructed within the Eucalyptus Business Park Specific Plan area shall be maintained through a combination of public and private entities as described in Table 7-1, *Maintenance Responsibilities*. Table 7-1 provides a list of maintenance entity options that may fund and/or maintain facilities within the Specific Plan area, however, the ultimate maintenance entity for each facility will be determined by the Eucalyptus Business Park Specific Plan's Development Agreement(s). A Property Owners Association (POA) may be established for the maintenance of common area landscape improvements and private roadways within portions of the Eucalyptus Business Park Specific Plan area. For areas in public ownership (such as public roadway ROWs and the Open Space-Parkland Planning Areas), City of Ontario Public Works, other public agencies, or municipal maintenance districts may fund the maintenance of these areas.

Table 7-1 Maintenance Responsibilities

Facility	City and/or CFD	Property Owners Association	Property Owner or Occupant	Public Utility
Public rights-of-way (ROW) (Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, Eucalyptus Avenue, New Public Street)				
• Curb-to-curb improvements	X			
• Parkways within public right-of-way (ROW)	X			
• Neighborhood Edges, Master Plan Trails and Medians	X	X		
• Landscape buffer located outside public ROW - private		X	X	
Interior private streets located outside of the public ROW (including parkways, landscaping, non-Master Plan Trails, and sidewalks)		X		
Off-street parking areas - private		X	X	
Traffic signals	X			
Traffic control signs – in the public ROW	X			
Traffic control signs – not in the public ROW		X	X	
Street lights – in the public ROW	X			
Street lights – not in the public ROW		X	X	
Public water, sewer, and storm drain improvements within public ROW	X			
On-site landscaping and irrigation - private		X	X	
Common open space – private		X		
Walls and fences - private		X	X	
Corner and Entry Monuments - private		X	X	
Tenant Signage – private		X	X	
Off-street lighting – private		X	X	
Storm Water Drainage/Water Quality Facilities – within the curb-to-curb area of a public street	X			
Permanent Storm Water Drainage/Water Quality Facilities (swales, basins, biotreatment		X	X	

Facility	City and/or CFD	Property Owners Association	Property Owner or Occupant	Public Utility
filters, etc.) – behind the curb line of the public street				
Dry Utilities (electricity, natural gas, communications systems)				X
Fiber Optic communication system in the public ROW (OntarioNet fiber lines)	X			X
Open Space – Parkland	X			
Publicly Operated Animal Resource Center	X			



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (11-20-2025), San Bernardino County (2025)

Figure 7-1

Phasing Plan

APPENDIX A

POLICY PLAN CONSISTENCY ANALYSIS

California Government Code (Title 7, Division 1, Chapter 3, Article 8, §§ 65450 through 65457) allows local governments to adopt and administer specific plans as tools to implement their general plan; however, specific plans must demonstrate consistency with the goals and policies set forth in the local general plan. This appendix provides a summary discussion to demonstrate that this Eucalyptus Business Park Specific Plan is consistent with, and results in the implementation of, applicable primary goals and policies of the Policy Plan (General Plan) component of The Ontario Plan.

The Ontario Plan Policy	Specific Plan Consistency
Land Use Element	
LU-1: A community that has jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.	
LU-1.1: Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, foster the development of transit, and support the expansion of the active and multimodal transportation networks throughout the City.	**Consistent.** The Eucalyptus Business Park Specific Plan area is located in the Ontario Ranch area of the City, which is an area planned for future growth. The City's Master Plans for water, sewer, and storm drainage identify planned infrastructure facilities to support growth in this area. The developer(s) of the Eucalyptus Business Park Specific Plan area will be required to participate in the installation of the Master Plan infrastructure. Additionally, streets within the Specific Plan area are designed to be safe and accessible to accommodate different modes of non-vehicular transportation.
LU-1.2: Sustainable Community Strategy. We integrate state, regional, and local Sustainable Community /Smart Growth principles into the development and entitlement process.	**Consistent.** The Eucalyptus Specific Plan features numerous sustainable features. The Specific Plan encourages non-motorized circulation by employees and visitors via its provision of an integrated network of sidewalks, bikeways, and trails. In accordance with the Policy Plan Exhibit M-02, Multipurpose Trails & Bikeway, Class II bike lanes are provided along both sides of Campus Avenue and Walker Avenue. Additionally, the Eucalyptus Business Park Specific Plan area includes an 8-foot multi-purpose trail along Eucalyptus Avenue, Grove Avenue and Walker Avenue. All development in the Specific Plan area are required to conform to the California Green Building Standards Code (CalGreen Code) and the Specific Plan includes

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	Energy Efficiency guidelines. In addition, the EBPSP includes a rooftop solar energy system which would generate enough electricity to meet 45% of annual electricity demand. The plant palette for the Specific Plan area consists of water-efficient species native to southern California or naturalized to the arid southern California climate, and the use of turf will be minimized. As such, the Eucalyptus Specific Plan is consistent with this policy.
LU-1.3: Adequate Capacity. We require adequate infrastructure and services for all development.	**Consistent.** The developer(s) of the Eucalyptus Business Park Specific Plan area are required to install adequate roadway and utility infrastructure improvements to meet the demands of the Specific Plan while maintaining adequate service levels for existing, surrounding development. Refer to the Environmental Impact Report (EIR) prepared for the Eucalyptus Business Park Specific Plan for a detailed analysis of the adequacy of the Specific Plan's infrastructure improvements.
LU-1.4: Multimodal Mobility. We require development and urban design, where appropriate, that reduces reliance on the automobile and capitalizes on active transportation, transit, electric vehicles, and multimodal transportation opportunities	**Consistent.** The Eucalyptus Business Park Specific Plan area offers numerous opportunities for non-vehicular circulation, including multi-purpose trails, bikeways, and sidewalks. Class II bike lanes would largely be provided along both sides of Campus Avenue, between Riverside Drive and Holt Avenue, Eucalyptus Avenue, and Walker Avenue, between Euclid Avenue and Hamner Avenue. Additionally, the Eucalyptus Business Park Specific Plan area includes an 8-foot multi-purpose trail along Eucalyptus Avenue, Grove Avenue, Campus Avenue, and Walker Avenue to encourage connectivity and circulation by employees, visitors, and the passersby that is not completely dependent on a motorized vehicle. Additionally, bike storage facilities are required to be installed in each building to further promote alternative transportation.
LU-1.5: Jobs-Housing Balance. We coordinate land use, infrastructure, and transportation planning and analysis with regional, county, and other local agencies to further regional and subregional goals for jobs-housing balance.	**Consistent.** The developer(s) of the Eucalyptus Business Park will construct roadway and utility improvements in accordance with the City's infrastructure master plans. Furthermore, the Specific Plan area will generate employment opportunities for residents of the City and surrounding jurisdictions, and reduce the need for residents in the region to commute to other regions for employment opportunities. Accordingly, implementation of the Eucalyptus Business Park Specific Plan will improve

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	the jobs-housing balance within the City and the Inland Empire region.
LU-1.6: Complete Community. We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers, and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario.	**Consistent.** The Eucalyptus Business Park Specific Plan land use plan provides Business Park land uses that will accommodate a variety of employment uses arranged in a sensible and efficient manner that allow ease of access and complement the surrounding community. The parkland area will provide recreational amenities for residents of and visitors to the City of Ontario. The business park area of the Eucalyptus Business Park Specific Plan area is envisioned to attract local, national, and international businesses, and will assist in diversifying the mix of employment opportunities available in the City. The retail component within the business park area will serve both the businesses within the Eucalyptus Business Park Specific Plan area and the broader community.
LU-1.7: Revenues and Costs. We require future amendments to our Land Use Plan to be accompanied by analyses of fiscal impacts.	**Consistent.** A fiscal impact analysis will be prepared in support of the Specific Plan. Refer to the Eucalyptus Business Park Specific Plan EIR for a detailed analysis of potential fiscal effects associated with the implementation of the Specific Plan.
LU-2: Compatibility between a wide range of uses and resultant urban patterns and forms.	
LU-2.1: Land Use Decisions. We minimize adverse impacts on adjacent properties when considering land use and zoning requests.	**Consistent.** The Eucalyptus Business Park Specific Plan EIR evaluated the potential physical environmental impacts of the implementation of the Specific Plan on the surrounding community in accordance with the California Environmental Quality Act (CEQA). Refer to the Eucalyptus Business Park Specific Plan EIR for a detailed analysis of impacts to adjacent properties associated with the implementation of the Specific Plan.
LU-2.2: Buffers. We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur. Additional mitigation is required when new uses could negatively impact environmental justice areas.	**Consistent.** The Eucalyptus Business Park Specific Plan provides conceptual streetscapes for Eucalyptus Avenue, Campus Avenue, Walker Avenue, and Public Street 'A'; primary and secondary corner treatments at Specific Plan entry points; and landscaped screening walls between truck courts and parking areas and adjacent public rights-of-way. Implementation of these features provides a visual buffer between planned on-site Business Park land uses and existing and planned off-site land uses. Additionally, the Specific Plan includes Open Space–Parkland along the northern boundary to separate the business park uses from the residential uses planned

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	to the north. As such, the Eucalyptus Business Park is consistent with this policy.
LU-2.3: Hazardous Uses. We regulate the development of industrial and similar uses that use, store, produce, or transport toxic substances, air emissions, other pollutants, or hazardous materials.	**Consistent.** Building occupants within the Eucalyptus Business Park Specific Plan area are obligated to comply with all local and State requirements for using, storing, producing, or transporting toxic substances, air emissions, other pollutants, or hazardous materials.
LU-2.5: Regulation of Uses. We regulate the location, concentration, and operation of uses that have impacts on surrounding land uses.	**Consistent.** The Eucalyptus Business Park Specific Plan EIR evaluated the potential physical environmental impacts of the implementation of the Specific Plan on the surrounding community in accordance with CEQA. Refer to the Eucalyptus Business Park Specific Plan EIR for a detailed analysis of impacts to adjacent properties associated with the implementation of the Specific Plan.
LU-2.6: Infrastructure Compatibility. We require infrastructure to be aesthetically pleasing and in context with the community character.	**Consistent.** Water, sewer, storm drain, and dry utility improvements will be located underground and out of view, with the exception of storm water inlets and channels that are required to be exposed at the surface. Roadway infrastructure improvements are designed to be landscaped with a combination of evergreen and deciduous trees – including flowering varieties – shrubs and groundcovers in an aesthetically-pleasing manner to establish the Specific Plan's design theme.
LU-2.8: Transitional Areas. We require development in transitional areas to protect the quality of life of current residents.	**Consistent.** The Eucalyptus Business Park Specific Plan area is primarily surrounded by agricultural uses, dairy operations, and existing and planned industrial warehouse uses. Nonetheless, the Specific Plan stipulates landscaping and building setbacks along all of the Specific Plan's perimeter streets that separate the Specific Plan area from adjacent properties. Trucks traveling to and from the Specific Plan area are required to utilize the City's approved truck routes, thereby minimizing exposure of nearby residents to truck-related impacts. Development within the Specific Plan area must adhere to the Design Guidelines in Chapter 6 of this Specific Plan, which will provide for a high-quality, attractive, and contemporary environment.
LU-2.9: Methane Gas Sites. We require sensitive land uses and new uses on former dairy farms or other methane-producing sites be designed to minimize health risks.	**Consistent.** If determined to be necessary, the Eucalyptus Business Park Specific Plan area will be required to implement the mitigation measures identified in the Eucalyptus Business Park Specific Plan EIR addressing soil remediation and building

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	venting requirements related to methane gas hazards. As such, this Specific Plan is consistent with this policy.
LU-4: Development that provides short-term value only when the opportunity to achieve our Vision can be preserved.	
LU-4.2: Interim Development. We allow development in urban, mixed use, and transit-oriented Place Types that is not immediately reflective of our ultimate Vision for the Place Type, provided it can be modified or replaced when circumstances are right to support development aligned with the Place Type Vision. We will not allow development that impedes, precludes, or compromises our ability to achieve our Vision.	Consistent. The central theme of the Ontario Vision is "A sustained, community-wide prosperity which continuously adds value and yields benefits." The open space-parkland area will introduce and sustain recreational amenities in the long term for use by City residents and visitors. The phased development of the business park land uses in the Eucalyptus Business Park Specific Plan area will attract new businesses, provide employment opportunities for residents, contribute the City's tax base, and construct circulation and utility infrastructure improvements that are critical to allow for the growth of the region. As such, the Specific Plan area will help the City achieve its Vision by continuously adding value, yielding benefits, and contributing to the prosperity of the City and the Inland Empire region.
LU-4.3: Infrastructure Timing. We require that the necessary infrastructure and services be in place prior to or concurrently with development.	Consistent. Chapter 7, *Implementation Plan*, of the Eucalyptus Business Park Specific Plan includes a development phasing plan that requires infrastructure needed to support the buildout of the Specific Plan to be adequately phased concurrently with development.
LU-5: Integrated airport systems and facilities that minimize negative impacts to the community and maximize economic benefits.	
LU-5.5: Airport Compatibility Planning for ONT. We create and maintain the Airport Land Use Compatibility Plan for ONT.	Consistent. The land uses provided by the Eucalyptus Business Park Specific Plan are consistent with the Airport Land Use Compatibility Plan (ALUCP) requirements for the Ontario International Airport. Furthermore, future development on the Specific Plan property would be required to comply with the development standards and design guidelines established in this Specific Plan, as well as the applicable requirements of the City of Ontario Development Code, which would preclude any potential inconsistencies with the Ontario International Airport ALUCP.
LU-5.7: ALUCP Consistency with Land Use Regulations. We comply with state law that requires general plans, specific plans, and all new development to be consistent with the	Consistent. The land uses provided by the Eucalyptus Business Park Specific Plan are consistent with the Airport Land Use Compatibility Plan (ALUCP) requirements for the Ontario International Airport and the provisions provided in the Chino Airport Overlay

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Land Use Element	
policies and criteria set forth within an Airport Land Use Compatibility Plan for any public-use airport.	District and Chino ALUCP. All proposed development will be reviewed by the City of Ontario staff in the Development Plan review process.
LU-5.8: Chino Airport. We will support the creation and implementation of the Airport Land Use Compatibility Plan for Chino Airport.	**Consistent.** The land uses provided by the Eucalyptus Business Park Specific Plan are consistent with the provisions provided in the Chino Airport Overlay District. Proposed development within the Specific Plan area will be reviewed by the City of Ontario Staff in the Site Plan review process.

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Housing Element	
H-1: Stable neighborhoods of quality housing, ample community services and public facilities, well-maintained infrastructure, and public safety that foster a positive sense of identity.	
H-1.4: Historical Preservation. We support the preservation and enhancement of residential structures, properties, street designs, lot configurations, and other reminders of Ontario's past that are considered to be local historical or cultural resources.	**Consistent.** Refer to the Eucalyptus Business Park Specific Plan EIR for a detailed analysis of potential impacts to historical and cultural resources that would occur as a result of the implementation of the Specific Plan. If determined to be necessary, development projects within the Specific Plan area will be required to implement mitigation measures to reduce impacts to historical and cultural resources to the maximum extent feasible.

Ontario Plan Policy	Specific Plan Consistency
Parks and Recreation Element	
PR-1: A system of safe and accessible parks that meets the needs of the community.	
PR-1.9: Phased Development. We require parks be built in new communities before a significant proportion of residents move in.	**Consistent.** The Eucalyptus Business Park Specific Plan does not include the creation of new residential units, but includes 35.88 acres of the City's Grand Park. Chapter 7, *Implementation Plan*, of the Eucalyptus Business Park Specific Plan includes a development phasing plan that discusses the buildout of the Specific Plan which includes the both the Business Park and the Open Space – Parkland land uses.
PR-1.15: Trail Connectivity. We strengthen and improve equestrian, bike, and multipurpose trail connections within the City and work to improve trail connections into adjacent jurisdictions.	**Consistent.** The Eucalyptus Business Park Specific Plan includes multi-purpose trails along Eucalyptus Avenue, Campus Avenue, Grove Avenue, and Walker Avenue to encourage connectivity and circulation by employees, visitors, and the passerby by means not completely dependent on a motorized vehicle. The multi-purpose trail system provided by the Specific Plan area implements the multipurpose trail system

Ontario Plan Policy	Specific Plan Consistency
Parks and Recreation Element	
	shown in Exhibit M-3, Multipurpose Trails & Bikeway Corridor Plan, of The Policy Plan.

Ontario Plan Policy	Specific Plan Consistency
Environmental Resources Element	
ER-1: A reliable and cost-effective system that permits the City to manage its diverse water resources and needs.	
ER-1.3: Conservation and Sustainable Water Supply. We work with regional water providers and users to conserve water and ensure sustainable local water supplies as more frequent droughts reduce long term local and regional water availability	Consistent. The Eucalyptus Business Park Specific Plan incorporates a drought-tolerant plant palette and water-efficient irrigation system design to minimize the water demands of planned development. In addition, implementing development projects will be required to comply with the water-efficiency mandates of the California Green Building Standards Code, including the provision of water-efficient fixtures.
ER-1.4: Supply-Demand Balance. We require that available water supply and demands be balanced.	Consistent. The Eucalyptus Business Park Specific Plan EIR evaluates the potential impacts of the Specific Plan's implementation related to water supply based on the results of a project-specific water supply assessment. If deemed necessary by the EIR, development within the Specific Plan is required to implement mitigation measures to reduce significant impacts to the water supply to the maximum extent feasible.
ER-1.5: Water Resource Management. Environmental justice areas are prioritized as we coordinate with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater.	Consistent. As discussed in the Eucalyptus Business Park Specific Plan EIR, implementation of the Specific Plan will not result in new, substantial sources of urban runoff, and also will not violate applicable stormwater quality requirements. Also, the Eucalyptus Business Park Specific Plan area includes permeable surfaces (e.g., open space-parkland, landscaped areas, water quality/infiltration basins) that would allow surface water to percolate and contribute to recharge of the aquifer.
ER-1.6: Urban Run-off Quantity. We encourage the use of low impact development strategies, including green infrastructure, to intercept run-off, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.	Consistent. As discussed in the Eucalyptus Business Park Specific Plan EIR, implementation of the Specific Plan will not result in new, substantial sources of urban runoff, and also will not violate applicable stormwater quality requirements. Also, the Eucalyptus Business Park Specific Plan area includes permeable surfaces (e.g., open space-parkland, landscaped areas, water quality/infiltration basins) that would allow surface water to percolate and contribute to recharge of the aquifer.

Ontario Plan Policy	Specific Plan Consistency
Environmental Resources Element	
ER-1.7: Urban Run-off Quality. We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.	**Consistent.** As discussed in the Eucalyptus Business Park Specific Plan EIR, implementation of the Specific Plan will not result in new, substantial sources of urban runoff, and also will not violate applicable stormwater quality requirements. Also, the Eucalyptus Business Park Specific Plan area includes permeable surfaces (e.g., open space-parkland landscaped areas, water quality/infiltration basins) that would allow surface water to percolate and contribute to recharge of the aquifer.
ER-1.8: Wastewater Management. We require the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.	**Consistent.** All sewer conveyance infrastructure needed to serve the Eucalyptus Business Park Specific Plan area will be installed in accordance with City design standards. Accordingly, implementation of the Specific Plan will not violate any applicable waste discharge requirements as detailed in the Eucalyptus Business Park Specific Plan EIR.
ER-3: Cost-effective and reliable energy system sustained through a combination of low impact buildings, site and neighborhood energy conservation, and diverse sources of energy generation that collectively helps to minimize the region's carbon footprint.	
ER-3.3: Building and Site Design. We require new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive solar, and natural ventilation.	**Consistent.** The Eucalyptus Business Park Specific Plan's design guidelines encourage all new construction to utilize design features, fixtures, appliances, and heating and cooling controls to conserve energy and water. In addition, all development is required to comply with the California Green Building Standards Code (CalGreen Code).
ER-3.6: Generation- Renewable Sources. We promote the use of renewable energy sources (e.g., solar, wind, biomass) in public and private sector development.	**Consistent.** The Eucalyptus Business Park Specific Plan proposes a rooftop solar energy system which generates enough electricity to meet 45% of annual electricity demand.
ER-4: Improved indoor and outdoor air quality and reduced locally generated pollutant emissions.	
ER-4.1: Land Use. We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.	**Consistent.** The Eucalyptus Business Park Specific Plan area provides employment land uses in close proximity to major transportation corridors (Interstate 10, Interstate 15, State Route 60, State Route 83, State Route 71 and State Route 91) and near Bus Rapid Transit (BRT) Corridors along Ontario Ranch Road and Euclid Avenue. Therefore, the Specific Plan area provides local employment opportunities for residents and serves to improve the regional jobs-housing balance. Additionally, the Specific Plan area provides an integrated system of sidewalks, bikeways, and multi-purpose trails on internal and perimeter roadways to encourage non-vehicular modes of transportation. The Eucalyptus Business Park

Ontario Plan Policy	Specific Plan Consistency
Environmental Resources Element	
	Specific Plan area has the potential to reduce vehicle miles traveled, which would reduce tailpipe emissions – a major source of greenhouse gases (GHGs).
ER-4.3: Greenhouse Gases (GHG) Emissions Reductions. We will reduce GHG emissions in accordance with regional, state, and federal regulations.	**Consistent.** As described in the Eucalyptus Business Park Specific Plan EIR, the Specific Plan would be consistent with applicable regional, State, and federal regulations related to the reduction of GHG emissions and would not obstruct implementation of any GHG reduction plans/programs.
ER-4.8: Tree Planting. We protect healthy trees within the City and plant new trees to increase carbon sequestration and help the regional/local air quality. We expand the tree canopy in environmental justice areas to enhance air quality and reduce the "heat island" effect.	**Consistent.** The Specific Plan area is not within an environmental justice area, however, as part of the development of the Eucalyptus Business Park Specific Plan area, a substantial number of trees will be planted within the Specific Plan area, and in particular along roadway street frontages, near building entrances, and in passenger car parking lots. In addition, trees will be planted in the open space-parkland planning areas.
ER-5: Protected high value habitat and farming and mineral resource extraction activities that are compatible with adjacent development.	
ER-5.1: Habitat Conservation Areas. We support the protection of biological resources through the establishment, restoration, and conservation of high-quality habitat areas.	**Consistent.** The Eucalyptus Business Plan Specific Plan area was historically used for agricultural uses, dairy farming, and a trucking operation. The Specific Plan EIR evaluates impacts to biological resources (including sensitive/protected habitats and species) as a result of the implementation of the Specific Plan and establishes mitigation measures required to reduce significant impacts to the maximum extent feasible.
ER-5.2: Entitlement and Permitting Process. We comply with state and federal regulations regarding protected species.	**Consistent.** The Eucalyptus Business Plan Specific Plan area was historically used for agricultural uses, dairy farming, and a trucking operation. The Specific Plan EIR evaluates impacts to biological resources (including sensitive/protected habitats and species) as a result of the implementation of the Specific Plan and establishes mitigation measures required to reduce significant impacts to the maximum extent feasible.
ER-5.3: Right to Farm. We support the right of existing farms to continue their operations within the Ontario Ranch.	**Consistent.** Implementation of the Eucalyptus Business Park Specific Plan would not preclude the continued operation of existing farms within the New Model Colony/Ontario Ranch for ten years, as shown in Table 5-1, *Permitted Uses*, of this Specific Plan. Furthermore, the Eucalyptus Business Park Specific Plan EIR evaluates impacts to surrounding land uses that could potentially occur as a result of the

Ontario Plan Policy	Specific Plan Consistency
Environmental Resources Element	
	implementation of the Eucalyptus Business Park Specific Plan and establishes mitigation measures required to reduce significant impacts to the maximum extent feasible.
ER-5.4: Transition of Farms. We protect both existing farms and sensitive uses around them as agricultural areas transition to urban uses.	**Consistent.** Implementation of the Eucalyptus Business Park Specific Plan would not preclude the continued operation of existing farms within the New Model Colony/Ontario Ranch for ten years, as shown in Table 5-1, *Permitted Uses*, of this Specific Plan. Furthermore, the Eucalyptus Business Park Specific Plan EIR evaluates impacts to surrounding land uses that could potentially occur as a result of the implementation of the Eucalyptus Business Park Specific Plan and establishes mitigation measures required to reduce significant impacts to the maximum extent feasible.

Ontario Plan Policy	Specific Plan Consistency
Community Economics Element	
CE-1: A complete community that provides for all incomes and stages of life.	
CE-1.1: Jobs-Housing Balance. We pursue improvement to the Inland Empire's balance between jobs and housing by promoting job growth that reduces the regional economy's reliance on out-commuting.	**Consistent.** The Eucalyptus Business Park Specific Plan would provide over 137.90 acres of new employment-generating land uses in close driving distance to existing and planned residential land uses. The new job opportunities provided within the Specific Plan area will assist the City's efforts to promote job growth and improve the balance between jobs and housing within the City limits.
CE-1.12: Circulation. We continuously plan and improve public transit and non-vehicular circulation for the mobility of all, including those with limited or no access to private automobiles.	**Consistent.** BRT Corridors are located along Ontario Ranch Road and Euclid Avenue in close proximity to the Specific Plan. The Specific Plan would construct a bus turnout near the intersection of Grove Avenue and Eucalyptus Avenue in anticipation of future Omnitrans service. Additionally, the Specific Plan area provides Class II Bikeways along Walker Avenue and Campus Avenue. Additionally, sidewalks are provided along all streets within the Specific Plan area.
CE-2: A City of distinctive neighborhoods, districts, corridors, and centers where people choose to be.	
CE-2.1: Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community.	**Consistent.** The Eucalyptus Business Park Specific Plan provides for the development of the Specific Plan property as a high-quality and contemporary business park. This Specific Plan's Design Guidelines establish criteria for architecture, lighting, signage, and landscape design to promote the development of an

Ontario Plan Policy	Specific Plan Consistency
Community Economics Element	
	attractive business park with timeless design features, for as an inviting place to work and conduct business. The adjacency of the park and integral retail development further enhances the attractiveness of the Specific Plan.
CE-2.2: Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional, and sustainable places that will compete well with their competition within the region.	**Consistent.** The Eucalyptus Business Park Specific Plan requires implementing development projects within the Specific Plan area to be reviewed and approved pursuant to the provisions of the City's Subdivision Ordinance and Development Plan Review process which provides for review by the City's Planning Department which may require the development to demonstrate how each project will create appropriately unique, functional and sustainable places. Furthermore, development projects in the Specific Plan area are required to be designed in accordance with the architectural and landscape design guidelines established in Chapter 6, *Design Guidelines*, of this Specific Plan, which will result in a unique, aesthetically attractive, and contemporary business park that will be highly competitive with similar developments in the region.
CE-2.4: Protection of Investment. We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.	**Consistent.** Development projects in the Eucalyptus Business Park Specific Plan are required to be designed in accordance with the architectural and landscape design guidelines in Chapter 6, *Design Guidelines*, of this Specific Plan, which will result in a unique, aesthetically attractive, and contemporary business park that reflects high-quality architectural design.
CE-2.5: Private Maintenance. We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.	**Consistent.** This Specific Plan defines the entities responsible for the maintenance of publicly and privately-owned improvements within the Specific Plan area, including roadways and utility infrastructure. Compliance with the maintenance responsibility matrix established in Chapter 7, *Implementation Plan*, will ensure that all improvements within the Specific Plan area are properly and consistently maintained.
CE-2.6: Public Maintenance. We require the establishment and operation of maintenance districts or other vehicles to fund the long-term operation and maintenance of the public realm whether on private land, in rights-of-way, or on publicly-owned property.	**Consistent.** This Specific Plan defines the entities responsible for the maintenance of publicly and privately-owned improvements within the Specific Plan area, including roadways and utility infrastructure. Compliance with the maintenance responsibility matrix established in Chapter 7, *Implementation Plan*, will ensure that all improvements

Ontario Plan Policy	Specific Plan Consistency
Community Economics Element	
	within the Specific Plan area are properly and consistently maintained.
CE-3: Decision-making deliberations that incorporate the full short-term and long-term economic and fiscal implications of proposed City Council actions.	
CE-3.2: General Plan Amendments. We require those proposing General Plan amendments to disclose reasonably foreseeable impacts through a fiscal analysis.	**Consistent.** A fiscal impact analysis will be prepared in support of the Eucalyptus Business Park Specific Plan. Refer to the Eucalyptus Business Park Specific Plan EIR for a detailed analysis of potential reasonably foreseeable fiscal effects associated with implementation of this Specific Plan.

Ontario Plan Policy	Specific Plan Consistency
Mobility Element	
M-1*: A system of roadways that meets the mobility needs of a dynamic and prosperous Ontario.*	
Policy M1-1: Roadway Design and Maintenance. We require our roadways to: • Comply with federal, state, and local design and safety standards; • Meet the needs of multiple transportation modes and users; • Handle the capacity envisioned in the City of Ontario Master Plan of Streets and Highways; • Be maintained in accordance with best practices; • Be compatible with the streetscape and surrounding land uses; and Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand management strategies.	**Consistent.** The Eucalyptus Business Park Specific Plan includes roadway improvements consistent with the City of Ontario Master Plan of Streets and Highways, as described in Chapter 4, *Infrastructure Plan*. Perimeter and internal streets will be constructed to City standards and are designed to accommodate vehicles, pedestrians, and bicyclists through the inclusion of sidewalks, Class II bike lanes, and multi-purpose trails. Roadway designs include parkways and landscaping to support circulation and enhance compatibility with adjacent land uses. Maintenance responsibilities are outlined in Chapter 7, *Implementation Plan*.
Policy M1-2: Mitigation of Impacts. We require development to mitigate its traffic impacts.	**Consistent.** The Eucalyptus Business Park Specific Plan is supported by a project-specific traffic impact analysis that identifies necessary mitigation measures to address traffic impacts. The implementation of these measures will be the responsibility of the developer(s) and will be carried out in accordance with City of Ontario standards and requirements.
Policy M1-4: Complete Streets.	**Consistent.** The Eucalyptus Business Park Specific Plan establishes a multimodal circulation network that

Ontario Plan Policy	Specific Plan Consistency
Mobility Element	
We work to provide a complete, balanced, context-aware, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.	includes sidewalks, Class II bike lanes, and multi-purpose trails along major roadways such as Campus Avenue, Eucalyptus Avenue, and Walker Avenue, as described in Chapter 4, *Infrastructure Plan*. The plan is designed to accommodate pedestrians, bicyclists, and vehicles through coordinated roadway and non-vehicular improvements. Design Guidelines in Chapter 6 address pedestrian connectivity and require consistent treatment of sidewalks, parkways, and landscape buffers to support safe and functional circulation throughout the Specific Plan area.
Policy M1-5: Level of Service. Maintain a peak hour Level of Service (LOS) E or better at all intersections. Maintain Level of Service D or better on arterial streets in the City. Develop and maintain a list of locations where LOS E or LOS F are considered acceptable and would be exempt from this level of service policy. Considerations for LOS exemption include being restricted by environmental constraints, lacking available right-of-way, deterring an increase in VMT, or degrading other modes of travel (such as bicycle or pedestrian infrastructure).	**Consistent.** The Eucalyptus Business Park Specific Plan is supported by a project-specific traffic impact analysis that identifies necessary mitigation measures to address traffic impacts, as referenced in Chapter 4, *Infrastructure Plan*. The Specific Plan includes planned improvements to perimeter and internal roadways in accordance with the City of Ontario Master Plan of Streets and Highways. Intersection improvements and roadway design will be subject to further analysis and review by the City to ensure compliance with applicable standards.
Policy M1-6: Reduced Vehicle Miles Traveled. We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.	**Consistent.** The Eucalyptus Business Park Specific Plan allows for business park and support commercial land uses with internal circulation systems, including sidewalks, bike lanes, and multi-purpose trails, to encourage non-vehicular travel. Also, the open space-parkland planning areas will provide recreational amenities and the retail component within the business park planning area will provide support services within walking and biking distance of the business park uses.
M-2: *A system of trails and corridors that facilitate and encourage active modes of transportation.*	
Policy M2-1: Active Transportation. We maintain our Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways and pedestrian facilities that are safe, comfortable, and accessible and connect residential areas, businesses, schools, parks, and other key destination points.	**Consistent.** The Eucalyptus Business Park Specific Plan includes the construction of Class II bike lanes along Campus Avenue, Eucalyptus Avenue, and Walker Avenue, as well as multi-purpose trails along Campus Avenue, Eucalyptus Avenue, Grove Avenue, and Walker Avenue, as detailed in Chapter 4, *Infrastructure Plan*. These facilities are integrated with a network of sidewalks throughout the Specific Plan

Ontario Plan Policy	Specific Plan Consistency
Mobility Element	
	area to support safe and accessible travel for pedestrians and bicyclists. The circulation improvements are designed to enhance connectivity within the Business Park and to adjacent areas, consistent with the City's active transportation goals.
Policy M2-2: Bicycle System. We provide off-street multipurpose trails and Class II bikeways as our primary paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right-of-way, we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas.	**Consistent.** The Eucalyptus Business Park Specific Plan includes Class II bikeways and multi-purpose trails throughout the circulation network to support bicycle travel. At final buildout, all development in the Specific Plan area will be required to comply with City of Ontario bicycle facility standards, including provisions for bike lanes, trails, and secure bicycle parking and storage.
Policy M2-3: Pedestrian Walkways. We require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, and other key destination points.	**Consistent.** The Eucalyptus Business Park Specific Plan includes sidewalks and multi-purpose trails along all major perimeter roadways, including Eucalyptus Avenue, Grove Avenue, Walker Avenue, and Campus Avenue, to ensure safe and convenient pedestrian access throughout the plan area. Internal private drive aisles and public streets will provide additional pedestrian connections between planned business park uses and open space areas. All pedestrian facilities will be constructed in accordance with City standards and designed to promote visibility and safety.
M-2.4 Network Opportunities. We use public rights-of-way and easements such as, utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options to maintain and expand our bicycle and pedestrian network. In urban, mixed- use, and transit-oriented Place Types, we encourage the use of underutilized public and private spaces to expand our public realm and improve pedestrian and bicycle connectivity. (Link to Community Design Element Urban, Mixed Use, and Transit-oriented Place Types Section)	**Consistent.** The Eucalyptus Business Park Specific Plan utilizes public rights-of-way to establish a connected bicycle and pedestrian network, including sidewalks and multi-purpose trails within the ROWs of Eucalyptus Avenue, Grove Avenue, Walker Avenue, Campus Avenue, and other major corridors. The plan incorporates parkways, landscape buffers, and trail corridors to expand the public realm and improve non-vehicular connectivity throughout the Specific Plan area in alignment with City goals.
Goal M-4: An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.	
Policy M4-1: Truck Routes.	**Consistent.** Truck access to and from the Eucalyptus Business Park Specific Plan area will utilize Grove

Ontario Plan Policy	Specific Plan Consistency
Mobility Element	
We designate and maintain a network of City truck routes that provide for the safe and efficient transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses, as shown on Exhibit M-04, Truck Routes. We will minimize conflicts on truck routes through the design and implementation of buffers between travel lanes and pedestrian and bicycle facilities on designated truck routes.	Avenue, Walker Avenue, Bon View Avenue, and Campus Avenue, with connections to designated truck routes at Eucalyptus Avenue. The circulation plan includes design elements such as landscape buffers and trail corridors along key frontages to help minimize potential conflicts between truck traffic and non-motorized users, consistent with City policies for safe and efficient goods movement.
Policy M4-4: Environmental Considerations. We support both local and regional efforts to reduce/eliminate the negative environmental impacts of goods movement through the planning and implementation of truck routing and the development of a plan to evaluate the future needs of clean fueling/recharging and electrified truck parking.	**Consistent.** The Eucalyptus Business Park Specific Plan supports regional goods movement through planned improvements to major roadway within Eucalyptus Avenue, which are identified as truck routes in Chapter 4, *Infrastructure Plan*. The Specific Plan incorporates circulation and site planning strategies that accommodate truck access and loading while minimizing conflicts with non-vehicular travel. These improvements provide a framework that can support future environmental initiatives related to sustainable goods movement.

Ontario Plan Policy	Specific Plan Consistency
Community Design Benefit	
CD-1: A dynamic, progressive city containing distinct neighborhoods and commercial districts that foster a positive sense of identity and belonging among residents, visitors, and businesses.	
Policy CD1-3: Existing Neighborhoods. We require the existing character of viable residential and non-residential neighborhoods be preserved, protected and enhanced.	**Consistent.** The Eucalyptus Business Park Specific Plan is designed to preserve and protect the character of surrounding neighborhoods by incorporating a thoughtful land use plan, site design, and buffer treatments. Landscape setbacks and open space parkland are located along perimeter roadways to provide a visual and physical buffer between Business Park uses and adjacent properties. Building orientation, screening walls, and enhanced landscaping will be used to minimize visual and operational impacts on neighboring land uses. Design guidelines in Chapter 6 and development standards in Chapter 5 ensure that lighting is directed away from adjacent areas and that loading and service areas are screened from public view, thereby reducing potential edge effects and maintaining compatibility with the surrounding community.

Ontario Plan Policy	Specific Plan Consistency
Community Design Benefit	
Policy CD1-4: Transportation Corridors. We will enhance our major transportation corridors within the City through landscape, hardscape, signage and lighting. The extent of enhancement should be appropriate to the use, type, and context of each corridor.	**Consistent.** The Eucalyptus Business Park Specific Plan enhances major transportation corridors through a cohesive streetscape design that includes landscaping, parkways, and multi-purpose trails along Eucalyptus Avenue, Grove Avenue, Walker Avenue, and Campus Avenue. These improvements include a combination of canopy trees, shrubs, and groundcover to frame the corridor edges and provide visual continuity. The plan also provides Class II bike lanes and an internal pedestrian network to promote safe, multimodal travel. Entry monuments, consistent signage, and corner treatments are integrated into the streetscape to reinforce the design character of the Business Park and create a welcoming environment for employees and visitors. Design Guidelines in Chapter 6 further establish architectural and landscape elements appropriate to the context of each corridor.
Policy CD1-5: View Corridors. We require all major north-south streets be designed and redeveloped to feature views of the San Gabriel Mountains, which are part of the City's visual identity and a key to geographic orientation. Such views should be free of visual clutter, including billboards and may be enhanced by framing with trees.	**Consistent.** The Eucalyptus Business Park Specific Plan does not include any design features that would obstruct views along major north-south corridors such as Campus Avenue, Grove Avenue, Bon View Avenue, and Walker Avenue. As outlined in Chapter 6, *Design Guidelines*, and Chapter 4, *Infrastructure Plan*, landscaping—including street trees and parkways—will be installed along these corridors as part of roadway improvements. These enhancements will be implemented concurrently with development to create a cohesive streetscape while maintaining an open visual character consistent with City policies.
CD-2: A high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct.	
Policy CD2-1: **Quality Architecture.** We encourage all development projects to convey visual interest and character through: • Building volume, massing, and height to provide appropriate scale and proportion; • A true architectural style which is carried out in plan, section and elevation through all aspects of the building and site design and appropriate for its setting; and	**Consistent.** Future development within the Eucalyptus Business Park will be guided by the Specific Plan's Design Guidelines (Chapter 6), which promote high-quality architectural design through appropriate building massing, scale, and articulation. The guidelines require a unified architectural theme and consistent application of materials, colors, and detailing across all visible building elevations. While the Specific Plan does not prescribe specific materials, it emphasizes the use of durable and visually appealing finishes appropriate to a modern business park setting. These standards ensure that new development contributes positively to the City's visual character.

Ontario Plan Policy	Specific Plan Consistency
Community Design Benefit	
Exterior building materials that are visually interesting, high quality, durable, and appropriate for the architectural style.	
Policy CD2-5: Streetscapes. We design new and, when necessary, retrofit existing streets to improve walkability, bicycling and transit integration, strengthen connectivity, and enhance community identity through improvements to the public right of way such as sidewalks, street trees, parkways, curbs, street lighting and street furniture.	**Consistent.** As part of implementation of the Eucalyptus Business Park Specific Plan, improvements will be made to existing public streets including Eucalyptus Avenue, Grove Avenue, Walker Avenue, Bon View Avenue, and Campus Avenue, as outlined in Chapter 4, *Infrastructure Plan*. Planned improvements include the addition of sidewalks, Class II bike lanes, and multi-purpose trails to support safe and efficient travel for pedestrians, bicyclists, and vehicles. Landscaped parkways with trees and other plantings will be provided along all major roadways to enhance the visual character of the street network and reinforce the Specific Plan's design framework as described in Chapter 6, *Design Guidelines*. These enhancements are intended to improve connectivity and promote a cohesive streetscape identity throughout the plan area.
Policy CD2-7: Sustainability. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials and construction techniques.	**Consistent.** The Eucalyptus Business Park Specific Plan supports sustainable development principles through its location near regional transportation corridors and within close driving distance of existing residential neighborhoods. The land use plan promotes a mix of employment-generating uses intended to serve both the local and regional workforce, aligning with smart growth objectives. As described in Chapter 6, *Design Guidelines*, the landscaping strategy emphasizes the use of drought-tolerant plant species appropriate for the Inland Southern California climate, with an emphasis on low water use and long-term maintenance efficiency. These measures, combined with coordinated site planning and infrastructure improvements, contribute to reduced resource demand and enhanced environmental performance across the Specific Plan area.
Policy CD2-8: Safe Design. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintenance of	**Consistent.** The Eucalyptus Business Park Specific Plan serves as the framework for implementing development projects in the Specific Plan area, and includes design specifications for sidewalks, building entrances, and lighting.

Ontario Plan Policy	Specific Plan Consistency
Community Design Benefit	
visibility and accessibility, and use of lighting.	
Policy CD2-9: Landscape Design. We encourage durable landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.	**Consistent.** The landscape concept for the Eucalyptus Business Park incorporates the use of attractive, durable landscaping materials, and an irrigation system designed to keep plant materials in good health while conserving water. Landscaping will be provided throughout the Eucalyptus Business Park, including along roadways, within passenger car parking lots, at monuments/entries, within common open space areas, and adjacent to buildings.
Policy CD2-10: Parking Areas. We require all development, including single-family residential, to minimize the visual impact of surface, structured, and garage parking areas visible from the public realm in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include: 1. Surface parking: Shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field. 2. Structured parking: facade articulation, screening, appropriate lighting, and landscaping. 3. Garage parking: providing access to single-family residential garages through alley access, recessing garages from the frontage to emphasize front doors or active living spaces.	**Consistent.** The Eucalyptus Business Park Specific Plan does not include any residential uses. Surface parking lots, truck courts, and loading areas will be designed in accordance with the City's Development Code and the Specific Plan's Design Guidelines (Chapter 6), which require the incorporation of landscaping, screening, and clearly defined pedestrian pathways and drive aisles. Additionally, each building's surface parking area will be designed to treat urban runoff through the respective site's storm drain design.
Policy CD2-11: Entry Statements. We encourage the inclusion of amenities, signage and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial developments, and public places that reinforce them as uniquely identifiable places.	**Consistent.** The Eucalyptus Business Park includes guidelines for building entry treatments, primary and secondary corner treatments, and tenant monument treatments to identify the development and distinguish individual planning areas, in conformance with the intent of Policy CD2-11. The entry treatments, corner treatments, and tenant monuments which are illustrated in Chapter 6, *Design Guidelines*, incorporate landscaping and enhanced signage to provide attractive and distinctive visual statements.
Policy CD2-12: Site and Building Signage.	**Consistent.** The Design Guidelines for the Eucalyptus Business Park (refer to Chapter 6 of this Specific Plan)

Ontario Plan Policy	Specific Plan Consistency
Community Design Benefit	
We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.	include signage guidelines to ensure that future development will construct clear, concise, easy-to-read signs that reflect and complement the Specific Plan's design theme, provide for safe and efficient circulation of vehicle traffic, and facilitate pedestrian travel. Signs will be of high-quality and the use of distracting sign elements, such as flashing lights or moving parts, is prohibited. Additionally, a sign program will be provided along with the Specific Plan to further provide design standard for signs within the Specific Plan area.
Goal CD3: Vibrant urban environments that are organized around intense buildings, pedestrian and transit areas, public plazas, and linkages between and within developments that are conveniently located, visually appealing and safe during all hours.	
Policy CD3.2: Comfortable, Human-Scale Public Realm. We require that public spaces, including streets, parks, and plazas on both public and private property be designed to maximize safety, comfort and aesthetics and connect to the citywide pedestrian, vehicular, and bicycle networks.	**Consistent.** The Eucalyptus Business Park Specific Plan promotes a comfortable, human-scale public realm through the coordinated design of its streetscapes, sidewalks, and multi-purpose trails, as described in Chapter 4, *Infrastructure Plan,* and Chapter 6, *Design Guidelines*. Sidewalks and trails are integrated throughout the plan area to enhance pedestrian and bicycle connectivity, while landscaped parkways and consistent setbacks create a visually appealing and walkable environment. These improvements are designed to provide safe, accessible, and aesthetically cohesive connections to the citywide transportation network. Additionally, the Open Space – Parkland planning areas will provide both passive and active open space use for visitors, employees, and surrounding residents of the Specific Plan area.
Policy CD3.3: Complete and Connected Network We require that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated to provide connections internally and externally to adjacent neighborhoods and properties (existing and planned) through a system of local roads and trails that promote walking and biking to nearby destinations (including existing and planned parks, commercial areas, and transit stops) and are designed to maximize safety, comfort, and aesthetics.	**Consistent.** The Eucalyptus Business Park Specific Plan provides a coordinated and interconnected circulation network for vehicles, bicycles, and pedestrians, as illustrated in Chapter 4, *Infrastructure Plan*, and Chapter 6, *Design Guidelines*. Public roadways and private drive aisles will include sidewalks, Class II bike lanes, and multi-purpose trails to ensure internal mobility and connectivity to surrounding areas. Improvements along major corridors such as Eucalyptus Avenue, Grove Avenue, Campus Avenue, and Walker Avenue support access to regional transit and commercial destinations. All future development will be required to comply with City standards for sight visibility, safety, and

Ontario Plan Policy	Specific Plan Consistency
Community Design Benefit	
	landscape placement to ensure a comfortable and secure travel experience for all users.
Policy CD 3.4: Context-Aware and Appropriate Design We require appropriate building and site design that complements existing development, respects the intent and identity of the Place Type, and provides appropriate transitions and connections between adjacent uses to ensure compatibility of scale, maintain an appropriate level of privacy for each use, and minimize potential conflicts.	**Consistent.** The Eucalyptus Business Park Specific Plan establishes building and site design standards that ensure compatibility with surrounding development and land uses, as detailed in Chapters 5, *Development Regulations* and 6, *Design Guidelines*. The plan incorporates landscaped setbacks, internal circulation buffers, and screening treatments along perimeter roadways to create appropriate transitions between the Business Park and adjacent uses. Building height, massing, and orientation are designed to respect the scale of surrounding development and minimize potential land use conflicts, supporting a context-sensitive and visually cohesive environment.
Policy CD 3.5: Active Frontages. We create lively pedestrian streetscapes by requiring primary building, business, and residential entrances, outdoor dining, and storefronts be located on ground floors adjacent to sidewalks or public spaces and designed to maximize safety, comfort, aesthetics, and the intended functionality (as defined by the Place Type).	**Consistent.** While the Eucalyptus Business Park Specific Plan is focused on employment, business park, and open space uses rather than retail or residential development, it incorporates design elements that support active and engaging frontages along key pedestrian corridors. As described in Chapter 6, *Design Guidelines*, primary building entrances are oriented toward public streets or internal circulation routes, with pedestrian connections provided from sidewalks and trails. Landscaping, lighting, and pathway design contribute to a safe and comfortable pedestrian experience, reinforcing the plan's intent to create a cohesive and visually appealing business park environment.
Policy CD 3.6: Managed Infrastructure. We collaborate with developers and property owners to facilitate development that realizes the envisioned character and functionality of the Place Type through the use of green and shared infrastructure within each Place Type.	**Consistent.** The Eucalyptus Business Park Specific Plan supports coordinated infrastructure planning to achieve the intended character and functionality of a modern business park. As outlined in Chapter 4, *Infrastructure Plan*, the project includes shared infrastructure improvements such as integrated roadway systems, stormwater facilities, and utility corridors designed to serve multiple parcels efficiently. The Specific Plan also promotes sustainable practices through the use of drought-tolerant landscaping and multi-purpose trails within public rights-of-way, contributing to a cohesive, functional, and environmentally responsible development pattern.
Goal CD-5: A sustained level of maintenance and improvement of properties, buildings and infrastructure that protects the property values and encourages additional public and private investments.	

Ontario Plan Policy	Specific Plan Consistency
Community Design Benefit	
Policy CD5-1: Maintenance of Buildings and Property. We require all public and privately-owned buildings and property (including trails and easements) to be properly and consistently maintained.	**Consistent.** The Eucalyptus Business Park Specific Plan defines the responsible parties for maintaining both public and private improvements, including roadways, utilities, landscaping, and pedestrian infrastructure, as outlined in Chapter 7, *Implementation Plan*. A maintenance responsibility matrix is included to ensure long-term upkeep of all improvements, including trails and easements, in accordance with City standards. This framework ensures that all development within the Specific Plan area will be properly and consistently maintained.
Policy CD5-2: Maintenance of Infrastructure. We require the continual maintenance of infrastructure.	**Consistent.** The Eucalyptus Business Park Specific Plan defines the responsible parties for maintaining both public and private improvements, including roadways, utilities, landscaping, and pedestrian infrastructure, as outlined in Chapter 7, *Implementation Plan*. A maintenance responsibility matrix is included to ensure long-term upkeep of all improvements, including trails and easements, in accordance with City standards. This framework ensures that all development within the Specific Plan area will be properly and consistently maintained.

LAND DEVELOPMENT DIVISION CONDITIONS OF APPROVAL

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

Date Prepared: 5/15/2026

File No: PSP24-003

Related Files: N/A

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

Prepared By: Luis E. Batres, Senior Planner
Phone: 909.395.2431 (direct)
Email: Lbatres@ontarioca.gov

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

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

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

2.1 Specific Plan/Specific Plan Amendment. The following shall be submitted to the Planning Department within 45 days following City Council approval of the Specific Plan/Specific Plan Amendment:

(a) Two copies of the final approved Specific Plan document, bounded.

(b) One complete, unbound copy of the final approved Specific Plan document.

(c) One USB drive, or download link, containing a complete Microsoft Word, or editable, copy of the final approved Specific Plan document, including original figures, images and all required revisions.

2.2 Additional Fees.

(a) Within 5 days following final application approval, the Notice of Determination ("NOD") filing fee shall be provided to the Planning Department. The fee shall be paid by check, made payable to the "Clerk of the Board of Supervisors", which shall be forwarded to the San Bernardino County Clerk of the Board of Supervisors, along with all applicable environmental forms/notices, pursuant to the requirements of the California Environmental Quality Act ("CEQA"). Failure to provide said fee within the time specified will result in the extension of the statute of limitations for the filing of a CEQA lawsuit from 30 days to 180 days.

2.3 Mics.

(a) Approval of this Specific Plan is subject to the City Council approving File No. PGPA25-002, The Ontario Plan (TOP) 2050 Policy Plan Amendment.

CITY OF ONTARIO *Agenda Report* **June 16, 2026**	**SECTION:** **PUBLIC HEARINGS**
Department: Planning Prepared By: Jeanie Irene T Aguilo Department: Prepared By: Jeanie Irene T Aguilo Staff Member Presenting: Rudy Zeledon, Executive Director Community Development Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 22

SUBJECT: **A PUBLIC HEARING TO CONSIDER AN AMENDMENT TO THE MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN (FILE NO. PSPA25-005) TO ESTABLISH A MIXED-USE OVERLAY DISTRICT (PLANNING AREA 3A) ON 25.38 ACRES OF LAND**

RECOMMENDATION: That the City Council consider and adopt:

A. A Resolution approving an Addendum to the Meredith International Centre Specific Plan Environmental Impact Report (State Clearinghouse No. 2014051020).
B. A Resolution approving a Specific Plan Amendment (File No. PSPA25-005) for the Meredith International Centre Specific Plan, appended to the attached Resolution as "Attachment A", pursuant to the facts and reasons contained in the staff report and subject to the conditions of approval appended to the attached Resolution as "Attachment B".

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

FISCAL IMPACT: There is not a direct fiscal impact associated with this action. There is no development proposed at this time and all future development and public infrastructure improvements will be constructed by a developer at its sole cost.

BACKGROUND & ANALYSIS: In April 2015, the City Council approved a General Plan Amendment (File No. PGPA13-005) and a Specific Plan Amendment (File No. PSPA14-003) to the Meredith International Centre Specific Plan (Specific Plan). The Specific Plan, originally adopted in 1981, was amended to facilitate the development of approximately 3 million square feet of industrial land uses, up to 600 hotel rooms, 1.1 million square feet of commercial land uses, and up to 800 residential units on roughly 257.7 acres of land. The Specific Plan generally covers several properties located north of the Interstate 10 Freeway, south of 4th Street, between Vineyard Avenue and Archibald Avenue.

Following the 2015 Specific Plan Amendment, the City Council approved a subsequent Amendment (File No. PSPA19-002) in November 2019 to establish a new mixed-use overlay within Planning Area 2. The overlay, identified as Planning Area 2A, was intended to facilitate a mixed-use development consisting of up to 925 luxury multi-family dwelling units and 5,000 square feet of retail space. The development project, known as The Vineyards, completed construction in January of 2025.

The proposed Specific Plan Amendment was initiated by the City in July 2025. Similar to the 2019 Amendment, the proposed Amendment will establish a new Mixed-Use Overlay district in Planning Area 3 (identified as Planning Area 3A), on 25.38 acres of land. The new overlay will facilitate a mixed-use development that can include up to 1,400 multi-family dwelling units and up to 50,000 square feet of commercial/retail uses. The Specific Plan will be updated to include the following:

- New development standards for Planning Area 3A to facilitate future development.
- An updated land use map to reflect the overlay boundary for Planning Area 3A.
- An updated land use matrix to reflect the allowed uses within Planning Area 3A.
- Various text and exhibit updates to reflect the proposed changes for Planning Area 3A.

The proposed Amendment is in keeping with the Specific Plan's objectives to create an urban environment where businesses can locate and thrive, where multi-family housing opportunities are within walking distance of restaurants, goods and services, and to become a regional draw that takes advantage of nearby transportation corridors. Additionally, the proposed amendment will ensure greater consistency between the Specific Plan and The Ontario Plan (TOP) Policy Plan in that TOP envisions this area with regional-serving retail and/or office, and stand-alone residential projects that can create a mixed-use environment in both horizontal and vertical form.

There is no development plan associated with the proposed Specific Plan Amendment. All future development within Planning Area 3/3A will require a separate review process in compliance with the Ontario Development Code and the Meredith International Centre Specific Plan.

PLANNING COMMISSION REVIEW: On November 25, 2025, the Planning Commission held a public hearing on the proposed Specific Plan Amendment. During the public comment period, concerns were expressed about potential traffic and the number of new residential units that could result from the proposed amendment. Staff responded that the potential traffic impacts and proposed residential buildout were analyzed as part of the Addendum for the proposed Specific Plan Amendment. The analysis considered street and intersection operations, as well as the offset in the amount of the current commercial buildout in comparison to the proposed residential buildout. The analysis concluded that the proposed amendment will not result in any new significant impacts beyond the Specific Plan's EIR findings, and all necessary mitigations will remain applicable to future development proposals within the Specific Plan. After considering the public comments and Staff response, the Planning Commission voted 4-0, recommending City Council approval.

ENVIRONMENTAL REVIEW: The environmental impacts of this project were reviewed in conjunction with an Addendum to the Meredith International Centre Specific Plan Environmental Impact Report (State Clearinghouse No. 2014051020) adopted by City Council on April 7, 2015. The Addendum analyzed the proposed amendments and potential build out within Planning Area 3A and concluded that the Specific Plan Amendment introduces no new significant environmental

impacts. All previously adopted mitigation measures are a condition of project approval and are incorporated herein by this reference.

CITY OF ONTARIO PLANNING DEPARTMENT

PLANNING COMMISSION AGENDA REPORT

November 25, 2025

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

FILE NO: PSPA25-005

SUBJECT: A public hearing to consider an Amendment to the Meredith International Centre Specific Plan to establish a Mixed-Use Overlay district (Planning Area 3A) on 25.38 acres of land within the Planning Area 3 (Urban Commercial) land use district, located at the southwest corner of Archibald Avenue and Inland Empire Boulevard. (APNs: 0110-321-74, 0110-321-75, 0110-321-76, 0110-321-29, and 0110-321-77) **City Initiated. City Council action is required.**

PROPERTY OWNER: Ikea Property Inc.

RECOMMENDED ACTION: That the Planning Commission consider and adopt a Resolution recommending approval of the use of an Addendum to the Meredith International Centre Specific Plan Environmental Impact Report (State Clearinghouse No. 2014051020) and adopt a Resolution recommending approval of a Specific Plan Amendment (File No. PSPA25-005), for the Meredith International Centre Specific Plan, appended to the attached Resolutions as Attachment A, pursuant to the facts and reasons contained in the staff report and subject to the conditions of approval appended to the attached Resolutions as Attachment B.

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



Figure 1: Project Location

Case Planner:	Jeanie Irene Aguilo
Planning Director Approval:	
Submittal Date:	07/09/2025

Hearing Body	*Date*	*Decision*	*Action*
DAB			
PC	11/25/2025	Approval	Recommend
CC	12/16/2025		Final

The Specific Plan is intended to accommodate industrial uses and horizontal and vertical mixture of commercial, office, and residential uses. Existing developments within the Specific Plan area include national retail distribution centers, luxury vehicle dealerships, and luxury apartments.

In November 2019, the City Council approved a subsequent Specific Plan Amendment (File No. PSPA19-002) to establish a new Mixed-Use Overlay district (Planning Area 2A). The 2019 Amendment facilitated a Development Plan allowing up to 925 multi-family dwelling units and 5,000 square feet of retail space (File No. PDEV19-025) within Planning Area 2A. The project was designed and constructed with a mixture of luxurious mid-rise buildings along with commercial spaces integrated within the ground floor.

On July 9, 2025, the City of Ontario initiated a new amendment to the Meredith International Centre Specific Plan to establish a new Mixed-Use Overlay district within Planning Area 3 (proposed project). The new overlay will establish Planning Area 3A on 25.38 acres of land and will include associated development standards, modifications to the land use map and land use table, updated exhibits, and text changes to reflect the proposed Overlay.

PROJECT SETTING: The Project site is comprised of 25.38 acres of land within Planning Area 3 located at the southwest corner of Archibald Avenue and Inland Empire Boulevard, within the Urban Commercial land use district of the Meredith International Centre Specific Plan (see Figure 1: Project Location). The Project site consists of five lots that are relatively flat, with a gentle slope to the southwest. The properties to the north of the Project site are within Planning Area 4 (Urban Residential) of the Meredith International Centre Specific Plan and are improved with residential developments. The properties to the east are within the High Intensity Office (OH) zoning district and are developed with a gasoline station and a hotel that is currently under construction. Additionally, the Project site is bounded by Interstate 10 to the south, and a flood control channel and Planning Area 2 (Urban Commercial) of the Specific Plan to the west. The existing surrounding land uses, zoning, and Policy Plan (general plan) and specific plan land use designations are summarized in Table 1: Surrounding Zoning & Land Uses.

PROJECT ANALYSIS: The Specific Plan Amendment will establish a Mixed-Use Overlay district (Planning Area 3A) within the Planning Area 3 (Urban Commercial) land use district. The proposed overlay will allow a mixed-use development that could include up to 1,400 residential units and up to 50,000 square feet of commercial/retail uses. The intent of the Specific Plan Amendment is to establish criteria and parameters for future development projects that are distinguished, high quality, and provide opportunities for high-end dining, retail, and resort-style residential living. The proposed amendment will also support the Specific Plan's objective to create an urban environment where businesses can locate and thrive, where multi-family housing opportunities are within walking distance to restaurants, goods and services, and to become a regional draw that takes advantage of nearby transportation corridors.

Additionally, the proposed amendment will also ensure greater consistency between the Specific Plan and The Ontario Plan (TOP) Policy Plan. The TOP currently has a land use designation of mixed use (MU-Meredith), allowing up to 125 dwelling units per acre with intense office and retail uses to support. Furthermore, the TOP envisions this area with regional-serving retail and/or office, and stand-alone residential projects that can create a mixed-use environment in both horizontal and vertical form.

The proposed amendment will revise several sections of the Meredith International Centre Specific Plan including Section 2 – Development Plan and Section 5 – Development Standards. A copy of the changes is reflected in Attachment A – Meredith International Centre Specific Plan Amendment Redlines, attached.

There is no development plan associated with the proposed Specific Plan Amendment. All future development within Planning Area 3/3A will require a separate review process in compliance with the Ontario Development Code and the Meredith International Centre Specific Plan.

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

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

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

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

On April 19, 2011, the City Council of the City of Ontario approved and adopted the ONT ALUCP, establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future

airport activity. As the recommending body for the Project, the Planning Commission has reviewed and considered the facts and information contained in the Application and supporting documentation against the ONT ALUCP compatibility factors, including [1] Safety Criteria (ONT ALUCP Table 2-2) and Safety Zones (ONT ALUCP Map 2-2), [2] Noise Criteria (ONT ALUCP Table 2-3) and Noise Impact Zones (ONT ALUCP Map 2-3), [3] Airspace protection Zones (ONT ALUCP Map 2-4), and [4] Overflight Notification Zones (ONT ALUCP Map 2-5). As a result, the Planning Commission finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ONT ALUCP.

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

(1) City Council Goals

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

(2) Vision

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

Commercial and Residential Development

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

(3) Governance

Decision Making

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

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

- G1-2 Long-term Benefit. We require decisions to demonstrate and document how they add value to the community and support the Ontario Vision.

(4) Policy Plan (General Plan)

Land Use Element

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

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

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

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

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

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

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

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

Housing Element

Goal H-2 Housing Supply & Diversity: Diversity of types of quality housing that are affordable to a range of household income levels, accommodate changing demographics, and support and reinforce the economic sustainability of Ontario.

- H-2.1 Corridor Housing. We revitalize transportation corridors by encouraging the production of higher density residential and mixed-uses that are architecturally, functionally, and aesthetically suited to corridors.

- H-2.5 Housing Design. We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices, and other best practices.

Community Economics Element:

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

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

- CE-1.6 Diversity of Housing. We collaborate with residents, housing providers, and the development community to provide housing opportunities for every stage of life; we plan for a variety of housing types and price points to encourage the development of housing supportive of our efforts to attract business in growing sectors of the community while being respectful of existing viable uses.

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

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

- CE-2.2 Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional, and sustainable places that will compete well with their competition within the region.

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

- CE-2.5 Private Maintenance. We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.

Community Design Element

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

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

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

ENVIRONMENTAL REVIEW: The environmental impacts of this project were reviewed in conjunction with an Addendum to the Meredith International Centre Specific Plan Environmental Impact Report (State Clearinghouse No. 2014051020) adopted by City Council on April 7, 2015. The Addendum concluded that the Specific Plan Amendment introduces no new significant environmental impacts. All previously adopted mitigation measures are a condition of project approval and are incorporated herein by this reference.

TECHNICAL APPENDIX:

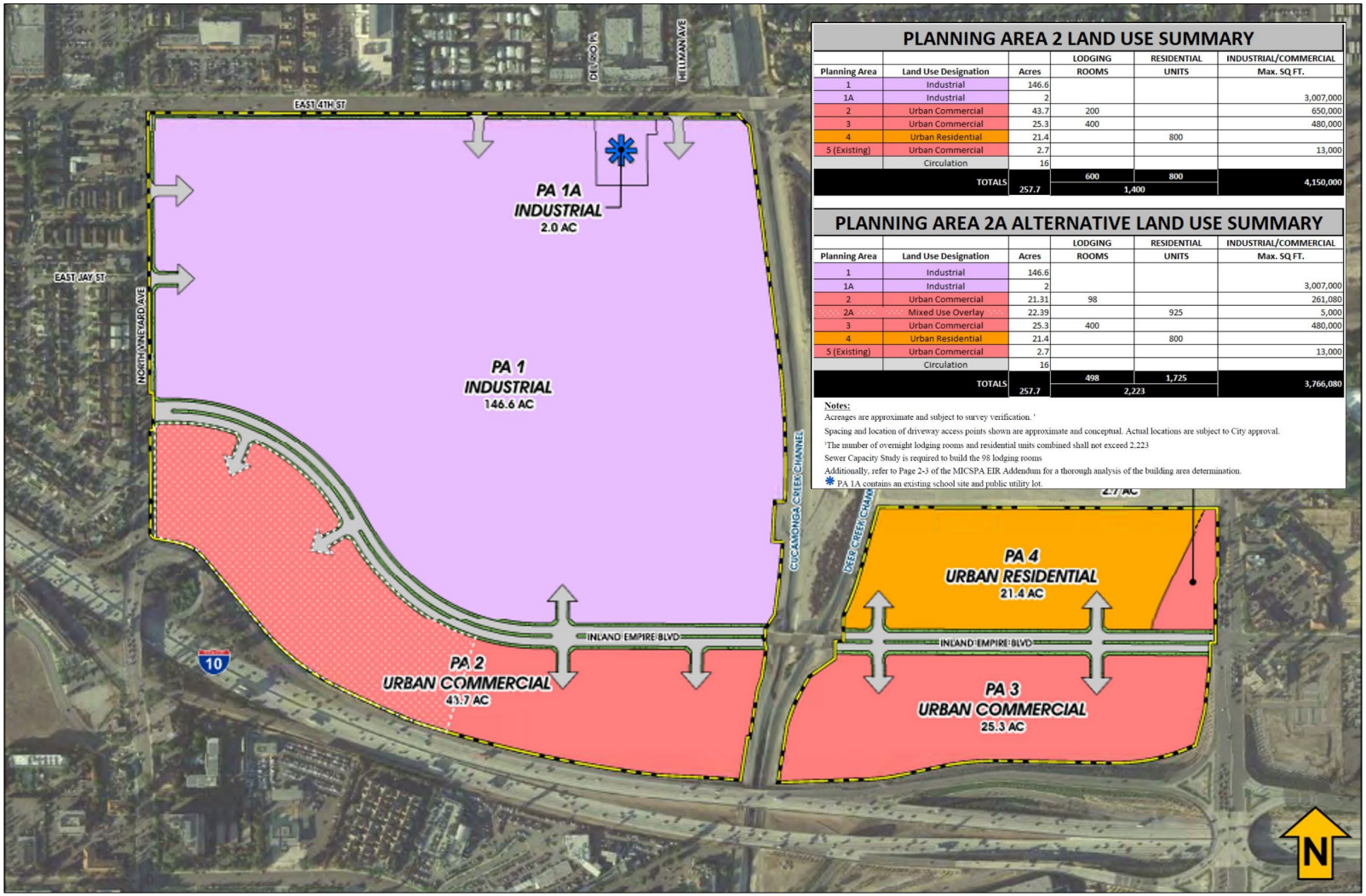
Table 1: Surrounding Zoning and Land Uses

	Existing Land Use	***Policy Plan Designation***	***Zoning Designation***	***Specific Plan Land Use***
Site	Vacant	Mixed Use – Meredith	SP (Specific Plan)	Planning Area 3 – Urban Commercial (Meredith International Centre Specific Plan)
North	Residential	Mixed Use – Meredith	SP (Specific Plan)	Planning Area 4 – Urban Residential (Meredith International Centre Specific Plan)
South	Interstate 10 Freeway	Interstate 10 Freeway	Interstate 10 Freeway	N/A
East	Retail – Gasoline Station and Hotel (under construction)	OC (Office Commercial)	OH (High Intensity Office)	N/A
West	Deer Creek Channel Retail – Car Dealership	Deer Creek Channel Mixed Use – Meredith	Deer Creek Channel Specific Plan	N/A Planning Area 2 – Urban Commercial (Meredith International Centre Specific Plan)

Exhibit A: PROJECT LOCATION MAP



Exhibit B: EXISTING SPECIFIC PLAN LAND USE PLAN



PLANNING AREA 2 LAND USE SUMMARY

Planning Area	Land Use Designation	Acres	LODGING ROOMS	RESIDENTIAL UNITS	INDUSTRIAL/COMMERCIAL Max. SQ FT.
1	Industrial	146.6			
1A	Industrial	2			3,007,000
2	Urban Commercial	43.7	200		650,000
3	Urban Commercial	25.3	400		480,000
4	Urban Residential	21.4		800	
5 (Existing)	Urban Commercial	2.7			13,000
	Circulation	16			
TOTALS		257.7	600	800	4,150,000
			1,400		

PLANNING AREA 2A ALTERNATIVE LAND USE SUMMARY

Planning Area	Land Use Designation	Acres	LODGING ROOMS	RESIDENTIAL UNITS	INDUSTRIAL/COMMERCIAL Max. SQ FT.
1	Industrial	146.6			
1A	Industrial	2			3,007,000
2	Urban Commercial	21.31	98		261,080
2A	Mixed Use Overlay	22.39		925	5,000
3	Urban Commercial	25.3	400		480,000
4	Urban Residential	21.4		800	
5 (Existing)	Urban Commercial	2.7			13,000
	Circulation	16			
TOTALS		257.7	498	1,725	3,766,080
			2,223		

Notes:

Acreages are approximate and subject to survey verification. [1]

Spacing and location of driveway access points shown are approximate and conceptual. Actual locations are subject to City approval.

[1]The number of overnight lodging rooms and residential units combined shall not exceed 2,223

Sewer Capacity Study is required to build the 98 lodging rooms

Additionally, refer to Page 2-3 of the MICSPA EIR Addendum for a thorough analysis of the building area determination.

* PA 1A contains an existing school site and public utility lot.

Exhibit C: PROPOSED SPECIFIC PLAN LAND USE PLAN



Resolution for Addendum
to the Meredith International Center Specific Plan
Environmental Impact Report
(State Clearing House No. 2014051020)

(Document to follow this page)

Resolution for File No. PSPA25-005

(Document to follow this page)

RESOLUTION NO. PC25-056

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO RECOMMENDING THAT THE CITY COUNCIL APPROVE AN ADDENDUM TO THE MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT ENVIRONMENTAL IMPACT REPORT (SCH # 2014051020), FOR WHICH AN INITIAL STUDY WAS PREPARED, PURSUANT TO THE REQUIREMENTS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AS AMENDED, FOR FILE NO. PSPA25-005—APNS: 0110-321-74, 0110-321-75, 0110-321-76, 0110-321-29, AND 0110-321-77

WHEREAS, CITY OF ONTARIO (hereinafter referred to as "Applicant") has filed an Application for the approval of a Specific Plan Amendment, File No. PSPA25-005, to establish a Mixed-Use Overlay district (Planning Area 3A) on 25.38 acres of land within the Planning Area 3 (Urban Commercial) land use district, located at the southwest corner of Archibald Avenue and Inland Empire Boulevard, in the City of Ontario, California (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the City of Ontario certified the Environmental Impact Report prepared for The Ontario Plan and associated Statement of Overriding Considerations, and issued Resolution No. 2010-003; and

WHEREAS, the City of Ontario adopted the Policy Plan (General Plan) as part of the component framework for The Ontario Plan on January 27, 2010, and issued Resolution No. 2010-004; and

WHEREAS, the City of Ontario certified the Supplemental Environmental Impact Report (SEIR), for the General Plan Amendment for The Ontario Plan 2050 Technical Update on August 16, 2022; and

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

WHEREAS, the Planning Director of the City of Ontario has prepared and approved for attachment to the certified Environmental Impact Report, an Addendum to the Certified EIR (hereinafter referred to as "EIR Addendum") in accordance with the requirements of the California Environmental Quality Act of 1970, together with State and local guidelines implementing said Act, all as amended to date (collectively referred to as "CEQA"); and

WHEREAS, the EIR Addendum concluded that implementation of the Project could result in a number of significant effects on the environment that were previously analyzed in the Certified EIR, and that the Certified EIR identified mitigation measures that would reduce each of those significant effects to a less-than-significant level; and

WHEREAS, pursuant to State CEQA Guidelines Section 15164(a), a lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary to a project, but the preparation of a subsequent or supplemental EIR is not required; and

WHEREAS, the City determined that none of the conditions requiring preparation of a subsequent or supplemental EIR would occur from the Project, and that preparation of an Addendum to the Certified EIR was appropriate; and

WHEREAS, the City of Ontario is the lead agency on the Project, and the Planning Commission is the recommending authority for the requested approval to construct and otherwise undertake the Project; and

WHEREAS, the Planning Commission has reviewed and considered the EIR Addendum for the Project, has concluded that none of the conditions requiring preparation of a subsequent of supplemental EIR have occurred, and intends to take actions on the Project in compliance with CEQA and state and local guidelines implementing CEQA; and

WHEREAS, the EIR Addendum for the Project is on file in the Planning Department, located at 303 East B Street, Ontario, CA 91764, is available for inspection by any interested person at that location and is, by this reference, incorporated into this Resolution as if fully set forth herein; and

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

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

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

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

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

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

(4) All previously adopted mitigation measures shall be a condition of project approval, as they are applicable to the Project, and are incorporated herein by this reference; and

(5) The EIR Addendum contains a complete and accurate reporting of the environmental impacts associated with the Project, and reflects the independent judgment of the Planning Commission; and

(6) There is no substantial evidence in the administrative record supporting a fair argument that the Project may result in significant environmental impacts.

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

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

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

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

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

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

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

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

SECTION 3: ***Planning Commission Action.*** Based upon the findings and conclusions set forth in Sections 1 and 2, above, the Planning Commission hereby recommends the City Council finds that based upon the entire record of proceedings before it, and all information received, that there is no substantial evidence that the Project will constitute substantial changes to the Certified EIR, and does hereby approve the EIR Addendum, attached hereto as "Attachment A," and incorporated herein by this reference.

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

SECTION 5: ***Custodian of Records.*** The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

SECTION 6: ***Certification to Adoption.*** The Secretary shall certify to the adoption of the Resolution.

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

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

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 25th day of November 2025, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Nicola Ricci
Planning Commission Chairman

ATTEST:

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

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. PC25-056 was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on November 25, 2025, by the following roll call vote, to wit:

AYES: Gage, Lampkin, Marks, Ricci

NOES: None

ABSENT: Anderson, DeDiemar

ABSTAIN: None

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

Addendum to Meredith Centre Specific Plan Environmental Impact Report (SCH #2014051020)

(Addendum to follow this page)

ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT

Meredith International Centre Specific Plan Amendment – Planning Area 3 Project

(State Clearinghouse No. 2014051020)

Lead Agency:

CITY OF ONTARIO
Planning Department
303 East B Street
Ontario, CA 91764
Contact: David F. Eoff IV, Principal Planner
909.395.2425

Prepared By:

MICHAEL BAKER INTERNATIONAL
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949.472.3505

December 8, 2025

JN 204825

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

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1.0 INTRODUCTION

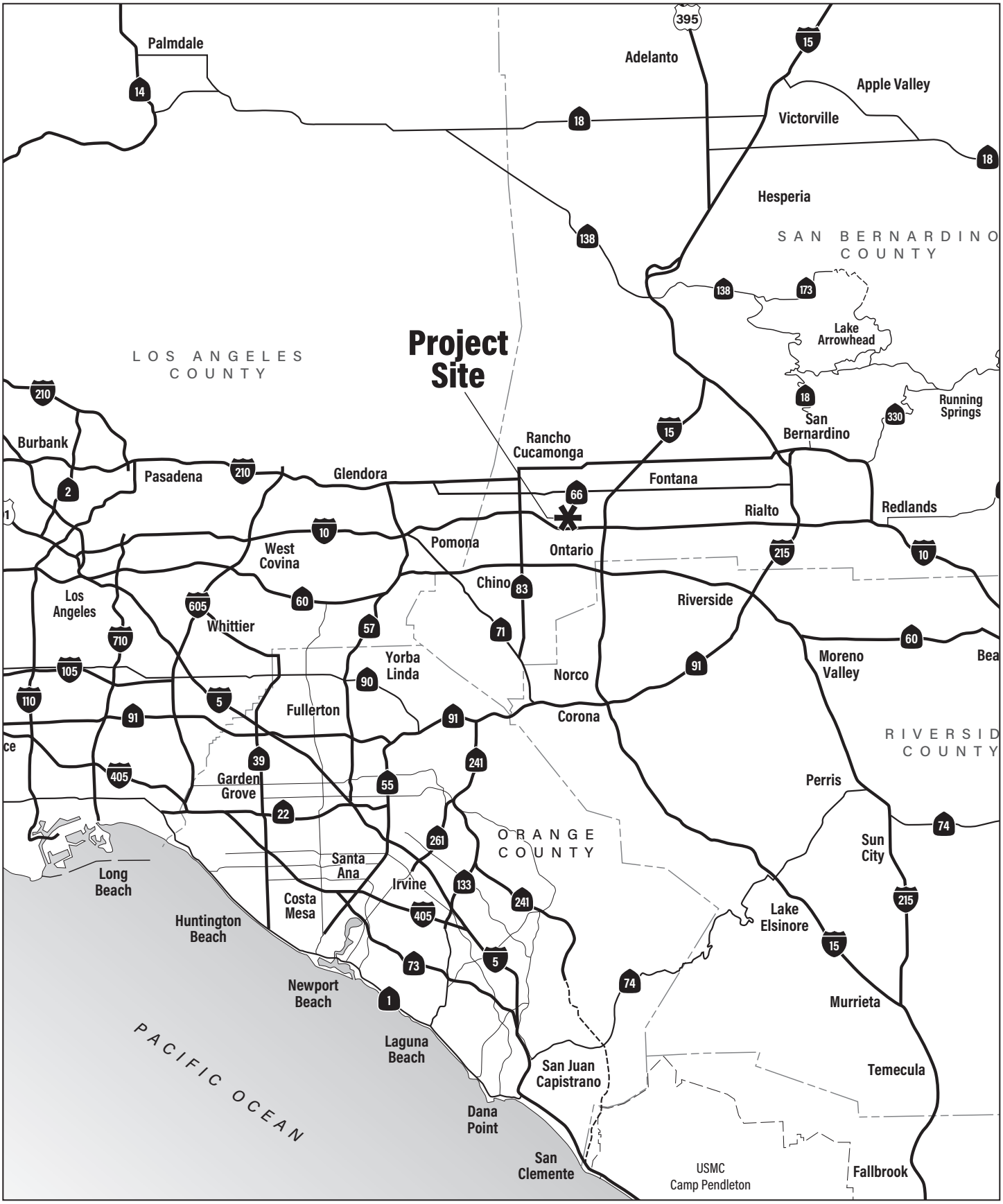
In 2015, the City of Ontario (City), as Lead Agency under the California Environmental Quality Act (CEQA), prepared a Draft Environmental Impact Report (EIR) and a Final EIR (State Clearinghouse No. 2014051020) for the *Meredith International Centre Specific Plan Amendment* (Specific Plan). These documents are collectively referred to in this document as the Specific Plan EIR. The Specific Plan outlines a development plan, circulation plan, utility infrastructure plan, development standards, design guidelines, and an implementation plan to guide development within the area for a five to ten year planning period.

The Meredith International Centre Specific Plan Amendment – Planning Area 3 Project (project) proposes to modify the Specific Plan to include a Mixed-Use Overlay across Planning Area 3 of the Specific Plan area, allowing the development of up to 1,400 residential units and up to 50,000 square feet of commercial/retail uses in addition to the uses permitted under the site's Urban Commercial designation. This Addendum has been prepared to determine whether the proposed project would result in new or substantially more severe significant environmental impacts compared to the impacts of the Specific Plan as disclosed in the Specific Plan EIR.

1.1 PROJECT LOCATION

The City of Ontario is in the southwestern portion of San Bernardino County and is surrounded by the cities of Upland and Rancho Cucamonga to the north; the City of Fontana and unincorporated San Bernardino County to the east; the cities of Eastvale and Jurupa Valley to the south; and the cities of Chino and Montclair and unincorporated San Bernardino County to the west; refer to Exhibit 1, *Regional Vicinity*.

As shown on Exhibit 2, *Site Vicinity*, the approximately 25.3-acre project site is located in the northern portion of the City. The site is bounded by Inland Empire Boulevard to the north, Archibald Avenue to the east, Interstate 10 (I-10) to the south, and Deer Creek Channel, a concrete-lined flood control channel, to the west. The Ontario International Airport (ONT) is located approximately 0.4-mile to the south.



MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT – PLANNING AREA 3 PROJECT
ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT

Regional Vicinity

Michael Baker INTERNATIONAL

NOT TO SCALE

02/2025 • JN 205836

Exhib 5420



Source: Google Earth Pro, February 2025

MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT – PLANNING AREA 3 PROJECT
ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT

Site Vicinity

Michael Baker INTERNATIONAL

NOT TO SCALE

02/2025 • JN 205836

Exhibit 5421

1.2 PREVIOUS ENVIRONMENTAL DOCUMENT

Meredith International Centre Specific Plan Amendment Final Environmental Impact Report

As discussed above, in 2015, the City prepared the programmatic Specific Plan EIR as a major update to the original *Meredith International Centre Specific Plan*, which was approved in 1981. The Meredith SPA includes a mix of industrial, commercial, and residential land uses within five planning areas across 257.7 acres; refer to Exhibit 3, *Current Land Use Plan*. Table 1, *Current Specific Plan Buildout Potential*, illustrates the approved land uses and buildout potential of the Specific Plan as analyzed in the Specific Plan EIR.

Planning Area 3 is the proposed project site and is designated Urban Commercial. The Specific Plan EIR assumed buildout of Planning Area 3 would allow up to 400 hotel rooms and 250,000 square feet of commercial uses (for a total buildout of 480,000 square feet).

Table 1
Current Specific Plan Buildout Potential

Planning Area	Land Use	Acreage	Square Footage	Residential Units	Hotel Rooms
1	Industrial	146.6	3,007,000	--	--
1A	Industrial	2.0		--	--
2	Urban Commercial	43.7	650,000	--	200[1]
	Mixed Use Overlay[2]		5,000	925	
3[3]	Urban Commercial	25.3	480,000	--	400[1]
4	Urban Residential	21.4	--	800	--
5	Urban Commercial	2.7	13,000	--	--
Roadway Modifications		16.0	--	--	--
Total		**257.7**	**4,155,000**	**1,725**	**600**

Note:
1. The number of hotel rooms is included in the square footage totals of Planning Areas 2 and 3.
2. The Mixed Use Overlay in Planning Area 2 was established in 2019 and analyzed in the *Meredith International Centre Specific Plan Amendment Environmental Impact Report Addendum*, prepared by the City of Ontario and dated November 15, 2019.
3. Planning Area 3 is the proposed project site.

Source: City of Ontario, *Meredith International Centre Specific Plan Amendment Draft Environmental Impact Report*, January 2015.



Source: MIG, August 2025

Michael Baker INTERNATIONAL

NOT TO SCALE

09/2025 • JN 205836

MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT – PLANNING AREA 3 PROJECT
ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT

Current Land Use Plan

Exhibit 5423

The Specific Plan EIR analyzed project impacts for the following environmental topics:

- Land Use and Planning;
- Traffic and Circulation;
- Air Quality;
- Global Climate Change and Greenhouse Gas Emissions;
- Noise;
- Hazards and Hazardous Materials;
- Public Services and Utilities;
- Hydrology and Water Quality;
- Biological Resources;
- Geology and Soils;
- Cultural Resources;
- Aesthetics; and
- Population and Housing.

Overall, the Specific Plan EIR identified the following three environmental resource areas with significant and unavoidable impacts:

- Air Quality (project-level and cumulative construction and operational emissions);
- Noise (construction and operational noise); and
- Transportation and Circulation (cumulative intersection/freeway traffic impacts).

Meredith International Centre Specific Plan Amendment Environmental Impact Report Addendum

In 2019, the City prepared the *Meredith International Centre Specific Plan Amendment Environmental Impact Report Addendum* (2019 Addendum), which proposed changes to Planning Area 2 of the Specific Plan area. Specifically, the 2019 Addendum analyzed impacts of a Specific Plan Amendment and Development Plan establishing a Mixed-Use Overlay for Planning Area 2 to accommodate development of up to 925 multi-family residential units and 5,000 square feet of retail space in addition to the uses permitted under the site's Urban Commercial designation (i.e., 200-room hotel encompassing 650,000 square feet); refer to Table 1.

The 2019 Addendum concluded that the project would not result in a substantial increase in the severity of any of the impacts identified in the Specific Plan EIR nor would it require implementation of any new or modified mitigation measures. Specifically, the 2019 Addendum found that the proposed modifications to Planning Area 2 would result in the same significant and unavoidable impacts identified in the Specific Plan EIR. Consistent with CEQA Guidelines Section 15162(a), the significant and unavoidable impacts identified in the 2019 Addendum are not new or more severe than those identified in the Specific Plan EIR.

As stated, the 2019 Addendum analyzed impacts associated only with modifications to Planning Area 2. Given that the proposed project analyzed under this Addendum is related to modifications to Planning Area 3, the analyses herein only references 2019 Addendum findings where applicable (e.g., Population and Housing).

2.0 DESCRIPTION OF PROJECT MODIFICATIONS

2.1 ADDENDUM'S PURPOSE AND NEED

When an EIR has been certified or a negative declaration adopted for a project, no subsequent or supplemental environmental review documentation shall be required unless one or more of the following events occurs:

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

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

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

    A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

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

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

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

When none of the above events has occurred, yet minor technical changes or additions to the previously adopted negative declaration are necessary, an addendum may be prepared (CEQA Guidelines Section 15164[b]).

As discussed below, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of subsequent environmental review have occurred. This Addendum supports the conclusion that the proposed project modifications are minor or technical changes that do not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects. In addition, as discussed below, the proposed project modifications would not result in any new or substantially increased significant environmental impacts, no new mitigation measures, or no new alternatives that would substantially reduce significant impacts. As a result, an addendum is an appropriate CEQA document for analysis and consideration of the proposed project modifications.

Circulation of an addendum for public review is not necessary (CEQA Guidelines Section 15164, subdivision (c)); however, the addendum must be considered in conjunction with the adopted Final EIR by the decision-making body (CEQA Guidelines Section 15164, subdivision (d)). The proposed project is an Addendum to the Specific Plan EIR (i.e., the certified Final EIR).

CEQA requires a comparative evaluation of a proposed project and alternatives to the project, including the "No Project" alternative. The Specific Plan EIR addressed a reasonable range of alternatives for the Specific Plan. There is no new information indicating that an alternative that was previously rejected as infeasible is in fact feasible, or that a considerably different alternative than those previously studied would substantially reduce one or more significant effects on the environment.

2.2 ENVIRONMENTAL SETTING

Located in a highly developed and urbanized environment, the proposed project site is a vacant, disturbed site. Sparse ruderal vegetation and ornamental landscaping are present on-site. Ornamental trees line the eastern and southern perimeters adjacent to the I-10 westbound on-ramp. There are no internal roadways within the project site, however Inland Empire Boulevard and Archibald Avenue adjacent to the project site are improved with sidewalk, curb, and gutter, as well as crosswalks, streetlights, and signalized intersections. There is a dirt path that runs along the eastern, southern, and western borders of the project site, and a north-south drainage channel that traverses the eastern portion of the site. The project site is surrounded by development on all four sides, including I-10 to the south and Deer Creek Channel to the west.

GENERAL PLAN DESIGNATION

According to Exhibit LU-01, *Land Use Plan*, of *The Ontario Plan 2050* (TOP 2050), the project site has a Mixed Use - Meredith land use designation, and Inland Empire Boulevard adjacent to the site is designated as a Corridor.[1] TOP 2050 defines Mixed Use - Meredith as a mixture of mid-rise buildings, regional-serving retail and office centers, and standalone high density residential projects, with a density of 14 to 125 dwelling units per acre (du/ac) and a floor area ratio (FAR) of 3.0 for office and retail uses.

[1] City of Ontario, *The Ontario Plan 2050, Exhibit LU-01: Land Use Plan*, January 27, 2010.

ZONING DESIGNATION

According to the City's *Official Zoning Map*, the project site is zoned Meredith International Centre Specific Plan (2265-SP).[2]

As shown on Exhibit 3, the project site is designated Urban Commercial and encompasses Planning Area 3 of the Specific Plan area. According to the Specific Plan, the Urban Commercial designation of Planning Area 3 allows for a range of commercial uses that benefit from proximity to transportation corridors. Located adjacent to the Specific Plan's Urban Residential area (within Planning Area 4), and proximate to the planned alignment of the Gold Line light rail transit (LRT) corridor, Planning Area 3 is envisioned to offer smaller, pedestrian-oriented retail establishments. The maximum buildout for Planning Area 3 under the Specific Plan is approximately 250,000 square feet of commercial uses and up to 400 overnight lodging (hotel) rooms for a total buildout of approximately 480,000 square feet; the Urban Commercial designation permits or conditionally permits office and shopping center uses but does not permit residential uses.

SURROUNDING LAND USES

Surrounding land uses include mixed-use, industrial, commercial, and residential uses:

- *North*: Inland Empire Boulevard is immediately north of the project site. Planning Areas 4 and 5 of the Specific Plan are located further north. Planning Area 4 is developed with multi-family residences, and Planning Area 5 is developed with commercial/retail uses, including fast food restaurants and a gas station/convenience store. Planning Area 4 is designated Urban Residential and Planning Area 5 is designated Urban Commercial.

- *East*: Immediately east of the project site is Archibald Avenue. Further east is a gas station, hotel (currently under construction), and vacant land; these properties are not within the Specific Plan area and are designated Office Commercial and zoned High Intensity Office (OH).

- *South*: Immediately south of the project site is I-10. Further south are warehouses and distribution centers; these properties are not within the Specific Plan area and are designated Mixed-Use and zoned Specific Plan (SP) with a Multimodal Transit Center (MTC) Overlay.

- *West*: Deer Creek Channel is immediately west of the project site. Car dealerships and associated service centers are located further west. This area is within Planning Area 2 of the Specific Plan and is designated Urban Commercial.

[2] City of Ontario, *Official Zoning Map*, January 1, 2016.

2.3 PROJECT DESCRIPTION

The project proposes to modify the existing Specific Plan to include a Mixed-Use Overlay across Planning Area 3 to allow for up to 50,000 square feet of commercial/retail uses and up to 1,400 multi-family dwelling units in place of the uses and buildout currently permitted under the site's Urban Commercial designation. Table 2, *Proposed Planning Area 3 Buildout Potential*, details the proposed buildout potential and Exhibit 4, *Proposed Land Use Plan*, illustrates the proposed land use plan for Planning Area 3.

Table 2
Proposed Planning Area 3 Buildout Potential

Planning Area	Current Specific Plan			Proposed Project		
	Acreage	Land Use	Buildout	Acreage	Land Use	Buildout
3	25.3	Urban Commercial	480,000 SF (including up to 400 hotel rooms)	25.3	Mixed Use Overlay	1,400 units; 50,000 SF commercial/ retail uses
Notes: SF = square feet						

In accordance with Section 15162 of the CEQA Guidelines this Addendum evaluates the proposed changes to Planning Area 3 to determine if:

1) Substantial changes are proposed which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2) Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified.

The project qualifies for an EIR Addendum under CEQA if it does not result in any of the conditions described in Section 15162 of the CEQA Guidelines requiring the preparation of a subsequent or supplemental environmental impact report.



Source: MIG, August 2025

MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT – PLANNING AREA 3 PROJECT
ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT

Proposed Land Use Plan

Michael Baker INTERNATIONAL

NOT TO SCALE

09/2025 • JN 205836

Exhibi 5429

Additionally, as part of the project, the City entered into a Purchase and Sale Agreement (Agreement) with Ikea Property Inc. to purchase the project site – 2350-2630 East Inland Empire Boulevard, Ontario, CA 91764 (Assessor Parcel Numbers 0110-321-29, 0110-321-74, 0110-321-75, 0110-321-76 and 0110-321-77). The Agreement provides that the City may, during a specified due diligence period, choose, pursuant to compliance with CEQA, to assign its right, title, and interest in the Agreement to an entity that is an affiliate of Brickstone Development and controlled by John Kusmiersky (Buyer Assignee). The Buyer Assignee is expected to develop the project site with up to 50,000 square feet of commercial/retail uses and up to 1,400 multi-family dwelling units. As such, the proposed project under review in this Addendum includes both the proposed Specific Plan Amendment and the proposed approval of the City's assignment of the Agreement to the Buyer Assignee.

DISCRETIONARY ACTIONS

The project is anticipated to require the following City discretionary permits and approvals:

- CEQA Clearance; and
- Specific Plan Amendment.

2.4 ADDENDUM SCOPE OF ENVIRONMENTAL REVIEW

As discussed in the Specific Plan EIR, buildout of the Specific Plan was determined to have less than significant impacts or no impact with regard to the following environmental issue areas:

- Agriculture and Forestry Resources;
- Mineral Resources;
- Recreation;
- Land Use and Planning;
- Global Climate Change and Greenhouse Gas Emissions;
- Public Services and Utilities;
- Hydrology and Water Quality;
- Aesthetics; and
- Population and Housing.

The Specific Plan EIR established that, with mitigation, buildout of the Specific Plan would result in less than significant impacts related to the following environmental issue areas:

- Hazards/Hazardous Materials;
- Biological Resources;
- Geology and Soils; and
- Cultural Resources.

The Specific Plan EIR determined that buildout of the Specific Plan would result in the following significant and unavoidable impacts:

- Air Quality;
- Noise; and
- Traffic and Circulation.

This Addendum addresses changes resulting from implementation of the proposed project to each of the environmental resource areas noted above.

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3.0 ENVIRONMENTAL ASSESSMENT

This comparative analysis has been undertaken to analyze whether the proposed project would result in any new or substantially more severe significant environmental impacts as compared to the Specific Plan that has been subject to the Specific Plan EIR. The comparative analysis discusses whether impacts are greater than, less than, or similar to the conclusions discussed in the Specific Plan EIR.

3.1 IMPACTS HAVING NO POTENTIAL TO RESULT IN NEW OR SUBSTANTIALLY MORE SEVERE SIGNIFICANT IMPACTS

3.1.1 Aesthetics

Specific Plan EIR Findings

According to the Specific Plan EIR, buildout of the Specific Plan would not adversely affect scenic vistas or other scenic resources in the City, degrade existing visual character or quality of the Specific Plan area, or create a new source of substantial light or glare. Development in accordance with the Specific Plan would be required to comply with existing regulations, including the Specific Plan design guidelines, all applicable provisions and restrictions of the Ontario International Airport Land Use Compatibility Plan (ALUCP), and all applicable requirements of the City's Development Code (*Ontario Municipal Code* [Municipal Code] Title 9). As such, the Specific Plan EIR determined that aesthetic impacts associated with buildout of the Specific Plan would be less than significant. Further, as detailed in the Initial Study prepared for the Specific Plan EIR, the Specific Plan would result in no impacts to scenic resources within a State scenic highway as the portion of I-10 that forms the southern boundary of the Specific Plan site is not designated as a scenic highway by the California Department of Transportation.

Proposed Project Findings

Scenic Vistas

There are no designated scenic vistas within the City. Notwithstanding, notable visual resources in the City include, but are not limited to, views of the San Bernardino and San Gabriel Mountains located generally to the east and north of the City, respectively; and open space/rural expanses located southerly of Riverside Drive. Additionally, Euclid Avenue Corridor and Mission Boulevard Corridor are noted as an important visual corridor within Ontario. The project site is relatively flat. The San Gabriel Mountain range is visible to the north, but partially obstructed due to the distance and existing development to the north. The project site is approximately 2.8 miles east of the Euclid Avenue Corridor and 1.5 miles northeast of the Mission Boulevard Corridor. The project would not interfere with General Plan Policy CD1-5 that protects public views of the San Gabriel Mountains. Similar to buildout of the Specific Plan, future development in accordance with the

proposed Mixed-Use Overlay would be required to comply with Municipal Code regulations (e.g., City's Development Code Chapter 1, *Zoning and Land Use Requirements*, that requires retention of significant natural features and open space preservation of views, contour grading, natural landscaping, and architectural design that blends with the natural terrain of the City). Additionally, due to the distance and intervening topography, future development on the project site would not have a substantial adverse effect on local and regional scenic vistas or corridors in the Specific Plan area. No impact would occur.

Scenic Resources within State Scenic Highways

No eligible or official State scenic highways exist within or adjacent to the Specific Plan area, including the project site.[3] Thus, similar to the Specific Plan, development in accordance with the project would not substantially damage scenic resources within a State scenic highway. No impact would occur.

Consistency with Zoning Regulations Governing Scenic Quality

Ontario is in a highly developed, urban/suburban area. Thus, this discussion analyzes whether the project would conflict with applicable zoning regulations governing scenic quality. The Specific Plan includes Development Standards (Section 5) and Design Guidelines (Section 6) that ensure all future projects within the Specific Plan area are developed in an organized manner in compliance with existing regulations. Specifically, Mixed-Use Overlay development standards in Section 5 of the Specific Plan provide specific requirements related to maximum density and FAR, setbacks, minimum building separation, maximum building heights, and minimum open space and landscaping requirements that standardize the visual character and scenic quality of the Specific Plan area. Future development within Planning Area 3 would also conform to City and ALUCP height limitations. Furthermore, prior to the issuance of development permits, future commercial/retail and/or residential development within Planning Area 3 would be reviewed by the City to ensure conformance with the provisions of the Specific Plan, Municipal Code, and General Plan policies and ensure that anticipated development does not conflict with zoning regulations governing scenic quality. Impacts would be less than significant.

Light and Glare

Existing light and glare sources associated with residential, industrial, and commercial uses are present in the project area. The nearest sensitive light and glare receptors are existing multi-family residences to the north. Future lighting and glare sources associated with the proposed residential and commercial/retail uses would be similar to existing sources in the project area as well as to sources associated with already permitted uses within Planning Area 3 (i.e., hotel and urban commercial uses). Similar to buildout of the

[3] California Department of Transportation, *California State Scenic Highway System Map*, https://www.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed March 5, 2025.

Specific Plan, future commercial/retail and residential development within Planning Area 3 would be guided by the zoning and development standards within the Specific Plan, as well as within Section D.01.005(E), *Site Lighting*, and Section E.01.004(K), *Site Design*, of the Municipal Code. Upon adherence to these standards, the project would not result in substantial light and glare impacts to the residential uses to the north. Overall, the project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Impacts would be less than significant.

As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

3.1.2 Agriculture and Forestry Resources

Specific Plan EIR Findings

The Initial Study prepared for the Specific Plan EIR determined that Specific Plan buildout would result in no impact related to agriculture and forestry resources.

Proposed Project Findings

According to the California Department of Conservation, the project site is designated as Other Land, which may include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres.[4] Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land. [5] As such, no agriculture or forestry resources occur on-site. The project site is designated Urban Commercial and zoned Meredith International Centre Specific Plan (2265-SP) and does not include any land mapped or zoned as farmland, forest land, or timberland. There are no existing agriculture or timber operations on the project site, and the site is not subject to a Williamson Act contract. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

3.1.3 Geology and Soils

Specific Plan EIR Findings

As detailed in the Initial Study and the Specific Plan EIR, the Specific Plan area (which includes the project site) is not subject to significant ground rupture of a known earthquake fault, soil erosion or the loss of topsoil, liquefaction, lateral spreading, or landslide hazards, nor does the Specific Plan site feature soils incapable of adequately supporting

[4] California Department of Conservation, *California Important Farmland Finder*, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed March 5, 2025.
[5] Ibid.

the use of septic tanks or alternative waste water disposal systems where sewers are not available. However, the near-surface native soils across the entire Specific Plan area vary in density and composition, and some of these soils may be collapsible and subject to excessive post-construction settlement. As detailed in the Specific Plan EIR, impacts in this regard would be less than significant with mitigation incorporated. Future development within the Specific Plan area would be required to implement Specific Plan EIR Mitigation Measure 4.10.1 and comply with recommendations and performance standards identified in the Geotechnical Study prepared for the Specific Plan. The Geotechnical Study recommends remedial grading to remove the upper portion of alluvial soils; following excavation, the subgrade soils should be evaluated by a geotechnical engineer to verify their suitability for development. Additionally, the on-site conditions and recommendations of each future development would be verified with a site- and design-specific Final Geotechnical Study prepared for future project-specific developments. As such, the Specific Plan EIR concluded that the anticipated design of structures in accordance with a project-specific Geotechnical Study and compliance with the California Building Code (Title 24, Part 2 of the California Code of Regulations) and current seismic engineering practices is sufficient to reduce geological hazards to less than significant levels. Field investigations conducted in preparation for the Specific Plan EIR did not identify any evidence of paleontological resources in the Specific Plan area. However, it was concluded that there is potential for fossil-bearing soils to be present, depending on future excavation depths and site preparation activities. Specific Plan EIR Mitigation Measure 4.11.8 was included to require monitoring of grading and excavation activities in older alluvial deposits, including any excavation that exceeds eight feet in depth.

Proposed Project Findings

Seismic Ground Shaking, Seismic-Related Ground Failure, and Unstable Soils

As the proposed project site is located within the Specific Plan area, future development within Planning Area 3 under the proposed project similarly would not be subject to significant ground rupture of a known earthquake fault, soil erosion or the loss of topsoil, liquefaction, lateral spreading, or landslide hazards. Specifically, according to the California Geologic Survey, the closest fault line is the Red Hill-Etiwanda Avenue fault, located approximately 2.8 miles north and northwest of the project site.[6] Nonetheless, Southern California has numerous active seismic faults subjecting residents to potential earthquake and seismic-related hazards. Therefore, the project site is anticipated to experience moderate to occasionally high levels of ground motion from nearby faults as well as ground motions from other active seismic areas of the Southern California region. Furthermore, future development in accordance with the proposed Mixed-Use Overlay would also be subject to the same risks as detailed in the Specific Plan EIR associated with excessive post-construction settlement. However, upon implementation of Specific Plan EIR Mitigation Measure 4.10.1, these risks would be reduced to less than significant levels. Specifically, a project-specific geotechnical study would be required for future development on-site to evaluate site-specific geotechnical hazards and recommend

[6] California Department of Conservation, *Fault Activity Map of California*, https://maps.conservation.ca.gov/cgs/fam/, accessed March 5, 2025.

design and construction measures to implement to reduce potential impacts associated with seismic hazards and unstable soils. Further, similar to development under the Specific Plan, design of future commercial/retail and/or residential development within Planning Area 3 would also be required to comply with the California Building Code and current seismic engineering practices. Thus, impacts would be reduced to less than significant levels upon implementation of Specific Plan EIR Mitigation Measure 4.10.1.

Septic Tanks/Alternative Wastewater Disposal Systems

Similar to the Specific Plan, future development within Planning Area 3 would be required to connect to the City's existing wastewater network and thus, would not utilize any septic tanks or other alternative wastewater disposal systems. No impact would occur in this regard.

Paleontological Resources

Similar to buildout of the Specific Plan, if future grading and excavation activities within Planning Area 3 are to exceed eight feet in depth, Specific Plan EIR Mitigation Measure 4.11.8 (paleontological monitoring of grading and excavation activities in older alluvial deposits, including excavations that exceed eight feet in depth) would reduce impacts to less than significant levels.

As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

3.1.4 Hazards and Hazardous Materials

Specific Plan EIR Findings

As detailed in the Specific Plan EIR, the Specific Plan would not create a significant hazard through the routine transport, use, or disposal of hazardous materials or foreseeable upset and accident conditions; be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; be located within the vicinity of a private airstrip; impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or expose people or structures to a significant risk of loss, injury or death involving wildland fires. The Specific Plan EIR notes that buildout of the Specific Plan may result in potentially significant impacts in regard to emitting or handling hazardous materials within one-quarter of a mile of an existing or proposed school (Italo M. Bernt School, located along the south side of 4th Street and within the Specific Plan area). However, the Specific Plan EIR determined that with implementation of Specific Plan EIR Mitigation Measures 4.6.1 and 4.6.2, impacts in this regard would be reduced to less than significant levels.

Proposed Project Findings

Routine Use or Accidental Release of Hazardous Materials

Construction of future commercial/retail and/or residential development within Planning Area 3 could involve the use of limited amounts of hazardous materials, such as paints and solvents, gasoline, diesel fuels, and other hazardous materials routinely utilized with construction equipment. However, activities would be short-term, and the materials used would not be in such quantities, or stored in such a manner, as to pose a significant safety hazard. All construction activities would be subject to applicable laws and regulations governing the use, storage, and transportation of hazardous materials, specifically those established by the U.S. Department of Transportation, California Department of Transportation (Caltrans), and California Highway Patrol, as well as the Hazardous Materials Transportation Uniform Safety Act.

Similar to the Specific Plan, operation of future commercial/retail and/or residential uses in Planning Area 3 that could involve the use of hazardous materials would be regulated by the California Fire Code, as well as other federal, State, and local regulations related to the protection of the public's health and safety. Thus, impacts would be less than significant.

Emission or Handling of Hazardous Materials Near Schools

The nearest school to the project site previously identified in the Specific Plan EIR (Italo M. Bernt School) has since been demolished. Currently, there are no schools within one-quarter mile of the project site. Thus, no impact would occur in this regard.

Hazardous Materials Sites Listing

As the project site is located within the Specific Plan area, the proposed project would similarly not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No impact would occur.

Airport Safety Hazards or Excessive Noise Impacts

As discussed in the Specific Plan EIR, the Specific Plan area is approximately 0.5-mile north of ONT and is located within the identified Airport Influence Area. As such, the project is subject to the ONT ALUCP, which sets limits on future land uses and development near the airport in response to noise, safety, airspace protection, and overflight impacts of current and future airport activity.

As shown in Specific Plan EIR Figure 4.6-2, *ONT Airport Safety Zones*, the project is located outside of all identified safety zones for ONT, as designated within the ONT ALUCP. As such, future development within Planning Area 3 would not result in airport-related safety hazards for future occupants and impacts would be less than significant.

Impair or Interfere with Emergency Response or Evacuation Plan

Similar to the Specific Plan, future development in accordance with the proposed Mixed-Use Overlay on Planning Area 3 would not alter vehicle circulation routes in the project area in a manner that would interfere with adopted emergency response or emergency evacuation plans. In accordance with City policies, coordination with the Ontario Fire Department and Ontario Police Department during site plan review of future development plans for Planning Area 3 would ensure that potential interference with emergency response and evacuation efforts are avoided. Impacts would be less than significant.

Wildland Fire Hazards

According to the California Department of Forestry and Fire, the project site is not located in or near a State or Local Responsibility Area Fire Hazard Severity Zone.[7] As such, future development within Planning Area 3 would not expose people or structures to wildland fire hazards. No impact would occur.

As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

3.1.5 Hydrology and Water Quality

Specific Plan EIR Findings

As detailed in the Initial Study and the Specific Plan EIR, the Specific Plan would result in less than significant impacts pertaining to groundwater supplies and recharge; flood hazard and flood flows; inundation by seiche, tsunami, or mudflow; water quality; drainage pattern alteration and/or increased runoff resulting in flooding, erosion or siltation; runoff exceeding the capacity of existing or planned storm water drainage systems; and increased polluted runoff sources.

Proposed Project Findings

Violate or Substantially Degrade Water Quality Standards and/or Waste Discharge Requirements

Similar to buildout of the Specific Plan, future development within Planning Area 3 would be required to comply with the Santa Ana Regional Water Quality Control Board (RWQCB) multiple separate storm sewer system (MS4) permit and the San Bernardino County Stormwater Program. Compliance with these existing regulatory requirements, including implementation of low impact design (LID) strategies and construction and post-

[7] California Department of Forestry and Fire, *Fire Hazard Severity Zones in State Responsibility Area*, https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008, accessed March 26, 2025.

construction BMPs, the project would not violate or substantially degrade water quality standards or waste discharge requirements. Impacts would be less than significant.

Groundwater Supplies and Recharge

Similar to the Specific Plan, buildout of the proposed project would not contribute to groundwater depletion or groundwater recharge. Water would be supplied by the Ontario Municipal Utilities Company (OMUC). As discussed below in Section 3.2.10, *Utilities and Service Systems*, a Water Supply Assessment (WSA) was prepared for the proposed project; refer to Appendix E, *Water Supply Assessment*. Based on the WSA, the project is projected to result in a water demand of approximately 260 acre-feet per year (AFY); refer to WSA Table 2-5, *Proposed Project Water Demand*. In comparison, the estimated total water demand of Planning Area 3 as presented in the *City of Ontario Final 2020 Urban Water Management Plan* (2020 UWMP), dated June 2021, is approximately 143 AFY. Thus, the project would result in an increase of approximately 117 AFY compared to what was assumed for Planning Area 3 in the 2020 UWMP. Nevertheless, the WSA concluded that current OMUC water production capacities are greater than needed to meet the average day demands under Citywide buildout conditions, including groundwater supplies. OMUC also has forecasted that excess water supplies will be available to meet Citywide demand during normal, single-dry, and multiple dry water years over the next 20 years. Thus, the project would not substantially decrease groundwater supplies or interfere with OMUC's groundwater recharge areas. Impacts would be less than significant.

Alteration of Existing Drainage Patterns

Similar to buildout under the Specific Plan, future commercial/retail and residential development within Planning Area 3 would increase impervious areas compared to the existing vacant land and thus increase runoff and flows into the City's storm drainage system. However, similar to development elsewhere in the Specific Plan area, in accordance with the *Riverside County Flood Control and Water Conservation District Hydrology Manual*, future commercial/retail and residential development within Planning Area 3 would be required to prepare project-specific hydrology and hydraulic studies to evaluate pre- and post-development stormwater flows to ensure that the capacities of existing and planned storm drain systems are not exceeded. The project-specific hydrology studies would be reviewed and approved by the City as part of the development plan review process at a later date. Thus, impacts would be less than significant.

Flood Hazard, Tsunami, or Seiche Zones

As detailed in Section 1.1, *Project Location*, Deer Creek Channel, a concrete-lined flood control channel, bounds the project site to the west. According to Specific Plan EIR Figure 4.8-1, *Flood Hazard Areas*, the project site is located within a 500-year floodplain and lies within the dam inundation area for the San Antonio Dam. Nonetheless, the TOP 2050

SEIR concluded that the probability of catastrophic failure is very low.[8] Furthermore, the City of Ontario Fire Department maintains a list of emergency procedures to be followed in the event of a dam failure. Because the likelihood of catastrophic failure of the San Antonio Dam is very low and the City is prepared in the event of such failure, impacts are considered less than significant in this regard.

Additionally, given that the site is located over 35 miles inland of coastal waters, no impacts would occur related to tsunami hazards.

Conflict with Water Quality Control Plan or Groundwater Management Plan

The City's groundwater supplies are obtained from the Chino Groundwater Basin, which is adjudicated and managed by the Chino Basin Watermaster. The Chino Basin is exempt from legislative requirements under the Sustainable Groundwater Management Act (SGMA) because it is an adjudicated basin and is not required to prepare a groundwater sustainability plan. Adjudicated basins have determined the safe yield for the basin and have assigned individual pumping allocations to limit groundwater production to the safe yield.

As such, future development in accordance with the proposed project and adherence to existing local and State water quality regulations would ensure that surface and groundwater quality are not adversely impacted. As stated, future development within Planning Area 3 would be required to comply with the RWQCB MS4 permit and the San Bernardino County Stormwater Program. Therefore, the project would not obstruct or conflict with the RWQCB's Basin Plan or any groundwater management plan, and impacts would be less than significant.

As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

3.1.6 Mineral Resources

Specific Plan EIR Findings

The Initial Study prepared for the Specific Plan EIR concluded that buildout of the Specific Plan would result in no impact related to mineral resources.

Proposed Project Findings

According to the Department of Conservation, the project site is designated as Mineral Resource Zone 2 (MRZ-2), which is an area where geologic data indicates that significant

[8] City of Ontario, *Final Supplemental Environmental Impact Report (State Clearinghouse No. 2021070364), The Ontario Plan 2050*, August 2022.

portland cement concrete-grade (PCC-Grade) aggregate resources are present.[9,10] However, it is recognized that some areas within the MRZ-2 have already been urbanized, and therefore the mineral resources within them have a limited opportunity for conservation, development, or utilization.[11] According to TOP 2050, significant mineral resources within the City are limited to construction aggregate; those areas with potential mineral resources have been developed with urban uses and are not suitable for mineral resource extraction. Further, the site is not being utilized for mineral extraction. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

3.1.7 Population and Housing

Specific Plan EIR Findings

The project site was vacant and undeveloped at the time the Specific Plan EIR was prepared; no existing residences would be displaced by the proposed project.

The 2019 Addendum, prepared to analyze impacts associated with modifications to Planning Area 2, concluded that the proposed change to Planning Area 2 would reduce the estimated buildout of Planning Area 2 from 650,000 square feet to 322,200 square feet of non-residential floor area and would add 925 multi-family residential units. In total, buildout of the Specific Plan would accommodate 1,725 residential units (including 800 units approved for Planning Area 4 and 925 units for Planning Area 2). Although the proposed change would increase residential units and associated population, according to the Specific Plan EIR, the total 1,725 residential units would be well below the 2,958 residential units assumed in the General Plan buildout for the full Specific Plan area. Therefore, the increase in residential units would be consistent with Citywide policy and growth projections and potential impacts from modifications to Planning Area 2 analyzed in the 2019 Addendum would be less than significant. Overall, the 2019 Addendum concluded the Planning Area 2 modifications would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR.

Proposed Project Findings

Together, the Specific Plan EIR and 2019 Addendum anticipated a buildout of 1,725 dwelling units in the Specific Plan area, with 800 units specifically planned for Planning Area 4 and 925 units for Planning Area 2; refer to Table 1. The proposed project would

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9 Department of Conservation, California Geologic Survey, *California Mineral Resources Data Portal*, https://maps.conservation.ca.gov/cgs/minerals/, accessed March 25, 2025.

10 Department of Conservation, *Update of Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the Claremont-Upland Production-Consumption Region, Los Angeles and San Bernardino Counties*, *California*, 2007.

11 Department of Conservation, *Special Report 202: Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the Claremont-Upland Production-Consumption Region, Los Angeles and San Bernardino Counties*, *California*, 2007.

accommodate up to 1,400 dwelling units, which would increase the Specific Plan residential buildout projection. Based on the City's current average household size of 3.29[12], the additional 1,400 dwelling units brought on by the project could generate approximately 4,606 additional residents. However, the City has a current population of 181,224 residents and housing stock of 56,836 units, and is projected to grow by 224,662 people and 71,326 units by 2050.[13,14] The project's anticipated population would represent approximately 10.6 percent of the City's anticipated growth under TOP 2050. As such, the project would not result in substantial unplanned growth. Additionally, the proposed 1,400 dwelling units would contribute to the City's Regional Housing Needs Assessment (RHNA) allocation of 20,854 units for the 2021-2029 planning period, which would be considered a project benefit.

Further, the project site is currently vacant. Thus, similar to buildout of the Specific Plan, the project would not displace any existing people or housing. No impact would occur.

As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

3.1.8 Public Services

Specific Plan EIR Findings

As discussed above, the project could increase the total housing projected for Specific Plan buildout by approximately 1,400 dwelling units, which could generate up to 4,606 additional residents. However, the growth induced by buildout of the proposed project would be within TOP 2050 Citywide forecasts and would not represent unplanned growth.[15]

Proposed Project Findings

Future commercial/retail and residential uses may increase demand for public services, including police protection, fire protection, school, and library services, compared to what was previously analyzed for Planning Area 3 in the Specific Plan EIR. However, buildout of Planning Area 3 under the proposed project, similar to buildout of the Specific Plan, would create a gradual increase in demand for these services and existing regulations, site plan review by Ontario Fire and Police Departments, and development impact fees would reduce impacts to less than significant levels.

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12 California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2024, with 2020 Benchmark*, May 2024.

13 Ibid.

14 City of Ontario, *Final Supplemental Environmental Impact Report (State Clearinghouse No. 2021070364), The Ontario Plan 2050*, August 2022.

15 City of Ontario, *Final Supplemental Environmental Impact Report (State Clearinghouse No. 2021070364), The Ontario Plan 2050*, August 2022.

Fire Protection Services

Fire protection services would be provided by the Ontario Fire Department. As discussed in the Specific Plan EIR, prior to issuance of building permits, all development plans for individual projects within the Specific Plan area, including Planning Area 3 for the proposed project, would be reviewed by the City and the Ontario Fire Department to ensure compliance with Ontario Fire Department conditions of approval related to emergency access and fire flow requirements, along with any fire prevention, protection, and/or suppression requirements as specified under existing City ordinances and applicable California Building Code and California Fire Code provisions. Compliance with the Ontario Fire Department conditions of approval and State and local fire standards would reduce potential demands for, and impacts upon, Ontario Fire Department services and emergency medical services. Development impact fees required for future development, as well as tax revenues generated by future development, would provide supplemental funding available to expand or enhance current Ontario Fire Department services available to the project and vicinity. Thus, impacts would be less than significant.

Police Protection Services

Police protection services would be provided by the Ontario Police Department. Similar to Specific Plan buildout, future development in accordance with the project in Planning Area 3 would be reviewed by the City, including the Ontario Police Department to ensure the incorporation of appropriate safety and security elements throughout the site (e.g., appropriate building and parking lot security and alarm systems, adequate outdoor lighting, and provision of defensible spaces). Additionally, development impact fees and sales tax revenues generated by future development would provide supplemental funding to expand or enhance current Ontario Police Department police protection services available to the project and vicinity. Thus, impacts would be less than significant.

Schools

Public school services would be provided by Cucamonga School District (CSD) for grades K-8 and Chaffey Joint Union High Schools (CJUHS) for grades 9-12. Although the project could result in an increased demand for CSD and CJUHS school services, prior to issuance of building permits, future developments would be required to pay requisite fees to CSD and CJUHS, similar to development associated with buildout of the Specific Plan. According to Section 65996 of the California Government Code, payment of statutory fees is considered full mitigation for new development projects. Thus, a less than significant impact would occur in this regard.

Parks

Refer to Section 3.1.9, *Recreation*, below.

Other Public Facilities

Other public facilities, such as libraries, may be impacted by buildout of the project. The City has two library facilities within its library system: the Ovitt Family Community Library at 215 East C Street, and the Lewis Family Branch at 3850 East Riverside Drive. While future residents may increase demand for library services beyond what was analyzed in the Specific Plan EIR, the Ontario library system is a member of the Inland Library System, which includes 19 independent libraries and other resources in San Bernardino, Riverside, and Inyo Counties. The Inland Library system allows library members to utilize interlibrary loans for hardcopy and online resources. Thus, City's library resources are not limited to those within the two City libraries. Further, future development in accordance with the project would be required to pay development impact fees that provide additional funding for future library services and space, as needed. Impacts would be less than significant.

As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

3.1.9 Recreation

Specific Plan EIR Findings

The Initial Study prepared for the Specific Plan EIR concluded that the Specific Plan would result in no impact related to recreation.

Proposed Project Findings

Buildout of an additional 1,400 residential units under the proposed project may increase demand for new recreational facilities, and/or deteriorate existing recreational facilities, beyond what was anticipated for the project site under the Specific Plan. However, as with all new residential development within the City, future residential development on-site would be required to participate in the City's established Park Development Impact Fee Program, which was established pursuant to the Quimby Act (Government Code Section 66477). According to TOP 2050 EIR, the City currently requires three acres of developed parkland per 1,000 residents. As part of the City's standard development review process, the total area of the project's parkland dedication would be determined upon submittal of development plans and an in-lieu fee would be assessed and paid by future project applicant(s), as needed, prior to issuance of occupancy permits. Additionally, common and private open space/recreational amenities are required as part of multi-family development proposals. As such, recreational demands associated with project buildout would be met through parkland dedication, in-lieu fees, or a combination of the two. Impacts would be less than significant in this regard. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

3.1.10 Wildfire

Specific Plan EIR Findings

The Specific Plan EIR did not evaluate Wildfire as it was not included in Appendix G of the CEQA Guidelines at the time the Specific Plan EIR was certified. However, as discussed in the 'Hazards and Hazardous Materials' section of the Specific Plan EIR, buildout of the Specific Plan would not expose people or structures to a significant risk of loss, injury or death involving wildland fires.

Proposed Project Findings

According to the California Department of Forestry and Fire, the project site is not located in or near a State or Local Responsibility Area Fire Hazard Severity Zone.[16] As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Certified Specific Plan EIR Mitigation Measures:

4.10.1 Design and development of the project shall comply with recommendations and performance standards identified within the Final Geotechnical Study. Where the Project Geotechnical Study is silent, requirements of the California Building Code as adopted and implemented by the City shall prevail.

4.11.8 Any excavation exceeding eight feet below the current grade shall be monitored by a qualified paleontologist. If older alluvial deposits are encountered at shallower depths, monitoring shall be initialed once these deposits are encountered. A qualified paleontologist is defined as an individual with an M.S. or a Ph.D. in paleontology or geology who is familiar with paleontological procedures and techniques. A paleontological monitor may be retained to perform the on-site monitoring in place of the qualified paleontologist. The paleontological monitoring program should follow the local protocols of the Western Center (Hemet) and/or the San Bernardino County Museum and a paleontological monitoring plan should be developed prior to the ground altering activities. The extent and duration of the monitoring can be determined once the grading plan is understood and approved. The paleontological monitor shall have the authority to halt any Project-related activities that may be adversely impacting potentially significant resources. If paleontological resources are uncovered or otherwise identified, they shall be recovered, analyzed in accordance with

[16] California Department of Forestry and Fire, *Fire Hazard Severity Zones in State Responsibility Area*, https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008, accessed March 26, 2025.

standard guidelines, and curated with the appropriate facility (e.g., the Western Center at the Diamond Valley Reservoir, Hemet).

Addendum Project Conditions: None.

3.2 IMPACTS POTENTIALLY RESULTING IN NEW OR SUBSTANTIALLY MORE SEVERE SIGNIFICANT IMPACTS

3.2.1 Air Quality

Specific Plan EIR Findings

The Specific Plan area is located in South Coast Air Basin (Basin) within the South Coast Air Quality Management District's (SCAQMD) jurisdiction. According to the Specific Plan EIR, the Specific Plan would not result in or cause National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS) violations. It was determined that the Specific Plan's proposed land use designation did not materially affect potential development intensities when compared to those assumed in TOP 2050 EIR, and the SCAQMD's *2012 Air Quality Management Plan* (applicable AQMP at the time). Further, it was determined that the Specific Plan's proposed change in land use designations for the subject site would not generate operational source criteria pollutant emissions not already reflected in the applicable AQMP's regional emissions inventory. Based on this, the Specific Plan was considered to be consistent with the AQMP and impacts were determined to be less than significant.

However, as discussed in the Specific Plan EIR, construction and operational emissions would be significant and unavoidable after implementation of mitigation measures (Specific Plan EIR Mitigation Measures 4.3.1 through 4.3.5). As shown in the Specific Plan EIR, maximum daily construction source emissions of volatile organic compounds (VOC), nitrogen oxides (NO_X), and carbon monoxide (CO) exceed applicable SCAQMD regional thresholds. It was also determined that under 2017 conditions, maximum daily operational-source emissions of VOC, NO_x, CO, fine particulate matter ($PM_{2.5}$), and coarse particulate matter (PM_{10}) would exceed applicable SCAQMD regional thresholds. Further, the Specific Plan EIR determined that under buildout conditions originally envisioned for year 2020, maximum daily operational source emission of VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ would exceed applicable SCAQMD regional thresholds. Each of these impacts was determined to be significant and unavoidable despite implementation of mitigation.

Moreover, the Basin is designated as a non-attainment area for ozone, PM_{10}, and $PM_{2.5}$. Therefore, it was determined that construction VOC and NO_X emissions regional threshold exceedances would result in a cumulatively considerable net increase in criteria pollutants (ozone and PM_{10}/$PM_{2.5}$) for which the project region is non-attainment. Additionally, it was determined that operational source VOC, NO_X, PM_{10}, and $PM_{2.5}$ emissions' regional threshold exceedances would result in a cumulatively considerable net increase in criteria pollutants (ozone and PM_{10}/$PM_{2.5}$) for which the project region is

non-attainment. These were considered cumulatively significant air quality impacts as detailed in the Specific Plan EIR.

Finally, the Specific Plan EIR determined that maximum daily construction source emissions would not exceed applicable Localized Significance Thresholds (LSTs) for PM_{10} with application of mitigation, which would reduce these impacts to levels that would not exceed applicable SCAQMD LSTs (i.e., Specific Plan EIR Mitigation Measures 4.3.1 through 4.3.4 would reduce maximum-daily construction-source emissions at the nearest sensitive receptor [the Bernt School site]). Regarding operational source LSTs, the Specific Plan EIR determined that maximum daily operational source emissions concentrations would not exceed applicable LSTs and would not require mitigation. Overall LST impacts were determined to be less than significant with incorporation of mitigation. Additionally, the Specific Plan EIR determined that the Specific Plan would result in less than significant project source and freeway source impacts with incorporation of Specific Plan EIR Mitigation Measure 4.3.6, which reduces freeway source carcinogenic health risks at the Specific Plan area to below the SCAQMD cancer risk threshold of 10 in one million.

According to the Specific Plan EIR, buildout of the Specific Plan would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people, and impacts were determined to be less than significant in this regard.

Proposed Project Analysis

Project Consistency with AQMP

In December 2022, SCAQMD released the *Final 2022 AQMP* (2022 AQMP). The 2022 AQMP continues to evaluate current integrated strategies and control measures to meet the CAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, State, and local levels. Similar to the 2016 AQMP, the 2022 AQMP incorporates scientific and technological information and planning assumptions, including the Southern California Association of Governments (SCAG) *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS), a planning document that supports the integration of land use and transportation to help the region meet the Federal Clean Air Act requirements.

- *Consistency Criterion No. 1*: The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

- *Consistency Criterion No. 2*: The project will not exceed the assumptions in the AQMP based on the years of project buildout phase.

The violations that Criterion No. 1 refers to are the CAAQS and NAAQS. The CAAQS and NAAQS comprise, and are reflected in the SCAQMD LSTs. It is noted here that the CAAQS and NAAQS are not equivalent to SCAQMD regional emissions thresholds.

As detailed above, the Specific Plan EIR concluded that the Specific Plan was determined to be consistent with the applicable AQMP (i.e., the 2012 AQMP) at the time. As demonstrated below, the proposed project would not result in or cause NAAQS or CAAQS violations as the proposed project would not exceed applicable LST thresholds. Further, the proposed modifications to Planning Area 3 do not include a change in land use designation for the Specific Plan area that may generate substantial operational source criteria pollutant emissions not already reflected in the 2012 AQMP regional emissions inventory. Further, the proposed mixed-use overlay would allow for up to 50,000 square feet of commercial/retail uses and up to 1,400 multi-family dwelling units; when compared to development analyzed in the adopted Specific Plan (a mix of industrial, commercial, and residential land uses totaling 4,155,000 square feet, 1,725 dwelling units, and 600 hotel rooms within five planning areas across 257.7 acres), the associated Specific Plan EIR, and the 2012 AQMP that included the Specific Plan buildout, the proposed project (50,000 square feet of commercial/retail uses and up to 1,400 multi-family dwelling units) would result in minor changes to the scale and intensity of the Specific Plan. The current AQMP (2022 AQMP) has been developed after adoption of the Specific Plan, and the associated development density of the Specific Plan should have been incorporated. As the proposed project does not significantly alter land uses, increase scale, or significantly increase development intensities of the Specific Plan, impacts resulting from the proposed project are anticipated to be similar to what was originally envisioned in the Specific Plan.

Peak day emissions generated by construction activities are largely independent on land use assignments but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities. As discussed above, the 2022 AQMP was developed after adoption of the Specific Plan, and the associated development densities of the Specific Plan should have been incorporated. Further, the Specific Plan designates the proposed project site as Mixed Use – Meredith. The Mixed Use – Meredith designation is described as a mixture of mid-rise buildings, regional-serving retail and office centers, and standalone high density residential projects, with a density of 14 to 125 du/ac and a FAR of 3.0 for office and retail uses. The Specific Plan designates the site (Planning Area 3) as Urban Commercial and forecasts a maximum buildout of 480,000 square feet, including 400 hotel rooms; uses conditionally permitted also include office and shopping centers. The project proposes a Mixed-Use Overlay across Planning Area 3 within the Specific Plan area that would allow for up to 50,000 square feet of commercial/retail uses and up to 1,400 multi-family dwelling units. By accommodating residential and commercial/retail uses in Planning Area 3, the project would be consistent with TOP 2050 Land Use Element goals and policies to provide a variety of housing and job options in proximity to one another and in proximity to transit. These goals and policies coincide with the vision of SCAG's current RTP/SCS (i.e., Connect SoCal), which focuses on

transportation alternatives that meet air quality standards and GHG emission reduction targets. While the proposed project would modify the Specific Plan's buildout vision for Planning Area 3, the housing, jobs, and population generated by the project would be within TOP 2050 growth forecasts for the City. Additionally, the proposed dwelling units would contribute to the City's RHNA allocation, which would be considered a project benefit and would be consistent with TOP 2050 Housing Element.

In conclusion, the project's proposed uses are consistent with the site's land use designation and development density and intensity as originally envisioned for the Specific Plan, which has been incorporated in the 2022 AQMP. As such, the proposed project is considered to be consistent with the 2022 AQMP and impacts in this regard would be less than significant. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Emissions and Regional Thresholds

Proposed project-related air quality emissions from criteria pollutants (VOCs, NO_X, sulfur oxides [SO_x], CO, PM_{10}, and $PM_{2.5}$) were calculated using the California Emissions Estimator Model (CalEEMod) version 2022.1.1.30. Outputs from the model run are provided in Appendix A, *Air Quality/GHG Emissions/Energy Data*.

Typical construction activities associated with a land use development project emissions are expected from various construction phrases including, and not limited to, demolition, site preparation, grading, building construction, paving, and architectural coating. Due to the programmatic nature of the proposed project, no construction is currently planned, thus no project-specific construction details are currently available for CalEEMod modeling, and exact construction emissions generated by future development are unknown. Construction emissions depend on multiple factors, including, but not limited to, the start and duration of construction phases, types and quantity of construction equipment to be used, soil import and export volumes, hauling trips distance, etc., all of which cannot be determined at this stage of the planning process. As such, because implementation of the project does not propose any specific development and construction details are unknown, construction-related emissions that may occur at any one time in any scale are speculative and cannot be accurately determined at this stage of the planning process. As such, construction emissions are not quantified. Nevertheless, all future development within the project site (Planning Area 3) capable of generating substantial construction-related emissions would be required to undergo separate environmental review under CEQA to evaluate project-specific impacts on a project-by-project basis, as the extent of impacts become known through the design process. Further, future development on-site would be required to implement any required mitigation measures from the TOP 2050 EIR and the Specific Plan EIR on a project-by-project basis, as applicable, pursuant to CEQA provisions. Specifically, future projects within the Specific Plan, if applicable, would be required to incorporate Specific Plan EIR Mitigation Measures 4.3.1 through 4.3.3 to reduce maximum daily project construction-

source emissions to the extent possible.

Operational activities associated with the proposed project would result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Operational emissions are expected from the following primary sources:

- *Area Source Emissions*: Area sources include architectural coatings, consumer products, and landscape maintenance equipment.

- *Energy Source Emissions*: Energy source emissions include combustion emissions associated with generation of natural gas and electricity. However, because electrical generating facilities for the proposed project area are located either outside the region (State) or offset through the use of pollution credits (RECLAIM) for generation within the Basin, criteria pollutant emissions from off-site generation of electricity are excluded from the evaluation of significance.

- *Mobile Source Emissions*: Proposed project-related air quality emissions derive primarily from vehicle trips associated with the proposed project, including residential, commercial, and employee trips to and from the site associated with the proposed uses. Moreover, vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust inclusive of brake and tire wear particulates. Trip characteristics available from the project-specific transportation impact analysis; refer to Appendix D, *Focused Traffic Study*. It should be noted that trips originally envisioned for Planning Area 3 were not deducted from the project-generated trips to provide a conservative analysis.

The Specific Plan EIR assumed buildout of Planning Area 3 would allow for 480,000 square feet of commercial use (including 400 hotel rooms) under the Urban Commercial land use designation. The project proposes to modify the existing Specific Plan to include a Mixed-Use Overlay across Planning Area 3 to allow for up to 50,000 square feet of commercial/retail uses and up to 1,400 multi-family dwelling units in place of the uses and buildout currently permitted under the site's Urban Commercial designation. Estimated operational emissions are summarized in Table 3, *Summary of Peak Daily Operational Emissions*. Project-related operational emissions from the CalEEMod modeling run have been added to the Specific Plan operational emissions. It should be noted that this is a conservative analysis as the proposed project modifications would replace the originally approved development permitted for Planning Area 3. In addition, the proposed project would continue to incorporate mitigation measures in accordance with the Specific Plan EIR, which include Specific Plan EIR Mitigation Measures 4.3.4 and 4.3.5 that would reduce maximum daily project operational emissions to the extent possible.

As shown in Table 3, with the proposed project modifications to Planning Area 3, the Specific Plan would continue to exceed the numerical thresholds of significance established by the SCAQMD for emissions of various criteria pollutants (VOCs, NO_X, CO, PM_{10}, and $PM_{2.5}$), similar to impacts analyzed in the Specific Plan EIR. As such, operational impacts would continue to be considered significant and unavoidable.

As such, the project would not result in a new significant environmental effect or substantial increase in the severity of a previously identified significant environmental effect as compared to the conclusions of Specific Plan EIR and 2019 Addendum.

Table 3
Summary of Peak Daily Operational Emissions

Emissions Source	Pollutant (pounds/day)[1]					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer Operational Emissions						
Mobile	39.00	36.00	349.00	0.89	80.00	21.00
Area	82.00	26.00	433.00	1.20	51.00	49.00
Energy	0.35	6.00	2.60	0.04	0.48	0.48
Project Summer Total (Year 2026)	**121.00**	**68.00**	**784.00**	**2.20**	**131.00**	**70.00**
Specific Plan (Planning Areas 1,2,3, & 4) Total (Year 2020)[2]	*299.76*	*706.11*	*1,481.11*	*4.98*	*286.11*	*87.49*
Overall Total	***420.76***	***774.11***	***2265.11***	***7.18***	***417.11***	***157.49***
SCAQMD Thresholds	*55*	*55*	*550*	*150*	*150*	*55*
Is Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes
Winter Operational Emissions						
Mobile	37.00	39.00	292.00	0.83	80.00	21.00
Area	74.00	25.00	352.00	1.20	51.00	49.00
Energy	0.35	6.00	2.60	0.04	0.48	0.48
Project Winter Total (Year 2026)	**111.00**	**70.00**	**646.00**	**2.10**	**131.00**	**70.00**
Specific Plan (Planning Areas 1,2,3, & 4) Total (Year 2020)[2]	*296.42*	*733.89*	*1,462.01*	*4.76*	*286.15*	*87.51*
Overall Total	***407.42***	***803.89***	***2108.01***	***6.86***	***417.15***	***157.51***
SCAQMD Thresholds	*55*	*55*	*550*	*150*	*150*	*55*
Is Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes

Notes: VOC = volatile organic chemical; NO_x = nitrous oxide; CO = carbon monoxide; SO_X = sulfur oxide; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter

1. Totals might be slightly off due to rounding.
2. Daily peak operation emissions as shown in the Specific Plan EIR *Appendix D: Air Quality Impact Analyses, Table 3-13: Summary of Year 2020 Peak Operational Emissions (With Mitigation)*.

Source: Appendix A, *Air Quality/GHG Emissions/Energy Data*.

Localized Significance to Sensitive Receptors

Project-Source Pollutants

This analysis makes use of methodologies included in the SCAQMD *Final Localized Significance Threshold Methodology* (LST Methodology). The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or State ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as LSTs.

The SCAQMD recommends that the nearest sensitive receptor be considered when determining a project's localized air quality impacts. Sensitive receptors are defined as populations that are more susceptible to the effects of pollution than the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, childcare centers, and athletic facilities. According to the SCAQMD, projects have the potential to create significant impacts if they are located within one-quarter mile of sensitive receptors and would emit toxic air contaminants (TAC) identified in SCAQMD Rule 1401.

The nearest land use where an individual could remain for 24 hours to the project site has been used to determine localized operational air quality impacts for emissions of PM_{10} and $PM_{2.5}$ (since PM_{10} and $PM_{2.5}$ thresholds are based on a 24-hour averaging time); the nearest sensitive receptors are existing multi-family residences in Planning Area 4, approximately 95 feet north of Planning Area 3.

As detailed above, due to the programmatic nature of the proposed project, no construction is currently planned, thus no project-specific construction details are currently available for CalEEMod modeling, and exact construction emissions generated by future development are unknown. All future development within the project site (Planning Area 3) capable of generating substantial construction-related emissions would be required to undergo separate environmental review under CEQA to evaluate project-specific impacts on a project-by-project basis, as the extent of impacts become known through the design process. Further, these future new development projects would be required to implement any required mitigation measures from the TOP EIR and the Specific Plan EIR on a project-by-project basis, as applicable, pursuant to CEQA provisions. Specifically, future projects within the Specific Plan, if applicable, would be required to incorporate Specific Plan EIR Mitigation Measures 4.3.1 through 4.3.3 to reduce maximum daily project construction emissions to the extent possible.

The proposed mixed-use overlay would allow commercial and residential development and would not be a source of on-site/localized emissions or have the potential to emit TACs identified in SCAQMD Rule 1401; TAC emissions primarily come from mobile source. As detailed in the project-specific transportation impact analysis (Appendix D), the net trip generation potential would be approximately 10,670 trips, 1,042 more trips than what was originally envisioned and analyzed for Planning Area 3 in the Specific Plan

EIR (9,628 trips). The net trips are not anticipated to exacerbate pre-existing hazards and increase the localized emissions over the thresholds (emissions associated with the originally proposed Planning Area 3 already exceeded thresholds). Operational LST impacts would be less than significant. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Off-Site Freeway Source Pollutants

In 2005, the California Air Resources Board (CARB) promulgated an advisory recommendation to avoid setting sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day. CARB indicates that due to traffic-generated pollutants, there is an estimated increased cancer risk incidence of 300 to 1,700 per million within this domain. At some point however, the increased cancer risk incidence due to the effects of freeway/roadway corridor pollutants become indistinguishable from the ambient air quality condition. In this regard, the effects of freeway/roadway-source pollutants that may impact the proposed project site are already acknowledged and accounted for within the ambient air quality discussions presented within the Specific Plan EIR. More specifically, the MATES-III Study data for the Specific Plan comprehensively reflects increased TAC-source cancer risks affecting the City and project site, inclusive of increased cancer risks due to freeway/roadway pollutant sources. It is, however, recognized that the effects of freeway traffic pollutants on the project site would likely be more acute and discernible in those areas nearer freeway/roadway corridors, including the proposed project site (Planning Area 3) which is immediately adjacent to I-10 and would include residential land uses.

It was determined that with incorporation of Specific Plan EIR Mitigation Measure 4.3.6, freeway source carcinogenic health risks at the Specific Plan Area would total 7.14 in one million and would not exceed the SCAQMD cancer risk threshold of 10 in one million. Specific Plan EIR Mitigation Measure 4.3.6 was established to reduce cancer risks to future residence of the Specific Plan. However, in the *California Building Industry Association v. Bay Area Air Quality Management District* (2015), 62 Cal. 4th 369 (CBIA) case, the California Supreme Court determined that CEQA does not generally require an impacts analysis of the existing environmental conditions on future residents of a proposed project and generally only requires an analysis of the proposed project's impact on the environment. However, the CBIA case also stated that when a proposed project brings development and people into an area already subject to specific hazards and the new development/people exacerbate the existing hazards, then CEQA requires an analysis of the hazards and the proposed project's effect in terms of increasing the risks related to those hazards. In regard to air quality hazards, toxic air contaminants (TACs) are defined as substances that may cause or contribute to an increase in deaths or in serious illness, or that may pose a present or potential hazard to human health. As such, if a project would not exacerbate pre-existing hazards (e.g., TAC health risks), then an analysis of those hazards and the project's effect on increasing those hazards is not required.

The proposed mixed-use overlay would allow commercial and residential development and would not be a source of TACs. Existing uses on-site only include vacant land and does not contain any operational land uses that emit toxic air contaminants. Therefore, the proposed project does not exacerbate pre-existing hazards and impact would be less than significant in this regard.

It should be noted that the proposed project would continue to incorporate mitigation measures in accordance with the Specific Plan EIR. Specifically, Specific Plan EIR Mitigation Measure 4.3.6 requires residential units within the Specific Plan area (including Planning Area 3) to include installation and maintenance of air filtration systems.

Further, proposed project-related traffic would not create or result in a CO "hotspot." As the proposed project's emissions would comply with federal, State, and local air quality standards, they are not sufficiently high enough to use a regional modeling program to correlate health effects on a Basin-wide level and would not provide a reliable indicator of health effects if modeled. Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations as the result of proposed project and localized impacts would be less than significant. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Odors

The proposed project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed project may result from the temporary storage of typical solid waste (refuse) associated with the proposed project's long-term operational uses (residential and commercial/retail uses). Standard construction requirements would minimize odor impacts from construction. Construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with current solid waste regulations. The proposed project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors and other emissions (such as those leading to odors) associated with the proposed project would be less than significant. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Certified Specific Plan EIR Mitigation Measures:

4.3.1 The following requirements shall be incorporated into Project plans and specifications in order to ensure implementation of SCAQMD Rule 403 and limit fugitive dust emissions:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour;

- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day;

- The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less; and

- Only "Zero-Volatile Organic Compounds" paints (no more than 150 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications consistent with South Coast Air Quality Management District Rule 1113 shall be used.

4.3.2 Grading plans shall reference the requirement that a sign shall be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling.

4.3.3 During grading activity, all rubber tired dozers and scrapers (≥ 150 horsepower) shall be CARB Tier 3 Certified or better. Additionally, during grading activity, total horsepower hours per day for all equipment shall not exceed 149,840; and the maximum (actively graded) disturbance area shall not exceed 26 acres per day.

4.3.4 Prior to the issuance of building permits, the Project Applicant shall submit energy demand calculations to the City (Planning and Building Departments) demonstrating that the increment of the Project for which building permits are being requested would achieve a minimum 5% increase in energy efficiencies beyond incumbent California Building Code Title 24 performance standards. Representative energy efficiency/energy conservation measures to be incorporated in the Project would include, but would not be limited to, those listed below (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that would comparably reduce energy consumption and promote energy conservation would also be acceptable):

- Increase in insulation such that heat transfer and thermal bridging is minimized;

- Limit air leakage through the structure and/or within the heating and cooling distribution system;

- Use of energy-efficient space heating and cooling equipment; Installation of electrical hook-ups at loading dock areas;
- Installation of dual-paned or other energy efficient windows;
- Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards;
- Installation of automatic devices to turn off lights where they are not needed;
- Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings;
- Design of buildings with “cool roofs” using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors;
- Design of buildings to accommodate photo-voltaic solar electricity systems or the installation of photo-voltaic solar electricity systems; and
- Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.

4.3.5 The developer of the industrial phase of the Project (Planning Area 1) will install on the roofs of the warehouse buildings a photo-voltaic electrical generation system (PV system) capable of generating 1,600,000 kilowatt hours per year. The developer may install the required PV system in phases on a pro rata square foot basis as each building is completed; or if the PV system is to be installed on a single building, all of the PV system necessary to supply the PV estimated electrical generation shall be installed within two years (24 months) of the first building that does not include a PV system receives a certificate of occupancy.

4.3.6 Residential units within the Project site shall include the installation and maintenance of air filtration systems with efficiencies equal to or exceeding a Minimum Efficiency Reporting Value (MERV) 16 as defined by the American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2.

Addendum Project Conditions: None.

3.2.2 Biological Resources

Specific Plan EIR Findings

The Initial Study prepared for the Specific Plan EIR determined that buildout of the Specific Plan would not result in adverse effects on riparian habitats, sensitive natural communities, or federally protected wetlands, or conflict with local policies or ordinances protecting biological resources, or adopted habitat or natural community conservations plans. Additionally, the Initial Study determined that impacts related to an interference with a migratory corridor or nursery site would be less than significant given that the Specific Plan area was disturbed and improved with development and roadways.

The Specific Plan EIR determined that no special-status plant species were anticipated to occur within the Specific Plan area. However, the California horned lark was observed during the Specific Plan EIR biological site survey, and the Specific Plan area was determined to contain suitable habitat for burrowing owl. Both the California horned lark and burrowing owl are special-status wildlife species, and as such the Specific Plan EIR included mitigation measures to reduce impacts related to these species. Specifically, Mitigation Measure 4.9.1 requires that vegetation removal occur outside of the nesting bird season (August 1 to February 1) in order to ensure that active nests of migratory birds are avoided. Mitigation Measure 4.9.2 requires pre-construction burrowing owl surveys in order to avoid active burrows during the breeding season, with additional measures to follow, such as the use of buffers, if active burrows are present. Mitigation Measure 4.9.3 includes closure of inactive burrowing owl burrows outside of the breeding season (September 1 through January 31), and Mitigation Measure 4.9.4 requires implementation of a mitigation plan for any burrowing owl displaced due to project construction, which could include habitat replacement conservation or purchase of conservation bank credits. With implementation of Mitigation Measures 4.9.1 through 4.9.4, the Specific Plan EIR determined that buildout of the Specific Plan would result in less than significant impacts on special-status wildlife species.

The Specific Plan EIR further concluded that a drainage channel on the eastern portion of the Specific Plan area could be subject to the jurisdiction of the U.S. Army Corps of Engineers (USACE), California Department of Fish and Wildlife (CDFW), and/or Regional Water Quality Control Board (RWQCB). As such, Mitigation Measures 4.9.5 through 4.9.7 were included to ensure that jurisdictional delineation of drainage features on-site are conducted prior to issuance of grading permits, followed by applicable agency consultation and acquisition of applicable permits with the USACE, CDFW, and/or RWQCB. Following implementation of required mitigation, it was determined that impacts to potential jurisdictional resources within the Specific Plan area would be less than significant.

Proposed Project Analysis

The following analysis is based primarily on the following technical studies (refer to Appendix B, *Biological Reports*):

- *Biological Resources Assessment for Meredith International Centre Specific Plan Amendment – Planning Area 3 Project, City of Ontario, San Bernardino County, California* (Biological Resources Assessment), prepared by Michael Baker International, dated September 15, 2025; and

- *Aquatic Resources Delineation Report Meredith International Centre Specific Plan Amendment Project City of Ontario, San Bernardino County, California* (ARDR), prepared by Michael Baker International, dated September 2025.

The Biological Resources Assessment included a literature review of the CDFW's California Natural Diversity Database (CNDDB), California Native Plant Society's (CNPS) Online Inventory of Rare and Endangered Plants of California, Natural Resources Conservation Service (NRCS) Web Soil Survey, U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory, USFWS IPaC database, Calflora database, and corresponding U.S. Geological Survey (USGS) topographic maps. Additionally, a general biological resources survey and habitat assessment of the project site was conducted on August 5, 2025.

The ARDR included a literature review of USGS topographic maps, USGS hydrography data, aerial photography, U.S. Department of Agriculture (USDA) soil survey, USDA Hydric Soils List of California, USFWS National Wetlands Inventory Map, and Federal Emergency Management Agency's (FEMA) National Flood Insurance Program. A jurisdictional delineation was conducted on August 5, 2025 per methods outlined in the USACE's *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region, Version 2.0* (2008).

Special-Status Species

Based on the results of the Biological Resources Assessment, two special-status wildlife species have a moderate potential to occur within the project site: monarch (*Danaus plexippus plexippus*, federal proposed threatened) and burrowing owl (*Athene cunicularia*, State candidate endangered [SCE] and species of special concern [SSC]). Monarch has the potential to fly through the project site; however, the site provides limited nectar resources for foraging due to the dominance of weedy, non-native species. Additionally, no milkweed (*Asclepias*) species were observed and no suitable overwintering habitat was present on-site during the field visit. Therefore, monarch is not expected to breed on-site. The nearest known monarch record was from 2023 within the Cucamonga-Guasti Regional Park, approximately 0.3-mile to the northeast of the project site. Overall, if monarch fly through the site, they would be expected in very low numbers due to the disturbed nature of the site and dominance by non-native weedy vegetation. Development of the site in accordance with the Specific Plan and the proposed project

would similarly not remove habitat that would affect the long-term status of monarch populations; therefore, potential impacts associated with buildout of the proposed Mixed-Use Overlay are considered less than significant, similar to Specific Plan buildout impacts.

Similarly, no burrowing owls or suitable burrowing owl burrows were detected on-site during the field survey. However, burrowing owl are known to occur in the area; the nearest known records north of I-10 are from 2016, approximately 1.25 miles east of the project site, and the nearest known records south of I-10 are from 2017, approximately 0.3-mile south of the project site. The most recent records are from 2023, south and east of ONT. Therefore, there is potential for burrowing owl to colonize the site. As such, similar to buildout of the Specific Plan, implementation of Specific Plan EIR Mitigation Measures 4.9.2 and 4.9.3, which would require pre-constriction burrowing owl surveys, and, if necessary, burrowing owl exclusion and mitigation plan preparation, would be required to reduce impacts to less than significant levels. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Riparian Habitat and Sensitive Natural Communities

The project site supports ornamental landscaping and disturbed, weedy vegetation. There are no riparian habitats or other sensitive natural communities present within the project site boundaries. Therefore, similar to buildout of the Specific Plan, future development within Planning Area 3 in accordance with the project would have no impact on riparian habitats or other sensitive natural communities. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Wildlife Corridors and Habitat Linkages

The project site is within a highly urbanized area surrounded by residential and commercial development in all directions; it is not within or adjacent to any natural open space areas or other natural features that would be used by wildlife as a corridor or habitat linkage. The project site is adjacent to and east of the confluence of Cucamonga Creek and Deer Creek, two concrete channelized waterways with vertical concrete walls, concrete bottoms, and no vegetation. According to the Biological Resources Assessment, due to the developed nature of the concrete channels and lack of vegetation, these channels provide low value wildlife movement habitat.

Nevertheless, similar to conditions described in the Specific Plan EIR, the vegetation within and adjacent to the project site provides suitable nesting opportunities for a variety of bird species that are adapted to urban areas. Impacts to nesting birds are considered potentially significant. As such, similar to buildout of the Specific Plan and in order to maintain compliance with the California Fish and Game Code (CFGC) and federal Migratory Bird Treaty Act (MBTA), project implementation of Specific Plan EIR Mitigation

Measure 4.9.1 (pre-construction nesting bird surveys or avoidance of vegetation removal during breeding season) would be required to reduce impacts to less than significant levels. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

State and Federal Jurisdictional Aquatic Features

The ARDR included a jurisdictional delineation of the drainage channel in the eastern portion of the project site (Aquatic Feature 1; AF-1). During the site reconnaissance, some surface water was present within the northern portion of AF-1. Evidence of an ordinary high-water mark (OHWM) and surface hydrology was observed. Vegetation coverage was consistent throughout the channel, with flax-leaved horseweed (*Erigeron bonariensis*), short-podded mustard (*Hirschfeldia incana*), and telegraph weed (*Heterotheca grandiflora*) dominant throughout the channel. A few individuals of tall cyperus (*Cyperus eragrostis*) and spiny rush (*Juncus acutus*) were present at the northern end of AF-1. Due to the presence of hydrophytic vegetation and wetland hydrology, one soil pit was investigated within the vicinity of AF-1 to document the presence or absence of wetland conditions. Based on the results, the ARDR concluded that no wetlands were present within AF-1.

Although evidence of an OHWM was noted within the boundaries of the project site, AF-1 is an ephemeral drainage feature, does not exhibit relatively permanent flow, and does not have a surface hydrological connection to a traditional navigable waterway. Therefore, AF-1 is not considered waters of the U.S. However, this feature would fall under the jurisdiction of the RWQCB under the Porter-Cologne Act and is considered waters of the State. Further, the mapped feature exhibits a clear bed and bank and is considered CDFW jurisdictional streambed.

Buildout of the proposed project would impact 0.03-acre of non-wetland RWQCB waters of the State and 0.15-acre of CDFW jurisdictional streambed, which would require permits from these regulatory agencies. These findings are consistent with the Specific Plan EIR analysis, which identified that this drainage feature (AF-1) could be subject to regulatory jurisdiction. Therefore, implementation of Specific Plan EIR Mitigation Measures 4.9.5 through 4.9.7 would reduce impacts in this regard. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Conflict with Local Policies Protecting Biological Resources

The proposed project would not conflict with any local policies or ordinances protecting biological resources. The City has adopted tree preservation and protection measures, including requirements for protected root zones, fencing, and arborist oversight during construction. However, the project site does not support any trees; therefore, future development on-site would not impact trees subject to this ordinance. No impact would

occur. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Conflict with Applicable Habitat Conservation Plans

The Specific Plan area, including the project site, is not covered by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. No impact would occur. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Certified Specific Plan EIR Mitigation Measures:

4.9.1 Avoidance of Nesting Migratory Birds: If possible, all vegetation removal activities shall be scheduled from August 1 to February 1, which is outside the general avian nesting season. This would ensure that no active nests would be disturbed and that removal could proceed rapidly. If vegetation is to be cleared during the nesting season, all suitable habitat will be thoroughly surveyed within 72 hours prior to clearing for the presence of nesting birds by a qualified biologist (Project Biologist). The Project Biologist shall be approved by the City and retained by the Applicant. The survey results shall be submitted by the Project Applicant to the City Planning Department. If any active nests are detected, the area shall be flagged and mapped on the construction plans along with a minimum 300-foot buffer, with the final buffer distance to be determined by the Project Biologist. The buffer area shall be avoided until, as determined by the Project Biologist, the nesting cycle is complete or it is concluded that the nest has failed. In addition, the Project Biologist shall be present on the site to monitor the vegetation removal to ensure that any nests, which were not detected during the initial survey, are not disturbed.

4.9.2 Burrowing Owl Avoidance: Breeding season avoidance measures for the burrowing owl including, but not limited to, those that follow shall be implemented. A pre-construction survey for resident burrowing owls shall be conducted by a qualified Project Biologist within 30 days prior to construction activities. If ground-disturbing activities are delayed or suspended for more than 30 days after the pre-construction survey, the site will be resurveyed for owls. Pre-construction survey methodology shall be based on Appendix D (Breeding and Non-breeding Season Surveys and Reports) of the CDFW Staff Report on Burrowing Owl Mitigation (CDFW) March 7, 2012 (CDFW Burrowing Owl Mitigation Staff Report). Results of the pre-construction survey shall be provided to CDFW and the City. If the pre-construction survey does not identify burrowing owls on the Project site, then no further mitigation shall be required. If burrowing owls are found to

be utilizing the Project site during the pre-construction survey, measures shall be developed by the Project Biologist in coordination with CDFW to avoid impacting occupied burrows during the nesting period. These measures shall be based on the most current CDFW protocols and would minimally include establishment of buffer setbacks from occupied burrows and owl monitoring during Project construction activities.

4.9.3 Burrowing Owl Passive Exclusion: During the non-breeding season (September 1 through January 31), if burrows occupied by migratory or non-migratory resident burrowing owls are detected during a pre-construction survey, then burrow exclusion and/or closure may be used to passively exclude owls from those burrows. Burrow exclusion and/or closure shall only be conducted by the Project Biologist in consultation and coordination with CDFW employing incumbent CDFW guidelines.

4.9.5 Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the Applicant shall obtain a Regional Board 401 Certification, or a written waiver of the requirement for such an agreement or permit, from the California Regional Water Quality Control Board. Written verification of such a permit or waiver shall be provided to the City of Ontario Planning Department.

4.9.6 Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the Applicant shall obtain a stream bed alteration agreement or permit, or a written waiver of the requirement for such an agreement or permit, from the California Department of Fish and Wildlife. Information to be provided as part of the Streambed Alteration Agreement (if required) shall include but not be limited to the following:

- Delineation of lakes, streams, and associated habitat that will be temporarily and/or permanently impacted by the proposed project (include an estimate of impact to each habitat type);
- Discussion of avoidance measures to reduce project impacts; and
- Discussion of potential mitigation measures required to reduce the project impacts to a level of insignificance.

Written verification of such a streambed alteration agreement/permit, or waiver, shall be provided to the City of Ontario Planning Department.

4.9.7 Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the Applicant shall obtain a 404 permit, or a written waiver of the requirement for such an agreement or permit, from the U.S. Army Corps of Engineers. Written verification of such a permit or waiver shall be provided to the City of Ontario Planning Department.

Addendum Project Conditions: None.

3.2.3 Cultural Resources

Specific Plan EIR Findings

The Initial Study prepared for the Specific Plan EIR determined that implementation of the Specific Plan would result in less than significant impacts regarding disturbances to human remains, including those interred outside of formal cemeteries.

According to the Specific Plan EIR, the Specific Plan area is historically associated with the Italian Vineyard Company holdings and the activities associated with the community of Guasti. Field investigations conducted in preparation of the Specific Plan EIR identified a single irrigation valve on the south side of Inland Empire Boulevard, west of the Cucamonga Creek Channel (Planning Area 2), and a fragment of rock and concrete along Fourth Street, east of Vineyard Avenue (Planning Area 3); both are considered scant evidence of early vineyard activities. The Specific Plan EIR determined that the Specific Plan area does not contain any significant historical or archaeological resources, and that the potential for identifying prehistoric or historic archaeological resources is low. Nonetheless, the Specific Plan EIR included Mitigation Measures 4.11.1 through 4.11.7 in the event that previously undiscovered resources are identified during project implementation. Mitigation Measure 4.11.1 would require construction signage to be posted that provides instructions for the discovery of a previously unanticipated cultural resource. Mitigation Measure 4.11.2 would require project applicants to consult with potentially affected Native American tribes 30 days prior to grading activities and to enter a Cultural Resources Treatment and Monitoring Agreement with applicable tribes. Mitigation Measure 4.11.3 would require construction signage to be posted that provides instructions if human remains are encountered during ground-disturbing activities. Mitigation Measure 4.11.4 outlines procedures for the curation and recordation of any cultural resources discovered during grading activities and which are not addressed by the Cultural Resources Treatment and Monitoring Agreement. Mitigation Measure 4.11.5 would require the avoidance and preservation of sacred sites. Mitigation Measure 4.11.6 states that in the event that a developer and tribe cannot agree on the significance of or mitigation for a resource discovered during grading, the City of Ontario Planning Director shall make this determination, appealable to the City of Ontario. Last, Mitigation Measure 4.11.7 would require site monitoring by a qualified archeologist during construction activities.

Proposed Project Analysis

Historical Resources

The proposed project site is located entirely within the Specific Plan area, and as such the site is similarly historically associated with the Italian Vineyard Company holdings and the activities associated with the community of Guasti. However, there are no existing structures on-site that could qualify as a historic resource under CEQA, and no impact

would occur to historic resources. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Archaeological Resources

As analyzed in the Specific Plan EIR, while the project site has low potential for containing any significant prehistoric or historic archaeological resources, buildout of the project site would require some level of ground-disturbing activities that could uncover previously undiscovered archaeological resources. In the event of inadvertent discovery, Specific Plan EIR Mitigation Measures 4.11.1 through 4.11.7 would reduce potential impacts to less than significant levels. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Human Remains

Similar to buildout under the Specific Plan and as required by California Health and Safety Code Section 7050.5, should human remains be found during future development of Planning Area 3 in accordance with the project, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains were found to be prehistoric, the coroner would coordinate with the California Native American Heritage Commission as required by State law. Based on compliance with these existing regulations, future development in accordance with the project's potential to disturb human remains would be less than significant. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Certified Specific Plan EIR Mitigation Measures:

4.11.1 Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project Applicant(s) shall include the following wording on all construction contract documentation:

"If during grading or construction activities, cultural resources are discovered on the Project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archeologist and any affected Tribes (Tribes). Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared by the qualified archeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the

resources identified, and the method of preservation and/or recovery for identified resources. In the event the significant resources are recovered and if the qualified archaeologist and the Tribe determines the resources to be historic or unique, avoidance and/or mitigation would be required pursuant to and consistent with CEQA Guidelines Sections 15064.5 and 15126.4 and Public Resources Code Section 21083.2 and the Cultural Resources Treatment and Monitoring Agreement required under Mitigation Measure 4.9.2."

4.11.2 At least 30 days prior to seeking a grading permit, the Project Applicant(s) shall contact potentially affected Tribes to notify the Tribes of grading, excavation, and the monitoring program and to coordinate with the City of Ontario and the Tribes to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources; Project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site; and establishing on-site monitoring provisions and/or requirements for professional Tribal monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.

4.11.3 Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project Applicant(s) shall include the following wording on all construction contract documentation:

"If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the San Bernardino County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant" within 24 hours of receiving notification from the coroner. The most likely descendant shall then have 48 hours to make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98."

4.11.4 All cultural materials, with the exception of sacred items, burial goods, and human remains, which will be addressed in the Cultural Resources Treatment and Monitoring Agreement required by Mitigation Measure 4.9.2,

that are collected during the grading monitoring program and from any previous archeological studies or excavations on the Project site shall be curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to the affected Tribe's/Tribes' curation facility(ies), which meets the standards set forth in 36 CRF Part 79 for federal repositories.

4.11.5 All sacred sites, should they be encountered within the Project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with the affected Tribe(s). To the extent that a sacred site cannot be feasibly preserved in place or left in an undisturbed state, mitigation measures shall be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4.

4.11.6 Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project Applicant(s) shall include the following wording on all construction contract documentation:

"If inadvertent discoveries of subsurface archaeological resources are discovered during grading, work shall be halted immediately within 50 feet of the discovery. The developer, the Project archeologist, and the Tribe(s) shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the developer and the Tribe cannot agree on the significance of or the mitigation for such resources, these issues will be presented to the City of Ontario Planning Director. The Planning Director shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Tribe(s). Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the City of Ontario. In the event the significant resources are recovered and if the qualified archaeologist determines the resources to be historic or unique as defined by relevant state and local law, avoidance and mitigation would be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4."

4.11.7 To address the possibility that cultural resources may be encountered during grading or construction, a qualified professional archeologist shall monitor all construction activities that could potentially impact archaeological deposits (e.g., grading, excavation, and/or trenching). However, monitoring may be discontinued as soon the qualified professional is satisfied that construction will not disturb cultural and/or paleontological resources.

Addendum Project Conditions: None.

3.2.4 Energy

Specific Plan EIR Findings

Although Energy was not one of the topical areas in CEQA Guidelines Appendix G when the Specific Plan EIR was certified in 2015, energy use was evaluated extensively in the Specific Plan EIR Section 5.6, *Energy Conservation*. The Specific Plan EIR determined that regulatory compliance (e.g., Building Energy Efficiency Standards [commonly known as Title 24], *City of Ontario Community Climate Action Plan* [CCAP]) and implementation of all feasible Specific Plan EIR mitigation measures (Specific Plan EIR Mitigation Measure 4.3.3 requiring dozers and scrapers [≥ 50 horsepower] used during grading activities to be CARB Tier 3 Certified or better which improves fuel efficiency and reduce energy waste, and Specific Plan EIR Mitigation Measure 4.3.4 requiring a five percent increase in energy efficiencies beyond incumbent Title 24 performance standards) would ensure that construction and operations for future development in accordance with the Specific Plan EIR would not result in the inefficient, wasteful or unnecessary consumption of energy, and potential project impacts in these regards would be less than significant. Further, the energy demands of buildout of the Specific Plan can be accommodated within the context of available resources and energy delivery systems. The Specific Plan would, therefore, not cause or result in the need for additional energy production or transmission facilities and would not create or result in a potentially significant impact affecting energy resources or energy delivery systems.

Proposed Project Analysis

Wasteful, Inefficient, or Unnecessary Energy Consumption

Construction

The analysis of impacts related to energy use considers construction and operations of a project. Fossil fuels would be used for construction vehicles and other energy-consuming equipment during construction of the project. Construction of future commercial/retail and/or residential development in accordance with the proposed mixed-use overlay would result in on-road (automotive) fuel consumption associated with construction vehicle trips and off-road fuel consumption associated with construction equipment usage.

Construction fuel consumption depends on multiple factors, including, but not limited to, start and duration of construction phases, types and numbers of construction equipment to be used, soil import and export volumes, hauling trips distance, etc., all of which cannot be determined at this stage of the planning process. Because implementation of the project does not propose any specific development and no project-level construction details can be provided, construction-related fuel consumption that may occur at any time in any scale are speculative and cannot be accurately determined at this stage of the planning process. As such, construction-related fuel consumption was not quantified.

However, this project proposes similar land use types (i.e., commercial/retail and residential) as the already permitted urban commercial uses in Planning Area 3 as analyzed in the Specific Plan EIR and within the same project site (i.e., no increase in site acreage), and therefore similar construction techniques, equipment, and anticipated construction fuel consumption would be expected. Further, all future commercial/retail and/or residential development in accordance with the proposed mixed-use overlay would be subject to project-specific and site-specific discretionary approvals (including separate CEQA review) on a case-by-case basis to ensure that development occurs in a logical manner consistent with the Specific Plan and any energy impacts during construction would be analyzed and mitigated, if applicable. Typically, fuel consumed during construction would be temporary and would not represent a significant demand for energy resources. In addition, some incidental energy conservation would occur during construction through compliance with State requirements. Construction equipment would also be required to comply with the latest U.S. Environmental Protection Agency (EPA) and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials. Further, project-related incremental increase in the use of energy bound in construction materials, such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas), would not substantially increase demand for energy compared to overall local and regional demand for construction materials.

Construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. Additionally, construction contractors would be required to comply with the provisions of California Code of Regulations Title 13, Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the EPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, per applicable regulatory requirements, such as the current CALGreen, future commercial/retail and/or residential development in accordance with the project would comply with construction waste management practices to divert a minimum of 65 percent of construction debris.

As detailed above, the Specific Plan EIR determined that energy-related impacts of Specific Plan buildout would be less than significant. Similarly, for the project, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects. As such, a less than significant impact would occur in this regard. As such, the project would not result in a new significant environmental effect or

substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Operations

This analysis focuses on three sources of energy that are relevant to the project: electricity, natural gas, and transportation fuel for vehicle trips associated with project operations. The analysis of operational energy usage is based on the California Emissions Estimator Model (CalEEMod) version 2022.1.1.30. modeling results for the project; refer to Appendix A. The project's estimated electricity and natural gas consumption is based primarily on CalEEMod's default settings for San Bernardino County and consumption factors provided by Southern California Edison (SCE) and Southern California Gas Company (SoCalGas), the electricity and natural gas providers for the City and the project site, respectively. The amount of operational fuel consumption was estimated using the project's annual vehicle miles traveled (VMT) as modeled in CalEEMod, and CARB Emissions Factor 2021 (EMFAC2021) website platform, which provides typical fuel efficiency for the County. The year of 2027 was used as the buildout (operational) year of the project assuming development on Planning Area 3 could initiate as early as the next year from when this Addendum was prepared and conservatively accounting for a construction duration of approximately one year. The project's estimated operational energy consumption is summarized in Table 4, *Energy Consumption*.

As shown in Table 4, the project's annual electricity and natural gas usage would result in approximately 0.0435 percent over the County's typical annual electricity usage and approximately 0.0432 percent over the County's typical annual natural usage, respectively. Furthermore, the project's increase in operational vehicle fuel consumption would increase the County's consumption by approximately 0.2076 percent. Overall, the project would result in a nominal energy consumption increase over the County's current energy consumption.

Table 4
Energy Consumption

Energy Type	Project Annual Energy Consumption[1]	San Bernadino County Annual Energy Consumption[2]	Percentage Increase Countywide
Electricity Consumption[3] (MWh)	7,046 MWh	16,206,401 MWh	0.0435%
Natural Gas Consumption[4] (therms)	236,140 therms	547,159,228 therms	0.0432%
Operational Automotive (on-road) Fuel Consumption[5]	2,283,080 gallons	1,099,671,804 gallons	0.2076%

Energy Type	Project Annual Energy Consumption[1]	San Bernadino County Annual Energy Consumption[2]	Percentage Increase Countywide

Notes:
1. Project electricity and natural gas consumptions as modeled in California Emissions Estimator Model (CalEEMod) computer model provided in Appendix A. Fuel consumption calculated based on CalEEMod results.
2. The project's increase in electricity and natural gas consumptions are compared to the total consumption in San Bernardino County in 2024 (the latest year where data is available). The project's increase in operational automotive fuel consumption is compared with the projected Countywide on-road fuel consumption in 2027 (project estimated operation year).
3. Electricity consumption data source: California Energy Commission, *Electricity Consumption*, https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0, accessed September 22, 2025.
4. Natural gas consumption data source: California Energy Commission, *Natural Gas Consumption*, https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-1, accessed September 22, 2025.
5. Countywide on-road fuel consumption is derived from CARB EMFAC2021.

Source: Refer to Appendix A.

Transportation Energy Demands

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. The key drivers of transportation-related fuel consumption are job locations/commuting distance and many personal choices on when and where to drive for various purposes. Those factors are outside of the scope of the design of the proposed project.

However, the project would include various design features that would promote the reduction of overall VMT generated from the proposed development, which reduces petroleum fuel consumption. In compliance with CALGreen, future residential and non-residential development would be required to install bike parking spaces and electric vehicle (EV) charging stations, as applicable. According to the project-specific transportation impact analysis, operation of the project would result in approximately 10,670 average daily trip and 40,722,805 annual VMT; refer to Appendix D. As indicated in Table 4, the project's operational automotive transportation is estimated to consume approximately 2,283,080 gallons of fuel per year. This increase would account for 0.2076 percent of the County's forecast annual consumption of fuel for the buildout year of 2027. As such, the project would account for a nominal percentage of the forecasted annual operational automotive fuel consumption for the County and, thus, would have a nominal effect on the local and regional energy supplies.

The project is also located within close proximity to existing destinations in surrounding areas that residents and guests may potentially visit, such as restaurants and commercial retail uses north of the site The nearest bus stop (Inland Empire Boulevard and Archibald Avenue intersection) is approximately 350 feet east of the project site. As such, the

project's proximity to existing public transit and destinations would reduce overall VMT and would reduce petroleum fuel consumption.

Overall, the project does not propose any unusual features that would result in excessive long-term operational fuel consumption. Therefore, fuel consumption associated with vehicle trips generated by the proposed project would not be considered inefficient, wasteful, or unnecessary compared to other similar developments in the region.

Building Energy Demand

The California Energy Commission (CEC) developed 2024 to 2040 forecasts for energy consumption and peak demand in support of the *2023 Integrated Energy Policy Report* (2023 IEPR) for each of the major electricity and natural gas planning areas and the State based on economic and demographic growth projections. CEC forecasted baseline electricity consumption grows at a rate of about 1.7 percent annually through 2040.[17] The natural gas consumption grows at a rate of about 0.2 percent annually through 2035.[18]

As shown in Table 4, the project's operational energy consumption at full buildout would result in an annual electricity and natural gas consumption of 7,046 MWh and 236,140 therms, respectively. Table 4 also shows the increase of operational energy consumption would result in an approximately 0.0435 percent increase in electricity consumption and approximately 0.0432 percent increase in natural gas consumption over the current Countywide usage. As such, energy consumption would be significantly below the CEC's forecasts and the current Countywide usage. Overall, the project would be consistent with the CEC's energy consumption forecasts and would not require additional energy capacity or supplies. The project would also consume energy during the same time periods as other surrounding commercial/retail and/or residential developments. As a result, the project would not result in unique or more intensive peak or base period energy demand.

Future development within the Specific Plan area would be required to comply with the latest version of the Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of Title 24 standards significantly reduces energy usage. Title 24 standards are updated every three years and become more stringent between each update; therefore, complying with the latest Title 24 standards would make the project more energy efficient than existing buildings built under the earlier versions of the Title 24 standards. It should also be acknowledged that any building permit applications applied on or after January 1, 2026, would be required to comply with the upcoming 2025 California Building Energy Efficiency Standards. The 2025 California Building Energy Efficiency Standards expands on the existing 2022 Title 24 standards (i.e., promote the

[17] California Energy Commission, *2023 Integrated Energy Policy Report, page 130*, July 14, 2024.

[18] Based on the *2023 Integrated Energy Policy Report*, the gas forecast is updated every two years, in odd years. As such, the natural gas consumption shown here is based on the California Energy Commission, *Final 2022 Integrated Energy Policy Report Update, page 140*, May 10, 2023.

use of heat pumps in new residential development, electrical readiness, updated ventilation standards, etc.). Additionally, future projects within Planning Area 3 would be required to install high efficiency lighting and energy-efficient appliances and provide on-site renewable energy generation through installation of solar solar-ready roof(s). Future development would also be required to utilize all electric landscape equipment and incorporate water conservation measures such as installing low-flow fixtures, water-efficiency irrigation, and drought tolerant landscape that would reduce energy consumption associated with transporting water. Further, future development would be required to be consistent with the goals and policies as outlined in TOP 2050 in regard to energy in an effort to reduce the energy-related impacts of building construction and occupation on the current and future environment during project implementation. Furthermore, SCE is subject to California's Renewable Portfolio Standard (RPS) which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 60 percent of total procurement by 2030 and 100 percent of total procurement by 2045. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures that new development projects will not result in the waste of the finite energy resources. Overall, the project would ensure energy consumption to be kept to a minimum through these components.

Based on the analysis above, the project would not cause wasteful, inefficient, and unnecessary consumption of building energy during project operation or preempt future energy development or future energy conservation. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Consistency with State or Local Energy Plan

As discussed above, the State's electricity grid is transitioning to renewable energy under California's RPS Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. In general, California has RPS requirements of 33 percent renewable energy by 2020 (SB X1-2), 40 percent by 2024 (SB 350), 50 percent by 2026 (SB 100), 60 percent by 2030 (SB 100), and 100 percent by 2045 (SB 100). SB 100 also establishes RPS requirements for publicly owned utilities that consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. The Statewide RPS requirements do not directly apply to individual development projects, but to utilities and energy providers such as SCE, whose compliance with RPS requirements would contribute to the State of California objective of transitioning to renewable energy.

The commercial/retail and residential land uses proposed under the project would comply with current and future iterations of CALGreen standards. Furthermore, future projects within Planning Area 3 would be subject to Specific Plan EIR Mitigation Measure 4.3.3

(requiring dozers and scrapers with more than 50 horsepower used during grading activities to be CARB Tier 3 Certified or better), and Specific Plan EIR Mitigation Measure 4.3.4 (requiring a five percent increase in energy efficiencies beyond incumbent Title 24 performance standards), which would support the Statewide goal of transitioning the electricity grid to renewable sources and employ best practices regarding energy-saving standards. Future projects would also comply with the requirements of the City's CCAP and implement an array of project design features that will conserve or reduce energy use, (i.e. improved insulation, water use reduction, use of recycled water, solar energy, etc.). Additionally, as detailed above, the project would be consistent with the CEC's 2023 IEPR energy consumption forecasts and would not require additional energy capacity or supplies.

Therefore, implementation of project would not conflict with or obstruct implementation of California's RPS program, or any other State or local energy plans. Impacts would be less than significant in this regard. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Certified Specific Plan EIR Mitigation Measures:

4.3.3 During grading activity, all rubber tired dozers and scrapers (≥ 150 horsepower) shall be CARB Tier 3 Certified or better. Additionally, during grading activity, total horsepower hours per day for all equipment shall not exceed 149,840; and the maximum (actively graded) disturbance area shall not exceed 26 acres per day.

4.3.4 Prior to the issuance of building permits, the Project Applicant shall submit energy demand calculations to the City (Planning and Building Departments) demonstrating that the increment of the Project for which building permits are being requested would achieve a minimum 5% increase in energy efficiencies beyond incumbent California Building Code Title 24 performance standards. Representative energy efficiency/energy conservation measures to be incorporated in the Project would include, but would not be limited to, those listed below (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that would comparably reduce energy consumption and promote energy conservation would also be acceptable):

- Increase in insulation such that heat transfer and thermal bridging is minimized;

- Limit air leakage through the structure and/or within the heating and cooling distribution system;

- Use of energy-efficient space heating and cooling equipment; Installation of electrical hook-ups at loading dock areas;
- Installation of dual-paned or other energy efficient windows;
- Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards;
- Installation of automatic devices to turn off lights where they are not needed;
- Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings;
- Design of buildings with “cool roofs” using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors;
- Design of buildings to accommodate photo-voltaic solar electricity systems or the installation of photo-voltaic solar electricity systems; and
- Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.

Addendum Project Conditions: None.

3.2.5 Greenhouse Gas Emissions

Specific Plan EIR Findings

The Specific Plan EIR determined that GHG impacts would be less than significant upon compliance with State policies and requirements and application of Specific Plan EIR Mitigation Measure 4.3.4. Therefore, the Specific Plan was consistent with, or otherwise not in conflict with, recommended measures and actions in the CARB *2014 Scoping Plan*. The 2014 Scoping Plan established strategies and measures that would achieve GHG reductions goals set forth in the Global Warming Solutions Act of 2006 (AB 32). More specifically, the 2014 Scoping Plan called for an approximately 28.5 percent reduction in GHG emissions when compared to Business-as-Usual (BAU) conditions. Similarly, TOP 2050 EIR indicates that AB 32 compliance would be achieved through an approximately 30.0 percent reduction in GHG emission when compared to a BAU Scenario. It was also determined that the Specific Plan was consistent with applicable TOP 2050 goals and policies and would comply with and implement applicable TOP 2050 EIR mitigation measures. The Specific Plan EIR analysis showed that GHG emissions would be reduced

by approximately 32.81 percent when compared to a 2020 BAU Scenario. It was also shown that the Specific Plan would generate an estimated 73,645.72 metric tons of carbon dioxide equivalent ($MTCO_2e$) emissions when compared to existing conditions. In context, the City of Ontario 2008 GHG emissions as estimated under the *City of Ontario Community Climate Action Plan* (CCAP) totaled 2.5 million $MTCO_2e$. Project GHG emissions would represent approximately three percent of the City's estimated 2008 GHG emissions total. As discussed in the CCAP, an individual project cannot generate enough GHG emissions to influence global climate change. The project participates in this potential impact by its incremental contribution combined with the cumulative increase of all other sources of GHGs, which when taken together may have a significant impact on global climate change . . . Because the CCAP addresses GHG emissions reduction, is in concert with AB 32 and international efforts to address global climate change and includes specific local requirements that will substantially lessen the cumulative problem, compliance with the CCAP fulfills the description of mitigation found in CEQA Guidelines §15130(a)(3) and §15183.5. (CCAP, pages 2-5). As such, it was determined that the Specific Plan would be consistent with the CCAP, would be in concert with AB 32 and international efforts to address global climate change, and would reflect specific local requirements that would substantially lessen cumulative GHG emissions impacts. The Specific Plan would therefore also fulfill the description of mitigation found in CEQA Guidelines §15130(a)(3) and §15183.5. It was determined the Specific Plan's incremental contribution to GHG emissions impacts would therefore not be cumulatively considerable.

Proposed Project Analysis

GHG Emissions

Future construction-related activities associated with development within the project could result in emissions of GHGs. The Specific Plan EIR assumed buildout of Planning Area 3 would allow for 480,000 square feet of commercial use (including 400 hotel rooms) under the Urban Commercial land use designation. The project proposes to modify the existing Specific Plan to include a Mixed-Use Overlay over Planning Area 3 to allow for up to 50,000 square feet of commercial/retail uses and up to 1,400 multi-family dwelling units in place of the uses and buildout currently permitted under the site's Urban Commercial designation. Construction GHG emissions depend on multiple factors, including, but not limited to, start and duration of construction phases, types and quantity of construction equipment to be used, soil import and export volumes, hauling trips distance, etc., all of which cannot be determined at this stage of the planning process. As such, because implementation of the project does not propose any specific development and construction details are unknown, construction-related GHG emissions that may occur at any one time in any scale are speculative and cannot be accurately determined at this stage of the planning process. It should be noted that construction GHG emissions are typically nominal as they are attenuated based on development lifetime (typically assumed to be 30 years). Additionally, this project proposes similar land use types (i.e., commercial/retail and residential) as the already permitted urban commercial uses in Planning Area 3 as analyzed in the Specific Plan EIR and within the same project site (i.e., no increase in site acreage), and therefore similar construction techniques,

equipment, and anticipated construction GHG emissions would be expected. As such, construction of future developments within the project site would be subject to project-specific and site-specific discretionary approvals (including separate CEQA review) on a case-by-case basis, as the extent of impacts become known through the design process to ensure that development occurs in a logical manner consistent with Specific Plan.

Operation of future commercial/retail and/or residential development on-site could result in direct and indirect GHG emissions. Direct GHG emissions would include emissions from area sources, mobile sources, and refrigerants, while indirect emissions would include emissions from energy consumption, water demand, and solid waste generation. The most recent version of the California Emissions Estimator Model (CalEEMod), version 2022.1 was used to calculate project related GHG emissions. CalEEMod outputs are contained within Appendix A. Table 5, *Estimated Greenhouse Gas Emissions*, presents the estimated GHG emissions of the project.

It should be noted that the proposed project would continue to incorporate mitigation measures in accordance to the Specific Plan EIR, including Specific Plan EIR Mitigation Measures 4.3.4 that would reduce operational source GHG emissions to the extent possible by requiring a five percent increase in energy efficiencies beyond incumbent Title 24 performance standards, thereby reducing GHG emissions associated with building energy consumption; this measure has not been incorporated into the CalEEMod modeling as a conservative measure.

Table 5
Estimated Greenhouse Gas Emissions

Emission Source	CO_2	CH_4	N_2O	Refrigerants	CO_2e
	Metric Tons/year				
Direct Emissions					
Mobile Source	14,338.00	0.69	0.71	20.00	14,586.00
Area Source	403.00	0.44	<0.01	0.00	414.00
Refrigerants	0.00	0.00	0.00	1.80	1.80
Total Direct Emissions[1]	*14,741.00*	*1.13*	*0.71*	*21.80*	*15,001.80*
Indirect Emissions					
Energy	2,953.00	0.22	0.02	0.00	2,963.00
Water	125.00	2.00	0.05	0.00	191.00
Waste	63.00	6.30	0.00	0.00	221.00
Total Indirect Emissions[1]	*3,141.00*	*8.52*	*0.07*	*0.00*	*3,375.00*
Project Total Emissions (All Sources)	***18,376.80 $MTCO_2e$ per year***				

Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent
1. Totals may be slightly off due to rounding.

Source: Refer to Appendix A for assumptions used in this analysis.

Direct Project-Related Source of Greenhouse Gases

Mobile Source. As detailed in the project-specific transportation impact analysis (Appendix D), the project's trip generation potential would be approximately 10,670 daily

trips, which equates to approximately 14,586.00 $MTCO_2e$ per year of mobile source GHG emissions; refer to Table 5.

Area Source. Area source emissions were calculated using CalEEMod and project-specific land use data. Project-related area sources may include exhaust emissions from typical landscape maintenance equipment such as lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers. Future development within Planning Area 3 would also use all electric landscape equipment; as a conservative analysis, these features were not quantified in the modeling. As noted in Table 5, the project would result in 414.00 $MTCO_2e$ per year of area source GHG emissions.

Refrigerants. Refrigerants are substances used in equipment for air conditioning and refrigeration. Most of the refrigerants used today are hydrofluorocarbons or blends thereof, which can have high global warming potential (GWP) values. All equipment that uses refrigerants has a charge size (i.e., quantity of refrigerant the equipment contains), and an operational refrigerant leak rate, and each refrigerant has a GWP that is specific to that refrigerant. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime and then derives average annual emissions from the lifetime estimate. As the project would allow for commercial/retail and residential uses, the project would only directly result in approximately 1.80 $MTCO_2e$ per year from refrigerants; refer to Table 5.

Indirect Project-Related Source of Greenhouse Gases

Energy. Energy consumption emissions were calculated using the CalEEMod model and project-specific land use data. Electricity and natural gas would be provided to the project site via Southern California Edison (SCE) and Southern California Gas Company (SoCal Gas). Future development within Planning Area 3 would be required to comply with the latest version of the Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of Title 24 standards significantly reduces energy usage. Title 24 standards are updated every three years and become more stringent between each update; therefore, complying with the latest Title 24 standards would make the project more energy efficient than existing buildings built under the earlier versions of the Title 24 standards. However, it should be acknowledged that any building permit applications applied on or after January 1, 2026, would be required to comply with the upcoming 2025 California Building Energy Efficiency Standards. The 2025 California Building Energy Efficiency Standards expands on the existing 2022 Title 24 standards (i.e., promote the use of heat pumps in new residential development, electrical readiness, updated ventilation standards, etc.). Additionally, future projects within Planning Area 3 would be required to install high efficiency lighting and energy-efficient appliances, and provide on-site renewable energy generation through installation of solar solar-ready roof(s). As a conservative analysis, these features were not quantified in the modeling. The project would indirectly result in 2,963.00 $MTCO_2e$ per year of GHG emissions due to energy consumption; refer to Table 5.

Water. The project's operations would result in a demand of approximately 442 million gallons of water per year, refer to Appendix A. Future development within the Specific Plan area would incorporate water conservation measures such as installing low-flow fixtures, water-efficiency irrigation, and drought tolerant landscape that would effectively reduce GHG emissions associated with water usage. As a conservative analysis, these features were not quantified in the modeling. Emissions from indirect GHG emissions due to water supply would result in 191.00 $MTCO_2e$ per year; refer to Table 5.

Waste. Solid waste associated with operations of the project would result in 221.00 $MTCO_2e$ per year; refer to Table 5.

Conclusion

As shown in Table 5, project implementation would generate approximately 18,376.80 $MTCO_2e$ of GHG emissions annually. It should be noted that there are currently no published Statewide thresholds of significance for measuring the impact of GHG emissions generated by a proposed project. CEQA Guidelines § 15064.7(b) indicates "each public agency is encouraged to develop and publish thresholds of significance that the agency uses in the determination of the significance of environmental effects." Jurisdictions within the South Coast Air Quality Management District (SCAQMD) boundary can refer to the SCAQMD's air quality thresholds in the absence of locally adopted thresholds and GHG mitigation plans. The City's CCAP addresses cumulative GHG emissions by establishing Citywide emission reduction targets that reduce the cumulative GHG impacts to less than significant, provides a set of recommended GHG reduction measures that collectively achieve the emission targets, and provides an implementation plan to implement the reduction measures. As such, significance of a project's GHG emissions is determined based on its consistency with the applicable GHG plans, policies, or regulations, and quantification of project-related GHG emissions is for informational purposes only.

Consistency with Applicable GHG Plans, Policies, or Regulations

The project's GHG plan consistency analysis is based on its alignment with the 2022 Scoping Plan, Southern California Association of Governments (SCAG) *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS), and the City's CCAP. Statewide, the 2022 Scoping Plan provides measures to achieve Senate Bill 32 (SB 32) targets. Regionally, the SCAG 2020-2045 RTP/SCS includes measures to achieve VMT reductions required under SB 375. Locally, the CCAP contains measures to enhance the City's ability to further reduce GHG emissions.

Consistency with the 2022 Scoping Plan

The 2022 Scoping Plan identifies reduction measures necessary to achieve the goal of carbon neutrality by 2045 or earlier. Actions that reduce GHG emissions are identified for each AB 32 inventory sector. Provided in Table 6, *Consistency with the 2022 Scoping Plan: AB 32 GHG Inventory Sectors*, is an evaluation of applicable reduction

actions/strategies by emissions source category to determine how the project would be consistent with or exceed reduction actions/strategies outlined in the 2022 Scoping Plan.

Table 6
Consistency with the 2022 Scoping Plan: AB 32 Inventory Sectors

Actions and Strategies	Project Consistency Analysis
Smart Growth / Vehicles Miles Traveled (VMT)	
Reduce VMT per capita to 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	**Consistent**. Future development within the project site would include various design features that would promote the reduction of overall VMT. In compliance with CALGreen, future residential and non-residential development would be required to install bike parking spaces and electric vehicle (EV) charging stations, as applicable. The project is also located within close proximity to existing destinations in surrounding areas that residents and guests may potentially visit, such as restaurants and commercial retail uses north of the site. The nearest bus stop (Inland Empire Boulevard and Archibald Avenue intersection) is approximately 350 feet east of the project site. As such, the project's proximity to existing public transit and destinations would reduce overall VMT.
Construction Equipment	
Achieve 25% of energy demand electrified by 2030 and 75% electrified by 2045.	**Consistent**. The City of Ontario has not adopted an ordinance or program requiring the use of electrified construction equipment. However, if adopted in the future, developments within the project would be required to comply with the applicable policies requiring the use of electrified construction equipment.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030	**Consistent**. The City of Ontario has not adopted an ordinance or program requiring all electric appliances. However, if adopted in the future, developments within the project would be required to comply with the applicable policies requiring the use of electrified construction equipment.
Non-combustion Methane Emissions	
Divert 75% of organic waste from landfills by 2025	**Consistent**. SB 1383 establishes targets to achieve a 50 percent reduction in the level of Statewide disposal of organic waste from 2014 level by 2020 and a 75 percent reduction by 2025. The law establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025. The project would comply with local and regional regulations and recycle or compost 75 percent of waste by 2025 pursuant to SB 1383.
Source: California Air Resources Board, *2022 Scoping Plan*, November 16, 2022.	

Consistency with the 2020-2045 RTP/SCS

The *2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* (2024-2050 RTP/SCS; Connect SoCal 2024) was adopted by SCAG on April 4, 2024. However, CARB concluded that the technical methodology SCAG used to quantify the GHG

emission reductions for the Connect SoCal 2024 does not operate accurately.[19] SCAG resubmitted the Sustainable Communities Strategy (SCS) Submittal Package for CARB's review in June 2024. At the time of preparation of this memorandum, CARB has not made its determination on the validity of Connect SoCal 2024. Review by CARB is limited to acceptance or rejection of SCAG's determination that its SCS would, if implemented, achieve the region's GHG emissions reduction target. If CARB rejects SCAG's determination of meeting the GHG emission target, SCAG would need to revise the SCS or adopt an alternative planning strategy demonstrating the ability to achieve the target. As such, until CARB makes the decision, Connect SoCal 2024 is not a fully adopted document and is potentially subject to further updates, especially from the GHG reduction perspective of the methods and assumptions of the calculation of Auto Operating Costs (AOC)[20], induced travel, electric vehicle incentives, job center parking and parking deregulation, off-model strategy assumptions, and emissions factors.

As CARB has not made the decision at the time of preparation of this document, the following consistency analysis only relies upon the 2020-2045 RTP/SCS, refer to Table 7, *Consistency with 2020-2045 RTP/SCS*. The 2020-2045 RTP/SCS includes performance goals that were adopted to help focus future investments on the best-performing projects and different strategies to preserve, maintain, and optimize the performance of the existing transportation system. The 2020-2045 RTP/SCS is forecasted to help California reach its GHG reduction goals by reducing GHG emissions from passenger cars by 8 percent below 2005 levels by 2020, and by 19 percent by 2035 in accordance with the most recent CARB targets adopted in March 2018. Five key SCS strategies are included in the 2020-2045 RTP/SCS to help the region meet its regional VMT and GHG reduction goals. Table 7 evaluates the project's consistency with the 2020-2045 RTP/SCS strategies. As detailed, the project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

Table 7
Consistency with the 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Focus Growth Near Destinations and Mobility Options		
• Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations.	**Center Focused Placemaking, Priority Growth Areas**	**Consistent.** The project site is in a highly developed and urbanized environment, bounded by Inland Empire Boulevard to the north, Archibald Avenue to the east, and I-10 to the south. The project is not located within a TPA or HQTA; however, the project

[19] California Air Resources Board, *RE: CARB Review of Southern California Association of Governments' 2024 SCS Senate Bill 375 Greenhouse Gas Emissions Draft Technical Methodology*, March 29, 2024. https://ww2.arb.ca.gov/sites/default/files/2024-04/SCAG%20memo%20final.pdf, accessed February 13, 2025.

[20] AOC is used as key variable across several major model components of the travel demand model, such as vehicle ownership, destination choice, and mode choice. This parameter represents the expenses associated with the usage of vehicles, expressed in cents per mile or dollar per mile. AOC plays a pivotal role as a fundamental parameter within the travel demand model.

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
	(PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.	is located approximately 2.2 miles from the nearest transit center (East Ontario Metrolink Station). ONT is located approximately 0.4-mile to the south. The nearest bus stop (Inland Empire Boulevard and Archibald Avenue intersection) is approximately 350 feet east of the project site. As such, users of future commercial/retail and residential uses associated with the project would be offered a variety of multimodal access.
• Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets.		**Consistent.** The project proposes an overlay to allow for commercial/retail uses and residential development, resulting in a mixed-use environment. This configuration would enable future employees to live within the project area, thereby enhancing the regional jobs-housing balance, shortening commute times and distances, and increasing access to employment opportunities near transit corridors and central main streets.
• Plan for growth near transit investments and support implementation of first/last mile strategies.		**Consistent**. As noted above, the project site is in a highly developed and urbanized environment. As such, the proposed development would allow for growth near transit investments and support implementation of first/last mile strategies.
• Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses.		**Not Applicable**. The project site is currently vacant and no underperforming retail or outmoded nonresidential uses are located on-site. Nonetheless, the project would promote housing and commercial development on the currently vacant (underutilized) site to accommodate new growth, increase amenities, and connectivity in existing neighborhoods.
• Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods.		
• Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations).		**Consistent**. The project site is in a highly developed and urbanized environment with multimodal transportation access options. As the proposed overlay would accommodate a mixed-use development, the proposed project would reduce the reliance on and number of solo car trips.
• Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking).		**Consistent**. As no specific development is proposed at this time, it would be too speculative to determine ways to “right size” parking requirements or promote specific alternative parking strategies. Nonetheless, future developments within the project site would be

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
		subject to project-specific and site-specific discretionary approvals (including separate CEQA review) on a case-by-case basis to ensure that development occurs in a logical manner consistent with the Specific Plan.
Promote Diverse Housing Choices		
• Preserve and rehabilitate affordable housing and prevent displacement.	**PGA, Job Centers, HQTAs, NMA, TPAs, Livable Corridors, Green Region, Urban Greening.**	**Not Applicable**. The project is currently vacant. As such, no rehabilitation or displacement of affordable housing would occur.
• Identify funding opportunities for new workforce and affordable housing development.		**Not Applicable**. This strategy only pertains to governmental agencies and would not be applicable to development projects.
• Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing supply.		**Not Applicable**. This strategy only pertains to governmental agencies and would not be applicable to development projects.
• Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions		**Not Applicable**. This strategy only pertains to governmental agencies and would not be applicable to development projects. Nonetheless, the project would allow for commercial/retail and residential development to occur, thereby reducing commute times and distances and expanding job opportunities near transit and along center-focused main streets that would supports reduction of GHG emissions.
Leverage Technology Innovations		
• Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space.	**HQTA, TPAs, NMA, Livable Corridors.**	**Consistent**. Future development within the project would comply with sustainable practices included in the latest Title 24 Standards and CALGreen Code, which would require developments to provide bicycle parking and electric vehicle parking to promote low emissions technologies.
• Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a “mobility wallet,” an app-based system for storing transit and other multi-modal payments.		**Not Applicable**. This strategy focuses on SCAG’s support on technology which may reduce VMT or allow for easier access to transportation options. This reduction strategy does not apply to development project.
• Identify ways to incorporate “micro-power grids” in		**Not Applicable**. This strategy focuses on SCAG’s support on promoting “micro-power grids”.

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
communities, for example solar energy, hydrogen fuel cell power storage and power generation		Nonetheless, future projects within Planning Area 3 would be required to install high efficiency lighting and energy-efficient appliances, and provide on-site renewable energy generation through installation of solar solar-ready roof(s).
Support Implementation of Sustainability Policies		
• Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions	**Center Focused Placemaking, PGA, Job Centers, HQTAs, TPA, NMAs, Livable Corridors, SOIs, Green Region, Urban Greening.**	**Consistent**. While this strategy is focused on local governments, agencies, and organizations' actions to support the implementation of sustainability policies, the project would participate in opportunities provided by these agencies that would support sustainability. For example, the proposed project would have the option to participate in programs and rebates provided by SCE that promote sustainability.
• Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations		**Not Applicable**. This strategy focuses on SCAG's support of Statewide legislation.
• Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space		**Not Applicable**. This strategy focuses on SCAG's support of Statewide legislation.
• Work with local jurisdictions/ communities to identify opportunities and assess barriers to implement sustainability strategies		**Consistent**. Future development projects within Planning Area 3 would work alongside the City of Ontario and SCE in implementing required sustainability programs and/or optional rebate programs.
• Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region		**Not Applicable**. This strategy focuses on SCAG's support of local planning organizations.
• Continue to support long range planning efforts by local jurisdictions		**Not Applicable**. This strategy focuses on SCAG's support of local planning organizations.

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Promote a Green Region		
• Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards	**Green Region, Urban Greening, Greenbelts and Community Separators.**	**Not Applicable**. This strategy focuses on SCAG's support of local planning organizations.
• Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration		**Consistent**. Future developments within Planning Area 3 would be required to provide on-site renewable energy generation through installation of solar solar-ready roof(s), comply with the CALGreen Code and Title 24 standards, and implement design features that support renewable energy production and reduction of urban heat islands.
• Integrate local food production into the regional landscape		**Not Applicable**. This strategy focuses on the incorporation of food production (community gardens).
• Promote more resource efficient development focused on conservation, recycling and reclamation		**Consistent**. Future development in accordance with the mixed-use overlay would be required to incorporate a variety of project design features focused on sustainability and conservation such as low flow water fixtures, water-efficiency irrigation, install drought tolerant landscape, and high efficiency lighting. Future development would also comply with local and regional regulations for recycling and composting such as SB 1383.
• Preserve, enhance and restore regional wildlife connectivity		**Consistent.** Refer to Section 3.2.2, *Biological Resources*.
• Reduce consumption of resource areas, including agricultural land		**Not Applicable**. The project is located within an urbanized and built environment. Project development would not remove any agricultural land.
• Identify ways to improve access to public park space		**Not Applicable**. This strategy focuses on SCAG's cooperation with local agencies in supporting accessibility to public parks. Nonetheless, it should be noted that future development within Planning Area 3 would be required to develop common and private open space in accordance with City's standards.

Source: Southern California Association of Governments, *2020-2040 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal*, September 3, 2020.

Consistency with the City of Ontario 2022 Community Climate Action Plan

The purpose of the CCAP is to provide guidance on how to analyze GHG emissions and determine significance during the CEQA review of development projects within the City. Because the CCAP addresses GHG emissions reductions and is consistent with the requirements of AB 32, SB 32, and international efforts to reduce GHG emissions, compliance with the CCAP fulfills the description of mitigation found in the State CEQA Guidelines. The CCAP includes performance standards that will reduce GHG emissions from new development by 54,069 $MTCO_2e$ per year in 2030 and 302,803 $MTCO_2e$ in 2050 as compared to emissions levels in 2019, prior to the adoption of the CCAP. CEQA requires the assessment of environmental impacts for proposed projects, including the impacts of GHG emissions. The development review procedures for evaluating GHG impacts and determining significance under CEQA are streamlined by utilizing the CCAP performance standard review checklist (*Ontario Community Climate Action Plan Greenhouse Gas Emissions Screening Tables*, dated March 2023) to mitigate project GHG emissions and by demonstrating compliance with the CCAP. The levels of GHG emissions reductions in the Screening Tables are consistent with the City's adopted targets in the CCAP.

The project proposes to modify the existing Specific Plan to include a Mixed-Use Overlay across Planning Area 3 to allow for up to 50,000 square feet of commercial/retail uses and up to 1,400 multi-family dwelling units in place of the uses and buildout currently permitted under the site's Urban Commercial designation. Because implementation of the project does not propose any specific development, whether the project design-level strategies (specific to development land uses) as listed on the CCAP that could be achieved is too speculative and cannot be accurately determined at this stage of the planning process. As discussed above, the project would be consistent with the 2022 Scoping Plan and the 2020-2045 RTP/SCS. Future development within the Specific Plan would be required to analyze GHG emissions and determine significance on a case-by-case basis in accordance with CEQA to ensure that development is consistent with applicable GHG reduction plans, including the CCAP. As such, the project would be consistent with CCAP.

Conclusion

In summary, the plan consistency analysis provided above demonstrates that the project complies with or exceeds the plans, policies, regulations and GHG reduction actions/strategies outlined in the 2022 Scoping Plan, the 2020-2045 RTP/SCS, and the City's CCAP. Impacts would be less than significant in this regard. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Certified Specific Plan EIR Mitigation Measures:

4.3.4 Prior to the issuance of building permits, the Project Applicant shall submit energy demand calculations to the City (Planning and Building

Departments) demonstrating that the increment of the Project for which building permits are being requested would achieve a minimum 5% increase in energy efficiencies beyond incumbent California Building Code Title 24 performance standards. Representative energy efficiency/energy conservation measures to be incorporated in the Project would include, but would not be limited to, those listed below (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that would comparably reduce energy consumption and promote energy conservation would also be acceptable):

- Increase in insulation such that heat transfer and thermal bridging is minimized;
- Limit air leakage through the structure and/or within the heating and cooling distribution system;
- Use of energy-efficient space heating and cooling equipment; Installation of electrical hook-ups at loading dock areas;
- Installation of dual-paned or other energy efficient windows;
- Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards;
- Installation of automatic devices to turn off lights where they are not needed;
- Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings;
- Design of buildings with “cool roofs” using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors;
- Design of buildings to accommodate photo-voltaic solar electricity systems or the installation of photo-voltaic solar electricity systems; and
- Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.

Addendum Project Conditions: None.

3.2.6 Land Use and Planning

Specific Plan EIR Findings

The Specific Plan EIR concluded that the land use pattern under the Specific Plan buildout, combined with the development standards and design guidelines of the Specific Plan, would preclude division or disruption of land uses, both within and outside of the Specific Plan area. Impacts were determined to be less than significant in this regard. Following approval of requested amendments to the Land Use Element of TOP 2050, the Specific Plan EIR concluded that the Specific Plan would be consistent with TOP 2050. The Specific Plan EIR also determined that the Specific Plan would be consistent with the goals and policies within the Southern California Association of Governments (SCAG) *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS). Overall, implementation of the Specific Plan would result in less than significant impacts related to land use and planning.

Proposed Project Analysis

Physically Divide an Established Community

Located in a highly developed and urbanized environment, the project site is vacant and disturbed with no internal roadways. It is bound by Inland Empire Boulevard to the north, Archibald Avenue to the east, I-10 to the south, and Deer Creek Channel to the west. The project proposes a Mixed-Use Overlay across Planning Area 3 within the Specific Plan area that would allow for up to 50,000 square feet of commercial/retail uses and up to 1,400 multi-family dwelling units. Given that Planning Area 3 is bounded by roadways and a concrete channel on all sides, project implementation would not physically divide an established community. Instead, it would contribute towards the existing urban fabric of the project area by accommodating development of residential and commercial uses near other existing similar uses compared to existing site conditions (i.e., vacant and undeveloped). Impacts would be less than significant. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Consistency with Adopted Land Use Plans

Currently, the project site has a TOP 2050 land use designation of Mixed Use – Meredith, which permits a density range of 14 to 125 du/ac and a maximum FAR of 3.0 for office and retail uses. The Specific Plan designates the site (Planning Area 3) as Urban Commercial and forecasts a maximum buildout of 480,000 square feet, including 400 hotel rooms; uses conditionally permitted also include office and shopping centers.

By accommodating residential and commercial/retail uses in Planning Area 3, the project would be consistent with TOP 2050 Land Use Element goals and policies to provide a variety of housing and job options in proximity to one another and in proximity to transit.

These goals and policies coincide with the vision of SCAG's current RTP/SCS (i.e., Connect SoCal), which focuses on transportation alternatives that meet air quality standards and GHG emission reduction targets. While the proposed project would modify the Specific Plan's buildout vision for Planning Area 3, the housing, jobs, and population generated by the project would be within TOP 2050 growth forecasts for the City, and as such would result in a less than significant impact. Additionally, the proposed dwelling units would contribute to the City's RHNA allocation, which would be considered a project benefit and would be consistent with TOP 2050 Housing Element. Further, the potential physical impacts resulting from implementing the proposed land uses have been addressed through the analyses presented throughout this document.

The proposed Mixed-Use Overlay would be consistent with surrounding development, particularly adjacent uses in Planning Area 4 to the north and Planning Area 2 to the west. Similar to other development projects within the Specific Plan area, future development within the project site would be required to adhere to the development standards and design guidelines established by TOP 2050, the Specific Plan, and the City's Municipal Code, and all development projects would be reviewed by the City prior to issuance of any building permits. Impacts in this regard would be less than significant. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Certified Specific Plan EIR Mitigation Measures: None.

Addendum Project Conditions: None.

3.2.7 Noise

Specific Plan EIR Findings

According to the Specific Plan EIR, construction activities associated with the various phases of Specific Plan construction are expected to generate hourly noise levels exceeding the acceptable construction noise level threshold of 65 dBA L_{eq} at nearby sensitive receptor locations during peak activity near the property line. Therefore, a potentially significant impact would occur and Specific Plan EIR Mitigation Measures 4.5.1 through 4.5.5 would be required. Specific Plan EIR Mitigation Measure 4.5.1 requires construction activities to occur during the City's permitted hours. Specific Plan EIR Mitigation Measure 4.5.2 requires temporary noise barriers that provide a minimum noise level attenuation of 10.0 dBA when construction occurs near existing noise-sensitive structures. Specific Plan EIR Mitigation Measure 4.5.3 requires construction equipment equipped with mufflers and directed away from the noise sensitive receptors. Specific Plan EIR Mitigation Measure 4.5.4 requires equipment staging areas to be located at the greatest distance to noise sensitive receptors to the south of the Specific Plan site. Last, Specific Plan EIR Mitigation Measure 4.5.5 requires haul truck deliveries to occur during the City's permitted construction hours and haul routes to minimize exposure of sensitive receptors to delivery truck-related noise. With the implementation of Specific Plan EIR

Mitigation Measures 4.5.1 through 4.5.5, construction noise levels would be reduced but still exceed the 65 dBA L_{eq} construction noise level threshold due to the close proximity to noise-sensitive receptors. Therefore, the Specific Plan EIR concluded that construction noise impacts would remain significant and unavoidable.

Operations of the Specific Plan would create a substantial permanent increase in traffic-related noise levels and expose people to noise levels in excess of the exterior noise level standards at the adjacent land uses along nearby roadways. Therefore, a potentially significant impact would occur. In addition, because the Specific Plan vehicular-source noise would be additive to already unacceptable and cumulatively significant ambient noise conditions, vehicular-source noise impacts would also be cumulatively considerable. There is no feasible mitigation measure to reduce the Specific Plan's cumulative traffic noise impact on off-site adjacent land uses, and impacts were determined to be significant and unavoidable. The Specific Plan EIR also analyzed exterior and interior traffic noise impact on future on-site residential uses and concluded that impacts would be less than significant with implementation of Specific Plan EIR Mitigation Measures 4.5.6 through 4.5.8, which require noise barriers for first floor residential patio areas adjacent to Inland Empire Boulevard, mechanical ventilation for all residential uses, and upgraded windows for second floor residential facades facing Inland Empire Boulevard.

Buildout associated with Specific Plan would result in new types of stationary noise sources, including drive-through speakerphones, parking lot activities, and distribution warehouse facilities. According to the Specific Plan EIR, the Specific Plan operation would not cause or result in an exceedance of the maximum acceptable ambient noise levels of 65 dBA during daytime and 45 dBA during nighttime. Operations associated with buildout of the Specific Plan would also not result in an increase of 1.5 dBA or greater in instances where noise levels without the Specific Plan already exceed the maximum acceptable ambient condition. As such, a less than significant impact would occur. However, to further reduce potential operational noise levels, Specific Plan EIR Mitigation Measures 4.5.9 through 4.5.13 are proposed, which require construction of noise barriers, installation of mufflers on trucks, tractors, and forklifts, and best practices for on-site trucks movement.

According to the Specific Plan EIR, buildout of the Specific Plan would not cause structural damage or human annoyance due to vibration, except for one sensitive receptor location during construction of Planning Area 1. As such, impacts would be potentially significant and Mitigation Measure 4.5.14 is required, which requires the operation of heavy equipment to occur during permitted construction hours and avoid the nearest sensitive receptor location whenever feasible. However, despite implementation of Mitigation Measure 4.5.14, construction vibration impacts would remain significant and unavoidable. Regarding operational vibration impacts, the Specific Plan EIR concluded that operational activities would not generate excessive vibration levels and impacts would be less than significant.

According to the Specific Plan EIR, impacts associated with the Specific Plan's potential to expose people residing or working in the Specific Plan area to excessive airport noise levels is considered less than significant.

Proposed Project Analysis

Existing Conditions

Sensitive Receptors

Human response to noise varies widely depending on the type of noise, time of day, and sensitivity of the receptor. Sensitive populations are more susceptible to the effects of noise than the general population. Land uses considered sensitive by the State of California include schools, playgrounds, athletic facilities, hospitals, rest homes, rehabilitation centers, long-term care and mental care facilities. Generally, a sensitive receptor is identified as a location where human populations (especially children, senior citizens, and sick people) are present. Land uses less sensitive to noise are business, commercial, and professional developments. Noise receptors categorized as being least sensitive to noise include industrial, manufacturing, utilities, agriculture, natural open space, undeveloped land, parking lots, warehousing, and transit terminals. These types of land uses often generate high noise levels. Moderately sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, and outpatient clinics.

The nearest sensitive receptors to the project site are the existing multi-family residential uses located approximately 95 feet to the north of Planning Area 3.

Stationary Sources

The project site is surrounded by residential, commercial, and warehousing uses. Stationary noise sources in the project vicinity include mechanical equipment and stationary noise sources from the industrial uses within the project vicinity. The noise associated with these stationary sources may represent a single-event noise occurrence, short-term, or long-term/continuous noise.

Mobile Sources

Most of the existing noise in the project area is generated from vehicular sources along I-10, Inland Empire Boulevard, and Archibald Avenue.

Existing Ambient Noise Levels

To quantify existing ambient noise levels in the project area, Michael Baker International conducted four short-term noise measurements in the project vicinity on April 2, 2025. The 10-minute measurements were taken between 11:30 a.m. and 1:00 p.m. Refer to Appendix C, *Noise Data*, for measurement locations. Short-term (L_{eq}) measurements at these locations are considered representative of the noise levels in the project area

throughout the day. The noise measurements were taken during "off-peak" (9:00 a.m. through 3:00 p.m.) traffic noise hours as this provides a more conservative baseline. During rush hour traffic, vehicle speeds and heavy truck volumes are often low; as such, free-flowing traffic conditions before or after rush hour often yield higher noise levels due to higher vehicle speeds.[21] The most recent ambient noise levels measured are identified in Table 8, *Noise Measurements*. Furthermore, relevant hourly daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) ambient noise levels collected on March 17, 2014 in areas adjacent to Planning Area 3 as presented in the Specific Plan EIR are also listed in Table 8 for informational purposes. However, as the 2025 measurements would more accurately represent existing conditions, 2025 ambient noise data are used throughout this analysis.

Table 8
Noise Measurements

Site No.	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Start Time
Noise Measurements Collected on April 2, 2025[1]					
NM-1	West of the multi-family residential building at 2505 East Date Palm Paseo	67.8	57.4	84.6	11:59 a.m.
NM-2	Near the multi-family residential building approximately 100 feet east of the East Date Palm Paseo and Inland Empire Boulevard intersection	66.8	59.7	79.5	12:17 p.m.
NM-3	In front of the multi-family residential building at 701 Via Dolcetto	69.0	52.7	87.4	12:42 p.m.
Site No.	**Location**	**Hourly Noise Level Daytime (L_{eq} dBA)**		**Hourly Noise Level Nighttime (L_{eq} dBA)**	
Noise Measurements Collected on March 17, 2014[2]					
L-7	Located on the south side of Inland Empire Boulevard across from the proposed Urban Residential land use of the project site. (Across the street from NM-2)	65.2		64.5	
L-9	Located just north of the I-10 freeway westbound on-ramp at Vineyard Avenue. (Same location as NM-1)	64.8		62.2	

Notes:
1. Refer to Appendix C, *Noise Data*, for the results of the field measurements and measurement locations.
2. Data from Urban Crossroads, Inc., *Meredith International Centre Noise Impact Analysis*, October 17, 2014; refer to Table 5-1, *Long-Term Ambient Noise Level Measurements*, and Exhibit 5-A, *Noise Measurement Locations*, for field measurements and a map of noise measurement locations.

Meteorological conditions were sunny, cool temperatures (61 degrees Fahrenheit [°F]), and wind speeds of approximately 6 miles per hour. Measured noise levels during the daytime measurements ranged from 66.8 to 69.0 dBA L_{eq}. The sources of peak noise include traffic along the roadways. Noise monitoring equipment used for the ambient

[21] California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for Type I (precision) sound level meters. Refer to Appendix C for the results of the field measurement.

Construction Noise

The project proposes a mixed-use overlay across Planning Area 3 of the Specific Plan, allowing development of up to 1,400 residential units and up to 50,000 square feet of commercial/retail uses. There is no construction or development proposed as part of this project. Construction noise depends on multiple factors, including, but not limited to, limits of the proposed buildings and hardscapes, building heights, start and duration of construction phases, types and quantity of construction equipment to be used, trucks volume that depends on soil import and export volumes, hauling trips distance, etc., all of which cannot be determined at this stage of the planning process. As such, because implementation of the project does not propose any specific development and construction details are unknown, construction-related noise levels that may occur at any one time in any scale are speculative and cannot be accurately determined at this stage of the planning process. Therefore, construction noise is not quantified. Nonetheless, the proposed project would be subject to Specific Plan EIR Mitigation Measures 4.5.1 through 4.5.5, which would help minimize the construction noise impacts through enforcement of the City's Noise Ordinance and best management practices, which would be incorporated into construction plans and implemented during construction associated with new development near sensitive receptors. Furthermore, future developments within the project site would be subject to project-specific and site-specific discretionary approvals (including separate CEQA review) on a case-by-case basis to evaluate and mitigate, as needed, any project-specific environmental impacts.

Due to the proximity of construction activities to sensitive uses, the number of construction projects that may occur simultaneously, and the potential duration of construction activities, construction noise impacts could still result in a temporary substantial increase in noise levels above ambient conditions and exceedance of the 65 dBA L_{eq} threshold used in Specific Plan EIR. Although the proposed project allows additional commercial and residential areas on the project site compared to the Specific Plan, construction activities would not be located any closer to the nearest sensitive receptors as the proposed project does not change the project site boundary. This project proposes similar land use types as the already permitted urban commercial uses in Planning Area 3 as analyzed in the Specific Plan EIR, and therefore similar construction techniques, equipment, and anticipated levels of construction noise would be expected. Construction activities associated with the additional commercial and residential uses would also be spread across the project site and would not be concentrated near any sensitive receptors for an extended period of time. As such, future development associated with the proposed project would not generate noise levels beyond what was analyzed in Specific Plan EIR. Therefore, similar to the Specific Plan, short-term construction noise impacts from the proposed project would remain significant and unavoidable. As such, the project would

not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Construction Vibration

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Operation of some heavy-duty construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. Ground-borne vibration levels resulting from typical construction activities (i.e., grading, which typically generates the most vibration impacts) are typically estimated using reference vibration levels of construction equipment at 25 feet as established in the Federal Transit Administration's (FTA's) *Transit Noise and Vibration Impact Assessment Manual* and evaluated against Caltrans' *Transportation and Construction Vibration Guidance Manual*.
Construction vibration depends on multiple factors, including, but not limited to, limits of the proposed buildings and hardscapes, building heights, start and duration of construction phases, types and numbers of construction equipment to be used, etc., all of which cannot be determined at this stage of the planning process. As such, because there is no specific construction or development proposed within the proposed project site at this time, construction-related vibration impacts that may occur at any one time in any scale are speculative and cannot be accurately determined at this stage of the planning process. Nonetheless, it is expected that ground-borne vibration from proposed project construction activities would cause only intermittent, localized intrusion. Further, the proposed project would be subject to Specific Plan EIR Mitigation Measure 4.5.14, which would help minimize the construction vibration impacts through enforcement of the City's Noise Ordinance. Further, the proposed project proposes changes to Planning Area 3, while the Specific Plan EIR only found significant and unavoidable construction vibration impact during construction of Planning Area 1. As the proposed project does not change the boundary of Planning Area 3, future development would not generate vibration levels beyond what was analyzed in the Specific Plan EIR. Consistent with the Specific Plan EIR, the proposed project would result in less than significant construction vibration impacts during construction within Planning Area 3. Furthermore, future developments within the project site would be subject to project-specific and site-specific discretionary approvals (including separate CEQA review) on a case-by-case basis to evaluate and mitigate, as needed, any project-specific environmental impacts. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Operational Noise

Off-Site Mobile Noise

Future development within the proposed project area would result in additional traffic on adjacent roadways, thereby potentially increasing vehicular noise in the vicinity of existing

and proposed land uses. The most prominent source of mobile traffic noise in the project vicinity is along I-10, Inland Empire Boulevard, and Archibald Avenue. The nearest sensitive receptors are the existing multi-family residences located across Inland Empire Boulevard.

To assess the off-site traffic CNEL noise level impacts associated with development of the proposed project, noise level contours were developed based on proposed project-specific traffic impact analysis. Noise level contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway. Noise contours were used to assess the proposed project's incremental 24-hour dBA CNEL traffic-related noise impacts at land uses adjacent to roadways conveying proposed project-related traffic. The noise contours represent the distance to noise levels of constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA CNEL noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the study area.

Table 9, *Traffic Noise Levels With and Without Project*, compares conditions with and without the project for year 2017, which was a scenario presented in the Specific Plan EIR) and year 2035 future scenarios. It should be acknowledged that the Specific Plan EIR used traffic data for 2014 (the year the Specific Plan EIR was prepared) as the existing condition. However, as detailed in the Specific Plan EIR Section 4.2, *Traffic and Circulation*, Year 2017 Conditions reflects an interim development condition with the completion and occupancy of the Specific Plan's Planning Area 1 (industrial land uses) together with approximately 86,000 square feet of commercial/retail space in Planning Area 2. As such, Year 2017 Conditions would be most consistent with existing condition and traffic data from year 2017 were used to represent the "existing condition" for this project. Consistent with the Specific Plan EIR, for existing conditions, this analysis utilizes the following significance criteria: when the "without project" noise levels already exceed the acceptable ambient noise level of 65 dBA CNEL, a project noise level increase of 1.5 dBA CNEL or greater is considered a significant impact if nearby noise-sensitive receivers are affected.

As shown in Table 9, under existing conditions, no roadway segments would experience a project noise level increase of 1.5 dBA CNEL or greater. However, under the cumulative condition, several roadway segments would experience a project noise level increase of 1.5 dBA CNEL or greater. Therefore, project vehicular-source noise impacts would also be cumulatively considerable. Similar to the Specific Plan, no feasible mitigation measures exist that would reduce off-site vehicular-source noise impacts to less than significant levels and thus, the mobile noise impacts associated with the proposed project would remain significant and unavoidable. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Table 9
Traffic Noise Levels With and Without Project

Roadway Segment	Existing[1]	Existing + Project[1]	Existing + Project - Existing[1]	Cumulative (Future with Project) [1]	Cumulative - Existing[1,2]
	dBA CNEL @ 100 Feet from Roadway Centerline	dBA CNEL @ 100 Feet from Roadway Centerline	Difference In dBA Between Existing and Existing + Project	dBA CNEL @ 100 Feet from Roadway Centerline	Difference In dBA CNEL Between Cumulative and Existing
4th Street, West of Archibald Avenue, East of Hellman Avenue	65.2	65.8	0.5	67.4	**2.1**
4th Street, East of Archibald Avenue	66.2	66.2	0.0	67.5	1.3
Inland Empire Boulevard, East of Archibald Avenue	63.0	63.5	0.5	65.1	**2.1**
Inland Empire Boulevard, West of Haven Avenue	63.7	64.0	0.2	65.1	1.3
Inland Empire Boulevard, East of Haven Avenue	63.6	63.9	0.2	64.8	1.1
Archibald Avenue, North of 4th Street	65.2	66.2	1.0	67.3	**2.1**
Archibald Avenue, North of Inland Empire Boulevard	67.1	68.3	1.2	69.4	**2.3**
Archibald Avenue, South of Inland Empire Boulevard	68.3	69.3	1.0	70.6	**2.3**

Notes:
1. Modeling was prepared with Federal Highway Administration, *Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVNO) Emissions Levels*; refer to Appendix C. Existing (Year 2017 Conditions as it most accurately represent existing conditions) ADTs are based on the Specific Plan EIR Appendix F, *Noise Impact Analysis*. With-project ADTs are based on traffic data prepared for the project.
2. **Bolded** values indicate the identified significance threshold has been exceeded.

Refer to Appendix C.

Stationary Operational Noise

The proposed project would allow for up to up to 50,000 square feet of commercial/retail uses and up to 1,400 multi-family dwelling units in addition to the uses permitted under the site's Urban Commercial designation. The main stationary noise source typical for commercial and residential uses would be mechanical equipment.

Heating, ventilation, and air conditioning (HVAC) units would be installed on the roof of future commercial and multi-family residential buildings. Typically, mechanical

equipment, such as HVAC units, generates noise levels of 66 dBA at 3 feet from the source.[22] Noise generated by stationary sources typically attenuates at a rate of 6 dBA per doubling distance from the source. The nearest sensitive receptors to the proposed project site are the existing multi-family residential uses to the north, located approximately 95 feet measured from the proposed project site boundary. As a conservative analysis, it is assumed that the HVAC units would be located at the project boundary. At 95 feet, noise levels from HVAC units would be approximately 36 dBA, which would not exceed the City's exterior (65 dBA during daytime and 45 dBA during nighttime; refer to Municipal Code Section 5-29.04, *Exterior Noise Standard*) noise standards at the nearest sensitive receptors. Furthermore, the noise level would not exceed the ambient noise level (65.7 dBA; refer to Table 8) at the nearest sensitive receptors. As such, impacts would be less than significant in this regard.

Conclusion

It should be noted that as the proposed project is not located in Planning Area 4 and does not propose industrial uses, Specific Plan EIR Mitigation Measures 4.5.9 through 4.5.13 do not apply. Therefore, long-term operational stationary noise impacts related to implementation of the proposed project would result in less than significant impacts. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Operational Vibration

Long-term operation of the commercial and residential uses of the proposed project would not include or require equipment, facilities, or activities that would result in perceptible groundborne vibration. As such, it can be reasonably inferred that operations associated with the proposed project would not create perceptible vibration impacts to the nearest sensitive receptors. Impacts would be less than significant, consistent with Specific Plan EIR. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Airport Noise

The project site is located within the ONT Airport Influence Area according to Policy Map 2-1 of the ONT ALUCP.[23] Since the project site is located within the ONT Airport Influence Area, the proposed project is subject to the Noise Criteria established in the ONT ALUCP. As shown in ONT ALUCP Exhibit 1-9, *Compatibility Factors: Noise*, the southern portion

[22] Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, June 26, 2015.

[23] Ontario Airport Planning, *Ontario International Airport Land Use Compatibility Plan, July 2018 Amendment, Map 2-1, Compatibility Policy Map: Airport Influence Area*, https://www.ont-iac.com/wp-content/uploads/2019/02/ONT-AIA-policy-map-2-1.pdf, accessed March 21, 2025.

of the project site is located within the 60 to 65 dBA CNEL airport noise level contours.[24] According to the ONT ALUCP Table 2-3*, Noise Criteria*, commercial uses within the 60 to 65 dBA CNEL is considered a normally compatible land use and residential uses are conditionally compatible uses so long as the residential building structures meet an interior noise standard of 45 dBA CNEL.[25] Future development plan(s) for the site would be referred to the Airport Land Use Commission for a consistency determination to ensure anticipated uses are consistent with the ONT ALUCP. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Certified Specific Plan EIR Mitigation Measures:

4.5.1 Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that noise-generating Project construction activities shall occur between the permitted hours of 7:00 a.m. and 6:00 p.m. on weekdays, or Saturdays, and between 9:00 a.m. and 6:00 p.m. on Sundays. The Project construction supervisor shall ensure compliance with the note and the City shall conduct periodic inspection at its discretion.

4.5.2 Install temporary noise control barriers that provide a minimum noise level attenuation of 10.0 dBA when Project construction occurs near existing noise-sensitive structures. The noise control barrier must present a solid face from top to bottom. The noise control barrier must be high enough and long enough to block the view of the noise source. Unnecessary openings shall not be made.

- The noise barriers must be maintained and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired.
- The noise control barriers and associated elements shall be completely removed and the site appropriately restored upon the conclusion of the construction activity.

4.5.3 During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receivers nearest the Project site.

[24] Ontario Airport Planning, *Ontario International Airport Land Use Compatibility Plan, July 2018 Amendment, Exhibit 1-9, Compatibility Factors: Noise*, https://www.ont-iac.com/wp-content/uploads/2019/02/ONT-compatibility-Exhibit-1-9-July-2018-Amendment.pdf, accessed January 7, 2025.

[25] Ontario Airport Planning, *Ontario International Airport Land Use Compatibility Plan, July 2018 Amendment, Table 2-3, Noise Criteria*, https://www.ont-iac.com/wp-content/uploads/2019/02/ALUCP-Chap-2-Table-2-3-Noise-Criteria-Amendment-July-2018-Final-Doc.pdf, accessed January 7, 2025.

4.5.4 The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receivers nearest the Project site (i.e., to the south) during all Project construction.

4.5.5 The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (between the hours of 7:00 a.m. and 6:00 p.m. on weekdays, or Saturdays, and between 9:00 a.m. and 6:00 p.m. on Sundays). The Project Applicant shall prepare a haul route exhibit for review and approval by the City of Ontario Planning Division prior to commencement of construction activities. The haul route exhibit shall design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise.

4.5.6 First floor residential patio areas adjacent to Inland Empire Boulevard shall include the construction of 6-foot high noise barriers.

4.5.7 All residential uses proposed within the Specific Plan shall be equipped with a means of mechanical ventilation (e.g., air conditioning).

4.5.8 All second floor residential façades facing Inland Empire Boulevard shall require upgraded windows with a minimum STC rating of 29.

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

Addendum Project Conditions: None.

3.2.8 Transportation

Specific Plan EIR Findings

As detailed in the Initial Study prepared for the Specific Plan EIR, the Specific Plan does not present elements or aspects that would conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Although the Specific Plan may result in increased demand for public transportation due to increases in population and employment, transit agencies routinely review and adjust their ridership schedules to accommodate public demand, and the need for transit-related facilities would be coordinated between the City and future development applicants as part of the City's development review process. As such, impacts were determined to be less than significant in this regard.

The Specific Plan EIR determined that compliance with the City's Development Impact Fees (DIF) Program and payment of Fair Share Fees (Specific Plan EIR Mitigation Measures 4.2.5 through 4.2.9) would fulfill mitigation requirements for Specific Plan's contributions to potentially significant traffic/transportation impacts at facilities under the sole jurisdiction of the City of Ontario. However, at extra-jurisdictional or shared jurisdictional locations, the Specific Plan EIR determined that future projects in these locations would be subject to potentially significant traffic/transportation impacts, and project compliance with the City's DIF Program and payment of Fair Share Fees would not ensure timely completion of required improvements. Further, at certain study area locations, implementation of required improvements would require additional right-of-way, acquisition of which may not feasible. Potentially significant Specific Plan-related traffic/transportation (intersection level-of-service [LOS]) impacts at extra-jurisdictional or shared jurisdictional locations, or at locations where additional right-of-way be required, were determined to be significant and unavoidable. Further, the Specific Plan EIR concluded that traffic-related impacts at several study intersections associated with the development of the Specific Plan were also considered cumulatively significant and unavoidable. Traffic impacts at the following study area intersections were determined to be cumulatively significant and unavoidable under at least one of the analysis scenarios (i.e., Existing Conditions, Year 2017 Conditions, Year 2020 Conditions, and/or Year 2035 Conditions):

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

It was also determined that Specific Plan-generated traffic would contribute to cumulatively significant impacts affecting freeway facilities within the study area. As discussed in the Specific Plan EIR, there are no feasible means for project applicants or the City to mitigate cumulatively significant freeway facilities impacts, and these impacts are accordingly recognized as cumulatively significant and unavoidable.

With regard to hazards from design features or incompatible uses, and emergency access, the Specific Plan EIR noted that the final design of future site plans would be reviewed and approved by the City Traffic Engineer in order to ensure appropriate design and implementation of all circulation improvements within the Specific Plan. In addition, it was noted that the City of Ontario Police and Fire Departments would review the future site plans in regard to emergency access. The Specific Plan EIR further noted that efficient and safe operations would be provided by on-site and localized circulation and

intersection improvements included as components of the Specific Plan. Overall, impacts would be less than significant.

The Specific Plan EIR also determined that the Specific Plan's impact to change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks would be less than significant.

Proposed Project Analysis

Plans for Transit, Roadway, Bicycle, and Pedestrian Facilities

The proposed Mixed-Use Overlay would accommodate residential and commercial/retail uses within Planning Area 3, including up to 1,400 residential units and 50,000 square feet of commercial/retail use. Similar to buildout of the Specific Plan, all future proposed circulation improvements within Planning Area 3, including those related to transit, vehicular, bicycle, and pedestrian facilities, would be designed in accordance with local established standards to ensure existing and planned circulation facilities in the project area are not adversely impacted by future development on-site. Future development plan and site plan(s) would be reviewed by various City departments to ensure vehicular and alternative transportation facilities can maintain existing and planned services. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Intersection Operations Analysis

The Specific Plan EIR did not evaluate VMT impacts as it was not required in the CEQA Guidelines at the time the Specific Plan EIR was prepared in 2015. Instead, the Specific Plan EIR evaluated transportation/traffic impacts utilizing the LOS methodology and LOS-based analysis is therefore provided in this Addendum. As such, intersection operations analysis was conducted to determine potential LOS changes upon implementation of the proposed project. Michael Baker International prepared the *Meredith International Centre Specific Plan Amendment Planning Area 3 – Focused Traffic Study* (Focused Traffic Study), dated November 20, 2025, to evaluate the project's transportation impacts; refer to Appendix D, *Focused Traffic Study*.

The proposed project is anticipated to generate 10,670 net new trips, including 719 a.m. peak hour trips and 941 p.m. peak hour trips. An intersection operational analysis was conducted at eight intersections in the project area to determine if project-generated traffic would negatively affect intersection operations. The eight intersections evaluated in the Focused Traffic Study include:

- #10 Archibald Avenue and 6th Street;
- #20 Vineyard Avenue and 4th Street;
- #23 Archibald Avenue and 4th Street;
- #27 Vineyard Avenue and Inland Empire Boulevard;

- #28 Archibald Avenue and Inland Empire Boulevard;
- #33 Archibald Avenue and I-10 Ramp Single-Point Interchange (SPI);
- #40 Project Driveway "C" and Inland Empire Boulevard; and
- #41 Project Driveway "D" and Inland Empire Boulevard.

To remain consistent with the previous Specific Plan EIR analysis, the trip distribution for the proposed project was intentionally made to match the trip distribution from the Specific Plan EIR analysis. Appendix A of the Focused Traffic Study contains the original trip distribution for Planning Area 3 used in the original Transportation Impact Assessment conducted in 2015 and included as Appendix C, *Traffic Impact Analysis*, of the Specific Plan EIR (*Traffic Impact Analysis, Meredith International Centre Specific Plan Amendment, Ontario, California*, prepared by Linscott, Law & Greenspan, Engineers, dated January 22, 2015 [2015 TIA]). Further, the Focused Traffic Study utilized Highway Capacity Manual 2000, using Synchro Software (Version 12) to remain consistent with the 2015 TIA analysis. The analysis utilized the same baseline "without project" volumes documented in the 2015 TIA. The "plus project" conditions reflect identical trips for Planning Areas 1, 2, and 4; only the estimated trips for Planning Area 3 were updated for this analysis. The intent of the Focused Traffic Study analysis is to determine if new traffic impacts are identified at these study intersections and if the proposed improvements documented in the 2015 TIA are sufficient to mitigate any new potential impacts. Additionally, intersection operational thresholds remain consistent with those used in the 2015 TIA.

The following study scenarios were evaluated:

- Existing Plus Project (Planning Area 1-4);
- Year 2020 Cumulative Traffic Conditions Plus Project (Planning Areas 1-4); and
- Year 2035 General Plan Buildout Plus Project (Planning Areas 1-4).

Existing Plus Project Scenario

2015 TIA Findings

Focused Traffic Study Table 4-1, *2015 TIA Existing Plus Project Intersection Analysis Results*, summarizes the analysis results for the Existing Plus Project condition documented in the 2015 TIA. As shown, the Specific Plan EIR determined that none of the study intersections would operate at unacceptable LOS. As such, no significant impacts were identified at these intersections.

Proposed Project Findings

Focused Traffic Study Table 4-2, *Proposed Project Existing Plus Project Intersection Analysis Results*, summarizes the analysis results for the Existing Plus Project condition under the proposed project. As shown, under the existing plus project condition, all intersections would still operate at an acceptable LOS based on individual intersection thresholds.

Thus, the analysis indicates that, with the inclusion of the proposed project, the intersections' operations under the Existing Plus Project Scenario do not degrade to unacceptable LOS compared to buildout of the Specific Plan and therefore, no new transportation impacts would occur in this regard.

Year 2020 Cumulative Traffic Conditions Plus Project Scenario

2015 TIA Findings

Focused Traffic Study Table 4-3, *2015 TIA Year 2020 Cumulative Plus Project Intersection Analysis Results*, summarizes the analysis results for the Year 2020 Cumulative Plus Project condition documented in the 2015 TIA and included in the Specific Plan EIR. As shown, most intersections operate at acceptable LOS for both peak hours with the exception of:

- #23 Archibald Avenue and 4th Street – operates at LOS F during the PM Peak Hour; and
- #28 Archibald Avenue and Inland Empire Boulevard – operates at LOS F during the PM Peak Hour.

As such, a significant impact was identified for these locations. Mitigation improvements were included in the 2015 TIA and Specific Plan EIR to improve the LOS of these intersections. The following improvements were proposed for the intersections and are required pursuant to Specific Plan EIR Mitigation Measure 4.2.3:

- #23 Archibald Avenue and 4th Street
    - Construct 2nd northbound left turn lane
    - Additional northbound through lane
    - Modify traffic signal
- #28 Archibald Avenue and Inland Empire Boulevard
    - Construct 3rd northbound left turn lane
    - Additional southbound through lane
    - Modify traffic signal

The 2015 TIA and Specific Plan EIR concluded that with the implementation of these improvements per Specific Plan EIR Mitigation Measure 4.2.3 the potentially significant impacts at the two identified intersections would be mitigated to less than significant levels.

Proposed Project Findings

Focused Traffic Study Table 4-4, *Proposed Project Year 2020 Cumulative Plus Project Intersection Analysis Results*, summarizes the analysis results for the Year 2020 Cumulative Plus Project condition under the proposed project. Similar to the 2015 TIA and Specific Plan EIR findings, most intersections operate at acceptable LOS for both peak hours with the exception of:

- #23 Archibald Avenue and 4th Street – operates at LOS F during the PM Peak Hour; and
- #28 Archibald Avenue and Inland Empire Boulevard – operates at LOS F during the PM Peak Hour.

With the implementation of identical mitigation improvements developed in the 2015 TIA and included in Specific Plan EIR Mitigation Measures 4.2.3, all intersections under the Year 2020 Cumulative Traffic Conditions Plus Project would operate at acceptable LOS based on individual intersection thresholds. Thus, the analysis indicates that, with the inclusion of the proposed project, the intersections' operations do not degrade to unacceptable LOS compared to buildout of the Specific Plan and therefore, no new transportation impacts would occur in this regard.

Year 2035 General Plan Buildout Plus Project Scenario

2015 TIA Findings

Focused Traffic Study Table 4-5, *2015 TIA Year 2035 General Plan Buildout Plus Project Intersection Analysis Results*, summarizes the analysis results for the Year 2035 General Plan Buildout Plus Project condition documented in the 2015 TIA and Specific Plan EIR. As shown, most intersections operate at acceptable LOS for both peak hours with the exception of:

- #20 Vineyard Avenue and 4th Street – operates at LOS F during the PM Peak Hour;
- #23 Archibald Avenue and 4th Street – operates at LOS F during the PM Peak Hour; and
- #28 Archibald Avenue and Inland Empire Boulevard – operates at LOS F during the PM Peak Hour.

As such, a potentially significant impact was identified for these locations. Mitigation improvements were developed to improve the LOS of these intersections. The following improvements were proposed for the intersections and are required pursuant to Specific Plan EIR Mitigation Measures 4.2.3 and 4.2.4:

- #20 Vineyard Avenue and 4th Street
    - Construct additional southbound through lane
    - Modify traffic signal
- #23 Archibald Avenue and 4th Street
    - Construct 2nd northbound left turn lane
    - Additional northbound through lane
    - Modify traffic signal
- #28 Archibald Avenue and Inland Empire Boulevard
    - Construct 3rd northbound left turn lane
    - Additional southbound through lane
    - Modify traffic signal

As shown, with the implementation of these improvements per Specific Plan EIR Mitigation Measures 4.2.3 and 4.2.4, the Specific Plan EIR determined that the potentially significant impacts at the identified intersections would be mitigated to less than significant levels.

Proposed Project Findings

Focused Traffic Study Table 4-6, *Proposed Project Year 2035 General Plan Buildout Plus Project Intersection Analysis Results*, summarizes the analysis results for the Year 2035 General Plan Buildout Plus Project condition under the proposed project. Similar to the 2015 TIA and Specific Plan EIR findings, most intersections operate at acceptable LOS for both peak hours with the exception of:

- #20 Vineyard Avenue and 4th Street – operates at LOS F during the PM Peak Hour;
- #23 Archibald Ave and 4th St – operates at LOS F during the PM Peak Hour; and
- #28 Archibald Ave and Inland Empire Blvd – operates at LOS F during the PM Peak Hour.

With the implementation of identical mitigation improvements developed in the 2015 TIA and included in Specific Plan EIR Mitigation Measures 4.2.3 and 4.2.4, all intersections under the Year 2035 General Plan Buildout Plus Project Scenario would operate at acceptable LOS based on individual intersection thresholds. Thus, the analysis indicates that, with the inclusion of the mitigation improvements developed in the 2015 TIA and included in the Specific Plan EIR, the intersections' operations do not degrade to unacceptable LOS compared to buildout of the Specific Plan and therefore, no new transportation impacts would occur in this regard.

Conclusion

Overall, the analysis for all three scenarios indicates that, with the implementation of identical mitigation improvements developed in the 2015 TIA and included in Specific Plan EIR Mitigation Measures 4.2.3 and 4.2.4, the intersections' operations do not degrade to unacceptable LOS. Therefore, outside of the impacts identified in the 2015 TIA, no new transportation impacts would occur due to the proposed project. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Hazardous Design Feature or Incompatible Use

Similar to development elsewhere within the Specific Plan area, all future roadway improvements within Planning Area 3 in accordance with the project must be designed in accordance with Caltrans and City established standards for roadway design, signing, striping, sight distance and be subject to review by the City. Compliance with existing Caltrans and City standards would be verified as part of the site plan review process for

future development plans within Planning Area 3. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Inadequate Emergency Access

Temporary and short-term traffic detours and traffic disruption could result from construction activities related to future development within Planning Area 3. Management and control of construction traffic would be addressed through the preparation and submittal of a Construction Area Traffic Management Plan that would be reviewed and approved by the City prior to or concurrent with future building plan review(s). A Construction Area Traffic Management Plan would identify traffic controls for any street closures and detours, construction vehicle access routes, hours of construction traffic, or other potential disruptions to traffic circulation during construction.

Further, all future roadway improvements within Planning Area 3 would be designed in accordance with Caltrans and City established standards for roadway design, signing, striping, sight distance and be subject to review by the City. In accordance with City policies, coordination with the Ontario Fire Department and Ontario Police Department during site plan review of future development plans for Planning Area 3 would ensure that adequate emergency access is provided. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Certified Specific Plan EIR Mitigation Measures:

4.2.3 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of Year required 2020 improvements as summarized at Table 4.2-21 at the intersections of:

- Archibald Avenue at Arrow Route (Study Area Intersection 2);
- I-10 EB Ramp at 4th Street (Study Area Intersection 14);
- Archibald Avenue at 4th Street (Study Area Intersection 23);
- Haven Avenue at 4th Street (Study Area Intersection 25);
- Archibald Avenue at Inland Empire Boulevard (Study Area Intersection 28); and
- Vineyard Avenue at I-10 EB Ramps (Study Area Intersection 32).

4.2.4 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of Year 2035 improvements as summarized at Table 4.2-24 at the intersections of:

- Archibald Avenue at Arrow Route (Study Area Intersection 2);
- Baker Avenue at 8th Street (Study Area Intersection 3);

- Hellman Avenue at 6th Street (Study Area Intersection 9);
- Haven Avenue at 6th Street (Study Area Intersection 12);
- Vineyard Avenue at 4th Street (Study Area Intersection 20);
- Archibald Avenue at 4th Street (Study Area Intersection 23);
- Haven Avenue at 4th Street (Study Area Intersection 25); and
- Archibald Avenue at Inland Empire Boulevard (Study Area Intersection 28).

Addendum Project Conditions: None.

3.2.9 Tribal Cultural Resources

Specific Plan EIR Findings

California Assembly Bill 52 (AB 52) was enacted in July 1, 2015 and expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. Section 21074 of AB 52 also defines a new category of resources under CEQA called tribal cultural resources. Tribal cultural resources are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is either listed on or eligible for the California Register of Historical Resources or include in a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource. AB 52 was not in effect at the time the Specific Plan EIR was certified.

The analysis provided in the Cultural Resources section of the Specific Plan EIR did not identify any historical or archaeological resources, including Native American resources. In addition, no comments were received from Native American tribes on the Specific Plan EIR when it was circulated for public review. However, the Specific Plan EIR included Mitigation Measures 4.11.1 through 4.11.7 to address impacts to tribal cultural resources. These measures include requirements for Native American monitors during excavation/grading, procedures for halting work if artifacts are found during ground-disturbing activities, and provisions for notification/consultation with affected tribes regarding the recovery, treatment, and disposition of artifacts.

Proposed Project Analysis

AB 52 states that prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project, a lead agency shall begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation. As this environmental document (i.e., an Addendum) is not a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report, AB 52 consultation would not apply to the proposed project.

The analysis provided in the Cultural Resources section of the Specific Plan EIR did not identify any historical or archaeological resources, including Native American resources. Thus, upon review, there is no further information regarding the potential presence of tribal cultural resources on the project site. Further, the Specific Plan EIR included Mitigation Measures 4.11.1 through 4.11.7 to address impacts to tribal cultural resources. These measures include requirements for Native American monitors during excavation/grading, procedures for halting work if artifacts are found during ground-disturbing activities, and provisions for notification/consultation with affected tribes regarding the recovery, treatment, and disposition of artifacts. Future development in accordance with the proposed project would be required to implement Specific Plan EIR Mitigation Measures 4.11 through 4.17. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Certified Specific Plan EIR Mitigation Measures:

4.11.1 Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project Applicant(s) shall include the following wording on all construction contract documentation:

"If during grading or construction activities, cultural resources are discovered on the Project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archeologist and any affected Tribes (Tribes). Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared by the qualified archeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the resources identified, and the method of preservation and/or recovery for identified resources. In the event the significant resources are recovered and if the qualified archaeologist and the Tribe determines the resources to be historic or unique, avoidance and/or mitigation would be required pursuant to and consistent with CEQA Guidelines Sections 15064.5 and 15126.4 and Public Resources Code Section 21083.2 and the Cultural Resources Treatment and Monitoring Agreement required under Mitigation Measure 4.9.2."

4.11.2 At least 30 days prior to seeking a grading permit, the Project Applicant(s) shall contact potentially affected Tribes to notify the Tribes of grading, excavation, and the monitoring program and to coordinate with the City of Ontario and the Tribes to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources; Project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any

cultural resources, sacred sites, and human remains discovered on the site; and establishing on-site monitoring provisions and/or requirements for professional Tribal monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.

4.11.3 Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project Applicant(s) shall include the following wording on all construction contract documentation:

"If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the San Bernardino County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant" within 24 hours of receiving notification from the coroner. The most likely descendant shall then have 48 hours to make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98."

4.11.4 All cultural materials, with the exception of sacred items, burial goods, and human remains, which will be addressed in the Cultural Resources Treatment and Monitoring Agreement required by Mitigation Measure 4.9.2, that are collected during the grading monitoring program and from any previous archeological studies or excavations on the Project site shall be curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to the affected Tribe's/Tribes' curation facility(ies), which meets the standards set forth in 36 CRF Part 79 for federal repositories.

4.11.5 All sacred sites, should they be encountered within the Project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with the affected Tribe(s). To the extent that a sacred site cannot be feasibly preserved in place or left in an undisturbed state, mitigation measures shall be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4.

4.11.6 Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the

Project Applicant(s) shall include the following wording on all construction contract documentation:

"If inadvertent discoveries of subsurface archaeological resources are discovered during grading, work shall be halted immediately within 50 feet of the discovery. The developer, the Project archeologist, and the Tribe(s) shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the developer and the Tribe cannot agree on the significance of or the mitigation for such resources, these issues will be presented to the City of Ontario Planning Director. The Planning Director shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Tribe(s). Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the City of Ontario. In the event the significant resources are recovered and if the qualified archaeologist determines the resources to be historic or unique as defined by relevant state and local law, avoidance and mitigation would be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4."

4.11.7 To address the possibility that cultural resources may be encountered during grading or construction, a qualified professional archeologist shall monitor all construction activities that could potentially impact archaeological deposits (e.g., grading, excavation, and/or trenching). However, monitoring may be discontinued as soon the qualified professional is satisfied that construction will not disturb cultural and/or paleontological resources.

Addendum Project Conditions: None.

3.2.10 Utilities and Service Systems

Specific Plan EIR Findings

The Initial Study prepared for the Specific Plan EIR concluded that impacts related to water quality would be less than significant. Regarding water supply demand and wastewater treatment capacities, the Specific Plan EIR determined that Specific Plan buildout would result in an incremental increase in an area-wide need for these services, but that this would be accommodated by available water sources and treatment capacities. As such, impacts were determined to be less than significant. Regarding stormwater drainage, the Specific Plan EIR determined that adherence to existing regulations would result in less than significant impacts. Regarding solid waste disposal, the Specific Plan EIR determined that current and future landfill capacities would be available to accommodate buildout of the Specific Plan, and impacts would be less than significant.

Proposed Project Analysis

Water Service and Supply

The project proposes to modify the Specific Plan to include a Mixed-Use Overlay across Planning Area 3 of the Specific Plan area, allowing the development of up to 1,400 residential units and up to 50,000 square feet of commercial/retail uses. OMUC provides water services to the City of Ontario, including the project site. The *City of Ontario Planning Area 3 of the Meredith International Centre Specific Plan Water Supply Assessment and Written Verification of Sufficient Water Supply* (WSA), prepared by Albert A. Webb Associates, and dated November 4, 2025, evaluated water demands associated with the proposed project; refer to Appendix E.

Based on the WSA, the project is projected to result in a water demand of approximately 260 AFY; refer to WSA Table 2-5, *Proposed Project Water Demand*. In comparison, the estimated total water demand of Planning Area 3 as presented in the 2020 UWMP, dated June 2021, is approximately 143 AFY. Thus, the project would result in an increase of approximately 117 AFY compared to what was assumed for the project site in the 2020 UWMP. However, the WSA notes that the unit water demand factor for the proposed high density residential component of the project (i.e., 1,400 units) is a highly conservative value for the project and potable water demand for this use is likely overestimated. Additionally, the WSA notes that the City's forthcoming water master plan update and 2025 UWMP will assume a conservative total water demand for Planning Area 3 to be 274 AFY (i.e., greater than the 143 AFY assumed in the 2020 UWMP and greater than the project's estimated water demand of 260 AFY).

The WSA concluded that current OMUC water production capacities are greater than needed to meet the average day demands under Citywide buildout conditions. OMUC also has forecasted that excess water supplies will be available to meet Citywide demand during normal, single-dry, and multiple dry water years over the next 20 years; refer to WSA Table 3-8, *OMUC Projected Normal Year Supply and Demand (AFY)*, Table 3-9, *OMUC Projected Single Dry Year Supply and Demand (AFY)*, and Table 3-10, *OMUC Projected Multiple Dry Year Supply and Demand (AFY)*. Therefore, the WSA concluded that OMUC's total projected potable and recycled water supplies during normal, single-dry, and multiple dry water years over a 20-year projection would be sufficient to meet the projected water demand associated with the proposed project in addition to OMUC's existing and planned future uses; project impacts would be less than significant. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Wastewater Treatment

Similar to Specific Plan buildout, buildout of the project would generate additional wastewater compared to existing conditions, which could increase sewer flows and increase demand on the wastewater treatment provider. However, the Specific Plan EIR determined that the Inland Empire Utilities Agency (IEUA) currently has surplus collection

and treatment capacity in its wastewater systems. Additionally, the increase in population and employment growth induced by the proposed project would be within Citywide forecasts.[26] Further, according to TOP 2050 SEIR, IEUA has experienced a decrease in the volume of sewage flow of approximately 10 percent over the last 20 years, due to a decrease in indoor water consumption with new development compliance with California Green Building Standards Code and mandated water conservation efforts. The IEUA anticipates a significant increase in the growth of its service area in the next 10 years, with 40 percent growth resulting from new development in the City. The IEUA develops 10-year forecasts and specifies capital improvements that will be implemented to meet the increase in demand; further, future projects have been assumed in the IEUA's Sewer System Management Plans. Future development projects would be required to pay sewer connection fees established by the City to pay for any future required improvements. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Stormwater Drainage

The proposed Mixed-Use Overlay would result in a similar amount of impervious surfaces on-site after buildout compared to the analysis in the Specific Plan EIR. All future development would be required to adhere to applicable State and local stormwater regulations, including the Santa Ana RWQCB's MS4 permit, San Bernardino County Stormwater Program, and low impact development (LID) criteria, that require post-development stormwater discharge to be equal to or less than pre-development discharge. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Solid Waste

Buildout of the project could increase solid waste generation and increase demand for solid waste services beyond the already permitted Urban Commercial uses in Planning Area 3. However, the Specific Plan EIR determined that adequate capacity was available at regional landfills, including the El Sobrante Landfill in the City of Corona. Additionally, the increased population and employment growth induced by the proposed project compared to Specific Plan buildout would be within Citywide forecasts.[27] Further, future developments within Planning Area 3 would be required to comply with the California Green Building Standards Code (CALGreen), Assembly Bill (AB) 341, AB 1826, and applicable City policies regarding waste diversion and recycling. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

[26] City of Ontario, *Final Supplemental Environmental Impact Report (State Clearinghouse No. 2021070364), The Ontario Plan 2050*, August 2022.

[27] City of Ontario, *Final Supplemental Environmental Impact Report (State Clearinghouse No. 2021070364), The Ontario Plan 2050*, August 2022.

Certified Specific Plan EIR Mitigation Measures: None.

Addendum Project Conditions: None.

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4.0 DETERMINATION/ADDENDUM CONCLUSION

As detailed in the analysis presented above, this Addendum supports the conclusion that the proposed project constitutes minor or technical changes and do not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects as compared to the conclusions of the Specific Plan EIR. No new information has become available and no substantial changes to the circumstances under which the Specific Plan was being undertaken since the certification of the Specific Plan EIR have occurred. As identified in the Specific Plan EIR, buildout of the Specific Plan would result in significant environmental impacts with regard to air quality, noise, and transportation. However, the proposed project would not substantially increase the severity of these effects. In addition, there are no new or different mitigation measures or alternatives that would substantially reduce these significant impacts.

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APPENDICES

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AIR QUALITY/GHG EMISSIONS/ENERGY DATA

Ontario Meredith SPA Detailed Report

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1.1. Basic Project Information

Data Field	Value
Project Name	Ontario Meredith SPA
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.8
Precipitation (days)	21
Location	34.06939461223625, -117.59628637815813
County	San Bernardino-South Coast
City	Ontario
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5241
EDFZ	10
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.30

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Regional Shopping Center	50	1000sqft	1.00	50,000	5,000	0.00	—	Assume 10 percent of site area for landscaping

Apartments Low Rise	1,400	Dwelling Unit	24	1,484,000	148,400	0.00	4,634	Assume 10 percent of site area for landscaping

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Waste	S-1/S-2	Implement Waste Reduction Plan

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	166	121	68	785	2.2	52	79	131	50	20	70	8,967	135,165	144,132	115	4.5	294	148,659
Mit.	166	121	68	785	2.2	52	79	131	50	20	70	8,762	135,165	143,927	95	4.5	294	147,941
% Reduced	—	—	—	—	—	—	—	—	—	—	—	2%	—	< 0.5%	18%	—	—	< 0.5%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	156	111	70	646	2.1	52	79	131	50	20	70	8,967	129,251	138,219	115	4.7	18	142,512
Mit.	156	111	70	646	2.1	52	79	131	50	20	70	8,762	129,251	138,014	95	4.7	18	141,794
% Reduced	—	—	—	—	—	—	—	—	—	—	—	2%	—	< 0.5%	18%	—	—	1%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	87	80	47	385	0.97	4.6	78	83	4.4	20	24	1,271	106,947	108,218	79	4.7	133	111,713

Mit.	87	80	47	385	0.97	4.6	78	83	4.4	20	24	1,066	106,947	108,013	58	4.7	133	110,995
% Reduced	—	—	—	—	—	—	—	—	—	—	—	16%	—	< 0.5%	26%	—	—	1%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	16	15	8.7	70	0.18	0.83	14	15	0.80	3.6	4.4	210	17,706	17,917	13	0.77	22	18,495
Mit.	16	15	8.7	70	0.18	0.83	14	15	0.80	3.6	4.4	176	17,706	17,883	9.7	0.77	22	18,376
% Reduced	—	—	—	—	—	—	—	—	—	—	—	16%	—	< 0.5%	26%	—	—	1%

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	43	39	36	349	0.89	0.59	79	80	0.55	20	21	—	91,410	91,410	4.0	4.1	283	93,015
Area	122	82	26	433	1.2	51	—	51	49	—	49	8,262	25,278	33,540	39	0.05	—	34,532
Energy	0.70	0.35	6.0	2.6	0.04	0.48	—	0.48	0.48	—	0.48	—	17,838	17,838	1.3	0.09	—	17,898
Water	—	—	—	—	—	—	—	—	—	—	—	119	639	758	12	0.29	—	1,151
Waste	—	—	—	—	—	—	—	—	—	—	—	586	0.00	586	59	0.00	—	2,051
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	11
Total	166	121	68	785	2.2	52	79	131	50	20	70	8,967	135,165	144,132	115	4.5	294	148,659
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	41	37	39	292	0.83	0.59	79	80	0.55	20	21	—	85,718	85,718	4.2	4.2	7.3	87,090
Area	114	74	25	352	1.2	51	—	51	49	—	49	8,262	25,057	33,319	39	0.05	—	34,310
Energy	0.70	0.35	6.0	2.6	0.04	0.48	—	0.48	0.48	—	0.48	—	17,838	17,838	1.3	0.09	—	17,898
Water	—	—	—	—	—	—	—	—	—	—	—	119	639	758	12	0.29	—	1,151
Waste	—	—	—	—	—	—	—	—	—	—	—	586	0.00	586	59	0.00	—	5531

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	11
Total	156	111	70	646	2.1	52	79	131	50	20	70	8,967	129,251	138,219	115	4.7	18	142,512
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	41	36	39	303	0.84	0.59	78	79	0.55	20	20	—	86,603	86,603	4.2	4.3	122	88,099
Area	46	43	2.3	80	0.09	3.5	—	3.5	3.4	—	3.4	566	1,868	2,434	2.7	< 0.005	—	2,502
Energy	0.70	0.35	6.0	2.6	0.04	0.48	—	0.48	0.48	—	0.48	—	17,838	17,838	1.3	0.09	—	17,898
Water	—	—	—	—	—	—	—	—	—	—	—	119	639	758	12	0.29	—	1,151
Waste	—	—	—	—	—	—	—	—	—	—	—	586	0.00	586	59	0.00	—	2,051
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	11
Total	87	80	47	385	0.97	4.6	78	83	4.4	20	24	1,271	106,947	108,218	79	4.7	133	111,713
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.4	6.6	7.2	55	0.15	0.11	14	14	0.10	3.6	3.7	—	14,338	14,338	0.69	0.71	20	14,586
Area	8.4	7.9	0.41	15	0.02	0.64	—	0.64	0.61	—	0.61	94	309	403	0.44	< 0.005	—	414
Energy	0.13	0.06	1.1	0.47	0.01	0.09	—	0.09	0.09	—	0.09	—	2,953	2,953	0.22	0.02	—	2,963
Water	—	—	—	—	—	—	—	—	—	—	—	20	106	125	2.0	0.05	—	191
Waste	—	—	—	—	—	—	—	—	—	—	—	97	0.00	97	9.7	0.00	—	340
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.8	1.8
Total	16	15	8.7	70	0.18	0.83	14	15	0.80	3.6	4.4	210	17,706	17,917	13	0.77	22	18,495

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	43	39	36	349	0.89	0.59	79	80	0.55	20	21	—	91,410	91,410	4.0	4.1	283	93,015
Area	122	82	26	433	1.2	51	—	51	49	—	49	8,262	25,278	33,540	39	0.05	—	34,532
Energy	0.70	0.35	6.0	2.6	0.04	0.48	—	0.48	0.48	—	0.48	—	17,838	17,838	1.3	0.09	—	17,898

Water	—	—	—	—	—	—	—	—	—	—	—	119	639	758	12	0.29	—	1,151
Waste	—	—	—	—	—	—	—	—	—	—	—	381	0.00	381	38	0.00	—	1,333
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	11
Total	166	121	68	785	2.2	52	79	131	50	20	70	8,762	135,165	143,927	95	4.5	294	147,941
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	41	37	39	292	0.83	0.59	79	80	0.55	20	21	—	85,718	85,718	4.2	4.2	7.3	87,090
Area	114	74	25	352	1.2	51	—	51	49	—	49	8,262	25,057	33,319	39	0.05	—	34,310
Energy	0.70	0.35	6.0	2.6	0.04	0.48	—	0.48	0.48	—	0.48	—	17,838	17,838	1.3	0.09	—	17,898
Water	—	—	—	—	—	—	—	—	—	—	—	119	639	758	12	0.29	—	1,151
Waste	—	—	—	—	—	—	—	—	—	—	—	381	0.00	381	38	0.00	—	1,333
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	11
Total	156	111	70	646	2.1	52	79	131	50	20	70	8,762	129,251	138,014	95	4.7	18	141,794
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	41	36	39	303	0.84	0.59	78	79	0.55	20	20	—	86,603	86,603	4.2	4.3	122	88,099
Area	46	43	2.3	80	0.09	3.5	—	3.5	3.4	—	3.4	566	1,868	2,434	2.7	< 0.005	—	2,502
Energy	0.70	0.35	6.0	2.6	0.04	0.48	—	0.48	0.48	—	0.48	—	17,838	17,838	1.3	0.09	—	17,898
Water	—	—	—	—	—	—	—	—	—	—	—	119	639	758	12	0.29	—	1,151
Waste	—	—	—	—	—	—	—	—	—	—	—	381	0.00	381	38	0.00	—	1,333
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	11
Total	87	80	47	385	0.97	4.6	78	83	4.4	20	24	1,066	106,947	108,013	58	4.7	133	110,995
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.4	6.6	7.2	55	0.15	0.11	14	14	0.10	3.6	3.7	—	14,338	14,338	0.69	0.71	20	14,586
Area	8.4	7.9	0.41	15	0.02	0.64	—	0.64	0.61	—	0.61	94	309	403	0.44	< 0.005	—	414
Energy	0.13	0.06	1.1	0.47	0.01	0.09	—	0.09	0.09	—	0.09	—	2,953	2,953	0.22	0.02	—	2,963
Water	—	—	—	—	—	—	—	—	—	—	—	20	106	125	2.0	0.05	—	191
Waste	—	—	—	—	—	—	—	—	—	—	—	63	0.00	63	6.3	0.00	—	221

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.8	1.8
Total	16	15	8.7	70	0.18	0.83	14	15	0.80	3.6	4.4	176	17,706	17,883	9.7	0.77	22	18,376

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	9.2	8.1	9.0	90	0.24	0.16	22	22	0.15	5.5	5.6	—	24,691	24,691	0.98	1.1	77	25,106
Apartments Low Rise	34	31	27	259	0.65	0.43	58	58	0.40	15	15	—	66,719	66,719	3.1	3.0	206	67,909
Total	43	39	36	349	0.89	0.59	79	80	0.55	20	21	—	91,410	91,410	4.0	4.1	283	93,015
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	8.7	7.6	9.7	74	0.23	0.16	22	22	0.15	5.5	5.6	—	23,141	23,141	1.00	1.1	2.0	23,492
Apartments Low Rise	32	29	29	218	0.61	0.43	58	58	0.40	15	15	—	62,577	62,577	3.2	3.1	5.3	63,598
Total	41	37	39	292	0.83	0.59	79	80	0.55	20	21	—	85,718	85,718	4.2	4.2	7.3	5534

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	1.6	1.4	1.8	14	0.04	0.03	3.9	3.9	0.03	0.98	1.0	—	3,871	3,871	0.17	0.18	5.5	3,935
Apartments Low Rise	5.8	5.3	5.3	41	0.11	0.08	10	10	0.07	2.6	2.7	—	10,467	10,467	0.53	0.52	15	10,651
Total	7.4	6.6	7.2	55	0.15	0.11	14	14	0.10	3.6	3.7	—	14,338	14,338	0.69	0.71	20	14,586

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	9.2	8.1	9.0	90	0.24	0.16	22	22	0.15	5.5	5.6	—	24,691	24,691	0.98	1.1	77	25,106
Apartments Low Rise	34	31	27	259	0.65	0.43	58	58	0.40	15	15	—	66,719	66,719	3.1	3.0	206	67,909
Total	43	39	36	349	0.89	0.59	79	80	0.55	20	21	—	91,410	91,410	4.0	4.1	283	93,015
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	8.7	7.6	9.7	74	0.23	0.16	22	22	0.15	5.5	5.6	—	23,141	23,141	1.00	1.1	2.0	23,492

Apartments	32	29	29	218	0.61	0.43	58	58	0.40	15	15	—	62,577	62,577	3.2	3.1	5.3	63,598
Total	41	37	39	292	0.83	0.59	79	80	0.55	20	21	—	85,718	85,718	4.2	4.2	7.3	87,090
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	1.6	1.4	1.8	14	0.04	0.03	3.9	3.9	0.03	0.98	1.0	—	3,871	3,871	0.17	0.18	5.5	3,935
Apartments Low Rise	5.8	5.3	5.3	41	0.11	0.08	10	10	0.07	2.6	2.7	—	10,467	10,467	0.53	0.52	15	10,651
Total	7.4	6.6	7.2	55	0.15	0.11	14	14	0.10	3.6	3.7	—	14,338	14,338	0.69	0.71	20	14,586

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	709	709	0.04	0.01	—	712
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	9,561	9,561	0.59	0.07	—	9,597
Total	—	—	—	—	—	—	—	—	—	—	—	—	10,270	10,270	0.64	0.08	—	10,309
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	709	709	0.04	0.01	—	712
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	9,561	9,561	0.59	0.07	—	9,597
Total	—	—	—	—	—	—	—	—	—	—	—	—	10,270	10,270	0.64	0.08	—	10,309
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	117	117	0.01	< 0.005	—	118
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	1,583	1,583	0.10	0.01	—	1,589
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,700	1,700	0.11	0.01	—	1,707

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	709	709	0.04	0.01	—	712
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	9,561	9,561	0.59	0.07	—	9,597
Total	—	—	—	—	—	—	—	—	—	—	—	—	10,270	10,270	0.64	0.08	—	10,309

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	709	709	0.04	0.01	—	712
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	9,561	9,561	0.59	0.07	—	9,597
Total	—	—	—	—	—	—	—	—	—	—	—	—	10,270	10,270	0.64	0.08	—	10,309
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	117	117	0.01	< 0.005	—	118
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	1,583	1,583	0.10	0.01	—	1,589
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,700	1,700	0.11	0.01	—	1,707

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	94	94	0.01	< 0.005	—	95

Apartments	0.69	0.34	5.9	2.5	0.04	0.48	—	0.48	0.48	—	0.48	—	7,473	7,473	0.66	0.01	—	7,494
Total	0.70	0.35	6.0	2.6	0.04	0.48	—	0.48	0.48	—	0.48	—	7,568	7,568	0.67	0.01	—	7,589
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	94	94	0.01	< 0.005	—	95
Apartments Low Rise	0.69	0.34	5.9	2.5	0.04	0.48	—	0.48	0.48	—	0.48	—	7,473	7,473	0.66	0.01	—	7,494
Total	0.70	0.35	6.0	2.6	0.04	0.48	—	0.48	0.48	—	0.48	—	7,568	7,568	0.67	0.01	—	7,589
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16	16	< 0.005	< 0.005	—	16
Apartments Low Rise	0.13	0.06	1.1	0.46	0.01	0.09	—	0.09	0.09	—	0.09	—	1,237	1,237	0.11	< 0.005	—	1,241
Total	0.13	0.06	1.1	0.47	0.01	0.09	—	0.09	0.09	—	0.09	—	1,253	1,253	0.11	< 0.005	—	1,256

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Regional Shopping	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	94	94	0.01	< 0.005	—	95
Apartments Low Rise	0.69	0.34	5.9	2.5	0.04	0.48	—	0.48	0.48	—	0.48	—	7,473	7,473	0.66	0.01	—	7,494
Total	0.70	0.35	6.0	2.6	0.04	0.48	—	0.48	0.48	—	0.48	—	7,568	7,568	0.67	0.01	—	7,589
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	94	94	0.01	< 0.005	—	95
Apartments Low Rise	0.69	0.34	5.9	2.5	0.04	0.48	—	0.48	0.48	—	0.48	—	7,473	7,473	0.66	0.01	—	7,494
Total	0.70	0.35	6.0	2.6	0.04	0.48	—	0.48	0.48	—	0.48	—	7,568	7,568	0.67	0.01	—	7,589
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16	16	< 0.005	< 0.005	—	16
Apartments Low Rise	0.13	0.06	1.1	0.46	0.01	0.09	—	0.09	0.09	—	0.09	—	1,237	1,237	0.11	< 0.005	—	1,241
Total	0.13	0.06	1.1	0.47	0.01	0.09	—	0.09	0.09	—	0.09	—	1,253	1,253	0.11	< 0.005	—	1,256

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	79	39	25	352	1.2	51	—	51	49	—	49	8,262	25,057	33,319	39	0.05	—	34,310
Consumer Products	33	33	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.6	2.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	7.7	7.3	0.78	82	< 0.005	0.04	—	0.04	0.03	—	0.03	—	221	221	0.01	< 0.005	—	222
Total	122	82	26	433	1.2	51	—	51	49	—	49	8,262	25,278	33,540	39	0.05	—	34,532
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	79	39	25	352	1.2	51	—	51	49	—	49	8,262	25,057	33,319	39	0.05	—	34,310
Consumer Products	33	33	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.6	2.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	114	74	25	352	1.2	51	—	51	49	—	49	8,262	25,057	33,319	39	0.05	—	34,310
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.98	0.49	0.32	4.4	0.02	0.63	—	0.63	0.61	—	0.61	94	284	378	0.44	< 0.005	—	389

Consumer Products	6.0	6.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.47	0.47	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.97	0.92	0.10	10	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	25	25	< 0.005	< 0.005	—	25
Total	8.4	7.9	0.41	15	0.02	0.64	—	0.64	0.61	—	0.61	94	309	403	0.44	< 0.005	—	414

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	79	39	25	352	1.2	51	—	51	49	—	49	8,262	25,057	33,319	39	0.05	—	34,310
Consumer Products	33	33	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.6	2.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	7.7	7.3	0.78	82	< 0.005	0.04	—	0.04	0.03	—	0.03	—	221	221	0.01	< 0.005	—	222
Total	122	82	26	433	1.2	51	—	51	49	—	49	8,262	25,278	33,540	39	0.05	—	34,532

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	79	39	25	352	1.2	51	—	51	49	—	49	8,262	25,057	33,319	39	0.05	—	34,310
Consumer Products	33	33	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.6	2.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	114	74	25	352	1.2	51	—	51	49	—	49	8,262	25,057	33,319	39	0.05	—	34,310
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.98	0.49	0.32	4.4	0.02	0.63	—	0.63	0.61	—	0.61	94	284	378	0.44	< 0.005	—	389
Consumer Products	6.0	6.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.47	0.47	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.97	0.92	0.10	10	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	25	25	< 0.005	< 0.005	—	25
Total	8.4	7.9	0.41	15	0.02	0.64	—	0.64	0.61	—	0.61	94	309	403	0.44	< 0.005	—	414

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	7.1	37	44	0.73	0.02	—	68
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	112	601	713	12	0.28	—	1,083
Total	—	—	—	—	—	—	—	—	—	—	—	119	639	758	12	0.29	—	1,151
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	7.1	37	44	0.73	0.02	—	68
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	112	601	713	12	0.28	—	1,083
Total	—	—	—	—	—	—	—	—	—	—	—	119	639	758	12	0.29	—	1,151
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	1.2	6.2	7.4	0.12	< 0.005	—	11
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	19	100	118	1.9	0.05	—	179
Total	—	—	—	—	—	—	—	—	—	—	—	20	106	125	2.0	0.05	—	191

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	7.1	37	44	0.73	0.02	—	68
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	112	601	713	12	0.28	—	1,083
Total	—	—	—	—	—	—	—	—	—	—	—	119	639	758	12	0.29	—	1,151
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	7.1	37	44	0.73	0.02	—	68
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	112	601	713	12	0.28	—	1,083
Total	—	—	—	—	—	—	—	—	—	—	—	119	639	758	12	0.29	—	1,151
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	1.2	6.2	7.4	0.12	< 0.005	—	11
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	19	100	118	1.9	0.05	—	179
Total	—	—	—	—	—	—	—	—	—	—	—	20	106	125	2.0	0.05	—	191

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	28	0.00	28	2.8	0.00	—	99
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	558	0.00	558	56	0.00	—	1,952
Total	—	—	—	—	—	—	—	—	—	—	—	586	0.00	586	59	0.00	—	2,051
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	28	0.00	28	2.8	0.00	—	99
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	558	0.00	558	56	0.00	—	1,952
Total	—	—	—	—	—	—	—	—	—	—	—	586	0.00	586	59	0.00	—	2,051
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	4.7	0.00	4.7	0.47	0.00	—	16

Apartme Low Rise	—	—	—	—	—	—	—	—	—	—	—	92	0.00	92	9.2	0.00	—	323
Total	—	—	—	—	—	—	—	—	—	—	—	97	0.00	97	9.7	0.00	—	340

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	18	0.00	18	1.8	0.00	—	64
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	363	0.00	363	36	0.00	—	1,269
Total	—	—	—	—	—	—	—	—	—	—	—	381	0.00	381	38	0.00	—	1,333
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	18	0.00	18	1.8	0.00	—	64
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	363	0.00	363	36	0.00	—	1,269
Total	—	—	—	—	—	—	—	—	—	—	—	381	0.00	381	38	0.00	—	1,333
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	3.0	0.00	3.0	0.30	0.00	—	11
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	60	0.00	60	6.0	0.00	—	210
Total	—	—	—	—	—	—	—	—	—	—	—	63	0.00	63	6.3	0.00	—	221

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.24	0.24
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	11
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	11
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.24	0.24

Apartments	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	11
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	11
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.8	1.8
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.8	1.8

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.24	0.24
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	11
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	11
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Regional Shopping	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.24	0.24
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	11
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	11
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.8	1.8
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.8	1.8

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

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Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Regional Shopping Center	2,029	2,029	2,029	740,403	30,337	30,337	30,337	11,072,908
Apartments Low Rise	8,641	8,641	8,641	3,154,038	81,233	81,233	81,233	29,649,897

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Regional Shopping Center	2,029	2,029	2,029	740,403	30,337	30,337	30,337	11,072,908
Apartments Low Rise	8,641	8,641	8,641	3,154,038	81,233	81,233	81,233	29,649,897

5.10. Operational Area Sources

5.10.1. Hearths

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Regional Shopping Center	Wood Fireplaces	0	0
Regional Shopping Center	Gas Fireplaces	0	0
Regional Shopping Center	Propane Fireplaces	0	0
Regional Shopping Center	Electric Fireplaces	0	0

Regional Shopping Center	No Fireplaces	0	0
Regional Shopping Center	Conventional Wood Stoves	0	0
Regional Shopping Center	Catalytic Wood Stoves	0	0
Regional Shopping Center	Non-Catalytic Wood Stoves	0	0
Regional Shopping Center	Pellet Wood Stoves	0	0
Apartments Low Rise	Wood Fireplaces	0	0
Apartments Low Rise	Gas Fireplaces	1,190	1,190
Apartments Low Rise	Propane Fireplaces	0	0
Apartments Low Rise	Electric Fireplaces	0	0
Apartments Low Rise	No Fireplaces	140	140
Apartments Low Rise	Conventional Wood Stoves	0	0
Apartments Low Rise	Catalytic Wood Stoves	70	70
Apartments Low Rise	Non-Catalytic Wood Stoves	70	70
Apartments Low Rise	Pellet Wood Stoves	0	0

5.10.2. Architectural Coatings

—	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
undefined	3,005,100	1,001,700	60,000	20,000	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value

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Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Regional Shopping Center	486,417	532	0.0330	0.0040	294,775
Apartments Low Rise	6,560,049	532	0.0330	0.0040	23,319,182

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Regional Shopping Center	486,417	532	0.0330	0.0040	294,775
Apartments Low Rise	6,560,049	532	0.0330	0.0040	23,319,182

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Regional Shopping Center	3,703,626	80,296
Apartments Low Rise	58,353,645	2,912,768

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Regional Shopping Center	3,703,626	80,296
Apartments Low Rise	58,353,645	2,912,768

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5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Regional Shopping Center	53	0.00
Apartments Low Rise	1,035	0.00

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Regional Shopping Center	34	0.00
Apartments Low Rise	673	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.0	4.0	18
Regional Shopping Center	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.5	2.5	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.14.2. Mitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Service

Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.0	4.0	18
Regional Shopping Center	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.5	2.5	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

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5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	20	annual days of extreme heat
Extreme Precipitation	5.1	annual days with precipitation above 20 mm

Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	1	1	3

Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	91
AQ-PM	98
AQ-DPM	68
Drinking Water	99
Lead Risk Housing	21
Pesticides	0.00
Toxic Releases	70
Traffic	82
Effect Indicators	—

CleanUp Sites	9.6
Groundwater	0.00
Haz Waste Facilities/Generators	76
Impaired Water Bodies	44
Solid Waste	0.00
Sensitive Population	—
Asthma	61
Cardio-vascular	80
Low Birth Weights	58
Socioeconomic Factor Indicators	—
Education	59
Housing	55
Linguistic	60
Poverty	62
Unemployment	43

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	37.64917233
Employed	57.44899269
Median HI	38.70139869
Education	—
Bachelor's or higher	25.15077634
High school enrollment	100
Preschool enrollment	32.04157577
Transportation	—

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Auto Access	90.86359553
Active commuting	79.16078532
Social	—
2-parent households	37.81598871
Voting	42.25587065
Neighborhood	—
Alcohol availability	45.65635827
Park access	20.33876556
Retail density	37.89298088
Supermarket access	45.41254972
Tree canopy	30.50173232
Housing	—
Homeownership	70.21686129
Housing habitability	83.25420249
Low-inc homeowner severe housing cost burden	80.35416399
Low-inc renter severe housing cost burden	95.11099705
Uncrowded housing	51.23829077
Health Outcomes	—
Insured adults	37.58501219
Arthritis	47.0
Asthma ER Admissions	22.7
High Blood Pressure	51.5
Cancer (excluding skin)	60.5
Asthma	37.3
Coronary Heart Disease	63.8
Chronic Obstructive Pulmonary Disease	45.1
Diagnosed Diabetes	38.1
Life Expectancy at Birth	73.1

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Cognitively Disabled	32.0
Physically Disabled	59.0
Heart Attack ER Admissions	17.8
Mental Health Not Good	39.8
Chronic Kidney Disease	55.3
Obesity	35.5
Pedestrian Injuries	19.6
Physical Health Not Good	41.5
Stroke	51.7
Health Risk Behaviors	—
Binge Drinking	47.1
Current Smoker	42.3
No Leisure Time for Physical Activity	43.7
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	64.0
Elderly	82.5
English Speaking	49.7
Foreign-born	60.4
Outdoor Workers	83.3
Climate Change Adaptive Capacity	—
Impervious Surface Cover	51.5
Traffic Density	93.2
Traffic Access	49.0
Other Indices	—
Hardship	53.1
Other Decision Support	—

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2016 Voting	54.9

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	76
Healthy Places Index Score for Project Location (b)	43
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Land Use	Per PD and assume 10 percent for the landscape area. Total acreage adjusted to match PD.
Operations: Vehicle Data	Per project trip generation analysis by MBI (Total PA-3 Net Trip Gen Potential)
Operations: Hearths	Wood fire places removed as SCAQMD Rule 445 prohibits the installation of any open or enclosed permanently installed wood burning device.
Operations: Architectural Coatings	Per SCAQMD Rule 1113

Energy Calculations
Electricty and Natural Gas Usage

Land Use	Electricity Use		Natural Gas Use	
	(kWh/yr)	(MWh/yr)	(kBTU/yr)	(Therms/yr)
Regional Shopping Center	486,417	486	294,775	2,948
Apartments Low Rise	6,560,049	6,560	23,319,182	233,192
Total	***7,046,466***	***7,046***	***23,613,957***	***236,140***

Source: Refer to CalEEMod outputs for assumptions regarding land use and energy consumptions used in this analysis.

Energy Type	Project Annual Energy Consumption	San Bernardino County Annual Energy Consumption (2022)[1,2]	Percentage Increase Countywide
Electricity (MWh)	7,046	16,206,401	0.0435%
Natural Gas (therms)	236,140	547,159,228	0.0432%

Notes:

1. County annual electricity consumption data source: California Energy Commission, *Electricity Consumption, https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0*
2. County annual natural gas consumption data source: California Energy Commission, *Natural Gas Consumption* , https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-1

Source: Refer to CalEEMod outputs for assumptions used in this analysis.

Meredith SPA

Energy Calculations

Operation On-Road (Mobile) Fuel Consumption

Vehicle Type	Percent of Vehicle Trips[1]	Daily Trips[2]	Annual Vehicle Miles Traveled	Average Fuel Economy (miles per gallon)[3]	Total Annual Fuel Consumption (gallon)[4]
Passenger Cars	0.56	5,990	22,860,887	22	1,039,131
Light/Medium Trucks	0.39	4,117	15,713,872	17.3	908,316
Heavy Trucks/Other	0.05	563	2,148,047	6.4	335,632
Total	**--**	**10,670**	**40,722,805**	**--**	***2,283,080***
				Total Operational On-Road (Mobile) Fuel Consumption (gallon)	***2,283,080***
				Countywide On-Road Fuel Consumption (2027) (gallon)[5]	***1,099,671,804***
				Percentage Increase Countywide	***0.2076%***

Notes:

1. Percent of Vehicle Trip distribution based on trip characteristics within the CalEEMod model and trip generation.
2. Daily Trips taken from trip generation.
3. Average fuel economy derived from the Department of Transportation.
4. Total Daily Fuel Consumption calculated by dividing the daily VMT by the average fuel economy (i.e., VMT/Average Fuel Economy).
5. Countywide operational on-road fuel consumption are from CARB's EMFAC2021

Source: Refer to CalEEMod outputs for assumptions used in this analysis.

APPENDIX B
BIOLOGICAL REPORTS

September 15, 2025 JN 205836

CITY OF ONTARIO
David F. Eoff IV, Principal Planner
303 E. B Street
Ontario, CA 91764

SUBJECT: Biological Resources Assessment for Meredith International Centre Specific Plan Amendment – Planning Area 3 Project, City of Ontario, San Bernardino County, California

Dear David Eoff,

Michael Baker International, Inc. is pleased to submit this technical report documenting the results of a biological resources assessment for the proposed Meredith International Centre Specific Plan Amendment – Planning Area 3 Project (project) located in the City of Ontario, San Bernardino County, California. The biological study area (BSA) included in this assessment incorporates the project's limits of disturbance within Assessor's Parcel Numbers 011-032-129 and 011-032-174 through -177, totaling 25.8 acres, plus a 500-foot buffer (77.0 acres) for a total BSA of 102.8 acres. This report is intended to support the California Environmental Quality Act (CEQA) process for the proposed Specific Plan Amendment.

1.0 PROJECT LOCATION

The 25.8-acre project site is currently a vacant lot located within the City of Ontario, San Bernardino County, California (Attachment A, Figure 1, *Regional Vicinity*). The project site is generally bound by Inland Empire Boulevard to the north, Archibald Avenue to the east, Interstate 10 (I-10) to the south, and a concrete wash to the west (Deer Creek and Cucamonga Creek), and is within Section 22 of Township 01 South, Range 07 West, of the *Guasti, California* 7.5-minute United States Geological Survey (USGS) topographic quadrangle map (Attachment A, Figure 2, *Project Vicinity*). Beyond the identified roadways, the project site is surrounded by residential development to the north, commercial development to the east, I-10 to the south, and commercial development beyond the channelized creeks to the west. The project site does not fall within any Natural Communities Conservation Plan or Habitat Conservation Plan.

2.0 PROJECT DESCRIPTION

The project proposes a Mixed-Use Overlay across Planning Area 3 to allow for up to 40,000 square feet of commercial/retail uses and up to 1,400 multi-family dwelling units in addition to the uses permitted under the site's Urban Commercial designation (i.e., up to 400 hotel rooms and 250,000 square feet of commercial uses; a total buildout of 480,000 square feet) (Attachment A, Figure 3, *Project Site*).

3.0 EXISTING SITE CONDITIONS

The project site is located within a primarily commercial and high-density residential area within the City of Ontario. The project site is mostly flat with elevations ranging from approximately 970 to 980 feet above mean sea level, and has areas of bare ground and vegetation consistent with historic disturbance. One soil type was identified on-site utilizing the Web Soil Survey: Tujunga loamy sand, 0 to 5 percent slopes. This soil type is a very deep, well-drained soil that is formed from granitic sources and occurs in alluvial fans and floodplains, including urban areas.

4.0 METHODS

4.1 Literature Review

Prior to conducting the field survey, Michael Baker conducted a thorough literature review and records search to characterize existing site conditions and assess the potential for special-status[1] biological resources to occur that might pose a constraint to project implementation. A query of the California Natural Diversity Database (CNDDB 2025a) and California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants of California (CNPS 2025) was conducted to obtain a list of special-status plant and wildlife species occurrence records within the USGS *Prado Dam, Guasti, Ontario, Mt. Baldy, Cucamonga Peak, Corona North, Devore, Fontana, and Riverside West* 7.5-minute quadrangle maps. The US Fish and Wildlife Service (USFWS) IPaC online database was also reviewed to identify special-status species and other resources, such as critical habitat, known or expected to occur on the project site or within the immediate vicinity (USFWS 2025a). Other sources of information about the Project site and surrounding area include the USDA NRCS Web Soil Survey (USDA NRCS 2025), the USFWS National Wetlands Inventory (USFWS 2025b), Google Earth (2025), HistoricAerials.com (2025), and Calflora database (Calflora 2025). All the information obtained informed Michael Baker's understanding of the BSA and assisted with the field survey and subsequent analysis. The results presented in this report provide a detailed assessment of the suitability of the habitat on-site to support special-status plant and wildlife species and other sensitive natural resources.

4.2 Habitat Assessment/Field Survey

Michael Baker biologist Stephen Anderson conducted a general biological resources survey and habitat assessment on August 5, 2025, between 0750 and 0945 to document existing conditions and conduct a habitat assessment for special-status plant and wildlife species, sensitive natural communities, and aquatic resources. Weather conditions were hazy and slightly cloudy with temperatures ranging from 74 to 81 degrees Fahrenheit and wind speeds of 1 to 5 miles per hour.

1 Special-status refers to plant and wildlife species that are federal or state-listed, proposed, or candidates; plant species that have been designated a California Rare Plant Rank of 1, 2, or 4 by the California Native Plant Society; wildlife species that are designated by the California Department of Fish and Wildlife as Fully Protected, or Species of Special Concern; and other state or locally rare vegetation communities.

Classification of the on-site vegetation communities and other land uses is based on the descriptions of terrestrial vegetation classification systems described in *A Manual of California Vegetation* (Sawyer et al. 2009). In addition, site characteristics such as soil condition, topography, hydrology, anthropogenic disturbances, indicator species, condition of on-site vegetation communities, and the presence of potentially regulated jurisdictional features were noted. Michael Baker used geographic information systems (GIS) software to digitize the mapped vegetation communities and overlayed the data onto an aerial photograph to further analyze existing conditions and quantify the acreages of each vegetation community on-site.

All plant and wildlife species observed during the field survey were recorded. Plant species observed were identified by visual characteristics and morphology in the field while unusual and less familiar plant species were photographed and later identified using taxonomic guides. Plant species nomenclature and taxonomy follows *The Jepson Manual: Vascular Plants of California*, second edition (Baldwin et al. 2012), and scientific names are provided immediately following common names of plant species (first reference only). Wildlife detections were made through aural and visual detection, as well as observation of sign including scat, trails, tracks, burrows, and nests. Field guides used to assist with identification of species during the field survey included *The Sibley Guide to Birds* (Sibley 2014) for birds, *A Field Guide to Western Reptiles and Amphibians* (Stebbins 2003) for herpetofauna, and *A Field Guide to Mammals of North America* (Reid 2006) for mammals. Wildlife species taxonomy follows the North American Butterfly Association (NABA 2025) for butterflies, the Society for the Study of Amphibians and Reptiles (Crother et al. 2017) for herpetofauna, the American Ornithological Society for birds (Chesser et al. 2024), and Wilson and Reeder (2005) for mammals. Scientific names are provided immediately following common names of wildlife species (first reference only).

4.3 Special-Status Species Potential to Occur Assessment

The potential for special-status species to occur in the BSA was evaluated based on:

- each species' known geographic distribution and elevation range;
- species-specific habitat requirements (e.g., vegetation communities/land covers, soils, hydrology, slope/aspect, and other requirements);
- life history traits (e.g., disturbance tolerance); and
- Michael Baker biologists' expertise, knowledge, and best professional judgement.

Current and historic records of species identified during the literature review were also considered during the analysis; however, determination of a species' potential to occur was not solely based on the age or location of these previously documented records. The current regulatory/conservation status of special-status plant and wildlife species was verified through lists and resources provided by the California Department of Fish and Wildlife (CDFW), specifically the Special Animals List (CNDDB 2025b) and Special

Vascular Plants, Bryophytes, and Lichens List (CNDDB 2025c). The potential to occur categories used in this analysis are defined as follows:

- Present: The species was observed or detected within the study area.
- Expected: The study area is within the known geographic distribution and elevation range of the species, high quality suitable habitat (considering vegetation, soils, and other factors) is present, and viable landscape connectivity to a local, known extant population(s) or sighting(s) is within the study area.
- Moderate: The study area is within the known geographic distribution and elevation range of the species, there is moderate to low quality suitable habitat (considering vegetation, soils, and other factors), and there is limited or no landscape connectivity to a local, known, extant population.
- Not Expected: The study area is outside the known geographic distribution and elevation range of the species, there is marginal to no suitable habitat, and there is no connectivity to known, extant populations.
- Absent: The species was not detected during focused or agency-approved protocol surveys.

4.4 Aquatic Resources Delineation

An aquatic resources delineation was conducted within the boundaries of the project site by Michael Baker on August 5, 2025, to verify the jurisdictional limits of waters of the U.S. regulated by the US Army Corps of Engineers (USACE), waters of the State regulated by the Regional Water Quality Control Board (RWQCB), wetlands regulated by USACE and RWQCB, and jurisdictional streambed and associated riparian habitat regulated by the CDFW. In addition, the Streamflow Duration Assessment Method (SDAM) was applied to determine the flow duration (i.e., perennial, intermittent, ephemeral) of the aquatic feature within the project site. Detailed methods for these efforts are included under separate cover in the Aquatic Resources Delineation Report (Michael Baker International 2025).

5.0 RESULTS

5.1 Vegetation Communities and Land Covers

The project site supports disturbed California buckwheat scrub and disturbed areas. The extent of each vegetation community and land cover type is listed in Table 1 and shown in Attachment A, Figure 4, *Vegetation Communities and Land Cover Types*. A total of 26 plant species, 16 native (62 percent) and 10 non-native (38 percent), were recorded during the site visit. Site photographs are included in Attachment B, and a list of all plant species observed is included in Attachment C. Surrounding land use consists of roadways, residential development, and commercial development.

TABLE 1. VEGETATION COMMUNITIES AND LAND COVER TYPES

Vegetation Community/Land Cover Type	Project Site (acres)	500-foot buffer (acres)	Total (acres)
California Buckwheat Scrub	0.0	0.7	0.7
Disturbed California Buckwheat Scrub	0.3	0.0	0.3
Concrete-lined Channel	0.0	7.3	7.3
Developed	0.0	60.5	60.5
Disturbed	25.5	8.5	34.0
TOTAL	**25.8**	**77.0**	**102.8**

California Buckwheat Scrub

California buckwheat scrub (*Eriogonum fasciculatum* Shrubland Alliance) consists of a monotypic stand of California buckwheat (*Eriogonum fasciculatum*) shrubs within Deer Creek northwest of the project site within the 500-foot buffer.

Disturbed California Buckwheat Scrub

Disturbed California buckwheat scrub consists of a monotypic stand of California buckwheat shrubs in the western portion of the project site interspersed with non-native, weedy vegetation. The California buckwheat shrubs are short (i.e., less than one foot tall), indicating previous disturbance in this area (i.e., mowing).

Concrete-lined Channel

The confluence of Deer Creek and Cucamonga Creek, both concrete-lined channels, occurs just off-site to the west of the project site.

Developed

Developed areas surround the project site and include commercial and residential developments and roadways.

Disturbed

Disturbed land cover occurs throughout the remainder of the project site. This land cover type is dominated by non-native species including Russian thistle (*Salsola tragus*), common Mediterranean grass (*Schismus barbatus*), and short podded mustard (*Hirschfeldia incana*).

5.2 General Wildlife Inventory

A total of 9 wildlife species were observed during the field survey: 1 reptile, western fence lizard (*Sceloporus occidentalis*); 5 birds, red-tailed hawk (*Buteo jamaicensis*), American crow (*Corvus brachyrhynchos*), house finch (*Haemorhous mexicanus*), mourning dove (*Zenaida macroura*), and Say's

phoebe (*Sayornis saya*); and 3 mammals, California ground squirrel (*Otospermophilus beecheyi*), coyote (*Canis latrans*), and desert cottontail (*Sylvilagus audubonii*), all of which are native species adapted to life in urban areas. These species are also listed in Attachment C.

5.3 Special-Status Biological Resources

Sensitive Natural Communities

The following ten natural communities considered sensitive by CDFW were identified during the query of the CNDDB:

- California Walnut Woodland
- Canyon Live Oak Ravine Forest
- Coastal and Valley Freshwater Marsh
- Riversidian Alluvial Fan Sage Scrub
- Southern California Arroyo Chub/Santa Ana Sucker Stream
- Southern Coast Live Oak Riparian Forest
- Southern Cottonwood Willow Riparian Forest
- Southern Riparian Forest
- Southern Sycamore Alder Riparian Woodland
- Southern Willow Scrub

The project site consists of disturbed California buckwheat scrub and disturbed and developed land cover types and does not support any sensitive natural communities.

Special-Status Plant Species

Based on the results of the literature review and records search, 78 special-status plant species were analyzed for their potential to occur on the project site (Attachment D). After a review of specific habitat preferences, known distributions, and elevation ranges, and considering the disturbed condition of the project site, no special-status plant species have the potential to occur.

The project site is not within or adjacent to designated critical habitat for any listed plant species (USFWS 2025a).

Special-Status Wildlife Species

Based on the results of the literature review and records search, a total of 54 special-status wildlife species were analyzed for their potential to occur within the BSA (Attachment D). After a review of specific habitat

preferences, known distributions, and elevation ranges, and considering the existing disturbed condition of the project site, two special-status wildlife species have a moderate potential to occur: monarch (*Danaus plexippus plexippus*, federal proposed threatened) and burrowing owl (*Athene cunicularia*, state candidate endangered [SCE] and species of special concern [SSC]).

Monarch has the potential to fly through the project site. The project site provides limited nectar resources for foraging due to the dominance of weedy, non-native species. No milkweed (*Asclepias*) species were observed during the field visit; therefore, monarch is not expected to breed on-site. Similarly, no suitable overwintering habitat is present on-site. The nearest known monarch record is from 2023 within Cucamonga-Guasti Regional Park approximately 0.3 miles to the northeast (iNaturalist n.d.).

No burrowing owls or suitable burrowing owl burrows were detected on-site during the field survey. However, burrowing owls are known from the area. The nearest known records north of I-10 are from 2016 approximately 1.25 miles east of the project site, and the nearest known records south of I-10 are from 2017 approximately 0.3 miles southeast and south southwest (CNDDB 2025a). The most recent records are from 2023 south and east of Ontario International Airport (CDFW 2025).

The project site is not within or adjacent to critical habitat for any listed wildlife species (USFWS 2025a).

State and Federal Jurisdictional Aquatic Features

Three key agencies regulate activities within inland lakes, streams, wetlands, and riparian areas in California. The USACE Regulatory Branch regulates activities that result in the discharge of dredged or fill material into waters of the U.S., including wetlands, pursuant to Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Of the state agencies, the RWQCB regulates discharges to waters of the State, including wetlands, pursuant to Section 401 of the CWA, Section 13263 of the California Porter-Cologne Water Quality Control Act, State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State; and the CDFW regulates alterations to lakes, streambeds, and associated riparian habitat pursuant to Section 1600 et seq. of the California Fish and Game Code (CFGC).

As mentioned previously, the project site is overlain by one soil type: Tujunga loamy sand, 0 to 5 percent slopes. This soil type is a very deep, well-drained soil that is formed from granitic sources, and it occurs in alluvial fans and floodplains, including urban areas.

There are no wetland features mapped onsite by the National Wetlands Inventory; however, two riverine features are mapped just off-site to the west: Deer Creek and Cucamonga Creek. Both riverine features are human-made, concrete channels following the former path of the native streams. The channels support vertical concrete walls, concrete bottom, and no vegetation.

One jurisdictional aquatic feature was mapped within the eastern portion of the project site (Attachment A, Figure 5, *Aquatic Resources Delineation*). The riverine feature is depicted as a USGS blueline stream.

The feature originates on-site at the northern project site boundary through a 3-foot culvert under Inland Empire Boulevard and travels south for approximately 532 feet until it exits the southern project site boundary and flows into a 3-foot underground culvert. The channel has a consistent width throughout the project site with an ordinary high water mark of 3 feet and top of bank width of 12 feet. Vegetation within the channel is dominated by Canadian horseweed (*Erigeron canadensis*), short podded mustard, and telegraphweed (*Heterotheca grandiflora*). The feature supports 0.03 acres of jurisdictional non-wetland waters of the state regulated by the RWQCB and 0.15 acres of streambed regulated by CDFW. Due to the lack of a hydrological surface connection to a traditional navigable waterway and due to the ephemeral flow regime, the riverine feature onsite is not considered waters of the U.S. and would not be regulated by USACE. In addition, the feature did not support hydric soils; therefore, it is not considered a wetland. Additional details of the aquatic resources delineation can be found in the Aquatic Resources Delineation Report (Michael Baker International 2025).

5.4 Wildlife Corridors and Habitat Linkages

Wildlife corridors link areas of suitable habitat that are otherwise separated by areas of non-suitable habitat such as rugged terrain, changes in vegetation, or human disturbance. Wildlife corridors are essential to the regional ecology of a species because they provide avenues of genetic exchange and allow animals to access alternative territories as dictated by fluctuating population densities. Fragmentation of open space areas by urbanization creates “islands” of wildlife habitat that are more or less isolated from each other. Corridors mitigate the effects of this fragmentation by (1) allowing animals to move between remaining habitats, thereby permitting depleted populations to be replenished and promoting genetic exchange; (2) providing escape routes from fire, predators, and human disturbances, thus reducing the risk of catastrophic events (such as fire or disease) that could lead to local extinction; and (3) serving as travel routes for individual animals as they move within their home ranges in search of food, water, mates, and shelter. Wildlife corridors are usually bounded by urban land areas or other areas unsuitable for wildlife. The corridor generally contains suitable cover, food, and/or water to support species and facilitate movement while in the corridor. Larger, landscape-level corridors (often referred to as “habitat or landscape linkages”) can provide both transitory and resident habitat for a variety of species. Although it is commonly used as a synonym for wildlife corridor, a habitat linkage refers to a more substantial, or wider, land connection between two habitat areas. Habitat linkages allow for the periodic exchange of animals between habitat areas, which is essential to maintain adequate gene pools.

The project site is within a highly urbanized area within the City of Ontario. The project site is surrounded by residential and commercial development in all directions; it is not within or adjacent to any natural open space areas or other natural features that would be used by wildlife as a corridor or habitat linkage. The project site is adjacent to and east of the confluence of Cucamonga Creek and Deer Creek, two concrete channelized waterways with vertical concrete walls, concrete bottoms, and no vegetation. Cucamonga Creek originates in the San Gabriel Mountains and is channelized for more than 7 miles north of the project site. Similarly, Deer Creek originates in the San Gabriel Mountains east of Cucamonga Creek and is channelized for more than 8 miles before its confluence with Cucamonga Creek. South of the

confluence of these creeks, Cucamonga Creek continues south as a channelized waterway for less than one mile where it flows underground for approximately 0.3 miles under the Ontario International Airport runway system. Due to the developed nature of the concrete channels and lack of vegetation, these channels provide low value wildlife movement habitat. They may be used by more ubiquitous species adapted to urban environments such as coyote or raccoon but are less likely to be used by more secretive species that require vegetative cover such as mountain lion or bobcat.

6.0 IMPACT ANALYSIS

The following discussion examines the impacts to biological resources that may occur as a result of the project. The determination of impacts is based on both the features of the project and the biological values of the habitat and sensitivity of plant and wildlife species potentially affected. Impacts to biological resources are assessed using impact significance threshold criteria, which mirror the policy statement contained in CEQA, Section 21001(c) of the California Public Resources Code. The questions below model those included in the checklist of questions listed in Appendix G of the *CEQA Guidelines* and that are considered to determine if the project would have significant impacts to biological resources. For the purposes of this analysis, it is assumed that the entire 25.8-acre project site will be impacted.

6.1 Impacts to Special-Status Species

a) *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

Less than significant with mitigation incorporated. As discussed in Section 5.3, two special-status wildlife species, monarch and burrowing owl, have a moderate potential to occur within the project site.

Monarch may fly through the project site; however, they are not expected to breed or overwinter on-site due to the lack of suitable habitat. Additionally, if they occurred, they would be expected in very low numbers due to the disturbed nature of the site and dominance by non-native weedy vegetation. Impacts would not remove habitat that would affect the long-term status of monarch populations; therefore, potential impacts are considered less than significant.

Although burrowing owl or burrowing owl burrows were not detected on-site, there are known burrowing owl locations nearby the project site. Site conditions could change between the processing of environmental documentation and project implementation. Therefore, there is potential for burrowing owl to colonize the site prior to project implementation. Impacts to burrowing owl are considered potentially significant. Compliance with **Mitigation Measure (MM) BIO-1, *Burrowing Owl Pre-construction Survey***, provided below in Section 7.0, would reduce potential impacts to less than significant.

6.2 Impacts to Sensitive Natural Communities

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No impact. The project site is completely developed and supports ornamental landscaping and disturbed, weedy vegetation. There are no riparian habitats or other sensitive natural communities present within the project site boundaries. Therefore, the project would have no impact on riparian habitats or other sensitive natural communities.

6.3 Impacts to State or Federal Wetlands

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less than significant with mitigation. The project site is entirely developed and does not contain any state or federally protected wetlands. Therefore, there would be no impact to state or federally protected wetlands.

Although the project site does not support state or federally protected wetlands, it does support one aquatic feature that would be regulated by the RWQCB and CDFW. Impacts to this feature, which supports 0.03 acres of RWQCB waters of the state and 0.15 acres of CDFW jurisdictional streambed, would require permits from these regulatory agencies. Therefore, impacts to the aquatic feature on-site are considered potentially significant. Compliance with **MM BIO-2, *Regulatory Approvals***, provided below in Section 7.0, would reduce impacts to this aquatic feature to less than significant.

6.4 Impacts to Wildlife Movement or Wildlife Corridors

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less than significant with mitigation. The project site is within a developed, urban area and is surrounded on all sides by existing development. The project site has no connectivity to any natural habitats that would serve as migration corridors. Therefore, there would be no impact to native wildlife movement or wildlife corridors.

Nesting birds are protected pursuant to the federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code[2] (CFGC). To maintain compliance with the MBTA and CFGC, clearance surveys are typically required during the breeding season (generally February 15 to August 31) prior to any ground disturbance or vegetation removal activities to avoid direct and indirect impacts to active bird nests and/or nesting birds. Consequently, if an active bird nest is destroyed or if project activities result in indirect impacts to nesting birds (e.g., nest abandonment, loss of reproductive effort), it is considered "take" and is potentially punishable by fines and/or imprisonment. Although no bird nests were observed during the field survey, the vegetation within and adjacent to the project site provides suitable nesting opportunities for a variety of bird species that are adapted to developed areas. Impacts to nesting birds are considered potentially significant. Compliance with **MM BIO-3, *Nesting Birds***, provided below in Section 7.0, would reduce this impact to less than significant.

6.5 Conflicts with Local Policies or Ordinances

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The proposed project would not conflict with any local policies or ordinances protecting biological resources. The City of Ontario has adopted tree preservation and protection measures, including requirements for Protected Root Zones, fencing, and arborist oversight during construction. However, the project site does not support any trees; therefore, the proposed project would not impact trees subject to this ordinance.

6.6 Conflicts with Adopted Habitat Conservation Plan

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No impact. The project site is not covered by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, there will be no conflict.

7.0 MITIGATION MEASURES

BIO-1: Burrowing Owl Pre-construction Survey

A pre-construction burrowing owl clearance survey shall be conducted no more than 30 days prior to any vegetation removal or ground-disturbing activities to avoid impacts to burrowing owls and/or occupied

[2] Section 3503 makes it unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by CFGC or any regulation made pursuant thereto; Section 3503.5 makes it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey); and Section 3513 makes it unlawful to take or possess any migratory non-game bird except as provided by the rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA, as amended (16 U.S.C. § 703 *et. sq.*).

burrows. The pre-construction clearance survey shall be conducted by a qualified biologist and in accordance with the methods outlined in the *Staff Report on Burrowing Owl Mitigation* (CDFG 2012). Documentation of surveys and findings shall be submitted to the City of Ontario for review and filing. If no burrowing owls or occupied burrows are detected, project activities may begin, and no additional avoidance and minimization measures shall be required.

If an occupied burrow is found outside, but within 500 feet, of the development footprint, the qualified biologist shall establish a "no-disturbance" buffer around the burrow location(s). The size of the "no-disturbance" buffer shall be determined in consultation with CDFW and be based on the species status (i.e., breeding, non-breeding) and proposed level of disturbance. If an occupied burrow is found within the development footprint and cannot be avoided, a burrowing owl exclusion and mitigation plan shall be prepared and submitted to CDFW for approval prior to initiating project activities.

BIO-2: Regulatory Compliance

Prior to the commencement of any ground-disturbing activities, the project applicant shall obtain all necessary regulatory authorizations for work within jurisdictional waters and streambeds. Although a Section 404 permit from the USACE is not required for the project, the applicant shall obtain an Approved Jurisdictional Determination from the USACE to confirm the absence of jurisdictional waters. Additionally, the applicant shall secure a Section 401 Water Quality Certification and Waste Discharge Requirements permit from the RWQCB pursuant to the Clean Water Act and Porter-Cologne Water Quality Control Act. The applicant shall also submit formal notification to the CDFW and obtain a Lake or Streambed Alteration Agreement under Section 1602 of the California Fish and Game Code for any activities within CDFW jurisdiction.

All permit applications shall demonstrate compliance with CEQA, and applicable fees shall be paid based on the extent of jurisdictional impacts and project costs. Copies of final permits and approvals shall be provided to the lead agency prior to initiation of construction activities. Compensatory mitigation for impacts would be determined during the formal notification process and shall be approved by the RWQCB and CDFW prior to work occurring. Mitigation is anticipated to include one or more of the following: restoration of the impacted feature on-site, payment of an in-lieu fee to an agency-approved mitigation bank, or acquisition of off-site lands that contain similar jurisdictional features that would be held in a restrictive deed in perpetuity.

BIO-3: Nesting Birds

If construction commences during the bird breeding season (February 1 through August 31), a pre-construction survey for nesting birds will be conducted by a qualified biologist within three days prior to construction activities. The survey will occur within all suitable nesting habitat within the project impact area and a 100-foot buffer where access is permitted. If nesting birds are found, an avoidance area will be established around the nest by the qualified biologist until it has been determined that the young have

fledged or nesting activities have ceased. The size of the avoidance buffer shall be determined by the qualified biologist based on the location of the nest and disturbance tolerance of the bird species. The project site shall be re-surveyed if there is a lapse in construction activities for more than seven days during the nesting season.

The proposed project, inclusive of mitigation measures outlined above, will mitigate potentially significant adverse impacts to biological resources. Please contact me at 949-330-4147 or Stephen.Anderson@mbakerintl.com with any questions you may have regarding the results and/or conclusions of this report.

Sincerely,



Stephen Anderson
Senior Biologist

Attachments

A. Figures
B. Site Photographs
C. Plant and Wildlife Species Compendium
D. Special-Status Species Potential to Occur Tables

REFERENCES

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ATTACHMENT A

Figures



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MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT PROJECT
BIOLOGICAL RESOURCES ASSESSMENT

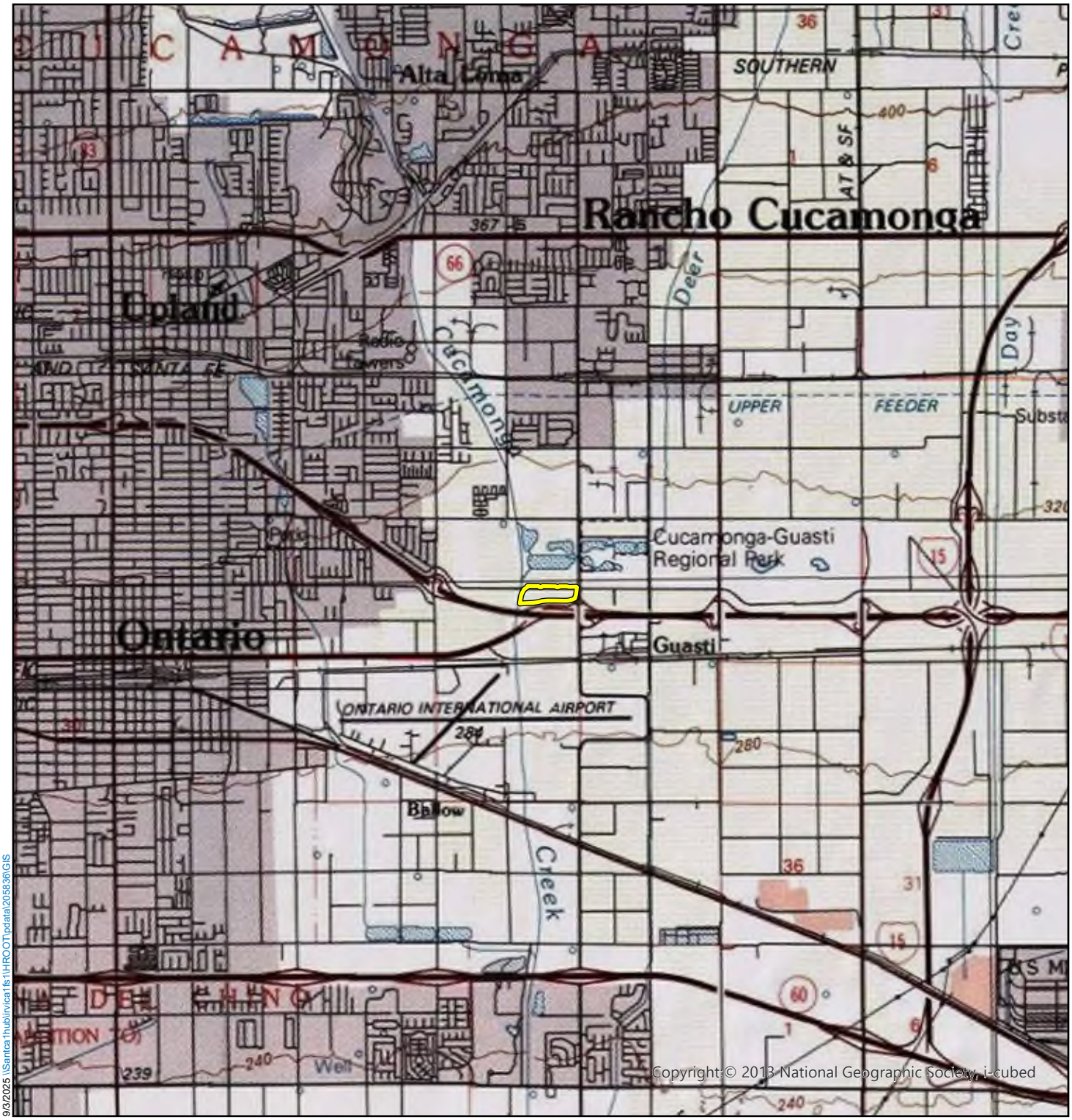
Regional Vicinity

Michael Baker INTERNATIONAL

0 2.5 5 Miles

Source: ArcGIS Online, 2018

Figure 5589



9/3/2025 \\Santca1\hubirvica1fs1\HROOT\pdata\205836\GIS

Legend

Project Site

MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT PROJECT
BIOLOGICAL RESOURCES ASSESSMENT

Project Vicinity

Michael Baker INTERNATIONAL

0 0.5 1 Mile

Source: USGS 7.5-Minute topographic quadrangle maps: *Harrison Mountain, Lake Arrowhead, San Bernardino North, and Silverwood Lake, California (2021)*

Figure **5590**



9/3/2025 9/3/2025 \\Santca1hub\invica1fs1\HROOT\pdata\205836\GIS

Legend

Project Site

Michael Baker INTERNATIONAL

0 290 580 Feet

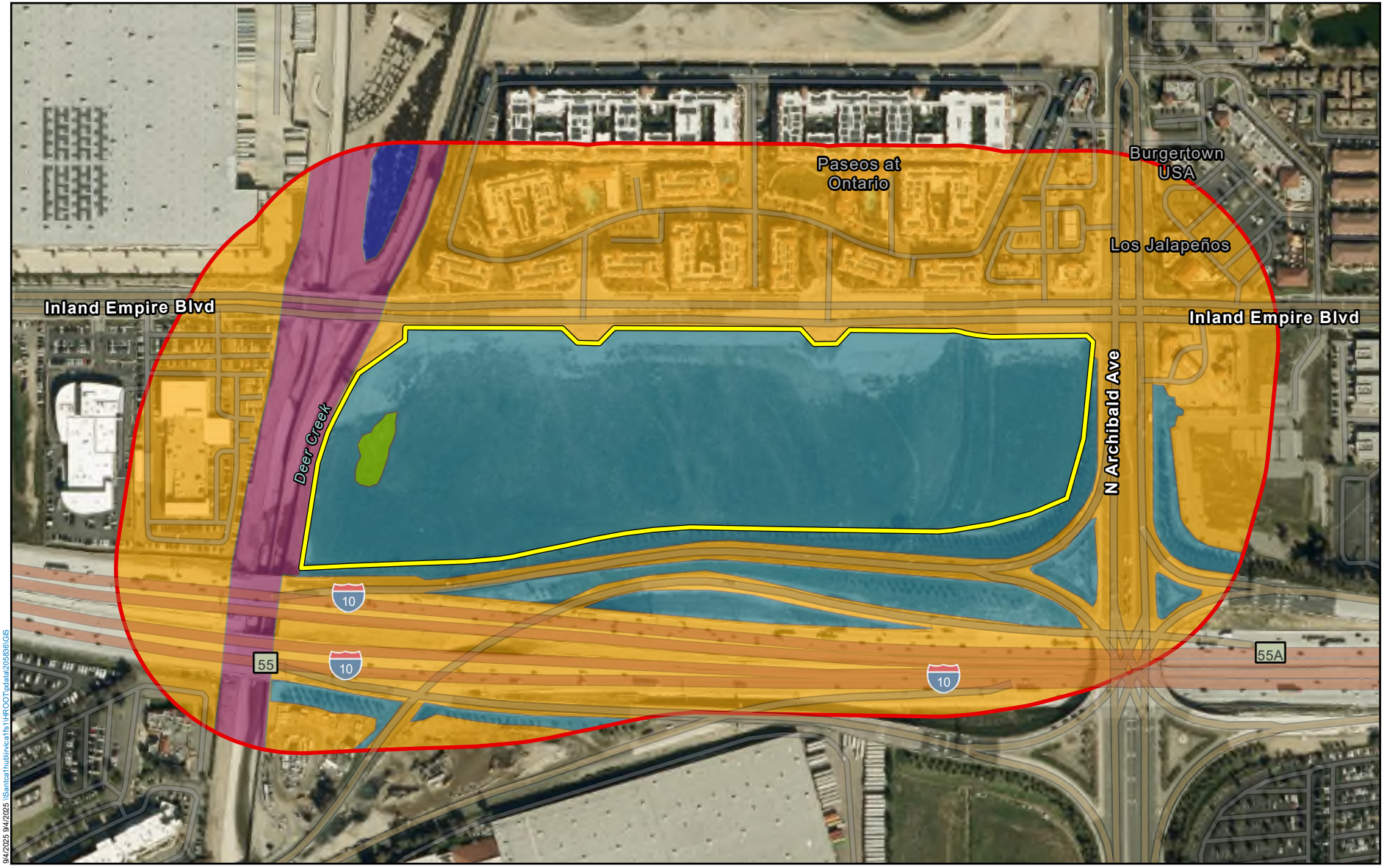
Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT PROJECT
BIOLOGICAL RESOURCES ASSESSMENT

Project Site

Figure 3

5591



9/4/2025 9/4/2025 \\Santca1hub\irvica1fs1\HROOT\pdata\205836\GIS

Legend

- Project Site
- 500-ft Survey Buffer
- Concrete-Lined Channel (7.31 acres)
- Developed (60.48 acres)
- Disturbed (34.03 acres)
- Disturbed Caiifornia Buckwheat Scrub (0.31 acres)
- California Buckwheat Scrub (0.65 acre)

acre)

Michael Baker INTERNATIONAL

0 100 200 400 Feet

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT PROJECT
BIOLOGICAL RESOURCES ASSESSMENT

Vegetation Communities and Land Cover Types

Figure 4

5592



Legend

- Project Site
- CDFW Vegetated Streambed (0.15 acres)
- RWQCB Non-Wetland Waters of the State (0.03 acres)
- Soil Pit
- Reference Point

Michael Baker INTERNATIONAL

0 290 580 Feet

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT PROJECT
BIOLOGICAL RESOURCES ASSESSMENT

Aquatic Resources Delineation

Figure 5 **5593**

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ATTACHMENT B

Site Photographs



Photograph 1. North-facing view of the disturbed California buckwheat scrub in the western portion of the project site (34.0690°, -117.6001°).



Photograph 2. South-facing view of disturbed habitat from the north central project site boundary (34.070078°, -117.598298°).



Photograph 3. North-facing view of the aquatic feature entering the northern boundary of the project site through a culvert under Inland Empire Boulevard.



Photograph 4. South-facing view of the jurisdictional aquatic feature on-site (34.069093°, -117.594853°).

ATTACHMENT C

Plant and Wildlife Species Compendiums

Wildlife
Birds
ACCIPITRIDAE—HAWKS, KITES, EAGLES, & ALLIES
Buteo jamaicensis—red-tailed hawk
CORVIDAE—CROWS & JAYS
Corvus brachyrhynchos—American crow
FRINGILLIDAE—FRINGILLINE & CARDUELINE FINCHES & ALLIES
Haemorhous mexicanus—house finch
COLUMBIDAE—PIGEONS & DOVES
Zenaida macroura—mourning dove
TYRANNIDAE—TYRANT FLYCATCHERS
Sayornis saya—Say's phoebe
Mammals
SCIURIDAE—SQUIRRELS
Otospermophilus beecheyi—California ground squirrel
CANIDAE—WOLVES & FOXES
Canis latrans—coyote
LEPORIDAE—HARES & RABBITS
Sylvilagus audubonii—desert cottontail
Reptiles
PHRYNOSOMATIDAE—IGUANID LIZARDS
Sceloporus occidentalis—western fence lizard

Plants – Vascular Species
EUDICOTS
ASTERACEAE—Sunflower Family
Ambrosia psilostachya—western ragweed
Encelia californica—California brittle bush
Erigeron canadensis—Canadian horseweed
Heterotheca grandiflora—telegraphweed
Lactuca serriola—prickly lettuce*
BRASSICACEAE—Mustard Family
Hirschfeldia incana—short podded mustard*
CACTACEAE—Cactus Family
Opuntia sp.—pricklypear
CHENOPODIACEAE—Goosefoot Family
Koelreuteria elegans—flamegold*
Salsola tragus—prickly Russian thistle*
CUCURBITACEAE—Gourd Family
Cucurbita palmata—coyote gourd
EUPHORBIACEAE—Spurge Family
Croton californicus—California croton

FABACEAE—Legume Family
Acmispon americanus—Spanish clover
GERANIACEAE—Geranium Family
Erodium cicutarium—redstem stork's bill*
MYRTACEAE—Myrtle Family
Eucalyptus sp.—eucalyptus
Melaleuca sp.—bottlebrush
NYCTAGINACEAE—Four O'clock Family
Mirabilis jalapa—marvel of Peru*
OLEACEAE—Olive Family
Fraxinus sp.—ash
POLYGONACEAE—Buckwheat Family
Eriogonum fasciculatum—California buckwheat
Eriogonum gracile—slender woolly buckwheat
SOLANACEAE—Nightshade Family
Datura wrightii—sacred thorn-apple
TAMARICACEAE—Tamarisk Family
Tamarix ramosissima—tamarisk*
VITACEAE—Grape Family
Vitis vinifera—wine grape*
MONOCOTS
CYPERACEAE—Sedge Family
Cyperus sp.—sedge
JUNCACEAE—Rush Family
Juncus acutus—spiny rush
POACEAE—Grass Family
Bromus diandrus—ripgut brome*
Schismus barbatus—common Mediterranean grass*

*Non-native species

ATTACHMENT D

Special-Status Species Potential to Occur Tables

SPECIAL-STATUS PLANT SPECIES WITH POTENTIAL TO OCCUR IN STUDY AREA

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur in BSA
Abronia villosa var. *aurita*	chaparral sand-verbena	None/None/1B.1/BLM-S, USFS-S	Chaparral, Coastal scrub, Desert dunes; Sandy/annual herb/(Jan)Mar–Sep/245–5250	Not expected to occur. No suitable habitat is present.
Acanthoscyphus parishii var. *parishii*	Parish's oxytheca	None/None/4.2/None	Chaparral, Lower montane coniferous forest; Gravelly (sometimes), Sandy (sometimes)/annual herb/June–Sep/4005–8530	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Amaranthus watsonii	Watson's amaranth	None/None/4.3/None	Mojavean desert scrub, Sonoran desert scrub/annual herb/Apr–Sep/65–5580	Not expected to occur. No suitable habitat is present.
Ambrosia monogyra	singlewhorl burrobrush	None/None/2B.2/None	Chaparral, Sonoran desert scrub; Sandy/perennial shrub/Aug–Nov/35–1640	Not expected to occur. No suitable habitat is present.
Ambrosia pumila	San Diego ambrosia	FE/None/1B.1/None	Chaparral, Coastal scrub, Valley and foothill grassland, Vernal pools; Alkaline (sometimes), Clay (sometimes), Disturbed areas (often), Loam (sometimes), Sandy (sometimes)/perennial rhizomatous herb/Apr–Oct/65–1360	Not expected to occur. No suitable habitat is present.
Aphyllon validum var. *validum*	Rock Creek broomrape	None/None/1B.2/USFS-S	Chaparral, Pinyon and juniper woodland; Granitic/perennial herb (parasitic)/May–Sep/3380–6560	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Arctostaphylos glandulosa var. *gabrielensis*	San Gabriel manzanita	None/None/1B.2/USFS-S	Chaparral (rocky)/perennial evergreen shrub/Mar/1950–4920	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Arenaria paludicola	marsh sandwort	FE/SE/1B.1/None	Marshes and swamps (brackish, freshwater); Openings, Sandy/perennial stoloniferous herb/May–Aug/10–560	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Asplenium vespertinum	western spleenwort	None/None/4.2/None	Chaparral, Cismontane woodland, Coastal scrub; Rocky/perennial rhizomatous herb/Feb–June/590–3280	Not expected to occur. No suitable habitat is present.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur in BSA
Astragalus bicristatus	crested milk-vetch	None/None/4.3/USFS-S	Lower montane coniferous forest, Upper montane coniferous forest; Carbonate (usually), Rocky (sometimes), Sandy (sometimes)/perennial herb/May–Aug/5580–9005	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Astragalus brauntonii	Braunton's milk-vetch	FE/None/1B.1/None	Chaparral, Coastal scrub, Valley and foothill grassland; Burned areas (sometimes), Carbonate, Disturbed areas (sometimes), Sandstone (usually)/perennial herb/Jan–Aug/15–2100	Not expected to occur. No suitable habitat is present.
Atriplex coulteri	Coulter's saltbush	None/None/1B.2/None	Coastal bluff scrub, Coastal dunes, Coastal scrub, Valley and foothill grassland; Alkaline (sometimes), Clay (sometimes)/perennial herb/Mar–Oct/10–1510	Not expected to occur. No suitable habitat is present.
Berberis nevinii	Nevin's barberry	FE/SE/1B.1/None	Chaparral, Cismontane woodland, Coastal scrub, Riparian scrub; Gravelly (sometimes), Sandy (sometimes)/perennial evergreen shrub/(Feb)Mar–June/230–2705	Not expected to occur. No suitable habitat is present.
Calochortus clavatus var. *gracilis*	slender mariposa-lily	None/None/1B.2/USFS-S	Chaparral, Coastal scrub, Valley and foothill grassland/perennial bulbiferous herb/Mar–June(Nov)/1050–3280	Not expected to occur. No suitable habitat is present.
Calochortus plummerae	Plummer's mariposa-lily	None/None/4.2/None	Chaparral, Cismontane woodland, Coastal scrub, Lower montane coniferous forest, Valley and foothill grassland; Granitic, Rocky/perennial bulbiferous herb/May–July/330–5580	Not expected to occur. No suitable habitat is present.
Calochortus weedii var. *intermedius*	intermediate mariposa-lily	None/None/1B.2/USFS-S	Chaparral, Coastal scrub, Valley and foothill grassland; Rocky/perennial bulbiferous herb/May–July/345–2805	Not expected to occur. No suitable habitat is present.
Calystegia felix	lucky morning-glory	None/None/1B.1/None	Meadows and seeps (sometimes alkaline), Riparian scrub (alluvial); Alkaline (sometimes), Loam (sometimes)/annual rhizomatous herb/Mar–Sep/100–705	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur in BSA
Camissoniopsis lewisii	Lewis' evening-primrose	None/None/3/None	Cismontane woodland, Coastal bluff scrub, Coastal dunes, Coastal scrub, Valley and foothill grassland; Clay (sometimes), Sandy (sometimes)/annual herb/Mar–May(June)/0–985	Not expected to occur. The study area is outside of the species' known elevation range.
Centromadia pungens var. *laevis*	smooth tarplant	None/None/1B.1/None	Chenopod scrub, Meadows and seeps, Playas, Riparian woodland, Valley and foothill grassland; Alkaline/annual herb/Apr–Sep/0–2100	Not expected to occur. No suitable habitat is present.
Chloropyron maritimum var. *maritimum*	salt marsh bird's-beak	FE/SE/1B.2/BLM-S	Coastal dunes, Marshes and swamps (coastal salt)/annual herb (hemiparasitic)/May–Oct(Nov)/0–100	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Chorizanthe leptotheca	Peninsular spineflower	None/None/4.2/None	Chaparral, Coastal scrub, Lower montane coniferous forest; Granitic/annual herb/May–Aug/985–6235	Not expected to occur. No suitable habitat is present.
Chorizanthe parryi var. *parryi*	Parry's spineflower	None/None/1B.1/BLM-S, USFS-S	Chaparral, Cismontane woodland, Coastal scrub, Valley and foothill grassland; Openings, Rocky (sometimes), Sandy (sometimes)/annual herb/Apr–June/900–4005	Not expected to occur. No suitable habitat is present.
Chorizanthe xanti var. *leucotheca*	white-bracted spineflower	None/None/1B.2/BLM-S, USFS-S	Coastal scrub (alluvial fans), Mojavean desert scrub, Pinyon and juniper woodland; Gravelly (sometimes), Sandy (sometimes)/annual herb/Apr–June/985–3935	Not expected to occur. No suitable habitat is present.
Cladium californicum	California saw-grass	None/None/2B.2/USFS-S	Marshes and swamps (alkaline, freshwater), Meadows and seeps/perennial rhizomatous herb/June–Sep/195–5250	Not expected to occur. No suitable habitat is present.
Claytonia peirsonii var. *peirsonii*	Peirson's spring beauty	None/None/1B.2/USFS-S	Subalpine coniferous forest, Upper montane coniferous forest; Granitic, Metamorphic, Scree, Talus/perennial herb/(Mar)May–June/4955–9005	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur in BSA
Convolvulus simulans	small-flowered morning-glory	None/None/4.2/None	Chaparral (openings), Coastal scrub, Valley and foothill grassland; Clay, Seeps, Serpentine/annual herb/Mar–July/100–2430	Not expected to occur. No suitable habitat is present.
Deinandra paniculata	paniculate tarplant	None/None/4.2/None	Coastal scrub, Valley and foothill grassland, Vernal pools; Sandy (sometimes), Vernally Mesic (usually)/annual herb/(Mar)Apr–Nov/80–3085	Not expected to occur. No suitable habitat is present.
Diplacus johnstonii	Johnston's monkeyflower	None/None/4.3/None	Lower montane coniferous forest (disturbed areas, gravelly, roadsides, rocky, scree)/annual herb/May–Aug/3200–9580	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Dodecahema leptoceras	slender-horned spineflower	FE/SE/1B.1/None	Chaparral, Cismontane woodland, Coastal scrub (alluvial fans); Sandy/annual herb/Apr–June/655–2495	Not expected to occur. No suitable habitat is present.
Dudleya multicaulis	many-stemmed dudleya	None/None/1B.2/USFS-S	Chaparral, Coastal scrub, Valley and foothill grassland; Clay (often)/perennial herb/Apr–July/50–2590	Not expected to occur. No suitable habitat is present.
Eriastrum densifolium var. *sanctorum*	Santa Ana River woollystar	FE/SE/1B.1/None	Chaparral, Coastal scrub (alluvial fans); Gravelly (sometimes), Sandy (sometimes)/perennial herb/Apr–Sep/300–2000	Not expected to occur. No suitable habitat is present.
Eriogonum microtheca var. *johnstonii*	Johnston's buckwheat	None/None/1B.3/USFS-S	Subalpine coniferous forest, Upper montane coniferous forest; Rocky/perennial deciduous shrub/July–Sep/6000–9600	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Eriogonum umbellatum var. *minus*	alpine sulfur-flowered buckwheat	None/None/4.3/None	Subalpine coniferous forest, Upper montane coniferous forest; Gravelly/perennial herb/June–Sep/5905–10065	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Eriophyllum lanatum var. *obovatum*	southern Sierra woolly sunflower	None/None/4.3/None	Lower montane coniferous forest, Upper montane coniferous forest; Loam, Sandy/perennial herb/June–July/3655–8205	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur in BSA
Fritillaria pinetorum	pine fritillary	None/None/4.3/None	Chaparral, Lower montane coniferous forest, Pinyon and juniper woodland, Subalpine coniferous forest, Upper montane coniferous forest; Granitic (sometimes), Metamorphic (sometimes)/perennial bulbiferous herb/May–July(Sep)/5695–10825	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Galium angustifolium var. *gabrielense*	San Antonio Canyon bedstraw	None/None/4.3/None	Chaparral, Lower montane coniferous forest; Granitic, Rocky (sometimes), Sandy (sometimes)/perennial herb/Apr–Aug/3935–8695	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Galium jepsonii	Jepson's bedstraw	None/None/4.3/None	Lower montane coniferous forest, Upper montane coniferous forest; Granitic, Gravelly (sometimes), Rocky (sometimes)/perennial rhizomatous herb/July–Aug/5055–8205	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Galium johnstonii	Johnston's bedstraw	None/None/4.3/None	Chaparral, Lower montane coniferous forest, Pinyon and juniper woodland, Riparian woodland/perennial herb/June–July/4005–7545	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Heuchera caespitosa	urn-flowered alumroot	None/None/4.3/USFS-S	Cismontane woodland, Lower montane coniferous forest, Riparian forest (montane), Upper montane coniferous forest; Rocky/perennial rhizomatous herb/May–Aug/3790–8695	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Hordeum intercedens	vernal barley	None/None/3.2/None	Coastal dunes, Coastal scrub, Valley and foothill grassland (depressions, saline flats), Vernal pools/annual herb/Mar–June/15–3280	Not expected to occur. No suitable habitat is present.
Horkelia cuneata var. *puberula*	mesa horkelia	None/None/1B.1/USFS-S	Chaparral (maritime), Cismontane woodland, Coastal scrub; Gravelly (sometimes), Sandy (sometimes)/perennial herb/Feb–July(Sep)/230–2660	Not expected to occur. No suitable habitat is present.
Juglans californica	Southern California black walnut	None/None/4.2/None	Chaparral, Cismontane woodland, Coastal scrub, Riparian woodland/perennial deciduous tree/Mar–Aug/165–2955	Not expected to occur. No suitable habitat is present.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur in BSA
Juncus acutus var. *leopoldii*	southwestern spiny rush	None/None/4.2/None	Coastal dunes (mesic), Coastal scrub, Marshes and swamps (coastal salt), Meadows and seeps (alkaline seeps)/perennial rhizomatous herb/(Mar)May–June/10–2955	Not expected to occur. No suitable habitat is present.
Juncus duranii	Duran's rush	None/None/4.3/None	Lower montane coniferous forest, Meadows and seeps, Upper montane coniferous forest; Mesic/perennial rhizomatous herb/July–Aug/5800–9200	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Lasthenia glabrata var. *coulteri*	Coulter's goldfields	None/None/1B.1/BLM-S	Marshes and swamps (coastal salt), Playas, Vernal pools/annual herb/Feb–June/5–4005	Not expected to occur. No suitable habitat is present.
Lepechinia fragrans	fragrant pitcher sage	None/None/4.2/USFS-S	Chaparral/perennial shrub/Mar–Oct/65–4300	Not expected to occur. No suitable habitat is present.
Lepidium virginicum var. *robinsonii*	Robinson's pepper-grass	None/None/4.3/None	Chaparral, Coastal scrub/annual herb/Jan–July/5–2905	Not expected to occur. No suitable habitat is present.
Lilium humboldtii var. *ocellatum*	ocellated Humboldt lily	None/None/4.2/None	Chaparral, Cismontane woodland, Coastal scrub, Lower montane coniferous forest, Riparian woodland; Openings/perennial bulbiferous herb/Mar–July(Aug)/100–5905	Not expected to occur. No suitable habitat is present.
Lilium parryi	lemon lily	None/None/1B.2/USFS-S	Lower montane coniferous forest, Meadows and seeps, Riparian forest, Upper montane coniferous forest; Mesic/perennial bulbiferous herb/July–Aug/4005–9005	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Linanthus concinnus	San Gabriel linanthus	None/None/1B.2/USFS-S	Chaparral, Lower montane coniferous forest, Upper montane coniferous forest; Openings, Rocky/annual herb/Apr–July/4985–9185	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Lycium parishii	Parish's desert-thorn	None/None/2B.3/None	Coastal scrub, Sonoran desert scrub/perennial shrub/Mar–Apr/445–3280	Not expected to occur. No suitable habitat is present.
Malacothamnus parishii	Parish's bushmallow	None/None/1A/None	Chaparral, Coastal scrub/perennial deciduous shrub/June–July/1000–1495	Not expected to occur. No suitable habitat is present.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur in BSA
Microseris douglasii var. *platycarpha*	small-flowered microseris	None/None/4.2/None	Cismontane woodland, Coastal scrub, Valley and foothill grassland, Vernal pools; Clay/annual herb/Mar–May/50–3510	Not expected to occur. No suitable habitat is present.
Monardella australis var. *jokerstii*	Jokerst's monardella	None/None/1B.1/USFS-S	Chaparral, Lower montane coniferous forest; Alluvial Terraces, Scree, Slopes, Talus, Washes/perennial rhizomatous herb/July–Sep/4430–5740	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Monardella breweri var. *glandulifera*	Brown's Flat monardella	None/None/1B.2/None	Chaparral, Lower montane coniferous forest; Dry, Openings/annual herb/May–Aug/4265–4920	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Monardella macrantha var. *hallii*	Hall's monardella	None/None/1B.3/USFS-S	Broadleafed upland forest, Chaparral, Cismontane woodland, Lower montane coniferous forest, Valley and foothill grassland/perennial rhizomatous herb/June–Oct/2395–7200	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Monardella pringlei	Pringle's monardella	None/None/1A/None	Coastal scrub (sandy)/annual herb/May–June/985–1310	Not expected to occur. No suitable habitat is present.
Monardella saxicola	rock monardella	None/None/4.2/USFS-S	Chaparral, Closed-cone coniferous forest, Lower montane coniferous forest; Rocky, Serpentine (usually)/perennial rhizomatous herb/June–Sep/1640–5905	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Monardella viridis	green monardella	None/None/4.3/None	Broadleafed upland forest, Chaparral, Cismontane woodland/perennial rhizomatous herb/June–Sep/330–3315	Not expected to occur. No suitable habitat is present.
Muhlenbergia californica	California muhly	None/None/4.3/None	Chaparral, Coastal scrub, Lower montane coniferous forest, Meadows and seeps; Mesic, Seeps, Streambanks/perennial rhizomatous herb/June–Sep/330–6560	Not expected to occur. No suitable habitat is present.
Muhlenbergia utilis	aparejo grass	None/None/2B.2/None	Chaparral, Cismontane woodland, Coastal scrub, Marshes and swamps, Meadows and seeps; Alkaline (sometimes), Serpentine (sometimes)/perennial rhizomatous herb/Mar–Oct/80–7630	Not expected to occur. No suitable habitat is present.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur in BSA
Navarretia prostrata	prostrate vernal pool navarretia	None/None/1B.2/None	Coastal scrub, Meadows and seeps, Valley and foothill grassland (alkaline), Vernal pools; Mesic/annual herb/Apr–July/10–3970	Not expected to occur. No suitable habitat is present.
Opuntia basilaris var. *brachyclada*	short-joint beavertail	None/None/1B.2/BLM-S, USFS-S	Chaparral, Joshua tree "woodland", Mojavean desert scrub, Pinyon and juniper woodland/perennial stem/Apr–June(Aug)/1395–5905	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Oreonana vestita	woolly mountain-parsley	None/None/1B.3/BLM-S, USFS-S	Lower montane coniferous forest, Subalpine coniferous forest, Upper montane coniferous forest; Gravelly (sometimes), Talus (sometimes)/perennial herb/Mar–Sep/5300–11485	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Phacelia mohavensis	Mojave phacelia	None/None/4.3/None	Cismontane woodland, Lower montane coniferous forest, Meadows and seeps, Pinyon and juniper woodland; Gravelly (sometimes), Sandy (sometimes)/annual herb/Apr–Aug/4595–8205	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Phacelia stellaris	Brand's star phacelia	None/None/1B.1/None	Coastal dunes, Coastal scrub/annual herb/Mar–June/5–1310	Not expected to occur. No suitable habitat is present.
Pseudognaphalium leucocephalum	white rabbit-tobacco	None/None/2B.2/None	Chaparral, Cismontane woodland, Coastal scrub, Riparian woodland; Gravelly, Sandy/perennial herb/(July)Aug–Nov(Dec)/0–6890	Not expected to occur. No suitable habitat is present.
Quercus durata var. *gabrielensis*	San Gabriel oak	None/None/4.2/None	Chaparral, Cismontane woodland/perennial evergreen shrub/Apr–May/1475–3280	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Romneya coulteri	Coulter's matilija poppy	None/None/4.2/None	Chaparral, Coastal scrub; Burned areas (often)/perennial rhizomatous herb/Mar–July(Aug)/65–3935	Not expected to occur. No suitable habitat is present.
Sagittaria sanfordii	Sanford's arrowhead	None/None/1B.2/BLM-S	Marshes and swamps (shallow freshwater)/perennial rhizomatous herb (emergent)/May–Oct(Nov)/0–2135	Not expected to occur. No suitable habitat is present.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur in BSA
Senecio aphanactis	chaparral ragwort	None/None/2B.2/None	Chaparral, Cismontane woodland, Coastal scrub; Alkaline (sometimes)/annual herb/Jan–Apr(May)/50–2625	Not expected to occur. No suitable habitat is present.
Senecio astephanus	San Gabriel ragwort	None/None/4.3/None	Chaparral, Coastal scrub; Rocky, Slopes/perennial herb/May–July/1310–4920	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Sidalcea neomexicana	salt spring checkerbloom	None/None/2B.2/USFS-S	Chaparral, Coastal scrub, Lower montane coniferous forest, Mojavean desert scrub, Playas; Alkaline, Mesic/perennial herb/Mar–June/50–5020	Not expected to occur. No suitable habitat is present.
Sidotheca caryophylloides	chickweed oxytheca	None/None/4.3/USFS-S	Lower montane coniferous forest (sandy)/annual herb/July–Sep(Oct)/3655–8530	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Sphenopholis obtusata	prairie wedge grass	None/None/2B.2/None	Cismontane woodland, Meadows and seeps; Mesic/perennial herb/Apr–July/985–6560	Not expected to occur. No suitable habitat is present.
Streptanthus bernardinus	Laguna Mountains jewelflower	None/None/4.3/None	Chaparral, Lower montane coniferous forest/perennial herb/May–Aug/2200–8205	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Symphyotrichum defoliatum	San Bernardino aster	None/None/1B.2/USFS-S	Cismontane woodland, Coastal scrub, Lower montane coniferous forest, Marshes and swamps, Meadows and seeps, Valley and foothill grassland (vernally mesic); Streambanks/perennial rhizomatous herb/July–Nov/5–6695	Not expected to occur. No suitable habitat is present.
Symphyotrichum greatae	Greata's aster	None/None/1B.3/None	Broadleafed upland forest, Chaparral, Cismontane woodland, Lower montane coniferous forest, Riparian woodland; Mesic/perennial rhizomatous herb/June–Oct/985–6595	Not expected to occur. No suitable habitat is present.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur in BSA
Thysanocarpus rigidus	rigid fringepod	None/None/1B.2/USFS-S	Pinyon and juniper woodland; Dry, Rocky, Slopes/annual herb/Feb–May/1970–7220	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Viola pinetorum var. *grisea*	grey-leaved violet	None/None/1B.2/BLM-S	Meadows and seeps, Subalpine coniferous forest, Upper montane coniferous forest/perennial herb/Apr–July/4920–11155	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.

Status Legend:

Federal
FE: Federally listed as endangered
FT: Federally listed as threatened
FPE: Federally proposed for listing as endangered
FPT: Federally proposed for listing as threatened
FC: Federal candidate species (former Category 1 candidates)
None: No federal listing
FDL: Delisted

State
SE: State listed as endangered
ST: State listed as threatened
SR: State rare
SCE: State candidate for listing as endangered
SCT: State candidate for listing as threatened
None: No state listing
SDL: State delisting

California Rare Plant Rank (CRPR)
CRPR 1A: Plants presumed extirpated in California and either rare or extinct elsewhere
CRPR 1B: Plants rare, threatened, or endangered in California and elsewhere
CRPR 2A: Plants presumed extirpated in California but common elsewhere
CRPR 2B: Plants rare, threatened, or endangered in California but more common elsewhere
CRPR 3: Review List: Plants about which more information is needed
CRPR 4: Watch List: Plants of limited distribution
.1 Seriously threatened in California (over 80% of occurrences threatened / high degree and immediacy of threat)
.2 Moderately threatened in California (20–80% occurrences threatened / moderate degree and immediacy of threat)
.3 Not very threatened in California (<20% of occurrences threatened / low degree and immediacy of threat or no current threats known)

SPECIAL-STATUS ANIMAL SPECIES WITH POTENTIAL TO OCCUR IN STUDY AREA

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats	Potential to Occur in BSA
Amphibians				
Anaxyrus californicus	arroyo toad	FE / None / CDFW-SSC	Desert wash | Riparian scrub | Riparian woodland | South coast flowing waters | South coast standing waters; Semi-arid regions near washes or intermittent streams, including valley-foothill and desert riparian, desert wash, etc.	Not expected to occur. No suitable habitat is present.
Batrachoseps gabrieli	San Gabriel slender salamander	None / None / USFS-S	Talus slope; Known only from the San Gabriel Mtns. Found under rocks, wood, and fern fronds, and on soil at the base of talus slopes.	Not expected to occur. No suitable habitat is present.
Rana boylii pop. 6	foothill yellow-legged frog - south coast DPS	FE / SE / BLM-S, USFS-S	Aquatic | Riparian forest | Riparian scrub | Riparian woodland | South coast flowing waters; Southern Coast Ranges from Monterey Bay south through San Gabriel Mountains; west of the Salinas River in Monterey Co, south through Transverse Ranges, and east through San Gabriel Mountains. Historically may have ranged to Baja California.	Not expected to occur. No suitable habitat is present.
Rana muscosa	southern mountain yellow-legged frog	FE / SE / USFS-S	Aquatic; Disjunct populations known from southern Sierras (northern DPS) and San Gabriel, San Bernardino, and San Jacinto Mtns (southern DPS). Found at 1,000 to 12,000 ft in lakes and creeks that stem from springs and snowmelt. May overwinter under frozen lakes.	Not expected to occur. No suitable habitat is present.
Spea hammondii	western spadefoot	FPT / None / BLM-S, CDFW-SSC	Cismontane woodland | Coastal scrub | Valley & foothill grassland | Vernal pool | Wetland; Occurs primarily in grassland habitats, but can be found in valley-foothill hardwood woodlands.	Not expected to occur. No suitable habitat is present.
Taricha torosa	Coast Range newt	None / None / CDFW-SSC	Wet forests, oak forests, chaparral, and rolling grassland; Coastal drainages from Mendocino County to San Diego County.	Not expected to occur. No suitable habitat is present.
Birds				
Agelaius tricolor	tricolored blackbird	None / ST / BLM-S, CDFW-SSC	Freshwater marsh | Marsh & swamp | Swamp | Wetland; Highly colonial species, most numerous in Central Valley and vicinity. Largely endemic to California.	Not expected to occur. No suitable habitat is present.
Ammodramus savannarum	grasshopper sparrow	None / None / CDFW-SSC	Valley & foothill grassland; Dense grasslands on rolling hills, lowland plains, in valleys and on hillsides on lower mountain slopes.	Not expected to occur. No suitable habitat is present.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats	Potential to Occur in BSA
Aquila chrysaetos	golden eagle	None / None / BLM-S, CDFW-FP	Broadleaved upland forest | Cismontane woodland | Coastal prairie | Great Basin grassland | Great Basin scrub | Lower montane coniferous forest | Pinon & juniper woodlands | Upper montane coniferous forest | Valley & foothill grassland; Rolling foothills, mountain areas, sage-juniper flats, and desert.	Golden eagle may be observed flying over the project site; however, is not expected to forage or nest onsite due to the lack of suitable habitat.
Asio otus	long-eared owl	None / None / CDFW-SSC	Cismontane woodland | Great Basin scrub | Riparian forest | Riparian woodland | Upper montane coniferous forest; Riparian bottomlands grown to tall willows and cottonwoods; also, belts of live oak paralleling stream courses.	Not expected to occur. No suitable habitat is present.
Athene cunicularia	burrowing owl	None / SCE / BLM-S, CDFW-SSC	Coastal prairie | Coastal scrub | Great Basin grassland | Great Basin scrub | Mojavean desert scrub | Sonoran desert scrub | Valley & foothill grassland; Open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation.	Moderate potential to occur. Burrowing owls are known to occur in the area. Although no suitable burrows were observed onsite, burrowing owls may use the project site for foraging.
Buteo swainsoni	Swainson's hawk	None / ST / BLM-S	Great Basin grassland | Riparian forest | Riparian woodland | Valley & foothill grassland; Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees.	Swainson's hawk may be observed flying over the project site; however, they are not expected to forage or nest onsite due to the lack of suitable habitat.
Campylorhynchus brunneicapillus sandiegensis	coastal cactus wren	None / None / CDFW-SSC, USFS-S	Coastal scrub; Southern California coastal sage scrub.	Not expected to occur. No suitable habitat is present.
Coccyzus americanus occidentalis	western yellow-billed cuckoo	FT / SE / BLM-S, USFS-S	Riparian forest; Riparian forest nester, along the broad, lower flood-bottoms of larger river systems.	Not expected to occur. No suitable habitat is present.
Coturnicops noveboracensis	yellow rail	None / None / CDFW-SSC, USFS-S	Freshwater marsh | Meadow & seep; Summer resident in eastern Sierra Nevada in Mono County.	Not expected to occur. No suitable habitat is present.
Cypseloides niger	black swift	None / None / CDFW-SSC	Nests in moist crevices, caves, and cliffs behind or adjacent to waterfalls in deep canyons; forages over a wide range of habitats; Coastal belt of Santa Cruz and Monterey counties; central and southern Sierra Nevada; San Bernardino and San Jacinto mountains.	Not expected to occur. No suitable habitat is present.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats	Potential to Occur in BSA
Elanus leucurus	white-tailed kite	None / None / BLM-S, CDFW-FP	Cismontane woodland | Marsh & swamp | Riparian woodland | Valley & foothill grassland | Wetland; Rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland.	White-tailed kite may be observed flying over the project site; however, they are not expected to forage or nest onsite due to the lack of suitable habitat.
Empidonax traillii extimus	southwestern willow flycatcher	FE / SE / None	Riparian woodland; Riparian woodlands in Southern California.	Not expected to occur. No suitable habitat is present.
Icteria virens	yellow-breasted chat	None / None / CDFW-SSC	Riparian forest | Riparian scrub | Riparian woodland; Summer resident; inhabits riparian thickets of willow and other brushy tangles near watercourses.	Not expected to occur. No suitable habitat is present.
Laterallus jamaicensis coturniculus	California black rail	None / ST / BLM-S, CDFW-FP	Brackish marsh | Freshwater marsh | Marsh & swamp | Salt marsh | Wetland; Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays.	Not expected to occur. No suitable habitat is present.
Polioptila californica californica	coastal California gnatcatcher	FT / None / CDFW-SSC	Coastal bluff scrub | Coastal scrub; Obligate, permanent resident of coastal sage scrub below 2500 ft in Southern California.	Not expected to occur. No suitable habitat is present. The California buckwheat scrub onsite is disturbed; the shrubs are very low-growing and appear to have been mowed in the past. The shrubs are not tall enough to be suitable habitat for coastal California gnatcatcher.
Setophaga petechia	yellow warbler	None / None / CDFW-SSC	Riparian forest | Riparian scrub | Riparian woodland; Riparian plant associations in close proximity to water. Also nests in montane shrubbery in open conifer forests in Cascades and Sierra Nevada.	Not expected to occur. No suitable habitat is present.
Vireo bellii pusillus	least Bell's vireo	FE / SE / None	Riparian forest | Riparian scrub | Riparian woodland; Summer resident of Southern California in low riparian in vicinity of water or in dry river bottoms; below 2000 ft.	Not expected to occur. No suitable habitat is present.
Fishes				
Catostomus santaanae	Santa Ana sucker	FT / None / CDFW-SSC	Aquatic | South coast flowing waters; Endemic to Los Angeles Basin south coastal streams.	Not expected to occur. No suitable habitat is present.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats	Potential to Occur in BSA
Gila orcuttii	arroyo chub	None / None / CDFW-SSC, USFS-S	Aquatic | South coast flowing waters; Native to streams from Malibu Creek to San Luis Rey River basin. Introduced into streams in Santa Clara, Ventura, Santa Ynez, Mojave and San Diego river basins.	Not expected to occur. No suitable habitat is present.
Oncorhynchus mykiss irideus pop. 10	steelhead - southern California DPS	FE / SCE / None	Aquatic | South coast flowing waters; Federal listing refers to populations from Santa Maria River south to southern extent of range (San Mateo Creek in San Diego County).	Not expected to occur. No suitable habitat is present.
Rhinichthys gabrielino	Santa Ana speckled dace	FPT / None / CDFW-SSC, USFS-S	Aquatic | South coast flowing waters; Headwaters of the Santa Ana and San Gabriel rivers. May be extirpated from the Los Angeles River system.	Not expected to occur. No suitable habitat is present.
Invertebrates				
Bombus crotchii	Crotch's bumble bee	None / SCE / None	Open grassland and scrub communities supporting suitable floral resources. Coastal California east to the Sierra-Cascade crest and south into Mexico.	Not expected to occur due to the disturbed nature of the site and dominance of weedy species such as Russian thistle (*Salsola tragus*), common Mediterranean grass (*Schismus barbatus*), and short podded mustard (*Hirschfeldia incana*).
Callophrys mossii hidakupa	San Gabriel Mountains elfin butterfly	None / None / USFS-S	Lower montane coniferous forest; San Gabriel and San Bernardino mountains at elevations of 3,000 to approximately 5,500 ft.	Not expected to occur. No suitable habitat is present, and the project site is outside of the known elevation range of this species.
Danaus plexippus plexippus	monarch - California overwintering population	FPT / None / USFS-S	Closed-cone coniferous forest; Winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico.	Monarchs may fly through the project site; however, they are not expected to breed or overwinter due to the lack of suitable habitat. No milkweed species were detected onsite to support breeding monarchs and the project site. Foraging habitat is limited since the project site is dominated by weedy species such as Russian thistle, common Mediterranean grass, and short podded mustard.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats	Potential to Occur in BSA
Euphydryas editha quino	quino checkerspot butterfly	FE / None / None	Chaparral | Coastal scrub; Sunny openings within chaparral and coastal sage shrublands in parts of Riverside and San Diego counties.	Not expected to occur. No suitable habitat is present and the project site is outside of the known geographic range of this species.
Rhaphiomidas terminatus abdominalis	Delhi Sands flower-loving fly	FE / None / None	Interior dunes; Found only in areas of the Delhi Sands formation in southwestern San Bernardino and northwestern Riverside counties.	Not expected to occur. No suitable habitat is present. The project site supports one soil type, Tujunga loamy sand. No Delhi sands occur onsite.
Mammals				
Antrozous pallidus	pallid bat	None / None / BLM-S, CDFW-SSC, USFS-S	Chaparral | Coastal scrub | Desert wash | Great Basin grassland | Great Basin scrub | Mojavean desert scrub | Riparian woodland | Sonoran desert scrub | Upper montane coniferous forest | Valley & foothill grassland; Deserts, grasslands, shrublands, woodlands and forests. Most common in open, dry habitats with rocky areas for roosting.	Not expected to occur. No suitable habitat is present.
Chaetodipus fallax fallax	northwestern San Diego pocket mouse	None / None / CDFW-SSC	Chaparral | Coastal scrub; Coastal scrub, chaparral, grasslands, sagebrush, etc. in western San Diego, Riverside, San Bernardino, and Los Angeles Counties, inclusive of Orange County.	Not expected to occur. No suitable habitat is present.
Chaetodipus fallax pallidus	pallid San Diego pocket mouse	None / None / CDFW-SSC	Desert wash | Pinon & juniper woodlands | Sonoran desert scrub; Desert border areas of San Diego, Riverside, San Bernardino, and Los Angeles counties in desert wash, desert scrub, desert succulent scrub, pinyon-juniper, etc.	Not expected to occur. No suitable habitat is present.
Dipodomys merriami parvus	San Bernardino kangaroo rat	FE / SE / CDFW-SSC	Coastal scrub; Alluvial scrub vegetation on sandy loam substrates characteristic of alluvial fans and flood plains.	Not expected to occur. No suitable habitat is present.
Dipodomys stephensi	Stephens' kangaroo rat	FT / ST / None	Coastal scrub | Valley & foothill grassland; Primarily annual and perennial grasslands, but also occurs in coastal scrub and sagebrush with sparse canopy cover.	Not expected to occur. No suitable habitat is present.
Eumops perotis californicus	western mastiff bat	None / None / BLM-S, CDFW-SSC	Chaparral | Cismontane woodland | Coastal scrub | Valley & foothill grassland; Many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, chaparral, etc.	Not expected to occur. No suitable habitat is present.
Lasiurus xanthinus	western yellow bat	None / None / CDFW-SSC	Desert wash; Found in valley foothill riparian, desert riparian, desert wash, and palm oasis habitats.	Not expected to occur. No suitable habitat is present.
Neotoma lepida intermedia	San Diego desert woodrat	None / None / CDFW-SSC	Coastal scrub; Coastal scrub of Southern California from San Diego County to San Luis Obispo County.	Not expected to occur. No suitable habitat is present.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats	Potential to Occur in BSA
Nyctinomops femorosaccus	pocketed free-tailed bat	None / None / CDFW-SSC	Joshua tree woodland | Pinon & juniper woodlands | Riparian scrub | Sonoran desert scrub; Variety of arid areas in Southern California; pine-juniper woodlands, desert scrub, palm oasis, desert wash, desert riparian, etc.	Not expected to occur. No suitable habitat is present.
Nyctinomops macrotis	big free-tailed bat	None / None / CDFW-SSC	Rocky areas; roosts in caves, holes in trees, buildings, and crevices on cliffs and rocky outcrops; forages over water ; Low-lying arid areas in Southern California.	Not expected to occur. No suitable habitat is present.
Ovis canadensis nelsoni	desert bighorn sheep	None / None / BLM-S, CDFW-FP, USFS-S	Alpine | Alpine dwarf scrub | Chaparral | Chenopod scrub | Great Basin scrub | Mojavean desert scrub | Montane dwarf scrub | Pinon & juniper woodlands | Riparian woodland | Sonoran desert scrub; Widely distributed from the White Mtns in Mono Co. to the Chocolate Mts in Imperial Co.	Not expected to occur. No suitable habitat is present.
Perognathus longimembris brevinasus	Los Angeles pocket mouse	None / None / CDFW-SSC	Coastal scrub; Lower elevation grasslands and coastal sage communities in and around the Los Angeles Basin.	Not expected to occur. No suitable habitat is present.
Reptiles				
Actinemys pallida	southwestern pond turtle	FPT / None / BLM-S, CDFW-SSC, USFS-S	Freshwater environments such as ponds, lakes, reservoirs, and slow-moving streams with abundant aquatic vegetation, typically in low to mid-elevation areas.	Not expected to occur. No suitable habitat is present.
Anniella stebbinsi	Southern California legless lizard	None / None / CDFW-SSC, USFS-S	Broadleaved upland forest | Chaparral | Coastal dunes | Coastal scrub; Generally south of the Transverse Range, extending to northwestern Baja California. Occurs in sandy or loose loamy soils under sparse vegetation. Disjunct populations in the Tehachapi and Piute Mountains in Kern County.	Not expected to occur. No suitable habitat is present.
Arizona elegans occidentalis	California glossy snake	None / None / CDFW-SSC	Arid scrub, rocky washes, grasslands, chaparral, open areas with loose soil; Patchily distributed from the eastern portion of San Francisco Bay, southern San Joaquin Valley, and the Coast, Transverse, and Peninsular ranges, south to Baja California.	Not expected to occur. No suitable habitat is present.
Aspidoscelis hyperythra	orange-throated whiptail	None / None / USFS-S	Chaparral | Cismontane woodland | Coastal scrub; Inhabits low-elevation coastal scrub, chaparral, and valley-foothill hardwood habitats.	Not expected to occur. No suitable habitat is present, and the project site is outside of the known geographic range of this species.
Aspidoscelis tigris stejnegeri	coastal whiptail	None / None / CDFW-SSC	Hot and dry areas with sparse foliage, including chaparral, woodland, and riparian areas.; Found in deserts and semi-arid areas with sparse vegetation and open areas. Also found in woodland and riparian areas.	Not expected to occur. No suitable habitat is present.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats	Potential to Occur in BSA
Coleonyx variegatus abbotti	San Diego banded gecko	None / None / CDFW-SSC	Chaparral | Coastal scrub; Coastal and cismontane Southern California.	Not expected to occur. No suitable habitat is present, and the project site is outside of the known geographic range of this species.
Crotalus ruber	red-diamond rattlesnake	None / None / CDFW-SSC, USFS-S	Chaparral | Mojavean desert scrub | Sonoran desert scrub; Chaparral, woodland, grassland, and desert areas from coastal San Diego County to the eastern slopes of the mountains.	Not expected to occur. No suitable habitat is present, and the project site is north of the northern edge of this species' range.
Phrynosoma blainvillii	coast horned lizard	None / None / BLM-S, CDFW-SSC	Chaparral | Cismontane woodland | Coastal bluff scrub | Coastal scrub | Desert wash | Pinon & juniper woodlands | Riparian scrub | Riparian woodland | Valley & foothill grassland; Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes.	Not expected to occur. No suitable habitat is present.
Thamnophis hammondii	two-striped gartersnake	None / None / BLM-S, CDFW-SSC, USFS-S	Marsh & swamp | Riparian scrub | Riparian woodland | Wetland; Coastal California from vicinity of Salinas to northwest Baja California. From sea to about 7,000 ft elevation.	Not expected to occur. No suitable habitat is present.
Thamnophis sirtalis pop. 1	south coast gartersnake	None / None / CDFW-SSC	Artificial standing waters | Marsh & swamp | Riparian scrub | Riparian woodland | South coast flowing waters | South coast standing waters | Wetland; Southern California coastal plain from Ventura County to San Diego County, and from sea level to about 850 m.	Not expected to occur. No suitable habitat is present.

Status Legend:

Federal
FE: Federally listed as endangered
FT: Federally listed as threatened
FPE: Federally proposed for listing as endangered
FPT: Federally proposed for listing as threatened
FC: Federal candidate species (former Category 1 candidates)
None: No federal listing
FDL: Delisted

State
SE: State listed as endangered
ST: State listed as threatened
SR: State rare
SCE: State candidate for listing as endangered
SCT: State candidate for listing as threatened
None: No state listing
SDL: State delisting

Other
BCC: U.S. Fish and Wildlife Service Bird of Conservation Concern
BLM-S: Bureau of Land Management Sensitive Species
CDFW-FP: California Fully Protected Species
CDFW-SSC: California Species of Special Concern
USFS-S: U.S. Forest Service Sensitive Species

Michael Baker
INTERNATIONAL

Aquatic Resources Delineation Report

Meredith International Centre Specific Plan Amendment Project

City of Ontario, San Bernardino County, California

September 2025

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Aquatic Resources Delineation Report

Meredith International Centre Specific Plan Amendment Project

City of Ontario, San Bernardino County, California

September 2025

The undersigned certify that this report is a complete and accurate account of the findings and conclusions of jurisdictional wetland and non-wetland "waters of the U.S.," "waters of the State," and streambed/banks and associated riparian vegetation delineation for the above-referenced project.

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Executive Summary

Michael Baker International (Michael Baker) prepared the Aquatic Resources Delineation Report for the proposed Meredith International Centre Specific Plan Amendment Project (project or project site), located in the City of Ontario, San Bernardino County, California.

This report documents all aquatic features identified by Michael Baker within the project site that are potentially subject to the following jurisdictions:

- U.S. Army Corps of Engineers (USACE) pursuant to Section 404 of the Federal Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act,
- Regional Water Quality Control Board (RWQCB) pursuant to Section 401 of the CWA and/or Section 13263 of the California Porter-Cologne Water Quality Control Act (Porter-Cologne Act), and
- California Department of Fish and Wildlife (CDFW) pursuant to Sections 1600 et seq. of the California Fish and Game Code (CFGC).

Michael Baker identified state and federal jurisdictional areas within the project site, following the most recent, acceptable guidelines for conducting a jurisdictional delineation in this region. Table ES-1 summarizes the total jurisdiction for each regulatory agency; however, only the regulatory agencies can make a final determination of jurisdictional limits.

TABLE ES-1. JURISDICTIONAL LIMITS WITHIN THE PROJECT SITE

Aquatic Feature	Latitude/Longitude	Jurisdictional Limits							
		USACE		RWQCB		CDFW			Linear Feet
		Wetland	Non-wetland	Wetland	Non-wetland	Unvegetated Streambed	Vegetated Streambed	Associated Riparian	
AF-1	34.069418°/-117.594853°	--	--	--	0.03	--	0.15	--	532
Total		**--**	**--**	**--**	**0.03**	**--**	**0.15**	**--**	**532**

The lone aquatic feature onsite (AF-1) is non-wetland and ephemeral, meaning that it would fall outside of the jurisdictional authority of the USACE, however it would be subject to the jurisdictional authority of the RWQCB and CDFW. Under this scenario, AF-1 would require applicable permits/authorizations be in place prior to the commencement of project construction. Based on a detailed review of current site conditions and project design plans, the following regulatory permits/authorizations would be required:

1. Approved Jurisdictional Determination or similar approval from the USACE to formally receive concurrence that the ephemeral aquatic feature within the project site meet the current definition of waters of the U.S. (*Revised Definition of "Waters of the United States"; Conforming*, September 8, 2023) and, therefore, is not subject to regulation under Section 404 of the CWA;

2. RWQCB Waste Discharge Requirements (Porter-Cologne Act) for impacts associated with the placement of dredge and/or fill material into Waters of the State; and,

3. CFGC Section 1602 Lake or Streambed Alteration Agreement for impacts occurring to waters of the State comprised of CDFW jurisdictional streambed and associated riparian areas.

Michael Baker
INTERNATIONAL

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ACRONYMS AND ABBREVIATIONS

°F	Degrees Fahrenheit
AF	Aquatic Feature
amsl	above mean sea level
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFGC	California Fish and Game Code
CWA	Clean Water Act
EPA	Environmental Protection Agency
FAC	Facultative
FACU	Facultative Upland
FACW	Facultative Wetland
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
Michael Baker	Michael Baker International
NHD	National Hydrography Dataset
OBL	Obligate Wetland
OHWM	ordinary high-water mark
Porter-Cologne Act	California Porter-Cologne Water Quality Control Act
Procedures	State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State
Project or project site	Meredith International Centre Specific Plan Amendment Project
Regional Supplement	*Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region, Version 2.0*
Revised Definition	*Revised Definition of "Waters of the United States"; Conforming*
RPW	Relatively Permanent Water
RWQCB	Regional Water Quality Control Board
SDAM	*User Manual for a Beta Streamflow Duration Assessment Method for the Arid West of the United States, Version 1.1*
SP	Soil Pit
TNW	Traditional Navigable Waters
UPL	Obligate Upland
USACE	U.S. Army Corps of Engineers
USACE Manual	1987 Corps Wetland Delineation Manual
USDA	U.S. Department of Agriculture, Natural Resources Conservation Service
USGS	U.S. Geological Survey
USFWS	U.S. Fish and Wildlife Service

WQC..... Water Quality Certification

Michael Baker
INTERNATIONAL

Section 1. Introduction

On behalf of the City of Ontario, Michael Baker International (Michael Baker) prepared this Aquatic Resources Delineation Report to describe, map, and quantify aquatic and other aquatic features located within the proposed project site.

This report describes the regulatory setting, methodologies, and results of the jurisdictional delineation. This report presents Michael Baker's best professional determination of the jurisdictional boundaries using the most up-to-date regulations, written policy, and guidance from the regulatory agencies; however, only the regulatory agencies can make a final determination of jurisdictional limits.

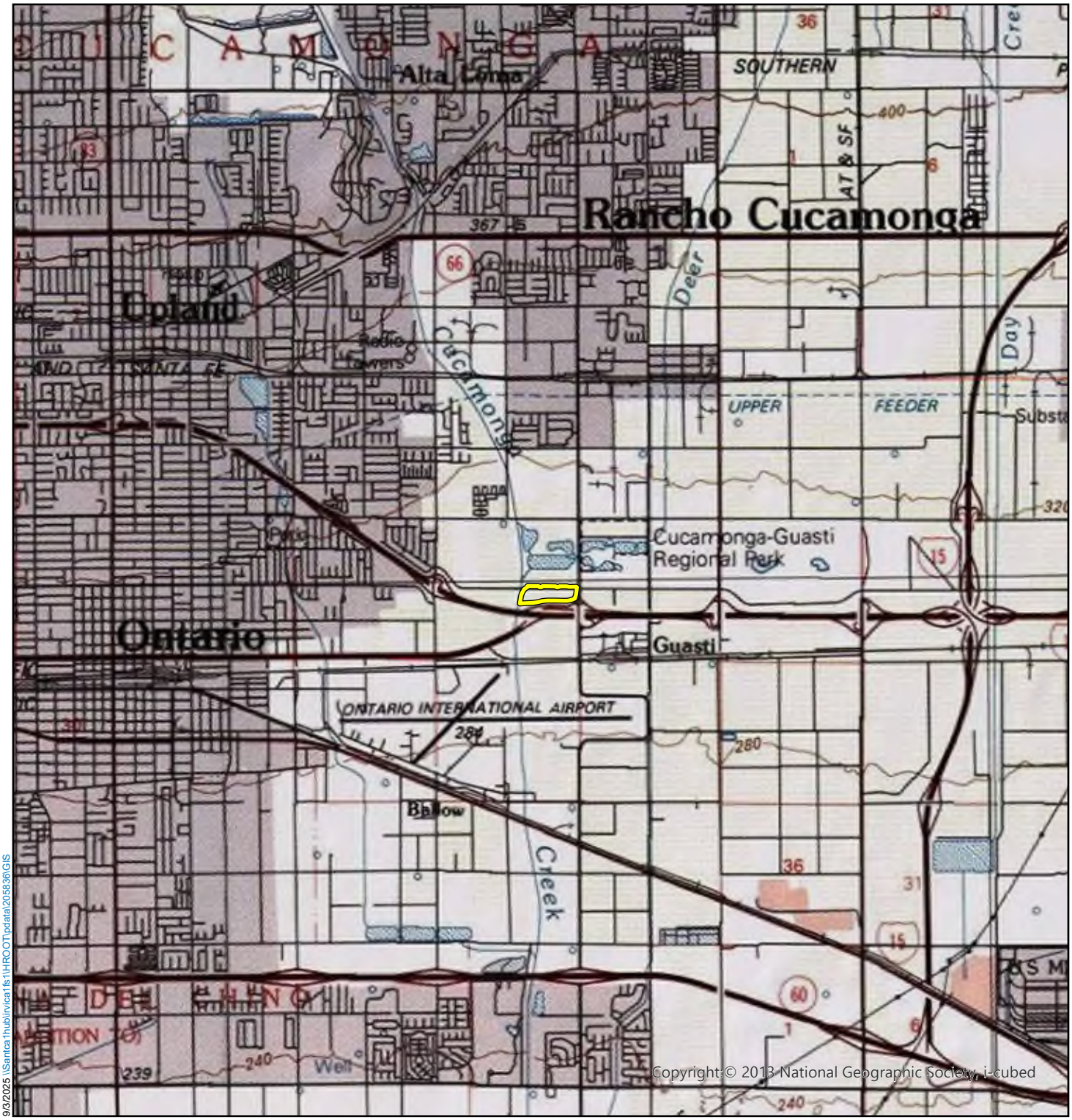
1.1 Project Location

The 25.8-acre project site is currently a vacant lot located within the City of Ontario, San Bernardino County, California (Attachment A, Figure 1, Regional Vicinity). The project site is generally bound by Inland Empire Boulevard to the north, N Archibald Avenue to the east, Interstate 10 (I-10) to the south, and a concrete-lined channel to the west (Deer Creek and Cucamonga Creek), and is within Section 22 of Township 01 South, Range 7 West, of the *Guasti, California* 7.5-minute United States Geological Survey (USGS) topographic quadrangle map (Attachment A, Figure 2, Site Vicinity). Beyond the identified roadways, the project site is surrounded by residential development to the north, commercial development to the east and south, and commercial development to the west.

1.2 Project Description

The project proposes a Mixed-Use Overlay across Planning Area 3 to allow for up to 40,000 square feet of commercial/retail uses and up to 1,400 multi-family dwelling units in addition to the uses permitted under the site's Urban Commercial designation (i.e., up to 400 hotel rooms and 250,000 square feet of commercial uses; a total buildout of 480,000 square feet) (Attachment A, Figure 3, *Project Site*).


Project Location
Project Site
Wrightwood
San Antonio Heights
Azusa
Glendora
San Dimas
La Verne
Claremont
Upland
Rancho Cucamonga
Fontana
San Bernardino
Rialto
Bloomington
Colton
Covina
West Covina
Pomona
Montclair
Ontario Intl Airport
Chino
Chino Airport
Glen Avon
Mira Loma
Pedley
Jurupa Hills
Grand Terrace
Rubidoux
Riverside
Riverside Muni Airport
Walnut
Chino Hills
Diamond Bar
Rowland Heights
Brea
Yorba Linda
Placentia
Fullerton
Norco
Corona
Home Gardens
Woodcrest
El Cerrito
Lake Matthews
Orange
Santa Ana
Tustin
Peralta Hills
Sierra Madre Mountains
Sheep Mountain
Cucamonga Canyon
San Antonio Canyon
Fern Canyon
Sierra Madre Canyon
Chino Hills
Chino Valley
Gavilan Plateau
Sierra Madre Fault
Cucamonga Fault
Sierra Madre Fault
Sierra Madre Fault
Sierra Madre



9/3/2025 \\Santca1\hubirvica1fs1\HROOT\pdata\205836\GIS

Legend

Project Site

MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT PROJECT
AQUATIC RESOURCES DELINEATION REPORT

Project Vicinity

Michael Baker INTERNATIONAL

0 0.5 1 Mile

Source: USGS 7.5-Minute topographic quadrangle maps: *Harrison Mountain, Lake Arrowhead, San Bernardino North, and Silverwood Lake, California (2021)*

Figure **5628**



9/3/2025 9/3/2025 \\Santca1hub\irvica1fs1\HROOT\pdata\205836\GIS

Legend

Project Site

Michael Baker INTERNATIONAL

0 290 580 Feet

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT PROJECT
AQUATIC RESOURCES DELINEATION REPORT

Project Site

Figure 3

5629

Section 2. Regulations

Three agencies regulate activities within inland streams, wetlands, and riparian areas in California. The U.S. Army Corps of Engineers (USACE) Regulatory Division regulates activities pursuant to Section 404 of the Federal Clean Water Act (CWA). The California Department of Fish and Wildlife (CDFW) regulates activities under Sections 1600 *et seq.* of the California Fish and Game Code (CFGC), and the Regional Water Quality Control Board (RWQCB) regulates activities pursuant to Section 401 of the CWA and/or Section 13263 of the California Porter-Cologne Water Quality Control Act (Porter-Cologne Act).

2.1 U.S. Army Corps of Engineers

Since 1972, the USACE and U.S. Environmental Protection Agency (EPA) jointly regulate discharges of dredged or fill material into "waters of the U.S.", including wetland and non-wetland aquatic features, pursuant to Section 404 of the CWA. Section 404 is founded on the findings of a direct connection between the aquatic feature in question and interstate commerce via Relatively Permanent Waters (RPW), and ultimately Traditional Navigable Waters (TNW), through direct or indirect connection as defined by USACE regulations. On September 8, 2023, the EPA and the USACE published the *Revised Definition of "Waters of the United States"; Conforming* (Revised Definition) in the Federal Register to define waters of the U.S., at which point the final rule became effective across the nation including the state of California. Under the revised definition, waters of the U.S. are defined as:[1]

(1) Waters which are:

(i) Currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide;

(ii) The territorial seas; or

(iii) Interstate waters;

(2) Impoundments of waters otherwise defined as waters of the United States under this definition, other than impoundments of waters identified under paragraph (a)(5) of this section;

(3) Tributaries of waters identified in paragraph (a)(1) or (2) of this section that are relatively permanent, standing or continuously flowing bodies of water;

(4) Wetlands adjacent to the following waters:

(i) Waters identified in paragraph (a)(1) of this section; or

[1] 40 CFR 120.2(a)

(ii) Relatively permanent, standing or continuously flowing bodies of water identified in paragraph (a)(2) or (a)(3) of this section and with a continuous surface connection to those waters;

(5) Intrastate lakes and ponds, streams, or wetlands not identified in paragraphs (a)(1) through (4) of this section that are relatively permanent, standing or continuously flowing bodies of water with a continuous surface connection to the waters identified in paragraph (a)(1) or (a)(3) of this section.

2.2 Regional Water Quality Control Board

Applicants for a federal license or permit for activities that may discharge to waters of the U.S. must seek a Water Quality Certification (WQC) from the State or Indian tribe with jurisdiction.[2] In California, there are nine (9) Regional Boards that issue or deny WQCs for discharges within their geographical jurisdiction. The WQC is based on a finding that the discharge will meet water quality standards, which are defined as numeric and narrative objectives in each Regional Board's Basin Plan, and other applicable requirements. The State Water Resources Control Board has this responsibility for projects affecting waters within multiple RWQCBs. The RWQCB's jurisdiction extends to all waters of the U.S., including wetlands, and to non-federal waters of the State (described below).

The Porter-Cologne Act gives the State broad authority to regulate waters of the State, which are defined as any surface water or groundwater, including saline waters. The Porter-Cologne Act has become an important regulatory tool following the recent redefinition of waters of the U.S. with respect to the State's authority over isolated non-federal waters. Generally, any entity proposing to discharge waste into waters of the State must file a Report of Waste Discharge. Although "waste" is partially defined as any waste substance associated with human habitation, the RWQCB also interprets waste to include the discharge of fill material into water bodies.

On April 2, 2019, the State Water Resources Control Board adopted a *State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State* (Procedures), for inclusion in the forthcoming *Water Quality Control Plan for Inland Surface Waters and Enclosed Bays and Estuaries and Ocean Waters of California*. The Procedures consist of four major elements:

1. A wetland definition;

2. A framework for determining if a feature that meets the wetland definition is a water of the State;

3. Wetland delineation procedures; and

4. Procedures for the submittal, review, and approval of applications for WQCs and Waste Discharge Requirements for dredge or fill activities.

[2] Title 33, United States Code, Section 1341; Clean Water Act Section.

The Procedures became effective May 28, 2020.

2.3 California Department of Fish and Wildlife

Sections 1600 *et seq.* of the CFGC establish a fee-based process to ensure that projects conducted in and around lakes, rivers, or streams do not adversely affect fish and wildlife resources, or when adverse impacts cannot be avoided, to ensure that adequate mitigation and/or compensation is provided.

Section 1602 of the CFGC requires any person, State, or local governmental agency or public utility to notify CDFW before beginning any activity that will do one or more of the following:

(1) substantially obstruct or divert the natural flow of a river, stream, or lake;

(2) substantially change or use any material from the bed, channel, or bank of a river, stream, or lake; or

(3) deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it can pass into a river, stream, or lake.

This applies to all perennial, intermittent, and ephemeral rivers, streams, and lakes in the State, including the maintenance of existing drain culverts, outfalls, and other structures. Notification to CDFW under the Lake or Streambed Alteration Program is generally required when an activity occurs within the top of active banks or outer extent of the canopy/dripline of any associated riparian vegetation, if present.

Section 3. Methods

The analysis in this report is supported by site reconnaissance conducted by Michael Baker on August 5, 2025. The field delineation aimed to verify the jurisdictional limits of waters of the U.S. and waters of the State (including potential wetlands) located within the boundaries of the project site. While in the field, Michael Baker recorded jurisdictional features on an aerial base map at a scale of 1" = 100' using topographic contours and visible landmarks as guidelines. Data points were obtained with a Garmin Map62 Global Positioning System to record and identify specific widths for ordinary high-water mark (OHWM) indicators and the locations of photographs, soil points, and other pertinent jurisdictional features, if present. These data were then transferred as a .shp file and added to the report's jurisdictional exhibits. The jurisdictional exhibits were prepared using ESRI ArcMap Version 10 software and comply with the *USACE Minimum Standards for Acceptance of Aquatic Resource Delineations*, dated January 2016.

3.1 U.S. Army Corps of Engineers

3.1.1 Non-wetland Water of the U.S.

The limits of USACE jurisdiction in non-tidal waters extend to the OHWM, which is defined as *"...that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas."* An OHWM can be determined by the observation of a natural line impressed on the bank; shelving; changes in the character of the soil; destruction of terrestrial vegetation; presence of litter and debris; wracking; vegetation matted down, bent, or absent; sediment sorting; leaf litter disturbed or washed away; scour; deposition; multiple observed flow events; bed and banks; water staining; and/or change in plant community.[3]

3.1.2 Wetland Waters of the U.S.

Michael Baker used the methods outlined in the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region, Version 2.0* (Regional Supplement; USACE, 2008) to delineate the limits of USACE jurisdictional wetlands. The Regional Supplement is part of a series of regional supplements to the *1987 Corps Wetland Delineation Manual* (USACE Manual). According to the USACE Manual, identification of wetlands is based on a three-parameter approach involving indicators of hydrophytic vegetation, hydric soil, and wetland hydrology. To be considered a wetland, an area must exhibit at least minimal characteristics within these three parameters. The Regional Supplement presents wetland indicators, delineation guidance, and other information that is specific to the Arid West Region. In the field, Michael Baker used the methodology listed below to examine the vegetation, soils, and evidence of hydrology and documented findings on USACE wetland determination data forms, when applicable.

[3] CWA regulations 33 CFR §328.3(e).

3.1.2.1 Vegetation

Nearly 5,000 plant species in the United States may occur in wetlands. These plants, typically referred to as hydrophytic vegetation, are listed in regional publications by the U.S. Fish and Wildlife Service (USFWS). In general, hydrophytic vegetation is present when the plant community is dominated by species that can tolerate prolonged inundation or soil saturation during growing season. Hydrophytic vegetation decisions are based on the assemblage of plant species growing on a site, rather than the presence or absence of indicator species. Plant indicator status categories are described below:

- **Obligate Wetland (OBL)**: Plants that occur almost always in wetlands under natural conditions, but which may also occur rarely in non-wetlands;
- **Facultative Wetland (FACW)**: Plants that occur usually in wetlands, but also occur in non-wetlands;
- **Facultative (FAC)**: Plants with similar likelihood of occurring in both wetlands and non-wetlands;
- **Facultative Upland (FACU)**: Plants that occur sometimes in wetlands, but occur more often in non-wetlands; and
- **Obligate Upland (UPL)**: Plants that occur rarely in wetlands but occur almost always in non-wetlands under natural conditions.

Vegetation strata are sampled separately when evaluating indicators of hydrophytic vegetation. A stratum for sampling purposes is defined as having 5 percent or more total plant cover.

Cover of vegetation is estimated and is ranked according to their dominance. Species that contribute to a cumulative total of 50 percent of the total dominant coverage, plus any species that comprise at least 20 percent (also known as the “50/20 rule”) of the total dominant coverage, are recorded on a wetland determination data form. Wetland indicator status is assigned to each species using *The National Wetland Plant List, version 3.5* (USACE, 2020). If greater than 50 percent of the dominant species from all strata were Obligate Wetland, Facultative Wetland, or Facultative species, the criteria for wetland vegetation is met.

3.1.2.2 Hydrology

Wetland hydrology indicators are presented in four groups, which are:

- **Group A – Observation of Surface Water or Saturated Soils**: Based on the direct observation of surface water or groundwater during the site visit.
- **Group B – Evidence of Recent Inundation**: Consists of evidence that the site is subject to flooding or ponding, although it may not be inundated currently. These indicators include water marks, drift deposits, sediment deposits, and similar features.
- **Group C – Evidence of Recent Soil Saturation**: Consists of indirect evidence that the soil was saturated recently. Some of these indicators, such as oxidized rhizospheres

surrounding living roots and the presence of reduced iron or sulfur in the soil profile, indicate that the soil has been saturated for an extended period.

- **Group D – Evidence from Other Site Conditions or Data**: Consists of vegetation and soil features that indicate contemporary rather than historical wet conditions and include shallow aquitard and the FAC-neutral test.

If wetland vegetation criteria are met, the presence of wetland hydrology is evaluated at each transect by recording the extent of observed surface flows, depth of inundation, depth to saturated soils, and depth to free water in the soil test pits. The lateral extent of the hydrology indicators is used as a guide for locating soil pits for evaluation of hydric soils and jurisdictional areas. In portions of the stream where the flow is divided by multiple channels with intermediate sand bars, the entire area between the channels is considered within the OHWM and the wetland hydrology indicator is considered met for the entire area.

3.1.2.3 Soils

A hydric soil is a soil that formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper 16-20 inches.[4] The concept of hydric soils includes soils developed under sufficiently wet conditions to support the growth and regeneration of hydrophytic vegetation. Soils that are sufficiently wet because of artificial measures are included in the concept of hydric soils. The limits of wetland hydrology indicators are also used as a guide for locating soil pits. If any hydric soil features are located, progressive pits are dug moving laterally away from the active channel until hydric features are no longer present within the top 20 inches of the soil profile.

Once in the field, soil characteristics are verified by digging soil pits along each transect to an excavation depth of 20 inches; in areas of high sediment deposition, soil pit depth may be increased. Soil pit locations are usually placed within the drainage invert or within adjoining vegetation. At each soil pit, the soil texture and color are recorded by comparison with standard plates within a *Munsell Soil Chart* (2012). Munsell Soil Charts aid in designating color labels to soils, based by degrees of three simple variables – hue, value, and chroma. Any indicators of hydric soils, such as organic accumulation, iron reduction, translocation, and accumulation, and sulfate reduction, are also recorded. Hydric soil indicators are in the following three groups:

- **All Soils**: Refers to soils with any U.S. Department of Agriculture, Natural Resources Conservation Service (USDA) soil texture. Hydric soil indicators within this group include histosol, histic epipedon, black histic, hydrogen sulfide, stratified layers, 1-centimeter muck, depleted below dark surface, and thick dark surface.
- **Sandy Soils**: Refers to soil materials with a USDA soil texture of loamy fine sand and coarser. Hydric soil indicators within this group include sandy mucky mineral, sandy gleyed matrix, sandy redox, and stripped matrix.

[4] According to the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region, Version 2.0* (USACE 2008), growing season dates are determined through on-site observations of the following indicators of biological activity in a given year: (1) above-ground growth and development of vascular plants, and/or (2) soil temperature.

- **Loamy and Clayey Soils**: Refers to soil materials with a USDA soil texture of loamy very fine sand and finer. Hydric soil indicators within this group include loamy mucky mineral, loamy gleyed matrix, depleted matrix, redox dark surface, depleted dark surface, redox depressions, and vernal pools.

3.1.3 Streamflow Duration Assessment Method

Michael Baker determined stream duration using the methods outlined in the *Streamflow Duration Assessment Methods for the Arid West and Western Mountains of the United States of America* (SDAM; USACE, 2024). This manual is intended to offer a rapid and repeatable method to distinguish between ephemeral, intermittent, and perennial streamflow regimes. The SDAM considers several variables in determining the stream duration of a given reach, including presence and abundance of hydrophytic plant species, aquatic invertebrates, EPT taxa (comprised of Ephemeroptera, Plecoptera, and Trichoptera), algae, and other single indicators (fish and/or algae cover ≥10%).

3.2 Regional Water Quality Control Board

3.2.1 Non-wetland Waters of the State

The RWQCB generally shares the USACE jurisdictional methodology for identifying non-wetland waters unless the waterbody is not jurisdictional to the USACE under the Revised Definition. Non-wetland waters of the State do not require connectivity to downstream TNWs and can include isolated and/or ephemeral aquatic features not subject to federal jurisdiction. In the case where the waterbody is not a water of the U.S., the RWQCB considers such waterbodies to be jurisdictional waters of the State.

3.2.2 Wetland Waters of the State

The Procedures adopted by the State Water Resources Control Board on April 2, 2019, contain a wetland definition and wetland delineation procedures. The State wetland definition and delineation procedures are largely consistent with the three-parameter approach involving indicators of hydrophytic vegetation, hydric soil, and wetland hydrology implemented by the USACE and outlined in the Regional Supplement to the USACE Manual. However, one exception is that an area can naturally lack vegetation and still qualify as a wetland water of the State if it satisfies both the hydric soil and wetland hydrology parameters.

3.3 California Department of Fish and Wildlife

The scope of CDFW jurisdictional authority includes the bed and bank of streambeds and extends to the dripline of any associated riparian vegetation, whichever is greater.

Section 4. Literature Review

Michael Baker conducted a thorough review of relevant literature and materials to preliminarily identify areas that may be under the jurisdiction of the regulatory agencies. The materials used during the literature review are summarized below and in *Appendix A, Documentation*. In addition, Section 8 has the complete list of references used throughout the course of this delineation.

4.1 Watershed Review

The Cucamonga Creek sub-watershed is within the larger Santa Ana River Watershed, which drains a 2,650 square-mile area and includes parts of Orange, Riverside, and San Bernardino counties in California. The Santa Ana River drains the largest coastal stream system of Southern California, is roughly 700 miles in length, and releases into the Pacific Ocean in Huntington Beach. The Cucamonga Creek sub-watershed includes two portions of Cucamonga Creek: Reach 1 (Valley Reach) (State Waterbody ID CAR8012100019990211101136) and Reach 2 (Mountain Reach) (CAR8012402019991013163906). Cucamonga Creek generally flows north to south and ultimately drains into the Santa Ana River at the Prado Basin.

4.2 Local Climate

The Santa Ana River Watershed, similar to the region, is characterized by a year-round Mediterranean climate, or semi-arid climate, with warm, sunny, dry summers and cool, rainy, mild winters. Climatological data indicates the annual precipitation averages 20.61 inches per year. Almost all precipitation occurs in the months between November and April, with little occurring between the months of May and October. The wettest months are February and March, with a monthly average total precipitation of 9.23 inches. The average minimum temperature for Silverado is 54 degrees Fahrenheit (°F), and the average maximum temperature is 75°F, with February being the coldest month and August and September being the hottest months (monthly average 88°F).

4.3 USGS 7.5-minute Topographic Quadrangle

The project site is within Section 22 of Township 01 South, Range 7 West, of the *Guasti, California* 7.5-minute USGS topographic quadrangle map. Site topography slopes north to south, and onsite elevations range from 973 feet in the southeast portion of the project site to 985 feet along the northwest corner of the project site. Review of the topographic map indicates one potential linear aquatic resource. The topographic map shows the project site as undeveloped open space, with surrounding land use consisting of commercial development, transportation corridors, and a regional park.

4.4 Aerial Photograph

Prior to the field visits, Michael Baker reviewed multiple aerial photographs for the project site from Google Earth, including images dated 1994 through 2023. Aerial photographs can be useful

during the delineation process, as the photographs often indicate the presence of drainages and riparian vegetation (if any). Review of the aerial photographs indicated the site has remained unchanged from development. The one drainage evident in the topographic map is visible on the aerial photographs. No additional potentially jurisdictional features are apparent from the aerial photographs

4.5 Soil Survey

Prior to the field delineation, Michael Baker researched soils within the project site using the *Custom Soil Resource Report for San Bernardino County Southwestern Part, California* (USDA, 2025). Soil surveys furnish soil maps and interpretations originally needed in providing technical assistance to farmers and ranchers; in guiding other decisions about soil selection, use, and management; and in planning, research, and disseminating the results of the research. In addition, soil surveys are now heavily utilized to obtain soil information with respect to potential wetland environments and jurisdictional areas (i.e., soil characteristics, drainage, and color). The presence of hydric soils is initially investigated by comparing the mapped soil series for the site to the County list of hydric soils. The following soil series has been reported onsite:

- **Tujunga loamy sand, 0 to 5 percent slopes**

  Soils in the Tujunga series are typically comprised of somewhat excessively drained soils. This soil type occurs on alluvial fans with slopes ranging from 0 to 5 percent and elevations ranging from 650 to 3,110 feet above mean sea level (amsl). Tujunga soils experience high to very high capacity to transmit water. Tujunga loamy sand is not a hydric soil.

4.6 Hydric Soils List of California

Michael Baker reviewed the Hydric Soils List of California (USDA, 2023) to verify whether the on-site soils mapped by USDA are considered to be hydric.[5] Lists of hydric soils, along with soil survey maps, provide off-site ancillary tools to assist in wetland determinations. Lists and maps are not a substitute for field investigations. According to the soils list, none of the soils within the project site are listed as hydric.

4.7 National Wetlands Inventory

Michael Baker reviewed the USFWS National Wetlands Inventory Map to gain an understanding of potential aquatic resource areas to investigate during the field survey. According to the National Wetlands Inventory, the project site does not contain any mapped aquatic features. The National Wetlands Inventory Maps are in *Appendix A, Documentation*.

4.8 Flood Zone

The Federal Emergency Management Agency's (FEMA) National Flood Insurance Program was reviewed for available flood data within the project site. According to *Flood Insurance Rate Map*

[5] A hydric soil is a soil that formed under conditions of saturation, flooding or ponding long enough during the growing season to develop anaerobic conditions.

(FIRM) No. 06071C8628J, the project site is within Zone X (0.2% annual chance flood hazard). FEMA map panels are in *Appendix A, Documentation*.

4.9 National Hydrography Dataset

Michael Baker reviewed the National Hydrography Dataset (NHD) for available hydrography data within the project site using The National Map Advanced Viewer from the USGS. According to the NHD, one potential ephemeral stream is noted within the project site generally flowing north to south. This potential ephemeral stream flows south through a culvert out of the project site and eventually dissipates roughly 0.4 miles south of the project site. The NHD map is in *Appendix A, Documentation*.

Section 5. Site Conditions

Michael Baker regulatory specialists conducted a jurisdictional delineation on August 5, 2025. Field staff did not encounter any access limitations during the site visit. Refer to *Appendix B* for site photographs taken throughout the project site.

5.1 Aquatic Resources

5.1.1 Aquatic Feature 1 (AF-1)

AF-1 is a natural, earthen drainage feature that flows through the project site from north to south and ultimately dissipates roughly 0.4 miles south of the project site. AF-1 enters the project site via a 3-foot culvert along the northern end of the site. The first 25 feet of AF-1 consists of grouted riprap along the banks but then transitions to an earthen channel through the rest of the project site. AF-1 is comprised of loose, sandy soils and is mostly vegetated along the banks with upland plants similar in composition to the surrounding upland area. Some surface water was present within the northern portion of AF-1. Evidence of an OHWM and surface hydrology was observed via the following indicators:

- a natural line impressed on the bank,
- sediment deposition, and
- bed and banks.

The OHWM is approximately 3 feet in width along this feature, while the top of bank is roughly 12 feet in width.

Vegetation coverage was consistent throughout the channel, with flax-leaved horseweed (*Erigeron bonariensis*; FACU), short-podded mustard (*Hirschfeldia incana*; UPL), and telegraph weed (*Heterotheca grandiflora*; UPL) dominant throughout the channel. A few individuals of tall cyperus (*Cyperus eragrostis*; FACW) and spiny rush (*Juncus acutus*; FACW) were present at the northern end of AF-1.

Michael Baker conducted a stream duration assessment using the SDAM to determine the flow regime of this feature. AF-1 Reach 1 (downstream end latitude 34.068662°, longitude -117.595148°) had a mean channel width of 1 meter and a reach length of 160 meters. AF-1 Reach 1 did not exhibit indicators of flow more than in direct response to precipitation and was accordingly classified as an aquatic feature with an ephemeral flow regime. *Appendix D, SDAM Form*, has a copy of the Arid West Streamflow Duration Assessment Method form.

Due to the presence of hydrophytic vegetation and wetland hydrology, Michael Baker investigated one soil pit (SP-1) within the vicinity of AF-1 to document the presence or absence of wetland conditions.

- SP-1 was taken within a ponded area that contained the most abundant presence of hydrophytic vegetation, including tall cyperus and spiny rush. SP-1 was dug to a depth of

6 inches before hitting a restrictive layer of riprap. Although wetland hydrology was present within SP-1, hydric soil and hydrophytic-dominant vegetation were not. Therefore, it was determined that no wetlands are present within AF-1.

Appendix C, Wetland Data Forms, has a copy of the wetland determination data form.

Section 6. Findings

Michael Baker prepared this delineation to document the jurisdictional authority of the USACE, RWQCB, and CDFW within the project site. This report presents the best professional judgement in determining the extent of jurisdictional features using the most up-to-date regulations, written policy, and guidance from the regulatory agencies. However, as with any jurisdictional delineation, only the regulatory agencies can make a final determination of jurisdictional boundaries.

6.1 U.S. Army Corps of Engineers

6.1.1 Non-Wetland Waters of The U.S. Determination

Although evidence of an OHWM was noted within the boundaries of the project site, the aquatic feature on site is an ephemeral drainage feature, does not exhibit relatively permanent flow, and does not have a surface hydrological connection to a traditional navigable waterway. Therefore, AF-1 is not considered waters of the U.S.

6.1.2 Wetland Determination

As previously noted in Section 3.1.2, an area must exhibit all three wetland parameters described in the USACE Regional Supplement to be considered a jurisdictional wetland. Based on the results of the site visit, Michael Baker determined that no wetland waters are present within the project site (Section 5.1.1).

6.2 Regional Water Quality Control Board

6.2.1 Non-Wetland Waters of the State Determination

As described in Section 6.1.1, the aquatic feature mapped onsite exhibits evidence of an OHWM, but is not considered waters of the U.S. However, this feature would fall under the jurisdiction of the RWQCB under the Porter-Cologne Act and is considered waters of the State. Table 1, below, presents the total acreage of non-wetland waters of the State within the project site, as also shown in *Figure 4, RWQCB Jurisdictional Map*.

6.2.2 Wetland Determination

As described in Section 6.1.2, an area must exhibit all three wetland parameters described in the Regional Supplement to the USACE Manual to be considered a USACE jurisdictional wetland. The State wetland definition and delineation procedures are largely consistent with the USACE three-parameter approach involving indicators of hydrophytic vegetation, hydric soil, and wetland hydrology. However, one exception is that an area can lack vegetation and still satisfy the parameter for hydrophytic vegetation, thus qualifying the area as a wetland water of the State if the hydric soil and wetland hydrology parameters are also fulfilled. Based on the results of the field delineation, Michael Baker determined that the aquatic feature on site does not contain wetland waters of the State.

6.3 California Department of Fish and Wildlife

The mapped feature exhibits a clear bed and bank and is considered CDFW jurisdictional streambed. Table 1, below, presents the total acreage of CDFW streambed resources within the project site, as also shown in *Figure 5, CDFW Jurisdictional Map*.

TABLE 1. JURISDICTIONAL LIMITS WITHIN THE PROJECT SITE

Aquatic Feature	Latitude/Longitude	Cowardin Code	Jurisdictional Limits							
			USACE		RWQCB		CDFW			Linear Feet
			Wetland	Non-wetland	Wetland	Non-wetland	Unvegetated Streambed	Vegetated Streambed	Associated Riparian	
AF-1	34.069418°/-117.594853°	Riverine	--	--	--	0.03	--	0.15	--	532
Total			**--**	**--**	**--**	**0.03**	**--**	**0.15**	**--**	**532**



9/4/2025 9/4/2025 \\Santca1hub\rivica1fs1\HROOT\pdata\205836\GIS

Legend

- Project Site
- Non-Wetland Waters of the US/State (0.03 acre)
- Soil Pit
- Reference Point

Michael Baker INTERNATIONAL

0 290 580 Feet

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT PROJECT
AQUATIC RESOURCES DELINEATION REPORT

RWQCB Jurisdictional Map

Figure 4

5645



Legend

- Project Site
- CDFW Vegetated Streambed (0.15 acre)
- Soil Pit
- Reference Point

Michael Baker INTERNATIONAL

0 290 580 Feet

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT PROJECT
AQUATIC RESOURCES DELINEATION REPORT

CDFW Jurisdictional Map

Figure 5 **5646**

Section 7. Regulatory Approval Process

Michael Baker prepared this report to delineate the USACE, RWQCB, and CDFW jurisdictional authority within the project site. Below is a summary of the various permits/authorizations that would be required prior to temporarily or permanently impacting on-site jurisdictional features.

7.1 U.S. Army Corps of Engineers

The USACE regulates discharges of dredged or fill materials into waters of the U.S. and wetlands pursuant to Section 404 of the CWA. Based on a review of the proposed project, obtaining a Section 404 permit from the USACE for impacts occurring within USACE jurisdictional areas is not required. However, the applicant may be required to obtain an Approved Jurisdictional Determination from the USACE to confirm the findings of this report.

7.2 Regional Water Quality Control Board

The RWQCB regulates discharges to surface waters under Section 401 of the CWA and Section 13263 of the Porter-Cologne Act. Therefore, a CWA Section 401 Water Quality Certification and Porter-Cologne Waste Discharge Requirements issued from the RWQCB would be required prior to commencement of any construction activities within RWQCB jurisdictional areas. The RWQCB also requires that applicants demonstrate California Environmental Quality Act (CEQA) compliance prior to issuance of the final permits. An application fee is required, which is calculated based on the combined total temporary and permanent impact acreages of jurisdictional impacts.

7.3 California Department of Fish and Wildlife

The CDFW regulates substantial alterations to streambed resources under Section 1602 of the CFGC. Therefore, formal notification to, and subsequent authorization from CDFW would be required prior to commencement of any construction activities within the CDFW jurisdictional areas. The CDFW also requires that CEQA compliance be obtained prior to issuing the final Lake or Streambed Alternation Agreement. A notification fee is required, which is calculated based on estimated project construction costs within any CDFW jurisdictional areas.

7.4 Recommendations

As part of the regulatory permitting process, this delineation will be forwarded to each of the regulatory agencies for their concurrence. The concurrence would be valid up to five years and would solidify findings noted within this report.

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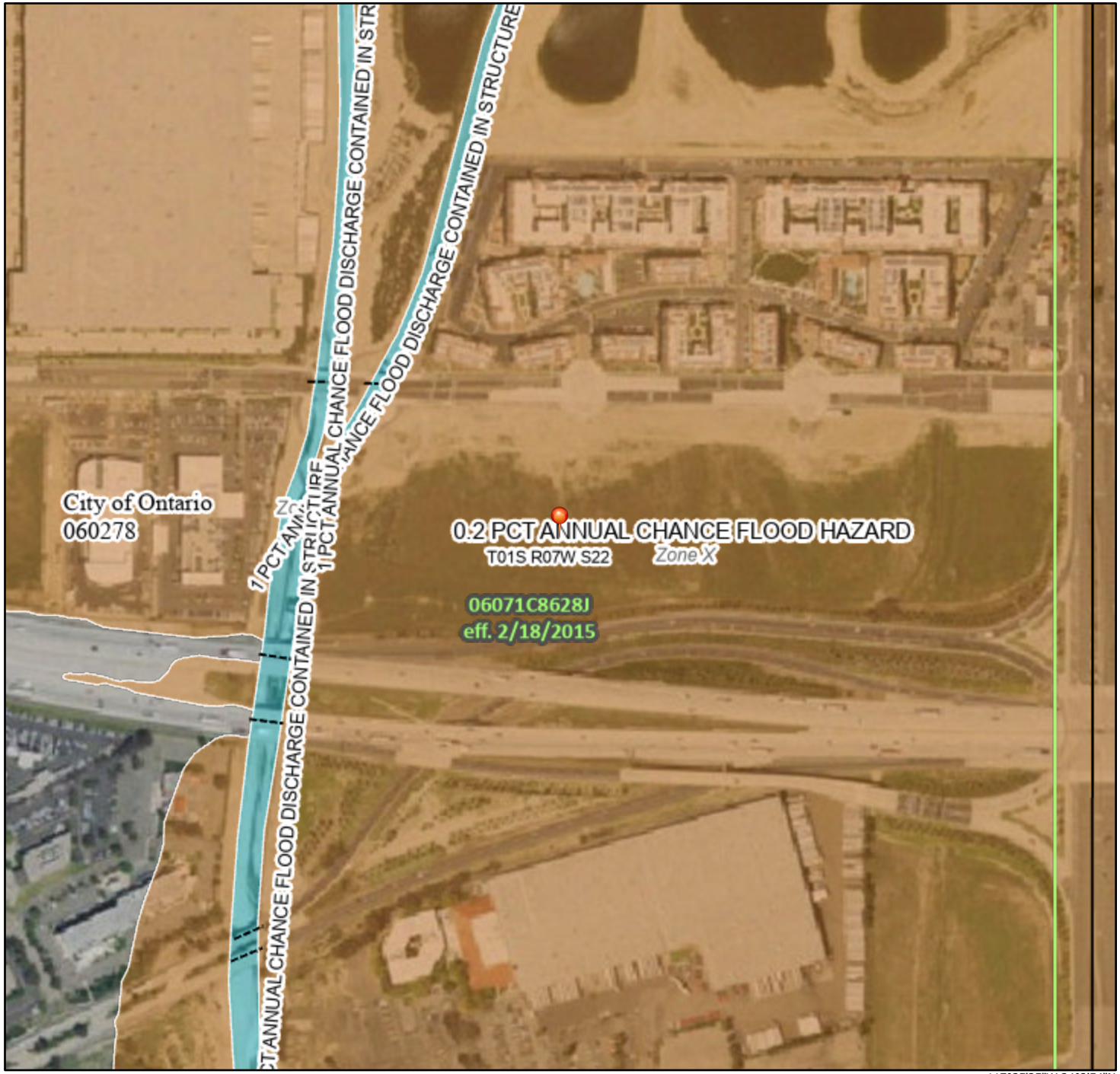
Michael Baker
INTERNATIONAL

APPENDIX A
DOCUMENTATION

National Flood Hazard Layer FIRMette

FEMA

117°36'13"W 34°4'24"N



117°35'35"W 34°3'54"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 Cross Sections with 1% Annual Chance / Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 8/20/2025 at 8:46 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used f regulatory purposes.

5652

U.S. Fish and Wildlife Service
National Wetlands Inventory

Ontario-MeredithSP NWI



February 18, 2025

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

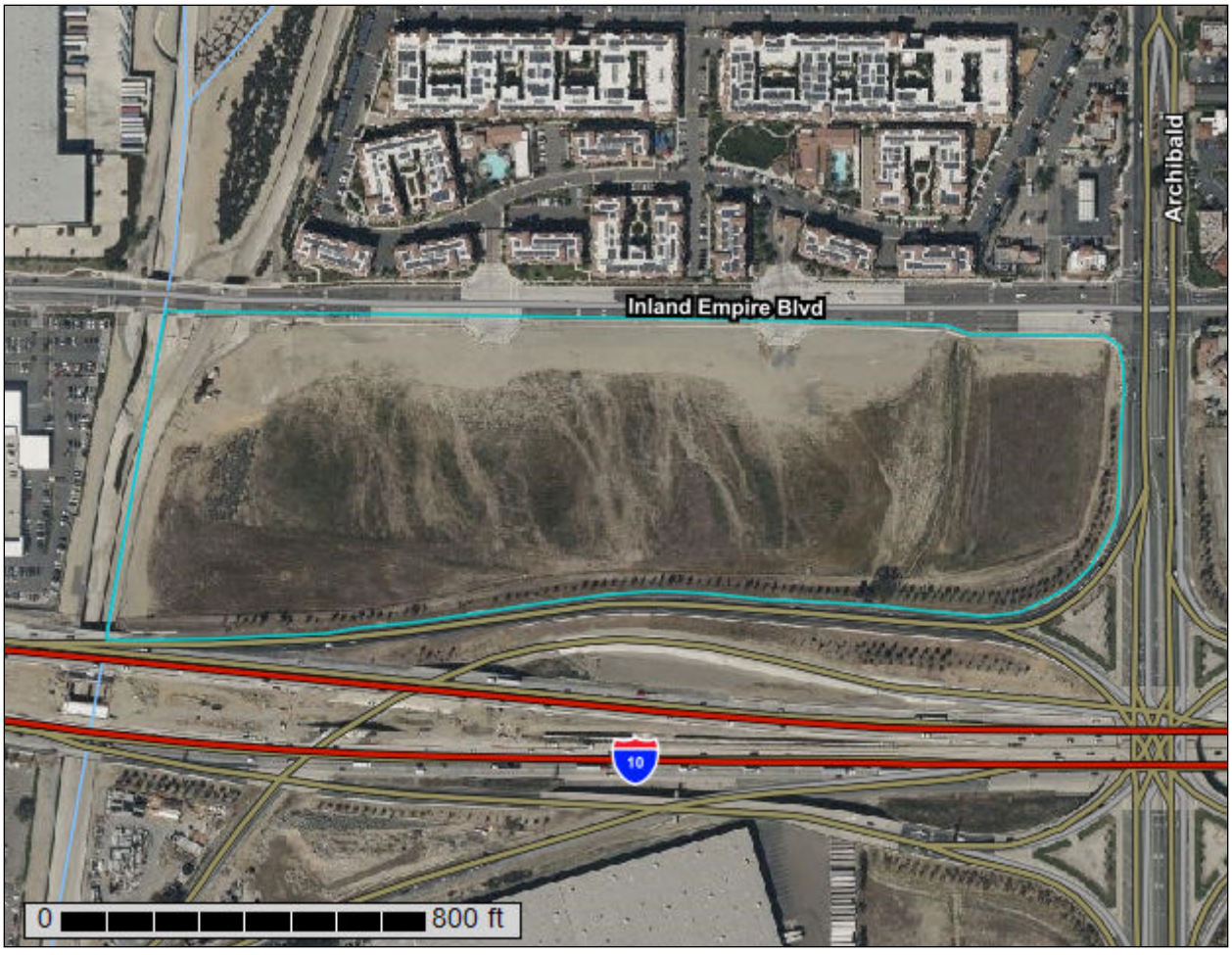
United States Department of Agriculture

NRCS

Natural Resources Conservation Service

A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

Custom Soil Resource Report for San Bernardino County Southwestern Part, California



February 18, 20

Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (https://offices.sc.egov.usda.gov/locator/app?agency=nrcs) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.



Map Scale: 1:3,730 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 50 100 200 300

Feet
0 150 300 600 900

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 11N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: San Bernardino County Southwestern Part, California
Survey Area Data: Version 16, Aug 30, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 17, 2022—Jun 12, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background

MAP LEGEND

MAP INFORMATION

imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
TuB	Tujunga loamy sand, 0 to 5 percent slopes	31.4	100.0%
Totals for Area of Interest		**31.4**	**100.0%**

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

San Bernardino County Southwestern Part, California

TuB—Tujunga loamy sand, 0 to 5 percent slopes

Map Unit Setting

National map unit symbol: 2sx6y
Elevation: 650 to 3,110 feet
Mean annual precipitation: 10 to 25 inches
Mean annual air temperature: 62 to 65 degrees F
Frost-free period: 325 to 365 days
Farmland classification: Farmland of statewide importance

Map Unit Composition

Tujunga, loamy sand, and similar soils: 85 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Tujunga, Loamy Sand

Setting

Landform: Alluvial fans
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Alluvium derived from granite

Typical profile

A - 0 to 6 inches: loamy sand
C1 - 6 to 18 inches: loamy sand
C2 - 18 to 60 inches: loamy sand

Properties and qualities

Slope: 0 to 5 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Somewhat excessively drained
Runoff class: Very low
Capacity of the most limiting layer to transmit water (Ksat): High to very high (5.95 to 19.98 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: Rare
Frequency of ponding: None
Available water supply, 0 to 60 inches: Low (about 4.2 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 4e
Hydrologic Soil Group: A
Ecological site: R019XG912CA - Sandy Fan
Hydric soil rating: No

Minor Components

Tujunga, gravelly loamy sand

Percent of map unit: 10 percent
Landform: Alluvial fans
Landform position (three-dimensional): Tread

Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

Hanford, sandy loam

Percent of map unit: 5 percent
Landform: Alluvial fans
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

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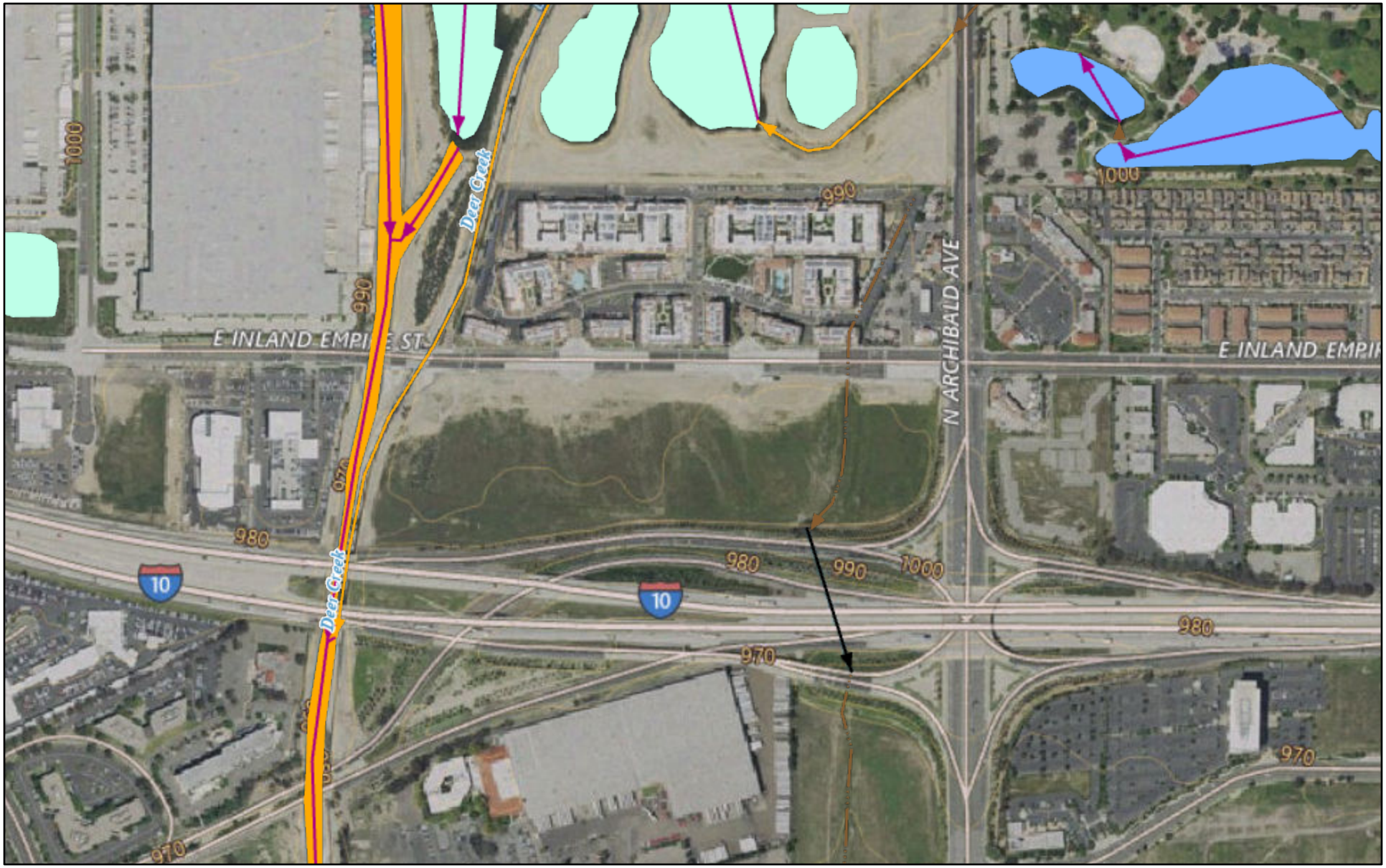
Meredith SPA



8/19/2025

Flow Direction
- Connector
- CanalDitch
- StreamRiver - Ephemeral

Flowline - Large Scale
- Artificial Path
- Ephemeral
- Artificial Path

- Canal Ditch
- Connector

Area - Large Scale
- CanalDitch

Waterbody - Large Scale
- Lake Pond
- Reservoir

Layers
- Red: Band_1
- Green: Band_2
- Blue: Band_3

USGS The National Map: Orthoimagery and US Topo. Data refreshed February, 2025., USGS TNM – National Hydrography Dataset. Data

Michael Baker
INTERNATIONAL

APPENDIX B
SITE PHOTOGRAPHS



Photograph 1. South-facing view of the northern end of AF-1 (34.070073-117.594839°).



Photograph 2. View looking south along the middle of AF-1 (34.069291°, -117.594850°).



Photograph 3. View looking north along the southern end of AF-1 (34.068684°, -117.595138°).



Photograph 4. View looking northeast towards Soil Pit 1 at the northern end of AF-1 (34.069948°, -117.594869°).

Michael Baker
INTERNATIONAL

APPENDIX C
WETLAND DATA FORM

WETLAND DETERMINATION DATA FORM – Arid West Region

Project/Site: Meredith SPA City/County: Ontario, San Bernardino Cou Sampling Date: 8/5/2025

Applicant/Owner: City of Ontario State: CA Sampling Point: SP1

Investigator(s): Stephen Anderson, Audrey Tamayo Section, Township, Range: Section 22, Township 01 South, Range 7 West

Landform (hillslope, terrace, etc.): Terrace Local relief (concave, convex, none): None Slope (%): 1

Subregion (LRR): LRR K Lat: 34.069986° Long: -117.594853° Datum: WGS84

Soil Map Unit Name: TuB—Tujunga loamy sand, 0 to 5 percent slopes NWI classification: None

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ✓ No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ No _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes _____	No ✓	**Is the Sampled Area within a Wetland?** Yes _____ No ✓
Hydric Soil Present?	Yes _____	No _____	
Wetland Hydrology Present?	Yes ✓	No _____	

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	_____ = Total Cover		
Sapling/Shrub Stratum (Plot size: _____)			
1.			
2.			
3.			
4.			
5.			
	_____ = Total Cover		
Herb Stratum (Plot size: 20')			
1. Cyperus eragrostis	10	Yes	FACW
2. Juncus acutus	7	No	FACW
3. Erigeron bonariensis	25	Yes	FACU
4. Hirschfeldia incana	10	Yes	UPL
5. Datura stramonium	3	No	UPL
6. Ambrosia psilostachya	7	No	FACU
7. Bromus rubens	10	Yes	UPL
8.			
	72 = Total Cover		
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
	_____ = Total Cover		

% Bare Ground in Herb Stratum 28 % Cover of Biotic Crust _____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: _____ (A)

Total Number of Dominant Species Across All Strata: _____ (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: _____ (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:	
OBL species	x 1 =	
FACW species 10	x 2 =	20
FAC species	x 3 =	
FACU species 25	x 4 =	100
UPL species 20	x 5 =	100
Column Totals: 55 (A)		220 (B)

Prevalence Index = B/A = 4

Hydrophytic Vegetation Indicators:

___ Dominance Test is >50%

___ Prevalence Index is ≤3.0[1]

___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes _____ No ✓

Remarks:

SOIL

Sampling Point: SP1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-3	7.5YR 2.5/1	100					Silt loam	
3-6	7.5YR 3/2	100					Silt loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR C**)
- ___ 1 cm Muck (A9) (**LRR D**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Vernal Pools (F9)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR C**)
- ___ 2 cm Muck (A10) (**LRR B**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: grouted riprap

Depth (inches): 6

Hydric Soil Present? Yes _____ No ✓

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ✓ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1) (**Nonriverine**)
- ___ Sediment Deposits (B2) (**Nonriverine**)
- ___ Drift Deposits (B3) (**Nonriverine**)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ✓ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Biotic Crust (B12)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water Marks (B1) (**Riverine**)
- ___ Sediment Deposits (B2) (**Riverine**)
- ✓ Drift Deposits (B3) (**Riverine**)
- ✓ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes _____ No ✓ Depth (inches): _____

Water Table Present? Yes _____ No ✓ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes _____ No ✓ Depth (inches): _____

Wetland Hydrology Present? Yes ✓ No _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Michael Baker
INTERNATIONAL

APPENDIX D
ARID WEST STREAMFLOW DURATION ASSESSMENT METHOD DATA FORM

Streamflow Duration Assessment Methods

SDAM Version 3.0.0 Release Date: June 2025

https://www.epa.gov/streamflow-duration-assessment

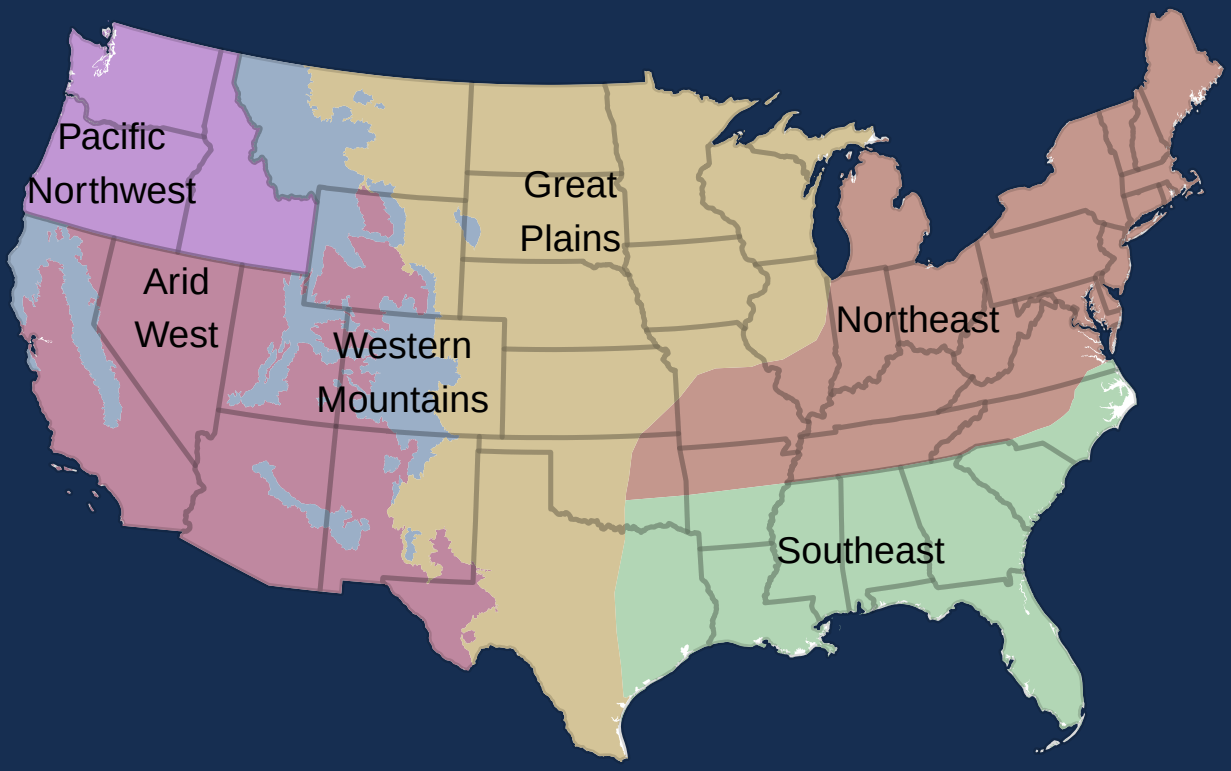
Visit date: 2025-08-05

Report generated date: 2025-08-05

Project name: Meredith SPA

Site code: N/A

Regional SDAM classification: EPHEMERAL



General site information

Project name or number: Meredith SPA

Site code or identifier: N/A

SDAM Region: Arid West

Adjacent SDAM Regions within 10 miles: Unknown

Assessor(s): Stephen Anderson, Audrey Tamayo

Waterway name: Unnamed Drainage

Visit date: 2025-08-05

Current weather conditions: Clear/Sunny

Notes on current or recent weather conditions: No recent rain events

Location: Not provided

Surrounding land use within 100 m: Urban, industrial, or residential

Notes on land use: Undeveloped land subject to regular mowing

Description of reach boundaries: Culvert at north end, culvert at south end

Assessment reach length (m): 150

Disturbed or difficult conditions: Stream modifications (e.g., channelization)

Notes on disturbances or difficult site conditions: Regularly mowed outside of channel

Observed hydrology

Percent of reach with surface flow: 0

Percent of reach with surface and sub-surface flows: 0

Number of isolated pools: 1

Notes on observed hydrology: Surface water present at north end of reach

Site photos

Top of reach looking downstream:



Middle of reach looking upstream:



Middle of reach looking downstream:



Bottom of reach looking upstream:



Site sketch

Indicators

Mean bankfull channel width (m): 1

Notes on mean bankfull channel width: Bankfull consistent throughout channel.

Mean bankfull channel width photos and descriptions:



Description: Upstream end



Description: middle



Description: downstream end

Perennial indicator taxa: No perennial indicator taxa detected

Aquatic macroinvertebrates in assessment area: Aquatic macroinvertebrates absent

Notes on aquatic macroinvertebrates:

Macroinvertebrate photos and photo descriptions:

Slope (to the nearest half-percent): 0.99

Notes about slope:

Slope is minor and consistent

Slope photos and descriptions:



Description:

Number of hydrophytic plant species: 2

Vegetation in assessment area: vegetation present

Notes on hydrophytic plants:

Hydrophytic vegetation presence is very minor

Hydrophyte photos and photo descriptions:



Description: Hydrophytes at north end of drainage

Prevalence of upland rooted plants in streambed: 0 (Poor) Rooted upland plants are prevalent within the streambed/thalweg.

Notes about upland rooted plants:

Upland rooted plants present throughout drainage

Upland rooted plants photos and descriptions:



Description: Upland plants along banks and within thalweg

Algal cover: Not Detected

Check here if algae exclusively appears to have been deposited from an upstream source, and no local growth is evident: Not checked

Notes about algal cover:

None

Algal cover photos and descriptions:

Differences in vegetation: 0 (Poor) No compositional or density differences in vegetation are present between the banks and the adjacent uplands.

Notes about differences in vegetation:

None

Vegetation differences photos and descriptions:

Riffle-pool sequence: 0 (Poor) No riffle-pool sequences observed.

Notes about riffle-pool sequence:

None

Riffle-pool photos and descriptions:

Supplemental information

Additional notes about the assessment:

None

Supplemental information photos and descriptions:

Arid West Regional SDAM classification

EPHEMERAL

SDAM resources

End of Report

APPENDIX C
NOISE DATA

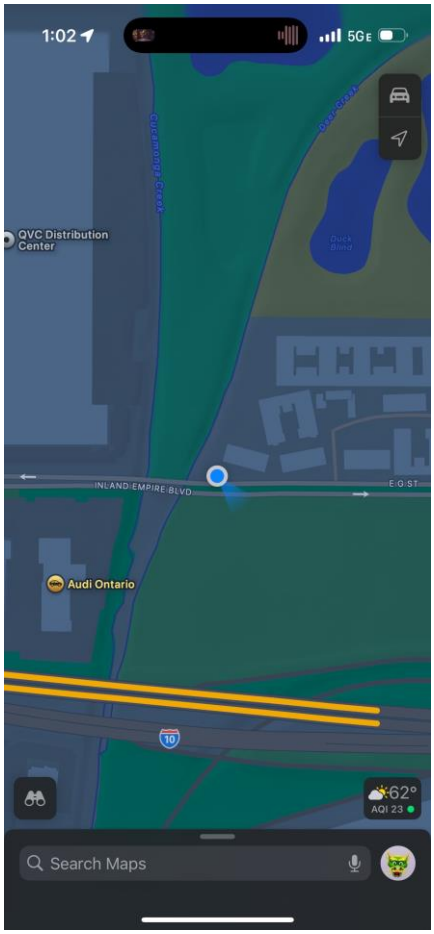
Site Number: NM-1		
Recorded By: Dennis Dinh, Darshan Shivaiah		
Job Number: 205836		
Date: 4/02/2025		
Time: 11:59 a.m.		
Location: West of the 2505 East Date Palm Paseo Building		
Source of Ambient Noise: Traffic along Inland Empire Boulevard		
Noise Data		
L_{eq} (dB)	**L_{min} (dB)**	**L_{max} (dB)**
67.8	57.4	84.6

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**3011133**	**06/04/2023**	
	Microphone	**Brüel & Kjær**	**4189**	**3086765**	**06/04/2023**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**25380**	**06/04/2023**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**06/04/2023**	

Weather Data			
Est.	**Duration:** 10 minutes	**Sky:** Sunny	
	Note: dBA Offset = -0.01	**Sensor Height (ft):** 5 ft	
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (inches)**
	6	62	30.06

Photo of Measurement Location





2250

Instrument:		2250
Application:		BZ7225 Version 4.7.6
Start Time:		04/02/2025 11:59:59
End Time:		04/02/2025 12:09:59
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		142.15

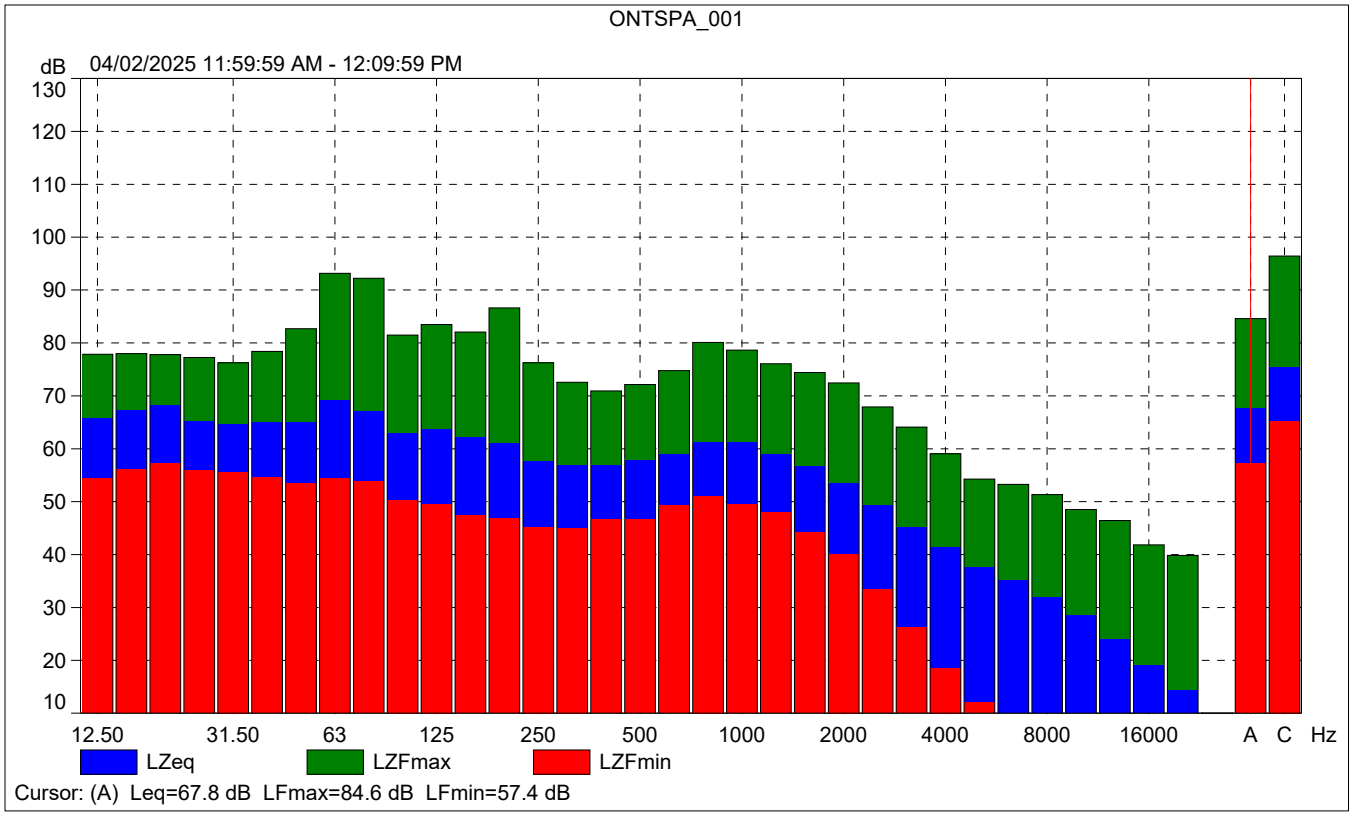
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

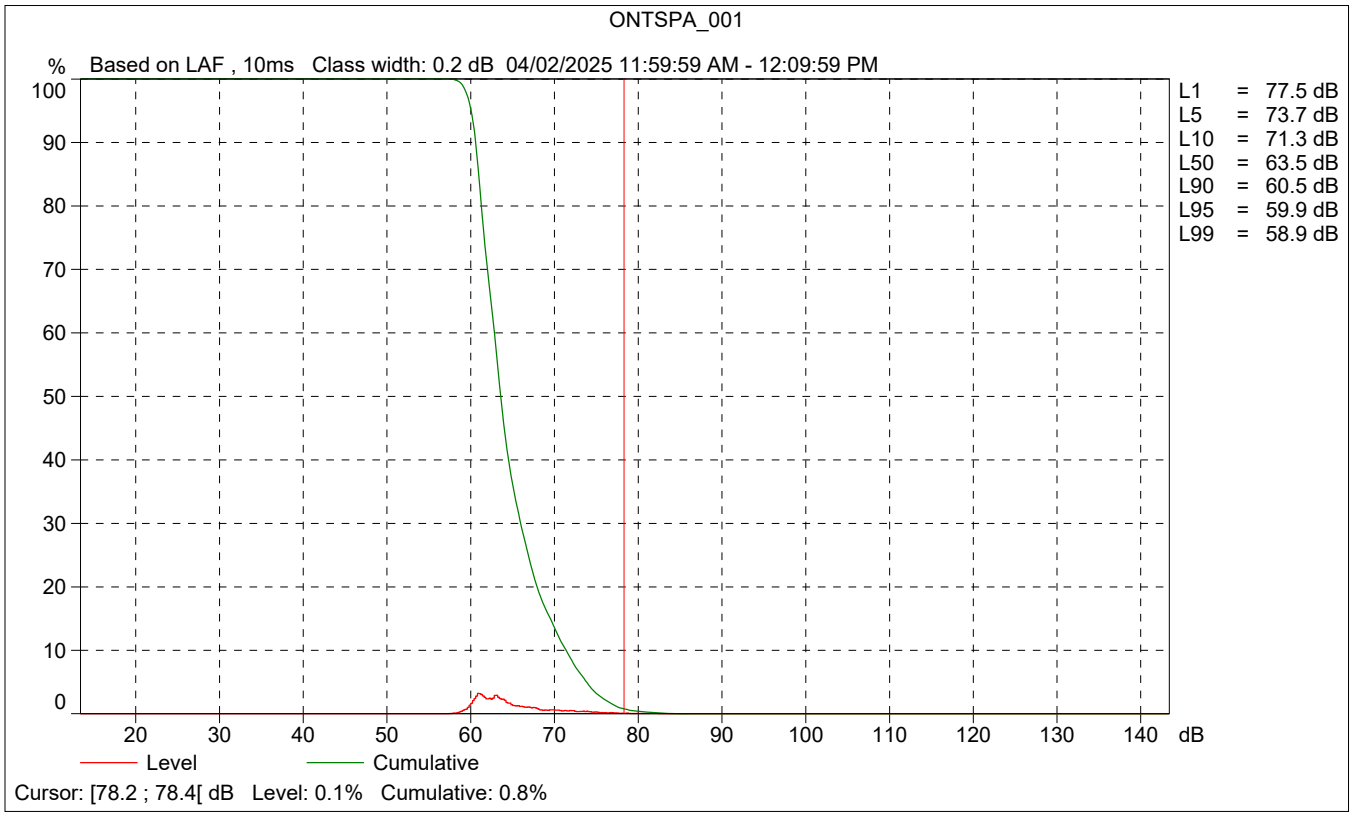
Instrument Serial Number:		3011133
Microphone Serial Number:		3086765
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Free-field

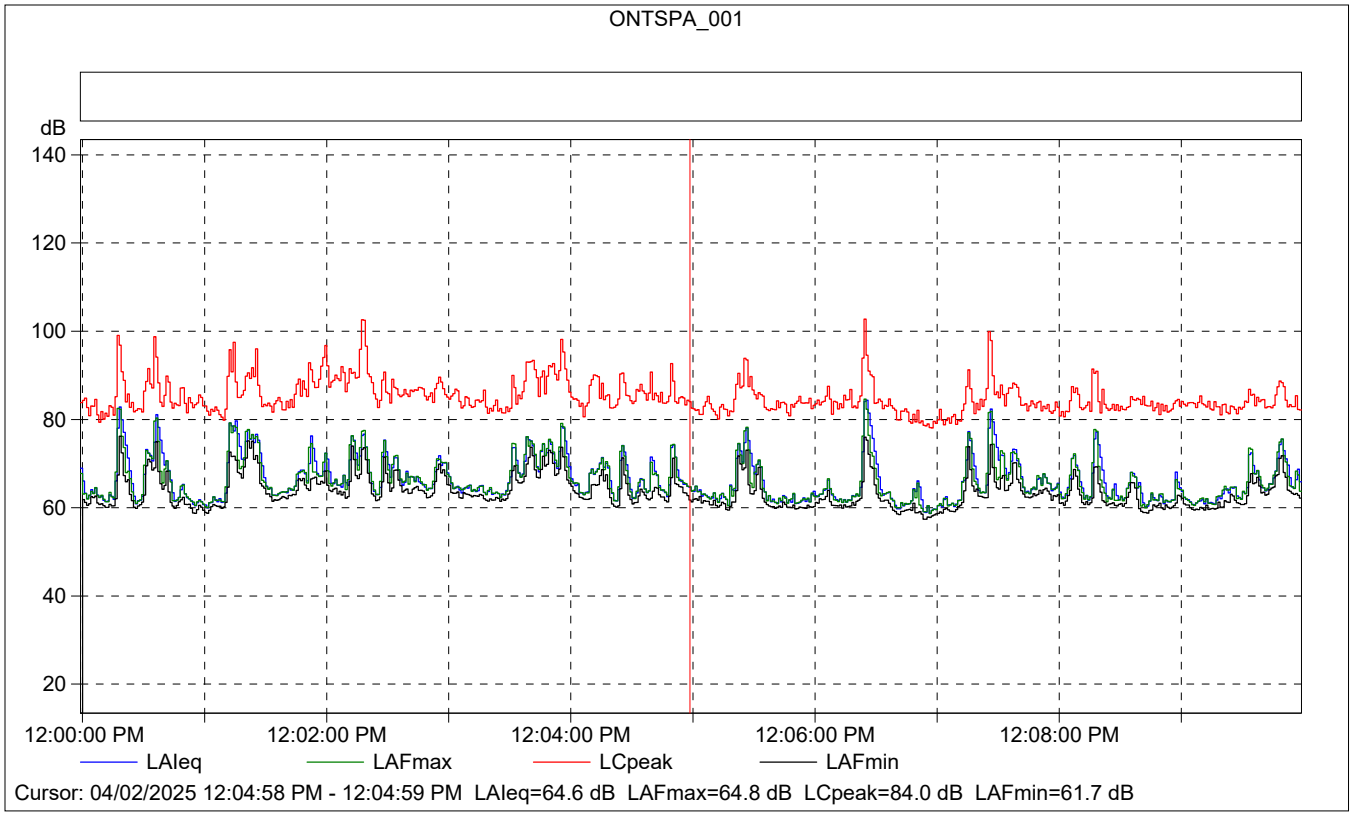
Calibration Time:		04/02/2025 11:02:21
Calibration Type:		External reference
Sensitivity:		43.4710383415222 mV/Pa

ONTSPA_001

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	67.8	84.6	57.4
Time	11:59:59 AM	12:09:59 PM	0:10:00				
Date	04/02/2025	04/02/2025					

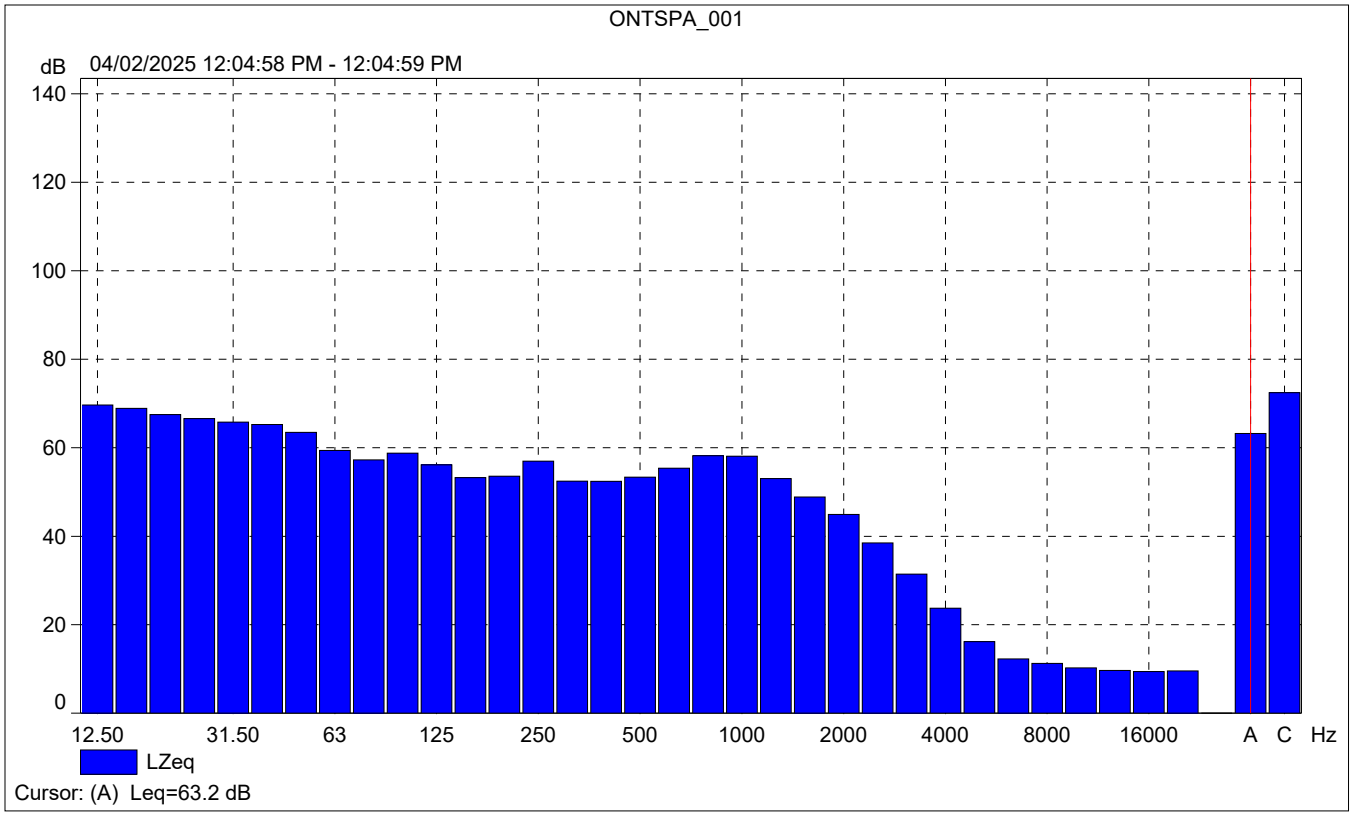

ONTSPA_001
dB
04/02/2025 11:59:59 AM - 12:09:59 PM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=67.8 dB LFmax=84.6 dB LFmin=57.4 dB

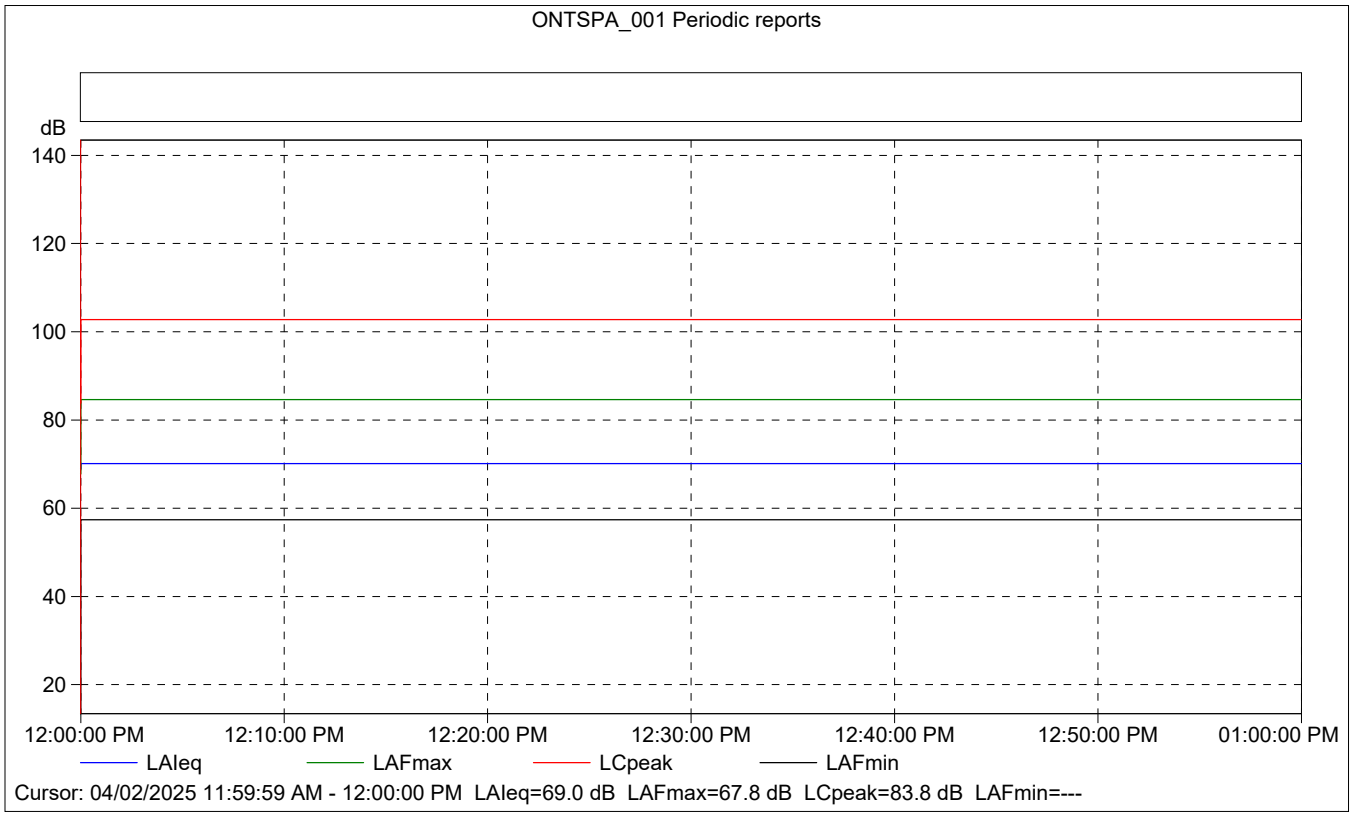

ONTSPA_001
%
Based on LAF , 10ms Class width: 0.2 dB 04/02/2025 11:59:59 AM - 12:09:59 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 77.5 dB
L5 = 73.7 dB
L10 = 71.3 dB
L50 = 63.5 dB
L90 = 60.5 dB
L95 = 59.9 dB
L99 = 58.9 dB
Level
Cumulative
Cursor: [78.2 ; 78.4[dB Level: 0.1% Cumulative: 0.8%



ONTSPA_001

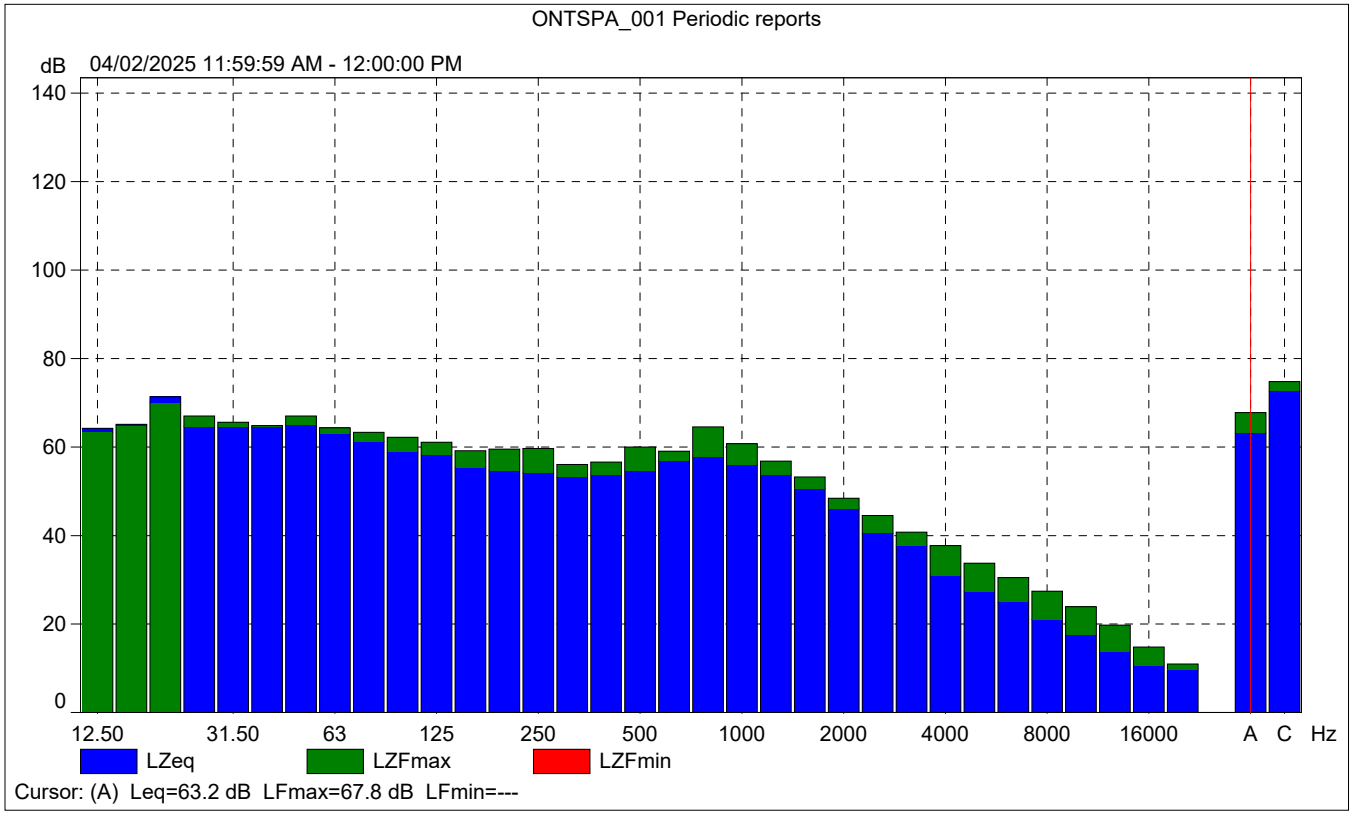
	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	64.6	64.8	61.7
Time	12:04:58 PM	0:00:01				
Date	04/02/2025					

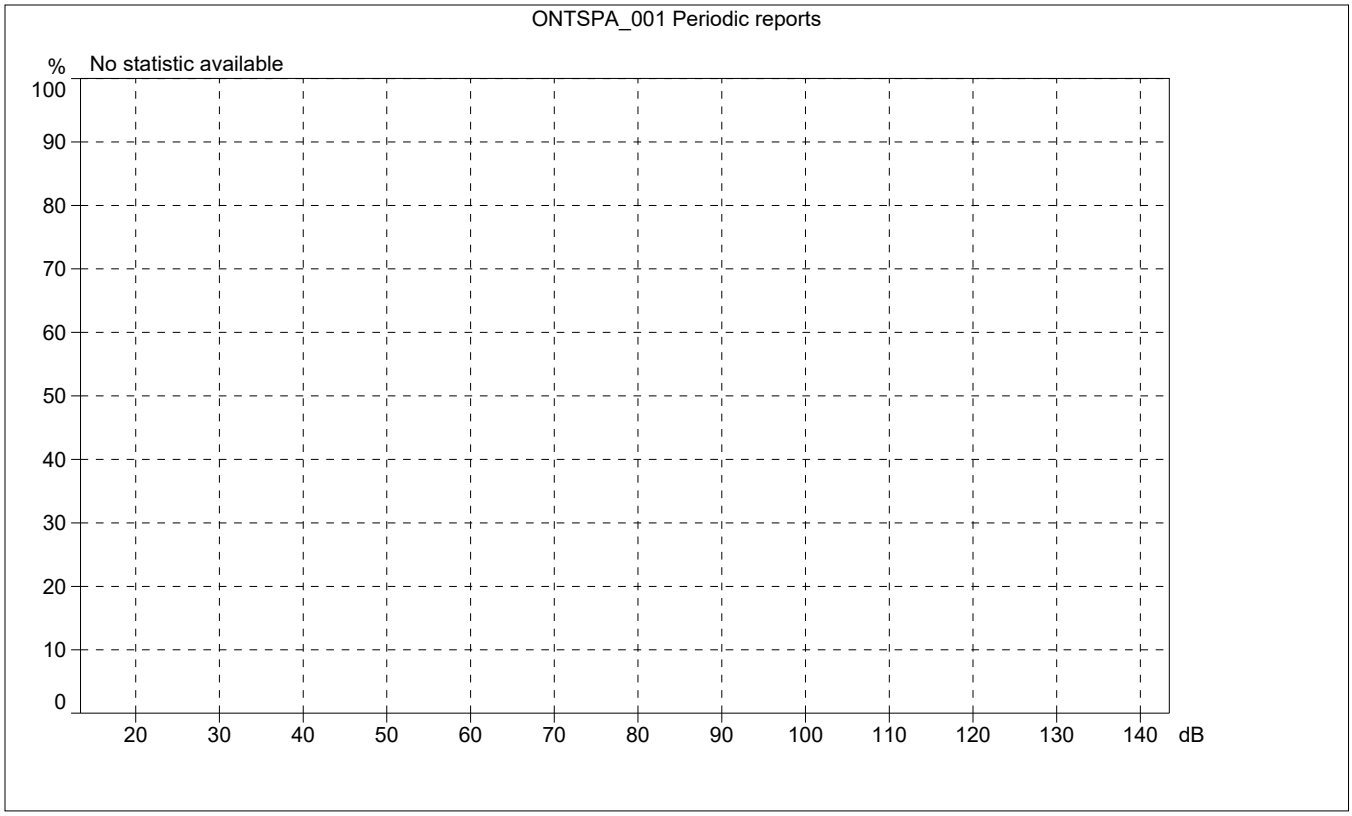

ONTSPA_001
dB
04/02/2025 12:04:58 PM - 12:04:59 PM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
Cursor: (A) Leq=63.2 dB


ONTSPA_001 Periodic reports
dB
140
120
100
80
60
40
20
12:00:00 PM
12:10:00 PM
12:20:00 PM
12:30:00 PM
12:40:00 PM
12:50:00 PM
01:00:00 PM
LAIeq
LAFmax
LCpeak
LAFmin
Cursor: 04/02/2025 11:59:59 AM - 12:00:00 PM LAIeq=69.0 dB LAFmax=67.8 dB LCpeak=83.8 dB LAFmin=---

ONTSPA_001 Periodic reports

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	69.0	67.8	---
Time	11:59:59 AM	0:00:01				
Date	04/02/2025					




ONTSPA_001 Periodic reports
%
No statistic available
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB

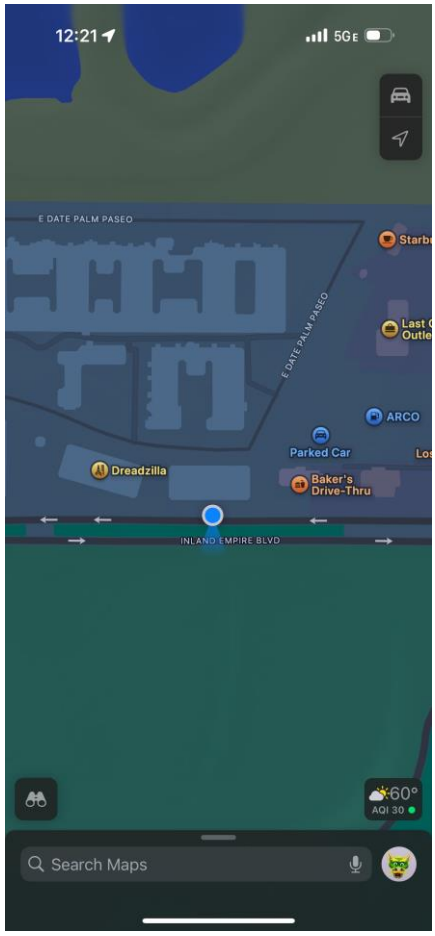
Site Number: NM-2		
Recorded By: Dennis Dinh, Darshan Shivaiah		
Job Number: 205836		
Date: 4/02/2025		
Time: 12:17 p.m.		
Location: Approximately 100 feet east of the East Date Palm Paseo and Inland Empire Boulevard intersection		
Source of Ambient Noise: Traffic along Inland Empire Boulevard		
Noise Data		
L_{eq} (dB)	**L_{min} (dB)**	**L_{max} (dB)**
66.8	59.7	79.5

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**3011133**	**06/04/2023**	
	Microphone	**Brüel & Kjær**	**4189**	**3086765**	**06/04/2023**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**25380**	**06/04/2023**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**06/04/2023**	

Weather Data			
Est.	**Duration:** 10 minutes		**Sky:** Sunny
	Note: dBA Offset = -0.01		**Sensor Height (ft):** 5 ft
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (inches)**
	6	60	30.06

Photo of Measurement Location





2250

Instrument:		2250
Application:		BZ7225 Version 4.7.6
Start Time:		04/02/2025 12:17:32
End Time:		04/02/2025 12:27:32
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		142.15

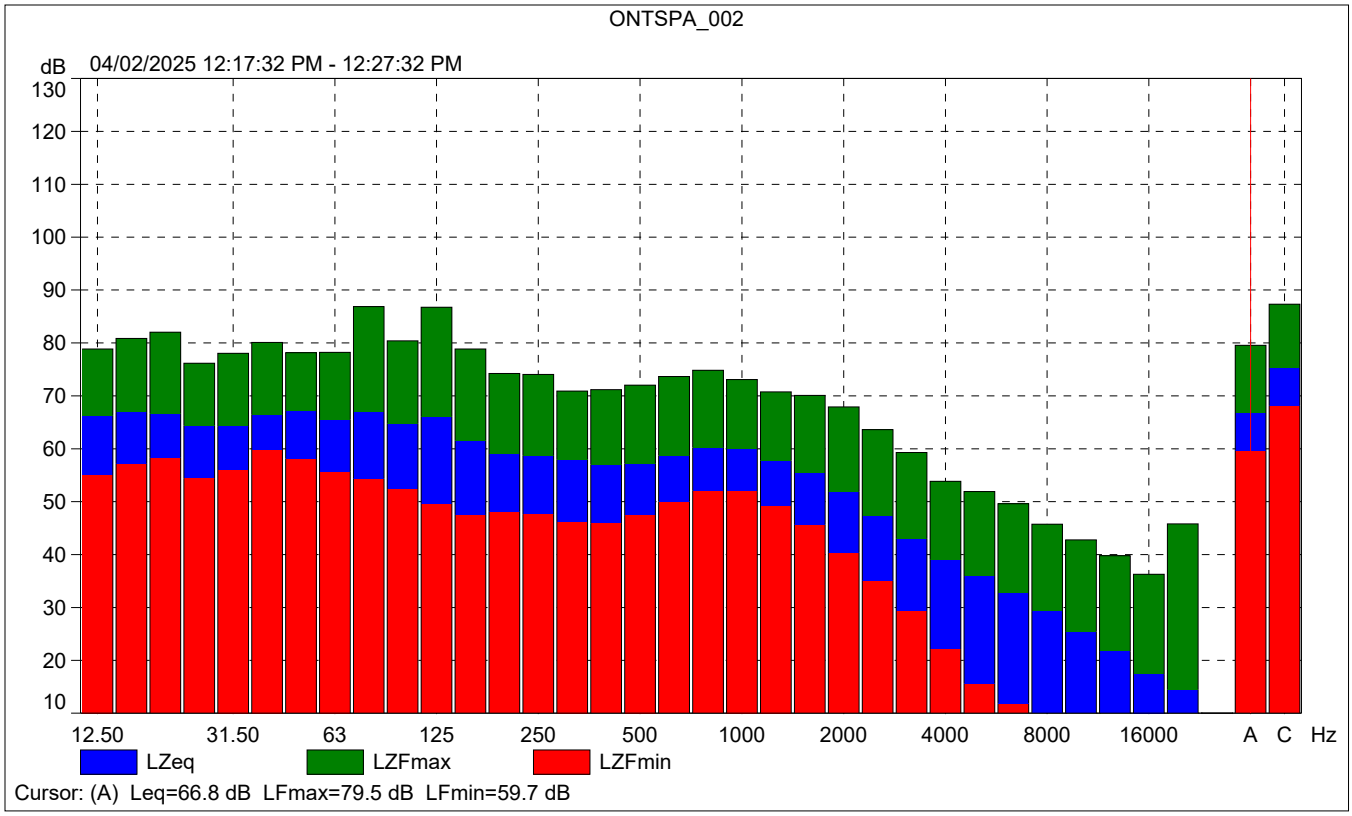
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

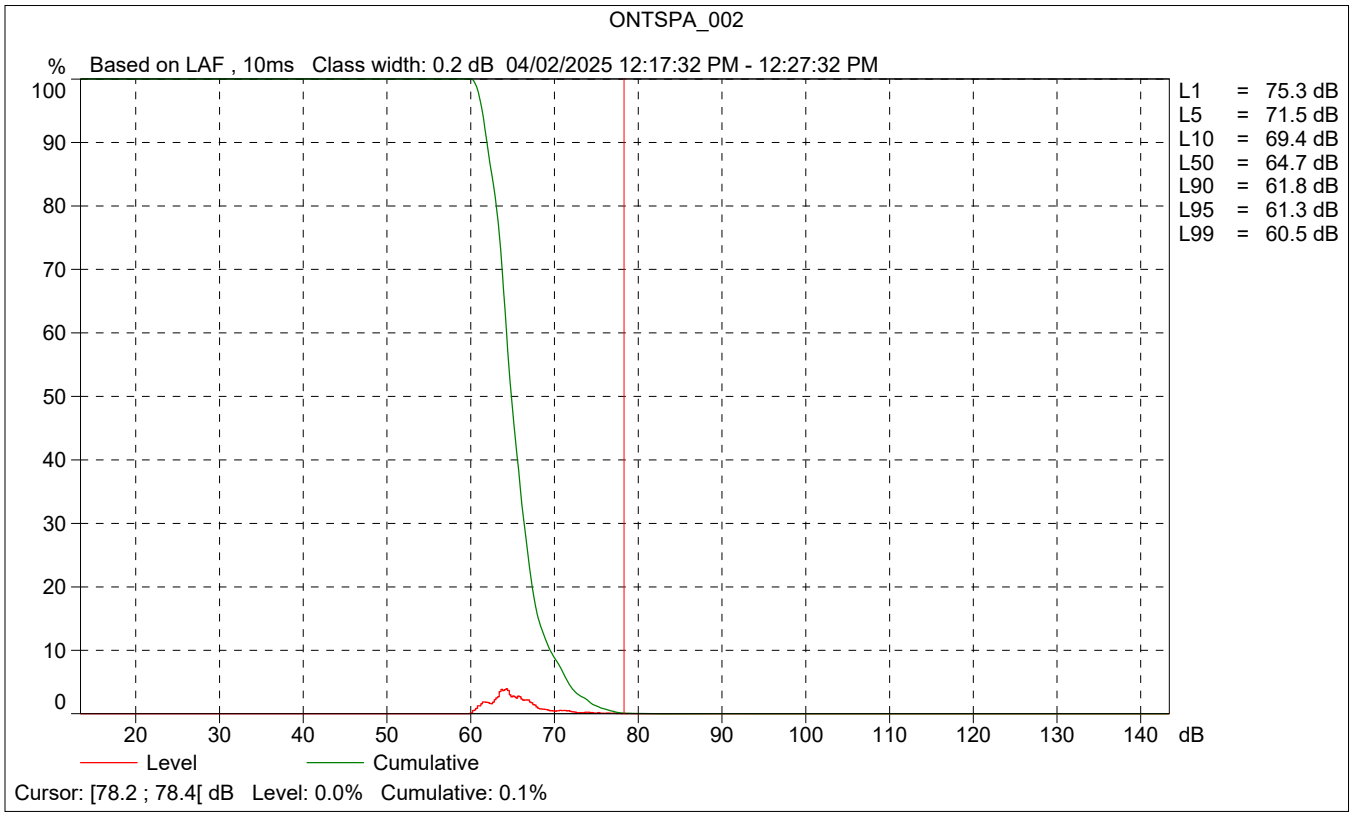
Instrument Serial Number:		3011133
Microphone Serial Number:		3086765
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Free-field

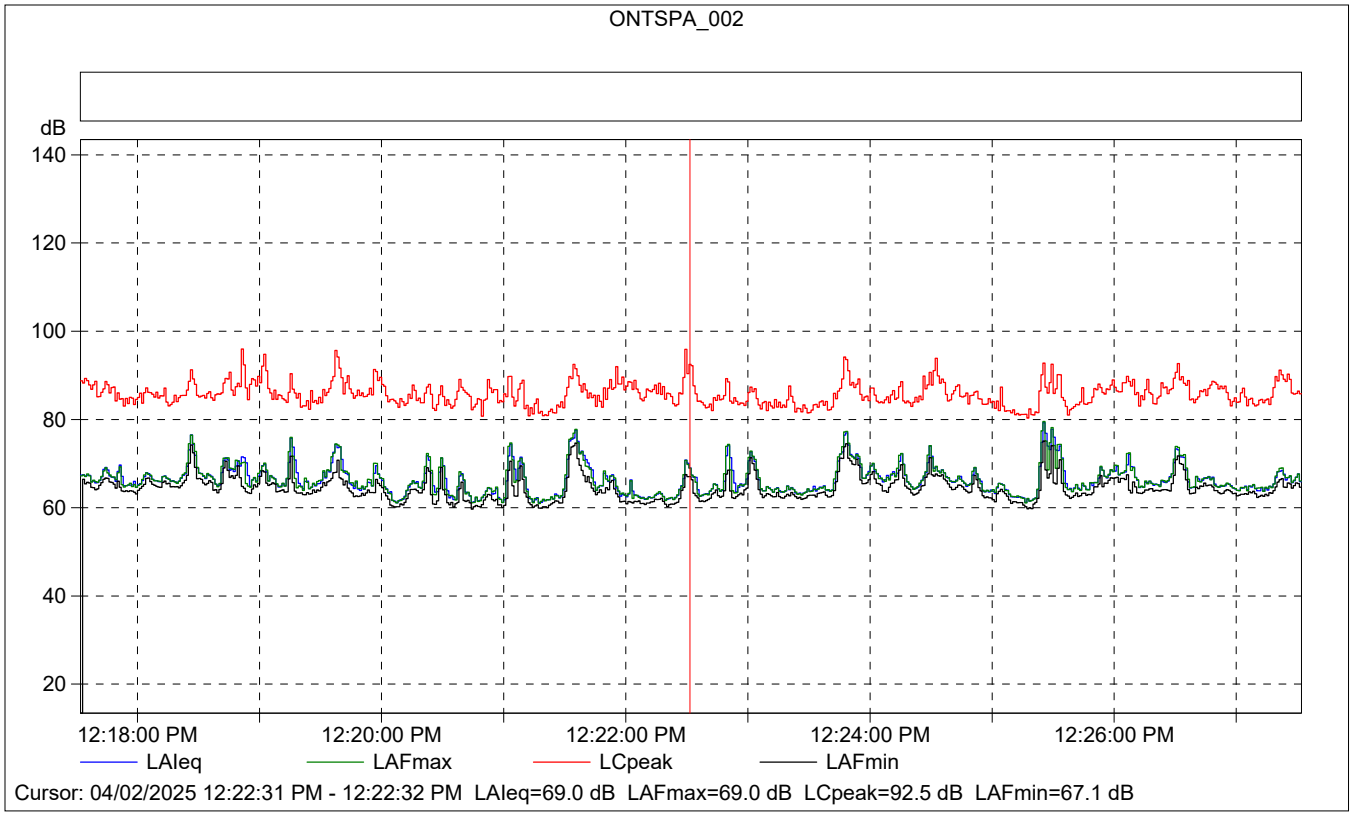
Calibration Time:		04/02/2025 11:02:21
Calibration Type:		External reference
Sensitivity:		43.4710383415222 mV/Pa

ONTSPA_002

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	66.8	79.5	59.7
Time	12:17:32 PM	12:27:32 PM	0:10:00				
Date	04/02/2025	04/02/2025					

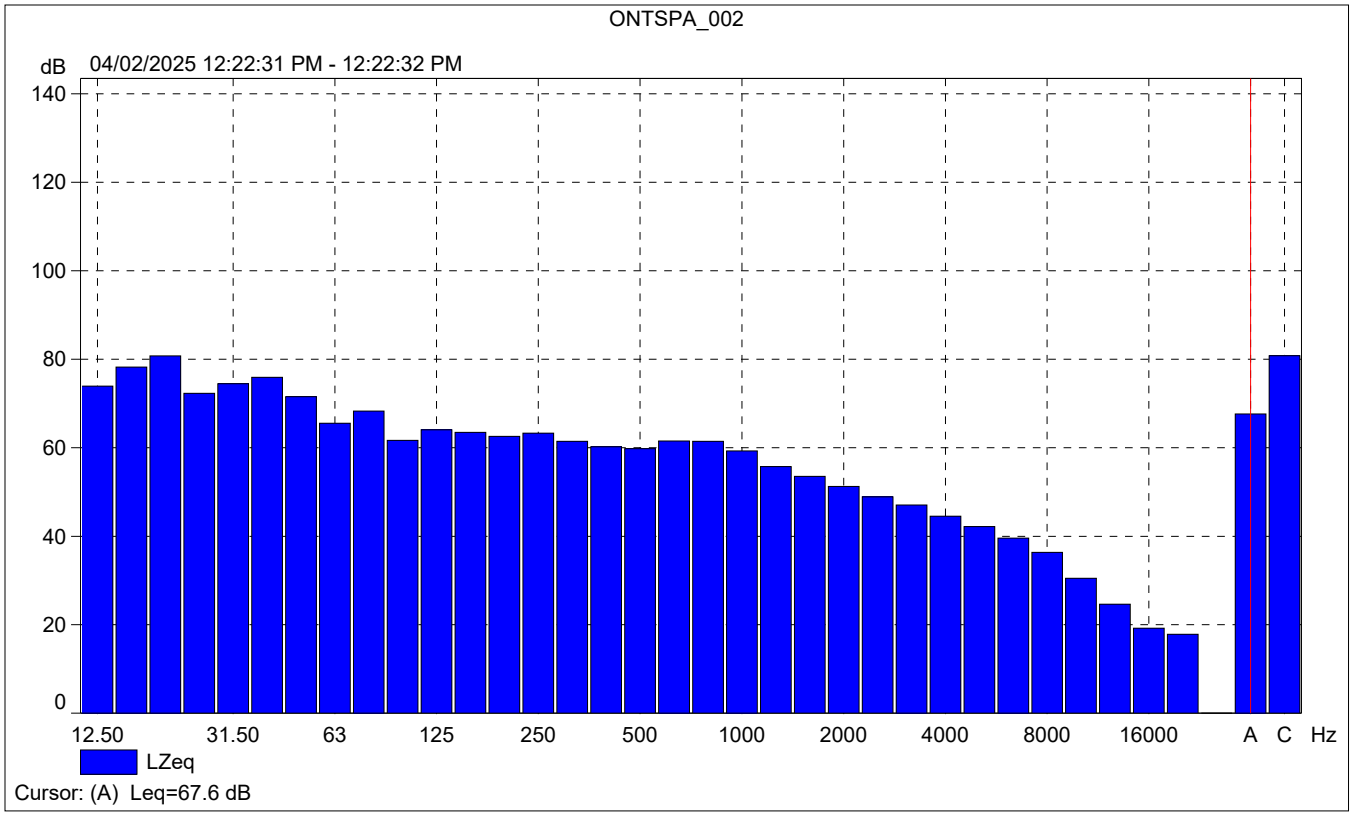

ONTSPA_002
dB
04/02/2025 12:17:32 PM - 12:27:32 PM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=66.8 dB LFmax=79.5 dB LFmin=59.7 dB

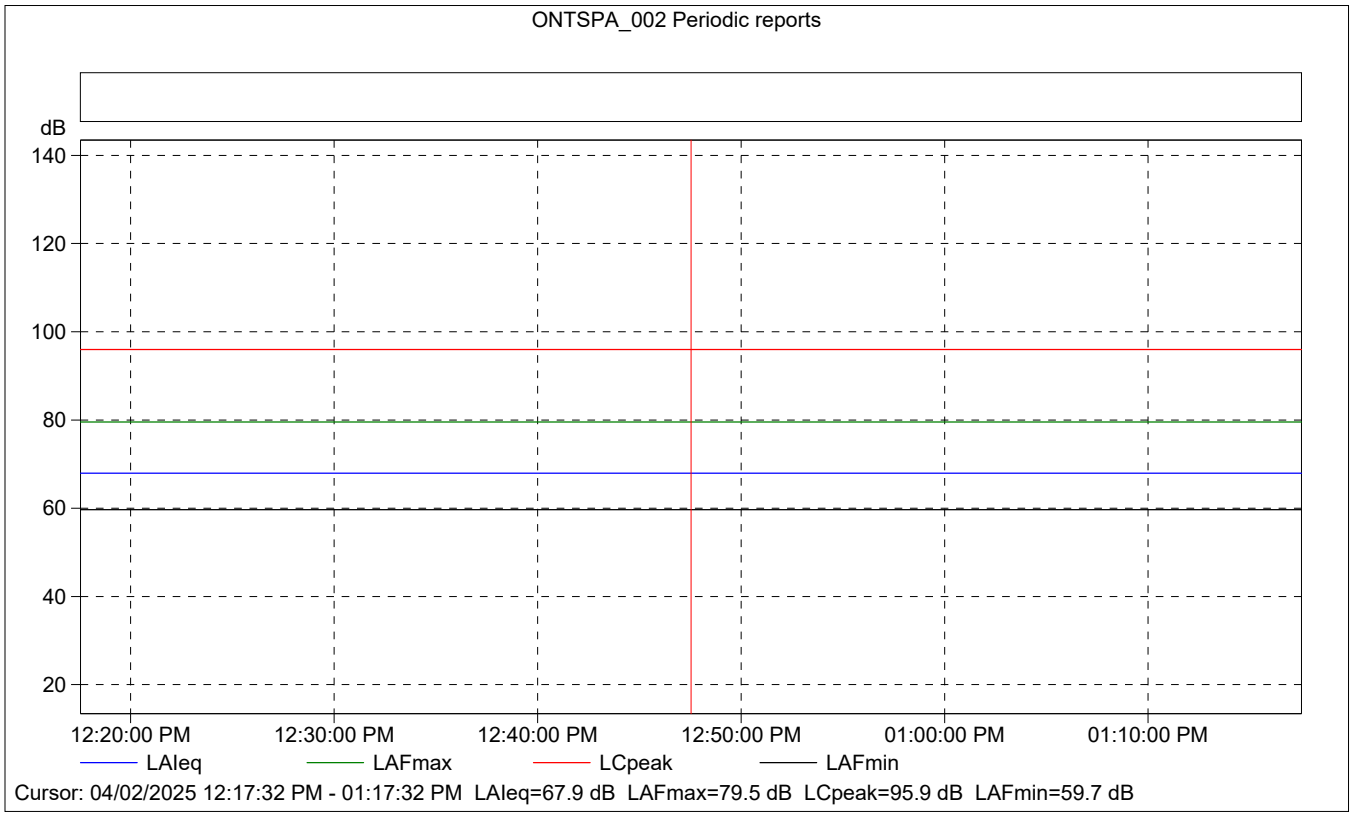

ONTSPA_002
%
Based on LAF , 10ms Class width: 0.2 dB 04/02/2025 12:17:32 PM - 12:27:32 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 75.3 dB
L5 = 71.5 dB
L10 = 69.4 dB
L50 = 64.7 dB
L90 = 61.8 dB
L95 = 61.3 dB
L99 = 60.5 dB
Level
Cumulative
Cursor: [78.2 ; 78.4[dB Level: 0.0% Cumulative: 0.1%



ONTSPA_002

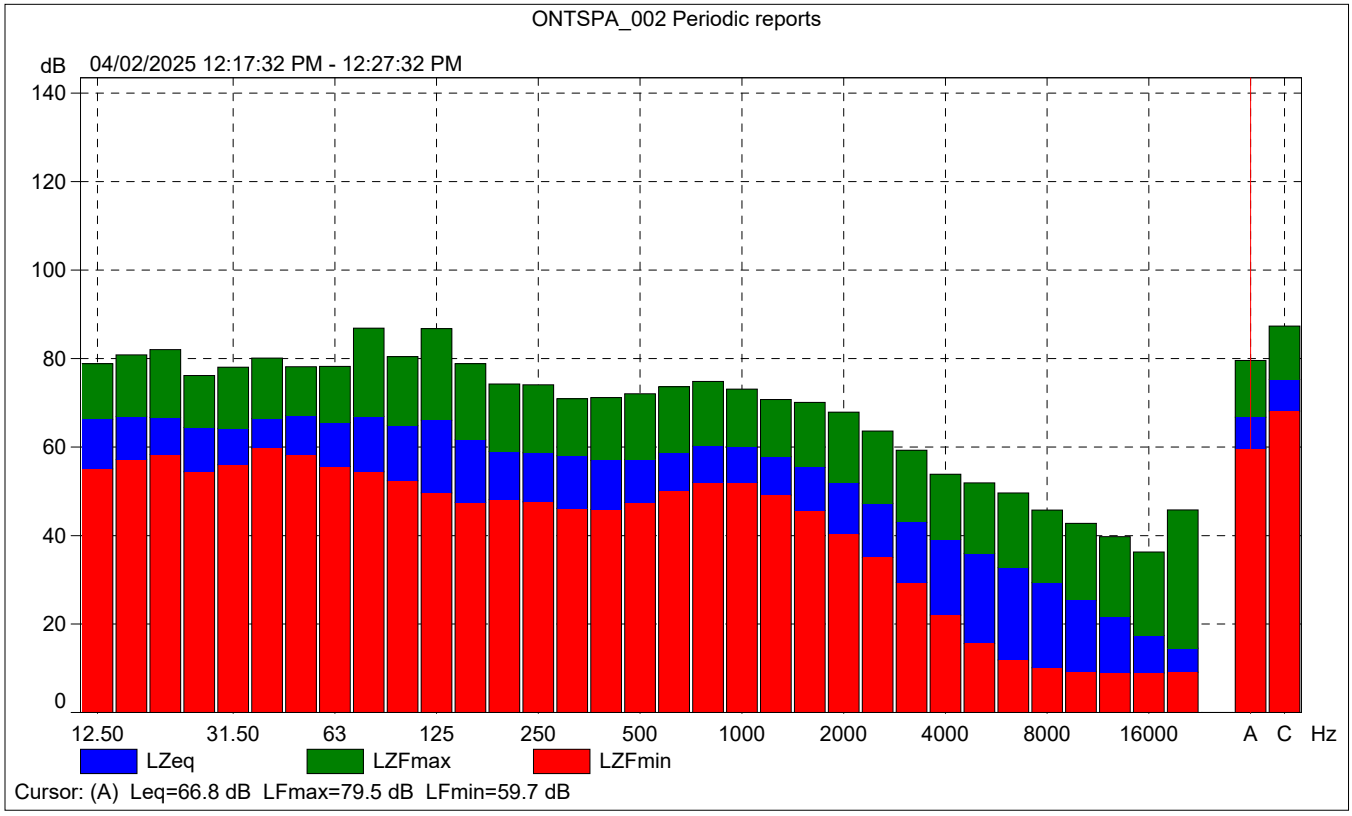
	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	69.0	69.0	67.1
Time	12:22:31 PM	0:00:01				
Date	04/02/2025					

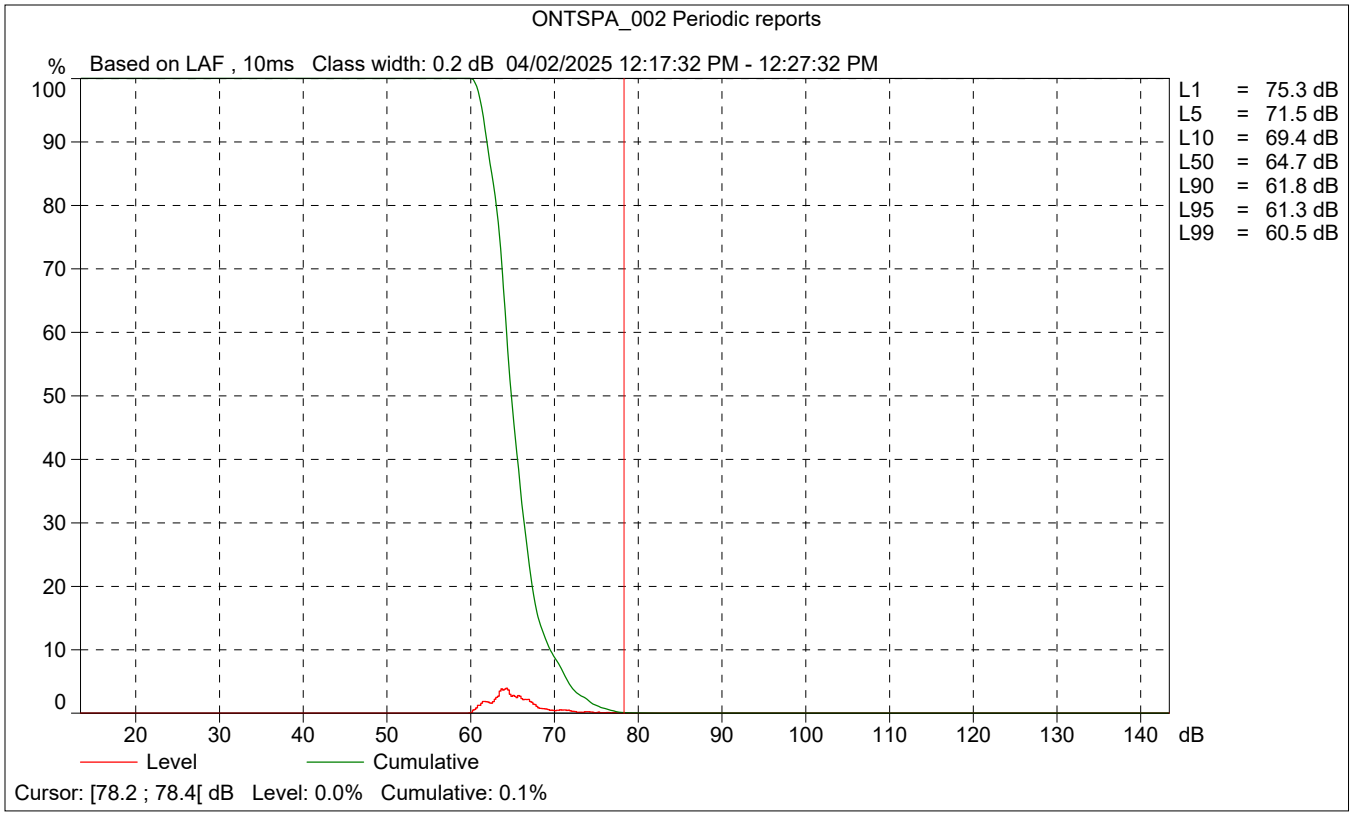

ONTSPA_002
dB
04/02/2025 12:22:31 PM - 12:22:32 PM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
Cursor: (A) Leq=67.6 dB


ONTSPA_002 Periodic reports
dB
140
120
100
80
60
40
20
12:20:00 PM
12:30:00 PM
12:40:00 PM
12:50:00 PM
01:00:00 PM
01:10:00 PM
LAIeq
LAFmax
LCpeak
LAFmin
Cursor: 04/02/2025 12:17:32 PM - 01:17:32 PM LAIeq=67.9 dB LAFmax=79.5 dB LCpeak=95.9 dB LAFmin=59.7 dB

ONTSPA_002 Periodic reports

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	67.9	79.5	59.7
Time	12:17:32 PM	0:10:00				
Date	04/02/2025					




ONTSPA_002 Periodic reports
% Based on LAF , 10ms Class width: 0.2 dB 04/02/2025 12:17:32 PM - 12:27:32 PM
100
90
80
70
60
50
40
30
20
10
0
20 30 40 50 60 70 80 90 100 110 120 130 140 dB
L1 = 75.3 dB
L5 = 71.5 dB
L10 = 69.4 dB
L50 = 64.7 dB
L90 = 61.8 dB
L95 = 61.3 dB
L99 = 60.5 dB
Level
Cumulative
Cursor: [78.2 ; 78.4[dB Level: 0.0% Cumulative: 0.1%

Site Number: NM-3		
Recorded By: Dennis Dinh, Darshan Shivaiah		
Job Number: 205836		
Date: 4/02/2025		
Time: 12:42 p.m.		
Location: In front of 701 Via Dolcetto		
Source of Ambient Noise: Traffic along Inland Empire Boulevard		
Noise Data		
L_{eq} (dB)	**L_{min} (dB)**	**L_{max} (dB)**
69.0	52.7	87.4

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**3011133**	**06/04/2023**	
	Microphone	**Brüel & Kjær**	**4189**	**3086765**	**06/04/2023**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**25380**	**06/04/2023**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**06/04/2023**	

Weather Data			
Est.	**Duration:** 10 minutes		**Sky:** Sunny
	Note: dBA Offset = -0.01		**Sensor Height (ft):** 5 ft
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (inches)**
	6	61	30.06

Photo of Measurement Location





2250

Instrument:		2250
Application:		BZ7225 Version 4.7.6
Start Time:		04/02/2025 12:42:32
End Time:		04/02/2025 12:52:32
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		142.15

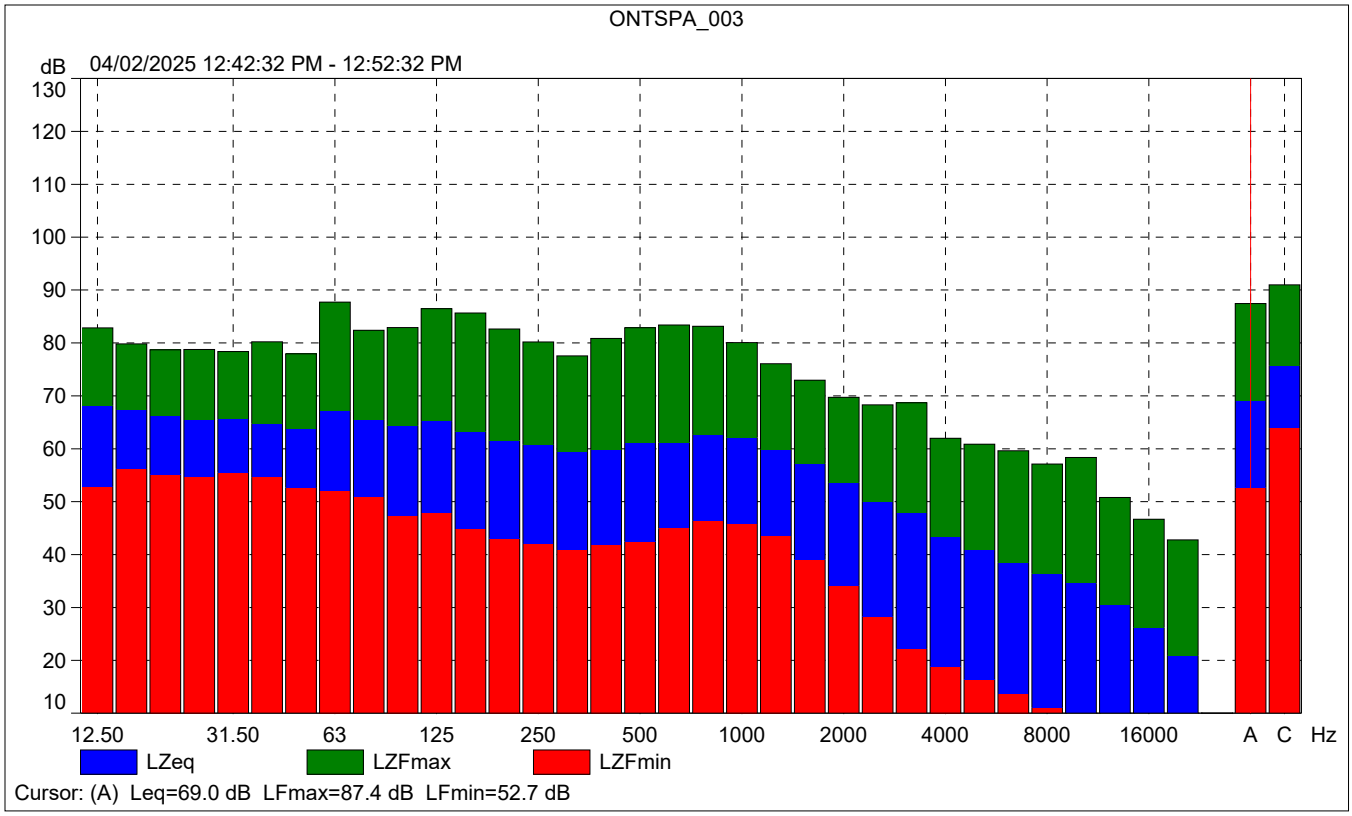
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

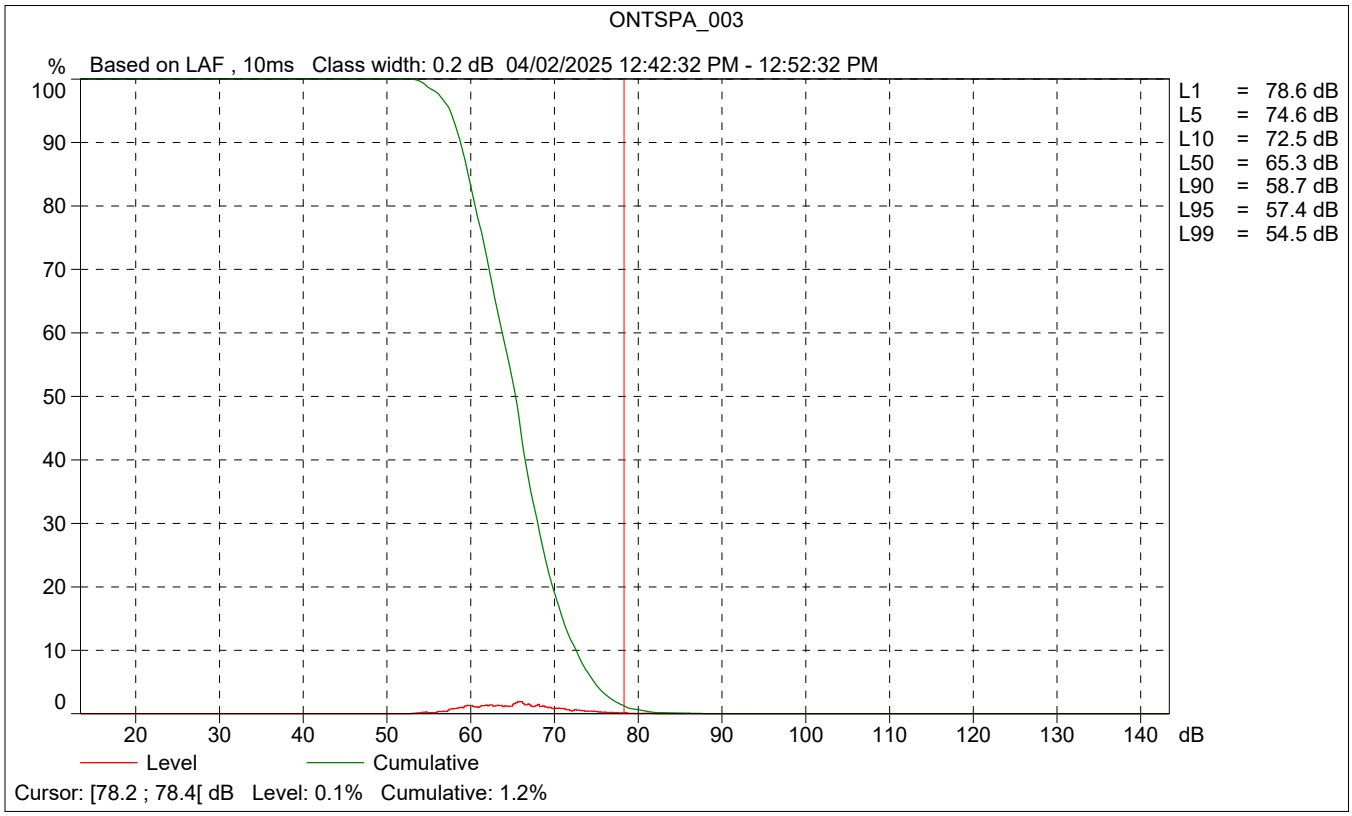
Instrument Serial Number:		3011133
Microphone Serial Number:		3086765
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Free-field

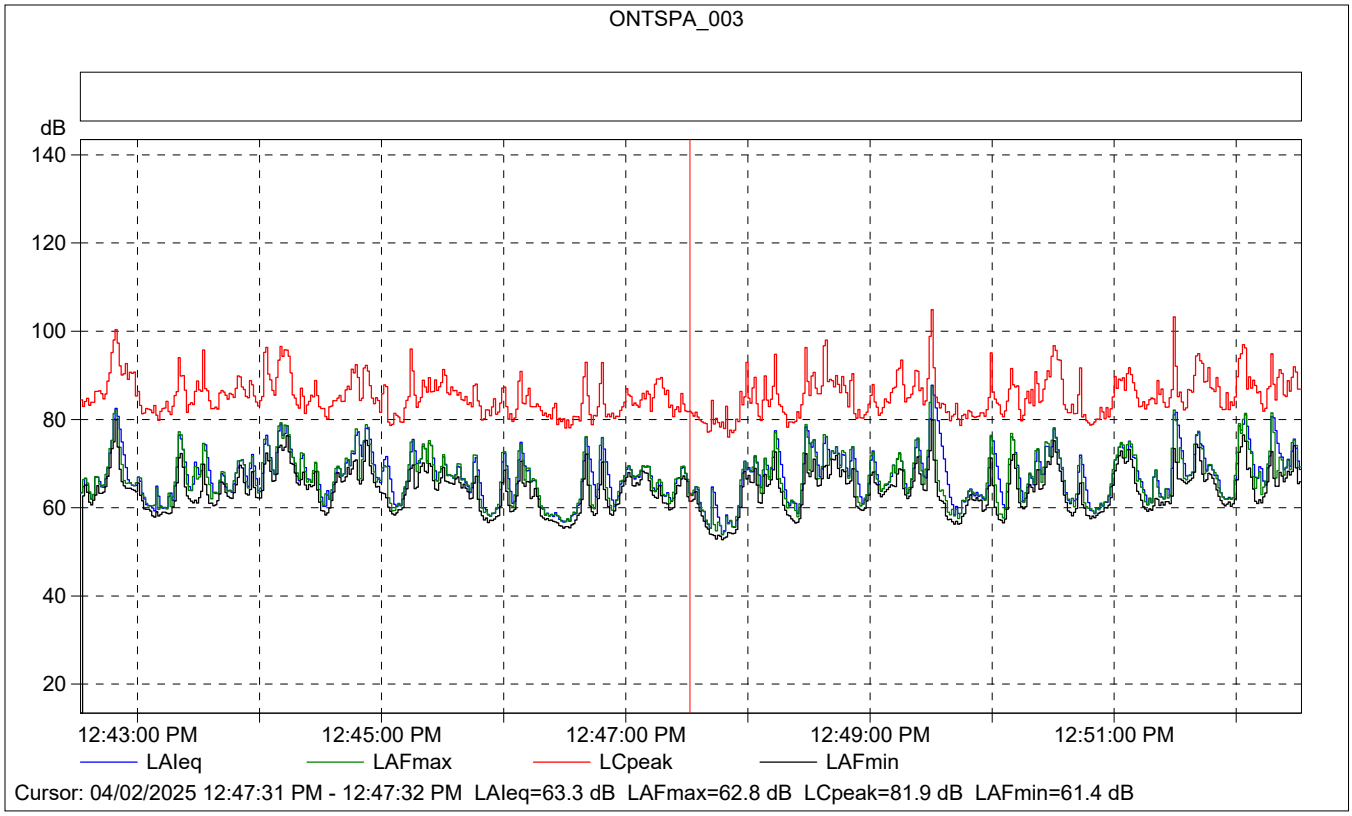
Calibration Time:		04/02/2025 11:02:21
Calibration Type:		External reference
Sensitivity:		43.4710383415222 mV/Pa

ONTSPA_003

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	69.0	87.4	52.7
Time	12:42:32 PM	12:52:32 PM	0:10:00				
Date	04/02/2025	04/02/2025					

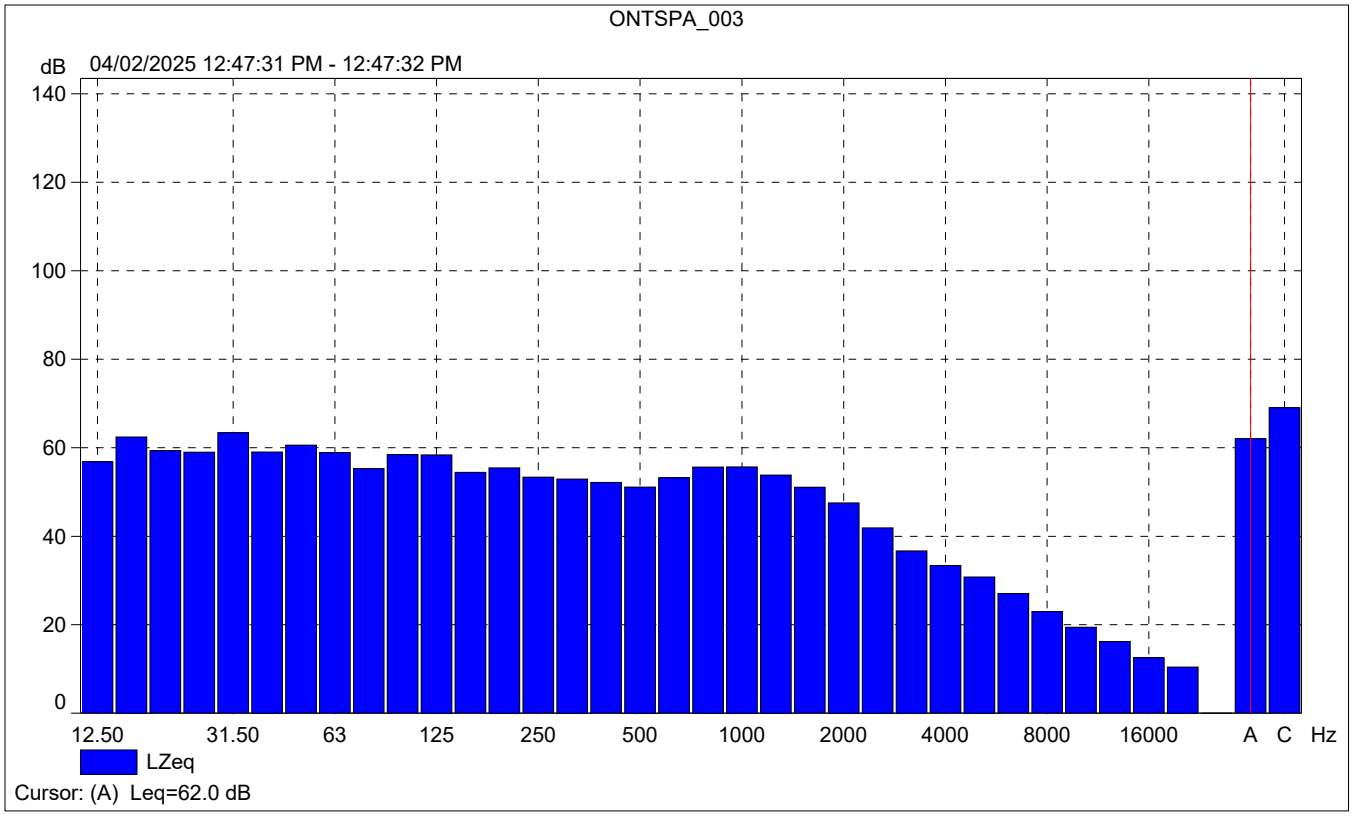

ONTSPA_003
dB
04/02/2025 12:42:32 PM - 12:52:32 PM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=69.0 dB LFmax=87.4 dB LFmin=52.7 dB

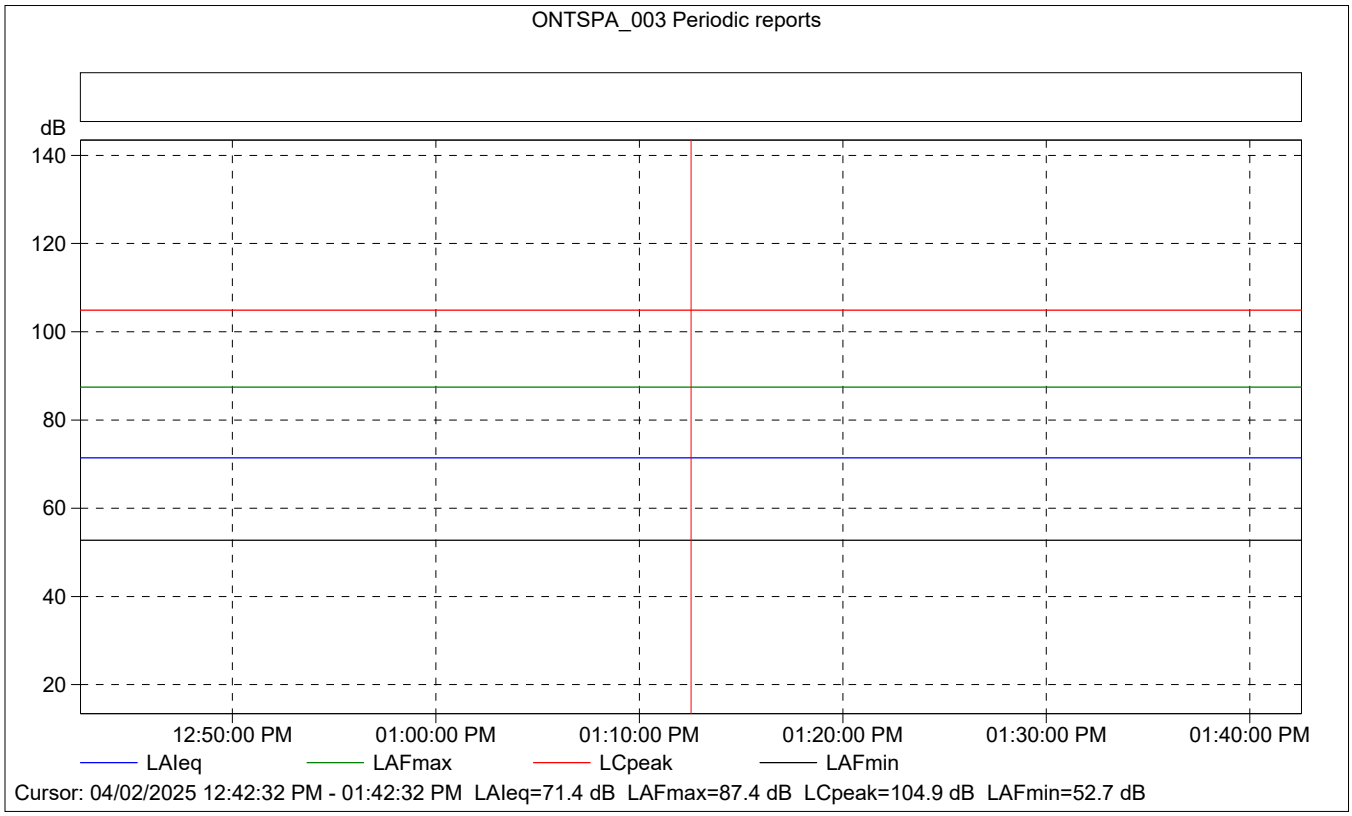

ONTSPA_003
%
Based on LAF , 10ms Class width: 0.2 dB 04/02/2025 12:42:32 PM - 12:52:32 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 78.6 dB
L5 = 74.6 dB
L10 = 72.5 dB
L50 = 65.3 dB
L90 = 58.7 dB
L95 = 57.4 dB
L99 = 54.5 dB
Level
Cumulative
Cursor: [78.2 ; 78.4[dB Level: 0.1% Cumulative: 1.2%



ONTSPA_003

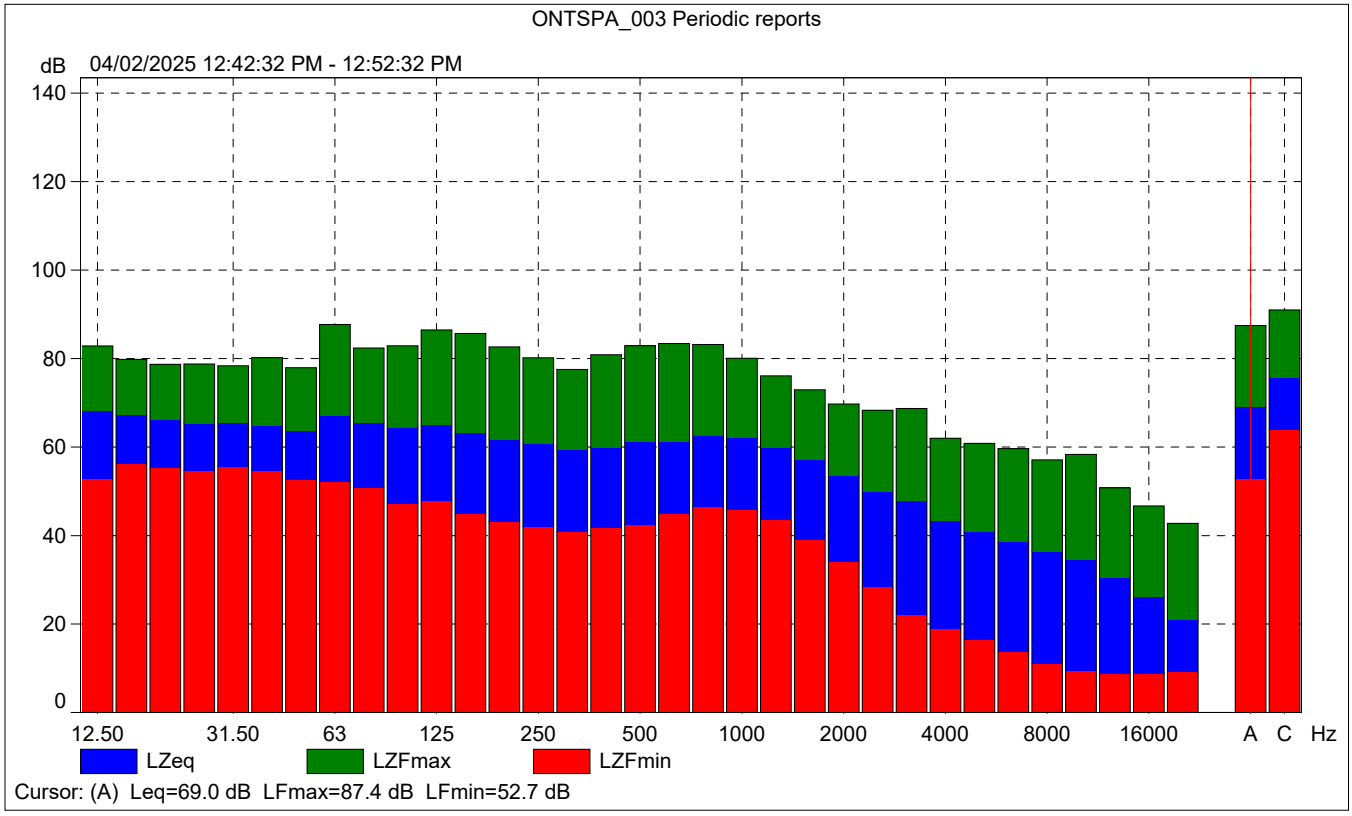
	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	63.3	62.8	61.4
Time	12:47:31 PM	0:00:01				
Date	04/02/2025					

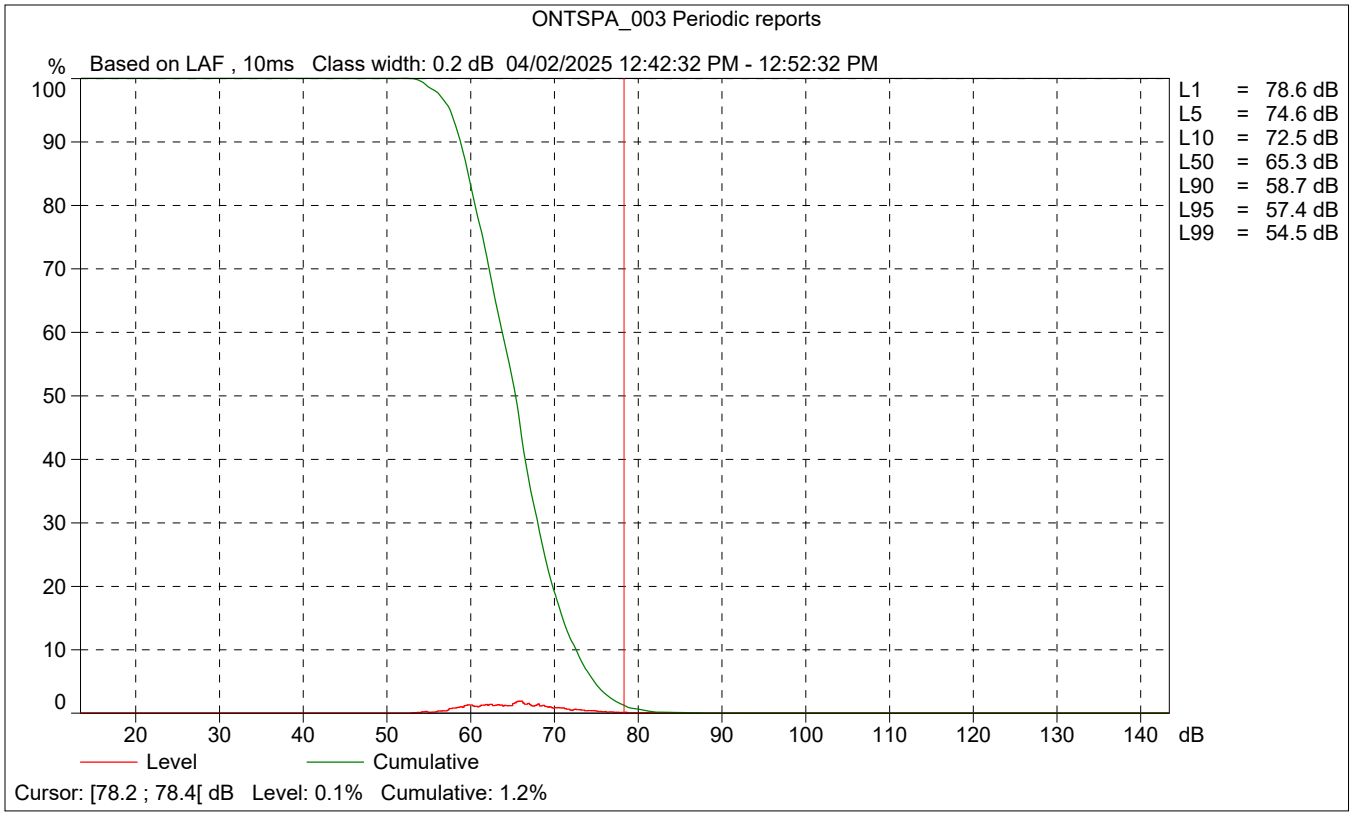

ONTSPA_003
dB
04/02/2025 12:47:31 PM - 12:47:32 PM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
Cursor: (A) Leq=62.0 dB


ONTSPA_003 Periodic reports
dB
140
120
100
80
60
40
20
12:50:00 PM
01:00:00 PM
01:10:00 PM
01:20:00 PM
01:30:00 PM
01:40:00 PM
LAIeq
LAFmax
LCpeak
LAFmin
Cursor: 04/02/2025 12:42:32 PM - 01:42:32 PM LAIeq=71.4 dB LAFmax=87.4 dB LCpeak=104.9 dB LAFmin=52.7 dB

ONTSPA_003 Periodic reports

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	71.4	87.4	52.7
Time	12:42:32 PM	0:10:00				
Date	04/02/2025					




ONTSPA_003 Periodic reports
% Based on LAF , 10ms Class width: 0.2 dB 04/02/2025 12:42:32 PM - 12:52:32 PM
100
90
80
70
60
50
40
30
20
10
0
20 30 40 50 60 70 80 90 100 110 120 130 140 dB
L1 = 78.6 dB
L5 = 74.6 dB
L10 = 72.5 dB
L50 = 65.3 dB
L90 = 58.7 dB
L95 = 57.4 dB
L99 = 54.5 dB
Level
Cumulative
Cursor: [78.2 ; 78.4[dB Level: 0.1% Cumulative: 1.2%

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 205836
Project Name: Meredith SPA
Scenario: Existing

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Michael Baker International
Community Noise Descriptor: L_{dn}: _____ CNEL: X

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.50%	12.90%	9.60%
Medium-Duty Trucks	84.80%	4.90%	10.30%
Heavy-Duty Trucks	86.50%	2.70%	10.80%

Analysis Condition						Vehicle Mix			Distance from Centerline of Roadway			
	Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Medium Trucks	Heavy Trucks	CNEL at 100 Feet	Distance to Contour 70 CNEL	65 CNEL	60 CNEL	55 CNEL
17	4th Street, West of Archibald Avenue, East of Hellman Av.	4	0	14,630	55	0.5	1.8%	0.7%	65.2	48	104	224	482
18	4th Street, East of Archibald Avenue	4	10	17,820	55	0.5	1.8%	0.7%	66.2	56	120	258	556
21	Inland Empire Boulevard, East of Archibald Avenue	4	10	10,920	50	0.5	1.8%	0.7%	63.0	-	74	159	343
22	Inland Empire Boulevard, West of Haven Avenue	4	15	12,720	50	0.5	1.8%	0.7%	63.7	-	82	177	382
23	Inland Empire Boulevard, East of Haven Avenue	4	15	12,480	50	0.5	1.8%	0.7%	63.6	-	81	175	377
10	Archibald Avenue, North of 4th Street	6	0	22,800	45	0.5	1.8%	0.7%	65.2	-	104	224	482
11	Archibald Avenue, North of Inland Empire Boulevard	4	0	28,860	50	0.5	1.8%	0.7%	67.1	65	140	301	648
12	Archibald Avenue, South of Inland Empire Boulevard	6	10	35,650	50	0.5	1.8%	0.7%	68.3	78	168	363	781

"-" = contour is located within the roadway right-of-way.

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 205836
Project Name: Meredith SPA
Scenario: Existing+Project

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Michael Baker International
Community Noise Descriptor: L_{dn}: _____ CNEL: X

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.50%	12.90%	9.60%
Medium-Duty Trucks	84.80%	4.90%	10.30%
Heavy-Duty Trucks	86.50%	2.70%	10.80%

Analysis Condition Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	CNEL at 100 Feet	Distance from Centerline of Roadway to Contour: 70 CNEL	65 CNEL	60 CNEL	55 CNEL
17 4th Street, West of Archibald Avenue, East of Hellman Av.	4	0	16,560	55	0.5	1.8%	0.7%	65.8	52	113	243	524
18 4th Street, East of Archibald Avenue	4	10	17,820	55	0.5	1.8%	0.7%	66.2	56	120	258	556
21 Inland Empire Boulevard, East of Archibald Avenue	4	10	12,240	50	0.5	1.8%	0.7%	63.5	-	80	172	370
22 Inland Empire Boulevard, West of Haven Avenue	4	15	13,460	50	0.5	1.8%	0.7%	64.0	-	85	184	397
23 Inland Empire Boulevard, East of Haven Avenue	4	15	13,140	50	0.5	1.8%	0.7%	63.9	-	84	181	390
10 Archibald Avenue, North of 4th Street	6	0	28,510	45	0.5	1.8%	0.7%	66.2	-	121	260	559
11 Archibald Avenue, North of Inland Empire Boulevard	4	0	37,310	50	0.5	1.8%	0.7%	68.3	77	166	357	769
12 Archibald Avenue, South of Inland Empire Boulevard	6	10	43,810	50	0.5	1.8%	0.7%	69.3	90	194	417	899

"-" = contour is located within the roadway right-of-way.

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 205836
Project Name: Meredith SPA
Scenario: Future 2035

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Michael Baker International
Community Noise Descriptor: L_{dn}: ____ CNEL: X

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.50%	12.90%	9.60%
Medium-Duty Trucks	84.80%	4.90%	10.30%
Heavy-Duty Trucks	86.50%	2.70%	10.80%

Analysis Condition Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	CNEL at 100 Feet	Distance from Centerline of Roadway to Contour: 70 CNEL	65 CNEL	60 CNEL	55 CNEL
17 4th Street, West of Archibald Avenue, East of Hellman Av.	4	0	21,913	55	0.5	1.8%	0.7%	67.0	63	136	293	631
18 4th Street, East of Archibald Avenue	4	10	23,032	55	0.5	1.8%	0.7%	67.3	66	142	306	659
21 Inland Empire Boulevard, East of Archibald Avenue	4	10	16,203	50	0.5	1.8%	0.7%	64.7	-	96	207	446
22 Inland Empire Boulevard, West of Haven Avenue	4	15	16,546	50	0.5	1.8%	0.7%	64.9	-	98	211	455
23 Inland Empire Boulevard, East of Haven Avenue	4	15	15,492	50	0.5	1.8%	0.7%	64.6	-	94	202	435
10 Archibald Avenue, North of 4th Street	6	0	31,106	45	0.5	1.8%	0.7%	66.6	59	128	275	593
11 Archibald Avenue, North of Inland Empire Boulevard	4	0	40,210	50	0.5	1.8%	0.7%	68.6	81	174	375	808
12 Archibald Avenue, South of Inland Empire Boulevard	6	10	50,290	50	0.5	1.8%	0.7%	69.9	99	212	457	986

"-" = contour is located within the roadway right-of-way.

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 205836
Project Name: Meredith SPA
Scenario: Future 2035 with Project

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Michael Baker International
Community Noise Descriptor: L_{dn}: _____ CNEL: X

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.50%	12.90%	9.60%
Medium-Duty Trucks	84.80%	4.90%	10.30%
Heavy-Duty Trucks	86.50%	2.70%	10.80%

Analysis Condition Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	CNEL at 100 Feet	Distance from Centerline of Roadway to Contour: 70 CNEL	65 CNEL	60 CNEL	55 CNEL
17 4th Street, West of Archibald Avenue, East of Hellman Av.	4	0	23,840	55	0.5	1.8%	0.7%	67.4	67	144	310	668
18 4th Street, East of Archibald Avenue	4	10	24,060	55	0.5	1.8%	0.7%	67.5	68	146	315	679
21 Inland Empire Boulevard, East of Archibald Avenue	4	10	17,520	50	0.5	1.8%	0.7%	65.1	-	101	218	470
22 Inland Empire Boulevard, West of Haven Avenue	4	15	17,290	50	0.5	1.8%	0.7%	65.1	-	101	217	469
23 Inland Empire Boulevard, East of Haven Avenue	4	15	16,150	50	0.5	1.8%	0.7%	64.8	-	96	208	448
10 Archibald Avenue, North of 4th Street	6	0	36,810	45	0.5	1.8%	0.7%	67.3	66	143	308	663
11 Archibald Avenue, North of Inland Empire Boulevard	4	0	48,660	50	0.5	1.8%	0.7%	69.4	92	198	426	918
12 Archibald Avenue, South of Inland Empire Boulevard	6	10	58,450	50	0.5	1.8%	0.7%	70.6	109	235	506	1,089

"-" = contour is located within the roadway right-of-way.

Old PA-3 ADT= 9,628
New PA-3 ADT= 10,670

=From 2015 TIA
=Calculated

		Distribution			Existing		Year 2020		Year 2035	
Roadway	**Roadway Segment**	**Distribution**	**Old ADT PA-3**	**New ADT PA-3**	**Existing**	**With Project (Rounded)**	**No Project**	**With Project (Rounded)**	**No Project**	**With Project (Rounded)**
4th Street	West of Archibald Avenue	14%	1,348	1,494	14,630	16,560	17,850	19,780	21,913	23,840
	East of Archibald Avenue	3%	289	320	16,800	17,820	20,300	21,320	23,032	24,060
Inland Empire Boulevard	East of Archibald Avenue	4%	385	427	10,920	12,240	13,750	15,070	16,203	17,520
	West of Haven Avenue	4%	385	427	12,720	13,460	14,240	14,980	16,546	17,290
	East of Haven Avenue	2%	193	213	12,480	13,140	13,970	14,630	15,492	16,150
Archibald Avenue	North of 4th Street	20%	1,926	2,134	22,800	28,510	28,310	34,020	31,106	36,810
	North of Inland Empire Boulevard	37%	3,562	3,948	28,860	37,310	36,420	44,870	40,210	48,660
	South of Inland Empire Boulevard	31%	2,985	3,308	35,650	43,810	44,850	53,010	50,290	58,450

APPENDIX D
FOCUSED TRAFFIC STUDY

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We Make a Difference

FOCUSED TRAFFIC STUDY

Meredith International Centre Specific Plan Amendment
Planning Area 3
City of Ontario, California

Prepared for:
City of Ontario
303 East B Street
Ontario, CA 91764

December 5, 2025

205836

MBAKERINTL.COM

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Appendix C: Existing Plus Project Analysis Worksheets
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1 INTRODUCTION

In 2015, the City of Ontario (City), as Lead Agency under the California Environmental Quality Act (CEQA), prepared a Draft Environmental Impact Report (EIR) and a Final EIR (State Clearinghouse No. 2014051020) for the Meredith International Centre Specific Plan Amendment (Specific Plan). These documents are collectively referred to in this document as the Specific Plan EIR. The Specific Plan outlines a development plan, circulation plan, utility infrastructure plan, development standards, design guidelines, and an implementation plan to guide development within the area for a five to ten year planning period. As part of the Specific Plan EIR, the traffic operation impacts were assed in the *Meredith International Centre Specific Plan Amendment Traffic Impact Analysis (LLG, 2015)* [2015 TIA].

The Meredith International Centre Specific Plan Amendment – Planning Area 3 Project (proposed project) proposes to modify the Specific Plan to include a Mixed-Use Overlay across Planning Area 3 (PA-3) of the Specific Plan area, allowing the development of up to 1,400 residential units and up to 40,000 square feet of commercial/retail uses in addition to the uses permitted under the site's Urban Commercial designation. This Addendum has been prepared to determine whether the proposed project would result in new or substantially more severe significant environmental impacts compared to the impacts of the Specific Plan as disclosed in the Specific Plan EIR.

The purpose of this Focused Traffic Study (study) is to compare the traffic analysis findings associated with the proposed modifications to PA-3 to the original findings outlined in the 2015 TIA. The original 2015 TIA identified potential traffic related impacts at several study intersections associated with the development of the specific plan area that were considered cumulatively significant and unavoidable. This study assesses the change in land use assumptions associated with the proposed project, specifically with PA-3, to determine consistency with the findings of the 2015 TIA, including trip generation assumptions and level-of-service operations at select intersections.

In order to provide a direct comparison to the original 2015 TIA, this analysis utilizes the same baseline "without project" conditions as well as the same "with project" conditions associated with Planning Areas 1, 2, and 4. Therefore this analysis only considers the changes to the trip generation associated with the land use modifications in PA-3 only.

1.1 PROJECT DESCRIPTION

The current amendment to the specific plan proposes to modify the land use assumptions of PA-3 to include a Mixed-Use Overlay which would allow for up to 50,000 square feet of commercial/retail uses and up to 1,400 multi-family dwelling units in place of the uses and buildout currently permitted under the site's Urban Commercial designation. **Table 1-1** lists the difference in land use assumptions between the 2014 TIA and the proposed project.

TABLE 1-1: LAND USE COMPARISON

Planning Area	2015 TIA Assumptions			Proposed Project		
	Acreage	Land Use	Buildout	Acreage	Land Use	Buildout
3	25.3	Urban Commercial	480,000 SF (including up to 400 hotel rooms)	25.3	Mixed Use Overlay	1,400 units; 50,000 SF commercial/ retail uses

Notes: SF = square feet

Regionally, the proposed project site is located within the City of Ontario (City), within the County of San Bernardino (County) as shown in **Exhibit 1-1**. Locally, the Project site is located on the northeast corner of E. Palm Canyon Drive and Monty Hall Drive as shown in **Exhibit 1-2**.



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Project Location

Exhibit 1-1

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Project Site

Exhibit 1-2

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1.2 STUDY LOCATIONS

Table 1-2 lists the study intersections that were examined as part of this analysis. These intersections were selected, in coordination with City staff, due to their proximity to PA-3 to assess the potential impacts of the proposed project. The intersection numbering maintains the intersection identification numbers from the original 2015 TIA. **Exhibit 1-3** shows the study intersections within the study area.

TABLE 1-2: STUDY INTERSECTIONS

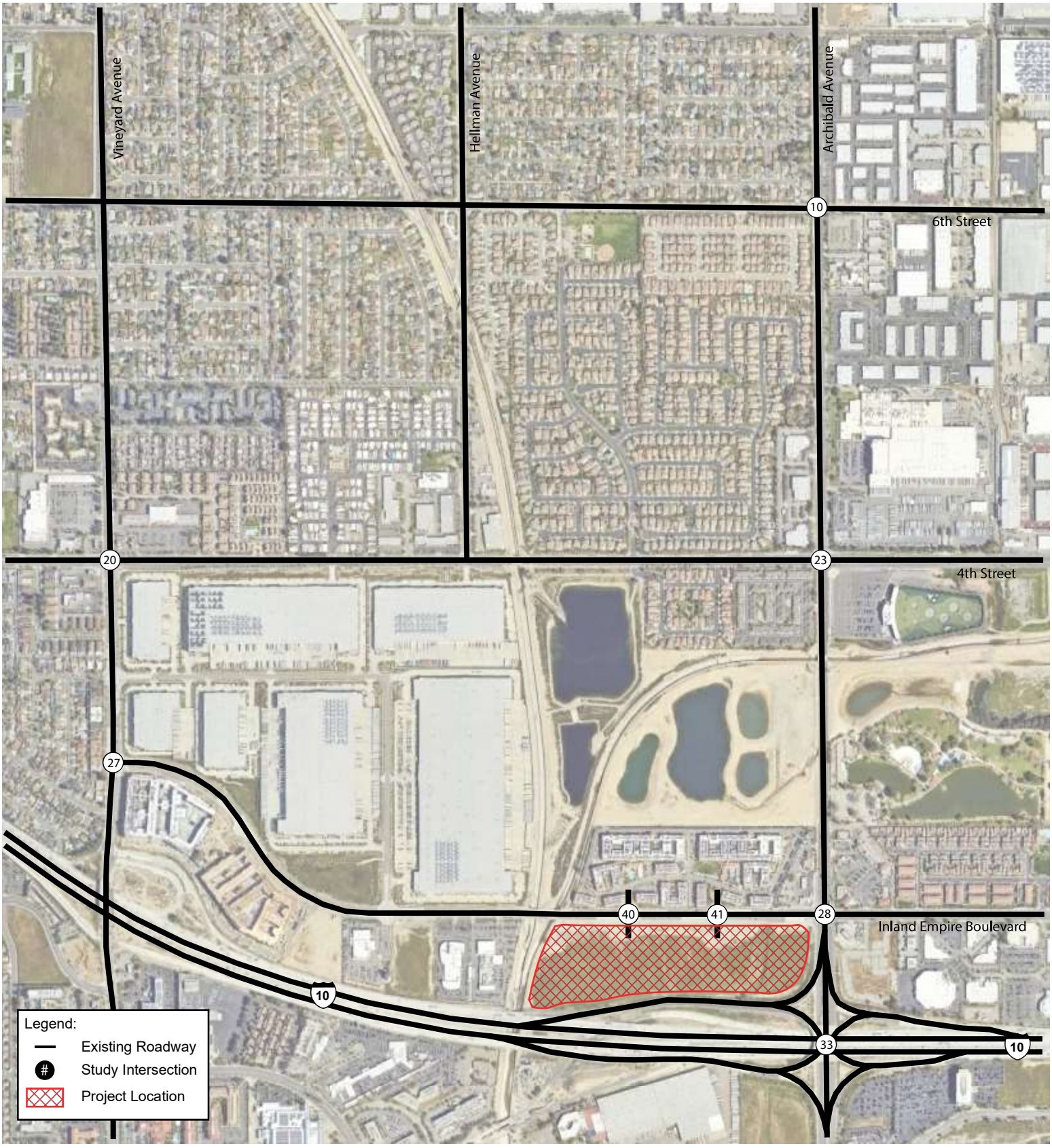
ID	Intersection	Jurisdiction
10	Archibald Ave and 6th St	Rancho Cucamonga
20	Vineyard Ave and 4th St	Ontario
23	Archibald Ave and 4th St	Ontario
27	Vineyard Ave and Inland Empire Blvd	Ontario
28	Archibald Ave and Inland Empire Blvd	Ontario
33	Archibald Ave and I-10 Ramp SPI	Ontario / Caltrans
40	Project Dwy "C" and Inland Empire Blvd	Ontario
41	Project Dwy "D" and Inland Empire Blvd	Ontario

1.3 ANALYSIS SCENARIOS

In order to provide a direct comparison, this analysis utilizes the same baseline "without project" conditions which remain unchanged from the original 2015 TIA.

Therefore this study only analyzes the following "Plus Project" scenarios as defined in the 2015 TIA, have been evaluated:

- Existing Plus Project (Planning Area 1-4)
- Year 2020 Cumulative Plus Project (Planning Area 1-4)
- Year 2035 General Plan Buildout Plus Project (Planning Area 1-4)



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Project Study Area

Exhibit 1-3

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2 ANALYSIS METHODOLOGY

2.1 LEVEL OF SERVICE ANALYSIS METHODOLOGIES

This Study has been prepared in to conform to the methodology used in the 2015 TIA. The scope of this traffic study has been coordinated with the City of Ontario and the approved scoping memo is included as **Appendix A**.

Level of service (LOS) is commonly used as a qualitative description of intersection operation and is based on the type of traffic control and experienced delay at the intersection. Identical to the 2015 TIA methodology, the Highway Capacity Manual 2000 (HCM 2000) was utilized in this analysis to determine the operating LOS at each of the study intersections. LOS can range from LOS A (free-flow conditions) to LOS F (severely congested conditions). Delay in seconds per vehicle (sec/veh) passing through the intersection, is the primary measure of effectiveness for signalized, stop-controlled, and roundabout intersections. The corresponding average stopped delay range experienced per vehicle per LOS is shown in **Table 2-1**.

TABLE 2-1: HCM INTERSECTION LEVEL OF SERVICE THRESHOLDS

Level of Service	Signalized Intersection Average Delay (seconds/vehicle)
LOS A	$x \leq 10$
LOS B	$10 < x \leq 20$
LOS C	$20 < x \leq 35$
LOS D	$35 < x \leq 55$
LOS E	$55 < x \leq 80$
LOS F	$80 < x$

Source: *Highway Capacity Manual 2000*
Note: If the volume-to-capacity ratio (v/c) > 1.0, LOS = F.

LOS is reported for the average stopped delay per vehicle for the overall intersection (all movements) for signalized intersections. LOS and delay for the intersection analysis was conducted with Synchro (version 12) software.

2.2 PERFORMANCE CRITERIA

Based on the 2015 TIA, different LOS thresholds applied to different intersections depending on location and jurisdiction. **Table 2-2** shows the impact criteria used in this analysis. Based on the 2015 TIA, mitigation improvements are expected to "Improve Levels of Service to an acceptable range and/or to pre-project conditions."

TABLE 2-2: SERVICE THRESHOLDS CRITERIA

Intersection		Jurisdiction	Minimum Acceptable LOS
10	Archibald Ave and 6th Street	Rancho Cucamonga	D
20	Vineyard Ave and 4th St	Ontario	E
23	Archibald Ave and 4th St	Ontario	E
27	Vineyard Ave and Inland Empire Blvd	Ontario	E
28	Archibald Ave and Inland Empire Blvd	Ontario	E
33	Archibald Ave and I-10 Ramp SPI	Ontario / Caltrans	D
40	Project Dwy "C" and Inland Empire Blvd	Ontario	E
41	Project Dwy "D" and Inland Empire Blvd	Ontario	E

Source: *Meredith International Centre Specific Plan Amendment Traffic Impact Analysis* (LLG, 2015) Chapter 3.4 Impact Criteria and Thresholds.

3 FORECAST PROJECT TRIP GENERATION

3.1 ORIGINAL 2015 TIA TRIP GENERATION

The *Meredith International Centre Specific Plan Amendment Traffic Impact Analysis (LLG, 2015)* [2015 TIA], incorporated into the original 2015 EIR, analyzed the estimated project trips for each planning area based on the land use assumptions that were available at that time including a 400-room hotel, 100,000 square feet of office space, and 150,000 square feet of retail space. The forecast trip generation calculations were based on the available rates outlined in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition.

Table 3-1 provides the previously documented trip generation calculations for Planning Area 3. As shown, within Planning Area 3, a total of 9,628 daily trips, 473 AM Peak Hour trips, and 719 PM Peak Hour trips were anticipated during an average weekday.

TABLE 3-1: ORIGINAL 2015 TIA PLANNING AREA 3 TRIP GENERATION

Project Description	Daily	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Trip Generation Forecast:							
Planning Area (PA) 3							
▪ 310: Hotel (400 Rooms)	3,268	124	88	212	124	116	240
▪ 710: General Office (100,000 SF)	1,103	137	19	156	25	124	149
▪ 820: Shopping Center (150,000 SF)	6,405	90	54	144	267	290	557
Less Pass-by Trips (10% Daily, 10% AM, 34% PM) [20]	-641	-9	-5	-14	-91	-98	-189
Total PA 3 Trip Generation Potential	**10,135**	**342**	**156**	**498**	**325**	**432**	**757**
Less Internal Capture (5%)	**-507**	**-17**	**-8**	**-25**	**-16**	**-22**	**-38**
Total PA 3 Net Trip Generation Potential	**9,628**	**325**	**148**	**473**	**309**	**410**	**719**

Source: *Meredith International Centre Specific Plan Amendment Traffic Impact Analysis* (LLG, Jan 2015)
Trip Rate Source: Institute of Transportation Engineer's (ITE) Trip Generation Manual, 9th Edition.

3.2 PROPOSED PROJECT

To remain consistent with the original analysis documented in the 2015 TIA, the proposed project site trips were also estimated using trip generation rates obtained from the ITE *Trip Generation Manual*, 9th Edition. **Table 3-2** shows the trip generation rates used for the proposed project. ITE Land Use codes 220 (Apartments) and 820 (Shopping Center) were assumed for the entire proposed project site.

TABLE 3-2: PROPOSED PLANNING AREA 3 TRIP GENERATION RATES

Land Use	ITE Code	Daily Trips Rate	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
Apartments	220	6.66 / DU	0.10	0.41	0.51	0.40	0.22	0.62
Shopping Center	820	42.70 / TSF	0.60	0.36	0.96	1.78	1.93	3.71

Notes: 1) Trip Rates – Institute of Transportation Engineer's (ITE) Trip Generation Manual, 9th Edition
2) DU = Dwelling Unit; TSF = Thousand Square Feet.

Table 3-3 summarizes the trip generation for the proposed project. The proposed project includes a Pass-By Trip reduction and internal capture reduction consistent with analysis documented in the 2015 TIA. The total estimated net Project trips include 10,670 daily trips, 719 AM Peak Hour trips, and 941 PM Peak Hour trips.

TABLE 3-3: PROPOSED PLANNING AREA 3 TRIP GENERATION

Project Description	Intensity	Daily[1]	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
220: Apartments	1,400 DU	9,310	140	574	714	560	308	868
820: Shopping Center	50 TSF	2,135	30	18	48	89	97	186
Less Pass-by Trips[2] (10% Daily, 10% AM, 34% PM)[3]		-214	-3	-2	-5	-30	-33	-63
Total PA-3 Trip Generation Potential		11,232	167	590	757	619	372	991
Less Internal Capture (5%)[3]		-562	-8	-30	-38	-31	-19	-50
Total PA-3 Net Trip Generation Potential		**10,670**	**159**	**560**	**719**	**588**	**353**	**941**

Notes: 1) Source: ITE Trip Generation Manual, 9th Edition.
2) Applies only to Shopping Center land use.
3) Consistent with analysis documented in *Meredith International Centre Specific Plan Amendment Traffic Impact Analysis* (LLG, Jan 2015)

The 2015 TIA originally assumed Planning Area 3's land uses would consist of a 400-room hotel, 100,000 square feet of office space, and 150,000 square feet of retail space. With the Specific Plan Amendment, the project's proposed land uses for Planning Area 3 would include up to 1,400 multi-family residential units and up to 50,000 square feet of commercial/retail uses. Because of these modifications to the land uses, the trip characteristics have also changed – particularly highlighted by the change from a hotel use to multi-family residential uses. The 2015 TIA showed higher entering trips in the AM Peak Hour and higher exiting trips in the PM Peak Hour. The proposed project's land uses show the opposite trend, with higher exiting trips in the AM Peak Hour and high entering trips in the PM Peak Hour.

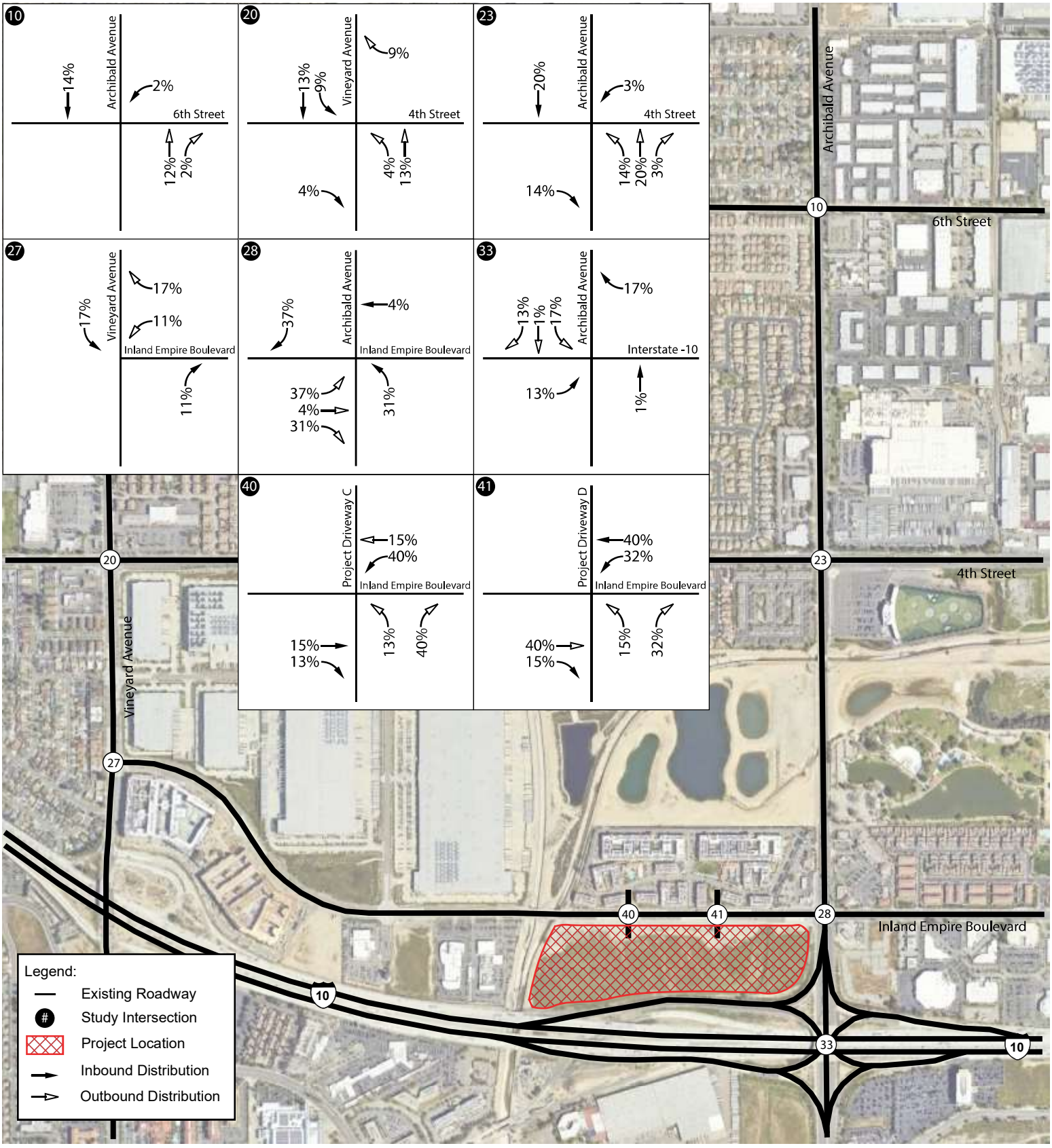
Table 3-4 compares the Planning Area 3 approved 2015 TIA project trips to the proposed project trips. As shown, within PA-3, the proposed project is expected to generate more daily and peak hour trips compared to the approved 2015 TIA. Since the trip generation of the proposed project is higher than the 2015 TIA trips, an operational analysis is needed to determine if new transportation impacts are identified.

TABLE 3-4: PROJECT TRIP COMPARISON

Project Description	Daily	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
2015 TIA: PA-3	9,628	325	148	473	309	410	719
Proposed Project: PA-3	10,670	159	560	719	588	353	941
Difference	**+1,042**	**-166**	**+412**	**+246**	**+279**	**-57**	**+222**

3.3 TRIP DISTRIBUTION

The trip distribution for PA-3 documented in the 2015 TIA was utilized to determine the trip assignment for the proposed project. **Exhibits 3-1** shows the PA-3 trip distribution, as documented in the 2015 TIA. **Exhibit 3-2** shows the trip assignment for the proposed project.



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2015 EIR Project Trip Distribution

Exhibit 3-1

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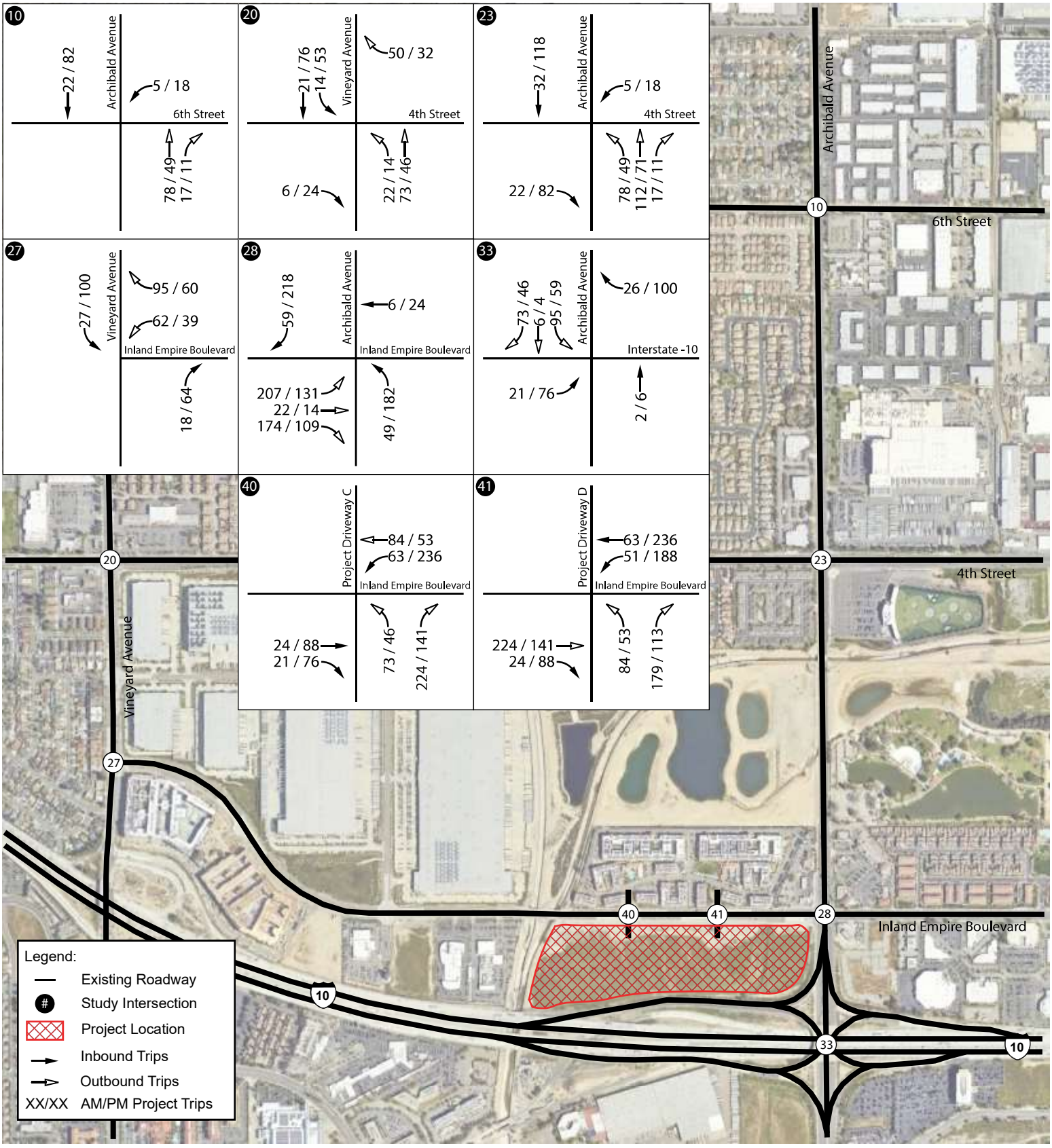

Not to Scale

Michael Baker INTERNATIONAL

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Modified Project Trip Assignment

Exhibit 3-2

5732

3.4 TRAFFIC VOLUMES

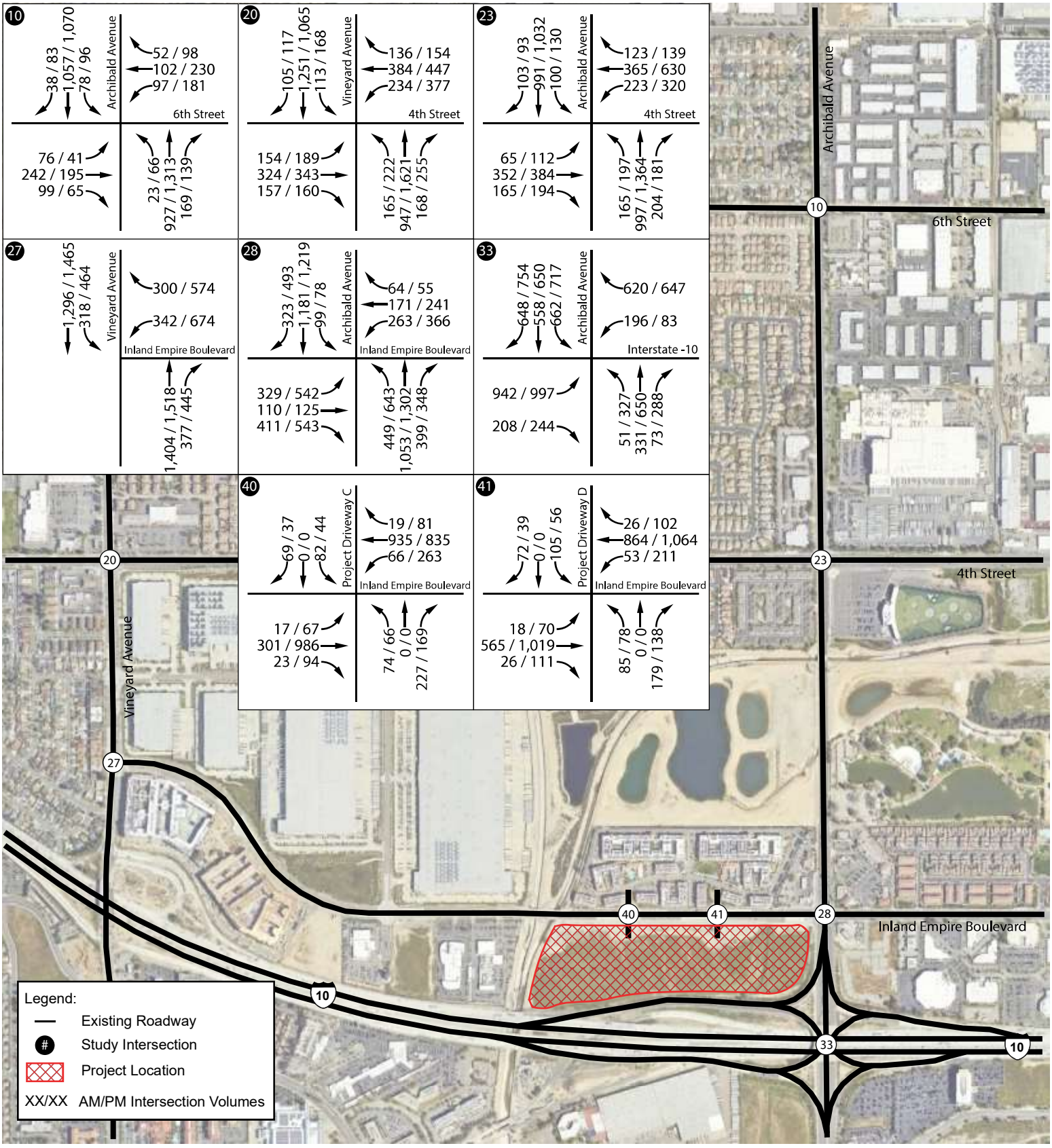
In order to provide a direct comparison, this analysis utilizes the same baseline "without project" conditions which remain unchanged from the original 2015 TIA. For the "plus project" condition, the 2015 TIA volumes were revised to extract and replace the original PA-3 trips with the proposed project trips for PA-3.

The Existing Plus Project PA-1, PA-2, PA-3 and PA-4 traffic volumes, with the proposed project, is shown in **Exhibit 3-3**.

The Year 2020 Cumulative Plus Project PA-1, PA-2, PA-3 and PA-4 traffic volumes, with the proposed project, is shown in **Exhibit 3-4.**

The Year 2035 General Plan Buildout Plus Project PA-1, PA-2, PA-3 and PA-4 traffic volumes, with the proposed project, is shown in **Exhibit 3-5.**

Detailed volume development worksheets are contained in **Appendix B.**



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Michael Baker INTERNATIONAL

Existing Plus Project PA-1, PA-2, PA-3, PA-4 Traffic Volumes

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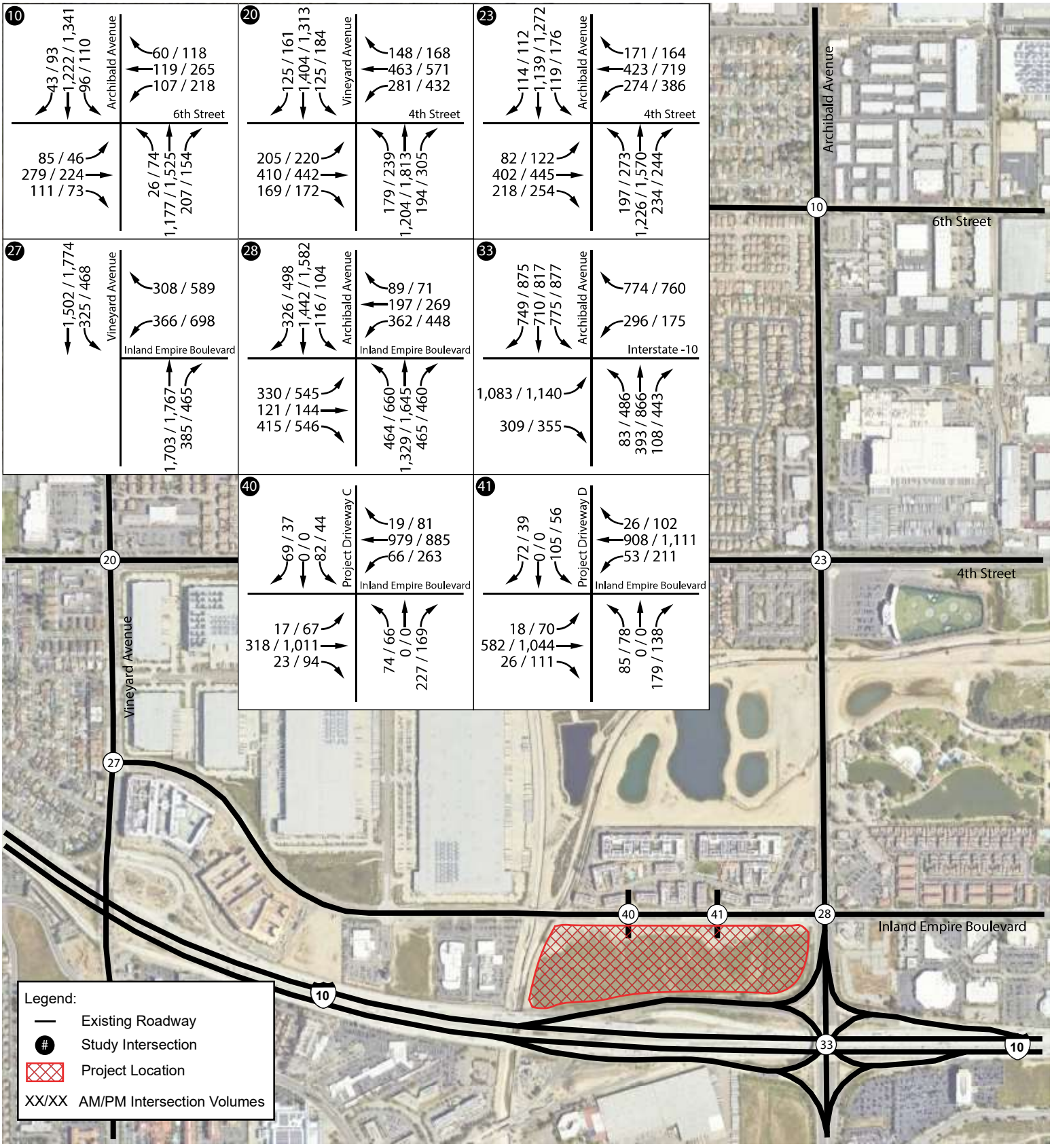
Exhibit 3-3

5734



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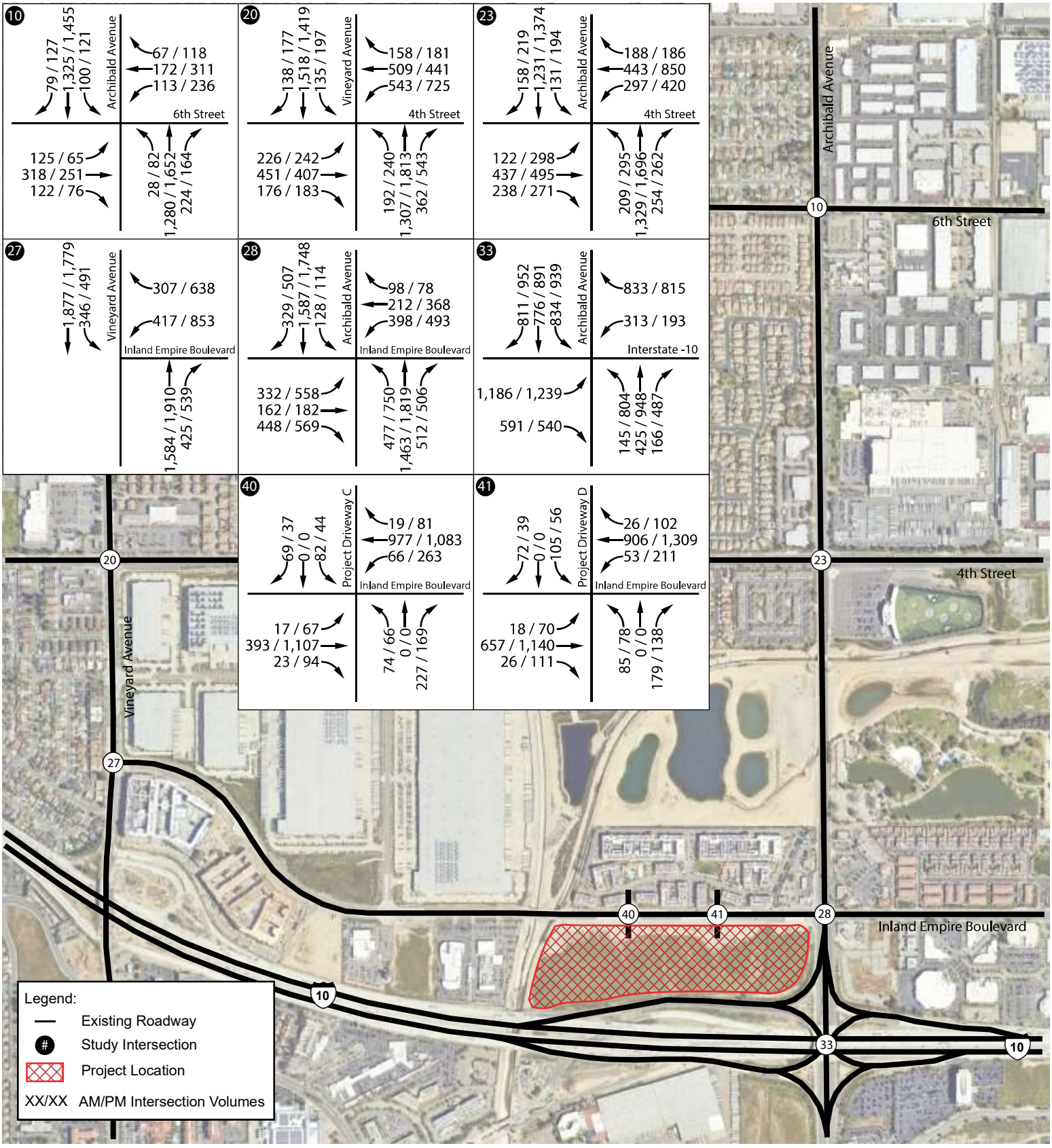
Michael Baker INTERNATIONAL

Year 2020 Cumulative Plus Project PA-1, PA-2, PA-3, PA-4 Traffic Volumes

Exhibit 3-4

H:\pdata\

5735



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Michael Baker INTERNATIONAL

Year 2035 General Buildout Plus Project PA-1, PA-2, PA-3, PA-4 Traffic Volumes

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Exhibit 3-5

5736

4 LEVEL OF SERVICE OPERATIONS ANALYSIS

4.1 EXISTING PLUS PROJECT

4.1.1 2015 TIA Findings

Table 4-1 summarizes the analysis results for the Existing Plus Project condition documented in the 2015 TIA. As shown, none of the study intersections operate at unacceptable LOS. As such, no significant impacts were identified at these intersections.

4.1.2 Proposed Project Findings

Table 4-2 summarizes the analysis results for the Existing Plus Project condition under the proposed project. As shown, under the proposed project condition, all intersections are still operating at acceptable LOS based on individual intersection thresholds.

The analysis indicates that, with the inclusion of the proposed project, the intersections' operations do not degrade to unacceptable LOS, therefore, no new transportation impacts are identified. The Existing Plus Project analysis worksheets are contained in **Appendix C.**

TABLE 4-1: 2015 TIA EXISTING PLUS PROJECT INTERSECTION ANALYSIS RESULTS

ID	Intersection	Minimum Acceptable LOS	2015 TIA											
			Existing Plus Project				Significant Impact?		Potential Mitigation Improvement in 2015 TIA	Existing Plus Project Plus Improvements				Significant Impact after Mitigation?	
			AM Peak Hour		PM Peak Hour					AM Peak Hour		PM Peak Hour			
			LOS[1]	Delay[2]	LOS[1]	Delay[2]	AM	PM		LOS[1]	Delay[2]	LOS[1]	Delay[2]	AM	PM
10	Archibald Ave and 6th St	D	B	19.8	C	23.9	No	No	Not Applicable						
20	Vineyard Ave and 4th St	E	D	42.3	E	75.7	No	No							
23	Archibald Ave and 4th St	E	C	34.4	D	48.2	No	No							
27	Vineyard Ave and Inland Empire Blvd	E	C	25.4	D	49.5	No	No							
28	Archibald Ave and Inland Empire Blvd	E	D	46.0	E	74.0	No	No							
33	Archibald Ave and I-10 Ramp SPI	D	C	24.5	C	32.0	No	No							
40	Project Dwy "C" and Inland Empire Blvd	E	C	23.9	C	26.9	No	No							
41	Project Dwy "D" and Inland Empire Blvd	E	C	24.3	C	27.5	No	No							

Source: *Meredith International Centre Specific Plan Amendment Traffic Impact Analysis (LLG, 2015)*
Notes: 1) LOS = Level of Service.
2) Delay shown in seconds per vehicle.

TABLE 4-2: PROPOSED PROJECT EXISTING PLUS PROJECT INTERSECTION ANALYSIS RESULTS

ID	Intersection	Minimum Acceptable LOS	Proposed Project											
			Existing Plus Project				Significant Impact?		Potential Mitigation Improvement in 2015 TIA	Existing Plus Project Plus Improvements				Significant Impact after Mitigation?	
			AM Peak Hour		PM Peak Hour					AM Peak Hour		PM Peak Hour			
			LOS[1]	Delay[2]	LOS[1]	Delay[2]	AM	PM		LOS[1]	Delay[2]	LOS[1]	Delay[2]	AM	PM
10	Archibald Ave and 6th St	D	B	19.1	C	24.1	No	No	Not Applicable						
20	Vineyard Ave and 4th St	E	D	40.7	E	75.6	No	No							
23	Archibald Ave and 4th St	E	D	35.6	D	46.6	No	No							
27	Vineyard Ave and Inland Empire Blvd	E	D	50.3	C	33.0	No	No							
28	Archibald Ave and Inland Empire Blvd	E	D	42.3	E	65.4	No	No							
33	Archibald Ave and I-10 Ramp SPI	D	B	18.6	C	22.5	No	No							
40	Project Dwy "C" and Inland Empire Blvd	E	C	23.1	C	32.0	No	No							
41	Project Dwy "D" and Inland Empire Blvd	E	B	18.7	C	27.5	No	No							

Notes: 1) LOS = Level of Service.
2) Delay shown in seconds per vehicle.

4.2 YEAR 2020 CUMULATIVE PLUS PROJECT

4.2.1 2015 TIA Findings

Table 4-3 summarizes the analysis results for the Year 2020 Cumulative Plus Project condition documented in the 2015 TIA. As shown, most intersections operate at acceptable LOS for both peak hours with the exception of:

- (#23) Archibald Ave and 4th St – operates at LOS F during the PM Peak Hour
- (#28) Archibald Ave and Inland Empire Blvd – operates at LOS F during the PM Peak Hour

As such, a significant impact was identified for these locations. Potential mitigation improvements were developed to improve the LOS of these intersections. The following potential improvements were proposed for the intersections:

- (#23) Archibald Ave and 4th St
  - Construct 2nd NB Left-turn lane
  - Additional NB through-lane
  - Modify traffic signal
- (#28) Archibald Ave and Inland Empire Blvd
  - Construct 3rd NB Left-turn lane
  - Additional SB through-lane
  - Modify traffic signal

As shown, with the implementation of these potential improvements the significant impact was mitigated.

4.2.2 Proposed Project Findings

Table 4-4 summarizes the analysis results for the Year 2020 Cumulative Plus Project condition under the proposed project. Similar to the 2015 TIA findings, most intersections operate at acceptable LOS for both peak hours with the exception of:

- (#23) Archibald Ave and 4th St – operates at LOS F during the PM Peak Hour
- (#28) Archibald Ave and Inland Empire Blvd – operates at LOS F during the PM Peak Hour

With the implementation of the identical potential mitigation improvements developed for the 2015 TIA, all intersections are operating at acceptable LOS based on individual intersection thresholds.

The analysis indicates that, with the inclusion of the potential mitigation improvements developed for the 2015 TIA, the intersections' operations do not degrade to unacceptable LOS, therefore, no new transportation impacts are identified. The Year 2020 Cumulative Plus Project analysis worksheets are contained in **Appendix D.**

In the 2015 EIR, under the Year 2020 Cumulative Plus Project scenario, the project-related impacts at the intersections of Archibald Ave and 4th St (#23) and Archibald Ave and Inland Empire Blvd (#28) are addressed through fee payments to complete required improvements. However, these locations were still identified as cumulatively significant and unavoidable even with the payment of fees, due to right-of-way constraints. Since the findings of the proposed project rely on identical potential mitigation improvements developed for the 2015 TIA, these locations remain as cumulatively significant and unavoidable, consistent with the previous findings in the Specific Plan EIR.

TABLE 4-3: 2015 TIA YEAR 2020 CUMULATIVE PLUS PROJECT INTERSECTION ANALYSIS RESULTS

ID	Intersection	Minimum Acceptable LOS	2015 TIA											
			Year 2020 Cumulative Plus Project				Significant Impact?		Potential Mitigation Improvement in 2015 TIA	Year 2020 Cumulative Plus Project Plus Improvements				Significant Impact after Mitigation?	
			AM Peak Hour		PM Peak Hour					AM Peak Hour		PM Peak Hour			
			LOS[1]	Delay[2]	LOS[1]	Delay[2]	AM	PM		LOS[1]	Delay[2]	LOS[1]	Delay[2]	AM	PM
10	Archibald Ave and 6th St	D	C	22.2	C	29.0	No	No	Not Applicable						
20	Vineyard Ave and 4th St	E	D	48.4	E	78.9	No	No							
23	Archibald Ave and 4th St	E	D	41.6	**F**	**83.7**	No	**Yes**	• Construct 2nd NB Left-turn lane • Additional NB through-lane • Modify traffic signal	D	36.7	D	51.8	No	No
27	Vineyard Ave and Inland Empire Blvd	E	D	45.7	C	34.7	No	No	Not Applicable						
28	Archibald Ave and Inland Empire Blvd	E	E	58.9	**F**	**94.0**	No	**Yes**	• Construct 3rd NB Left-turn lane • Additional SB through-lane • Modify traffic signal	E	56.5	E	72.7	No	No
33	Archibald Ave and I-10 Ramp SPI	D	C	30.5	D	40.7	No	No	Not Applicable						
40	Project Dwy "C" and Inland Empire Blvd	E	C	24.1	C	26.8	No	No							
41	Project Dwy "D" and Inland Empire Blvd	E	C	24.5	C	27.4	No	No							

Source: *Meredith International Centre Specific Plan Amendment Traffic Impact Analysis (LLG, 2015)*
Notes: 1) LOS = Level of Service.
2) Delay shown in seconds per vehicle.

TABLE 4-4: PROPOSED PROJECT YEAR 2020 CUMULATIVE PLUS PROJECT INTERSECTION ANALYSIS RESULTS

ID	Intersection	Minimum Acceptable LOS	Proposed Project													
			Year 2020 Cumulative Plus Project				Significant Impact?		Potential Mitigation Improvement in 2015 TIA	Year 2020 Cumulative Plus Project Plus Improvements				Significant Impact after Mitigation?	
			AM Peak Hour		PM Peak Hour					AM Peak Hour		PM Peak Hour			
			LOS[1]	Delay[2]	LOS[1]	Delay[2]	AM	PM		LOS[1]	Delay[2]	LOS[1]	Delay[2]	AM	PM
10	Archibald Ave and 6th St	D	C	22.0	C	31.5	No	No	Not Applicable						
20	Vineyard Ave and 4th St	E	D	44.5	E	75.1	No	No							
23	Archibald Ave and 4th St	E	D	46.3	**F**	**93.9**	No	**Yes**	• Construct 2nd NB Left-turn lane • Additional NB through-lane • Modify traffic signal	D	36.7	D	52.8	No	No
27	Vineyard Ave and Inland Empire Blvd	E	C	20.6	C	29.4	No	No	Not Applicable						
28	Archibald Ave and Inland Empire Blvd	E	D	53.1	**F**	**118.3**	No	**Yes**	• Construct 3rd NB Left-turn lane • Additional SB through-lane • Modify traffic signal	D	47.1	E	72.0	No	No
33	Archibald Ave and I-10 Ramp SPI	D	C	25.5	C	29.9	No	No	Not Applicable						
40	Project Dwy "C" and Inland Empire Blvd	E	C	23.6	C	32.4	No	No							
41	Project Dwy "D" and Inland Empire Blvd	E	C	20.2	C	27.7	No	No							

Notes: 1) LOS = Level of Service.
2) Delay shown in seconds per vehicle.

4.3 YEAR 2035 GENERAL PLAN BUILDOUT PLUS PROJECT

4.3.1 2015 TIA Findings

Table 4-5 summarizes the analysis results for the Year 2035 General Plan Buildout Plus Project condition documented in the 2015 TIA. As shown, most intersections operate at acceptable LOS for both peak hours with the exception of:

- (#20) Vineyard Ave and 4th St – operates at LOS F during the PM Peak Hour
- (#23) Archibald Ave and 4th St – operates at LOS F during the PM Peak Hour
- (#28) Archibald Ave and Inland Empire Blvd – operates at LOS F during the PM Peak Hour

As such, a significant impact was identified for these locations. Potential mitigation improvements were developed to improve the LOS of these intersections. The following improvements were proposed for the intersections:

- (#20) Vineyard Ave and 4th St
    - Construct additional SB through-lane
    - Modify traffic signal
- (#23) Archibald Ave and 4th St
    - Construct 2nd NB Left-turn lane
    - Additional NB through-lane
    - Modify traffic signal
- (#28) Archibald Ave and Inland Empire Blvd
    - Construct 3rd NB Left-turn lane
    - Additional SB through-lane
    - Modify traffic signal

As shown, with the implementation of these potential improvements the significant impact was mitigated.

4.3.2 Proposed Project Findings

Table 4-6 summarizes the analysis results for the Year 2035 General Plan Buildout Plus Project condition under the proposed project. Similar to the 2015 TIA findings, most intersections operate at acceptable LOS for both peak hours with the exception of:

- (#20) Vineyard Ave and 4th St – operates at LOS F during the PM Peak Hour
- (#23) Archibald Ave and 4th St – operates at LOS F during the PM Peak Hour
- (#28) Archibald Ave and Inland Empire Blvd – operates at LOS F during the PM Peak Hour

With the implementation of the identical potential mitigation improvements developed for the 2015 TIA, all intersections are operating at acceptable LOS based on individual intersection thresholds.

The analysis indicates that, with the inclusion of the potential mitigation improvements developed for the 2015 TIA, the intersections' operations do not degrade to unacceptable LOS, therefore, no new transportation impacts are identified. The Year 2035 General Plan Buildout Plus Project analysis worksheets are contained in **Appendix E.**

In the 2015 EIR, under the Year 2020 Cumulative Plus Project scenario, the project-related impacts at the intersections of, Vineyard Ave and 4th St (#20), Archibald Ave and 4th St (#23), and Archibald Ave and Inland Empire Blvd (#28) are addressed through fee payments to complete required improvements. However, these locations were still identified as cumulatively significant and unavoidable even with the payment of fees, due to right-of-way constraints. Since the findings of the proposed project rely on identical potential mitigation improvements developed for the 2015 TIA, these locations remain as cumulatively significant and unavoidable, consistent with the previous findings in the Specific Plan EIR.

TABLE 4-5: 2015 TIA YEAR 2035 GENERAL PLAN BUILDOUT PLUS PROJECT INTERSECTION ANALYSIS RESULTS

ID	Intersection	Minimum Acceptable LOS	2015 TIA													
			Year 2035 General Plan Buildout Plus Project				Significant Impact?		Potential Mitigation Improvement in 2015 TIA	Year 2035 General Plan Buildout Plus Project Plus Improvements				Significant Impact after Mitigation?	
			AM Peak Hour		PM Peak Hour					AM Peak Hour		PM Peak Hour			
			LOS[1]	Delay[2]	LOS[1]	Delay[2]	AM	PM		LOS[1]	Delay[2]	LOS[1]	Delay[2]	AM	PM
10	Archibald Ave and 6th St	D	C	22.8	C	31.2	No	No	Not Applicable						
20	Vineyard Ave and 4th St	E	E	76.2	**F**	**92.2**	No	**Yes**	• Construct additional SB through-lane • Modify traffic signal	D	47.0	E	61.1	No	No
23	Archibald Ave and 4th St	E	D	43.1	**F**	**98.6**	No	**Yes**	• Construct 2nd NB Left-turn lane • Additional NB through-lane • Modify traffic signal	D	37.3	D	53.9	No	No
27	Vineyard Ave and Inland Empire Blvd	E	C	24.4	D	37.7	No	No	Not Applicable						
28	Archibald Ave and Inland Empire Blvd	E	E	60.4	**F**	**103.3**	No	**Yes**	• Construct 3rd NB Left-turn lane • Additional SB through-lane • Modify traffic signal	D	49.1	E	69.5	No	No
33	Archibald Ave and I-10 Ramp SPI	D	C	30.8	D	46.4	No	No	Not Applicable						
40	Project Dwy "C" and Inland Empire Blvd	E	C	24.2	C	26.5	No	No							
41	Project Dwy "D" and Inland Empire Blvd	E	C	24.5	C	27.5	No	No							

Source: *Meredith International Centre Specific Plan Amendment Traffic Impact Analysis (LLG, 2015)*
Notes: 1) LOS = Level of Service.
2) Delay shown in seconds per vehicle.

TABLE 4-6: PROPOSED PROJECT YEAR 2035 GENERAL PLAN BUILDOUT PLUS PROJECT INTERSECTION ANALYSIS RESULTS

ID	Intersection	Minimum Acceptable LOS	Proposed Project											
			Year 2035 General Plan Buildout Plus Project				Significant Impact?		Potential Mitigation Improvement in 2015 TIA	Year 2035 General Plan Buildout Plus Project Plus Improvements				Significant Impact after Mitigation?	
			AM Peak Hour		PM Peak Hour					AM Peak Hour		PM Peak Hour			
			LOS[1]	Delay[2]	LOS[1]	Delay[2]	AM	PM		LOS[1]	Delay[2]	LOS[1]	Delay[2]	AM	PM
10	Archibald Ave and 6th St	D	C	24.2	D	42.1	No	No	Not Applicable						
20	Vineyard Ave and 4th St	E	E	78.3	**F**	**95.4**	No	**Yes**	• Construct additional SB through-lane • Modify traffic signal	D	46.9	E	64.7	No	No
23	Archibald Ave and 4th St	E	E	61.5	**F**	**123.3**	No	**Yes**	• Construct 2nd NB Left-turn lane • Additional NB through-lane • Modify traffic signal	D	40.5	E	60.6	No	No
27	Vineyard Ave and Inland Empire Blvd	E	C	29.4	D	41.1	No	No	Not Applicable						
28	Archibald Ave and Inland Empire Blvd	E	E	71.5	**F**	**158.0**	No	**Yes**	• Construct 3rd NB Left-turn lane • Additional SB through-lane • Modify traffic signal	D	48.3	E	79.8	No	No
33	Archibald Ave and I-10 Ramp SPI	D	C	30.8	D	36.9	No	No	Not Applicable						
40	Project Dwy "C" and Inland Empire Blvd	E	C	23.3	C	34.5	No	No							
41	Project Dwy "D" and Inland Empire Blvd	E	B	19.5	C	28.6	No	No							

Notes: 1) LOS = Level of Service.
2) Delay shown in seconds per vehicle.

5 FINDINGS

The purpose of this study is to document the traffic analysis findings associated with the with the proposed changes to the Meredith International Centre Specific Plan Amendment Planning Area 3 (proposed project). A Level of Service (LOS) analysis was conducted to determine the consistency with the findings documented in the *Meredith International Centre Specific Plan Amendment Traffic Impact Analysis (LLG, 2015)* [2015 TIA], which was incorporated into the Specific Plan EIR.

The proposed project proposes to modify the existing Specific Plan to include a Mixed-Use Overlay across Planning Area 3 to allow for up to 50,000 square feet of commercial/retail uses and up to 1,400 multi-family dwelling units in place of the uses and buildout currently permitted under the site's Urban Commercial designation. A revised trip generation for the proposed project was developed to estimate the project trips. The new trip estimates were used to update the Existing With Project, Year 2020 Cumulative Plus Project, and Year 2035 General Plan Buildout Plus Project traffic volumes documented in the 2015 TIA. The revised traffic volumes were used in the LOS analysis of the proposed project. The analysis was conducted consistent with the process and methodology used in the 2015 TIA. The findings are summarized below:

Existing Plus Project
With the implementation of identical the potential mitigation improvements developed for the 2015 TIA, all intersections are anticipated to operate at acceptable LOS based on individual intersection thresholds.

Year 2020 Cumulative Plus Project
With the implementation of identical the potential mitigation improvements developed for the 2015 TIA, all intersections are anticipated to operate at acceptable LOS based on individual intersection thresholds.

Year 2035 General Plan Buildout Plus Project
With the implementation of identical the potential mitigation improvements developed for the 2015 TIA, all intersections are anticipated to operate at acceptable LOS based on individual intersection thresholds.

The analysis for all three scenarios indicates that, with the implementation of the identical potential mitigation improvements developed for the 2015 TIA, the intersections' operations do not degrade to unacceptable LOS. **Therefore, outside of the impacts identified in the 2015 TIA, no new transportation impacts are identified due to the proposed project.**

In the 2015 EIR, the project-related impacts at the intersections of Vineyard Ave and 4th St (#20), Archibald Ave and 4th St (#23), and Archibald Ave and Inland Empire Blvd (#28) are addressed through fee payments to complete required improvements. However, these locations were still identified as cumulatively significant and unavoidable even with the payment of fees, due to right-of-way acquisition requirements. Since the findings of the proposed project rely on identical potential mitigation improvements developed for the 2015 TIA, **these locations remain as cumulatively significant and unavoidable, consistent with the previous findings in the Specific Plan EIR.**

Appendix A:
Traffic Scoping Agreement

Michael Baker
INTERNATIONAL

TECHNICAL MEMORANDUM

To: City of Ontario

From: Jordan Gray PE TE, Michael Baker International
Alejandro Tapia PE, Michael Baker International

CC: Frances Yau, Michael Baker International

Date: October 24, 2025

Subject: Meredith International Centre Specific Plan Amendment Planning Area 3 – Focused Traffic Study Scoping Memorandum

1. Introduction

Michael Baker will be preparing a Focused Traffic Study for the proposed Meredith International Centre Specific Plan Amendment Planning Area 3 Project (modified project) within the City of Ontario, California. The original Environmental Impact Report for the specific plan was documented in the *Meredith International Centre Specific Plan Amendment Final Environmental Impact Report*, dated March 2015 (2015 EIR). The 2015 EIR identified potential traffic related impacts at several study intersections associated with the development of the specific plan area that were considered cumulatively significant and unavoidable. This memorandum will assess the change in land use assumptions associated with modified project specifically with PA-3 to determine consistency with the findings of the original EIR, including trip generation assumptions and level-of-service operations at select intersections.

The modified project proposes to modify the Specific Plan to include a Mixed-use Overlay across Planning Area 3, allowing for the development of up to 1,400 residential units and up to 50,000 square feet of commercial/retail uses in addition to the uses permitted under the site's Urban Commercial designation.

Exhibit 1 shows the Project location and **Table 1** summarizes key development characteristics.

The following scoping memorandum outlines Michael Baker's approach to updating the traffic analysis associated with the modified project. As described in subsequent sections, as part of this analysis the updated baseline "Without Project" scenarios remain unchanged from the original *Meredith International Centre Specific Plan Amendment Traffic Impact Analysis (LLG, 2015)* [2015 TIA], documented in the original 2015 Specific Plan EIR. The analysis will follow be consistent with SBCTA's *Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (SBCTA Guidelines),* dated February 2020.

Table 1: Information Summary

Item	Description
Project Location	The site is bounded by Inland Empire Boulevard to the north, Archibald Avenue to the east, Interstate 10 to the south, and Deer Creek Channel to the west.
Existing Land Uses	The project site has a Mixed Use - Meredith land use designation. Sparse ruderal vegetation and ornamental landscaping are present on-site.
Acreage	23.3 acres
Existing Zoning	Meredith Internation Centre SP (2265-SP) – Urban Commercial
Proposed Zoning	Meredith Internation Centre SP (2265-SP) – Urban Commercial + Mixed Use Overlay
Nearby Land Uses	Developed land uses exist on the North, East, South, and West sides of the Project site. *North*: Inland Empire Boulevard is immediately north of the project site. Planning Areas 4 and 5 of the Specific Plan are located further north. Planning Area 4 is developed with multi-family residences, and Planning Area 5 is developed with commercial/retail uses, including fast food restaurants and a gas station/convenience store. Planning Area 4 is designated Urban Residential and Planning Area 5 is designated Urban Commercial. *South*: Immediately south of the project site is I-10. Further south are warehouses and distribution centers; these properties are not within the Specific Plan area and are designated Mixed-Use and zoned Specific Plan (SP) with a Multimodal Transit Center (MTC) Overlay. *East*: Immediately east of the project site is Archibald Avenue. Further east is a gas station, hotel (currently under construction), and vacant land; these properties are not within the Specific Plan area and are designated Office Commercial and zoned High Intensity Office (OH). *West*: Deer Creek Channel is immediately west of the project site. Car dealerships and associated service centers are located further west. This area is within Planning Area 2 of the Specific Plan and is designated Urban Commercial.



Source: Google Earth Pro, February 2025

MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT – PLANNING AREA 3 PROJECT
ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT

Site Vicinity

Michael Baker INTERNATIONAL

NOT TO SCALE

02/2025 • JN 205836

Exhibit 5750

2. Trip Generation

2015 EIR

The *Meredith International Centre Specific Plan Amendment Traffic Impact Analysis (LLG, 2015)* [2015 TIA], documented in the original 2015 Specific Plan EIR, analyzed the estimated project trips for each planning area based on the land use assumptions that were available at that time.

Table 2 provides the previously documented trip generation calculations for Planning Area 3. As shown, within Planning Area 3, a total of 9,628 daily trips, 473 AM Peak Hour trips, and 719 PM Peak Hour trips were anticipated during an average weekday.

Table 2: Approved 2015 EIR Planning Area 3 Trip Generation

Project Description	Daily	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Trip Generation Forecast:							
Planning Area (PA) 3							
▪ 310: Hotel (400 Rooms)	3,268	124	88	212	124	116	240
▪ 710: General Office (100,000 SF)	1,103	137	19	156	25	124	149
▪ 820: Shopping Center (150,000 SF)	6,405	90	54	144	267	290	557
Less Pass-by Trips (10% Daily, 10% AM, 34% PM) [20]	-641	-9	-5	-14	-91	-98	-189
Total PA 3 Trip Generation Potential	**10,135**	**342**	**156**	**498**	**325**	**432**	**757**
Less Internal Capture (5%)	**-507**	**-17**	**-8**	**-25**	**-16**	**-22**	**-38**
Total PA 3 Net Trip Generation Potential	**9,628**	**325**	**148**	**473**	**309**	**410**	**719**

Source: *Meredith International Centre Specific Plan Amendment Traffic Impact Analysis* (LLG, January 2015)
Trip Rate Source: Institute of Transportation Engineer's (ITE) Trip Generation Manual, 9th Edition.

Modified Project

To remain consistent with the original analysis documented in the 2015 TIA, the modified project site trips were estimated using trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition. **Table 3** shows the trip generation rates used for the modified project. ITE Land Use codes 220 (Apartments) and 820 (Shopping Center) were assumed for the entire modified project site.

Table 3: Modified Planning Area 3 Trip Generation Rates

Land Use	ITE Code	Daily Trips Rate	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
Apartments	220	6.66 / DU	0.10	0.41	0.51	0.40	0.22	0.62
Shopping Center	820	42.70 / TSF	0.60	0.36	0.96	1.78	1.93	3.71

Notes: 1) Trip Rates – Institute of Transportation Engineer's (ITE) Trip Generation Manual, 9th Edition
2) DU = Dwelling Unit; TSF = Thousand Square Feet.

Table 3 summarizes the trip generation for the modified project. The modified project includes a Pass-By Trip reduction and internal capture reduction consistent with analysis documented in the 2015 TIA. The total estimated net Project trips include 10,670 daily trips, 719 AM Peak Hour trips, and 941 PM Peak Hour trips.

Table 3: Modified Planning Area 3 Trip Generation

Project Description	Intensity	Daily[1]	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
220: Apartments	1,400 DU	9,310	140	574	714	560	308	868
820: Shopping Center	50 TSF	2,135	30	18	48	89	97	186
Less Pass-by Trips[2] (10% Daily, 10% AM, 34% PM)[3]		-214	-3	-2	-5	-30	-33	-63
Total PA-3 Trip Generation Potential		11,232	167	590	757	619	372	991
Less Internal Capture (5%)[3]		-562	-8	-30	-38	-31	-19	-50
Total PA-3 Net Trip Generation Potential		**10,670**	**159**	**560**	**719**	**588**	**353**	**941**

Notes: 1) Source: ITE Trip Generation Manual, 9th Edition.
2) Applies only to Shopping Center land use.
3) Consistent with analysis documented in *Meredith International Centre Specific Plan Amendment Traffic Impact Analysis* (LLG, January 2015)

The 2015 TIA originally assumed Planning Area 3's land use would consist of a 400-room hotel, 100,000 square feet of office space, and 150,000 square feet of retail space. The modified project's proposed land use for Planning Area 3 consists of up to 1,400 residential units and up to 50,000 square feet of commercial/retail uses. Because of the land use changes, the trip characteristics have changed. The 2015 TIA showed higher entering trips in the AM Peak Hour and higher exiting trips in the PM Peak Hour. The modified project's land use show the opposite trend, with high exiting trips in the AM Peak Hour and high entering trips in the PM Peak Hour.

Table 4 compares the Planning Area 3 approved 2015 TIA project trips to the modified project trips. As shown, within the comparison boundary, the modified project is expected to generate more daily and peak hour trips compared to the approved 2015 TIA within Project Area 3. Since the trip generation of the modified is higher than the 2015 TIA trips, an operational analysis will be required to determine if new transportation impacts are identified.

Table 4: Project Trip Comparison

Project Description	Daily	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
2015 EIR: PA-3	9,628	325	148	473	309	410	719
Modified Project: PA-3	10,670	159	560	719	588	353	941
Difference	**1,042**	**-166**	**412**	**246**	**279**	**-57**	**222**

3. Study Area & Trip Distribution

The eight intersections listed below were selected to assess the potential impacts of the modified project. Note that the list below maintains the intersection identification numbers from the original 2015 TIA for consistency. Refer to **Exhibit 2** for the proposed study area.

- **#10** Archibald Ave and 6th Street
- **#20** Vineyard Ave and 4th St
- **#23** Archibald Ave and 4th St
- **#27** Vineyard Ave and Inland Empire Blvd
- **#28** Archibald Ave and Inland Empire Blvd
- **#33** Archibald Ave and I-10 Ramp SPI
- **#40** Project Dwy "C" and Inland Empire Blvd
- **#41** Project Dwy "D" and Inland Empire Blvd

To remain consistent with the previous analysis, the trip distribution for the modified project will be identical to that used in the 2015 EIR analysis. **Attachment A** contains the original trip distribution for Planning Area 3 used in the *original 2015 TIA.*

4. Study Methodology & Scenarios

To remain consistent with the previous analysis, following methodology will be utilized:

- Highway Capacity Manual 2000, using Synchro Software (Version 12).

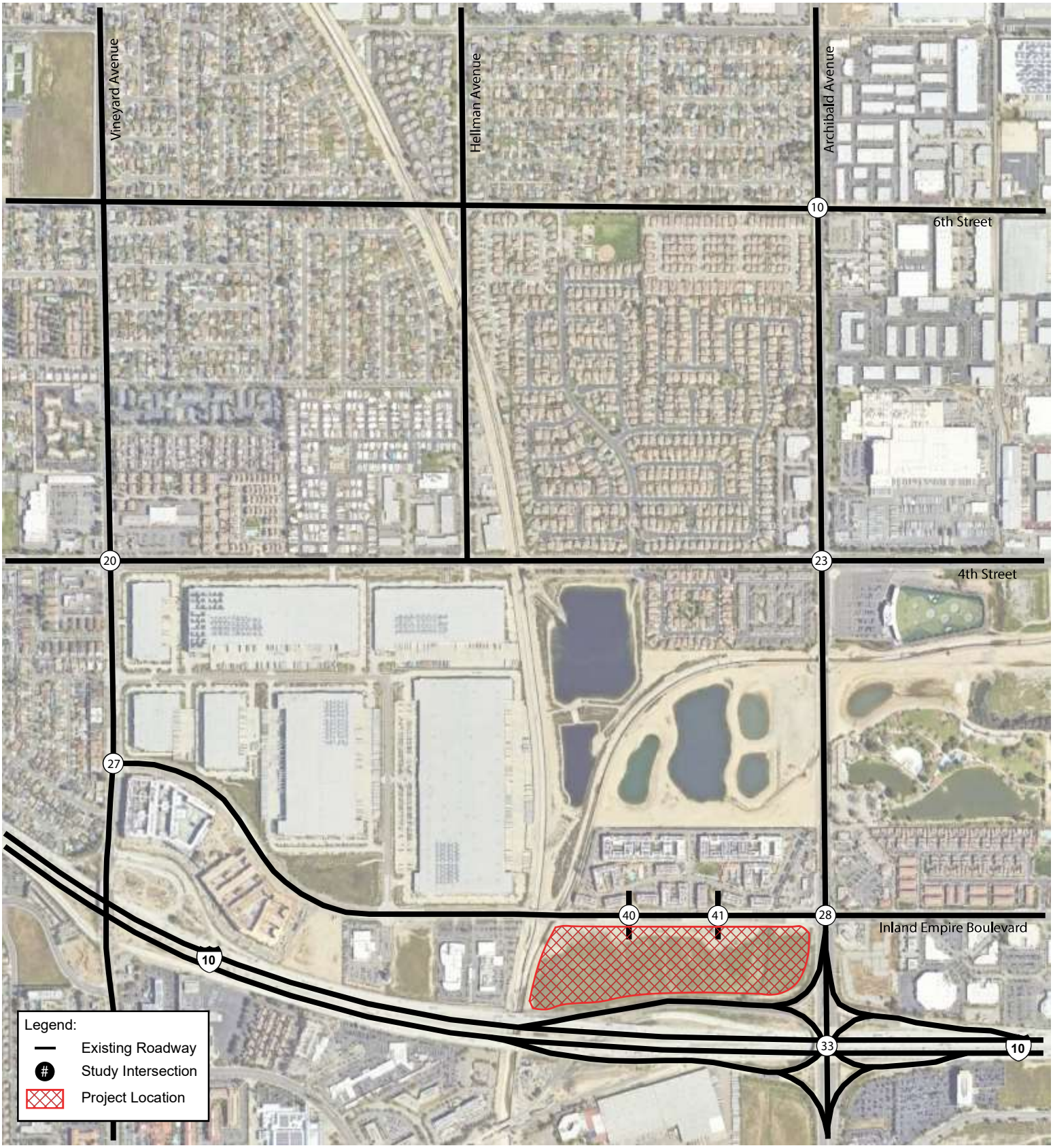
The analysis will utilize the same baseline "without project" volumes documented in the 2015 TIA. The "plus project" conditions will reflect identical trips for Planning Areas 1, 2, and 4. Only the estimated trips for Planning Area 3 will be updated for this analysis. The analysis will determine if new traffic impacts are identified at these study intersections and if the proposed improvements documented in the 2015 TIA are sufficient to mitigate any new potential impacts. **Table 5** summarizes the impact criteria that will be used in this analysis. The thresholds in this table remain consistent with those used in the 2015 TIA.

The following study scenarios, as defined in the 2015 TIA, will be evaluated:

- Existing Plus Project (Planning Area 1-4)
- Year 2020 Cumulative Traffic Conditions Plus Project (Planning Areas 1-4)
- Year 2035 General Plan Buildout Plus Project (Planning Areas 1-4)

Table 5: LOS Threshold Criteria

Intersection		Jurisdiction	Minimum Acceptable LOS
10	Archibald Ave and 6th Street	Rancho Cucamonga	D
20	Vineyard Ave and 4th St	Ontario	E
23	Archibald Ave and 4th St	Rancho Cucamonga / Ontario	D
27	Vineyard Ave and Inland Empire Blvd	Ontario	E
28	Archibald Ave and Inland Empire Blvd	Ontario	E
33	Archibald Ave and I-10 Ramp SPI	Ontario / Caltrans	D
40	Project Dwy "C" and Inland Empire Blvd	Ontario	E
41	Project Dwy "D" and Inland Empire Blvd	Ontario	E



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Project Study Area

Exhibit 2

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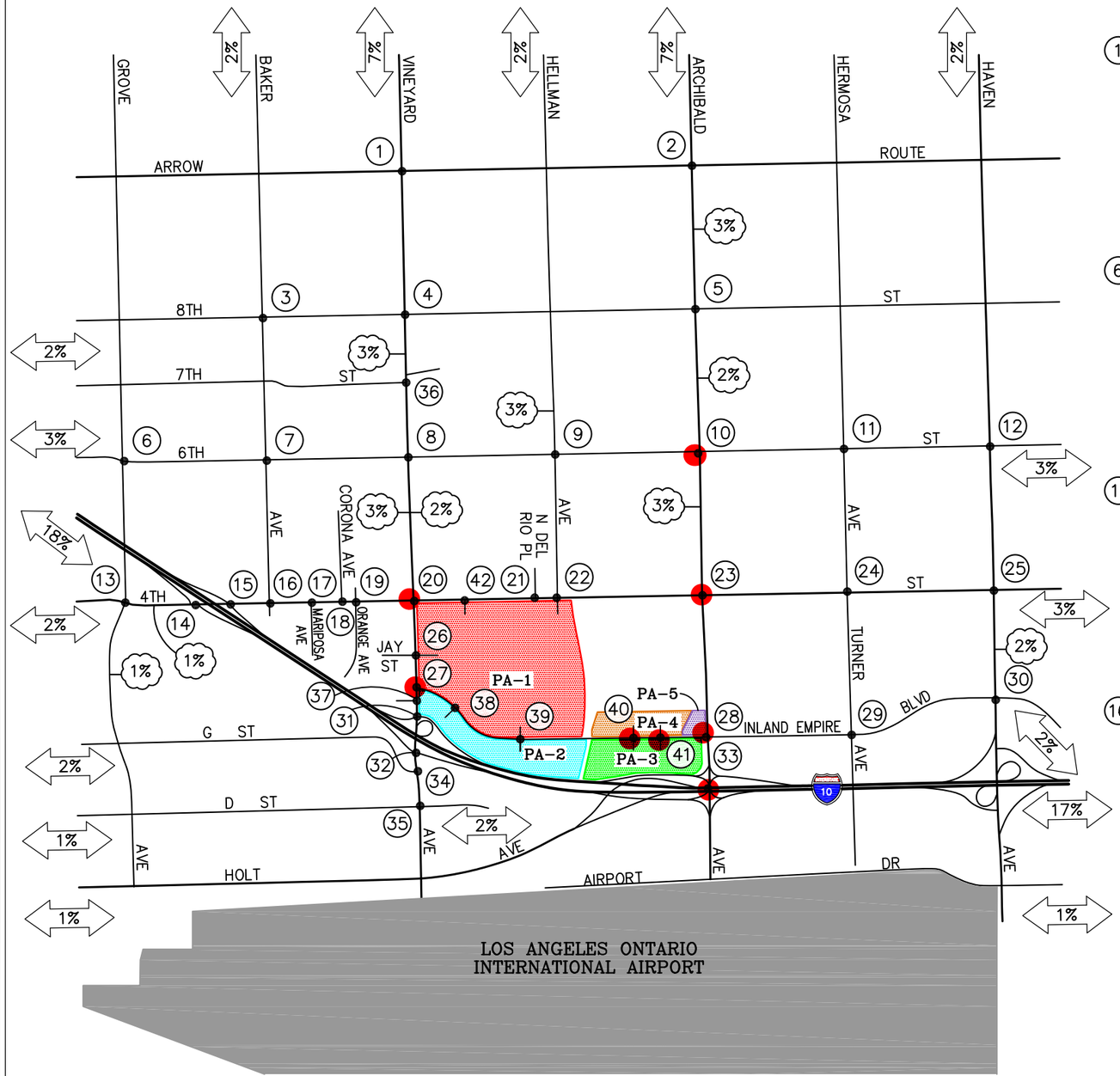
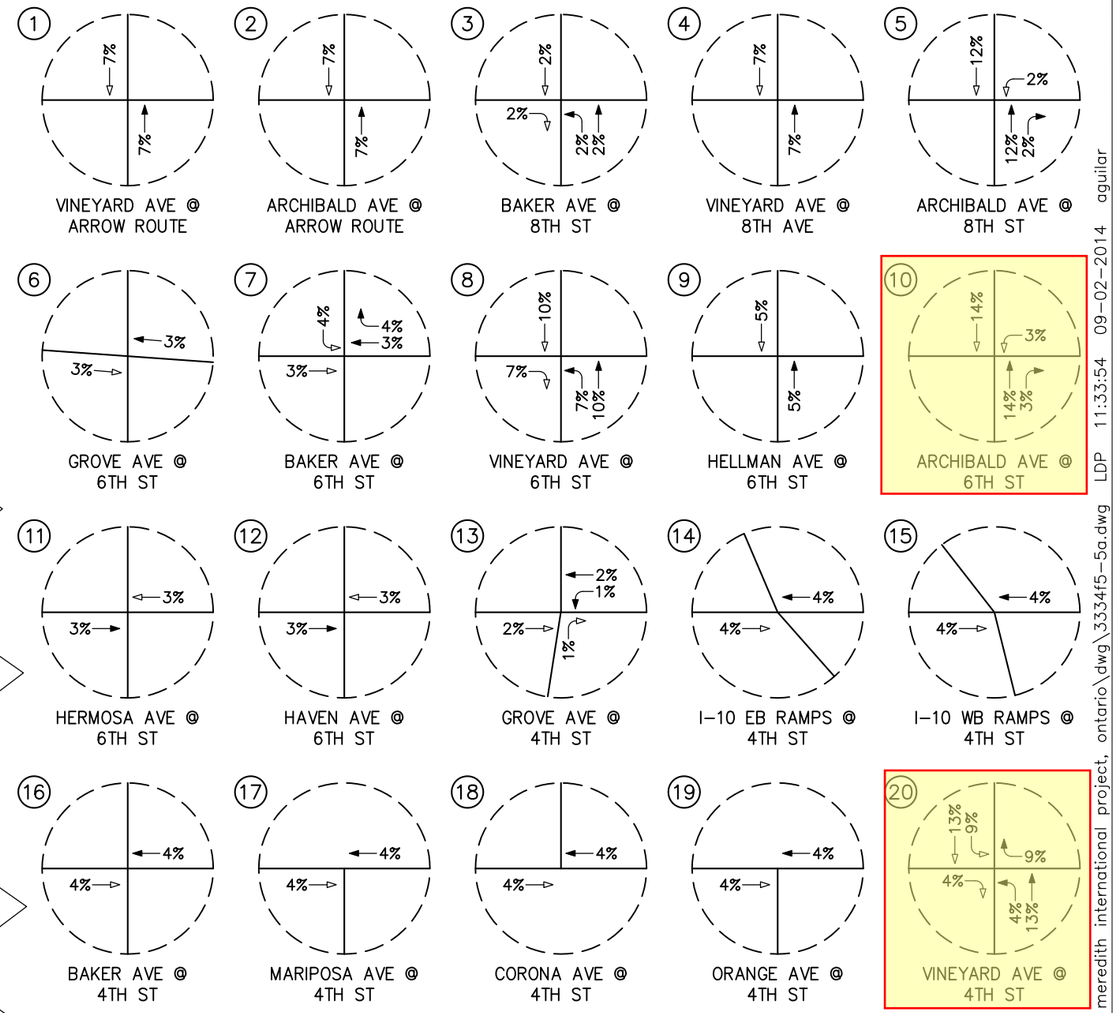
Attachment A – 2015 EIR: Trip Distribution for PA-3





KEY

(#) = STUDY INTERSECTION
⇦ = INBOUND PERCENTAGE
⇦ = OUTBOUND PERCENTAGE
= PA-1
= PA-2
= PA-3
= PA-4
= PA-5

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

FIGURE 5-5A

PROJECT TRIP DISTRIBUTION PATTERN PA-3

MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT, ONTARIO

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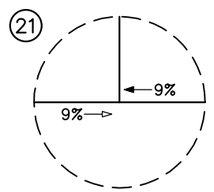
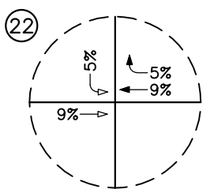
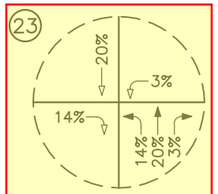


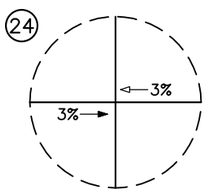
N. DEL RIO PL @ 4TH ST



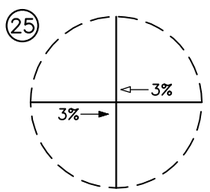
HELLMAN AVE @ 4TH ST



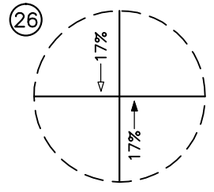
ARCHIBALD AVE @ 4TH ST



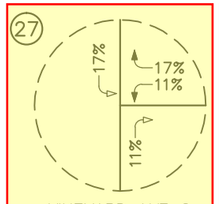
TURNER AVE @ 4TH ST



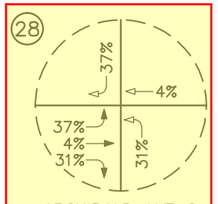
HAVEN AVE @ 4TH ST



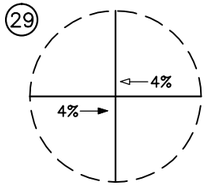
VINEYARD AVE @ JAY ST



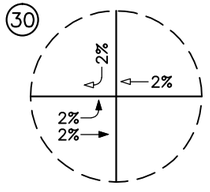
VINEYARD AVE @ INLAND EMPIRE BLVD



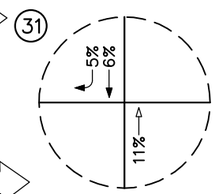
ARCHIBALD AVE @ INLAND EMPIRE BLVD



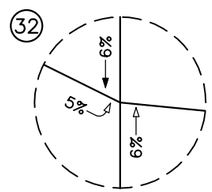
TURNER AVE @ INLAND EMPIRE BLVD



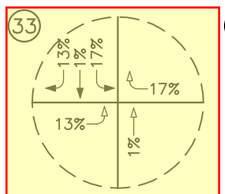
HAVEN AVE @ INLAND EMPIRE BLVD



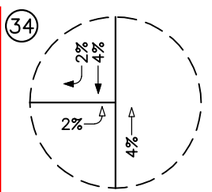
VINEYARD AVE @ I-10 WB RAMPS



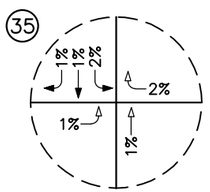
VINEYARD AVE @ I-10 EB RAMPS



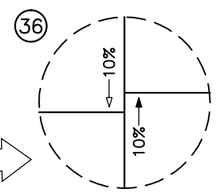
ARCHIBALD AVE @ I-10 FWY SINGLE POINT INTERCHANGE



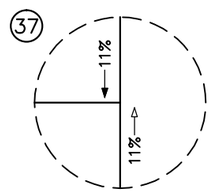
VINEYARD AVE @ G STREET



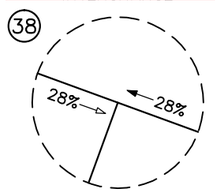
VINEYARD AVE @ D STREET



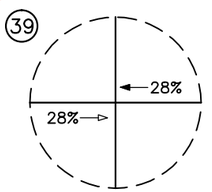
VINEYARD AVE @ 7TH ST



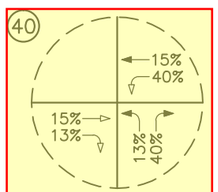
VINEYARD AVE @ PLAZA SERENA



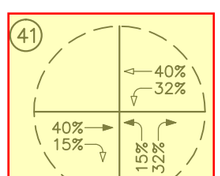
PROJECT DWY "A" @ INLAND EMPIRE BLVD



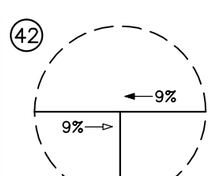
DEL RIO PL @ INLAND EMPIRE BLVD



PROJECT DWY "C" @ INLAND EMPIRE BLVD



PROJECT DWY "D" @ INLAND EMPIRE BLVD



PROJECT DWY "E" @ 4TH STREET

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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

- (#) = STUDY INTERSECTION
- ⇦ = INBOUND PERCENTAGE
- ⇦ = OUTBOUND PERCENTAGE
- = PA-1
- = PA-2
- = PA-3
- = PA-4
- = PA-5

FIGURE 5-5B

PROJECT TRIP DISTRIBUTION PATTERN PA-3

MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT, ONTARIO

Appendix B:
Volume Development

10 Study Intersection: Archibald Avenue / 6th Street
North/South: Archibald Avenue
East/West: 6th Street

	Project Only								Existing With Project (From TIA Exhibits)		Existing Plus Project		NT With Proj (From TIA Exhibits)		NT With Proj		BO With Proj. (From TIA Exhibits)		BO With Project	
	Old PA1-4		Minus Old PA-3		New PA-3		New PA1-4													
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NBL			0	0			0	0	23	66	23	66	26	74	26	74	28	82	28	82
NBT	90	260	21	57	78	49	147	252	870	1,321	927	1,313	1,120	1,533	1,177	1,525	1,223	1,660	1,280	1,652
NBR	20	59	4	12	17	11	33	58	156	140	169	139	194	155	207	154	211	165	224	164
SBL			0	0			0	0	78	96	78	96	96	110	96	110	100	121	100	121
SBT	206	156	39	37	22	82	189	201	1,074	1,025	1,057	1,070	1,239	1,296	1,222	1,341	1,342	1,410	1,325	1,455
SBR			0	0			0	0	38	83	38	83	43	93	43	93	79	127	79	127
EBL			0	0			0	0	76	41	76	41	85	46	85	46	125	65	125	65
EBT			0	0			0	0	242	195	242	195	279	224	279	224	318	251	318	251
EBR			0	0			0	0	99	65	99	65	111	73	111	73	122	76	122	76
WBL	48	34	10	9	5	18	43	43	102	172	97	181	112	209	107	218	118	227	113	236
WBT			0	0			0	0	102	230	102	230	119	265	119	265	172	311	172	311
WBR			0	0			0	0	52	98	52	98	60	118	60	118	67	118	67	118

20 Study Intersection: Vineyard Avenue / 4th Street
North/South: Vineyard Avenue
East/West: 4th Street

	Project Only								Existing With Project (From TIA Exhibits)		Existing Plus Project		NT With Proj (From TIA Exhibits)		NT With Proj		BO With Proj. (From TIA Exhibits)		BO With Project	
	Old PA1-4		Minus Old PA-3		New PA-3		New PA1-4													
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NBL	32	80	6	16	22	14	48	78	149	224	165	222	163	241	179	239	176	242	192	240
NBT	125	361	19	54	73	46	179	353	893	1,629	947	1,621	1,150	1,821	1,204	1,813	1,253	1,821	1,307	1,813
NBR	25	74	0	0			25	74	168	255	168	255	194	305	194	305	362	543	362	543
SBL	37	30	29	28	14	53	22	55	128	143	113	168	140	159	125	184	150	172	135	197
SBT	284	216	42	40	21	76	263	252	1,272	1,029	1,251	1,065	1,425	1,277	1,404	1,313	1,539	1,383	1,518	1,419
SBR			0	0			0	0	105	117	105	117	125	161	125	161	138	177	138	177
EBL			0	0			0	0	154	189	154	189	205	220	205	220	226	242	226	242
EBT			0	0			0	0	324	343	324	343	410	442	410	442	451	407	451	407
EBR	63	51	13	12	6	24	56	63	164	148	157	160	176	160	169	172	183	171	176	183
WBL	50	56	0	0			50	56	234	377	234	377	281	432	281	432	543	725	543	725
WBT			0	0			0	0	384	447	384	447	463	571	463	571	509	441	509	441
WBR	15	48	13	37	50	32	52	43	99	159	136	154	111	173	148	168	121	186	158	181

23 Study Intersection: Archibald Avenue / 4th Street
North/South: Archibald Avenue
East/West: 4th Street

	Project Only								Existing With Project (From TIA Exhibits)		Existing Plus Project		NT With Proj (From TIA Exhibits)		NT With Proj		BO With Proj. (From TIA Exhibits)		BO With Project	
	Old PA1-4		Minus Old PA-3		New PA-3		New PA1-4													
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NBL	21	57	21	57	78	49	78	49	108	205	165	197	140	281	197	273	152	303	209	295
NBT	116	320	30	83	112	71	198	308	915	1,376	997	1,364	1,144	1,582	1,226	1,570	1,247	1,708	1,329	1,696
NBR	21	61	4	12	17	11	34	60	191	182	204	181	221	245	234	244	241	263	254	262
SBL			0	0			0	0	100	130	100	130	119	176	119	176	131	194	131	194
SBT	255	195	64	62	32	118	223	251	1,023	976	991	1,032	1,171	1,216	1,139	1,272	1,263	1,318	1,231	1,374
SBR	37	28	0	0			37	28	103	93	103	93	114	112	114	112	158	219	158	219
EBL	12	51	0	0			12	51	65	112	65	112	82	122	82	122	122	298	122	298
EBT			0	0			0	0	352	384	352	384	402	445	402	445	437	495	437	495
EBR	46	43	46	43	22	82	22	82	189	155	165	194	242	215	218	254	262	232	238	271
WBL	50	35	10	9	5	18	45	44	228	311	223	320	279	377	274	386	302	411	297	420
WBT			0	0			0	0	365	630	365	630	423	719	423	719	443	850	443	850
WBR			0	0			0	0	123	139	123	139	171	164	171	164	188	186	188	186

27 Study Intersection: Vineyard Avenue / Inland Empire Boulevard
North/South: Vineyard Avenue
East/West: Inland Empire Boulevard

	Project Only								Existing With Project (From TIA Exhibits)		Existing Plus Project		NT With Proj (From TIA Exhibits)		NT With Proj		BO With Proj. (From TIA Exhibits)		BO With Project	
	Old PA1-4		Minus Old PA-3		New PA-3		New PA1-4													
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NBL			0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	358	7	0	0			358	7	1,404	1,518	1,404	1,518	1,703	1,767	1,703	1,767	1,584	1,910	1,584	1,910
NBR	356	350	36	34	18	64	338	380	395	415	377	445	403	435	385	465	443	509	425	539
SBL	288	375	55	52	27	100	260	423	346	416	318	464	353	420	325	468	374	443	346	491
SBT	72	268	0	0			72	268	1,296	1,465	1,296	1,465	1,502	1,774	1,502	1,774	1,877	1,779	1,877	1,779
SBR			0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL			0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT			0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR			0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	189	533	16	45	62	39	235	527	296	680	342	674	320	704	366	698	371	859	417	853
WBT			0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	164	457	25	70	95	60	234	447	230	584	300	574	238	599	308	589	237	648	307	638

28 Study Intersection: Archibald Avenue / Inland Empire Bouleva
North/South: Archibald Avenue
East/West: Inland Empire Boulevard

	Project Only								Existing With Project (From TIA Exhibits)		Existing Plus Project		NT With Proj (From TIA Exhibits)		NT With Proj		BO With Proj. (From TIA Exhibits)		BO With Project	
	Old PA1-4		Minus Old PA-3		New PA-3		New PA1-4													
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NBL	380	418	101	97	49	182	328	503	501	558	449	643	516	575	464	660	529	665	477	750
NBT			0	0			0	0	1,053	1,302	1,053	1,302	1,329	1,645	1,329	1,645	1,463	1,819	1,463	1,819
NBR			0	0			0	0	399	348	399	348	465	460	465	460	512	506	512	506
SBL			0	0			0	0	99	78	99	78	116	104	116	104	128	114	128	114
SBT			0	0			0	0	1,181	1,219	1,181	1,219	1,442	1,582	1,442	1,582	1,587	1,748	1,587	1,748
SBR	357	351	120	114	59	218	296	455	384	389	323	493	387	394	326	498	390	403	329	507
EBL	165	538	55	152	207	131	317	517	177	563	329	542	178	566	330	545	180	579	332	558
EBT	24	69	6	16	22	14	40	67	94	127	110	125	105	146	121	144	146	184	162	182
EBR	246	540	46	127	174	109	374	522	283	561	411	543	287	564	415	546	320	587	448	569
WBL			0	0			0	0	263	366	263	366	362	448	362	448	398	493	398	493
WBT	51	42	13	12	6	24	44	54	178	229	171	241	204	257	197	269	219	356	212	368
WBR			0	0			0	0	64	55	64	55	89	71	89	71	98	78	98	78

33 Study Intersection: Archibald Avenue / I-10
North/South: Archibald Avenue
East/West: I-10

	Project Only								Existing With Project (From TIA Exhibits)		Existing Plus Project		NT With Proj (From TIA Exhibits)		NT With Proj		BO With Proj. (From TIA Exhibits)		BO With Project	
	Old PA1-4		Minus Old PA-3		New PA-3		New PA1-4													
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NBL			0	0			0	0	51	327	51	327	83	486	83	486	145	804	145	804
NBT	75	48	3	3	2	6	74	51	332	647	331	650	394	863	393	866	426	945	425	948
NBR			0	0			0	0	73	288	73	288	108	443	108	443	166	487	166	487
SBL	121	270	26	70	95	59	190	259	593	728	662	717	706	888	775	877	765	950	834	939
SBT	47	77	1	4	6	4	52	77	553	650	558	650	705	817	710	817	771	891	776	891
SBR	74	113	19	53	73	46	128	106	594	761	648	754	695	882	749	875	757	959	811	952
EBL	77	110	42	40	21	76	56	146	963	961	942	997	1,104	1,104	1,083	1,140	1,207	1,203	1,186	1,239
EBT			0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR			0	0			0	0	208	244	208	244	309	355	309	355	591	540	591	540
WBL			0	0			0	0	196	83	196	83	296	175	296	175	313	193	313	193
WBT			0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	217	167	56	54	26	100	187	213	650	601	620	647	804	714	774	760	863	769	833	815

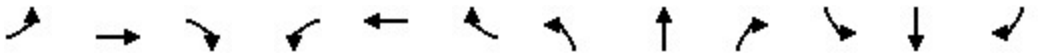
40 Study Intersection: West Project Driveway / Inland Empire Bou
North/South: West Project Driveway
East/West: Inland Empire Boulevard

	Project Only								Existing With Project (From TIA Exhibits)		Existing Plus Project		NT With Proj (From TIA Exhibits)		NT With Proj		BO With Proj. (From TIA Exhibits)		BO With Project	
	Old PA1-4		Minus Old PA-3		New PA-3		New PA1-4													
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NBL	20	73	19	53	73	46	74	66	20	73	74	66	20	73	74	66	20	73	74	66
NBT			0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	62	192	59	164	224	141	227	169	62	192	227	169	62	192	227	169	62	192	227	169
SBL	82	44	0	0			82	44	82	44	82	44	82	44	82	44	82	44	82	44
SBT			0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	69	37	0	0			69	37	69	37	69	37	69	37	69	37	69	37	69	37
EBL	17	67	0	0			17	67	17	67	17	67	17	67	17	67	17	67	17	67
EBT	207	838	49	46	24	88	182	880	326	944	301	986	343	969	318	1,011	418	1,065	393	1,107
EBR	44	58	42	40	21	76	23	94	44	58	23	94	44	58	23	94	44	58	23	94
WBL	133	151	130	124	63	236	66	263	133	151	66	263	133	151	66	263	133	151	66	263
WBT	598	479	22	62	84	53	660	470	873	844	935	835	917	894	979	885	915	1,092	977	1,083
WBR	19	81	0	0			19	81	19	81	19	81	19	81	19	81	19	81	19	81

41 Study Intersection: East Project Driveway / Inland Empire Bo
North/South: East Project Driveway
East/West: Inland Empire Boulevard

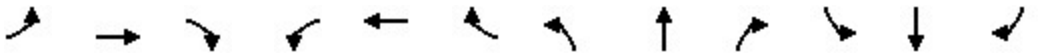
	Project Only								Existing With Project (From TIA Exhibits)		Existing Plus Project		NT With Proj (From TIA Exhibits)		NT With Proj		BO With Proj. (From TIA Exhibits)		BO With Project	
	Old PA1-4		Minus Old PA-3		New PA-3		New PA1-4													
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NBL	23	87	22	62	84	53	85	78	23	87	85	78	23	87	85	78	23	87	85	78
NBT			0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	48	156	48	131	179	113	179	138	48	156	179	138	48	156	179	138	48	156	179	138
SBL	105	56	0	0			105	56	105	56	105	56	105	56	105	56	105	56	105	56
SBT			0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	72	39	0	0			72	39	72	39	72	39	72	39	72	39	72	39	72	39
EBL	18	70	0	0			18	70	18	70	18	70	18	70	18	70	18	70	18	70
EBT	281	936	59	164	224	141	446	913	400	1,042	565	1,019	417	1,067	582	1,044	492	1,163	657	1,140
EBR	51	69	49	46	24	88	26	111	51	69	26	111	51	69	26	111	51	69	26	111
WBL	106	122	104	99	51	188	53	211	106	122	53	211	106	122	53	211	106	122	53	211
WBT	656	584	130	124	63	236	589	696	931	949	864	1,061	975	999	908	1,111	973	1,197	906	1,309
WBR	26	102	0	0			26	102	26	102	26	102	26	102	26	102	26	102	26	102

Appendix C:
Existing Plus Project Analysis Worksheets



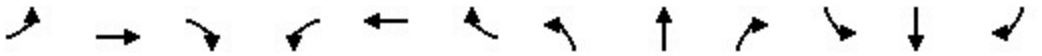
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	242	99	97	102	52	23	927	169	78	1057	38
Future Volume (vph)	76	242	99	97	102	52	23	927	169	78	1057	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.96		1.00	0.95		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3453		1805	1803		1805	3526		1805	3591	
Flt Permitted	0.62	1.00		0.49	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1183	3453		932	1803		1805	3526		1805	3591	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	80	255	104	102	107	55	24	976	178	82	1113	40
RTOR Reduction (vph)	0	46	0	0	19	0	0	18	0	0	3	0
Lane Group Flow (vph)	80	313	0	102	143	0	24	1136	0	82	1150	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	25.6	25.6		25.6	25.6		2.1	34.6		6.5	39.0	
Effective Green, g (s)	25.6	25.6		25.6	25.6		2.1	34.6		6.5	39.0	
Actuated g/C Ratio	0.33	0.33		0.33	0.33		0.03	0.44		0.08	0.50	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	384	1123		303	586		48	1550		149	1779	
v/s Ratio Prot		0.09			0.08		0.01	c0.32		c0.05	0.32	
v/s Ratio Perm	0.07			c0.11								
v/c Ratio	0.21	0.28		0.34	0.24		0.50	0.73		0.55	0.65	
Uniform Delay, d1	19.2	19.7		20.1	19.5		37.8	18.2		34.7	14.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.1		0.7	0.2		8.0	1.8		4.3	0.8	
Delay (s)	19.5	19.8		20.8	19.7		45.7	20.1		39.0	15.5	
Level of Service	B	B		C	B		D	C		D	B	
Approach Delay (s/veh)		19.8			20.1			20.6			17.1	
Approach LOS		B			C			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	78.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	324	157	234	384	136	165	947	168	113	1251	105
Future Volume (vph)	154	324	157	234	384	136	165	947	168	113	1251	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.96		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3502	3610	1615	3502	3468		1805	3528		1805	3568	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3502	3610	1615	3502	3468		1805	3528		1805	3568	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	162	341	165	246	404	143	174	997	177	119	1317	111
RTOR Reduction (vph)	0	0	131	0	27	0	0	11	0	0	5	0
Lane Group Flow (vph)	162	341	34	246	520	0	174	1163	0	119	1423	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)	8.8	25.2	25.2	11.6	28.0		15.3	57.1		12.9	54.7	
Effective Green, g (s)	8.8	25.2	25.2	11.6	28.0		15.3	57.1		12.9	54.7	
Actuated g/C Ratio	0.07	0.21	0.21	0.09	0.23		0.12	0.46		0.11	0.45	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	250	740	331	330	790		224	1640		189	1589	
v/s Ratio Prot	0.05	0.09		c0.07	c0.15		c0.10	0.33		0.07	c0.40	
v/s Ratio Perm			0.02									
v/c Ratio	0.65	0.46	0.10	0.75	0.66		0.78	0.71		0.63	0.90	
Uniform Delay, d1	55.5	42.8	39.6	54.2	43.1		52.1	26.2		52.7	31.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.7	0.5	0.1	8.8	2.0		15.5	1.4		6.4	7.0	
Delay (s)	61.2	43.3	39.8	63.0	45.0		67.6	27.6		59.1	38.4	
Level of Service	E	D	D	E	D		E	C		E	D	
Approach Delay (s/veh)		46.8			50.6			32.8			40.0	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	40.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	122.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	87.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



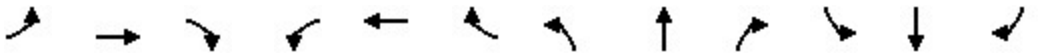
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	352	165	223	365	123	165	997	204	100	991	103
Future Volume (vph)	65	352	165	223	365	123	165	997	204	100	991	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.91	1.00	1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.95		1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3437		3502	5187	1615	1805	3518		1805	3610	1615
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3437		3502	5187	1615	1805	3518		1805	3610	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	68	371	174	235	384	129	174	1049	215	105	1043	108
RTOR Reduction (vph)	0	52	0	0	0	37	0	17	0	0	0	63
Lane Group Flow (vph)	68	493	0	235	384	92	174	1247	0	105	1043	45
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases						8						6
Actuated Green, G (s)	6.0	26.0		11.0	31.0	39.6	12.4	41.0		8.6	37.2	43.2
Effective Green, g (s)	6.0	26.0		11.0	31.0	39.6	12.4	41.0		8.6	37.2	43.2
Actuated g/C Ratio	0.06	0.25		0.11	0.30	0.39	0.12	0.40		0.08	0.36	0.42
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	204	870		375	1567	686	218	1405		151	1308	742
v/s Ratio Prot	0.02	c0.14		c0.07	0.07	0.01	c0.10	c0.35		0.06	0.29	0.00
v/s Ratio Perm						0.05						0.02
v/c Ratio	0.33	0.57		0.63	0.25	0.13	0.80	0.89		0.70	0.80	0.06
Uniform Delay, d1	46.4	33.4		43.8	27.0	20.4	43.9	28.7		45.7	29.3	17.7
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.0	0.9		3.3	0.1	0.1	18.1	7.2		13.0	3.5	0.0
Delay (s)	47.3	34.2		47.1	27.1	20.5	62.0	35.8		58.7	32.8	17.7
Level of Service	D	C		D	C	C	E	D		E	C	B
Approach Delay (s/veh)		35.7			32.2			39.0			33.7	
Approach LOS		D			C			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	35.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	102.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	83.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	342	300	1404	377	318	1296
Future Volume (vph)	342	300	1404	377	318	1296
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	0.91	1.00	1.00	0.95
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3502	1615	5187	1615	1805	3610
Flt Permitted	0.95	1.00	1.00	1.00	0.14	1.00
Satd. Flow (perm)	3502	1615	5187	1615	261	3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	360	316	1478	397	335	1364
RTOR Reduction (vph)	0	34	0	142	0	0
Lane Group Flow (vph)	360	282	1478	255	335	1364
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	Perm	Perm	NA	Perm	Perm	NA
Protected Phases			2			6
Permitted Phases	8	8		2	6	
Actuated Green, G (s)	25.4	25.4	60.0	60.0	60.0	60.0
Effective Green, g (s)	25.4	25.4	60.0	60.0	60.0	60.0
Actuated g/C Ratio	0.27	0.27	0.64	0.64	0.64	0.64
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	952	439	3332	1037	167	2319
v/s Ratio Prot			0.28			0.38
v/s Ratio Perm	0.10	c0.17		0.16	c1.28	
v/c Ratio	0.38	0.64	0.44	0.25	2.01	0.59
Uniform Delay, d1	27.6	30.0	8.4	7.1	16.7	9.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	3.2	0.1	0.1	473.3	0.4
Delay (s)	27.8	33.2	8.4	7.2	490.0	10.0
Level of Service	C	C	A	A	F	A
Approach Delay (s/veh)	30.3		8.2			104.6
Approach LOS	C		A			F

Intersection Summary			
HCM 2000 Control Delay (s/veh)	50.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.59		
Actuated Cycle Length (s)	93.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

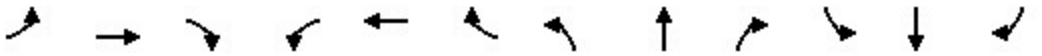


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	329	110	411	263	171	64	449	1053	399	99	1181	323
Future Volume (vph)	329	110	411	263	171	64	449	1053	399	99	1181	323
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.95		0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	0.88		1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3183		3502	3463		3502	5187	1615	3502	5187	1615
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3183		3502	3463		3502	5187	1615	3502	5187	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	346	116	433	277	180	67	473	1108	420	104	1243	340
RTOR Reduction (vph)	0	187	0	0	32	0	0	0	267	0	0	224
Lane Group Flow (vph)	346	362	0	277	215	0	473	1108	153	104	1243	116
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	14.5	38.9		13.7	38.1		18.4	43.3	43.3	6.9	31.8	31.8
Effective Green, g (s)	14.5	38.9		13.7	38.1		18.4	43.3	43.3	6.9	31.8	31.8
Actuated g/C Ratio	0.12	0.33		0.12	0.32		0.15	0.36	0.36	0.06	0.27	0.27
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	427	1042		403	1110		542	1890	588	203	1388	432
v/s Ratio Prot	c0.10	c0.11		0.08	0.06		c0.14	0.21		0.03	c0.24	
v/s Ratio Perm									0.09			0.07
v/c Ratio	0.81	0.35		0.69	0.19		0.87	0.59	0.26	0.51	0.90	0.27
Uniform Delay, d1	50.8	30.3		50.5	29.2		49.1	30.5	26.5	54.3	41.9	34.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	11.1	0.2		4.8	0.1		14.4	0.5	0.2	2.2	7.8	0.3
Delay (s)	61.9	30.5		55.3	29.3		63.5	31.0	26.7	56.5	49.7	34.7
Level of Service	E	C		E	C		E	C	C	E	D	C
Approach Delay (s/veh)		42.7			43.1			37.8			47.1	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	42.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	118.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	90.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	942	0	208	196	0	620	51	331	73	662	558	648
Future Volume (vph)	942	0	208	196	0	620	51	331	73	662	558	648
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97		0.88	0.97		0.88	0.97	0.86	1.00	0.97	0.91	1.00
Frt	1.00		0.85	1.00		0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502		2842	3502		2842	3502	6536	1615	3502	5187	1615
Flt Permitted	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502		2842	3502		2842	3502	6536	1615	3502	5187	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	992	0	219	206	0	653	54	348	77	697	587	682
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	992	0	219	206	0	653	54	348	77	697	587	682
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot		Over	Prot		Over	Prot	NA	Free	Prot	NA	Free
Protected Phases	7		5	3		1	5	2		1	6	
Permitted Phases									Free			Free
Actuated Green, G (s)	25.5		11.1	25.5		22.5	11.1	9.5	69.5	22.5	20.9	69.5
Effective Green, g (s)	25.5		11.1	25.5		22.5	11.1	9.5	69.5	22.5	20.9	69.5
Actuated g/C Ratio	0.37		0.16	0.37		0.32	0.16	0.14	1.00	0.32	0.30	1.00
Clearance Time (s)	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	1284		453	1284		920	559	893	1615	1133	1559	1615
v/s Ratio Prot	c0.28		0.08	0.06		c0.23	0.02	0.05		0.20	0.11	
v/s Ratio Perm									0.05			c0.42
v/c Ratio	0.77		0.48	0.16		0.71	0.10	0.39	0.05	0.62	0.38	0.42
Uniform Delay, d1	19.4		26.6	14.8		20.6	24.9	27.4	0.0	19.8	19.2	0.0
Progression Factor	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.0		0.8	0.1		2.5	0.1	0.3	0.1	1.0	0.2	0.8
Delay (s)	22.4		27.4	14.9		23.2	25.0	27.6	0.1	20.8	19.3	0.8
Level of Service	C		C	B		C	C	C	A	C	B	A
Approach Delay (s/veh)		23.3			21.2			22.9			13.4	
Approach LOS		C			C			C			B	

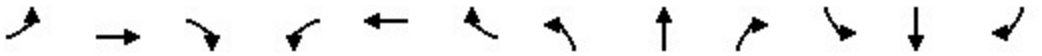
Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	69.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	301	23	66	935	19	74	0	227	82	0	69
Future Volume (vph)	17	301	23	66	935	19	74	0	227	82	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00		1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3572		1805	3599		1805	1615		1805	1615	
Flt Permitted	0.95	1.00		0.95	1.00		0.71	1.00		0.51	1.00	
Satd. Flow (perm)	1805	3572		1805	3599		1348	1615		966	1615	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor (vph)	500%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	89	317	24	69	984	20	78	0	239	86	0	73
RTOR Reduction (vph)	0	6	0	0	1	0	0	162	0	0	49	0
Lane Group Flow (vph)	89	335	0	69	1003	0	78	77	0	86	24	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	13.2	29.4		13.2	29.4		26.2	26.2		26.2	26.2	
Effective Green, g (s)	13.2	29.4		13.2	29.4		26.2	26.2		26.2	26.2	
Actuated g/C Ratio	0.16	0.36		0.16	0.36		0.32	0.32		0.32	0.32	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	294	1299		294	1309		437	523		313	523	
v/s Ratio Prot	c0.05	0.09		0.04	c0.28			0.05			0.01	
v/s Ratio Perm							0.06			c0.09		
v/c Ratio	0.30	0.26		0.23	0.77		0.18	0.15		0.27	0.05	
Uniform Delay, d1	29.7	18.0		29.4	22.7		19.6	19.4		20.3	18.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	0.1		0.4	2.7		0.2	0.1		0.5	0.0	
Delay (s)	30.3	18.1		29.8	25.4		19.8	19.5		20.7	18.8	
Level of Service	C	B		C	C		B	B		C	B	
Approach Delay (s/veh)		20.7			25.7			19.6			19.8	
Approach LOS		C			C			B			B	

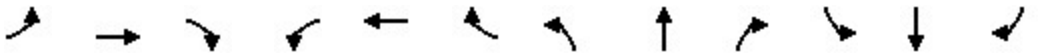
Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	80.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	96.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	565	26	53	864	26	85	0	179	105	0	72
Future Volume (vph)	18	565	26	53	864	26	85	0	179	105	0	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3586		1805	3610	1615	1805	1615		1805	1615	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.71	1.00		0.61	1.00	
Satd. Flow (perm)	1805	3586		1805	3610	1615	1344	1615		1159	1615	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	19	595	27	56	909	27	89	0	188	111	0	76
RTOR Reduction (vph)	0	3	0	0	0	16	0	114	0	0	46	0
Lane Group Flow (vph)	19	619	0	56	909	11	89	74	0	111	30	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Actuated Green, G (s)	2.7	24.3		9.4	31.0	31.0	29.4	29.4		29.4	29.4	
Effective Green, g (s)	2.7	24.3		9.4	31.0	31.0	29.4	29.4		29.4	29.4	
Actuated g/C Ratio	0.04	0.32		0.13	0.41	0.41	0.39	0.39		0.39	0.39	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	64	1160		225	1490	666	526	632		453	632	
v/s Ratio Prot	0.01	0.17		c0.03	c0.25			0.05			0.02	
v/s Ratio Perm						0.01	0.07			c0.10		
v/c Ratio	0.30	0.53		0.25	0.61	0.02	0.17	0.12		0.25	0.05	
Uniform Delay, d1	35.3	20.8		29.7	17.3	13.0	14.9	14.6		15.4	14.2	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.6	0.5		0.6	0.7	0.0	0.2	0.1		0.3	0.0	
Delay (s)	37.9	21.2		30.2	18.1	13.0	15.0	14.7		15.7	14.2	
Level of Service	D	C		C	B	B	B	B		B	B	
Approach Delay (s/veh)		21.7			18.6			14.8			15.1	
Approach LOS		C			B			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	75.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	96.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

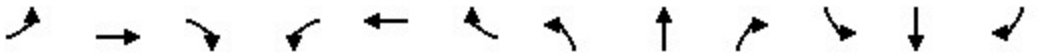


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	195	65	181	230	98	66	1313	139	96	1070	83
Future Volume (vph)	41	195	65	181	230	98	66	1313	139	96	1070	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.96		1.00	0.96		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3475		1805	1815		1805	3558		1805	3571	
Flt Permitted	0.32	1.00		0.55	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	607	3475		1046	1815		1805	3558		1805	3571	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	43	205	68	191	242	103	69	1382	146	101	1126	87
RTOR Reduction (vph)	0	33	0	0	16	0	0	8	0	0	6	0
Lane Group Flow (vph)	43	240	0	191	329	0	69	1520	0	101	1207	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	25.8	25.8		25.8	25.8		6.5	44.8		6.1	44.4	
Effective Green, g (s)	25.8	25.8		25.8	25.8		6.5	44.8		6.1	44.4	
Actuated g/C Ratio	0.29	0.29		0.29	0.29		0.07	0.51		0.07	0.50	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	176	1010		304	527		132	1797		124	1787	
v/s Ratio Prot		0.07			0.18		0.04	c0.43		c0.06	0.34	
v/s Ratio Perm	0.07			c0.18								
v/c Ratio	0.24	0.24		0.63	0.63		0.52	0.85		0.81	0.68	
Uniform Delay, d1	24.0	24.0		27.3	27.3		39.6	19.0		40.7	16.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.1		4.0	2.3		3.7	3.9		32.1	1.0	
Delay (s)	24.7	24.1		31.3	29.6		43.3	22.8		72.8	17.7	
Level of Service	C	C		C	C		D	C		E	B	
Approach Delay (s/veh)		24.2			30.2			23.7			22.0	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	88.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	101.0%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	189	343	160	377	447	154	222	1621	255	168	1065	117
Future Volume (vph)	189	343	160	377	447	154	222	1621	255	168	1065	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.96		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3502	3610	1615	3502	3471		1805	3536		1805	3556	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3502	3610	1615	3502	3471		1805	3536		1805	3556	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	199	361	168	397	471	162	234	1706	268	177	1121	123
RTOR Reduction (vph)	0	0	136	0	26	0	0	10	0	0	6	0
Lane Group Flow (vph)	199	361	32	397	607	0	234	1964	0	177	1238	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)	9.9	25.0	25.0	12.0	27.1		19.7	66.0		11.0	57.3	
Effective Green, g (s)	9.9	25.0	25.0	12.0	27.1		19.7	66.0		11.0	57.3	
Actuated g/C Ratio	0.08	0.19	0.19	0.09	0.21		0.15	0.51		0.08	0.44	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	266	694	310	323	723		273	1795		152	1567	
v/s Ratio Prot	0.06	0.10		c0.11	c0.17		0.13	c0.56		c0.10	0.35	
v/s Ratio Perm			0.02									
v/c Ratio	0.75	0.52	0.10	1.23	0.84		0.86	1.09		1.16	0.79	
Uniform Delay, d1	58.8	47.1	43.3	59.0	49.4		53.8	32.0		59.5	31.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	10.9	0.7	0.1	127.3	8.5		22.3	51.9		124.0	2.7	
Delay (s)	69.8	47.8	43.4	186.3	57.8		76.1	83.9		183.5	33.9	
Level of Service	E	D	D	F	E		E	F		F	C	
Approach Delay (s/veh)		52.8			107.4			83.1			52.6	
Approach LOS		D			F			F			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	75.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	107.2%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	384	194	320	630	139	197	1364	181	130	1032	93
Future Volume (vph)	112	384	194	320	630	139	197	1364	181	130	1032	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.91	1.00	1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.95		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3428		3502	5187	1615	1805	3546		1805	3610	1615
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3428		3502	5187	1615	1805	3546		1805	3610	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	118	404	204	337	663	146	207	1436	191	137	1086	98
RTOR Reduction (vph)	0	53	0	0	0	54	0	8	0	0	0	52
Lane Group Flow (vph)	118	555	0	337	663	92	207	1619	0	137	1086	46
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases						8						6
Actuated Green, G (s)	6.0	25.0		12.0	31.0	41.0	16.8	56.9		10.0	50.1	56.1
Effective Green, g (s)	6.0	25.0		12.0	31.0	41.0	16.8	56.9		10.0	50.1	56.1
Actuated g/C Ratio	0.05	0.21		0.10	0.26	0.34	0.14	0.47		0.08	0.42	0.47
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	175	714		350	1341	606	252	1682		150	1508	809
v/s Ratio Prot	0.03	c0.16		c0.10	0.13	0.01	c0.11	c0.46		0.08	0.30	0.00
v/s Ratio Perm						0.04						0.03
v/c Ratio	0.67	0.78		0.96	0.49	0.15	0.82	0.96		0.91	0.72	0.06
Uniform Delay, d1	56.0	44.8		53.7	37.8	27.4	50.1	30.5		54.5	29.1	17.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	9.8	5.3		38.1	0.3	0.1	18.9	14.0		48.3	1.7	0.0
Delay (s)	65.8	50.1		91.8	38.1	27.5	69.0	44.5		102.9	30.8	17.5
Level of Service	E	D		F	D	C	E	D		F	C	B
Approach Delay (s/veh)		52.7			52.5			47.2			37.3	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	46.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	119.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	94.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

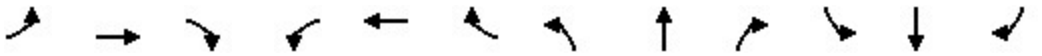


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	674	574	1518	445	464	1465
Future Volume (vph)	674	574	1518	445	464	1465
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.5	4.0
Lane Util. Factor	0.97	1.00	0.91	1.00	1.00	0.95
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3502	1615	5187	1615	1805	3610
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3502	1615	5187	1615	1805	3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	709	604	1598	468	488	1542
RTOR Reduction (vph)	0	400	0	273	0	0
Lane Group Flow (vph)	709	204	1598	195	488	1542
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	Perm	Perm	NA	Perm	Prot	NA
Protected Phases			2		1	6
Permitted Phases	8	8		2		
Actuated Green, G (s)	27.4	27.4	40.9	40.9	34.3	79.7
Effective Green, g (s)	27.4	27.4	40.9	40.9	34.3	79.7
Actuated g/C Ratio	0.24	0.24	0.36	0.36	0.30	0.69
Clearance Time (s)	4.0	4.0	4.0	4.0	4.5	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	833	384	1843	573	537	2499
v/s Ratio Prot			c0.31		c0.27	0.43
v/s Ratio Perm	c0.20	0.13		0.12		
v/c Ratio	0.85	0.53	0.87	0.34	0.91	0.62
Uniform Delay, d1	41.9	38.2	34.6	27.2	38.9	9.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.3	1.4	4.6	0.4	19.1	0.5
Delay (s)	50.3	39.7	39.2	27.6	58.0	10.0
Level of Service	D	D	D	C	E	A
Approach Delay (s/veh)	45.4		36.5			21.5
Approach LOS	D		D			C

Intersection Summary			
HCM 2000 Control Delay (s/veh)	33.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	115.1	Sum of lost time (s)	12.5
Intersection Capacity Utilization	86.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

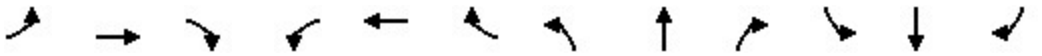
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	542	125	543	366	241	55	643	1302	348	78	1219	493
Future Volume (vph)	542	125	543	366	241	55	643	1302	348	78	1219	493
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.95		0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	0.88		1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3170		3502	3509		3502	5187	1615	3502	5187	1615
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3170		3502	3509		3502	5187	1615	3502	5187	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	571	132	572	385	254	58	677	1371	366	82	1283	519
RTOR Reduction (vph)	0	209	0	0	16	0	0	0	230	0	0	329
Lane Group Flow (vph)	571	495	0	385	296	0	677	1371	136	82	1283	190
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	17.0	39.4		15.6	38.0		21.0	45.0	45.0	4.8	28.8	28.8
Effective Green, g (s)	17.0	39.4		15.6	38.0		21.0	45.0	45.0	4.8	28.8	28.8
Actuated g/C Ratio	0.14	0.33		0.13	0.31		0.17	0.37	0.37	0.04	0.24	0.24
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	492	1033		452	1103		608	1932	601	139	1236	385
v/s Ratio Prot	c0.16	c0.16		0.11	0.08		c0.19	0.26		0.02	c0.25	
v/s Ratio Perm									0.08			0.12
v/c Ratio	1.16	0.48		0.85	0.27		1.11	0.71	0.23	0.59	1.04	0.49
Uniform Delay, d1	51.9	32.5		51.5	31.0		49.9	32.3	26.0	57.0	46.0	39.7
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	92.8	0.4		14.3	0.1		71.7	1.2	0.2	6.3	36.0	1.0
Delay (s)	144.7	32.9		65.8	31.1		121.6	33.5	26.2	63.3	82.0	40.7
Level of Service	F	C		E	C		F	C	C	E	F	D
Approach Delay (s/veh)		83.0			50.3			57.1			69.8	
Approach LOS		F			D			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	65.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	120.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	102.4%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	997	0	244	83	0	647	327	650	288	717	650	754
Future Volume (vph)	997	0	244	83	0	647	327	650	288	717	650	754
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97		0.88	0.97		0.88	0.97	0.86	1.00	0.97	0.91	1.00
Frt	1.00		0.85	1.00		0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502		2842	3502		2842	3502	6536	1615	3502	5187	1615
Flt Permitted	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502		2842	3502		2842	3502	6536	1615	3502	5187	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1049	0	257	87	0	681	344	684	303	755	684	794
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	1049	0	257	87	0	681	344	684	303	755	684	794
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot		Over	Prot		Over	Prot	NA	Free	Prot	NA	Free
Protected Phases	7		5	3		1	5	2		1	6	
Permitted Phases									Free			Free
Actuated Green, G (s)	28.3		13.4	28.3		24.1	13.4	14.8	79.2	24.1	25.5	79.2
Effective Green, g (s)	28.3		13.4	28.3		24.1	13.4	14.8	79.2	24.1	25.5	79.2
Actuated g/C Ratio	0.36		0.17	0.36		0.30	0.17	0.19	1.00	0.30	0.32	1.00
Clearance Time (s)	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	1251		480	1251		864	592	1221	1615	1065	1670	1615
v/s Ratio Prot	c0.30		0.09	0.02		c0.24	0.10	0.10		0.22	0.13	
v/s Ratio Perm									0.19			c0.49
v/c Ratio	0.84		0.54	0.07		0.79	0.58	0.56	0.19	0.71	0.41	0.49
Uniform Delay, d1	23.4		30.1	16.8		25.2	30.3	29.2	0.0	24.4	21.0	0.0
Progression Factor	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.1		1.2	0.0		4.8	1.5	0.6	0.3	2.2	0.2	1.1
Delay (s)	28.4		31.2	16.8		30.0	31.8	29.8	0.3	26.6	21.1	1.1
Level of Service	C		C	B		C	C	C	A	C	C	A
Approach Delay (s/veh)		29.0			28.5			23.6			15.9	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	79.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	986	94	263	835	81	66	0	169	44	0	37
Future Volume (vph)	67	986	94	263	835	81	66	0	169	44	0	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3563		1805	3562		1805	1615		1805	1615	
Flt Permitted	0.95	1.00		0.95	1.00		0.73	1.00		0.56	1.00	
Satd. Flow (perm)	1805	3563		1805	3562		1390	1615		1065	1615	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor (vph)	500%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	353	1038	99	277	879	85	69	0	178	46	0	39
RTOR Reduction (vph)	0	8	0	0	7	0	0	129	0	0	28	0
Lane Group Flow (vph)	353	1129	0	277	957	0	69	49	0	46	11	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	23.0	34.2		20.2	31.4		25.1	25.1		25.1	25.1	
Effective Green, g (s)	23.0	34.2		20.2	31.4		25.1	25.1		25.1	25.1	
Actuated g/C Ratio	0.25	0.37		0.22	0.34		0.27	0.27		0.27	0.27	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	453	1331		398	1222		381	443		292	443	
v/s Ratio Prot	c0.20	c0.32		0.15	0.27			0.03			0.01	
v/s Ratio Perm							c0.05			0.04		
v/c Ratio	0.78	0.85		0.70	0.78		0.18	0.11		0.16	0.02	
Uniform Delay, d1	31.9	26.3		32.8	27.0		25.4	24.8		25.2	24.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.3	5.2		5.2	3.3		0.2	0.1		0.3	0.0	
Delay (s)	40.1	31.5		38.0	30.3		25.6	25.0		25.4	24.3	
Level of Service	D	C		D	C		C	C		C	C	
Approach Delay (s/veh)		33.6			32.1			25.1			24.9	
Approach LOS		C			C			C			C	

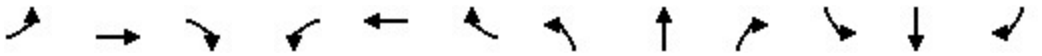
Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	91.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	1019	111	211	1061	102	78	0	138	56	0	39
Future Volume (vph)	70	1019	111	211	1061	102	78	0	138	56	0	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3557		1805	3610	1615	1805	1615		1805	1615	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.73	1.00		0.61	1.00	
Satd. Flow (perm)	1805	3557		1805	3610	1615	1388	1615		1157	1615	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	74	1073	117	222	1117	107	82	0	145	59	0	41
RTOR Reduction (vph)	0	8	0	0	0	58	0	104	0	0	30	0
Lane Group Flow (vph)	74	1182	0	222	1117	49	82	41	0	59	11	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Actuated Green, G (s)	14.1	41.1		19.6	46.6	46.6	28.2	28.2		28.2	28.2	
Effective Green, g (s)	14.1	41.1		19.6	46.6	46.6	28.2	28.2		28.2	28.2	
Actuated g/C Ratio	0.14	0.41		0.19	0.46	0.46	0.28	0.28		0.28	0.28	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	252	1448		350	1667	745	387	451		323	451	
v/s Ratio Prot	0.04	c0.33		c0.12	0.31			0.03			0.01	
v/s Ratio Perm						0.03	c0.06			0.05		
v/c Ratio	0.29	0.82		0.63	0.67	0.07	0.21	0.09		0.18	0.03	
Uniform Delay, d1	38.9	26.6		37.4	21.2	15.1	27.8	26.9		27.6	26.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	3.7		3.7	1.1	0.0	0.3	0.1		0.3	0.0	
Delay (s)	39.6	30.2		41.1	22.2	15.1	28.1	27.0		27.9	26.4	
Level of Service	D	C		D	C	B	C	C		C	C	
Approach Delay (s/veh)		30.8			24.6			27.4			27.3	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	27.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	100.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	103.2%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Appendix D:
Year 2020 Cumulative Plus Project Analysis Worksheets

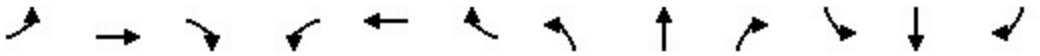


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	279	111	107	119	60	26	1177	207	96	1222	43
Future Volume (vph)	85	279	111	107	119	60	26	1177	207	96	1222	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.96		1.00	0.95		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3456		1805	1804		1805	3529		1805	3592	
Flt Permitted	0.56	1.00		0.42	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1058	3456		799	1804		1805	3529		1805	3592	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	89	294	117	113	125	63	27	1239	218	101	1286	45
RTOR Reduction (vph)	0	41	0	0	18	0	0	15	0	0	2	0
Lane Group Flow (vph)	89	370	0	113	170	0	27	1442	0	101	1329	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	26.3	26.3		26.3	26.3		2.1	44.2		7.2	49.3	
Effective Green, g (s)	26.3	26.3		26.3	26.3		2.1	44.2		7.2	49.3	
Actuated g/C Ratio	0.29	0.29		0.29	0.29		0.02	0.49		0.08	0.55	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	310	1013		234	528		42	1738		144	1974	
v/s Ratio Prot		0.11			0.09		0.01	c0.41		c0.06	0.37	
v/s Ratio Perm	0.08			c0.14								
v/c Ratio	0.29	0.37		0.48	0.32		0.64	0.83		0.70	0.67	
Uniform Delay, d1	24.5	25.1		26.1	24.7		43.4	19.5		40.2	14.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.2		1.6	0.4		29.0	3.4		14.3	0.9	
Delay (s)	25.0	25.3		27.7	25.1		72.4	23.0		54.5	15.4	
Level of Service	C	C		C	C		E	C		D	B	
Approach Delay (s/veh)		25.3			26.1			23.9			18.1	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	89.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	99.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

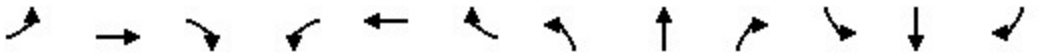
Meredith Specific Plan

20: Vineyard Avenue & 4th Street — Cumulative Projects with Project AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	410	169	281	463	148	179	1204	194	125	1404	125
Future Volume (vph)	205	410	169	281	463	148	179	1204	194	125	1404	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.95		0.94	0.95		1.00	0.91	1.00	1.00	0.95	
Frt	1.00	0.96		1.00	0.96		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3502	3452		5090	3479		1805	5187	1615	1805	3566	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3502	3452		5090	3479		1805	5187	1615	1805	3566	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	216	432	178	296	487	156	188	1267	204	132	1478	132
RTOR Reduction (vph)	0	37	0	0	25	0	0	0	105	0	6	0
Lane Group Flow (vph)	216	573	0	296	618	0	188	1267	99	132	1604	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)	8.0	25.0		8.0	25.0		13.0	56.4	56.4	13.3	56.7	
Effective Green, g (s)	8.0	25.0		8.0	25.0		13.0	56.4	56.4	13.3	56.7	
Actuated g/C Ratio	0.07	0.21		0.07	0.21		0.11	0.48	0.48	0.11	0.48	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	236	727		343	732		197	2464	767	202	1703	
v/s Ratio Prot	c0.06	0.17		0.06	c0.18		c0.10	0.24		0.07	c0.45	
v/s Ratio Perm									0.06			
v/c Ratio	0.92	0.79		0.86	0.84		0.95	0.51	0.13	0.65	0.94	
Uniform Delay, d1	55.0	44.3		54.8	45.0		52.6	21.6	17.4	50.5	29.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	36.2	5.7		19.5	8.8		50.7	0.2	0.1	7.4	10.9	
Delay (s)	91.2	50.0		74.3	53.8		103.2	21.8	17.5	57.9	40.4	
Level of Service	F	D		E	D		F	C	B	E	D	
Approach Delay (s/veh)		60.8			60.2			30.5			41.7	
Approach LOS		E			E			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	44.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	118.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	92.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	402	218	274	423	171	197	1226	234	119	1139	114
Future Volume (vph)	82	402	218	274	423	171	197	1226	234	119	1139	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.91	1.00	1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.95		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3420		3502	5187	1615	1805	3523		1805	3610	1615
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3420		3502	5187	1615	1805	3523		1805	3610	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	86	423	229	288	445	180	207	1291	246	125	1199	120
RTOR Reduction (vph)	0	65	0	0	0	54	0	13	0	0	0	62
Lane Group Flow (vph)	86	587	0	288	445	126	207	1524	0	125	1199	58
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases						8						6
Actuated Green, G (s)	6.0	27.8		10.0	31.8	40.8	15.4	49.0		9.0	42.6	48.6
Effective Green, g (s)	6.0	27.8		10.0	31.8	40.8	15.4	49.0		9.0	42.6	48.6
Actuated g/C Ratio	0.05	0.25		0.09	0.28	0.36	0.14	0.44		0.08	0.38	0.43
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	187	850		313	1475	647	248	1544		145	1375	759
v/s Ratio Prot	0.02	c0.17		c0.08	c0.09	0.02	c0.11	c0.43		0.07	0.33	0.00
v/s Ratio Perm						0.06						0.03
v/c Ratio	0.46	0.69		0.92	0.30	0.19	0.83	0.99		0.86	0.87	0.08
Uniform Delay, d1	51.3	38.1		50.5	31.3	24.3	47.0	31.1		50.8	32.1	18.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.8	2.4		31.0	0.1	0.1	20.8	19.6		37.5	6.4	0.0
Delay (s)	53.1	40.5		81.5	31.4	24.4	67.8	50.7		88.3	38.4	18.5
Level of Service	D	D		F	C	C	E	D		F	D	B
Approach Delay (s/veh)		42.0			45.8			52.7			41.1	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	46.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	111.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	92.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	366	308	1703	385	325	1502
Future Volume (vph)	366	308	1703	385	325	1502
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5	4.0	4.0	4.5	4.0
Lane Util. Factor	0.97	1.00	0.91	1.00	0.97	0.91
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3502	1615	5187	1615	3502	5187
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3502	1615	5187	1615	3502	5187
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	385	324	1793	405	342	1581
RTOR Reduction (vph)	0	275	0	206	0	0
Lane Group Flow (vph)	385	49	1793	199	342	1581
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	Perm	Over	NA	Perm	Prot	NA
Protected Phases		1	2		1	6
Permitted Phases	8			2		
Actuated Green, G (s)	25.3	16.1	52.2	52.2	16.1	72.8
Effective Green, g (s)	25.3	16.1	52.2	52.2	16.1	72.8
Actuated g/C Ratio	0.24	0.15	0.49	0.49	0.15	0.69
Clearance Time (s)	4.0	4.5	4.0	4.0	4.5	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	835	245	2551	794	531	3559
v/s Ratio Prot		0.03	c0.35		c0.10	0.30
v/s Ratio Perm	c0.11			0.12		
v/c Ratio	0.46	0.20	0.70	0.25	0.64	0.44
Uniform Delay, d1	34.6	39.4	20.9	15.6	42.3	7.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.4	0.9	0.2	2.7	0.1
Delay (s)	35.0	39.8	21.8	15.8	45.0	7.6
Level of Service	C	D	C	B	D	A
Approach Delay (s/veh)	37.2		20.7			14.3
Approach LOS	D		C			B

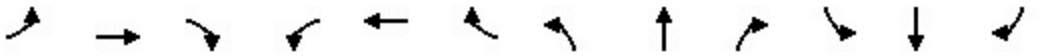
Intersection Summary			
HCM 2000 Control Delay (s/veh)	20.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	106.1	Sum of lost time (s)	12.5
Intersection Capacity Utilization	73.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	121	415	362	197	89	464	1329	465	116	1442	326
Future Volume (vph)	330	121	415	362	197	89	464	1329	465	116	1442	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3610	1615	3502	3441		3502	5187	1615	3502	5187	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3610	1615	3502	3441		3502	5187	1615	3502	5187	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	347	127	437	381	207	94	488	1399	489	122	1518	343
RTOR Reduction (vph)	0	0	24	0	46	0	0	0	311	0	0	182
Lane Group Flow (vph)	347	127	413	381	255	0	488	1399	178	122	1518	161
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	12.0	38.0	54.0	12.0	38.0		16.0	42.2	42.2	7.8	34.0	34.0
Effective Green, g (s)	12.0	38.0	54.0	12.0	38.0		16.0	42.2	42.2	7.8	34.0	34.0
Actuated g/C Ratio	0.10	0.33	0.47	0.10	0.33		0.14	0.36	0.36	0.07	0.29	0.29
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	362	1182	807	362	1127		483	1886	587	235	1520	473
v/s Ratio Prot	0.10	0.04	c0.07	c0.11	0.07		c0.14	0.27		0.03	c0.29	
v/s Ratio Perm			0.19						0.11			0.10
v/c Ratio	0.96	0.11	0.51	1.05	0.23		1.01	0.74	0.30	0.52	1.00	0.34
Uniform Delay, d1	51.8	27.2	21.8	52.0	28.3		50.0	32.2	26.4	52.3	41.0	32.2
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	36.1	0.0	0.6	61.8	0.1		43.6	1.6	0.3	1.9	22.6	0.4
Delay (s)	87.8	27.2	22.3	113.8	28.4		93.6	33.8	26.7	54.2	63.6	32.6
Level of Service	F	C	C	F	C		F	C	C	D	E	C
Approach Delay (s/veh)		47.9			76.1			44.6			57.6	
Approach LOS		D			E			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	53.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	116.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	96.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1083	0	309	296	0	804	83	393	108	775	710	749
Future Volume (vph)	1083	0	309	296	0	804	83	393	108	775	710	749
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97		0.88	0.97		0.88	0.97	0.86	1.00	0.97	0.91	1.00
Frt	1.00		0.85	1.00		0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502		2842	3502		2842	3502	6536	1615	3502	5187	1615
Flt Permitted	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502		2842	3502		2842	3502	6536	1615	3502	5187	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1140	0	325	312	0	846	87	414	114	816	747	788
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	1140	0	325	312	0	846	87	414	114	816	747	788
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot		Over	Prot		Over	Prot	NA	Free	Prot	NA	Free
Protected Phases	7		5	3		1	5	2		1	6	
Permitted Phases									Free			Free
Actuated Green, G (s)	36.0		16.0	36.0		34.1	16.0	11.6	93.7	34.1	29.7	93.7
Effective Green, g (s)	36.0		16.0	36.0		34.1	16.0	11.6	93.7	34.1	29.7	93.7
Actuated g/C Ratio	0.38		0.17	0.38		0.36	0.17	0.12	1.00	0.36	0.32	1.00
Clearance Time (s)	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	1345		485	1345		1034	597	809	1615	1274	1644	1615
v/s Ratio Prot	c0.33		0.11	0.09		c0.30	0.02	0.06		0.23	0.14	
v/s Ratio Perm									0.07			c0.49
v/c Ratio	0.85		0.67	0.23		0.82	0.15	0.51	0.07	0.64	0.45	0.49
Uniform Delay, d1	26.3		36.4	19.5		27.0	33.0	38.4	0.0	24.7	25.5	0.0
Progression Factor	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.2		3.6	0.1		5.1	0.1	0.5	0.1	1.1	0.2	1.1
Delay (s)	31.5		40.0	19.6		32.1	33.2	38.9	0.1	25.8	25.7	1.1
Level of Service	C		D	B		C	C	D	A	C	C	A
Approach Delay (s/veh)		33.4			28.7			30.9			17.5	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	93.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	74.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



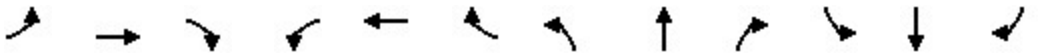
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	318	23	66	979	19	74	0	227	82	0	69
Future Volume (vph)	17	318	23	66	979	19	74	0	227	82	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00		1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3574		1805	3600		1805	1615		1805	1615	
Flt Permitted	0.95	1.00		0.95	1.00		0.71	1.00		0.51	1.00	
Satd. Flow (perm)	1805	3574		1805	3600		1348	1615		960	1615	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor (vph)	500%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	89	335	24	69	1031	20	78	0	239	86	0	73
RTOR Reduction (vph)	0	5	0	0	1	0	0	162	0	0	50	0
Lane Group Flow (vph)	89	354	0	69	1050	0	78	77	0	86	23	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	13.2	30.5		13.2	30.5		26.3	26.3		26.3	26.3	
Effective Green, g (s)	13.2	30.5		13.2	30.5		26.3	26.3		26.3	26.3	
Actuated g/C Ratio	0.16	0.37		0.16	0.37		0.32	0.32		0.32	0.32	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	290	1329		290	1339		432	517		307	517	
v/s Ratio Prot	c0.05	0.10		0.04	c0.29			0.05			0.01	
v/s Ratio Perm							0.06			c0.09		
v/c Ratio	0.31	0.27		0.24	0.78		0.18	0.15		0.28	0.05	
Uniform Delay, d1	30.4	18.0		30.0	22.8		20.1	19.9		20.8	19.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	0.1		0.4	3.1		0.2	0.1		0.5	0.0	
Delay (s)	31.0	18.1		30.4	25.9		20.3	20.0		21.3	19.2	
Level of Service	C	B		C	C		C	B		C	B	
Approach Delay (s/veh)		20.6			26.2			20.1			20.3	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	82.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	97.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	582	26	53	908	26	85	0	179	105	0	72
Future Volume (vph)	18	582	26	53	908	26	85	0	179	105	0	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3587		1805	3610	1615	1805	1615		1805	1615	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.71	1.00		0.61	1.00	
Satd. Flow (perm)	1805	3587		1805	3610	1615	1344	1615		1150	1615	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	19	613	27	56	956	27	89	0	188	111	0	76
RTOR Reduction (vph)	0	3	0	0	0	17	0	116	0	0	47	0
Lane Group Flow (vph)	19	637	0	56	956	10	89	72	0	111	29	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Actuated Green, G (s)	5.7	26.6		9.2	30.1	30.1	29.8	29.8		29.8	29.8	
Effective Green, g (s)	5.7	26.6		9.2	30.1	30.1	29.8	29.8		29.8	29.8	
Actuated g/C Ratio	0.07	0.34		0.12	0.39	0.39	0.38	0.38		0.38	0.38	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	132	1229		213	1400	626	516	620		441	620	
v/s Ratio Prot	0.01	0.18		c0.03	c0.26			0.04			0.02	
v/s Ratio Perm						0.01	0.07			c0.10		
v/c Ratio	0.14	0.52		0.26	0.68	0.02	0.17	0.12		0.25	0.05	
Uniform Delay, d1	33.7	20.4		31.1	19.8	14.6	15.8	15.4		16.3	15.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.4		0.7	1.4	0.0	0.2	0.1		0.3	0.0	
Delay (s)	34.2	20.8		31.8	21.2	14.6	15.9	15.5		16.6	15.0	
Level of Service	C	C		C	C	B	B	B		B	B	
Approach Delay (s/veh)		21.1			21.6			15.6			16.0	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	20.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	77.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	97.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	224	73	218	265	118	74	1525	154	110	1341	93
Future Volume (vph)	46	224	73	218	265	118	74	1525	154	110	1341	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.96		1.00	0.95		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3477		1805	1812		1805	3560		1805	3575	
Flt Permitted	0.20	1.00		0.50	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	388	3477		941	1812		1805	3560		1805	3575	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	48	236	77	229	279	124	78	1605	162	116	1412	98
RTOR Reduction (vph)	0	32	0	0	16	0	0	7	0	0	5	0
Lane Group Flow (vph)	48	281	0	229	387	0	78	1760	0	116	1505	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	27.3	27.3		27.3	27.3		5.5	52.7		7.0	54.2	
Effective Green, g (s)	27.3	27.3		27.3	27.3		5.5	52.7		7.0	54.2	
Actuated g/C Ratio	0.28	0.28		0.28	0.28		0.06	0.53		0.07	0.55	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	106	958		259	499		100	1895		127	1957	
v/s Ratio Prot		0.08			0.21		0.04	c0.49		c0.06	0.42	
v/s Ratio Perm	0.12			c0.24								
v/c Ratio	0.45	0.29		0.88	0.78		0.78	0.93		0.91	0.77	
Uniform Delay, d1	29.7	28.3		34.3	33.0		46.2	21.4		45.7	17.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.1	0.2		27.9	7.4		31.6	8.5		53.8	1.9	
Delay (s)	32.7	28.4		62.3	40.4		77.7	29.9		99.5	19.4	
Level of Service	C	C		E	D		E	C		F	B	
Approach Delay (s/veh)		29.0			48.3			31.9			25.1	
Approach LOS		C			D			C			C	

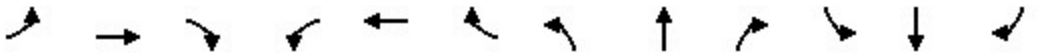
Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	99.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	108.5%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Meredith Specific Plan
20: Vineyard Avenue & 4th Street — Cumulative Projects with Project PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	442	172	432	571	168	239	1813	305	184	1313	161
Future Volume (vph)	220	442	172	432	571	168	239	1813	305	184	1313	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.95		0.94	0.95		1.00	0.91	1.00	1.00	0.95	
Frt	1.00	0.96		1.00	0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3502	3458		5090	3487		1805	5187	1615	1805	3551	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3502	3458		5090	3487		1805	5187	1615	1805	3551	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	232	465	181	455	601	177	252	1908	321	194	1382	169
RTOR Reduction (vph)	0	34	0	0	23	0	0	0	0	0	8	0
Lane Group Flow (vph)	232	612	0	455	755	0	252	1908	321	194	1543	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Free	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	10.0	35.0		8.0	33.0		14.0	48.0	120.0	13.0	47.0	
Effective Green, g (s)	10.0	35.0		8.0	33.0		14.0	48.0	120.0	13.0	47.0	
Actuated g/C Ratio	0.08	0.29		0.07	0.28		0.12	0.40	1.00	0.11	0.39	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	291	1008		339	958		210	2074	1615	195	1390	
v/s Ratio Prot	0.07	0.18		c0.09	c0.22		c0.14	0.37		0.11	c0.43	
v/s Ratio Perm									c0.20			
v/c Ratio	0.80	0.61		1.34	0.79		1.20	0.92	0.20	0.99	1.11	
Uniform Delay, d1	54.0	36.6		56.0	40.3		53.0	34.2	0.0	53.5	36.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	14.0	1.0		172.6	4.4		126.6	7.1	0.3	62.6	60.3	
Delay (s)	68.0	37.6		228.6	44.6		179.6	41.3	0.3	116.1	96.8	
Level of Service	E	D		F	D		F	D	A	F	F	
Approach Delay (s/veh)		45.7			112.5			50.0			98.9	
Approach LOS		D			F			D			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	75.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	105.4%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Meredith Specific Plan
23: Archibald Avenue & 4th Street — Cumulative Projects with Project PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	445	254	386	719	164	273	1570	244	176	1272	112
Future Volume (vph)	122	445	254	386	719	164	273	1570	244	176	1272	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.91	1.00	1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.95		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3413		3502	5187	1615	1805	3537		1805	3610	1615
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3413		3502	5187	1615	1805	3537		1805	3610	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	128	468	267	406	757	173	287	1653	257	185	1339	118
RTOR Reduction (vph)	0	68	0	0	0	53	0	10	0	0	0	46
Lane Group Flow (vph)	128	667	0	406	757	120	287	1900	0	185	1339	72
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases						8						6
Actuated Green, G (s)	7.8	29.1		11.0	32.3	42.3	18.0	52.0		10.0	44.0	51.8
Effective Green, g (s)	7.8	29.1		11.0	32.3	42.3	18.0	52.0		10.0	44.0	51.8
Actuated g/C Ratio	0.07	0.25		0.09	0.27	0.36	0.15	0.44		0.08	0.37	0.44
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	231	840		326	1418	633	275	1557		152	1344	763
v/s Ratio Prot	0.04	c0.20		c0.12	c0.15	0.02	c0.16	c0.54		c0.10	0.37	0.01
v/s Ratio Perm						0.06						0.04
v/c Ratio	0.55	0.79		1.25	0.53	0.19	1.04	1.22		1.22	1.00	0.09
Uniform Delay, d1	53.5	41.7		53.6	36.5	26.1	50.1	33.1		54.1	37.0	19.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.9	5.2		133.6	0.4	0.1	66.1	105.1		143.0	23.5	0.1
Delay (s)	56.3	46.9		187.1	36.9	26.3	116.2	138.2		197.1	60.5	19.5
Level of Service	E	D		F	D	C	F	F		F	E	B
Approach Delay (s/veh)		48.3			81.2			135.3			72.9	
Approach LOS		D			F			F			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	93.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	118.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	106.1%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

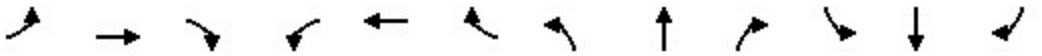


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	698	589	1767	465	468	1774
Future Volume (vph)	698	589	1767	465	468	1774
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	0.91	1.00	0.97	0.91
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3502	1615	5187	1615	3502	5187
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3502	1615	5187	1615	3502	5187
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	735	620	1860	489	493	1867
RTOR Reduction (vph)	0	320	0	240	0	0
Lane Group Flow (vph)	735	300	1860	249	493	1867
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	Perm	Over	NA	Perm	Prot	NA
Protected Phases		1	2		1	6
Permitted Phases	8			2		
Actuated Green, G (s)	27.5	25.0	47.5	47.5	25.0	76.5
Effective Green, g (s)	27.5	25.0	47.5	47.5	25.0	76.5
Actuated g/C Ratio	0.25	0.22	0.42	0.42	0.22	0.68
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	859	360	2199	684	781	3542
v/s Ratio Prot		c0.19	c0.36		0.14	0.36
v/s Ratio Perm	c0.21			0.15		
v/c Ratio	0.86	0.83	0.85	0.36	0.63	0.53
Uniform Delay, d1	40.4	41.5	29.0	22.0	39.3	8.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.4	15.1	3.2	0.3	1.7	0.1
Delay (s)	48.7	56.6	32.2	22.3	41.0	8.9
Level of Service	D	E	C	C	D	A
Approach Delay (s/veh)	52.3		30.1			15.6
Approach LOS	D		C			B

Intersection Summary			
HCM 2000 Control Delay (s/veh)	29.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	112.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	545	144	546	448	269	71	660	1645	460	104	1582	498
Future Volume (vph)	545	144	546	448	269	71	660	1645	460	104	1582	498
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3610	1615	3502	3497		3502	5187	1615	3502	5187	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3610	1615	3502	3497		3502	5187	1615	3502	5187	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	574	152	575	472	283	75	695	1732	484	109	1665	524
RTOR Reduction (vph)	0	0	23	0	20	0	0	0	311	0	0	258
Lane Group Flow (vph)	574	152	552	472	338	0	695	1732	173	109	1665	266
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	13.0	44.0	59.0	11.0	42.0		15.0	43.0	43.0	6.0	34.0	34.0
Effective Green, g (s)	13.0	44.0	59.0	11.0	42.0		15.0	43.0	43.0	6.0	34.0	34.0
Actuated g/C Ratio	0.11	0.37	0.49	0.09	0.35		0.13	0.36	0.36	0.05	0.28	0.28
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	379	1323	847	321	1223		437	1858	578	175	1469	457
v/s Ratio Prot	c0.16	0.04	c0.08	0.13	0.10		c0.20	0.33		0.03	c0.32	
v/s Ratio Perm			0.26						0.11			0.16
v/c Ratio	1.51	0.11	0.65	1.47	0.28		1.59	0.93	0.30	0.62	1.13	0.58
Uniform Delay, d1	53.5	25.1	22.8	54.5	28.1		52.5	37.1	27.7	55.9	43.0	36.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	244.8	0.0	1.8	228.0	0.1		276.3	9.1	0.3	6.7	69.1	1.9
Delay (s)	298.3	25.2	24.6	282.5	28.2		328.8	46.2	28.0	62.6	112.1	38.8
Level of Service	F	C	C	F	C		F	D	C	E	F	D
Approach Delay (s/veh)		145.4			172.8			110.7			93.0	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	118.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	113.3%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1140	0	355	175	0	760	486	866	443	877	817	875
Future Volume (vph)	1140	0	355	175	0	760	486	866	443	877	817	875
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97		0.88	0.97		0.88	0.97	0.86	1.00	0.97	0.91	1.00
Frt	1.00		0.85	1.00		0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502		2842	3502		2842	3502	6536	1615	3502	5187	1615
Flt Permitted	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502		2842	3502		2842	3502	6536	1615	3502	5187	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1200	0	374	184	0	800	512	912	466	923	860	921
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	1200	0	374	184	0	800	512	912	466	923	860	921
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot		Over	Prot		Over	Prot	NA	Free	Prot	NA	Free
Protected Phases	7		5	3		1	5	2		1	6	
Permitted Phases									Free			Free
Actuated Green, G (s)	31.8		17.7	31.8		26.9	17.7	17.9	88.6	26.9	27.1	88.6
Effective Green, g (s)	31.8		17.7	31.8		26.9	17.7	17.9	88.6	26.9	27.1	88.6
Actuated g/C Ratio	0.36		0.20	0.36		0.30	0.20	0.20	1.00	0.30	0.31	1.00
Clearance Time (s)	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	1256		567	1256		862	699	1320	1615	1063	1586	1615
v/s Ratio Prot	c0.34		0.13	0.05		c0.28	0.15	0.14		0.26	0.17	
v/s Ratio Perm									0.29			c0.57
v/c Ratio	0.96		0.66	0.15		0.93	0.73	0.69	0.29	0.87	0.54	0.57
Uniform Delay, d1	27.7		32.7	19.2		29.9	33.2	32.8	0.0	29.2	25.6	0.0
Progression Factor	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	15.8		2.8	0.1		15.8	4.0	1.6	0.5	7.7	0.4	1.5
Delay (s)	43.5		35.5	19.3		45.7	37.2	34.4	0.5	36.8	26.0	1.5
Level of Service	D		D	B		D	D	C	A	D	C	A
Approach Delay (s/veh)		41.6			40.8			26.8			21.3	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	29.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	88.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	1011	94	263	885	81	66	0	169	44	0	37
Future Volume (vph)	67	1011	94	263	885	81	66	0	169	44	0	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3564		1805	3565		1805	1615		1805	1615	
Flt Permitted	0.95	1.00		0.95	1.00		0.73	1.00		0.55	1.00	
Satd. Flow (perm)	1805	3564		1805	3565		1390	1615		1042	1615	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor (vph)	500%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	353	1064	99	277	932	85	69	0	178	46	0	39
RTOR Reduction (vph)	0	7	0	0	6	0	0	131	0	0	29	0
Lane Group Flow (vph)	353	1156	0	277	1011	0	69	47	0	46	10	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	24.5	37.7		21.2	34.4		25.3	25.3		25.3	25.3	
Effective Green, g (s)	24.5	37.7		21.2	34.4		25.3	25.3		25.3	25.3	
Actuated g/C Ratio	0.25	0.39		0.22	0.36		0.26	0.26		0.26	0.26	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	459	1396		397	1274		365	424		274	424	
v/s Ratio Prot	c0.20	c0.32		0.15	0.28			0.03			0.01	
v/s Ratio Perm							c0.05			0.04		
v/c Ratio	0.77	0.83		0.70	0.79		0.19	0.11		0.17	0.02	
Uniform Delay, d1	33.2	26.3		34.5	27.7		27.5	26.9		27.3	26.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	7.6	4.2		5.3	3.5		0.3	0.1		0.3	0.0	
Delay (s)	40.8	30.5		39.8	31.2		27.7	27.0		27.6	26.3	
Level of Service	D	C		D	C		C	C		C	C	
Approach Delay (s/veh)		32.9			33.0			27.2			27.0	
Approach LOS		C			C			C			C	

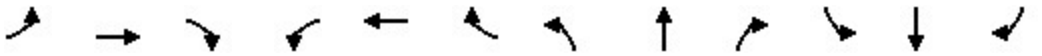
Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	96.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	92.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	1044	111	211	1111	102	78	0	138	56	0	39
Future Volume (vph)	70	1044	111	211	1111	102	78	0	138	56	0	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3558		1805	3610	1615	1805	1615		1805	1615	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.73	1.00		0.60	1.00	
Satd. Flow (perm)	1805	3558		1805	3610	1615	1388	1615		1148	1615	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	74	1099	117	222	1169	107	82	0	145	59	0	41
RTOR Reduction (vph)	0	7	0	0	0	56	0	105	0	0	30	0
Lane Group Flow (vph)	74	1209	0	222	1169	51	82	40	0	59	11	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Actuated Green, G (s)	14.0	42.9		20.1	49.0	49.0	28.3	28.3		28.3	28.3	
Effective Green, g (s)	14.0	42.9		20.1	49.0	49.0	28.3	28.3		28.3	28.3	
Actuated g/C Ratio	0.14	0.42		0.19	0.47	0.47	0.27	0.27		0.27	0.27	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	244	1477		351	1712	766	380	442		314	442	
v/s Ratio Prot	0.04	c0.34		c0.12	0.32			0.02			0.01	
v/s Ratio Perm						0.03	c0.06			0.05		
v/c Ratio	0.30	0.82		0.63	0.68	0.07	0.22	0.09		0.19	0.03	
Uniform Delay, d1	40.3	26.8		38.2	21.1	14.7	28.9	27.9		28.7	27.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	3.7		3.7	1.1	0.0	0.3	0.1		0.3	0.0	
Delay (s)	41.0	30.4		41.9	22.2	14.8	29.2	28.0		29.0	27.4	
Level of Service	D	C		D	C	B	C	C		C	C	
Approach Delay (s/veh)		31.0			24.6			28.4			28.4	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	27.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	103.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	103.9%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

With Mitigation Improvements

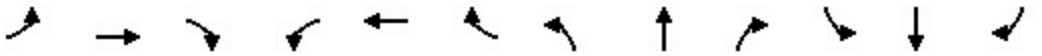


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	402	218	274	423	171	197	1226	234	119	1139	114
Future Volume (vph)	82	402	218	274	423	171	197	1226	234	119	1139	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.91	1.00	0.97	0.91		1.00	0.95	1.00
Frt	1.00	0.95		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3420		3502	5187	1615	3502	5062		1805	3610	1615
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3420		3502	5187	1615	3502	5062		1805	3610	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	86	423	229	288	445	180	207	1291	246	125	1199	120
RTOR Reduction (vph)	0	62	0	0	0	27	0	25	0	0	0	66
Lane Group Flow (vph)	86	590	0	288	445	153	207	1512	0	125	1199	54
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases						8						6
Actuated Green, G (s)	6.0	31.1		11.7	36.8	47.3	9.0	41.7		10.5	43.2	49.2
Effective Green, g (s)	6.0	31.1		11.7	36.8	47.3	9.0	41.7		10.5	43.2	49.2
Actuated g/C Ratio	0.05	0.28		0.11	0.33	0.43	0.08	0.38		0.09	0.39	0.44
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	189	958		369	1719	746	283	1901		170	1404	774
v/s Ratio Prot	0.02	c0.17		c0.08	0.09	0.02	0.06	0.30		c0.07	c0.33	0.00
v/s Ratio Perm						0.08						0.03
v/c Ratio	0.46	0.62		0.78	0.26	0.21	0.73	0.80		0.74	0.85	0.07
Uniform Delay, d1	50.9	34.8		48.4	27.1	20.0	49.8	30.9		48.9	31.0	17.8
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.7	1.2		10.2	0.1	0.1	9.4	2.4		15.2	5.3	0.0
Delay (s)	52.7	35.9		58.6	27.2	20.2	59.2	33.2		64.1	36.3	17.8
Level of Service	D	D		E	C	C	E	C		E	D	B
Approach Delay (s/veh)		37.9			35.7			36.3			37.2	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	36.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	111.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	84.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	121	415	362	197	89	464	1329	465	116	1442	326
Future Volume (vph)	330	121	415	362	197	89	464	1329	465	116	1442	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.91	1.00	0.97	0.86	1.00
Frt	1.00	1.00	0.85	1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3610	1615	3502	3441		3502	5187	1615	3502	6536	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3610	1615	3502	3441		3502	5187	1615	3502	6536	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	347	127	437	381	207	94	488	1399	489	122	1518	343
RTOR Reduction (vph)	0	0	23	0	44	0	0	0	322	0	0	234
Lane Group Flow (vph)	347	127	414	381	257	0	488	1399	167	122	1518	109
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	13.9	42.0	59.0	14.0	42.1		17.0	41.0	41.0	7.0	31.0	31.0
Effective Green, g (s)	13.9	42.0	59.0	14.0	42.1		17.0	41.0	41.0	7.0	31.0	31.0
Actuated g/C Ratio	0.12	0.35	0.49	0.12	0.35		0.14	0.34	0.34	0.06	0.26	0.26
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	405	1263	847	408	1207		496	1772	551	204	1688	417
v/s Ratio Prot	0.10	0.04	c0.07	c0.11	0.07		c0.14	0.27		0.03	c0.23	
v/s Ratio Perm			0.19						0.10			0.07
v/c Ratio	0.86	0.10	0.49	0.93	0.21		0.98	0.79	0.30	0.60	0.90	0.26
Uniform Delay, d1	52.1	26.3	20.4	52.5	27.3		51.4	35.6	29.0	55.1	43.0	35.4
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	16.2	0.0	0.4	28.3	0.1		36.0	2.4	0.3	4.7	6.8	0.3
Delay (s)	68.2	26.3	20.9	80.9	27.4		87.3	38.0	29.3	59.8	49.8	35.7
Level of Service	E	C	C	F	C		F	D	C	E	D	D
Approach Delay (s/veh)		39.7			57.3			46.4			48.0	
Approach LOS		D			E			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	47.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	97.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



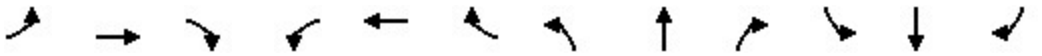
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	445	254	386	719	164	273	1570	244	176	1272	112
Future Volume (vph)	122	445	254	386	719	164	273	1570	244	176	1272	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.91	1.00	0.97	0.91		1.00	0.95	1.00
Frt	1.00	0.95		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3413		3502	5187	1615	3502	5082		1805	3610	1615
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3413		3502	5187	1615	3502	5082		1805	3610	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	128	468	267	406	757	173	287	1653	257	185	1339	118
RTOR Reduction (vph)	0	67	0	0	0	26	0	18	0	0	0	44
Lane Group Flow (vph)	128	668	0	406	757	147	287	1893	0	185	1339	74
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases						8						6
Actuated Green, G (s)	7.8	31.0		15.0	38.2	51.2	10.0	45.0		13.0	48.0	55.8
Effective Green, g (s)	7.8	31.0		15.0	38.2	51.2	10.0	45.0		13.0	48.0	55.8
Actuated g/C Ratio	0.07	0.26		0.13	0.32	0.43	0.08	0.38		0.11	0.40	0.47
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	227	881		437	1651	742	291	1905		195	1444	804
v/s Ratio Prot	0.04	c0.20		c0.12	0.15	0.02	0.08	c0.37		c0.10	c0.37	0.01
v/s Ratio Perm						0.07						0.04
v/c Ratio	0.56	0.76		0.93	0.46	0.20	0.99	0.99		0.95	0.93	0.09
Uniform Delay, d1	54.4	41.0		52.0	32.6	21.5	54.9	37.4		53.2	34.3	17.9
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.2	3.8		25.9	0.2	0.1	48.5	19.0		49.3	10.5	0.1
Delay (s)	57.6	44.8		77.9	32.8	21.7	103.5	56.3		102.4	44.8	18.0
Level of Service	E	D		E	C	C	F	E		F	D	B
Approach Delay (s/veh)		46.7			45.1			62.5			49.4	
Approach LOS		D			D			E			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	52.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	95.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	545	144	546	448	269	71	660	1645	460	104	1582	498
Future Volume (vph)	545	144	546	448	269	71	660	1645	460	104	1582	498
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.91	1.00	0.97	0.86	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3610	1615	3502	3497		3502	5187	1615	3502	6536	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3610	1615	3502	3497		3502	5187	1615	3502	6536	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	574	152	575	472	283	75	695	1732	484	109	1665	524
RTOR Reduction (vph)	0	0	21	0	18	0	0	0	300	0	0	300
Lane Group Flow (vph)	574	152	554	472	340	0	695	1732	184	109	1665	224
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	18.0	42.0	64.0	18.0	42.0		22.0	48.0	48.0	6.0	32.0	32.0
Effective Green, g (s)	18.0	42.0	64.0	18.0	42.0		22.0	48.0	48.0	6.0	32.0	32.0
Actuated g/C Ratio	0.14	0.32	0.49	0.14	0.32		0.17	0.37	0.37	0.05	0.25	0.25
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	484	1166	844	484	1129		592	1915	596	161	1608	397
v/s Ratio Prot	c0.16	0.04	c0.11	0.13	0.10		c0.20	0.33		0.03	c0.25	
v/s Ratio Perm			0.23						0.11			0.14
v/c Ratio	1.19	0.13	0.66	0.98	0.30		1.17	0.90	0.31	0.68	1.04	0.56
Uniform Delay, d1	56.0	31.1	24.7	55.8	33.0		54.0	38.8	29.2	61.0	49.0	42.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	103.0	0.1	1.8	34.2	0.2		95.2	6.5	0.3	10.7	32.2	1.8
Delay (s)	159.0	31.1	26.6	90.0	33.1		149.2	45.3	29.5	71.8	81.2	44.7
Level of Service	F	C	C	F	C		F	D	C	E	F	D
Approach Delay (s/veh)		85.5			65.5			67.5			72.4	
Approach LOS		F			E			E			E	

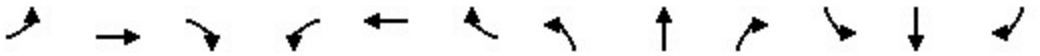
Intersection Summary			
HCM 2000 Control Delay (s/veh)	72.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	108.5%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Appendix E:
Year 2035 General Plan Buildout Plus Project Analysis Worksheets



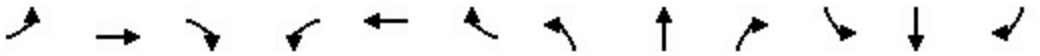
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	318	122	113	172	67	28	1280	224	100	1325	79
Future Volume (vph)	125	318	122	113	172	67	28	1280	224	100	1325	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.96		1.00	0.96		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3460		1805	1820		1805	3529		1805	3580	
Flt Permitted	0.43	1.00		0.36	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	819	3460		676	1820		1805	3529		1805	3580	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	132	335	128	119	181	71	29	1347	236	105	1395	83
RTOR Reduction (vph)	0	39	0	0	14	0	0	15	0	0	4	0
Lane Group Flow (vph)	132	424	0	119	238	0	29	1568	0	105	1474	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	25.9	25.9		25.9	25.9		3.4	49.3		8.6	54.5	
Effective Green, g (s)	25.9	25.9		25.9	25.9		3.4	49.3		8.6	54.5	
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.04	0.51		0.09	0.57	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	221	935		182	492		64	1816		162	2036	
v/s Ratio Prot		0.12			0.13		0.02	c0.44		c0.06	0.41	
v/s Ratio Perm	0.16			c0.18								
v/c Ratio	0.60	0.45		0.65	0.48		0.45	0.86		0.65	0.72	
Uniform Delay, d1	30.4	29.1		31.0	29.3		45.3	20.3		42.1	15.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.3	0.4		8.2	0.8		5.0	4.5		8.6	1.3	
Delay (s)	34.7	29.4		39.1	30.1		50.3	24.9		50.8	16.4	
Level of Service	C	C		D	C		D	C		D	B	
Approach Delay (s/veh)		30.6			33.0			25.3			18.7	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	95.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	103.1%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	226	451	176	543	509	158	192	1307	362	135	1518	138
Future Volume (vph)	226	451	176	543	509	158	192	1307	362	135	1518	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.95		0.94	0.95		1.00	0.91	1.00	1.00	0.95	
Frt	1.00	0.96		1.00	0.96		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3502	3458		5090	3482		1805	5187	1615	1805	3565	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3502	3458		5090	3482		1805	5187	1615	1805	3565	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	238	475	185	572	536	166	202	1376	381	142	1598	145
RTOR Reduction (vph)	0	31	0	0	23	0	0	0	0	0	5	0
Lane Group Flow (vph)	238	629	0	572	679	0	202	1376	381	142	1738	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Free	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	11.7	35.0		12.0	35.3		12.0	52.5	130.0	14.5	55.0	
Effective Green, g (s)	11.7	35.0		12.0	35.3		12.0	52.5	130.0	14.5	55.0	
Actuated g/C Ratio	0.09	0.27		0.09	0.27		0.09	0.40	1.00	0.11	0.42	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	315	931		469	945		166	2094	1615	201	1508	
v/s Ratio Prot	0.07	0.18		c0.11	c0.20		c0.11	0.27		0.08	c0.49	
v/s Ratio Perm									c0.24			
v/c Ratio	0.76	0.68		1.22	0.72		1.22	0.66	0.24	0.71	1.15	
Uniform Delay, d1	57.8	42.4		59.0	42.9		59.0	31.4	0.0	55.7	37.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	9.9	2.0		116.9	2.6		140.0	0.8	0.3	10.8	76.7	
Delay (s)	67.6	44.4		175.9	45.5		199.0	32.2	0.3	66.5	114.2	
Level of Service	E	D		F	D		F	C	A	E	F	
Approach Delay (s/veh)		50.5			104.0			43.2			110.6	
Approach LOS		D			F			D			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	78.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	109.8%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



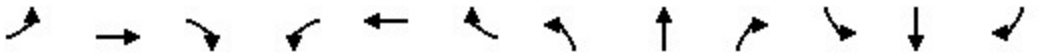
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	437	238	297	443	188	209	1329	254	131	1231	158
Future Volume (vph)	122	437	238	297	443	188	209	1329	254	131	1231	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.91	1.00	1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.95		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3419		3502	5187	1615	1805	3523		1805	3610	1615
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3419		3502	5187	1615	1805	3523		1805	3610	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	128	460	251	313	466	198	220	1399	267	138	1296	166
RTOR Reduction (vph)	0	65	0	0	0	55	0	14	0	0	0	69
Lane Group Flow (vph)	128	646	0	313	466	143	220	1652	0	138	1296	97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases						8						6
Actuated Green, G (s)	7.8	29.3		10.0	31.5	40.5	15.0	49.0		9.0	43.0	50.8
Effective Green, g (s)	7.8	29.3		10.0	31.5	40.5	15.0	49.0		9.0	43.0	50.8
Actuated g/C Ratio	0.07	0.26		0.09	0.28	0.36	0.13	0.43		0.08	0.38	0.45
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	241	884		309	1442	634	238	1523		143	1370	781
v/s Ratio Prot	0.04	c0.19		c0.09	0.09	0.02	c0.12	c0.47		0.08	0.36	0.01
v/s Ratio Perm						0.07						0.05
v/c Ratio	0.53	0.73		1.01	0.32	0.23	0.92	1.08		0.97	0.95	0.12
Uniform Delay, d1	51.0	38.4		51.7	32.4	25.4	48.6	32.2		52.0	34.0	18.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.2	3.1		54.5	0.1	0.2	38.1	49.8		64.1	13.4	0.1
Delay (s)	53.2	41.5		106.2	32.6	25.6	86.6	82.0		116.1	47.4	18.3
Level of Service	D	D		F	C	C	F	F		F	D	B
Approach Delay (s/veh)		43.3			54.7			82.5			50.3	
Approach LOS		D			D			F			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	61.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	113.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	96.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	417	307	1584	425	346	1877
Future Volume (vph)	417	307	1584	425	346	1877
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5	4.0	4.0	4.5	4.0
Lane Util. Factor	0.97	1.00	0.91	1.00	0.97	0.91
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3502	1615	5187	1615	3502	5187
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3502	1615	5187	1615	3502	5187
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	439	323	1667	447	364	1976
RTOR Reduction (vph)	0	236	0	235	0	0
Lane Group Flow (vph)	439	87	1667	212	364	1976
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	Perm	Over	NA	Perm	Prot	NA
Protected Phases		1	2		1	6
Permitted Phases	8			2		
Actuated Green, G (s)	35.0	35.0	47.4	47.4	35.0	86.9
Effective Green, g (s)	35.0	35.0	47.4	47.4	35.0	86.9
Actuated g/C Ratio	0.27	0.27	0.36	0.36	0.27	0.67
Clearance Time (s)	4.0	4.5	4.0	4.0	4.5	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	943	435	1892	589	943	3469
v/s Ratio Prot		0.05	c0.32		0.10	c0.38
v/s Ratio Perm	c0.13			0.13		
v/c Ratio	0.47	0.20	0.88	0.36	0.39	0.57
Uniform Delay, d1	39.6	36.6	38.6	30.2	38.7	11.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.2	5.2	0.4	0.3	0.2
Delay (s)	40.0	36.9	43.8	30.5	39.0	11.7
Level of Service	D	D	D	C	D	B
Approach Delay (s/veh)	38.7		41.0			16.0
Approach LOS	D		D			B

Intersection Summary			
HCM 2000 Control Delay (s/veh)	29.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	129.9	Sum of lost time (s)	12.5
Intersection Capacity Utilization	99.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

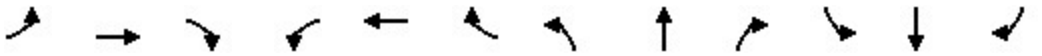


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	332	162	448	398	212	98	477	1463	512	128	1587	329
Future Volume (vph)	332	162	448	398	212	98	477	1463	512	128	1587	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3610	1615	3502	3439		3502	5187	1615	3502	5187	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3610	1615	3502	3439		3502	5187	1615	3502	5187	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	349	171	472	419	223	103	502	1540	539	135	1671	346
RTOR Reduction (vph)	0	0	24	0	46	0	0	0	348	0	0	167
Lane Group Flow (vph)	349	171	448	419	280	0	502	1540	191	135	1671	179
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	13.8	40.8	52.8	11.0	38.0		12.0	41.0	41.0	7.0	36.0	36.0
Effective Green, g (s)	13.8	40.8	52.8	11.0	38.0		12.0	41.0	41.0	7.0	36.0	36.0
Actuated g/C Ratio	0.12	0.35	0.46	0.09	0.33		0.10	0.35	0.35	0.06	0.31	0.31
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	417	1271	792	332	1128		362	1836	571	211	1612	502
v/s Ratio Prot	0.10	0.05	c0.06	c0.12	0.08		c0.14	0.30		0.04	c0.32	
v/s Ratio Perm			0.22						0.12			0.11
v/c Ratio	0.84	0.13	0.57	1.26	0.25		1.39	0.84	0.33	0.64	1.04	0.36
Uniform Delay, d1	49.9	25.5	23.1	52.4	28.4		51.9	34.4	27.4	53.2	39.9	30.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	13.6	0.0	0.9	139.9	0.1		190.3	3.5	0.3	6.2	32.5	0.4
Delay (s)	63.5	25.5	24.0	192.3	28.6		242.2	37.9	27.7	59.4	72.4	31.4
Level of Service	E	C	C	F	C		F	D	C	E	E	C
Approach Delay (s/veh)		38.2			120.7			75.5			65.0	
Approach LOS		D			F			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	71.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	115.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	100.6%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1186	0	591	313	0	833	145	425	166	834	776	811
Future Volume (vph)	1186	0	591	313	0	833	145	425	166	834	776	811
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97		0.88	0.97		0.88	0.97	0.86	1.00	0.97	0.91	1.00
Frt	1.00		0.85	1.00		0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502		2842	3502		2842	3502	6536	1615	3502	5187	1615
Flt Permitted	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502		2842	3502		2842	3502	6536	1615	3502	5187	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1248	0	622	329	0	877	153	447	175	878	817	854
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	1248	0	622	329	0	877	153	447	175	878	817	854
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot		Over	Prot		Over	Prot	NA	Free	Prot	NA	Free
Protected Phases	7		5	3		1	5	2		1	6	
Permitted Phases									Free			Free
Actuated Green, G (s)	36.2		23.9	36.2		32.0	23.9	14.3	94.5	32.0	22.4	94.5
Effective Green, g (s)	36.2		23.9	36.2		32.0	23.9	14.3	94.5	32.0	22.4	94.5
Actuated g/C Ratio	0.38		0.25	0.38		0.34	0.25	0.15	1.00	0.34	0.24	1.00
Clearance Time (s)	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	1341		718	1341		962	885	989	1615	1185	1229	1615
v/s Ratio Prot	c0.36		0.22	0.09		c0.31	0.04	0.07		0.25	c0.16	
v/s Ratio Perm									0.11			0.53
v/c Ratio	0.93		0.87	0.25		0.91	0.17	0.45	0.11	0.74	0.66	0.53
Uniform Delay, d1	27.9		33.8	19.8		29.9	27.6	36.5	0.0	27.6	32.6	0.0
Progression Factor	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	11.6		10.7	0.1		12.6	0.1	0.3	0.1	2.5	1.4	1.2
Delay (s)	39.6		44.5	19.9		42.5	27.7	36.9	0.1	30.1	34.0	1.2
Level of Service	D		D	B		D	C	D	A	C	C	A
Approach Delay (s/veh)		41.2			36.3			26.8			21.7	
Approach LOS		D			D			C			C	

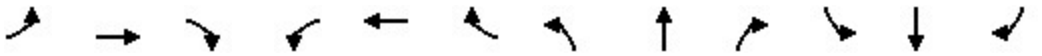
Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	94.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	393	23	66	977	19	74	0	227	82	0	69
Future Volume (vph)	17	393	23	66	977	19	74	0	227	82	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00		1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3580		1805	3600		1805	1615		1805	1615	
Flt Permitted	0.95	1.00		0.95	1.00		0.71	1.00		0.50	1.00	
Satd. Flow (perm)	1805	3580		1805	3600		1348	1615		956	1615	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor (vph)	500%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	89	414	24	69	1028	20	78	0	239	86	0	73
RTOR Reduction (vph)	0	4	0	0	1	0	0	163	0	0	50	0
Lane Group Flow (vph)	89	434	0	69	1047	0	78	76	0	86	23	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	13.2	31.1		13.2	31.1		26.4	26.4		26.4	26.4	
Effective Green, g (s)	13.2	31.1		13.2	31.1		26.4	26.4		26.4	26.4	
Actuated g/C Ratio	0.16	0.38		0.16	0.38		0.32	0.32		0.32	0.32	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	288	1346		288	1353		430	515		305	515	
v/s Ratio Prot	c0.05	0.12		0.04	c0.29			0.05			0.01	
v/s Ratio Perm							0.06			c0.09		
v/c Ratio	0.31	0.32		0.24	0.77		0.18	0.15		0.28	0.05	
Uniform Delay, d1	30.7	18.3		30.4	22.7		20.3	20.1		21.1	19.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	0.1		0.4	2.8		0.2	0.1		0.5	0.0	
Delay (s)	31.3	18.5		30.8	25.5		20.5	20.2		21.6	19.5	
Level of Service	C	B		C	C		C	C		C	B	
Approach Delay (s/veh)		20.6			25.9			20.3			20.6	
Approach LOS		C			C			C			C	

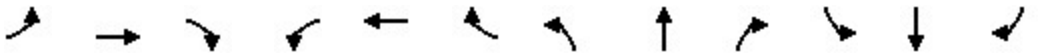
Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	82.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	97.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



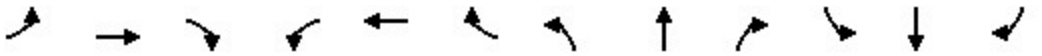
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	657	26	53	906	26	85	0	179	105	0	72
Future Volume (vph)	18	657	26	53	906	26	85	0	179	105	0	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.0		4.5	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3590		1805	3610	1615	1805	1615		1805	1615	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.71	1.00		0.60	1.00	
Satd. Flow (perm)	1805	3590		1805	3610	1615	1344	1615		1148	1615	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	19	692	27	56	954	27	89	0	188	111	0	76
RTOR Reduction (vph)	0	3	0	0	0	16	0	116	0	0	47	0
Lane Group Flow (vph)	19	716	0	56	954	11	89	72	0	111	29	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Actuated Green, G (s)	2.7	26.3		9.3	32.9	32.9	29.6	29.6		29.6	29.6	
Effective Green, g (s)	2.7	26.3		9.3	32.9	32.9	29.6	29.6		29.6	29.6	
Actuated g/C Ratio	0.03	0.34		0.12	0.42	0.42	0.38	0.38		0.38	0.38	
Clearance Time (s)	4.5	4.0		4.5	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	62	1215		216	1528	683	512	615		437	615	
v/s Ratio Prot	0.01	0.20		c0.03	c0.26			0.04			0.02	
v/s Ratio Perm						0.01	0.07			c0.10		
v/c Ratio	0.31	0.59		0.26	0.62	0.02	0.17	0.12		0.25	0.05	
Uniform Delay, d1	36.6	21.2		31.1	17.6	13.0	15.9	15.6		16.5	15.2	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.8	0.7		0.6	0.8	0.0	0.2	0.1		0.3	0.0	
Delay (s)	39.4	22.0		31.7	18.4	13.0	16.1	15.7		16.8	15.2	
Level of Service	D	C		C	B	B	B	B		B	B	
Approach Delay (s/veh)		22.4			18.9			15.8			16.1	
Approach LOS		C			B			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	77.7	Sum of lost time (s)	12.5
Intersection Capacity Utilization	98.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



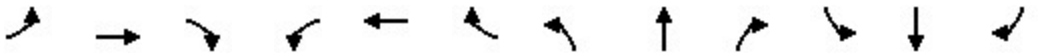
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	251	76	236	311	118	82	1652	164	121	1455	127
Future Volume (vph)	65	251	76	236	311	118	82	1652	164	121	1455	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.97		1.00	0.96		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3484		1805	1822		1805	3561		1805	3566	
Flt Permitted	0.15	1.00		0.46	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	281	3484		873	1822		1805	3561		1805	3566	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	68	264	80	248	327	124	86	1739	173	127	1532	134
RTOR Reduction (vph)	0	29	0	0	14	0	0	7	0	0	6	0
Lane Group Flow (vph)	68	315	0	248	437	0	86	1905	0	127	1660	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	27.0	27.0		27.0	27.0		5.6	54.8		7.0	56.2	
Effective Green, g (s)	27.0	27.0		27.0	27.0		5.6	54.8		7.0	56.2	
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.06	0.54		0.07	0.56	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	75	933		233	488		100	1935		125	1988	
v/s Ratio Prot		0.09			0.24		0.05	c0.53		c0.07	0.47	
v/s Ratio Perm	0.24			c0.28								
v/c Ratio	0.91	0.34		1.06	0.90		0.86	0.98		1.02	0.83	
Uniform Delay, d1	35.7	29.7		36.9	35.5		47.2	22.6		46.9	18.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	72.1	0.2		77.0	18.7		48.5	16.8		84.8	3.2	
Delay (s)	107.8	29.9		113.9	54.2		95.7	39.3		131.7	21.7	
Level of Service	F	C		F	D		F	D		F	C	
Approach Delay (s/veh)		42.8			75.4			41.8			29.5	
Approach LOS		D			E			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	42.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	100.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	115.3%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	242	407	183	725	441	181	240	1813	543	197	1419	177
Future Volume (vph)	242	407	183	725	441	181	240	1813	543	197	1419	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.95		0.94	0.95		1.00	0.91	1.00	1.00	0.95	
Frt	1.00	0.95		1.00	0.96		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3502	3442		5090	3452		1805	5187	1615	1805	3550	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3502	3442		5090	3452		1805	5187	1615	1805	3550	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	255	428	193	763	464	191	253	1908	572	207	1494	186
RTOR Reduction (vph)	0	40	0	0	34	0	0	0	0	0	7	0
Lane Group Flow (vph)	255	581	0	763	621	0	253	1908	572	207	1673	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Free	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	13.7	35.0		14.0	35.3		13.0	51.0	130.0	14.0	52.0	
Effective Green, g (s)	13.7	35.0		14.0	35.3		13.0	51.0	130.0	14.0	52.0	
Actuated g/C Ratio	0.11	0.27		0.11	0.27		0.10	0.39	1.00	0.11	0.40	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	369	926		548	937		180	2034	1615	194	1420	
v/s Ratio Prot	0.07	0.17		c0.15	c0.18		c0.14	0.37		0.11	c0.47	
v/s Ratio Perm									c0.35			
v/c Ratio	0.69	0.63		1.39	0.66		1.41	0.94	0.35	1.07	1.18	
Uniform Delay, d1	56.1	41.8		58.0	42.1		58.5	38.0	0.0	58.0	39.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.5	1.3		187.5	1.8		212.3	9.0	0.6	83.5	87.8	
Delay (s)	61.6	43.1		245.5	43.8		270.8	47.0	0.6	141.5	126.8	
Level of Service	E	D		F	D		F	D	A	F	F	
Approach Delay (s/veh)		48.5			152.4			58.0			128.4	
Approach LOS		D			F			E			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	95.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	114.4%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	298	495	271	420	850	186	295	1696	262	194	1374	219
Future Volume (vph)	298	495	271	420	850	186	295	1696	262	194	1374	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.91	1.00	1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.95		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3419		3502	5187	1615	1805	3537		1805	3610	1615
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3419		3502	5187	1615	1805	3537		1805	3610	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	314	521	285	442	895	196	311	1785	276	204	1446	231
RTOR Reduction (vph)	0	62	0	0	0	30	0	10	0	0	0	23
Lane Group Flow (vph)	314	744	0	442	895	166	311	2051	0	204	1446	209
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases						8						6
Actuated Green, G (s)	10.0	31.0		10.0	31.0	40.0	13.0	54.0		9.0	50.0	60.0
Effective Green, g (s)	10.0	31.0		10.0	31.0	40.0	13.0	54.0		9.0	50.0	60.0
Actuated g/C Ratio	0.08	0.26		0.08	0.26	0.33	0.11	0.45		0.08	0.42	0.50
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	291	883		291	1339	592	195	1591		135	1504	861
v/s Ratio Prot	0.09	c0.22		c0.13	0.17	0.02	c0.17	c0.58		0.11	0.40	0.02
v/s Ratio Perm						0.08						0.11
v/c Ratio	1.08	0.84		1.52	0.67	0.28	1.59	1.29		1.51	0.96	0.24
Uniform Delay, d1	55.0	42.2		55.0	39.9	29.4	53.5	33.0		55.5	34.1	17.1
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	75.4	7.4		250.4	1.3	0.3	290.5	134.8		264.3	15.0	0.1
Delay (s)	130.4	49.6		305.4	41.2	29.7	344.0	167.8		319.8	49.0	17.2
Level of Service	F	D		F	D	C	F	F		F	D	B
Approach Delay (s/veh)		72.2			115.9			190.9			74.5	
Approach LOS		E			F			F			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	123.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	113.7%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	853	638	1910	539	491	1779
Future Volume (vph)	853	638	1910	539	491	1779
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	0.91	1.00	0.97	0.91
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3502	1615	5187	1615	3502	5187
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3502	1615	5187	1615	3502	5187
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	898	672	2011	567	517	1873
RTOR Reduction (vph)	0	357	0	238	0	0
Lane Group Flow (vph)	898	315	2011	329	517	1873
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	Perm	Over	NA	Perm	Prot	NA
Protected Phases		1	2		1	6
Permitted Phases	8			2		
Actuated Green, G (s)	35.1	28.3	47.7	47.7	28.3	80.0
Effective Green, g (s)	35.1	28.3	47.7	47.7	28.3	80.0
Actuated g/C Ratio	0.29	0.23	0.39	0.39	0.23	0.65
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	998	371	2009	625	805	3370
v/s Ratio Prot		c0.20	c0.39		0.15	0.36
v/s Ratio Perm	c0.26			0.20		
v/c Ratio	0.90	0.85	1.00	0.53	0.64	0.56
Uniform Delay, d1	42.3	45.4	37.7	29.0	42.8	11.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	10.8	16.8	20.3	0.8	1.8	0.2
Delay (s)	53.1	62.1	58.0	29.8	44.6	12.0
Level of Service	D	E	E	C	D	B
Approach Delay (s/veh)	57.0		51.8			19.1
Approach LOS	E		D			B

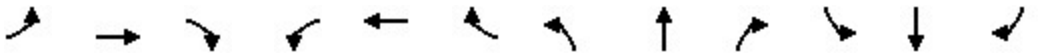
Intersection Summary			
HCM 2000 Control Delay (s/veh)	41.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	123.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	90.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	558	182	569	493	368	78	750	1819	506	114	1748	507
Future Volume (vph)	558	182	569	493	368	78	750	1819	506	114	1748	507
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3610	1615	3502	3515		3502	5187	1615	3502	5187	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3610	1615	3502	3515		3502	5187	1615	3502	5187	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	587	192	599	519	387	82	789	1915	533	120	1840	534
RTOR Reduction (vph)	0	0	25	0	16	0	0	0	314	0	0	232
Lane Group Flow (vph)	587	192	574	519	453	0	789	1915	219	120	1840	302
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	10.0	39.0	51.0	9.0	38.0		12.0	44.0	44.0	6.0	38.0	38.0
Effective Green, g (s)	10.0	39.0	51.0	9.0	38.0		12.0	44.0	44.0	6.0	38.0	38.0
Actuated g/C Ratio	0.09	0.34	0.45	0.08	0.33		0.11	0.39	0.39	0.05	0.33	0.33
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	307	1235	779	276	1171		368	2002	623	184	1729	538
v/s Ratio Prot	c0.17	0.05	c0.08	0.15	0.13		c0.23	0.37		0.03	c0.35	
v/s Ratio Perm			0.28						0.14			0.19
v/c Ratio	1.91	0.16	0.74	1.88	0.39		2.14	0.96	0.35	0.65	1.06	0.56
Uniform Delay, d1	52.0	26.1	26.0	52.5	29.1		51.0	34.1	24.9	53.0	38.0	31.2
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	422.4	0.1	3.7	409.7	0.2		523.8	11.5	0.3	8.0	41.0	1.3
Delay (s)	474.4	26.1	29.6	462.2	29.3		574.8	45.5	25.2	61.0	79.0	32.5
Level of Service	F	C	C	F	C		F	D	C	E	E	C
Approach Delay (s/veh)		218.6			256.7			171.2			68.2	
Approach LOS		F			F			F			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	158.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	114.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	116.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1239	0	540	193	0	815	804	948	487	939	891	952
Future Volume (vph)	1239	0	540	193	0	815	804	948	487	939	891	952
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97		0.88	0.97		0.88	0.97	0.86	1.00	0.97	0.91	1.00
Frt	1.00		0.85	1.00		0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502		2842	3502		2842	3502	6536	1615	3502	5187	1615
Flt Permitted	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502		2842	3502		2842	3502	6536	1615	3502	5187	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1304	0	568	203	0	858	846	998	513	988	938	1002
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	1304	0	568	203	0	858	846	998	513	988	938	1002
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot		Over	Prot		Over	Prot	NA	Free	Prot	NA	Free
Protected Phases	7		5	3		1	5	2		1	6	
Permitted Phases									Free			Free
Actuated Green, G (s)	38.0		27.2	38.0		31.0	27.2	18.7	99.7	31.0	22.5	99.7
Effective Green, g (s)	38.0		27.2	38.0		31.0	27.2	18.7	99.7	31.0	22.5	99.7
Actuated g/C Ratio	0.38		0.27	0.38		0.31	0.27	0.19	1.00	0.31	0.23	1.00
Clearance Time (s)	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	1334		775	1334		883	955	1225	1615	1088	1170	1615
v/s Ratio Prot	c0.37		0.20	0.06		c0.30	0.24	0.15		0.28	c0.18	
v/s Ratio Perm									0.32			c0.62
v/c Ratio	0.98		0.73	0.15		0.97	0.89	0.81	0.32	0.91	0.80	0.62
Uniform Delay, d1	30.4		32.9	20.3		33.9	34.8	38.8	0.0	33.0	36.5	0.0
Progression Factor	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	19.2		3.6	0.1		23.4	9.9	4.3	0.5	10.9	4.0	1.8
Delay (s)	49.7		36.5	20.3		57.4	44.7	43.1	0.5	43.9	40.5	1.8
Level of Service	D		D	C		E	D	D	A	D	D	A
Approach Delay (s/veh)		45.7			50.3			34.4			28.4	
Approach LOS		D			D			C			C	

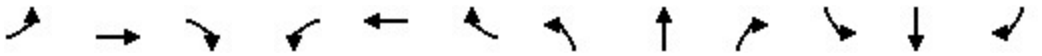
Intersection Summary			
HCM 2000 Control Delay (s/veh)	36.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	99.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	87.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	1107	94	263	1083	81	66	0	169	44	0	37
Future Volume (vph)	67	1107	94	263	1083	81	66	0	169	44	0	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3568		1805	3572		1805	1615		1805	1615	
Flt Permitted	0.95	1.00		0.95	1.00		0.73	1.00		0.53	1.00	
Satd. Flow (perm)	1805	3568		1805	3572		1390	1615		1015	1615	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor (vph)	500%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	353	1165	99	277	1140	85	69	0	178	46	0	39
RTOR Reduction (vph)	0	6	0	0	5	0	0	134	0	0	29	0
Lane Group Flow (vph)	353	1258	0	277	1220	0	69	44	0	46	10	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	24.3	43.4		20.4	39.5		25.2	25.2		25.2	25.2	
Effective Green, g (s)	24.3	43.4		20.4	39.5		25.2	25.2		25.2	25.2	
Actuated g/C Ratio	0.24	0.43		0.20	0.39		0.25	0.25		0.25	0.25	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	434	1533		364	1396		346	402		253	402	
v/s Ratio Prot	c0.20	c0.35		0.15	c0.34			0.03			0.01	
v/s Ratio Perm							c0.05			0.05		
v/c Ratio	0.81	0.82		0.76	0.87		0.20	0.11		0.18	0.02	
Uniform Delay, d1	36.2	25.4		38.0	28.4		29.9	29.3		29.8	28.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	11.1	3.7		9.1	6.4		0.3	0.1		0.3	0.0	
Delay (s)	47.3	29.0		47.1	34.8		30.2	29.4		30.1	28.6	
Level of Service	D	C		D	C		C	C		C	C	
Approach Delay (s/veh)		33.0			37.1			29.6			29.5	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	34.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	101.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	97.6%	ICU Level of Service	F
Analysis Period (min)	15		

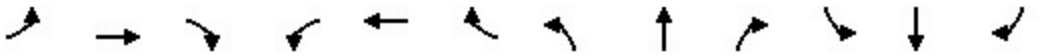
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	1140	111	211	1309	102	78	0	138	56	0	39
Future Volume (vph)	70	1140	111	211	1309	102	78	0	138	56	0	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3562		1805	3610	1615	1805	1615		1805	1615	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.73	1.00		0.59	1.00	
Satd. Flow (perm)	1805	3562		1805	3610	1615	1388	1615		1127	1615	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	74	1200	117	222	1378	107	82	0	145	59	0	41
RTOR Reduction (vph)	0	6	0	0	0	49	0	107	0	0	30	0
Lane Group Flow (vph)	74	1311	0	222	1378	58	82	38	0	59	11	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Actuated Green, G (s)	13.9	48.2		20.2	54.5	54.5	28.3	28.3		28.3	28.3	
Effective Green, g (s)	13.9	48.2		20.2	54.5	54.5	28.3	28.3		28.3	28.3	
Actuated g/C Ratio	0.13	0.44		0.19	0.50	0.50	0.26	0.26		0.26	0.26	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	230	1579		335	1809	809	361	420		293	420	
v/s Ratio Prot	0.04	c0.37		c0.12	0.38			0.02			0.01	
v/s Ratio Perm						0.04	c0.06			0.05		
v/c Ratio	0.32	0.83		0.66	0.76	0.07	0.23	0.09		0.20	0.03	
Uniform Delay, d1	43.1	26.6		41.1	21.9	14.0	31.6	30.4		31.4	29.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.8	3.9		4.9	1.9	0.0	0.3	0.1		0.3	0.0	
Delay (s)	43.9	30.5		46.0	23.8	14.1	31.9	30.5		31.7	30.0	
Level of Service	D	C		D	C	B	C	C		C	C	
Approach Delay (s/veh)		31.2			26.1			31.0			31.0	
Approach LOS		C			C			C			C	

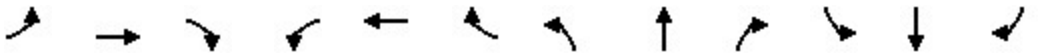
Intersection Summary			
HCM 2000 Control Delay (s/veh)	28.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	108.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	107.7%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

With Mitigation Improvements



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	226	451	176	543	509	158	192	1307	362	135	1518	138
Future Volume (vph)	226	451	176	543	509	158	192	1307	362	135	1518	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.95		0.94	0.95		1.00	0.91	1.00	1.00	0.91	
Frt	1.00	0.96		1.00	0.96		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3502	3458		5090	3482		1805	5187	1615	1805	5122	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3502	3458		5090	3482		1805	5187	1615	1805	5122	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	238	475	185	572	536	166	202	1376	381	142	1598	145
RTOR Reduction (vph)	0	31	0	0	22	0	0	0	0	0	8	0
Lane Group Flow (vph)	238	629	0	572	680	0	202	1376	381	142	1735	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Free	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	13.0	35.0		15.0	37.0		15.9	49.2	129.7	14.5	47.8	
Effective Green, g (s)	13.0	35.0		15.0	37.0		15.9	49.2	129.7	14.5	47.8	
Actuated g/C Ratio	0.10	0.27		0.12	0.29		0.12	0.38	1.00	0.11	0.37	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	351	933		588	993		221	1967	1615	201	1887	
v/s Ratio Prot	0.07	0.18		c0.11	c0.20		c0.11	0.27		0.08	c0.34	
v/s Ratio Perm									c0.24			
v/c Ratio	0.68	0.67		0.97	0.68		0.91	0.70	0.24	0.71	0.92	
Uniform Delay, d1	56.3	42.3		57.1	41.2		56.2	34.0	0.0	55.5	39.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.1	1.9		30.1	2.0		37.6	1.1	0.3	10.8	7.7	
Delay (s)	61.5	44.2		87.3	43.1		93.8	35.1	0.3	66.3	46.8	
Level of Service	E	D		F	D		F	D	A	E	D	
Approach Delay (s/veh)		48.8			63.0			34.4			48.3	
Approach LOS		D			E			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	46.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	129.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	95.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

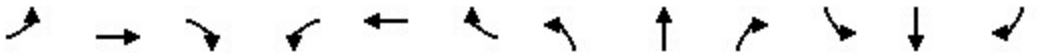


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	437	238	297	443	188	209	1329	254	131	1231	158
Future Volume (vph)	122	437	238	297	443	188	209	1329	254	131	1231	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.91	1.00	0.97	0.91		1.00	0.95	1.00
Frt	1.00	0.95		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3419		3502	5187	1615	3502	5062		1805	3610	1615
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3419		3502	5187	1615	3502	5062		1805	3610	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	128	460	251	313	466	198	220	1399	267	138	1296	166
RTOR Reduction (vph)	0	63	0	0	0	27	0	25	0	0	0	67
Lane Group Flow (vph)	128	648	0	313	466	171	220	1641	0	138	1296	99
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases						8						6
Actuated Green, G (s)	7.8	31.0		12.7	35.9	47.3	9.0	42.0		11.4	44.4	52.2
Effective Green, g (s)	7.8	31.0		12.7	35.9	47.3	9.0	42.0		11.4	44.4	52.2
Actuated g/C Ratio	0.07	0.27		0.11	0.32	0.42	0.08	0.37		0.10	0.39	0.46
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	241	937		393	1646	732	278	1879		181	1417	802
v/s Ratio Prot	0.04	c0.19		c0.09	0.09	0.02	0.06	0.32		c0.08	c0.36	0.01
v/s Ratio Perm						0.08						0.05
v/c Ratio	0.53	0.69		0.80	0.28	0.23	0.79	0.87		0.76	0.91	0.12
Uniform Delay, d1	50.9	36.8		48.9	28.9	21.2	51.1	33.1		49.5	32.6	17.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.2	2.2		10.7	0.1	0.2	14.2	4.8		17.2	9.4	0.1
Delay (s)	53.1	39.0		59.6	29.0	21.4	65.3	37.9		66.7	41.9	17.5
Level of Service	D	D		E	C	C	E	D		E	D	B
Approach Delay (s/veh)		41.1			37.3			41.1			41.5	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	40.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	113.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	87.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

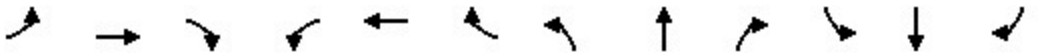
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	332	162	448	398	212	98	477	1463	512	128	1587	329
Future Volume (vph)	332	162	448	398	212	98	477	1463	512	128	1587	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.94	0.91	1.00	0.97	0.86	1.00
Frt	1.00	1.00	0.85	1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3610	1615	3502	3439		5090	5187	1615	3502	6536	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3610	1615	3502	3439		5090	5187	1615	3502	6536	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	349	171	472	419	223	103	502	1540	539	135	1671	346
RTOR Reduction (vph)	0	0	23	0	40	0	0	0	356	0	0	197
Lane Group Flow (vph)	349	171	449	419	286	0	502	1540	183	135	1671	149
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	17.1	45.0	59.9	17.7	45.6		14.9	43.9	43.9	7.0	36.0	36.0
Effective Green, g (s)	17.1	45.0	59.9	17.7	45.6		14.9	43.9	43.9	7.0	36.0	36.0
Actuated g/C Ratio	0.13	0.35	0.46	0.14	0.35		0.11	0.34	0.34	0.05	0.28	0.28
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	462	1253	796	478	1210		585	1757	547	189	1815	448
v/s Ratio Prot	0.10	0.05	c0.06	c0.12	0.08		c0.10	c0.30		0.04	0.26	
v/s Ratio Perm			0.21						0.11			0.09
v/c Ratio	0.76	0.14	0.56	0.88	0.24		0.86	0.88	0.33	0.71	0.92	0.33
Uniform Delay, d1	54.2	29.0	25.4	54.9	29.7		56.3	40.3	31.9	60.3	45.4	37.2
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.9	0.0	0.9	16.4	0.1		11.9	5.3	0.4	12.1	8.2	0.4
Delay (s)	61.1	29.0	26.3	71.2	29.8		68.2	45.6	32.3	72.4	53.6	37.7
Level of Service	E	C	C	E	C		E	D	C	E	D	D
Approach Delay (s/veh)		39.0			53.1			47.2			52.2	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	48.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	129.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	100.4%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



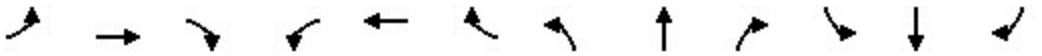
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	242	407	183	725	441	181	240	1813	543	197	1419	177
Future Volume (vph)	242	407	183	725	441	181	240	1813	543	197	1419	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.95		0.94	0.95		1.00	0.91	1.00	1.00	0.91	
Frt	1.00	0.95		1.00	0.96		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3502	3442		5090	3452		1805	5187	1615	1805	5101	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3502	3442		5090	3452		1805	5187	1615	1805	5101	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	255	428	193	763	464	191	253	1908	572	207	1494	186
RTOR Reduction (vph)	0	40	0	0	34	0	0	0	0	0	12	0
Lane Group Flow (vph)	255	581	0	763	621	0	253	1908	572	207	1668	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Free	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	13.7	35.0		18.0	39.3		18.0	47.0	130.0	14.0	43.0	
Effective Green, g (s)	13.7	35.0		18.0	39.3		18.0	47.0	130.0	14.0	43.0	
Actuated g/C Ratio	0.11	0.27		0.14	0.30		0.14	0.36	1.00	0.11	0.33	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	369	926		704	1043		249	1875	1615	194	1687	
v/s Ratio Prot	0.07	0.17		c0.15	c0.18		c0.14	c0.37		0.11	0.33	
v/s Ratio Perm									0.35			
v/c Ratio	0.69	0.63		1.08	0.60		1.02	1.02	0.35	1.07	0.99	
Uniform Delay, d1	56.1	41.8		56.0	38.6		56.0	41.5	0.0	58.0	43.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.5	1.3		58.9	0.9		61.2	25.3	0.6	83.5	19.0	
Delay (s)	61.6	43.1		114.9	39.5		117.2	66.8	0.6	141.5	62.3	
Level of Service	E	D		F	D		F	E	A	F	E	
Approach Delay (s/veh)		48.5			80.1			57.6			71.0	
Approach LOS		D			F			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	64.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	102.2%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	298	495	271	420	850	186	295	1696	262	194	1374	219
Future Volume (vph)	298	495	271	420	850	186	295	1696	262	194	1374	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.91	1.00	0.97	0.91		1.00	0.95	1.00
Frt	1.00	0.95		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3419		3502	5187	1615	3502	5083		1805	3610	1615
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3419		3502	5187	1615	3502	5083		1805	3610	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	314	521	285	442	895	196	311	1785	276	204	1446	231
RTOR Reduction (vph)	0	59	0	0	0	29	0	17	0	0	0	21
Lane Group Flow (vph)	314	747	0	442	895	167	311	2044	0	204	1446	210
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases						8						6
Actuated Green, G (s)	13.7	31.0		14.0	31.3	42.3	13.0	53.0		11.0	51.0	64.7
Effective Green, g (s)	13.7	31.0		14.0	31.3	42.3	13.0	53.0		11.0	51.0	64.7
Actuated g/C Ratio	0.11	0.25		0.11	0.25	0.34	0.10	0.42		0.09	0.41	0.52
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	383	847		392	1298	598	364	2155		158	1472	887
v/s Ratio Prot	0.09	c0.22		c0.13	0.17	0.02	0.09	c0.40		c0.11	0.40	0.03
v/s Ratio Perm						0.08						0.10
v/c Ratio	0.82	0.88		1.13	0.69	0.28	0.85	0.95		1.29	0.98	0.24
Uniform Delay, d1	54.4	45.2		55.5	42.4	30.2	55.1	34.7		57.0	36.6	16.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	12.8	10.6		84.9	1.5	0.3	17.4	9.8		170.0	19.2	0.1
Delay (s)	67.3	55.9		140.4	44.0	30.5	72.5	44.5		227.0	55.8	16.7
Level of Service	E	E		F	D	C	E	D		F	E	B
Approach Delay (s/veh)		59.1			70.0			48.2			69.6	
Approach LOS		E			E			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	60.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	125.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	100.5%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	558	182	569	493	368	78	750	1819	506	114	1748	507
Future Volume (vph)	558	182	569	493	368	78	750	1819	506	114	1748	507
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.94	0.91	1.00	0.97	0.86	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3610	1615	3502	3515		5090	5187	1615	3502	6536	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3610	1615	3502	3515		5090	5187	1615	3502	6536	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	587	192	599	519	387	82	789	1915	533	120	1840	534
RTOR Reduction (vph)	0	0	22	0	14	0	0	0	299	0	0	275
Lane Group Flow (vph)	587	192	577	519	455	0	789	1915	234	120	1840	259
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	19.0	45.0	62.0	16.0	42.0		17.0	47.0	47.0	6.0	36.0	36.0
Effective Green, g (s)	19.0	45.0	62.0	16.0	42.0		17.0	47.0	47.0	6.0	36.0	36.0
Actuated g/C Ratio	0.15	0.35	0.48	0.12	0.32		0.13	0.36	0.36	0.05	0.28	0.28
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	511	1249	819	431	1135		665	1875	583	161	1809	447
v/s Ratio Prot	c0.17	0.05	c0.09	0.15	0.13		c0.16	c0.37		0.03	0.28	
v/s Ratio Perm			0.27						0.15			0.16
v/c Ratio	1.15	0.15	0.70	1.20	0.40		1.19	1.02	0.40	0.75	1.02	0.58
Uniform Delay, d1	55.5	29.4	26.8	57.0	34.2		56.5	41.5	31.0	61.2	47.0	40.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	87.7	0.1	2.8	112.1	0.2		98.6	26.3	0.5	17.0	25.5	1.8
Delay (s)	143.2	29.4	29.6	169.1	34.5		155.1	67.8	31.5	78.2	72.5	42.3
Level of Service	F	C	C	F	C		F	E	C	E	E	D
Approach Delay (s/veh)		77.9			105.2			83.1			66.3	
Approach LOS		E			F			F			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	79.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	108.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

APPENDIX E
WATER SUPPLY ASSESSMENT

ALBERT A. WEBB ASSOCIATES



WATER SUPPLY ASSESSMENT AND WRITTEN VERIFICATION OF SUFFICIENT WATER SUPPLY

PLANNING AREA 3 OF THE MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN
CITY OF ONTARIO

Prepared for:

ONTARIO MUNICIPAL UTILITIES COMPANY

November 4, 2025

W.O. 2025-0111.02

www.webbassociates.com

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ALBERT A. WEBB ASSOCIATES

W.O.: 2025-0111.02

November 4, 2025

Alexis Mascarinas, P.E.
Senior Associate Engineer
ONTARIO MUNICIPAL UTILITIES COMPANY
1425 S. Bon View Avenue
Ontario, CA 91761

Re: Water Supply Assessment and Written Verification of Sufficient Water Supply for Planning Area 3 of the Meredith International Centre Specific Plan

Dear Ms. Mascarinas,
Pursuant to our agreement and notice to proceed received on September 02, 2025, transmitted herewith is the Water Supply Assessment (WSA) and Written Verification (WV) for the subject project prepared pursuant to Senate Bill 610 and Senate Bill 221.

Sincerely,

ALBERT A. WEBB ASSOCIATES

Autumn DeWoody
Senior Environmental Analyst

Sam I. Gershon, RCE
Senior Vice President

REGISTERED PROFESSIONAL ENGINEER
SAM I. GERSHON
NO. C14489
11/4/25
CIVIL
STATE OF CALIFORNIA

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G Chino Basin Desalter Authority 2020 UWMP

H San Antonio Water Company 2020 UWMP

I IEUA Resolution No. 2024-12-4

J 1985 Installment Purchase Agreement Relating to WFA Water Treatment Plan by and between WFA and the City of Ontario

K WFA Ordinance No. 99-07-02

L Dry Year Yield Local Agency Agreement by and between IEUA and the City of Ontario and between City of Ontario and JCSD

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Acronyms	Abbreviations
AB	Assembly Bill
ADD	Average Day Demand
AF	Acre-Feet
AFY	Acre Feet Per Year
CBWM	Chino Basin Watermaster
CDA	Chino Basin Desalter Authority
CEQA	California Environmental Quality Act
CWC	California Water Code
CY	Cubic Yards
DWR	California Department of Water Resources
DU	Dwelling units
DYY	Dry Year Yield
EVA	Emergency vehicle access
FAR	Floor Area Ratio
FY	Fiscal Year
GPCD	Gallons Per Capita Per Day
GPD	Gallons per day
IEUA	Inland Empire Utilities Agency
JCSD	Jurupa Community Services District
JPA	Joint Project (or Powers) Authority
MDD	Maximum Day Demand
MGD	Million gallons per day
MI	Manufacturing/Industrial
MWD	The Metropolitan Water District of Southern California
OBMP	Optimum Basin Management Program
OMC	Old Model Colony
OMUC	Ontario Municipal Utilities Company
OR	Ontario Ranch
OSY	Operating Safe Yield
PA	Planning Area
RWQCB	Regional Water Quality Control Board
SAWCo	San Antonio Water Company
SB	Senate Bill
SF	Square Feet
SP	Specific Plan
SWP	State Water Project
SWRCB	State Water Resources Control Board
TM	Technical Memorandum
TOP	The Ontario Plan
UWMP	Urban Water Management Plan
WFA	Water Facilities Authority
WMP	Water Master Plan
WSA or Assessment	Water Supply Assessment
WSCP	Water Shortage Contingency Plan
WTP	Water Treatment Plant

SB 610 WATER SUPPLY ASSESSMENT

SECTION 1 - INTRODUCTION

Senate Bill 610 (SB 610) was signed into California state law with an effective date of January 1, 2002. SB 610 amended existing legal requirements for confirmation of water supply sufficiency as a condition of approval for development projects. The confirmation of water supply sufficiency is achieved through an assessment of the water supplier's existing and future water sources, and existing and projected water demand in relation to a "project" as defined by California Water Code (CWC) section 10912, resulting in the production of a project-specific Water Supply Assessment ("WSA" or "Assessment"). Additional analysis is required in the WSA if any portion of the water supply includes groundwater. The WSA is prepared and adopted by the water supplier and included in the California Environmental Quality Act (CEQA) analysis for the project. The CEQA Lead Agency must then independently determine, based on the entire record, whether water supplies will be sufficient to satisfy the demands of the project, in addition to existing and planned future uses (CWC section 10911). The WSA is not a commitment by the water supplier to serve the proposed project.

Law

CWC section 10910:

> *(a) Any city or county that determines that a project, as defined in Section 10912, is subject to the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code) under Section 21080 of the Public Resources Code shall comply with this part.*

CWC section 10912:

For the purpose of this part, the following terms have the following meanings:

> *(a) "Project" means any of the following:*

(1) A proposed residential development of more than 500 dwelling units.

(2) A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.

(3) A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.

(4) A proposed hotel or motel, or both, having more than 500 rooms.

(5) A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.

(6) A mixed-use project that includes one or more of the projects specified in this subdivision.

(7) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project.

CWC section 10914:

(a) Nothing in this part is intended to create a right or entitlement to water service or any specific level of water service.

(b) Nothing in this part is intended to either impose, expand, or limit any duty concerning the obligation of a public water system to provide certain service to its existing customers or to any future potential customers.

(c) Nothing in this part is intended to modify or otherwise change existing law with respect to projects which are not subject to this part.

(d) This part applies only to a project for which a notice of preparation is submitted on or after January 1, 1996.

1.1 Purpose

The Ontario Municipal Utilities Company (OMUC) is a department of the City of Ontario (City) and the City's water supplier (see **Figure 1 – Regional Map**). OMUC commissioned this Assessment from Albert A. Webb Associates (WEBB) on September 2, 2025, to answer the following key question pursuant to SB 610: whether the projected supply for the next 20 years, based on normal, single dry, and multiple dry years, will meet the water demand that is projected for the project plus existing and planned future uses, including agricultural and manufacturing uses.

1.2 Background

The original Meredith International Centre Specific Plan was approved by City Council in 1981 and was most recently amended in 2015. The Specific Plan has six Planning Areas (PA 1, 1A, 2, 3, 4, and 5) but this Assessment pertains only to PA 3. Currently, PA 3 has a land use designation of "Urban Commercial" and the approved Specific Plan allows for 480,000 square feet of industrial/commercial uses, which includes up to 400 overnight lodging (hotel) rooms on 25.3 acres.

1.3 Proposed Project

The City is preparing a CEQA document for a proposed amendment to the Meredith International Centre Specific Plan which would allow for a Mixed-Use Overlay across PA 3 ("Project"). This would allow for the development of up to 1,400 residential units and up to 50,000 square feet of commercial/retail uses.

The Project is located within the Old Model Colony region of the City (**Figure 1 – Regional Map**). The Project encompasses approximately 25-acres that are bounded by Inland Empire Boulevard to the north, Archibald Avenue to the east, Interstate 10 to the south, and Deer Creek Channel to the west (**Figure 2 – Aerial View**).

The City's current water demand projections are based on the City's Land Use Plan from June 2020 as shown in the City's 2020 Urban Water Management Plan (UWMP)

and appendices (**Appendix A** and **Appendix B**, respectively). The June 2020 Land Use Plan is shown on **Figure 3-Land Use Plan used in 2020 UWMP Projections** and **Figure 4 – Specific Plan used in 2020 UWMP Projections.** As shown on Figures 3 and 4, the following land use designations are within the Project limits: Hospitality (400 overnight lodging rooms) and Commercial (General/Neighborhood) for up to 480,000 square feet including the 400 rooms.

The Project proposes splitting PA 3 into eight parcels with a maximum of 50,000 square feet of non-residential space and a maximum of 1,400 dwelling units as shown on **Figure 5 - Proposed Land Use Plan** and in **Table 1-1**.

Table 1-1 Proposed Land Use Plan

Proposed Parcel	Proposed Land Use	Proposed Area (acres)	Proposed Maximum Dwelling Units	Proposed Maximum Non-Residential Square Footage	Proposed Maximum Density or Intensity
A[(1)]	Mixed Use Overlay with Commercial	3.64	0	50,000	0.55 FAR
B[(2)]	Mixed Use Overlay with High Density Residential	3.73	330 + 19	0	88 du/ac
C	Mixed Use Overlay with High Density Residential	4.04	330	0	82 du/ac
D	Mixed Use Overlay with High Density Residential	3.77	353	0	94 du/ac
E	Mixed Use Overlay with Open Space (Central Park)	0.75	0	0	-
F	Mixed Use Overlay with High Density Residential	3.91	368	0	94 du/ac

Proposed Land Use Plan (cont'd)

Proposed Parcel	Proposed Land Use	Proposed Area (acres)	Proposed Maximum Dwelling Units	Proposed Maximum Non-Residential Square Footage	Proposed Maximum Density or Intensity
G	Mixed Use Overlay with City-Owned Parking Lot	4.23	0	0	-
H	Mixed Use Overlay with Emergency Vehicle Access with Jogging Path	1.93	0	0	-
Total	**-**	**25.3**	**1,400**	**50,000**	**-**

Source: KTGY, Brickstone Companies, Density Study, Overall Site Plan A1-0, March 10, 2025.

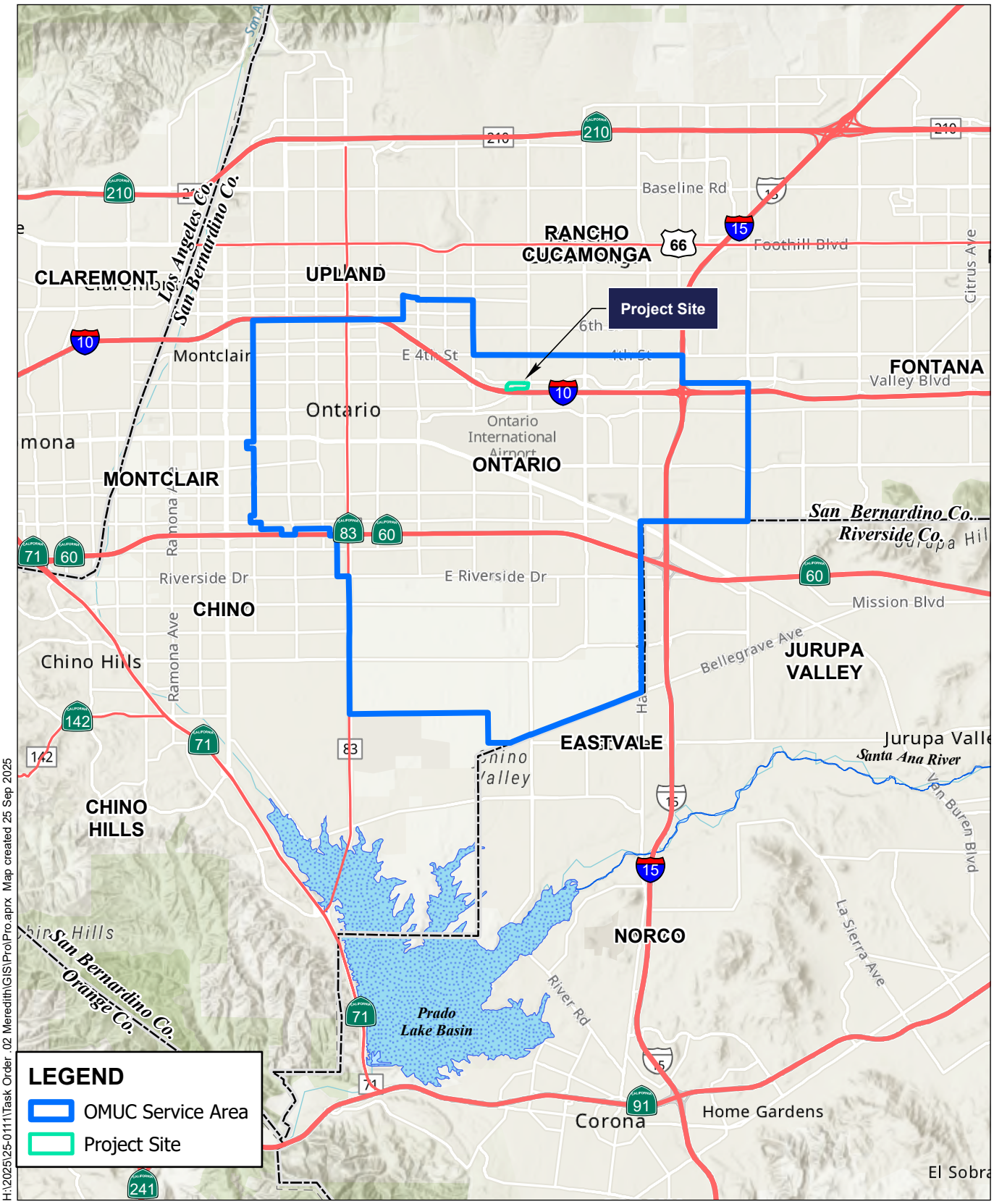
(1) Although the site plan shows less, this Assessment assumes the m**aximum non-residential** square footage is **50,000 SF**.

(2) Although the site plan shows less, this Assessment assumes the maximum number of units is 1,400, Parcel B was randomly selected to have the additional 19 units to reach the maximum number of units.

This Project is considered to be "subject to CEQA" pursuant to CWC section 10910. The Project is also considered a "project" under SB 610 pursuant to the following CWC section 10912 definitions:

- *A proposed residential development of more than 500 dwelling units.*

The City has determined that recycled water will be available for outdoor irrigation at the Project. City Ordinance No. 2689 requires all new developments to connect to and use recycled water for all approved uses (codified in City Municipal Code Chapter 8C). "Recycled water uses may include agricultural irrigation, commercial uses, construction uses, industrial processes, landscape irrigation, landscape and/or recreational impoundments, wildlife habitat, and groundwater recharge, as approved by the SWRCB and RWQCB" (Municipal Code Section 6-8.703).



Source: OMUC service area, 2019; Meredith International Center; San Bernardino Co., 2023.

Figure 1 - Regional Map

WSA for Meredith International Center Specific Plan

ALBERT A. WEBB ASSOCIATES



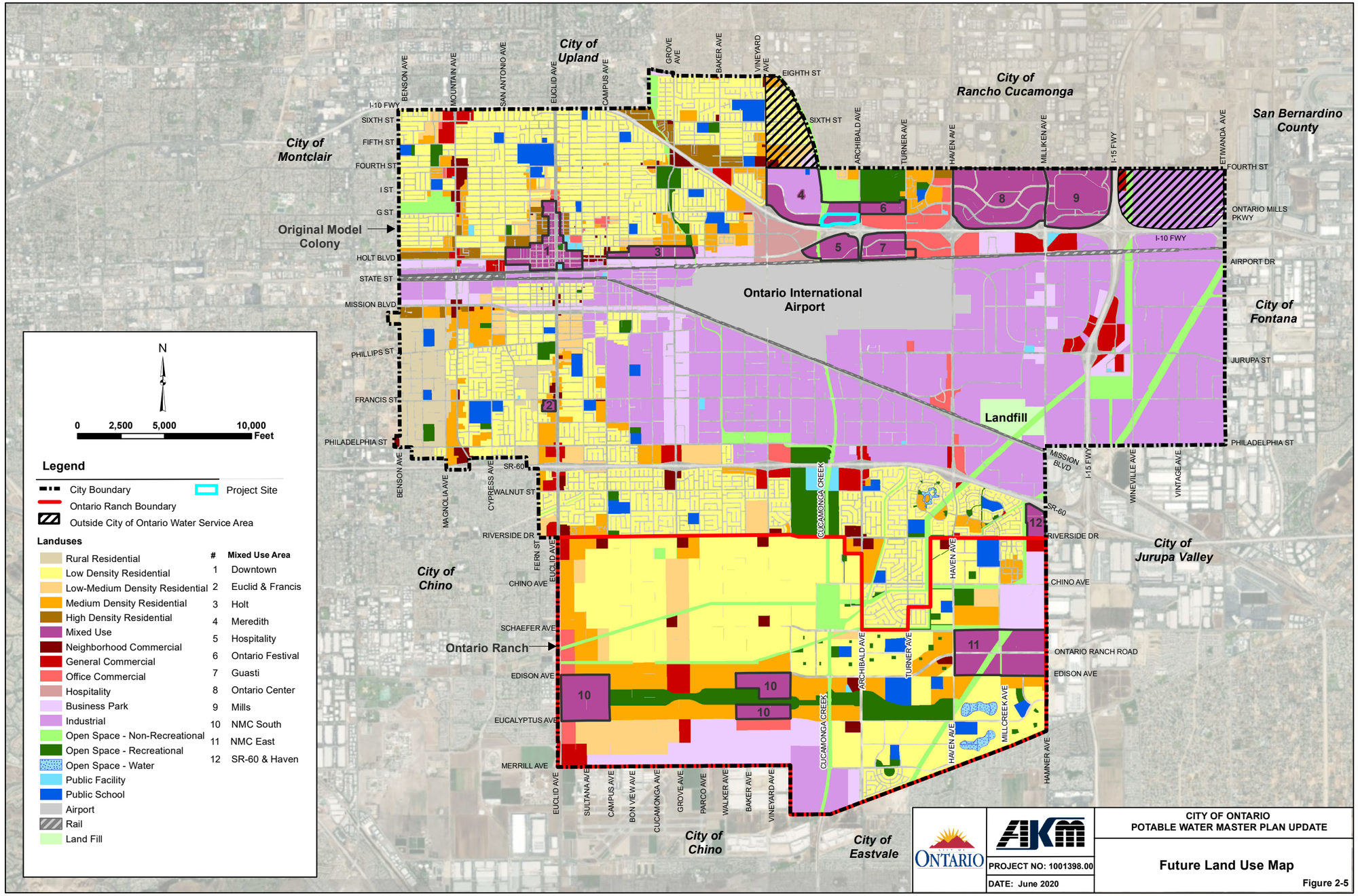
Source: Nearmap 2025. Meredith International Center

Figure 2 - Aerial View

WSA for Meredith International Center Specific Plan

0 300 600 900 Feet

ALBERT A. WEBB ASSOCIATES

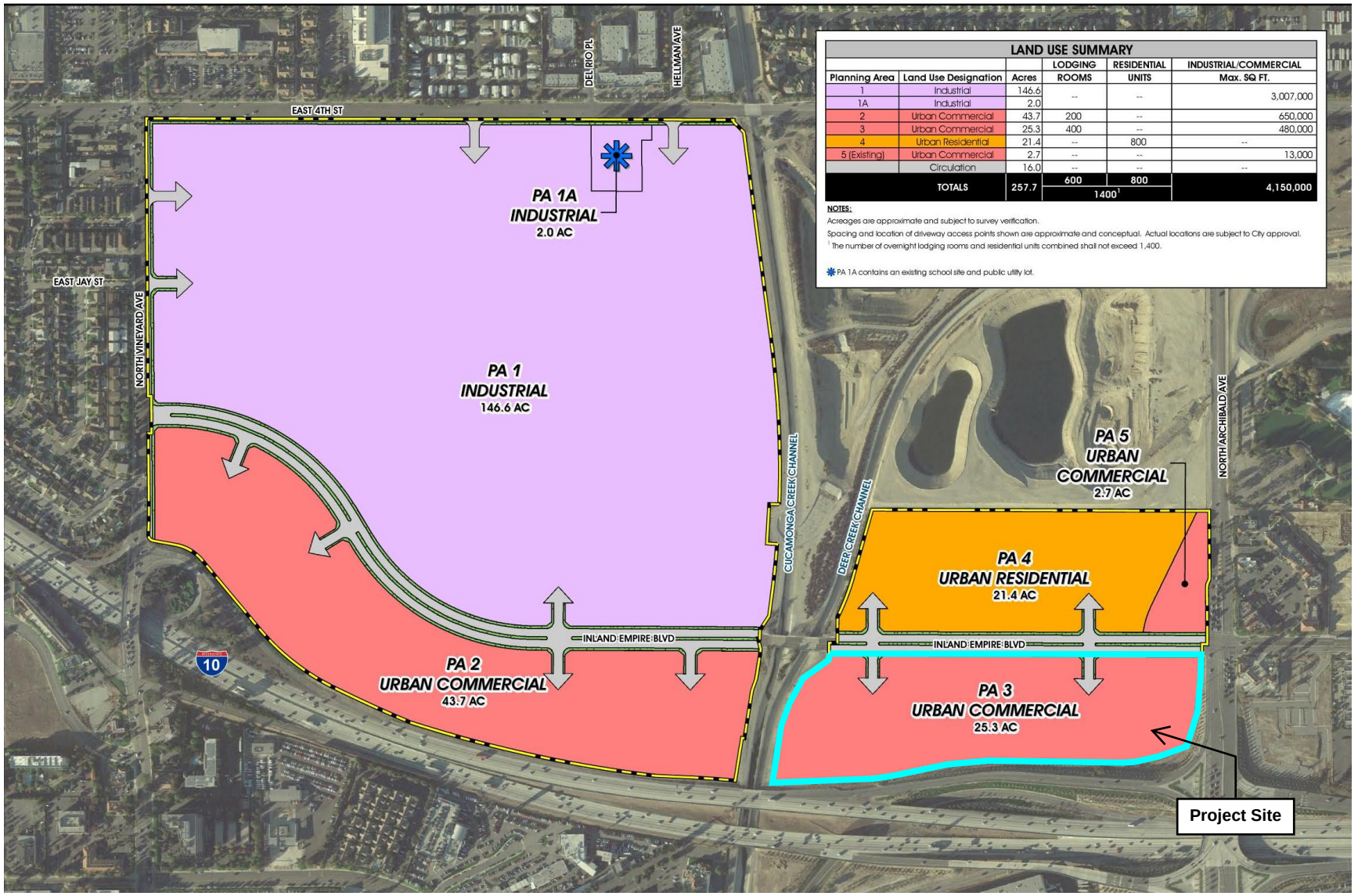


H:\2025\25-0042\GIS\Pro\WSA Walker Ranch\WSA Walker Ranch.aprx Map created 19 Mar 2025

Source: Ontario 2020 UWMP, O

Figure 3 - Land Use Plan Used in 2020 UWMP Projections

WSA for Meredith International Center Specific Plan



Sources: City of Ontario, Meredith International Center Specific Plan

Figure 4 - Specific Plan Used in 2020 UWMP Projections

WSA for Meredith International Center Specific Plan

ALBERT A. WEBB ASSOCIATES

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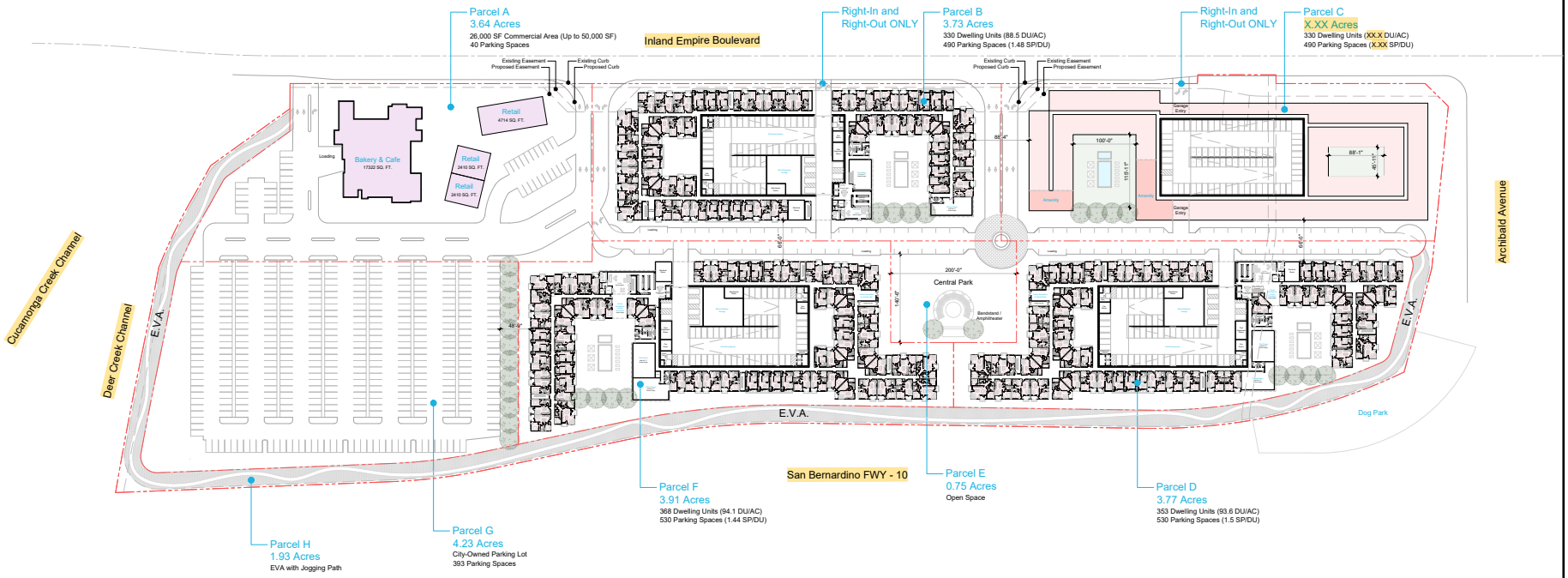

Project Summary

Inland Empire Boulevard and Archibald Avenue

Zoning: PA 3 - Urban Commercial
Area: 26.0 Acres (1,132,952 SF)
Units: +/- 1,381 DU
Density: 53.1 DU/AC

Unit Mix
1-Bed: 808 Units (59%)
2-Bed: 573 Units (41%)

Total: 1,381 Units (Up to 1,400 Units)
Avg. Size: 755 SF

Construction Type
5 Stories Type III Wrap Apartments around
6 Stories Type I Garage

Residential Building Areas

Net Area	
Interior Rentable Area	+/- 1,040,849 SF
Patio or Balcony Area	+/- 109,127 SF
Total Net Rentable Area	+/- 1,149,976 SF
Gross Area	
Interior Building Area	+/- 1,249,019 SF
Total Gross Building Area	+/- 1,358,146 SF
Efficiency	+/- 80%

Total Commercial Area
+/- 26,000 SF

Parking
Commercial
On Grade: 440 Spaces

Residential
Garage: 2,040 Spaces
On Grade: 80 Spaces
Total: 2,120 Spaces (1.54 SP/DU)

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Sources: City of Ontario, Meredith International Center Specific Plan

Figure 5 - Proposed Land Use Plan

WSA for Meredith International Center Specific Plan

ALBERT A. WEBB ASSOCIATES

1.4 Prior Water Supply Assessment

WEBB prepared a prior WSA dated September 2014 for the "Meredith International Centre Specific Plan Amendment" (WEBB 2014). The WSA analyzed each Planning Area of the entire Specific Plan (PA 1 through PA 5) covering 257.7 acres, including PA 3. The WSA estimated a water demand of 55,660 gpd for the Urban Commercial piece plus 60,000 gpd for the 400 hotel rooms for a total potable water demand of 115,660 gpd (130 AFY) (WEBB, p. 1-16).

Law

CWC Section 10910:

> *(h) Notwithstanding any other provision of this part, if a project has been the subject of a water supply assessment that complies with the requirements of this part, no additional water supply assessment shall be required for subsequent projects that were part of a larger project for which a water supply assessment was completed and that has complied with the requirements of this part and for which the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), has concluded that its water supplies are sufficient to meet the projected water demand associated with the proposed project, in addition to the existing and planned future uses, including, but not limited to, agricultural and industrial uses, unless one or more of the following changes occurs:*
>
> > *(1) Changes in the project that result in a substantial increase in water demand for the project.*
> >
> > *(2) Changes in the circumstances or conditions substantially affecting the ability of the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), to provide a sufficient supply of water for the project.*

(3) Significant new information becomes available that was not known and could not have been known at the time when the assessment was prepared.

1.5 Project Relation to the Urban Water Management Plan

On June 15, 2021, the City adopted its *2020 Urban Water Management Plan* (UWMP) by Resolution No. 2021-059, a copy of which is located in Appendix A.[1] The projected water demands in the 2020 UWMP are based on the City's 2020 Water Master Plan and Sewer Master Plan updates (pertinent excerpts of the master plans are located in Appendix E and K of the 2020 UWMP). The City land use plan that was used in the 2020 UWMP is shown on Figure 3.

Instead of using the unit water demand factors from the 2020 master plans, this WSA will rely on the unit water demand factors from the *December 2024 Demand Factor Technical Memorandum* (TM) prepared by AKM Consulting Engineers, as well as updated Fiscal Year 2024-25 data from OMUC where possible. The City has determined the unit water demand factors in the TM rather than the 2020 master plan to be a more timely and accurate resource.

Pursuant to Water Code, if a project's water demand has been accounted for in the water supplier's most recent UWMP, then the WSA may use the UWMP as the source of the information required in the WSA. The determination as to whether the Project's water demand has been accounted for in the most recent UWMP is located in Section 2 – Water Demand Analysis.

Relation of Water Supplier to other Urban Water Management Plans

The City is a member agency of several water suppliers: Inland Empire Utilities Agency (IEUA), Water Facilities Authority (WFA), Chino Basin Desalter Authority (CDA), and San Antonio Water Company (SAWCo). IEUA obtains water from The Metropolitan Water District of Southern California (MWD). In addition, WFA obtains MWD water through

[1] The City Council also passed on June 15, 2021, Resolution No. 2021-061 to amend the 2015 UWMP to reflect consistency with the Delta Plan, and Resolution No. 2021-060 to adopt the 2020 Water Shortage Contingency Plan.

IEUA. Each of these water suppliers has adopted individual 2020 UWMPs (copies of said plans are provided in Appendix D through Appendix H). Further, each of these agencies documented coordination with the City for preparation of said UWMP's and included the City's projected water demands into their individual UWMPs (MWD (p. 1-9), IEUA (p. 2-7), SAWCO (p. 4-6), WFA (p. 4-10), and CDA (p. 4-8)).

Law

CWC Section 10910:

> *(c) (1) The city or county, at the time it makes the determination required under Section 21080.1 of the Public Resources Code* [CEQA]*, shall request each public water system identified pursuant to subdivision (b) to determine whether the projected water demand associated with a proposed project was included as part of the most recently adopted urban water management plan adopted pursuant to Part 2.6 (commencing with Section 10610).*
>
> *(2) If the projected water demand associated with the proposed project was accounted for in the most recently adopted urban water management plan, the public water system may incorporate the requested information from the urban water management plan in preparing the elements of the assessment required to comply with subdivisions (d), (e), (f), and (g).*
>
> *(3) If the projected water demand associated with the proposed project was not accounted for in the most recently adopted urban water management plan, or the public water system has no urban water management plan, the water supply assessment for the project shall include a discussion with regard to whether the public water system's total projected water supplies available during normal, single dry, and multiple dry water years during a 20-year projection will meet the projected water demand associated with the proposed project, in addition to the public water system's existing and planned future uses, including agricultural and manufacturing uses.*

(4) If the city or county is required to comply with this part pursuant to subdivision (b), the water supply assessment for the project shall include a discussion with regard to whether the total projected water supplies, determined to be available by the city or county for the project during normal, single dry, and multiple dry water years during a 20-year projection, will meet the projected water demand associated with the proposed project, in addition to existing and planned future uses, including agricultural and manufacturing uses.

1.6 Statewide and Local Water Conservation Efforts

On September 1, 2015, the Ontario City Council adopted Ordinance No. 3027 in response to the statewide Emergency Conservation Regulations mandated at that time by the State Water Resources Control Board. Ordinance 3027 updated the City's Water Conservation Plan that is codified in Chapter 8A, Title 6 of the City's Municipal Code ("Water Conservation Plan").

The City Council adopted its 2020 Water Shortage Contingency Plan in June 2021, which describes the methods to achieve and the implications of reducing water supplies to at least 50 percent (the plan is located in Chapter 8 of the 2020 UWMP). The City and OMUC implement various programs to reduce customer water consumption, including stringent use restrictions, actions, and penalties, as well as public outreach, education, and communication programs.

As of November 2025, the City is in a Voluntary Conservation Stage where the public is encouraged to voluntarily conserve water by reducing the amount of potable water used through various water saving strategies. This includes the following actions (WSCP, p. 8-8):

- *Avoid hose-washing of sidewalks, driveways, and other parking/paved surfaces.*
- *Cars and other vehicles should be washed by hand, rinsed with a hose with a positive shutoff nozzle, at a commercial car wash, or with recycled water.*

- *Avoid using water to clean, fill or maintain levels in decorative fountains or ponds unless it has a water recycling system.*
- *Encourage restaurants to serve drinking water only to customers who request it.*
- *Promptly repair leaks from indoor and outdoor plumbing fixtures.*
- *Avoid watering lawns, and the like, between 6:00 AM and 6:00 PM.*
- *Prevent water from running off from landscaped areas due to incorrectly directed or maintained sprinklers or excessive watering.*

With the signing of Assembly Bill (AB) 1668 and SB 606, the state has set an Indoor Residential Standard of 47 GPCD until January 1, 2030 (CWC section 10609.4(a)). For reference, the per person unit water use factors used by the City in the 2020 UWMP for water demand planning purposes are based on a range of demands, from 60 gpd/person for high density residential with recycled water, up to 172 gpd/person for rural residential (WMP, p. 4-10).

1.7 Methodology of Analysis

This Assessment follows DWR's, *Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001* (DWR 2003). Water Code citations contained herein are current as of January 1, 2025. Section 1 of this Assessment describes the existing and proposed land use designations of the Project site, the proposed Project's relation to a previous WSA and the water supplier's most recent UWMP. Section 2 provides the water demand analysis of the Project; Section 3 reviews the projected water supplies for the Project; Section 4 contains the required discussion of the water supplier's groundwater supplies; and Section 5 concludes the Assessment by answering the primary question at hand.

The City is preparing the 2025 update to the 2020 UWMP, which will be delivered to DWR by July 1, 2026 with newer data and projections. In addition, the City is preparing an update to its 2020 water master plan. However, until the City adopts the 2025 UWMP, the 2020 UWMP is still the appropriate document to reference in this document.

SECTION 2 - WATER DEMAND ANALYSIS

The purpose of this section is to evaluate whether the proposed Project was considered in the water supplier's planning for water demand. This section will: 1) identify the various water use sectors, 2) identify water demand by those sectors for the next twenty years, and 3) compare the calculated water demand of the proposed Project to the water demand assumed in the most recent UWMP for the same property.

Law

CWC Section 10910:

> *(c) (2) If the projected water demand associated with the proposed project was accounted for in the most recently adopted urban water management plan, the public water system may incorporate the requested information from the urban water management plan in preparing the elements of the assessment required to comply with subdivisions (d), (e), (f), and (g).*
>
> *(3) If the projected water demand associated with the proposed project was not accounted for in the most recently adopted urban water management plan, or the public water system has no urban water management plan, the water supply assessment for the project shall include a discussion with regard to whether the public water system's total projected water supplies available during normal, single dry, and multiple dry water years during a 20-year projection will meet the projected water demand associated with the proposed project, in addition to the public water system's existing and planned future uses, including agricultural and manufacturing uses.*

2.1 Citywide Factors

In addition to climate, a variety of factors may affect water use. The UWMP Act requires several factors including climate, current and projected population, density,

income, and the mix of customer types (CWC sections 10631(e)(1)-(2)). As suggested by DWR, these data are provided herein and are taken generally from City's 2020 UWMP (Appendix A).

Climate

The climate of the City including the Project site can be described as generally mediterranean-like weather, with mild temperatures and virtually no days below freezing. Summers in the City are dry with average maximum daily temperatures in the high 80s to low 90s. The average annual rainfall is roughly 10.7 inches. (UWMP, p. 3-5)

Population

The City is divided into two distinct areas: Ontario Ranch and Old Model Colony (OMC), which is where the Project is located (Figure 1). The OMC mostly consists of residential, commercial, and industrial developments including the Ontario Airport. Ontario Ranch is currently in the process of a planned conversion from agriculture to residential, commercial, industrial, and public uses.

According to the 2020 UWMP, the OMUC water service area population as of 2020, including both OMC and Ontario Ranch, was estimated at 178,409 persons (UWMP, p. 3-6). The population as of 2022 was approximately 178,564 (TM, p. 2-6). The anticipated population at citywide buildout in 2040 according to the 2020 UWMP is estimated at 362,903 persons as shown in **Table 2-1**, which is an increase of more than 103 percent over 20 years. Most of the anticipated growth will occur through infill, densification in the OMC, and development in Ontario Ranch.

Table 2-1 OMUC Service Area Population Projections, 2010-2040

Population Served[a]	2010	2015	2020	2022[c]	2025	2030	2035	2040[b]
	163,924	168,777	178,409	178,564	232,583	266,339	300,095	362,903

Source: OMUC 2020 UWMP, p. 3-7.
(a) Does not include the portion of the City that receives water service from Cucamonga Valley Water District.
(b) The City estimates buildout by 2040.
(c) From TM prepared by AKM, 2024.

The City has considered certain demographic factors in its water management planning, including special housing needs (e.g., low-income earners, single-parent families, large families, seniors, people with disabilities, and homeless persons) (UWMP, p. 3-7).

2.2 City of Ontario's Current and Future Water Demand

As shown in **Table 2-2** (next page), OMUC serves at least 40,519 potable water connections and 598 non-potable connections as of June 2025. The total potable water demand in FY 2024/2025 in the OMUC service area was 31,353.5 AF and the recycled water demand was 11,406.5 AF.

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Table 2-2 Recorded Citywide Water Demand

Customer Type	2005[a]		2010[a]		2015[b]		2020[d]		Current FY 24/25[e]	
	Volume (AF)	No. of Connections	Volume (AF)	No. of Connections	Volume (AF)	No. of Connections [c]	Volume (AF)	No. of Connections	Volume (AF)	No. of Connections
Single-Family Residential	16,421	28,932	13,253	29,473	10,941	26,838	12,502	31,626	12,729.4	33,113
Multi-Family Residential	6,147	2,244	5,425	2,069	4,839	1,968	5,068	2,164	5,483.5	2,246
Commercial	8,369	3,095	6,692	3,285	6,584	3,201	5,359	3,255	4,859.8	3,002
Industrial	2,402	327	2,044	278	1,471	268	2,078	332	2,266.9	341
Governmental	1,178	320	0	-	-	-	538	-	595.3	57
Landscape	6,813	1,246	7,170	1,245	4,564	1,100	4,631	1,469	4,908.9	1,430
Agriculture	0	0	0	-	-	-	-	-	-	-
Other	378	161	819	308	340	66	368	-	509.7	330
Loss	3,154	-	-	-	-	-	1,565	-	-	
S/T/E	0	-	0	-	206	-	-	-	-	
Subtotal Potable	44,863	36,325	35,403	36,658	28,945	33,441	32,109	38,846	31,353.5	40,519
Recycled Water	1,829	-	1,547	178	7,208	279	7,812	444	11,406.5	598
Total Potable and Recycled	46,692	36,325	36,950	36,836	36,153	33,720	39,921	39,290	42,760.0	41,117

Note: AFY = acre feet; S/T/E = sales/transfers/exchanges.

(a) AKM 2011, pp. 3-2, 3-5.

(b) OMUC UWMP 2016, pp. 2-1, 4-2, Appendix B.

(c) CY 2015 Annual Report to Division of Drinking Water.

(d) OMUC 2020 UWMP, pp. 4-3 and 4-5. These values represent data from fiscal year 19/20.

(e) From OMUC(e), 2025.

For comparison with the recorded water demands in Table 2-2, the OMUC water demands from 2025 to 2045 as forecasted in the 2020 UWMP are shown in **Table 2-3** (UWMP, p. 4-3).

Table 2-3 Future Citywide Water Demand (AFY)

Customer Type	2025	2030	2035	2040	2045
Single Family Residential	15,723	17,540	19,109	22,431	22,431
Multifamily Residential	6,374	7,110	7,746	9,093	9,093
Commercial	6,740	7,519	8,191	9,615	9,615
Industrial	2,613	2,915	3,176	3,728	3,728
Institutional / Governmental	677	755	822	965	965
Landscape	5,824	6,497	7,078	8,309	8,309
Losses	1,968	2,196	2,392	2,808	2,808
Other	463	5156	562	660	660
Subtotal Potable Demand[(a)]	40,382	45,048	49,076	57,609	57,609
Recycled Water Demand[(b)]	12,168	13,465	14,762	16,059	16,059
Total Water Demand	52,550	58,513	63,838	73,668	73,668

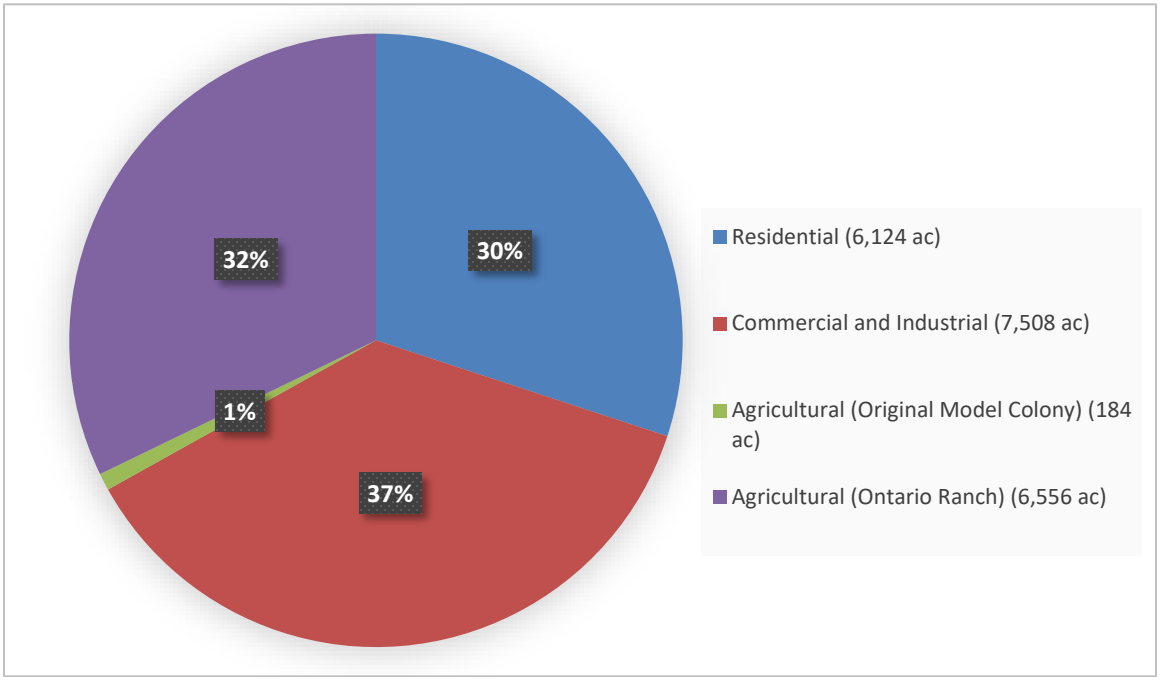
Notes: AFY = acre-feet per year; Does not include areas within the City that are not served by OMUC. Buildout assumed for 2040.
(a) OMUC 2020 UWMP, p. 4-4.
(b) OMUC 2020 UWMP, p. 4-5. Agricultural water demands are included in recycled water retail demands.

The water demands in Table 2-3 represent “normal” years; however, water use patterns change during dry years. The expected changes to water demand and water supply during dry years are provided in Section 3 – Water Supply Analysis.

The City’s 2020 UWMP and 2020 Water Master Plan assume the same trends in future land use changes within the City, which are shown on **Figure 6** and **Figure 7**. In 2017, the City land use was a nearly equal balance of residential, commercial / industrial, and agricultural as shown in **Figure 6**. Agricultural use is projected to be completely

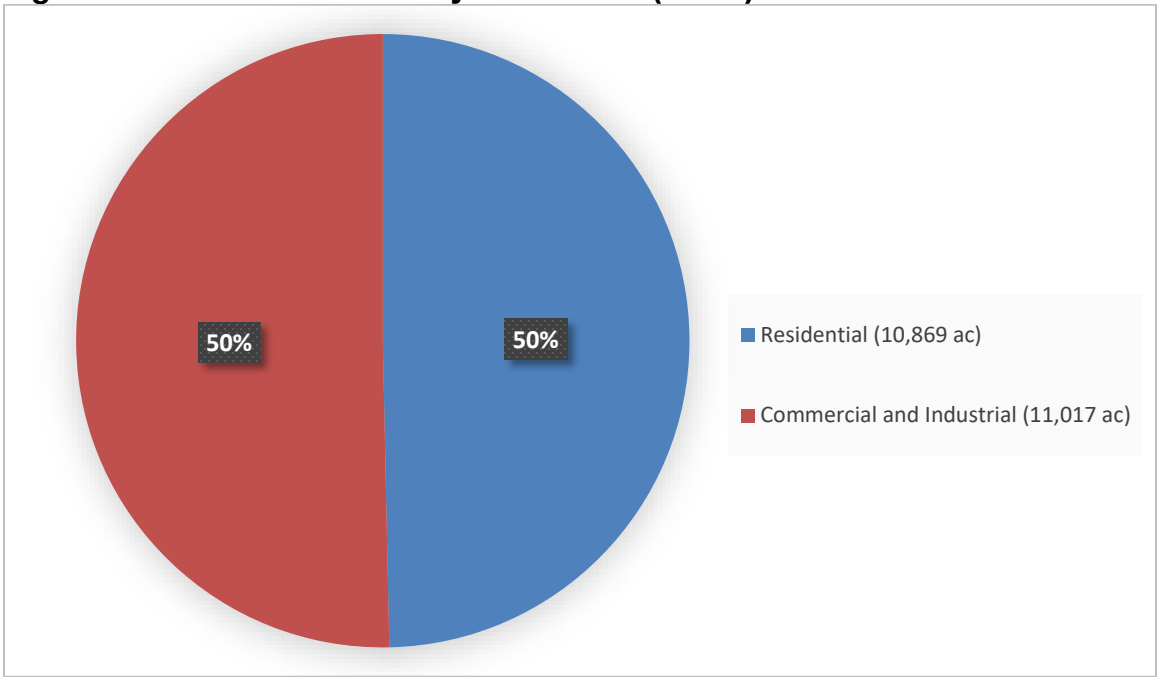
replaced with residential, commercial, and industrial by buildout (2040) as shown in **Figure 7**.

Figure 6 – Existing (2017) Land Uses in the City (acres)



Source: OMUC 2020 UWMP, p. 3-8.

Figure 7 – Land Use in the City at Buildout (acres)



Source: OMUC 2020 UWMP, p. 3-8.

2.3 Project Site Land Use Assumed in the UWMP

The projected water demands in the City's 2020 UWMP are based on the General Plan land use plan that is shown in Figure 3. The land use plan for the approved Meredith International Centre Specific Plan from 2015 is shown on Figure 4. According to the approved Meredith Specific Plan, the overnight lodging rooms square footage is included in the maximum square footage allowed in PA 3 (480,000 square feet) (SP, p. 2-4). However, the size of each hotel room was not defined in the Specific Plan. Therefore, to calculate the water demand of the remaining square footage, this Assessment will assume 300 square feet for each hotel room. With this assumption, the estimated potable and recycled water demands for PA 3 that was accounted for in the 2020 UWMP are shown in **Table 2-4** based on the City's current unit water demand factors from the 2024 Demand Factor Technical Memorandum (AKM, 2024). Refer to **Spreadsheet 1** located at the end of the report for detailed calculations.

Table 2-4 Water Demand of the Project Site Land Uses Assumed in the UWMP

	Area (acres)	Land Use Designation [(a)]	Potable Water Demand (AFY)[(b)]	Recycled Water Demand (AFY)[(c)]	Total Water Demand (AFY)
Meredith Mixed Use Area, Planning Area 3	25.3	Urban Commercial – Hospitality	53.8	39.7	93.4
		Urban Commercial - Commercial	49.2	0	49.2
Total		25.3	103.0	39.7	142.6

Notes: AFY = acre feet per year
Refer to Spreadsheet 1. Values are rounded.
(a) Source: "Future Land Use Map Figure 2-5" and "Table 2-2 Future Study Area Land Uses" located in Appendix E of the OMUC 2020 UWMP.
(b) Unit water demand factors from AKM 2024, Tables 3-2, 3-4, 3-5.

2.4 Proposed Project Water Demand

The proposed Project is shown on Figure 5. The potable and recycled water demands of the proposed Project using the City's current unit water demand factors for potable and recycled water from the 2024 Demand Factor Technical Memorandum (AKM, 2024) are detailed in **Spreadsheet 2** and summarized in **Table 2-5**.

Table 2-5 Proposed Project Water Demand

Land Use Designation	Area (acres)	Potable Water Demand (AFY)	Recycled Water Demand (AFY)	Total Water Demand (AFY)
Mixed Use Overlay with Commercial	3.64	6.83	4.89	11.73
Mixed Use Overlay with High Density Residential	14.75	243.07	2.35	245.42
Mixed Use Overlay with Open Space (Central Park)	0.75	0.08	2.10	2.18
Mixed Use Overlay with City-Owned Parking Lot or EVA/Jogging Path[(b)]	6.16	0.0	0.48	0.48
Total	25.3	249.9	9.82	259.8

Notes: AFY = acre feet per year; EVA = emergency vehicle access.
Refer to Spreadsheet 2. Values are rounded.

(a) Unit water demand factors from AKM 2024, Tables 4-2, 4-3.
(b) This Assessment assumes no potable water demand for the parking lot or EVA/jogging path in Parcels G and H.

Conclusion

The Project analyzed by this WSA is the proposed addition of a Mixed Use Overlay to Planning Area 3 of the Meredith International Centre Specific Plan in the Old Model Colony. The estimated total water demand (potable plus recycled water) of the Project

area as presented in the 2020 UWMP is approximately 143 AFY (Table 2-4). The estimated total water demand of the Project as currently proposed is approximately 260 AFY (Table 2-5), which is an increase of approximately 117 AFY compared to what was assumed in the demand projections of the UWMP. Because the City's water demand projections in the 2020 UWMP were based on a land use scenario with a lower water demand than that which is proposed by the Project, it can be deduced that the water demand for the proposed Project was not fully accounted for in the most recently adopted 2020 UWMP.

It is worth noting two things: first, the unit water demand factor for the high density residential component of the Project is considered by the City to be a highly conservative value for the Project and the potable water demand in these areas is likely overestimated (see Spreadsheet 2; 155 gpd/du based on 56 gpd/person plus 10 gpd/du of potable irrigation water). This is because the City's unit water demand factors for high density residential assume only up to 45 units per acre (AKM, 2024), which is only about half of the densities proposed by Parcels B-D, and F of the Project, which range from 88 du/acre to 94 du/acre. Because the City does not have water consumption data from existing high density residential developments with an equivalent density as the Project, the only option available at this time is the factor of 155 gpd/du. For reference, a study published in 2024 in the *Urban Water Journal* about residential water demands in a Mediterranean city found the average daily per-capita potable water consumption at 26 gpd/person (not including potable irrigation water) (UWJ, p. 524).

Second, the City's forthcoming water master plan update (and presumably the forthcoming 2025 UWMP) will account a total water demand for the Project area of 274 AFY (243 AF potable water and 31 AF recycled water) (OMUC(e), 2025).

SECTION 3 - WATER SUPPLY ANALYSIS

This section identifies the sources of potable water that are available to the water supplier of the proposed Project. The purpose of this section is to evaluate the water supplies that could be used by the proposed Project during normal, single-dry, and multiple-dry water years during a 20-year projection.

OMUC is the City's water supplier and the water supplier for the proposed Project. OMUC has the following sources of water supply: City wells in the Chino Groundwater Basin; treated groundwater from the Chino Basin Desalter Authority (CDA); recycled water from Inland Empire Utilities Agency (IEUA); purchased water from San Antonio Water Company (SAWCo); and imported water from the Water Facilities Authority (WFA).

Law

CWC Section 10910:

> (d) (1) *The assessment required by this section shall include an identification of any existing water supply entitlements, water rights, or water service contracts relevant to the identified water supply for the proposed project, and a description of quantities of water received in prior years by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), under the existing water supply entitlements, water rights, or water service contracts.*
>
> *(2) An identification of existing water supply entitlements, water rights, or water service contracts held by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), shall be demonstrated by providing information related to all of the following:*
>
> *(A) Written contracts or other proof of entitlement to an identified water supply.*

(B) Copies of a capital outlay program for financing the delivery of a water supply that has been adopted by the public water system.

(C) Federal, state, and local permits for construction of necessary infrastructure associated with delivering the water supply.

(D) Any necessary regulatory approvals that are required in order to be able to convey or deliver the water supply.

3.1. Documenting Wholesale Water Supplies

Many retail water suppliers in California including OMUC, receive supplies from one or more water wholesalers. SB 610 requires the WSA to document wholesale supplies by: 1) describing the quantities of water received from each wholesaler in prior years; 2) identifying existing entitlements, water rights, and/or water service contracts held by the City for the wholesale supply; 3) provide proof of entitlements, water rights, service contracts, relevant capital outlay programs, and construction permits for necessary infrastructure to deliver wholesale supplies, if any; and 4) regulatory approvals required to convey or deliver the wholesale supply.

Wholesale Supplies Received

OMUC receives wholesale water from WFA who purchases untreated imported water from IEUA, who in turn obtains it from The Metropolitan Water District of Southern California (MWD). WFA and IEUA are both wholesale water suppliers and IEUA is a member agency of MWD. MWD is a wholesaler and contractor for State Water Project water imported from northern California. State Water Project water is available as stipulated by DWR in response to the hydrology and environmental regulations that can change available supply.[2] Therefore, imported water supplies to southern California can be highly variable; in December 2021 for example, the allocation of State Water Project water to all contractors was temporarily reduced to 0 percent due to

[2] DWR, *State Water Project Delivery Capability Report*, published every 2 years, as well as "Notice to State Water Project Contractors" issued as often as needed.

persistent drought conditions.[3] And on April 20, 2023, DWR announced 100 percent of requested water supplies throughout the year would be available.

The current SWP allocation is 50 percent.[4] Nonetheless, MWD has projected 100 percent water supply reliability over the next 20 years (2025-2045) during average, single-dry, and multiple-dry years in its 2020 UWMP (MWD UWMP, pp. ES-6 and ES-7).

For the 10-year period of January 1, 2015 through December 31, 2024, the amount of imported water purchased by IEUA from MWD was limited by a purchase order agreement that allowed IEUA to purchase up to 932,830 acre-feet at its lowest rate (Tier I) (IEUA Resolution no. 2014-12-4 located in Appendix I); however, upon expiration of said purchase order, MWD has elected to forgo renewed purchase order agreements with member agencies because all MWD imported water sales during said 10-year period were within maximum Tier 1 supply allocations. Nonetheless, IEUA has reaffirmed access to MWD imported water Tier 1 purchase allocations for CWD, Fontana Water Company, and WFA according to IEUA Resolution No. 2024-12-4 (Appendix I).

The WFA was formed in 1980 as a Joint Powers Authority by the cities of Chino, Chino Hills, Ontario, Upland, and the Monte Vista Water District in order to construct and operate water treatment facilities for providing supplemental potable water to the member agencies. In 1985, the City established an agreement to purchase capacity in the WFA water treatment plant; a copy of which is located in Appendix J. Then, in 1988 the WFA finished construction of the Agua de Lejos Water Treatment Plant (WTP) in Upland to treat the imported water from IEUA and MWD to meet drinking water standards.

[3] Source: *State Water Project Historical Table A Allocations* (available at https://water.ca.gov/programs/state-water-project/management/swp-water-contractors)
[4] Department of Water Resources, *Notice to State Water Project Contractors No. 25-05*, April 29, 2025 (https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/State-Water-Project/Management/SWP-Water-Contractors/Files/25-05-042925.pdf).

Currently, the Agua de Lejos WTP has the capacity to treat and disinfect 81 million gallons per day (mgd). Recorded flows through the Agua de Lejos WTP have ranged from 40 to 50 mgd during the peak summer months and can be as low as 9-12 mgd during winter months.[5] As documented in WFA Ordinance No. 99-07-02 (located in Appendix K), the City owns 31.4 percent of the plant capacity of the Agua de Lejos WTP. As of 2020, that proportion is equivalent to approximately 25 mgd (28,004 AFY) (AKM 2020, p. 3-2). OMUC can purchase up to 9,915 AFY (8.9 mgd) of imported supply through WFA at Tier 1 rates. Beyond that amount, OMUC could continue to purchase at Tier 2 rates.[6]

In FY 24/25, OMUC purchased 5,348.3 AF of wholesale water from WFA (OMUC(e), 2025). For reference, the actual and projected wholesale water supplies available to WFA for distribution to all of its member agencies including the City through 2045 are shown in **Table 3-1**.

Table 3-1 Wholesale Water Supplies Available to WFA (AFY)

Wholesale Water	2015[a]	2020[b]	2025	2030	2035	2040	2045
	Actual		Projected in 2020 UWMP[b]				
WFA (potable)	14,864	25,492	30,651	31,997	33,435	34,829	36,280

Note: WFA = Water Facilities Authority; AFY = acre feet per year.
(a) Data for 2015 Actual from *IEUA and WFA 2015 UWMP*, pp. 3-9 – 3-10.
(b) Data for 2020 Actual and 2025 through 2045 Projected from *WFA 2020 UWMP* (p. 6-18, (Appendix F)).

Dry Year Yield Storage Program

To reduce dependence on imported water supplies, OMUC joined the "Dry Year Yield" Storage Program. The Dry Year Yield (DYY) storage program is a cooperative Conjunctive Use Program Agreement between MWD, IEUA, Chino Basin Watermaster,

[5] Source: (http://www.wfajpa.org/#Facilities)
[6] As of January 1, 2025, MWD has a single, unified supply rate for its member agencies and removing the distinction between Tier 1 and Tier 2.

Three Valleys Municipal Water District, and the Chino Basin groundwater producers (Agreement No. 49960 [DYY 2014]). Under the DYY Program, MWD can store up to 100,000 AFY of water in the Chino Groundwater Basin during wet years when surplus water is available, and to reduce imported water deliveries up to 33,000 AFY in dry, drought, or emergency periods, but not to exceed the amount of water in the MWD storage account (OMUC 2020 UWMP, p. 6-18). The program expires in 2028.

In 2003, the City executed an agreement with IEUA to participate in the DYY program. The DYY Agreement was amended in September 2014 to clarify storage measurement and extraction from the MWD storage account, define baseline conditions in calculations of performance targets, define procedures for variances in performance targets, revise administrative milestones, and make miscellaneous updates (refer to Appendix L for original agreement and amendments). The 2014 DYY amendments also provided for a minimum imported water delivery of 40,000 AFY during "call" years, establishing minimum needs for direct deliveries from MWD. As of July 11, 2025, the storage balance in the DYY account is 63,844 AF (DYY Call Letter, 2025 [Appendix O]).

Participation in the DYY program obligates OMUC to reduce its use of imported water from WFA by a fixed amount, known as the "shift obligation" when MWD makes a "call" for their water stored in the Chino Basin. OMUC's shift obligation is 8,076 AFY, which is the amount OMUC purchases from WFA during a baseline year (OMUC 2020 UWMP, p. 6-33). OMUC purchases an additional 2,000 AFY from WFA that is then sold to neighboring water supplier Jurupa Community Services District (JCSD) who does not have an imported water connection.

In 2014, JCSD entered into an agreement with the City to participate in the DYY program (a copy of which is located in Appendix L). During years when MWD makes a "call" for the water in their storage account, OMUC will decrease its purchase of WFA imported water by a combined total of 10,076 AF (8,076 AF plus 2,000 AF) compared

to the previous year. To meet its obligation in the DYY program during a "call" year, JCSD will deliver 2,000 AF to OMUC from the CDA.[7]

DYY funds from DWR local assistance grants were used for the construction of three OMUC groundwater wells (Wells 45, 46, and 47) and an ion-exchange facility located at John Galvin Park to treat water extracted from Wells 44 and 52. When MWD makes a "call" for its stored water, OMUC can operate these facilities to meet its shift obligation. MWD will then pay for the cost of operations and OMUC would pay MWD (through IEUA) the full-service water rate. OMUC can use the DYY facilities to meet its normal water demands during other periods, but OMUC is responsible for the well operation and maintenance costs (OMUC 2020 UWMP, p. 6-33).

The additional groundwater capacity provided by this program allows OMUC to increase the percentage supply used to meet peak demands and allow OMUC to be less reliant upon imported water supplies (OMUC 2020 UWMP, p. 6-33). MWD requested a full call of 33,000 AF beginning January 1, 2026, and OMUC is expected to perform (DYY Call Letter, 2025 [Appendix O]).

3.2. Documenting Water Supplies

The 2020 Ontario UWMP states approximately 46 percent of OMUC's water supply comes from groundwater, 34 percent from imported water, and 20 percent of supply is from recycled water (OMUC 2020 UWMP, p. 6-37). The recorded water supplies available to OMUC from 2000 through FY 24/25 are provided in **Table 3-2** (next page) and the projected water supplies available to OMUC from 2025 through 2045 according to the 2020 UWMP are provided in **Table 3-3.** Each water supply source is identified as a water supply entitlement, water right, or water service contract per SB 610 guidance. Appropriative rights to groundwater are discussed in Chapter 4 – Groundwater Analysis.

[7] Assuming JCSD's imported water baseline is 2,000 AFY (JCSD 2014).

Note: The City's records in Table 3-2 are through FY 24/25 but the Chino Basin Watermaster records for FY (Production Year) 24/25 have not been published yet and therefore this Assessment reflects Watermaster records from Production Year 23/24 as the most recent data available.

Table 3-2 Recorded OMUC Water Supplies (AF per Fiscal Year)

Source	2000[a]	2005[b]	2010[c]	2015[d]	2020[e]	2021[f]	2022[f]	2023[j]	2024[k]	2025[l]	Form of Right	Amount of Right
Wells	36,862	28,799	20,955	19,544	18,395	17,171	14,390	16,933	14,231	18,768	Appropriative	Varies (see Sec. 4)
Purchased												
WFA	9,258	13,406	8,923	6,413	6,513	5,851	5,687	4,056	5,505	5,348	Capacity Ownership	25 mgd (31.4% of plant capacity)
CDA	-	-	5,000	3,543	6,636	7,337	8,927	8,668	8,680	8,353	Capacity Ownership	8,533 AFY
SAWCo	-	-	-	443	565	500	430	413	485	490	Share-holder Entitlement	600 AFY
Subtotal Potable	46,120	42,205	34,878	29,943	32,109	30,859	29,434	30,070	28,901	32,959	--	--
Recycled Water	700[g]	-	1,547	3,859[h]	7,812[i]	8,557[i]	9,593[i]	8,790[i]	9,180[i]	11,406	Contract	Ontario's share of sewage flows.
Total Supply	46,820	42,205	36,425	33,802	39,921	39,416	39,027	38,860	38,081	44,365	--	--

Notes: WFA = Water Facilities Authority; CDA = Chino Basin Desalter Authority; SAWCo = San Antonio Water Company; FY = fiscal year; AFY = acre-feet per year; mgd = million gallons per day.
(a) Webb 2004, p. 21.
(b) AKM 2011, pp. 3-8 and 5-12.
(c) AKM 2011, p. 4-2.
(d) OMUC UWMP 2016, p. 6-16.
(e) OMUC 2020 UWMP, Table 6-8. These values represent fiscal year 19/20.
(f) Provided by OMUC(b). These values represent fiscal year 20/21 and fiscal year 21/22, respectively.
(g) Webb 2004, p. 29.
(h) Does not include recycled water for agriculture deliveries (3,349 AF).
(i) The City's recycled water usage.
(j) Provided by OMUC(d), 2023.
(k) CBWM 2024 and OMUC(e), 2024.
(l) OMUC(e), 2025.

Table 3-3 2020 Projections of OMUC Water Supplies (AFY)

Source	2025	2030	2035	2040	2045	Form of Right	Amount of Right
Wells	20,249	22,915	24,943	31,476	31,476	Appropriative	Varies (see Sec. 4)
Purchased							
WFA	11,000	13,000	15,000	17,000	17,000	Capacity ownership	25 mgd (31.4% of plant capacity)
CDA	8,533	8,533	8,533	8,533	8,533	Capacity Ownership	8,533 AFY
SAWCo[(a)]	600	600	600	600	600	Shareholder entitlement	600 AFY
Subtotal Potable	40,382	45,048	49,076	57,609	57,609	--	--
Recycled	12,168	13,465	14,762	16,059	16,059	Contract	Ontario's share of sewage flow.
Total Supply	52,550	58,513	63,838	73,668	73,668	--	--

Note: AFY = acre feet per year; FY = fiscal year; mgd = million gallons per day.
Source: OMUC 2020 UWMP, Table 6-9, p. 6-38.
(a) According to SAWCo's 2020 UWMP, the estimated projected annual water demands for OMUC for 2025 through 2045 is 601 AFY.

OMUC anticipates increasing its total water supply by pursuing: 1) full utilization of OMUC's groundwater rights in the Chino Basin allowed under the Chino Basin Groundwater Adjudication Judgment (including increased groundwater recharge with stormwater and recycled water described in Section 4); 2) expanding use of recycled water; and 3) expanding use of desalter water (OMUC 2020 UWMP, p. 6-38).

Water Supply Capacities

The capacity of the supply system refers to the maximum production or conveyance rate based on the pumps and infrastructure. For example, the capacity of groundwater wells refers to a pumping rate based on running the pumps at full utilization, 24-hours a day, 7 days a week. Although this maximum rate of pumping is assumed in terms of comparing capacities, pumps are rarely used at more than two-thirds capacity. Knowing the system capacity is important to ensure OMUC can meet all demands imposed upon the system, specifically meeting "average day demand" and "maximum

day demand." Demand can be met with multiple supply sources, storage, or a combination of both. OMUC's reservoirs are not discussed in this Assessment, however, according to the master plan reservoirs are used to regulate hourly fluctuations in demand, provide fire flow, and supplement supply during an extended outage of a source including emergency storage (AKM 2020, p. 7-3). The City's emergency storage capacity criterion is set at one average day demand (AKM 2020, p. 10-2).

The capacity of each source of water supply available to OMUC is provided in the 2020 Water Master Plan (AKM 2020).[8] According to the 2020 Water Master Plan, OMUC is required to meet the following water supply criterion from the California Code of Regulations Related to Drinking Water: "a minimum source of supply equal of one maximum day demand of the service area" (AKM 2020, p. 10-1). Further, OMUC has set a design criterion in its 2020 Water Master Plan that "requires a source of supply equal to one average day demand (19,280 gpm) from local sources" (AKM 2020, p. 10-1). As the land uses and population change in OMUC service area, so do the average and maximum day demands. The existing (2020) maximum capacities of existing sources of supply available to OMUC are provided in **Table 3-4**.

Table 3-4 Existing (2020) Supply Capacities

Source	AFY	mgd	gpm
Existing Wells[(a)]	62,269	55.6	38,604
WFA at Aqua de Lejos WTP	17,259	15.4	10,700
CDA from Chino I & II Desalter	8,533	7.62	5,290
Total Existing Capacity[(a)]	88,061	78.62	54,594

Note: AFY = acre-feet per year; mgd = million gallons per day; gpm = gallons per minute.

Source: Table 10-2 of AKM 2020. OMUC confirmed for this Assessment that these capacities have not changed.

(a) Assuming wells operate 24 hours per day for 365 days per year.

[8] The City is currently in the process to update the water master plan data.

The maximum capacities of the 'ultimate' sources of supply available to OMUC according to the City's 2020 Water Master Plan, are provided in **Table 3-5**.

Table 3-5 Ultimate Supply Capacities

Source	AFY	mgd	gpm
Existing Wells	62,269	55.6	38,604
Future Wells	48,068	42.9	29,800
Subtotal[(a)]	110,337	99	68,404
WFA at Aqua de Lejos WTP	17,259	15.4	10,700
CDA from Chino I & II Desalter	8,533	7.62	5,291
Total	136,129	121.52	84,395

Note: AFY = acre-feet per year; mgd = million gallons per day; gpm = gallons per minute.
Source: Table 12-2 of AKM, 2020.
(a) Assuming wells operate 24 hours per day for 365 days per year.

As described in the 2020 Water Master Plan, the combined ultimate capacity of existing and future wells is approximately 68,404 gpm (Table 3-5), which is about 192% of the future average day demand (35,716 gpm) and therefore meets the City and state supply criterion for average day demand coming from local sources (p. 12-1). OMUC confirmed for this Assessment that the capacities shown in Tables 3-4 and 3-5 have not changed since the 2020 Water Master Plan (OMUC 2025).

In addition, the ultimate supply capacity is equivalent to 84,395 gpm, which is about 154% of the City's future maximum day demand (54,778 gpm); therefore, the City is capable of providing the full projected maximum day demand (AKM 2020, p. 12-1). However, under ultimate conditions the supply capacity will require additional future wells, as shown in Table 3-5 to meet the water supply criterion for maximum day demand.

3.3. Descriptions of All Water Supply Projects

City Well Production

OMUC currently owns 17 active groundwater wells in the Chino Basin (AKM 2020, p. 6-1). The Chino Basin is one of the largest groundwater basins in southern California, with an estimated 5 million AF, with another 1 million AF in additional storage capacity.[9] OMUC is planning future wells in the 925 Pressure Zone serving Ontario Ranch with a combined additional supply capacity of 29,800 gpm (48,068 AFY) (Table 3-5) (AKM 2020, p. 12-1).

During FY 24/25, OMUC wells produced approximately 18,768 AF from the Chino Basin (OMUC(e), 2025), which is the highest production rate since 2019. OMUC's existing well capacity is approximately 62,269 AFY (Table 3-4).[10] The recorded extractions from OMUC wells between FY 2016 and 2025 are shown in **Table 3-6.**

Table 3-6 Recorded Groundwater Production, FY 2016-2025 (AFY)

Supply	2016	2017	2018	2019	2020	2021[(a)]	2022[(b)]	2023[(c)]	2024[(d)]	2025
City wells in Chino Basin	22,751	24,672	26,109	19,604	18,395	17,171	14,390	16,933	14,231	18,768

Note: AFY = acre feet per year. Data shown are Fiscal Years.

Source (2016-2020): OMUC 2020 UWMP, p. 6-19, Table 6-1 (Appendix A).

(a) CBWM 2021, p. 9.1.
(b) CBWM 2022, p. 9.1
(c) CBWM 2023, p. 9.1
(d) CBWM 2024, p. 9.1.

As of FY 24/25, approximately 57 percent of the OMUC water supply came from groundwater pumped by OMUC wells in the Chino Basin. OMUC strives to maximize local water supplies and minimize the need for imported water from other regions

[9] The *2020 Safe Yield Recalculation Final Report* (May 15, 2020) indicates the estimated total volume of water in storage was 12.6 million AF in July 2018 (WEI 2020, p. 6-15). The 2025 Safe Yield reevaluation is currently underway.
[10] Assuming wells operate 24 hours per day for 365 days per year.

(OMUC 2020 UWMP, p. 1-5). A thorough description of the City's groundwater rights pursuant to SB 610 guidance is provided in Section 4 – Groundwater Analysis.

Chino Basin Desalter Authority (CDA) Groundwater Production

OMUC is a member of the CDA, a joint exercise of powers agency created on September 25, 2001, along with JCSD, Santa Ana River Water Company, IEUA, and the cities of Chino, Chino Hills, and Norco. Western Municipal Water District joined CDA on April 2, 2009. The goals of the CDA are:

- Achieve hydraulic control of the Chino Basin to prevent contaminated Chino Basin groundwater from entering Santa Ana River;
- Remove contamination (primarily nitrates, as well as TCE, PCE, and TCP) from groundwater in the southern portion of the Chino Basin; and
- Deliver the treated water to member agencies to offset the need for imported water.

CDA provides high-quality drinking water to CDA members through "take or pay" contracts. CDA operates 30 wells and two desalters (salt removers) that treated approximately 35,003 AF of Chino Basin groundwater in 2020 (CDA 2020 UWMP, p. 6-27). In the future, "CDA will pump up to 40,000 AFY of contaminated groundwater from the Chino Basin for water quality management purposes, groundwater cleanup, and hydraulic control required by the Santa Ana RWQCB. CDA will provide up to 35,200 AFY of treated water to its member agencies" (CDA 2020 UWMP, p. 6-27). Capacity ownership by member agencies is a percentage based on the CDA capacity, of which 40,000 AFY correlates to 8,533 AFY for Ontario; therefore, when CDA's capacity increases (or decreases), OMUC can purchase more (or less) than 8,533 AFY.

The Chino I Desalter, located at 6905 Kimball Avenue in Chino, was completed in 2000 and expanded in August 2005 to its current rated capacity of 14.2 mgd (CDA 2020 UWMP p. 6-8). However, the Chino I Desalter cannot provide this rated capacity due to the high Total Dissolved Solids (TDS) in the raw groundwater supply. The Chino II Desalter was completed in 2006 and is located at 11202 Harrel Street in the City of

Jurupa Valley. The current rated capacity of Chino II Desalter is 33 mgd (CDA 2020 UWMP, p. 6-8).

Although the treatment capacity of the Chino Desalter I capacity will not increase, additional raw water capacity is provided by five new CDA wells in the Chino Creek Well Field. All five wells have been drilled and equipped.

In FY 24/25, OMUC purchased approximately 8,353 AF from CDA (Table 3-2). As shown in Table 3-3, the water supply from CDA to OMUC is projected to stay at the City's current capacity ownership amount of 8,533 AFY. The City's capacity rights to CDA are described in Section 4 – Groundwater Analysis.

Inland Empire Utilities Agency (IEUA) Recycled Water Supply

OMUC purchases recycled water supplies from IEUA. IEUA treats the City's wastewater at its four regional wastewater reclamation plants. IEUA provides wastewater treatment services to seven Contracting Agencies, including the City of Ontario. OMUC has been using recycled water produced by IEUA since 1972. Currently, recycled water is used in the City for agricultural irrigation, landscape irrigation, golf course irrigation, and industrial purposes.

As stated in the City's 2020 UWMP, the City has the right to first purchase of their Base Entitlement. "Base Entitlement is defined as the total quantity of sewage delivered into the Regional Sewerage System by the Contracting Agency less normal processing losses resulting from the treatment of sewage" (OMUC 2020 UWMP, p. 6-21). In FY 24/25, this amount was 14,063 AF (OMUC(e), 2025). OMUC's utilization of the recycled water available to them (proportion of their base entitlement) has varied between 62 percent in FY 19/20 to 73 percent in FY 21/22 to 81 percent in FY 24/25 (Table 3-2). Recorded and projected supplies of recycled water available to OMUC are listed in **Table 3-7**.

Table 3-7 Recorded and Future Recycled Water Supply (AFY)

Beneficial Use Type	2020	2025	2030	2035	2040	2045
Agricultural irrigation	2,905	1,704	1,136	568	0	0
Landscape irrigation	3,290	7,088	8,612	10,136	11,659	11,659
Golf course irrigation	631	660	680	700	720	720
Industrial use	986	2,716	3,037	3,358	3,680	3,680
Total	7,812	12,168	13,465	14,762	16,059	16,059

Note: AFY = acre feet per year

Source: OMUC 2020 UWMP, p. 6-28 (Appendix A). Ontario reports in Fiscal Years. Buildout estimated for 2040.

Between 2020 and 2045, landscape irrigation is projected to have the greatest increase in demand for recycled water followed by industrial use within the OMUC service area. Agricultural properties are expected to convert to more urban land uses, while supplies to golf courses are expected to remain relatively stable. (OMUC 2020 UWMP, p. 6-28).

IEUA has prepared recycled water studies, plans, and strategy documents to bring a regional recycled water delivery system to fruition. OMUC updated their Recycled Water Master Plan in 2020 to fully coordinate with IEUA's recycled water planning efforts.

San Antonio Water Company (SAWCo) Potable Water Supply

SAWCo is a mutual water company and corporation located in Upland. SAWCo has provided water service to its active shareholders for over 135 years. Although SAWCo does not technically meet the threshold as a water supplier that needs to prepare an UWMP, they have done so nonetheless in 2020.

SAWCo supplies water based on entitlement only, which is based on the number of shares held. The number of shares is finite and considered a commodity that can be divided or sold. The "entire water of the company" and the current entitlement for

2020 is equivalent to 12,570 AFY, which distributed among the 6,178 shares. The volume per share is subject to change (OMUC 2020 UWMP, p. 6-8).

The City owns 295 shares of SAWCo, which equates to a current entitlement of 600 AFY of potable water to OMUC (OMUC 2020 UWMP, p. 6-8). In FY 24/25, OMUC received an actual volume of 490 AF (Table 3-2). OMUC has forecasted that future available supplies will be 600 AFY from 2025 to 2045 (Table 3-3). The City receives water from SAWCo indirectly through a connection made in 2015 from SAWCo to the WFA.

SAWCo water supplies are a mixture of potable and non-potable water from San Antonio Creek, the San Antonio Tunnel and three groundwater basins: Chino Basin, Cucamonga Basin, and Six Basins (OMUC 2020 UWMP, p. 6-9). No new sources of supply are expected to be developed by SAWCo over the planning horizon. Actual supply available to SAWCo in 2020 totaled 2,584 AF of potable supply and 13,762 AF of non-potable supply. In their 2020 UWMP, SAWCo estimates for 2025 and 2030 that reasonably available supplies will be 15,260 AFY (SAWCo 2020 UWMP, p. 5-10).

In terms of future reliability, SAWCo has stated the following in its 2020 UWMP (p. 6-4): "SAWCo expects to meet demands under all water year scenarios with existing supply sources." In addition, SAWCo has future transfer and exchange projects planned to mutually benefit certain shareholders during an emergency, including OMUC. SAWCo has completed projects in 2022 to increase storage and capture all raw water released through the Frankish Tunnel (SAWCo 2020 UWMP, p. 5-7).

3.4 Documenting Normal Year Water Supply and Demand

OMUC has assumed in its 2020 UWMP that customer water demand and available water supply are equal during "normal" precipitation years. The normal year water supplies available to OMUC, as well as the normal year water demand projections are compared in **Table 3-8,** which are based on the City's 2020 Water Use Target of 196 GPCD for potable water demands (OMUC 2020 UWMP, p. 7-9). OMUC has estimated

that sufficient supply will be available during any normal year occurring between 2025 and 2045.

Table 3-8 OMUC Projected Normal Year Supply and Demand (AFY)

	2025	2030	2035	2040	2045
Supply	52,550	58,513	63,838	73,668	73,668
Demand	52,550	58,513	63,838	73,668	73,668
Difference	0	0	0	0	0

Note: AFY = acre feet per year
From OMUC 2020 UWMP, p. 7-10 (Appendix A).

3.5 Documenting Dry Year Water Supply and Demand

The following assumptions are made in OMUC's 2020 UWMP to estimate future water supplies and demands during a single dry year:

- *The ratio of total water supplies (including potable and recycled water supplies) available to the City during a historical normal year in FY 19/20 (39,921 AF) and during a historical single dry year in FY 17/18 (43,346 AF) were used to estimate the City's projected water demands during single dry years (p. 7-9).*
- *Water losses have been included in the potable water demands as 7 percent of the annual demand.*

OMUC has determined that the water demands during single dry years over the next 25 years will be met, as shown in **Table 3-9**.

Table 3-9 OMUC Projected Single Dry Year Supply and Demand (AFY)

	2025	2030	2035	2040	2045
Supply	57,058	63,534	68,847	79,989	79,989
Demand	57,058	63,534	68,847	79,989	79,989
Difference	0	0	0	0	0

Note: AFY = acre feet per year
From OMUC 2020 UWMP, p. 7-10 (Appendix A).

3.6 Documenting Multiple Dry Year Supply and Demand

OMUC has projected that the City can meet water demands during future five consecutive year drought periods, as shown in **Table 3-10**.

Table 3-10 OMUC Projected Multiple Dry Year Supply and Demand (AFY)

		2025	2030	2035	2040	2045
First Year	Supply	56,080	62,445	67,667	78,618	78,618
	Demand	56,080	62,445	67,667	78,618	78,618
	Difference	0	0	0	0	0
Second Year	Supply	56,248	62,632	67,870	78,853	78,853
	Demand	56,248	62,632	67,870	78,853	78,853
	Difference	0	0	0	0	0
Third Year	Supply	59,493	66,246	71,786	83,403	83,403
	Demand	59,493	66,246	71,786	83,403	83,403
	Difference	0	0	0	0	0
Fourth Year	Supply	54,268	60,428	65,481	76,078	76,078
	Demand	54,268	60,428	65,481	76,078	76,078
	Difference	0	0	0	0	0
Fifth Year	Supply	47,436	52,820	57,237	66,500	66,500
	Demand	47,436	52,820	57,237	66,500	66,500
	Difference	0	0	0	0	0

Note: AFY = acre-feet per year
From OMUC 2020 UWMP, p. 7-11, Table 7-4 (Appendix A).

3.7 Comparison of Available Water Supply and Demand

As shown in Table 3-8 - Table 3-10, the future water supplies available to OMUC are projected to meet the projected water demands for the service area. OMUC can purchase up to 9,915 AFY (8.9 mgd) of imported supply through WFA at Tier 1 rates. Beyond that amount, OMUC could continue to purchase at Tier 2 rates up to the City's capacity rights of 15.4 mgd [Table 3-5]). In FY 24/25, OMUC purchased about 5,348 AF from the WFA plant (Agua de Lejos WTP), which is well within their conveyance

capacity of 15.4 mgd and within their rights of approximately 25 mgd. There is ample availability for OMUC to purchase additional imported water from the WFA that is within their rights to meet the needs of their service area.

In regard to future agricultural water needs, agricultural properties within the OMUC service area are expected to convert to urban land uses, which is consistent with the City's General Plan Land Use Plan. Many agricultural operations in the City are on private wells and/or use recycled water. As shown in Table 3-7, recycled water deliveries for agricultural irrigation are projected to decrease to zero in less than 20 years. In regard to future industrial water needs, industrial land uses (which may include some manufacturing uses) are the third most common type in the City (Table 3-7) and they are planned by the City General Plan to increase (Table 2-3).

Table 3-9 and Table 3-10 show that OMUC projects water supplies during single-dry and multiple-dry years in volumes sufficient to meet the demand of the service area over the next 20 years. Section 4 will describe the supply available to OMUC through rights held to Chino Basin groundwater that are greater than the amount currently extracted. OMUC can also bank water and pump more than their rights in the Chino Basin with payment of a replenishment fee.

Section 4 will discuss the City's water rights considering this water supply and capacity analysis.

SECTION 4 - GROUNDWATER ANALYSIS

SB 610 requires specific groundwater information to be included in the WSA if groundwater is a source of water for the proposed project. As discussed in Section 3, groundwater is one of the sources of supply for OMUC and therefore part of the water supply for the proposed Project.

Law

CWC Section 10910:

> *(f) If a water supply for a proposed project includes groundwater, the following additional information shall be included in the water supply assessment:*
>
> *(1) A review of any information contained in the urban water management plan relevant to the identified water supply for the proposed project.*
>
> *(2)(A) A description of any groundwater basin or basins from which the proposed project will be supplied.*
>
> *(B) For those basins for which a court or the board has adjudicated the rights to pump groundwater, a copy of the order or decree adopted by the court or the board and a description of the amount of groundwater in the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), has the legal right to pump under the order or decree.*
>
> *(C) For a basin that has not been adjudicated that is a basin designated as a high- or medium- priority pursuant to Section 10722.4, information regarding the following: (i) Whether the department has identified the basin as being subject to critical conditions of overdraft pursuant to Section 12924. (ii) If a groundwater sustainability agency has adopted a groundwater sustainability plan or has an approved alternative, a copy of that alternative or plan.*

(D) For a basin that has not been adjudicated that is a basin designated as low- or very low priority pursuant to Section 10722.4, information as to whether the department has identified the basin or basins as overdrafted or has projected that the basin will become overdrafted if present management conditions continue, in the most current bulletin of the department that characterizes the condition of the groundwater basin, and a detailed description by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), of the efforts being undertaken in the basin or basins to eliminate the long-term overdraft condition.

(3) A detailed description and analysis of the amount and location of groundwater pumped by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), for the past five years from any groundwater basin from which the proposed project will be supplied. The description and analysis shall be based on information that is reasonably available, including, but not limited to, historic use records.

(4) A detailed description and analysis of the amount and location of groundwater that is projected to be pumped by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), from any basin from which the proposed project will be supplied. The description and analysis shall be based on information that is reasonably available, including, but not limited to, historic use records.

(5) An analysis of the sufficiency of the groundwater from the basin or basins from which the proposed project will be supplied to meet the projected water demand associated with the proposed project. A water supply assessment shall not be required to include the information required by this paragraph if the public water system determines, as part of the review required by paragraph (1), that the sufficiency of groundwater necessary to meet the initial and projected water

demand associated with the project was addressed in the description and analysis required by subparagraph D, paragraph (4) of subdivision (b) of Section 10631.

4.1 Review of Urban Water Management Plan (CWC Section 10910(f)(1))

The 2020 UWMP prepared by AKM on behalf of OMUC was adopted by City Council Resolutions 2021-036 and 2021-037 on June 1, 2021 (located in Appendix A). The UWMP includes information relevant to the identified water supply for the proposed Project and is incorporated herein. Relevant information includes: 1) current and projected groundwater demands (*Water Use Characterization*) through year 2045; 2) a description of the Chino Groundwater Basin (*Water Supply Characterization*); 3) the reliability of the groundwater supply, projected groundwater supply and demand comparisons, and water shortage plans (*Water Service Reliability and Drought Risk Assessment and Water Shortage Contingency Plan*); and 4) water demand management efforts (*Demand Management Measures*).[11]

4.2 Groundwater Basin Descriptions (CWC Section 10910(f)(2))

The Chino Groundwater Basin is the major source of groundwater for OMUC. Although water supplied to OMUC from SAWCo may include a combination of groundwater from other basins (i.e., San Antonio Tunnel, Cucamonga Basin, and Six Basins), the amount is minimal, and the basins are described in the 2020 SAWCo UWMP (located in Appendix H).

Chino Groundwater Basin Description

The Chino Basin covers approximately 240 square miles in the upper Santa Ana River Watershed, and underlies parts of Los Angeles, San Bernardino, and Riverside Counties. DWR identifies the Chino Basin as Basin No. 8-002.01, which is a sub-basin of the Upper Santa Ana Valley Basin (Bulletin 118).[12] It is estimated the Chino Basin

[11] Words and phrases italicized in parentheses are in reference to chapters so titled in the 2020 UWMP.
[12] DWR collects, summarizes, and evaluates groundwater data in the "Bulletin 118" series, which present the results of basin evaluations and defines the boundaries of California's 515 alluvial groundwater basins. An update was provided in 2016. In Bulletin 118, DWR identifies each basin and sub-basin with a number code.

has approximately 5 million AF of water in storage, and an estimated 1 million AF of additional unused storage capacity.[13] While still considered a single basin for hydrologic purposes, the Chino Basin is divided into five management zones by the Santa Ana RWQCB based on similar hydrologic conditions (**Figure 8**). Geographically speaking, the City is located in the approximate center of the Chino Basin. DWR Bulletin 118 (2016 update, p. 1) describes the Chino Basin as follows:

> *The subbasin* [Chino Basin] *is bound on the northwest by the San Jose fault, on the north by the Cucamonga fault and impermeable rocks of the San Gabriel Mountains, and on the east by the Rialto-Colton fault. The basin is bound on the southeast by the Jurupa Mountains, Pedley Hills, La Sierra Hills, and the approximate location of the Santa Ana River. The Chino fault and impermeable rocks of the Chino Hills and Puente Hills bound the southwest side of the basin. In some areas, the basin boundary coincides with the Chino Basin (1978) groundwater adjudication boundary.*

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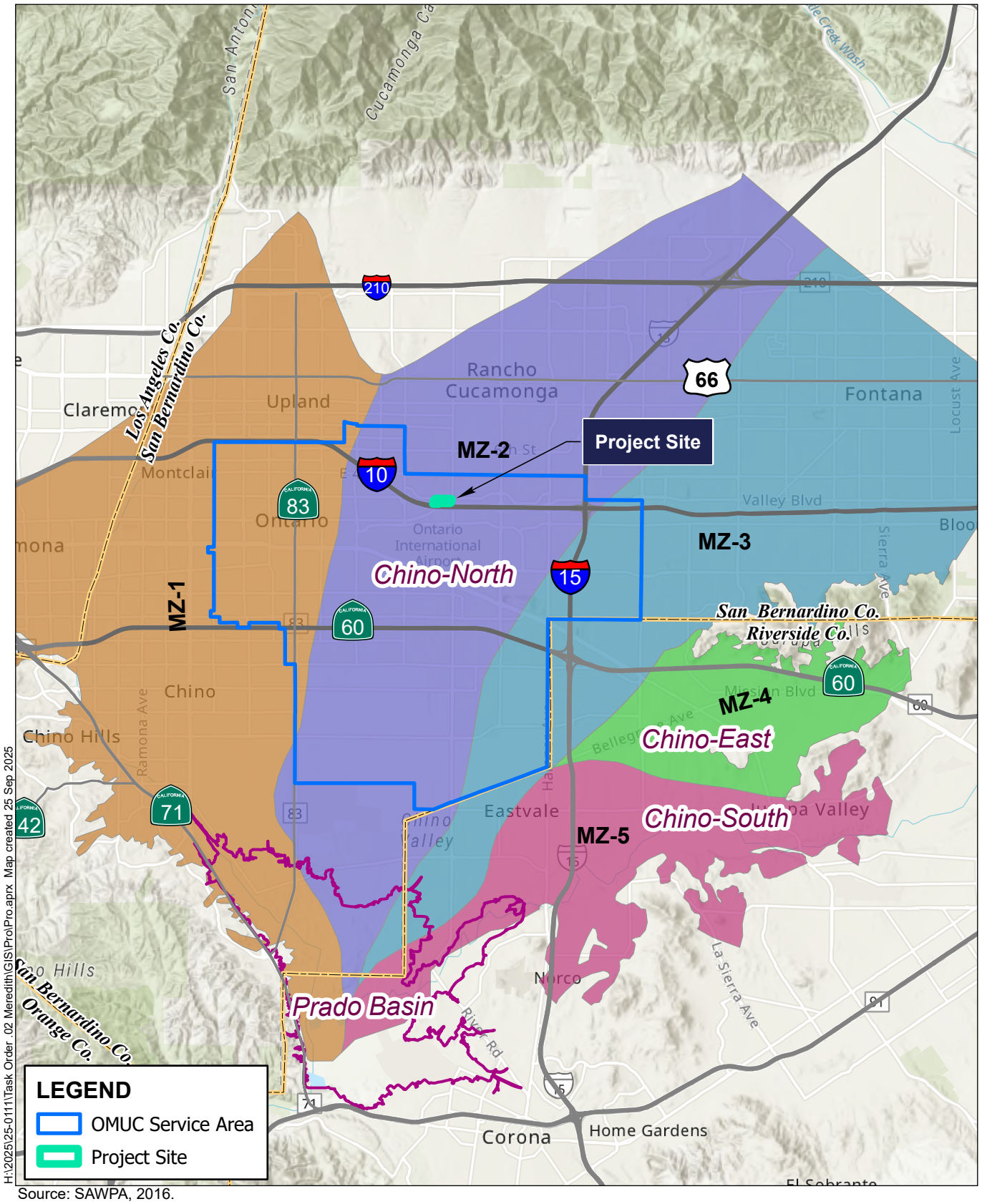
[13] The *2020 Safe Yield Recalculation Final Report* (May 15, 2020) indicates the estimated total volume of water in storage was 12.6 million AF in July 2018 (WEI 2020, p. 6-15).



H:\2025\25-0111\Task Order .02 Meredith\GIS\Pro\Pro.aprx Map created 25 Sep 2025

Source: SAWPA, 2016.

Figure 8 - Chino Basin Management Zones

WSA for Meredith International Center Specific Plan

ALBERT A. WEBB ASSOCIATES

The Chino Basin is an adjudicated basin and has been studied extensively by the court-appointed Chino Basin Watermaster (CBWM), with reports available at www.cbwm.org. The following is an excerpt that describes the Chino Basin geology from the Chino Basin Watermaster's management plan called the "Optimum Basin Management Program" or "OBMP" (1999, p. 2-2):

> *Chino Basin was formed when eroded sediments from the San Gabriel Mountains, the Chino Hills, Puente Hills, and the San Bernardino Mountains filled a structural depression…The bottom of the Basin – the effective base of the freshwater aquifer – consists of impermeable sedimentary and igneous rocks. The base of the aquifer is overlain by older alluvium of the Pleistocene period followed by younger alluvium of the Holocene period.*
>
> *The younger alluvium varies in thickness from over 100 feet near the mountains to a just few feet, south of Interstate 10 and generally covers most of the north half of the Basin in undisturbed areas. The younger alluvium is not saturated and thus does not yield water directly to wells. Water percolates readily in the younger alluvium and most of the large spreading basins are located in the younger alluvium.*
>
> *The older alluvium varies in thickness from about 200 feet thick near the southwestern end of the Basin to over 1,100 feet thick southwest of Fontana, and averages about 500 feet throughout the Basin.*

Legal Right to Pump from the Chino Basin

Water rights to the Chino Basin were adjudicated by the Superior Court of the State of California for the County of San Bernardino in 1978 (a copy of the Judgment and amendments thereto are provided in Appendix M). The court's Judgment declared the Safe Yield of the Chino Basin at 140,000 AFY.[14] Withdrawal in excess of Safe Yield is

[14] Judgment (1978) defines Safe Yield as, "The long-term average annual quantity of groundwater (excluding replenishment or stored water but including return flow to the Basin from use of replenishment or stored water), which can be produced from the basin under cultural conditions of a particular year without causing an undesirable result."

termed Overdraft. The Chino Basin Watermaster may determine that the Operating Safe Yield (OSY) can be higher from year-to-year depending on factors including favorable precipitation and management efforts that maximize the beneficial use of the groundwater Basin.[15] In July 2020, the court ordered that the safe yield be reduced by 3% and reset to 131,000 AFY for the period of July 1, 2020, to June 30, 2030.[16]

The Chino Basin Watermaster is comprised of three stakeholder groups (or "pools"): Overlying Agricultural Pool Committee (representing dairymen, farmers, and the State of California); the Overlying Non-Agricultural Pool Committee (representing businesses and industries); and the Appropriative Pool Committee (representing local cities, public water districts, and private water companies). The Chino Basin Watermaster carries out the provisions of the Judgment including monitoring of the Chino Basin and files an annual report on pumping and replenishment.

The City is a member of both the Overlying Non-Agricultural Pool and the Appropriative Pool. The Judgment allocates a portion of the Safe Yield to the Overlying Non-Agricultural Pool and a portion of the OSY to the Appropriative Pool. Pursuant to the Judgment, the City has appropriative rights to 20.742% of the OSY allocated to the Appropriative Pool (CBWM 2024, p. 10.1). The City has gained 53.338% of the Safe Yield assigned to the Overlying Non-Agricultural Pool (CBWM 2024, p. 4.1). The assigned share of the Safe Yield and OSY change depending on the Safe Yield set by the court.

The Judgment allocates the Safe Yield of the Chino Basin according to the three pools as described above (Appendix M, Paragraph 13). The members of each pool are then enjoined from producing water from the Chino Basin in excess of such allocated

[15] Judgment (1978) defines Operating Safe Yield (OSY) as, "The annual amount of groundwater which Watermaster shall determine, pursuant to criteria specified in Exhibit "I", can be produced from Chino Basin by the Appropriative Pool parties free of replenishment obligation under the physical solution herein."
[16] The court previously reset the safe yield in 2017from its initial 140,000 AFY to 135,000 AFY for the period of 2010 to 2020.

amount "except pursuant to the provisions of the Physical Solution" (Appendix M, Paragraph 13(a)-(c)).

The Physical Solution of the Judgment is described in broad terms by Paragraphs 39 through 57 of the Judgment. Paragraph 45 provides the Chino Basin Watermaster with the authority to levy and collect assessments for the purchase of water necessary to balance the production by any party in excess of that party's allocated share of Safe Yield of the Chino Basin. Paragraphs 49 and 50 then describe the sources of water which are authorized to function as sources of replenishment water and methods by which water can be replenished to the Chino Basin. Exhibit H, Paragraph 7, of the Judgment describes the way in which costs for replenishment water will spread among the members of the Appropriative Pool.

The afore-cited paragraphs of the Judgment evince a clear expectation that parties, including the City/OMUC, would produce water in excess of their adjudicated production rights. The injunction in Paragraph 13 of the Judgment should thus be interpreted to mean that parties are enjoined from producing water in excess of their adjudicated rights except to the extent that they will pay a replenishment assessment.

The ability to produce water from the Chino Basin is accordingly not a matter of availability, as contemplated and sanctioned by the Judgment for the reasons discussed above, but rather a matter of cost. Water produced in excess of production rights will cost more than water produced within a party's production rights. Thus, the quantity and reliability of groundwater supplies under the Judgment for purposes of this Assessment is a matter of cost of the water produced from the Chino Basin rather than limitations on production which may otherwise operate to reduce the sufficiency of the groundwater supply.

In addition to the water supplies described in Section 3, OMUC has rights to groundwater held in the Chino Basin as described below and in **Table 4-1**:

- **Appropriative Right.** The City has appropriative rights to 20.742 percent of the OSY that is allocated to the Appropriative Pool. As of Production Year 2023-24,[17] the OSY is 40,834 AF; therefore, the City's assigned share is 8,469.8 AF (CBWM 2024, p. 20.1). To supplement the 2017 decrease in safe yield, the City currently receives an additional 1,866.8 AFY transferred from unproduced Agricultural Pool rights ("Safe Yield Reduction") (CBWM 2024, p. 16.1).

- **Overlying Non-Agricultural Right.** The City has purchased and has rights to 53.338 percent of the Safe Yield assigned to the Overlying Non-Agricultural Pool. The Safe Yield is 7,350.3 AF and as of Production Year 2023-24, the City's assigned share is 3,920.6 AF (CBWM 2024, p. 4.1).

- **Land Use Conversions.** The City gains rights to additional Chino Basin groundwater as a result of land use conversions from agricultural to non-agricultural uses in the Ontario Ranch area. This is expected to increase from development of Ontario Ranch; the total of which is adjusted annually by the Watermaster. As of Production Year 2023-24, the City received 6,531.5 AF from land use conversions (CBWM 2024, p. 15.1).

- **Annual Early Transfers.** Pursuant to the Peace Agreement,[18] the Chino Basin Watermaster can approve an "Early Transfer" of water to the Appropriative Pool that is equal to the quantity of water not produced by the Overlying Agricultural Pool that is remaining after all land use conversions are satisfied. The Early Transfer Water is annually allocated among the Appropriative Pool members in

[17] The Chino Basin Watermaster's records are based on "Production Years," which are the same time period as Fiscal Years. Where the data is taken from Watermaster's annual report, we refer to the time period in Production Years. Currently, Production Year 2023/24 data is available from Watermaster.

[18] In 2007, the parties to the Chino Basin Judgement approved the "Peace Agreement" which is a set of measures proposed by Chino Basin Watermaster to supplement the OBMP Implementation Plan. Focus for the measures were placed on achieving hydraulic control (reduction of groundwater discharge from the Chino North Management Zone to the Santa Ana River). To achieve hydraulic control, re-operation (controlled overdraft) of the groundwater basin is proposed. Strategically placed wells would be constructed in the basin and the groundwater would be pumped to the Desalter to improve the long-term reliability of the basin.

accordance with their pro-rata share of the initial Safe Yield. For the City, this is 20.742 percent of the "early transfer" water that the Watermaster may transfer from the Overlying Agricultural Pool (OMUC 2020 UWMP, p. 6-10). The amount available for transfer changes from year to year but is projected to increase. In Production Year 2023-24, the City received 4,456.8 AF as its share of Early Transfer (CBWM 2024, p. 16.1).

- **Groundwater Recharge Credits.** The City is entitled to water rights due to groundwater recharge with stormwater and recycled water in the Chino Basin. The credited amount is based on the volume recharged and therefore varies annually but is projected to increase over time. For example, in Production Years 2019-20 and 2020-21, no recharge was credited; however, in Production Year 2021-22, 6,400.7 AF of recycled water was credited and most to the City and included as part of the City's local supplemental storage account. In Production Year 2023-24, 5,838.2 AF was credited. (OMUC 2020 UWMP, p. 6-11; CBWM 2024, p. 12.1; OMUC(c), 2023).

- **Fontana Recycled Water Rights.** The City has a long-term contract to purchase up to 3,000 AFY of recharged recycled water rights from the City of Fontana (a copy of which is in Appendix N). The City of Fontana does not operate a water system and the amount purchased by OMUC each year will vary. For example, in Production Years 19/20 and 20/21, no recharged water rights were purchased (OMUC 2020 UWMP p. 6-12; CBWM 2021, p. 12.1). However, in Production Year 23/24, the City purchased 2,751 AF from City of Fontana (OMUC(e), 2025).

- **Groundwater Storage Accounts.** The City has rights to store water in the Chino Basin (Appropriative and Overlying Non-Agricultural) and has been increasing its various storage accounts in recent years. The City holds water in both local storage accounts (excess carryover accounts) and supplemental accounts. Excess carryover accounts hold un-pumped OSY groundwater rights

and stormwater that has been recharged into the Chino Basin. Supplemental accounts hold both imported water and recycled water that has been recharged into the Chino Basin. As of June 30, 2024, the City has 136,940 AF (63,483.6 AF + 73,456.5 AF) in storage pursuant to Appropriative rights (CBWM, 2024).

Table 4-1 Ontario Groundwater Rights Summary

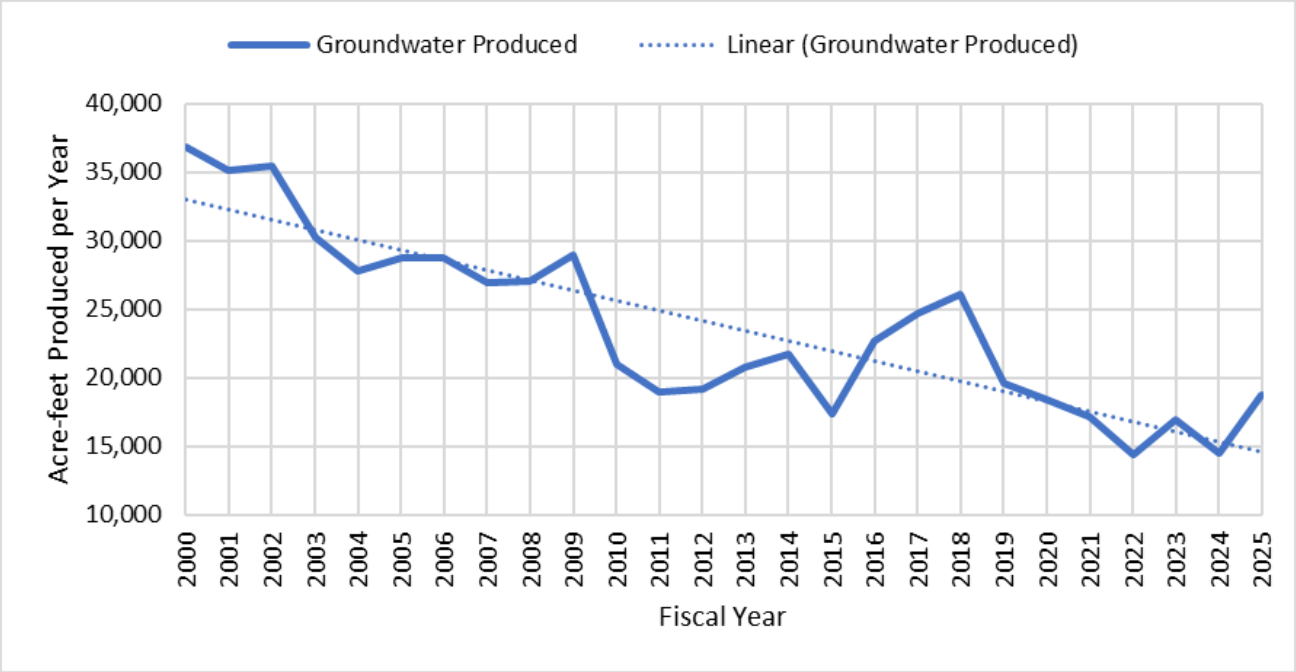
Right	Current Watermaster Data FY 2023-2024 (AF)	Future (AFY)	Notes
Carryover Beginning Balance	8,469.8	Varies	Varies annually.
Assigned Share of OSY	8,469.8 (20.742% of OSY)	8,470 (20.742% of OSY)	OSY determined by Watermaster.
Safe Yield Reduction	1,866.8	Varies	Part of New Ag Pool Reallocation.
Land Use Conversions	6,531.5	16,602	Varies annually. Part of New Ag Pool Reallocation.
Annual Early Transfer [a]	4,456.8	20.742% of Early Transfer	Subject to change. Part of New Ag Pool Reallocation.
Annual Production Right for Appropriative Pool Subtotal (AFY)	29,794.6	Varies	
Annual Production Right for Overlying Non-Agricultural Pool (AFY)	1,066.3	At least 3,920.6 (53.338% of SY)	
SAWCo (AFY)	484.9	At least 600	Entitlement. Volume per share is subject to change.
Groundwater Storage Accounts	63,483.6 (Excess Carry Over Account)	Varies (Excess Carry Over Account)	Dependent on annual availability of un-pumped OSY water, stormwater, imported water, and recharged recycled water.
	73,456.5 (Local Supplemental Account)	Varies (Local Supplemental Account)	
Total Storage (AF)	136,940	±85,000	

Note: AF = acre-feet; AFY = acre-feet per year; OSY = operating safe yield; SY = safe yield.
Source: CBWM 2024.

4.3. Recorded Use of Groundwater by City of Ontario (CWC Section 10910 (f)(3))

As of FY 24/25, 18,768 AF was produced from City wells (OMUC(e), 2025). The recorded groundwater production has generally decreased from 36,842 AFY in 2000, as shown in **Chart 4-1.**

Chart 4-1 - Annual OMUC Groundwater Production, FY 2000 - 2025, (AFY)



(Sources: 2000-2009 from the *2012 Ontario Water Master Plan*; 2010 from *OMUC 2010 UWMP*; 2011-2020 from *OMUC 2020 UWMP*, p. 6-3; 2021 from CBWM 2021, p. 8.1; 2022 from CBWM 2022, p. 8.1; 2023 from OMUC(d), 2023; 2024 from CBWM 2024, p. 9.1, 2025 from OMUC(e) 2025)

4.4. Projected Use of Groundwater by the City of Ontario (CWC Section 10910(f)(4))

The proposed Project will receive water from a combination of the City's supply sources including groundwater wells, imported water from WFA, treated groundwater from CDA, and recycled water from IEUA.

Projected groundwater use by OMUC will continue as noted in Table 3-3. The use of groundwater will continue to be dependent upon the cost of extracting, treating, and transporting the water to customers. Groundwater from the Chino Basin will be utilized by OMUC either directly by pumping into its distribution system or by treating the

groundwater (Wells 44 and 52) at the John Galvin Ion Exchange Plant and then pumping the treated groundwater into the City distribution system. The current and ultimate production capacity of OMUC wells is sufficient to meet current and ultimate demand (Table 3-4).

As shown in Table 4-1, the amount of water that OMUC expects to withdraw from the Chino Basin is well within appropriate right pursuant to the Chino Basin Adjudication of 1978 (Appendix M). In addition to its well production, OMUC will also purchase treated Chino Basin groundwater from CDA. OMUC has 1,500 AFY capacity rights in the Chino I Desalter and 7,033 AFY capacity rights in the Chino II Desalter. Projected use of groundwater via CDA is projected to remain at 8,533 AFY (OMUC 2020 UWMP, p. 6-6).

4.5. Sufficiency of Groundwater Basin (CWC Section 10910(f)(5))

The City's legal right to pump water in an amount necessary to meet all demands as sanctioned and protected by the Judgment as discussed above, is buttressed by several programs and projects directed at ensuring the sufficiency of groundwater supplies from the Chino Basin, particularly during dry years. An adjudicated water right has perhaps the most substantial indicia of reliability of any water right that currently exists in California. An adjudicated right is based upon long-term studies whose purpose is to protect the long-term functionality of the water source. These rights are coordinated in an established and binding manner with all the other users of the Chino Basin and are overseen by Chino Basin Watermaster which has the authority to mandate and proscribe activities whose purpose is to protect the water source and maximize its long-term beneficial use.

All Chino Basin Watermaster processes are governed by Rules and Regulations and receive active oversight from the Court which, as noted above, retains continuing jurisdiction over the administration of the Judgment. Consequently, the sufficiency of the groundwater is not only directed by rigorous Chino Basin Watermaster management processes but validated and ensured by continuing Court oversight.

The OBMP for the Chino Basin has guided the Chino Basin Watermaster's activities since its adoption in 1998. Chino Basin Watermaster-led basin management activities to ensure the maximization of safe yield and OSY of the Chino Basin include objectives, projects, and programs identified in the Peace Agreement and the OBMP. Progress is reported in annual reports, biennial, and triennial reports. The key programs include:

1) a comprehensive monitoring program.
2) a comprehensive recharge program.
3) development and implementation of a water supply plan for impaired areas of the Chino Basin.
4) development and implementation of a comprehensive groundwater management plan for Management Zone 1.
5) development and implementation of a regional supplemental water program.
6) development and implementation of cooperative programs with the California Regional Water Quality Control Board – Santa Ana Region and other agencies to improve Basin management.
7) development and implementation of a salt management program.
8) development and implementation of a groundwater storage program; and
9) development and implementation of storage and recovery programs.

As stated, the referenced elements of the OBMP collectively comprise a comprehensive regimen directed to ensuring and maximizing the long-term beneficial use of water in the Chino Basin. In particular, and specific to the location of current and future groundwater production facilities upon which the City relies or will rely to provide water to meet water demands within its service area, OBMP Program Element No. 3, "Develop and Implement Water Supply Plan for the Impaired Areas of the Chino Basin" and Program Element No. 5, "Develop and Implement Regional Supplemental Water Program", address the sufficiency of groundwater from the Chino Basin. The goals of Program Elements 3 and 5 are (2020 OBMP, p. 6):

To maintain and enhance Safe Yield with a groundwater desalting program that is designed to replace declining agricultural groundwater pumping in the southern part of the basin with new pumping to meet increasing municipal water demands in the same area, to minimize groundwater outflow to the Santa River, and to increase Santa Ana River recharge into the basin.

To improve the regional conveyance and availability of imported water and recycled waters throughout the basin.

The achievements from the implementation of the 2000 OBMP for Elements 3 and 5 are summarized below (2020 OBMP, Appendix A, pp. 5 – 6).

Program Element 3 Develop and Implement Water Supply Plan for Impaired Areas (Groundwater Desalting): The objectives of this Program Element are to maintain and enhance the Safe Yield of the basin. The groundwater desalting program was designed to replace declining agricultural groundwater pumping in the southern part of the basin with new groundwater pumping to meet increasing municipal water demands in the same area. The new wells used in the groundwater desalting program were constructed in strategic locations to minimize groundwater outflow to the Santa Ana River and to increase the Santa Ana River recharge into the basin. In 2000, the groundwater desalting program included a 6,000 AFY treatment plant and a series of wells constructed in the southern part of the Chino Basin near the Chino Airport. Under the OBMP, as of 2018, the desalting program has grown to two treatment plants and additional wells that in aggregate pump and treat about 30,000 AFY degraded groundwater, and the program will reach the OBMP objective of 40,000 AFY in 2019. The groundwater desalting program facilities are owned by the Chino Basin Desalter Authority (CDA).

Program Element 5: Develop and Implement Regional Supplemental Water Program (Recycled Water Reuse): The objective of this Program Element is to improve the regional conveyance and availability of imported and recycled waters throughout the basin. Since 2000, the IEUA has constructed and operated a

> *recycled water conveyance system throughout the basin enabling it to provide recycled water to its member agencies. Recycled water deliveries grew from about 3,400 AFY in 2000 to about 34,000 AFY in 2017. The recycled water provided by the IEUA has replaced a like amount of groundwater and imported water that would have been otherwise been used for non-potable purposes. Much of the post-2000 increase in supplemental water storage in the Chino Basin is attributable to the increased availability of recycled water. Recycled water is more reliable than imported water, and thus using it in lieu of imported water has improved the sustainability of the Chino Basin and water supply reliability. Improvements in the regional conveyance and availability of imported water were not achieved.*

As indicated in the foregoing OBMP text, the City overlies groundwater supplies in the southern part of the Chino Basin which must be pumped for purposes of meeting new demands, maintaining safe yield, and to protect water quality in the Santa Ana River. As agricultural production in the southern part of the Chino Basin has declined, it is necessary for these reasons to increase production for municipal uses. This is being achieved through CDA's Chino I and Chino II Desalters, of which the City has a contractual right to purchase 8,533 AFY pursuant to the 2001 "Joint Exercise of Powers Agreement Creating the Chino Basin Desalter Authority" and subsequent agreements. Thus, not only was increased Chino Basin water production by the City foreseen in the OBMP but sanctioned and encouraged for purposes of achieving OBMP objectives.

The sufficiency of the groundwater supply that is available to OMUC is assured due to the abundance of groundwater in the central and southern portion of the Chino Basin, OBMP objectives that prioritize and assure production from the southern Chino Basin, coupled with desalting and ion-exchange treatment facilities that enable the use of this abundant supply for municipal (potable) purposes. As indicated in the quoted text of the OBMP, southern basin production, where the City is partially located, is the linchpin of several critical OBMP objectives. Thus, the sufficiency of groundwater is

heightened and prioritized by the necessity of continued pumping from the southern Chino Basin under the OBMP which is administered by the Chino Basin Watermaster and ultimately enforced by continuing court jurisdiction over the Judgment.

The other referenced OBMP Program Elements are collectively directed to ensuring the sufficiency of Chino Basin groundwater supplies, particularly during dry years, and comprehensively address water quality and quantity, thus maximizing beneficial use over the long-term. Sufficiency of groundwater from the Chino Basin is further assured for the following reasons:

- IEUA is a member agency of MWD, which provides imported water from the State Water Project for direct use by parties to the Judgment in the Chino Basin and for Chino Basin recharge purposes (when supplies are available). IEUA has also reviewed the sufficiency of supplies for its service territory that includes the City in connection with its 2020 UWMP.

- IEUA's UWMP is consistent with, and reiterative of, OBMP projects and programs (see Section 4 of IEUA 2020 UWMP in Appendix E). IEUA anticipates increased limitations for imported water for direct and recharge use while noting reductions during dry years (due to increased reliance on groundwater from the Chino Basin) and in the higher amount otherwise required in the absence of OBMP projects and programs. The UWMP also analyzes the sufficiency of water supplies for single and multiple year drought scenarios and concludes the region is expected to meet 100 percent of its dry year demand under every scenario. Key assumptions included:

    - Reliance on assurances provided by MWD in its 2020 UWMP that it could meet 100 percent of projected supplemental full-service water supply demands through 2040;
    - Implementation of MWD's Chino Basin DYY Storage Program consistent with the contractual shift obligations of the participating agencies of up to 33,000 AF in a twelve-month period; and

- Sustain per capita water use reductions of 20 percent.

IEUA concluded in its 2020 UWMP that the projected available water supply will meet projected water demand due to diversified water supply and water conservation measures. Based on IEUA water supply projections, there are sufficient water supplies to meet normal year water demands, single dry year and multiple dry year demands (IEUA 2020 UWMP, p. 7-7).

CWC section 10631(j) provides that urban water suppliers that rely upon a wholesale agency for a source of water, such as IEUA, may rely upon water supply information provided by the wholesale agency in fulfilling UWMP informational requirements.

IEUA's independent analysis of contemporary regional water conditions in conjunction with MWD's most recent report, provide additional and reliable assurances concerning the sufficiency of imported water supplies that comprise a portion of overall Chino Basin supply sufficiency.

The City's participation in the DYY Storage Program described in Section 3, along with future water storage and recovery projects will drought-proof the Chino Basin and all other appropriative pool members from imported water shortages. This program is consistent with OBMP Program Element No. 9, "Develop and Implement Storage and Recovery Program." Benefits to the Chino Basin associated with this program include the construction of facilities to enhance imported water deliveries and the production of water from the Chino Basin. Further demonstrating the sufficiency of Chino Basin groundwater is MWD's DYY program to use the Chino Basin for dry year supply purposes, thus underscoring that sufficient Chino Basin groundwater is available during dry years not only for local use by agencies such as the City but also in connection with MWD's regional reliability programs.

The sufficiency of groundwater supplies available to OMUC is assured because of the OBMP programs overseen by the Chino Basin Watermaster and conducted under the auspices of continuing Court jurisdiction that specifically direct and assure the long-

term production of water pursuant to the City's legal rights to produce such water necessary to meet ultimate water demands.

Conclusion

Between 2010 and 2020, the City's total annual groundwater production held relatively stable at roughly 20,000 AFY (OMUC 2020 UWMP, p. 6-3). FY 24/25 groundwater production was 18,768 AF. The City's water production capacity meets water demands and is projected to increase to meet ultimate water demand. The current (FY 24/25) water supply utilized by the City totals approximately 32,959 AFY (potable) and 11,406.5 AFY (recycled water) (Table 3-2). Currently, the City's water rights in the Chino Basin as recorded by the Chino Basin Watermaster total approximately 30,861 AF (Annual Production Rights for Non-Ag Pool plus Appropriative Pool), with an additional 136,940 AF in storage (Table 4-1). Although annual fluctuations will occur, the City's rights are projected to increase over the next 20 years due to more land use conversions and credits from recharge.

The water supplies available to OMUC currently meet and exceed citywide water demands. Groundwater production by OMUC is currently less than their existing rights and within their production capacity. Regardless, OMUC has the means and right to exceed their groundwater allocation in the Chino Basin when required to meet demand pursuant to the Judgment. Further, OMUC has rights to water held in storage that would supply all City demands for more than two years. In addition to groundwater, OMUC can supply water to the Project purchased from the WFA that is within their existing entitlements and capacities.

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SECTION 5 - PRIMARY ISSUE FOR ASSESSMENT

The lead agency for a proposed project …shall determine, based on the entire record, whether projected water supplies will be sufficient to satisfy demands of the project, in addition to existing and planned future uses (CWC section 10911). The lead agency is expected to approve or disapprove the project based on several factors, including but not limited to the WSA.

Law

CWC Section 10910:

> (g) (1) *Subject to paragraph (2), the governing body of each public water system shall submit the assessment to the city or county not later than 90 days from the date on which the request was received. The governing body of each public water system, or the city or county if either is required to comply with this act pursuant to subdivision (b), shall approve the assessment prepared pursuant to this section at a regular or special meeting.*
>
> *(2) Prior to the expiration of the 90-day period, if the public water system intends to request an extension of time to prepare and adopt the assessment, the public water system shall meet with the city or county to request an extension of time, which shall not exceed 30 days, to prepare and adopt the assessment.*
>
> *(3) If the public water system fails to request an extension of time, or fails to submit the assessment notwithstanding the extension of time granted pursuant to paragraph (2), the city or county may seek a writ of mandamus to compel the governing body of the public water system to comply with the requirements of this part relating to the submission of the water supply assessment.*

CWC Section 10911:

> (b) *The city or county shall include the water assessment provided pursuant to Section 10910, and any information provided pursuant to subdivision (a), in any*

environmental document prepared for the project pursuant to Division 13 (commencing with Section 21000) of the Public Resources Code.

(c) The city or county may include in any environmental document an evaluation of any information included in that environmental document provided pursuant to subdivision (b). The city or county shall determine, based on the entire record, whether projected water supplies will be sufficient to satisfy the demands of the project, in addition to existing and planned future uses. If the city or county determines that water supplies will not be sufficient, the city or county shall include that determination in its findings for the project.

The lead agency is expected to review the WSA and decide whether additional water supply information is needed for its consideration of the proposed Project.

5.1 Findings

Whereas:

1. The City of Ontario Municipal Utilities Company (OMUC) has been identified as the water supplier for the proposed *Planning Area 3 of the Meredith International Centre Specific Plan* project ("Project"). The Project proposes adding a Mixed-Use Overlay across the 25-acre Planning Area to allow for up to 1,400 residential units and up to 50,000 square feet of commercial/retail uses allowed by the existing land use designation of Urban Commercial.
2. A WSA was prepared for the Specific Plan dated September 2014 with an estimated potable water demand for PA 3 of 130 AFY; however, this WSA has been prepared pursuant to CWC section 10910(3) as a result of the increased water demands of the proposed Project and to reflect updated water consumption rates and water supply information from OMUC.
3. The City's 2020 UWMP included projections of the water demand of the property according to the TOP Land Use Plan approved at the time, which this report estimates as 103 AFY of potable water and 40 AFY of recycled water for a total water demand of approximately 143 AFY (Table 2-4).

4. The estimated potable water demand for the proposed Project is 250 AFY and the recycled water demand is approximately 10 AFY for a total water demand of approximately 260 AFY, which is an additional 117 AFY from that which was accounted for in the most recent UWMP (Table 2-5).
5. Because the water demand of the Project is more than the water demand according to the prior land use plans for the site, it can be assumed the Project was not fully accounted for in the 2020 UWMP dated July 2021 and adopted by the Ontario City Council by Resolution 2021-059 on June 15, 2021 (Appendix A).
6. The City will not receive a land use conversion credit to its water supply portfolio from the Chino Basin Watermaster because the Project is located outside of the Land Use Conversion Area 1 (see page 15.1 of the CBWM Assessment Package).
7. OMUC has an Annual Production Right of 29,794.6 AF currently in the Chino Groundwater Basin as a member of the Appropriative Pool, as well as groundwater storage accounts that total 136,940 AF (Table 4-1). The water supply production capacity from City wells is currently 62,269 AFY,[19] which is projected to increase to 110,337 AFY to meet demand (Table 3-4 and 3-5). OMUC produced 18,768 AF of groundwater in FY 24/25 (Table 3-2).
8. In addition to Chino Basin production rights, OMUC holds capacity rights to imported water from the WFA in the amount of approximately 28,000 AFY and shareholder entitlements to potable water from SAWCo in the amount of 600 AFY. OMUC also has capacity rights to potable water from the CDA in the amount of 8,533 AFY (Table 3-2 and 3-4). In FY 24/25, OMUC purchased 490 AF from SAWCo, 5,348 AF from WFA, and 8,353 AF from CDA (Table 3-2).
9. OMUC is entitled to the recycled water generated by IEUA from the City's annual share of sewer flows. In FY 24/25, the City delivered 14,063 AF of

[19] Assuming wells operate 24 hours per day for 365 days per year.

wastewater to IEUA wastewater treatment plants, of which 11,406.5 AF was put to recycled water use by the City (Table 3-2).

10. Between FY 23/24 and FY 24/25, Citywide potable water demand decreased 2.4 percent while the number of potable water connections increased 4.3 percent. Recycled water use increased 46 percent between FY 23/24 and FY 24/25 along with the number of recycled water connections from 444 to 598 (Table 2-2). Ultimate potable and recycled water demands are projected to be 57,609 AFY and 16,059 AFY, respectively (Table 2-3).

11. The current production capacities are greater than needed to meet the average day demands under citywide buildout conditions. Additional wells are planned to supply the anticipated ultimate maximum day demand.

12. OMUC has forecasted excess water supplies will be available to meet citywide demand during single-dry and multiple dry water years over the next 20 years (Table 3-9 and Table 3-10).

13. Water demands for agricultural land uses in Old Model Colony are nearly zero, and water demands for industrial uses in Old Model Colony, which may include some manufacturing, are expected to increase.

14. Based on the evidence provided herein, the total projected potable and recycled water supplies available to the OMUC during normal, single dry, and multiple dry water years over a 20-year projection will be sufficient to meet the projected water demand associated with the proposed Project in addition to the water supplier's existing and planned future uses, including agricultural and manufacturing uses.

SECTION 6 - REFERENCES

AKM 2011	AKM Consulting Engineers, *City of Ontario 2010 Urban Water Management Plan*. April 2011.
AKM 2020	AKM Consulting Engineers, *City of Ontario 2020 Water Master Plan Update.* June 2020.
AKM 2024	AKM Consulting Engineers, *City of Ontario Demand Factor Technical Memorandum (TM)*. December 2024.
CBWM 2021	Chino Basin Watermaster, *Approved 2021/2022 Assessment Package (Production Year 2020/2021)*, Nov. 18, 2021.
CBWM 2022	Chino Basin Watermaster, *Approved 2022/2023 Assessment Package (Production Year 2021/2022)*, Nov. 17, 2022.
CBWM 2023	Chino Basin Watermaster, *Approved 2023/2024 Assessment Package (Production Year 2022/2023)*, Nov. 16, 2023.
CBWM 2024	Chino Basin Watermaster, *Approved 2024/2025 Assessment Package (Production Year 2023/2024),* November 21, 2024.
CBWM 47th Annual Report	Chino Basin Watermaster, 47th Annual Report, Fiscal Year 2023-2024.
CDA 2020	Stetson Engineers, Inc. *Chino Basin Desalter Authority 2020 Urban Water Management Plan.* June 2021. (Appendix G)
DWR 2003	California Department of Water Resources, *Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001 to assist water suppliers, cities, and counties in integrating water and land use planning.* October 8, 2003.
DWR Bulletin 118	Department of Water Resources. *8-002.01 Upper Santa Ana Valley – Chino Bulletin 118 Basin Boundaries.* Dated March 5, 2018.
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DYY Call Letter	The Metropolitan Water District of Southern California, Office of the General Manager. *Notification of Intent to Halt Deliveries in the Chino Basin Conjunctive Use Program (CUP) and Call for Stored Water,* July 22, 2025. (Appendix O).
Fontana 2008	*Agreement by and between the City of Ontario and the City of Fontana regarding transfer of right of first purchase of recharged reclaimed water.* Dated Jan. 15, 2008. (Appendix N)
IEUA 2016 IRWP	Inland Empire Utilities Agency. *Integrated Water Resources Plan: Water Supply & Climate Change Impacts 2015-2040*. Dated 2016. (Located in Appendix B to the IEUA 2020 UWMP.)
IEUA/WFA 2015	Arcadis. *Inland Empire Utilities Agency and Water Facilities Authority 2015 Urban Water Management Plan Final*. June 2016. (Appendix E)
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IEUA Resolution No. 2014-12-1	*Purchase Order for System Water to be Provided by The Metropolitan Water District of Southern California (Purchaser: Inland Empire Utilities Agency) and IEUA Resolution No. 2014-12-1.* Effective January 1, 2015. (Appendix I)
IEUA Resolution No. 2024-12-4	*Reaffirming the Ability to Purchase Imported Water within the IEUA Service Area.* December 18, 2024.
JCSD 2014	*Amendment Number 1 to Agreement by and between City of Ontario and Jurupa Community Services District Establishing an Operational Plan for Metropolitan Water District/Chino Basin Groundwater Storage Program, Providing for Water Supply to Ontario's New Model Colony and Interconnection to Increase Water Supply Reliability.* November 21, 2014. (Appendix L)
Judgment	Judgment, *Chino Basin Municipal Water District v. City of Chino, et al.,* San Bernardino Ct. No. 164327 (filed Jan. 30, 1978). Includes amendments thereto. (Appendix M)
MWD	The Metropolitan Water District of Southern California, *2020 Urban Water Management Plan*. June 2021. (Appendix D)
OBMP 1999	Wildermuth Environmental, *Optimum Basin Management Program Phase I report prepared for Chino Basin Watermaster*. August 19, 1999.
OBMP 2020	Wildermuth Environmental, *2020 Optimum Basin Management Program Update Report,* January 2020.
OMUC 2020 UWMP	Stetson Engineers, *City of Ontario 2020 Urban Water Management Plan* (Appendix A)
OMUC(a)	Ontario Municipal Utility Company. *Personal communication with Christopher Quach, P.E., Senior Associate Engineer, information from "FY 20/21 Production Spreadsheet".* May 2, 2022.
OMUC(b)	Ontario Municipal Utility Company. *Personal communication with Christopher Quach, P.E., Senior Associate Engineer, information from "FY 20/21 IEUA RW Reconciliation Spreadsheet".* May 2, 2022.
OMUC(c)	Ontario Municipal Utility Company. *Personal communication with Alexis Mascarinas, Associate Engineer*, September 11, 2023.
OMUC(d)	Ontario Municipal Utility Company. *FY 2022-23 Exhibit for Recycled Water Reconciliation from IEUA from Alexis Mascarinas, Associate Engineer.* September 11, 2023.
OMUC(e)	Ontario Municipal Utility Company. *FY 2023-23 Exhibit for Recycled Water Reconciliation from IEUA from Alexis Mascarinas, Associate Engineer.* October 10, 2024.
OMUC(e) 2025	Ontario Municipal Utility Company. *Personal communication with Alexis Mascarinas, P.E., Associate Engineer,* September 18, 2025.
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Ord. 2689	Ontario Municipal Code, *Chapter 8C: Recycled Water Use*, effective Jun. 17, 1999.
Ord. 3027	Ontario Municipal Code, *Chapter 8A: Water Conservation Plan*, effective Oct. 1, 2015.

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Project	KTGY, Brickstone Companies, Density Study, Overall Site Plan A1-0, March 10, 2025.
SAWCO 2021	Water Systems Consulting. *San Antonio Water Company 2020 Urban Water Management Plan.* September 2021. (Appendix H)
SP	Meredith International Centre Specific Plan, Section 5: Development Standards, December 17, 2019. (Available at https://www.ontarioca.gov/government/community-development/planning/governing-documents/specific-plans)
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WEBB 2004	Albert A. Webb Associates, *Water Supply Assessment and Written Verification of Sufficient Water Supply for the New Model Colony*. October 27, 2004.
WEBB 2014	Albert A. Webb Associates, *Water Supply Assessment for the Meredith International Centre Specific Plan Amendment.* September 18, 2014.
WEI 2020	Wildermuth Environmental, Inc. *2020 Safe Yield Recalculation Final Report* prepared for the Chino Basin Watermaster. May 15, 2020.
WFA 1985	*Installment Purchase Agreement Relating to Water Facilities Authority Water Treatment Plant by and between Water Facilities Authority, as Seller and City of Ontario, as Purchaser*. Dated as of October 1, 1985. (Appendix J)
WFA 2020	Stetson Engineers. *2020 Urban Water Management Plan for Water Facilities Authority*. June 2021 (Appendix F)

SECTION 7 - SPREADSHEETS

Future Land Use Map, Appendix E of 2020 UWMP [1]					Current Water Demand Factors for Areas Where Recycled Water is Available[2]				Potable and Recycled Water Demands (GPD and AFY)				
Meredith Mixed Use Area	Land Use[1]	Area (acres)	Maximum Overnight Lodging (rooms)	Maximum Industrial / Commercial Area (SQ FT) [3]	Corresponding General Plan (TOP) Land Use	General Plan Max Density or Intensity	Ontario Indoor (Potable Water) Demand Factor (GPD/room) or (gpd (TSF)	Ontario Outdoor (Recycled Water) Demand Factor (GPD/AC)	Potable Water Demand (GPD)	Potable Water Demand (AFY)	Recycled Water Demand (GPD)	Recycled Water Demand (AFY)	Total Water Demand (AFY)
Planning Area 3	Urban Commercial	25.30	400	-	Hospitality	1.00 FAR	120	1,400	48,000	53.8	35,420	39.7	93.4
			-	360,000	Commercial (General, Neighborhood)	0.30 FAR	122	0	43,920	49.2	0	0.0	49.2
Total		**25.30**	**400**	**360,000**	**-**	**-**	**-**	**-**	**91,920.0**	**103.0**	**35,420.0**	**39.7**	**142.6**

w/RW = with recycled water; UWMP = Urban Water Management Plan; WMP = Water Master Plan; TOP = The Ontario Plan; DU = dwelling unit; AC = acre; gpd = gallons per day; AFY = acre-feet per year.

[1.] Sources: Future Land Use Map Figure 2-5, Table 2-2 Future Study Area Land Uses.

[2.] Sources for Unit Water Demand Factors are *City of Ontario Demand Factor Technical Memorandum* prepared by AKM Consulting Engineers, December 2024. Because the recycled water demand factor for the Hospitality land use is greater than the factor for Commercial land use, the higher value of 1400 gpd/ac for Hospitality is used herein.

[3.] Overnight lodging rooms are included in the non-residential square footage (p. 2-4 of the December 17, 2019 Meredith International Centre Specific Plan).

[4.] This Assessment assumes each room is 300 square feet. Since the maximum non-residential square footage is 480,000 and it includes the hotel rooms, the remaining non-residential without the hotel rooms would be (480,000 - (400*300)) = 360,000 sq. ft.

Meredith International Centre Specific Plan Amendment - Planning Area 3 Project[1]							Current Water Demand Factors for Areas Where Recycled Water is Available[2]				Adjustments to Recycled Water Demand from the Meredith Specific Plan Development Standards Section[6]		Potable and Recycled Water Demands (GPD and AFY)[8]				
Proposed Parcel	Proposed Land Use	Proposed Area (acres)	Proposed Maximum Dwelling Units (DU)	Proposed Maximum Non-Residential Square Footage (SF)	Proposed Maximum Density (DU/ac)	Proposed Maximum Intensity (FAR)	Corresponding General Plan Land Use [3]	General Plan Max Density or Intensity [3]	Ontario Indoor (Potable Water) Demand Factor (GPD/1000 SF, GPD/DU, or GPD/ac)[5]	Ontario Outdoor (Recycled Water) Demand Factor (GPD/ac)	Minimum 10% Landscape Coverage for Urban Commercial (acres)	Minimum 15% Landscape Coverage for Urban Residential (acres)	Potable Water Demand (GPD)	Potable Water Demand (AFY)	Recycled Water Demand (GPD)	Recycled Water Demand (AFY)	Total Water Demand (AFY)
A	Mixed Use Overlay with Commercial	3.64	0	50,000	-	0.55	MU-Meredith	125 du/ac and 3.0 FAR	122	1,200	-	-	6,100	6.83	4,368	4.89	11.73
B[7]	Mixed Use Overlay with High Density Residential	3.73	349	0	94	-	MU-Meredith	125 du/ac and 3.0 FAR	155	950	-	0.56	54,095	60.59	532	0.60	61.19
C	Mixed Use Overlay with High Density Residential	3.34	330	0	99	-	MU-Meredith	125 du/ac and 3.0 FAR	155	950	-	0.50	51,150	57.30	476	0.53	57.83
D	Mixed Use Overlay with High Density Residential	3.77	353	0	94	-	MU-Meredith	125 du/ac and 3.0 FAR	155	950	-	0.57	54,715	61.29	537	0.60	61.89
E	Mixed Use Overlay with Open Space (Central Park)	0.75	0	0	-	-	MU-Meredith	125 du/ac and 3.0 FAR	100	2,500	-	-	75	0.08	1,875	2.10	2.18
F	Mixed Use Overlay with High Density Residential	3.91	368	0	94	-	MU-Meredith	125 du/ac and 3.0 FAR	155	950	-	0.59	57,040	63.89	557	0.62	64.52
G	Mixed Use Overlay with City-Owned Parking Lot	4.23	0	0	-	-	MU-Meredith	125 du/ac and 3.0 FAR	-	700	0.423	-	0	0.00	296	0.33	0.33
H	Mixed Use Overlay with Emergency Vehicle Access with Jogging Path	1.93	0	0	-	-	MU-Meredith	125 du/ac and 3.0 FAR	-	700	0.193	-	0	0.00	135	0.15	0.15
Total		**25.3**	**1,400**	**50,000**	**55.3**	**-**	-	-	-	-	-	-	**223,175.00**	**249.99**	**8,776.08**	**9.83**	**259.82**

w/RW = with recycled water; UWMP = Urban Water Management Plan; WMP = Water Master Plan; TOP = The Ontario Plan; DU = dwelling unit; AC = acre; gpd = gallons per day; AFY = acre-feet per year.

[1] Source: OMUC email dated Septmeber 18, 2025.

[2] Sources for Unit Water Demand Factors are *City of Ontario Demand Factor Technical Memorandum* prepared by AKM Consulting Engineers, December 2024. "For areas with recycled water available, all future outdoor water use is recycled water and indoor water use is potable water" (p. 4-1).

[3] According to the Adopted August 16, 2022 TOP Land Use Designations Summary Table (Table LU-02), "Mixed Use - Meredith (MU-Meredith) is "envisioned as amixture of mid-rise buildings, regional-serving retail and office centers, and stand alone high density residential projects." With a residential density of 14.0 to 125.0 du/acre and 3.0FAR for office and retail uses.

[4] Parcels G and H are assumed to have some minimal landscape irrigation needs; therefore the smallest unit demand factor for recycled (irrigation) water was chosen. No potable water demand is expected in these parcels.

[5] The duty factor of 155 gpd/du is a highly conservative value due to the densities proposed being significantly higher than the highest density used to generate the duty factors.

[6] Refer to the Development Standards Section of the Project's Specific Plan, pages 5-10 (Minimum Landscape Coverage for Urban Commercial interior lots) and 5-14 (Minimum Landscape Coverage for Urban Residential). (https://www.ontarioca.gov/government/community-development/planning/governing-documents/specific-plans)

[7] By direction of the City, this assessment evaluates a maximum of 1400 units; therefore, 19 additional units were randomly added to Parcel B.

[8] According to OMUC, the City's forthcoming Water Master Plan update anticipates 274 AF of total water usage in the Project area, consisting of 243 AF potable water and 31 AF recycled water.

WRITTEN VERIFICATION OF SUFFICIENT WATER SUPPLY

FOR PLANNING AREA 3 OF MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN

NOVEMBER 4, 2025

ONTARIO MUNICIPAL UTILITIES COMPANY

W.O.: 2025-0111.01

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SB 221 Written Verification of Sufficient Water Supply

1.1 Introduction

Senate Bill 221 (SB 221) was enacted in 2001 and became effective as of January 1, 2002. SB 221 establishes the relationship between the Water Supply Assessment (WSA) prepared for a project pursuant to Senate Bill 610 (SB 610), and the project approval under the Subdivision Map Act. SB 221 amends Section 11010 of the Business and Professional Code, and amends Section 65867.5 to add Sections 66455.3 and 66473.7 to the California Government Code (Gov. Code).

Pursuant to Gov. Code Section 66473.7, the public water supplier must provide a written verification of sufficient water supply (WV) prior to the approval of a tentative subdivision map, or a parcel map for which a tentative map was not required, or a development agreement for a subdivision of property of more than 500 dwelling units, except as specified, including the design of the subdivision or similar type of improvement.

1.2 Purpose

The purpose of the WV is to provide the legislative body of a city, county, or the designated advisory agency with written verification from the applicable public water supplier that a sufficient water supply is available, or, in addition, a specified finding is made by the local agency that sufficient water supplies are, or will be, available prior to completion of the project.

The WV shall be supported by substantial evidence, which may include relevant portions of an applicable Urban Water Management Plan (UWMP) or a WSA prepared per SB 610. Many of the requirements for SB 610 compliance will satisfy the requirements of SB 221. There are four factors to be considered in a WV which are not required in a WSA as specified by Gov. Code Section 66473.7. Those four factors, which are specifically addressed in this WV are as follows:

1. Historical water supplies for at least 20 years;

2. Urban Water Shortage Contingency Analysis prepared for the water supplier's UWMP;

3. Supply reduction for "specific water use sector" per water supplier's resolution, ordinance, or contract; and

4. Amount of water that can be reasonably relied upon from specific supply projects, subject to the determinations outlined in Government Code Section 66473.7.

1.3 Project Description and Water Demand

This WV has been prepared in conjunction with a WSA for the proposed *Planning Area 3 of the Meredith International Centre Specific Plan* ("Project"). The Project is located within the City of Ontario's Old Model Colony region. The Project site is currently vacant but has a land use designation of Urban Commercial according to the approved Specific Plan.

The Project proposes to add a Mixed-Use Overlay over Planning Area 3 of the existing Specific Plan to allow for up to 1,400 dwelling units and up to 50,000 square feet of commercial/retail uses (WSA, p. 3). Refer to WSA Figure 3 – Land Use Plan used for 2020 UWMP Projections, Figure 4 – Specific Plan used for 2020 UWMP Projections, and Figure 5 – Proposed Land Use Plan.

The City of Ontario Municipal Utilities Company (OMUC)[1] is the water supplier for the Project and for the City. OMUC commissioned a WSA and WV from Albert A. Webb Associates (WEBB) on September 2, 2025. The purpose of preparing this WV for the Project is to preclude the need for individual "Written Verification" letters being prepared for the individual residential development projects that will qualify for a WV within the Project area. Because the Project has more than 500 units, which is the criteria set in

[1] OMUC is a department of the City of Ontario and the terms may be used interchangeably herein.

Gov. Code Section 66473.7(a), a WV per SB 221 can be prepared concurrently with the WSA.

The key question for this WV to address per SB 221 is whether the water supplier is able to provide a sufficient water supply based upon an analysis as to whether water supplies available during normal, single-dry, and multiple-dry years within a 20-year projection will meet the projected demand associated with the proposed subdivision(s), in addition to existing and planned future uses, including, but not limited to, agriculture and industrial uses (DWR 2003).

1.4 Verification of Sufficient Water Supply

A detailed evaluation of OMUC's water supply was performed under the attached WSA for the Project. Attached to the WSA is the adopted City of Ontario 2020 UWMP which addresses normal, single dry, and multiple dry year conditions over the 20-year period from 2020 through 2040 (WSA Appendix A and Appendix B). The 2020 UWMP determined that sufficient water supply exists to support the demands of the OMUC service area. The attached WSA determined that the estimated total water demand of the Project (potable plus recycled water demand) is approximately 117 acre-feet per year (AFY) more water than the water demand for the same site that was assumed in the 2020 UWMP; therefore, the water demand for the Project was not fully accounted for in the 2020 UWMP. However, through evaluation of the City's water supply capacities, rights/entitlements, and water use trends, the WSA concludes that sufficient water supply exists to support the additional demands of the Project.

20-Year Water Supply Availability

OMUC has been able to meet all water demands with its available water supplies for the past 20 years. Table 3-2 of the attached WSA shows the recorded water supplies from 2000-2025 that were utilized to meet the demand within OMUC's service area. A supply source that is available to OMUC but is not included in Table 3-2 are the groundwater storage accounts to which OMUC has rights to store water in the Chino Basin. As of FY

23/24, the City has approximately 136,940 AF held in groundwater storage (WSA Table 4-1).[2]

Urban Water Shortage Contingency Analysis (Plan)

The urban water shortage contingency analysis (aka Water Shortage Contingency Plan [WSCP]) prepared for the most recent UWMP is contained within Chapter 8 of Ontario's 2020 UWMP (Appendix A). The WSCP is based on the City's Water Conservation Plan located in Appendix N of the 2020 UWMP and codified in Chapter 8A of the City Municipal Code is an update of the City's Ordinance No. 3027 (adopted September 1, 2015). The WSCP includes stages of action, prohibitions on end uses, penalties and enforcement measures, determination of water shortage reductions, revenue and expenditure impacts, and catastrophic supply interruption.

The 2020 WSCP and Water Conservation Plan are consistent with the stringent emergency conservation regulations mandated by the State Water Resources Control Board in response to statewide drought conditions.[3] The purpose of the ordinance and the Water Conservation Plan are to minimize the potential for a water shortage through the practice of water conservation, and to minimize the effect of a shortage of water supplies on the water customers of the City. In addition, it is the intent of the ordinance and the Water Conservation Plan to adopt provisions that will significantly reduce the inefficient consumption of water, thereby extending the available water resources necessary for domestic, sanitation, and fire protection of the community to the greatest extent possible (Municipal Code Sec. 6-8.21).

The 2020 WSCP and Water Conservation Plan describe the methods to respond to a water supply shortage of more than 50 percent. Six stages of conservation are described (Stages 1-6) with increasing conservation requirements and penalties depending on the

[2] Data from fiscal year ending 23/24 is the most recent data available from the Chino Basin Watermaster.
[3] Per U.S Drought Monitor, the area is in a severe drought as of March 27, 2025.

severity of the shortage (UWMP, p. 8-8). As of October 2025, the City is in the Voluntary Conservation Stage where customers are encouraged to voluntarily conserve water.[4]

Supply Reduction for Specific Water Use Sector

OMUC's 2020 WSCP and Water Conservation Plan establish voluntary and mandatory water conservation requirements which shall take effect upon implementation. During a water shortage crisis, certain mandatory restrictions on water use will be imposed on the public. The voluntary water use prohibitions apply at all times. Stage 1 to 6 prohibitions will be progressively implemented according to the severity of the water crisis (OMUC 2020 UWMP, Appendix N). The restrictions and prohibitions on end users that correspond to Stages 1 to 6 are outlined in Table 8-2 of the City's 2020 UWMP (p. 8-3). OMUC does not have a water supply allocation plan. No single water use sector is identified in the 2020 WSCP or Water Conservation Plan for supply reductions in the event of a water shortage crisis.

Amount of Water That Can Be Reasonably Relied Upon from Specific Supply Project(s)

This requirement of the WV pertains to projected water supplies that the water supplier can reasonably rely on that are not currently available to the public water system. All projected water supplies are currently available to OMUC but may not be fully utilized to date. Descriptions of the supplies available to OMUC are in Section 3 of the attached WSA.

1.5 Substantial Evidence of Verification of Sufficient Water Supply

This WV does not rely on projected water supplies that are not currently available to OMUC. The water supplies that OMUC will continue to rely on are projected to be sufficient to meet current and future needs are described in Section 3 of the attached WSA. Because projected supply sources are currently available to OMUC, supporting information pursuant to Gov. Code section 66473.7 is not provided herein. This would

[4] City of Ontario Drought Updates Website: https://www.ontarioca.gov/ontariowaterwise/droughtupdates

include written contracts or other proof of valid rights to supplies under development, an adopted capital outlay program to finance delivery of supplies under development, permits to construct supply infrastructure for supplies under development, and regulatory approvals for conveyance or delivery of supplies under development. Copies of the rights, contracts, and other entitlements to water supplies available to OMUC are provided in the appendices to the attached WSA.

1.6 Impacts to Agricultural and Industrial Users

Gov. Code section 66473.7 requires this WV to contain a description of reasonably foreseeable impacts of the proposed subdivision on the availability of water resources for agricultural and industrial uses within the water supplier's service area that are not currently receiving water from the water supplier but are utilizing the same sources of water.

Water used by industrial and agricultural users that is not provided to them by OMUC would come from their private wells to access the Chino Groundwater Basin, which OMUC also utilizes. Adverse impacts to such entities because of the Project is not anticipated because the Chino Basin is an adjudicated basin with a court appointed Watermaster who monitors and enforces the provisions of the 1978 Judgment and subsequent orders of the court. As discussed in Section 4 of the attached WSA, the Watermaster develops and implements an Optimum Basin Management Program to sustainably manage the basin for all users.

There is very little agricultural use left in the Old Model Colony, which is mostly built out and consists of existing residential, commercial, and industrial developments. As planned for by the City and discussed in the attached WSA, existing agricultural properties are projected to convert to non-agricultural activities (WSA Figures 6 and 7). Table 3-7 of the attached WSA also forecasts declines in recycled water use by agriculture, reaching zero use by 2040. As of 2020, there are 20 agricultural recycled water irrigation sites in the City (2020 Annual Report to DDW). The proposed subdivision is not anticipated to have adverse impacts on the shared water supply source because

the 2020 UWMP has incorporated planned future declines in agricultural use in the water demand projections, which includes declines in private wells and conversion to OMUC supplies.

In regard to industrial uses, they are the third most common land use type in the City (after Agricultural Multi-Use at 21.2 percent, and Residential at 19.3 percent), making up approximately 5,498 acres or 17.3 percent of the total area (AKM 2020, p. 2-5). The ultimate citywide land use plan on which the current water master plan and UWMP are based (*The Ontario Plan 2010)*, plans for an increase of business parks and industrial uses to cover about 7,818 acres or 24.6 percent at buildout (AKM 2020, p. 2-7). Further, the 2020 UWMP citywide projections in the attached WSA show potable water use by industrial uses increasing from 2,078 AFY in 2020 (WSA Table 2-2) to 3,728 AFY in 2040 (WSA Table 2-3) and industrial use of recycled water is projected to increase from 986 AFY in 2020 to 3,680 AFY in 2045 (WSA Table 3-7). As of 2020, there are three industrial recycled water sites in the City (2020 Annual Report to DDW). The proposed subdivision is not anticipated to have adverse impacts on the shared water supply source because the 2020 UWMP water demand projections have accounted for future increases in potable and recycled water use by industrial uses, in addition to other uses.

For each acre of qualifying agricultural land within the Chino Basin that converts to urban use, the initial Safe Yield of the appropriative pool member serving the converted land is increased by 2 acre-feet. In addition, properties that were on private wells are expected to connect to OMUC infrastructure. Therefore, OMUC's share of the Safe Yield will continue to increase as Ontario Ranch develops, concurrent with a decline in private wells in the Chino Basin, including wells within the Project that will be decommissioned.

1.7 Priority to Proposed Lower Income Housing Projects

Pursuant to Gov. Code section 65589.7, the determinations made by the WV shall be consistent with the obligation of a public water system to grant a priority for the provision of available and future water resources or services to proposed housing developments

that help meet the City's (or County's) share of the regional housing needs allocation (RHNA) for lower income households.

The 2020 UWMP states that the City has considered the demographic factors of severely low-income earners, single-parent families, large families, seniors, people with disabilities, and homeless persons "which can affect the City's water management planning" (p. 3-7). Further, the 2020 UWMP indicates that lower income residential demands are included in water use projections (*ibid,* p. 4-12).

If the Project or a portion thereof helps meet the City's share of the RHNA for lower income households, the City is obligated to grant priority to supply water thereto.

1.8 Verification That Relies on Groundwater

Law

Gov. Code Sec. 66473.7 (h)

> *Where a water supply for a proposed subdivision includes groundwater, the public water system serving the proposed subdivision shall evaluate, based on substantial evidence, the extent to which it or the landowner has the right to extract the additional groundwater needed to supply the proposed subdivision. Nothing in this subdivision is intended to modify state law with regard to groundwater rights.*

Section 4 of the attached WSA describes OMUC's legal right to extract groundwater from the Chino Basin.

1.9 Finding of Sufficient Water Supply

The estimated potable water demand for the proposed Project is 246 AFY and the recycled water demand is 28 AFY for a total water demand of approximately 274 AFY. As depicted in Table 3-2 and Table 3-3 of the attached WSA, the City's current and ultimate total water supply are sufficient to meet the existing and anticipated water

demands from its service area including the proposed Project's potable and recycled water demands. Based on the analysis herein and the attached WSA, OMUC finds that "sufficient water supply" is available to support the projected subdivisions within the Project as they are currently described herein.

References

AKM 2024	AKM Consulting Engineers, *City of Ontario Demand Factor Technical Memorandum (TM)*. December 2024.
AKM 2020	AKM Consulting Engineers, *City of Ontario 2020 Water Master Plan Update.* June 2020. (WSA Appendix B)
Judgment	Judgment, *Chino Basin Municipal Water District v. City of Chino, et al., San Bernardino Ct. No. 164327* (filed Jan. 30, 1978). Includes amendments thereto. (WSA Appendix M)
OMUC	Ontario Municipal Utilities Company. *Personal communication with Alexis, Mascarinas, Associate Engineer.* October 10, 2025
Project	KTGY, Brickstone Companies, Density Study, Overall Site Plan A1-0, March 10, 2025.
UWMP	Stetson Engineers. *City of Ontario 2020 Urban Water Management Plan*. June 2021. (WSA Appendix A)
WSA	Albert A. Webb Associates. *Water Supply Assessment for Planning Area 3 of the Meredith International Centre Specific Plan. Draft* October 2025.

RESOLUTION NO. PC25-057

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL APPROVE FILE NO. PSPA25-005, AN AMENDMENT TO THE MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN TO ESTABLISH A MIXED-USE OVERLAY DISTRICT (PLANNING AREA 3A) ON 25.38 ACRES OF LAND WITHIN THE PLANNING AREA 3 (URBAN COMMERCIAL) LAND USE DISTRICT, LOCATED AT THE SOUTHWEST CORNER OF ARCHIBALD AVENUE AND INLAND EMPIRE BOULEVARD, AND MAKING FINDINGS IN SUPPORT THEREOF—APNS: 0110-321-74, 0110-321-75, 0110-321-76, 0110-321-29, AND 0110-321-77

WHEREAS, CITY OF ONTARIO (hereinafter referred to as "Applicant") has filed an Application for the approval of a Specific Plan Amendment, File No. PSPA25-005, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 25.38 acres of land generally located on the southwest corner of Archibald Avenue and Inland Empire Boulevard, within the Urban Commercial land use district of the Meredith International Centre Specific Plan, and is currently vacant; and

WHEREAS, the properties to the north of the Project site are within the Planning Area 4 (Urban Residential) land use district of the Meredith International Centre Specific Plan and are improved with residential development. The properties to the east are within the High Intensity Office (OH) zoning district and are developed with a gasoline station and is currently under construction for a dual hotel (Hyatt Hotel). Additionally, the Project site is bounded by Interstate 10 to the south, and a flood control channel and Planning Area 2 (Urban Commercial) of the Specific Plan to the west; and

WHEREAS, the Project consists of an Amendment to the Meredith International Centre Specific Plan to establish a Mixed-Use Overlay district (Planning Area 3A) on 25.38 acres of land including associated development standards, and modifications to the land use map, land use table, updated exhibits, and text changes to reflect the proposed Overlay; and

WHEREAS, the proposed Mixed-Use Overlay (Planning Area 3A) over the Planning Area 3 (Urban Commercial) land use district that could include up to 1,400 residential units and up to 50,000 square feet of commercial/retail uses. The intent of the Project is to create parameters for future development that are distinguished and high quality, providing opportunities for high-end dining, retail, and resort-style residential living; and

WHEREAS, the amendment will revise several sections of the Meredith International Centre Specific Plan including Section 2 – Development Plan and Section 5 – Development Standards; and

WHEREAS, there is no development plan associated with the proposed Specific Plan Amendment. All future development within the Specific Plan will require a separate review process in compliance with the Ontario Development Code and the Meredith International Centre Specific Plan; and

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

WHEREAS, the Planning Director of the City of Ontario prepared and approved for attachment to the certified Environmental Impact Report, an Addendum to the Certified EIR (hereinafter referred to as "EIR Addendum") in accordance with the requirements of the California Environmental Quality Act of 1970, together with State and local guidelines implementing said Act, all as amended to date (collectively referred to as "CEQA"); and

WHEREAS, the environmental impacts of this Project were thoroughly analyzed in the EIR Addendum, which concluded that implementation of the Project could result in a number of significant effects on the environment that were previously analyzed in the Certified EIR, and that the Certified EIR identified mitigation measures that would reduce each of those significant effects to a less-than-significant level; and

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

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

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Planning Commission the responsibility and authority to review and make recommendation to the City Council on the subject Application; and

WHEREAS, the Project has been reviewed for consistency with the Housing Element of the Policy Plan component of The Ontario Plan 2050, as State Housing

Element law (as prescribed in Government Code Sections 65580 through 65589.8) requires that development projects must be consistent with the Housing Element, if upon consideration of all its aspects, it is found to further the purposes, principals, goals, and policies of the Housing Element; and

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and is subject to, and must be consistent with, the policies and criteria set forth in the Ontario International Airport Land Use Compatibility Plan (hereinafter referred to as "ALUCP"), which applies only to jurisdictions within San Bernardino County, and addresses the noise, safety, airspace protection, and overflight impacts of current and future airport activity; and

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

WHEREAS, as the first action on the Project, was on November 25, 2025, the Planning Commission issued a Resolution recommending the City Council adopt the EIR Addendum, finding that the proposed Project introduces no new significant environmental impacts and applying all previously adopted mitigation measures to the Project, which were incorporated by reference; and

WHEREAS, on November 25, 2025, the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date; and

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

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

SECTION 1: ***Environmental Determination and Findings.*** As the recommending authority for the Project, the Planning Commission has reviewed and considered the information contained in the Addendum, the initial study, and the administrative record for the Project, including all written and oral evidence provided during the comment period. Based upon the facts and information contained in the Addendum, the initial study, and the administrative record, including all written and oral evidence presented to the Planning Commission, the Planning Commission finds as follows:

(1) The environmental impacts of this Project were reviewed in conjunction with an Addendum to the Meredith International Centre Specific Plan Amendment Environmental Impact Report (SCH# 2014051020), certified by the City Council on April 7, 2015, in conjunction with File Nos. PGPA13-005 and PSPA14-003; and

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

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

(4) All previously adopted mitigation measures shall be a condition of Project approval, as they are applicable to the Project, and are incorporated herein by this reference; and

(5) The EIR Addendum contains a complete and accurate reporting of the environmental impacts associated with the Project, and reflects the independent judgment of the Planning Commission; and

(6) There is no substantial evidence in the administrative record supporting a fair argument that the Project may result in significant environmental impacts.

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

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

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

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

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

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

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

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

SECTION 3: ***Housing Element Compliance.*** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the recommending authority for the Project, the Planning Commission finds that based upon the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the Project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan 2050, as the Project site is not one of the properties in the Housing Element Sites Inventory contained in Tables B-1 and B-2 of the Housing Element Technical Report.

SECTION 4: ***Airport Land Use Compatibility Plan ("ALUCP") Compliance.*** The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan.

(1) On April 19, 2011, the City Council of the City of Ontario approved and adopted the Ontario International Airport Land use Compatibility Plan, establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the recommending authority for the Project, the Planning Commission has reviewed and considered the facts and information contained in the Application and supporting documentation against the ONT ALUCP compatibility factors, including [1] Safety Criteria

(ONT ALUCP Table 2-2) and Safety Zones (ONT ALUCP Map 2-2), [2] Noise Criteria (ONT ALUCP Table 2-3) and Noise Impact Zones (ONT ALUCP Map 2-3), [3] Airspace protection Zones (ONT ALUCP Map 2-4), and [4] Overflight Notification Zones (ONT ALUCP Map 2-5). As a result, the Planning Commission therefore finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ONT ALUCP; and

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

(1) ***The proposed Specific Plan, or amendment thereto, is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan 2050.*** The proposed Specific Plan Amendment is consistent with the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, in that it contributes toward the legislative framework for the implementation of The Ontario Plan, guiding growth and development mixed-use land use district, and achieving optimum results from the City's physical, economic, environmental, and human resources.

(2) ***The proposed Specific Plan, or amendment thereto, would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.*** The proposed standards and guidelines within the Urban Commercial land use district were established with the intent to safeguard and further the public interest, health, safety, convenience, and general welfare, and to ensure that the purposes of The Ontario Plan and Meredith International Centre Specific Plan are maintained.

(3) ***In the case of an application affecting specific property(ies), the proposed Specific Plan, or amendment thereto, will not adversely affect the harmonious relationship with adjacent properties and land uses.*** The proposed Specific Plan Amendment, and the conditions under which it will be implemented and maintained, is consistent with the Policy Plan component of The Ontario Plan and the design criteria of the Meredith International Centre Specific Plan, and, therefore, will not adversely affect the harmonious relationship with adjacent properties and land uses.

(4) ***In the case of an application affecting specific property(ies), the subject site is physically suitable, including, but not limited to, parcel size, shape, access, and availability of utilities, for the request and anticipated development.*** The proposed Specific Plan Amendment has been thoroughly vetted by City agencies and departments, which have established that the affected properties are physically suitable for the proposed signage in terms of parcel size, shape, access, and availability of utilities.

SECTION 6: ***Planning Commission Action.*** Based upon the findings and conclusions set forth in the Sections above, the Planning Commission hereby RECOMMENDS THE CITY COUNCIL APPROVES the herein described Application, the Meredith International Centre Specific Plan Amendment, attached hereto as “Attachment A”, and subject to each and every condition set forth in the Department reports attached hereto as "Attachment B," and incorporated herein by this reference.

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

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

SECTION 9: ***Certification to Adoption.*** The Secretary shall certify to the adoption of the Resolution.

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

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

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 25th day of November 2025, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Nicola Ricci
Planning Commission Chairman

ATTEST:

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

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. PC25-057 was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on November 25, 2025, by the following roll call vote, to wit:

AYES: Gage, Lampkin, Marks, Ricci

NOES: None

ABSENT: Anderson, DeDiemar

ABSTAIN: None

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

File No. PSPA25-005
Amendment to the Meredith International Centre Specific Plan Redlines

FIGURES

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Figure 1-2 Vicinity Map 1-4
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Figure 6-3 Primary Parcel Entry Monument 6-15
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B. LAND USE PLAN

This Specific Plan specifies three land use districts: Industrial, Urban Commercial, Mixed-Use, and Urban Residential. For planning purposes, the 257.7-acre MEREDITH INTERNATIONAL CENTRE Specific Plan property is divided into six planning areas.

- Planning Area 1 Industrial
- Planning Area 1A Industrial
- Planning Area 2 Urban Commercial
- Planning Area 2A Mixed-Use Overlay
- Planning Area 3 Urban Commercial
- Planning Area 3A Mixed-Use Overlay
- Planning Area 4 Urban Residential
- Planning Area 5 Urban Commercial

Figure 2-1, Land Use Plan, depicts the physical arrangement of land uses on the Specific Plan property. Table 2-1, Land Use Plan Statistical Summary, lists each planning area and their respective land use district, acreage, and development intensity. Buildout intensity of this Specific Plan is shown in the table below.

Use Category	Development Intensity	Planning Area(s)
Industrial	3,007,000 SF	1 and 1A
Urban Commercial	1,143,000 SF	2, 3, and 5
Mixed-Use Overlay	~~925 units / 5,000 SF~~ 2,325 units/55,000 SF	2A and 3A
Urban Residential	800 units	4

Refer to Figure 2-1, Land Use Plan, and Table 2-1, Land Use Plan Statistical Summary, for more detailed

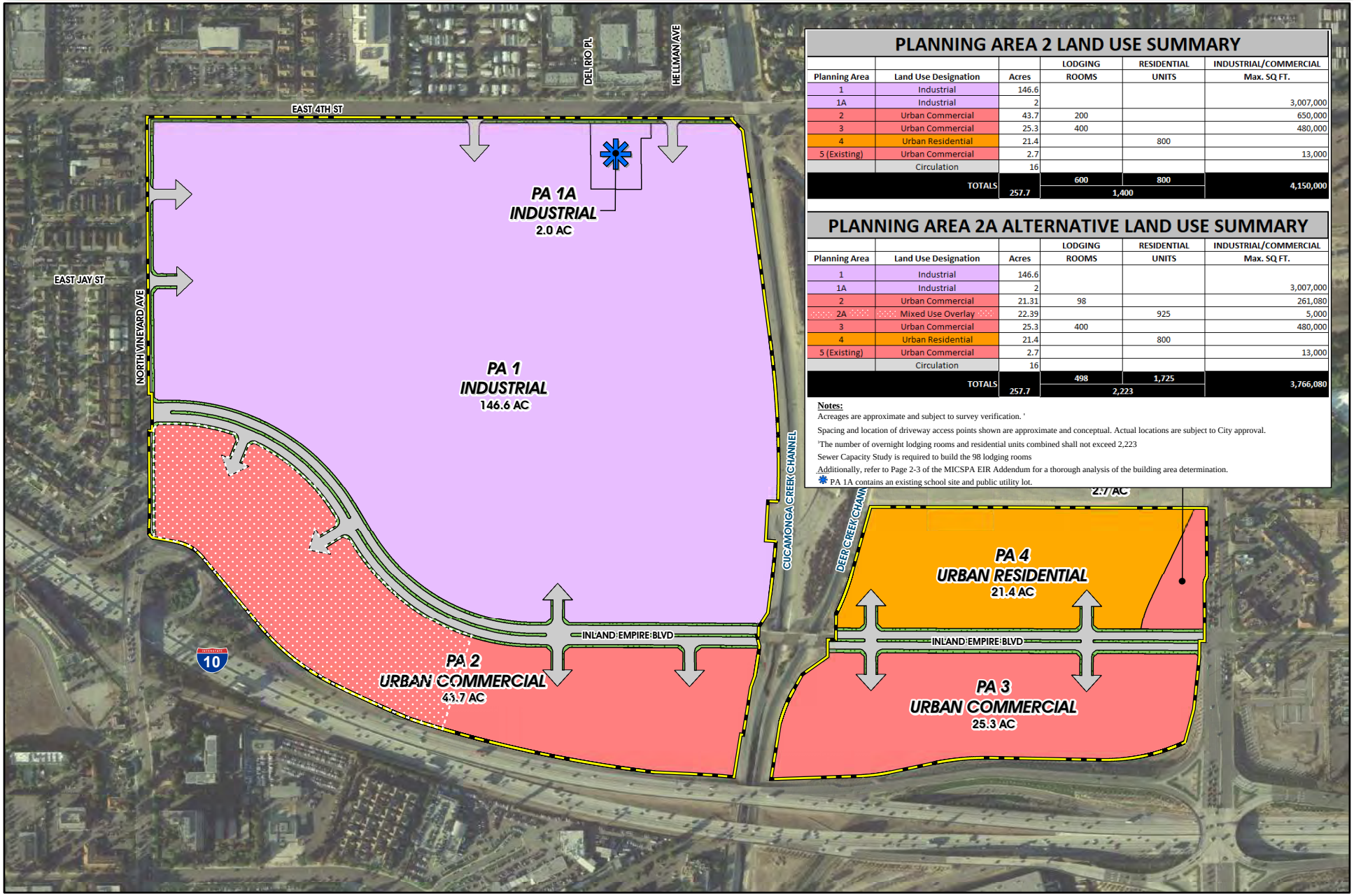
Additionally, refer to Page 2-3 of the *MICSPA EIR Addendum* for a thorough analysis of the building area determination.

Planning Area boundaries were determined by natural and man-made physical divisions formed by drainage channels, roads, and existing development. The Cucamonga Creek Channel and Deer Creek Channel (not a part of the Specific Plan area) divide the Specific Plan property in a north-south direction. The channels create a physical separation between the Industrial land uses in Planning Area 1 and the Urban Residential land uses in Planning Area 4. The channels also divide the two largest Urban Commercial and Mixed-Use Planning Areas (Planning Area 2/2A and Planning Area 3/3A). In a similar manner, the alignment of Inland Empire Boulevard separates the Industrial land uses in Planning Area 1 from the Urban Commercial and Mixed-use land uses in Planning Area 2/2A and separates Planning Area 4 and Planning Area 5 from Planning Area 3/3A.

The boundaries of Planning Area 1A, and Planning Area 5 were determined by uses that were present in those areas at the time Specific Plan Amendment No. 1 was prepared (2015). Planning Area 1A (2.0 acres) was developed with an elementary school and public water utility use and Planning Area 5 (2.7 acres) was developed as a small retail commercial shopping center. The Planning Area 2A Mixed-Use Overlay 22.39 acres was determined by the remainder of the Planning Area 2 Urban Commercial.

EXISTING

MEREDITH INTERNATIONAL CENTRE



PLANNING AREA 2 LAND USE SUMMARY

Planning Area	Land Use Designation	Acres	LODGING ROOMS	RESIDENTIAL UNITS	INDUSTRIAL/COMMERCIAL Max. SQ FT.
1	Industrial	146.6			
1A	Industrial	2			3,007,000
2	Urban Commercial	43.7	200		650,000
3	Urban Commercial	25.3	400		480,000
4	Urban Residential	21.4		800	
5 (Existing)	Urban Commercial	2.7			13,000
	Circulation	16			
TOTALS		257.7	600	800	4,150,000
			1,400		

PLANNING AREA 2A ALTERNATIVE LAND USE SUMMARY

Planning Area	Land Use Designation	Acres	LODGING ROOMS	RESIDENTIAL UNITS	INDUSTRIAL/COMMERCIAL Max. SQ FT.
1	Industrial	146.6			
1A	Industrial	2			3,007,000
2	Urban Commercial	21.31	98		261,080
2A	Mixed Use Overlay	22.39		925	5,000
3	Urban Commercial	25.3	400		480,000
4	Urban Residential	21.4		800	
5 (Existing)	Urban Commercial	2.7			13,000
	Circulation	16			
TOTALS		257.7	498	1,725	3,766,080
			2,223		

Notes:

Acreages are approximate and subject to survey verification. '

Spacing and location of driveway access points shown are approximate and conceptual. Actual locations are subject to City approval.

'The number of overnight lodging rooms and residential units combined shall not exceed 2,223

Sewer Capacity Study is required to build the 98 lodging rooms

Additionally, refer to Page 2-3 of the MICSPA EIR Addendum for a thorough analysis of the building area determination.

* PA 1A contains an existing school site and public utility lot.

0 150 300 600 Feet

FIGURE 2-1

LAND USE PLAN

REVISED

MEREDITH INTERNATIONAL CENTRE

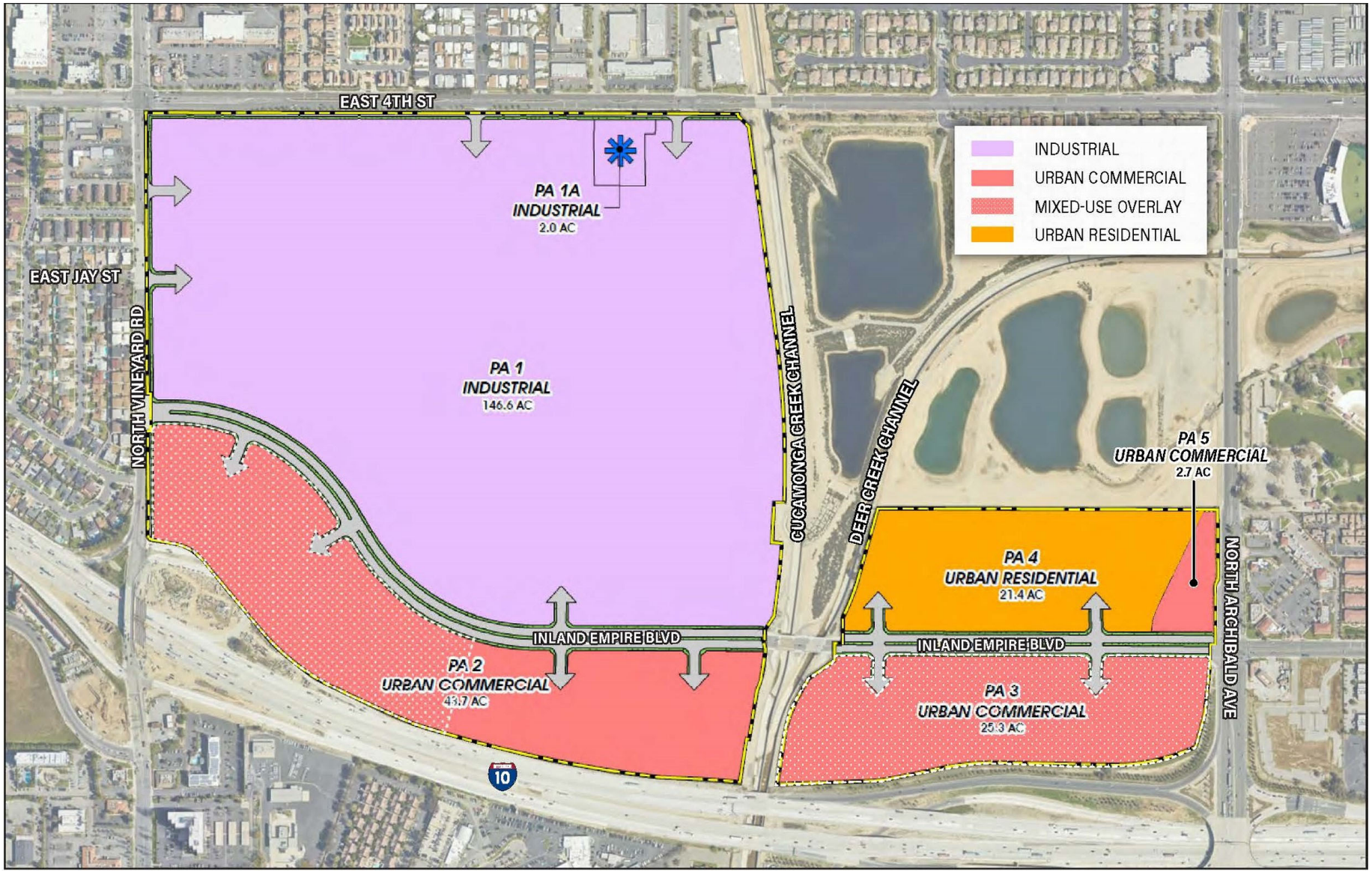


FIGURE 2-1

LAND USE PLAN

5936

Table 2-2 Alternative Land Use Plan Statistical Summary

Planning Area	Land Use	Acreage	Development Intensity		
			Units		
			Overnight Lodging Room	Multi-Family Residential	Non-Residential Square Footage
1	Industrial	146.6			3,007,000
1A	Industrial	2			
2	Urban Commercial	21.3	98 (B) (D) (E)		261,080
2A	Mixed-Use Overlay	22.3		925	5,000 (D)
3	Urban Commercial	25.3			480,000
3A	Mixed-Use Overlay			1,400	50,000
4	Urban Residential	21.4		800	
5	Urban Commercial	2.7			13,000 (A)
	Circulation	16			
TOTALS		257.7	498 (B)	~~1,725~~ 3,125	~~3,766,080~~ 3,816,080
			~~2,223~~ 3,623 (C) (E)		

A – Planning Area 5 was fully constructed at the time Specific Plan Amendment No. 1 was prepared. The building square footage of 13,000 SF is approximate.
B – Overnight lodging rooms are included in the non-residential square footage.
C – Overnight lodging rooms may be swapped for additional multi-family residences in Planning Area 4 at a ratio of 1:1. Alternatively, multi-family residences may be swapped for additional overnight lodging rooms in Planning Areas 2 and/or 3 at a ratio of 1:1. The number of overnight lodging rooms and residential units combined shall not exceed 3,623
D – Additionally, refer to Page 2-3 of the MICSPA EIR Addendum for a thorough analysis of the building area determination
E – Sewer Capacity Study is required to build the 98 lodging rooms.

B.4. Planning Area 3/3A – Urban Commercial/ Mixed Use

VISION



STATISTICS

LAND USE CATEGORY: Urban Commercial / Mixed Use

ACREAGE: 25.3 acres

BUILDING INTENSITY: ~~480,000~~ 530,000 s.f.

Planning Area 3 is comprised of 25.3 acres of land located in the southeastern portion of the Specific Plan property. Planning Area 3/3A is bordered on the north by Inland Empire Boulevard, on the south by Interstate 10, on the west by the Deer Creek Channel, and on the east by North Archibald Avenue. Refer to Figure 2-5, *Planning Area 3/3A*.

Designed to complement the uses of Planning Area 2 also positioned along Interstate 10, Planning Area 3 has good visibility to passing motorists and access to the North Archibald Avenue on- and off- ramps. Planning Area 3 is designed to accommodate Urban Commercial land uses and, in concert with Planning Area 2, form an attractive visual gateway into MEREDITH INTERNATIONAL CENTRE.

Like Planning Area 2, the Urban Commercial and Mixed Use designation of Planning Area 3/3A allows for a range of commercial uses that benefit from adjacency to Interstate 10 and approximately ½-mile distance to the Ontario International Airport. Located closer to MEREDITH INTERNATIONAL CENTRE's Urban Residential area (Planning Area 4), and potential alignment of the Gold Line LRT corridor, Planning Area 3 is afforded a greater opportunity than Planning Area 2 to offer smaller, pedestrian-oriented retail establishments. Four hundred (400) overnight lodging rooms are permitted in Planning Area 3/3A with the intention of serving the surrounding community and region, such as visitors to the nearby Ontario Convention Center and Ontario International Airport. Alternatively, the Mixed Use Overlay will allow for up to 50,000 square feet of commercial/retail uses and up to 1,400 multi-family dwelling units subject to the Land Use Matrix. The Mixed Use Overlay is intended to create parameters for future development that are distinguished and high quality, providing opportunities for high-end dining, retail, and resort-style residential living. The proposed amendment will further support the Specific Plan's objective to create an urban environment where businesses can locate and thrive and where multiple-family housing opportunities are within walking distance to restaurants, goods and services, and to become a regional draw to take advantage of the site location near regional transportation corridors.

Refer to Section 5, Development Standards, for a list of permitted uses and additional information.

Vehicular access into Planning Area 3/3A is provided via Inland Empire Boulevard. No direct driveway access into the planning area is permitted from North Archibald Avenue.

MEREDITH INTERNATIONAL CENTRE

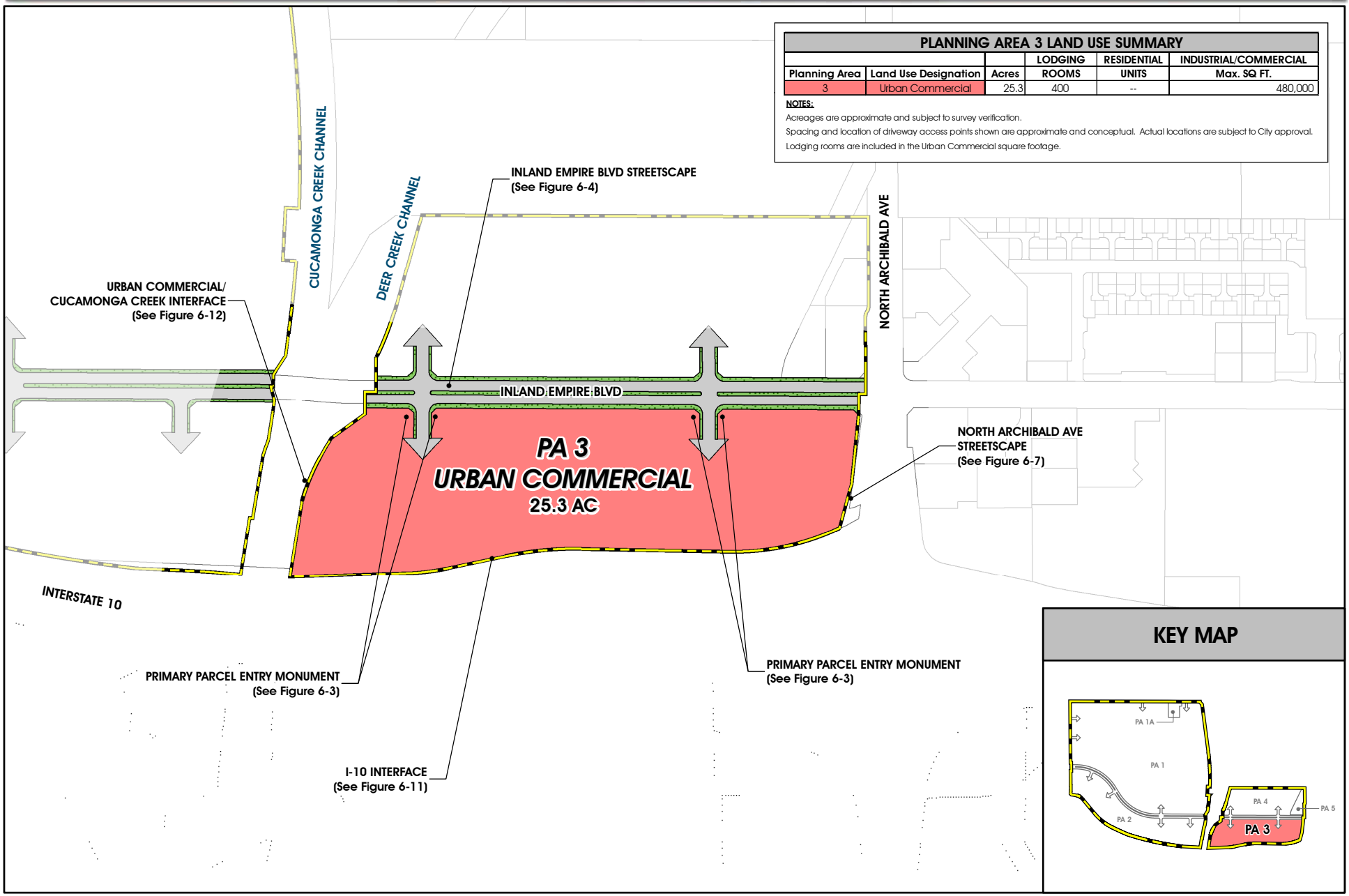
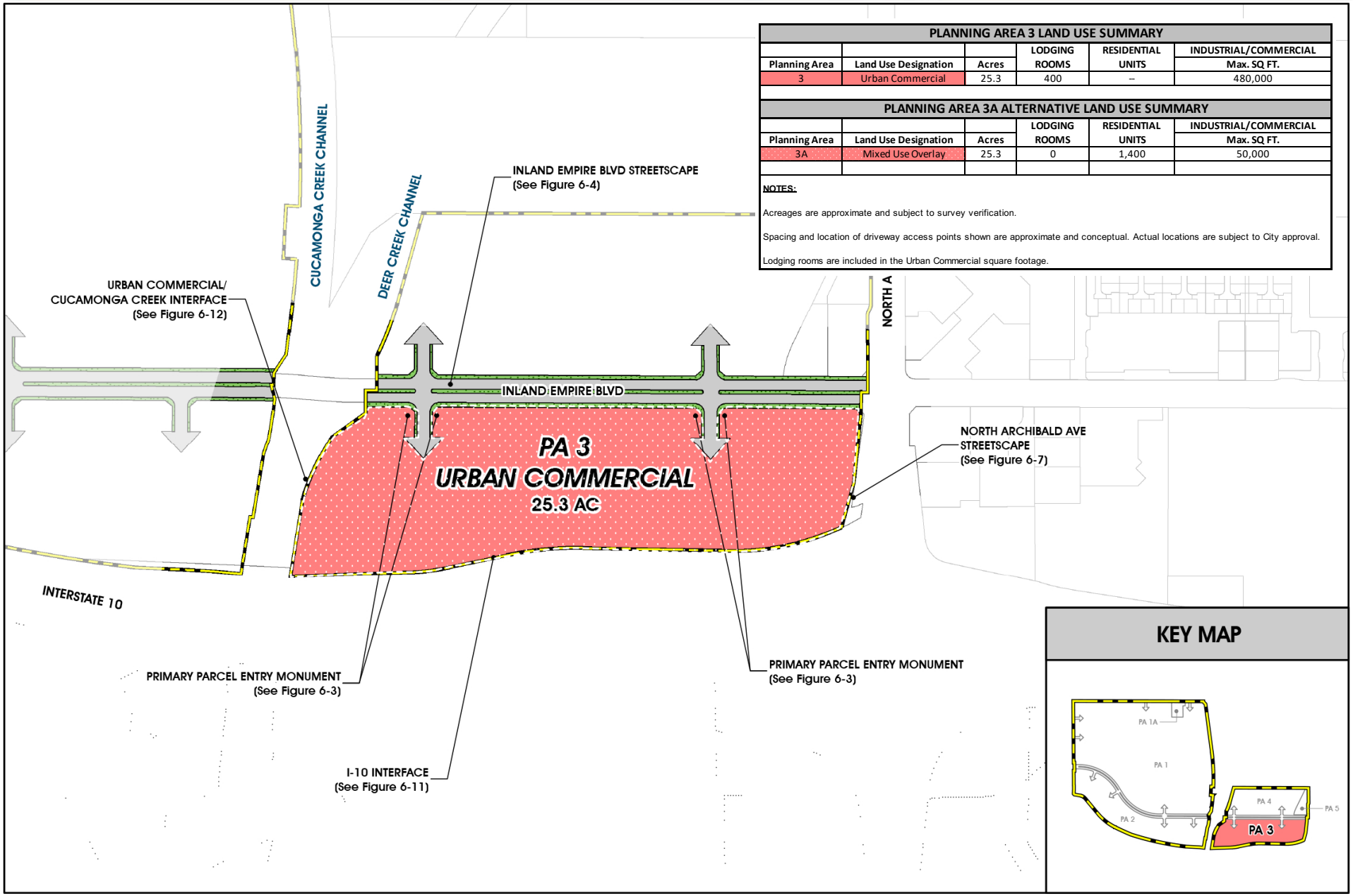


FIGURE 2-5

PLANNING AREA 3

MEREDITH INTERNATIONAL CENTRE



PLANNING AREA 3 LAND USE SUMMARY

Planning Area	Land Use Designation	Acres	LODGING ROOMS	RESIDENTIAL UNITS	INDUSTRIAL/COMMERCIAL Max. SQ FT.
3	Urban Commercial	25.3	400	--	480,000

PLANNING AREA 3A ALTERNATIVE LAND USE SUMMARY

Planning Area	Land Use Designation	Acres	LODGING ROOMS	RESIDENTIAL UNITS	INDUSTRIAL/COMMERCIAL Max. SQ FT.
3A	Mixed Use Overlay	25.3	0	1,400	50,000

NOTES:

Acreages are approximate and subject to survey verification.

Spacing and location of driveway access points shown are approximate and conceptual. Actual locations are subject to City approval.

Lodging rooms are included in the Urban Commercial square footage.

FIGURE 2-5

PLANNING AREA 5940

MEREDITH INTERNATIONAL CENTRE

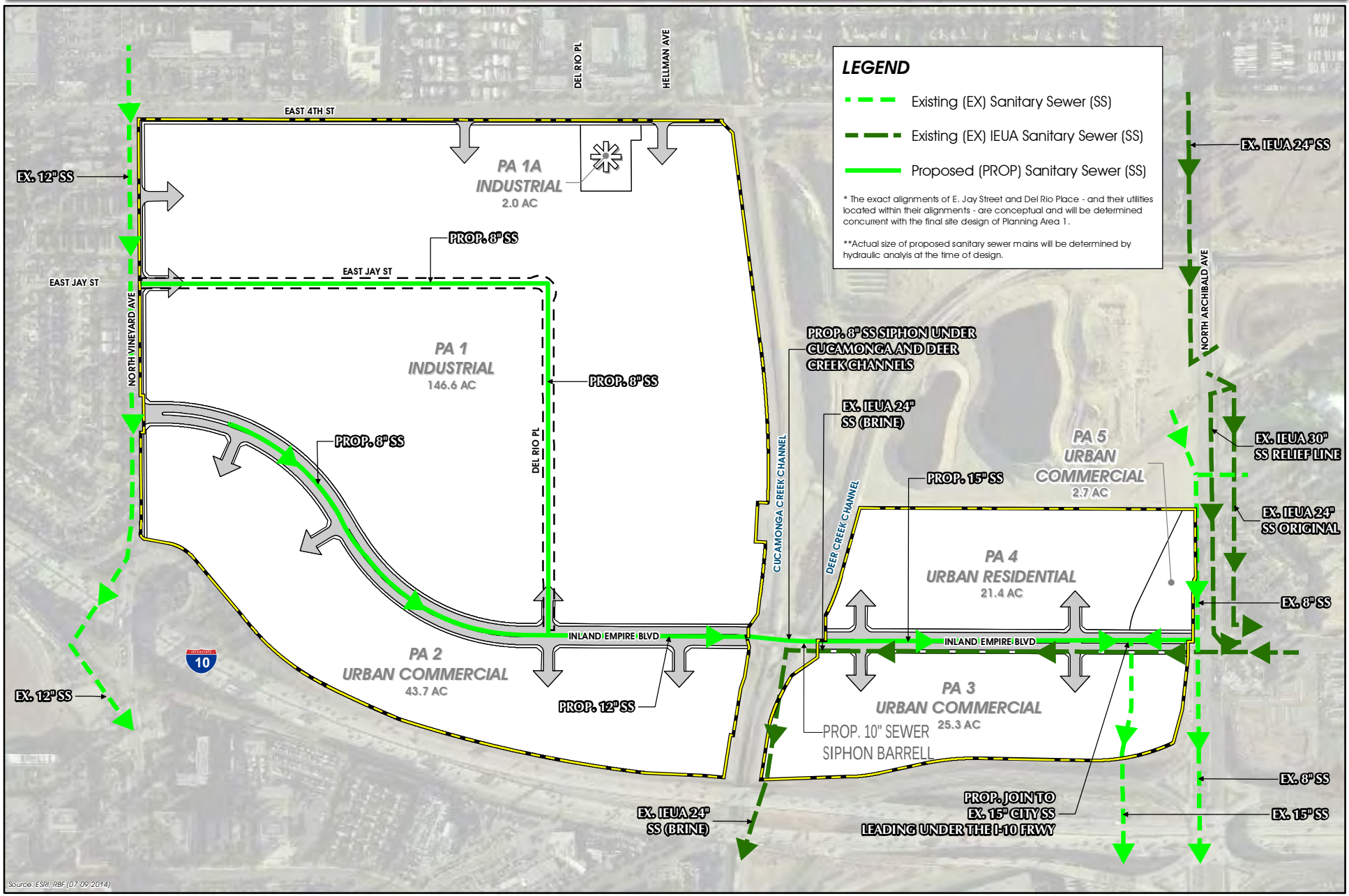
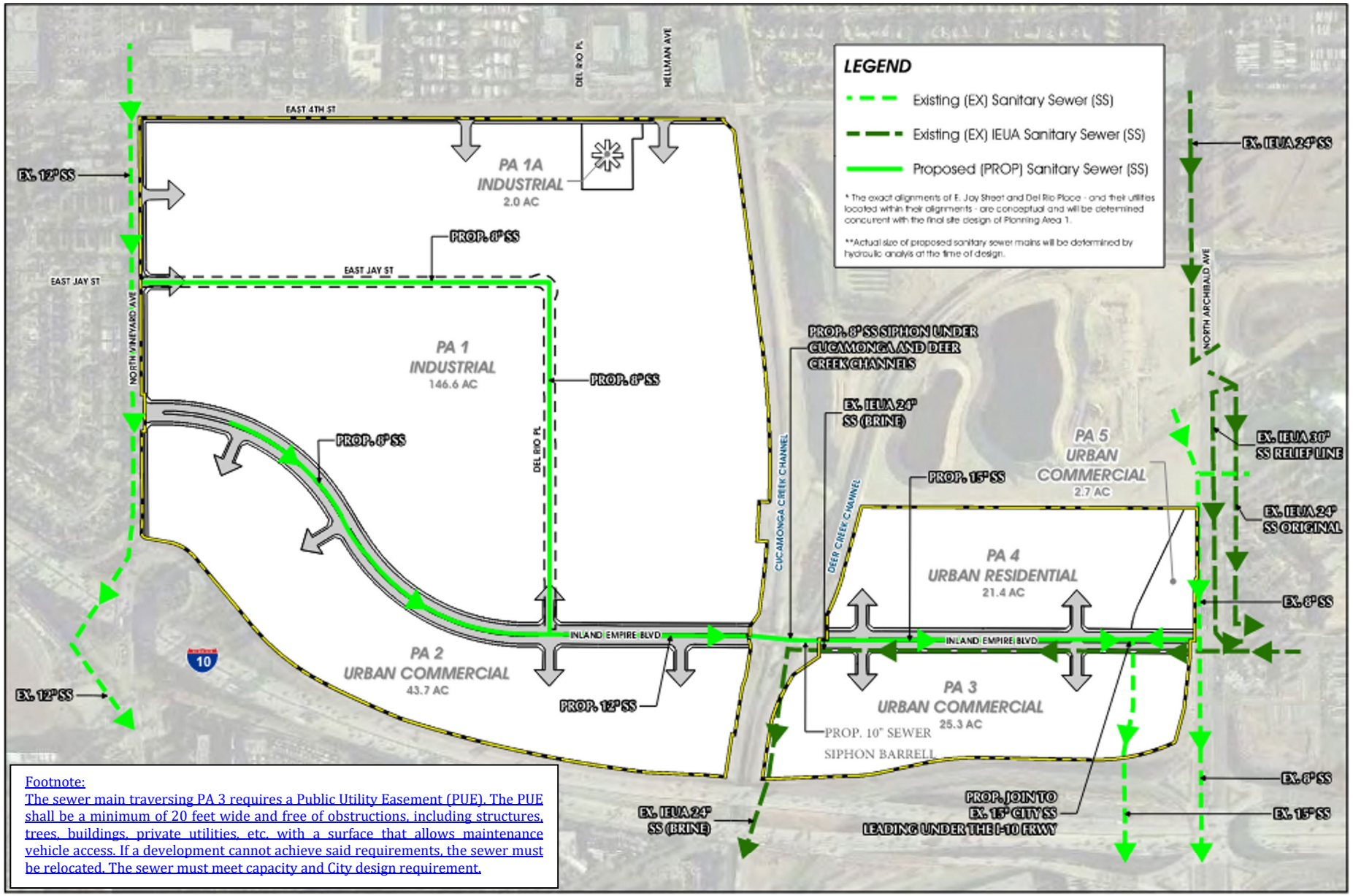


FIGURE 4-3

SANITARY SEWER INFRASTRUCTURE PLAN

MEREDITH INTERNATIONAL CENTRE



Footnote:
The sewer main traversing PA 3 requires a Public Utility Easement (PUE). The PUE shall be a minimum of 20 feet wide and free of obstructions, including structures, trees, buildings, private utilities, etc. with a surface that allows maintenance vehicle access. If a development cannot achieve said requirements, the sewer must be relocated. The sewer must meet capacity and City design requirement.

FIGURE 4-3

SANITARY SEWER INFRASTRUCTURE PLAN

5942

Table 5-1 Land Use Matrix

Use Legend: P: Permitted Use C: Conditional Use A: Ancillary Use --: Prohibited						
Use	**Land Use District**					**Additional Notes**
	Industrial	**Urban Commercial**	**MU Overlay PA-2A**	**MU Overlay PA-3A**	**Urban Residential**	
HIGH-CUBE WAREHOUSE						
Data processing/storage services	P	- -	--	--	--	
Distribution center	P	- -	--	--	--	
Industrial retail sales (sales of goods and/or product either manufactured, warehoused, or wholesaled on-site)	P	- -	--	--	--	Maximum 25% of floor area or 15,000 square feet per building, whichever is less
Management of Companies and Enterprises	P	--	--	--		Including corporate, subsidiary, and regional managing offices
Motor vehicle storage	P	- -	--	--	--	Indoor storage only
Motor vehicle washing, cleaning, and detailing	A	- -	--	--	--	Associated with routine operation of permitted use only
Non-store retailers	P	- -	--	--	--	Includes electronic shopping (e-fulfillment/e- commerce) centers and mail-order houses
Offices	A	- -	--	--	--	
Warehousing and storage (indoor)	P	- -	--	--	--	Including food cold storage
Warehousing and storage (outdoor)	P	- -	--	--	--	
Wholesale trade	P	- -	--	--	--	Within a wholly enclosed building only
INSTITUTIONAL USES						
Public Schools – Grades K through 12	P	- -	--	--	--	Planning Area 1A only
Water systems (water wells, water treatment and filtration facilities)	P	- -	--	--	--	Planning Area 1A only
LIGHT INDUSTRIAL						
Catering establishments	P	-	--	--	--	

Table 5-1 Land Use Matrix

		-				
Charitable distribution facilities (e.g. food banks)	C	- -	--	--	--	
Charitable, philanthropic, service and other non-profit organization offices	A	- -	--	--	--	Associated with charitable distribution facilities only
Computer, home electronics and small home appliance repair	P	--	--	--	--	
Data processing/storage services	P	--	--	--	--	
Distribution center	P	--	--	--	--	
Furniture refinishing	P	--	--	--	--	
Furniture re-upholstery	P	--	--	--	--	

Table 5-1 Land Use Matrix

Use Legend: P: Permitted Use C: Conditional Use A: Ancillary Use --: Prohibited						
Use	**Land Use District**					**Additional Notes**
	Industrial	**Urban Commercial**	**MU Overlay PA-2A**	**MU Overlay PA-3A**	**Urban Residential**	
LIGHT INDUSTRIAL (CONT.)						
General Light Manufacturing	P	--	--	--	--	
Industrial retail sales (sales of goods and/or product either manufactured, warehoused, or wholesaled on-site)	P	--	--	--	--	Maximum 25% of floor area or 15,000 square feet per building, whichever is less
Laundries – commercial	P	--	--	--	--	
Lawnmower and garden equipment repair	P	--	--	--	--	
Management of Companies and Enterprises	P	--	--	--	--	Including corporate, subsidiary, and regional managing offices
Motor vehicle storage	P	--	--	--	--	
Motor vehicle washing, cleaning, and detailing	A	--	--	--	--	Associated with routine operation of permitted use only
Non-store Retailers	P	--	--	--	--	
Offices	P	--	--	--	--	
Printing and related support activities	P	--	--	--	--	
Public/self-storage	P	--	--	--	--	
Research and development services/laboratories	P	--	--	--	--	
Telecommunications Facilities/Cell Tower	P	--	--	--	--	
Warehousing and storage (indoor)	P	--	--	--	--	Including food cold storage
Warehousing and storage (outdoor)	P	--	--	--	--	
Wholesale trade	P	--	--	--	--	Within a wholly enclosed building only
LODGING						
Hotels /~~motels~~	--	P	--	P	--	
MANUFACTURING						
Apparel manufacturing	P	--	--	--	--	
Computer and electronic	P	--	--	--	--	

Table 5-1 Land Use Matrix

products manufacturing						
Electrical equipment, appliance, and component manufacturing	P	--	--	--	--	
Fabricated metal product manufacturing	P	--	--	--	--	
Furniture and related products manufacturing	P	--	--	--	--	Includes, but is not limited to, household and institutional furniture, and kitchen cabinet, office and related products manufacturing

Table 5-1 Land Use Matrix

Use Legend: P: Permitted Use C: Conditional Use A: Ancillary Use --: Prohibited						
Use	**Land Use District**					**Additional Notes**
	Industrial	**Urban Commercial**	**MU Overlay PA-2A**	**MU Overlay PA-3A**	**Urban Residential**	
MANUFACTURING (CONT.)						
Industrial retail sales (sales of goods and/or product either manufactured, warehoused, or wholesaled on-site)	P	--	--	--	--	Maximum 25% of floor area or 15,000 square feet per building, whichever is less
Machinery manufacturing	P	--	--	--	--	
Management of Companies and Enterprises	P	--	--	--	--	Including corporate, subsidiary, and regional managing offices
Medical equipment and supplies manufacturing	P	--	--	--	--	
Offices	P	--	--	--	--	
Wood product manufacturing	P	--	--	--	--	
MOTOR VEHICLE SALES						
Motor vehicle repair and servicing	--	A	--	--	--	Associated with retail sales, leasing, and/or rental lot(s) only
Motor vehicle retail sales, leasing and rental	--	P	--	--	--	Automobiles, light trucks, vans, motorcycles, and recreational vehicles only
Motor vehicle storage	--	A	--	--	--	Indoor/outdoor storage associated with retail sales, leasing, and/or rental lot(s) only
Motor vehicle washing, cleaning, and detailing	--	A	--	--	--	Associated with retail sales, leasing, and/or rental lot(s) only
Offices	--	A	--	--	--	
OFFICE						
Advertising agencies	--	P	--	--	--	
Animal hospitals/veterinarians	--	P	--	--	--	
Banks, credit unions, and other depository institutions	--	P	--	--	--	With and without drive through facilities

Table 5-1 Land Use Matrix

Campaign offices	--	P	--	--	--	
Check cashing	--	P	--	--	--	
Charitable, philanthropic, service and other non-profit organization offices	--	P	--	--	--	
Courier and messenger services	--	P	--	--	--	
Data processing/storage services	--	P	--	--	--	
Doctor/Optometrist	--	P	--	--	--	

Table 5-1 Land Use Matrix

Use Legend: P: Permitted Use C: Conditional Use A: Ancillary Use --: Prohibited						
Use	**Land Use District**					**Additional Notes**
	Industrial	**Urban Commercial**	**MU Overlay PA-2A**	**MU Overlay PA-3A**	**Urban Residential**	
OFFICE (CONT.)						
Government offices	--	P	--	--	--	
Jewelry and watch/clock repair	--	P	--	--	--	
Money transmitting	--	P	--	--	--	
Offices (General)	--	P	--	--	--	
Payday advances	--	C	--	--	--	
Photocopying, printing and duplicating services	--	P	--	--	--	
Public utility office	--	P	--	--	--	
Telecommunications Facilities/Cell Tower	--	P	P	P	--	Subject to the requirements of the City of Ontario Development Code
RESIDENTIAL						
Home occupations	--	- -	P	P	P	Home occupations limited to one employee. Display and sale of goods is prohibited.
Household pets (3 or fewer animals)	--	- -	A	A	A	
Leasing offices	--	- -	A	A	A	
Multiple family dwellings (apartments, condominiums, townhomes)	--	- -	P	P	P	
Recreational facilities (as part of a residential development)	--	- -	P	P	P	
Senior citizen housing	--	- -	C	C	C	
SHOPPING CENTER						
Commercial/Entertainment Services						
Animal hospitals/veterinarians	--	P	--	--	--	
Automobile fueling stations	--	P	--	--	--	Planning Area 5 only
Banks, credit unions, and other depository institutions	--	P	--	--	--	With and without drive through facilities

Table 5-1 Land Use Matrix

Barber shop and beauty/nail salons	--	P	--	--	--	
Check cashing	--	C	--	--	--	
Computer, home electronics and small home appliance repair	--	P	--	--	--	
Courier and messenger services	--	P	--	--	--	
Dry cleaners	--	P	--	--	--	

Table 5-1 Land Use Matrix

Use Legend: P: Permitted Use C: Conditional Use A: Ancillary Use --: Prohibited						
Use	**Land Use District**					**Additional Notes**
	Industrial	**Urban Commercial**	**MU Overlay PA-2A**	**MU Overlay PA-3A**	**Urban Residential**	
SHOPPING CENTER (CONT.)						
Furniture re-upholstery	--	P	--	--	--	
Health club and gymnasium	--	P	--	C	--	Maximum 2,500 SF GFA
Jewelry and watch/clock repair	--	P	--	--	--	
Laundries – self service	--	P	--	--	--	
Locksmith/key shops	--	P	--	--	--	
Massage establishments and services	--	C	--	--	--	
Movie theaters	--	P	--	--	--	
Payday advances	--	C	--	--	--	
Pet grooming	--	P	--	--	--	
Photocopying, printing and duplicating services	--	P	--	--	--	
Photography studios	--	P	--	--	--	
Shoe repair	--	P	--	--	--	
Tailors	--	P	--	--	--	
Eating and Drinking Places						
Alcoholic beverage sales for consumption on the premises	--	C	C	C	--	
Banquet facilities	--	A	--	--	--	
Bars/cocktail lounges	--	C	C	C	--	
Catering establishments	--	P	A	A	--	
Fast food and specialty food restaurants	--	P	P	P	--	With and without drive through facilities
Full service (sit down) restaurants	--	P	P	P	--	Minimum 25,000 SF GFA or greater
Retail Services						
Alcoholic beverage sales for consumption off premises	--	C	A	A	--	Ancillary off premise sales shall be in conjunction with a business that provides on premise alcoholic beverage sales.
Antique stores	--	P	--	--	--	
Art galleries and dealers, and art supply stores	--	P	--	--	--	
Book stores	--	P	--	--	--	

Table 5-1 Land Use Matrix

Use Legend: P: Permitted Use C: Conditional Use A: Ancillary Use --: Prohibited						
Use	Land Use District					Additional Notes
	Industrial	Urban Commercial	MU Overlay PA-2A	MU Overlay PA-3A	Urban Residential	
SHOPPING CENTER (CONT.)						
Certified farmers' markets	--	~~P/~~C	C	C	--	~~Indoor: Permitted Use~~ ~~Outdoor: Conditional Use~~
Cosmetics and beauty supplies stores	--	P	--	--	--	
Convenience stores	--	P	--	--	--	
Clothing stores	--	P	--	--	--	
Electronics and appliance stores	--	P	--	--	--	
Furniture and home furnishing stores	--	P	--	--	--	
Florists	--	P	--	--	--	
Gifts and novelty stores	--	P	--	--	--	
Grocery stores	--	P	--	--	--	
Hobby, toy, and game stores	--	P	--	--	--	
Jewelry stores	--	P	--	--	--	
Luggage and leather goods	--	P	--	--	--	
Music and video stores	--	P	--	--	--	
Office supplies and stationary stores	--	P	--	--	--	
Optical goods	--	P	--	--	--	
Pet and pet supply stores	--	P	--	--	--	
Postal products, supplies, and services	--	P	--	--	--	
Shoe stores	--	P	--	--	--	
Specialty food stores	--	P	P	P	--	Subject to the Planning Director review and approval
Sporting goods stores	--	P	--	--	--	
Tobacco products stores	--	P	--	--	--	Excludes hookah bars, smoking lounges, and similar facilities
Thrift and second hand stores	--	P	--	--	--	
TEMPORARY ACTIVITIES						
Christmas tree sales, sidewalk and parking lot sales, seasonal sales, etc.	P	P	P	P	P	Subject to the temporary use requirements of the City of Ontario Development Code

Urban Commercial Signage Standards

Signage shall conform to the design guidelines contained in Section 6 of this Specific Plan. Signage shall conform to the City of Ontario Development Code, subject to the following additional standards which shall apply exclusively within the Urban Commercial land use district.

(1) ***Freeway Identification Sign.*** Freeway signage will likely be the first introduction to the MEREDITH INTERNATIONAL CENTRE for most visitors. ~~One (1)~~ Two (2) Freeway Identification Sign(s) shall identify the Specific Plan area and key destinations for motorists moving along the I-10 Freeway. The design shall be attractive and complementary to the architectural character of the greater project area. The example illustrative in Figure 5-1 represents a 3-sided, internally illuminated, tenant pylon sign with two full color LED displays.

A location adjacent to the I-10 Freeway (north side) has been identified for the Freeway Identification Sign.

The sign(s) shall be a maximum of 105 feet high and 48 feet wide, and shall contain the MEREDITH INTERNATIONAL CENTRE name as well as the names of major businesses in Planning Areas 1-5. Business names would be incorporated on static panels. The City of Ontario shall also be identified on the sign. Business listed on the sign should have name recognition, which will attract visitors to the Specific Plan area. Such businesses will encourage motorists to exist at either North Vineyard Avenue or North Archibald Avenue. Once in the Specific Plan area, directional signage and signs on individual business will guide motorists to the various destinations.



Figure 5-1

Freeway Identification Sign[2]	
Type, Number (max.), and Location	~~One~~ Two sign(s) for the Specific Plan area adjacent to I-10 Fwy
Area (max.)	Static Signs: 130 s.f. per face LED Displays: 1,344 s.f. per face
Height (max.)	105 ft.[1]
Length (max.)	No sign face shall exceed 48 ft. in any direction
Special Regulations	Comply with the City of Ontario Development Code for Electronic Message Display)

Notes:
1. Subject to the Ontario International Airport Land Use Compatibility Plan.
~~2. Electronic Message Display shall only advertise businesses within the Specific Plan area.~~
2. Sign Plan shall be subject to Planning ~~Commission~~ Director review and approval.

H. Mixed Use Overlay Development Standards – Planning Area 2A

The following standards establish the development criteria that shall apply within the Mixed-use Overlay land use district of this Specific Plan (Planning Area 2A).

MIXED USE OVERLAY DEVELOPMENT STANDARDS		
Subject	Mixed Use Overlay (Proposed)	
Max Density/ Total Unit Count	50 DU/AC- 925 DU	
Max FAR	*1.3	
Setbacks	Vineyard	BLDG: 15' Drive Aisle/Parking: 15'
	Inland Empire Blvd	BLDG: 10' Drive Aisle/Parking: 10'
	Residential Property Setback	BLDG: 15' Drive Aisle/Parking: 5'
	Freeway	BLDG (Front of BLDG facing Freeway): 100' BLDG (Side or Rear of BLDG facing Freeway): 20' **Drive Aisle/Parking: 5'
Allowable Encroachment into Setback	3'	

Minimum Building Separation- Attached structure	Freestanding Structures: Front to Front: 20' Front to Rear: 20' Other: 10'
Parking stall to BLDG Separation	5'
Drive Aisle to BLDG Separation	Front:10' Side/Rear: 5'
Max BLDG Height	70-150'
Private Open Space	Studio: min. 0 SF 1br: min. 40 SF 2-3br: min. 50 SF
Common Open Space	Min: 250 SF/DU
Storage Area	Studio: min. 55 CF 1br: min. 85 CF 2-3br: min. 85 CF
Minimum landscape Coverage	13%
Max Lot Coverage	75%

I. Mixed Use Overlay Development Standards – Planning Area 3A

The following standards establish the development criteria that shall apply within the Mixed-use Overlay land use district of this Specific Plan (Planning Area 3A).

Max Density/Total Unit Count	55 du/ac – 1400 units	
Max FAR	1.0 FAR	
Setbacks	*Archibald Ave.*	Bldg.: 20'
		Drive Aisle/Parking: 15'
	Inland Empire Blvd.	Bldg.: 7-10' (Residential); Bldg.: 0-10' (Non-residential)
	Interior Street	Bldg.: 15' (measured from Bldg. face to back of sidewalk)
		Drive Aisle/Parking: 5'
	Freeway/Freeway On-Ramp	Bldg.: 40' (measured from P/L)
Allowable Encroachment into Setback	3'	
Min. Building Separation (Attached Structure)	Freestanding Structures	
	Front to Front: 20'	
	Front to Rear: 30'	
	Other: 10'	
Parking Stall to Building Separation	5'	
Drive Aisle to Building Separation	Front: 10'; Side/Rear: 5'	
Max. Building Height	70-150'	
Private Open Space	Studio: min 0 SF; 1 br: min. 40 SF; 2-3 br 50 SF	
Common Open Space	Min: 250 SF/DU	
Storage Area	Studio: min 55 CF; 1 br: min. 85 CF; 2-3 br 85 CF	
Min. Landscape Coverage	13%	
Max. Lot Coverage	75%	

ATTACHMENT B:

File No. PSPA25-005
Departmental Conditions of Approval

LAND DEVELOPMENT DIVISION CONDITIONS OF APPROVAL

CITY OF ONTARIO PLANNING DEPARTMENT
303 East B Street, Ontario, California 91764 Phone: 909.395.2036 / Fax: 909.395.2420

Date Prepared: 11/7/2025

File No: PSPA25-005

Project Description: An Amendment to the Meredith International Centre Specific Plan to establish a Mixed-Use Overlay district (Planning Area 3A) on 25.38 acres of land within the Planning Area 3 (Urban Commercial) land use district, located at the southwest corner of Archibald Avenue and Inland Empire Boulevard. (APNs: 0110-321-74, 0110-321-75, 0110-321-76, 0110-321-29, and 0110-321-77) **City Initiated.**

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

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

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

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

2.1 Specific Plan Amendment. Within 30 days following City Council approval of the Specific Plan Amendment, staff shall post the final, approved Specific Plan on the City's website.

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

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

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

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

2.3 Environmental Requirements.

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

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

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

2.5 Additional Fees.

(a) Within 5 days following final application approval, the Notice of Determination ("NOD") filing fee shall be provided to the Planning Department. The fee shall be paid by check, made payable to the "Clerk of the Board of Supervisors", which shall be forwarded to the San Bernardino County Clerk of the Board of Supervisors, along with all applicable environmental forms/notices, pursuant to the requirements of the California Environmental Quality Act ("CEQA"). Failure to provide said fee within the time specified will result in the extension of the statute of limitations for the filing of a CEQA lawsuit from 30 days to 180 days.

2.6 Additional Requirements.

(a) Future development projects shall be subject to Tribal conditions set forth with the Gabrieleno Band of Mission Indians – Kizh Nation and Yuhaaviatam of San Manuel Nation tribes.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING AN ADDENDUM TO THE MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT ENVIRONMENTAL IMPACT REPORT (SCH # 2014051020), PURSUANT TO THE REQUIREMENTS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AS AMENDED, FOR FILE NO PSPA25-005—APNS: 0110-321-74, 0110-321-75, 0110-321-76, 0110-321-29, AND 0110-321-77.

WHEREAS, CITY OF ONTARIO (hereinafter referred to as "Applicant") has filed an Application for the approval of a Specific Plan Amendment, File No. PSPA25-005, to establish a Mixed-Use Overlay district (Planning Area 3A) on 25.38 acres of land within the Planning Area 3 (Urban Commercial) land use district of the Meredith International Centre Specific Plan, located at the southwest corner of Archibald Avenue and Inland Empire Boulevard, in the City of Ontario, California (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Meredith International Centre Specific Plan Environmental Impact Report (State Clearinghouse No. 2014051020) was certified on April 7, 2015 (hereinafter referred to as "Certified EIR"), in which development and use of the Project site was discussed; and

WHEREAS, the Planning Director of the City of Ontario has prepared and approved for attachment to the certified Environmental Impact Report, an Addendum to the Certified EIR (hereinafter referred to as "EIR Addendum") in accordance with the requirements of the California Environmental Quality Act of 1970, together with State and local guidelines implementing said Act, all as amended to date (collectively referred to as "CEQA"); and

WHEREAS, the EIR Addendum concluded that implementation of the Project could result in a number of significant effects on the environment that were previously analyzed in the Certified EIR, and that the Certified EIR identified mitigation measures that would reduce each of those significant effects to a less-than-significant level; and

WHEREAS, pursuant to State CEQA Guidelines Section 15164(a), a lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary to a project, but the preparation of a subsequent or supplemental EIR is not required; and

WHEREAS, the City determined that none of the conditions requiring preparation of a subsequent or supplemental EIR would occur from the Project, and that preparation of an Addendum to the Certified EIR was appropriate; and

WHEREAS, on November 25, 2025, the Planning Commission of the City of Ontario conducted a hearing to consider the Addendum and concluded said hearing on that date, voting to issue Resolution No. PC25-056, recommending that the City Council

concluded that none of the conditions requiring preparation of a subsequent or supplemental EIR have occurred, and further recommending that the City Council take actions on the Project in compliance with CEQA and state and local guidelines implementing CEQA; and

WHEREAS, the City of Ontario is the lead agency on the Project, and the City Council is the decision-making authority for the requested approval to construct and otherwise undertake the Project; and

WHEREAS, the City Council has reviewed and considered the EIR Addendum for the Project, has concluded that none of the conditions requiring preparation of a subsequent or supplemental EIR have occurred, and intends to take actions on the Project in compliance with CEQA and state and local guidelines implementing CEQA; and

WHEREAS, the EIR Addendum for the Project is on file in the Planning Department, located at 303 East B Street, Ontario, CA 91764, are available for inspection by any interested person at that location and are, by this reference, incorporated into this Resolution as if fully set forth herein; and

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

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

SECTION 1: ***Environmental Determination and Findings.*** As the decision-making authority for the Project, The City Council has reviewed and considered the information contained in the administrative record for the Project. Based upon the facts and information contained in the administrative record, including all written and oral evidence presented to the City Council, the City Council finds as follows:

(1) The environmental impacts of this project were reviewed in conjunction with an Addendum to Meredith International Centre Specific Plan Environmental Impact Report (State Clearinghouse No. 2014051020), certified by the Ontario City Council on April 7, 2015, in conjunction with File Nos. PGPA13-005 and PSPA14-003; and

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

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

(4) All previously adopted mitigation measures shall be a condition of project approval, as they are applicable to the Project, and are incorporated herein by this reference; and

(5) The EIR Addendum contains a complete and accurate reporting of the environmental impacts associated with the Project, and reflects the independent judgment of the City Council; and

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

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

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

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

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

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

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

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

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

SECTION 3: ***City Council Action.*** Based upon the findings and conclusions set forth in Sections 1 and 2, above, the City Council hereby finds that based upon the entire record of proceedings before it, and all information received, that there is no substantial evidence that the Project will constitute substantial changes to the Certified EIR, and does hereby approve the EIR Addendum, attached hereto as "Attachment A," and incorporated herein by this reference.

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

SECTION 5: ***Custodian of Records.*** The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

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

PASSED, APPROVED, AND ADOPTED this 16th day of June 2026.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

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

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. 2026- was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held June 16, 2026, by the following roll call vote, to wit:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

The foregoing is the original of Resolution No. 2026- duly passed and adopted by the Ontario City Council at their regular meeting held June 16, 2026.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

ATTACHMENT A:

Addendum to Meredith Centre Specific Plan Environmental Impact Report (SCH #2014051020)

(Addendum to follow this page)

ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT

Meredith International Centre Specific Plan Amendment – Planning Area 3 Project

(State Clearinghouse No. 2014051020)

Lead Agency:

CITY OF ONTARIO
Planning Department
303 East B Street
Ontario, CA 91764
Contact: David F. Eoff IV, Principal Planner
909.395.2425

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December 8, 2025

JN 204825

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

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1.0 INTRODUCTION

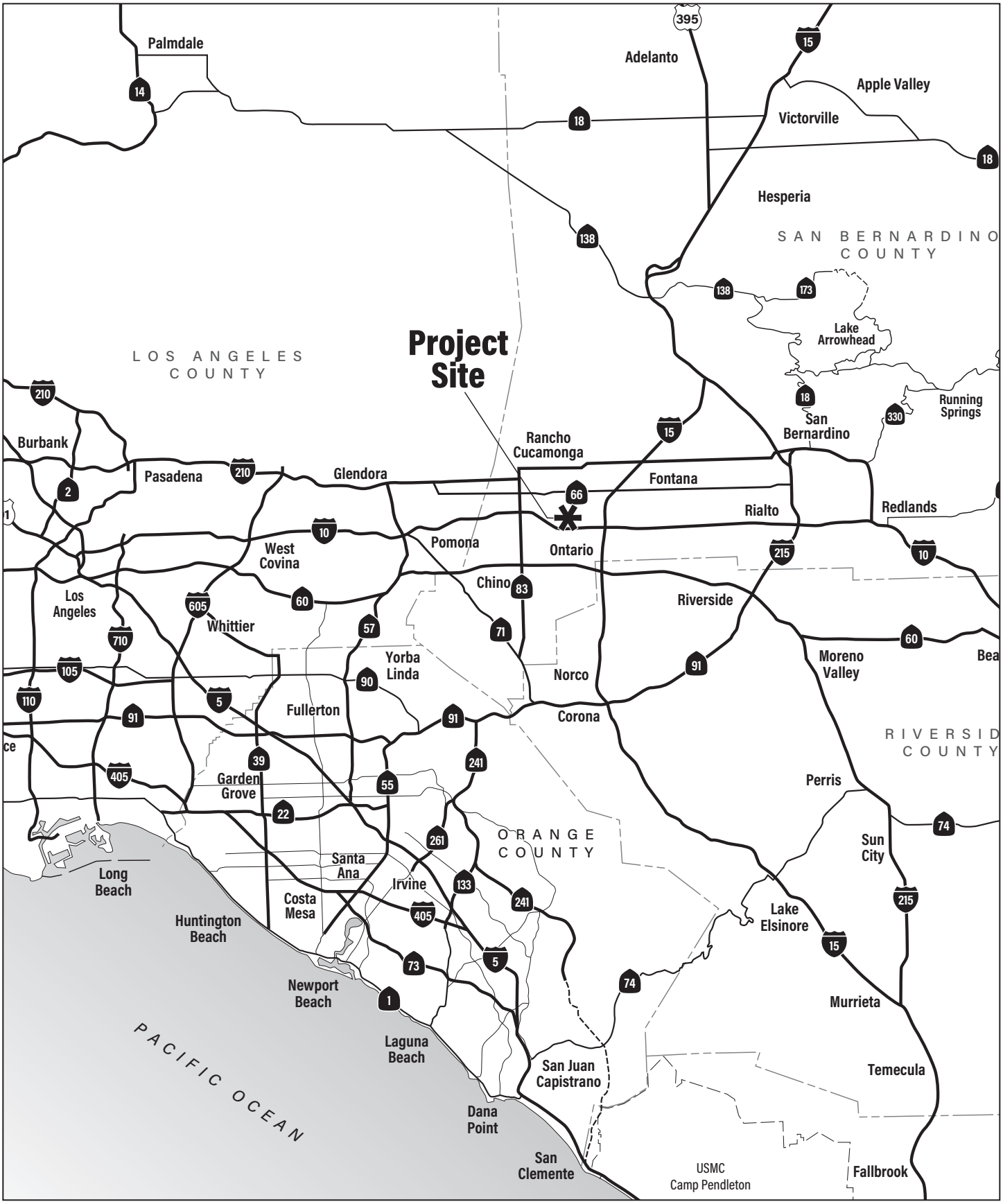
In 2015, the City of Ontario (City), as Lead Agency under the California Environmental Quality Act (CEQA), prepared a Draft Environmental Impact Report (EIR) and a Final EIR (State Clearinghouse No. 2014051020) for the *Meredith International Centre Specific Plan Amendment* (Specific Plan). These documents are collectively referred to in this document as the Specific Plan EIR. The Specific Plan outlines a development plan, circulation plan, utility infrastructure plan, development standards, design guidelines, and an implementation plan to guide development within the area for a five to ten year planning period.

The Meredith International Centre Specific Plan Amendment – Planning Area 3 Project (project) proposes to modify the Specific Plan to include a Mixed-Use Overlay across Planning Area 3 of the Specific Plan area, allowing the development of up to 1,400 residential units and up to 50,000 square feet of commercial/retail uses in addition to the uses permitted under the site's Urban Commercial designation. This Addendum has been prepared to determine whether the proposed project would result in new or substantially more severe significant environmental impacts compared to the impacts of the Specific Plan as disclosed in the Specific Plan EIR.

1.1 PROJECT LOCATION

The City of Ontario is in the southwestern portion of San Bernardino County and is surrounded by the cities of Upland and Rancho Cucamonga to the north; the City of Fontana and unincorporated San Bernardino County to the east; the cities of Eastvale and Jurupa Valley to the south; and the cities of Chino and Montclair and unincorporated San Bernardino County to the west; refer to Exhibit 1, *Regional Vicinity*.

As shown on Exhibit 2, *Site Vicinity*, the approximately 25.3-acre project site is located in the northern portion of the City. The site is bounded by Inland Empire Boulevard to the north, Archibald Avenue to the east, Interstate 10 (I-10) to the south, and Deer Creek Channel, a concrete-lined flood control channel, to the west. The Ontario International Airport (ONT) is located approximately 0.4-mile to the south.



MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT – PLANNING AREA 3 PROJECT
ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT

Regional Vicinity

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Exhib 5970



Source: Google Earth Pro, February 2025

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ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT

Site Vicinity

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Exhibi 5971

1.2 PREVIOUS ENVIRONMENTAL DOCUMENT

Meredith International Centre Specific Plan Amendment Final Environmental Impact Report

As discussed above, in 2015, the City prepared the programmatic Specific Plan EIR as a major update to the original *Meredith International Centre Specific Plan*, which was approved in 1981. The Meredith SPA includes a mix of industrial, commercial, and residential land uses within five planning areas across 257.7 acres; refer to Exhibit 3, *Current Land Use Plan*. Table 1, *Current Specific Plan Buildout Potential*, illustrates the approved land uses and buildout potential of the Specific Plan as analyzed in the Specific Plan EIR.

Planning Area 3 is the proposed project site and is designated Urban Commercial. The Specific Plan EIR assumed buildout of Planning Area 3 would allow up to 400 hotel rooms and 250,000 square feet of commercial uses (for a total buildout of 480,000 square feet).

Table 1
Current Specific Plan Buildout Potential

Planning Area	Land Use	Acreage	Square Footage	Residential Units	Hotel Rooms
1	Industrial	146.6	3,007,000	--	--
1A	Industrial	2.0		--	--
2	Urban Commercial	43.7	650,000	--	200[1]
	Mixed Use Overlay[2]		5,000	925	
3[3]	Urban Commercial	25.3	480,000	--	400[1]
4	Urban Residential	21.4	--	800	--
5	Urban Commercial	2.7	13,000	--	--
Roadway Modifications		16.0	--	--	--
Total		**257.7**	**4,155,000**	**1,725**	**600**

Note:
1. The number of hotel rooms is included in the square footage totals of Planning Areas 2 and 3.
2. The Mixed Use Overlay in Planning Area 2 was established in 2019 and analyzed in the *Meredith International Centre Specific Plan Amendment Environmental Impact Report Addendum*, prepared by the City of Ontario and dated November 15, 2019.
3. Planning Area 3 is the proposed project site.

Source: City of Ontario, *Meredith International Centre Specific Plan Amendment Draft Environmental Impact Report*, January 2015.



Source: MIG, August 2025

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MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT – PLANNING AREA 3 PROJECT
ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT

Current Land Use Plan

Exhibit 5973

The Specific Plan EIR analyzed project impacts for the following environmental topics:

- Land Use and Planning;
- Traffic and Circulation;
- Air Quality;
- Global Climate Change and Greenhouse Gas Emissions;
- Noise;
- Hazards and Hazardous Materials;
- Public Services and Utilities;
- Hydrology and Water Quality;
- Biological Resources;
- Geology and Soils;
- Cultural Resources;
- Aesthetics; and
- Population and Housing.

Overall, the Specific Plan EIR identified the following three environmental resource areas with significant and unavoidable impacts:

- Air Quality (project-level and cumulative construction and operational emissions);
- Noise (construction and operational noise); and
- Transportation and Circulation (cumulative intersection/freeway traffic impacts).

Meredith International Centre Specific Plan Amendment Environmental Impact Report Addendum

In 2019, the City prepared the *Meredith International Centre Specific Plan Amendment Environmental Impact Report Addendum* (2019 Addendum), which proposed changes to Planning Area 2 of the Specific Plan area. Specifically, the 2019 Addendum analyzed impacts of a Specific Plan Amendment and Development Plan establishing a Mixed-Use Overlay for Planning Area 2 to accommodate development of up to 925 multi-family residential units and 5,000 square feet of retail space in addition to the uses permitted under the site's Urban Commercial designation (i.e., 200-room hotel encompassing 650,000 square feet); refer to Table 1.

The 2019 Addendum concluded that the project would not result in a substantial increase in the severity of any of the impacts identified in the Specific Plan EIR nor would it require implementation of any new or modified mitigation measures. Specifically, the 2019 Addendum found that the proposed modifications to Planning Area 2 would result in the same significant and unavoidable impacts identified in the Specific Plan EIR. Consistent with CEQA Guidelines Section 15162(a), the significant and unavoidable impacts identified in the 2019 Addendum are not new or more severe than those identified in the Specific Plan EIR.

As stated, the 2019 Addendum analyzed impacts associated only with modifications to Planning Area 2. Given that the proposed project analyzed under this Addendum is related to modifications to Planning Area 3, the analyses herein only references 2019 Addendum findings where applicable (e.g., Population and Housing).

2.0 DESCRIPTION OF PROJECT MODIFICATIONS

2.1 ADDENDUM'S PURPOSE AND NEED

When an EIR has been certified or a negative declaration adopted for a project, no subsequent or supplemental environmental review documentation shall be required unless one or more of the following events occurs:

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

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

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

    A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

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

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

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

When none of the above events has occurred, yet minor technical changes or additions to the previously adopted negative declaration are necessary, an addendum may be prepared (CEQA Guidelines Section 15164[b]).

As discussed below, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of subsequent environmental review have occurred. This Addendum supports the conclusion that the proposed project modifications are minor or technical changes that do not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects. In addition, as discussed below, the proposed project modifications would not result in any new or substantially increased significant environmental impacts, no new mitigation measures, or no new alternatives that would substantially reduce significant impacts. As a result, an addendum is an appropriate CEQA document for analysis and consideration of the proposed project modifications.

Circulation of an addendum for public review is not necessary (CEQA Guidelines Section 15164, subdivision (c)); however, the addendum must be considered in conjunction with the adopted Final EIR by the decision-making body (CEQA Guidelines Section 15164, subdivision (d)). The proposed project is an Addendum to the Specific Plan EIR (i.e., the certified Final EIR).

CEQA requires a comparative evaluation of a proposed project and alternatives to the project, including the "No Project" alternative. The Specific Plan EIR addressed a reasonable range of alternatives for the Specific Plan. There is no new information indicating that an alternative that was previously rejected as infeasible is in fact feasible, or that a considerably different alternative than those previously studied would substantially reduce one or more significant effects on the environment.

2.2 ENVIRONMENTAL SETTING

Located in a highly developed and urbanized environment, the proposed project site is a vacant, disturbed site. Sparse ruderal vegetation and ornamental landscaping are present on-site. Ornamental trees line the eastern and southern perimeters adjacent to the I-10 westbound on-ramp. There are no internal roadways within the project site, however Inland Empire Boulevard and Archibald Avenue adjacent to the project site are improved with sidewalk, curb, and gutter, as well as crosswalks, streetlights, and signalized intersections. There is a dirt path that runs along the eastern, southern, and western borders of the project site, and a north-south drainage channel that traverses the eastern portion of the site. The project site is surrounded by development on all four sides, including I-10 to the south and Deer Creek Channel to the west.

GENERAL PLAN DESIGNATION

According to Exhibit LU-01, *Land Use Plan*, of *The Ontario Plan 2050* (TOP 2050), the project site has a Mixed Use - Meredith land use designation, and Inland Empire Boulevard adjacent to the site is designated as a Corridor.[1] TOP 2050 defines Mixed Use - Meredith as a mixture of mid-rise buildings, regional-serving retail and office centers, and standalone high density residential projects, with a density of 14 to 125 dwelling units per acre (du/ac) and a floor area ratio (FAR) of 3.0 for office and retail uses.

[1] City of Ontario, *The Ontario Plan 2050, Exhibit LU-01: Land Use Plan*, January 27, 2010.

ZONING DESIGNATION

According to the City's *Official Zoning Map*, the project site is zoned Meredith International Centre Specific Plan (2265-SP).[2]

As shown on Exhibit 3, the project site is designated Urban Commercial and encompasses Planning Area 3 of the Specific Plan area. According to the Specific Plan, the Urban Commercial designation of Planning Area 3 allows for a range of commercial uses that benefit from proximity to transportation corridors. Located adjacent to the Specific Plan's Urban Residential area (within Planning Area 4), and proximate to the planned alignment of the Gold Line light rail transit (LRT) corridor, Planning Area 3 is envisioned to offer smaller, pedestrian-oriented retail establishments. The maximum buildout for Planning Area 3 under the Specific Plan is approximately 250,000 square feet of commercial uses and up to 400 overnight lodging (hotel) rooms for a total buildout of approximately 480,000 square feet; the Urban Commercial designation permits or conditionally permits office and shopping center uses but does not permit residential uses.

SURROUNDING LAND USES

Surrounding land uses include mixed-use, industrial, commercial, and residential uses:

- *North*: Inland Empire Boulevard is immediately north of the project site. Planning Areas 4 and 5 of the Specific Plan are located further north. Planning Area 4 is developed with multi-family residences, and Planning Area 5 is developed with commercial/retail uses, including fast food restaurants and a gas station/convenience store. Planning Area 4 is designated Urban Residential and Planning Area 5 is designated Urban Commercial.

- *East*: Immediately east of the project site is Archibald Avenue. Further east is a gas station, hotel (currently under construction), and vacant land; these properties are not within the Specific Plan area and are designated Office Commercial and zoned High Intensity Office (OH).

- *South*: Immediately south of the project site is I-10. Further south are warehouses and distribution centers; these properties are not within the Specific Plan area and are designated Mixed-Use and zoned Specific Plan (SP) with a Multimodal Transit Center (MTC) Overlay.

- *West*: Deer Creek Channel is immediately west of the project site. Car dealerships and associated service centers are located further west. This area is within Planning Area 2 of the Specific Plan and is designated Urban Commercial.

[2] City of Ontario, *Official Zoning Map*, January 1, 2016.

2.3 PROJECT DESCRIPTION

The project proposes to modify the existing Specific Plan to include a Mixed-Use Overlay across Planning Area 3 to allow for up to 50,000 square feet of commercial/retail uses and up to 1,400 multi-family dwelling units in place of the uses and buildout currently permitted under the site's Urban Commercial designation. Table 2, *Proposed Planning Area 3 Buildout Potential*, details the proposed buildout potential and Exhibit 4, *Proposed Land Use Plan*, illustrates the proposed land use plan for Planning Area 3.

Table 2
Proposed Planning Area 3 Buildout Potential

Planning Area	Current Specific Plan			Proposed Project		
	Acreage	Land Use	Buildout	Acreage	Land Use	Buildout
3	25.3	Urban Commercial	480,000 SF (including up to 400 hotel rooms)	25.3	Mixed Use Overlay	1,400 units; 50,000 SF commercial/ retail uses

Notes: SF = square feet

In accordance with Section 15162 of the CEQA Guidelines this Addendum evaluates the proposed changes to Planning Area 3 to determine if:

1) Substantial changes are proposed which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2) Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified.

The project qualifies for an EIR Addendum under CEQA if it does not result in any of the conditions described in Section 15162 of the CEQA Guidelines requiring the preparation of a subsequent or supplemental environmental impact report.



Source: MIG, August 2025

MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT – PLANNING AREA 3 PROJECT
ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT

Proposed Land Use Plan

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Exhibi 5979

Additionally, as part of the project, the City entered into a Purchase and Sale Agreement (Agreement) with Ikea Property Inc. to purchase the project site – 2350-2630 East Inland Empire Boulevard, Ontario, CA 91764 (Assessor Parcel Numbers 0110-321-29, 0110-321-74, 0110-321-75, 0110-321-76 and 0110-321-77). The Agreement provides that the City may, during a specified due diligence period, choose, pursuant to compliance with CEQA, to assign its right, title, and interest in the Agreement to an entity that is an affiliate of Brickstone Development and controlled by John Kusmiersky (Buyer Assignee). The Buyer Assignee is expected to develop the project site with up to 50,000 square feet of commercial/retail uses and up to 1,400 multi-family dwelling units. As such, the proposed project under review in this Addendum includes both the proposed Specific Plan Amendment and the proposed approval of the City's assignment of the Agreement to the Buyer Assignee.

DISCRETIONARY ACTIONS

The project is anticipated to require the following City discretionary permits and approvals:

- CEQA Clearance; and
- Specific Plan Amendment.

2.4 ADDENDUM SCOPE OF ENVIRONMENTAL REVIEW

As discussed in the Specific Plan EIR, buildout of the Specific Plan was determined to have less than significant impacts or no impact with regard to the following environmental issue areas:

- Agriculture and Forestry Resources;
- Mineral Resources;
- Recreation;
- Land Use and Planning;
- Global Climate Change and Greenhouse Gas Emissions;
- Public Services and Utilities;
- Hydrology and Water Quality;
- Aesthetics; and
- Population and Housing.

The Specific Plan EIR established that, with mitigation, buildout of the Specific Plan would result in less than significant impacts related to the following environmental issue areas:

- Hazards/Hazardous Materials;
- Biological Resources;
- Geology and Soils; and
- Cultural Resources.

The Specific Plan EIR determined that buildout of the Specific Plan would result in the following significant and unavoidable impacts:

- Air Quality;
- Noise; and
- Traffic and Circulation.

This Addendum addresses changes resulting from implementation of the proposed project to each of the environmental resource areas noted above.

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3.0 ENVIRONMENTAL ASSESSMENT

This comparative analysis has been undertaken to analyze whether the proposed project would result in any new or substantially more severe significant environmental impacts as compared to the Specific Plan that has been subject to the Specific Plan EIR. The comparative analysis discusses whether impacts are greater than, less than, or similar to the conclusions discussed in the Specific Plan EIR.

3.1 IMPACTS HAVING NO POTENTIAL TO RESULT IN NEW OR SUBSTANTIALLY MORE SEVERE SIGNIFICANT IMPACTS

3.1.1 Aesthetics

Specific Plan EIR Findings

According to the Specific Plan EIR, buildout of the Specific Plan would not adversely affect scenic vistas or other scenic resources in the City, degrade existing visual character or quality of the Specific Plan area, or create a new source of substantial light or glare. Development in accordance with the Specific Plan would be required to comply with existing regulations, including the Specific Plan design guidelines, all applicable provisions and restrictions of the Ontario International Airport Land Use Compatibility Plan (ALUCP), and all applicable requirements of the City's Development Code (*Ontario Municipal Code* [Municipal Code] Title 9). As such, the Specific Plan EIR determined that aesthetic impacts associated with buildout of the Specific Plan would be less than significant. Further, as detailed in the Initial Study prepared for the Specific Plan EIR, the Specific Plan would result in no impacts to scenic resources within a State scenic highway as the portion of I-10 that forms the southern boundary of the Specific Plan site is not designated as a scenic highway by the California Department of Transportation.

Proposed Project Findings

Scenic Vistas

There are no designated scenic vistas within the City. Notwithstanding, notable visual resources in the City include, but are not limited to, views of the San Bernardino and San Gabriel Mountains located generally to the east and north of the City, respectively; and open space/rural expanses located southerly of Riverside Drive. Additionally, Euclid Avenue Corridor and Mission Boulevard Corridor are noted as an important visual corridor within Ontario. The project site is relatively flat. The San Gabriel Mountain range is visible to the north, but partially obstructed due to the distance and existing development to the north. The project site is approximately 2.8 miles east of the Euclid Avenue Corridor and 1.5 miles northeast of the Mission Boulevard Corridor. The project would not interfere with General Plan Policy CD1-5 that protects public views of the San Gabriel Mountains. Similar to buildout of the Specific Plan, future development in accordance with the

proposed Mixed-Use Overlay would be required to comply with Municipal Code regulations (e.g., City's Development Code Chapter 1, *Zoning and Land Use Requirements*, that requires retention of significant natural features and open space preservation of views, contour grading, natural landscaping, and architectural design that blends with the natural terrain of the City). Additionally, due to the distance and intervening topography, future development on the project site would not have a substantial adverse effect on local and regional scenic vistas or corridors in the Specific Plan area. No impact would occur.

Scenic Resources within State Scenic Highways

No eligible or official State scenic highways exist within or adjacent to the Specific Plan area, including the project site.[3] Thus, similar to the Specific Plan, development in accordance with the project would not substantially damage scenic resources within a State scenic highway. No impact would occur.

Consistency with Zoning Regulations Governing Scenic Quality

Ontario is in a highly developed, urban/suburban area. Thus, this discussion analyzes whether the project would conflict with applicable zoning regulations governing scenic quality. The Specific Plan includes Development Standards (Section 5) and Design Guidelines (Section 6) that ensure all future projects within the Specific Plan area are developed in an organized manner in compliance with existing regulations. Specifically, Mixed-Use Overlay development standards in Section 5 of the Specific Plan provide specific requirements related to maximum density and FAR, setbacks, minimum building separation, maximum building heights, and minimum open space and landscaping requirements that standardize the visual character and scenic quality of the Specific Plan area. Future development within Planning Area 3 would also conform to City and ALUCP height limitations. Furthermore, prior to the issuance of development permits, future commercial/retail and/or residential development within Planning Area 3 would be reviewed by the City to ensure conformance with the provisions of the Specific Plan, Municipal Code, and General Plan policies and ensure that anticipated development does not conflict with zoning regulations governing scenic quality. Impacts would be less than significant.

Light and Glare

Existing light and glare sources associated with residential, industrial, and commercial uses are present in the project area. The nearest sensitive light and glare receptors are existing multi-family residences to the north. Future lighting and glare sources associated with the proposed residential and commercial/retail uses would be similar to existing sources in the project area as well as to sources associated with already permitted uses within Planning Area 3 (i.e., hotel and urban commercial uses). Similar to buildout of the

[3] California Department of Transportation, *California State Scenic Highway System Map*, https://www.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed March 5, 2025.

Specific Plan, future commercial/retail and residential development within Planning Area 3 would be guided by the zoning and development standards within the Specific Plan, as well as within Section D.01.005(E), *Site Lighting*, and Section E.01.004(K), *Site Design*, of the Municipal Code. Upon adherence to these standards, the project would not result in substantial light and glare impacts to the residential uses to the north. Overall, the project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Impacts would be less than significant.

As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

3.1.2 Agriculture and Forestry Resources

Specific Plan EIR Findings

The Initial Study prepared for the Specific Plan EIR determined that Specific Plan buildout would result in no impact related to agriculture and forestry resources.

Proposed Project Findings

According to the California Department of Conservation, the project site is designated as Other Land, which may include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres.[4] Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land. [5] As such, no agriculture or forestry resources occur on-site. The project site is designated Urban Commercial and zoned Meredith International Centre Specific Plan (2265-SP) and does not include any land mapped or zoned as farmland, forest land, or timberland. There are no existing agriculture or timber operations on the project site, and the site is not subject to a Williamson Act contract. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

3.1.3 Geology and Soils

Specific Plan EIR Findings

As detailed in the Initial Study and the Specific Plan EIR, the Specific Plan area (which includes the project site) is not subject to significant ground rupture of a known earthquake fault, soil erosion or the loss of topsoil, liquefaction, lateral spreading, or landslide hazards, nor does the Specific Plan site feature soils incapable of adequately supporting

[4] California Department of Conservation, *California Important Farmland Finder*, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed March 5, 2025.
[5] Ibid.

the use of septic tanks or alternative waste water disposal systems where sewers are not available. However, the near-surface native soils across the entire Specific Plan area vary in density and composition, and some of these soils may be collapsible and subject to excessive post-construction settlement. As detailed in the Specific Plan EIR, impacts in this regard would be less than significant with mitigation incorporated. Future development within the Specific Plan area would be required to implement Specific Plan EIR Mitigation Measure 4.10.1 and comply with recommendations and performance standards identified in the Geotechnical Study prepared for the Specific Plan. The Geotechnical Study recommends remedial grading to remove the upper portion of alluvial soils; following excavation, the subgrade soils should be evaluated by a geotechnical engineer to verify their suitability for development. Additionally, the on-site conditions and recommendations of each future development would be verified with a site- and design-specific Final Geotechnical Study prepared for future project-specific developments. As such, the Specific Plan EIR concluded that the anticipated design of structures in accordance with a project-specific Geotechnical Study and compliance with the California Building Code (Title 24, Part 2 of the California Code of Regulations) and current seismic engineering practices is sufficient to reduce geological hazards to less than significant levels. Field investigations conducted in preparation for the Specific Plan EIR did not identify any evidence of paleontological resources in the Specific Plan area. However, it was concluded that there is potential for fossil-bearing soils to be present, depending on future excavation depths and site preparation activities. Specific Plan EIR Mitigation Measure 4.11.8 was included to require monitoring of grading and excavation activities in older alluvial deposits, including any excavation that exceeds eight feet in depth.

Proposed Project Findings

Seismic Ground Shaking, Seismic-Related Ground Failure, and Unstable Soils

As the proposed project site is located within the Specific Plan area, future development within Planning Area 3 under the proposed project similarly would not be subject to significant ground rupture of a known earthquake fault, soil erosion or the loss of topsoil, liquefaction, lateral spreading, or landslide hazards. Specifically, according to the California Geologic Survey, the closest fault line is the Red Hill-Etiwanda Avenue fault, located approximately 2.8 miles north and northwest of the project site.[6] Nonetheless, Southern California has numerous active seismic faults subjecting residents to potential earthquake and seismic-related hazards. Therefore, the project site is anticipated to experience moderate to occasionally high levels of ground motion from nearby faults as well as ground motions from other active seismic areas of the Southern California region. Furthermore, future development in accordance with the proposed Mixed-Use Overlay would also be subject to the same risks as detailed in the Specific Plan EIR associated with excessive post-construction settlement. However, upon implementation of Specific Plan EIR Mitigation Measure 4.10.1, these risks would be reduced to less than significant levels. Specifically, a project-specific geotechnical study would be required for future development on-site to evaluate site-specific geotechnical hazards and recommend

[6] California Department of Conservation, *Fault Activity Map of California*, https://maps.conservation.ca.gov/cgs/fam/, accessed March 5, 2025.

design and construction measures to implement to reduce potential impacts associated with seismic hazards and unstable soils. Further, similar to development under the Specific Plan, design of future commercial/retail and/or residential development within Planning Area 3 would also be required to comply with the California Building Code and current seismic engineering practices. Thus, impacts would be reduced to less than significant levels upon implementation of Specific Plan EIR Mitigation Measure 4.10.1.

Septic Tanks/Alternative Wastewater Disposal Systems

Similar to the Specific Plan, future development within Planning Area 3 would be required to connect to the City's existing wastewater network and thus, would not utilize any septic tanks or other alternative wastewater disposal systems. No impact would occur in this regard.

Paleontological Resources

Similar to buildout of the Specific Plan, if future grading and excavation activities within Planning Area 3 are to exceed eight feet in depth, Specific Plan EIR Mitigation Measure 4.11.8 (paleontological monitoring of grading and excavation activities in older alluvial deposits, including excavations that exceed eight feet in depth) would reduce impacts to less than significant levels.

As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

3.1.4 Hazards and Hazardous Materials

Specific Plan EIR Findings

As detailed in the Specific Plan EIR, the Specific Plan would not create a significant hazard through the routine transport, use, or disposal of hazardous materials or foreseeable upset and accident conditions; be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; be located within the vicinity of a private airstrip; impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or expose people or structures to a significant risk of loss, injury or death involving wildland fires. The Specific Plan EIR notes that buildout of the Specific Plan may result in potentially significant impacts in regard to emitting or handling hazardous materials within one-quarter of a mile of an existing or proposed school (Italo M. Bernt School, located along the south side of 4th Street and within the Specific Plan area). However, the Specific Plan EIR determined that with implementation of Specific Plan EIR Mitigation Measures 4.6.1 and 4.6.2, impacts in this regard would be reduced to less than significant levels.

Proposed Project Findings

Routine Use or Accidental Release of Hazardous Materials

Construction of future commercial/retail and/or residential development within Planning Area 3 could involve the use of limited amounts of hazardous materials, such as paints and solvents, gasoline, diesel fuels, and other hazardous materials routinely utilized with construction equipment. However, activities would be short-term, and the materials used would not be in such quantities, or stored in such a manner, as to pose a significant safety hazard. All construction activities would be subject to applicable laws and regulations governing the use, storage, and transportation of hazardous materials, specifically those established by the U.S. Department of Transportation, California Department of Transportation (Caltrans), and California Highway Patrol, as well as the Hazardous Materials Transportation Uniform Safety Act.

Similar to the Specific Plan, operation of future commercial/retail and/or residential uses in Planning Area 3 that could involve the use of hazardous materials would be regulated by the California Fire Code, as well as other federal, State, and local regulations related to the protection of the public's health and safety. Thus, impacts would be less than significant.

Emission or Handling of Hazardous Materials Near Schools

The nearest school to the project site previously identified in the Specific Plan EIR (Italo M. Bernt School) has since been demolished. Currently, there are no schools within one-quarter mile of the project site. Thus, no impact would occur in this regard.

Hazardous Materials Sites Listing

As the project site is located within the Specific Plan area, the proposed project would similarly not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No impact would occur.

Airport Safety Hazards or Excessive Noise Impacts

As discussed in the Specific Plan EIR, the Specific Plan area is approximately 0.5-mile north of ONT and is located within the identified Airport Influence Area. As such, the project is subject to the ONT ALUCP, which sets limits on future land uses and development near the airport in response to noise, safety, airspace protection, and overflight impacts of current and future airport activity.

As shown in Specific Plan EIR Figure 4.6-2, *ONT Airport Safety Zones*, the project is located outside of all identified safety zones for ONT, as designated within the ONT ALUCP. As such, future development within Planning Area 3 would not result in airport-related safety hazards for future occupants and impacts would be less than significant.

Impair or Interfere with Emergency Response or Evacuation Plan

Similar to the Specific Plan, future development in accordance with the proposed Mixed-Use Overlay on Planning Area 3 would not alter vehicle circulation routes in the project area in a manner that would interfere with adopted emergency response or emergency evacuation plans. In accordance with City policies, coordination with the Ontario Fire Department and Ontario Police Department during site plan review of future development plans for Planning Area 3 would ensure that potential interference with emergency response and evacuation efforts are avoided. Impacts would be less than significant.

Wildland Fire Hazards

According to the California Department of Forestry and Fire, the project site is not located in or near a State or Local Responsibility Area Fire Hazard Severity Zone.[7] As such, future development within Planning Area 3 would not expose people or structures to wildland fire hazards. No impact would occur.

As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

3.1.5 Hydrology and Water Quality

Specific Plan EIR Findings

As detailed in the Initial Study and the Specific Plan EIR, the Specific Plan would result in less than significant impacts pertaining to groundwater supplies and recharge; flood hazard and flood flows; inundation by seiche, tsunami, or mudflow; water quality; drainage pattern alteration and/or increased runoff resulting in flooding, erosion or siltation; runoff exceeding the capacity of existing or planned storm water drainage systems; and increased polluted runoff sources.

Proposed Project Findings

Violate or Substantially Degrade Water Quality Standards and/or Waste Discharge Requirements

Similar to buildout of the Specific Plan, future development within Planning Area 3 would be required to comply with the Santa Ana Regional Water Quality Control Board (RWQCB) multiple separate storm sewer system (MS4) permit and the San Bernardino County Stormwater Program. Compliance with these existing regulatory requirements, including implementation of low impact design (LID) strategies and construction and post-

[7] California Department of Forestry and Fire, *Fire Hazard Severity Zones in State Responsibility Area*, https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008, accessed March 26, 2025.

construction BMPs, the project would not violate or substantially degrade water quality standards or waste discharge requirements. Impacts would be less than significant.

Groundwater Supplies and Recharge

Similar to the Specific Plan, buildout of the proposed project would not contribute to groundwater depletion or groundwater recharge. Water would be supplied by the Ontario Municipal Utilities Company (OMUC). As discussed below in Section 3.2.10, *Utilities and Service Systems*, a Water Supply Assessment (WSA) was prepared for the proposed project; refer to Appendix E, *Water Supply Assessment*. Based on the WSA, the project is projected to result in a water demand of approximately 260 acre-feet per year (AFY); refer to WSA Table 2-5, *Proposed Project Water Demand*. In comparison, the estimated total water demand of Planning Area 3 as presented in the *City of Ontario Final 2020 Urban Water Management Plan* (2020 UWMP), dated June 2021, is approximately 143 AFY. Thus, the project would result in an increase of approximately 117 AFY compared to what was assumed for Planning Area 3 in the 2020 UWMP. Nevertheless, the WSA concluded that current OMUC water production capacities are greater than needed to meet the average day demands under Citywide buildout conditions, including groundwater supplies. OMUC also has forecasted that excess water supplies will be available to meet Citywide demand during normal, single-dry, and multiple dry water years over the next 20 years. Thus, the project would not substantially decrease groundwater supplies or interfere with OMUC's groundwater recharge areas. Impacts would be less than significant.

Alteration of Existing Drainage Patterns

Similar to buildout under the Specific Plan, future commercial/retail and residential development within Planning Area 3 would increase impervious areas compared to the existing vacant land and thus increase runoff and flows into the City's storm drainage system. However, similar to development elsewhere in the Specific Plan area, in accordance with the *Riverside County Flood Control and Water Conservation District Hydrology Manual*, future commercial/retail and residential development within Planning Area 3 would be required to prepare project-specific hydrology and hydraulic studies to evaluate pre- and post-development stormwater flows to ensure that the capacities of existing and planned storm drain systems are not exceeded. The project-specific hydrology studies would be reviewed and approved by the City as part of the development plan review process at a later date. Thus, impacts would be less than significant.

Flood Hazard, Tsunami, or Seiche Zones

As detailed in Section 1.1, *Project Location*, Deer Creek Channel, a concrete-lined flood control channel, bounds the project site to the west. According to Specific Plan EIR Figure 4.8-1, *Flood Hazard Areas*, the project site is located within a 500-year floodplain and lies within the dam inundation area for the San Antonio Dam. Nonetheless, the TOP 2050

SEIR concluded that the probability of catastrophic failure is very low.[8] Furthermore, the City of Ontario Fire Department maintains a list of emergency procedures to be followed in the event of a dam failure. Because the likelihood of catastrophic failure of the San Antonio Dam is very low and the City is prepared in the event of such failure, impacts are considered less than significant in this regard.

Additionally, given that the site is located over 35 miles inland of coastal waters, no impacts would occur related to tsunami hazards.

Conflict with Water Quality Control Plan or Groundwater Management Plan

The City's groundwater supplies are obtained from the Chino Groundwater Basin, which is adjudicated and managed by the Chino Basin Watermaster. The Chino Basin is exempt from legislative requirements under the Sustainable Groundwater Management Act (SGMA) because it is an adjudicated basin and is not required to prepare a groundwater sustainability plan. Adjudicated basins have determined the safe yield for the basin and have assigned individual pumping allocations to limit groundwater production to the safe yield.

As such, future development in accordance with the proposed project and adherence to existing local and State water quality regulations would ensure that surface and groundwater quality are not adversely impacted. As stated, future development within Planning Area 3 would be required to comply with the RWQCB MS4 permit and the San Bernardino County Stormwater Program. Therefore, the project would not obstruct or conflict with the RWQCB's Basin Plan or any groundwater management plan, and impacts would be less than significant.

As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

3.1.6 Mineral Resources

Specific Plan EIR Findings

The Initial Study prepared for the Specific Plan EIR concluded that buildout of the Specific Plan would result in no impact related to mineral resources.

Proposed Project Findings

According to the Department of Conservation, the project site is designated as Mineral Resource Zone 2 (MRZ-2), which is an area where geologic data indicates that significant

[8] City of Ontario, *Final Supplemental Environmental Impact Report (State Clearinghouse No. 2021070364), The Ontario Plan 2050*, August 2022.

portland cement concrete-grade (PCC-Grade) aggregate resources are present.[9,10] However, it is recognized that some areas within the MRZ-2 have already been urbanized, and therefore the mineral resources within them have a limited opportunity for conservation, development, or utilization.[11] According to TOP 2050, significant mineral resources within the City are limited to construction aggregate; those areas with potential mineral resources have been developed with urban uses and are not suitable for mineral resource extraction. Further, the site is not being utilized for mineral extraction. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

3.1.7 Population and Housing

Specific Plan EIR Findings

The project site was vacant and undeveloped at the time the Specific Plan EIR was prepared; no existing residences would be displaced by the proposed project.

The 2019 Addendum, prepared to analyze impacts associated with modifications to Planning Area 2, concluded that the proposed change to Planning Area 2 would reduce the estimated buildout of Planning Area 2 from 650,000 square feet to 322,200 square feet of non-residential floor area and would add 925 multi-family residential units. In total, buildout of the Specific Plan would accommodate 1,725 residential units (including 800 units approved for Planning Area 4 and 925 units for Planning Area 2). Although the proposed change would increase residential units and associated population, according to the Specific Plan EIR, the total 1,725 residential units would be well below the 2,958 residential units assumed in the General Plan buildout for the full Specific Plan area. Therefore, the increase in residential units would be consistent with Citywide policy and growth projections and potential impacts from modifications to Planning Area 2 analyzed in the 2019 Addendum would be less than significant. Overall, the 2019 Addendum concluded the Planning Area 2 modifications would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR.

Proposed Project Findings

Together, the Specific Plan EIR and 2019 Addendum anticipated a buildout of 1,725 dwelling units in the Specific Plan area, with 800 units specifically planned for Planning Area 4 and 925 units for Planning Area 2; refer to Table 1. The proposed project would

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9 Department of Conservation, California Geologic Survey, *California Mineral Resources Data Portal*, https://maps.conservation.ca.gov/cgs/minerals/, accessed March 25, 2025.

10 Department of Conservation, *Update of Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the Claremont-Upland Production-Consumption Region, Los Angeles and San Bernardino Counties*, *California*, 2007.

11 Department of Conservation, *Special Report 202: Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the Claremont-Upland Production-Consumption Region, Los Angeles and San Bernardino Counties*, *California*, 2007.

accommodate up to 1,400 dwelling units, which would increase the Specific Plan residential buildout projection. Based on the City's current average household size of 3.29[12], the additional 1,400 dwelling units brought on by the project could generate approximately 4,606 additional residents. However, the City has a current population of 181,224 residents and housing stock of 56,836 units, and is projected to grow by 224,662 people and 71,326 units by 2050.[13,14] The project's anticipated population would represent approximately 10.6 percent of the City's anticipated growth under TOP 2050. As such, the project would not result in substantial unplanned growth. Additionally, the proposed 1,400 dwelling units would contribute to the City's Regional Housing Needs Assessment (RHNA) allocation of 20,854 units for the 2021-2029 planning period, which would be considered a project benefit.

Further, the project site is currently vacant. Thus, similar to buildout of the Specific Plan, the project would not displace any existing people or housing. No impact would occur.

As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

3.1.8 Public Services

Specific Plan EIR Findings

As discussed above, the project could increase the total housing projected for Specific Plan buildout by approximately 1,400 dwelling units, which could generate up to 4,606 additional residents. However, the growth induced by buildout of the proposed project would be within TOP 2050 Citywide forecasts and would not represent unplanned growth.[15]

Proposed Project Findings

Future commercial/retail and residential uses may increase demand for public services, including police protection, fire protection, school, and library services, compared to what was previously analyzed for Planning Area 3 in the Specific Plan EIR. However, buildout of Planning Area 3 under the proposed project, similar to buildout of the Specific Plan, would create a gradual increase in demand for these services and existing regulations, site plan review by Ontario Fire and Police Departments, and development impact fees would reduce impacts to less than significant levels.

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12 California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2024, with 2020 Benchmark*, May 2024.

13 Ibid.

14 City of Ontario, *Final Supplemental Environmental Impact Report (State Clearinghouse No. 2021070364), The Ontario Plan 2050*, August 2022.

15 City of Ontario, *Final Supplemental Environmental Impact Report (State Clearinghouse No. 2021070364), The Ontario Plan 2050*, August 2022.

Fire Protection Services

Fire protection services would be provided by the Ontario Fire Department. As discussed in the Specific Plan EIR, prior to issuance of building permits, all development plans for individual projects within the Specific Plan area, including Planning Area 3 for the proposed project, would be reviewed by the City and the Ontario Fire Department to ensure compliance with Ontario Fire Department conditions of approval related to emergency access and fire flow requirements, along with any fire prevention, protection, and/or suppression requirements as specified under existing City ordinances and applicable California Building Code and California Fire Code provisions. Compliance with the Ontario Fire Department conditions of approval and State and local fire standards would reduce potential demands for, and impacts upon, Ontario Fire Department services and emergency medical services. Development impact fees required for future development, as well as tax revenues generated by future development, would provide supplemental funding available to expand or enhance current Ontario Fire Department services available to the project and vicinity. Thus, impacts would be less than significant.

Police Protection Services

Police protection services would be provided by the Ontario Police Department. Similar to Specific Plan buildout, future development in accordance with the project in Planning Area 3 would be reviewed by the City, including the Ontario Police Department to ensure the incorporation of appropriate safety and security elements throughout the site (e.g., appropriate building and parking lot security and alarm systems, adequate outdoor lighting, and provision of defensible spaces). Additionally, development impact fees and sales tax revenues generated by future development would provide supplemental funding to expand or enhance current Ontario Police Department police protection services available to the project and vicinity. Thus, impacts would be less than significant.

Schools

Public school services would be provided by Cucamonga School District (CSD) for grades K-8 and Chaffey Joint Union High Schools (CJUHS) for grades 9-12. Although the project could result in an increased demand for CSD and CJUHS school services, prior to issuance of building permits, future developments would be required to pay requisite fees to CSD and CJUHS, similar to development associated with buildout of the Specific Plan. According to Section 65996 of the California Government Code, payment of statutory fees is considered full mitigation for new development projects. Thus, a less than significant impact would occur in this regard.

Parks

Refer to Section 3.1.9, *Recreation*, below.

Other Public Facilities

Other public facilities, such as libraries, may be impacted by buildout of the project. The City has two library facilities within its library system: the Ovitt Family Community Library at 215 East C Street, and the Lewis Family Branch at 3850 East Riverside Drive. While future residents may increase demand for library services beyond what was analyzed in the Specific Plan EIR, the Ontario library system is a member of the Inland Library System, which includes 19 independent libraries and other resources in San Bernardino, Riverside, and Inyo Counties. The Inland Library system allows library members to utilize interlibrary loans for hardcopy and online resources. Thus, City's library resources are not limited to those within the two City libraries. Further, future development in accordance with the project would be required to pay development impact fees that provide additional funding for future library services and space, as needed. Impacts would be less than significant.

As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

3.1.9 Recreation

Specific Plan EIR Findings

The Initial Study prepared for the Specific Plan EIR concluded that the Specific Plan would result in no impact related to recreation.

Proposed Project Findings

Buildout of an additional 1,400 residential units under the proposed project may increase demand for new recreational facilities, and/or deteriorate existing recreational facilities, beyond what was anticipated for the project site under the Specific Plan. However, as with all new residential development within the City, future residential development on-site would be required to participate in the City's established Park Development Impact Fee Program, which was established pursuant to the Quimby Act (Government Code Section 66477). According to TOP 2050 EIR, the City currently requires three acres of developed parkland per 1,000 residents. As part of the City's standard development review process, the total area of the project's parkland dedication would be determined upon submittal of development plans and an in-lieu fee would be assessed and paid by future project applicant(s), as needed, prior to issuance of occupancy permits. Additionally, common and private open space/recreational amenities are required as part of multi-family development proposals. As such, recreational demands associated with project buildout would be met through parkland dedication, in-lieu fees, or a combination of the two. Impacts would be less than significant in this regard. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

3.1.10 Wildfire

Specific Plan EIR Findings

The Specific Plan EIR did not evaluate Wildfire as it was not included in Appendix G of the CEQA Guidelines at the time the Specific Plan EIR was certified. However, as discussed in the 'Hazards and Hazardous Materials' section of the Specific Plan EIR, buildout of the Specific Plan would not expose people or structures to a significant risk of loss, injury or death involving wildland fires.

Proposed Project Findings

According to the California Department of Forestry and Fire, the project site is not located in or near a State or Local Responsibility Area Fire Hazard Severity Zone.[16] As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Certified Specific Plan EIR Mitigation Measures:

4.10.1 Design and development of the project shall comply with recommendations and performance standards identified within the Final Geotechnical Study. Where the Project Geotechnical Study is silent, requirements of the California Building Code as adopted and implemented by the City shall prevail.

4.11.8 Any excavation exceeding eight feet below the current grade shall be monitored by a qualified paleontologist. If older alluvial deposits are encountered at shallower depths, monitoring shall be initialed once these deposits are encountered. A qualified paleontologist is defined as an individual with an M.S. or a Ph.D. in paleontology or geology who is familiar with paleontological procedures and techniques. A paleontological monitor may be retained to perform the on-site monitoring in place of the qualified paleontologist. The paleontological monitoring program should follow the local protocols of the Western Center (Hemet) and/or the San Bernardino County Museum and a paleontological monitoring plan should be developed prior to the ground altering activities. The extent and duration of the monitoring can be determined once the grading plan is understood and approved. The paleontological monitor shall have the authority to halt any Project-related activities that may be adversely impacting potentially significant resources. If paleontological resources are uncovered or otherwise identified, they shall be recovered, analyzed in accordance with

[16] California Department of Forestry and Fire, *Fire Hazard Severity Zones in State Responsibility Area*, https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008, accessed March 26, 2025.

standard guidelines, and curated with the appropriate facility (e.g., the Western Center at the Diamond Valley Reservoir, Hemet).

Addendum Project Conditions: None.

3.2 IMPACTS POTENTIALLY RESULTING IN NEW OR SUBSTANTIALLY MORE SEVERE SIGNIFICANT IMPACTS

3.2.1 Air Quality

Specific Plan EIR Findings

The Specific Plan area is located in South Coast Air Basin (Basin) within the South Coast Air Quality Management District's (SCAQMD) jurisdiction. According to the Specific Plan EIR, the Specific Plan would not result in or cause National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS) violations. It was determined that the Specific Plan's proposed land use designation did not materially affect potential development intensities when compared to those assumed in TOP 2050 EIR, and the SCAQMD's *2012 Air Quality Management Plan* (applicable AQMP at the time). Further, it was determined that the Specific Plan's proposed change in land use designations for the subject site would not generate operational source criteria pollutant emissions not already reflected in the applicable AQMP's regional emissions inventory. Based on this, the Specific Plan was considered to be consistent with the AQMP and impacts were determined to be less than significant.

However, as discussed in the Specific Plan EIR, construction and operational emissions would be significant and unavoidable after implementation of mitigation measures (Specific Plan EIR Mitigation Measures 4.3.1 through 4.3.5). As shown in the Specific Plan EIR, maximum daily construction source emissions of volatile organic compounds (VOC), nitrogen oxides (NO_X), and carbon monoxide (CO) exceed applicable SCAQMD regional thresholds. It was also determined that under 2017 conditions, maximum daily operational-source emissions of VOC, NO_x, CO, fine particulate matter ($PM_{2.5}$), and coarse particulate matter (PM_{10}) would exceed applicable SCAQMD regional thresholds. Further, the Specific Plan EIR determined that under buildout conditions originally envisioned for year 2020, maximum daily operational source emission of VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ would exceed applicable SCAQMD regional thresholds. Each of these impacts was determined to be significant and unavoidable despite implementation of mitigation.

Moreover, the Basin is designated as a non-attainment area for ozone, PM_{10}, and $PM_{2.5}$. Therefore, it was determined that construction VOC and NO_X emissions regional threshold exceedances would result in a cumulatively considerable net increase in criteria pollutants (ozone and PM_{10}/$PM_{2.5}$) for which the project region is non-attainment. Additionally, it was determined that operational source VOC, NO_X, PM_{10}, and $PM_{2.5}$ emissions' regional threshold exceedances would result in a cumulatively considerable net increase in criteria pollutants (ozone and PM_{10}/$PM_{2.5}$) for which the project region is

non-attainment. These were considered cumulatively significant air quality impacts as detailed in the Specific Plan EIR.

Finally, the Specific Plan EIR determined that maximum daily construction source emissions would not exceed applicable Localized Significance Thresholds (LSTs) for PM_{10} with application of mitigation, which would reduce these impacts to levels that would not exceed applicable SCAQMD LSTs (i.e., Specific Plan EIR Mitigation Measures 4.3.1 through 4.3.4 would reduce maximum-daily construction-source emissions at the nearest sensitive receptor [the Bernt School site]). Regarding operational source LSTs, the Specific Plan EIR determined that maximum daily operational source emissions concentrations would not exceed applicable LSTs and would not require mitigation. Overall LST impacts were determined to be less than significant with incorporation of mitigation. Additionally, the Specific Plan EIR determined that the Specific Plan would result in less than significant project source and freeway source impacts with incorporation of Specific Plan EIR Mitigation Measure 4.3.6, which reduces freeway source carcinogenic health risks at the Specific Plan area to below the SCAQMD cancer risk threshold of 10 in one million.

According to the Specific Plan EIR, buildout of the Specific Plan would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people, and impacts were determined to be less than significant in this regard.

Proposed Project Analysis

Project Consistency with AQMP

In December 2022, SCAQMD released the *Final 2022 AQMP* (2022 AQMP). The 2022 AQMP continues to evaluate current integrated strategies and control measures to meet the CAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, State, and local levels. Similar to the 2016 AQMP, the 2022 AQMP incorporates scientific and technological information and planning assumptions, including the Southern California Association of Governments (SCAG) *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS), a planning document that supports the integration of land use and transportation to help the region meet the Federal Clean Air Act requirements.

- *Consistency Criterion No. 1*: The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

- *Consistency Criterion No. 2*: The project will not exceed the assumptions in the AQMP based on the years of project buildout phase.

The violations that Criterion No. 1 refers to are the CAAQS and NAAQS. The CAAQS and NAAQS comprise, and are reflected in the SCAQMD LSTs. It is noted here that the CAAQS and NAAQS are not equivalent to SCAQMD regional emissions thresholds.

As detailed above, the Specific Plan EIR concluded that the Specific Plan was determined to be consistent with the applicable AQMP (i.e., the 2012 AQMP) at the time. As demonstrated below, the proposed project would not result in or cause NAAQS or CAAQS violations as the proposed project would not exceed applicable LST thresholds. Further, the proposed modifications to Planning Area 3 do not include a change in land use designation for the Specific Plan area that may generate substantial operational source criteria pollutant emissions not already reflected in the 2012 AQMP regional emissions inventory. Further, the proposed mixed-use overlay would allow for up to 50,000 square feet of commercial/retail uses and up to 1,400 multi-family dwelling units; when compared to development analyzed in the adopted Specific Plan (a mix of industrial, commercial, and residential land uses totaling 4,155,000 square feet, 1,725 dwelling units, and 600 hotel rooms within five planning areas across 257.7 acres), the associated Specific Plan EIR, and the 2012 AQMP that included the Specific Plan buildout, the proposed project (50,000 square feet of commercial/retail uses and up to 1,400 multi-family dwelling units) would result in minor changes to the scale and intensity of the Specific Plan. The current AQMP (2022 AQMP) has been developed after adoption of the Specific Plan, and the associated development density of the Specific Plan should have been incorporated. As the proposed project does not significantly alter land uses, increase scale, or significantly increase development intensities of the Specific Plan, impacts resulting from the proposed project are anticipated to be similar to what was originally envisioned in the Specific Plan.

Peak day emissions generated by construction activities are largely independent on land use assignments but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities. As discussed above, the 2022 AQMP was developed after adoption of the Specific Plan, and the associated development densities of the Specific Plan should have been incorporated. Further, the Specific Plan designates the proposed project site as Mixed Use – Meredith. The Mixed Use – Meredith designation is described as a mixture of mid-rise buildings, regional-serving retail and office centers, and standalone high density residential projects, with a density of 14 to 125 du/ac and a FAR of 3.0 for office and retail uses. The Specific Plan designates the site (Planning Area 3) as Urban Commercial and forecasts a maximum buildout of 480,000 square feet, including 400 hotel rooms; uses conditionally permitted also include office and shopping centers. The project proposes a Mixed-Use Overlay across Planning Area 3 within the Specific Plan area that would allow for up to 50,000 square feet of commercial/retail uses and up to 1,400 multi-family dwelling units. By accommodating residential and commercial/retail uses in Planning Area 3, the project would be consistent with TOP 2050 Land Use Element goals and policies to provide a variety of housing and job options in proximity to one another and in proximity to transit. These goals and policies coincide with the vision of SCAG's current RTP/SCS (i.e., Connect SoCal), which focuses on

transportation alternatives that meet air quality standards and GHG emission reduction targets. While the proposed project would modify the Specific Plan's buildout vision for Planning Area 3, the housing, jobs, and population generated by the project would be within TOP 2050 growth forecasts for the City. Additionally, the proposed dwelling units would contribute to the City's RHNA allocation, which would be considered a project benefit and would be consistent with TOP 2050 Housing Element.

In conclusion, the project's proposed uses are consistent with the site's land use designation and development density and intensity as originally envisioned for the Specific Plan, which has been incorporated in the 2022 AQMP. As such, the proposed project is considered to be consistent with the 2022 AQMP and impacts in this regard would be less than significant. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Emissions and Regional Thresholds

Proposed project-related air quality emissions from criteria pollutants (VOCs, NO_X, sulfur oxides [SO_x], CO, PM_{10}, and $PM_{2.5}$) were calculated using the California Emissions Estimator Model (CalEEMod) version 2022.1.1.30. Outputs from the model run are provided in Appendix A, *Air Quality/GHG Emissions/Energy Data*.

Typical construction activities associated with a land use development project emissions are expected from various construction phrases including, and not limited to, demolition, site preparation, grading, building construction, paving, and architectural coating. Due to the programmatic nature of the proposed project, no construction is currently planned, thus no project-specific construction details are currently available for CalEEMod modeling, and exact construction emissions generated by future development are unknown. Construction emissions depend on multiple factors, including, but not limited to, the start and duration of construction phases, types and quantity of construction equipment to be used, soil import and export volumes, hauling trips distance, etc., all of which cannot be determined at this stage of the planning process. As such, because implementation of the project does not propose any specific development and construction details are unknown, construction-related emissions that may occur at any one time in any scale are speculative and cannot be accurately determined at this stage of the planning process. As such, construction emissions are not quantified. Nevertheless, all future development within the project site (Planning Area 3) capable of generating substantial construction-related emissions would be required to undergo separate environmental review under CEQA to evaluate project-specific impacts on a project-by-project basis, as the extent of impacts become known through the design process. Further, future development on-site would be required to implement any required mitigation measures from the TOP 2050 EIR and the Specific Plan EIR on a project-by-project basis, as applicable, pursuant to CEQA provisions. Specifically, future projects within the Specific Plan, if applicable, would be required to incorporate Specific Plan EIR Mitigation Measures 4.3.1 through 4.3.3 to reduce maximum daily project construction-

source emissions to the extent possible.

Operational activities associated with the proposed project would result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Operational emissions are expected from the following primary sources:

- *Area Source Emissions*: Area sources include architectural coatings, consumer products, and landscape maintenance equipment.

- *Energy Source Emissions*: Energy source emissions include combustion emissions associated with generation of natural gas and electricity. However, because electrical generating facilities for the proposed project area are located either outside the region (State) or offset through the use of pollution credits (RECLAIM) for generation within the Basin, criteria pollutant emissions from off-site generation of electricity are excluded from the evaluation of significance.

- *Mobile Source Emissions*: Proposed project-related air quality emissions derive primarily from vehicle trips associated with the proposed project, including residential, commercial, and employee trips to and from the site associated with the proposed uses. Moreover, vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust inclusive of brake and tire wear particulates. Trip characteristics available from the project-specific transportation impact analysis; refer to Appendix D, *Focused Traffic Study*. It should be noted that trips originally envisioned for Planning Area 3 were not deducted from the project-generated trips to provide a conservative analysis.

The Specific Plan EIR assumed buildout of Planning Area 3 would allow for 480,000 square feet of commercial use (including 400 hotel rooms) under the Urban Commercial land use designation. The project proposes to modify the existing Specific Plan to include a Mixed-Use Overlay across Planning Area 3 to allow for up to 50,000 square feet of commercial/retail uses and up to 1,400 multi-family dwelling units in place of the uses and buildout currently permitted under the site's Urban Commercial designation. Estimated operational emissions are summarized in Table 3, *Summary of Peak Daily Operational Emissions*. Project-related operational emissions from the CalEEMod modeling run have been added to the Specific Plan operational emissions. It should be noted that this is a conservative analysis as the proposed project modifications would replace the originally approved development permitted for Planning Area 3. In addition, the proposed project would continue to incorporate mitigation measures in accordance with the Specific Plan EIR, which include Specific Plan EIR Mitigation Measures 4.3.4 and 4.3.5 that would reduce maximum daily project operational emissions to the extent possible.

As shown in Table 3, with the proposed project modifications to Planning Area 3, the Specific Plan would continue to exceed the numerical thresholds of significance established by the SCAQMD for emissions of various criteria pollutants (VOCs, NO_X, CO, PM_{10}, and $PM_{2.5}$), similar to impacts analyzed in the Specific Plan EIR. As such, operational impacts would continue to be considered significant and unavoidable.

As such, the project would not result in a new significant environmental effect or substantial increase in the severity of a previously identified significant environmental effect as compared to the conclusions of Specific Plan EIR and 2019 Addendum.

Table 3
Summary of Peak Daily Operational Emissions

Emissions Source	Pollutant (pounds/day)[1]					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer Operational Emissions						
Mobile	39.00	36.00	349.00	0.89	80.00	21.00
Area	82.00	26.00	433.00	1.20	51.00	49.00
Energy	0.35	6.00	2.60	0.04	0.48	0.48
Project Summer Total (Year 2026)	**121.00**	**68.00**	**784.00**	**2.20**	**131.00**	**70.00**
Specific Plan (Planning Areas 1,2,3, & 4) Total (Year 2020)[2]	*299.76*	*706.11*	*1,481.11*	*4.98*	*286.11*	*87.49*
Overall Total	***420.76***	***774.11***	***2265.11***	***7.18***	***417.11***	***157.49***
SCAQMD Thresholds	*55*	*55*	*550*	*150*	*150*	*55*
Is Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes
Winter Operational Emissions						
Mobile	37.00	39.00	292.00	0.83	80.00	21.00
Area	74.00	25.00	352.00	1.20	51.00	49.00
Energy	0.35	6.00	2.60	0.04	0.48	0.48
Project Winter Total (Year 2026)	**111.00**	**70.00**	**646.00**	**2.10**	**131.00**	**70.00**
Specific Plan (Planning Areas 1,2,3, & 4) Total (Year 2020)[2]	*296.42*	*733.89*	*1,462.01*	*4.76*	*286.15*	*87.51*
Overall Total	***407.42***	***803.89***	***2108.01***	***6.86***	***417.15***	***157.51***
SCAQMD Thresholds	*55*	*55*	*550*	*150*	*150*	*55*
Is Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes

Notes: VOC = volatile organic chemical; NO_x = nitrous oxide; CO = carbon monoxide; SO_X = sulfur oxide; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter

1. Totals might be slightly off due to rounding.
2. Daily peak operation emissions as shown in the Specific Plan EIR *Appendix D: Air Quality Impact Analyses, Table 3-13: Summary of Year 2020 Peak Operational Emissions (With Mitigation)*.

Source: Appendix A, *Air Quality/GHG Emissions/Energy Data*.

Localized Significance to Sensitive Receptors

Project-Source Pollutants

This analysis makes use of methodologies included in the SCAQMD *Final Localized Significance Threshold Methodology* (LST Methodology). The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or State ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as LSTs.

The SCAQMD recommends that the nearest sensitive receptor be considered when determining a project's localized air quality impacts. Sensitive receptors are defined as populations that are more susceptible to the effects of pollution than the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, childcare centers, and athletic facilities. According to the SCAQMD, projects have the potential to create significant impacts if they are located within one-quarter mile of sensitive receptors and would emit toxic air contaminants (TAC) identified in SCAQMD Rule 1401.

The nearest land use where an individual could remain for 24 hours to the project site has been used to determine localized operational air quality impacts for emissions of PM_{10} and $PM_{2.5}$ (since PM_{10} and $PM_{2.5}$ thresholds are based on a 24-hour averaging time); the nearest sensitive receptors are existing multi-family residences in Planning Area 4, approximately 95 feet north of Planning Area 3.

As detailed above, due to the programmatic nature of the proposed project, no construction is currently planned, thus no project-specific construction details are currently available for CalEEMod modeling, and exact construction emissions generated by future development are unknown. All future development within the project site (Planning Area 3) capable of generating substantial construction-related emissions would be required to undergo separate environmental review under CEQA to evaluate project-specific impacts on a project-by-project basis, as the extent of impacts become known through the design process. Further, these future new development projects would be required to implement any required mitigation measures from the TOP EIR and the Specific Plan EIR on a project-by-project basis, as applicable, pursuant to CEQA provisions. Specifically, future projects within the Specific Plan, if applicable, would be required to incorporate Specific Plan EIR Mitigation Measures 4.3.1 through 4.3.3 to reduce maximum daily project construction emissions to the extent possible.

The proposed mixed-use overlay would allow commercial and residential development and would not be a source of on-site/localized emissions or have the potential to emit TACs identified in SCAQMD Rule 1401; TAC emissions primarily come from mobile source. As detailed in the project-specific transportation impact analysis (Appendix D), the net trip generation potential would be approximately 10,670 trips, 1,042 more trips than what was originally envisioned and analyzed for Planning Area 3 in the Specific Plan

EIR (9,628 trips). The net trips are not anticipated to exacerbate pre-existing hazards and increase the localized emissions over the thresholds (emissions associated with the originally proposed Planning Area 3 already exceeded thresholds). Operational LST impacts would be less than significant. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Off-Site Freeway Source Pollutants

In 2005, the California Air Resources Board (CARB) promulgated an advisory recommendation to avoid setting sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day. CARB indicates that due to traffic-generated pollutants, there is an estimated increased cancer risk incidence of 300 to 1,700 per million within this domain. At some point however, the increased cancer risk incidence due to the effects of freeway/roadway corridor pollutants become indistinguishable from the ambient air quality condition. In this regard, the effects of freeway/roadway-source pollutants that may impact the proposed project site are already acknowledged and accounted for within the ambient air quality discussions presented within the Specific Plan EIR. More specifically, the MATES-III Study data for the Specific Plan comprehensively reflects increased TAC-source cancer risks affecting the City and project site, inclusive of increased cancer risks due to freeway/roadway pollutant sources. It is, however, recognized that the effects of freeway traffic pollutants on the project site would likely be more acute and discernible in those areas nearer freeway/roadway corridors, including the proposed project site (Planning Area 3) which is immediately adjacent to I-10 and would include residential land uses.

It was determined that with incorporation of Specific Plan EIR Mitigation Measure 4.3.6, freeway source carcinogenic health risks at the Specific Plan Area would total 7.14 in one million and would not exceed the SCAQMD cancer risk threshold of 10 in one million. Specific Plan EIR Mitigation Measure 4.3.6 was established to reduce cancer risks to future residence of the Specific Plan. However, in the *California Building Industry Association v. Bay Area Air Quality Management District* (2015), 62 Cal. 4th 369 (CBIA) case, the California Supreme Court determined that CEQA does not generally require an impacts analysis of the existing environmental conditions on future residents of a proposed project and generally only requires an analysis of the proposed project's impact on the environment. However, the CBIA case also stated that when a proposed project brings development and people into an area already subject to specific hazards and the new development/people exacerbate the existing hazards, then CEQA requires an analysis of the hazards and the proposed project's effect in terms of increasing the risks related to those hazards. In regard to air quality hazards, toxic air contaminants (TACs) are defined as substances that may cause or contribute to an increase in deaths or in serious illness, or that may pose a present or potential hazard to human health. As such, if a project would not exacerbate pre-existing hazards (e.g., TAC health risks), then an analysis of those hazards and the project's effect on increasing those hazards is not required.

The proposed mixed-use overlay would allow commercial and residential development and would not be a source of TACs. Existing uses on-site only include vacant land and does not contain any operational land uses that emit toxic air contaminants. Therefore, the proposed project does not exacerbate pre-existing hazards and impact would be less than significant in this regard.

It should be noted that the proposed project would continue to incorporate mitigation measures in accordance with the Specific Plan EIR. Specifically, Specific Plan EIR Mitigation Measure 4.3.6 requires residential units within the Specific Plan area (including Planning Area 3) to include installation and maintenance of air filtration systems.

Further, proposed project-related traffic would not create or result in a CO "hotspot." As the proposed project's emissions would comply with federal, State, and local air quality standards, they are not sufficiently high enough to use a regional modeling program to correlate health effects on a Basin-wide level and would not provide a reliable indicator of health effects if modeled. Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations as the result of proposed project and localized impacts would be less than significant. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Odors

The proposed project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed project may result from the temporary storage of typical solid waste (refuse) associated with the proposed project's long-term operational uses (residential and commercial/retail uses). Standard construction requirements would minimize odor impacts from construction. Construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with current solid waste regulations. The proposed project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors and other emissions (such as those leading to odors) associated with the proposed project would be less than significant. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Certified Specific Plan EIR Mitigation Measures:

4.3.1 The following requirements shall be incorporated into Project plans and specifications in order to ensure implementation of SCAQMD Rule 403 and limit fugitive dust emissions:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour;

- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day;

- The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less; and

- Only "Zero-Volatile Organic Compounds" paints (no more than 150 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications consistent with South Coast Air Quality Management District Rule 1113 shall be used.

4.3.2 Grading plans shall reference the requirement that a sign shall be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling.

4.3.3 During grading activity, all rubber tired dozers and scrapers (≥ 150 horsepower) shall be CARB Tier 3 Certified or better. Additionally, during grading activity, total horsepower hours per day for all equipment shall not exceed 149,840; and the maximum (actively graded) disturbance area shall not exceed 26 acres per day.

4.3.4 Prior to the issuance of building permits, the Project Applicant shall submit energy demand calculations to the City (Planning and Building Departments) demonstrating that the increment of the Project for which building permits are being requested would achieve a minimum 5% increase in energy efficiencies beyond incumbent California Building Code Title 24 performance standards. Representative energy efficiency/energy conservation measures to be incorporated in the Project would include, but would not be limited to, those listed below (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that would comparably reduce energy consumption and promote energy conservation would also be acceptable):

- Increase in insulation such that heat transfer and thermal bridging is minimized;

- Limit air leakage through the structure and/or within the heating and cooling distribution system;

- Use of energy-efficient space heating and cooling equipment; Installation of electrical hook-ups at loading dock areas;
- Installation of dual-paned or other energy efficient windows;
- Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards;
- Installation of automatic devices to turn off lights where they are not needed;
- Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings;
- Design of buildings with “cool roofs” using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors;
- Design of buildings to accommodate photo-voltaic solar electricity systems or the installation of photo-voltaic solar electricity systems; and
- Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.

4.3.5 The developer of the industrial phase of the Project (Planning Area 1) will install on the roofs of the warehouse buildings a photo-voltaic electrical generation system (PV system) capable of generating 1,600,000 kilowatt hours per year. The developer may install the required PV system in phases on a pro rata square foot basis as each building is completed; or if the PV system is to be installed on a single building, all of the PV system necessary to supply the PV estimated electrical generation shall be installed within two years (24 months) of the first building that does not include a PV system receives a certificate of occupancy.

4.3.6 Residential units within the Project site shall include the installation and maintenance of air filtration systems with efficiencies equal to or exceeding a Minimum Efficiency Reporting Value (MERV) 16 as defined by the American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2.

Addendum Project Conditions: None.

3.2.2 Biological Resources

Specific Plan EIR Findings

The Initial Study prepared for the Specific Plan EIR determined that buildout of the Specific Plan would not result in adverse effects on riparian habitats, sensitive natural communities, or federally protected wetlands, or conflict with local policies or ordinances protecting biological resources, or adopted habitat or natural community conservations plans. Additionally, the Initial Study determined that impacts related to an interference with a migratory corridor or nursery site would be less than significant given that the Specific Plan area was disturbed and improved with development and roadways.

The Specific Plan EIR determined that no special-status plant species were anticipated to occur within the Specific Plan area. However, the California horned lark was observed during the Specific Plan EIR biological site survey, and the Specific Plan area was determined to contain suitable habitat for burrowing owl. Both the California horned lark and burrowing owl are special-status wildlife species, and as such the Specific Plan EIR included mitigation measures to reduce impacts related to these species. Specifically, Mitigation Measure 4.9.1 requires that vegetation removal occur outside of the nesting bird season (August 1 to February 1) in order to ensure that active nests of migratory birds are avoided. Mitigation Measure 4.9.2 requires pre-construction burrowing owl surveys in order to avoid active burrows during the breeding season, with additional measures to follow, such as the use of buffers, if active burrows are present. Mitigation Measure 4.9.3 includes closure of inactive burrowing owl burrows outside of the breeding season (September 1 through January 31), and Mitigation Measure 4.9.4 requires implementation of a mitigation plan for any burrowing owl displaced due to project construction, which could include habitat replacement conservation or purchase of conservation bank credits. With implementation of Mitigation Measures 4.9.1 through 4.9.4, the Specific Plan EIR determined that buildout of the Specific Plan would result in less than significant impacts on special-status wildlife species.

The Specific Plan EIR further concluded that a drainage channel on the eastern portion of the Specific Plan area could be subject to the jurisdiction of the U.S. Army Corps of Engineers (USACE), California Department of Fish and Wildlife (CDFW), and/or Regional Water Quality Control Board (RWQCB). As such, Mitigation Measures 4.9.5 through 4.9.7 were included to ensure that jurisdictional delineation of drainage features on-site are conducted prior to issuance of grading permits, followed by applicable agency consultation and acquisition of applicable permits with the USACE, CDFW, and/or RWQCB. Following implementation of required mitigation, it was determined that impacts to potential jurisdictional resources within the Specific Plan area would be less than significant.

Proposed Project Analysis

The following analysis is based primarily on the following technical studies (refer to Appendix B, *Biological Reports*):

- *Biological Resources Assessment for Meredith International Centre Specific Plan Amendment – Planning Area 3 Project, City of Ontario, San Bernardino County, California* (Biological Resources Assessment), prepared by Michael Baker International, dated September 15, 2025; and

- *Aquatic Resources Delineation Report Meredith International Centre Specific Plan Amendment Project City of Ontario, San Bernardino County, California* (ARDR), prepared by Michael Baker International, dated September 2025.

The Biological Resources Assessment included a literature review of the CDFW's California Natural Diversity Database (CNDDB), California Native Plant Society's (CNPS) Online Inventory of Rare and Endangered Plants of California, Natural Resources Conservation Service (NRCS) Web Soil Survey, U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory, USFWS IPaC database, Calflora database, and corresponding U.S. Geological Survey (USGS) topographic maps. Additionally, a general biological resources survey and habitat assessment of the project site was conducted on August 5, 2025.

The ARDR included a literature review of USGS topographic maps, USGS hydrography data, aerial photography, U.S. Department of Agriculture (USDA) soil survey, USDA Hydric Soils List of California, USFWS National Wetlands Inventory Map, and Federal Emergency Management Agency's (FEMA) National Flood Insurance Program. A jurisdictional delineation was conducted on August 5, 2025 per methods outlined in the USACE's *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region, Version 2.0* (2008).

Special-Status Species

Based on the results of the Biological Resources Assessment, two special-status wildlife species have a moderate potential to occur within the project site: monarch (*Danaus plexippus plexippus*, federal proposed threatened) and burrowing owl (*Athene cunicularia*, State candidate endangered [SCE] and species of special concern [SSC]). Monarch has the potential to fly through the project site; however, the site provides limited nectar resources for foraging due to the dominance of weedy, non-native species. Additionally, no milkweed (*Asclepias*) species were observed and no suitable overwintering habitat was present on-site during the field visit. Therefore, monarch is not expected to breed on-site. The nearest known monarch record was from 2023 within the Cucamonga-Guasti Regional Park, approximately 0.3-mile to the northeast of the project site. Overall, if monarch fly through the site, they would be expected in very low numbers due to the disturbed nature of the site and dominance by non-native weedy vegetation. Development of the site in accordance with the Specific Plan and the proposed project

would similarly not remove habitat that would affect the long-term status of monarch populations; therefore, potential impacts associated with buildout of the proposed Mixed-Use Overlay are considered less than significant, similar to Specific Plan buildout impacts.

Similarly, no burrowing owls or suitable burrowing owl burrows were detected on-site during the field survey. However, burrowing owl are known to occur in the area; the nearest known records north of I-10 are from 2016, approximately 1.25 miles east of the project site, and the nearest known records south of I-10 are from 2017, approximately 0.3-mile south of the project site. The most recent records are from 2023, south and east of ONT. Therefore, there is potential for burrowing owl to colonize the site. As such, similar to buildout of the Specific Plan, implementation of Specific Plan EIR Mitigation Measures 4.9.2 and 4.9.3, which would require pre-constriction burrowing owl surveys, and, if necessary, burrowing owl exclusion and mitigation plan preparation, would be required to reduce impacts to less than significant levels. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Riparian Habitat and Sensitive Natural Communities

The project site supports ornamental landscaping and disturbed, weedy vegetation. There are no riparian habitats or other sensitive natural communities present within the project site boundaries. Therefore, similar to buildout of the Specific Plan, future development within Planning Area 3 in accordance with the project would have no impact on riparian habitats or other sensitive natural communities. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Wildlife Corridors and Habitat Linkages

The project site is within a highly urbanized area surrounded by residential and commercial development in all directions; it is not within or adjacent to any natural open space areas or other natural features that would be used by wildlife as a corridor or habitat linkage. The project site is adjacent to and east of the confluence of Cucamonga Creek and Deer Creek, two concrete channelized waterways with vertical concrete walls, concrete bottoms, and no vegetation. According to the Biological Resources Assessment, due to the developed nature of the concrete channels and lack of vegetation, these channels provide low value wildlife movement habitat.

Nevertheless, similar to conditions described in the Specific Plan EIR, the vegetation within and adjacent to the project site provides suitable nesting opportunities for a variety of bird species that are adapted to urban areas. Impacts to nesting birds are considered potentially significant. As such, similar to buildout of the Specific Plan and in order to maintain compliance with the California Fish and Game Code (CFGC) and federal Migratory Bird Treaty Act (MBTA), project implementation of Specific Plan EIR Mitigation

Measure 4.9.1 (pre-construction nesting bird surveys or avoidance of vegetation removal during breeding season) would be required to reduce impacts to less than significant levels. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

State and Federal Jurisdictional Aquatic Features

The ARDR included a jurisdictional delineation of the drainage channel in the eastern portion of the project site (Aquatic Feature 1; AF-1). During the site reconnaissance, some surface water was present within the northern portion of AF-1. Evidence of an ordinary high-water mark (OHWM) and surface hydrology was observed. Vegetation coverage was consistent throughout the channel, with flax-leaved horseweed (*Erigeron bonariensis*), short-podded mustard (*Hirschfeldia incana*), and telegraph weed (*Heterotheca grandiflora*) dominant throughout the channel. A few individuals of tall cyperus (*Cyperus eragrostis*) and spiny rush (*Juncus acutus*) were present at the northern end of AF-1. Due to the presence of hydrophytic vegetation and wetland hydrology, one soil pit was investigated within the vicinity of AF-1 to document the presence or absence of wetland conditions. Based on the results, the ARDR concluded that no wetlands were present within AF-1.

Although evidence of an OHWM was noted within the boundaries of the project site, AF-1 is an ephemeral drainage feature, does not exhibit relatively permanent flow, and does not have a surface hydrological connection to a traditional navigable waterway. Therefore, AF-1 is not considered waters of the U.S. However, this feature would fall under the jurisdiction of the RWQCB under the Porter-Cologne Act and is considered waters of the State. Further, the mapped feature exhibits a clear bed and bank and is considered CDFW jurisdictional streambed.

Buildout of the proposed project would impact 0.03-acre of non-wetland RWQCB waters of the State and 0.15-acre of CDFW jurisdictional streambed, which would require permits from these regulatory agencies. These findings are consistent with the Specific Plan EIR analysis, which identified that this drainage feature (AF-1) could be subject to regulatory jurisdiction. Therefore, implementation of Specific Plan EIR Mitigation Measures 4.9.5 through 4.9.7 would reduce impacts in this regard. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Conflict with Local Policies Protecting Biological Resources

The proposed project would not conflict with any local policies or ordinances protecting biological resources. The City has adopted tree preservation and protection measures, including requirements for protected root zones, fencing, and arborist oversight during construction. However, the project site does not support any trees; therefore, future development on-site would not impact trees subject to this ordinance. No impact would

occur. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Conflict with Applicable Habitat Conservation Plans

The Specific Plan area, including the project site, is not covered by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. No impact would occur. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Certified Specific Plan EIR Mitigation Measures:

4.9.1 Avoidance of Nesting Migratory Birds: If possible, all vegetation removal activities shall be scheduled from August 1 to February 1, which is outside the general avian nesting season. This would ensure that no active nests would be disturbed and that removal could proceed rapidly. If vegetation is to be cleared during the nesting season, all suitable habitat will be thoroughly surveyed within 72 hours prior to clearing for the presence of nesting birds by a qualified biologist (Project Biologist). The Project Biologist shall be approved by the City and retained by the Applicant. The survey results shall be submitted by the Project Applicant to the City Planning Department. If any active nests are detected, the area shall be flagged and mapped on the construction plans along with a minimum 300-foot buffer, with the final buffer distance to be determined by the Project Biologist. The buffer area shall be avoided until, as determined by the Project Biologist, the nesting cycle is complete or it is concluded that the nest has failed. In addition, the Project Biologist shall be present on the site to monitor the vegetation removal to ensure that any nests, which were not detected during the initial survey, are not disturbed.

4.9.2 Burrowing Owl Avoidance: Breeding season avoidance measures for the burrowing owl including, but not limited to, those that follow shall be implemented. A pre-construction survey for resident burrowing owls shall be conducted by a qualified Project Biologist within 30 days prior to construction activities. If ground-disturbing activities are delayed or suspended for more than 30 days after the pre-construction survey, the site will be resurveyed for owls. Pre-construction survey methodology shall be based on Appendix D (Breeding and Non-breeding Season Surveys and Reports) of the CDFW Staff Report on Burrowing Owl Mitigation (CDFW) March 7, 2012 (CDFW Burrowing Owl Mitigation Staff Report). Results of the pre-construction survey shall be provided to CDFW and the City. If the pre-construction survey does not identify burrowing owls on the Project site, then no further mitigation shall be required. If burrowing owls are found to

be utilizing the Project site during the pre-construction survey, measures shall be developed by the Project Biologist in coordination with CDFW to avoid impacting occupied burrows during the nesting period. These measures shall be based on the most current CDFW protocols and would minimally include establishment of buffer setbacks from occupied burrows and owl monitoring during Project construction activities.

4.9.3 Burrowing Owl Passive Exclusion: During the non-breeding season (September 1 through January 31), if burrows occupied by migratory or non-migratory resident burrowing owls are detected during a pre-construction survey, then burrow exclusion and/or closure may be used to passively exclude owls from those burrows. Burrow exclusion and/or closure shall only be conducted by the Project Biologist in consultation and coordination with CDFW employing incumbent CDFW guidelines.

4.9.5 Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the Applicant shall obtain a Regional Board 401 Certification, or a written waiver of the requirement for such an agreement or permit, from the California Regional Water Quality Control Board. Written verification of such a permit or waiver shall be provided to the City of Ontario Planning Department.

4.9.6 Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the Applicant shall obtain a stream bed alteration agreement or permit, or a written waiver of the requirement for such an agreement or permit, from the California Department of Fish and Wildlife. Information to be provided as part of the Streambed Alteration Agreement (if required) shall include but not be limited to the following:

- Delineation of lakes, streams, and associated habitat that will be temporarily and/or permanently impacted by the proposed project (include an estimate of impact to each habitat type);
- Discussion of avoidance measures to reduce project impacts; and
- Discussion of potential mitigation measures required to reduce the project impacts to a level of insignificance.

Written verification of such a streambed alteration agreement/permit, or waiver, shall be provided to the City of Ontario Planning Department.

4.9.7 Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the Applicant shall obtain a 404 permit, or a written waiver of the requirement for such an agreement or permit, from the U.S. Army Corps of Engineers. Written verification of such a permit or waiver shall be provided to the City of Ontario Planning Department.

Addendum Project Conditions: None.

3.2.3 Cultural Resources

Specific Plan EIR Findings

The Initial Study prepared for the Specific Plan EIR determined that implementation of the Specific Plan would result in less than significant impacts regarding disturbances to human remains, including those interred outside of formal cemeteries.

According to the Specific Plan EIR, the Specific Plan area is historically associated with the Italian Vineyard Company holdings and the activities associated with the community of Guasti. Field investigations conducted in preparation of the Specific Plan EIR identified a single irrigation valve on the south side of Inland Empire Boulevard, west of the Cucamonga Creek Channel (Planning Area 2), and a fragment of rock and concrete along Fourth Street, east of Vineyard Avenue (Planning Area 3); both are considered scant evidence of early vineyard activities. The Specific Plan EIR determined that the Specific Plan area does not contain any significant historical or archaeological resources, and that the potential for identifying prehistoric or historic archaeological resources is low. Nonetheless, the Specific Plan EIR included Mitigation Measures 4.11.1 through 4.11.7 in the event that previously undiscovered resources are identified during project implementation. Mitigation Measure 4.11.1 would require construction signage to be posted that provides instructions for the discovery of a previously unanticipated cultural resource. Mitigation Measure 4.11.2 would require project applicants to consult with potentially affected Native American tribes 30 days prior to grading activities and to enter a Cultural Resources Treatment and Monitoring Agreement with applicable tribes. Mitigation Measure 4.11.3 would require construction signage to be posted that provides instructions if human remains are encountered during ground-disturbing activities. Mitigation Measure 4.11.4 outlines procedures for the curation and recordation of any cultural resources discovered during grading activities and which are not addressed by the Cultural Resources Treatment and Monitoring Agreement. Mitigation Measure 4.11.5 would require the avoidance and preservation of sacred sites. Mitigation Measure 4.11.6 states that in the event that a developer and tribe cannot agree on the significance of or mitigation for a resource discovered during grading, the City of Ontario Planning Director shall make this determination, appealable to the City of Ontario. Last, Mitigation Measure 4.11.7 would require site monitoring by a qualified archeologist during construction activities.

Proposed Project Analysis

Historical Resources

The proposed project site is located entirely within the Specific Plan area, and as such the site is similarly historically associated with the Italian Vineyard Company holdings and the activities associated with the community of Guasti. However, there are no existing structures on-site that could qualify as a historic resource under CEQA, and no impact

would occur to historic resources. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Archaeological Resources

As analyzed in the Specific Plan EIR, while the project site has low potential for containing any significant prehistoric or historic archaeological resources, buildout of the project site would require some level of ground-disturbing activities that could uncover previously undiscovered archaeological resources. In the event of inadvertent discovery, Specific Plan EIR Mitigation Measures 4.11.1 through 4.11.7 would reduce potential impacts to less than significant levels. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Human Remains

Similar to buildout under the Specific Plan and as required by California Health and Safety Code Section 7050.5, should human remains be found during future development of Planning Area 3 in accordance with the project, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains were found to be prehistoric, the coroner would coordinate with the California Native American Heritage Commission as required by State law. Based on compliance with these existing regulations, future development in accordance with the project's potential to disturb human remains would be less than significant. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Certified Specific Plan EIR Mitigation Measures:

4.11.1 Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project Applicant(s) shall include the following wording on all construction contract documentation:

"If during grading or construction activities, cultural resources are discovered on the Project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archeologist and any affected Tribes (Tribes). Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared by the qualified archeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the

resources identified, and the method of preservation and/or recovery for identified resources. In the event the significant resources are recovered and if the qualified archaeologist and the Tribe determines the resources to be historic or unique, avoidance and/or mitigation would be required pursuant to and consistent with CEQA Guidelines Sections 15064.5 and 15126.4 and Public Resources Code Section 21083.2 and the Cultural Resources Treatment and Monitoring Agreement required under Mitigation Measure 4.9.2."

4.11.2 At least 30 days prior to seeking a grading permit, the Project Applicant(s) shall contact potentially affected Tribes to notify the Tribes of grading, excavation, and the monitoring program and to coordinate with the City of Ontario and the Tribes to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources; Project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site; and establishing on-site monitoring provisions and/or requirements for professional Tribal monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.

4.11.3 Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project Applicant(s) shall include the following wording on all construction contract documentation:

"If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the San Bernardino County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant" within 24 hours of receiving notification from the coroner. The most likely descendant shall then have 48 hours to make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98."

4.11.4 All cultural materials, with the exception of sacred items, burial goods, and human remains, which will be addressed in the Cultural Resources Treatment and Monitoring Agreement required by Mitigation Measure 4.9.2,

that are collected during the grading monitoring program and from any previous archeological studies or excavations on the Project site shall be curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to the affected Tribe's/Tribes' curation facility(ies), which meets the standards set forth in 36 CRF Part 79 for federal repositories.

4.11.5 All sacred sites, should they be encountered within the Project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with the affected Tribe(s). To the extent that a sacred site cannot be feasibly preserved in place or left in an undisturbed state, mitigation measures shall be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4.

4.11.6 Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project Applicant(s) shall include the following wording on all construction contract documentation:

"If inadvertent discoveries of subsurface archaeological resources are discovered during grading, work shall be halted immediately within 50 feet of the discovery. The developer, the Project archeologist, and the Tribe(s) shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the developer and the Tribe cannot agree on the significance of or the mitigation for such resources, these issues will be presented to the City of Ontario Planning Director. The Planning Director shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Tribe(s). Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the City of Ontario. In the event the significant resources are recovered and if the qualified archaeologist determines the resources to be historic or unique as defined by relevant state and local law, avoidance and mitigation would be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4."

4.11.7 To address the possibility that cultural resources may be encountered during grading or construction, a qualified professional archeologist shall monitor all construction activities that could potentially impact archaeological deposits (e.g., grading, excavation, and/or trenching). However, monitoring may be discontinued as soon the qualified professional is satisfied that construction will not disturb cultural and/or paleontological resources.

Addendum Project Conditions: None.

3.2.4 Energy

Specific Plan EIR Findings

Although Energy was not one of the topical areas in CEQA Guidelines Appendix G when the Specific Plan EIR was certified in 2015, energy use was evaluated extensively in the Specific Plan EIR Section 5.6, *Energy Conservation*. The Specific Plan EIR determined that regulatory compliance (e.g., Building Energy Efficiency Standards [commonly known as Title 24], *City of Ontario Community Climate Action Plan* [CCAP]) and implementation of all feasible Specific Plan EIR mitigation measures (Specific Plan EIR Mitigation Measure 4.3.3 requiring dozers and scrapers [≥ 50 horsepower] used during grading activities to be CARB Tier 3 Certified or better which improves fuel efficiency and reduce energy waste, and Specific Plan EIR Mitigation Measure 4.3.4 requiring a five percent increase in energy efficiencies beyond incumbent Title 24 performance standards) would ensure that construction and operations for future development in accordance with the Specific Plan EIR would not result in the inefficient, wasteful or unnecessary consumption of energy, and potential project impacts in these regards would be less than significant. Further, the energy demands of buildout of the Specific Plan can be accommodated within the context of available resources and energy delivery systems. The Specific Plan would, therefore, not cause or result in the need for additional energy production or transmission facilities and would not create or result in a potentially significant impact affecting energy resources or energy delivery systems.

Proposed Project Analysis

Wasteful, Inefficient, or Unnecessary Energy Consumption

Construction

The analysis of impacts related to energy use considers construction and operations of a project. Fossil fuels would be used for construction vehicles and other energy-consuming equipment during construction of the project. Construction of future commercial/retail and/or residential development in accordance with the proposed mixed-use overlay would result in on-road (automotive) fuel consumption associated with construction vehicle trips and off-road fuel consumption associated with construction equipment usage.

Construction fuel consumption depends on multiple factors, including, but not limited to, start and duration of construction phases, types and numbers of construction equipment to be used, soil import and export volumes, hauling trips distance, etc., all of which cannot be determined at this stage of the planning process. Because implementation of the project does not propose any specific development and no project-level construction details can be provided, construction-related fuel consumption that may occur at any time in any scale are speculative and cannot be accurately determined at this stage of the planning process. As such, construction-related fuel consumption was not quantified.

However, this project proposes similar land use types (i.e., commercial/retail and residential) as the already permitted urban commercial uses in Planning Area 3 as analyzed in the Specific Plan EIR and within the same project site (i.e., no increase in site acreage), and therefore similar construction techniques, equipment, and anticipated construction fuel consumption would be expected. Further, all future commercial/retail and/or residential development in accordance with the proposed mixed-use overlay would be subject to project-specific and site-specific discretionary approvals (including separate CEQA review) on a case-by-case basis to ensure that development occurs in a logical manner consistent with the Specific Plan and any energy impacts during construction would be analyzed and mitigated, if applicable. Typically, fuel consumed during construction would be temporary and would not represent a significant demand for energy resources. In addition, some incidental energy conservation would occur during construction through compliance with State requirements. Construction equipment would also be required to comply with the latest U.S. Environmental Protection Agency (EPA) and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials. Further, project-related incremental increase in the use of energy bound in construction materials, such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas), would not substantially increase demand for energy compared to overall local and regional demand for construction materials.

Construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. Additionally, construction contractors would be required to comply with the provisions of California Code of Regulations Title 13, Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the EPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, per applicable regulatory requirements, such as the current CALGreen, future commercial/retail and/or residential development in accordance with the project would comply with construction waste management practices to divert a minimum of 65 percent of construction debris.

As detailed above, the Specific Plan EIR determined that energy-related impacts of Specific Plan buildout would be less than significant. Similarly, for the project, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects. As such, a less than significant impact would occur in this regard. As such, the project would not result in a new significant environmental effect or

substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Operations

This analysis focuses on three sources of energy that are relevant to the project: electricity, natural gas, and transportation fuel for vehicle trips associated with project operations. The analysis of operational energy usage is based on the California Emissions Estimator Model (CalEEMod) version 2022.1.1.30. modeling results for the project; refer to Appendix A. The project's estimated electricity and natural gas consumption is based primarily on CalEEMod's default settings for San Bernardino County and consumption factors provided by Southern California Edison (SCE) and Southern California Gas Company (SoCalGas), the electricity and natural gas providers for the City and the project site, respectively. The amount of operational fuel consumption was estimated using the project's annual vehicle miles traveled (VMT) as modeled in CalEEMod, and CARB Emissions Factor 2021 (EMFAC2021) website platform, which provides typical fuel efficiency for the County. The year of 2027 was used as the buildout (operational) year of the project assuming development on Planning Area 3 could initiate as early as the next year from when this Addendum was prepared and conservatively accounting for a construction duration of approximately one year. The project's estimated operational energy consumption is summarized in Table 4, *Energy Consumption*.

As shown in Table 4, the project's annual electricity and natural gas usage would result in approximately 0.0435 percent over the County's typical annual electricity usage and approximately 0.0432 percent over the County's typical annual natural usage, respectively. Furthermore, the project's increase in operational vehicle fuel consumption would increase the County's consumption by approximately 0.2076 percent. Overall, the project would result in a nominal energy consumption increase over the County's current energy consumption.

Table 4
Energy Consumption

Energy Type	Project Annual Energy Consumption[1]	San Bernadino County Annual Energy Consumption[2]	Percentage Increase Countywide
Electricity Consumption[3] (MWh)	7,046 MWh	16,206,401 MWh	0.0435%
Natural Gas Consumption[4] (therms)	236,140 therms	547,159,228 therms	0.0432%
Operational Automotive (on-road) Fuel Consumption[5]	2,283,080 gallons	1,099,671,804 gallons	0.2076%

Energy Type	Project Annual Energy Consumption[1]	San Bernadino County Annual Energy Consumption[2]	Percentage Increase Countywide

Notes:
1. Project electricity and natural gas consumptions as modeled in California Emissions Estimator Model (CalEEMod) computer model provided in Appendix A. Fuel consumption calculated based on CalEEMod results.
2. The project's increase in electricity and natural gas consumptions are compared to the total consumption in San Bernardino County in 2024 (the latest year where data is available). The project's increase in operational automotive fuel consumption is compared with the projected Countywide on-road fuel consumption in 2027 (project estimated operation year).
3. Electricity consumption data source: California Energy Commission, *Electricity Consumption*, https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0, accessed September 22, 2025.
4. Natural gas consumption data source: California Energy Commission, *Natural Gas Consumption*, https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-1, accessed September 22, 2025.
5. Countywide on-road fuel consumption is derived from CARB EMFAC2021.

Source: Refer to Appendix A.

Transportation Energy Demands

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. The key drivers of transportation-related fuel consumption are job locations/commuting distance and many personal choices on when and where to drive for various purposes. Those factors are outside of the scope of the design of the proposed project.

However, the project would include various design features that would promote the reduction of overall VMT generated from the proposed development, which reduces petroleum fuel consumption. In compliance with CALGreen, future residential and non-residential development would be required to install bike parking spaces and electric vehicle (EV) charging stations, as applicable. According to the project-specific transportation impact analysis, operation of the project would result in approximately 10,670 average daily trip and 40,722,805 annual VMT; refer to Appendix D. As indicated in Table 4, the project's operational automotive transportation is estimated to consume approximately 2,283,080 gallons of fuel per year. This increase would account for 0.2076 percent of the County's forecast annual consumption of fuel for the buildout year of 2027. As such, the project would account for a nominal percentage of the forecasted annual operational automotive fuel consumption for the County and, thus, would have a nominal effect on the local and regional energy supplies.

The project is also located within close proximity to existing destinations in surrounding areas that residents and guests may potentially visit, such as restaurants and commercial retail uses north of the site The nearest bus stop (Inland Empire Boulevard and Archibald Avenue intersection) is approximately 350 feet east of the project site. As such, the

project's proximity to existing public transit and destinations would reduce overall VMT and would reduce petroleum fuel consumption.

Overall, the project does not propose any unusual features that would result in excessive long-term operational fuel consumption. Therefore, fuel consumption associated with vehicle trips generated by the proposed project would not be considered inefficient, wasteful, or unnecessary compared to other similar developments in the region.

Building Energy Demand

The California Energy Commission (CEC) developed 2024 to 2040 forecasts for energy consumption and peak demand in support of the *2023 Integrated Energy Policy Report* (2023 IEPR) for each of the major electricity and natural gas planning areas and the State based on economic and demographic growth projections. CEC forecasted baseline electricity consumption grows at a rate of about 1.7 percent annually through 2040.[17] The natural gas consumption grows at a rate of about 0.2 percent annually through 2035.[18]

As shown in Table 4, the project's operational energy consumption at full buildout would result in an annual electricity and natural gas consumption of 7,046 MWh and 236,140 therms, respectively. Table 4 also shows the increase of operational energy consumption would result in an approximately 0.0435 percent increase in electricity consumption and approximately 0.0432 percent increase in natural gas consumption over the current Countywide usage. As such, energy consumption would be significantly below the CEC's forecasts and the current Countywide usage. Overall, the project would be consistent with the CEC's energy consumption forecasts and would not require additional energy capacity or supplies. The project would also consume energy during the same time periods as other surrounding commercial/retail and/or residential developments. As a result, the project would not result in unique or more intensive peak or base period energy demand.

Future development within the Specific Plan area would be required to comply with the latest version of the Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of Title 24 standards significantly reduces energy usage. Title 24 standards are updated every three years and become more stringent between each update; therefore, complying with the latest Title 24 standards would make the project more energy efficient than existing buildings built under the earlier versions of the Title 24 standards. It should also be acknowledged that any building permit applications applied on or after January 1, 2026, would be required to comply with the upcoming 2025 California Building Energy Efficiency Standards. The 2025 California Building Energy Efficiency Standards expands on the existing 2022 Title 24 standards (i.e., promote the

[17] California Energy Commission, *2023 Integrated Energy Policy Report, page 130*, July 14, 2024.

[18] Based on the *2023 Integrated Energy Policy Report*, the gas forecast is updated every two years, in odd years. As such, the natural gas consumption shown here is based on the California Energy Commission, *Final 2022 Integrated Energy Policy Report Update, page 140*, May 10, 2023.

use of heat pumps in new residential development, electrical readiness, updated ventilation standards, etc.). Additionally, future projects within Planning Area 3 would be required to install high efficiency lighting and energy-efficient appliances and provide on-site renewable energy generation through installation of solar solar-ready roof(s). Future development would also be required to utilize all electric landscape equipment and incorporate water conservation measures such as installing low-flow fixtures, water-efficiency irrigation, and drought tolerant landscape that would reduce energy consumption associated with transporting water. Further, future development would be required to be consistent with the goals and policies as outlined in TOP 2050 in regard to energy in an effort to reduce the energy-related impacts of building construction and occupation on the current and future environment during project implementation. Furthermore, SCE is subject to California's Renewable Portfolio Standard (RPS) which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 60 percent of total procurement by 2030 and 100 percent of total procurement by 2045. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures that new development projects will not result in the waste of the finite energy resources. Overall, the project would ensure energy consumption to be kept to a minimum through these components.

Based on the analysis above, the project would not cause wasteful, inefficient, and unnecessary consumption of building energy during project operation or preempt future energy development or future energy conservation. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Consistency with State or Local Energy Plan

As discussed above, the State's electricity grid is transitioning to renewable energy under California's RPS Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. In general, California has RPS requirements of 33 percent renewable energy by 2020 (SB X1-2), 40 percent by 2024 (SB 350), 50 percent by 2026 (SB 100), 60 percent by 2030 (SB 100), and 100 percent by 2045 (SB 100). SB 100 also establishes RPS requirements for publicly owned utilities that consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. The Statewide RPS requirements do not directly apply to individual development projects, but to utilities and energy providers such as SCE, whose compliance with RPS requirements would contribute to the State of California objective of transitioning to renewable energy.

The commercial/retail and residential land uses proposed under the project would comply with current and future iterations of CALGreen standards. Furthermore, future projects within Planning Area 3 would be subject to Specific Plan EIR Mitigation Measure 4.3.3

(requiring dozers and scrapers with more than 50 horsepower used during grading activities to be CARB Tier 3 Certified or better), and Specific Plan EIR Mitigation Measure 4.3.4 (requiring a five percent increase in energy efficiencies beyond incumbent Title 24 performance standards), which would support the Statewide goal of transitioning the electricity grid to renewable sources and employ best practices regarding energy-saving standards. Future projects would also comply with the requirements of the City's CCAP and implement an array of project design features that will conserve or reduce energy use, (i.e. improved insulation, water use reduction, use of recycled water, solar energy, etc.). Additionally, as detailed above, the project would be consistent with the CEC's 2023 IEPR energy consumption forecasts and would not require additional energy capacity or supplies.

Therefore, implementation of project would not conflict with or obstruct implementation of California's RPS program, or any other State or local energy plans. Impacts would be less than significant in this regard. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Certified Specific Plan EIR Mitigation Measures:

4.3.3 During grading activity, all rubber tired dozers and scrapers (≥ 150 horsepower) shall be CARB Tier 3 Certified or better. Additionally, during grading activity, total horsepower hours per day for all equipment shall not exceed 149,840; and the maximum (actively graded) disturbance area shall not exceed 26 acres per day.

4.3.4 Prior to the issuance of building permits, the Project Applicant shall submit energy demand calculations to the City (Planning and Building Departments) demonstrating that the increment of the Project for which building permits are being requested would achieve a minimum 5% increase in energy efficiencies beyond incumbent California Building Code Title 24 performance standards. Representative energy efficiency/energy conservation measures to be incorporated in the Project would include, but would not be limited to, those listed below (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that would comparably reduce energy consumption and promote energy conservation would also be acceptable):

- Increase in insulation such that heat transfer and thermal bridging is minimized;

- Limit air leakage through the structure and/or within the heating and cooling distribution system;

- Use of energy-efficient space heating and cooling equipment; Installation of electrical hook-ups at loading dock areas;
- Installation of dual-paned or other energy efficient windows;
- Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards;
- Installation of automatic devices to turn off lights where they are not needed;
- Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings;
- Design of buildings with “cool roofs” using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors;
- Design of buildings to accommodate photo-voltaic solar electricity systems or the installation of photo-voltaic solar electricity systems; and
- Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.

Addendum Project Conditions: None.

3.2.5 Greenhouse Gas Emissions

Specific Plan EIR Findings

The Specific Plan EIR determined that GHG impacts would be less than significant upon compliance with State policies and requirements and application of Specific Plan EIR Mitigation Measure 4.3.4. Therefore, the Specific Plan was consistent with, or otherwise not in conflict with, recommended measures and actions in the CARB *2014 Scoping Plan*. The 2014 Scoping Plan established strategies and measures that would achieve GHG reductions goals set forth in the Global Warming Solutions Act of 2006 (AB 32). More specifically, the 2014 Scoping Plan called for an approximately 28.5 percent reduction in GHG emissions when compared to Business-as-Usual (BAU) conditions. Similarly, TOP 2050 EIR indicates that AB 32 compliance would be achieved through an approximately 30.0 percent reduction in GHG emission when compared to a BAU Scenario. It was also determined that the Specific Plan was consistent with applicable TOP 2050 goals and policies and would comply with and implement applicable TOP 2050 EIR mitigation measures. The Specific Plan EIR analysis showed that GHG emissions would be reduced

by approximately 32.81 percent when compared to a 2020 BAU Scenario. It was also shown that the Specific Plan would generate an estimated 73,645.72 metric tons of carbon dioxide equivalent ($MTCO_2e$) emissions when compared to existing conditions. In context, the City of Ontario 2008 GHG emissions as estimated under the *City of Ontario Community Climate Action Plan* (CCAP) totaled 2.5 million $MTCO_2e$. Project GHG emissions would represent approximately three percent of the City's estimated 2008 GHG emissions total. As discussed in the CCAP, an individual project cannot generate enough GHG emissions to influence global climate change. The project participates in this potential impact by its incremental contribution combined with the cumulative increase of all other sources of GHGs, which when taken together may have a significant impact on global climate change . . . Because the CCAP addresses GHG emissions reduction, is in concert with AB 32 and international efforts to address global climate change and includes specific local requirements that will substantially lessen the cumulative problem, compliance with the CCAP fulfills the description of mitigation found in CEQA Guidelines §15130(a)(3) and §15183.5. (CCAP, pages 2-5). As such, it was determined that the Specific Plan would be consistent with the CCAP, would be in concert with AB 32 and international efforts to address global climate change, and would reflect specific local requirements that would substantially lessen cumulative GHG emissions impacts. The Specific Plan would therefore also fulfill the description of mitigation found in CEQA Guidelines §15130(a)(3) and §15183.5. It was determined the Specific Plan's incremental contribution to GHG emissions impacts would therefore not be cumulatively considerable.

Proposed Project Analysis

GHG Emissions

Future construction-related activities associated with development within the project could result in emissions of GHGs. The Specific Plan EIR assumed buildout of Planning Area 3 would allow for 480,000 square feet of commercial use (including 400 hotel rooms) under the Urban Commercial land use designation. The project proposes to modify the existing Specific Plan to include a Mixed-Use Overlay over Planning Area 3 to allow for up to 50,000 square feet of commercial/retail uses and up to 1,400 multi-family dwelling units in place of the uses and buildout currently permitted under the site's Urban Commercial designation. Construction GHG emissions depend on multiple factors, including, but not limited to, start and duration of construction phases, types and quantity of construction equipment to be used, soil import and export volumes, hauling trips distance, etc., all of which cannot be determined at this stage of the planning process. As such, because implementation of the project does not propose any specific development and construction details are unknown, construction-related GHG emissions that may occur at any one time in any scale are speculative and cannot be accurately determined at this stage of the planning process. It should be noted that construction GHG emissions are typically nominal as they are attenuated based on development lifetime (typically assumed to be 30 years). Additionally, this project proposes similar land use types (i.e., commercial/retail and residential) as the already permitted urban commercial uses in Planning Area 3 as analyzed in the Specific Plan EIR and within the same project site (i.e., no increase in site acreage), and therefore similar construction techniques,

equipment, and anticipated construction GHG emissions would be expected. As such, construction of future developments within the project site would be subject to project-specific and site-specific discretionary approvals (including separate CEQA review) on a case-by-case basis, as the extent of impacts become known through the design process to ensure that development occurs in a logical manner consistent with Specific Plan.

Operation of future commercial/retail and/or residential development on-site could result in direct and indirect GHG emissions. Direct GHG emissions would include emissions from area sources, mobile sources, and refrigerants, while indirect emissions would include emissions from energy consumption, water demand, and solid waste generation. The most recent version of the California Emissions Estimator Model (CalEEMod), version 2022.1 was used to calculate project related GHG emissions. CalEEMod outputs are contained within Appendix A. Table 5, *Estimated Greenhouse Gas Emissions*, presents the estimated GHG emissions of the project.

It should be noted that the proposed project would continue to incorporate mitigation measures in accordance to the Specific Plan EIR, including Specific Plan EIR Mitigation Measures 4.3.4 that would reduce operational source GHG emissions to the extent possible by requiring a five percent increase in energy efficiencies beyond incumbent Title 24 performance standards, thereby reducing GHG emissions associated with building energy consumption; this measure has not been incorporated into the CalEEMod modeling as a conservative measure.

Table 5
Estimated Greenhouse Gas Emissions

Emission Source	CO_2	CH_4	N_2O	Refrigerants	CO_2e
	Metric Tons/year				
Direct Emissions					
Mobile Source	14,338.00	0.69	0.71	20.00	14,586.00
Area Source	403.00	0.44	<0.01	0.00	414.00
Refrigerants	0.00	0.00	0.00	1.80	1.80
Total Direct Emissions[1]	*14,741.00*	*1.13*	*0.71*	*21.80*	*15,001.80*
Indirect Emissions					
Energy	2,953.00	0.22	0.02	0.00	2,963.00
Water	125.00	2.00	0.05	0.00	191.00
Waste	63.00	6.30	0.00	0.00	221.00
Total Indirect Emissions[1]	*3,141.00*	*8.52*	*0.07*	*0.00*	*3,375.00*
Project Total Emissions (All Sources)	***18,376.80 $MTCO_2e$ per year***				

Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent
1. Totals may be slightly off due to rounding.

Source: Refer to Appendix A for assumptions used in this analysis.

Direct Project-Related Source of Greenhouse Gases

Mobile Source. As detailed in the project-specific transportation impact analysis (Appendix D), the project's trip generation potential would be approximately 10,670 daily

trips, which equates to approximately 14,586.00 $MTCO_2e$ per year of mobile source GHG emissions; refer to Table 5.

Area Source. Area source emissions were calculated using CalEEMod and project-specific land use data. Project-related area sources may include exhaust emissions from typical landscape maintenance equipment such as lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers. Future development within Planning Area 3 would also use all electric landscape equipment; as a conservative analysis, these features were not quantified in the modeling. As noted in Table 5, the project would result in 414.00 $MTCO_2e$ per year of area source GHG emissions.

Refrigerants. Refrigerants are substances used in equipment for air conditioning and refrigeration. Most of the refrigerants used today are hydrofluorocarbons or blends thereof, which can have high global warming potential (GWP) values. All equipment that uses refrigerants has a charge size (i.e., quantity of refrigerant the equipment contains), and an operational refrigerant leak rate, and each refrigerant has a GWP that is specific to that refrigerant. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime and then derives average annual emissions from the lifetime estimate. As the project would allow for commercial/retail and residential uses, the project would only directly result in approximately 1.80 $MTCO_2e$ per year from refrigerants; refer to Table 5.

Indirect Project-Related Source of Greenhouse Gases

Energy. Energy consumption emissions were calculated using the CalEEMod model and project-specific land use data. Electricity and natural gas would be provided to the project site via Southern California Edison (SCE) and Southern California Gas Company (SoCal Gas). Future development within Planning Area 3 would be required to comply with the latest version of the Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of Title 24 standards significantly reduces energy usage. Title 24 standards are updated every three years and become more stringent between each update; therefore, complying with the latest Title 24 standards would make the project more energy efficient than existing buildings built under the earlier versions of the Title 24 standards. However, it should be acknowledged that any building permit applications applied on or after January 1, 2026, would be required to comply with the upcoming 2025 California Building Energy Efficiency Standards. The 2025 California Building Energy Efficiency Standards expands on the existing 2022 Title 24 standards (i.e., promote the use of heat pumps in new residential development, electrical readiness, updated ventilation standards, etc.). Additionally, future projects within Planning Area 3 would be required to install high efficiency lighting and energy-efficient appliances, and provide on-site renewable energy generation through installation of solar solar-ready roof(s). As a conservative analysis, these features were not quantified in the modeling. The project would indirectly result in 2,963.00 $MTCO_2e$ per year of GHG emissions due to energy consumption; refer to Table 5.

Water. The project's operations would result in a demand of approximately 442 million gallons of water per year, refer to Appendix A. Future development within the Specific Plan area would incorporate water conservation measures such as installing low-flow fixtures, water-efficiency irrigation, and drought tolerant landscape that would effectively reduce GHG emissions associated with water usage. As a conservative analysis, these features were not quantified in the modeling. Emissions from indirect GHG emissions due to water supply would result in 191.00 $MTCO_2e$ per year; refer to Table 5.

Waste. Solid waste associated with operations of the project would result in 221.00 $MTCO_2e$ per year; refer to Table 5.

Conclusion

As shown in Table 5, project implementation would generate approximately 18,376.80 $MTCO_2e$ of GHG emissions annually. It should be noted that there are currently no published Statewide thresholds of significance for measuring the impact of GHG emissions generated by a proposed project. CEQA Guidelines § 15064.7(b) indicates "each public agency is encouraged to develop and publish thresholds of significance that the agency uses in the determination of the significance of environmental effects." Jurisdictions within the South Coast Air Quality Management District (SCAQMD) boundary can refer to the SCAQMD's air quality thresholds in the absence of locally adopted thresholds and GHG mitigation plans. The City's CCAP addresses cumulative GHG emissions by establishing Citywide emission reduction targets that reduce the cumulative GHG impacts to less than significant, provides a set of recommended GHG reduction measures that collectively achieve the emission targets, and provides an implementation plan to implement the reduction measures. As such, significance of a project's GHG emissions is determined based on its consistency with the applicable GHG plans, policies, or regulations, and quantification of project-related GHG emissions is for informational purposes only.

Consistency with Applicable GHG Plans, Policies, or Regulations

The project's GHG plan consistency analysis is based on its alignment with the 2022 Scoping Plan, Southern California Association of Governments (SCAG) *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS), and the City's CCAP. Statewide, the 2022 Scoping Plan provides measures to achieve Senate Bill 32 (SB 32) targets. Regionally, the SCAG 2020-2045 RTP/SCS includes measures to achieve VMT reductions required under SB 375. Locally, the CCAP contains measures to enhance the City's ability to further reduce GHG emissions.

Consistency with the 2022 Scoping Plan

The 2022 Scoping Plan identifies reduction measures necessary to achieve the goal of carbon neutrality by 2045 or earlier. Actions that reduce GHG emissions are identified for each AB 32 inventory sector. Provided in Table 6, *Consistency with the 2022 Scoping Plan: AB 32 GHG Inventory Sectors*, is an evaluation of applicable reduction

actions/strategies by emissions source category to determine how the project would be consistent with or exceed reduction actions/strategies outlined in the 2022 Scoping Plan.

Table 6
Consistency with the 2022 Scoping Plan: AB 32 Inventory Sectors

Actions and Strategies	Project Consistency Analysis
Smart Growth / Vehicles Miles Traveled (VMT)	
Reduce VMT per capita to 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	**Consistent**. Future development within the project site would include various design features that would promote the reduction of overall VMT. In compliance with CALGreen, future residential and non-residential development would be required to install bike parking spaces and electric vehicle (EV) charging stations, as applicable. The project is also located within close proximity to existing destinations in surrounding areas that residents and guests may potentially visit, such as restaurants and commercial retail uses north of the site. The nearest bus stop (Inland Empire Boulevard and Archibald Avenue intersection) is approximately 350 feet east of the project site. As such, the project's proximity to existing public transit and destinations would reduce overall VMT.
Construction Equipment	
Achieve 25% of energy demand electrified by 2030 and 75% electrified by 2045.	**Consistent**. The City of Ontario has not adopted an ordinance or program requiring the use of electrified construction equipment. However, if adopted in the future, developments within the project would be required to comply with the applicable policies requiring the use of electrified construction equipment.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030	**Consistent**. The City of Ontario has not adopted an ordinance or program requiring all electric appliances. However, if adopted in the future, developments within the project would be required to comply with the applicable policies requiring the use of electrified construction equipment.
Non-combustion Methane Emissions	
Divert 75% of organic waste from landfills by 2025	**Consistent**. SB 1383 establishes targets to achieve a 50 percent reduction in the level of Statewide disposal of organic waste from 2014 level by 2020 and a 75 percent reduction by 2025. The law establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025. The project would comply with local and regional regulations and recycle or compost 75 percent of waste by 2025 pursuant to SB 1383.
Source: California Air Resources Board, *2022 Scoping Plan*, November 16, 2022.	

Consistency with the 2020-2045 RTP/SCS

The *2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* (2024-2050 RTP/SCS; Connect SoCal 2024) was adopted by SCAG on April 4, 2024. However, CARB concluded that the technical methodology SCAG used to quantify the GHG

emission reductions for the Connect SoCal 2024 does not operate accurately.[19] SCAG resubmitted the Sustainable Communities Strategy (SCS) Submittal Package for CARB's review in June 2024. At the time of preparation of this memorandum, CARB has not made its determination on the validity of Connect SoCal 2024. Review by CARB is limited to acceptance or rejection of SCAG's determination that its SCS would, if implemented, achieve the region's GHG emissions reduction target. If CARB rejects SCAG's determination of meeting the GHG emission target, SCAG would need to revise the SCS or adopt an alternative planning strategy demonstrating the ability to achieve the target. As such, until CARB makes the decision, Connect SoCal 2024 is not a fully adopted document and is potentially subject to further updates, especially from the GHG reduction perspective of the methods and assumptions of the calculation of Auto Operating Costs (AOC)[20], induced travel, electric vehicle incentives, job center parking and parking deregulation, off-model strategy assumptions, and emissions factors.

As CARB has not made the decision at the time of preparation of this document, the following consistency analysis only relies upon the 2020-2045 RTP/SCS, refer to Table 7, *Consistency with 2020-2045 RTP/SCS*. The 2020-2045 RTP/SCS includes performance goals that were adopted to help focus future investments on the best-performing projects and different strategies to preserve, maintain, and optimize the performance of the existing transportation system. The 2020-2045 RTP/SCS is forecasted to help California reach its GHG reduction goals by reducing GHG emissions from passenger cars by 8 percent below 2005 levels by 2020, and by 19 percent by 2035 in accordance with the most recent CARB targets adopted in March 2018. Five key SCS strategies are included in the 2020-2045 RTP/SCS to help the region meet its regional VMT and GHG reduction goals. Table 7 evaluates the project's consistency with the 2020-2045 RTP/SCS strategies. As detailed, the project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

Table 7
Consistency with the 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Focus Growth Near Destinations and Mobility Options		
• Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations.	**Center Focused Placemaking, Priority Growth Areas**	**Consistent.** The project site is in a highly developed and urbanized environment, bounded by Inland Empire Boulevard to the north, Archibald Avenue to the east, and I-10 to the south. The project is not located within a TPA or HQTA; however, the project

[19] California Air Resources Board, *RE: CARB Review of Southern California Association of Governments' 2024 SCS Senate Bill 375 Greenhouse Gas Emissions Draft Technical Methodology*, March 29, 2024. https://ww2.arb.ca.gov/sites/default/files/2024-04/SCAG%20memo%20final.pdf, accessed February 13, 2025.

[20] AOC is used as key variable across several major model components of the travel demand model, such as vehicle ownership, destination choice, and mode choice. This parameter represents the expenses associated with the usage of vehicles, expressed in cents per mile or dollar per mile. AOC plays a pivotal role as a fundamental parameter within the travel demand model.

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
	(PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.	is located approximately 2.2 miles from the nearest transit center (East Ontario Metrolink Station). ONT is located approximately 0.4-mile to the south. The nearest bus stop (Inland Empire Boulevard and Archibald Avenue intersection) is approximately 350 feet east of the project site. As such, users of future commercial/retail and residential uses associated with the project would be offered a variety of multimodal access.
• Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets.		**Consistent.** The project proposes an overlay to allow for commercial/retail uses and residential development, resulting in a mixed-use environment. This configuration would enable future employees to live within the project area, thereby enhancing the regional jobs-housing balance, shortening commute times and distances, and increasing access to employment opportunities near transit corridors and central main streets.
• Plan for growth near transit investments and support implementation of first/last mile strategies.		**Consistent**. As noted above, the project site is in a highly developed and urbanized environment. As such, the proposed development would allow for growth near transit investments and support implementation of first/last mile strategies.
• Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses.		**Not Applicable**. The project site is currently vacant and no underperforming retail or outmoded nonresidential uses are located on-site. Nonetheless, the project would promote housing and commercial development on the currently vacant (underutilized) site to accommodate new growth, increase amenities, and connectivity in existing neighborhoods.
• Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods.		
• Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations).		**Consistent**. The project site is in a highly developed and urbanized environment with multimodal transportation access options. As the proposed overlay would accommodate a mixed-use development, the proposed project would reduce the reliance on and number of solo car trips.
• Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking).		**Consistent**. As no specific development is proposed at this time, it would be too speculative to determine ways to “right size” parking requirements or promote specific alternative parking strategies. Nonetheless, future developments within the project site would be

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
		subject to project-specific and site-specific discretionary approvals (including separate CEQA review) on a case-by-case basis to ensure that development occurs in a logical manner consistent with the Specific Plan.
Promote Diverse Housing Choices		
• Preserve and rehabilitate affordable housing and prevent displacement.	**PGA, Job Centers, HQTAs, NMA, TPAs, Livable Corridors, Green Region, Urban Greening.**	**Not Applicable**. The project is currently vacant. As such, no rehabilitation or displacement of affordable housing would occur.
• Identify funding opportunities for new workforce and affordable housing development.		**Not Applicable**. This strategy only pertains to governmental agencies and would not be applicable to development projects.
• Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing supply.		**Not Applicable**. This strategy only pertains to governmental agencies and would not be applicable to development projects.
• Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions		**Not Applicable**. This strategy only pertains to governmental agencies and would not be applicable to development projects. Nonetheless, the project would allow for commercial/retail and residential development to occur, thereby reducing commute times and distances and expanding job opportunities near transit and along center-focused main streets that would supports reduction of GHG emissions.
Leverage Technology Innovations		
• Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space.	**HQTA, TPAs, NMA, Livable Corridors.**	**Consistent**. Future development within the project would comply with sustainable practices included in the latest Title 24 Standards and CALGreen Code, which would require developments to provide bicycle parking and electric vehicle parking to promote low emissions technologies.
• Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a “mobility wallet,” an app-based system for storing transit and other multi-modal payments.		**Not Applicable**. This strategy focuses on SCAG’s support on technology which may reduce VMT or allow for easier access to transportation options. This reduction strategy does not apply to development project.
• Identify ways to incorporate “micro-power grids” in		**Not Applicable**. This strategy focuses on SCAG’s support on promoting “micro-power grids”.

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
communities, for example solar energy, hydrogen fuel cell power storage and power generation		Nonetheless, future projects within Planning Area 3 would be required to install high efficiency lighting and energy-efficient appliances, and provide on-site renewable energy generation through installation of solar solar-ready roof(s).
Support Implementation of Sustainability Policies		
• Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions	**Center Focused Placemaking, PGA, Job Centers, HQTAs, TPA, NMAs, Livable Corridors, SOIs, Green Region, Urban Greening.**	**Consistent**. While this strategy is focused on local governments, agencies, and organizations' actions to support the implementation of sustainability policies, the project would participate in opportunities provided by these agencies that would support sustainability. For example, the proposed project would have the option to participate in programs and rebates provided by SCE that promote sustainability.
• Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations		**Not Applicable**. This strategy focuses on SCAG's support of Statewide legislation.
• Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space		**Not Applicable**. This strategy focuses on SCAG's support of Statewide legislation.
• Work with local jurisdictions/ communities to identify opportunities and assess barriers to implement sustainability strategies		**Consistent**. Future development projects within Planning Area 3 would work alongside the City of Ontario and SCE in implementing required sustainability programs and/or optional rebate programs.
• Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region		**Not Applicable**. This strategy focuses on SCAG's support of local planning organizations.
• Continue to support long range planning efforts by local jurisdictions		**Not Applicable**. This strategy focuses on SCAG's support of local planning organizations.

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Promote a Green Region		
• Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards	**Green Region, Urban Greening, Greenbelts and Community Separators.**	**Not Applicable**. This strategy focuses on SCAG's support of local planning organizations.
• Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration		**Consistent**. Future developments within Planning Area 3 would be required to provide on-site renewable energy generation through installation of solar solar-ready roof(s), comply with the CALGreen Code and Title 24 standards, and implement design features that support renewable energy production and reduction of urban heat islands.
• Integrate local food production into the regional landscape		**Not Applicable**. This strategy focuses on the incorporation of food production (community gardens).
• Promote more resource efficient development focused on conservation, recycling and reclamation		**Consistent**. Future development in accordance with the mixed-use overlay would be required to incorporate a variety of project design features focused on sustainability and conservation such as low flow water fixtures, water-efficiency irrigation, install drought tolerant landscape, and high efficiency lighting. Future development would also comply with local and regional regulations for recycling and composting such as SB 1383.
• Preserve, enhance and restore regional wildlife connectivity		**Consistent.** Refer to Section 3.2.2, *Biological Resources*.
• Reduce consumption of resource areas, including agricultural land		**Not Applicable**. The project is located within an urbanized and built environment. Project development would not remove any agricultural land.
• Identify ways to improve access to public park space		**Not Applicable**. This strategy focuses on SCAG's cooperation with local agencies in supporting accessibility to public parks. Nonetheless, it should be noted that future development within Planning Area 3 would be required to develop common and private open space in accordance with City's standards.

Source: Southern California Association of Governments, *2020-2040 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal*, September 3, 2020.

Consistency with the City of Ontario 2022 Community Climate Action Plan

The purpose of the CCAP is to provide guidance on how to analyze GHG emissions and determine significance during the CEQA review of development projects within the City. Because the CCAP addresses GHG emissions reductions and is consistent with the requirements of AB 32, SB 32, and international efforts to reduce GHG emissions, compliance with the CCAP fulfills the description of mitigation found in the State CEQA Guidelines. The CCAP includes performance standards that will reduce GHG emissions from new development by 54,069 $MTCO_2e$ per year in 2030 and 302,803 $MTCO_2e$ in 2050 as compared to emissions levels in 2019, prior to the adoption of the CCAP. CEQA requires the assessment of environmental impacts for proposed projects, including the impacts of GHG emissions. The development review procedures for evaluating GHG impacts and determining significance under CEQA are streamlined by utilizing the CCAP performance standard review checklist (*Ontario Community Climate Action Plan Greenhouse Gas Emissions Screening Tables*, dated March 2023) to mitigate project GHG emissions and by demonstrating compliance with the CCAP. The levels of GHG emissions reductions in the Screening Tables are consistent with the City's adopted targets in the CCAP.

The project proposes to modify the existing Specific Plan to include a Mixed-Use Overlay across Planning Area 3 to allow for up to 50,000 square feet of commercial/retail uses and up to 1,400 multi-family dwelling units in place of the uses and buildout currently permitted under the site's Urban Commercial designation. Because implementation of the project does not propose any specific development, whether the project design-level strategies (specific to development land uses) as listed on the CCAP that could be achieved is too speculative and cannot be accurately determined at this stage of the planning process. As discussed above, the project would be consistent with the 2022 Scoping Plan and the 2020-2045 RTP/SCS. Future development within the Specific Plan would be required to analyze GHG emissions and determine significance on a case-by-case basis in accordance with CEQA to ensure that development is consistent with applicable GHG reduction plans, including the CCAP. As such, the project would be consistent with CCAP.

Conclusion

In summary, the plan consistency analysis provided above demonstrates that the project complies with or exceeds the plans, policies, regulations and GHG reduction actions/strategies outlined in the 2022 Scoping Plan, the 2020-2045 RTP/SCS, and the City's CCAP. Impacts would be less than significant in this regard. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Certified Specific Plan EIR Mitigation Measures:

4.3.4 Prior to the issuance of building permits, the Project Applicant shall submit energy demand calculations to the City (Planning and Building

Departments) demonstrating that the increment of the Project for which building permits are being requested would achieve a minimum 5% increase in energy efficiencies beyond incumbent California Building Code Title 24 performance standards. Representative energy efficiency/energy conservation measures to be incorporated in the Project would include, but would not be limited to, those listed below (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that would comparably reduce energy consumption and promote energy conservation would also be acceptable):

- Increase in insulation such that heat transfer and thermal bridging is minimized;
- Limit air leakage through the structure and/or within the heating and cooling distribution system;
- Use of energy-efficient space heating and cooling equipment; Installation of electrical hook-ups at loading dock areas;
- Installation of dual-paned or other energy efficient windows;
- Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards;
- Installation of automatic devices to turn off lights where they are not needed;
- Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings;
- Design of buildings with “cool roofs” using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors;
- Design of buildings to accommodate photo-voltaic solar electricity systems or the installation of photo-voltaic solar electricity systems; and
- Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.

Addendum Project Conditions: None.

3.2.6 Land Use and Planning

Specific Plan EIR Findings

The Specific Plan EIR concluded that the land use pattern under the Specific Plan buildout, combined with the development standards and design guidelines of the Specific Plan, would preclude division or disruption of land uses, both within and outside of the Specific Plan area. Impacts were determined to be less than significant in this regard. Following approval of requested amendments to the Land Use Element of TOP 2050, the Specific Plan EIR concluded that the Specific Plan would be consistent with TOP 2050. The Specific Plan EIR also determined that the Specific Plan would be consistent with the goals and policies within the Southern California Association of Governments (SCAG) *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS). Overall, implementation of the Specific Plan would result in less than significant impacts related to land use and planning.

Proposed Project Analysis

Physically Divide an Established Community

Located in a highly developed and urbanized environment, the project site is vacant and disturbed with no internal roadways. It is bound by Inland Empire Boulevard to the north, Archibald Avenue to the east, I-10 to the south, and Deer Creek Channel to the west. The project proposes a Mixed-Use Overlay across Planning Area 3 within the Specific Plan area that would allow for up to 50,000 square feet of commercial/retail uses and up to 1,400 multi-family dwelling units. Given that Planning Area 3 is bounded by roadways and a concrete channel on all sides, project implementation would not physically divide an established community. Instead, it would contribute towards the existing urban fabric of the project area by accommodating development of residential and commercial uses near other existing similar uses compared to existing site conditions (i.e., vacant and undeveloped). Impacts would be less than significant. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Consistency with Adopted Land Use Plans

Currently, the project site has a TOP 2050 land use designation of Mixed Use – Meredith, which permits a density range of 14 to 125 du/ac and a maximum FAR of 3.0 for office and retail uses. The Specific Plan designates the site (Planning Area 3) as Urban Commercial and forecasts a maximum buildout of 480,000 square feet, including 400 hotel rooms; uses conditionally permitted also include office and shopping centers.

By accommodating residential and commercial/retail uses in Planning Area 3, the project would be consistent with TOP 2050 Land Use Element goals and policies to provide a variety of housing and job options in proximity to one another and in proximity to transit.

These goals and policies coincide with the vision of SCAG's current RTP/SCS (i.e., Connect SoCal), which focuses on transportation alternatives that meet air quality standards and GHG emission reduction targets. While the proposed project would modify the Specific Plan's buildout vision for Planning Area 3, the housing, jobs, and population generated by the project would be within TOP 2050 growth forecasts for the City, and as such would result in a less than significant impact. Additionally, the proposed dwelling units would contribute to the City's RHNA allocation, which would be considered a project benefit and would be consistent with TOP 2050 Housing Element. Further, the potential physical impacts resulting from implementing the proposed land uses have been addressed through the analyses presented throughout this document.

The proposed Mixed-Use Overlay would be consistent with surrounding development, particularly adjacent uses in Planning Area 4 to the north and Planning Area 2 to the west. Similar to other development projects within the Specific Plan area, future development within the project site would be required to adhere to the development standards and design guidelines established by TOP 2050, the Specific Plan, and the City's Municipal Code, and all development projects would be reviewed by the City prior to issuance of any building permits. Impacts in this regard would be less than significant. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Certified Specific Plan EIR Mitigation Measures: None.

Addendum Project Conditions: None.

3.2.7 Noise

Specific Plan EIR Findings

According to the Specific Plan EIR, construction activities associated with the various phases of Specific Plan construction are expected to generate hourly noise levels exceeding the acceptable construction noise level threshold of 65 dBA L_{eq} at nearby sensitive receptor locations during peak activity near the property line. Therefore, a potentially significant impact would occur and Specific Plan EIR Mitigation Measures 4.5.1 through 4.5.5 would be required. Specific Plan EIR Mitigation Measure 4.5.1 requires construction activities to occur during the City's permitted hours. Specific Plan EIR Mitigation Measure 4.5.2 requires temporary noise barriers that provide a minimum noise level attenuation of 10.0 dBA when construction occurs near existing noise-sensitive structures. Specific Plan EIR Mitigation Measure 4.5.3 requires construction equipment equipped with mufflers and directed away from the noise sensitive receptors. Specific Plan EIR Mitigation Measure 4.5.4 requires equipment staging areas to be located at the greatest distance to noise sensitive receptors to the south of the Specific Plan site. Last, Specific Plan EIR Mitigation Measure 4.5.5 requires haul truck deliveries to occur during the City's permitted construction hours and haul routes to minimize exposure of sensitive receptors to delivery truck-related noise. With the implementation of Specific Plan EIR

Mitigation Measures 4.5.1 through 4.5.5, construction noise levels would be reduced but still exceed the 65 dBA L_{eq} construction noise level threshold due to the close proximity to noise-sensitive receptors. Therefore, the Specific Plan EIR concluded that construction noise impacts would remain significant and unavoidable.

Operations of the Specific Plan would create a substantial permanent increase in traffic-related noise levels and expose people to noise levels in excess of the exterior noise level standards at the adjacent land uses along nearby roadways. Therefore, a potentially significant impact would occur. In addition, because the Specific Plan vehicular-source noise would be additive to already unacceptable and cumulatively significant ambient noise conditions, vehicular-source noise impacts would also be cumulatively considerable. There is no feasible mitigation measure to reduce the Specific Plan's cumulative traffic noise impact on off-site adjacent land uses, and impacts were determined to be significant and unavoidable. The Specific Plan EIR also analyzed exterior and interior traffic noise impact on future on-site residential uses and concluded that impacts would be less than significant with implementation of Specific Plan EIR Mitigation Measures 4.5.6 through 4.5.8, which require noise barriers for first floor residential patio areas adjacent to Inland Empire Boulevard, mechanical ventilation for all residential uses, and upgraded windows for second floor residential facades facing Inland Empire Boulevard.

Buildout associated with Specific Plan would result in new types of stationary noise sources, including drive-through speakerphones, parking lot activities, and distribution warehouse facilities. According to the Specific Plan EIR, the Specific Plan operation would not cause or result in an exceedance of the maximum acceptable ambient noise levels of 65 dBA during daytime and 45 dBA during nighttime. Operations associated with buildout of the Specific Plan would also not result in an increase of 1.5 dBA or greater in instances where noise levels without the Specific Plan already exceed the maximum acceptable ambient condition. As such, a less than significant impact would occur. However, to further reduce potential operational noise levels, Specific Plan EIR Mitigation Measures 4.5.9 through 4.5.13 are proposed, which require construction of noise barriers, installation of mufflers on trucks, tractors, and forklifts, and best practices for on-site trucks movement.

According to the Specific Plan EIR, buildout of the Specific Plan would not cause structural damage or human annoyance due to vibration, except for one sensitive receptor location during construction of Planning Area 1. As such, impacts would be potentially significant and Mitigation Measure 4.5.14 is required, which requires the operation of heavy equipment to occur during permitted construction hours and avoid the nearest sensitive receptor location whenever feasible. However, despite implementation of Mitigation Measure 4.5.14, construction vibration impacts would remain significant and unavoidable. Regarding operational vibration impacts, the Specific Plan EIR concluded that operational activities would not generate excessive vibration levels and impacts would be less than significant.

According to the Specific Plan EIR, impacts associated with the Specific Plan's potential to expose people residing or working in the Specific Plan area to excessive airport noise levels is considered less than significant.

Proposed Project Analysis

Existing Conditions

Sensitive Receptors

Human response to noise varies widely depending on the type of noise, time of day, and sensitivity of the receptor. Sensitive populations are more susceptible to the effects of noise than the general population. Land uses considered sensitive by the State of California include schools, playgrounds, athletic facilities, hospitals, rest homes, rehabilitation centers, long-term care and mental care facilities. Generally, a sensitive receptor is identified as a location where human populations (especially children, senior citizens, and sick people) are present. Land uses less sensitive to noise are business, commercial, and professional developments. Noise receptors categorized as being least sensitive to noise include industrial, manufacturing, utilities, agriculture, natural open space, undeveloped land, parking lots, warehousing, and transit terminals. These types of land uses often generate high noise levels. Moderately sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, and outpatient clinics.

The nearest sensitive receptors to the project site are the existing multi-family residential uses located approximately 95 feet to the north of Planning Area 3.

Stationary Sources

The project site is surrounded by residential, commercial, and warehousing uses. Stationary noise sources in the project vicinity include mechanical equipment and stationary noise sources from the industrial uses within the project vicinity. The noise associated with these stationary sources may represent a single-event noise occurrence, short-term, or long-term/continuous noise.

Mobile Sources

Most of the existing noise in the project area is generated from vehicular sources along I-10, Inland Empire Boulevard, and Archibald Avenue.

Existing Ambient Noise Levels

To quantify existing ambient noise levels in the project area, Michael Baker International conducted four short-term noise measurements in the project vicinity on April 2, 2025. The 10-minute measurements were taken between 11:30 a.m. and 1:00 p.m. Refer to Appendix C, *Noise Data*, for measurement locations. Short-term (L_{eq}) measurements at these locations are considered representative of the noise levels in the project area

throughout the day. The noise measurements were taken during "off-peak" (9:00 a.m. through 3:00 p.m.) traffic noise hours as this provides a more conservative baseline. During rush hour traffic, vehicle speeds and heavy truck volumes are often low; as such, free-flowing traffic conditions before or after rush hour often yield higher noise levels due to higher vehicle speeds.[21] The most recent ambient noise levels measured are identified in Table 8, *Noise Measurements*. Furthermore, relevant hourly daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) ambient noise levels collected on March 17, 2014 in areas adjacent to Planning Area 3 as presented in the Specific Plan EIR are also listed in Table 8 for informational purposes. However, as the 2025 measurements would more accurately represent existing conditions, 2025 ambient noise data are used throughout this analysis.

Table 8
Noise Measurements

Site No.	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Start Time
Noise Measurements Collected on April 2, 2025[1]					
NM-1	West of the multi-family residential building at 2505 East Date Palm Paseo	67.8	57.4	84.6	11:59 a.m.
NM-2	Near the multi-family residential building approximately 100 feet east of the East Date Palm Paseo and Inland Empire Boulevard intersection	66.8	59.7	79.5	12:17 p.m.
NM-3	In front of the multi-family residential building at 701 Via Dolcetto	69.0	52.7	87.4	12:42 p.m.
Site No.	**Location**	**Hourly Noise Level Daytime (L_{eq} dBA)**		**Hourly Noise Level Nighttime (L_{eq} dBA)**	
Noise Measurements Collected on March 17, 2014[2]					
L-7	Located on the south side of Inland Empire Boulevard across from the proposed Urban Residential land use of the project site. (Across the street from NM-2)	65.2		64.5	
L-9	Located just north of the I-10 freeway westbound on-ramp at Vineyard Avenue. (Same location as NM-1)	64.8		62.2	

Notes:
1. Refer to Appendix C, *Noise Data*, for the results of the field measurements and measurement locations.
2. Data from Urban Crossroads, Inc., *Meredith International Centre Noise Impact Analysis*, October 17, 2014; refer to Table 5-1, *Long-Term Ambient Noise Level Measurements*, and Exhibit 5-A, *Noise Measurement Locations*, for field measurements and a map of noise measurement locations.

Meteorological conditions were sunny, cool temperatures (61 degrees Fahrenheit [°F]), and wind speeds of approximately 6 miles per hour. Measured noise levels during the daytime measurements ranged from 66.8 to 69.0 dBA L_{eq}. The sources of peak noise include traffic along the roadways. Noise monitoring equipment used for the ambient

[21] California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for Type I (precision) sound level meters. Refer to Appendix C for the results of the field measurement.

Construction Noise

The project proposes a mixed-use overlay across Planning Area 3 of the Specific Plan, allowing development of up to 1,400 residential units and up to 50,000 square feet of commercial/retail uses. There is no construction or development proposed as part of this project. Construction noise depends on multiple factors, including, but not limited to, limits of the proposed buildings and hardscapes, building heights, start and duration of construction phases, types and quantity of construction equipment to be used, trucks volume that depends on soil import and export volumes, hauling trips distance, etc., all of which cannot be determined at this stage of the planning process. As such, because implementation of the project does not propose any specific development and construction details are unknown, construction-related noise levels that may occur at any one time in any scale are speculative and cannot be accurately determined at this stage of the planning process. Therefore, construction noise is not quantified. Nonetheless, the proposed project would be subject to Specific Plan EIR Mitigation Measures 4.5.1 through 4.5.5, which would help minimize the construction noise impacts through enforcement of the City's Noise Ordinance and best management practices, which would be incorporated into construction plans and implemented during construction associated with new development near sensitive receptors. Furthermore, future developments within the project site would be subject to project-specific and site-specific discretionary approvals (including separate CEQA review) on a case-by-case basis to evaluate and mitigate, as needed, any project-specific environmental impacts.

Due to the proximity of construction activities to sensitive uses, the number of construction projects that may occur simultaneously, and the potential duration of construction activities, construction noise impacts could still result in a temporary substantial increase in noise levels above ambient conditions and exceedance of the 65 dBA L_{eq} threshold used in Specific Plan EIR. Although the proposed project allows additional commercial and residential areas on the project site compared to the Specific Plan, construction activities would not be located any closer to the nearest sensitive receptors as the proposed project does not change the project site boundary. This project proposes similar land use types as the already permitted urban commercial uses in Planning Area 3 as analyzed in the Specific Plan EIR, and therefore similar construction techniques, equipment, and anticipated levels of construction noise would be expected. Construction activities associated with the additional commercial and residential uses would also be spread across the project site and would not be concentrated near any sensitive receptors for an extended period of time. As such, future development associated with the proposed project would not generate noise levels beyond what was analyzed in Specific Plan EIR. Therefore, similar to the Specific Plan, short-term construction noise impacts from the proposed project would remain significant and unavoidable. As such, the project would

not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Construction Vibration

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Operation of some heavy-duty construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. Ground-borne vibration levels resulting from typical construction activities (i.e., grading, which typically generates the most vibration impacts) are typically estimated using reference vibration levels of construction equipment at 25 feet as established in the Federal Transit Administration's (FTA's) *Transit Noise and Vibration Impact Assessment Manual* and evaluated against Caltrans' *Transportation and Construction Vibration Guidance Manual*.
Construction vibration depends on multiple factors, including, but not limited to, limits of the proposed buildings and hardscapes, building heights, start and duration of construction phases, types and numbers of construction equipment to be used, etc., all of which cannot be determined at this stage of the planning process. As such, because there is no specific construction or development proposed within the proposed project site at this time, construction-related vibration impacts that may occur at any one time in any scale are speculative and cannot be accurately determined at this stage of the planning process. Nonetheless, it is expected that ground-borne vibration from proposed project construction activities would cause only intermittent, localized intrusion. Further, the proposed project would be subject to Specific Plan EIR Mitigation Measure 4.5.14, which would help minimize the construction vibration impacts through enforcement of the City's Noise Ordinance. Further, the proposed project proposes changes to Planning Area 3, while the Specific Plan EIR only found significant and unavoidable construction vibration impact during construction of Planning Area 1. As the proposed project does not change the boundary of Planning Area 3, future development would not generate vibration levels beyond what was analyzed in the Specific Plan EIR. Consistent with the Specific Plan EIR, the proposed project would result in less than significant construction vibration impacts during construction within Planning Area 3. Furthermore, future developments within the project site would be subject to project-specific and site-specific discretionary approvals (including separate CEQA review) on a case-by-case basis to evaluate and mitigate, as needed, any project-specific environmental impacts. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Operational Noise

Off-Site Mobile Noise

Future development within the proposed project area would result in additional traffic on adjacent roadways, thereby potentially increasing vehicular noise in the vicinity of existing

and proposed land uses. The most prominent source of mobile traffic noise in the project vicinity is along I-10, Inland Empire Boulevard, and Archibald Avenue. The nearest sensitive receptors are the existing multi-family residences located across Inland Empire Boulevard.

To assess the off-site traffic CNEL noise level impacts associated with development of the proposed project, noise level contours were developed based on proposed project-specific traffic impact analysis. Noise level contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway. Noise contours were used to assess the proposed project's incremental 24-hour dBA CNEL traffic-related noise impacts at land uses adjacent to roadways conveying proposed project-related traffic. The noise contours represent the distance to noise levels of constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA CNEL noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the study area.

Table 9, *Traffic Noise Levels With and Without Project*, compares conditions with and without the project for year 2017, which was a scenario presented in the Specific Plan EIR) and year 2035 future scenarios. It should be acknowledged that the Specific Plan EIR used traffic data for 2014 (the year the Specific Plan EIR was prepared) as the existing condition. However, as detailed in the Specific Plan EIR Section 4.2, *Traffic and Circulation*, Year 2017 Conditions reflects an interim development condition with the completion and occupancy of the Specific Plan's Planning Area 1 (industrial land uses) together with approximately 86,000 square feet of commercial/retail space in Planning Area 2. As such, Year 2017 Conditions would be most consistent with existing condition and traffic data from year 2017 were used to represent the "existing condition" for this project. Consistent with the Specific Plan EIR, for existing conditions, this analysis utilizes the following significance criteria: when the "without project" noise levels already exceed the acceptable ambient noise level of 65 dBA CNEL, a project noise level increase of 1.5 dBA CNEL or greater is considered a significant impact if nearby noise-sensitive receivers are affected.

As shown in Table 9, under existing conditions, no roadway segments would experience a project noise level increase of 1.5 dBA CNEL or greater. However, under the cumulative condition, several roadway segments would experience a project noise level increase of 1.5 dBA CNEL or greater. Therefore, project vehicular-source noise impacts would also be cumulatively considerable. Similar to the Specific Plan, no feasible mitigation measures exist that would reduce off-site vehicular-source noise impacts to less than significant levels and thus, the mobile noise impacts associated with the proposed project would remain significant and unavoidable. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Table 9
Traffic Noise Levels With and Without Project

Roadway Segment	Existing[1]	Existing + Project[1]	Existing + Project - Existing[1]	Cumulative (Future with Project) [1]	Cumulative - Existing[1,2]
	dBA CNEL @ 100 Feet from Roadway Centerline	dBA CNEL @ 100 Feet from Roadway Centerline	Difference In dBA Between Existing and Existing + Project	dBA CNEL @ 100 Feet from Roadway Centerline	Difference In dBA CNEL Between Cumulative and Existing
4th Street, West of Archibald Avenue, East of Hellman Avenue	65.2	65.8	0.5	67.4	**2.1**
4th Street, East of Archibald Avenue	66.2	66.2	0.0	67.5	1.3
Inland Empire Boulevard, East of Archibald Avenue	63.0	63.5	0.5	65.1	**2.1**
Inland Empire Boulevard, West of Haven Avenue	63.7	64.0	0.2	65.1	1.3
Inland Empire Boulevard, East of Haven Avenue	63.6	63.9	0.2	64.8	1.1
Archibald Avenue, North of 4th Street	65.2	66.2	1.0	67.3	**2.1**
Archibald Avenue, North of Inland Empire Boulevard	67.1	68.3	1.2	69.4	**2.3**
Archibald Avenue, South of Inland Empire Boulevard	68.3	69.3	1.0	70.6	**2.3**

Notes:
1. Modeling was prepared with Federal Highway Administration, *Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVNO) Emissions Levels*; refer to Appendix C. Existing (Year 2017 Conditions as it most accurately represent existing conditions) ADTs are based on the Specific Plan EIR Appendix F, *Noise Impact Analysis*. With-project ADTs are based on traffic data prepared for the project.
2. **Bolded** values indicate the identified significance threshold has been exceeded.

Refer to Appendix C.

Stationary Operational Noise

The proposed project would allow for up to up to 50,000 square feet of commercial/retail uses and up to 1,400 multi-family dwelling units in addition to the uses permitted under the site's Urban Commercial designation. The main stationary noise source typical for commercial and residential uses would be mechanical equipment.

Heating, ventilation, and air conditioning (HVAC) units would be installed on the roof of future commercial and multi-family residential buildings. Typically, mechanical

equipment, such as HVAC units, generates noise levels of 66 dBA at 3 feet from the source.[22] Noise generated by stationary sources typically attenuates at a rate of 6 dBA per doubling distance from the source. The nearest sensitive receptors to the proposed project site are the existing multi-family residential uses to the north, located approximately 95 feet measured from the proposed project site boundary. As a conservative analysis, it is assumed that the HVAC units would be located at the project boundary. At 95 feet, noise levels from HVAC units would be approximately 36 dBA, which would not exceed the City's exterior (65 dBA during daytime and 45 dBA during nighttime; refer to Municipal Code Section 5-29.04, *Exterior Noise Standard*) noise standards at the nearest sensitive receptors. Furthermore, the noise level would not exceed the ambient noise level (65.7 dBA; refer to Table 8) at the nearest sensitive receptors. As such, impacts would be less than significant in this regard.

Conclusion

It should be noted that as the proposed project is not located in Planning Area 4 and does not propose industrial uses, Specific Plan EIR Mitigation Measures 4.5.9 through 4.5.13 do not apply. Therefore, long-term operational stationary noise impacts related to implementation of the proposed project would result in less than significant impacts. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Operational Vibration

Long-term operation of the commercial and residential uses of the proposed project would not include or require equipment, facilities, or activities that would result in perceptible groundborne vibration. As such, it can be reasonably inferred that operations associated with the proposed project would not create perceptible vibration impacts to the nearest sensitive receptors. Impacts would be less than significant, consistent with Specific Plan EIR. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Airport Noise

The project site is located within the ONT Airport Influence Area according to Policy Map 2-1 of the ONT ALUCP.[23] Since the project site is located within the ONT Airport Influence Area, the proposed project is subject to the Noise Criteria established in the ONT ALUCP. As shown in ONT ALUCP Exhibit 1-9, *Compatibility Factors: Noise*, the southern portion

[22] Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, June 26, 2015.

[23] Ontario Airport Planning, *Ontario International Airport Land Use Compatibility Plan, July 2018 Amendment, Map 2-1, Compatibility Policy Map: Airport Influence Area*, https://www.ont-iac.com/wp-content/uploads/2019/02/ONT-AIA-policy-map-2-1.pdf, accessed March 21, 2025.

of the project site is located within the 60 to 65 dBA CNEL airport noise level contours.[24] According to the ONT ALUCP Table 2-3*, Noise Criteria*, commercial uses within the 60 to 65 dBA CNEL is considered a normally compatible land use and residential uses are conditionally compatible uses so long as the residential building structures meet an interior noise standard of 45 dBA CNEL.[25] Future development plan(s) for the site would be referred to the Airport Land Use Commission for a consistency determination to ensure anticipated uses are consistent with the ONT ALUCP. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Certified Specific Plan EIR Mitigation Measures:

4.5.1 Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that noise-generating Project construction activities shall occur between the permitted hours of 7:00 a.m. and 6:00 p.m. on weekdays, or Saturdays, and between 9:00 a.m. and 6:00 p.m. on Sundays. The Project construction supervisor shall ensure compliance with the note and the City shall conduct periodic inspection at its discretion.

4.5.2 Install temporary noise control barriers that provide a minimum noise level attenuation of 10.0 dBA when Project construction occurs near existing noise-sensitive structures. The noise control barrier must present a solid face from top to bottom. The noise control barrier must be high enough and long enough to block the view of the noise source. Unnecessary openings shall not be made.

- The noise barriers must be maintained and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired.
- The noise control barriers and associated elements shall be completely removed and the site appropriately restored upon the conclusion of the construction activity.

4.5.3 During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receivers nearest the Project site.

[24] Ontario Airport Planning, *Ontario International Airport Land Use Compatibility Plan, July 2018 Amendment, Exhibit 1-9, Compatibility Factors: Noise*, https://www.ont-iac.com/wp-content/uploads/2019/02/ONT-compatibility-Exhibit-1-9-July-2018-Amendment.pdf, accessed January 7, 2025.

[25] Ontario Airport Planning, *Ontario International Airport Land Use Compatibility Plan, July 2018 Amendment, Table 2-3, Noise Criteria*, https://www.ont-iac.com/wp-content/uploads/2019/02/ALUCP-Chap-2-Table-2-3-Noise-Criteria-Amendment-July-2018-Final-Doc.pdf, accessed January 7, 2025.

4.5.4 The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receivers nearest the Project site (i.e., to the south) during all Project construction.

4.5.5 The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (between the hours of 7:00 a.m. and 6:00 p.m. on weekdays, or Saturdays, and between 9:00 a.m. and 6:00 p.m. on Sundays). The Project Applicant shall prepare a haul route exhibit for review and approval by the City of Ontario Planning Division prior to commencement of construction activities. The haul route exhibit shall design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise.

4.5.6 First floor residential patio areas adjacent to Inland Empire Boulevard shall include the construction of 6-foot high noise barriers.

4.5.7 All residential uses proposed within the Specific Plan shall be equipped with a means of mechanical ventilation (e.g., air conditioning).

4.5.8 All second floor residential façades facing Inland Empire Boulevard shall require upgraded windows with a minimum STC rating of 29.

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

Addendum Project Conditions: None.

3.2.8 Transportation

Specific Plan EIR Findings

As detailed in the Initial Study prepared for the Specific Plan EIR, the Specific Plan does not present elements or aspects that would conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Although the Specific Plan may result in increased demand for public transportation due to increases in population and employment, transit agencies routinely review and adjust their ridership schedules to accommodate public demand, and the need for transit-related facilities would be coordinated between the City and future development applicants as part of the City's development review process. As such, impacts were determined to be less than significant in this regard.

The Specific Plan EIR determined that compliance with the City's Development Impact Fees (DIF) Program and payment of Fair Share Fees (Specific Plan EIR Mitigation Measures 4.2.5 through 4.2.9) would fulfill mitigation requirements for Specific Plan's contributions to potentially significant traffic/transportation impacts at facilities under the sole jurisdiction of the City of Ontario. However, at extra-jurisdictional or shared jurisdictional locations, the Specific Plan EIR determined that future projects in these locations would be subject to potentially significant traffic/transportation impacts, and project compliance with the City's DIF Program and payment of Fair Share Fees would not ensure timely completion of required improvements. Further, at certain study area locations, implementation of required improvements would require additional right-of-way, acquisition of which may not feasible. Potentially significant Specific Plan-related traffic/transportation (intersection level-of-service [LOS]) impacts at extra-jurisdictional or shared jurisdictional locations, or at locations where additional right-of-way be required, were determined to be significant and unavoidable. Further, the Specific Plan EIR concluded that traffic-related impacts at several study intersections associated with the development of the Specific Plan were also considered cumulatively significant and unavoidable. Traffic impacts at the following study area intersections were determined to be cumulatively significant and unavoidable under at least one of the analysis scenarios (i.e., Existing Conditions, Year 2017 Conditions, Year 2020 Conditions, and/or Year 2035 Conditions):

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

It was also determined that Specific Plan-generated traffic would contribute to cumulatively significant impacts affecting freeway facilities within the study area. As discussed in the Specific Plan EIR, there are no feasible means for project applicants or the City to mitigate cumulatively significant freeway facilities impacts, and these impacts are accordingly recognized as cumulatively significant and unavoidable.

With regard to hazards from design features or incompatible uses, and emergency access, the Specific Plan EIR noted that the final design of future site plans would be reviewed and approved by the City Traffic Engineer in order to ensure appropriate design and implementation of all circulation improvements within the Specific Plan. In addition, it was noted that the City of Ontario Police and Fire Departments would review the future site plans in regard to emergency access. The Specific Plan EIR further noted that efficient and safe operations would be provided by on-site and localized circulation and

intersection improvements included as components of the Specific Plan. Overall, impacts would be less than significant.

The Specific Plan EIR also determined that the Specific Plan's impact to change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks would be less than significant.

Proposed Project Analysis

Plans for Transit, Roadway, Bicycle, and Pedestrian Facilities

The proposed Mixed-Use Overlay would accommodate residential and commercial/retail uses within Planning Area 3, including up to 1,400 residential units and 50,000 square feet of commercial/retail use. Similar to buildout of the Specific Plan, all future proposed circulation improvements within Planning Area 3, including those related to transit, vehicular, bicycle, and pedestrian facilities, would be designed in accordance with local established standards to ensure existing and planned circulation facilities in the project area are not adversely impacted by future development on-site. Future development plan and site plan(s) would be reviewed by various City departments to ensure vehicular and alternative transportation facilities can maintain existing and planned services. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Intersection Operations Analysis

The Specific Plan EIR did not evaluate VMT impacts as it was not required in the CEQA Guidelines at the time the Specific Plan EIR was prepared in 2015. Instead, the Specific Plan EIR evaluated transportation/traffic impacts utilizing the LOS methodology and LOS-based analysis is therefore provided in this Addendum. As such, intersection operations analysis was conducted to determine potential LOS changes upon implementation of the proposed project. Michael Baker International prepared the *Meredith International Centre Specific Plan Amendment Planning Area 3 – Focused Traffic Study* (Focused Traffic Study), dated November 20, 2025, to evaluate the project's transportation impacts; refer to Appendix D, *Focused Traffic Study*.

The proposed project is anticipated to generate 10,670 net new trips, including 719 a.m. peak hour trips and 941 p.m. peak hour trips. An intersection operational analysis was conducted at eight intersections in the project area to determine if project-generated traffic would negatively affect intersection operations. The eight intersections evaluated in the Focused Traffic Study include:

- #10 Archibald Avenue and 6th Street;
- #20 Vineyard Avenue and 4th Street;
- #23 Archibald Avenue and 4th Street;
- #27 Vineyard Avenue and Inland Empire Boulevard;

- #28 Archibald Avenue and Inland Empire Boulevard;
- #33 Archibald Avenue and I-10 Ramp Single-Point Interchange (SPI);
- #40 Project Driveway "C" and Inland Empire Boulevard; and
- #41 Project Driveway "D" and Inland Empire Boulevard.

To remain consistent with the previous Specific Plan EIR analysis, the trip distribution for the proposed project was intentionally made to match the trip distribution from the Specific Plan EIR analysis. Appendix A of the Focused Traffic Study contains the original trip distribution for Planning Area 3 used in the original Transportation Impact Assessment conducted in 2015 and included as Appendix C, *Traffic Impact Analysis*, of the Specific Plan EIR (*Traffic Impact Analysis, Meredith International Centre Specific Plan Amendment, Ontario, California*, prepared by Linscott, Law & Greenspan, Engineers, dated January 22, 2015 [2015 TIA]). Further, the Focused Traffic Study utilized Highway Capacity Manual 2000, using Synchro Software (Version 12) to remain consistent with the 2015 TIA analysis. The analysis utilized the same baseline "without project" volumes documented in the 2015 TIA. The "plus project" conditions reflect identical trips for Planning Areas 1, 2, and 4; only the estimated trips for Planning Area 3 were updated for this analysis. The intent of the Focused Traffic Study analysis is to determine if new traffic impacts are identified at these study intersections and if the proposed improvements documented in the 2015 TIA are sufficient to mitigate any new potential impacts. Additionally, intersection operational thresholds remain consistent with those used in the 2015 TIA.

The following study scenarios were evaluated:

- Existing Plus Project (Planning Area 1-4);
- Year 2020 Cumulative Traffic Conditions Plus Project (Planning Areas 1-4); and
- Year 2035 General Plan Buildout Plus Project (Planning Areas 1-4).

Existing Plus Project Scenario

2015 TIA Findings

Focused Traffic Study Table 4-1, *2015 TIA Existing Plus Project Intersection Analysis Results*, summarizes the analysis results for the Existing Plus Project condition documented in the 2015 TIA. As shown, the Specific Plan EIR determined that none of the study intersections would operate at unacceptable LOS. As such, no significant impacts were identified at these intersections.

Proposed Project Findings

Focused Traffic Study Table 4-2, *Proposed Project Existing Plus Project Intersection Analysis Results*, summarizes the analysis results for the Existing Plus Project condition under the proposed project. As shown, under the existing plus project condition, all intersections would still operate at an acceptable LOS based on individual intersection thresholds.

Thus, the analysis indicates that, with the inclusion of the proposed project, the intersections' operations under the Existing Plus Project Scenario do not degrade to unacceptable LOS compared to buildout of the Specific Plan and therefore, no new transportation impacts would occur in this regard.

Year 2020 Cumulative Traffic Conditions Plus Project Scenario

2015 TIA Findings

Focused Traffic Study Table 4-3, *2015 TIA Year 2020 Cumulative Plus Project Intersection Analysis Results*, summarizes the analysis results for the Year 2020 Cumulative Plus Project condition documented in the 2015 TIA and included in the Specific Plan EIR. As shown, most intersections operate at acceptable LOS for both peak hours with the exception of:

- #23 Archibald Avenue and 4th Street – operates at LOS F during the PM Peak Hour; and
- #28 Archibald Avenue and Inland Empire Boulevard – operates at LOS F during the PM Peak Hour.

As such, a significant impact was identified for these locations. Mitigation improvements were included in the 2015 TIA and Specific Plan EIR to improve the LOS of these intersections. The following improvements were proposed for the intersections and are required pursuant to Specific Plan EIR Mitigation Measure 4.2.3:

- #23 Archibald Avenue and 4th Street
    - Construct 2nd northbound left turn lane
    - Additional northbound through lane
    - Modify traffic signal
- #28 Archibald Avenue and Inland Empire Boulevard
    - Construct 3rd northbound left turn lane
    - Additional southbound through lane
    - Modify traffic signal

The 2015 TIA and Specific Plan EIR concluded that with the implementation of these improvements per Specific Plan EIR Mitigation Measure 4.2.3 the potentially significant impacts at the two identified intersections would be mitigated to less than significant levels.

Proposed Project Findings

Focused Traffic Study Table 4-4, *Proposed Project Year 2020 Cumulative Plus Project Intersection Analysis Results*, summarizes the analysis results for the Year 2020 Cumulative Plus Project condition under the proposed project. Similar to the 2015 TIA and Specific Plan EIR findings, most intersections operate at acceptable LOS for both peak hours with the exception of:

- #23 Archibald Avenue and 4th Street – operates at LOS F during the PM Peak Hour; and
- #28 Archibald Avenue and Inland Empire Boulevard – operates at LOS F during the PM Peak Hour.

With the implementation of identical mitigation improvements developed in the 2015 TIA and included in Specific Plan EIR Mitigation Measures 4.2.3, all intersections under the Year 2020 Cumulative Traffic Conditions Plus Project would operate at acceptable LOS based on individual intersection thresholds. Thus, the analysis indicates that, with the inclusion of the proposed project, the intersections' operations do not degrade to unacceptable LOS compared to buildout of the Specific Plan and therefore, no new transportation impacts would occur in this regard.

Year 2035 General Plan Buildout Plus Project Scenario

2015 TIA Findings

Focused Traffic Study Table 4-5, *2015 TIA Year 2035 General Plan Buildout Plus Project Intersection Analysis Results*, summarizes the analysis results for the Year 2035 General Plan Buildout Plus Project condition documented in the 2015 TIA and Specific Plan EIR. As shown, most intersections operate at acceptable LOS for both peak hours with the exception of:

- #20 Vineyard Avenue and 4th Street – operates at LOS F during the PM Peak Hour;
- #23 Archibald Avenue and 4th Street – operates at LOS F during the PM Peak Hour; and
- #28 Archibald Avenue and Inland Empire Boulevard – operates at LOS F during the PM Peak Hour.

As such, a potentially significant impact was identified for these locations. Mitigation improvements were developed to improve the LOS of these intersections. The following improvements were proposed for the intersections and are required pursuant to Specific Plan EIR Mitigation Measures 4.2.3 and 4.2.4:

- #20 Vineyard Avenue and 4th Street
    - Construct additional southbound through lane
    - Modify traffic signal
- #23 Archibald Avenue and 4th Street
    - Construct 2nd northbound left turn lane
    - Additional northbound through lane
    - Modify traffic signal
- #28 Archibald Avenue and Inland Empire Boulevard
    - Construct 3rd northbound left turn lane
    - Additional southbound through lane
    - Modify traffic signal

As shown, with the implementation of these improvements per Specific Plan EIR Mitigation Measures 4.2.3 and 4.2.4, the Specific Plan EIR determined that the potentially significant impacts at the identified intersections would be mitigated to less than significant levels.

Proposed Project Findings

Focused Traffic Study Table 4-6, *Proposed Project Year 2035 General Plan Buildout Plus Project Intersection Analysis Results*, summarizes the analysis results for the Year 2035 General Plan Buildout Plus Project condition under the proposed project. Similar to the 2015 TIA and Specific Plan EIR findings, most intersections operate at acceptable LOS for both peak hours with the exception of:

- #20 Vineyard Avenue and 4th Street – operates at LOS F during the PM Peak Hour;
- #23 Archibald Ave and 4th St – operates at LOS F during the PM Peak Hour; and
- #28 Archibald Ave and Inland Empire Blvd – operates at LOS F during the PM Peak Hour.

With the implementation of identical mitigation improvements developed in the 2015 TIA and included in Specific Plan EIR Mitigation Measures 4.2.3 and 4.2.4, all intersections under the Year 2035 General Plan Buildout Plus Project Scenario would operate at acceptable LOS based on individual intersection thresholds. Thus, the analysis indicates that, with the inclusion of the mitigation improvements developed in the 2015 TIA and included in the Specific Plan EIR, the intersections' operations do not degrade to unacceptable LOS compared to buildout of the Specific Plan and therefore, no new transportation impacts would occur in this regard.

Conclusion

Overall, the analysis for all three scenarios indicates that, with the implementation of identical mitigation improvements developed in the 2015 TIA and included in Specific Plan EIR Mitigation Measures 4.2.3 and 4.2.4, the intersections' operations do not degrade to unacceptable LOS. Therefore, outside of the impacts identified in the 2015 TIA, no new transportation impacts would occur due to the proposed project. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Hazardous Design Feature or Incompatible Use

Similar to development elsewhere within the Specific Plan area, all future roadway improvements within Planning Area 3 in accordance with the project must be designed in accordance with Caltrans and City established standards for roadway design, signing, striping, sight distance and be subject to review by the City. Compliance with existing Caltrans and City standards would be verified as part of the site plan review process for

future development plans within Planning Area 3. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Inadequate Emergency Access

Temporary and short-term traffic detours and traffic disruption could result from construction activities related to future development within Planning Area 3. Management and control of construction traffic would be addressed through the preparation and submittal of a Construction Area Traffic Management Plan that would be reviewed and approved by the City prior to or concurrent with future building plan review(s). A Construction Area Traffic Management Plan would identify traffic controls for any street closures and detours, construction vehicle access routes, hours of construction traffic, or other potential disruptions to traffic circulation during construction.

Further, all future roadway improvements within Planning Area 3 would be designed in accordance with Caltrans and City established standards for roadway design, signing, striping, sight distance and be subject to review by the City. In accordance with City policies, coordination with the Ontario Fire Department and Ontario Police Department during site plan review of future development plans for Planning Area 3 would ensure that adequate emergency access is provided. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Certified Specific Plan EIR Mitigation Measures:

4.2.3 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of Year required 2020 improvements as summarized at Table 4.2-21 at the intersections of:

- Archibald Avenue at Arrow Route (Study Area Intersection 2);
- I-10 EB Ramp at 4th Street (Study Area Intersection 14);
- Archibald Avenue at 4th Street (Study Area Intersection 23);
- Haven Avenue at 4th Street (Study Area Intersection 25);
- Archibald Avenue at Inland Empire Boulevard (Study Area Intersection 28); and
- Vineyard Avenue at I-10 EB Ramps (Study Area Intersection 32).

4.2.4 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of Year 2035 improvements as summarized at Table 4.2-24 at the intersections of:

- Archibald Avenue at Arrow Route (Study Area Intersection 2);
- Baker Avenue at 8th Street (Study Area Intersection 3);

- Hellman Avenue at 6th Street (Study Area Intersection 9);
- Haven Avenue at 6th Street (Study Area Intersection 12);
- Vineyard Avenue at 4th Street (Study Area Intersection 20);
- Archibald Avenue at 4th Street (Study Area Intersection 23);
- Haven Avenue at 4th Street (Study Area Intersection 25); and
- Archibald Avenue at Inland Empire Boulevard (Study Area Intersection 28).

Addendum Project Conditions: None.

3.2.9 Tribal Cultural Resources

Specific Plan EIR Findings

California Assembly Bill 52 (AB 52) was enacted in July 1, 2015 and expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. Section 21074 of AB 52 also defines a new category of resources under CEQA called tribal cultural resources. Tribal cultural resources are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is either listed on or eligible for the California Register of Historical Resources or include in a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource. AB 52 was not in effect at the time the Specific Plan EIR was certified.

The analysis provided in the Cultural Resources section of the Specific Plan EIR did not identify any historical or archaeological resources, including Native American resources. In addition, no comments were received from Native American tribes on the Specific Plan EIR when it was circulated for public review. However, the Specific Plan EIR included Mitigation Measures 4.11.1 through 4.11.7 to address impacts to tribal cultural resources. These measures include requirements for Native American monitors during excavation/grading, procedures for halting work if artifacts are found during ground-disturbing activities, and provisions for notification/consultation with affected tribes regarding the recovery, treatment, and disposition of artifacts.

Proposed Project Analysis

AB 52 states that prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project, a lead agency shall begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation. As this environmental document (i.e., an Addendum) is not a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report, AB 52 consultation would not apply to the proposed project.

The analysis provided in the Cultural Resources section of the Specific Plan EIR did not identify any historical or archaeological resources, including Native American resources. Thus, upon review, there is no further information regarding the potential presence of tribal cultural resources on the project site. Further, the Specific Plan EIR included Mitigation Measures 4.11.1 through 4.11.7 to address impacts to tribal cultural resources. These measures include requirements for Native American monitors during excavation/grading, procedures for halting work if artifacts are found during ground-disturbing activities, and provisions for notification/consultation with affected tribes regarding the recovery, treatment, and disposition of artifacts. Future development in accordance with the proposed project would be required to implement Specific Plan EIR Mitigation Measures 4.11 through 4.17. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Certified Specific Plan EIR Mitigation Measures:

4.11.1 Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project Applicant(s) shall include the following wording on all construction contract documentation:

"If during grading or construction activities, cultural resources are discovered on the Project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archeologist and any affected Tribes (Tribes). Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared by the qualified archeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the resources identified, and the method of preservation and/or recovery for identified resources. In the event the significant resources are recovered and if the qualified archaeologist and the Tribe determines the resources to be historic or unique, avoidance and/or mitigation would be required pursuant to and consistent with CEQA Guidelines Sections 15064.5 and 15126.4 and Public Resources Code Section 21083.2 and the Cultural Resources Treatment and Monitoring Agreement required under Mitigation Measure 4.9.2."

4.11.2 At least 30 days prior to seeking a grading permit, the Project Applicant(s) shall contact potentially affected Tribes to notify the Tribes of grading, excavation, and the monitoring program and to coordinate with the City of Ontario and the Tribes to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources; Project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any

cultural resources, sacred sites, and human remains discovered on the site; and establishing on-site monitoring provisions and/or requirements for professional Tribal monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.

4.11.3 Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project Applicant(s) shall include the following wording on all construction contract documentation:

"If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the San Bernardino County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant" within 24 hours of receiving notification from the coroner. The most likely descendant shall then have 48 hours to make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98."

4.11.4 All cultural materials, with the exception of sacred items, burial goods, and human remains, which will be addressed in the Cultural Resources Treatment and Monitoring Agreement required by Mitigation Measure 4.9.2, that are collected during the grading monitoring program and from any previous archeological studies or excavations on the Project site shall be curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to the affected Tribe's/Tribes' curation facility(ies), which meets the standards set forth in 36 CRF Part 79 for federal repositories.

4.11.5 All sacred sites, should they be encountered within the Project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with the affected Tribe(s). To the extent that a sacred site cannot be feasibly preserved in place or left in an undisturbed state, mitigation measures shall be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4.

4.11.6 Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the

Project Applicant(s) shall include the following wording on all construction contract documentation:

"If inadvertent discoveries of subsurface archaeological resources are discovered during grading, work shall be halted immediately within 50 feet of the discovery. The developer, the Project archeologist, and the Tribe(s) shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the developer and the Tribe cannot agree on the significance of or the mitigation for such resources, these issues will be presented to the City of Ontario Planning Director. The Planning Director shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Tribe(s). Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the City of Ontario. In the event the significant resources are recovered and if the qualified archaeologist determines the resources to be historic or unique as defined by relevant state and local law, avoidance and mitigation would be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4."

4.11.7 To address the possibility that cultural resources may be encountered during grading or construction, a qualified professional archeologist shall monitor all construction activities that could potentially impact archaeological deposits (e.g., grading, excavation, and/or trenching). However, monitoring may be discontinued as soon the qualified professional is satisfied that construction will not disturb cultural and/or paleontological resources.

Addendum Project Conditions: None.

3.2.10 Utilities and Service Systems

Specific Plan EIR Findings

The Initial Study prepared for the Specific Plan EIR concluded that impacts related to water quality would be less than significant. Regarding water supply demand and wastewater treatment capacities, the Specific Plan EIR determined that Specific Plan buildout would result in an incremental increase in an area-wide need for these services, but that this would be accommodated by available water sources and treatment capacities. As such, impacts were determined to be less than significant. Regarding stormwater drainage, the Specific Plan EIR determined that adherence to existing regulations would result in less than significant impacts. Regarding solid waste disposal, the Specific Plan EIR determined that current and future landfill capacities would be available to accommodate buildout of the Specific Plan, and impacts would be less than significant.

Proposed Project Analysis

Water Service and Supply

The project proposes to modify the Specific Plan to include a Mixed-Use Overlay across Planning Area 3 of the Specific Plan area, allowing the development of up to 1,400 residential units and up to 50,000 square feet of commercial/retail uses. OMUC provides water services to the City of Ontario, including the project site. The *City of Ontario Planning Area 3 of the Meredith International Centre Specific Plan Water Supply Assessment and Written Verification of Sufficient Water Supply* (WSA), prepared by Albert A. Webb Associates, and dated November 4, 2025, evaluated water demands associated with the proposed project; refer to Appendix E.

Based on the WSA, the project is projected to result in a water demand of approximately 260 AFY; refer to WSA Table 2-5, *Proposed Project Water Demand*. In comparison, the estimated total water demand of Planning Area 3 as presented in the 2020 UWMP, dated June 2021, is approximately 143 AFY. Thus, the project would result in an increase of approximately 117 AFY compared to what was assumed for the project site in the 2020 UWMP. However, the WSA notes that the unit water demand factor for the proposed high density residential component of the project (i.e., 1,400 units) is a highly conservative value for the project and potable water demand for this use is likely overestimated. Additionally, the WSA notes that the City's forthcoming water master plan update and 2025 UWMP will assume a conservative total water demand for Planning Area 3 to be 274 AFY (i.e., greater than the 143 AFY assumed in the 2020 UWMP and greater than the project's estimated water demand of 260 AFY).

The WSA concluded that current OMUC water production capacities are greater than needed to meet the average day demands under Citywide buildout conditions. OMUC also has forecasted that excess water supplies will be available to meet Citywide demand during normal, single-dry, and multiple dry water years over the next 20 years; refer to WSA Table 3-8, *OMUC Projected Normal Year Supply and Demand (AFY)*, Table 3-9, *OMUC Projected Single Dry Year Supply and Demand (AFY)*, and Table 3-10, *OMUC Projected Multiple Dry Year Supply and Demand (AFY)*. Therefore, the WSA concluded that OMUC's total projected potable and recycled water supplies during normal, single-dry, and multiple dry water years over a 20-year projection would be sufficient to meet the projected water demand associated with the proposed project in addition to OMUC's existing and planned future uses; project impacts would be less than significant. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Wastewater Treatment

Similar to Specific Plan buildout, buildout of the project would generate additional wastewater compared to existing conditions, which could increase sewer flows and increase demand on the wastewater treatment provider. However, the Specific Plan EIR determined that the Inland Empire Utilities Agency (IEUA) currently has surplus collection

and treatment capacity in its wastewater systems. Additionally, the increase in population and employment growth induced by the proposed project would be within Citywide forecasts.[26] Further, according to TOP 2050 SEIR, IEUA has experienced a decrease in the volume of sewage flow of approximately 10 percent over the last 20 years, due to a decrease in indoor water consumption with new development compliance with California Green Building Standards Code and mandated water conservation efforts. The IEUA anticipates a significant increase in the growth of its service area in the next 10 years, with 40 percent growth resulting from new development in the City. The IEUA develops 10-year forecasts and specifies capital improvements that will be implemented to meet the increase in demand; further, future projects have been assumed in the IEUA's Sewer System Management Plans. Future development projects would be required to pay sewer connection fees established by the City to pay for any future required improvements. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Stormwater Drainage

The proposed Mixed-Use Overlay would result in a similar amount of impervious surfaces on-site after buildout compared to the analysis in the Specific Plan EIR. All future development would be required to adhere to applicable State and local stormwater regulations, including the Santa Ana RWQCB's MS4 permit, San Bernardino County Stormwater Program, and low impact development (LID) criteria, that require post-development stormwater discharge to be equal to or less than pre-development discharge. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

Solid Waste

Buildout of the project could increase solid waste generation and increase demand for solid waste services beyond the already permitted Urban Commercial uses in Planning Area 3. However, the Specific Plan EIR determined that adequate capacity was available at regional landfills, including the El Sobrante Landfill in the City of Corona. Additionally, the increased population and employment growth induced by the proposed project compared to Specific Plan buildout would be within Citywide forecasts.[27] Further, future developments within Planning Area 3 would be required to comply with the California Green Building Standards Code (CALGreen), Assembly Bill (AB) 341, AB 1826, and applicable City policies regarding waste diversion and recycling. As such, the project would not result in a new significant environmental effect or substantially increase the severity of a previously identified significant environmental effect as compared to the conclusions of the Specific Plan EIR and 2019 Addendum.

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[26] City of Ontario, *Final Supplemental Environmental Impact Report (State Clearinghouse No. 2021070364), The Ontario Plan 2050*, August 2022.

[27] City of Ontario, *Final Supplemental Environmental Impact Report (State Clearinghouse No. 2021070364), The Ontario Plan 2050*, August 2022.

Certified Specific Plan EIR Mitigation Measures: None.

Addendum Project Conditions: None.

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4.0 DETERMINATION/ADDENDUM CONCLUSION

As detailed in the analysis presented above, this Addendum supports the conclusion that the proposed project constitutes minor or technical changes and do not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects as compared to the conclusions of the Specific Plan EIR. No new information has become available and no substantial changes to the circumstances under which the Specific Plan was being undertaken since the certification of the Specific Plan EIR have occurred. As identified in the Specific Plan EIR, buildout of the Specific Plan would result in significant environmental impacts with regard to air quality, noise, and transportation. However, the proposed project would not substantially increase the severity of these effects. In addition, there are no new or different mitigation measures or alternatives that would substantially reduce these significant impacts.

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5.0 REFERENCES

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APPENDICES

APPENDIX A
AIR QUALITY/GHG EMISSIONS/ENERGY DATA

Ontario Meredith SPA Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

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2.6. Operations Emissions by Sector, Mitigated

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4.1. Mobile Emissions by Land Use

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4.1.2. Mitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.2. Electricity Emissions By Land Use - Mitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.2.4. Natural Gas Emissions By Land Use - Mitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.3.2. Mitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.4.2. Mitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.5.2. Mitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.6.2. Mitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.7.2. Mitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.8.2. Mitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.9.2. Mitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.9.2. Mitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.10.4. Landscape Equipment - Mitigated

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.11.2. Mitigated

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5.12.1. Unmitigated

5.12.2. Mitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.13.2. Mitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.14.2. Mitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

5.18.2.2. Mitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

8.1. Justifications

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Ontario Meredith SPA
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.8
Precipitation (days)	21
Location	34.06939461223625, -117.59628637815813
County	San Bernardino-South Coast
City	Ontario
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5241
EDFZ	10
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.30

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Regional Shopping Center	50	1000sqft	1.00	50,000	5,000	0.00	—	Assume 10 percent of site area for landscaping

6079

Apartments Low Rise	1,400	Dwelling Unit	24	1,484,000	148,400	0.00	4,634	Assume 10 percent of site area for landscaping

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Waste	S-1/S-2	Implement Waste Reduction Plan

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	166	121	68	785	2.2	52	79	131	50	20	70	8,967	135,165	144,132	115	4.5	294	148,659
Mit.	166	121	68	785	2.2	52	79	131	50	20	70	8,762	135,165	143,927	95	4.5	294	147,941
% Reduced	—	—	—	—	—	—	—	—	—	—	—	2%	—	< 0.5%	18%	—	—	< 0.5%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	156	111	70	646	2.1	52	79	131	50	20	70	8,967	129,251	138,219	115	4.7	18	142,512
Mit.	156	111	70	646	2.1	52	79	131	50	20	70	8,762	129,251	138,014	95	4.7	18	141,794
% Reduced	—	—	—	—	—	—	—	—	—	—	—	2%	—	< 0.5%	18%	—	—	1%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	87	80	47	385	0.97	4.6	78	83	4.4	20	24	1,271	106,947	108,218	79	4.7	133	111,713

Mit.	87	80	47	385	0.97	4.6	78	83	4.4	20	24	1,066	106,947	108,013	58	4.7	133	110,995
% Reduced	—	—	—	—	—	—	—	—	—	—	—	16%	—	< 0.5%	26%	—	—	1%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	16	15	8.7	70	0.18	0.83	14	15	0.80	3.6	4.4	210	17,706	17,917	13	0.77	22	18,495
Mit.	16	15	8.7	70	0.18	0.83	14	15	0.80	3.6	4.4	176	17,706	17,883	9.7	0.77	22	18,376
% Reduced	—	—	—	—	—	—	—	—	—	—	—	16%	—	< 0.5%	26%	—	—	1%

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	43	39	36	349	0.89	0.59	79	80	0.55	20	21	—	91,410	91,410	4.0	4.1	283	93,015
Area	122	82	26	433	1.2	51	—	51	49	—	49	8,262	25,278	33,540	39	0.05	—	34,532
Energy	0.70	0.35	6.0	2.6	0.04	0.48	—	0.48	0.48	—	0.48	—	17,838	17,838	1.3	0.09	—	17,898
Water	—	—	—	—	—	—	—	—	—	—	—	119	639	758	12	0.29	—	1,151
Waste	—	—	—	—	—	—	—	—	—	—	—	586	0.00	586	59	0.00	—	2,051
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	11
Total	166	121	68	785	2.2	52	79	131	50	20	70	8,967	135,165	144,132	115	4.5	294	148,659
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	41	37	39	292	0.83	0.59	79	80	0.55	20	21	—	85,718	85,718	4.2	4.2	7.3	87,090
Area	114	74	25	352	1.2	51	—	51	49	—	49	8,262	25,057	33,319	39	0.05	—	34,310
Energy	0.70	0.35	6.0	2.6	0.04	0.48	—	0.48	0.48	—	0.48	—	17,838	17,838	1.3	0.09	—	17,898
Water	—	—	—	—	—	—	—	—	—	—	—	119	639	758	12	0.29	—	1,151
Waste	—	—	—	—	—	—	—	—	—	—	—	586	0.00	586	59	0.00	—	6081

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	11
Total	156	111	70	646	2.1	52	79	131	50	20	70	8,967	129,251	138,219	115	4.7	18	142,512
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	41	36	39	303	0.84	0.59	78	79	0.55	20	20	—	86,603	86,603	4.2	4.3	122	88,099
Area	46	43	2.3	80	0.09	3.5	—	3.5	3.4	—	3.4	566	1,868	2,434	2.7	< 0.005	—	2,502
Energy	0.70	0.35	6.0	2.6	0.04	0.48	—	0.48	0.48	—	0.48	—	17,838	17,838	1.3	0.09	—	17,898
Water	—	—	—	—	—	—	—	—	—	—	—	119	639	758	12	0.29	—	1,151
Waste	—	—	—	—	—	—	—	—	—	—	—	586	0.00	586	59	0.00	—	2,051
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	11
Total	87	80	47	385	0.97	4.6	78	83	4.4	20	24	1,271	106,947	108,218	79	4.7	133	111,713
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.4	6.6	7.2	55	0.15	0.11	14	14	0.10	3.6	3.7	—	14,338	14,338	0.69	0.71	20	14,586
Area	8.4	7.9	0.41	15	0.02	0.64	—	0.64	0.61	—	0.61	94	309	403	0.44	< 0.005	—	414
Energy	0.13	0.06	1.1	0.47	0.01	0.09	—	0.09	0.09	—	0.09	—	2,953	2,953	0.22	0.02	—	2,963
Water	—	—	—	—	—	—	—	—	—	—	—	20	106	125	2.0	0.05	—	191
Waste	—	—	—	—	—	—	—	—	—	—	—	97	0.00	97	9.7	0.00	—	340
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.8	1.8
Total	16	15	8.7	70	0.18	0.83	14	15	0.80	3.6	4.4	210	17,706	17,917	13	0.77	22	18,495

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	43	39	36	349	0.89	0.59	79	80	0.55	20	21	—	91,410	91,410	4.0	4.1	283	93,015
Area	122	82	26	433	1.2	51	—	51	49	—	49	8,262	25,278	33,540	39	0.05	—	34,532
Energy	0.70	0.35	6.0	2.6	0.04	0.48	—	0.48	0.48	—	0.48	—	17,838	17,838	1.3	0.09	—	17,898

Water	—	—	—	—	—	—	—	—	—	—	—	119	639	758	12	0.29	—	1,151
Waste	—	—	—	—	—	—	—	—	—	—	—	381	0.00	381	38	0.00	—	1,333
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	11
Total	166	121	68	785	2.2	52	79	131	50	20	70	8,762	135,165	143,927	95	4.5	294	147,941
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	41	37	39	292	0.83	0.59	79	80	0.55	20	21	—	85,718	85,718	4.2	4.2	7.3	87,090
Area	114	74	25	352	1.2	51	—	51	49	—	49	8,262	25,057	33,319	39	0.05	—	34,310
Energy	0.70	0.35	6.0	2.6	0.04	0.48	—	0.48	0.48	—	0.48	—	17,838	17,838	1.3	0.09	—	17,898
Water	—	—	—	—	—	—	—	—	—	—	—	119	639	758	12	0.29	—	1,151
Waste	—	—	—	—	—	—	—	—	—	—	—	381	0.00	381	38	0.00	—	1,333
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	11
Total	156	111	70	646	2.1	52	79	131	50	20	70	8,762	129,251	138,014	95	4.7	18	141,794
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	41	36	39	303	0.84	0.59	78	79	0.55	20	20	—	86,603	86,603	4.2	4.3	122	88,099
Area	46	43	2.3	80	0.09	3.5	—	3.5	3.4	—	3.4	566	1,868	2,434	2.7	< 0.005	—	2,502
Energy	0.70	0.35	6.0	2.6	0.04	0.48	—	0.48	0.48	—	0.48	—	17,838	17,838	1.3	0.09	—	17,898
Water	—	—	—	—	—	—	—	—	—	—	—	119	639	758	12	0.29	—	1,151
Waste	—	—	—	—	—	—	—	—	—	—	—	381	0.00	381	38	0.00	—	1,333
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	11
Total	87	80	47	385	0.97	4.6	78	83	4.4	20	24	1,066	106,947	108,013	58	4.7	133	110,995
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.4	6.6	7.2	55	0.15	0.11	14	14	0.10	3.6	3.7	—	14,338	14,338	0.69	0.71	20	14,586
Area	8.4	7.9	0.41	15	0.02	0.64	—	0.64	0.61	—	0.61	94	309	403	0.44	< 0.005	—	414
Energy	0.13	0.06	1.1	0.47	0.01	0.09	—	0.09	0.09	—	0.09	—	2,953	2,953	0.22	0.02	—	2,963
Water	—	—	—	—	—	—	—	—	—	—	—	20	106	125	2.0	0.05	—	191
Waste	—	—	—	—	—	—	—	—	—	—	—	63	0.00	63	6.3	0.00	—	221

6083

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.8	1.8
Total	16	15	8.7	70	0.18	0.83	14	15	0.80	3.6	4.4	176	17,706	17,883	9.7	0.77	22	18,376

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	9.2	8.1	9.0	90	0.24	0.16	22	22	0.15	5.5	5.6	—	24,691	24,691	0.98	1.1	77	25,106
Apartments Low Rise	34	31	27	259	0.65	0.43	58	58	0.40	15	15	—	66,719	66,719	3.1	3.0	206	67,909
Total	43	39	36	349	0.89	0.59	79	80	0.55	20	21	—	91,410	91,410	4.0	4.1	283	93,015
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	8.7	7.6	9.7	74	0.23	0.16	22	22	0.15	5.5	5.6	—	23,141	23,141	1.00	1.1	2.0	23,492
Apartments Low Rise	32	29	29	218	0.61	0.43	58	58	0.40	15	15	—	62,577	62,577	3.2	3.1	5.3	63,598
Total	41	37	39	292	0.83	0.59	79	80	0.55	20	21	—	85,718	85,718	4.2	4.2	7.3	6084

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	1.6	1.4	1.8	14	0.04	0.03	3.9	3.9	0.03	0.98	1.0	—	3,871	3,871	0.17	0.18	5.5	3,935
Apartments Low Rise	5.8	5.3	5.3	41	0.11	0.08	10	10	0.07	2.6	2.7	—	10,467	10,467	0.53	0.52	15	10,651
Total	7.4	6.6	7.2	55	0.15	0.11	14	14	0.10	3.6	3.7	—	14,338	14,338	0.69	0.71	20	14,586

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	9.2	8.1	9.0	90	0.24	0.16	22	22	0.15	5.5	5.6	—	24,691	24,691	0.98	1.1	77	25,106
Apartments Low Rise	34	31	27	259	0.65	0.43	58	58	0.40	15	15	—	66,719	66,719	3.1	3.0	206	67,909
Total	43	39	36	349	0.89	0.59	79	80	0.55	20	21	—	91,410	91,410	4.0	4.1	283	93,015
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	8.7	7.6	9.7	74	0.23	0.16	22	22	0.15	5.5	5.6	—	23,141	23,141	1.00	1.1	2.0	23,492

Apartments	32	29	29	218	0.61	0.43	58	58	0.40	15	15	—	62,577	62,577	3.2	3.1	5.3	63,598
Total	41	37	39	292	0.83	0.59	79	80	0.55	20	21	—	85,718	85,718	4.2	4.2	7.3	87,090
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	1.6	1.4	1.8	14	0.04	0.03	3.9	3.9	0.03	0.98	1.0	—	3,871	3,871	0.17	0.18	5.5	3,935
Apartments Low Rise	5.8	5.3	5.3	41	0.11	0.08	10	10	0.07	2.6	2.7	—	10,467	10,467	0.53	0.52	15	10,651
Total	7.4	6.6	7.2	55	0.15	0.11	14	14	0.10	3.6	3.7	—	14,338	14,338	0.69	0.71	20	14,586

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	709	709	0.04	0.01	—	712
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	9,561	9,561	0.59	0.07	—	9,597
Total	—	—	—	—	—	—	—	—	—	—	—	—	10,270	10,270	0.64	0.08	—	10,309
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	709	709	0.04	0.01	—	712
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	9,561	9,561	0.59	0.07	—	9,597
Total	—	—	—	—	—	—	—	—	—	—	—	—	10,270	10,270	0.64	0.08	—	10,309
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	117	117	0.01	< 0.005	—	118
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	1,583	1,583	0.10	0.01	—	1,589
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,700	1,700	0.11	0.01	—	1,707

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	709	709	0.04	0.01	—	712
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	9,561	9,561	0.59	0.07	—	9,597
Total	—	—	—	—	—	—	—	—	—	—	—	—	10,270	10,270	0.64	0.08	—	10,309

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	709	709	0.04	0.01	—	712
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	9,561	9,561	0.59	0.07	—	9,597
Total	—	—	—	—	—	—	—	—	—	—	—	—	10,270	10,270	0.64	0.08	—	10,309
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	117	117	0.01	< 0.005	—	118
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	1,583	1,583	0.10	0.01	—	1,589
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,700	1,700	0.11	0.01	—	1,707

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	94	94	0.01	< 0.005	—	95

Apartments	0.69	0.34	5.9	2.5	0.04	0.48	—	0.48	0.48	—	0.48	—	7,473	7,473	0.66	0.01	—	7,494
Total	0.70	0.35	6.0	2.6	0.04	0.48	—	0.48	0.48	—	0.48	—	7,568	7,568	0.67	0.01	—	7,589
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	94	94	0.01	< 0.005	—	95
Apartments Low Rise	0.69	0.34	5.9	2.5	0.04	0.48	—	0.48	0.48	—	0.48	—	7,473	7,473	0.66	0.01	—	7,494
Total	0.70	0.35	6.0	2.6	0.04	0.48	—	0.48	0.48	—	0.48	—	7,568	7,568	0.67	0.01	—	7,589
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16	16	< 0.005	< 0.005	—	16
Apartments Low Rise	0.13	0.06	1.1	0.46	0.01	0.09	—	0.09	0.09	—	0.09	—	1,237	1,237	0.11	< 0.005	—	1,241
Total	0.13	0.06	1.1	0.47	0.01	0.09	—	0.09	0.09	—	0.09	—	1,253	1,253	0.11	< 0.005	—	1,256

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Regional Shopping	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	94	94	0.01	< 0.005	—	95
Apartments Low Rise	0.69	0.34	5.9	2.5	0.04	0.48	—	0.48	0.48	—	0.48	—	7,473	7,473	0.66	0.01	—	7,494
Total	0.70	0.35	6.0	2.6	0.04	0.48	—	0.48	0.48	—	0.48	—	7,568	7,568	0.67	0.01	—	7,589
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	94	94	0.01	< 0.005	—	95
Apartments Low Rise	0.69	0.34	5.9	2.5	0.04	0.48	—	0.48	0.48	—	0.48	—	7,473	7,473	0.66	0.01	—	7,494
Total	0.70	0.35	6.0	2.6	0.04	0.48	—	0.48	0.48	—	0.48	—	7,568	7,568	0.67	0.01	—	7,589
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16	16	< 0.005	< 0.005	—	16
Apartments Low Rise	0.13	0.06	1.1	0.46	0.01	0.09	—	0.09	0.09	—	0.09	—	1,237	1,237	0.11	< 0.005	—	1,241
Total	0.13	0.06	1.1	0.47	0.01	0.09	—	0.09	0.09	—	0.09	—	1,253	1,253	0.11	< 0.005	—	1,256

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	79	39	25	352	1.2	51	—	51	49	—	49	8,262	25,057	33,319	39	0.05	—	34,310
Consumer Products	33	33	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.6	2.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	7.7	7.3	0.78	82	< 0.005	0.04	—	0.04	0.03	—	0.03	—	221	221	0.01	< 0.005	—	222
Total	122	82	26	433	1.2	51	—	51	49	—	49	8,262	25,278	33,540	39	0.05	—	34,532
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	79	39	25	352	1.2	51	—	51	49	—	49	8,262	25,057	33,319	39	0.05	—	34,310
Consumer Products	33	33	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.6	2.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	114	74	25	352	1.2	51	—	51	49	—	49	8,262	25,057	33,319	39	0.05	—	34,310
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.98	0.49	0.32	4.4	0.02	0.63	—	0.63	0.61	—	0.61	94	284	378	0.44	< 0.005	—	389

Consumer Products	6.0	6.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.47	0.47	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.97	0.92	0.10	10	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	25	25	< 0.005	< 0.005	—	25
Total	8.4	7.9	0.41	15	0.02	0.64	—	0.64	0.61	—	0.61	94	309	403	0.44	< 0.005	—	414

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	79	39	25	352	1.2	51	—	51	49	—	49	8,262	25,057	33,319	39	0.05	—	34,310
Consumer Products	33	33	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.6	2.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	7.7	7.3	0.78	82	< 0.005	0.04	—	0.04	0.03	—	0.03	—	221	221	0.01	< 0.005	—	222
Total	122	82	26	433	1.2	51	—	51	49	—	49	8,262	25,278	33,540	39	0.05	—	34,532

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	79	39	25	352	1.2	51	—	51	49	—	49	8,262	25,057	33,319	39	0.05	—	34,310
Consumer Products	33	33	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.6	2.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	114	74	25	352	1.2	51	—	51	49	—	49	8,262	25,057	33,319	39	0.05	—	34,310
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.98	0.49	0.32	4.4	0.02	0.63	—	0.63	0.61	—	0.61	94	284	378	0.44	< 0.005	—	389
Consumer Products	6.0	6.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.47	0.47	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.97	0.92	0.10	10	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	25	25	< 0.005	< 0.005	—	25
Total	8.4	7.9	0.41	15	0.02	0.64	—	0.64	0.61	—	0.61	94	309	403	0.44	< 0.005	—	414

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	7.1	37	44	0.73	0.02	—	68
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	112	601	713	12	0.28	—	1,083
Total	—	—	—	—	—	—	—	—	—	—	—	119	639	758	12	0.29	—	1,151
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	7.1	37	44	0.73	0.02	—	68
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	112	601	713	12	0.28	—	1,083
Total	—	—	—	—	—	—	—	—	—	—	—	119	639	758	12	0.29	—	1,151
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	1.2	6.2	7.4	0.12	< 0.005	—	11
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	19	100	118	1.9	0.05	—	179
Total	—	—	—	—	—	—	—	—	—	—	—	20	106	125	2.0	0.05	—	191

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	7.1	37	44	0.73	0.02	—	68
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	112	601	713	12	0.28	—	1,083
Total	—	—	—	—	—	—	—	—	—	—	—	119	639	758	12	0.29	—	1,151
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	7.1	37	44	0.73	0.02	—	68
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	112	601	713	12	0.28	—	1,083
Total	—	—	—	—	—	—	—	—	—	—	—	119	639	758	12	0.29	—	1,151
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	1.2	6.2	7.4	0.12	< 0.005	—	11
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	19	100	118	1.9	0.05	—	179
Total	—	—	—	—	—	—	—	—	—	—	—	20	106	125	2.0	0.05	—	191

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	28	0.00	28	2.8	0.00	—	99
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	558	0.00	558	56	0.00	—	1,952
Total	—	—	—	—	—	—	—	—	—	—	—	586	0.00	586	59	0.00	—	2,051
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	28	0.00	28	2.8	0.00	—	99
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	558	0.00	558	56	0.00	—	1,952
Total	—	—	—	—	—	—	—	—	—	—	—	586	0.00	586	59	0.00	—	2,051
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	4.7	0.00	4.7	0.47	0.00	—	16

Apartme Low Rise	—	—	—	—	—	—	—	—	—	—	—	92	0.00	92	9.2	0.00	—	323
Total	—	—	—	—	—	—	—	—	—	—	—	97	0.00	97	9.7	0.00	—	340

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	18	0.00	18	1.8	0.00	—	64
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	363	0.00	363	36	0.00	—	1,269
Total	—	—	—	—	—	—	—	—	—	—	—	381	0.00	381	38	0.00	—	1,333
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	18	0.00	18	1.8	0.00	—	64
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	363	0.00	363	36	0.00	—	1,269
Total	—	—	—	—	—	—	—	—	—	—	—	381	0.00	381	38	0.00	—	1,333
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	3.0	0.00	3.0	0.30	0.00	—	11
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	60	0.00	60	6.0	0.00	—	210
Total	—	—	—	—	—	—	—	—	—	—	—	63	0.00	63	6.3	0.00	—	221

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.24	0.24
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	11
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	11
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.24	0.24

Apartments	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	11
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	11
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.8	1.8
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.8	1.8

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.24	0.24
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	11
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	11
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Regional Shopping	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.24	0.24
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	11
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	11
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.8	1.8
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.8	1.8

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	**6101**

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

6105

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Regional Shopping Center	2,029	2,029	2,029	740,403	30,337	30,337	30,337	11,072,908
Apartments Low Rise	8,641	8,641	8,641	3,154,038	81,233	81,233	81,233	29,649,897

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Regional Shopping Center	2,029	2,029	2,029	740,403	30,337	30,337	30,337	11,072,908
Apartments Low Rise	8,641	8,641	8,641	3,154,038	81,233	81,233	81,233	29,649,897

5.10. Operational Area Sources

5.10.1. Hearths

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Regional Shopping Center	Wood Fireplaces	0	0
Regional Shopping Center	Gas Fireplaces	0	0
Regional Shopping Center	Propane Fireplaces	0	0
Regional Shopping Center	Electric Fireplaces	0	0

Regional Shopping Center	No Fireplaces	0	0
Regional Shopping Center	Conventional Wood Stoves	0	0
Regional Shopping Center	Catalytic Wood Stoves	0	0
Regional Shopping Center	Non-Catalytic Wood Stoves	0	0
Regional Shopping Center	Pellet Wood Stoves	0	0
Apartments Low Rise	Wood Fireplaces	0	0
Apartments Low Rise	Gas Fireplaces	1,190	1,190
Apartments Low Rise	Propane Fireplaces	0	0
Apartments Low Rise	Electric Fireplaces	0	0
Apartments Low Rise	No Fireplaces	140	140
Apartments Low Rise	Conventional Wood Stoves	0	0
Apartments Low Rise	Catalytic Wood Stoves	70	70
Apartments Low Rise	Non-Catalytic Wood Stoves	70	70
Apartments Low Rise	Pellet Wood Stoves	0	0

5.10.2. Architectural Coatings

—	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
undefined	3,005,100	1,001,700	60,000	20,000	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value

6109

Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Regional Shopping Center	486,417	532	0.0330	0.0040	294,775
Apartments Low Rise	6,560,049	532	0.0330	0.0040	23,319,182

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Regional Shopping Center	486,417	532	0.0330	0.0040	294,775
Apartments Low Rise	6,560,049	532	0.0330	0.0040	23,319,182

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Regional Shopping Center	3,703,626	80,296
Apartments Low Rise	58,353,645	2,912,768

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Regional Shopping Center	3,703,626	80,296
Apartments Low Rise	58,353,645	2,912,768

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Regional Shopping Center	53	0.00
Apartments Low Rise	1,035	0.00

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Regional Shopping Center	34	0.00
Apartments Low Rise	673	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.0	4.0	18
Regional Shopping Center	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.5	2.5	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.14.2. Mitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Service

Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.0	4.0	18
Regional Shopping Center	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.5	2.5	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

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5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	20	annual days of extreme heat
Extreme Precipitation	5.1	annual days with precipitation above 20 mm

Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	1	1	3

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Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	91
AQ-PM	98
AQ-DPM	68
Drinking Water	99
Lead Risk Housing	21
Pesticides	0.00
Toxic Releases	70
Traffic	82
Effect Indicators	—

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CleanUp Sites	9.6
Groundwater	0.00
Haz Waste Facilities/Generators	76
Impaired Water Bodies	44
Solid Waste	0.00
Sensitive Population	—
Asthma	61
Cardio-vascular	80
Low Birth Weights	58
Socioeconomic Factor Indicators	—
Education	59
Housing	55
Linguistic	60
Poverty	62
Unemployment	43

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	37.64917233
Employed	57.44899269
Median HI	38.70139869
Education	—
Bachelor's or higher	25.15077634
High school enrollment	100
Preschool enrollment	32.04157577
Transportation	—

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Auto Access	90.86359553
Active commuting	79.16078532
Social	—
2-parent households	37.81598871
Voting	42.25587065
Neighborhood	—
Alcohol availability	45.65635827
Park access	20.33876556
Retail density	37.89298088
Supermarket access	45.41254972
Tree canopy	30.50173232
Housing	—
Homeownership	70.21686129
Housing habitability	83.25420249
Low-inc homeowner severe housing cost burden	80.35416399
Low-inc renter severe housing cost burden	95.11099705
Uncrowded housing	51.23829077
Health Outcomes	—
Insured adults	37.58501219
Arthritis	47.0
Asthma ER Admissions	22.7
High Blood Pressure	51.5
Cancer (excluding skin)	60.5
Asthma	37.3
Coronary Heart Disease	63.8
Chronic Obstructive Pulmonary Disease	45.1
Diagnosed Diabetes	38.1
Life Expectancy at Birth	73.1

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Cognitively Disabled	32.0
Physically Disabled	59.0
Heart Attack ER Admissions	17.8
Mental Health Not Good	39.8
Chronic Kidney Disease	55.3
Obesity	35.5
Pedestrian Injuries	19.6
Physical Health Not Good	41.5
Stroke	51.7
Health Risk Behaviors	—
Binge Drinking	47.1
Current Smoker	42.3
No Leisure Time for Physical Activity	43.7
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	64.0
Elderly	82.5
English Speaking	49.7
Foreign-born	60.4
Outdoor Workers	83.3
Climate Change Adaptive Capacity	—
Impervious Surface Cover	51.5
Traffic Density	93.2
Traffic Access	49.0
Other Indices	—
Hardship	53.1
Other Decision Support	—

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2016 Voting	54.9

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	76
Healthy Places Index Score for Project Location (b)	43
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Land Use	Per PD and assume 10 percent for the landscape area. Total acreage adjusted to match PD.
Operations: Vehicle Data	Per project trip generation analysis by MBI (Total PA-3 Net Trip Gen Potential)
Operations: Hearths	Wood fire places removed as SCAQMD Rule 445 prohibits the installation of any open or enclosed permanently installed wood burning device.
Operations: Architectural Coatings	Per SCAQMD Rule 1113

Energy Calculations
Electricty and Natural Gas Usage

Land Use	Electricity Use		Natural Gas Use	
	(kWh/yr)	(MWh/yr)	(kBTU/yr)	(Therms/yr)
Regional Shopping Center	486,417	486	294,775	2,948
Apartments Low Rise	6,560,049	6,560	23,319,182	233,192
Total	***7,046,466***	***7,046***	***23,613,957***	***236,140***

Source: Refer to CalEEMod outputs for assumptions regarding land use and energy consumptions used in this analysis.

Energy Type	Project Annual Energy Consumption	San Bernardino County Annual Energy Consumption (2022)[1,2]	Percentage Increase Countywide
Electricity (MWh)	7,046	16,206,401	0.0435%
Natural Gas (therms)	236,140	547,159,228	0.0432%

Notes:

1. County annual electricity consumption data source: California Energy Commission, *Electricity Consumption, https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0*
2. County annual natural gas consumption data source: California Energy Commission, *Natural Gas Consumption* , https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-1

Source: Refer to CalEEMod outputs for assumptions used in this analysis.

Meredith SPA

Energy Calculations

Operation On-Road (Mobile) Fuel Consumption

Vehicle Type	Percent of Vehicle Trips[1]	Daily Trips[2]	Annual Vehicle Miles Traveled	Average Fuel Economy (miles per gallon)[3]	Total Annual Fuel Consumption (gallon)[4]
Passenger Cars	0.56	5,990	22,860,887	22	1,039,131
Light/Medium Trucks	0.39	4,117	15,713,872	17.3	908,316
Heavy Trucks/Other	0.05	563	2,148,047	6.4	335,632
Total	**--**	**10,670**	**40,722,805**	**--**	***2,283,080***
				Total Operational On-Road (Mobile) Fuel Consumption (gallon)	***2,283,080***
				Countywide On-Road Fuel Consumption (2027) (gallon)[5]	***1,099,671,804***
				Percentage Increase Countywide	***0.2076%***

Notes:

1. Percent of Vehicle Trip distribution based on trip characteristics within the CalEEMod model and trip generation.
2. Daily Trips taken from trip generation.
3. Average fuel economy derived from the Department of Transportation.
4. Total Daily Fuel Consumption calculated by dividing the daily VMT by the average fuel economy (i.e., VMT/Average Fuel Economy).
5. Countywide operational on-road fuel consumption are from CARB's EMFAC2021

Source: Refer to CalEEMod outputs for assumptions used in this analysis.

APPENDIX B
BIOLOGICAL REPORTS

Michael Baker INTERNATIONAL 1940 2025 85 YEARS HFF

We Make a Difference

September 15, 2025 JN 205836

CITY OF ONTARIO
David F. Eoff IV, Principal Planner
303 E. B Street
Ontario, CA 91764

SUBJECT: Biological Resources Assessment for Meredith International Centre Specific Plan Amendment – Planning Area 3 Project, City of Ontario, San Bernardino County, California

Dear David Eoff,

Michael Baker International, Inc. is pleased to submit this technical report documenting the results of a biological resources assessment for the proposed Meredith International Centre Specific Plan Amendment – Planning Area 3 Project (project) located in the City of Ontario, San Bernardino County, California. The biological study area (BSA) included in this assessment incorporates the project's limits of disturbance within Assessor's Parcel Numbers 011-032-129 and 011-032-174 through -177, totaling 25.8 acres, plus a 500-foot buffer (77.0 acres) for a total BSA of 102.8 acres. This report is intended to support the California Environmental Quality Act (CEQA) process for the proposed Specific Plan Amendment.

1.0 PROJECT LOCATION

The 25.8-acre project site is currently a vacant lot located within the City of Ontario, San Bernardino County, California (Attachment A, Figure 1, *Regional Vicinity*). The project site is generally bound by Inland Empire Boulevard to the north, Archibald Avenue to the east, Interstate 10 (I-10) to the south, and a concrete wash to the west (Deer Creek and Cucamonga Creek), and is within Section 22 of Township 01 South, Range 07 West, of the *Guasti, California* 7.5-minute United States Geological Survey (USGS) topographic quadrangle map (Attachment A, Figure 2, *Project Vicinity*). Beyond the identified roadways, the project site is surrounded by residential development to the north, commercial development to the east, I-10 to the south, and commercial development beyond the channelized creeks to the west. The project site does not fall within any Natural Communities Conservation Plan or Habitat Conservation Plan.

2.0 PROJECT DESCRIPTION

The project proposes a Mixed-Use Overlay across Planning Area 3 to allow for up to 40,000 square feet of commercial/retail uses and up to 1,400 multi-family dwelling units in addition to the uses permitted under the site's Urban Commercial designation (i.e., up to 400 hotel rooms and 250,000 square feet of commercial uses; a total buildout of 480,000 square feet) (Attachment A, Figure 3, *Project Site*).

3.0 EXISTING SITE CONDITIONS

The project site is located within a primarily commercial and high-density residential area within the City of Ontario. The project site is mostly flat with elevations ranging from approximately 970 to 980 feet above mean sea level, and has areas of bare ground and vegetation consistent with historic disturbance. One soil type was identified on-site utilizing the Web Soil Survey: Tujunga loamy sand, 0 to 5 percent slopes. This soil type is a very deep, well-drained soil that is formed from granitic sources and occurs in alluvial fans and floodplains, including urban areas.

4.0 METHODS

4.1 Literature Review

Prior to conducting the field survey, Michael Baker conducted a thorough literature review and records search to characterize existing site conditions and assess the potential for special-status[1] biological resources to occur that might pose a constraint to project implementation. A query of the California Natural Diversity Database (CNDDB 2025a) and California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants of California (CNPS 2025) was conducted to obtain a list of special-status plant and wildlife species occurrence records within the USGS *Prado Dam, Guasti, Ontario, Mt. Baldy, Cucamonga Peak, Corona North, Devore, Fontana, and Riverside West* 7.5-minute quadrangle maps. The US Fish and Wildlife Service (USFWS) IPaC online database was also reviewed to identify special-status species and other resources, such as critical habitat, known or expected to occur on the project site or within the immediate vicinity (USFWS 2025a). Other sources of information about the Project site and surrounding area include the USDA NRCS Web Soil Survey (USDA NRCS 2025), the USFWS National Wetlands Inventory (USFWS 2025b), Google Earth (2025), HistoricAerials.com (2025), and Calflora database (Calflora 2025). All the information obtained informed Michael Baker's understanding of the BSA and assisted with the field survey and subsequent analysis. The results presented in this report provide a detailed assessment of the suitability of the habitat on-site to support special-status plant and wildlife species and other sensitive natural resources.

4.2 Habitat Assessment/Field Survey

Michael Baker biologist Stephen Anderson conducted a general biological resources survey and habitat assessment on August 5, 2025, between 0750 and 0945 to document existing conditions and conduct a habitat assessment for special-status plant and wildlife species, sensitive natural communities, and aquatic resources. Weather conditions were hazy and slightly cloudy with temperatures ranging from 74 to 81 degrees Fahrenheit and wind speeds of 1 to 5 miles per hour.

1 Special-status refers to plant and wildlife species that are federal or state-listed, proposed, or candidates; plant species that have been designated a California Rare Plant Rank of 1, 2, or 4 by the California Native Plant Society; wildlife species that are designated by the California Department of Fish and Wildlife as Fully Protected, or Species of Special Concern; and other state or locally rare vegetation communities.

Classification of the on-site vegetation communities and other land uses is based on the descriptions of terrestrial vegetation classification systems described in *A Manual of California Vegetation* (Sawyer et al. 2009). In addition, site characteristics such as soil condition, topography, hydrology, anthropogenic disturbances, indicator species, condition of on-site vegetation communities, and the presence of potentially regulated jurisdictional features were noted. Michael Baker used geographic information systems (GIS) software to digitize the mapped vegetation communities and overlayed the data onto an aerial photograph to further analyze existing conditions and quantify the acreages of each vegetation community on-site.

All plant and wildlife species observed during the field survey were recorded. Plant species observed were identified by visual characteristics and morphology in the field while unusual and less familiar plant species were photographed and later identified using taxonomic guides. Plant species nomenclature and taxonomy follows *The Jepson Manual: Vascular Plants of California*, second edition (Baldwin et al. 2012), and scientific names are provided immediately following common names of plant species (first reference only). Wildlife detections were made through aural and visual detection, as well as observation of sign including scat, trails, tracks, burrows, and nests. Field guides used to assist with identification of species during the field survey included *The Sibley Guide to Birds* (Sibley 2014) for birds, *A Field Guide to Western Reptiles and Amphibians* (Stebbins 2003) for herpetofauna, and *A Field Guide to Mammals of North America* (Reid 2006) for mammals. Wildlife species taxonomy follows the North American Butterfly Association (NABA 2025) for butterflies, the Society for the Study of Amphibians and Reptiles (Crother et al. 2017) for herpetofauna, the American Ornithological Society for birds (Chesser et al. 2024), and Wilson and Reeder (2005) for mammals. Scientific names are provided immediately following common names of wildlife species (first reference only).

4.3 Special-Status Species Potential to Occur Assessment

The potential for special-status species to occur in the BSA was evaluated based on:

- each species' known geographic distribution and elevation range;
- species-specific habitat requirements (e.g., vegetation communities/land covers, soils, hydrology, slope/aspect, and other requirements);
- life history traits (e.g., disturbance tolerance); and
- Michael Baker biologists' expertise, knowledge, and best professional judgement.

Current and historic records of species identified during the literature review were also considered during the analysis; however, determination of a species' potential to occur was not solely based on the age or location of these previously documented records. The current regulatory/conservation status of special-status plant and wildlife species was verified through lists and resources provided by the California Department of Fish and Wildlife (CDFW), specifically the Special Animals List (CNDDB 2025b) and Special

Vascular Plants, Bryophytes, and Lichens List (CNDDB 2025c). The potential to occur categories used in this analysis are defined as follows:

- Present: The species was observed or detected within the study area.
- Expected: The study area is within the known geographic distribution and elevation range of the species, high quality suitable habitat (considering vegetation, soils, and other factors) is present, and viable landscape connectivity to a local, known extant population(s) or sighting(s) is within the study area.
- Moderate: The study area is within the known geographic distribution and elevation range of the species, there is moderate to low quality suitable habitat (considering vegetation, soils, and other factors), and there is limited or no landscape connectivity to a local, known, extant population.
- Not Expected: The study area is outside the known geographic distribution and elevation range of the species, there is marginal to no suitable habitat, and there is no connectivity to known, extant populations.
- Absent: The species was not detected during focused or agency-approved protocol surveys.

4.4 Aquatic Resources Delineation

An aquatic resources delineation was conducted within the boundaries of the project site by Michael Baker on August 5, 2025, to verify the jurisdictional limits of waters of the U.S. regulated by the US Army Corps of Engineers (USACE), waters of the State regulated by the Regional Water Quality Control Board (RWQCB), wetlands regulated by USACE and RWQCB, and jurisdictional streambed and associated riparian habitat regulated by the CDFW. In addition, the Streamflow Duration Assessment Method (SDAM) was applied to determine the flow duration (i.e., perennial, intermittent, ephemeral) of the aquatic feature within the project site. Detailed methods for these efforts are included under separate cover in the Aquatic Resources Delineation Report (Michael Baker International 2025).

5.0 RESULTS

5.1 Vegetation Communities and Land Covers

The project site supports disturbed California buckwheat scrub and disturbed areas. The extent of each vegetation community and land cover type is listed in Table 1 and shown in Attachment A, Figure 4, *Vegetation Communities and Land Cover Types*. A total of 26 plant species, 16 native (62 percent) and 10 non-native (38 percent), were recorded during the site visit. Site photographs are included in Attachment B, and a list of all plant species observed is included in Attachment C. Surrounding land use consists of roadways, residential development, and commercial development.

TABLE 1. VEGETATION COMMUNITIES AND LAND COVER TYPES

Vegetation Community/Land Cover Type	Project Site (acres)	500-foot buffer (acres)	Total (acres)
California Buckwheat Scrub	0.0	0.7	0.7
Disturbed California Buckwheat Scrub	0.3	0.0	0.3
Concrete-lined Channel	0.0	7.3	7.3
Developed	0.0	60.5	60.5
Disturbed	25.5	8.5	34.0
TOTAL	**25.8**	**77.0**	**102.8**

California Buckwheat Scrub

California buckwheat scrub (*Eriogonum fasciculatum* Shrubland Alliance) consists of a monotypic stand of California buckwheat (*Eriogonum fasciculatum*) shrubs within Deer Creek northwest of the project site within the 500-foot buffer.

Disturbed California Buckwheat Scrub

Disturbed California buckwheat scrub consists of a monotypic stand of California buckwheat shrubs in the western portion of the project site interspersed with non-native, weedy vegetation. The California buckwheat shrubs are short (i.e., less than one foot tall), indicating previous disturbance in this area (i.e., mowing).

Concrete-lined Channel

The confluence of Deer Creek and Cucamonga Creek, both concrete-lined channels, occurs just off-site to the west of the project site.

Developed

Developed areas surround the project site and include commercial and residential developments and roadways.

Disturbed

Disturbed land cover occurs throughout the remainder of the project site. This land cover type is dominated by non-native species including Russian thistle (*Salsola tragus*), common Mediterranean grass (*Schismus barbatus*), and short podded mustard (*Hirschfeldia incana*).

5.2 General Wildlife Inventory

A total of 9 wildlife species were observed during the field survey: 1 reptile, western fence lizard (*Sceloporus occidentalis*); 5 birds, red-tailed hawk (*Buteo jamaicensis*), American crow (*Corvus brachyrhynchos*), house finch (*Haemorhous mexicanus*), mourning dove (*Zenaida macroura*), and Say's

phoebe (*Sayornis saya*); and 3 mammals, California ground squirrel (*Otospermophilus beecheyi*), coyote (*Canis latrans*), and desert cottontail (*Sylvilagus audubonii*), all of which are native species adapted to life in urban areas. These species are also listed in Attachment C.

5.3 Special-Status Biological Resources

Sensitive Natural Communities

The following ten natural communities considered sensitive by CDFW were identified during the query of the CNDDB:

- California Walnut Woodland
- Canyon Live Oak Ravine Forest
- Coastal and Valley Freshwater Marsh
- Riversidian Alluvial Fan Sage Scrub
- Southern California Arroyo Chub/Santa Ana Sucker Stream
- Southern Coast Live Oak Riparian Forest
- Southern Cottonwood Willow Riparian Forest
- Southern Riparian Forest
- Southern Sycamore Alder Riparian Woodland
- Southern Willow Scrub

The project site consists of disturbed California buckwheat scrub and disturbed and developed land cover types and does not support any sensitive natural communities.

Special-Status Plant Species

Based on the results of the literature review and records search, 78 special-status plant species were analyzed for their potential to occur on the project site (Attachment D). After a review of specific habitat preferences, known distributions, and elevation ranges, and considering the disturbed condition of the project site, no special-status plant species have the potential to occur.

The project site is not within or adjacent to designated critical habitat for any listed plant species (USFWS 2025a).

Special-Status Wildlife Species

Based on the results of the literature review and records search, a total of 54 special-status wildlife species were analyzed for their potential to occur within the BSA (Attachment D). After a review of specific habitat

preferences, known distributions, and elevation ranges, and considering the existing disturbed condition of the project site, two special-status wildlife species have a moderate potential to occur: monarch (*Danaus plexippus plexippus*, federal proposed threatened) and burrowing owl (*Athene cunicularia*, state candidate endangered [SCE] and species of special concern [SSC]).

Monarch has the potential to fly through the project site. The project site provides limited nectar resources for foraging due to the dominance of weedy, non-native species. No milkweed (*Asclepias*) species were observed during the field visit; therefore, monarch is not expected to breed on-site. Similarly, no suitable overwintering habitat is present on-site. The nearest known monarch record is from 2023 within Cucamonga-Guasti Regional Park approximately 0.3 miles to the northeast (iNaturalist n.d.).

No burrowing owls or suitable burrowing owl burrows were detected on-site during the field survey. However, burrowing owls are known from the area. The nearest known records north of I-10 are from 2016 approximately 1.25 miles east of the project site, and the nearest known records south of I-10 are from 2017 approximately 0.3 miles southeast and south southwest (CNDDB 2025a). The most recent records are from 2023 south and east of Ontario International Airport (CDFW 2025).

The project site is not within or adjacent to critical habitat for any listed wildlife species (USFWS 2025a).

State and Federal Jurisdictional Aquatic Features

Three key agencies regulate activities within inland lakes, streams, wetlands, and riparian areas in California. The USACE Regulatory Branch regulates activities that result in the discharge of dredged or fill material into waters of the U.S., including wetlands, pursuant to Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Of the state agencies, the RWQCB regulates discharges to waters of the State, including wetlands, pursuant to Section 401 of the CWA, Section 13263 of the California Porter-Cologne Water Quality Control Act, State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State; and the CDFW regulates alterations to lakes, streambeds, and associated riparian habitat pursuant to Section 1600 et seq. of the California Fish and Game Code (CFGC).

As mentioned previously, the project site is overlain by one soil type: Tujunga loamy sand, 0 to 5 percent slopes. This soil type is a very deep, well-drained soil that is formed from granitic sources, and it occurs in alluvial fans and floodplains, including urban areas.

There are no wetland features mapped onsite by the National Wetlands Inventory; however, two riverine features are mapped just off-site to the west: Deer Creek and Cucamonga Creek. Both riverine features are human-made, concrete channels following the former path of the native streams. The channels support vertical concrete walls, concrete bottom, and no vegetation.

One jurisdictional aquatic feature was mapped within the eastern portion of the project site (Attachment A, Figure 5, *Aquatic Resources Delineation*). The riverine feature is depicted as a USGS blueline stream.

The feature originates on-site at the northern project site boundary through a 3-foot culvert under Inland Empire Boulevard and travels south for approximately 532 feet until it exits the southern project site boundary and flows into a 3-foot underground culvert. The channel has a consistent width throughout the project site with an ordinary high water mark of 3 feet and top of bank width of 12 feet. Vegetation within the channel is dominated by Canadian horseweed (*Erigeron canadensis*), short podded mustard, and telegraphweed (*Heterotheca grandiflora*). The feature supports 0.03 acres of jurisdictional non-wetland waters of the state regulated by the RWQCB and 0.15 acres of streambed regulated by CDFW. Due to the lack of a hydrological surface connection to a traditional navigable waterway and due to the ephemeral flow regime, the riverine feature onsite is not considered waters of the U.S. and would not be regulated by USACE. In addition, the feature did not support hydric soils; therefore, it is not considered a wetland. Additional details of the aquatic resources delineation can be found in the Aquatic Resources Delineation Report (Michael Baker International 2025).

5.4 Wildlife Corridors and Habitat Linkages

Wildlife corridors link areas of suitable habitat that are otherwise separated by areas of non-suitable habitat such as rugged terrain, changes in vegetation, or human disturbance. Wildlife corridors are essential to the regional ecology of a species because they provide avenues of genetic exchange and allow animals to access alternative territories as dictated by fluctuating population densities. Fragmentation of open space areas by urbanization creates “islands” of wildlife habitat that are more or less isolated from each other. Corridors mitigate the effects of this fragmentation by (1) allowing animals to move between remaining habitats, thereby permitting depleted populations to be replenished and promoting genetic exchange; (2) providing escape routes from fire, predators, and human disturbances, thus reducing the risk of catastrophic events (such as fire or disease) that could lead to local extinction; and (3) serving as travel routes for individual animals as they move within their home ranges in search of food, water, mates, and shelter. Wildlife corridors are usually bounded by urban land areas or other areas unsuitable for wildlife. The corridor generally contains suitable cover, food, and/or water to support species and facilitate movement while in the corridor. Larger, landscape-level corridors (often referred to as “habitat or landscape linkages”) can provide both transitory and resident habitat for a variety of species. Although it is commonly used as a synonym for wildlife corridor, a habitat linkage refers to a more substantial, or wider, land connection between two habitat areas. Habitat linkages allow for the periodic exchange of animals between habitat areas, which is essential to maintain adequate gene pools.

The project site is within a highly urbanized area within the City of Ontario. The project site is surrounded by residential and commercial development in all directions; it is not within or adjacent to any natural open space areas or other natural features that would be used by wildlife as a corridor or habitat linkage. The project site is adjacent to and east of the confluence of Cucamonga Creek and Deer Creek, two concrete channelized waterways with vertical concrete walls, concrete bottoms, and no vegetation. Cucamonga Creek originates in the San Gabriel Mountains and is channelized for more than 7 miles north of the project site. Similarly, Deer Creek originates in the San Gabriel Mountains east of Cucamonga Creek and is channelized for more than 8 miles before its confluence with Cucamonga Creek. South of the

confluence of these creeks, Cucamonga Creek continues south as a channelized waterway for less than one mile where it flows underground for approximately 0.3 miles under the Ontario International Airport runway system. Due to the developed nature of the concrete channels and lack of vegetation, these channels provide low value wildlife movement habitat. They may be used by more ubiquitous species adapted to urban environments such as coyote or raccoon but are less likely to be used by more secretive species that require vegetative cover such as mountain lion or bobcat.

6.0 IMPACT ANALYSIS

The following discussion examines the impacts to biological resources that may occur as a result of the project. The determination of impacts is based on both the features of the project and the biological values of the habitat and sensitivity of plant and wildlife species potentially affected. Impacts to biological resources are assessed using impact significance threshold criteria, which mirror the policy statement contained in CEQA, Section 21001(c) of the California Public Resources Code. The questions below model those included in the checklist of questions listed in Appendix G of the *CEQA Guidelines* and that are considered to determine if the project would have significant impacts to biological resources. For the purposes of this analysis, it is assumed that the entire 25.8-acre project site will be impacted.

6.1 Impacts to Special-Status Species

a) *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

Less than significant with mitigation incorporated. As discussed in Section 5.3, two special-status wildlife species, monarch and burrowing owl, have a moderate potential to occur within the project site.

Monarch may fly through the project site; however, they are not expected to breed or overwinter on-site due to the lack of suitable habitat. Additionally, if they occurred, they would be expected in very low numbers due to the disturbed nature of the site and dominance by non-native weedy vegetation. Impacts would not remove habitat that would affect the long-term status of monarch populations; therefore, potential impacts are considered less than significant.

Although burrowing owl or burrowing owl burrows were not detected on-site, there are known burrowing owl locations nearby the project site. Site conditions could change between the processing of environmental documentation and project implementation. Therefore, there is potential for burrowing owl to colonize the site prior to project implementation. Impacts to burrowing owl are considered potentially significant. Compliance with **Mitigation Measure (MM) BIO-1, *Burrowing Owl Pre-construction Survey***, provided below in Section 7.0, would reduce potential impacts to less than significant.

6.2 Impacts to Sensitive Natural Communities

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No impact. The project site is completely developed and supports ornamental landscaping and disturbed, weedy vegetation. There are no riparian habitats or other sensitive natural communities present within the project site boundaries. Therefore, the project would have no impact on riparian habitats or other sensitive natural communities.

6.3 Impacts to State or Federal Wetlands

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less than significant with mitigation. The project site is entirely developed and does not contain any state or federally protected wetlands. Therefore, there would be no impact to state or federally protected wetlands.

Although the project site does not support state or federally protected wetlands, it does support one aquatic feature that would be regulated by the RWQCB and CDFW. Impacts to this feature, which supports 0.03 acres of RWQCB waters of the state and 0.15 acres of CDFW jurisdictional streambed, would require permits from these regulatory agencies. Therefore, impacts to the aquatic feature on-site are considered potentially significant. Compliance with **MM BIO-2, *Regulatory Approvals***, provided below in Section 7.0, would reduce impacts to this aquatic feature to less than significant.

6.4 Impacts to Wildlife Movement or Wildlife Corridors

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less than significant with mitigation. The project site is within a developed, urban area and is surrounded on all sides by existing development. The project site has no connectivity to any natural habitats that would serve as migration corridors. Therefore, there would be no impact to native wildlife movement or wildlife corridors.

Nesting birds are protected pursuant to the federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code[2] (CFGC). To maintain compliance with the MBTA and CFGC, clearance surveys are typically required during the breeding season (generally February 15 to August 31) prior to any ground disturbance or vegetation removal activities to avoid direct and indirect impacts to active bird nests and/or nesting birds. Consequently, if an active bird nest is destroyed or if project activities result in indirect impacts to nesting birds (e.g., nest abandonment, loss of reproductive effort), it is considered "take" and is potentially punishable by fines and/or imprisonment. Although no bird nests were observed during the field survey, the vegetation within and adjacent to the project site provides suitable nesting opportunities for a variety of bird species that are adapted to developed areas. Impacts to nesting birds are considered potentially significant. Compliance with **MM BIO-3, *Nesting Birds***, provided below in Section 7.0, would reduce this impact to less than significant.

6.5 Conflicts with Local Policies or Ordinances

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The proposed project would not conflict with any local policies or ordinances protecting biological resources. The City of Ontario has adopted tree preservation and protection measures, including requirements for Protected Root Zones, fencing, and arborist oversight during construction. However, the project site does not support any trees; therefore, the proposed project would not impact trees subject to this ordinance.

6.6 Conflicts with Adopted Habitat Conservation Plan

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No impact. The project site is not covered by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, there will be no conflict.

7.0 MITIGATION MEASURES

BIO-1: Burrowing Owl Pre-construction Survey

A pre-construction burrowing owl clearance survey shall be conducted no more than 30 days prior to any vegetation removal or ground-disturbing activities to avoid impacts to burrowing owls and/or occupied

[2] Section 3503 makes it unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by CFGC or any regulation made pursuant thereto; Section 3503.5 makes it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey); and Section 3513 makes it unlawful to take or possess any migratory non-game bird except as provided by the rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA, as amended (16 U.S.C. § 703 *et. sq.*).

burrows. The pre-construction clearance survey shall be conducted by a qualified biologist and in accordance with the methods outlined in the *Staff Report on Burrowing Owl Mitigation* (CDFG 2012). Documentation of surveys and findings shall be submitted to the City of Ontario for review and filing. If no burrowing owls or occupied burrows are detected, project activities may begin, and no additional avoidance and minimization measures shall be required.

If an occupied burrow is found outside, but within 500 feet, of the development footprint, the qualified biologist shall establish a "no-disturbance" buffer around the burrow location(s). The size of the "no-disturbance" buffer shall be determined in consultation with CDFW and be based on the species status (i.e., breeding, non-breeding) and proposed level of disturbance. If an occupied burrow is found within the development footprint and cannot be avoided, a burrowing owl exclusion and mitigation plan shall be prepared and submitted to CDFW for approval prior to initiating project activities.

BIO-2: Regulatory Compliance

Prior to the commencement of any ground-disturbing activities, the project applicant shall obtain all necessary regulatory authorizations for work within jurisdictional waters and streambeds. Although a Section 404 permit from the USACE is not required for the project, the applicant shall obtain an Approved Jurisdictional Determination from the USACE to confirm the absence of jurisdictional waters. Additionally, the applicant shall secure a Section 401 Water Quality Certification and Waste Discharge Requirements permit from the RWQCB pursuant to the Clean Water Act and Porter-Cologne Water Quality Control Act. The applicant shall also submit formal notification to the CDFW and obtain a Lake or Streambed Alteration Agreement under Section 1602 of the California Fish and Game Code for any activities within CDFW jurisdiction.

All permit applications shall demonstrate compliance with CEQA, and applicable fees shall be paid based on the extent of jurisdictional impacts and project costs. Copies of final permits and approvals shall be provided to the lead agency prior to initiation of construction activities. Compensatory mitigation for impacts would be determined during the formal notification process and shall be approved by the RWQCB and CDFW prior to work occurring. Mitigation is anticipated to include one or more of the following: restoration of the impacted feature on-site, payment of an in-lieu fee to an agency-approved mitigation bank, or acquisition of off-site lands that contain similar jurisdictional features that would be held in a restrictive deed in perpetuity.

BIO-3: Nesting Birds

If construction commences during the bird breeding season (February 1 through August 31), a pre-construction survey for nesting birds will be conducted by a qualified biologist within three days prior to construction activities. The survey will occur within all suitable nesting habitat within the project impact area and a 100-foot buffer where access is permitted. If nesting birds are found, an avoidance area will be established around the nest by the qualified biologist until it has been determined that the young have

fledged or nesting activities have ceased. The size of the avoidance buffer shall be determined by the qualified biologist based on the location of the nest and disturbance tolerance of the bird species. The project site shall be re-surveyed if there is a lapse in construction activities for more than seven days during the nesting season.

The proposed project, inclusive of mitigation measures outlined above, will mitigate potentially significant adverse impacts to biological resources. Please contact me at 949-330-4147 or Stephen.Anderson@mbakerintl.com with any questions you may have regarding the results and/or conclusions of this report.

Sincerely,



Stephen Anderson
Senior Biologist

Attachments

A. Figures
B. Site Photographs
C. Plant and Wildlife Species Compendium
D. Special-Status Species Potential to Occur Tables

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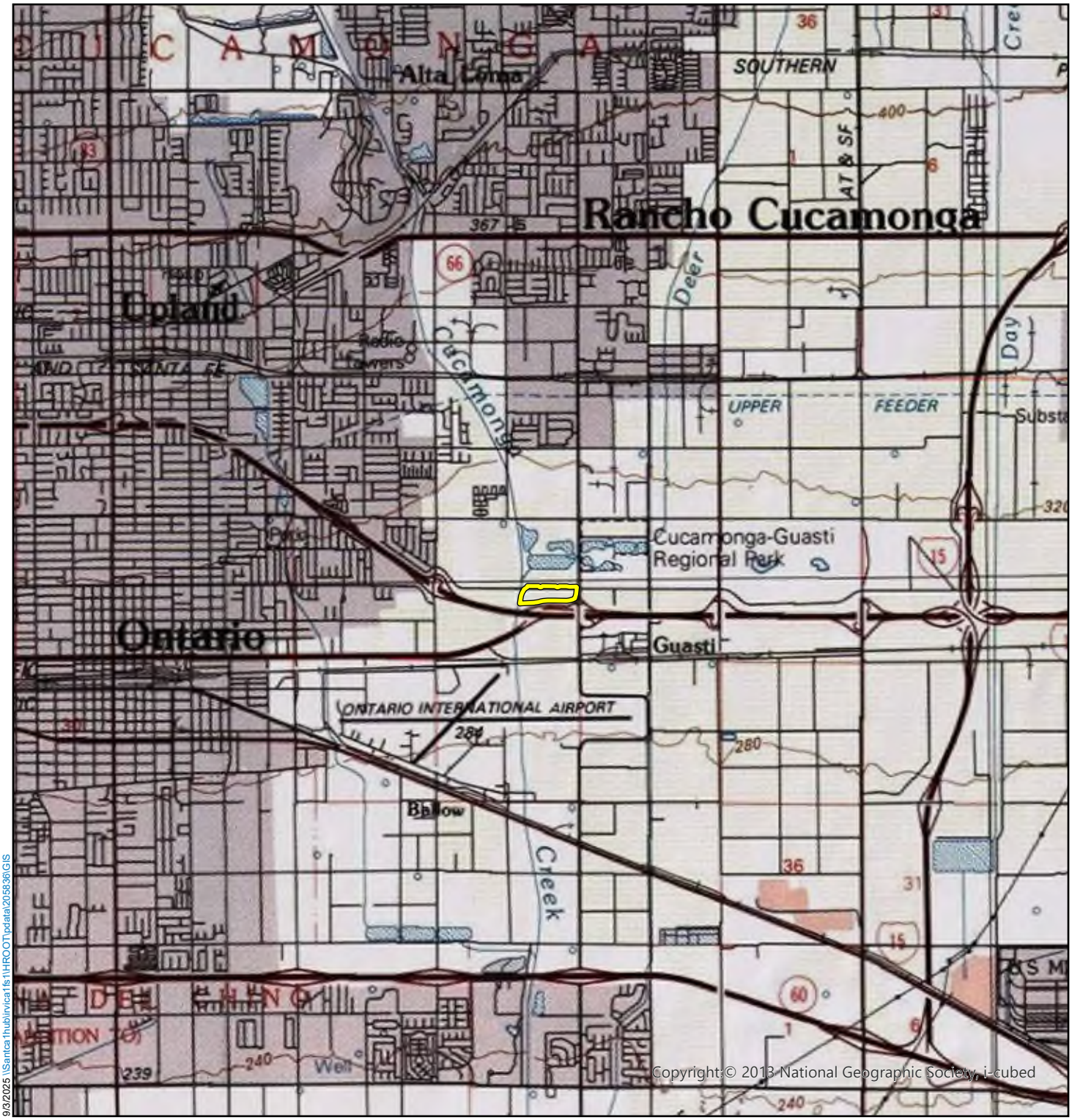
ATTACHMENT A

Figures


Project Location
Project Site
Wrightwood
San Antonio Heights
Azusa
Glendora
San Dimas
La Verne
Claremont
Upland
Rancho Cucamonga
Fontana
San Bernardino
Rialto
Bloomington
Colton
Covina
West Covina
Pomona
Montclair
Ontario Intl Airport
Chino
Chino Airport
Glen Avon
Mira Loma
Pedley
Jurupa Hills
Grand Terrace
Rubidoux
Riverside
Riverside Muni Airport
Walnut
Chino Hills
Diamond Bar
Rowland Heights
Norco
Brea
Yorba Linda
Placentia
Fullerton
Corona
Home Gardens
Woodcrest
El Cerrito
Lake Matthews
Orange
Santa Ana
Tustin
Peralta Hills
Sierra Madre
San Gabriel Mountains
Sheep Mountain
Cucamonga Canyon
San Antonio Canyon
Fern Canyon
Chino Hills
Chino Valley
Gavilan Plateau
Sierra Madre Fault
Cucamonga Fault
Sierra Madre Fault Zone
Baseline Rd
Foothill Blvd
Arrow Rte
Arrow Blvd
Cable Airport
Brackett Fld
Rialto Muni Miro Fld
Cherry Ave
Sierra Ave
San Bernardino Fwy
Mission Blvd
Jurupa Rd
Limonite Ave
Flabob Airport
Arlington Ave
Edison Ave
Euclid Ave
Central Ave
Hamner Ave
Magnolia Ave
Victoria Ave
Riverside Fwy
Van Buren Blvd
El Sobrante Rd
Cajalco Rd
Santa Ana Canyon Rd
Valley Blvd
Pomona Fwy
Orange Fwy
Imperial Hwy
Lambert Rd
Sierra Madre
Glendora Mountain Rd
Live Oak Canyon Rd
Campo Canyon Rd
Chino Hills Pkwy
Sierra Ave
Cherry Valley Blvd
Arrow Hwy
Foothill Fwy
Riverside Fwy
Pomona Fwy
Valley Blvd



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Legend

Project Site

MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT PROJECT
BIOLOGICAL RESOURCES ASSESSMENT

Project Vicinity

Michael Baker INTERNATIONAL

0 0.5 1 Mile

Source: USGS 7.5-Minute topographic quadrangle maps: *Harrison Mountain, Lake Arrowhead, San Bernardino North, and Silverwood Lake, California (2021)*

Figure **6140**



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Legend

Project Site

Michael Baker INTERNATIONAL

0 290 580 Feet

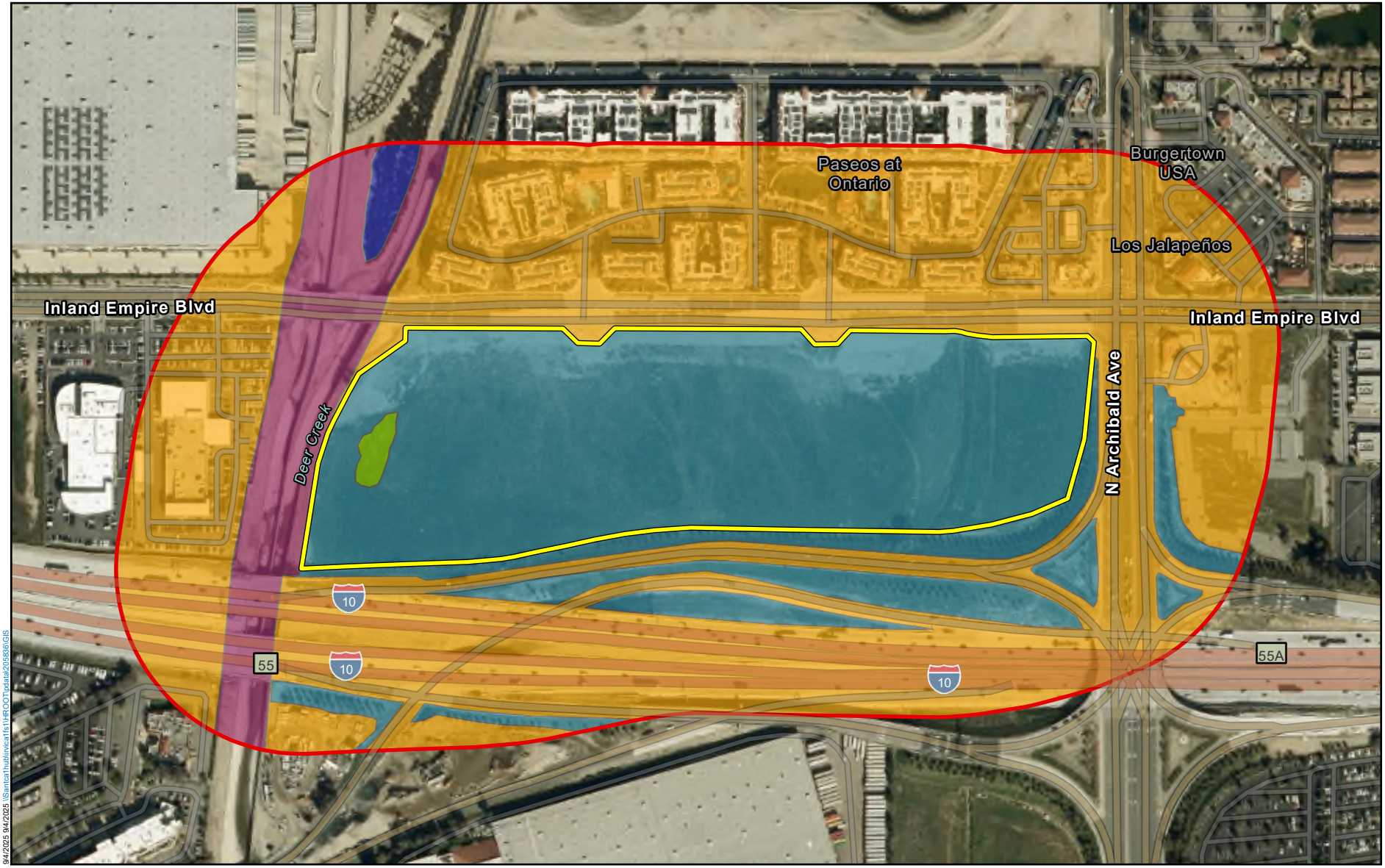
Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT PROJECT
BIOLOGICAL RESOURCES ASSESSMENT

Project Site

Figure 3

6141



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Legend

- Project Site
- 500-ft Survey Buffer
- Concrete-Lined Channel (7.31 acres)
- Developed (60.48 acres)
- Disturbed (34.03 acres)
- Disturbed Caiifornia Buckwheat Scrub (0.31 acres)
- California Buckwheat Scrub (0.65 acre)

acre)

Michael Baker INTERNATIONAL

0 100 200 400 Feet

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT PROJECT
BIOLOGICAL RESOURCES ASSESSMENT

Vegetation Communities and Land Cover Types

Figure 4



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Legend

- Project Site
- CDFW Vegetated Streambed (0.15 acres)
- RWQCB Non-Wetland Waters of the State (0.03 acres)
- Soil Pit
- Reference Point

Michael Baker INTERNATIONAL

0 290 580 Feet

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT PROJECT
BIOLOGICAL RESOURCES ASSESSMENT

Aquatic Resources Delineation

Figure 5

6143

ATTACHMENT B

Site Photographs



Photograph 1. North-facing view of the disturbed California buckwheat scrub in the western portion of the project site (34.0690°, -117.6001°).



Photograph 2. South-facing view of disturbed habitat from the north central project site boundary (34.070078°, -117.598298°).



Photograph 3. North-facing view of the aquatic feature entering the northern boundary of the project site through a culvert under Inland Empire Boulevard.



Photograph 4. South-facing view of the jurisdictional aquatic feature on-site (34.069093°, -117.594853°).

ATTACHMENT C

Plant and Wildlife Species Compendiums

Wildlife
Birds
ACCIPITRIDAE—HAWKS, KITES, EAGLES, & ALLIES
Buteo jamaicensis—red-tailed hawk
CORVIDAE—CROWS & JAYS
Corvus brachyrhynchos—American crow
FRINGILLIDAE—FRINGILLINE & CARDUELINE FINCHES & ALLIES
Haemorhous mexicanus—house finch
COLUMBIDAE—PIGEONS & DOVES
Zenaida macroura—mourning dove
TYRANNIDAE—TYRANT FLYCATCHERS
Sayornis saya—Say's phoebe
Mammals
SCIURIDAE—SQUIRRELS
Otospermophilus beecheyi—California ground squirrel
CANIDAE—WOLVES & FOXES
Canis latrans—coyote
LEPORIDAE—HARES & RABBITS
Sylvilagus audubonii—desert cottontail
Reptiles
PHRYNOSOMATIDAE—IGUANID LIZARDS
Sceloporus occidentalis—western fence lizard

Plants – Vascular Species
EUDICOTS
ASTERACEAE—Sunflower Family
Ambrosia psilostachya—western ragweed
Encelia californica—California brittle bush
Erigeron canadensis—Canadian horseweed
Heterotheca grandiflora—telegraphweed
Lactuca serriola—prickly lettuce*
BRASSICACEAE—Mustard Family
Hirschfeldia incana—short podded mustard*
CACTACEAE—Cactus Family
Opuntia sp.—pricklypear
CHENOPODIACEAE—Goosefoot Family
Koelreuteria elegans—flamegold*
Salsola tragus—prickly Russian thistle*
CUCURBITACEAE—Gourd Family
Cucurbita palmata—coyote gourd
EUPHORBIACEAE—Spurge Family
Croton californicus—California croton

FABACEAE—Legume Family
Acmispon americanus—Spanish clover
GERANIACEAE—Geranium Family
Erodium cicutarium—redstem stork's bill*
MYRTACEAE—Myrtle Family
Eucalyptus sp.—eucalyptus
Melaleuca sp.—bottlebrush
NYCTAGINACEAE—Four O'clock Family
Mirabilis jalapa—marvel of Peru*
OLEACEAE—Olive Family
Fraxinus sp.—ash
POLYGONACEAE—Buckwheat Family
Eriogonum fasciculatum—California buckwheat
Eriogonum gracile—slender woolly buckwheat
SOLANACEAE—Nightshade Family
Datura wrightii—sacred thorn-apple
TAMARICACEAE—Tamarisk Family
Tamarix ramosissima—tamarisk*
VITACEAE—Grape Family
Vitis vinifera—wine grape*
MONOCOTS
CYPERACEAE—Sedge Family
Cyperus sp.—sedge
JUNCACEAE—Rush Family
Juncus acutus—spiny rush
POACEAE—Grass Family
Bromus diandrus—ripgut brome*
Schismus barbatus—common Mediterranean grass*

*Non-native species

ATTACHMENT D

Special-Status Species Potential to Occur Tables

SPECIAL-STATUS PLANT SPECIES WITH POTENTIAL TO OCCUR IN STUDY AREA

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur in BSA
Abronia villosa var. *aurita*	chaparral sand-verbena	None/None/1B.1/BLM-S, USFS-S	Chaparral, Coastal scrub, Desert dunes; Sandy/annual herb/(Jan)Mar–Sep/245–5250	Not expected to occur. No suitable habitat is present.
Acanthoscyphus parishii var. *parishii*	Parish's oxytheca	None/None/4.2/None	Chaparral, Lower montane coniferous forest; Gravelly (sometimes), Sandy (sometimes)/annual herb/June–Sep/4005–8530	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Amaranthus watsonii	Watson's amaranth	None/None/4.3/None	Mojavean desert scrub, Sonoran desert scrub/annual herb/Apr–Sep/65–5580	Not expected to occur. No suitable habitat is present.
Ambrosia monogyra	singlewhorl burrobrush	None/None/2B.2/None	Chaparral, Sonoran desert scrub; Sandy/perennial shrub/Aug–Nov/35–1640	Not expected to occur. No suitable habitat is present.
Ambrosia pumila	San Diego ambrosia	FE/None/1B.1/None	Chaparral, Coastal scrub, Valley and foothill grassland, Vernal pools; Alkaline (sometimes), Clay (sometimes), Disturbed areas (often), Loam (sometimes), Sandy (sometimes)/perennial rhizomatous herb/Apr–Oct/65–1360	Not expected to occur. No suitable habitat is present.
Aphyllon validum var. *validum*	Rock Creek broomrape	None/None/1B.2/USFS-S	Chaparral, Pinyon and juniper woodland; Granitic/perennial herb (parasitic)/May–Sep/3380–6560	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Arctostaphylos glandulosa var. *gabrielensis*	San Gabriel manzanita	None/None/1B.2/USFS-S	Chaparral (rocky)/perennial evergreen shrub/Mar/1950–4920	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Arenaria paludicola	marsh sandwort	FE/SE/1B.1/None	Marshes and swamps (brackish, freshwater); Openings, Sandy/perennial stoloniferous herb/May–Aug/10–560	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Asplenium vespertinum	western spleenwort	None/None/4.2/None	Chaparral, Cismontane woodland, Coastal scrub; Rocky/perennial rhizomatous herb/Feb–June/590–3280	Not expected to occur. No suitable habitat is present.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur in BSA
Astragalus bicristatus	crested milk-vetch	None/None/4.3/USFS-S	Lower montane coniferous forest, Upper montane coniferous forest; Carbonate (usually), Rocky (sometimes), Sandy (sometimes)/perennial herb/May–Aug/5580–9005	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Astragalus brauntonii	Braunton's milk-vetch	FE/None/1B.1/None	Chaparral, Coastal scrub, Valley and foothill grassland; Burned areas (sometimes), Carbonate, Disturbed areas (sometimes), Sandstone (usually)/perennial herb/Jan–Aug/15–2100	Not expected to occur. No suitable habitat is present.
Atriplex coulteri	Coulter's saltbush	None/None/1B.2/None	Coastal bluff scrub, Coastal dunes, Coastal scrub, Valley and foothill grassland; Alkaline (sometimes), Clay (sometimes)/perennial herb/Mar–Oct/10–1510	Not expected to occur. No suitable habitat is present.
Berberis nevinii	Nevin's barberry	FE/SE/1B.1/None	Chaparral, Cismontane woodland, Coastal scrub, Riparian scrub; Gravelly (sometimes), Sandy (sometimes)/perennial evergreen shrub/(Feb)Mar–June/230–2705	Not expected to occur. No suitable habitat is present.
Calochortus clavatus var. *gracilis*	slender mariposa-lily	None/None/1B.2/USFS-S	Chaparral, Coastal scrub, Valley and foothill grassland/perennial bulbiferous herb/Mar–June(Nov)/1050–3280	Not expected to occur. No suitable habitat is present.
Calochortus plummerae	Plummer's mariposa-lily	None/None/4.2/None	Chaparral, Cismontane woodland, Coastal scrub, Lower montane coniferous forest, Valley and foothill grassland; Granitic, Rocky/perennial bulbiferous herb/May–July/330–5580	Not expected to occur. No suitable habitat is present.
Calochortus weedii var. *intermedius*	intermediate mariposa-lily	None/None/1B.2/USFS-S	Chaparral, Coastal scrub, Valley and foothill grassland; Rocky/perennial bulbiferous herb/May–July/345–2805	Not expected to occur. No suitable habitat is present.
Calystegia felix	lucky morning-glory	None/None/1B.1/None	Meadows and seeps (sometimes alkaline), Riparian scrub (alluvial); Alkaline (sometimes), Loam (sometimes)/annual rhizomatous herb/Mar–Sep/100–705	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur in BSA
Camissoniopsis lewisii	Lewis' evening-primrose	None/None/3/None	Cismontane woodland, Coastal bluff scrub, Coastal dunes, Coastal scrub, Valley and foothill grassland; Clay (sometimes), Sandy (sometimes)/annual herb/Mar–May(June)/0–985	Not expected to occur. The study area is outside of the species' known elevation range.
Centromadia pungens var. *laevis*	smooth tarplant	None/None/1B.1/None	Chenopod scrub, Meadows and seeps, Playas, Riparian woodland, Valley and foothill grassland; Alkaline/annual herb/Apr–Sep/0–2100	Not expected to occur. No suitable habitat is present.
Chloropyron maritimum var. *maritimum*	salt marsh bird's-beak	FE/SE/1B.2/BLM-S	Coastal dunes, Marshes and swamps (coastal salt)/annual herb (hemiparasitic)/May–Oct(Nov)/0–100	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Chorizanthe leptotheca	Peninsular spineflower	None/None/4.2/None	Chaparral, Coastal scrub, Lower montane coniferous forest; Granitic/annual herb/May–Aug/985–6235	Not expected to occur. No suitable habitat is present.
Chorizanthe parryi var. *parryi*	Parry's spineflower	None/None/1B.1/BLM-S, USFS-S	Chaparral, Cismontane woodland, Coastal scrub, Valley and foothill grassland; Openings, Rocky (sometimes), Sandy (sometimes)/annual herb/Apr–June/900–4005	Not expected to occur. No suitable habitat is present.
Chorizanthe xanti var. *leucotheca*	white-bracted spineflower	None/None/1B.2/BLM-S, USFS-S	Coastal scrub (alluvial fans), Mojavean desert scrub, Pinyon and juniper woodland; Gravelly (sometimes), Sandy (sometimes)/annual herb/Apr–June/985–3935	Not expected to occur. No suitable habitat is present.
Cladium californicum	California saw-grass	None/None/2B.2/USFS-S	Marshes and swamps (alkaline, freshwater), Meadows and seeps/perennial rhizomatous herb/June–Sep/195–5250	Not expected to occur. No suitable habitat is present.
Claytonia peirsonii var. *peirsonii*	Peirson's spring beauty	None/None/1B.2/USFS-S	Subalpine coniferous forest, Upper montane coniferous forest; Granitic, Metamorphic, Scree, Talus/perennial herb/(Mar)May–June/4955–9005	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur in BSA
Convolvulus simulans	small-flowered morning-glory	None/None/4.2/None	Chaparral (openings), Coastal scrub, Valley and foothill grassland; Clay, Seeps, Serpentine/annual herb/Mar–July/100–2430	Not expected to occur. No suitable habitat is present.
Deinandra paniculata	paniculate tarplant	None/None/4.2/None	Coastal scrub, Valley and foothill grassland, Vernal pools; Sandy (sometimes), Vernally Mesic (usually)/annual herb/(Mar)Apr–Nov/80–3085	Not expected to occur. No suitable habitat is present.
Diplacus johnstonii	Johnston's monkeyflower	None/None/4.3/None	Lower montane coniferous forest (disturbed areas, gravelly, roadsides, rocky, scree)/annual herb/May–Aug/3200–9580	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Dodecahema leptoceras	slender-horned spineflower	FE/SE/1B.1/None	Chaparral, Cismontane woodland, Coastal scrub (alluvial fans); Sandy/annual herb/Apr–June/655–2495	Not expected to occur. No suitable habitat is present.
Dudleya multicaulis	many-stemmed dudleya	None/None/1B.2/USFS-S	Chaparral, Coastal scrub, Valley and foothill grassland; Clay (often)/perennial herb/Apr–July/50–2590	Not expected to occur. No suitable habitat is present.
Eriastrum densifolium var. *sanctorum*	Santa Ana River woollystar	FE/SE/1B.1/None	Chaparral, Coastal scrub (alluvial fans); Gravelly (sometimes), Sandy (sometimes)/perennial herb/Apr–Sep/300–2000	Not expected to occur. No suitable habitat is present.
Eriogonum microtheca var. *johnstonii*	Johnston's buckwheat	None/None/1B.3/USFS-S	Subalpine coniferous forest, Upper montane coniferous forest; Rocky/perennial deciduous shrub/July–Sep/6000–9600	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Eriogonum umbellatum var. *minus*	alpine sulfur-flowered buckwheat	None/None/4.3/None	Subalpine coniferous forest, Upper montane coniferous forest; Gravelly/perennial herb/June–Sep/5905–10065	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Eriophyllum lanatum var. *obovatum*	southern Sierra woolly sunflower	None/None/4.3/None	Lower montane coniferous forest, Upper montane coniferous forest; Loam, Sandy/perennial herb/June–July/3655–8205	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur in BSA
Fritillaria pinetorum	pine fritillary	None/None/4.3/None	Chaparral, Lower montane coniferous forest, Pinyon and juniper woodland, Subalpine coniferous forest, Upper montane coniferous forest; Granitic (sometimes), Metamorphic (sometimes)/perennial bulbiferous herb/May–July(Sep)/5695–10825	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Galium angustifolium var. *gabrielense*	San Antonio Canyon bedstraw	None/None/4.3/None	Chaparral, Lower montane coniferous forest; Granitic, Rocky (sometimes), Sandy (sometimes)/perennial herb/Apr–Aug/3935–8695	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Galium jepsonii	Jepson's bedstraw	None/None/4.3/None	Lower montane coniferous forest, Upper montane coniferous forest; Granitic, Gravelly (sometimes), Rocky (sometimes)/perennial rhizomatous herb/July–Aug/5055–8205	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Galium johnstonii	Johnston's bedstraw	None/None/4.3/None	Chaparral, Lower montane coniferous forest, Pinyon and juniper woodland, Riparian woodland/perennial herb/June–July/4005–7545	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Heuchera caespitosa	urn-flowered alumroot	None/None/4.3/USFS-S	Cismontane woodland, Lower montane coniferous forest, Riparian forest (montane), Upper montane coniferous forest; Rocky/perennial rhizomatous herb/May–Aug/3790–8695	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Hordeum intercedens	vernal barley	None/None/3.2/None	Coastal dunes, Coastal scrub, Valley and foothill grassland (depressions, saline flats), Vernal pools/annual herb/Mar–June/15–3280	Not expected to occur. No suitable habitat is present.
Horkelia cuneata var. *puberula*	mesa horkelia	None/None/1B.1/USFS-S	Chaparral (maritime), Cismontane woodland, Coastal scrub; Gravelly (sometimes), Sandy (sometimes)/perennial herb/Feb–July(Sep)/230–2660	Not expected to occur. No suitable habitat is present.
Juglans californica	Southern California black walnut	None/None/4.2/None	Chaparral, Cismontane woodland, Coastal scrub, Riparian woodland/perennial deciduous tree/Mar–Aug/165–2955	Not expected to occur. No suitable habitat is present.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur in BSA
Juncus acutus var. *leopoldii*	southwestern spiny rush	None/None/4.2/None	Coastal dunes (mesic), Coastal scrub, Marshes and swamps (coastal salt), Meadows and seeps (alkaline seeps)/perennial rhizomatous herb/(Mar)May–June/10–2955	Not expected to occur. No suitable habitat is present.
Juncus duranii	Duran's rush	None/None/4.3/None	Lower montane coniferous forest, Meadows and seeps, Upper montane coniferous forest; Mesic/perennial rhizomatous herb/July–Aug/5800–9200	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Lasthenia glabrata var. *coulteri*	Coulter's goldfields	None/None/1B.1/BLM-S	Marshes and swamps (coastal salt), Playas, Vernal pools/annual herb/Feb–June/5–4005	Not expected to occur. No suitable habitat is present.
Lepechinia fragrans	fragrant pitcher sage	None/None/4.2/USFS-S	Chaparral/perennial shrub/Mar–Oct/65–4300	Not expected to occur. No suitable habitat is present.
Lepidium virginicum var. *robinsonii*	Robinson's pepper-grass	None/None/4.3/None	Chaparral, Coastal scrub/annual herb/Jan–July/5–2905	Not expected to occur. No suitable habitat is present.
Lilium humboldtii var. *ocellatum*	ocellated Humboldt lily	None/None/4.2/None	Chaparral, Cismontane woodland, Coastal scrub, Lower montane coniferous forest, Riparian woodland; Openings/perennial bulbiferous herb/Mar–July(Aug)/100–5905	Not expected to occur. No suitable habitat is present.
Lilium parryi	lemon lily	None/None/1B.2/USFS-S	Lower montane coniferous forest, Meadows and seeps, Riparian forest, Upper montane coniferous forest; Mesic/perennial bulbiferous herb/July–Aug/4005–9005	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Linanthus concinnus	San Gabriel linanthus	None/None/1B.2/USFS-S	Chaparral, Lower montane coniferous forest, Upper montane coniferous forest; Openings, Rocky/annual herb/Apr–July/4985–9185	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Lycium parishii	Parish's desert-thorn	None/None/2B.3/None	Coastal scrub, Sonoran desert scrub/perennial shrub/Mar–Apr/445–3280	Not expected to occur. No suitable habitat is present.
Malacothamnus parishii	Parish's bushmallow	None/None/1A/None	Chaparral, Coastal scrub/perennial deciduous shrub/June–July/1000–1495	Not expected to occur. No suitable habitat is present.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur in BSA
Microseris douglasii var. *platycarpha*	small-flowered microseris	None/None/4.2/None	Cismontane woodland, Coastal scrub, Valley and foothill grassland, Vernal pools; Clay/annual herb/Mar–May/50–3510	Not expected to occur. No suitable habitat is present.
Monardella australis var. *jokerstii*	Jokerst's monardella	None/None/1B.1/USFS-S	Chaparral, Lower montane coniferous forest; Alluvial Terraces, Scree, Slopes, Talus, Washes/perennial rhizomatous herb/July–Sep/4430–5740	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Monardella breweri var. *glandulifera*	Brown's Flat monardella	None/None/1B.2/None	Chaparral, Lower montane coniferous forest; Dry, Openings/annual herb/May–Aug/4265–4920	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Monardella macrantha var. *hallii*	Hall's monardella	None/None/1B.3/USFS-S	Broadleafed upland forest, Chaparral, Cismontane woodland, Lower montane coniferous forest, Valley and foothill grassland/perennial rhizomatous herb/June–Oct/2395–7200	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Monardella pringlei	Pringle's monardella	None/None/1A/None	Coastal scrub (sandy)/annual herb/May–June/985–1310	Not expected to occur. No suitable habitat is present.
Monardella saxicola	rock monardella	None/None/4.2/USFS-S	Chaparral, Closed-cone coniferous forest, Lower montane coniferous forest; Rocky, Serpentine (usually)/perennial rhizomatous herb/June–Sep/1640–5905	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Monardella viridis	green monardella	None/None/4.3/None	Broadleafed upland forest, Chaparral, Cismontane woodland/perennial rhizomatous herb/June–Sep/330–3315	Not expected to occur. No suitable habitat is present.
Muhlenbergia californica	California muhly	None/None/4.3/None	Chaparral, Coastal scrub, Lower montane coniferous forest, Meadows and seeps; Mesic, Seeps, Streambanks/perennial rhizomatous herb/June–Sep/330–6560	Not expected to occur. No suitable habitat is present.
Muhlenbergia utilis	aparejo grass	None/None/2B.2/None	Chaparral, Cismontane woodland, Coastal scrub, Marshes and swamps, Meadows and seeps; Alkaline (sometimes), Serpentine (sometimes)/perennial rhizomatous herb/Mar–Oct/80–7630	Not expected to occur. No suitable habitat is present.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur in BSA
Navarretia prostrata	prostrate vernal pool navarretia	None/None/1B.2/None	Coastal scrub, Meadows and seeps, Valley and foothill grassland (alkaline), Vernal pools; Mesic/annual herb/Apr–July/10–3970	Not expected to occur. No suitable habitat is present.
Opuntia basilaris var. *brachyclada*	short-joint beavertail	None/None/1B.2/BLM-S, USFS-S	Chaparral, Joshua tree "woodland", Mojavean desert scrub, Pinyon and juniper woodland/perennial stem/Apr–June(Aug)/1395–5905	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Oreonana vestita	woolly mountain-parsley	None/None/1B.3/BLM-S, USFS-S	Lower montane coniferous forest, Subalpine coniferous forest, Upper montane coniferous forest; Gravelly (sometimes), Talus (sometimes)/perennial herb/Mar–Sep/5300–11485	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Phacelia mohavensis	Mojave phacelia	None/None/4.3/None	Cismontane woodland, Lower montane coniferous forest, Meadows and seeps, Pinyon and juniper woodland; Gravelly (sometimes), Sandy (sometimes)/annual herb/Apr–Aug/4595–8205	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Phacelia stellaris	Brand's star phacelia	None/None/1B.1/None	Coastal dunes, Coastal scrub/annual herb/Mar–June/5–1310	Not expected to occur. No suitable habitat is present.
Pseudognaphalium leucocephalum	white rabbit-tobacco	None/None/2B.2/None	Chaparral, Cismontane woodland, Coastal scrub, Riparian woodland; Gravelly, Sandy/perennial herb/(July)Aug–Nov(Dec)/0–6890	Not expected to occur. No suitable habitat is present.
Quercus durata var. *gabrielensis*	San Gabriel oak	None/None/4.2/None	Chaparral, Cismontane woodland/perennial evergreen shrub/Apr–May/1475–3280	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Romneya coulteri	Coulter's matilija poppy	None/None/4.2/None	Chaparral, Coastal scrub; Burned areas (often)/perennial rhizomatous herb/Mar–July(Aug)/65–3935	Not expected to occur. No suitable habitat is present.
Sagittaria sanfordii	Sanford's arrowhead	None/None/1B.2/BLM-S	Marshes and swamps (shallow freshwater)/perennial rhizomatous herb (emergent)/May–Oct(Nov)/0–2135	Not expected to occur. No suitable habitat is present.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur in BSA
Senecio aphanactis	chaparral ragwort	None/None/2B.2/None	Chaparral, Cismontane woodland, Coastal scrub; Alkaline (sometimes)/annual herb/Jan–Apr(May)/50–2625	Not expected to occur. No suitable habitat is present.
Senecio astephanus	San Gabriel ragwort	None/None/4.3/None	Chaparral, Coastal scrub; Rocky, Slopes/perennial herb/May–July/1310–4920	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Sidalcea neomexicana	salt spring checkerbloom	None/None/2B.2/USFS-S	Chaparral, Coastal scrub, Lower montane coniferous forest, Mojavean desert scrub, Playas; Alkaline, Mesic/perennial herb/Mar–June/50–5020	Not expected to occur. No suitable habitat is present.
Sidotheca caryophylloides	chickweed oxytheca	None/None/4.3/USFS-S	Lower montane coniferous forest (sandy)/annual herb/July–Sep(Oct)/3655–8530	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Sphenopholis obtusata	prairie wedge grass	None/None/2B.2/None	Cismontane woodland, Meadows and seeps; Mesic/perennial herb/Apr–July/985–6560	Not expected to occur. No suitable habitat is present.
Streptanthus bernardinus	Laguna Mountains jewelflower	None/None/4.3/None	Chaparral, Lower montane coniferous forest/perennial herb/May–Aug/2200–8205	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Symphyotrichum defoliatum	San Bernardino aster	None/None/1B.2/USFS-S	Cismontane woodland, Coastal scrub, Lower montane coniferous forest, Marshes and swamps, Meadows and seeps, Valley and foothill grassland (vernally mesic); Streambanks/perennial rhizomatous herb/July–Nov/5–6695	Not expected to occur. No suitable habitat is present.
Symphyotrichum greatae	Greata's aster	None/None/1B.3/None	Broadleafed upland forest, Chaparral, Cismontane woodland, Lower montane coniferous forest, Riparian woodland; Mesic/perennial rhizomatous herb/June–Oct/985–6595	Not expected to occur. No suitable habitat is present.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats/ Life Form/ Blooming Period/ Elevation Range (feet)	Potential to Occur in BSA
Thysanocarpus rigidus	rigid fringepod	None/None/1B.2/USFS-S	Pinyon and juniper woodland; Dry, Rocky, Slopes/annual herb/Feb–May/1970–7220	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.
Viola pinetorum var. *grisea*	grey-leaved violet	None/None/1B.2/BLM-S	Meadows and seeps, Subalpine coniferous forest, Upper montane coniferous forest/perennial herb/Apr–July/4920–11155	Not expected to occur. The study area is outside of the species' known elevation range, and there is no suitable habitat present.

Status Legend:

Federal
FE: Federally listed as endangered
FT: Federally listed as threatened
FPE: Federally proposed for listing as endangered
FPT: Federally proposed for listing as threatened
FC: Federal candidate species (former Category 1 candidates)
None: No federal listing
FDL: Delisted

State
SE: State listed as endangered
ST: State listed as threatened
SR: State rare
SCE: State candidate for listing as endangered
SCT: State candidate for listing as threatened
None: No state listing
SDL: State delisting

California Rare Plant Rank (CRPR)
CRPR 1A: Plants presumed extirpated in California and either rare or extinct elsewhere
CRPR 1B: Plants rare, threatened, or endangered in California and elsewhere
CRPR 2A: Plants presumed extirpated in California but common elsewhere
CRPR 2B: Plants rare, threatened, or endangered in California but more common elsewhere
CRPR 3: Review List: Plants about which more information is needed
CRPR 4: Watch List: Plants of limited distribution
.1 Seriously threatened in California (over 80% of occurrences threatened / high degree and immediacy of threat)
.2 Moderately threatened in California (20–80% occurrences threatened / moderate degree and immediacy of threat)
.3 Not very threatened in California (<20% of occurrences threatened / low degree and immediacy of threat or no current threats known)

SPECIAL-STATUS ANIMAL SPECIES WITH POTENTIAL TO OCCUR IN STUDY AREA

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats	Potential to Occur in BSA
Amphibians				
Anaxyrus californicus	arroyo toad	FE / None / CDFW-SSC	Desert wash | Riparian scrub | Riparian woodland | South coast flowing waters | South coast standing waters; Semi-arid regions near washes or intermittent streams, including valley-foothill and desert riparian, desert wash, etc.	Not expected to occur. No suitable habitat is present.
Batrachoseps gabrieli	San Gabriel slender salamander	None / None / USFS-S	Talus slope; Known only from the San Gabriel Mtns. Found under rocks, wood, and fern fronds, and on soil at the base of talus slopes.	Not expected to occur. No suitable habitat is present.
Rana boylii pop. 6	foothill yellow-legged frog - south coast DPS	FE / SE / BLM-S, USFS-S	Aquatic | Riparian forest | Riparian scrub | Riparian woodland | South coast flowing waters; Southern Coast Ranges from Monterey Bay south through San Gabriel Mountains; west of the Salinas River in Monterey Co, south through Transverse Ranges, and east through San Gabriel Mountains. Historically may have ranged to Baja California.	Not expected to occur. No suitable habitat is present.
Rana muscosa	southern mountain yellow-legged frog	FE / SE / USFS-S	Aquatic; Disjunct populations known from southern Sierras (northern DPS) and San Gabriel, San Bernardino, and San Jacinto Mtns (southern DPS). Found at 1,000 to 12,000 ft in lakes and creeks that stem from springs and snowmelt. May overwinter under frozen lakes.	Not expected to occur. No suitable habitat is present.
Spea hammondii	western spadefoot	FPT / None / BLM-S, CDFW-SSC	Cismontane woodland | Coastal scrub | Valley & foothill grassland | Vernal pool | Wetland; Occurs primarily in grassland habitats, but can be found in valley-foothill hardwood woodlands.	Not expected to occur. No suitable habitat is present.
Taricha torosa	Coast Range newt	None / None / CDFW-SSC	Wet forests, oak forests, chaparral, and rolling grassland; Coastal drainages from Mendocino County to San Diego County.	Not expected to occur. No suitable habitat is present.
Birds				
Agelaius tricolor	tricolored blackbird	None / ST / BLM-S, CDFW-SSC	Freshwater marsh | Marsh & swamp | Swamp | Wetland; Highly colonial species, most numerous in Central Valley and vicinity. Largely endemic to California.	Not expected to occur. No suitable habitat is present.
Ammodramus savannarum	grasshopper sparrow	None / None / CDFW-SSC	Valley & foothill grassland; Dense grasslands on rolling hills, lowland plains, in valleys and on hillsides on lower mountain slopes.	Not expected to occur. No suitable habitat is present.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats	Potential to Occur in BSA
Aquila chrysaetos	golden eagle	None / None / BLM-S, CDFW-FP	Broadleaved upland forest | Cismontane woodland | Coastal prairie | Great Basin grassland | Great Basin scrub | Lower montane coniferous forest | Pinon & juniper woodlands | Upper montane coniferous forest | Valley & foothill grassland; Rolling foothills, mountain areas, sage-juniper flats, and desert.	Golden eagle may be observed flying over the project site; however, is not expected to forage or nest onsite due to the lack of suitable habitat.
Asio otus	long-eared owl	None / None / CDFW-SSC	Cismontane woodland | Great Basin scrub | Riparian forest | Riparian woodland | Upper montane coniferous forest; Riparian bottomlands grown to tall willows and cottonwoods; also, belts of live oak paralleling stream courses.	Not expected to occur. No suitable habitat is present.
Athene cunicularia	burrowing owl	None / SCE / BLM-S, CDFW-SSC	Coastal prairie | Coastal scrub | Great Basin grassland | Great Basin scrub | Mojavean desert scrub | Sonoran desert scrub | Valley & foothill grassland; Open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation.	Moderate potential to occur. Burrowing owls are known to occur in the area. Although no suitable burrows were observed onsite, burrowing owls may use the project site for foraging.
Buteo swainsoni	Swainson's hawk	None / ST / BLM-S	Great Basin grassland | Riparian forest | Riparian woodland | Valley & foothill grassland; Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees.	Swainson's hawk may be observed flying over the project site; however, they are not expected to forage or nest onsite due to the lack of suitable habitat.
Campylorhynchus brunneicapillus sandiegensis	coastal cactus wren	None / None / CDFW-SSC, USFS-S	Coastal scrub; Southern California coastal sage scrub.	Not expected to occur. No suitable habitat is present.
Coccyzus americanus occidentalis	western yellow-billed cuckoo	FT / SE / BLM-S, USFS-S	Riparian forest; Riparian forest nester, along the broad, lower flood-bottoms of larger river systems.	Not expected to occur. No suitable habitat is present.
Coturnicops noveboracensis	yellow rail	None / None / CDFW-SSC, USFS-S	Freshwater marsh | Meadow & seep; Summer resident in eastern Sierra Nevada in Mono County.	Not expected to occur. No suitable habitat is present.
Cypseloides niger	black swift	None / None / CDFW-SSC	Nests in moist crevices, caves, and cliffs behind or adjacent to waterfalls in deep canyons; forages over a wide range of habitats; Coastal belt of Santa Cruz and Monterey counties; central and southern Sierra Nevada; San Bernardino and San Jacinto mountains.	Not expected to occur. No suitable habitat is present.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats	Potential to Occur in BSA
Elanus leucurus	white-tailed kite	None / None / BLM-S, CDFW-FP	Cismontane woodland | Marsh & swamp | Riparian woodland | Valley & foothill grassland | Wetland; Rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland.	White-tailed kite may be observed flying over the project site; however, they are not expected to forage or nest onsite due to the lack of suitable habitat.
Empidonax traillii extimus	southwestern willow flycatcher	FE / SE / None	Riparian woodland; Riparian woodlands in Southern California.	Not expected to occur. No suitable habitat is present.
Icteria virens	yellow-breasted chat	None / None / CDFW-SSC	Riparian forest | Riparian scrub | Riparian woodland; Summer resident; inhabits riparian thickets of willow and other brushy tangles near watercourses.	Not expected to occur. No suitable habitat is present.
Laterallus jamaicensis coturniculus	California black rail	None / ST / BLM-S, CDFW-FP	Brackish marsh | Freshwater marsh | Marsh & swamp | Salt marsh | Wetland; Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays.	Not expected to occur. No suitable habitat is present.
Polioptila californica californica	coastal California gnatcatcher	FT / None / CDFW-SSC	Coastal bluff scrub | Coastal scrub; Obligate, permanent resident of coastal sage scrub below 2500 ft in Southern California.	Not expected to occur. No suitable habitat is present. The California buckwheat scrub onsite is disturbed; the shrubs are very low-growing and appear to have been mowed in the past. The shrubs are not tall enough to be suitable habitat for coastal California gnatcatcher.
Setophaga petechia	yellow warbler	None / None / CDFW-SSC	Riparian forest | Riparian scrub | Riparian woodland; Riparian plant associations in close proximity to water. Also nests in montane shrubbery in open conifer forests in Cascades and Sierra Nevada.	Not expected to occur. No suitable habitat is present.
Vireo bellii pusillus	least Bell's vireo	FE / SE / None	Riparian forest | Riparian scrub | Riparian woodland; Summer resident of Southern California in low riparian in vicinity of water or in dry river bottoms; below 2000 ft.	Not expected to occur. No suitable habitat is present.
Fishes				
Catostomus santaanae	Santa Ana sucker	FT / None / CDFW-SSC	Aquatic | South coast flowing waters; Endemic to Los Angeles Basin south coastal streams.	Not expected to occur. No suitable habitat is present.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats	Potential to Occur in BSA
Gila orcuttii	arroyo chub	None / None / CDFW-SSC, USFS-S	Aquatic | South coast flowing waters; Native to streams from Malibu Creek to San Luis Rey River basin. Introduced into streams in Santa Clara, Ventura, Santa Ynez, Mojave and San Diego river basins.	Not expected to occur. No suitable habitat is present.
Oncorhynchus mykiss irideus pop. 10	steelhead - southern California DPS	FE / SCE / None	Aquatic | South coast flowing waters; Federal listing refers to populations from Santa Maria River south to southern extent of range (San Mateo Creek in San Diego County).	Not expected to occur. No suitable habitat is present.
Rhinichthys gabrielino	Santa Ana speckled dace	FPT / None / CDFW-SSC, USFS-S	Aquatic | South coast flowing waters; Headwaters of the Santa Ana and San Gabriel rivers. May be extirpated from the Los Angeles River system.	Not expected to occur. No suitable habitat is present.
Invertebrates				
Bombus crotchii	Crotch's bumble bee	None / SCE / None	Open grassland and scrub communities supporting suitable floral resources. Coastal California east to the Sierra-Cascade crest and south into Mexico.	Not expected to occur due to the disturbed nature of the site and dominance of weedy species such as Russian thistle (*Salsola tragus*), common Mediterranean grass (*Schismus barbatus*), and short podded mustard (*Hirschfeldia incana*).
Callophrys mossii hidakupa	San Gabriel Mountains elfin butterfly	None / None / USFS-S	Lower montane coniferous forest; San Gabriel and San Bernardino mountains at elevations of 3,000 to approximately 5,500 ft.	Not expected to occur. No suitable habitat is present, and the project site is outside of the known elevation range of this species.
Danaus plexippus plexippus	monarch - California overwintering population	FPT / None / USFS-S	Closed-cone coniferous forest; Winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico.	Monarchs may fly through the project site; however, they are not expected to breed or overwinter due to the lack of suitable habitat. No milkweed species were detected onsite to support breeding monarchs and the project site. Foraging habitat is limited since the project site is dominated by weedy species such as Russian thistle, common Mediterranean grass, and short podded mustard.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats	Potential to Occur in BSA
Euphydryas editha quino	quino checkerspot butterfly	FE / None / None	Chaparral | Coastal scrub; Sunny openings within chaparral and coastal sage shrublands in parts of Riverside and San Diego counties.	Not expected to occur. No suitable habitat is present and the project site is outside of the known geographic range of this species.
Rhaphiomidas terminatus abdominalis	Delhi Sands flower-loving fly	FE / None / None	Interior dunes; Found only in areas of the Delhi Sands formation in southwestern San Bernardino and northwestern Riverside counties.	Not expected to occur. No suitable habitat is present. The project site supports one soil type, Tujunga loamy sand. No Delhi sands occur onsite.
Mammals				
Antrozous pallidus	pallid bat	None / None / BLM-S, CDFW-SSC, USFS-S	Chaparral | Coastal scrub | Desert wash | Great Basin grassland | Great Basin scrub | Mojavean desert scrub | Riparian woodland | Sonoran desert scrub | Upper montane coniferous forest | Valley & foothill grassland; Deserts, grasslands, shrublands, woodlands and forests. Most common in open, dry habitats with rocky areas for roosting.	Not expected to occur. No suitable habitat is present.
Chaetodipus fallax fallax	northwestern San Diego pocket mouse	None / None / CDFW-SSC	Chaparral | Coastal scrub; Coastal scrub, chaparral, grasslands, sagebrush, etc. in western San Diego, Riverside, San Bernardino, and Los Angeles Counties, inclusive of Orange County.	Not expected to occur. No suitable habitat is present.
Chaetodipus fallax pallidus	pallid San Diego pocket mouse	None / None / CDFW-SSC	Desert wash | Pinon & juniper woodlands | Sonoran desert scrub; Desert border areas of San Diego, Riverside, San Bernardino, and Los Angeles counties in desert wash, desert scrub, desert succulent scrub, pinyon-juniper, etc.	Not expected to occur. No suitable habitat is present.
Dipodomys merriami parvus	San Bernardino kangaroo rat	FE / SE / CDFW-SSC	Coastal scrub; Alluvial scrub vegetation on sandy loam substrates characteristic of alluvial fans and flood plains.	Not expected to occur. No suitable habitat is present.
Dipodomys stephensi	Stephens' kangaroo rat	FT / ST / None	Coastal scrub | Valley & foothill grassland; Primarily annual and perennial grasslands, but also occurs in coastal scrub and sagebrush with sparse canopy cover.	Not expected to occur. No suitable habitat is present.
Eumops perotis californicus	western mastiff bat	None / None / BLM-S, CDFW-SSC	Chaparral | Cismontane woodland | Coastal scrub | Valley & foothill grassland; Many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, chaparral, etc.	Not expected to occur. No suitable habitat is present.
Lasiurus xanthinus	western yellow bat	None / None / CDFW-SSC	Desert wash; Found in valley foothill riparian, desert riparian, desert wash, and palm oasis habitats.	Not expected to occur. No suitable habitat is present.
Neotoma lepida intermedia	San Diego desert woodrat	None / None / CDFW-SSC	Coastal scrub; Coastal scrub of Southern California from San Diego County to San Luis Obispo County.	Not expected to occur. No suitable habitat is present.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats	Potential to Occur in BSA
Nyctinomops femorosaccus	pocketed free-tailed bat	None / None / CDFW-SSC	Joshua tree woodland | Pinon & juniper woodlands | Riparian scrub | Sonoran desert scrub; Variety of arid areas in Southern California; pine-juniper woodlands, desert scrub, palm oasis, desert wash, desert riparian, etc.	Not expected to occur. No suitable habitat is present.
Nyctinomops macrotis	big free-tailed bat	None / None / CDFW-SSC	Rocky areas; roosts in caves, holes in trees, buildings, and crevices on cliffs and rocky outcrops; forages over water ; Low-lying arid areas in Southern California.	Not expected to occur. No suitable habitat is present.
Ovis canadensis nelsoni	desert bighorn sheep	None / None / BLM-S, CDFW-FP, USFS-S	Alpine | Alpine dwarf scrub | Chaparral | Chenopod scrub | Great Basin scrub | Mojavean desert scrub | Montane dwarf scrub | Pinon & juniper woodlands | Riparian woodland | Sonoran desert scrub; Widely distributed from the White Mtns in Mono Co. to the Chocolate Mts in Imperial Co.	Not expected to occur. No suitable habitat is present.
Perognathus longimembris brevinasus	Los Angeles pocket mouse	None / None / CDFW-SSC	Coastal scrub; Lower elevation grasslands and coastal sage communities in and around the Los Angeles Basin.	Not expected to occur. No suitable habitat is present.
Reptiles				
Actinemys pallida	southwestern pond turtle	FPT / None / BLM-S, CDFW-SSC, USFS-S	Freshwater environments such as ponds, lakes, reservoirs, and slow-moving streams with abundant aquatic vegetation, typically in low to mid-elevation areas.	Not expected to occur. No suitable habitat is present.
Anniella stebbinsi	Southern California legless lizard	None / None / CDFW-SSC, USFS-S	Broadleaved upland forest | Chaparral | Coastal dunes | Coastal scrub; Generally south of the Transverse Range, extending to northwestern Baja California. Occurs in sandy or loose loamy soils under sparse vegetation. Disjunct populations in the Tehachapi and Piute Mountains in Kern County.	Not expected to occur. No suitable habitat is present.
Arizona elegans occidentalis	California glossy snake	None / None / CDFW-SSC	Arid scrub, rocky washes, grasslands, chaparral, open areas with loose soil; Patchily distributed from the eastern portion of San Francisco Bay, southern San Joaquin Valley, and the Coast, Transverse, and Peninsular ranges, south to Baja California.	Not expected to occur. No suitable habitat is present.
Aspidoscelis hyperythra	orange-throated whiptail	None / None / USFS-S	Chaparral | Cismontane woodland | Coastal scrub; Inhabits low-elevation coastal scrub, chaparral, and valley-foothill hardwood habitats.	Not expected to occur. No suitable habitat is present, and the project site is outside of the known geographic range of this species.
Aspidoscelis tigris stejnegeri	coastal whiptail	None / None / CDFW-SSC	Hot and dry areas with sparse foliage, including chaparral, woodland, and riparian areas.; Found in deserts and semi-arid areas with sparse vegetation and open areas. Also found in woodland and riparian areas.	Not expected to occur. No suitable habitat is present.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats	Potential to Occur in BSA
Coleonyx variegatus abbotti	San Diego banded gecko	None / None / CDFW-SSC	Chaparral | Coastal scrub; Coastal and cismontane Southern California.	Not expected to occur. No suitable habitat is present, and the project site is outside of the known geographic range of this species.
Crotalus ruber	red-diamond rattlesnake	None / None / CDFW-SSC, USFS-S	Chaparral | Mojavean desert scrub | Sonoran desert scrub; Chaparral, woodland, grassland, and desert areas from coastal San Diego County to the eastern slopes of the mountains.	Not expected to occur. No suitable habitat is present, and the project site is north of the northern edge of this species' range.
Phrynosoma blainvillii	coast horned lizard	None / None / BLM-S, CDFW-SSC	Chaparral | Cismontane woodland | Coastal bluff scrub | Coastal scrub | Desert wash | Pinon & juniper woodlands | Riparian scrub | Riparian woodland | Valley & foothill grassland; Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes.	Not expected to occur. No suitable habitat is present.
Thamnophis hammondii	two-striped gartersnake	None / None / BLM-S, CDFW-SSC, USFS-S	Marsh & swamp | Riparian scrub | Riparian woodland | Wetland; Coastal California from vicinity of Salinas to northwest Baja California. From sea to about 7,000 ft elevation.	Not expected to occur. No suitable habitat is present.
Thamnophis sirtalis pop. 1	south coast gartersnake	None / None / CDFW-SSC	Artificial standing waters | Marsh & swamp | Riparian scrub | Riparian woodland | South coast flowing waters | South coast standing waters | Wetland; Southern California coastal plain from Ventura County to San Diego County, and from sea level to about 850 m.	Not expected to occur. No suitable habitat is present.

Status Legend:

Federal
FE: Federally listed as endangered
FT: Federally listed as threatened
FPE: Federally proposed for listing as endangered
FPT: Federally proposed for listing as threatened
FC: Federal candidate species (former Category 1 candidates)
None: No federal listing
FDL: Delisted

State
SE: State listed as endangered
ST: State listed as threatened
SR: State rare
SCE: State candidate for listing as endangered
SCT: State candidate for listing as threatened
None: No state listing
SDL: State delisting

Other
BCC: U.S. Fish and Wildlife Service Bird of Conservation Concern
BLM-S: Bureau of Land Management Sensitive Species
CDFW-FP: California Fully Protected Species
CDFW-SSC: California Species of Special Concern
USFS-S: U.S. Forest Service Sensitive Species

Michael Baker
INTERNATIONAL

Aquatic Resources Delineation Report

Meredith International Centre Specific Plan Amendment Project

City of Ontario, San Bernardino County, California

September 2025

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Michael Baker
INTERNATIONAL

Aquatic Resources Delineation Report

Meredith International Centre Specific Plan Amendment Project

City of Ontario, San Bernardino County, California

September 2025

The undersigned certify that this report is a complete and accurate account of the findings and conclusions of jurisdictional wetland and non-wetland "waters of the U.S.," "waters of the State," and streambed/banks and associated riparian vegetation delineation for the above-referenced project.

Stephen Anderson

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Michael Baker
INTERNATIONAL

Executive Summary

Michael Baker International (Michael Baker) prepared the Aquatic Resources Delineation Report for the proposed Meredith International Centre Specific Plan Amendment Project (project or project site), located in the City of Ontario, San Bernardino County, California.

This report documents all aquatic features identified by Michael Baker within the project site that are potentially subject to the following jurisdictions:

- U.S. Army Corps of Engineers (USACE) pursuant to Section 404 of the Federal Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act,
- Regional Water Quality Control Board (RWQCB) pursuant to Section 401 of the CWA and/or Section 13263 of the California Porter-Cologne Water Quality Control Act (Porter-Cologne Act), and
- California Department of Fish and Wildlife (CDFW) pursuant to Sections 1600 et seq. of the California Fish and Game Code (CFGC).

Michael Baker identified state and federal jurisdictional areas within the project site, following the most recent, acceptable guidelines for conducting a jurisdictional delineation in this region. Table ES-1 summarizes the total jurisdiction for each regulatory agency; however, only the regulatory agencies can make a final determination of jurisdictional limits.

TABLE ES-1. JURISDICTIONAL LIMITS WITHIN THE PROJECT SITE

Aquatic Feature	Latitude/Longitude	Jurisdictional Limits							
		USACE		RWQCB		CDFW			Linear Feet
		Wetland	Non-wetland	Wetland	Non-wetland	Unvegetated Streambed	Vegetated Streambed	Associated Riparian	
AF-1	34.069418°/-117.594853°	--	--	--	0.03	--	0.15	--	532
Total		**--**	**--**	**--**	**0.03**	**--**	**0.15**	**--**	**532**

The lone aquatic feature onsite (AF-1) is non-wetland and ephemeral, meaning that it would fall outside of the jurisdictional authority of the USACE, however it would be subject to the jurisdictional authority of the RWQCB and CDFW. Under this scenario, AF-1 would require applicable permits/authorizations be in place prior to the commencement of project construction. Based on a detailed review of current site conditions and project design plans, the following regulatory permits/authorizations would be required:

1. Approved Jurisdictional Determination or similar approval from the USACE to formally receive concurrence that the ephemeral aquatic feature within the project site meet the current definition of waters of the U.S. (*Revised Definition of "Waters of the United States"; Conforming*, September 8, 2023) and, therefore, is not subject to regulation under Section 404 of the CWA;

2. RWQCB Waste Discharge Requirements (Porter-Cologne Act) for impacts associated with the placement of dredge and/or fill material into Waters of the State; and,

3. CFGC Section 1602 Lake or Streambed Alteration Agreement for impacts occurring to waters of the State comprised of CDFW jurisdictional streambed and associated riparian areas.

Michael Baker
INTERNATIONAL

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ACRONYMS AND ABBREVIATIONS

°F	Degrees Fahrenheit
AF	Aquatic Feature
amsl	above mean sea level
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFGC	California Fish and Game Code
CWA	Clean Water Act
EPA	Environmental Protection Agency
FAC	Facultative
FACU	Facultative Upland
FACW	Facultative Wetland
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
Michael Baker	Michael Baker International
NHD	National Hydrography Dataset
OBL	Obligate Wetland
OHWM	ordinary high-water mark
Porter-Cologne Act	California Porter-Cologne Water Quality Control Act
Procedures	State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State
Project or project site	Meredith International Centre Specific Plan Amendment Project
Regional Supplement	*Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region, Version 2.0*
Revised Definition	*Revised Definition of "Waters of the United States"; Conforming*
RPW	Relatively Permanent Water
RWQCB	Regional Water Quality Control Board
SDAM	*User Manual for a Beta Streamflow Duration Assessment Method for the Arid West of the United States, Version 1.1*
SP	Soil Pit
TNW	Traditional Navigable Waters
UPL	Obligate Upland
USACE	U.S. Army Corps of Engineers
USACE Manual	1987 Corps Wetland Delineation Manual
USDA	U.S. Department of Agriculture, Natural Resources Conservation Service
USGS	U.S. Geological Survey
USFWS	U.S. Fish and Wildlife Service

WQC..... Water Quality Certification

Section 1. Introduction

On behalf of the City of Ontario, Michael Baker International (Michael Baker) prepared this Aquatic Resources Delineation Report to describe, map, and quantify aquatic and other aquatic features located within the proposed project site.

This report describes the regulatory setting, methodologies, and results of the jurisdictional delineation. This report presents Michael Baker's best professional determination of the jurisdictional boundaries using the most up-to-date regulations, written policy, and guidance from the regulatory agencies; however, only the regulatory agencies can make a final determination of jurisdictional limits.

1.1 Project Location

The 25.8-acre project site is currently a vacant lot located within the City of Ontario, San Bernardino County, California (Attachment A, Figure 1, Regional Vicinity). The project site is generally bound by Inland Empire Boulevard to the north, N Archibald Avenue to the east, Interstate 10 (I-10) to the south, and a concrete-lined channel to the west (Deer Creek and Cucamonga Creek), and is within Section 22 of Township 01 South, Range 7 West, of the *Guasti, California* 7.5-minute United States Geological Survey (USGS) topographic quadrangle map (Attachment A, Figure 2, Site Vicinity). Beyond the identified roadways, the project site is surrounded by residential development to the north, commercial development to the east and south, and commercial development to the west.

1.2 Project Description

The project proposes a Mixed-Use Overlay across Planning Area 3 to allow for up to 40,000 square feet of commercial/retail uses and up to 1,400 multi-family dwelling units in addition to the uses permitted under the site's Urban Commercial designation (i.e., up to 400 hotel rooms and 250,000 square feet of commercial uses; a total buildout of 480,000 square feet) (Attachment A, Figure 3, *Project Site*).



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MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT PROJECT
AQUATIC RESOURCES DELINEATION REPORT

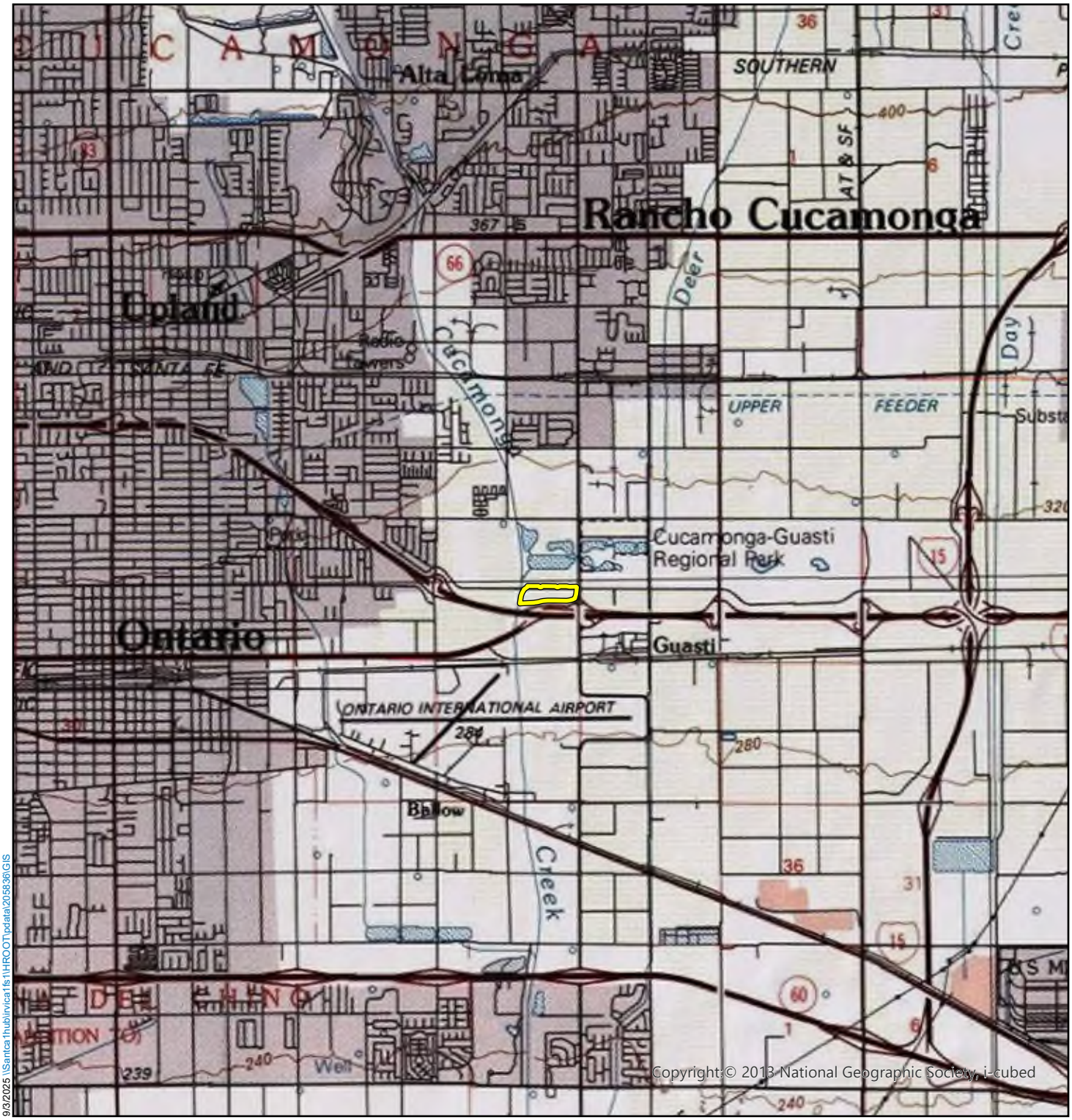
Michael Baker INTERNATIONAL

0 2.5 5 Miles

Source: ArcGIS Online, 2018

Regional Vicinity

Figure 6177



9/3/2025 \\Santca1\hubirvica1fs1\HROOT\pdata\205836\GIS

Legend

Project Site

MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT PROJECT
AQUATIC RESOURCES DELINEATION REPORT

Michael Baker INTERNATIONAL

0 0.5 1 Mile

Source: USGS 7.5-Minute topographic quadrangle maps: *Harrison Mountain, Lake Arrowhead, San Bernardino North, and Silverwood Lake, California (2021)*

Project Vicinity

Figure **6178**



9/3/2025 9/3/2025 \\Santca1hub\rivca1fs1\HROOT\pdata\205836\GIS

Legend

Project Site

Michael Baker INTERNATIONAL

0 290 580 Feet

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT PROJECT
AQUATIC RESOURCES DELINEATION REPORT

Project Site

Figure 3

6179

Section 2. Regulations

Three agencies regulate activities within inland streams, wetlands, and riparian areas in California. The U.S. Army Corps of Engineers (USACE) Regulatory Division regulates activities pursuant to Section 404 of the Federal Clean Water Act (CWA). The California Department of Fish and Wildlife (CDFW) regulates activities under Sections 1600 *et seq.* of the California Fish and Game Code (CFGC), and the Regional Water Quality Control Board (RWQCB) regulates activities pursuant to Section 401 of the CWA and/or Section 13263 of the California Porter-Cologne Water Quality Control Act (Porter-Cologne Act).

2.1 U.S. Army Corps of Engineers

Since 1972, the USACE and U.S. Environmental Protection Agency (EPA) jointly regulate discharges of dredged or fill material into "waters of the U.S.", including wetland and non-wetland aquatic features, pursuant to Section 404 of the CWA. Section 404 is founded on the findings of a direct connection between the aquatic feature in question and interstate commerce via Relatively Permanent Waters (RPW), and ultimately Traditional Navigable Waters (TNW), through direct or indirect connection as defined by USACE regulations. On September 8, 2023, the EPA and the USACE published the *Revised Definition of "Waters of the United States"; Conforming* (Revised Definition) in the Federal Register to define waters of the U.S., at which point the final rule became effective across the nation including the state of California. Under the revised definition, waters of the U.S. are defined as:[1]

(1) Waters which are:

(i) Currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide;

(ii) The territorial seas; or

(iii) Interstate waters;

(2) Impoundments of waters otherwise defined as waters of the United States under this definition, other than impoundments of waters identified under paragraph (a)(5) of this section;

(3) Tributaries of waters identified in paragraph (a)(1) or (2) of this section that are relatively permanent, standing or continuously flowing bodies of water;

(4) Wetlands adjacent to the following waters:

(i) Waters identified in paragraph (a)(1) of this section; or

[1] 40 CFR 120.2(a)

(ii) Relatively permanent, standing or continuously flowing bodies of water identified in paragraph (a)(2) or (a)(3) of this section and with a continuous surface connection to those waters;

(5) Intrastate lakes and ponds, streams, or wetlands not identified in paragraphs (a)(1) through (4) of this section that are relatively permanent, standing or continuously flowing bodies of water with a continuous surface connection to the waters identified in paragraph (a)(1) or (a)(3) of this section.

2.2 Regional Water Quality Control Board

Applicants for a federal license or permit for activities that may discharge to waters of the U.S. must seek a Water Quality Certification (WQC) from the State or Indian tribe with jurisdiction.[2] In California, there are nine (9) Regional Boards that issue or deny WQCs for discharges within their geographical jurisdiction. The WQC is based on a finding that the discharge will meet water quality standards, which are defined as numeric and narrative objectives in each Regional Board's Basin Plan, and other applicable requirements. The State Water Resources Control Board has this responsibility for projects affecting waters within multiple RWQCBs. The RWQCB's jurisdiction extends to all waters of the U.S., including wetlands, and to non-federal waters of the State (described below).

The Porter-Cologne Act gives the State broad authority to regulate waters of the State, which are defined as any surface water or groundwater, including saline waters. The Porter-Cologne Act has become an important regulatory tool following the recent redefinition of waters of the U.S. with respect to the State's authority over isolated non-federal waters. Generally, any entity proposing to discharge waste into waters of the State must file a Report of Waste Discharge. Although "waste" is partially defined as any waste substance associated with human habitation, the RWQCB also interprets waste to include the discharge of fill material into water bodies.

On April 2, 2019, the State Water Resources Control Board adopted a *State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State* (Procedures), for inclusion in the forthcoming *Water Quality Control Plan for Inland Surface Waters and Enclosed Bays and Estuaries and Ocean Waters of California*. The Procedures consist of four major elements:

1. A wetland definition;

2. A framework for determining if a feature that meets the wetland definition is a water of the State;

3. Wetland delineation procedures; and

4. Procedures for the submittal, review, and approval of applications for WQCs and Waste Discharge Requirements for dredge or fill activities.

[2] Title 33, United States Code, Section 1341; Clean Water Act Section.

The Procedures became effective May 28, 2020.

2.3 California Department of Fish and Wildlife

Sections 1600 *et seq.* of the CFGC establish a fee-based process to ensure that projects conducted in and around lakes, rivers, or streams do not adversely affect fish and wildlife resources, or when adverse impacts cannot be avoided, to ensure that adequate mitigation and/or compensation is provided.

Section 1602 of the CFGC requires any person, State, or local governmental agency or public utility to notify CDFW before beginning any activity that will do one or more of the following:

(1) substantially obstruct or divert the natural flow of a river, stream, or lake;

(2) substantially change or use any material from the bed, channel, or bank of a river, stream, or lake; or

(3) deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it can pass into a river, stream, or lake.

This applies to all perennial, intermittent, and ephemeral rivers, streams, and lakes in the State, including the maintenance of existing drain culverts, outfalls, and other structures. Notification to CDFW under the Lake or Streambed Alteration Program is generally required when an activity occurs within the top of active banks or outer extent of the canopy/dripline of any associated riparian vegetation, if present.

Section 3. Methods

The analysis in this report is supported by site reconnaissance conducted by Michael Baker on August 5, 2025. The field delineation aimed to verify the jurisdictional limits of waters of the U.S. and waters of the State (including potential wetlands) located within the boundaries of the project site. While in the field, Michael Baker recorded jurisdictional features on an aerial base map at a scale of 1" = 100' using topographic contours and visible landmarks as guidelines. Data points were obtained with a Garmin Map62 Global Positioning System to record and identify specific widths for ordinary high-water mark (OHWM) indicators and the locations of photographs, soil points, and other pertinent jurisdictional features, if present. These data were then transferred as a .shp file and added to the report's jurisdictional exhibits. The jurisdictional exhibits were prepared using ESRI ArcMap Version 10 software and comply with the *USACE Minimum Standards for Acceptance of Aquatic Resource Delineations*, dated January 2016.

3.1 U.S. Army Corps of Engineers

3.1.1 Non-wetland Water of the U.S.

The limits of USACE jurisdiction in non-tidal waters extend to the OHWM, which is defined as *"...that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas."* An OHWM can be determined by the observation of a natural line impressed on the bank; shelving; changes in the character of the soil; destruction of terrestrial vegetation; presence of litter and debris; wracking; vegetation matted down, bent, or absent; sediment sorting; leaf litter disturbed or washed away; scour; deposition; multiple observed flow events; bed and banks; water staining; and/or change in plant community.[3]

3.1.2 Wetland Waters of the U.S.

Michael Baker used the methods outlined in the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region, Version 2.0* (Regional Supplement; USACE, 2008) to delineate the limits of USACE jurisdictional wetlands. The Regional Supplement is part of a series of regional supplements to the *1987 Corps Wetland Delineation Manual* (USACE Manual). According to the USACE Manual, identification of wetlands is based on a three-parameter approach involving indicators of hydrophytic vegetation, hydric soil, and wetland hydrology. To be considered a wetland, an area must exhibit at least minimal characteristics within these three parameters. The Regional Supplement presents wetland indicators, delineation guidance, and other information that is specific to the Arid West Region. In the field, Michael Baker used the methodology listed below to examine the vegetation, soils, and evidence of hydrology and documented findings on USACE wetland determination data forms, when applicable.

[3] CWA regulations 33 CFR §328.3(e).

3.1.2.1 Vegetation

Nearly 5,000 plant species in the United States may occur in wetlands. These plants, typically referred to as hydrophytic vegetation, are listed in regional publications by the U.S. Fish and Wildlife Service (USFWS). In general, hydrophytic vegetation is present when the plant community is dominated by species that can tolerate prolonged inundation or soil saturation during growing season. Hydrophytic vegetation decisions are based on the assemblage of plant species growing on a site, rather than the presence or absence of indicator species. Plant indicator status categories are described below:

- **Obligate Wetland (OBL)**: Plants that occur almost always in wetlands under natural conditions, but which may also occur rarely in non-wetlands;
- **Facultative Wetland (FACW)**: Plants that occur usually in wetlands, but also occur in non-wetlands;
- **Facultative (FAC)**: Plants with similar likelihood of occurring in both wetlands and non-wetlands;
- **Facultative Upland (FACU)**: Plants that occur sometimes in wetlands, but occur more often in non-wetlands; and
- **Obligate Upland (UPL)**: Plants that occur rarely in wetlands but occur almost always in non-wetlands under natural conditions.

Vegetation strata are sampled separately when evaluating indicators of hydrophytic vegetation. A stratum for sampling purposes is defined as having 5 percent or more total plant cover.

Cover of vegetation is estimated and is ranked according to their dominance. Species that contribute to a cumulative total of 50 percent of the total dominant coverage, plus any species that comprise at least 20 percent (also known as the “50/20 rule”) of the total dominant coverage, are recorded on a wetland determination data form. Wetland indicator status is assigned to each species using *The National Wetland Plant List, version 3.5* (USACE, 2020). If greater than 50 percent of the dominant species from all strata were Obligate Wetland, Facultative Wetland, or Facultative species, the criteria for wetland vegetation is met.

3.1.2.2 Hydrology

Wetland hydrology indicators are presented in four groups, which are:

- **Group A – Observation of Surface Water or Saturated Soils**: Based on the direct observation of surface water or groundwater during the site visit.
- **Group B – Evidence of Recent Inundation**: Consists of evidence that the site is subject to flooding or ponding, although it may not be inundated currently. These indicators include water marks, drift deposits, sediment deposits, and similar features.
- **Group C – Evidence of Recent Soil Saturation**: Consists of indirect evidence that the soil was saturated recently. Some of these indicators, such as oxidized rhizospheres

surrounding living roots and the presence of reduced iron or sulfur in the soil profile, indicate that the soil has been saturated for an extended period.

- **Group D – Evidence from Other Site Conditions or Data**: Consists of vegetation and soil features that indicate contemporary rather than historical wet conditions and include shallow aquitard and the FAC-neutral test.

If wetland vegetation criteria are met, the presence of wetland hydrology is evaluated at each transect by recording the extent of observed surface flows, depth of inundation, depth to saturated soils, and depth to free water in the soil test pits. The lateral extent of the hydrology indicators is used as a guide for locating soil pits for evaluation of hydric soils and jurisdictional areas. In portions of the stream where the flow is divided by multiple channels with intermediate sand bars, the entire area between the channels is considered within the OHWM and the wetland hydrology indicator is considered met for the entire area.

3.1.2.3 Soils

A hydric soil is a soil that formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper 16-20 inches.[4] The concept of hydric soils includes soils developed under sufficiently wet conditions to support the growth and regeneration of hydrophytic vegetation. Soils that are sufficiently wet because of artificial measures are included in the concept of hydric soils. The limits of wetland hydrology indicators are also used as a guide for locating soil pits. If any hydric soil features are located, progressive pits are dug moving laterally away from the active channel until hydric features are no longer present within the top 20 inches of the soil profile.

Once in the field, soil characteristics are verified by digging soil pits along each transect to an excavation depth of 20 inches; in areas of high sediment deposition, soil pit depth may be increased. Soil pit locations are usually placed within the drainage invert or within adjoining vegetation. At each soil pit, the soil texture and color are recorded by comparison with standard plates within a *Munsell Soil Chart* (2012). Munsell Soil Charts aid in designating color labels to soils, based by degrees of three simple variables – hue, value, and chroma. Any indicators of hydric soils, such as organic accumulation, iron reduction, translocation, and accumulation, and sulfate reduction, are also recorded. Hydric soil indicators are in the following three groups:

- **All Soils**: Refers to soils with any U.S. Department of Agriculture, Natural Resources Conservation Service (USDA) soil texture. Hydric soil indicators within this group include histosol, histic epipedon, black histic, hydrogen sulfide, stratified layers, 1-centimeter muck, depleted below dark surface, and thick dark surface.
- **Sandy Soils**: Refers to soil materials with a USDA soil texture of loamy fine sand and coarser. Hydric soil indicators within this group include sandy mucky mineral, sandy gleyed matrix, sandy redox, and stripped matrix.

[4] According to the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region, Version 2.0* (USACE 2008), growing season dates are determined through on-site observations of the following indicators of biological activity in a given year: (1) above-ground growth and development of vascular plants, and/or (2) soil temperature.

- **Loamy and Clayey Soils**: Refers to soil materials with a USDA soil texture of loamy very fine sand and finer. Hydric soil indicators within this group include loamy mucky mineral, loamy gleyed matrix, depleted matrix, redox dark surface, depleted dark surface, redox depressions, and vernal pools.

3.1.3 Streamflow Duration Assessment Method

Michael Baker determined stream duration using the methods outlined in the *Streamflow Duration Assessment Methods for the Arid West and Western Mountains of the United States of America* (SDAM; USACE, 2024). This manual is intended to offer a rapid and repeatable method to distinguish between ephemeral, intermittent, and perennial streamflow regimes. The SDAM considers several variables in determining the stream duration of a given reach, including presence and abundance of hydrophytic plant species, aquatic invertebrates, EPT taxa (comprised of Ephemeroptera, Plecoptera, and Trichoptera), algae, and other single indicators (fish and/or algae cover ≥10%).

3.2 Regional Water Quality Control Board

3.2.1 Non-wetland Waters of the State

The RWQCB generally shares the USACE jurisdictional methodology for identifying non-wetland waters unless the waterbody is not jurisdictional to the USACE under the Revised Definition. Non-wetland waters of the State do not require connectivity to downstream TNWs and can include isolated and/or ephemeral aquatic features not subject to federal jurisdiction. In the case where the waterbody is not a water of the U.S., the RWQCB considers such waterbodies to be jurisdictional waters of the State.

3.2.2 Wetland Waters of the State

The Procedures adopted by the State Water Resources Control Board on April 2, 2019, contain a wetland definition and wetland delineation procedures. The State wetland definition and delineation procedures are largely consistent with the three-parameter approach involving indicators of hydrophytic vegetation, hydric soil, and wetland hydrology implemented by the USACE and outlined in the Regional Supplement to the USACE Manual. However, one exception is that an area can naturally lack vegetation and still qualify as a wetland water of the State if it satisfies both the hydric soil and wetland hydrology parameters.

3.3 California Department of Fish and Wildlife

The scope of CDFW jurisdictional authority includes the bed and bank of streambeds and extends to the dripline of any associated riparian vegetation, whichever is greater.

Section 4. Literature Review

Michael Baker conducted a thorough review of relevant literature and materials to preliminarily identify areas that may be under the jurisdiction of the regulatory agencies. The materials used during the literature review are summarized below and in *Appendix A, Documentation*. In addition, Section 8 has the complete list of references used throughout the course of this delineation.

4.1 Watershed Review

The Cucamonga Creek sub-watershed is within the larger Santa Ana River Watershed, which drains a 2,650 square-mile area and includes parts of Orange, Riverside, and San Bernardino counties in California. The Santa Ana River drains the largest coastal stream system of Southern California, is roughly 700 miles in length, and releases into the Pacific Ocean in Huntington Beach. The Cucamonga Creek sub-watershed includes two portions of Cucamonga Creek: Reach 1 (Valley Reach) (State Waterbody ID CAR8012100019990211101136) and Reach 2 (Mountain Reach) (CAR8012402019991013163906). Cucamonga Creek generally flows north to south and ultimately drains into the Santa Ana River at the Prado Basin.

4.2 Local Climate

The Santa Ana River Watershed, similar to the region, is characterized by a year-round Mediterranean climate, or semi-arid climate, with warm, sunny, dry summers and cool, rainy, mild winters. Climatological data indicates the annual precipitation averages 20.61 inches per year. Almost all precipitation occurs in the months between November and April, with little occurring between the months of May and October. The wettest months are February and March, with a monthly average total precipitation of 9.23 inches. The average minimum temperature for Silverado is 54 degrees Fahrenheit (°F), and the average maximum temperature is 75°F, with February being the coldest month and August and September being the hottest months (monthly average 88°F).

4.3 USGS 7.5-minute Topographic Quadrangle

The project site is within Section 22 of Township 01 South, Range 7 West, of the *Guasti, California* 7.5-minute USGS topographic quadrangle map. Site topography slopes north to south, and onsite elevations range from 973 feet in the southeast portion of the project site to 985 feet along the northwest corner of the project site. Review of the topographic map indicates one potential linear aquatic resource. The topographic map shows the project site as undeveloped open space, with surrounding land use consisting of commercial development, transportation corridors, and a regional park.

4.4 Aerial Photograph

Prior to the field visits, Michael Baker reviewed multiple aerial photographs for the project site from Google Earth, including images dated 1994 through 2023. Aerial photographs can be useful

during the delineation process, as the photographs often indicate the presence of drainages and riparian vegetation (if any). Review of the aerial photographs indicated the site has remained unchanged from development. The one drainage evident in the topographic map is visible on the aerial photographs. No additional potentially jurisdictional features are apparent from the aerial photographs

4.5 Soil Survey

Prior to the field delineation, Michael Baker researched soils within the project site using the *Custom Soil Resource Report for San Bernardino County Southwestern Part, California* (USDA, 2025). Soil surveys furnish soil maps and interpretations originally needed in providing technical assistance to farmers and ranchers; in guiding other decisions about soil selection, use, and management; and in planning, research, and disseminating the results of the research. In addition, soil surveys are now heavily utilized to obtain soil information with respect to potential wetland environments and jurisdictional areas (i.e., soil characteristics, drainage, and color). The presence of hydric soils is initially investigated by comparing the mapped soil series for the site to the County list of hydric soils. The following soil series has been reported onsite:

- **Tujunga loamy sand, 0 to 5 percent slopes**

  Soils in the Tujunga series are typically comprised of somewhat excessively drained soils. This soil type occurs on alluvial fans with slopes ranging from 0 to 5 percent and elevations ranging from 650 to 3,110 feet above mean sea level (amsl). Tujunga soils experience high to very high capacity to transmit water. Tujunga loamy sand is not a hydric soil.

4.6 Hydric Soils List of California

Michael Baker reviewed the Hydric Soils List of California (USDA, 2023) to verify whether the on-site soils mapped by USDA are considered to be hydric.[5] Lists of hydric soils, along with soil survey maps, provide off-site ancillary tools to assist in wetland determinations. Lists and maps are not a substitute for field investigations. According to the soils list, none of the soils within the project site are listed as hydric.

4.7 National Wetlands Inventory

Michael Baker reviewed the USFWS National Wetlands Inventory Map to gain an understanding of potential aquatic resource areas to investigate during the field survey. According to the National Wetlands Inventory, the project site does not contain any mapped aquatic features. The National Wetlands Inventory Maps are in *Appendix A, Documentation*.

4.8 Flood Zone

The Federal Emergency Management Agency's (FEMA) National Flood Insurance Program was reviewed for available flood data within the project site. According to *Flood Insurance Rate Map*

[5] A hydric soil is a soil that formed under conditions of saturation, flooding or ponding long enough during the growing season to develop anaerobic conditions.

(FIRM) No. 06071C8628J, the project site is within Zone X (0.2% annual chance flood hazard). FEMA map panels are in *Appendix A, Documentation*.

4.9 National Hydrography Dataset

Michael Baker reviewed the National Hydrography Dataset (NHD) for available hydrography data within the project site using The National Map Advanced Viewer from the USGS. According to the NHD, one potential ephemeral stream is noted within the project site generally flowing north to south. This potential ephemeral stream flows south through a culvert out of the project site and eventually dissipates roughly 0.4 miles south of the project site. The NHD map is in *Appendix A, Documentation*.

Section 5. Site Conditions

Michael Baker regulatory specialists conducted a jurisdictional delineation on August 5, 2025. Field staff did not encounter any access limitations during the site visit. Refer to *Appendix B* for site photographs taken throughout the project site.

5.1 Aquatic Resources

5.1.1 Aquatic Feature 1 (AF-1)

AF-1 is a natural, earthen drainage feature that flows through the project site from north to south and ultimately dissipates roughly 0.4 miles south of the project site. AF-1 enters the project site via a 3-foot culvert along the northern end of the site. The first 25 feet of AF-1 consists of grouted riprap along the banks but then transitions to an earthen channel through the rest of the project site. AF-1 is comprised of loose, sandy soils and is mostly vegetated along the banks with upland plants similar in composition to the surrounding upland area. Some surface water was present within the northern portion of AF-1. Evidence of an OHWM and surface hydrology was observed via the following indicators:

- a natural line impressed on the bank,
- sediment deposition, and
- bed and banks.

The OHWM is approximately 3 feet in width along this feature, while the top of bank is roughly 12 feet in width.

Vegetation coverage was consistent throughout the channel, with flax-leaved horseweed (*Erigeron bonariensis*; FACU), short-podded mustard (*Hirschfeldia incana*; UPL), and telegraph weed (*Heterotheca grandiflora*; UPL) dominant throughout the channel. A few individuals of tall cyperus (*Cyperus eragrostis*; FACW) and spiny rush (*Juncus acutus*; FACW) were present at the northern end of AF-1.

Michael Baker conducted a stream duration assessment using the SDAM to determine the flow regime of this feature. AF-1 Reach 1 (downstream end latitude 34.068662°, longitude -117.595148°) had a mean channel width of 1 meter and a reach length of 160 meters. AF-1 Reach 1 did not exhibit indicators of flow more than in direct response to precipitation and was accordingly classified as an aquatic feature with an ephemeral flow regime. *Appendix D, SDAM Form*, has a copy of the Arid West Streamflow Duration Assessment Method form.

Due to the presence of hydrophytic vegetation and wetland hydrology, Michael Baker investigated one soil pit (SP-1) within the vicinity of AF-1 to document the presence or absence of wetland conditions.

- SP-1 was taken within a ponded area that contained the most abundant presence of hydrophytic vegetation, including tall cyperus and spiny rush. SP-1 was dug to a depth of

6 inches before hitting a restrictive layer of riprap. Although wetland hydrology was present within SP-1, hydric soil and hydrophytic-dominant vegetation were not. Therefore, it was determined that no wetlands are present within AF-1.

Appendix C, Wetland Data Forms, has a copy of the wetland determination data form.

Section 6. Findings

Michael Baker prepared this delineation to document the jurisdictional authority of the USACE, RWQCB, and CDFW within the project site. This report presents the best professional judgement in determining the extent of jurisdictional features using the most up-to-date regulations, written policy, and guidance from the regulatory agencies. However, as with any jurisdictional delineation, only the regulatory agencies can make a final determination of jurisdictional boundaries.

6.1 U.S. Army Corps of Engineers

6.1.1 Non-Wetland Waters of The U.S. Determination

Although evidence of an OHWM was noted within the boundaries of the project site, the aquatic feature on site is an ephemeral drainage feature, does not exhibit relatively permanent flow, and does not have a surface hydrological connection to a traditional navigable waterway. Therefore, AF-1 is not considered waters of the U.S.

6.1.2 Wetland Determination

As previously noted in Section 3.1.2, an area must exhibit all three wetland parameters described in the USACE Regional Supplement to be considered a jurisdictional wetland. Based on the results of the site visit, Michael Baker determined that no wetland waters are present within the project site (Section 5.1.1).

6.2 Regional Water Quality Control Board

6.2.1 Non-Wetland Waters of the State Determination

As described in Section 6.1.1, the aquatic feature mapped onsite exhibits evidence of an OHWM, but is not considered waters of the U.S. However, this feature would fall under the jurisdiction of the RWQCB under the Porter-Cologne Act and is considered waters of the State. Table 1, below, presents the total acreage of non-wetland waters of the State within the project site, as also shown in *Figure 4, RWQCB Jurisdictional Map*.

6.2.2 Wetland Determination

As described in Section 6.1.2, an area must exhibit all three wetland parameters described in the Regional Supplement to the USACE Manual to be considered a USACE jurisdictional wetland. The State wetland definition and delineation procedures are largely consistent with the USACE three-parameter approach involving indicators of hydrophytic vegetation, hydric soil, and wetland hydrology. However, one exception is that an area can lack vegetation and still satisfy the parameter for hydrophytic vegetation, thus qualifying the area as a wetland water of the State if the hydric soil and wetland hydrology parameters are also fulfilled. Based on the results of the field delineation, Michael Baker determined that the aquatic feature on site does not contain wetland waters of the State.

6.3 California Department of Fish and Wildlife

The mapped feature exhibits a clear bed and bank and is considered CDFW jurisdictional streambed. Table 1, below, presents the total acreage of CDFW streambed resources within the project site, as also shown in *Figure 5, CDFW Jurisdictional Map*.

TABLE 1. JURISDICTIONAL LIMITS WITHIN THE PROJECT SITE

Aquatic Feature	Latitude/Longitude	Cowardin Code	Jurisdictional Limits							
			USACE		RWQCB		CDFW			Linear Feet
			Wetland	Non-wetland	Wetland	Non-wetland	Unvegetated Streambed	Vegetated Streambed	Associated Riparian	
AF-1	34.069418°/-117.594853°	Riverine	--	--	--	0.03	--	0.15	--	532
Total			**--**	**--**	**--**	**0.03**	**--**	**0.15**	**--**	**532**



Legend

- Project Site
- Non-Wetland Waters of the US/State (0.03 acre)
- Soil Pit
- Reference Point

Michael Baker INTERNATIONAL

0 290 580 Feet

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT PROJECT
AQUATIC RESOURCES DELINEATION REPORT

RWQCB Jurisdictional Map

Figure 4 **6195**



Legend

- Project Site
- CDFW Vegetated Streambed (0.15 acre)
- Soil Pit
- Reference Point

Michael Baker INTERNATIONAL

0 290 580 Feet

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT PROJECT
AQUATIC RESOURCES DELINEATION REPORT

CDFW Jurisdictional Map

Figure 5 **6196**

Section 7. Regulatory Approval Process

Michael Baker prepared this report to delineate the USACE, RWQCB, and CDFW jurisdictional authority within the project site. Below is a summary of the various permits/authorizations that would be required prior to temporarily or permanently impacting on-site jurisdictional features.

7.1 U.S. Army Corps of Engineers

The USACE regulates discharges of dredged or fill materials into waters of the U.S. and wetlands pursuant to Section 404 of the CWA. Based on a review of the proposed project, obtaining a Section 404 permit from the USACE for impacts occurring within USACE jurisdictional areas is not required. However, the applicant may be required to obtain an Approved Jurisdictional Determination from the USACE to confirm the findings of this report.

7.2 Regional Water Quality Control Board

The RWQCB regulates discharges to surface waters under Section 401 of the CWA and Section 13263 of the Porter-Cologne Act. Therefore, a CWA Section 401 Water Quality Certification and Porter-Cologne Waste Discharge Requirements issued from the RWQCB would be required prior to commencement of any construction activities within RWQCB jurisdictional areas. The RWQCB also requires that applicants demonstrate California Environmental Quality Act (CEQA) compliance prior to issuance of the final permits. An application fee is required, which is calculated based on the combined total temporary and permanent impact acreages of jurisdictional impacts.

7.3 California Department of Fish and Wildlife

The CDFW regulates substantial alterations to streambed resources under Section 1602 of the CFGC. Therefore, formal notification to, and subsequent authorization from CDFW would be required prior to commencement of any construction activities within the CDFW jurisdictional areas. The CDFW also requires that CEQA compliance be obtained prior to issuing the final Lake or Streambed Alternation Agreement. A notification fee is required, which is calculated based on estimated project construction costs within any CDFW jurisdictional areas.

7.4 Recommendations

As part of the regulatory permitting process, this delineation will be forwarded to each of the regulatory agencies for their concurrence. The concurrence would be valid up to five years and would solidify findings noted within this report.

Section 8. References

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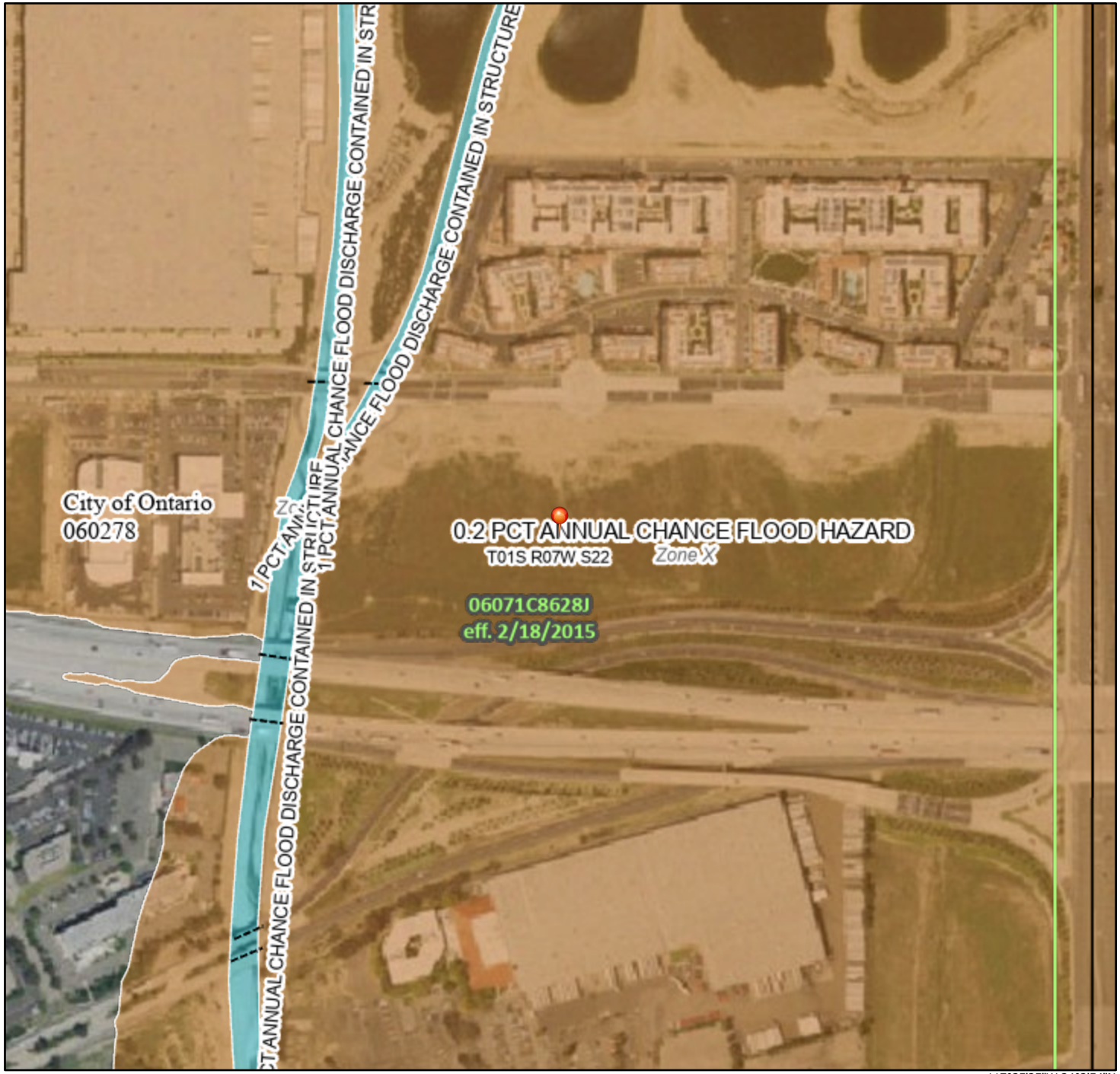
Michael Baker
INTERNATIONAL

APPENDIX A
DOCUMENTATION

National Flood Hazard Layer FIRMette

FEMA

117°36'13"W 34°4'24"N



117°35'35"W 34°3'54"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 8/20/2025 at 8:46 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used f regulatory purposes.

6202

U.S. Fish and Wildlife Service
National Wetlands Inventory

Ontario-MeredithSP NWI



February 18, 2025

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

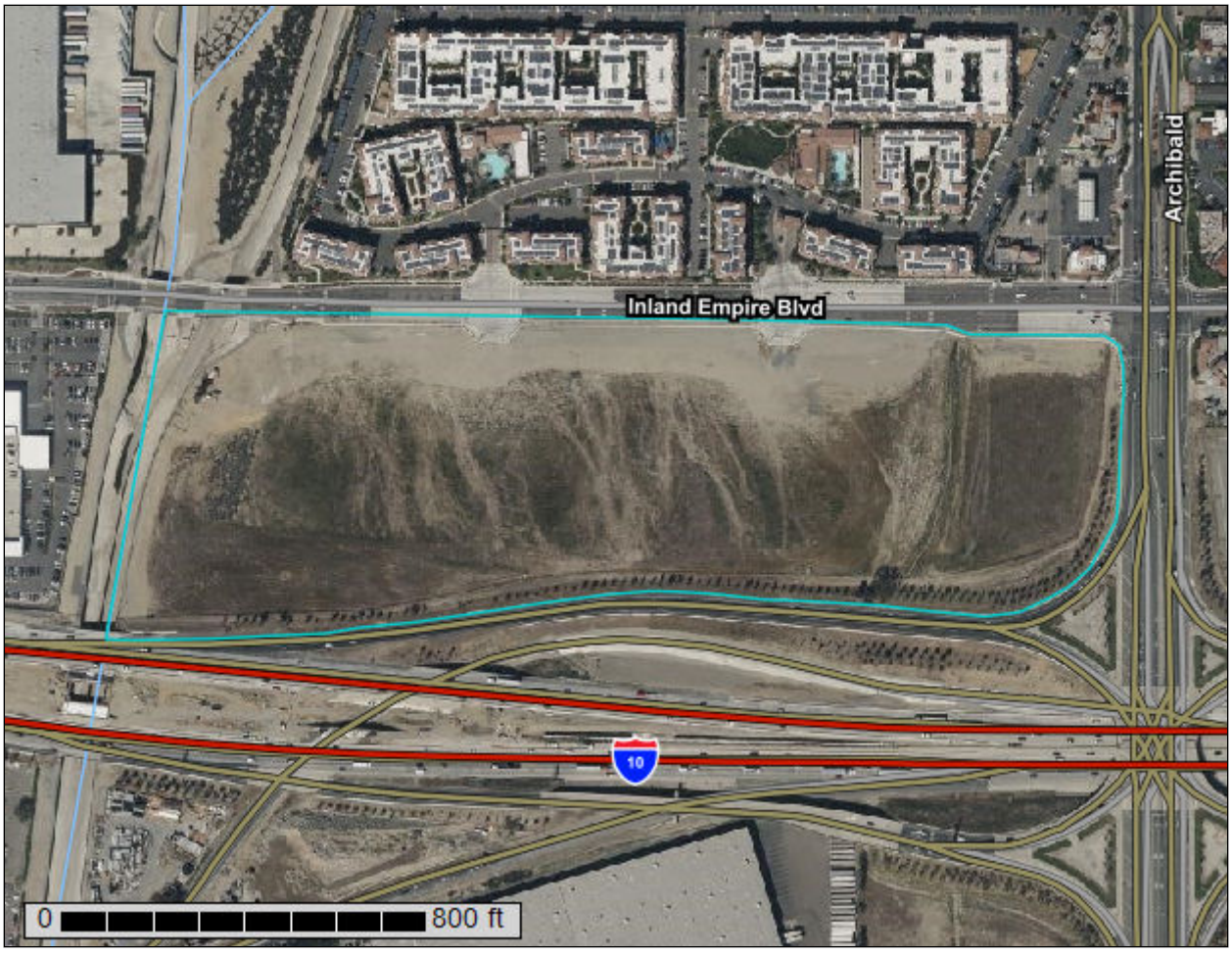
United States Department of Agriculture

NRCS

Natural Resources Conservation Service

A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

Custom Soil Resource Report for San Bernardino County Southwestern Part, California



February 18, 20

Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (https://offices.sc.egov.usda.gov/locator/app?agency=nrcs) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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Soil Map.....8
Soil Map.....9
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TuB—Tujunga loamy sand, 0 to 5 percent slopes.....14
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How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.



Map Scale: 1:3,730 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 50 100 200 300

Feet
0 150 300 600 900

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 11N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: San Bernardino County Southwestern Part, California
Survey Area Data: Version 16, Aug 30, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 17, 2022—Jun 12, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background

MAP LEGEND

MAP INFORMATION

imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
TuB	Tujunga loamy sand, 0 to 5 percent slopes	31.4	100.0%
Totals for Area of Interest		**31.4**	**100.0%**

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

San Bernardino County Southwestern Part, California

TuB—Tujunga loamy sand, 0 to 5 percent slopes

Map Unit Setting

National map unit symbol: 2sx6y
Elevation: 650 to 3,110 feet
Mean annual precipitation: 10 to 25 inches
Mean annual air temperature: 62 to 65 degrees F
Frost-free period: 325 to 365 days
Farmland classification: Farmland of statewide importance

Map Unit Composition

Tujunga, loamy sand, and similar soils: 85 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Tujunga, Loamy Sand

Setting

Landform: Alluvial fans
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Alluvium derived from granite

Typical profile

A - 0 to 6 inches: loamy sand
C1 - 6 to 18 inches: loamy sand
C2 - 18 to 60 inches: loamy sand

Properties and qualities

Slope: 0 to 5 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Somewhat excessively drained
Runoff class: Very low
Capacity of the most limiting layer to transmit water (Ksat): High to very high (5.95 to 19.98 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: Rare
Frequency of ponding: None
Available water supply, 0 to 60 inches: Low (about 4.2 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 4e
Hydrologic Soil Group: A
Ecological site: R019XG912CA - Sandy Fan
Hydric soil rating: No

Minor Components

Tujunga, gravelly loamy sand

Percent of map unit: 10 percent
Landform: Alluvial fans
Landform position (three-dimensional): Tread

Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

Hanford, sandy loam

Percent of map unit: 5 percent
Landform: Alluvial fans
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

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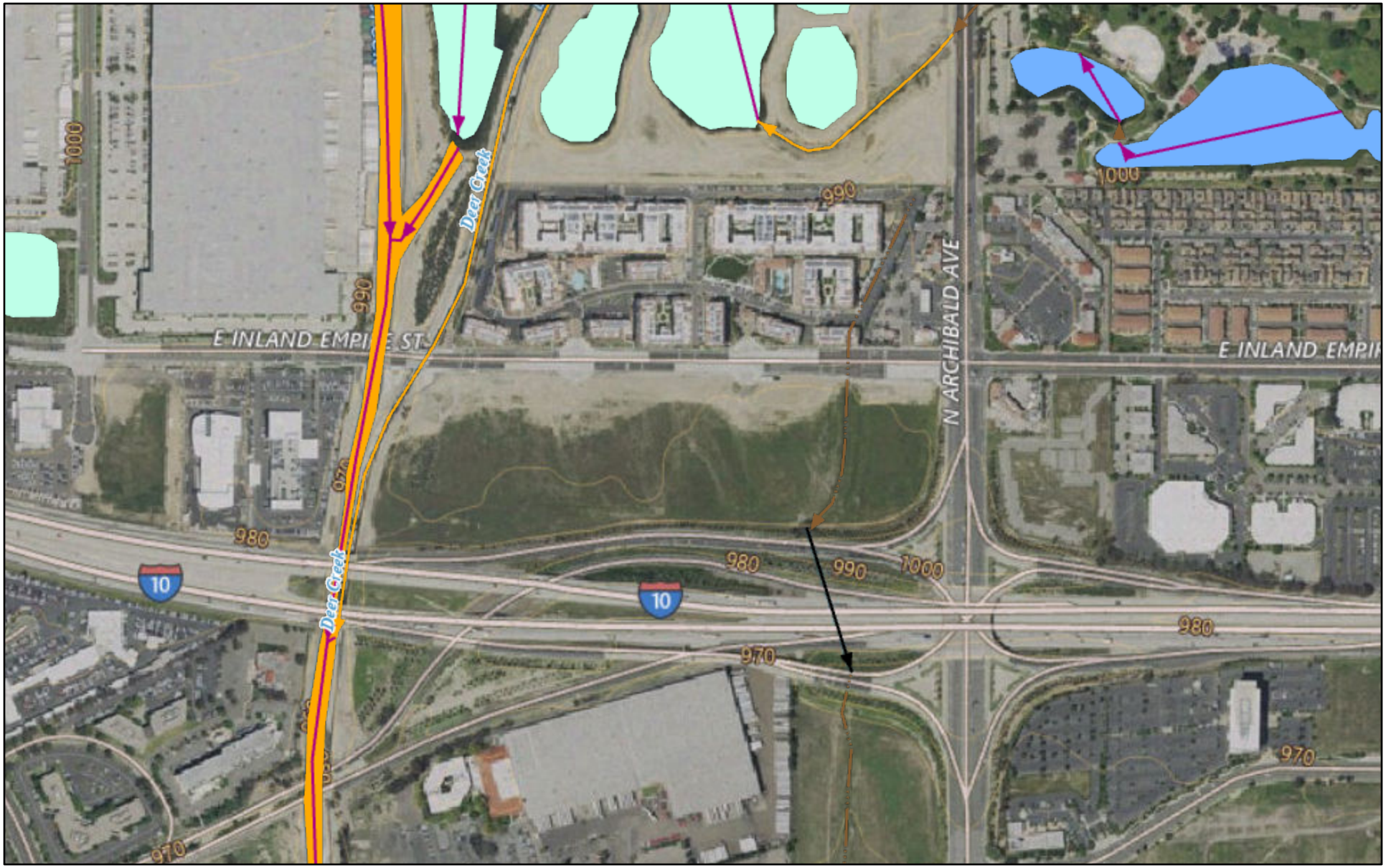
Meredith SPA



8/19/2025

Flow Direction
- Connector
- CanalDitch
- StreamRiver - Ephemeral

Flowline - Large Scale
- Artificial Path
- Ephemeral
- Artificial Path

- Canal Ditch
- Connector

Area - Large Scale
- CanalDitch

Waterbody - Large Scale
- Lake Pond
- Reservoir

Layers
- Red: Band_1
- Green: Band_2
- Blue: Band_3

USGS The National Map: Orthoimagery and US Topo. Data refreshed February, 2025., USGS TNM – National Hydrography Dataset. Data

APPENDIX B
SITE PHOTOGRAPHS



Photograph 1. South-facing view of the northern end of AF-1 (34.070073-117.594839°).



Photograph 2. View looking south along the middle of AF-1 (34.069291°, -117.594850°).



Photograph 3. View looking north along the southern end of AF-1 (34.068684°, -117.595138°).



Photograph 4. View looking northeast towards Soil Pit 1 at the northern end of AF-1 (34.069948°, -117.594869°).

Michael Baker
INTERNATIONAL

APPENDIX C
WETLAND DATA FORM

WETLAND DETERMINATION DATA FORM – Arid West Region

Project/Site: Meredith SPA City/County: Ontario, San Bernardino Cou Sampling Date: 8/5/2025

Applicant/Owner: City of Ontario State: CA Sampling Point: SP1

Investigator(s): Stephen Anderson, Audrey Tamayo Section, Township, Range: Section 22, Township 01 South, Range 7 West

Landform (hillslope, terrace, etc.): Terrace Local relief (concave, convex, none): None Slope (%): 1

Subregion (LRR): LRR K Lat: 34.069986° Long: -117.594853° Datum: WGS84

Soil Map Unit Name: TuB—Tujunga loamy sand, 0 to 5 percent slopes NWI classification: None

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ✓ No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ No _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes _____	No ✓	**Is the Sampled Area within a Wetland?** Yes _____ No ✓
Hydric Soil Present?	Yes _____	No _____	
Wetland Hydrology Present?	Yes ✓	No _____	

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	_____ = Total Cover		
Sapling/Shrub Stratum (Plot size: _____)			
1.			
2.			
3.			
4.			
5.			
	_____ = Total Cover		
Herb Stratum (Plot size: 20')			
1. Cyperus eragrostis	10	Yes	FACW
2. Juncus acutus	7	No	FACW
3. Erigeron bonariensis	25	Yes	FACU
4. Hirschfeldia incana	10	Yes	UPL
5. Datura stramonium	3	No	UPL
6. Ambrosia psilostachya	7	No	FACU
7. Bromus rubens	10	Yes	UPL
8.			
	72 = Total Cover		
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
	_____ = Total Cover		

% Bare Ground in Herb Stratum 28 % Cover of Biotic Crust _____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: _____ (A)

Total Number of Dominant Species Across All Strata: _____ (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: _____ (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:	
OBL species	x 1 =	
FACW species 10	x 2 =	20
FAC species	x 3 =	
FACU species 25	x 4 =	100
UPL species 20	x 5 =	100
Column Totals: 55 (A)		220 (B)

Prevalence Index = B/A = 4

Hydrophytic Vegetation Indicators:

___ Dominance Test is >50%

___ Prevalence Index is ≤3.0[1]

___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes _____ No ✓

Remarks:

SOIL

Sampling Point: SP1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-3	7.5YR 2.5/1	100					Silt loam	
3-6	7.5YR 3/2	100					Silt loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR C**)
- ___ 1 cm Muck (A9) (**LRR D**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Vernal Pools (F9)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR C**)
- ___ 2 cm Muck (A10) (**LRR B**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: grouted riprap

Depth (inches): 6

Hydric Soil Present? Yes _____ No ✓

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ✓ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1) (**Nonriverine**)
- ___ Sediment Deposits (B2) (**Nonriverine**)
- ___ Drift Deposits (B3) (**Nonriverine**)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ✓ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Biotic Crust (B12)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water Marks (B1) (**Riverine**)
- ___ Sediment Deposits (B2) (**Riverine**)
- ✓ Drift Deposits (B3) (**Riverine**)
- ✓ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes _____ No ✓ Depth (inches): _____

Water Table Present? Yes _____ No ✓ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes _____ No ✓ Depth (inches): _____

Wetland Hydrology Present? Yes ✓ No _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Michael Baker
INTERNATIONAL

APPENDIX D
ARID WEST STREAMFLOW DURATION ASSESSMENT METHOD DATA FORM

Streamflow Duration Assessment Methods

SDAM Version 3.0.0 Release Date: June 2025

https://www.epa.gov/streamflow-duration-assessment

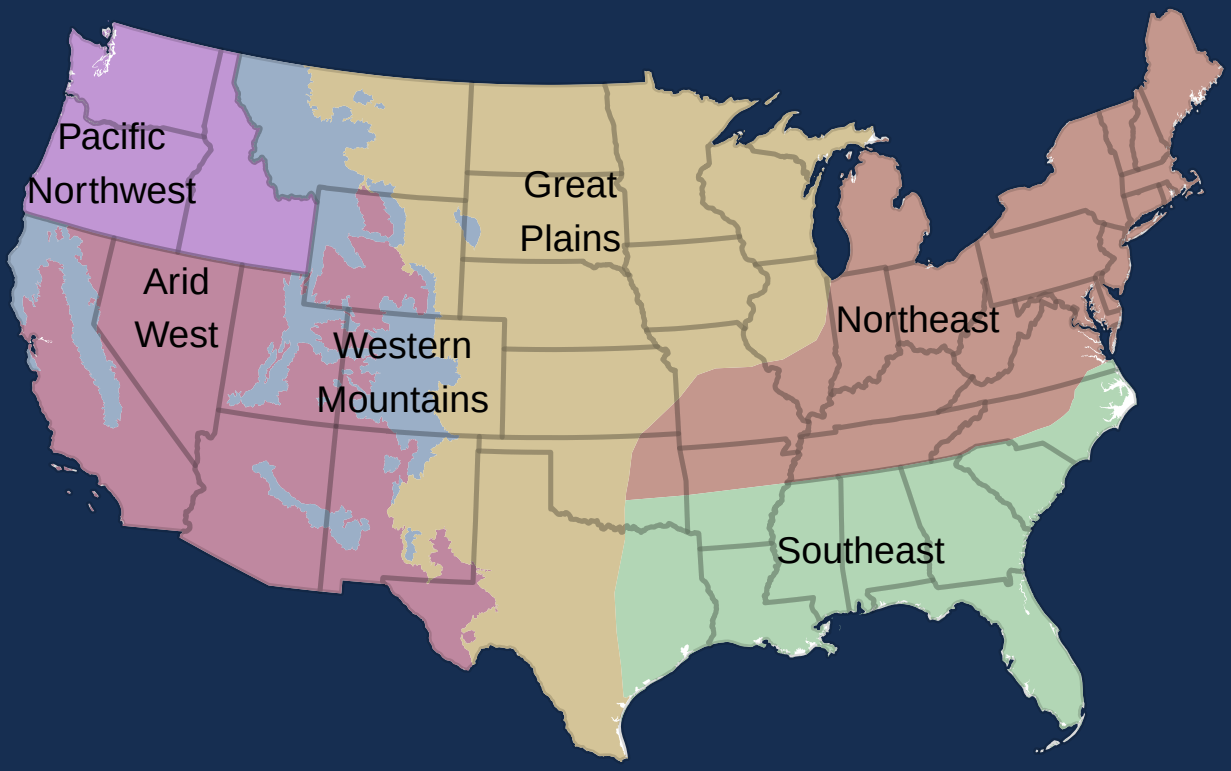
Visit date: 2025-08-05

Report generated date: 2025-08-05

Project name: Meredith SPA

Site code: N/A

Regional SDAM classification: EPHEMERAL



General site information

Project name or number: Meredith SPA

Site code or identifier: N/A

SDAM Region: Arid West

Adjacent SDAM Regions within 10 miles: Unknown

Assessor(s): Stephen Anderson, Audrey Tamayo

Waterway name: Unnamed Drainage

Visit date: 2025-08-05

Current weather conditions: Clear/Sunny

Notes on current or recent weather conditions: No recent rain events

Location: Not provided

Surrounding land use within 100 m: Urban, industrial, or residential

Notes on land use: Undeveloped land subject to regular mowing

Description of reach boundaries: Culvert at north end, culvert at south end

Assessment reach length (m): 150

Disturbed or difficult conditions: Stream modifications (e.g., channelization)

Notes on disturbances or difficult site conditions: Regularly mowed outside of channel

Observed hydrology

Percent of reach with surface flow: 0

Percent of reach with surface and sub-surface flows: 0

Number of isolated pools: 1

Notes on observed hydrology: Surface water present at north end of reach

Site photos

Top of reach looking downstream:



Middle of reach looking upstream:



Middle of reach looking downstream:



Bottom of reach looking upstream:



Site sketch

Indicators

Mean bankfull channel width (m): 1

Notes on mean bankfull channel width: Bankfull consistent throughout channel.

Mean bankfull channel width photos and descriptions:



Description: Upstream end



Description: middle



Description: downstream end

Perennial indicator taxa: No perennial indicator taxa detected

Aquatic macroinvertebrates in assessment area: Aquatic macroinvertebrates absent

Notes on aquatic macroinvertebrates:

Macroinvertebrate photos and photo descriptions:

Slope (to the nearest half-percent): 0.99

Notes about slope:

Slope is minor and consistent

Slope photos and descriptions:



Description:

Number of hydrophytic plant species: 2

Vegetation in assessment area: vegetation present

Notes on hydrophytic plants:

Hydrophytic vegetation presence is very minor

Hydrophyte photos and photo descriptions:



Description: Hydrophytes at north end of drainage

Prevalence of upland rooted plants in streambed: 0 (Poor) Rooted upland plants are prevalent within the streambed/thalweg.

Notes about upland rooted plants:

Upland rooted plants present throughout drainage

Upland rooted plants photos and descriptions:



Description: Upland plants along banks and within thalweg

Algal cover: Not Detected

Check here if algae exclusively appears to have been deposited from an upstream source, and no local growth is evident: Not checked

Notes about algal cover:

None

Algal cover photos and descriptions:

Differences in vegetation: 0 (Poor) No compositional or density differences in vegetation are present between the banks and the adjacent uplands.

Notes about differences in vegetation:

None

Vegetation differences photos and descriptions:

Riffle-pool sequence: 0 (Poor) No riffle-pool sequences observed.

Notes about riffle-pool sequence:

None

Riffle-pool photos and descriptions:

Supplemental information

Additional notes about the assessment:

None

Supplemental information photos and descriptions:

Arid West Regional SDAM classification

EPHEMERAL

SDAM resources

End of Report

APPENDIX C
NOISE DATA

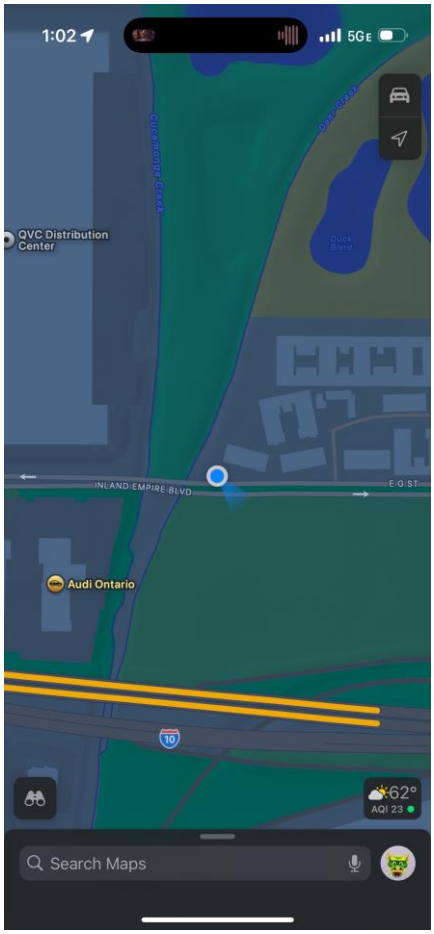
Site Number: NM-1		
Recorded By: Dennis Dinh, Darshan Shivaiah		
Job Number: 205836		
Date: 4/02/2025		
Time: 11:59 a.m.		
Location: West of the 2505 East Date Palm Paseo Building		
Source of Ambient Noise: Traffic along Inland Empire Boulevard		
Noise Data		
L_{eq} (dB)	**L_{min} (dB)**	**L_{max} (dB)**
67.8	57.4	84.6

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**3011133**	**06/04/2023**	
	Microphone	**Brüel & Kjær**	**4189**	**3086765**	**06/04/2023**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**25380**	**06/04/2023**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**06/04/2023**	

Weather Data			
Est.	**Duration:** 10 minutes	**Sky:** Sunny	
	Note: dBA Offset = -0.01	**Sensor Height (ft):** 5 ft	
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (inches)**
	6	62	30.06

Photo of Measurement Location





2250

Instrument:		2250
Application:		BZ7225 Version 4.7.6
Start Time:		04/02/2025 11:59:59
End Time:		04/02/2025 12:09:59
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		142.15

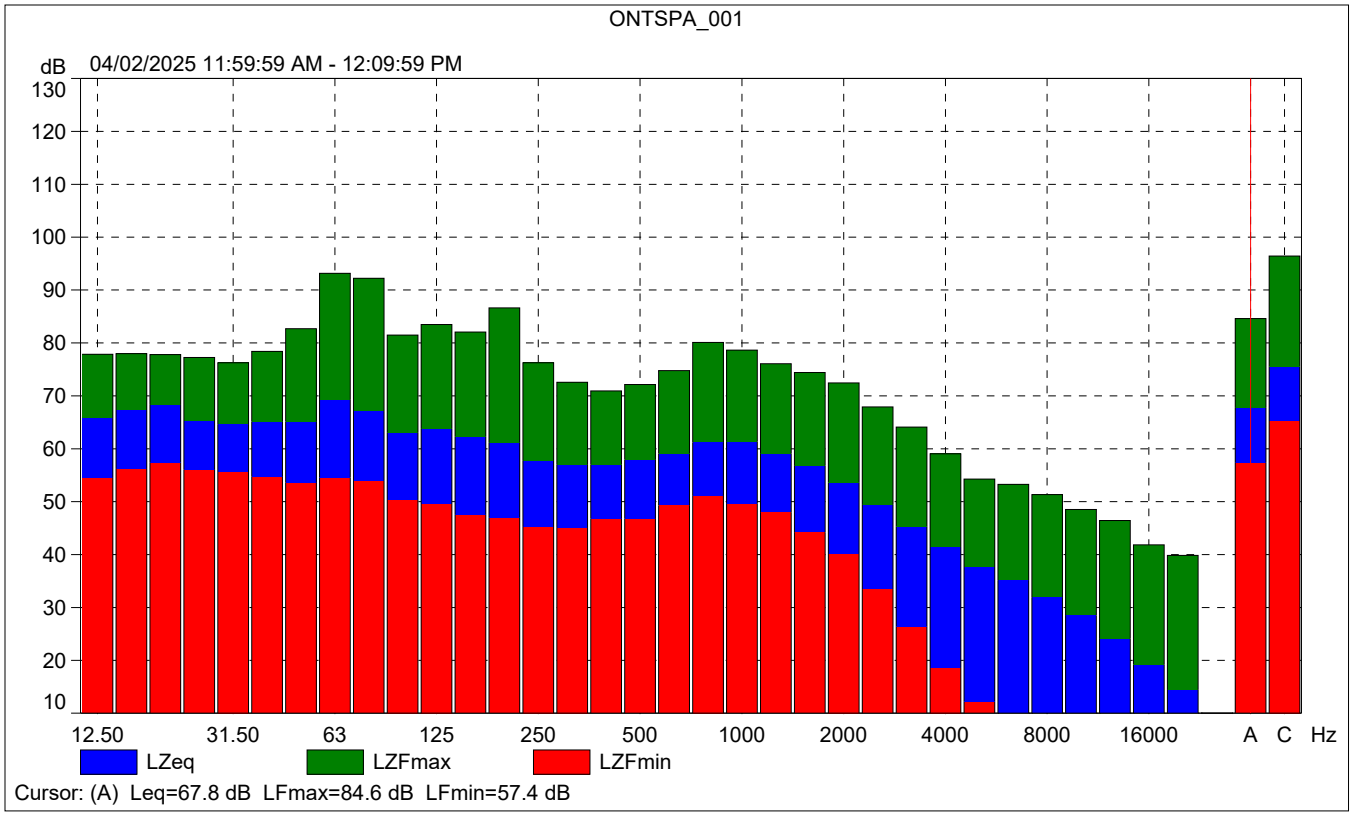
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

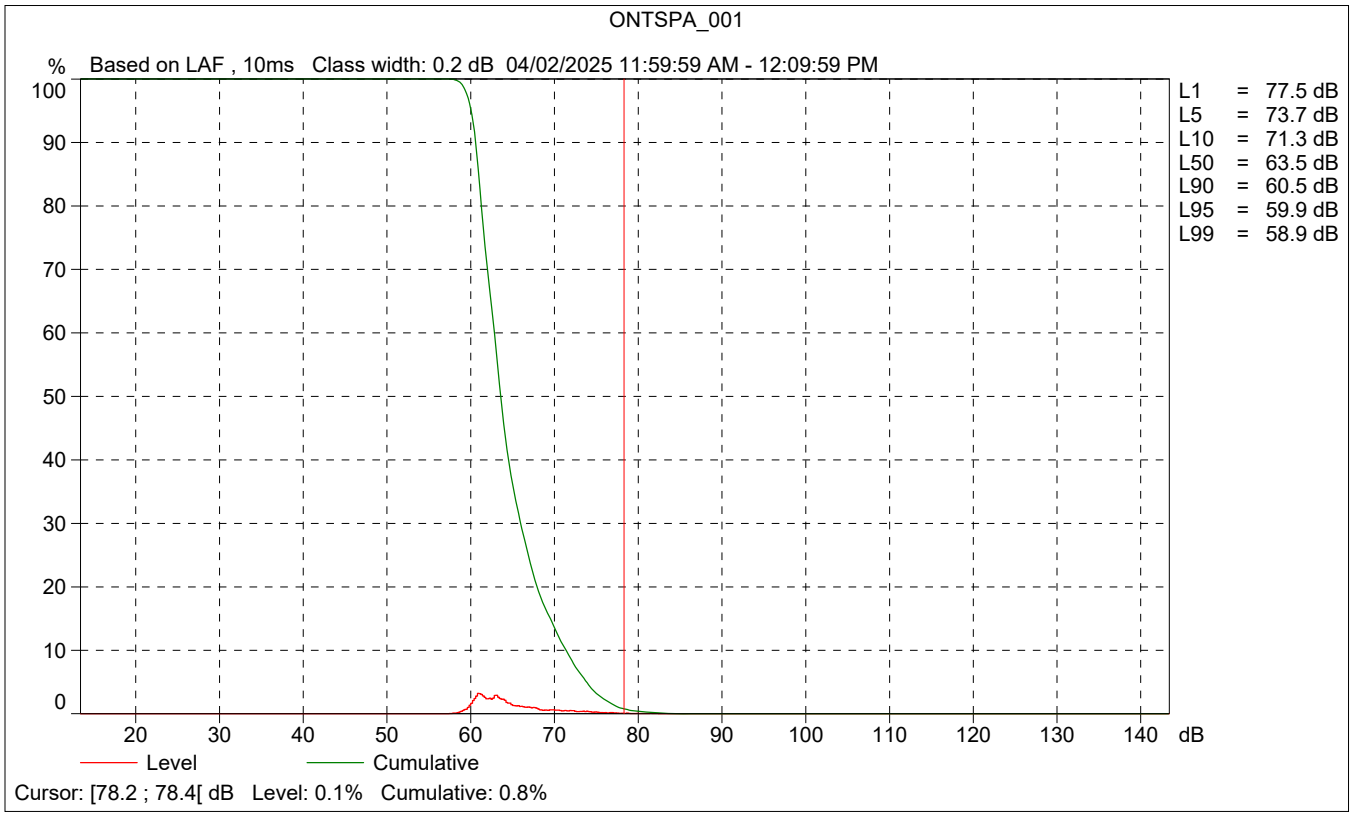
Instrument Serial Number:		3011133
Microphone Serial Number:		3086765
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Free-field

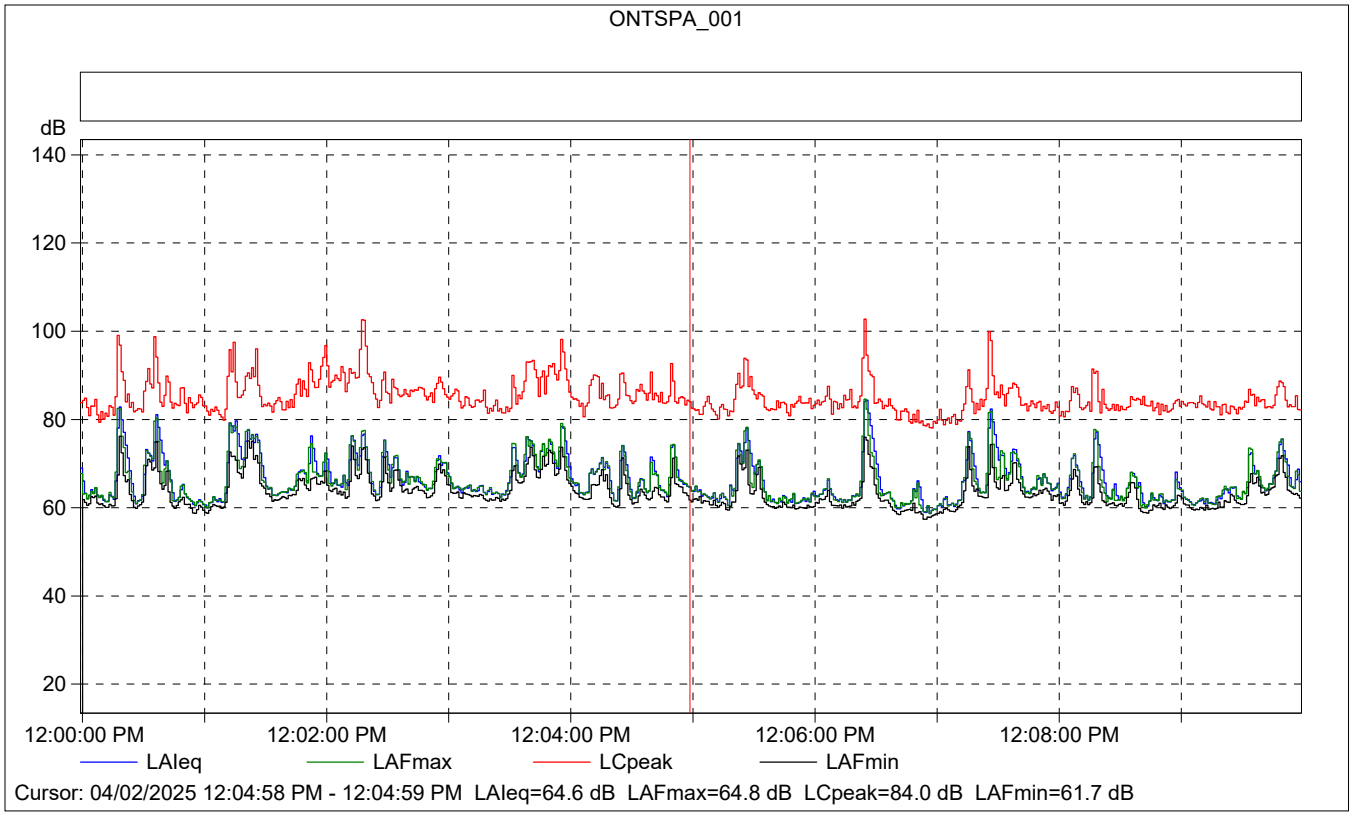
Calibration Time:		04/02/2025 11:02:21
Calibration Type:		External reference
Sensitivity:		43.4710383415222 mV/Pa

ONTSPA_001

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	67.8	84.6	57.4
Time	11:59:59 AM	12:09:59 PM	0:10:00				
Date	04/02/2025	04/02/2025					

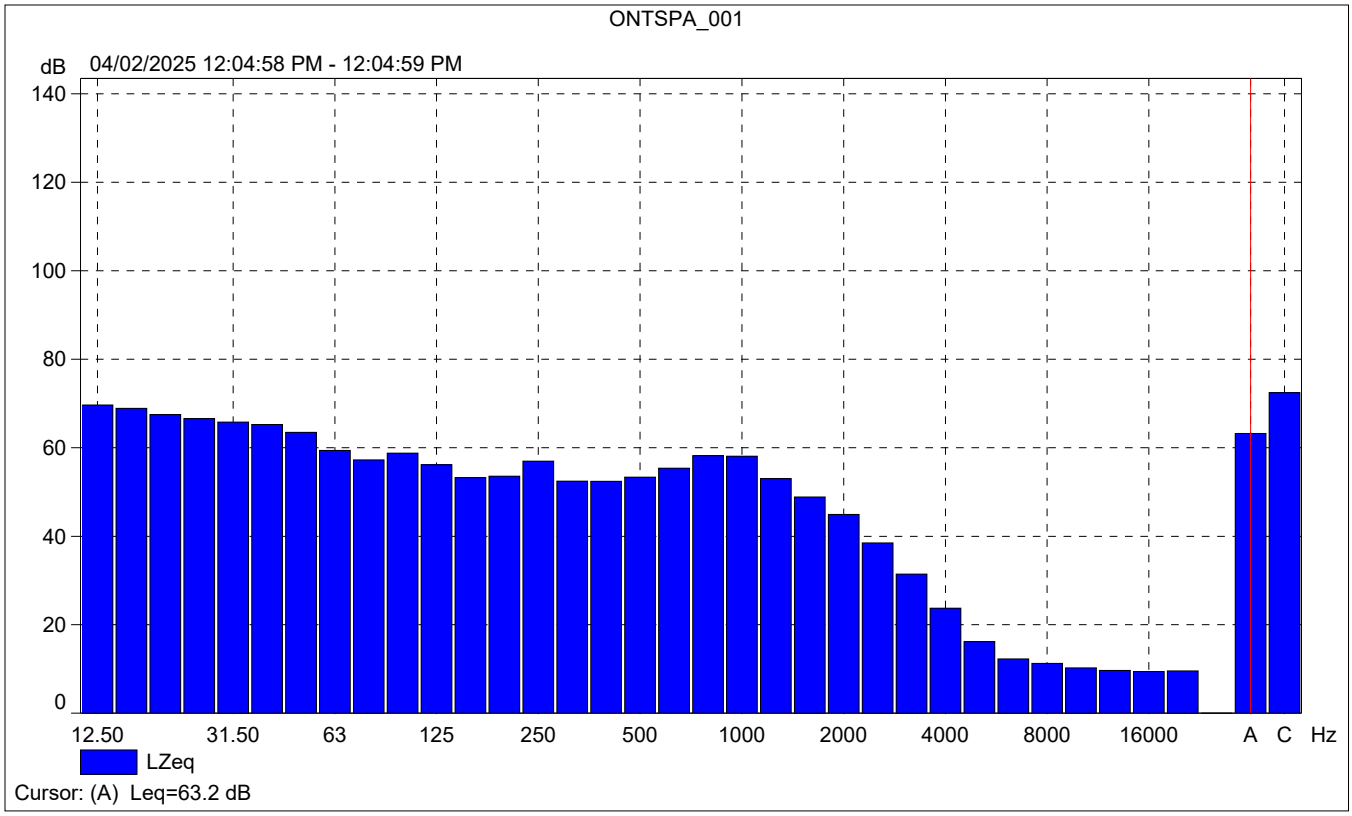

ONTSPA_001
dB
04/02/2025 11:59:59 AM - 12:09:59 PM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=67.8 dB LFmax=84.6 dB LFmin=57.4 dB

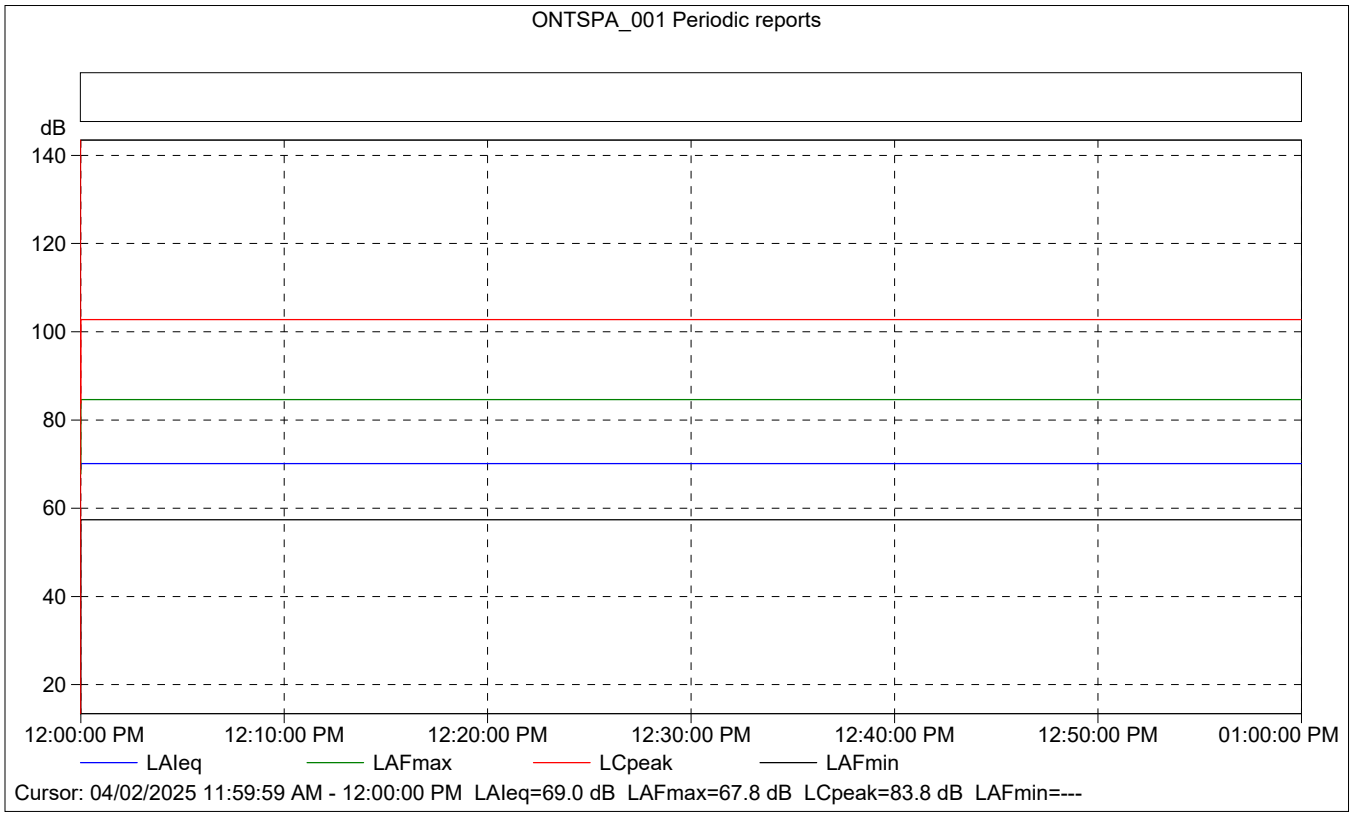

ONTSPA_001
%
Based on LAF , 10ms Class width: 0.2 dB 04/02/2025 11:59:59 AM - 12:09:59 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 77.5 dB
L5 = 73.7 dB
L10 = 71.3 dB
L50 = 63.5 dB
L90 = 60.5 dB
L95 = 59.9 dB
L99 = 58.9 dB
Level
Cumulative
Cursor: [78.2 ; 78.4[dB Level: 0.1% Cumulative: 0.8%



ONTSPA_001

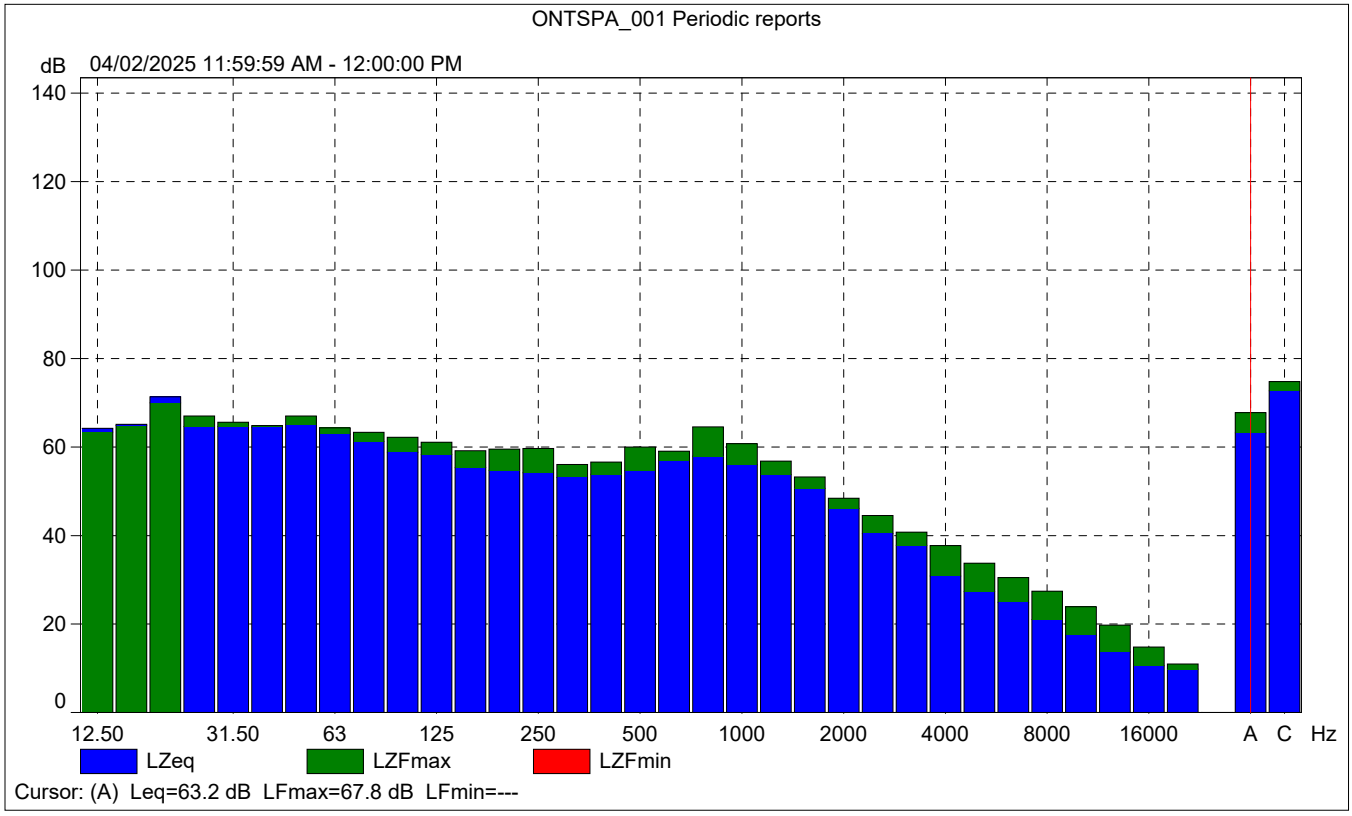
	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	64.6	64.8	61.7
Time	12:04:58 PM	0:00:01				
Date	04/02/2025					

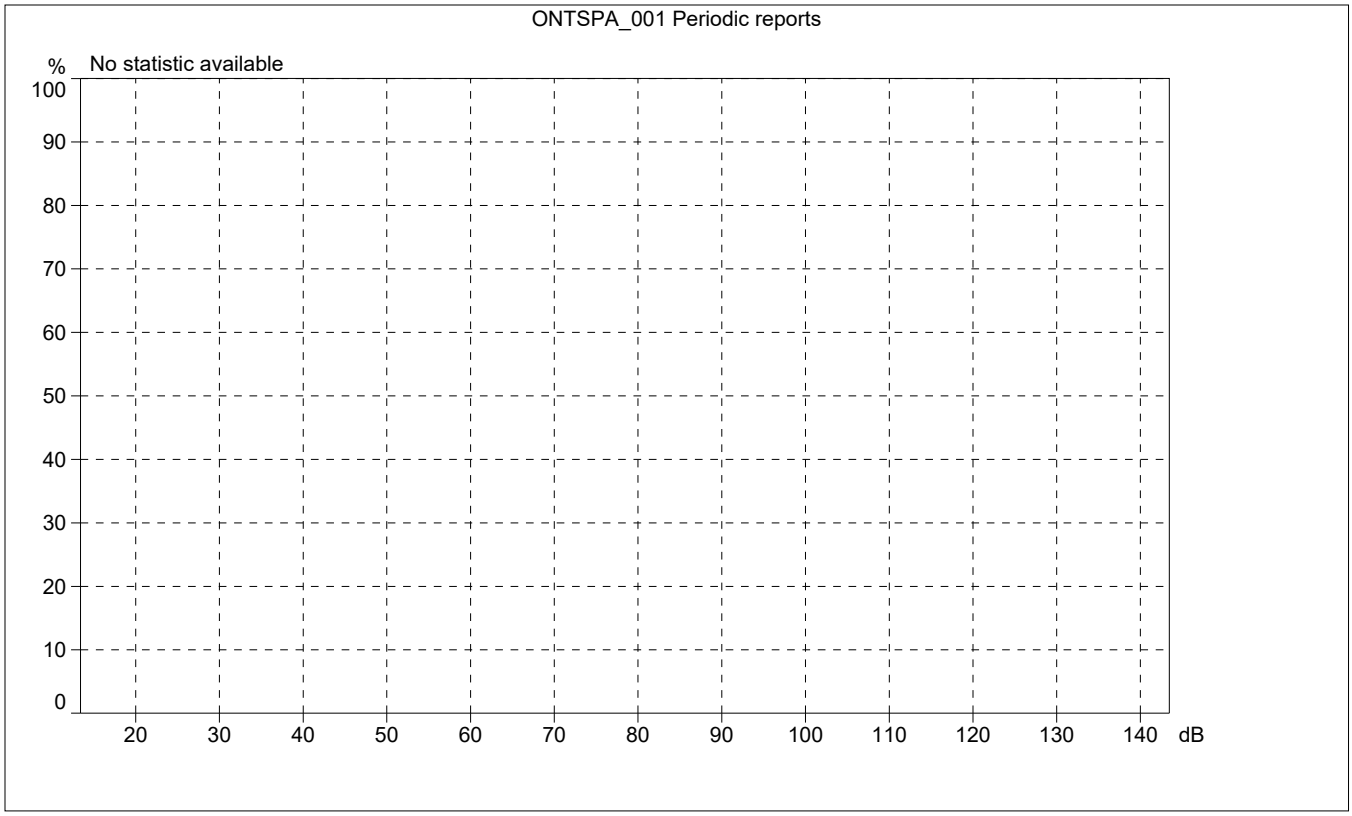

ONTSPA_001
dB
04/02/2025 12:04:58 PM - 12:04:59 PM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
Cursor: (A) Leq=63.2 dB


ONTSPA_001 Periodic reports
dB
140
120
100
80
60
40
20
12:00:00 PM
12:10:00 PM
12:20:00 PM
12:30:00 PM
12:40:00 PM
12:50:00 PM
01:00:00 PM
LAIeq
LAFmax
LCpeak
LAFmin
Cursor: 04/02/2025 11:59:59 AM - 12:00:00 PM LAIeq=69.0 dB LAFmax=67.8 dB LCpeak=83.8 dB LAFmin=---

ONTSPA_001 Periodic reports

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	69.0	67.8	---
Time	11:59:59 AM	0:00:01				
Date	04/02/2025					




ONTSPA_001 Periodic reports
%
No statistic available
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB

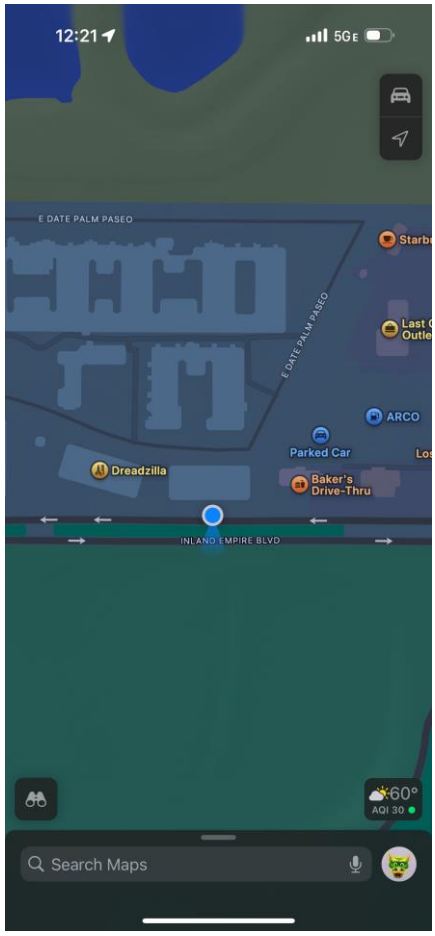
Site Number: NM-2		
Recorded By: Dennis Dinh, Darshan Shivaiah		
Job Number: 205836		
Date: 4/02/2025		
Time: 12:17 p.m.		
Location: Approximately 100 feet east of the East Date Palm Paseo and Inland Empire Boulevard intersection		
Source of Ambient Noise: Traffic along Inland Empire Boulevard		
Noise Data		
L_{eq} (dB)	**L_{min} (dB)**	**L_{max} (dB)**
66.8	59.7	79.5

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**3011133**	**06/04/2023**	
	Microphone	**Brüel & Kjær**	**4189**	**3086765**	**06/04/2023**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**25380**	**06/04/2023**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**06/04/2023**	

Weather Data			
Est.	**Duration:** 10 minutes		**Sky:** Sunny
	Note: dBA Offset = -0.01		**Sensor Height (ft):** 5 ft
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (inches)**
	6	60	30.06

Photo of Measurement Location





2250

Instrument:		2250
Application:		BZ7225 Version 4.7.6
Start Time:		04/02/2025 12:17:32
End Time:		04/02/2025 12:27:32
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		142.15

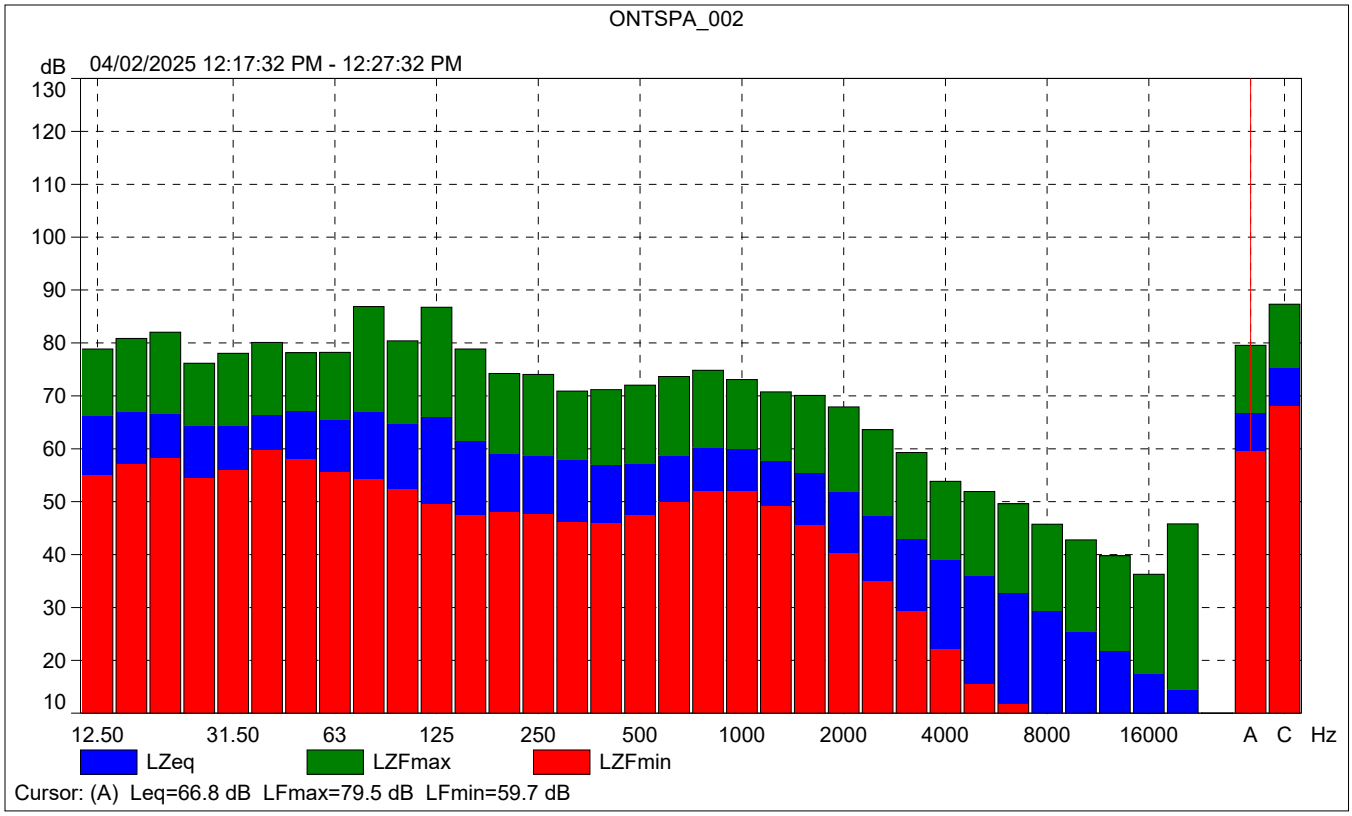
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

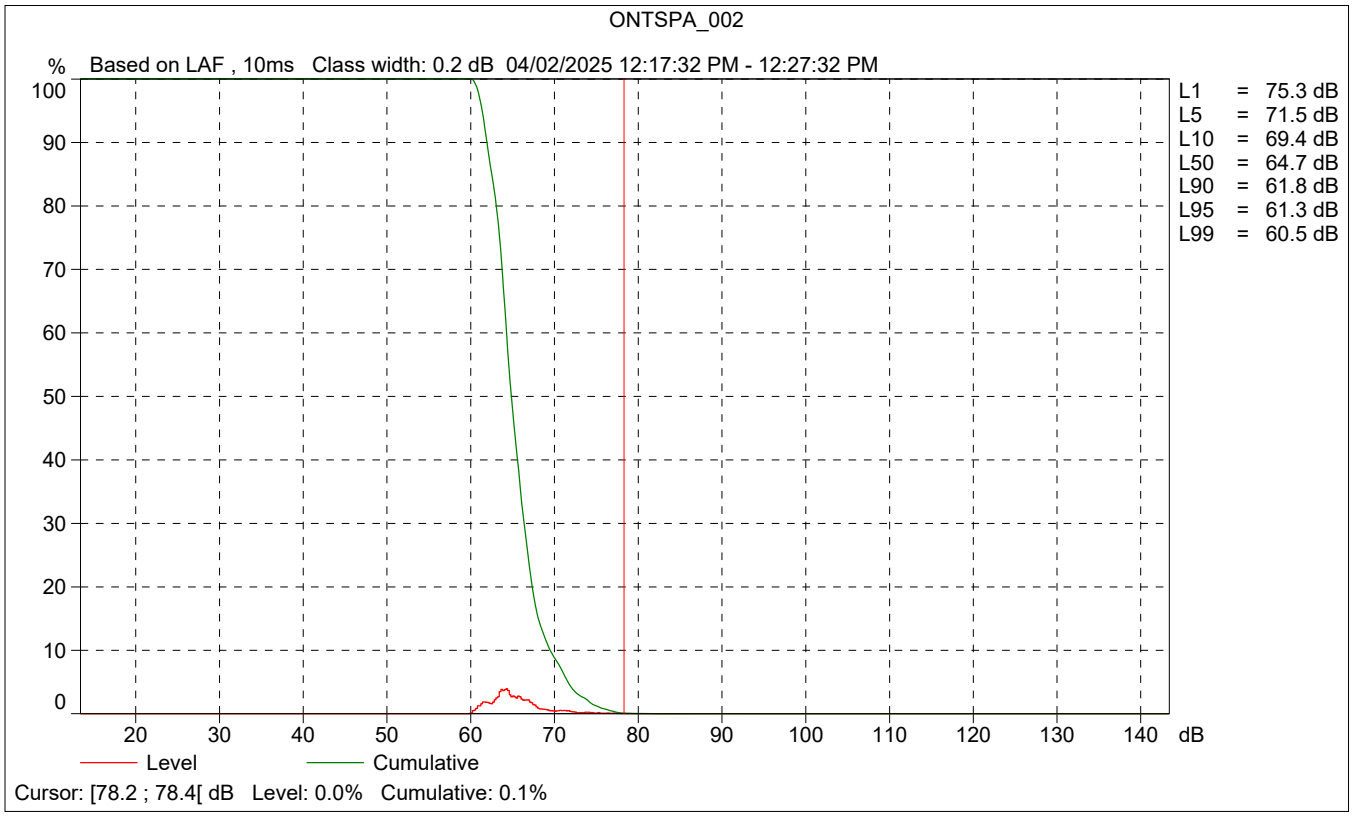
Instrument Serial Number:		3011133
Microphone Serial Number:		3086765
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Free-field

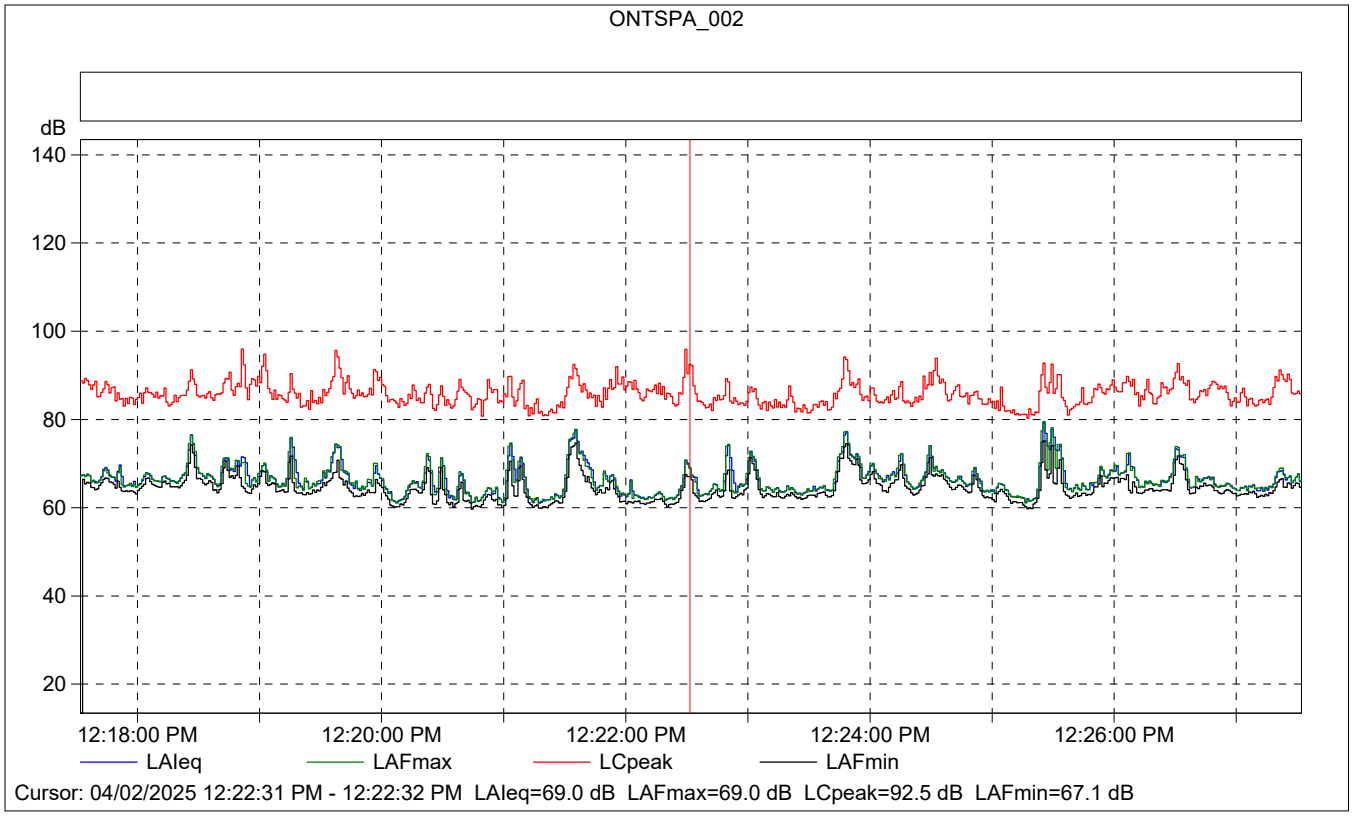
Calibration Time:		04/02/2025 11:02:21
Calibration Type:		External reference
Sensitivity:		43.4710383415222 mV/Pa

ONTSPA_002

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	66.8	79.5	59.7
Time	12:17:32 PM	12:27:32 PM	0:10:00				
Date	04/02/2025	04/02/2025					

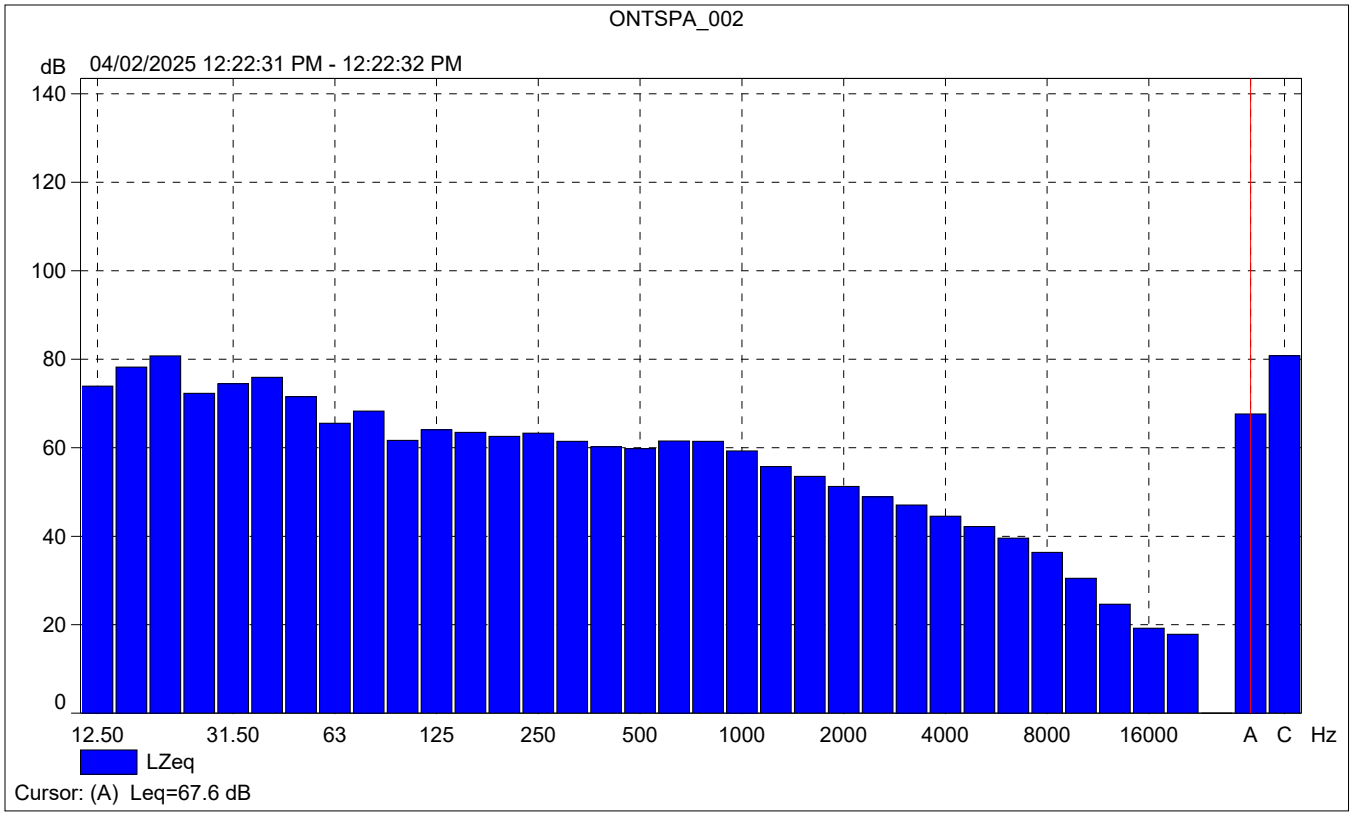

ONTSPA_002
dB
04/02/2025 12:17:32 PM - 12:27:32 PM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=66.8 dB LFmax=79.5 dB LFmin=59.7 dB

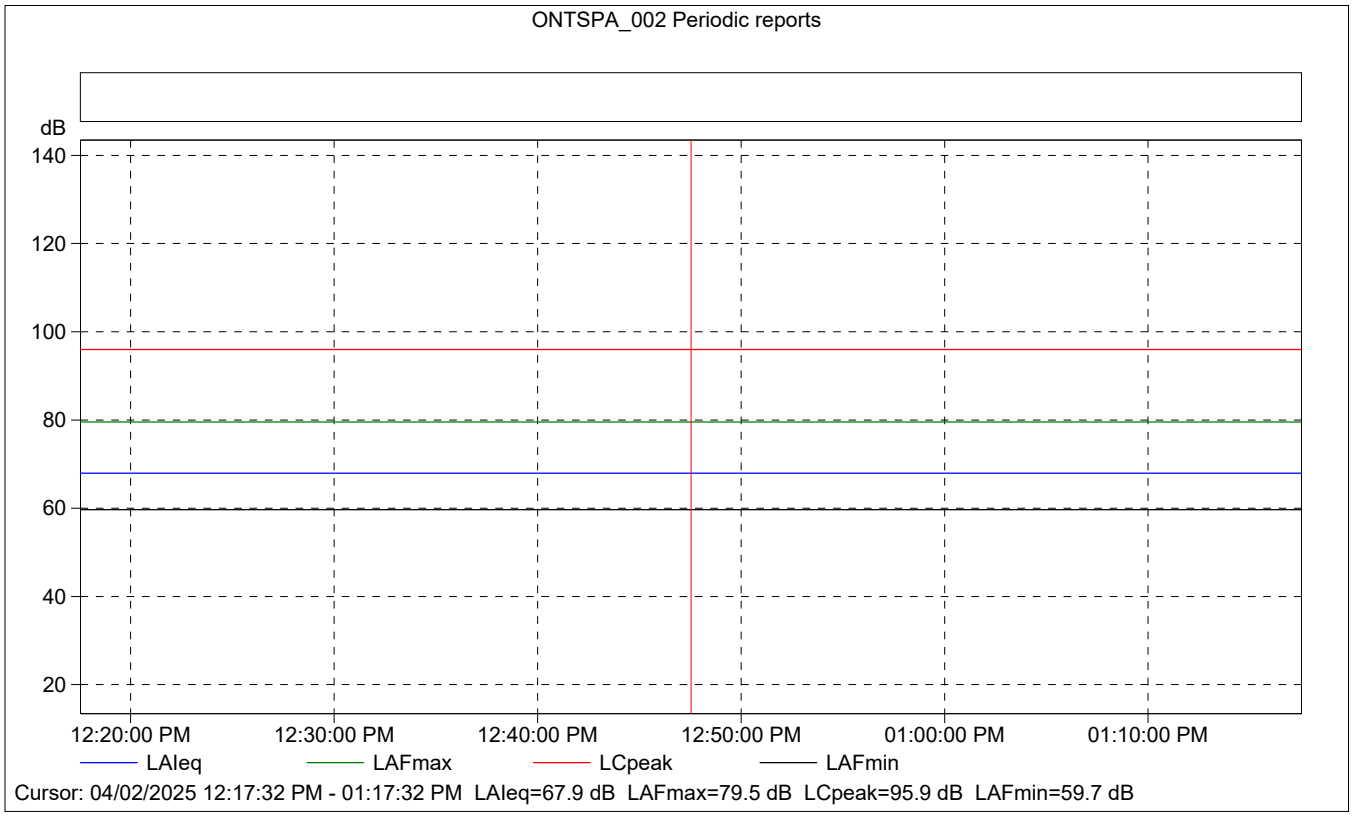

ONTSPA_002
%
Based on LAF , 10ms Class width: 0.2 dB 04/02/2025 12:17:32 PM - 12:27:32 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 75.3 dB
L5 = 71.5 dB
L10 = 69.4 dB
L50 = 64.7 dB
L90 = 61.8 dB
L95 = 61.3 dB
L99 = 60.5 dB
Level
Cumulative
Cursor: [78.2 ; 78.4[dB Level: 0.0% Cumulative: 0.1%



ONTSPA_002

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	69.0	69.0	67.1
Time	12:22:31 PM	0:00:01				
Date	04/02/2025					


ONTSPA_002
dB
04/02/2025 12:22:31 PM - 12:22:32 PM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
Cursor: (A) Leq=67.6 dB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dB
140
120
100
80
60
40
20
12:20:00 PM
12:30:00 PM
12:40:00 PM
12:50:00 PM
01:00:00 PM
01:10:00 PM
LAIeq
LAFmax
LCpeak
LAFmin
Cursor: 04/02/2025 12:17:32 PM - 01:17:32 PM LAIeq=67.9 dB LAFmax=79.5 dB LCpeak=95.9 dB LAFmin=59.7 dB

ONTSPA_002 Periodic reports

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Value			0.00	67.9	79.5	59.7
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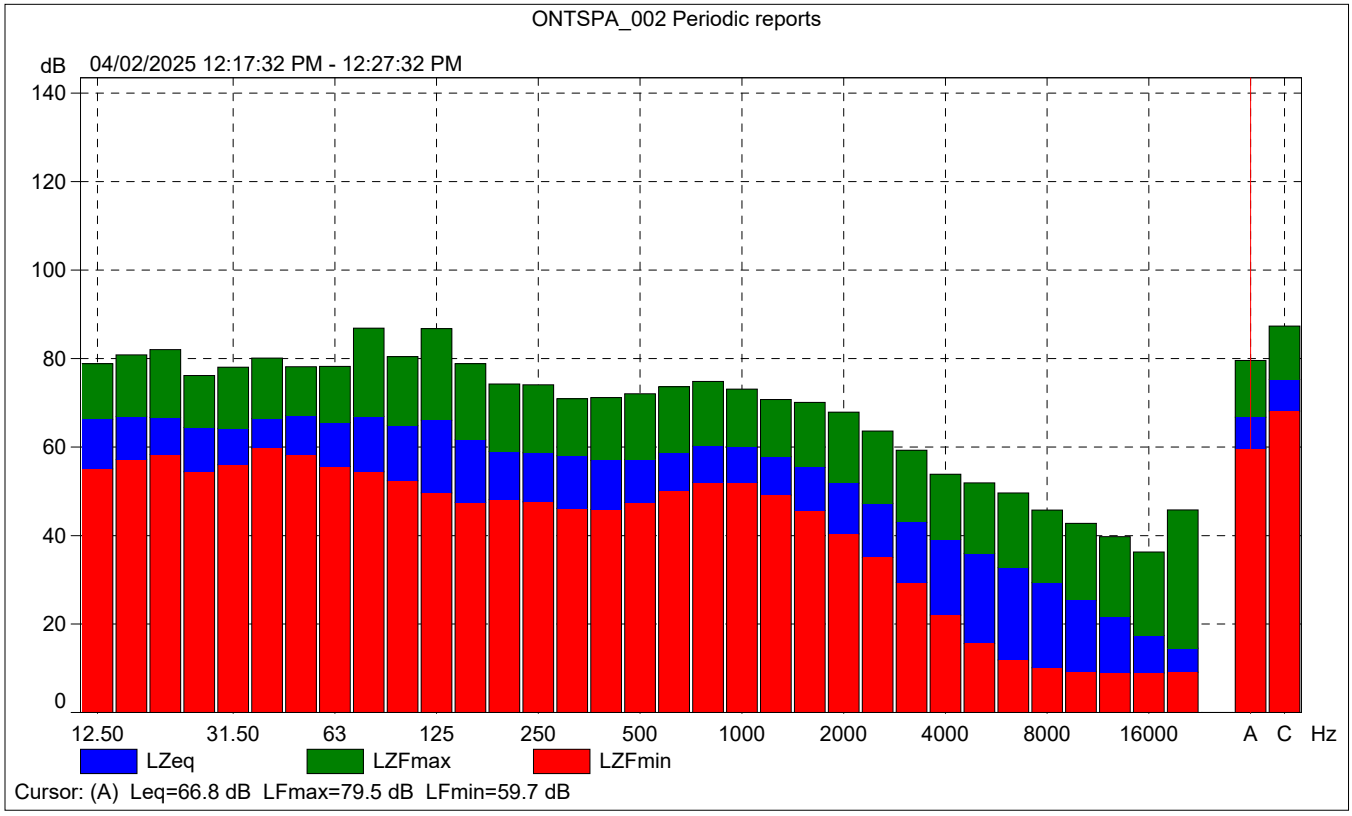

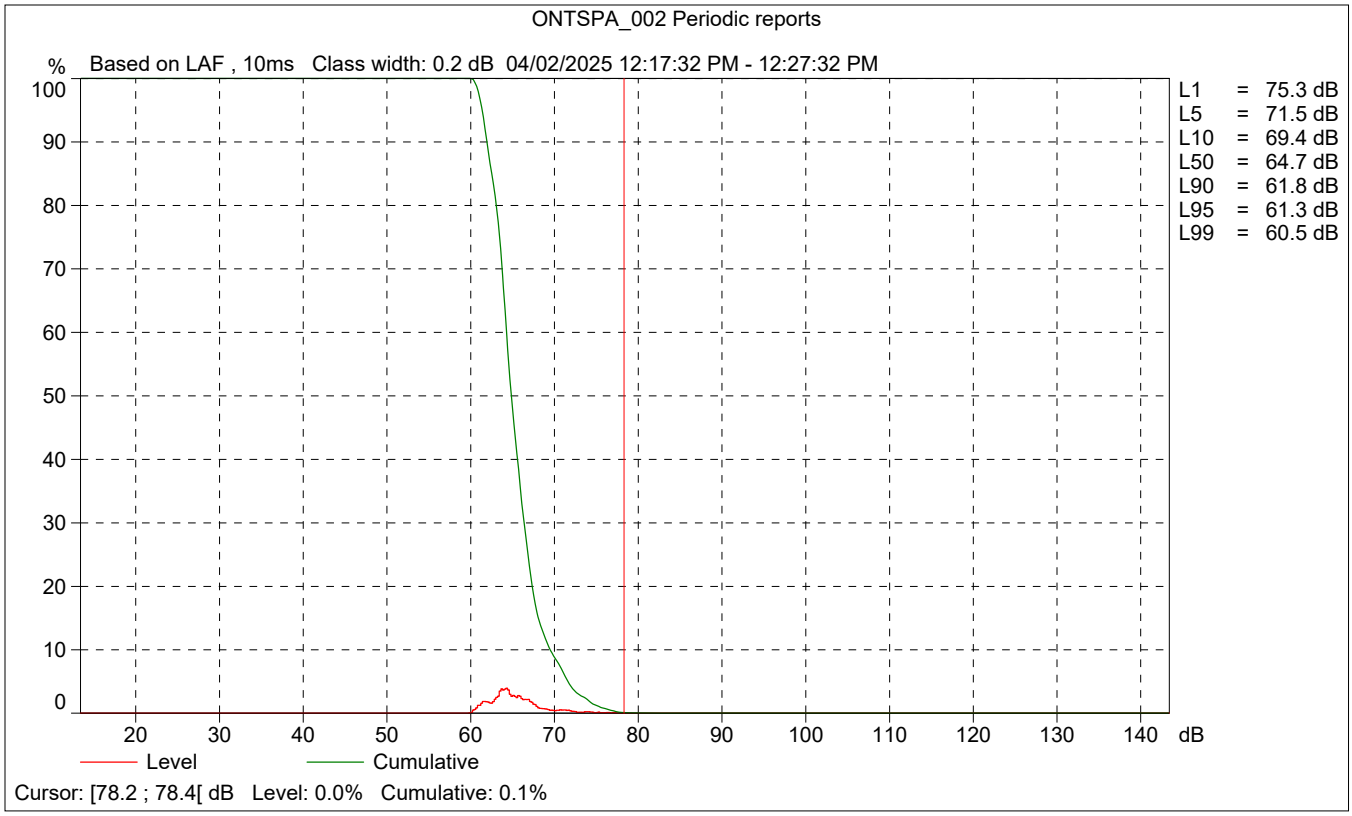
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100
90
80
70
60
50
40
30
20
10
0
20 30 40 50 60 70 80 90 100 110 120 130 140 dB
L1 = 75.3 dB
L5 = 71.5 dB
L10 = 69.4 dB
L50 = 64.7 dB
L90 = 61.8 dB
L95 = 61.3 dB
L99 = 60.5 dB
Level
Cumulative
Cursor: [78.2 ; 78.4[dB Level: 0.0% Cumulative: 0.1%

Site Number: NM-3		
Recorded By: Dennis Dinh, Darshan Shivaiah		
Job Number: 205836		
Date: 4/02/2025		
Time: 12:42 p.m.		
Location: In front of 701 Via Dolcetto		
Source of Ambient Noise: Traffic along Inland Empire Boulevard		
Noise Data		
L_{eq} (dB)	**L_{min} (dB)**	**L_{max} (dB)**
69.0	52.7	87.4

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**3011133**	**06/04/2023**	
	Microphone	**Brüel & Kjær**	**4189**	**3086765**	**06/04/2023**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**25380**	**06/04/2023**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**06/04/2023**	

Weather Data			
Est.	**Duration:** 10 minutes		**Sky:** Sunny
	Note: dBA Offset = -0.01		**Sensor Height (ft):** 5 ft
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (inches)**
	6	61	30.06

Photo of Measurement Location





2250

Instrument:		2250
Application:		BZ7225 Version 4.7.6
Start Time:		04/02/2025 12:42:32
End Time:		04/02/2025 12:52:32
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		142.15

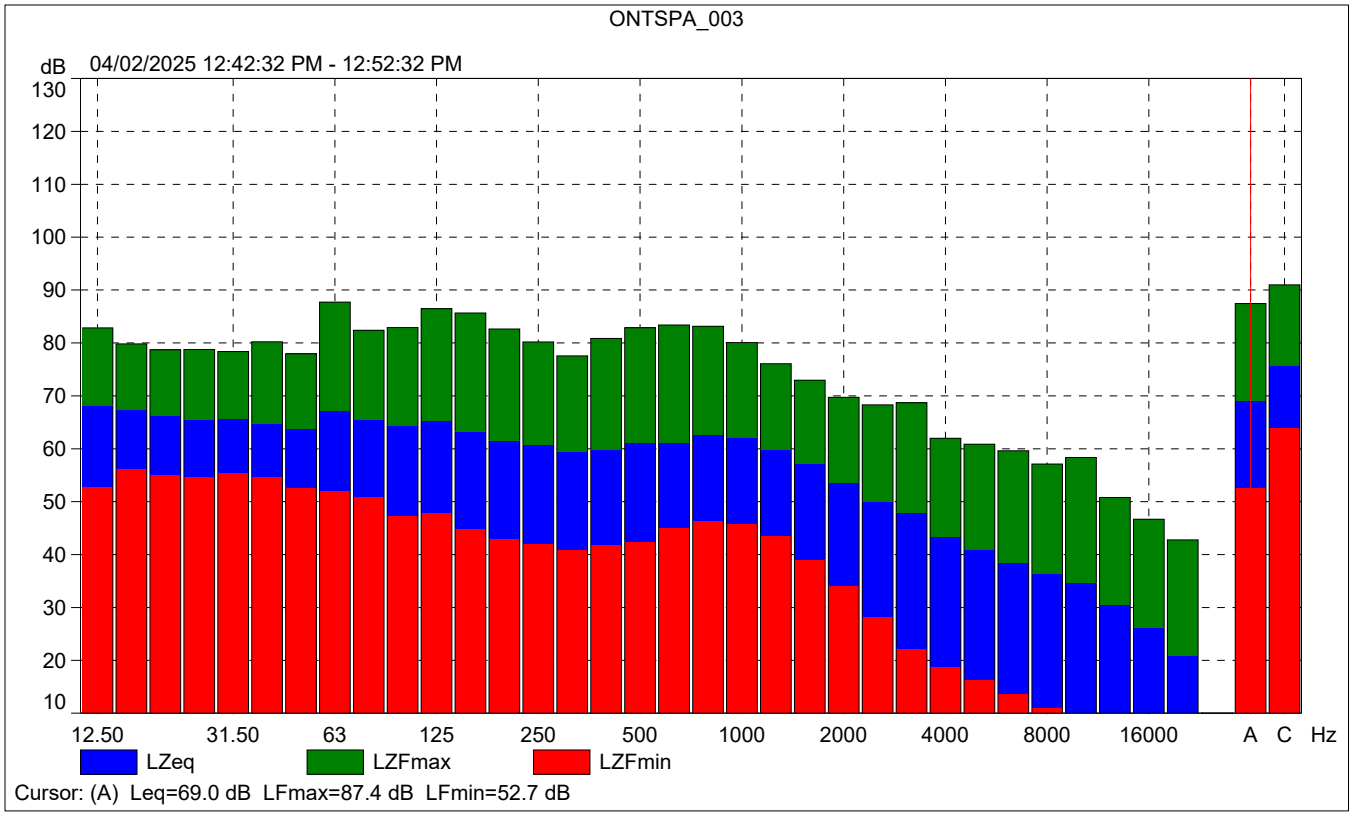
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

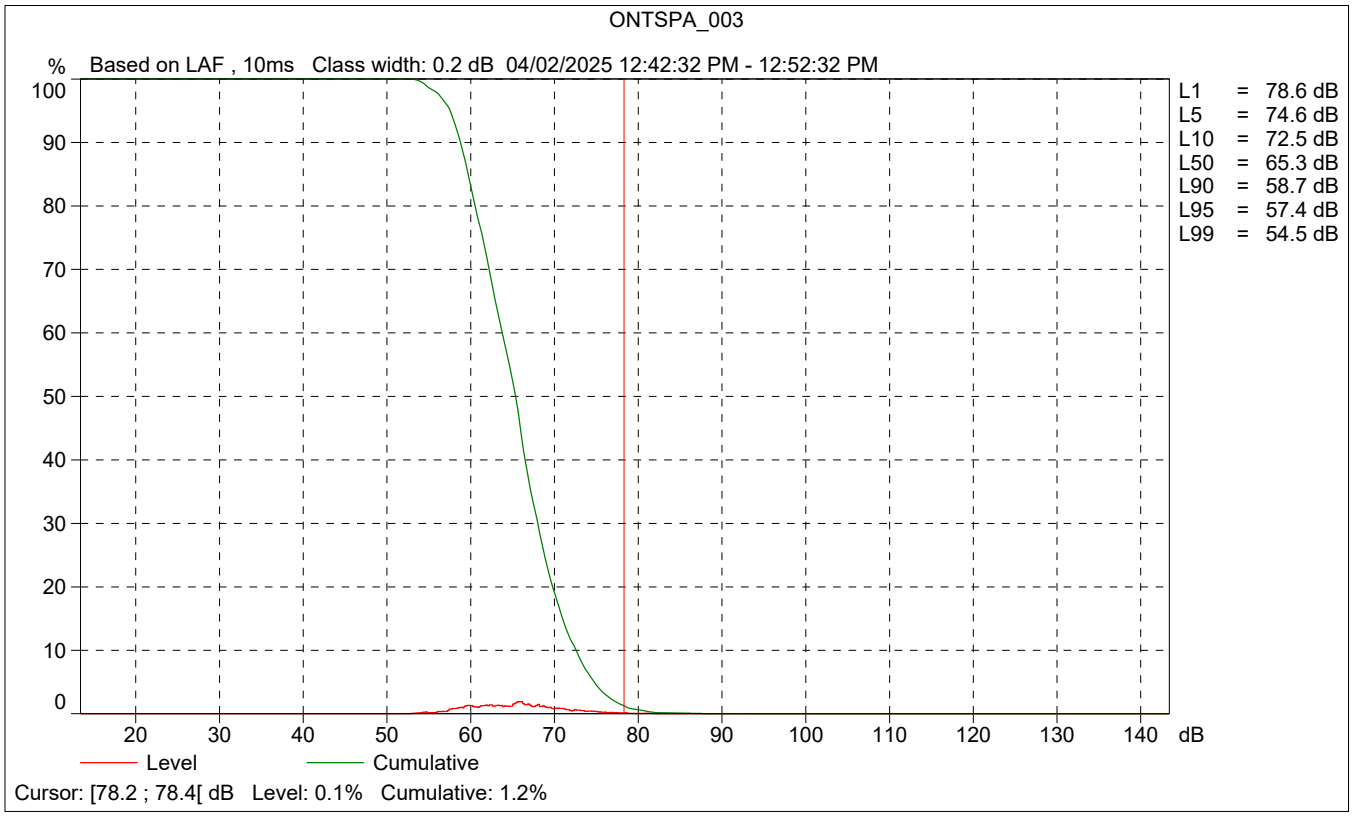
Instrument Serial Number:		3011133
Microphone Serial Number:		3086765
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Free-field

Calibration Time:		04/02/2025 11:02:21
Calibration Type:		External reference
Sensitivity:		43.4710383415222 mV/Pa

ONTSPA_003

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	69.0	87.4	52.7
Time	12:42:32 PM	12:52:32 PM	0:10:00				
Date	04/02/2025	04/02/2025					


ONTSPA_003
dB
04/02/2025 12:42:32 PM - 12:52:32 PM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=69.0 dB LFmax=87.4 dB LFmin=52.7 dB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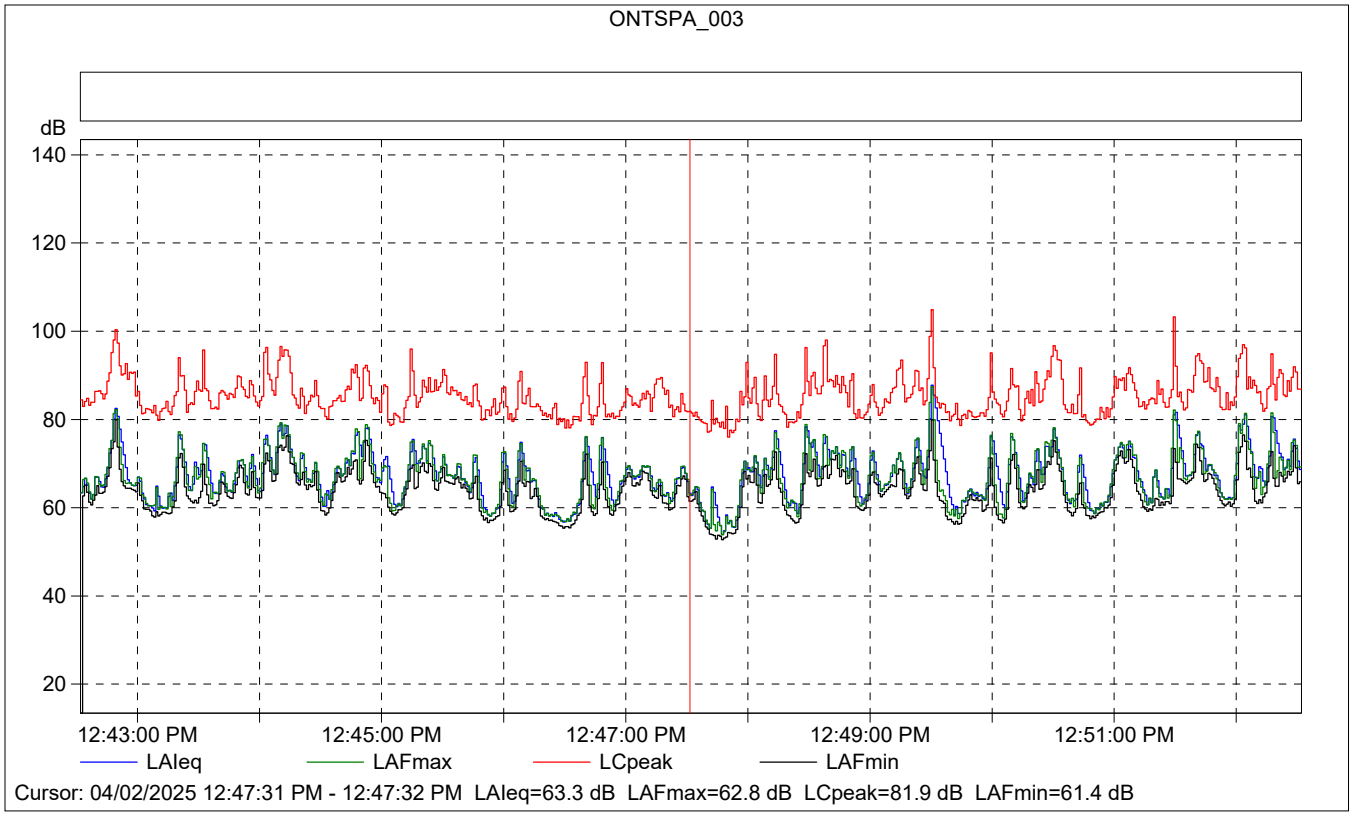
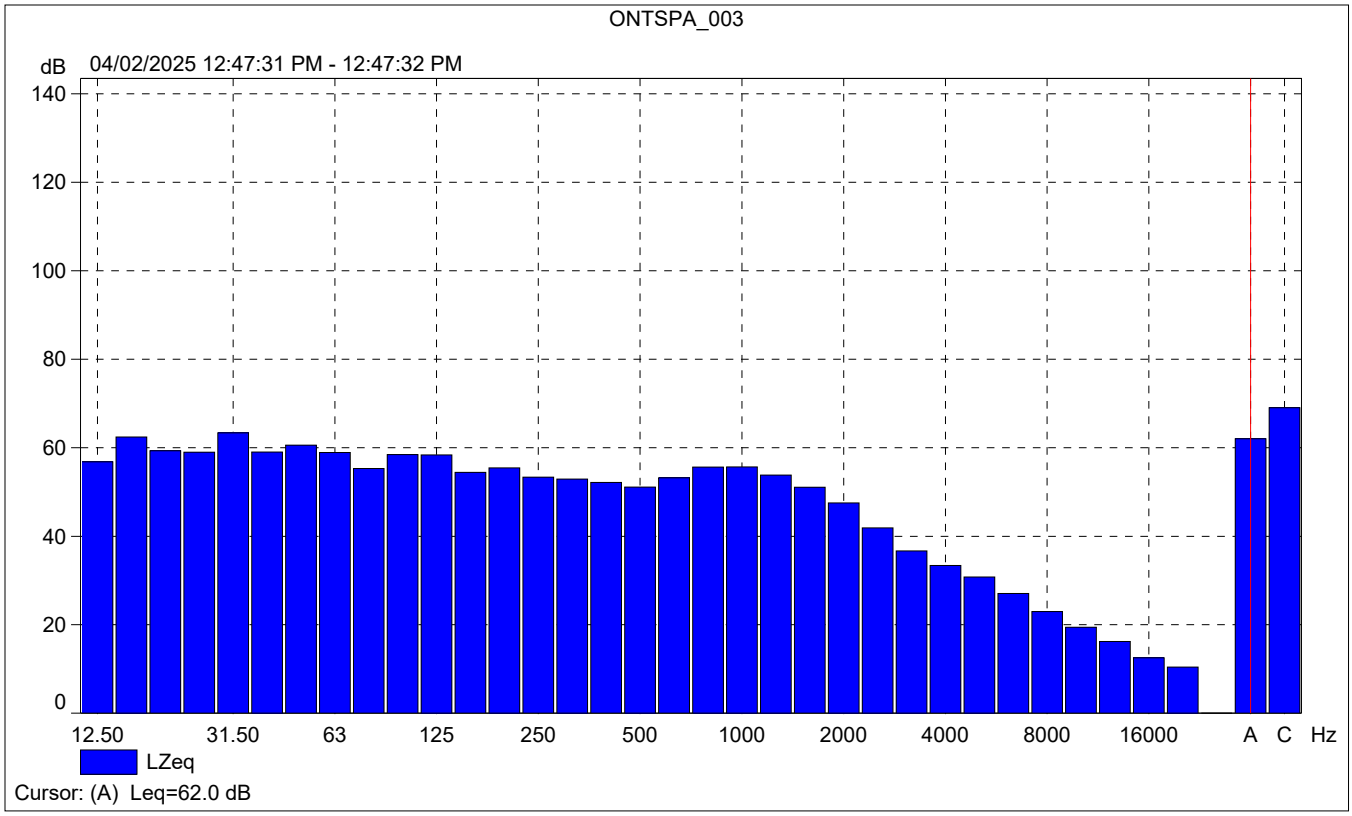
%
Based on LAF , 10ms Class width: 0.2 dB 04/02/2025 12:42:32 PM - 12:52:32 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 78.6 dB
L5 = 74.6 dB
L10 = 72.5 dB
L50 = 65.3 dB
L90 = 58.7 dB
L95 = 57.4 dB
L99 = 54.5 dB
Level
Cumulative
Cursor: [78.2 ; 78.4[dB Level: 0.1% Cumulative: 1.2%



ONTSPA_003

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	63.3	62.8	61.4
Time	12:47:31 PM	0:00:01				
Date	04/02/2025					


ONTSPA_003
dB
04/02/2025 12:47:31 PM - 12:47:32 PM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
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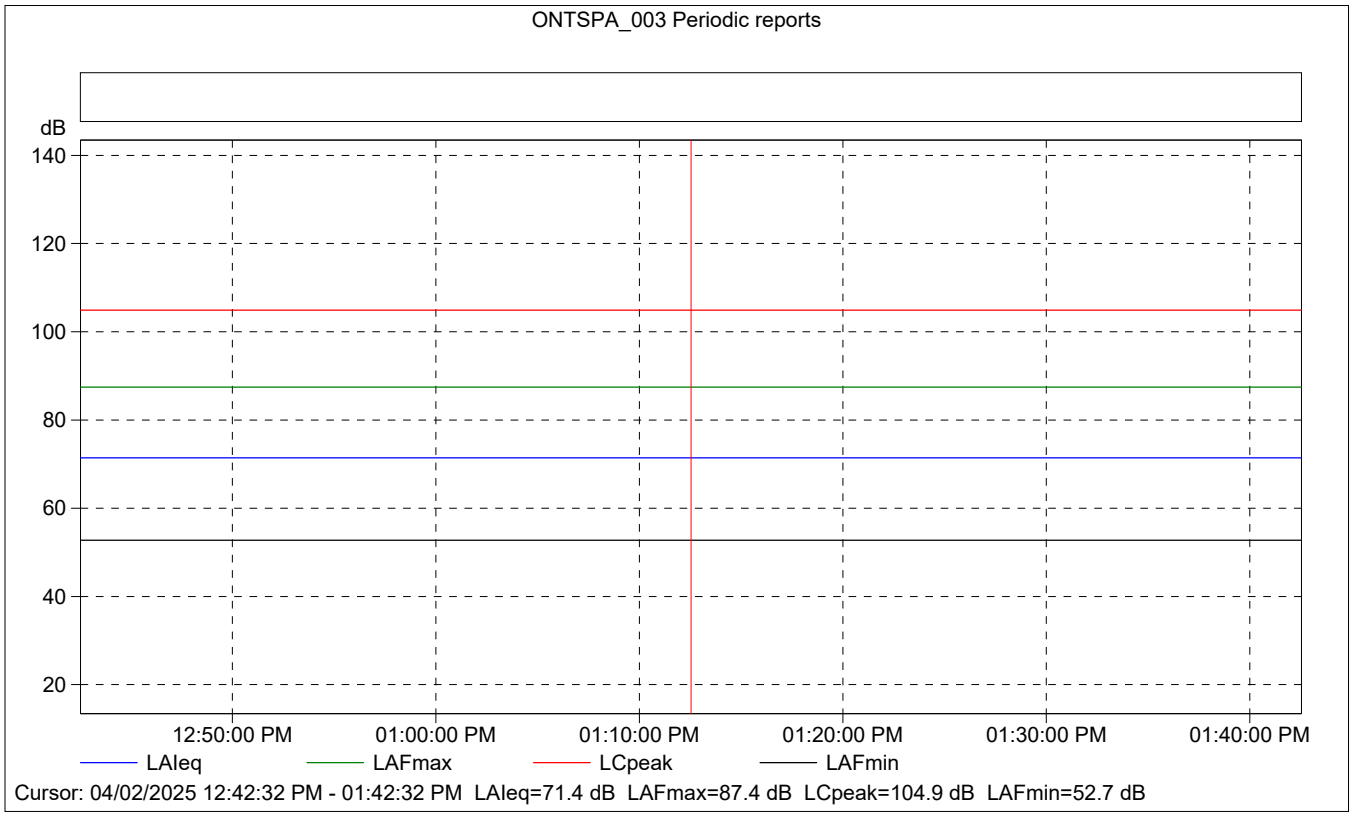
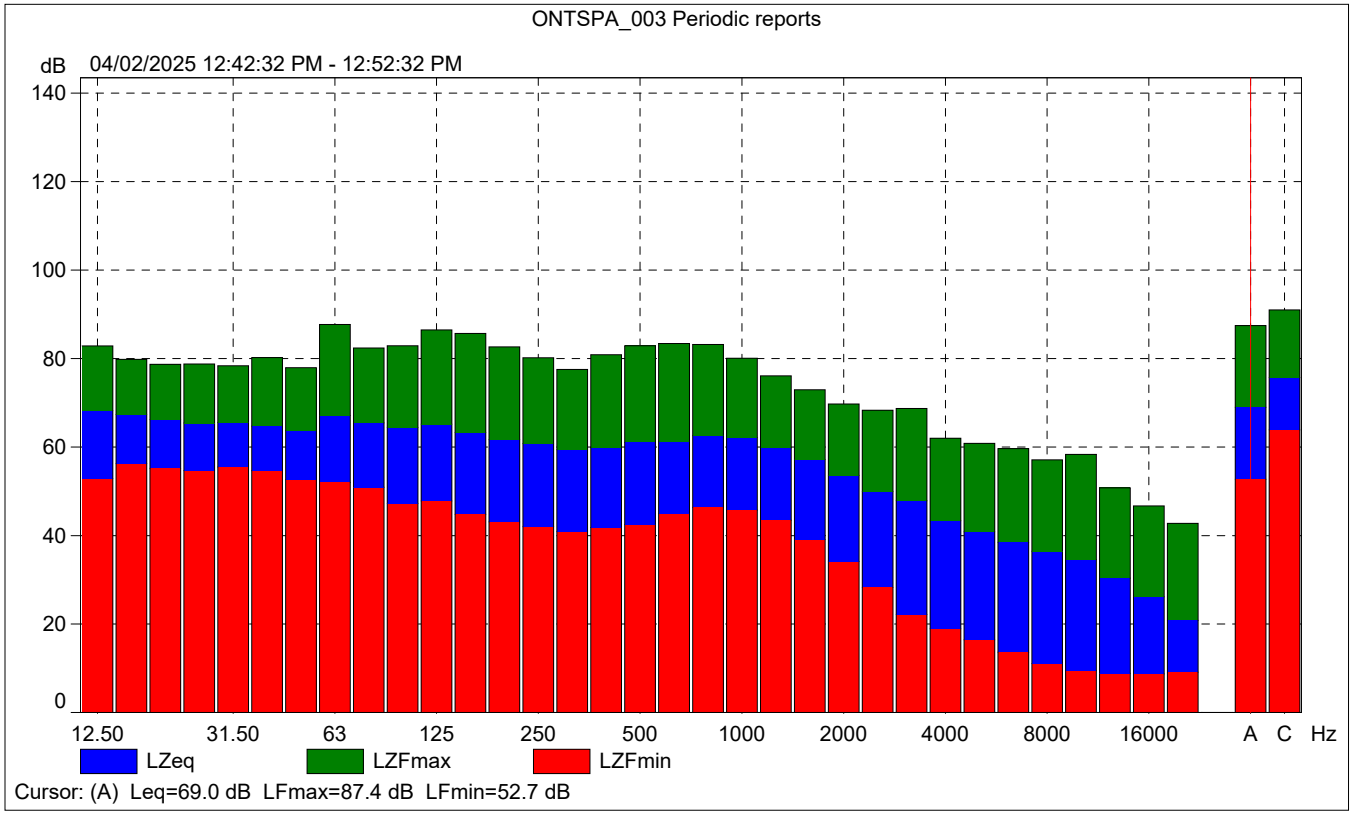
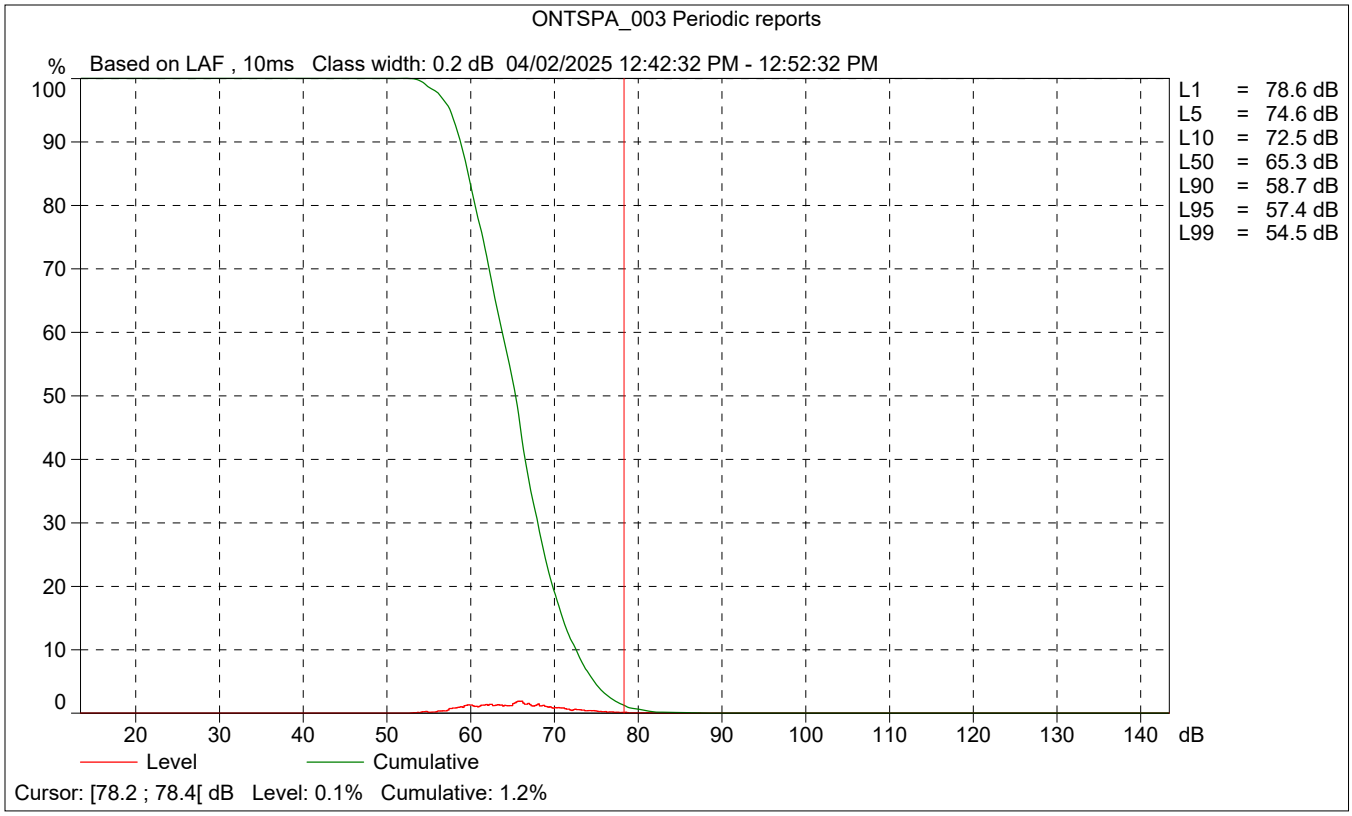
2000
4000
8000
16000
A
C
Hz
LZeq
Cursor: (A) Leq=62.0 dB


ONTSPA_003 Periodic reports
dB
140
120
100
80
60
40
20
12:50:00 PM
01:00:00 PM
01:10:00 PM
01:20:00 PM
01:30:00 PM
01:40:00 PM
LAIeq
LAFmax
LCpeak
LAFmin
Cursor: 04/02/2025 12:42:32 PM - 01:42:32 PM LAIeq=71.4 dB LAFmax=87.4 dB LCpeak=104.9 dB LAFmin=52.7 dB

ONTSPA_003 Periodic reports

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	71.4	87.4	52.7
Time	12:42:32 PM	0:10:00				
Date	04/02/2025					




ONTSPA_003 Periodic reports
% Based on LAF , 10ms Class width: 0.2 dB 04/02/2025 12:42:32 PM - 12:52:32 PM
100
90
80
70
60
50
40
30
20
10
0
20 30 40 50 60 70 80 90 100 110 120 130 140 dB
L1 = 78.6 dB
L5 = 74.6 dB
L10 = 72.5 dB
L50 = 65.3 dB
L90 = 58.7 dB
L95 = 57.4 dB
L99 = 54.5 dB
Level
Cumulative
Cursor: [78.2 ; 78.4[dB Level: 0.1% Cumulative: 1.2%

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 205836
Project Name: Meredith SPA
Scenario: Existing

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Michael Baker International
Community Noise Descriptor: L_{dn}: _____ CNEL: X

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.50%	12.90%	9.60%
Medium-Duty Trucks	84.80%	4.90%	10.30%
Heavy-Duty Trucks	86.50%	2.70%	10.80%

Analysis Condition						Design		Vehicle Mix		Distance from Centerline of Roadway				
	Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Medium Trucks	Heavy Trucks	CNEL at 100 Feet	Distance to Contour 70 CNEL	65 CNEL	60 CNEL	55 CNEL
17	4th Street, West of Archibald Avenue, East of Hellman Av.	4	0	14,630	55	0.5	1.8%	0.7%	65.2	48	104	224	482
18	4th Street, East of Archibald Avenue	4	10	17,820	55	0.5	1.8%	0.7%	66.2	56	120	258	556
21	Inland Empire Boulevard, East of Archibald Avenue	4	10	10,920	50	0.5	1.8%	0.7%	63.0	-	74	159	343
22	Inland Empire Boulevard, West of Haven Avenue	4	15	12,720	50	0.5	1.8%	0.7%	63.7	-	82	177	382
23	Inland Empire Boulevard, East of Haven Avenue	4	15	12,480	50	0.5	1.8%	0.7%	63.6	-	81	175	377
10	Archibald Avenue, North of 4th Street	6	0	22,800	45	0.5	1.8%	0.7%	65.2	-	104	224	482
11	Archibald Avenue, North of Inland Empire Boulevard	4	0	28,860	50	0.5	1.8%	0.7%	67.1	65	140	301	648
12	Archibald Avenue, South of Inland Empire Boulevard	6	10	35,650	50	0.5	1.8%	0.7%	68.3	78	168	363	781

"-" = contour is located within the roadway right-of-way.

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 205836
Project Name: Meredith SPA
Scenario: Existing+Project

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Michael Baker International
Community Noise Descriptor: L_{dn}: _____ CNEL: X

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.50%	12.90%	9.60%
Medium-Duty Trucks	84.80%	4.90%	10.30%
Heavy-Duty Trucks	86.50%	2.70%	10.80%

Analysis Condition Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	CNEL at 100 Feet	Distance from Centerline of Roadway to Contour: 70 CNEL	65 CNEL	60 CNEL	55 CNEL
17 4th Street, West of Archibald Avenue, East of Hellman Av.	4	0	16,560	55	0.5	1.8%	0.7%	65.8	52	113	243	524
18 4th Street, East of Archibald Avenue	4	10	17,820	55	0.5	1.8%	0.7%	66.2	56	120	258	556
21 Inland Empire Boulevard, East of Archibald Avenue	4	10	12,240	50	0.5	1.8%	0.7%	63.5	-	80	172	370
22 Inland Empire Boulevard, West of Haven Avenue	4	15	13,460	50	0.5	1.8%	0.7%	64.0	-	85	184	397
23 Inland Empire Boulevard, East of Haven Avenue	4	15	13,140	50	0.5	1.8%	0.7%	63.9	-	84	181	390
10 Archibald Avenue, North of 4th Street	6	0	28,510	45	0.5	1.8%	0.7%	66.2	-	121	260	559
11 Archibald Avenue, North of Inland Empire Boulevard	4	0	37,310	50	0.5	1.8%	0.7%	68.3	77	166	357	769
12 Archibald Avenue, South of Inland Empire Boulevard	6	10	43,810	50	0.5	1.8%	0.7%	69.3	90	194	417	899

"-" = contour is located within the roadway right-of-way.

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 205836
Project Name: Meredith SPA
Scenario: Future 2035

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Michael Baker International
Community Noise Descriptor: L_{dn}: ____ CNEL: X

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.50%	12.90%	9.60%
Medium-Duty Trucks	84.80%	4.90%	10.30%
Heavy-Duty Trucks	86.50%	2.70%	10.80%

Analysis Condition Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	CNEL at 100 Feet	Distance from Centerline of Roadway to Contour: 70 CNEL	65 CNEL	60 CNEL	55 CNEL
17 4th Street, West of Archibald Avenue, East of Hellman Av.	4	0	21,913	55	0.5	1.8%	0.7%	67.0	63	136	293	631
18 4th Street, East of Archibald Avenue	4	10	23,032	55	0.5	1.8%	0.7%	67.3	66	142	306	659
21 Inland Empire Boulevard, East of Archibald Avenue	4	10	16,203	50	0.5	1.8%	0.7%	64.7	-	96	207	446
22 Inland Empire Boulevard, West of Haven Avenue	4	15	16,546	50	0.5	1.8%	0.7%	64.9	-	98	211	455
23 Inland Empire Boulevard, East of Haven Avenue	4	15	15,492	50	0.5	1.8%	0.7%	64.6	-	94	202	435
10 Archibald Avenue, North of 4th Street	6	0	31,106	45	0.5	1.8%	0.7%	66.6	59	128	275	593
11 Archibald Avenue, North of Inland Empire Boulevard	4	0	40,210	50	0.5	1.8%	0.7%	68.6	81	174	375	808
12 Archibald Avenue, South of Inland Empire Boulevard	6	10	50,290	50	0.5	1.8%	0.7%	69.9	99	212	457	986

"-" = contour is located within the roadway right-of-way.

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 205836
Project Name: Meredith SPA
Scenario: Future 2035 with Project

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Michael Baker International
Community Noise Descriptor: L_{dn}: _____ CNEL: X

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.50%	12.90%	9.60%
Medium-Duty Trucks	84.80%	4.90%	10.30%
Heavy-Duty Trucks	86.50%	2.70%	10.80%

Analysis Condition Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	CNEL at 100 Feet	Distance from Centerline of Roadway to Contour: 70 CNEL	65 CNEL	60 CNEL	55 CNEL
17 4th Street, West of Archibald Avenue, East of Hellman Av.	4	0	23,840	55	0.5	1.8%	0.7%	67.4	67	144	310	668
18 4th Street, East of Archibald Avenue	4	10	24,060	55	0.5	1.8%	0.7%	67.5	68	146	315	679
21 Inland Empire Boulevard, East of Archibald Avenue	4	10	17,520	50	0.5	1.8%	0.7%	65.1	-	101	218	470
22 Inland Empire Boulevard, West of Haven Avenue	4	15	17,290	50	0.5	1.8%	0.7%	65.1	-	101	217	469
23 Inland Empire Boulevard, East of Haven Avenue	4	15	16,150	50	0.5	1.8%	0.7%	64.8	-	96	208	448
10 Archibald Avenue, North of 4th Street	6	0	36,810	45	0.5	1.8%	0.7%	67.3	66	143	308	663
11 Archibald Avenue, North of Inland Empire Boulevard	4	0	48,660	50	0.5	1.8%	0.7%	69.4	92	198	426	918
12 Archibald Avenue, South of Inland Empire Boulevard	6	10	58,450	50	0.5	1.8%	0.7%	70.6	109	235	506	1,089

"-" = contour is located within the roadway right-of-way.

Old PA-3 ADT= 9,628
New PA-3 ADT= 10,670

=From 2015 TIA
=Calculated

		Distribution			Existing		Year 2020		Year 2035	
Roadway	**Roadway Segment**	**Distribution**	**Old ADT PA-3**	**New ADT PA-3**	**Existing**	**With Project (Rounded)**	**No Project**	**With Project (Rounded)**	**No Project**	**With Project (Rounded)**
4th Street	West of Archibald Avenue	14%	1,348	1,494	14,630	16,560	17,850	19,780	21,913	23,840
	East of Archibald Avenue	3%	289	320	16,800	17,820	20,300	21,320	23,032	24,060
Inland Empire Boulevard	East of Archibald Avenue	4%	385	427	10,920	12,240	13,750	15,070	16,203	17,520
	West of Haven Avenue	4%	385	427	12,720	13,460	14,240	14,980	16,546	17,290
	East of Haven Avenue	2%	193	213	12,480	13,140	13,970	14,630	15,492	16,150
Archibald Avenue	North of 4th Street	20%	1,926	2,134	22,800	28,510	28,310	34,020	31,106	36,810
	North of Inland Empire Boulevard	37%	3,562	3,948	28,860	37,310	36,420	44,870	40,210	48,660
	South of Inland Empire Boulevard	31%	2,985	3,308	35,650	43,810	44,850	53,010	50,290	58,450

APPENDIX D
FOCUSED TRAFFIC STUDY

Michael Baker
INTERNATIONAL

We Make a Difference

FOCUSED TRAFFIC STUDY
Meredith International Centre Specific Plan Amendment
Planning Area 3
City of Ontario, California

Prepared for:
City of Ontario
303 East B Street
Ontario, CA 91764

December 5, 2025

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1 INTRODUCTION

In 2015, the City of Ontario (City), as Lead Agency under the California Environmental Quality Act (CEQA), prepared a Draft Environmental Impact Report (EIR) and a Final EIR (State Clearinghouse No. 2014051020) for the Meredith International Centre Specific Plan Amendment (Specific Plan). These documents are collectively referred to in this document as the Specific Plan EIR. The Specific Plan outlines a development plan, circulation plan, utility infrastructure plan, development standards, design guidelines, and an implementation plan to guide development within the area for a five to ten year planning period. As part of the Specific Plan EIR, the traffic operation impacts were assed in the *Meredith International Centre Specific Plan Amendment Traffic Impact Analysis (LLG, 2015)* [2015 TIA].

The Meredith International Centre Specific Plan Amendment – Planning Area 3 Project (proposed project) proposes to modify the Specific Plan to include a Mixed-Use Overlay across Planning Area 3 (PA-3) of the Specific Plan area, allowing the development of up to 1,400 residential units and up to 40,000 square feet of commercial/retail uses in addition to the uses permitted under the site's Urban Commercial designation. This Addendum has been prepared to determine whether the proposed project would result in new or substantially more severe significant environmental impacts compared to the impacts of the Specific Plan as disclosed in the Specific Plan EIR.

The purpose of this Focused Traffic Study (study) is to compare the traffic analysis findings associated with the proposed modifications to PA-3 to the original findings outlined in the 2015 TIA. The original 2015 TIA identified potential traffic related impacts at several study intersections associated with the development of the specific plan area that were considered cumulatively significant and unavoidable. This study assesses the change in land use assumptions associated with the proposed project, specifically with PA-3, to determine consistency with the findings of the 2015 TIA, including trip generation assumptions and level-of-service operations at select intersections.

In order to provide a direct comparison to the original 2015 TIA, this analysis utilizes the same baseline "without project" conditions as well as the same "with project" conditions associated with Planning Areas 1, 2, and 4. Therefore this analysis only considers the changes to the trip generation associated with the land use modifications in PA-3 only.

1.1 PROJECT DESCRIPTION

The current amendment to the specific plan proposes to modify the land use assumptions of PA-3 to include a Mixed-Use Overlay which would allow for up to 50,000 square feet of commercial/retail uses and up to 1,400 multi-family dwelling units in place of the uses and buildout currently permitted under the site's Urban Commercial designation. **Table 1-1** lists the difference in land use assumptions between the 2014 TIA and the proposed project.

TABLE 1-1: LAND USE COMPARISON

Planning Area	2015 TIA Assumptions			Proposed Project		
	Acreage	Land Use	Buildout	Acreage	Land Use	Buildout
3	25.3	Urban Commercial	480,000 SF (including up to 400 hotel rooms)	25.3	Mixed Use Overlay	1,400 units; 50,000 SF commercial/ retail uses

Notes: SF = square feet

Regionally, the proposed project site is located within the City of Ontario (City), within the County of San Bernardino (County) as shown in **Exhibit 1-1**. Locally, the Project site is located on the northeast corner of E. Palm Canyon Drive and Monty Hall Drive as shown in **Exhibit 1-2**.



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Project Location

Exhibit 1-1

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Project Site

Exhibit 1-2

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1.2 STUDY LOCATIONS

Table 1-2 lists the study intersections that were examined as part of this analysis. These intersections were selected, in coordination with City staff, due to their proximity to PA-3 to assess the potential impacts of the proposed project. The intersection numbering maintains the intersection identification numbers from the original 2015 TIA. **Exhibit 1-3** shows the study intersections within the study area.

TABLE 1-2: STUDY INTERSECTIONS

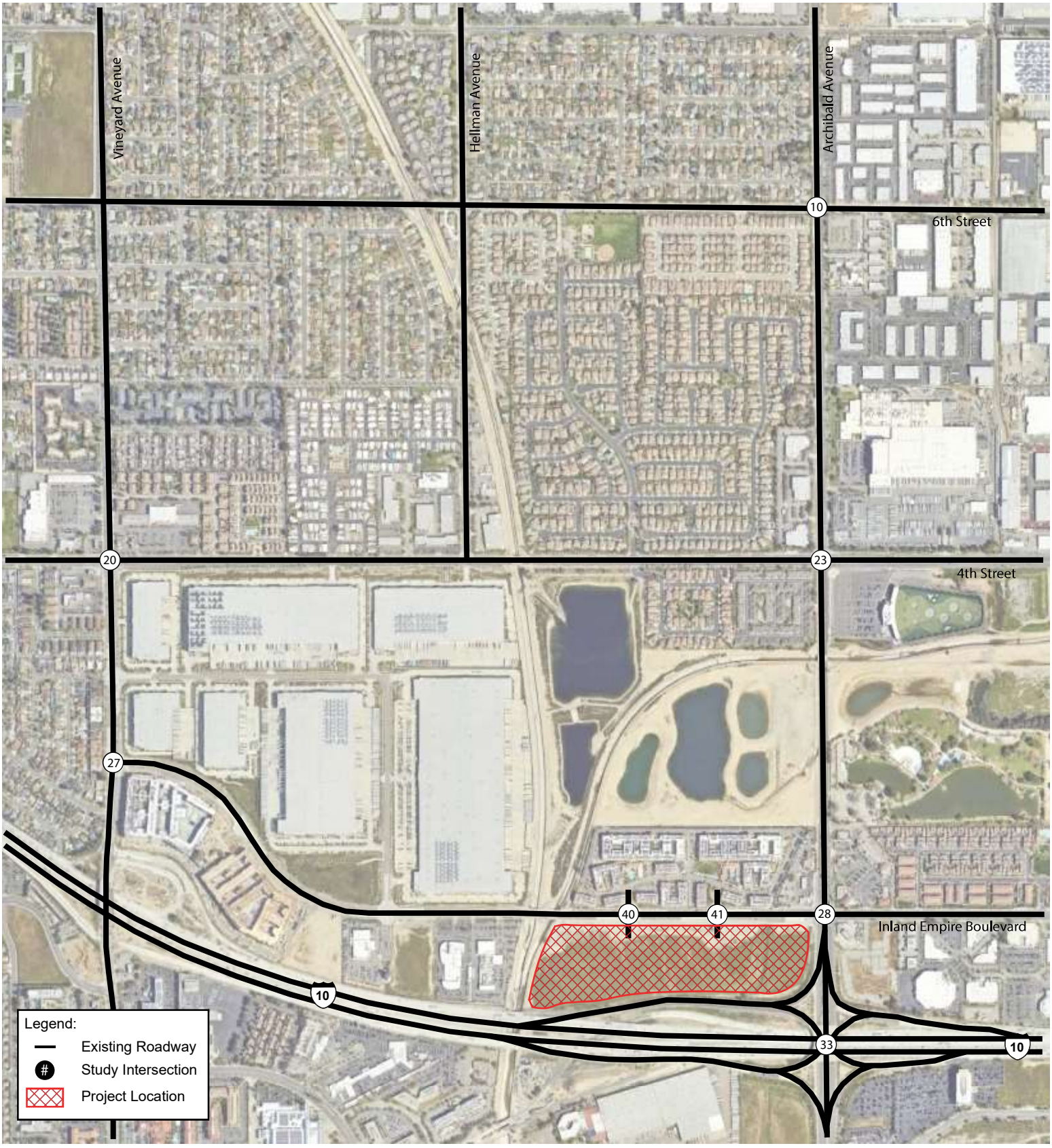
ID	Intersection	Jurisdiction
10	Archibald Ave and 6th St	Rancho Cucamonga
20	Vineyard Ave and 4th St	Ontario
23	Archibald Ave and 4th St	Ontario
27	Vineyard Ave and Inland Empire Blvd	Ontario
28	Archibald Ave and Inland Empire Blvd	Ontario
33	Archibald Ave and I-10 Ramp SPI	Ontario / Caltrans
40	Project Dwy "C" and Inland Empire Blvd	Ontario
41	Project Dwy "D" and Inland Empire Blvd	Ontario

1.3 ANALYSIS SCENARIOS

In order to provide a direct comparison, this analysis utilizes the same baseline "without project" conditions which remain unchanged from the original 2015 TIA.

Therefore this study only analyzes the following "Plus Project" scenarios as defined in the 2015 TIA, have been evaluated:

- Existing Plus Project (Planning Area 1-4)
- Year 2020 Cumulative Plus Project (Planning Area 1-4)
- Year 2035 General Plan Buildout Plus Project (Planning Area 1-4)



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Project Study Area

Exhibit 1-3

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2 ANALYSIS METHODOLOGY

2.1 LEVEL OF SERVICE ANALYSIS METHODOLOGIES

This Study has been prepared in to conform to the methodology used in the 2015 TIA. The scope of this traffic study has been coordinated with the City of Ontario and the approved scoping memo is included as **Appendix A**.

Level of service (LOS) is commonly used as a qualitative description of intersection operation and is based on the type of traffic control and experienced delay at the intersection. Identical to the 2015 TIA methodology, the Highway Capacity Manual 2000 (HCM 2000) was utilized in this analysis to determine the operating LOS at each of the study intersections. LOS can range from LOS A (free-flow conditions) to LOS F (severely congested conditions). Delay in seconds per vehicle (sec/veh) passing through the intersection, is the primary measure of effectiveness for signalized, stop-controlled, and roundabout intersections. The corresponding average stopped delay range experienced per vehicle per LOS is shown in **Table 2-1**.

TABLE 2-1: HCM INTERSECTION LEVEL OF SERVICE THRESHOLDS

Level of Service	Signalized Intersection Average Delay (seconds/vehicle)
LOS A	$x \leq 10$
LOS B	$10 < x \leq 20$
LOS C	$20 < x \leq 35$
LOS D	$35 < x \leq 55$
LOS E	$55 < x \leq 80$
LOS F	$80 < x$

Source: *Highway Capacity Manual 2000*
Note: If the volume-to-capacity ratio (v/c) > 1.0, LOS = F.

LOS is reported for the average stopped delay per vehicle for the overall intersection (all movements) for signalized intersections. LOS and delay for the intersection analysis was conducted with Synchro (version 12) software.

2.2 PERFORMANCE CRITERIA

Based on the 2015 TIA, different LOS thresholds applied to different intersections depending on location and jurisdiction. **Table 2-2** shows the impact criteria used in this analysis. Based on the 2015 TIA, mitigation improvements are expected to "Improve Levels of Service to an acceptable range and/or to pre-project conditions."

TABLE 2-2: SERVICE THRESHOLDS CRITERIA

Intersection		Jurisdiction	Minimum Acceptable LOS
10	Archibald Ave and 6th Street	Rancho Cucamonga	D
20	Vineyard Ave and 4th St	Ontario	E
23	Archibald Ave and 4th St	Ontario	E
27	Vineyard Ave and Inland Empire Blvd	Ontario	E
28	Archibald Ave and Inland Empire Blvd	Ontario	E
33	Archibald Ave and I-10 Ramp SPI	Ontario / Caltrans	D
40	Project Dwy "C" and Inland Empire Blvd	Ontario	E
41	Project Dwy "D" and Inland Empire Blvd	Ontario	E

Source: *Meredith International Centre Specific Plan Amendment Traffic Impact Analysis* (LLG, 2015) Chapter 3.4 Impact Criteria and Thresholds.

3 FORECAST PROJECT TRIP GENERATION

3.1 ORIGINAL 2015 TIA TRIP GENERATION

The *Meredith International Centre Specific Plan Amendment Traffic Impact Analysis (LLG, 2015)* [2015 TIA], incorporated into the original 2015 EIR, analyzed the estimated project trips for each planning area based on the land use assumptions that were available at that time including a 400-room hotel, 100,000 square feet of office space, and 150,000 square feet of retail space. The forecast trip generation calculations were based on the available rates outlined in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition.

Table 3-1 provides the previously documented trip generation calculations for Planning Area 3. As shown, within Planning Area 3, a total of 9,628 daily trips, 473 AM Peak Hour trips, and 719 PM Peak Hour trips were anticipated during an average weekday.

TABLE 3-1: ORIGINAL 2015 TIA PLANNING AREA 3 TRIP GENERATION

Project Description	Daily	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Trip Generation Forecast:							
Planning Area (PA) 3							
▪ 310: Hotel (400 Rooms)	3,268	124	88	212	124	116	240
▪ 710: General Office (100,000 SF)	1,103	137	19	156	25	124	149
▪ 820: Shopping Center (150,000 SF)	6,405	90	54	144	267	290	557
Less Pass-by Trips (10% Daily, 10% AM, 34% PM) [20]	-641	-9	-5	-14	-91	-98	-189
Total PA 3 Trip Generation Potential	**10,135**	**342**	**156**	**498**	**325**	**432**	**757**
Less Internal Capture (5%)	**-507**	**-17**	**-8**	**-25**	**-16**	**-22**	**-38**
Total PA 3 Net Trip Generation Potential	**9,628**	**325**	**148**	**473**	**309**	**410**	**719**

Source: *Meredith International Centre Specific Plan Amendment Traffic Impact Analysis* (LLG, Jan 2015)
Trip Rate Source: Institute of Transportation Engineer's (ITE) Trip Generation Manual, 9th Edition.

3.2 PROPOSED PROJECT

To remain consistent with the original analysis documented in the 2015 TIA, the proposed project site trips were also estimated using trip generation rates obtained from the ITE *Trip Generation Manual*, 9th Edition. **Table 3-2** shows the trip generation rates used for the proposed project. ITE Land Use codes 220 (Apartments) and 820 (Shopping Center) were assumed for the entire proposed project site.

TABLE 3-2: PROPOSED PLANNING AREA 3 TRIP GENERATION RATES

Land Use	ITE Code	Daily Trips Rate	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
Apartments	220	6.66 / DU	0.10	0.41	0.51	0.40	0.22	0.62
Shopping Center	820	42.70 / TSF	0.60	0.36	0.96	1.78	1.93	3.71

Notes: 1) Trip Rates – Institute of Transportation Engineer's (ITE) Trip Generation Manual, 9th Edition
2) DU = Dwelling Unit; TSF = Thousand Square Feet.

Table 3-3 summarizes the trip generation for the proposed project. The proposed project includes a Pass-By Trip reduction and internal capture reduction consistent with analysis documented in the 2015 TIA. The total estimated net Project trips include 10,670 daily trips, 719 AM Peak Hour trips, and 941 PM Peak Hour trips.

TABLE 3-3: PROPOSED PLANNING AREA 3 TRIP GENERATION

Project Description	Intensity	Daily[1]	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
220: Apartments	1,400 DU	9,310	140	574	714	560	308	868
820: Shopping Center	50 TSF	2,135	30	18	48	89	97	186
Less Pass-by Trips[2] (10% Daily, 10% AM, 34% PM)[3]		-214	-3	-2	-5	-30	-33	-63
Total PA-3 Trip Generation Potential		11,232	167	590	757	619	372	991
Less Internal Capture (5%)[3]		-562	-8	-30	-38	-31	-19	-50
Total PA-3 Net Trip Generation Potential		**10,670**	**159**	**560**	**719**	**588**	**353**	**941**

Notes: 1) Source: ITE Trip Generation Manual, 9th Edition.
2) Applies only to Shopping Center land use.
3) Consistent with analysis documented in *Meredith International Centre Specific Plan Amendment Traffic Impact Analysis* (LLG, Jan 2015)

The 2015 TIA originally assumed Planning Area 3's land uses would consist of a 400-room hotel, 100,000 square feet of office space, and 150,000 square feet of retail space. With the Specific Plan Amendment, the project's proposed land uses for Planning Area 3 would include up to 1,400 multi-family residential units and up to 50,000 square feet of commercial/retail uses. Because of these modifications to the land uses, the trip characteristics have also changed – particularly highlighted by the change from a hotel use to multi-family residential uses. The 2015 TIA showed higher entering trips in the AM Peak Hour and higher exiting trips in the PM Peak Hour. The proposed project's land uses show the opposite trend, with higher exiting trips in the AM Peak Hour and high entering trips in the PM Peak Hour.

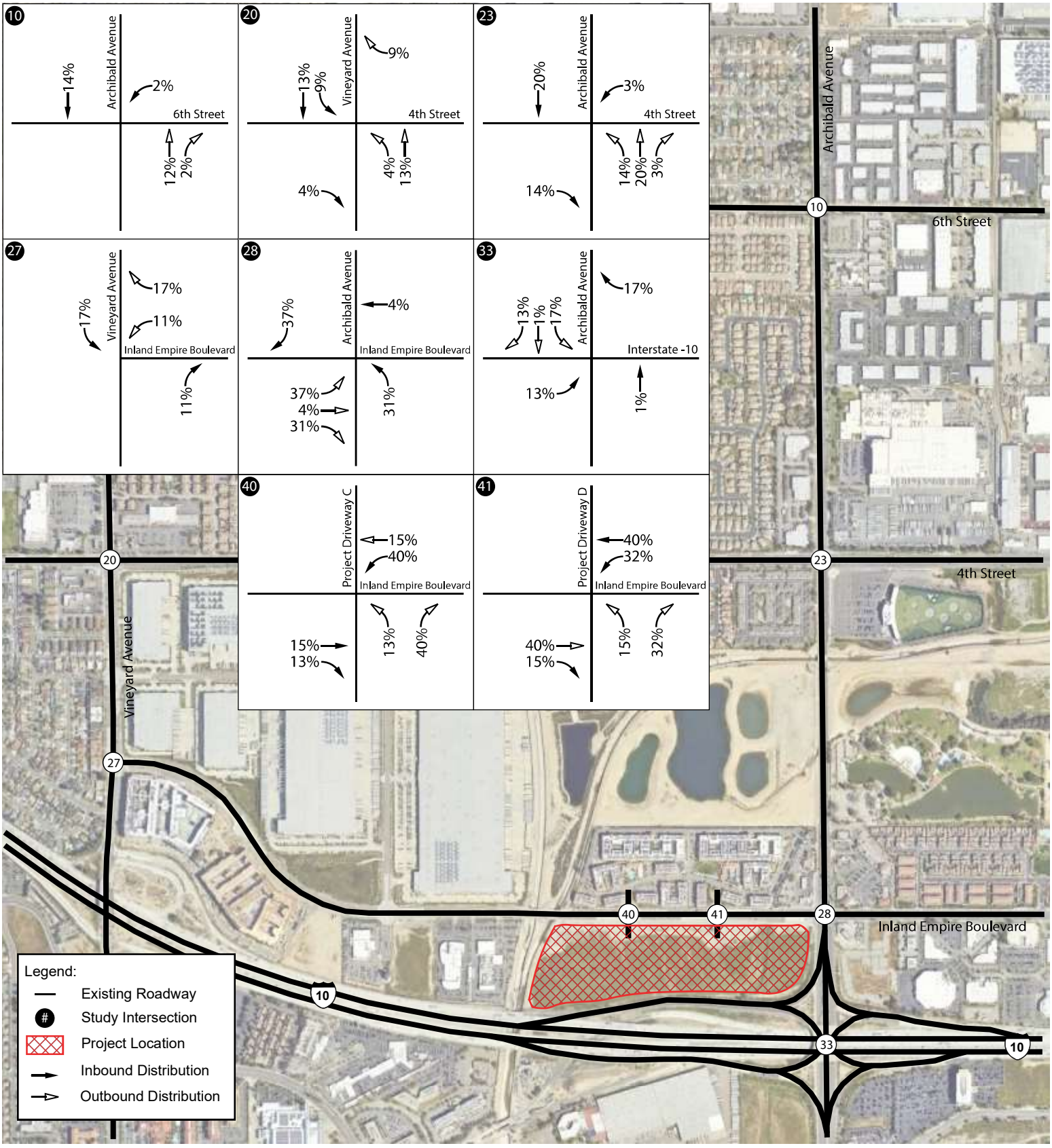
Table 3-4 compares the Planning Area 3 approved 2015 TIA project trips to the proposed project trips. As shown, within PA-3, the proposed project is expected to generate more daily and peak hour trips compared to the approved 2015 TIA. Since the trip generation of the proposed project is higher than the 2015 TIA trips, an operational analysis is needed to determine if new transportation impacts are identified.

TABLE 3-4: PROJECT TRIP COMPARISON

Project Description	Daily	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
2015 TIA: PA-3	9,628	325	148	473	309	410	719
Proposed Project: PA-3	10,670	159	560	719	588	353	941
Difference	**+1,042**	**-166**	**+412**	**+246**	**+279**	**-57**	**+222**

3.3 TRIP DISTRIBUTION

The trip distribution for PA-3 documented in the 2015 TIA was utilized to determine the trip assignment for the proposed project. **Exhibits 3-1** shows the PA-3 trip distribution, as documented in the 2015 TIA. **Exhibit 3-2** shows the trip assignment for the proposed project.



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2015 EIR Project Trip Distribution

Exhibit 3-1

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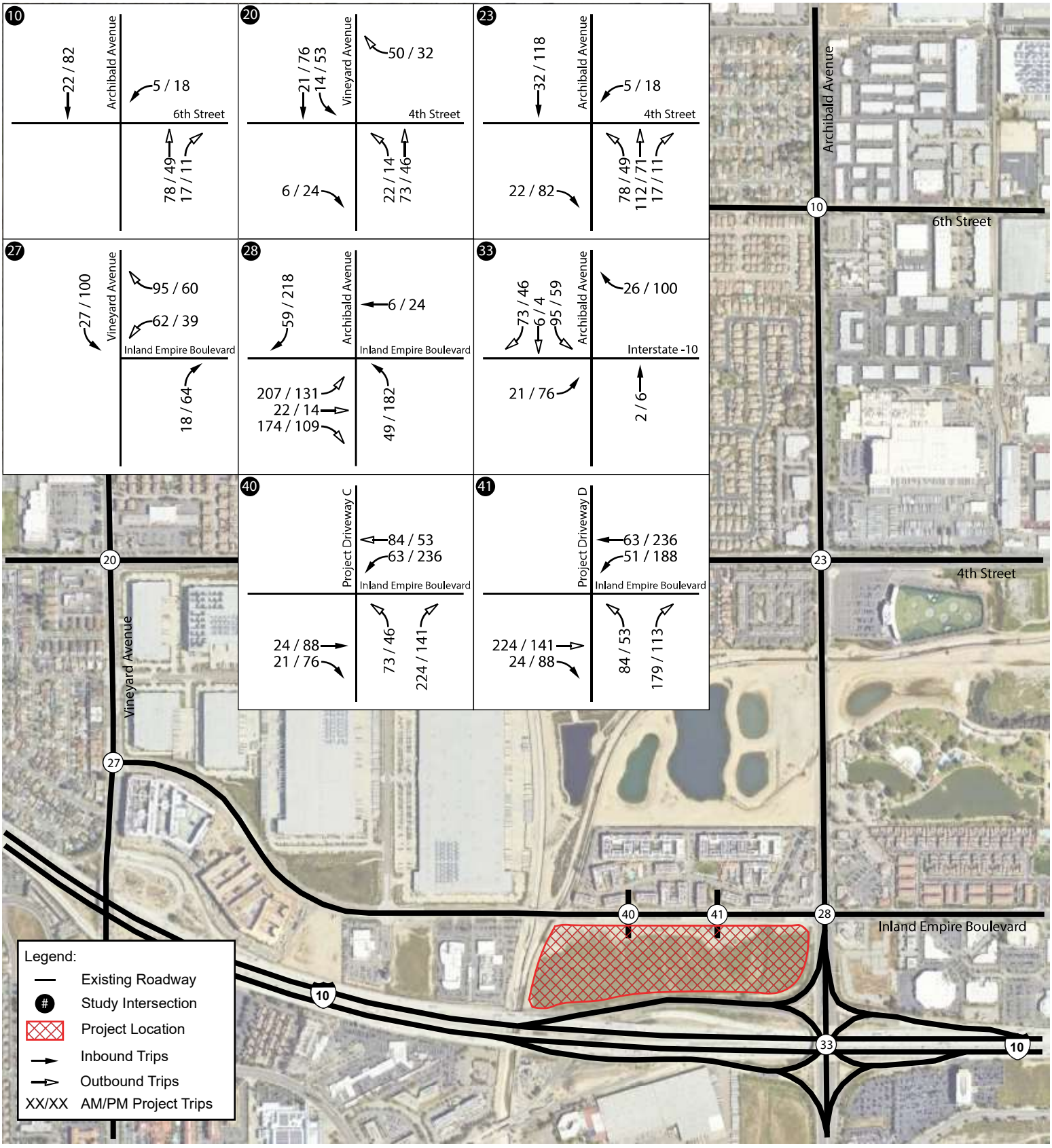

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Modified Project Trip Assignment

Exhibit 3-2

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3.4 TRAFFIC VOLUMES

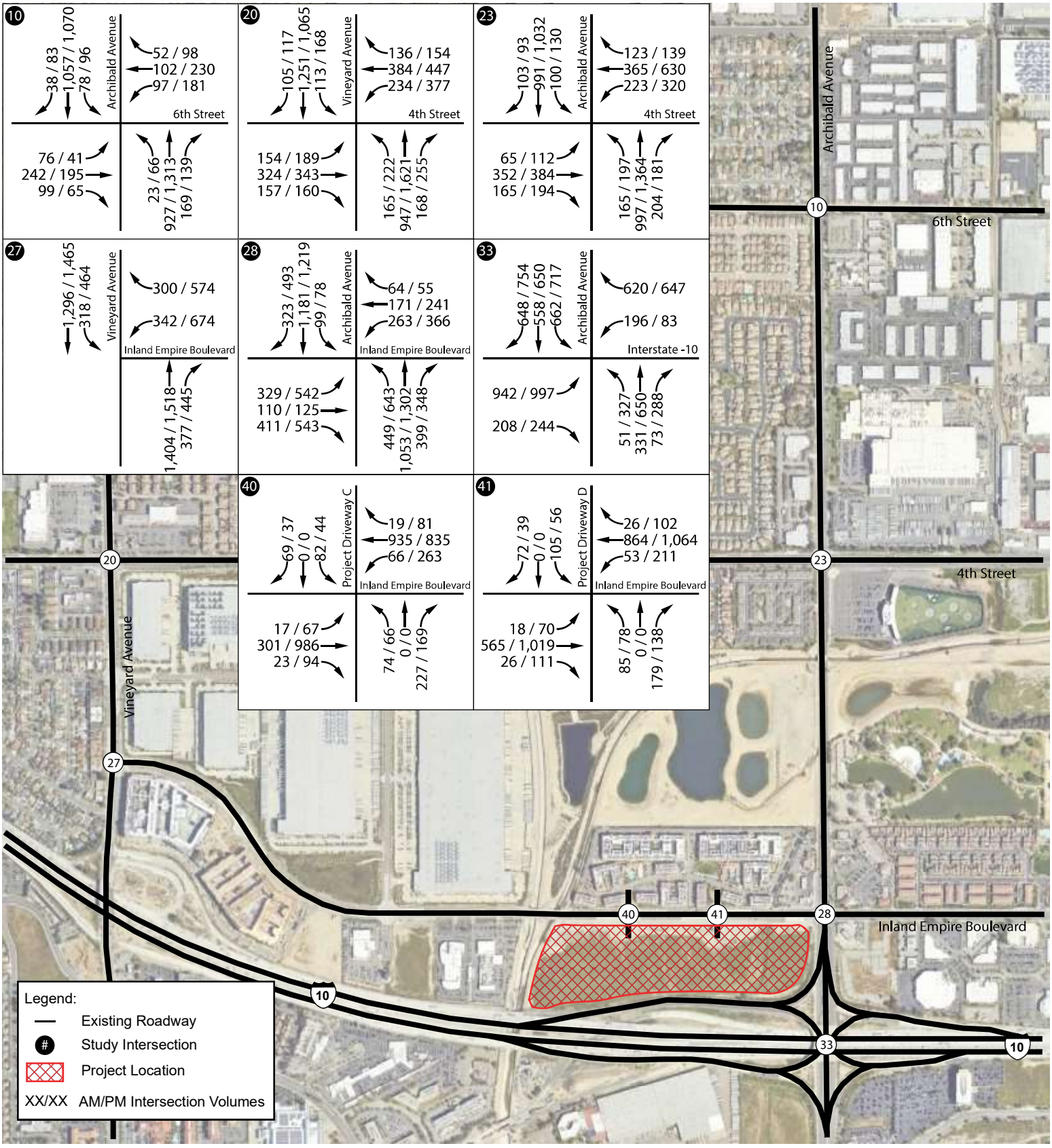
In order to provide a direct comparison, this analysis utilizes the same baseline "without project" conditions which remain unchanged from the original 2015 TIA. For the "plus project" condition, the 2015 TIA volumes were revised to extract and replace the original PA-3 trips with the proposed project trips for PA-3.

The Existing Plus Project PA-1, PA-2, PA-3 and PA-4 traffic volumes, with the proposed project, is shown in **Exhibit 3-3**.

The Year 2020 Cumulative Plus Project PA-1, PA-2, PA-3 and PA-4 traffic volumes, with the proposed project, is shown in **Exhibit 3-4.**

The Year 2035 General Plan Buildout Plus Project PA-1, PA-2, PA-3 and PA-4 traffic volumes, with the proposed project, is shown in **Exhibit 3-5.**

Detailed volume development worksheets are contained in **Appendix B.**



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Existing Plus Project PA-1, PA-2, PA-3, PA-4 Traffic Volumes

Exhibit 3-3

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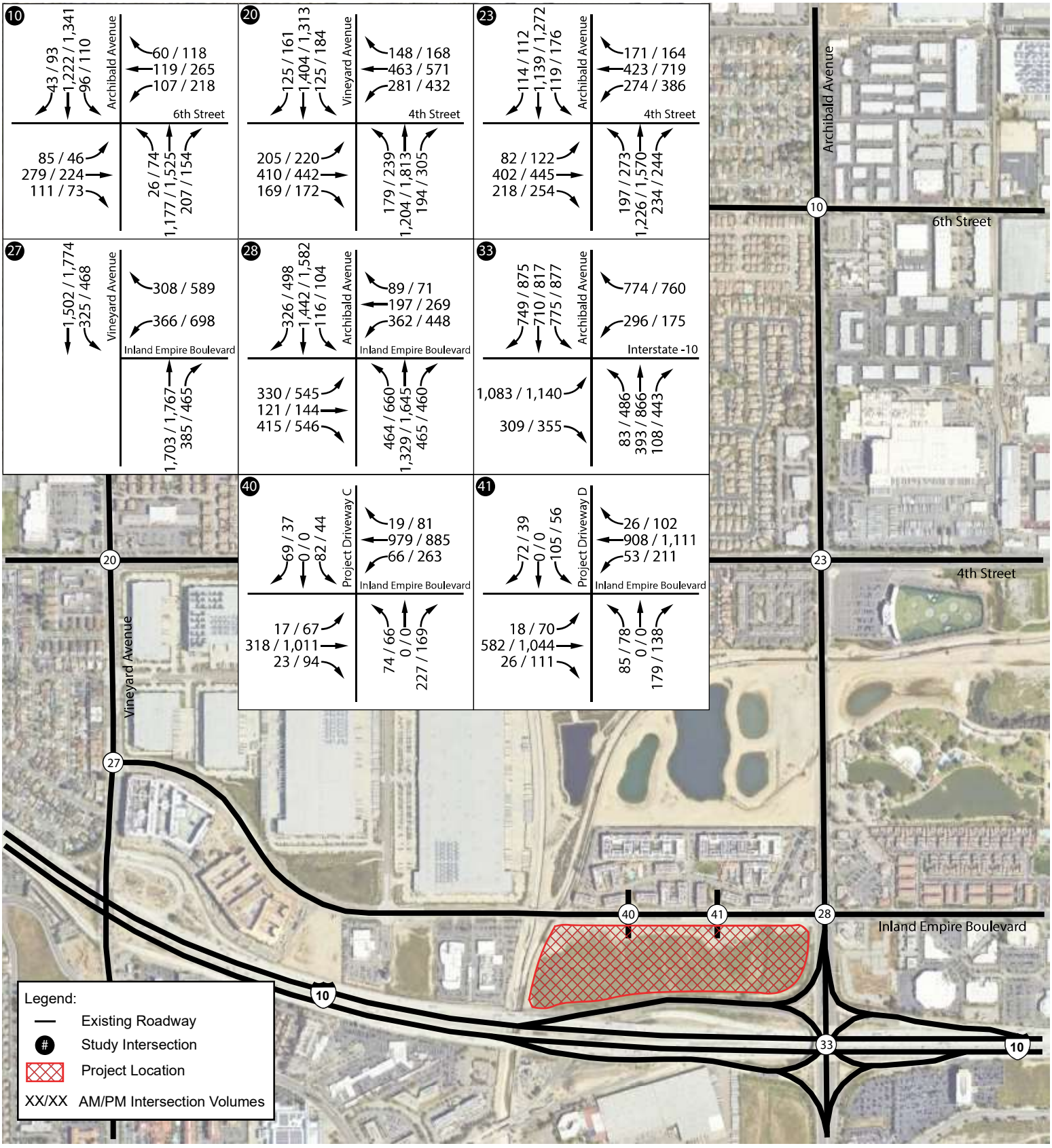

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Year 2020 Cumulative Plus Project PA-1, PA-2, PA-3, PA-4 Traffic Volumes

Exhibit 3-4

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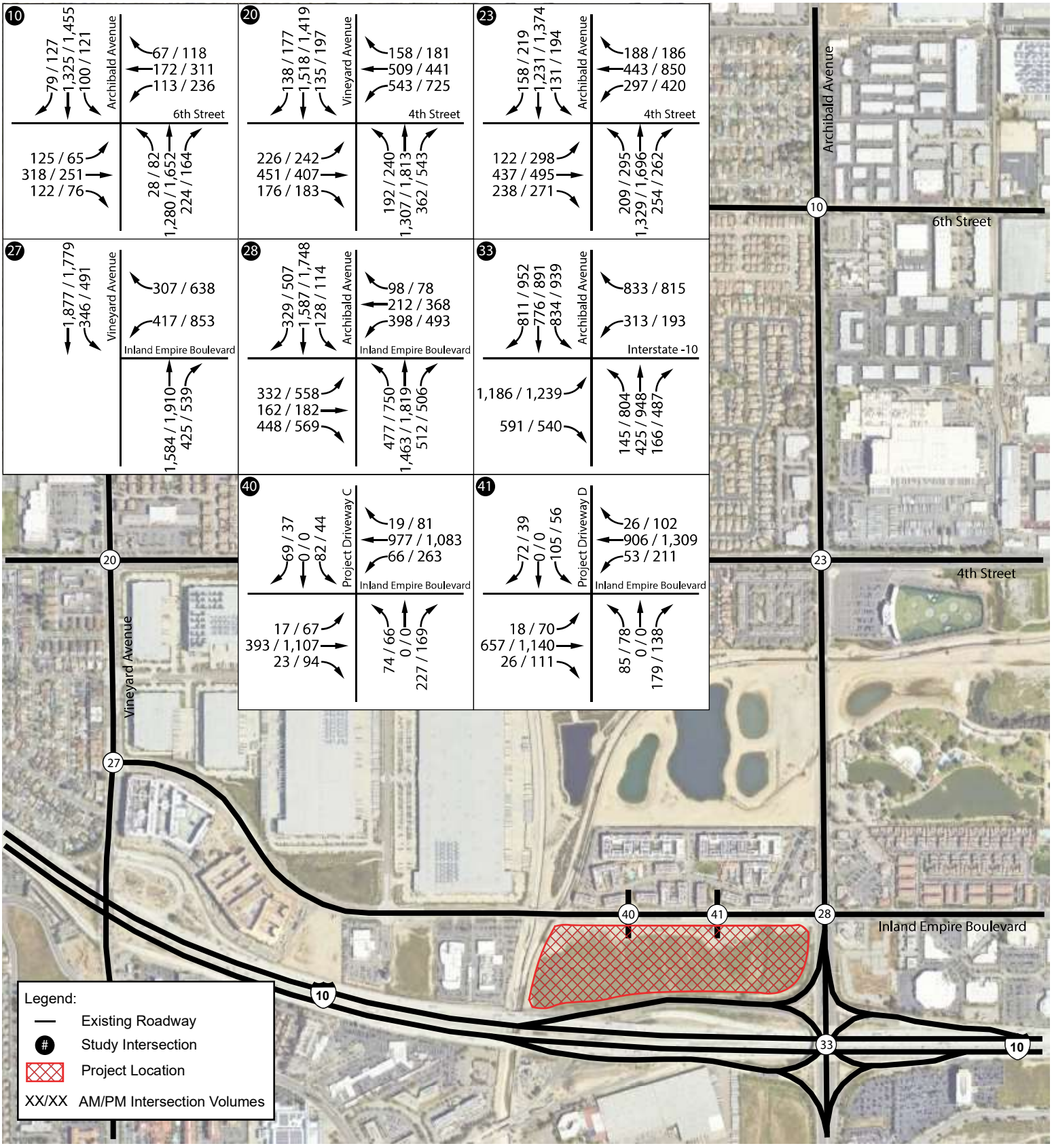

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Year 2035 General Buildout Plus Project PA-1, PA-2, PA-3, PA-4 Traffic Volumes

Exhibit 3-5

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4 LEVEL OF SERVICE OPERATIONS ANALYSIS

4.1 EXISTING PLUS PROJECT

4.1.1 2015 TIA Findings

Table 4-1 summarizes the analysis results for the Existing Plus Project condition documented in the 2015 TIA. As shown, none of the study intersections operate at unacceptable LOS. As such, no significant impacts were identified at these intersections.

4.1.2 Proposed Project Findings

Table 4-2 summarizes the analysis results for the Existing Plus Project condition under the proposed project. As shown, under the proposed project condition, all intersections are still operating at acceptable LOS based on individual intersection thresholds.

The analysis indicates that, with the inclusion of the proposed project, the intersections' operations do not degrade to unacceptable LOS, therefore, no new transportation impacts are identified. The Existing Plus Project analysis worksheets are contained in **Appendix C.**

TABLE 4-1: 2015 TIA EXISTING PLUS PROJECT INTERSECTION ANALYSIS RESULTS

ID	Intersection	Minimum Acceptable LOS	2015 TIA											
			Existing Plus Project				Significant Impact?		Potential Mitigation Improvement in 2015 TIA	Existing Plus Project Plus Improvements				Significant Impact after Mitigation?	
			AM Peak Hour		PM Peak Hour					AM Peak Hour		PM Peak Hour			
			LOS[1]	Delay[2]	LOS[1]	Delay[2]	AM	PM		LOS[1]	Delay[2]	LOS[1]	Delay[2]	AM	PM
10	Archibald Ave and 6th St	D	B	19.8	C	23.9	No	No	Not Applicable						
20	Vineyard Ave and 4th St	E	D	42.3	E	75.7	No	No							
23	Archibald Ave and 4th St	E	C	34.4	D	48.2	No	No							
27	Vineyard Ave and Inland Empire Blvd	E	C	25.4	D	49.5	No	No							
28	Archibald Ave and Inland Empire Blvd	E	D	46.0	E	74.0	No	No							
33	Archibald Ave and I-10 Ramp SPI	D	C	24.5	C	32.0	No	No							
40	Project Dwy "C" and Inland Empire Blvd	E	C	23.9	C	26.9	No	No							
41	Project Dwy "D" and Inland Empire Blvd	E	C	24.3	C	27.5	No	No							

Source: *Meredith International Centre Specific Plan Amendment Traffic Impact Analysis (LLG, 2015)*
Notes: 1) LOS = Level of Service.
2) Delay shown in seconds per vehicle.

TABLE 4-2: PROPOSED PROJECT EXISTING PLUS PROJECT INTERSECTION ANALYSIS RESULTS

ID	Intersection	Minimum Acceptable LOS	Proposed Project											
			Existing Plus Project				Significant Impact?		Potential Mitigation Improvement in 2015 TIA	Existing Plus Project Plus Improvements				Significant Impact after Mitigation?	
			AM Peak Hour		PM Peak Hour					AM Peak Hour		PM Peak Hour			
			LOS[1]	Delay[2]	LOS[1]	Delay[2]	AM	PM		LOS[1]	Delay[2]	LOS[1]	Delay[2]	AM	PM
10	Archibald Ave and 6th St	D	B	19.1	C	24.1	No	No	Not Applicable						
20	Vineyard Ave and 4th St	E	D	40.7	E	75.6	No	No							
23	Archibald Ave and 4th St	E	D	35.6	D	46.6	No	No							
27	Vineyard Ave and Inland Empire Blvd	E	D	50.3	C	33.0	No	No							
28	Archibald Ave and Inland Empire Blvd	E	D	42.3	E	65.4	No	No							
33	Archibald Ave and I-10 Ramp SPI	D	B	18.6	C	22.5	No	No							
40	Project Dwy "C" and Inland Empire Blvd	E	C	23.1	C	32.0	No	No							
41	Project Dwy "D" and Inland Empire Blvd	E	B	18.7	C	27.5	No	No							

Notes: 1) LOS = Level of Service.
2) Delay shown in seconds per vehicle.

4.2 YEAR 2020 CUMULATIVE PLUS PROJECT

4.2.1 2015 TIA Findings

Table 4-3 summarizes the analysis results for the Year 2020 Cumulative Plus Project condition documented in the 2015 TIA. As shown, most intersections operate at acceptable LOS for both peak hours with the exception of:

- (#23) Archibald Ave and 4th St – operates at LOS F during the PM Peak Hour
- (#28) Archibald Ave and Inland Empire Blvd – operates at LOS F during the PM Peak Hour

As such, a significant impact was identified for these locations. Potential mitigation improvements were developed to improve the LOS of these intersections. The following potential improvements were proposed for the intersections:

- (#23) Archibald Ave and 4th St
  - Construct 2nd NB Left-turn lane
  - Additional NB through-lane
  - Modify traffic signal
- (#28) Archibald Ave and Inland Empire Blvd
  - Construct 3rd NB Left-turn lane
  - Additional SB through-lane
  - Modify traffic signal

As shown, with the implementation of these potential improvements the significant impact was mitigated.

4.2.2 Proposed Project Findings

Table 4-4 summarizes the analysis results for the Year 2020 Cumulative Plus Project condition under the proposed project. Similar to the 2015 TIA findings, most intersections operate at acceptable LOS for both peak hours with the exception of:

- (#23) Archibald Ave and 4th St – operates at LOS F during the PM Peak Hour
- (#28) Archibald Ave and Inland Empire Blvd – operates at LOS F during the PM Peak Hour

With the implementation of the identical potential mitigation improvements developed for the 2015 TIA, all intersections are operating at acceptable LOS based on individual intersection thresholds.

The analysis indicates that, with the inclusion of the potential mitigation improvements developed for the 2015 TIA, the intersections' operations do not degrade to unacceptable LOS, therefore, no new transportation impacts are identified. The Year 2020 Cumulative Plus Project analysis worksheets are contained in **Appendix D.**

In the 2015 EIR, under the Year 2020 Cumulative Plus Project scenario, the project-related impacts at the intersections of Archibald Ave and 4th St (#23) and Archibald Ave and Inland Empire Blvd (#28) are addressed through fee payments to complete required improvements. However, these locations were still identified as cumulatively significant and unavoidable even with the payment of fees, due to right-of-way constraints. Since the findings of the proposed project rely on identical potential mitigation improvements developed for the 2015 TIA, these locations remain as cumulatively significant and unavoidable, consistent with the previous findings in the Specific Plan EIR.

TABLE 4-3: 2015 TIA YEAR 2020 CUMULATIVE PLUS PROJECT INTERSECTION ANALYSIS RESULTS

ID	Intersection	Minimum Acceptable LOS	2015 TIA												
			Year 2020 Cumulative Plus Project				Significant Impact?		Potential Mitigation Improvement in 2015 TIA	Year 2020 Cumulative Plus Project Plus Improvements				Significant Impact after Mitigation?	
			AM Peak Hour		PM Peak Hour					AM Peak Hour		PM Peak Hour			
			LOS[1]	Delay[2]	LOS[1]	Delay[2]	AM	PM		LOS[1]	Delay[2]	LOS[1]	Delay[2]	AM	PM
10	Archibald Ave and 6th St	D	C	22.2	C	29.0	No	No	Not Applicable						
20	Vineyard Ave and 4th St	E	D	48.4	E	78.9	No	No							
23	Archibald Ave and 4th St	E	D	41.6	**F**	**83.7**	No	**Yes**	• Construct 2nd NB Left-turn lane • Additional NB through-lane • Modify traffic signal	D	36.7	D	51.8	No	No
27	Vineyard Ave and Inland Empire Blvd	E	D	45.7	C	34.7	No	No	Not Applicable						
28	Archibald Ave and Inland Empire Blvd	E	E	58.9	**F**	**94.0**	No	**Yes**	• Construct 3rd NB Left-turn lane • Additional SB through-lane • Modify traffic signal	E	56.5	E	72.7	No	No
33	Archibald Ave and I-10 Ramp SPI	D	C	30.5	D	40.7	No	No	Not Applicable						
40	Project Dwy "C" and Inland Empire Blvd	E	C	24.1	C	26.8	No	No							
41	Project Dwy "D" and Inland Empire Blvd	E	C	24.5	C	27.4	No	No							

Source: *Meredith International Centre Specific Plan Amendment Traffic Impact Analysis (LLG, 2015)*
Notes: 1) LOS = Level of Service.
2) Delay shown in seconds per vehicle.

TABLE 4-4: PROPOSED PROJECT YEAR 2020 CUMULATIVE PLUS PROJECT INTERSECTION ANALYSIS RESULTS

ID	Intersection	Minimum Acceptable LOS	Proposed Project											
			Year 2020 Cumulative Plus Project				Significant Impact?		Potential Mitigation Improvement in 2015 TIA	Year 2020 Cumulative Plus Project Plus Improvements				Significant Impact after Mitigation?	
			AM Peak Hour		PM Peak Hour					AM Peak Hour		PM Peak Hour			
			LOS[1]	Delay[2]	LOS[1]	Delay[2]	AM	PM		LOS[1]	Delay[2]	LOS[1]	Delay[2]	AM	PM
10	Archibald Ave and 6th St	D	C	22.0	C	31.5	No	No	Not Applicable						
20	Vineyard Ave and 4th St	E	D	44.5	E	75.1	No	No							
23	Archibald Ave and 4th St	E	D	46.3	**F**	**93.9**	No	**Yes**	• Construct 2nd NB Left-turn lane • Additional NB through-lane • Modify traffic signal	D	36.7	D	52.8	No	No
27	Vineyard Ave and Inland Empire Blvd	E	C	20.6	C	29.4	No	No	Not Applicable						
28	Archibald Ave and Inland Empire Blvd	E	D	53.1	**F**	**118.3**	No	**Yes**	• Construct 3rd NB Left-turn lane • Additional SB through-lane • Modify traffic signal	D	47.1	E	72.0	No	No
33	Archibald Ave and I-10 Ramp SPI	D	C	25.5	C	29.9	No	No	Not Applicable						
40	Project Dwy "C" and Inland Empire Blvd	E	C	23.6	C	32.4	No	No							
41	Project Dwy "D" and Inland Empire Blvd	E	C	20.2	C	27.7	No	No							

Notes: 1) LOS = Level of Service.
2) Delay shown in seconds per vehicle.

4.3 YEAR 2035 GENERAL PLAN BUILDOUT PLUS PROJECT

4.3.1 2015 TIA Findings

Table 4-5 summarizes the analysis results for the Year 2035 General Plan Buildout Plus Project condition documented in the 2015 TIA. As shown, most intersections operate at acceptable LOS for both peak hours with the exception of:

- (#20) Vineyard Ave and 4th St – operates at LOS F during the PM Peak Hour
- (#23) Archibald Ave and 4th St – operates at LOS F during the PM Peak Hour
- (#28) Archibald Ave and Inland Empire Blvd – operates at LOS F during the PM Peak Hour

As such, a significant impact was identified for these locations. Potential mitigation improvements were developed to improve the LOS of these intersections. The following improvements were proposed for the intersections:

- (#20) Vineyard Ave and 4th St
    - Construct additional SB through-lane
    - Modify traffic signal
- (#23) Archibald Ave and 4th St
    - Construct 2nd NB Left-turn lane
    - Additional NB through-lane
    - Modify traffic signal
- (#28) Archibald Ave and Inland Empire Blvd
    - Construct 3rd NB Left-turn lane
    - Additional SB through-lane
    - Modify traffic signal

As shown, with the implementation of these potential improvements the significant impact was mitigated.

4.3.2 Proposed Project Findings

Table 4-6 summarizes the analysis results for the Year 2035 General Plan Buildout Plus Project condition under the proposed project. Similar to the 2015 TIA findings, most intersections operate at acceptable LOS for both peak hours with the exception of:

- (#20) Vineyard Ave and 4th St – operates at LOS F during the PM Peak Hour
- (#23) Archibald Ave and 4th St – operates at LOS F during the PM Peak Hour
- (#28) Archibald Ave and Inland Empire Blvd – operates at LOS F during the PM Peak Hour

With the implementation of the identical potential mitigation improvements developed for the 2015 TIA, all intersections are operating at acceptable LOS based on individual intersection thresholds.

The analysis indicates that, with the inclusion of the potential mitigation improvements developed for the 2015 TIA, the intersections' operations do not degrade to unacceptable LOS, therefore, no new transportation impacts are identified. The Year 2035 General Plan Buildout Plus Project analysis worksheets are contained in **Appendix E.**

In the 2015 EIR, under the Year 2020 Cumulative Plus Project scenario, the project-related impacts at the intersections of, Vineyard Ave and 4th St (#20), Archibald Ave and 4th St (#23), and Archibald Ave and Inland Empire Blvd (#28) are addressed through fee payments to complete required improvements. However, these locations were still identified as cumulatively significant and unavoidable even with the payment of fees, due to right-of-way constraints. Since the findings of the proposed project rely on identical potential mitigation improvements developed for the 2015 TIA, these locations remain as cumulatively significant and unavoidable, consistent with the previous findings in the Specific Plan EIR.

TABLE 4-5: 2015 TIA YEAR 2035 GENERAL PLAN BUILDOUT PLUS PROJECT INTERSECTION ANALYSIS RESULTS

ID	Intersection	Minimum Acceptable LOS	2015 TIA											
			Year 2035 General Plan Buildout Plus Project				Significant Impact?		Potential Mitigation Improvement in 2015 TIA	Year 2035 General Plan Buildout Plus Project Plus Improvements				Significant Impact after Mitigation?	
			AM Peak Hour		PM Peak Hour					AM Peak Hour		PM Peak Hour			
			LOS[1]	Delay[2]	LOS[1]	Delay[2]	AM	PM		LOS[1]	Delay[2]	LOS[1]	Delay[2]	AM	PM
10	Archibald Ave and 6th St	D	C	22.8	C	31.2	No	No	Not Applicable						
20	Vineyard Ave and 4th St	E	E	76.2	**F**	**92.2**	No	**Yes**	• Construct additional SB through-lane • Modify traffic signal	D	47.0	E	61.1	No	No
23	Archibald Ave and 4th St	E	D	43.1	**F**	**98.6**	No	**Yes**	• Construct 2nd NB Left-turn lane • Additional NB through-lane • Modify traffic signal	D	37.3	D	53.9	No	No
27	Vineyard Ave and Inland Empire Blvd	E	C	24.4	D	37.7	No	No	Not Applicable						
28	Archibald Ave and Inland Empire Blvd	E	E	60.4	**F**	**103.3**	No	**Yes**	• Construct 3rd NB Left-turn lane • Additional SB through-lane • Modify traffic signal	D	49.1	E	69.5	No	No
33	Archibald Ave and I-10 Ramp SPI	D	C	30.8	D	46.4	No	No	Not Applicable						
40	Project Dwy "C" and Inland Empire Blvd	E	C	24.2	C	26.5	No	No							
41	Project Dwy "D" and Inland Empire Blvd	E	C	24.5	C	27.5	No	No							

Source: *Meredith International Centre Specific Plan Amendment Traffic Impact Analysis (LLG, 2015)*
Notes: 1) LOS = Level of Service.
2) Delay shown in seconds per vehicle.

TABLE 4-6: PROPOSED PROJECT YEAR 2035 GENERAL PLAN BUILDOUT PLUS PROJECT INTERSECTION ANALYSIS RESULTS

ID	Intersection	Minimum Acceptable LOS	Proposed Project											
			Year 2035 General Plan Buildout Plus Project				Significant Impact?		Potential Mitigation Improvement in 2015 TIA	Year 2035 General Plan Buildout Plus Project Plus Improvements				Significant Impact after Mitigation?	
			AM Peak Hour		PM Peak Hour					AM Peak Hour		PM Peak Hour			
			LOS[1]	Delay[2]	LOS[1]	Delay[2]	AM	PM		LOS[1]	Delay[2]	LOS[1]	Delay[2]	AM	PM
10	Archibald Ave and 6th St	D	C	24.2	D	42.1	No	No	Not Applicable						
20	Vineyard Ave and 4th St	E	E	78.3	**F**	**95.4**	No	**Yes**	• Construct additional SB through-lane • Modify traffic signal	D	46.9	E	64.7	No	No
23	Archibald Ave and 4th St	E	E	61.5	**F**	**123.3**	No	**Yes**	• Construct 2nd NB Left-turn lane • Additional NB through-lane • Modify traffic signal	D	40.5	E	60.6	No	No
27	Vineyard Ave and Inland Empire Blvd	E	C	29.4	D	41.1	No	No	Not Applicable						
28	Archibald Ave and Inland Empire Blvd	E	E	71.5	**F**	**158.0**	No	**Yes**	• Construct 3rd NB Left-turn lane • Additional SB through-lane • Modify traffic signal	D	48.3	E	79.8	No	No
33	Archibald Ave and I-10 Ramp SPI	D	C	30.8	D	36.9	No	No	Not Applicable						
40	Project Dwy "C" and Inland Empire Blvd	E	C	23.3	C	34.5	No	No							
41	Project Dwy "D" and Inland Empire Blvd	E	B	19.5	C	28.6	No	No							

Notes: 1) LOS = Level of Service.
2) Delay shown in seconds per vehicle.

5 FINDINGS

The purpose of this study is to document the traffic analysis findings associated with the with the proposed changes to the Meredith International Centre Specific Plan Amendment Planning Area 3 (proposed project). A Level of Service (LOS) analysis was conducted to determine the consistency with the findings documented in the *Meredith International Centre Specific Plan Amendment Traffic Impact Analysis (LLG, 2015)* [2015 TIA], which was incorporated into the Specific Plan EIR.

The proposed project proposes to modify the existing Specific Plan to include a Mixed-Use Overlay across Planning Area 3 to allow for up to 50,000 square feet of commercial/retail uses and up to 1,400 multi-family dwelling units in place of the uses and buildout currently permitted under the site's Urban Commercial designation. A revised trip generation for the proposed project was developed to estimate the project trips. The new trip estimates were used to update the Existing With Project, Year 2020 Cumulative Plus Project, and Year 2035 General Plan Buildout Plus Project traffic volumes documented in the 2015 TIA. The revised traffic volumes were used in the LOS analysis of the proposed project. The analysis was conducted consistent with the process and methodology used in the 2015 TIA. The findings are summarized below:

Existing Plus Project
With the implementation of identical the potential mitigation improvements developed for the 2015 TIA, all intersections are anticipated to operate at acceptable LOS based on individual intersection thresholds.

Year 2020 Cumulative Plus Project
With the implementation of identical the potential mitigation improvements developed for the 2015 TIA, all intersections are anticipated to operate at acceptable LOS based on individual intersection thresholds.

Year 2035 General Plan Buildout Plus Project
With the implementation of identical the potential mitigation improvements developed for the 2015 TIA, all intersections are anticipated to operate at acceptable LOS based on individual intersection thresholds.

The analysis for all three scenarios indicates that, with the implementation of the identical potential mitigation improvements developed for the 2015 TIA, the intersections' operations do not degrade to unacceptable LOS. **Therefore, outside of the impacts identified in the 2015 TIA, no new transportation impacts are identified due to the proposed project.**

In the 2015 EIR, the project-related impacts at the intersections of Vineyard Ave and 4th St (#20), Archibald Ave and 4th St (#23), and Archibald Ave and Inland Empire Blvd (#28) are addressed through fee payments to complete required improvements. However, these locations were still identified as cumulatively significant and unavoidable even with the payment of fees, due to right-of-way acquisition requirements. Since the findings of the proposed project rely on identical potential mitigation improvements developed for the 2015 TIA, **these locations remain as cumulatively significant and unavoidable, consistent with the previous findings in the Specific Plan EIR.**

Appendix A:
Traffic Scoping Agreement

Michael Baker
INTERNATIONAL

TECHNICAL MEMORANDUM

To: City of Ontario

From: Jordan Gray PE TE, Michael Baker International
Alejandro Tapia PE, Michael Baker International

CC: Frances Yau, Michael Baker International

Date: October 24, 2025

Subject: Meredith International Centre Specific Plan Amendment Planning Area 3 – Focused Traffic Study Scoping Memorandum

1. Introduction

Michael Baker will be preparing a Focused Traffic Study for the proposed Meredith International Centre Specific Plan Amendment Planning Area 3 Project (modified project) within the City of Ontario, California. The original Environmental Impact Report for the specific plan was documented in the *Meredith International Centre Specific Plan Amendment Final Environmental Impact Report*, dated March 2015 (2015 EIR). The 2015 EIR identified potential traffic related impacts at several study intersections associated with the development of the specific plan area that were considered cumulatively significant and unavoidable. This memorandum will assess the change in land use assumptions associated with modified project specifically with PA-3 to determine consistency with the findings of the original EIR, including trip generation assumptions and level-of-service operations at select intersections.

The modified project proposes to modify the Specific Plan to include a Mixed-use Overlay across Planning Area 3, allowing for the development of up to 1,400 residential units and up to 50,000 square feet of commercial/retail uses in addition to the uses permitted under the site's Urban Commercial designation.

Exhibit 1 shows the Project location and **Table 1** summarizes key development characteristics.

The following scoping memorandum outlines Michael Baker's approach to updating the traffic analysis associated with the modified project. As described in subsequent sections, as part of this analysis the updated baseline "Without Project" scenarios remain unchanged from the original *Meredith International Centre Specific Plan Amendment Traffic Impact Analysis (LLG, 2015)* [2015 TIA], documented in the original 2015 Specific Plan EIR. The analysis will follow be consistent with SBCTA's *Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (SBCTA Guidelines),* dated February 2020.

Table 1: Information Summary

Item	Description
Project Location	The site is bounded by Inland Empire Boulevard to the north, Archibald Avenue to the east, Interstate 10 to the south, and Deer Creek Channel to the west.
Existing Land Uses	The project site has a Mixed Use - Meredith land use designation. Sparse ruderal vegetation and ornamental landscaping are present on-site.
Acreage	23.3 acres
Existing Zoning	Meredith Internation Centre SP (2265-SP) – Urban Commercial
Proposed Zoning	Meredith Internation Centre SP (2265-SP) – Urban Commercial + Mixed Use Overlay
Nearby Land Uses	Developed land uses exist on the North, East, South, and West sides of the Project site. *North*: Inland Empire Boulevard is immediately north of the project site. Planning Areas 4 and 5 of the Specific Plan are located further north. Planning Area 4 is developed with multi-family residences, and Planning Area 5 is developed with commercial/retail uses, including fast food restaurants and a gas station/convenience store. Planning Area 4 is designated Urban Residential and Planning Area 5 is designated Urban Commercial. *South*: Immediately south of the project site is I-10. Further south are warehouses and distribution centers; these properties are not within the Specific Plan area and are designated Mixed-Use and zoned Specific Plan (SP) with a Multimodal Transit Center (MTC) Overlay. *East*: Immediately east of the project site is Archibald Avenue. Further east is a gas station, hotel (currently under construction), and vacant land; these properties are not within the Specific Plan area and are designated Office Commercial and zoned High Intensity Office (OH). *West*: Deer Creek Channel is immediately west of the project site. Car dealerships and associated service centers are located further west. This area is within Planning Area 2 of the Specific Plan and is designated Urban Commercial.



Source: Google Earth Pro, February 2025

MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT – PLANNING AREA 3 PROJECT
ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT

Site Vicinity

Michael Baker INTERNATIONAL

NOT TO SCALE

02/2025 • JN 205836

Exhibit 6300

2. Trip Generation

2015 EIR

The *Meredith International Centre Specific Plan Amendment Traffic Impact Analysis (LLG, 2015)* [2015 TIA], documented in the original 2015 Specific Plan EIR, analyzed the estimated project trips for each planning area based on the land use assumptions that were available at that time.

Table 2 provides the previously documented trip generation calculations for Planning Area 3. As shown, within Planning Area 3, a total of 9,628 daily trips, 473 AM Peak Hour trips, and 719 PM Peak Hour trips were anticipated during an average weekday.

Table 2: Approved 2015 EIR Planning Area 3 Trip Generation

Project Description	Daily	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Trip Generation Forecast:							
Planning Area (PA) 3							
▪ 310: Hotel (400 Rooms)	3,268	124	88	212	124	116	240
▪ 710: General Office (100,000 SF)	1,103	137	19	156	25	124	149
▪ 820: Shopping Center (150,000 SF)	6,405	90	54	144	267	290	557
Less Pass-by Trips (10% Daily, 10% AM, 34% PM) [20]	-641	-9	-5	-14	-91	-98	-189
Total PA 3 Trip Generation Potential	**10,135**	**342**	**156**	**498**	**325**	**432**	**757**
Less Internal Capture (5%)	**-507**	**-17**	**-8**	**-25**	**-16**	**-22**	**-38**
Total PA 3 Net Trip Generation Potential	**9,628**	**325**	**148**	**473**	**309**	**410**	**719**

Source: *Meredith International Centre Specific Plan Amendment Traffic Impact Analysis* (LLG, January 2015)
Trip Rate Source: Institute of Transportation Engineer's (ITE) Trip Generation Manual, 9th Edition.

Modified Project

To remain consistent with the original analysis documented in the 2015 TIA, the modified project site trips were estimated using trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition. **Table 3** shows the trip generation rates used for the modified project. ITE Land Use codes 220 (Apartments) and 820 (Shopping Center) were assumed for the entire modified project site.

Table 3: Modified Planning Area 3 Trip Generation Rates

Land Use	ITE Code	Daily Trips Rate	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
Apartments	220	6.66 / DU	0.10	0.41	0.51	0.40	0.22	0.62
Shopping Center	820	42.70 / TSF	0.60	0.36	0.96	1.78	1.93	3.71

Notes: 1) Trip Rates – Institute of Transportation Engineer's (ITE) Trip Generation Manual, 9th Edition
2) DU = Dwelling Unit; TSF = Thousand Square Feet.

Table 3 summarizes the trip generation for the modified project. The modified project includes a Pass-By Trip reduction and internal capture reduction consistent with analysis documented in the 2015 TIA. The total estimated net Project trips include 10,670 daily trips, 719 AM Peak Hour trips, and 941 PM Peak Hour trips.

Table 3: Modified Planning Area 3 Trip Generation

Project Description	Intensity	Daily[1]	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
220: Apartments	1,400 DU	9,310	140	574	714	560	308	868
820: Shopping Center	50 TSF	2,135	30	18	48	89	97	186
Less Pass-by Trips[2] (10% Daily, 10% AM, 34% PM)[3]		-214	-3	-2	-5	-30	-33	-63
Total PA-3 Trip Generation Potential		11,232	167	590	757	619	372	991
Less Internal Capture (5%)[3]		-562	-8	-30	-38	-31	-19	-50
Total PA-3 Net Trip Generation Potential		**10,670**	**159**	**560**	**719**	**588**	**353**	**941**

Notes: 1) Source: ITE Trip Generation Manual, 9th Edition.
2) Applies only to Shopping Center land use.
3) Consistent with analysis documented in *Meredith International Centre Specific Plan Amendment Traffic Impact Analysis* (LLG, January 2015)

The 2015 TIA originally assumed Planning Area 3's land use would consist of a 400-room hotel, 100,000 square feet of office space, and 150,000 square feet of retail space. The modified project's proposed land use for Planning Area 3 consists of up to 1,400 residential units and up to 50,000 square feet of commercial/retail uses. Because of the land use changes, the trip characteristics have changed. The 2015 TIA showed higher entering trips in the AM Peak Hour and higher exiting trips in the PM Peak Hour. The modified project's land use show the opposite trend, with high exiting trips in the AM Peak Hour and high entering trips in the PM Peak Hour.

Table 4 compares the Planning Area 3 approved 2015 TIA project trips to the modified project trips. As shown, within the comparison boundary, the modified project is expected to generate more daily and peak hour trips compared to the approved 2015 TIA within Project Area 3. Since the trip generation of the modified is higher than the 2015 TIA trips, an operational analysis will be required to determine if new transportation impacts are identified.

Table 4: Project Trip Comparison

Project Description	Daily	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
2015 EIR: PA-3	9,628	325	148	473	309	410	719
Modified Project: PA-3	10,670	159	560	719	588	353	941
Difference	**1,042**	**-166**	**412**	**246**	**279**	**-57**	**222**

3. Study Area & Trip Distribution

The eight intersections listed below were selected to assess the potential impacts of the modified project. Note that the list below maintains the intersection identification numbers from the original 2015 TIA for consistency. Refer to **Exhibit 2** for the proposed study area.

- **#10** Archibald Ave and 6th Street
- **#20** Vineyard Ave and 4th St
- **#23** Archibald Ave and 4th St
- **#27** Vineyard Ave and Inland Empire Blvd
- **#28** Archibald Ave and Inland Empire Blvd
- **#33** Archibald Ave and I-10 Ramp SPI
- **#40** Project Dwy "C" and Inland Empire Blvd
- **#41** Project Dwy "D" and Inland Empire Blvd

To remain consistent with the previous analysis, the trip distribution for the modified project will be identical to that used in the 2015 EIR analysis. **Attachment A** contains the original trip distribution for Planning Area 3 used in the *original 2015 TIA.*

4. Study Methodology & Scenarios

To remain consistent with the previous analysis, following methodology will be utilized:

- Highway Capacity Manual 2000, using Synchro Software (Version 12).

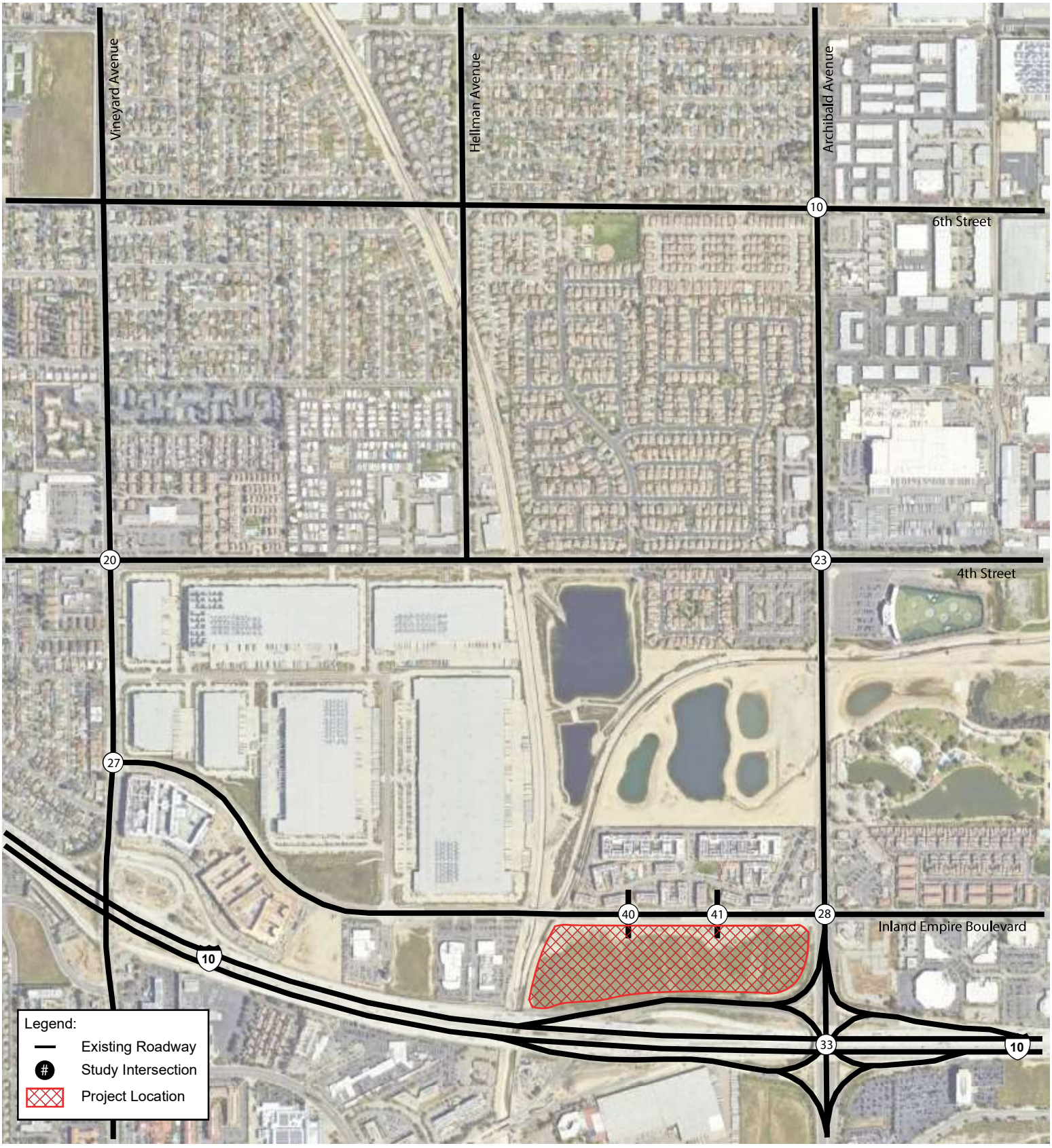
The analysis will utilize the same baseline "without project" volumes documented in the 2015 TIA. The "plus project" conditions will reflect identical trips for Planning Areas 1, 2, and 4. Only the estimated trips for Planning Area 3 will be updated for this analysis. The analysis will determine if new traffic impacts are identified at these study intersections and if the proposed improvements documented in the 2015 TIA are sufficient to mitigate any new potential impacts. **Table 5** summarizes the impact criteria that will be used in this analysis. The thresholds in this table remain consistent with those used in the 2015 TIA.

The following study scenarios, as defined in the 2015 TIA, will be evaluated:

- Existing Plus Project (Planning Area 1-4)
- Year 2020 Cumulative Traffic Conditions Plus Project (Planning Areas 1-4)
- Year 2035 General Plan Buildout Plus Project (Planning Areas 1-4)

Table 5: LOS Threshold Criteria

Intersection		Jurisdiction	Minimum Acceptable LOS
10	Archibald Ave and 6th Street	Rancho Cucamonga	D
20	Vineyard Ave and 4th St	Ontario	E
23	Archibald Ave and 4th St	Rancho Cucamonga / Ontario	D
27	Vineyard Ave and Inland Empire Blvd	Ontario	E
28	Archibald Ave and Inland Empire Blvd	Ontario	E
33	Archibald Ave and I-10 Ramp SPI	Ontario / Caltrans	D
40	Project Dwy "C" and Inland Empire Blvd	Ontario	E
41	Project Dwy "D" and Inland Empire Blvd	Ontario	E



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Michael Baker INTERNATIONAL

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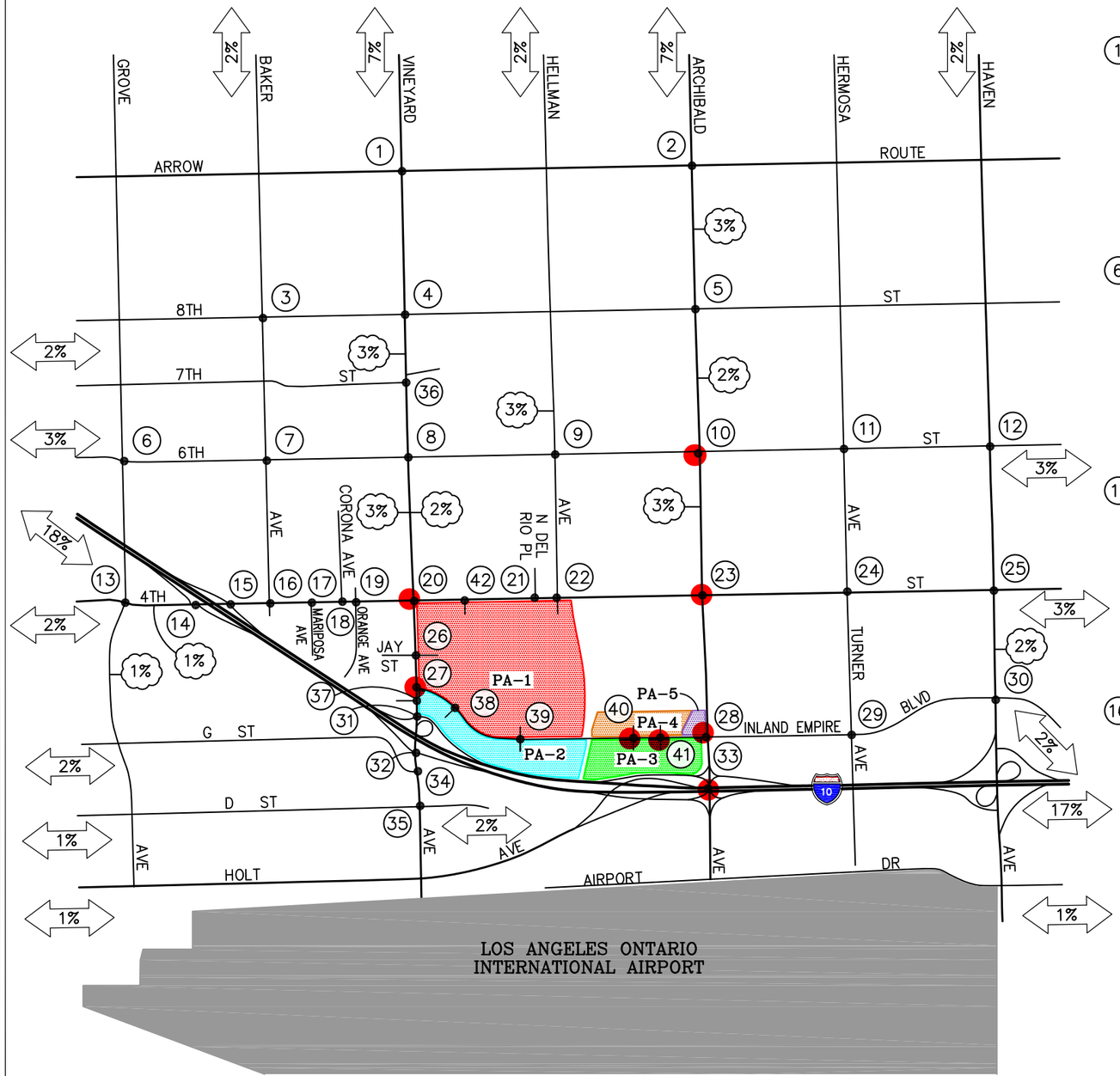
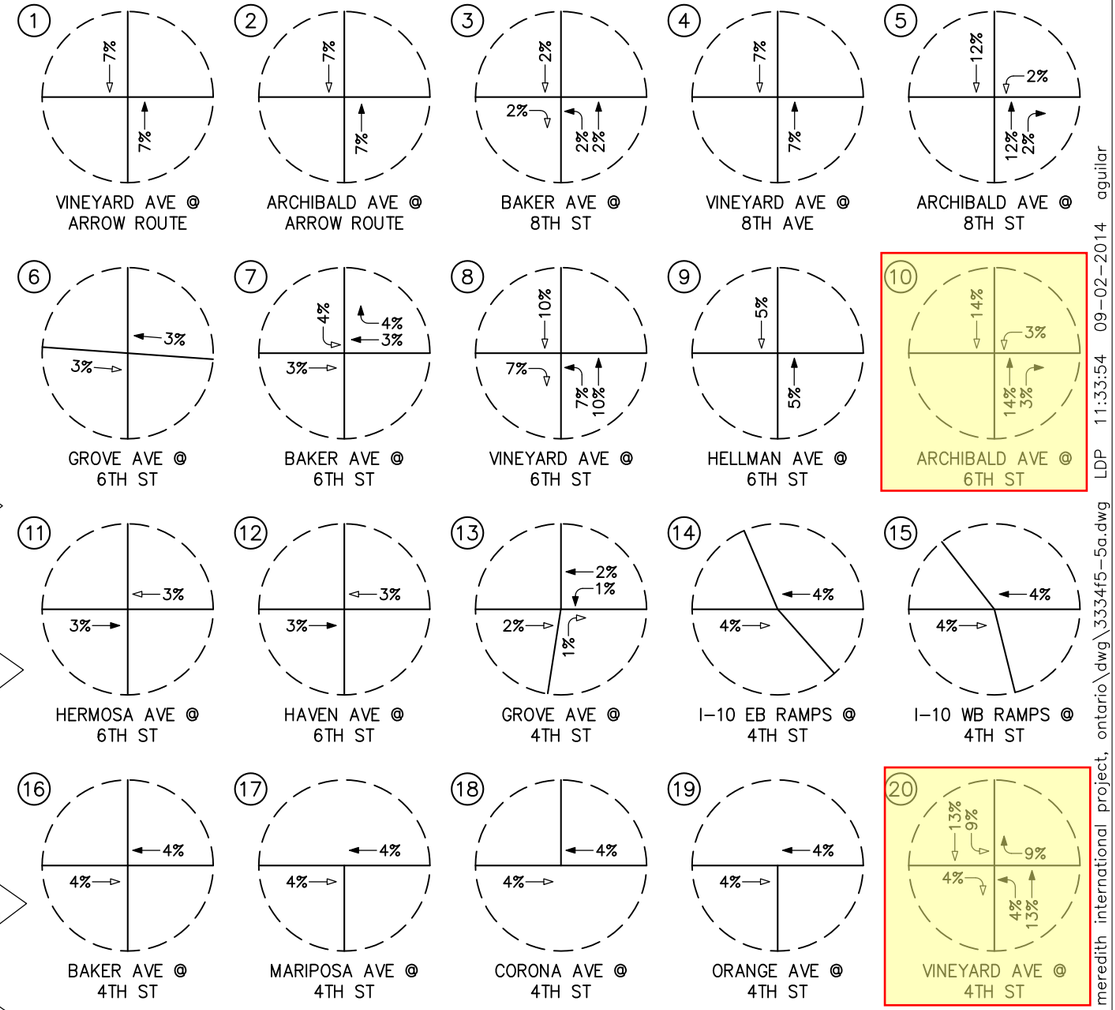
Project Study Area

Exhibit 2

6304

Attachment A – 2015 EIR: Trip Distribution for PA-3





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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

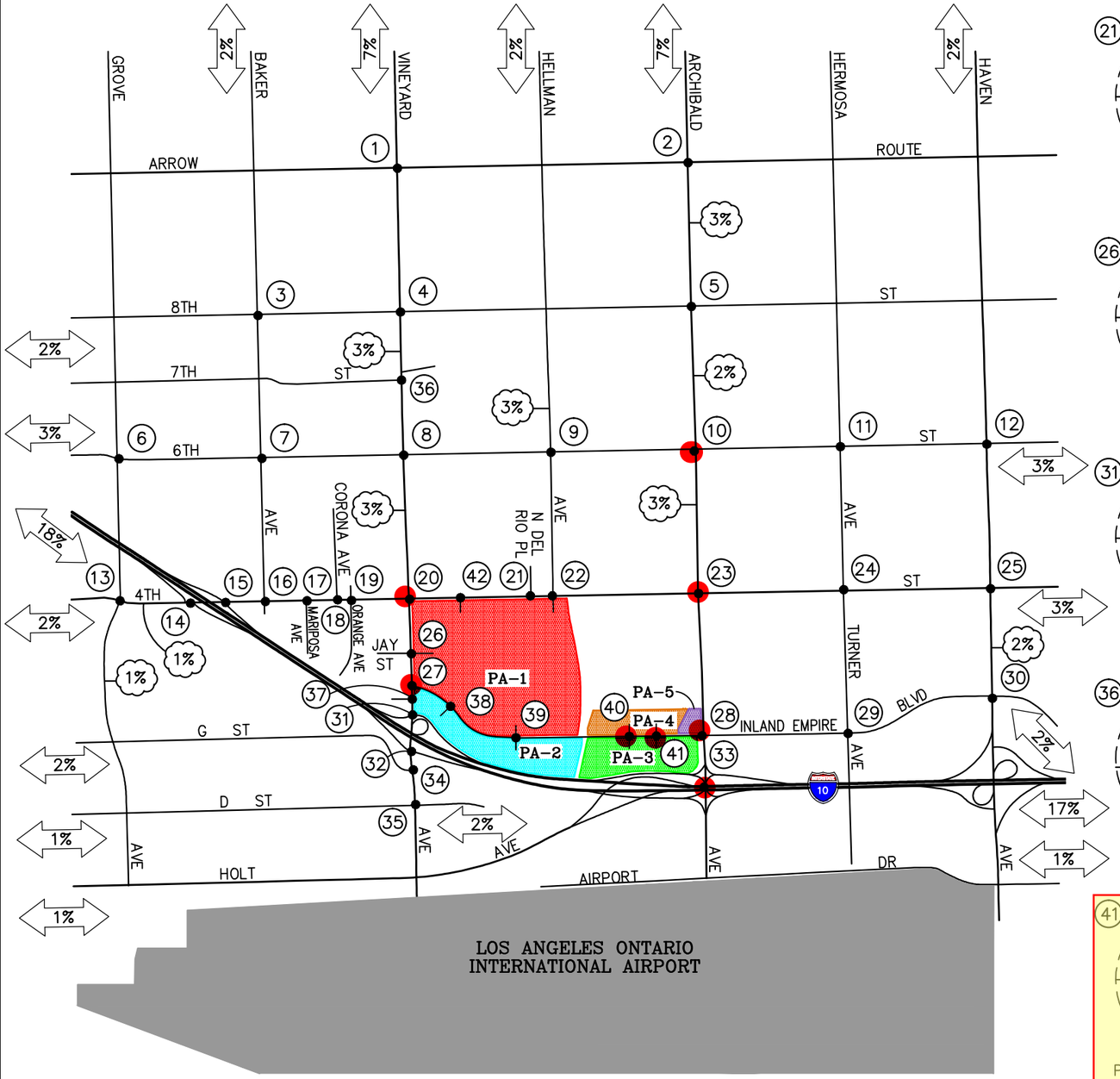
KEY

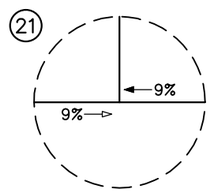
- (#) = STUDY INTERSECTION
- ⇦ = INBOUND PERCENTAGE
- ⇦ = OUTBOUND PERCENTAGE
- = PA-1
- = PA-2
- = PA-3
- = PA-4
- = PA-5

FIGURE 5-5A

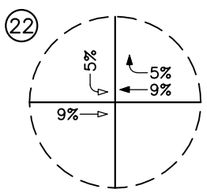
PROJECT TRIP DISTRIBUTION PATTERN PA-3

MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT, ONTARIO

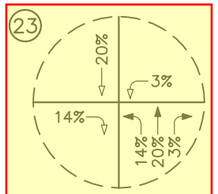




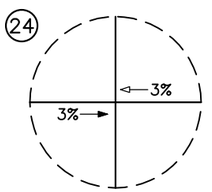
N. DEL RIO PL @ 4TH ST



HELLMAN AVE @ 4TH ST



ARCHIBALD AVE @ 4TH ST



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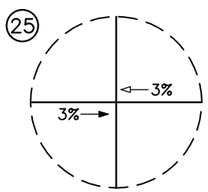
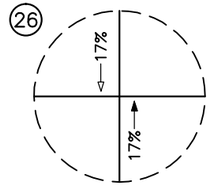
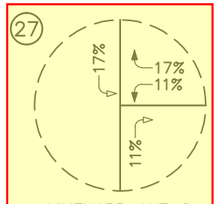


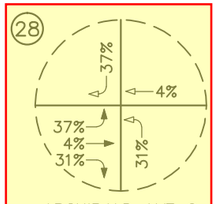
HAVEN AVE @ 4TH ST



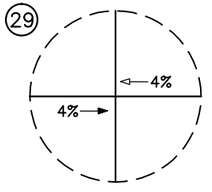
VINEYARD AVE @ JAY ST



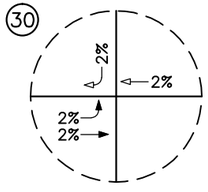
VINEYARD AVE @ INLAND EMPIRE BLVD



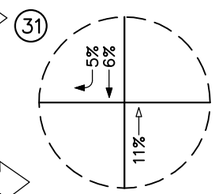
ARCHIBALD AVE @ INLAND EMPIRE BLVD



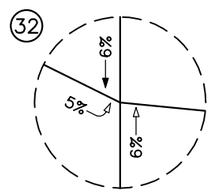
TURNER AVE @ INLAND EMPIRE BLVD



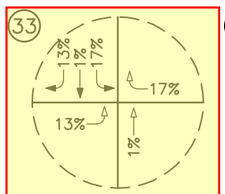
HAVEN AVE @ INLAND EMPIRE BLVD



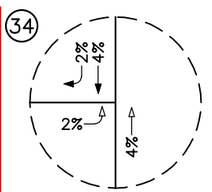
VINEYARD AVE @ I-10 WB RAMPS



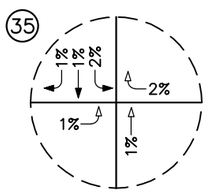
VINEYARD AVE @ I-10 EB RAMPS



ARCHIBALD AVE @ I-10 FWY SINGLE POINT INTERCHANGE



VINEYARD AVE @ G STREET



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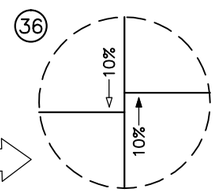
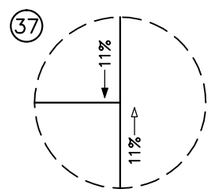
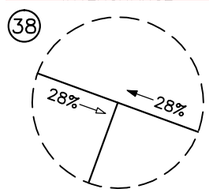


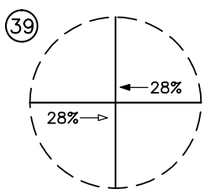
VINEYARD AVE @ 7TH ST



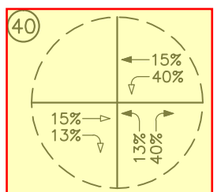
VINEYARD AVE @ PLAZA SERENA



PROJECT DWY "A" @ INLAND EMPIRE BLVD



DEL RIO PL @ INLAND EMPIRE BLVD



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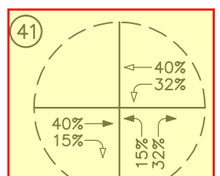

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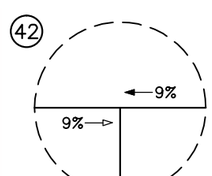


PROJECT DWY "E" @ 4TH STREET

n:\3300\2123334-2 - meredith international project, ontario\dwg\3334f5-5b.dwg LDP 15:42:16 12-02-2014 besa

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

- (#) = STUDY INTERSECTION
- ⇦ = INBOUND PERCENTAGE
- ⇦ = OUTBOUND PERCENTAGE
- = PA-1
- = PA-2
- = PA-3
- = PA-4
- = PA-5

FIGURE 5-5B

PROJECT TRIP DISTRIBUTION PATTERN PA-3

MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT, ONTARIO

Appendix B:
Volume Development

10 Study Intersection: Archibald Avenue / 6th Street
North/South: Archibald Avenue
East/West: 6th Street

	Project Only								Existing With Project (From TIA Exhibits)		Existing Plus Project		NT With Proj (From TIA Exhibits)		NT With Proj		BO With Proj. (From TIA Exhibits)		BO With Project	
	Old PA1-4		Minus Old PA-3		New PA-3		New PA1-4													
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NBL			0	0			0	0	23	66	23	66	26	74	26	74	28	82	28	82
NBT	90	260	21	57	78	49	147	252	870	1,321	927	1,313	1,120	1,533	1,177	1,525	1,223	1,660	1,280	1,652
NBR	20	59	4	12	17	11	33	58	156	140	169	139	194	155	207	154	211	165	224	164
SBL			0	0			0	0	78	96	78	96	96	110	96	110	100	121	100	121
SBT	206	156	39	37	22	82	189	201	1,074	1,025	1,057	1,070	1,239	1,296	1,222	1,341	1,342	1,410	1,325	1,455
SBR			0	0			0	0	38	83	38	83	43	93	43	93	79	127	79	127
EBL			0	0			0	0	76	41	76	41	85	46	85	46	125	65	125	65
EBT			0	0			0	0	242	195	242	195	279	224	279	224	318	251	318	251
EBR			0	0			0	0	99	65	99	65	111	73	111	73	122	76	122	76
WBL	48	34	10	9	5	18	43	43	102	172	97	181	112	209	107	218	118	227	113	236
WBT			0	0			0	0	102	230	102	230	119	265	119	265	172	311	172	311
WBR			0	0			0	0	52	98	52	98	60	118	60	118	67	118	67	118

20 Study Intersection: Vineyard Avenue / 4th Street
North/South: Vineyard Avenue
East/West: 4th Street

	Project Only								Existing With Project (From TIA Exhibits)		Existing Plus Project		NT With Proj (From TIA Exhibits)		NT With Proj		BO With Proj. (From TIA Exhibits)		BO With Project	
	Old PA1-4		Minus Old PA-3		New PA-3		New PA1-4													
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NBL	32	80	6	16	22	14	48	78	149	224	165	222	163	241	179	239	176	242	192	240
NBT	125	361	19	54	73	46	179	353	893	1,629	947	1,621	1,150	1,821	1,204	1,813	1,253	1,821	1,307	1,813
NBR	25	74	0	0			25	74	168	255	168	255	194	305	194	305	362	543	362	543
SBL	37	30	29	28	14	53	22	55	128	143	113	168	140	159	125	184	150	172	135	197
SBT	284	216	42	40	21	76	263	252	1,272	1,029	1,251	1,065	1,425	1,277	1,404	1,313	1,539	1,383	1,518	1,419
SBR			0	0			0	0	105	117	105	117	125	161	125	161	138	177	138	177
EBL			0	0			0	0	154	189	154	189	205	220	205	220	226	242	226	242
EBT			0	0			0	0	324	343	324	343	410	442	410	442	451	407	451	407
EBR	63	51	13	12	6	24	56	63	164	148	157	160	176	160	169	172	183	171	176	183
WBL	50	56	0	0			50	56	234	377	234	377	281	432	281	432	543	725	543	725
WBT			0	0			0	0	384	447	384	447	463	571	463	571	509	441	509	441
WBR	15	48	13	37	50	32	52	43	99	159	136	154	111	173	148	168	121	186	158	181

23 Study Intersection: Archibald Avenue / 4th Street
North/South: Archibald Avenue
East/West: 4th Street

	Project Only								Existing With Project (From TIA Exhibits)		Existing Plus Project		NT With Proj (From TIA Exhibits)		NT With Proj		BO With Proj. (From TIA Exhibits)		BO With Project	
	Old PA1-4		Minus Old PA-3		New PA-3		New PA1-4													
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NBL	21	57	21	57	78	49	78	49	108	205	165	197	140	281	197	273	152	303	209	295
NBT	116	320	30	83	112	71	198	308	915	1,376	997	1,364	1,144	1,582	1,226	1,570	1,247	1,708	1,329	1,696
NBR	21	61	4	12	17	11	34	60	191	182	204	181	221	245	234	244	241	263	254	262
SBL			0	0			0	0	100	130	100	130	119	176	119	176	131	194	131	194
SBT	255	195	64	62	32	118	223	251	1,023	976	991	1,032	1,171	1,216	1,139	1,272	1,263	1,318	1,231	1,374
SBR	37	28	0	0			37	28	103	93	103	93	114	112	114	112	158	219	158	219
EBL	12	51	0	0			12	51	65	112	65	112	82	122	82	122	122	298	122	298
EBT			0	0			0	0	352	384	352	384	402	445	402	445	437	495	437	495
EBR	46	43	46	43	22	82	22	82	189	155	165	194	242	215	218	254	262	232	238	271
WBL	50	35	10	9	5	18	45	44	228	311	223	320	279	377	274	386	302	411	297	420
WBT			0	0			0	0	365	630	365	630	423	719	423	719	443	850	443	850
WBR			0	0			0	0	123	139	123	139	171	164	171	164	188	186	188	186

27 Study Intersection: Vineyard Avenue / Inland Empire Boulevard
North/South: Vineyard Avenue
East/West: Inland Empire Boulevard

	Project Only								Existing With Project (From TIA Exhibits)		Existing Plus Project		NT With Proj (From TIA Exhibits)		NT With Proj		BO With Proj. (From TIA Exhibits)		BO With Project	
	Old PA1-4		Minus Old PA-3		New PA-3		New PA1-4													
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NBL			0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	358	7	0	0			358	7	1,404	1,518	1,404	1,518	1,703	1,767	1,703	1,767	1,584	1,910	1,584	1,910
NBR	356	350	36	34	18	64	338	380	395	415	377	445	403	435	385	465	443	509	425	539
SBL	288	375	55	52	27	100	260	423	346	416	318	464	353	420	325	468	374	443	346	491
SBT	72	268	0	0			72	268	1,296	1,465	1,296	1,465	1,502	1,774	1,502	1,774	1,877	1,779	1,877	1,779
SBR			0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL			0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT			0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR			0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	189	533	16	45	62	39	235	527	296	680	342	674	320	704	366	698	371	859	417	853
WBT			0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	164	457	25	70	95	60	234	447	230	584	300	574	238	599	308	589	237	648	307	638

28 Study Intersection: Archibald Avenue / Inland Empire Bouleva
North/South: Archibald Avenue
East/West: Inland Empire Boulevard

	Project Only								Existing With Project (From TIA Exhibits)		Existing Plus Project		NT With Proj (From TIA Exhibits)		NT With Proj		BO With Proj. (From TIA Exhibits)		BO With Project	
	Old PA1-4		Minus Old PA-3		New PA-3		New PA1-4													
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NBL	380	418	101	97	49	182	328	503	501	558	449	643	516	575	464	660	529	665	477	750
NBT			0	0			0	0	1,053	1,302	1,053	1,302	1,329	1,645	1,329	1,645	1,463	1,819	1,463	1,819
NBR			0	0			0	0	399	348	399	348	465	460	465	460	512	506	512	506
SBL			0	0			0	0	99	78	99	78	116	104	116	104	128	114	128	114
SBT			0	0			0	0	1,181	1,219	1,181	1,219	1,442	1,582	1,442	1,582	1,587	1,748	1,587	1,748
SBR	357	351	120	114	59	218	296	455	384	389	323	493	387	394	326	498	390	403	329	507
EBL	165	538	55	152	207	131	317	517	177	563	329	542	178	566	330	545	180	579	332	558
EBT	24	69	6	16	22	14	40	67	94	127	110	125	105	146	121	144	146	184	162	182
EBR	246	540	46	127	174	109	374	522	283	561	411	543	287	564	415	546	320	587	448	569
WBL			0	0			0	0	263	366	263	366	362	448	362	448	398	493	398	493
WBT	51	42	13	12	6	24	44	54	178	229	171	241	204	257	197	269	219	356	212	368
WBR			0	0			0	0	64	55	64	55	89	71	89	71	98	78	98	78

33 Study Intersection: Archibald Avenue / I-10
North/South: Archibald Avenue
East/West: I-10

	Project Only								Existing With Project (From TIA Exhibits)		Existing Plus Project		NT With Proj (From TIA Exhibits)		NT With Proj		BO With Proj. (From TIA Exhibits)		BO With Project	
	Old PA1-4		Minus Old PA-3		New PA-3		New PA1-4													
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NBL			0	0			0	0	51	327	51	327	83	486	83	486	145	804	145	804
NBT	75	48	3	3	2	6	74	51	332	647	331	650	394	863	393	866	426	945	425	948
NBR			0	0			0	0	73	288	73	288	108	443	108	443	166	487	166	487
SBL	121	270	26	70	95	59	190	259	593	728	662	717	706	888	775	877	765	950	834	939
SBT	47	77	1	4	6	4	52	77	553	650	558	650	705	817	710	817	771	891	776	891
SBR	74	113	19	53	73	46	128	106	594	761	648	754	695	882	749	875	757	959	811	952
EBL	77	110	42	40	21	76	56	146	963	961	942	997	1,104	1,104	1,083	1,140	1,207	1,203	1,186	1,239
EBT			0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR			0	0			0	0	208	244	208	244	309	355	309	355	591	540	591	540
WBL			0	0			0	0	196	83	196	83	296	175	296	175	313	193	313	193
WBT			0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	217	167	56	54	26	100	187	213	650	601	620	647	804	714	774	760	863	769	833	815

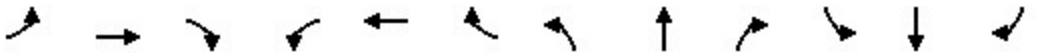
40 Study Intersection: West Project Driveway / Inland Empire Bou
North/South: West Project Driveway
East/West: Inland Empire Boulevard

	Project Only								Existing With Project (From TIA Exhibits)		Existing Plus Project		NT With Proj (From TIA Exhibits)		NT With Proj		BO With Proj. (From TIA Exhibits)		BO With Project	
	Old PA1-4		Minus Old PA-3		New PA-3		New PA1-4													
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NBL	20	73	19	53	73	46	74	66	20	73	74	66	20	73	74	66	20	73	74	66
NBT			0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	62	192	59	164	224	141	227	169	62	192	227	169	62	192	227	169	62	192	227	169
SBL	82	44	0	0			82	44	82	44	82	44	82	44	82	44	82	44	82	44
SBT			0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	69	37	0	0			69	37	69	37	69	37	69	37	69	37	69	37	69	37
EBL	17	67	0	0			17	67	17	67	17	67	17	67	17	67	17	67	17	67
EBT	207	838	49	46	24	88	182	880	326	944	301	986	343	969	318	1,011	418	1,065	393	1,107
EBR	44	58	42	40	21	76	23	94	44	58	23	94	44	58	23	94	44	58	23	94
WBL	133	151	130	124	63	236	66	263	133	151	66	263	133	151	66	263	133	151	66	263
WBT	598	479	22	62	84	53	660	470	873	844	935	835	917	894	979	885	915	1,092	977	1,083
WBR	19	81	0	0			19	81	19	81	19	81	19	81	19	81	19	81	19	81

41 Study Intersection: East Project Driveway / Inland Empire Bo
North/South: East Project Driveway
East/West: Inland Empire Boulevard

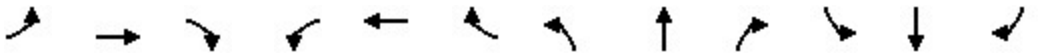
	Project Only								Existing With Project (From TIA Exhibits)		Existing Plus Project		NT With Proj (From TIA Exhibits)		NT With Proj		BO With Proj. (From TIA Exhibits)		BO With Project	
	Old PA1-4		Minus Old PA-3		New PA-3		New PA1-4													
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NBL	23	87	22	62	84	53	85	78	23	87	85	78	23	87	85	78	23	87	85	78
NBT			0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	48	156	48	131	179	113	179	138	48	156	179	138	48	156	179	138	48	156	179	138
SBL	105	56	0	0			105	56	105	56	105	56	105	56	105	56	105	56	105	56
SBT			0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	72	39	0	0			72	39	72	39	72	39	72	39	72	39	72	39	72	39
EBL	18	70	0	0			18	70	18	70	18	70	18	70	18	70	18	70	18	70
EBT	281	936	59	164	224	141	446	913	400	1,042	565	1,019	417	1,067	582	1,044	492	1,163	657	1,140
EBR	51	69	49	46	24	88	26	111	51	69	26	111	51	69	26	111	51	69	26	111
WBL	106	122	104	99	51	188	53	211	106	122	53	211	106	122	53	211	106	122	53	211
WBT	656	584	130	124	63	236	589	696	931	949	864	1,061	975	999	908	1,111	973	1,197	906	1,309
WBR	26	102	0	0			26	102	26	102	26	102	26	102	26	102	26	102	26	102

Appendix C:
Existing Plus Project Analysis Worksheets



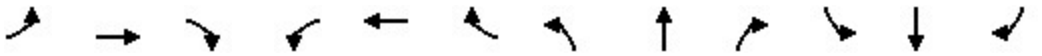
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	242	99	97	102	52	23	927	169	78	1057	38
Future Volume (vph)	76	242	99	97	102	52	23	927	169	78	1057	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.96		1.00	0.95		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3453		1805	1803		1805	3526		1805	3591	
Flt Permitted	0.62	1.00		0.49	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1183	3453		932	1803		1805	3526		1805	3591	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	80	255	104	102	107	55	24	976	178	82	1113	40
RTOR Reduction (vph)	0	46	0	0	19	0	0	18	0	0	3	0
Lane Group Flow (vph)	80	313	0	102	143	0	24	1136	0	82	1150	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	25.6	25.6		25.6	25.6		2.1	34.6		6.5	39.0	
Effective Green, g (s)	25.6	25.6		25.6	25.6		2.1	34.6		6.5	39.0	
Actuated g/C Ratio	0.33	0.33		0.33	0.33		0.03	0.44		0.08	0.50	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	384	1123		303	586		48	1550		149	1779	
v/s Ratio Prot		0.09			0.08		0.01	c0.32		c0.05	0.32	
v/s Ratio Perm	0.07			c0.11								
v/c Ratio	0.21	0.28		0.34	0.24		0.50	0.73		0.55	0.65	
Uniform Delay, d1	19.2	19.7		20.1	19.5		37.8	18.2		34.7	14.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.1		0.7	0.2		8.0	1.8		4.3	0.8	
Delay (s)	19.5	19.8		20.8	19.7		45.7	20.1		39.0	15.5	
Level of Service	B	B		C	B		D	C		D	B	
Approach Delay (s/veh)		19.8			20.1			20.6			17.1	
Approach LOS		B			C			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	78.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	324	157	234	384	136	165	947	168	113	1251	105
Future Volume (vph)	154	324	157	234	384	136	165	947	168	113	1251	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.96		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3502	3610	1615	3502	3468		1805	3528		1805	3568	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3502	3610	1615	3502	3468		1805	3528		1805	3568	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	162	341	165	246	404	143	174	997	177	119	1317	111
RTOR Reduction (vph)	0	0	131	0	27	0	0	11	0	0	5	0
Lane Group Flow (vph)	162	341	34	246	520	0	174	1163	0	119	1423	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)	8.8	25.2	25.2	11.6	28.0		15.3	57.1		12.9	54.7	
Effective Green, g (s)	8.8	25.2	25.2	11.6	28.0		15.3	57.1		12.9	54.7	
Actuated g/C Ratio	0.07	0.21	0.21	0.09	0.23		0.12	0.46		0.11	0.45	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	250	740	331	330	790		224	1640		189	1589	
v/s Ratio Prot	0.05	0.09		c0.07	c0.15		c0.10	0.33		0.07	c0.40	
v/s Ratio Perm			0.02									
v/c Ratio	0.65	0.46	0.10	0.75	0.66		0.78	0.71		0.63	0.90	
Uniform Delay, d1	55.5	42.8	39.6	54.2	43.1		52.1	26.2		52.7	31.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.7	0.5	0.1	8.8	2.0		15.5	1.4		6.4	7.0	
Delay (s)	61.2	43.3	39.8	63.0	45.0		67.6	27.6		59.1	38.4	
Level of Service	E	D	D	E	D		E	C		E	D	
Approach Delay (s/veh)		46.8			50.6			32.8			40.0	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	40.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	122.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	87.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



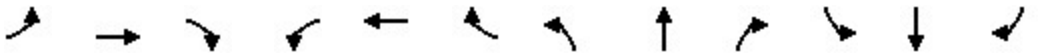
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	352	165	223	365	123	165	997	204	100	991	103
Future Volume (vph)	65	352	165	223	365	123	165	997	204	100	991	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.91	1.00	1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.95		1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3437		3502	5187	1615	1805	3518		1805	3610	1615
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3437		3502	5187	1615	1805	3518		1805	3610	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	68	371	174	235	384	129	174	1049	215	105	1043	108
RTOR Reduction (vph)	0	52	0	0	0	37	0	17	0	0	0	63
Lane Group Flow (vph)	68	493	0	235	384	92	174	1247	0	105	1043	45
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases						8						6
Actuated Green, G (s)	6.0	26.0		11.0	31.0	39.6	12.4	41.0		8.6	37.2	43.2
Effective Green, g (s)	6.0	26.0		11.0	31.0	39.6	12.4	41.0		8.6	37.2	43.2
Actuated g/C Ratio	0.06	0.25		0.11	0.30	0.39	0.12	0.40		0.08	0.36	0.42
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	204	870		375	1567	686	218	1405		151	1308	742
v/s Ratio Prot	0.02	c0.14		c0.07	0.07	0.01	c0.10	c0.35		0.06	0.29	0.00
v/s Ratio Perm						0.05						0.02
v/c Ratio	0.33	0.57		0.63	0.25	0.13	0.80	0.89		0.70	0.80	0.06
Uniform Delay, d1	46.4	33.4		43.8	27.0	20.4	43.9	28.7		45.7	29.3	17.7
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.0	0.9		3.3	0.1	0.1	18.1	7.2		13.0	3.5	0.0
Delay (s)	47.3	34.2		47.1	27.1	20.5	62.0	35.8		58.7	32.8	17.7
Level of Service	D	C		D	C	C	E	D		E	C	B
Approach Delay (s/veh)		35.7			32.2			39.0			33.7	
Approach LOS		D			C			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	35.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	102.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	83.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	342	300	1404	377	318	1296
Future Volume (vph)	342	300	1404	377	318	1296
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	0.91	1.00	1.00	0.95
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3502	1615	5187	1615	1805	3610
Flt Permitted	0.95	1.00	1.00	1.00	0.14	1.00
Satd. Flow (perm)	3502	1615	5187	1615	261	3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	360	316	1478	397	335	1364
RTOR Reduction (vph)	0	34	0	142	0	0
Lane Group Flow (vph)	360	282	1478	255	335	1364
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	Perm	Perm	NA	Perm	Perm	NA
Protected Phases			2			6
Permitted Phases	8	8		2	6	
Actuated Green, G (s)	25.4	25.4	60.0	60.0	60.0	60.0
Effective Green, g (s)	25.4	25.4	60.0	60.0	60.0	60.0
Actuated g/C Ratio	0.27	0.27	0.64	0.64	0.64	0.64
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	952	439	3332	1037	167	2319
v/s Ratio Prot			0.28			0.38
v/s Ratio Perm	0.10	c0.17		0.16	c1.28	
v/c Ratio	0.38	0.64	0.44	0.25	2.01	0.59
Uniform Delay, d1	27.6	30.0	8.4	7.1	16.7	9.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	3.2	0.1	0.1	473.3	0.4
Delay (s)	27.8	33.2	8.4	7.2	490.0	10.0
Level of Service	C	C	A	A	F	A
Approach Delay (s/veh)	30.3		8.2			104.6
Approach LOS	C		A			F

Intersection Summary			
HCM 2000 Control Delay (s/veh)	50.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.59		
Actuated Cycle Length (s)	93.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

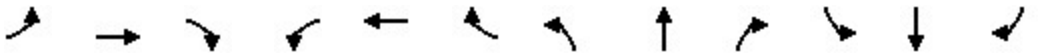


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	329	110	411	263	171	64	449	1053	399	99	1181	323
Future Volume (vph)	329	110	411	263	171	64	449	1053	399	99	1181	323
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.95		0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	0.88		1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3183		3502	3463		3502	5187	1615	3502	5187	1615
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3183		3502	3463		3502	5187	1615	3502	5187	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	346	116	433	277	180	67	473	1108	420	104	1243	340
RTOR Reduction (vph)	0	187	0	0	32	0	0	0	267	0	0	224
Lane Group Flow (vph)	346	362	0	277	215	0	473	1108	153	104	1243	116
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	14.5	38.9		13.7	38.1		18.4	43.3	43.3	6.9	31.8	31.8
Effective Green, g (s)	14.5	38.9		13.7	38.1		18.4	43.3	43.3	6.9	31.8	31.8
Actuated g/C Ratio	0.12	0.33		0.12	0.32		0.15	0.36	0.36	0.06	0.27	0.27
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	427	1042		403	1110		542	1890	588	203	1388	432
v/s Ratio Prot	c0.10	c0.11		0.08	0.06		c0.14	0.21		0.03	c0.24	
v/s Ratio Perm									0.09			0.07
v/c Ratio	0.81	0.35		0.69	0.19		0.87	0.59	0.26	0.51	0.90	0.27
Uniform Delay, d1	50.8	30.3		50.5	29.2		49.1	30.5	26.5	54.3	41.9	34.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	11.1	0.2		4.8	0.1		14.4	0.5	0.2	2.2	7.8	0.3
Delay (s)	61.9	30.5		55.3	29.3		63.5	31.0	26.7	56.5	49.7	34.7
Level of Service	E	C		E	C		E	C	C	E	D	C
Approach Delay (s/veh)		42.7			43.1			37.8			47.1	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	42.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	118.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	90.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	942	0	208	196	0	620	51	331	73	662	558	648
Future Volume (vph)	942	0	208	196	0	620	51	331	73	662	558	648
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97		0.88	0.97		0.88	0.97	0.86	1.00	0.97	0.91	1.00
Frt	1.00		0.85	1.00		0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502		2842	3502		2842	3502	6536	1615	3502	5187	1615
Flt Permitted	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502		2842	3502		2842	3502	6536	1615	3502	5187	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	992	0	219	206	0	653	54	348	77	697	587	682
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	992	0	219	206	0	653	54	348	77	697	587	682
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot		Over	Prot		Over	Prot	NA	Free	Prot	NA	Free
Protected Phases	7		5	3		1	5	2		1	6	
Permitted Phases									Free			Free
Actuated Green, G (s)	25.5		11.1	25.5		22.5	11.1	9.5	69.5	22.5	20.9	69.5
Effective Green, g (s)	25.5		11.1	25.5		22.5	11.1	9.5	69.5	22.5	20.9	69.5
Actuated g/C Ratio	0.37		0.16	0.37		0.32	0.16	0.14	1.00	0.32	0.30	1.00
Clearance Time (s)	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	1284		453	1284		920	559	893	1615	1133	1559	1615
v/s Ratio Prot	c0.28		0.08	0.06		c0.23	0.02	0.05		0.20	0.11	
v/s Ratio Perm									0.05			c0.42
v/c Ratio	0.77		0.48	0.16		0.71	0.10	0.39	0.05	0.62	0.38	0.42
Uniform Delay, d1	19.4		26.6	14.8		20.6	24.9	27.4	0.0	19.8	19.2	0.0
Progression Factor	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.0		0.8	0.1		2.5	0.1	0.3	0.1	1.0	0.2	0.8
Delay (s)	22.4		27.4	14.9		23.2	25.0	27.6	0.1	20.8	19.3	0.8
Level of Service	C		C	B		C	C	C	A	C	B	A
Approach Delay (s/veh)		23.3			21.2			22.9			13.4	
Approach LOS		C			C			C			B	

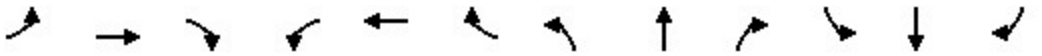
Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	69.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	301	23	66	935	19	74	0	227	82	0	69
Future Volume (vph)	17	301	23	66	935	19	74	0	227	82	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00		1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3572		1805	3599		1805	1615		1805	1615	
Flt Permitted	0.95	1.00		0.95	1.00		0.71	1.00		0.51	1.00	
Satd. Flow (perm)	1805	3572		1805	3599		1348	1615		966	1615	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor (vph)	500%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	89	317	24	69	984	20	78	0	239	86	0	73
RTOR Reduction (vph)	0	6	0	0	1	0	0	162	0	0	49	0
Lane Group Flow (vph)	89	335	0	69	1003	0	78	77	0	86	24	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	13.2	29.4		13.2	29.4		26.2	26.2		26.2	26.2	
Effective Green, g (s)	13.2	29.4		13.2	29.4		26.2	26.2		26.2	26.2	
Actuated g/C Ratio	0.16	0.36		0.16	0.36		0.32	0.32		0.32	0.32	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	294	1299		294	1309		437	523		313	523	
v/s Ratio Prot	c0.05	0.09		0.04	c0.28			0.05			0.01	
v/s Ratio Perm							0.06			c0.09		
v/c Ratio	0.30	0.26		0.23	0.77		0.18	0.15		0.27	0.05	
Uniform Delay, d1	29.7	18.0		29.4	22.7		19.6	19.4		20.3	18.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	0.1		0.4	2.7		0.2	0.1		0.5	0.0	
Delay (s)	30.3	18.1		29.8	25.4		19.8	19.5		20.7	18.8	
Level of Service	C	B		C	C		B	B		C	B	
Approach Delay (s/veh)		20.7			25.7			19.6			19.8	
Approach LOS		C			C			B			B	

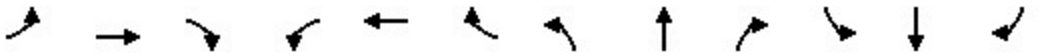
Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	80.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	96.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



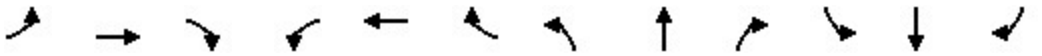
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	565	26	53	864	26	85	0	179	105	0	72
Future Volume (vph)	18	565	26	53	864	26	85	0	179	105	0	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3586		1805	3610	1615	1805	1615		1805	1615	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.71	1.00		0.61	1.00	
Satd. Flow (perm)	1805	3586		1805	3610	1615	1344	1615		1159	1615	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	19	595	27	56	909	27	89	0	188	111	0	76
RTOR Reduction (vph)	0	3	0	0	0	16	0	114	0	0	46	0
Lane Group Flow (vph)	19	619	0	56	909	11	89	74	0	111	30	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Actuated Green, G (s)	2.7	24.3		9.4	31.0	31.0	29.4	29.4		29.4	29.4	
Effective Green, g (s)	2.7	24.3		9.4	31.0	31.0	29.4	29.4		29.4	29.4	
Actuated g/C Ratio	0.04	0.32		0.13	0.41	0.41	0.39	0.39		0.39	0.39	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	64	1160		225	1490	666	526	632		453	632	
v/s Ratio Prot	0.01	0.17		c0.03	c0.25			0.05			0.02	
v/s Ratio Perm						0.01	0.07			c0.10		
v/c Ratio	0.30	0.53		0.25	0.61	0.02	0.17	0.12		0.25	0.05	
Uniform Delay, d1	35.3	20.8		29.7	17.3	13.0	14.9	14.6		15.4	14.2	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.6	0.5		0.6	0.7	0.0	0.2	0.1		0.3	0.0	
Delay (s)	37.9	21.2		30.2	18.1	13.0	15.0	14.7		15.7	14.2	
Level of Service	D	C		C	B	B	B	B		B	B	
Approach Delay (s/veh)		21.7			18.6			14.8			15.1	
Approach LOS		C			B			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	75.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	96.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



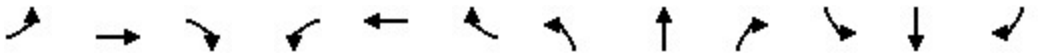
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	195	65	181	230	98	66	1313	139	96	1070	83
Future Volume (vph)	41	195	65	181	230	98	66	1313	139	96	1070	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.96		1.00	0.96		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3475		1805	1815		1805	3558		1805	3571	
Flt Permitted	0.32	1.00		0.55	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	607	3475		1046	1815		1805	3558		1805	3571	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	43	205	68	191	242	103	69	1382	146	101	1126	87
RTOR Reduction (vph)	0	33	0	0	16	0	0	8	0	0	6	0
Lane Group Flow (vph)	43	240	0	191	329	0	69	1520	0	101	1207	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	25.8	25.8		25.8	25.8		6.5	44.8		6.1	44.4	
Effective Green, g (s)	25.8	25.8		25.8	25.8		6.5	44.8		6.1	44.4	
Actuated g/C Ratio	0.29	0.29		0.29	0.29		0.07	0.51		0.07	0.50	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	176	1010		304	527		132	1797		124	1787	
v/s Ratio Prot		0.07			0.18		0.04	c0.43		c0.06	0.34	
v/s Ratio Perm	0.07			c0.18								
v/c Ratio	0.24	0.24		0.63	0.63		0.52	0.85		0.81	0.68	
Uniform Delay, d1	24.0	24.0		27.3	27.3		39.6	19.0		40.7	16.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.1		4.0	2.3		3.7	3.9		32.1	1.0	
Delay (s)	24.7	24.1		31.3	29.6		43.3	22.8		72.8	17.7	
Level of Service	C	C		C	C		D	C		E	B	
Approach Delay (s/veh)		24.2			30.2			23.7			22.0	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	88.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	101.0%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	189	343	160	377	447	154	222	1621	255	168	1065	117
Future Volume (vph)	189	343	160	377	447	154	222	1621	255	168	1065	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.96		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3502	3610	1615	3502	3471		1805	3536		1805	3556	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3502	3610	1615	3502	3471		1805	3536		1805	3556	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	199	361	168	397	471	162	234	1706	268	177	1121	123
RTOR Reduction (vph)	0	0	136	0	26	0	0	10	0	0	6	0
Lane Group Flow (vph)	199	361	32	397	607	0	234	1964	0	177	1238	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)	9.9	25.0	25.0	12.0	27.1		19.7	66.0		11.0	57.3	
Effective Green, g (s)	9.9	25.0	25.0	12.0	27.1		19.7	66.0		11.0	57.3	
Actuated g/C Ratio	0.08	0.19	0.19	0.09	0.21		0.15	0.51		0.08	0.44	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	266	694	310	323	723		273	1795		152	1567	
v/s Ratio Prot	0.06	0.10		c0.11	c0.17		0.13	c0.56		c0.10	0.35	
v/s Ratio Perm			0.02									
v/c Ratio	0.75	0.52	0.10	1.23	0.84		0.86	1.09		1.16	0.79	
Uniform Delay, d1	58.8	47.1	43.3	59.0	49.4		53.8	32.0		59.5	31.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	10.9	0.7	0.1	127.3	8.5		22.3	51.9		124.0	2.7	
Delay (s)	69.8	47.8	43.4	186.3	57.8		76.1	83.9		183.5	33.9	
Level of Service	E	D	D	F	E		E	F		F	C	
Approach Delay (s/veh)		52.8			107.4			83.1			52.6	
Approach LOS		D			F			F			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	75.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	107.2%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	384	194	320	630	139	197	1364	181	130	1032	93
Future Volume (vph)	112	384	194	320	630	139	197	1364	181	130	1032	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.91	1.00	1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.95		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3428		3502	5187	1615	1805	3546		1805	3610	1615
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3428		3502	5187	1615	1805	3546		1805	3610	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	118	404	204	337	663	146	207	1436	191	137	1086	98
RTOR Reduction (vph)	0	53	0	0	0	54	0	8	0	0	0	52
Lane Group Flow (vph)	118	555	0	337	663	92	207	1619	0	137	1086	46
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases						8						6
Actuated Green, G (s)	6.0	25.0		12.0	31.0	41.0	16.8	56.9		10.0	50.1	56.1
Effective Green, g (s)	6.0	25.0		12.0	31.0	41.0	16.8	56.9		10.0	50.1	56.1
Actuated g/C Ratio	0.05	0.21		0.10	0.26	0.34	0.14	0.47		0.08	0.42	0.47
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	175	714		350	1341	606	252	1682		150	1508	809
v/s Ratio Prot	0.03	c0.16		c0.10	0.13	0.01	c0.11	c0.46		0.08	0.30	0.00
v/s Ratio Perm						0.04						0.03
v/c Ratio	0.67	0.78		0.96	0.49	0.15	0.82	0.96		0.91	0.72	0.06
Uniform Delay, d1	56.0	44.8		53.7	37.8	27.4	50.1	30.5		54.5	29.1	17.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	9.8	5.3		38.1	0.3	0.1	18.9	14.0		48.3	1.7	0.0
Delay (s)	65.8	50.1		91.8	38.1	27.5	69.0	44.5		102.9	30.8	17.5
Level of Service	E	D		F	D	C	E	D		F	C	B
Approach Delay (s/veh)		52.7			52.5			47.2			37.3	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	46.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	119.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	94.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

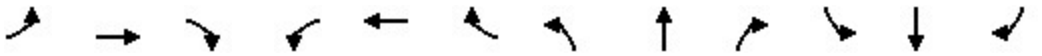


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	674	574	1518	445	464	1465
Future Volume (vph)	674	574	1518	445	464	1465
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.5	4.0
Lane Util. Factor	0.97	1.00	0.91	1.00	1.00	0.95
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3502	1615	5187	1615	1805	3610
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3502	1615	5187	1615	1805	3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	709	604	1598	468	488	1542
RTOR Reduction (vph)	0	400	0	273	0	0
Lane Group Flow (vph)	709	204	1598	195	488	1542
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	Perm	Perm	NA	Perm	Prot	NA
Protected Phases			2		1	6
Permitted Phases	8	8		2		
Actuated Green, G (s)	27.4	27.4	40.9	40.9	34.3	79.7
Effective Green, g (s)	27.4	27.4	40.9	40.9	34.3	79.7
Actuated g/C Ratio	0.24	0.24	0.36	0.36	0.30	0.69
Clearance Time (s)	4.0	4.0	4.0	4.0	4.5	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	833	384	1843	573	537	2499
v/s Ratio Prot			c0.31		c0.27	0.43
v/s Ratio Perm	c0.20	0.13		0.12		
v/c Ratio	0.85	0.53	0.87	0.34	0.91	0.62
Uniform Delay, d1	41.9	38.2	34.6	27.2	38.9	9.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.3	1.4	4.6	0.4	19.1	0.5
Delay (s)	50.3	39.7	39.2	27.6	58.0	10.0
Level of Service	D	D	D	C	E	A
Approach Delay (s/veh)	45.4		36.5			21.5
Approach LOS	D		D			C

Intersection Summary			
HCM 2000 Control Delay (s/veh)	33.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	115.1	Sum of lost time (s)	12.5
Intersection Capacity Utilization	86.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

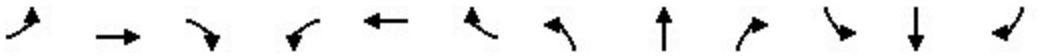
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	542	125	543	366	241	55	643	1302	348	78	1219	493
Future Volume (vph)	542	125	543	366	241	55	643	1302	348	78	1219	493
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.95		0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	0.88		1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3170		3502	3509		3502	5187	1615	3502	5187	1615
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3170		3502	3509		3502	5187	1615	3502	5187	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	571	132	572	385	254	58	677	1371	366	82	1283	519
RTOR Reduction (vph)	0	209	0	0	16	0	0	0	230	0	0	329
Lane Group Flow (vph)	571	495	0	385	296	0	677	1371	136	82	1283	190
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	17.0	39.4		15.6	38.0		21.0	45.0	45.0	4.8	28.8	28.8
Effective Green, g (s)	17.0	39.4		15.6	38.0		21.0	45.0	45.0	4.8	28.8	28.8
Actuated g/C Ratio	0.14	0.33		0.13	0.31		0.17	0.37	0.37	0.04	0.24	0.24
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	492	1033		452	1103		608	1932	601	139	1236	385
v/s Ratio Prot	c0.16	c0.16		0.11	0.08		c0.19	0.26		0.02	c0.25	
v/s Ratio Perm									0.08			0.12
v/c Ratio	1.16	0.48		0.85	0.27		1.11	0.71	0.23	0.59	1.04	0.49
Uniform Delay, d1	51.9	32.5		51.5	31.0		49.9	32.3	26.0	57.0	46.0	39.7
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	92.8	0.4		14.3	0.1		71.7	1.2	0.2	6.3	36.0	1.0
Delay (s)	144.7	32.9		65.8	31.1		121.6	33.5	26.2	63.3	82.0	40.7
Level of Service	F	C		E	C		F	C	C	E	F	D
Approach Delay (s/veh)		83.0			50.3			57.1			69.8	
Approach LOS		F			D			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	65.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	120.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	102.4%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	997	0	244	83	0	647	327	650	288	717	650	754
Future Volume (vph)	997	0	244	83	0	647	327	650	288	717	650	754
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97		0.88	0.97		0.88	0.97	0.86	1.00	0.97	0.91	1.00
Frt	1.00		0.85	1.00		0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502		2842	3502		2842	3502	6536	1615	3502	5187	1615
Flt Permitted	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502		2842	3502		2842	3502	6536	1615	3502	5187	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1049	0	257	87	0	681	344	684	303	755	684	794
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	1049	0	257	87	0	681	344	684	303	755	684	794
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot		Over	Prot		Over	Prot	NA	Free	Prot	NA	Free
Protected Phases	7		5	3		1	5	2		1	6	
Permitted Phases									Free			Free
Actuated Green, G (s)	28.3		13.4	28.3		24.1	13.4	14.8	79.2	24.1	25.5	79.2
Effective Green, g (s)	28.3		13.4	28.3		24.1	13.4	14.8	79.2	24.1	25.5	79.2
Actuated g/C Ratio	0.36		0.17	0.36		0.30	0.17	0.19	1.00	0.30	0.32	1.00
Clearance Time (s)	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	1251		480	1251		864	592	1221	1615	1065	1670	1615
v/s Ratio Prot	c0.30		0.09	0.02		c0.24	0.10	0.10		0.22	0.13	
v/s Ratio Perm									0.19			c0.49
v/c Ratio	0.84		0.54	0.07		0.79	0.58	0.56	0.19	0.71	0.41	0.49
Uniform Delay, d1	23.4		30.1	16.8		25.2	30.3	29.2	0.0	24.4	21.0	0.0
Progression Factor	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.1		1.2	0.0		4.8	1.5	0.6	0.3	2.2	0.2	1.1
Delay (s)	28.4		31.2	16.8		30.0	31.8	29.8	0.3	26.6	21.1	1.1
Level of Service	C		C	B		C	C	C	A	C	C	A
Approach Delay (s/veh)		29.0			28.5			23.6			15.9	
Approach LOS		C			C			C			B	

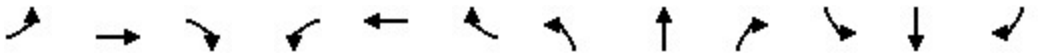
Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	79.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	986	94	263	835	81	66	0	169	44	0	37
Future Volume (vph)	67	986	94	263	835	81	66	0	169	44	0	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3563		1805	3562		1805	1615		1805	1615	
Flt Permitted	0.95	1.00		0.95	1.00		0.73	1.00		0.56	1.00	
Satd. Flow (perm)	1805	3563		1805	3562		1390	1615		1065	1615	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor (vph)	500%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	353	1038	99	277	879	85	69	0	178	46	0	39
RTOR Reduction (vph)	0	8	0	0	7	0	0	129	0	0	28	0
Lane Group Flow (vph)	353	1129	0	277	957	0	69	49	0	46	11	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	23.0	34.2		20.2	31.4		25.1	25.1		25.1	25.1	
Effective Green, g (s)	23.0	34.2		20.2	31.4		25.1	25.1		25.1	25.1	
Actuated g/C Ratio	0.25	0.37		0.22	0.34		0.27	0.27		0.27	0.27	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	453	1331		398	1222		381	443		292	443	
v/s Ratio Prot	c0.20	c0.32		0.15	0.27			0.03			0.01	
v/s Ratio Perm							c0.05			0.04		
v/c Ratio	0.78	0.85		0.70	0.78		0.18	0.11		0.16	0.02	
Uniform Delay, d1	31.9	26.3		32.8	27.0		25.4	24.8		25.2	24.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.3	5.2		5.2	3.3		0.2	0.1		0.3	0.0	
Delay (s)	40.1	31.5		38.0	30.3		25.6	25.0		25.4	24.3	
Level of Service	D	C		D	C		C	C		C	C	
Approach Delay (s/veh)		33.6			32.1			25.1			24.9	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	91.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.8%	ICU Level of Service	F
Analysis Period (min)	15		

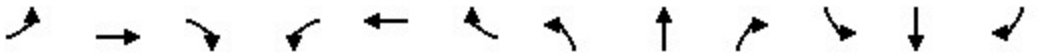
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	1019	111	211	1061	102	78	0	138	56	0	39
Future Volume (vph)	70	1019	111	211	1061	102	78	0	138	56	0	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3557		1805	3610	1615	1805	1615		1805	1615	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.73	1.00		0.61	1.00	
Satd. Flow (perm)	1805	3557		1805	3610	1615	1388	1615		1157	1615	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	74	1073	117	222	1117	107	82	0	145	59	0	41
RTOR Reduction (vph)	0	8	0	0	0	58	0	104	0	0	30	0
Lane Group Flow (vph)	74	1182	0	222	1117	49	82	41	0	59	11	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Actuated Green, G (s)	14.1	41.1		19.6	46.6	46.6	28.2	28.2		28.2	28.2	
Effective Green, g (s)	14.1	41.1		19.6	46.6	46.6	28.2	28.2		28.2	28.2	
Actuated g/C Ratio	0.14	0.41		0.19	0.46	0.46	0.28	0.28		0.28	0.28	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	252	1448		350	1667	745	387	451		323	451	
v/s Ratio Prot	0.04	c0.33		c0.12	0.31			0.03			0.01	
v/s Ratio Perm						0.03	c0.06			0.05		
v/c Ratio	0.29	0.82		0.63	0.67	0.07	0.21	0.09		0.18	0.03	
Uniform Delay, d1	38.9	26.6		37.4	21.2	15.1	27.8	26.9		27.6	26.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	3.7		3.7	1.1	0.0	0.3	0.1		0.3	0.0	
Delay (s)	39.6	30.2		41.1	22.2	15.1	28.1	27.0		27.9	26.4	
Level of Service	D	C		D	C	B	C	C		C	C	
Approach Delay (s/veh)		30.8			24.6			27.4			27.3	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	27.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	100.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	103.2%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Appendix D:
Year 2020 Cumulative Plus Project Analysis Worksheets

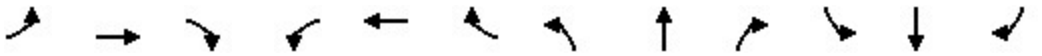


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	279	111	107	119	60	26	1177	207	96	1222	43
Future Volume (vph)	85	279	111	107	119	60	26	1177	207	96	1222	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.96		1.00	0.95		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3456		1805	1804		1805	3529		1805	3592	
Flt Permitted	0.56	1.00		0.42	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1058	3456		799	1804		1805	3529		1805	3592	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	89	294	117	113	125	63	27	1239	218	101	1286	45
RTOR Reduction (vph)	0	41	0	0	18	0	0	15	0	0	2	0
Lane Group Flow (vph)	89	370	0	113	170	0	27	1442	0	101	1329	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	26.3	26.3		26.3	26.3		2.1	44.2		7.2	49.3	
Effective Green, g (s)	26.3	26.3		26.3	26.3		2.1	44.2		7.2	49.3	
Actuated g/C Ratio	0.29	0.29		0.29	0.29		0.02	0.49		0.08	0.55	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	310	1013		234	528		42	1738		144	1974	
v/s Ratio Prot		0.11			0.09		0.01	c0.41		c0.06	0.37	
v/s Ratio Perm	0.08			c0.14								
v/c Ratio	0.29	0.37		0.48	0.32		0.64	0.83		0.70	0.67	
Uniform Delay, d1	24.5	25.1		26.1	24.7		43.4	19.5		40.2	14.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.2		1.6	0.4		29.0	3.4		14.3	0.9	
Delay (s)	25.0	25.3		27.7	25.1		72.4	23.0		54.5	15.4	
Level of Service	C	C		C	C		E	C		D	B	
Approach Delay (s/veh)		25.3			26.1			23.9			18.1	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	89.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	99.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

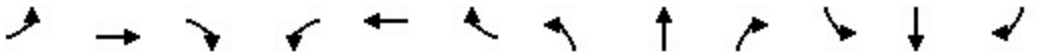
Meredith Specific Plan

20: Vineyard Avenue & 4th Street — Cumulative Projects with Project AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	410	169	281	463	148	179	1204	194	125	1404	125
Future Volume (vph)	205	410	169	281	463	148	179	1204	194	125	1404	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.95		0.94	0.95		1.00	0.91	1.00	1.00	0.95	
Frt	1.00	0.96		1.00	0.96		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3502	3452		5090	3479		1805	5187	1615	1805	3566	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3502	3452		5090	3479		1805	5187	1615	1805	3566	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	216	432	178	296	487	156	188	1267	204	132	1478	132
RTOR Reduction (vph)	0	37	0	0	25	0	0	0	105	0	6	0
Lane Group Flow (vph)	216	573	0	296	618	0	188	1267	99	132	1604	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)	8.0	25.0		8.0	25.0		13.0	56.4	56.4	13.3	56.7	
Effective Green, g (s)	8.0	25.0		8.0	25.0		13.0	56.4	56.4	13.3	56.7	
Actuated g/C Ratio	0.07	0.21		0.07	0.21		0.11	0.48	0.48	0.11	0.48	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	236	727		343	732		197	2464	767	202	1703	
v/s Ratio Prot	c0.06	0.17		0.06	c0.18		c0.10	0.24		0.07	c0.45	
v/s Ratio Perm									0.06			
v/c Ratio	0.92	0.79		0.86	0.84		0.95	0.51	0.13	0.65	0.94	
Uniform Delay, d1	55.0	44.3		54.8	45.0		52.6	21.6	17.4	50.5	29.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	36.2	5.7		19.5	8.8		50.7	0.2	0.1	7.4	10.9	
Delay (s)	91.2	50.0		74.3	53.8		103.2	21.8	17.5	57.9	40.4	
Level of Service	F	D		E	D		F	C	B	E	D	
Approach Delay (s/veh)		60.8			60.2			30.5			41.7	
Approach LOS		E			E			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	44.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	118.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	92.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	402	218	274	423	171	197	1226	234	119	1139	114
Future Volume (vph)	82	402	218	274	423	171	197	1226	234	119	1139	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.91	1.00	1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.95		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3420		3502	5187	1615	1805	3523		1805	3610	1615
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3420		3502	5187	1615	1805	3523		1805	3610	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	86	423	229	288	445	180	207	1291	246	125	1199	120
RTOR Reduction (vph)	0	65	0	0	0	54	0	13	0	0	0	62
Lane Group Flow (vph)	86	587	0	288	445	126	207	1524	0	125	1199	58
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases						8						6
Actuated Green, G (s)	6.0	27.8		10.0	31.8	40.8	15.4	49.0		9.0	42.6	48.6
Effective Green, g (s)	6.0	27.8		10.0	31.8	40.8	15.4	49.0		9.0	42.6	48.6
Actuated g/C Ratio	0.05	0.25		0.09	0.28	0.36	0.14	0.44		0.08	0.38	0.43
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	187	850		313	1475	647	248	1544		145	1375	759
v/s Ratio Prot	0.02	c0.17		c0.08	c0.09	0.02	c0.11	c0.43		0.07	0.33	0.00
v/s Ratio Perm						0.06						0.03
v/c Ratio	0.46	0.69		0.92	0.30	0.19	0.83	0.99		0.86	0.87	0.08
Uniform Delay, d1	51.3	38.1		50.5	31.3	24.3	47.0	31.1		50.8	32.1	18.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.8	2.4		31.0	0.1	0.1	20.8	19.6		37.5	6.4	0.0
Delay (s)	53.1	40.5		81.5	31.4	24.4	67.8	50.7		88.3	38.4	18.5
Level of Service	D	D		F	C	C	E	D		F	D	B
Approach Delay (s/veh)		42.0			45.8			52.7			41.1	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	46.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	111.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	92.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	366	308	1703	385	325	1502
Future Volume (vph)	366	308	1703	385	325	1502
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5	4.0	4.0	4.5	4.0
Lane Util. Factor	0.97	1.00	0.91	1.00	0.97	0.91
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3502	1615	5187	1615	3502	5187
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3502	1615	5187	1615	3502	5187
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	385	324	1793	405	342	1581
RTOR Reduction (vph)	0	275	0	206	0	0
Lane Group Flow (vph)	385	49	1793	199	342	1581
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	Perm	Over	NA	Perm	Prot	NA
Protected Phases		1	2		1	6
Permitted Phases	8			2		
Actuated Green, G (s)	25.3	16.1	52.2	52.2	16.1	72.8
Effective Green, g (s)	25.3	16.1	52.2	52.2	16.1	72.8
Actuated g/C Ratio	0.24	0.15	0.49	0.49	0.15	0.69
Clearance Time (s)	4.0	4.5	4.0	4.0	4.5	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	835	245	2551	794	531	3559
v/s Ratio Prot		0.03	c0.35		c0.10	0.30
v/s Ratio Perm	c0.11			0.12		
v/c Ratio	0.46	0.20	0.70	0.25	0.64	0.44
Uniform Delay, d1	34.6	39.4	20.9	15.6	42.3	7.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.4	0.9	0.2	2.7	0.1
Delay (s)	35.0	39.8	21.8	15.8	45.0	7.6
Level of Service	C	D	C	B	D	A
Approach Delay (s/veh)	37.2		20.7			14.3
Approach LOS	D		C			B

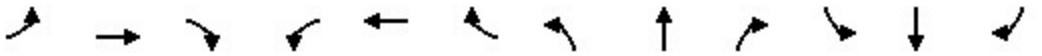
Intersection Summary			
HCM 2000 Control Delay (s/veh)	20.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	106.1	Sum of lost time (s)	12.5
Intersection Capacity Utilization	73.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	121	415	362	197	89	464	1329	465	116	1442	326
Future Volume (vph)	330	121	415	362	197	89	464	1329	465	116	1442	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3610	1615	3502	3441		3502	5187	1615	3502	5187	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3610	1615	3502	3441		3502	5187	1615	3502	5187	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	347	127	437	381	207	94	488	1399	489	122	1518	343
RTOR Reduction (vph)	0	0	24	0	46	0	0	0	311	0	0	182
Lane Group Flow (vph)	347	127	413	381	255	0	488	1399	178	122	1518	161
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	12.0	38.0	54.0	12.0	38.0		16.0	42.2	42.2	7.8	34.0	34.0
Effective Green, g (s)	12.0	38.0	54.0	12.0	38.0		16.0	42.2	42.2	7.8	34.0	34.0
Actuated g/C Ratio	0.10	0.33	0.47	0.10	0.33		0.14	0.36	0.36	0.07	0.29	0.29
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	362	1182	807	362	1127		483	1886	587	235	1520	473
v/s Ratio Prot	0.10	0.04	c0.07	c0.11	0.07		c0.14	0.27		0.03	c0.29	
v/s Ratio Perm			0.19						0.11			0.10
v/c Ratio	0.96	0.11	0.51	1.05	0.23		1.01	0.74	0.30	0.52	1.00	0.34
Uniform Delay, d1	51.8	27.2	21.8	52.0	28.3		50.0	32.2	26.4	52.3	41.0	32.2
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	36.1	0.0	0.6	61.8	0.1		43.6	1.6	0.3	1.9	22.6	0.4
Delay (s)	87.8	27.2	22.3	113.8	28.4		93.6	33.8	26.7	54.2	63.6	32.6
Level of Service	F	C	C	F	C		F	C	C	D	E	C
Approach Delay (s/veh)		47.9			76.1			44.6			57.6	
Approach LOS		D			E			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	53.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	116.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	96.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1083	0	309	296	0	804	83	393	108	775	710	749
Future Volume (vph)	1083	0	309	296	0	804	83	393	108	775	710	749
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97		0.88	0.97		0.88	0.97	0.86	1.00	0.97	0.91	1.00
Frt	1.00		0.85	1.00		0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502		2842	3502		2842	3502	6536	1615	3502	5187	1615
Flt Permitted	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502		2842	3502		2842	3502	6536	1615	3502	5187	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1140	0	325	312	0	846	87	414	114	816	747	788
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	1140	0	325	312	0	846	87	414	114	816	747	788
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot		Over	Prot		Over	Prot	NA	Free	Prot	NA	Free
Protected Phases	7		5	3		1	5	2		1	6	
Permitted Phases									Free			Free
Actuated Green, G (s)	36.0		16.0	36.0		34.1	16.0	11.6	93.7	34.1	29.7	93.7
Effective Green, g (s)	36.0		16.0	36.0		34.1	16.0	11.6	93.7	34.1	29.7	93.7
Actuated g/C Ratio	0.38		0.17	0.38		0.36	0.17	0.12	1.00	0.36	0.32	1.00
Clearance Time (s)	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	1345		485	1345		1034	597	809	1615	1274	1644	1615
v/s Ratio Prot	c0.33		0.11	0.09		c0.30	0.02	0.06		0.23	0.14	
v/s Ratio Perm									0.07			c0.49
v/c Ratio	0.85		0.67	0.23		0.82	0.15	0.51	0.07	0.64	0.45	0.49
Uniform Delay, d1	26.3		36.4	19.5		27.0	33.0	38.4	0.0	24.7	25.5	0.0
Progression Factor	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.2		3.6	0.1		5.1	0.1	0.5	0.1	1.1	0.2	1.1
Delay (s)	31.5		40.0	19.6		32.1	33.2	38.9	0.1	25.8	25.7	1.1
Level of Service	C		D	B		C	C	D	A	C	C	A
Approach Delay (s/veh)		33.4			28.7			30.9			17.5	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	93.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	74.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



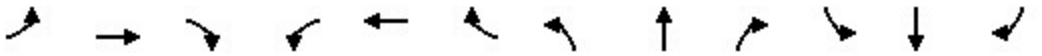
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	318	23	66	979	19	74	0	227	82	0	69
Future Volume (vph)	17	318	23	66	979	19	74	0	227	82	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00		1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3574		1805	3600		1805	1615		1805	1615	
Flt Permitted	0.95	1.00		0.95	1.00		0.71	1.00		0.51	1.00	
Satd. Flow (perm)	1805	3574		1805	3600		1348	1615		960	1615	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor (vph)	500%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	89	335	24	69	1031	20	78	0	239	86	0	73
RTOR Reduction (vph)	0	5	0	0	1	0	0	162	0	0	50	0
Lane Group Flow (vph)	89	354	0	69	1050	0	78	77	0	86	23	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	13.2	30.5		13.2	30.5		26.3	26.3		26.3	26.3	
Effective Green, g (s)	13.2	30.5		13.2	30.5		26.3	26.3		26.3	26.3	
Actuated g/C Ratio	0.16	0.37		0.16	0.37		0.32	0.32		0.32	0.32	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	290	1329		290	1339		432	517		307	517	
v/s Ratio Prot	c0.05	0.10		0.04	c0.29			0.05			0.01	
v/s Ratio Perm							0.06			c0.09		
v/c Ratio	0.31	0.27		0.24	0.78		0.18	0.15		0.28	0.05	
Uniform Delay, d1	30.4	18.0		30.0	22.8		20.1	19.9		20.8	19.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	0.1		0.4	3.1		0.2	0.1		0.5	0.0	
Delay (s)	31.0	18.1		30.4	25.9		20.3	20.0		21.3	19.2	
Level of Service	C	B		C	C		C	B		C	B	
Approach Delay (s/veh)		20.6			26.2			20.1			20.3	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	82.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	97.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

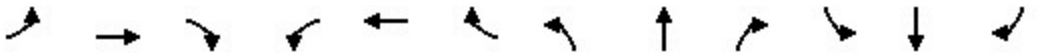
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	582	26	53	908	26	85	0	179	105	0	72
Future Volume (vph)	18	582	26	53	908	26	85	0	179	105	0	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3587		1805	3610	1615	1805	1615		1805	1615	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.71	1.00		0.61	1.00	
Satd. Flow (perm)	1805	3587		1805	3610	1615	1344	1615		1150	1615	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	19	613	27	56	956	27	89	0	188	111	0	76
RTOR Reduction (vph)	0	3	0	0	0	17	0	116	0	0	47	0
Lane Group Flow (vph)	19	637	0	56	956	10	89	72	0	111	29	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Actuated Green, G (s)	5.7	26.6		9.2	30.1	30.1	29.8	29.8		29.8	29.8	
Effective Green, g (s)	5.7	26.6		9.2	30.1	30.1	29.8	29.8		29.8	29.8	
Actuated g/C Ratio	0.07	0.34		0.12	0.39	0.39	0.38	0.38		0.38	0.38	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	132	1229		213	1400	626	516	620		441	620	
v/s Ratio Prot	0.01	0.18		c0.03	c0.26			0.04			0.02	
v/s Ratio Perm						0.01	0.07			c0.10		
v/c Ratio	0.14	0.52		0.26	0.68	0.02	0.17	0.12		0.25	0.05	
Uniform Delay, d1	33.7	20.4		31.1	19.8	14.6	15.8	15.4		16.3	15.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.4		0.7	1.4	0.0	0.2	0.1		0.3	0.0	
Delay (s)	34.2	20.8		31.8	21.2	14.6	15.9	15.5		16.6	15.0	
Level of Service	C	C		C	C	B	B	B		B	B	
Approach Delay (s/veh)		21.1			21.6			15.6			16.0	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	20.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	77.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	97.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



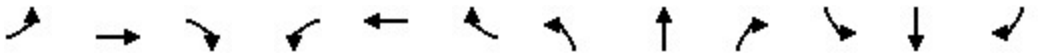
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	224	73	218	265	118	74	1525	154	110	1341	93
Future Volume (vph)	46	224	73	218	265	118	74	1525	154	110	1341	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.96		1.00	0.95		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3477		1805	1812		1805	3560		1805	3575	
Flt Permitted	0.20	1.00		0.50	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	388	3477		941	1812		1805	3560		1805	3575	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	48	236	77	229	279	124	78	1605	162	116	1412	98
RTOR Reduction (vph)	0	32	0	0	16	0	0	7	0	0	5	0
Lane Group Flow (vph)	48	281	0	229	387	0	78	1760	0	116	1505	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	27.3	27.3		27.3	27.3		5.5	52.7		7.0	54.2	
Effective Green, g (s)	27.3	27.3		27.3	27.3		5.5	52.7		7.0	54.2	
Actuated g/C Ratio	0.28	0.28		0.28	0.28		0.06	0.53		0.07	0.55	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	106	958		259	499		100	1895		127	1957	
v/s Ratio Prot		0.08			0.21		0.04	c0.49		c0.06	0.42	
v/s Ratio Perm	0.12			c0.24								
v/c Ratio	0.45	0.29		0.88	0.78		0.78	0.93		0.91	0.77	
Uniform Delay, d1	29.7	28.3		34.3	33.0		46.2	21.4		45.7	17.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.1	0.2		27.9	7.4		31.6	8.5		53.8	1.9	
Delay (s)	32.7	28.4		62.3	40.4		77.7	29.9		99.5	19.4	
Level of Service	C	C		E	D		E	C		F	B	
Approach Delay (s/veh)		29.0			48.3			31.9			25.1	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	99.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	108.5%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	442	172	432	571	168	239	1813	305	184	1313	161
Future Volume (vph)	220	442	172	432	571	168	239	1813	305	184	1313	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.95		0.94	0.95		1.00	0.91	1.00	1.00	0.95	
Frt	1.00	0.96		1.00	0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3502	3458		5090	3487		1805	5187	1615	1805	3551	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3502	3458		5090	3487		1805	5187	1615	1805	3551	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	232	465	181	455	601	177	252	1908	321	194	1382	169
RTOR Reduction (vph)	0	34	0	0	23	0	0	0	0	0	8	0
Lane Group Flow (vph)	232	612	0	455	755	0	252	1908	321	194	1543	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Free	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	10.0	35.0		8.0	33.0		14.0	48.0	120.0	13.0	47.0	
Effective Green, g (s)	10.0	35.0		8.0	33.0		14.0	48.0	120.0	13.0	47.0	
Actuated g/C Ratio	0.08	0.29		0.07	0.28		0.12	0.40	1.00	0.11	0.39	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	291	1008		339	958		210	2074	1615	195	1390	
v/s Ratio Prot	0.07	0.18		c0.09	c0.22		c0.14	0.37		0.11	c0.43	
v/s Ratio Perm									c0.20			
v/c Ratio	0.80	0.61		1.34	0.79		1.20	0.92	0.20	0.99	1.11	
Uniform Delay, d1	54.0	36.6		56.0	40.3		53.0	34.2	0.0	53.5	36.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	14.0	1.0		172.6	4.4		126.6	7.1	0.3	62.6	60.3	
Delay (s)	68.0	37.6		228.6	44.6		179.6	41.3	0.3	116.1	96.8	
Level of Service	E	D		F	D		F	D	A	F	F	
Approach Delay (s/veh)		45.7			112.5			50.0			98.9	
Approach LOS		D			F			D			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	75.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	105.4%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	445	254	386	719	164	273	1570	244	176	1272	112
Future Volume (vph)	122	445	254	386	719	164	273	1570	244	176	1272	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.91	1.00	1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.95		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3413		3502	5187	1615	1805	3537		1805	3610	1615
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3413		3502	5187	1615	1805	3537		1805	3610	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	128	468	267	406	757	173	287	1653	257	185	1339	118
RTOR Reduction (vph)	0	68	0	0	0	53	0	10	0	0	0	46
Lane Group Flow (vph)	128	667	0	406	757	120	287	1900	0	185	1339	72
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases						8						6
Actuated Green, G (s)	7.8	29.1		11.0	32.3	42.3	18.0	52.0		10.0	44.0	51.8
Effective Green, g (s)	7.8	29.1		11.0	32.3	42.3	18.0	52.0		10.0	44.0	51.8
Actuated g/C Ratio	0.07	0.25		0.09	0.27	0.36	0.15	0.44		0.08	0.37	0.44
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	231	840		326	1418	633	275	1557		152	1344	763
v/s Ratio Prot	0.04	c0.20		c0.12	c0.15	0.02	c0.16	c0.54		c0.10	0.37	0.01
v/s Ratio Perm						0.06						0.04
v/c Ratio	0.55	0.79		1.25	0.53	0.19	1.04	1.22		1.22	1.00	0.09
Uniform Delay, d1	53.5	41.7		53.6	36.5	26.1	50.1	33.1		54.1	37.0	19.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.9	5.2		133.6	0.4	0.1	66.1	105.1		143.0	23.5	0.1
Delay (s)	56.3	46.9		187.1	36.9	26.3	116.2	138.2		197.1	60.5	19.5
Level of Service	E	D		F	D	C	F	F		F	E	B
Approach Delay (s/veh)		48.3			81.2			135.3			72.9	
Approach LOS		D			F			F			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	93.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	118.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	106.1%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

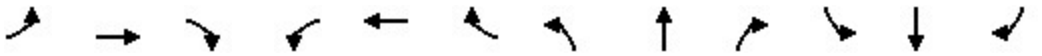


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	698	589	1767	465	468	1774
Future Volume (vph)	698	589	1767	465	468	1774
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	0.91	1.00	0.97	0.91
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3502	1615	5187	1615	3502	5187
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3502	1615	5187	1615	3502	5187
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	735	620	1860	489	493	1867
RTOR Reduction (vph)	0	320	0	240	0	0
Lane Group Flow (vph)	735	300	1860	249	493	1867
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	Perm	Over	NA	Perm	Prot	NA
Protected Phases		1	2		1	6
Permitted Phases	8			2		
Actuated Green, G (s)	27.5	25.0	47.5	47.5	25.0	76.5
Effective Green, g (s)	27.5	25.0	47.5	47.5	25.0	76.5
Actuated g/C Ratio	0.25	0.22	0.42	0.42	0.22	0.68
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	859	360	2199	684	781	3542
v/s Ratio Prot		c0.19	c0.36		0.14	0.36
v/s Ratio Perm	c0.21			0.15		
v/c Ratio	0.86	0.83	0.85	0.36	0.63	0.53
Uniform Delay, d1	40.4	41.5	29.0	22.0	39.3	8.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.4	15.1	3.2	0.3	1.7	0.1
Delay (s)	48.7	56.6	32.2	22.3	41.0	8.9
Level of Service	D	E	C	C	D	A
Approach Delay (s/veh)	52.3		30.1			15.6
Approach LOS	D		C			B

Intersection Summary			
HCM 2000 Control Delay (s/veh)	29.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	112.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	545	144	546	448	269	71	660	1645	460	104	1582	498
Future Volume (vph)	545	144	546	448	269	71	660	1645	460	104	1582	498
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3610	1615	3502	3497		3502	5187	1615	3502	5187	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3610	1615	3502	3497		3502	5187	1615	3502	5187	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	574	152	575	472	283	75	695	1732	484	109	1665	524
RTOR Reduction (vph)	0	0	23	0	20	0	0	0	311	0	0	258
Lane Group Flow (vph)	574	152	552	472	338	0	695	1732	173	109	1665	266
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	13.0	44.0	59.0	11.0	42.0		15.0	43.0	43.0	6.0	34.0	34.0
Effective Green, g (s)	13.0	44.0	59.0	11.0	42.0		15.0	43.0	43.0	6.0	34.0	34.0
Actuated g/C Ratio	0.11	0.37	0.49	0.09	0.35		0.13	0.36	0.36	0.05	0.28	0.28
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	379	1323	847	321	1223		437	1858	578	175	1469	457
v/s Ratio Prot	c0.16	0.04	c0.08	0.13	0.10		c0.20	0.33		0.03	c0.32	
v/s Ratio Perm			0.26						0.11			0.16
v/c Ratio	1.51	0.11	0.65	1.47	0.28		1.59	0.93	0.30	0.62	1.13	0.58
Uniform Delay, d1	53.5	25.1	22.8	54.5	28.1		52.5	37.1	27.7	55.9	43.0	36.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	244.8	0.0	1.8	228.0	0.1		276.3	9.1	0.3	6.7	69.1	1.9
Delay (s)	298.3	25.2	24.6	282.5	28.2		328.8	46.2	28.0	62.6	112.1	38.8
Level of Service	F	C	C	F	C		F	D	C	E	F	D
Approach Delay (s/veh)		145.4			172.8			110.7			93.0	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	118.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	113.3%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



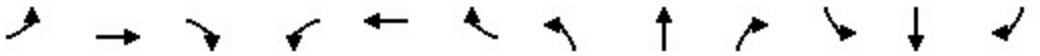
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1140	0	355	175	0	760	486	866	443	877	817	875
Future Volume (vph)	1140	0	355	175	0	760	486	866	443	877	817	875
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97		0.88	0.97		0.88	0.97	0.86	1.00	0.97	0.91	1.00
Frt	1.00		0.85	1.00		0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502		2842	3502		2842	3502	6536	1615	3502	5187	1615
Flt Permitted	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502		2842	3502		2842	3502	6536	1615	3502	5187	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1200	0	374	184	0	800	512	912	466	923	860	921
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	1200	0	374	184	0	800	512	912	466	923	860	921
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot		Over	Prot		Over	Prot	NA	Free	Prot	NA	Free
Protected Phases	7		5	3		1	5	2		1	6	
Permitted Phases									Free			Free
Actuated Green, G (s)	31.8		17.7	31.8		26.9	17.7	17.9	88.6	26.9	27.1	88.6
Effective Green, g (s)	31.8		17.7	31.8		26.9	17.7	17.9	88.6	26.9	27.1	88.6
Actuated g/C Ratio	0.36		0.20	0.36		0.30	0.20	0.20	1.00	0.30	0.31	1.00
Clearance Time (s)	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	1256		567	1256		862	699	1320	1615	1063	1586	1615
v/s Ratio Prot	c0.34		0.13	0.05		c0.28	0.15	0.14		0.26	0.17	
v/s Ratio Perm									0.29			c0.57
v/c Ratio	0.96		0.66	0.15		0.93	0.73	0.69	0.29	0.87	0.54	0.57
Uniform Delay, d1	27.7		32.7	19.2		29.9	33.2	32.8	0.0	29.2	25.6	0.0
Progression Factor	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	15.8		2.8	0.1		15.8	4.0	1.6	0.5	7.7	0.4	1.5
Delay (s)	43.5		35.5	19.3		45.7	37.2	34.4	0.5	36.8	26.0	1.5
Level of Service	D		D	B		D	D	C	A	D	C	A
Approach Delay (s/veh)		41.6			40.8			26.8			21.3	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	29.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	88.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	1011	94	263	885	81	66	0	169	44	0	37
Future Volume (vph)	67	1011	94	263	885	81	66	0	169	44	0	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3564		1805	3565		1805	1615		1805	1615	
Flt Permitted	0.95	1.00		0.95	1.00		0.73	1.00		0.55	1.00	
Satd. Flow (perm)	1805	3564		1805	3565		1390	1615		1042	1615	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor (vph)	500%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	353	1064	99	277	932	85	69	0	178	46	0	39
RTOR Reduction (vph)	0	7	0	0	6	0	0	131	0	0	29	0
Lane Group Flow (vph)	353	1156	0	277	1011	0	69	47	0	46	10	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	24.5	37.7		21.2	34.4		25.3	25.3		25.3	25.3	
Effective Green, g (s)	24.5	37.7		21.2	34.4		25.3	25.3		25.3	25.3	
Actuated g/C Ratio	0.25	0.39		0.22	0.36		0.26	0.26		0.26	0.26	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	459	1396		397	1274		365	424		274	424	
v/s Ratio Prot	c0.20	c0.32		0.15	0.28			0.03			0.01	
v/s Ratio Perm							c0.05			0.04		
v/c Ratio	0.77	0.83		0.70	0.79		0.19	0.11		0.17	0.02	
Uniform Delay, d1	33.2	26.3		34.5	27.7		27.5	26.9		27.3	26.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	7.6	4.2		5.3	3.5		0.3	0.1		0.3	0.0	
Delay (s)	40.8	30.5		39.8	31.2		27.7	27.0		27.6	26.3	
Level of Service	D	C		D	C		C	C		C	C	
Approach Delay (s/veh)		32.9			33.0			27.2			27.0	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	96.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	92.5%	ICU Level of Service	F
Analysis Period (min)	15		

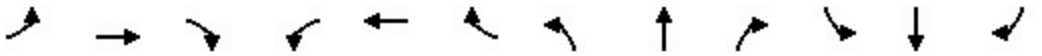
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	1044	111	211	1111	102	78	0	138	56	0	39
Future Volume (vph)	70	1044	111	211	1111	102	78	0	138	56	0	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3558		1805	3610	1615	1805	1615		1805	1615	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.73	1.00		0.60	1.00	
Satd. Flow (perm)	1805	3558		1805	3610	1615	1388	1615		1148	1615	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	74	1099	117	222	1169	107	82	0	145	59	0	41
RTOR Reduction (vph)	0	7	0	0	0	56	0	105	0	0	30	0
Lane Group Flow (vph)	74	1209	0	222	1169	51	82	40	0	59	11	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Actuated Green, G (s)	14.0	42.9		20.1	49.0	49.0	28.3	28.3		28.3	28.3	
Effective Green, g (s)	14.0	42.9		20.1	49.0	49.0	28.3	28.3		28.3	28.3	
Actuated g/C Ratio	0.14	0.42		0.19	0.47	0.47	0.27	0.27		0.27	0.27	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	244	1477		351	1712	766	380	442		314	442	
v/s Ratio Prot	0.04	c0.34		c0.12	0.32			0.02			0.01	
v/s Ratio Perm						0.03	c0.06			0.05		
v/c Ratio	0.30	0.82		0.63	0.68	0.07	0.22	0.09		0.19	0.03	
Uniform Delay, d1	40.3	26.8		38.2	21.1	14.7	28.9	27.9		28.7	27.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	3.7		3.7	1.1	0.0	0.3	0.1		0.3	0.0	
Delay (s)	41.0	30.4		41.9	22.2	14.8	29.2	28.0		29.0	27.4	
Level of Service	D	C		D	C	B	C	C		C	C	
Approach Delay (s/veh)		31.0			24.6			28.4			28.4	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	27.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	103.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	103.9%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

With Mitigation Improvements

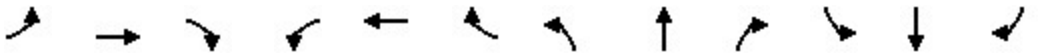


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	402	218	274	423	171	197	1226	234	119	1139	114
Future Volume (vph)	82	402	218	274	423	171	197	1226	234	119	1139	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.91	1.00	0.97	0.91		1.00	0.95	1.00
Frt	1.00	0.95		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3420		3502	5187	1615	3502	5062		1805	3610	1615
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3420		3502	5187	1615	3502	5062		1805	3610	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	86	423	229	288	445	180	207	1291	246	125	1199	120
RTOR Reduction (vph)	0	62	0	0	0	27	0	25	0	0	0	66
Lane Group Flow (vph)	86	590	0	288	445	153	207	1512	0	125	1199	54
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases						8						6
Actuated Green, G (s)	6.0	31.1		11.7	36.8	47.3	9.0	41.7		10.5	43.2	49.2
Effective Green, g (s)	6.0	31.1		11.7	36.8	47.3	9.0	41.7		10.5	43.2	49.2
Actuated g/C Ratio	0.05	0.28		0.11	0.33	0.43	0.08	0.38		0.09	0.39	0.44
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	189	958		369	1719	746	283	1901		170	1404	774
v/s Ratio Prot	0.02	c0.17		c0.08	0.09	0.02	0.06	0.30		c0.07	c0.33	0.00
v/s Ratio Perm						0.08						0.03
v/c Ratio	0.46	0.62		0.78	0.26	0.21	0.73	0.80		0.74	0.85	0.07
Uniform Delay, d1	50.9	34.8		48.4	27.1	20.0	49.8	30.9		48.9	31.0	17.8
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.7	1.2		10.2	0.1	0.1	9.4	2.4		15.2	5.3	0.0
Delay (s)	52.7	35.9		58.6	27.2	20.2	59.2	33.2		64.1	36.3	17.8
Level of Service	D	D		E	C	C	E	C		E	D	B
Approach Delay (s/veh)		37.9			35.7			36.3			37.2	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	36.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	111.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	84.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	121	415	362	197	89	464	1329	465	116	1442	326
Future Volume (vph)	330	121	415	362	197	89	464	1329	465	116	1442	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.91	1.00	0.97	0.86	1.00
Frt	1.00	1.00	0.85	1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3610	1615	3502	3441		3502	5187	1615	3502	6536	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3610	1615	3502	3441		3502	5187	1615	3502	6536	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	347	127	437	381	207	94	488	1399	489	122	1518	343
RTOR Reduction (vph)	0	0	23	0	44	0	0	0	322	0	0	234
Lane Group Flow (vph)	347	127	414	381	257	0	488	1399	167	122	1518	109
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	13.9	42.0	59.0	14.0	42.1		17.0	41.0	41.0	7.0	31.0	31.0
Effective Green, g (s)	13.9	42.0	59.0	14.0	42.1		17.0	41.0	41.0	7.0	31.0	31.0
Actuated g/C Ratio	0.12	0.35	0.49	0.12	0.35		0.14	0.34	0.34	0.06	0.26	0.26
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	405	1263	847	408	1207		496	1772	551	204	1688	417
v/s Ratio Prot	0.10	0.04	c0.07	c0.11	0.07		c0.14	0.27		0.03	c0.23	
v/s Ratio Perm			0.19						0.10			0.07
v/c Ratio	0.86	0.10	0.49	0.93	0.21		0.98	0.79	0.30	0.60	0.90	0.26
Uniform Delay, d1	52.1	26.3	20.4	52.5	27.3		51.4	35.6	29.0	55.1	43.0	35.4
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	16.2	0.0	0.4	28.3	0.1		36.0	2.4	0.3	4.7	6.8	0.3
Delay (s)	68.2	26.3	20.9	80.9	27.4		87.3	38.0	29.3	59.8	49.8	35.7
Level of Service	E	C	C	F	C		F	D	C	E	D	D
Approach Delay (s/veh)		39.7			57.3			46.4			48.0	
Approach LOS		D			E			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	47.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	97.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



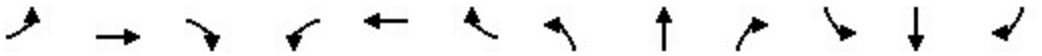
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	445	254	386	719	164	273	1570	244	176	1272	112
Future Volume (vph)	122	445	254	386	719	164	273	1570	244	176	1272	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.91	1.00	0.97	0.91		1.00	0.95	1.00
Frt	1.00	0.95		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3413		3502	5187	1615	3502	5082		1805	3610	1615
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3413		3502	5187	1615	3502	5082		1805	3610	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	128	468	267	406	757	173	287	1653	257	185	1339	118
RTOR Reduction (vph)	0	67	0	0	0	26	0	18	0	0	0	44
Lane Group Flow (vph)	128	668	0	406	757	147	287	1893	0	185	1339	74
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases						8						6
Actuated Green, G (s)	7.8	31.0		15.0	38.2	51.2	10.0	45.0		13.0	48.0	55.8
Effective Green, g (s)	7.8	31.0		15.0	38.2	51.2	10.0	45.0		13.0	48.0	55.8
Actuated g/C Ratio	0.07	0.26		0.13	0.32	0.43	0.08	0.38		0.11	0.40	0.47
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	227	881		437	1651	742	291	1905		195	1444	804
v/s Ratio Prot	0.04	c0.20		c0.12	0.15	0.02	0.08	c0.37		c0.10	c0.37	0.01
v/s Ratio Perm						0.07						0.04
v/c Ratio	0.56	0.76		0.93	0.46	0.20	0.99	0.99		0.95	0.93	0.09
Uniform Delay, d1	54.4	41.0		52.0	32.6	21.5	54.9	37.4		53.2	34.3	17.9
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.2	3.8		25.9	0.2	0.1	48.5	19.0		49.3	10.5	0.1
Delay (s)	57.6	44.8		77.9	32.8	21.7	103.5	56.3		102.4	44.8	18.0
Level of Service	E	D		E	C	C	F	E		F	D	B
Approach Delay (s/veh)		46.7			45.1			62.5			49.4	
Approach LOS		D			D			E			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	52.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	95.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	545	144	546	448	269	71	660	1645	460	104	1582	498
Future Volume (vph)	545	144	546	448	269	71	660	1645	460	104	1582	498
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.91	1.00	0.97	0.86	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3610	1615	3502	3497		3502	5187	1615	3502	6536	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3610	1615	3502	3497		3502	5187	1615	3502	6536	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	574	152	575	472	283	75	695	1732	484	109	1665	524
RTOR Reduction (vph)	0	0	21	0	18	0	0	0	300	0	0	300
Lane Group Flow (vph)	574	152	554	472	340	0	695	1732	184	109	1665	224
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	18.0	42.0	64.0	18.0	42.0		22.0	48.0	48.0	6.0	32.0	32.0
Effective Green, g (s)	18.0	42.0	64.0	18.0	42.0		22.0	48.0	48.0	6.0	32.0	32.0
Actuated g/C Ratio	0.14	0.32	0.49	0.14	0.32		0.17	0.37	0.37	0.05	0.25	0.25
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	484	1166	844	484	1129		592	1915	596	161	1608	397
v/s Ratio Prot	c0.16	0.04	c0.11	0.13	0.10		c0.20	0.33		0.03	c0.25	
v/s Ratio Perm			0.23						0.11			0.14
v/c Ratio	1.19	0.13	0.66	0.98	0.30		1.17	0.90	0.31	0.68	1.04	0.56
Uniform Delay, d1	56.0	31.1	24.7	55.8	33.0		54.0	38.8	29.2	61.0	49.0	42.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	103.0	0.1	1.8	34.2	0.2		95.2	6.5	0.3	10.7	32.2	1.8
Delay (s)	159.0	31.1	26.6	90.0	33.1		149.2	45.3	29.5	71.8	81.2	44.7
Level of Service	F	C	C	F	C		F	D	C	E	F	D
Approach Delay (s/veh)		85.5			65.5			67.5			72.4	
Approach LOS		F			E			E			E	

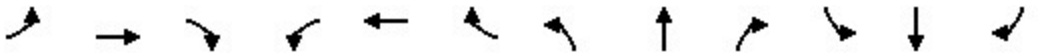
Intersection Summary			
HCM 2000 Control Delay (s/veh)	72.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	108.5%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Appendix E:
Year 2035 General Plan Buildout Plus Project Analysis Worksheets



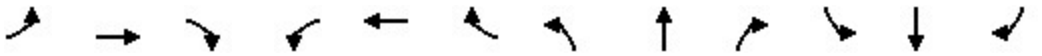
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	318	122	113	172	67	28	1280	224	100	1325	79
Future Volume (vph)	125	318	122	113	172	67	28	1280	224	100	1325	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.96		1.00	0.96		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3460		1805	1820		1805	3529		1805	3580	
Flt Permitted	0.43	1.00		0.36	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	819	3460		676	1820		1805	3529		1805	3580	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	132	335	128	119	181	71	29	1347	236	105	1395	83
RTOR Reduction (vph)	0	39	0	0	14	0	0	15	0	0	4	0
Lane Group Flow (vph)	132	424	0	119	238	0	29	1568	0	105	1474	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	25.9	25.9		25.9	25.9		3.4	49.3		8.6	54.5	
Effective Green, g (s)	25.9	25.9		25.9	25.9		3.4	49.3		8.6	54.5	
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.04	0.51		0.09	0.57	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	221	935		182	492		64	1816		162	2036	
v/s Ratio Prot		0.12			0.13		0.02	c0.44		c0.06	0.41	
v/s Ratio Perm	0.16			c0.18								
v/c Ratio	0.60	0.45		0.65	0.48		0.45	0.86		0.65	0.72	
Uniform Delay, d1	30.4	29.1		31.0	29.3		45.3	20.3		42.1	15.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.3	0.4		8.2	0.8		5.0	4.5		8.6	1.3	
Delay (s)	34.7	29.4		39.1	30.1		50.3	24.9		50.8	16.4	
Level of Service	C	C		D	C		D	C		D	B	
Approach Delay (s/veh)		30.6			33.0			25.3			18.7	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	95.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	103.1%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	226	451	176	543	509	158	192	1307	362	135	1518	138
Future Volume (vph)	226	451	176	543	509	158	192	1307	362	135	1518	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.95		0.94	0.95		1.00	0.91	1.00	1.00	0.95	
Frt	1.00	0.96		1.00	0.96		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3502	3458		5090	3482		1805	5187	1615	1805	3565	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3502	3458		5090	3482		1805	5187	1615	1805	3565	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	238	475	185	572	536	166	202	1376	381	142	1598	145
RTOR Reduction (vph)	0	31	0	0	23	0	0	0	0	0	5	0
Lane Group Flow (vph)	238	629	0	572	679	0	202	1376	381	142	1738	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Free	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	11.7	35.0		12.0	35.3		12.0	52.5	130.0	14.5	55.0	
Effective Green, g (s)	11.7	35.0		12.0	35.3		12.0	52.5	130.0	14.5	55.0	
Actuated g/C Ratio	0.09	0.27		0.09	0.27		0.09	0.40	1.00	0.11	0.42	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	315	931		469	945		166	2094	1615	201	1508	
v/s Ratio Prot	0.07	0.18		c0.11	c0.20		c0.11	0.27		0.08	c0.49	
v/s Ratio Perm									c0.24			
v/c Ratio	0.76	0.68		1.22	0.72		1.22	0.66	0.24	0.71	1.15	
Uniform Delay, d1	57.8	42.4		59.0	42.9		59.0	31.4	0.0	55.7	37.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	9.9	2.0		116.9	2.6		140.0	0.8	0.3	10.8	76.7	
Delay (s)	67.6	44.4		175.9	45.5		199.0	32.2	0.3	66.5	114.2	
Level of Service	E	D		F	D		F	C	A	E	F	
Approach Delay (s/veh)		50.5			104.0			43.2			110.6	
Approach LOS		D			F			D			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	78.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	109.8%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	437	238	297	443	188	209	1329	254	131	1231	158
Future Volume (vph)	122	437	238	297	443	188	209	1329	254	131	1231	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.91	1.00	1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.95		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3419		3502	5187	1615	1805	3523		1805	3610	1615
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3419		3502	5187	1615	1805	3523		1805	3610	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	128	460	251	313	466	198	220	1399	267	138	1296	166
RTOR Reduction (vph)	0	65	0	0	0	55	0	14	0	0	0	69
Lane Group Flow (vph)	128	646	0	313	466	143	220	1652	0	138	1296	97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases						8						6
Actuated Green, G (s)	7.8	29.3		10.0	31.5	40.5	15.0	49.0		9.0	43.0	50.8
Effective Green, g (s)	7.8	29.3		10.0	31.5	40.5	15.0	49.0		9.0	43.0	50.8
Actuated g/C Ratio	0.07	0.26		0.09	0.28	0.36	0.13	0.43		0.08	0.38	0.45
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	241	884		309	1442	634	238	1523		143	1370	781
v/s Ratio Prot	0.04	c0.19		c0.09	0.09	0.02	c0.12	c0.47		0.08	0.36	0.01
v/s Ratio Perm						0.07						0.05
v/c Ratio	0.53	0.73		1.01	0.32	0.23	0.92	1.08		0.97	0.95	0.12
Uniform Delay, d1	51.0	38.4		51.7	32.4	25.4	48.6	32.2		52.0	34.0	18.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.2	3.1		54.5	0.1	0.2	38.1	49.8		64.1	13.4	0.1
Delay (s)	53.2	41.5		106.2	32.6	25.6	86.6	82.0		116.1	47.4	18.3
Level of Service	D	D		F	C	C	F	F		F	D	B
Approach Delay (s/veh)		43.3			54.7			82.5			50.3	
Approach LOS		D			D			F			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	61.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	113.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	96.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	417	307	1584	425	346	1877
Future Volume (vph)	417	307	1584	425	346	1877
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5	4.0	4.0	4.5	4.0
Lane Util. Factor	0.97	1.00	0.91	1.00	0.97	0.91
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3502	1615	5187	1615	3502	5187
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3502	1615	5187	1615	3502	5187
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	439	323	1667	447	364	1976
RTOR Reduction (vph)	0	236	0	235	0	0
Lane Group Flow (vph)	439	87	1667	212	364	1976
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	Perm	Over	NA	Perm	Prot	NA
Protected Phases		1	2		1	6
Permitted Phases	8			2		
Actuated Green, G (s)	35.0	35.0	47.4	47.4	35.0	86.9
Effective Green, g (s)	35.0	35.0	47.4	47.4	35.0	86.9
Actuated g/C Ratio	0.27	0.27	0.36	0.36	0.27	0.67
Clearance Time (s)	4.0	4.5	4.0	4.0	4.5	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	943	435	1892	589	943	3469
v/s Ratio Prot		0.05	c0.32		0.10	c0.38
v/s Ratio Perm	c0.13			0.13		
v/c Ratio	0.47	0.20	0.88	0.36	0.39	0.57
Uniform Delay, d1	39.6	36.6	38.6	30.2	38.7	11.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.2	5.2	0.4	0.3	0.2
Delay (s)	40.0	36.9	43.8	30.5	39.0	11.7
Level of Service	D	D	D	C	D	B
Approach Delay (s/veh)	38.7		41.0			16.0
Approach LOS	D		D			B

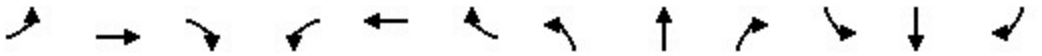
Intersection Summary			
HCM 2000 Control Delay (s/veh)	29.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	129.9	Sum of lost time (s)	12.5
Intersection Capacity Utilization	99.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	332	162	448	398	212	98	477	1463	512	128	1587	329
Future Volume (vph)	332	162	448	398	212	98	477	1463	512	128	1587	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3610	1615	3502	3439		3502	5187	1615	3502	5187	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3610	1615	3502	3439		3502	5187	1615	3502	5187	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	349	171	472	419	223	103	502	1540	539	135	1671	346
RTOR Reduction (vph)	0	0	24	0	46	0	0	0	348	0	0	167
Lane Group Flow (vph)	349	171	448	419	280	0	502	1540	191	135	1671	179
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	13.8	40.8	52.8	11.0	38.0		12.0	41.0	41.0	7.0	36.0	36.0
Effective Green, g (s)	13.8	40.8	52.8	11.0	38.0		12.0	41.0	41.0	7.0	36.0	36.0
Actuated g/C Ratio	0.12	0.35	0.46	0.09	0.33		0.10	0.35	0.35	0.06	0.31	0.31
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	417	1271	792	332	1128		362	1836	571	211	1612	502
v/s Ratio Prot	0.10	0.05	c0.06	c0.12	0.08		c0.14	0.30		0.04	c0.32	
v/s Ratio Perm			0.22						0.12			0.11
v/c Ratio	0.84	0.13	0.57	1.26	0.25		1.39	0.84	0.33	0.64	1.04	0.36
Uniform Delay, d1	49.9	25.5	23.1	52.4	28.4		51.9	34.4	27.4	53.2	39.9	30.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	13.6	0.0	0.9	139.9	0.1		190.3	3.5	0.3	6.2	32.5	0.4
Delay (s)	63.5	25.5	24.0	192.3	28.6		242.2	37.9	27.7	59.4	72.4	31.4
Level of Service	E	C	C	F	C		F	D	C	E	E	C
Approach Delay (s/veh)		38.2			120.7			75.5			65.0	
Approach LOS		D			F			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	71.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	115.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	100.6%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1186	0	591	313	0	833	145	425	166	834	776	811
Future Volume (vph)	1186	0	591	313	0	833	145	425	166	834	776	811
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97		0.88	0.97		0.88	0.97	0.86	1.00	0.97	0.91	1.00
Frt	1.00		0.85	1.00		0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502		2842	3502		2842	3502	6536	1615	3502	5187	1615
Flt Permitted	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502		2842	3502		2842	3502	6536	1615	3502	5187	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1248	0	622	329	0	877	153	447	175	878	817	854
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	1248	0	622	329	0	877	153	447	175	878	817	854
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot		Over	Prot		Over	Prot	NA	Free	Prot	NA	Free
Protected Phases	7		5	3		1	5	2		1	6	
Permitted Phases									Free			Free
Actuated Green, G (s)	36.2		23.9	36.2		32.0	23.9	14.3	94.5	32.0	22.4	94.5
Effective Green, g (s)	36.2		23.9	36.2		32.0	23.9	14.3	94.5	32.0	22.4	94.5
Actuated g/C Ratio	0.38		0.25	0.38		0.34	0.25	0.15	1.00	0.34	0.24	1.00
Clearance Time (s)	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	1341		718	1341		962	885	989	1615	1185	1229	1615
v/s Ratio Prot	c0.36		0.22	0.09		c0.31	0.04	0.07		0.25	c0.16	
v/s Ratio Perm									0.11			0.53
v/c Ratio	0.93		0.87	0.25		0.91	0.17	0.45	0.11	0.74	0.66	0.53
Uniform Delay, d1	27.9		33.8	19.8		29.9	27.6	36.5	0.0	27.6	32.6	0.0
Progression Factor	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	11.6		10.7	0.1		12.6	0.1	0.3	0.1	2.5	1.4	1.2
Delay (s)	39.6		44.5	19.9		42.5	27.7	36.9	0.1	30.1	34.0	1.2
Level of Service	D		D	B		D	C	D	A	C	C	A
Approach Delay (s/veh)		41.2			36.3			26.8			21.7	
Approach LOS		D			D			C			C	

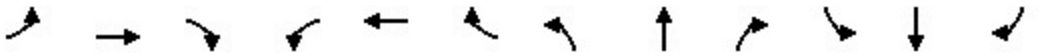
Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	94.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	393	23	66	977	19	74	0	227	82	0	69
Future Volume (vph)	17	393	23	66	977	19	74	0	227	82	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00		1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3580		1805	3600		1805	1615		1805	1615	
Flt Permitted	0.95	1.00		0.95	1.00		0.71	1.00		0.50	1.00	
Satd. Flow (perm)	1805	3580		1805	3600		1348	1615		956	1615	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor (vph)	500%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	89	414	24	69	1028	20	78	0	239	86	0	73
RTOR Reduction (vph)	0	4	0	0	1	0	0	163	0	0	50	0
Lane Group Flow (vph)	89	434	0	69	1047	0	78	76	0	86	23	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	13.2	31.1		13.2	31.1		26.4	26.4		26.4	26.4	
Effective Green, g (s)	13.2	31.1		13.2	31.1		26.4	26.4		26.4	26.4	
Actuated g/C Ratio	0.16	0.38		0.16	0.38		0.32	0.32		0.32	0.32	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	288	1346		288	1353		430	515		305	515	
v/s Ratio Prot	c0.05	0.12		0.04	c0.29			0.05			0.01	
v/s Ratio Perm							0.06			c0.09		
v/c Ratio	0.31	0.32		0.24	0.77		0.18	0.15		0.28	0.05	
Uniform Delay, d1	30.7	18.3		30.4	22.7		20.3	20.1		21.1	19.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	0.1		0.4	2.8		0.2	0.1		0.5	0.0	
Delay (s)	31.3	18.5		30.8	25.5		20.5	20.2		21.6	19.5	
Level of Service	C	B		C	C		C	C		C	B	
Approach Delay (s/veh)		20.6			25.9			20.3			20.6	
Approach LOS		C			C			C			C	

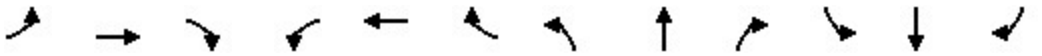
Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	82.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	97.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	657	26	53	906	26	85	0	179	105	0	72
Future Volume (vph)	18	657	26	53	906	26	85	0	179	105	0	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.0		4.5	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3590		1805	3610	1615	1805	1615		1805	1615	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.71	1.00		0.60	1.00	
Satd. Flow (perm)	1805	3590		1805	3610	1615	1344	1615		1148	1615	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	19	692	27	56	954	27	89	0	188	111	0	76
RTOR Reduction (vph)	0	3	0	0	0	16	0	116	0	0	47	0
Lane Group Flow (vph)	19	716	0	56	954	11	89	72	0	111	29	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Actuated Green, G (s)	2.7	26.3		9.3	32.9	32.9	29.6	29.6		29.6	29.6	
Effective Green, g (s)	2.7	26.3		9.3	32.9	32.9	29.6	29.6		29.6	29.6	
Actuated g/C Ratio	0.03	0.34		0.12	0.42	0.42	0.38	0.38		0.38	0.38	
Clearance Time (s)	4.5	4.0		4.5	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	62	1215		216	1528	683	512	615		437	615	
v/s Ratio Prot	0.01	0.20		c0.03	c0.26			0.04			0.02	
v/s Ratio Perm						0.01	0.07			c0.10		
v/c Ratio	0.31	0.59		0.26	0.62	0.02	0.17	0.12		0.25	0.05	
Uniform Delay, d1	36.6	21.2		31.1	17.6	13.0	15.9	15.6		16.5	15.2	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.8	0.7		0.6	0.8	0.0	0.2	0.1		0.3	0.0	
Delay (s)	39.4	22.0		31.7	18.4	13.0	16.1	15.7		16.8	15.2	
Level of Service	D	C		C	B	B	B	B		B	B	
Approach Delay (s/veh)		22.4			18.9			15.8			16.1	
Approach LOS		C			B			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	77.7	Sum of lost time (s)	12.5
Intersection Capacity Utilization	98.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

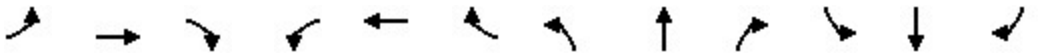


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	251	76	236	311	118	82	1652	164	121	1455	127
Future Volume (vph)	65	251	76	236	311	118	82	1652	164	121	1455	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.97		1.00	0.96		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3484		1805	1822		1805	3561		1805	3566	
Flt Permitted	0.15	1.00		0.46	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	281	3484		873	1822		1805	3561		1805	3566	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	68	264	80	248	327	124	86	1739	173	127	1532	134
RTOR Reduction (vph)	0	29	0	0	14	0	0	7	0	0	6	0
Lane Group Flow (vph)	68	315	0	248	437	0	86	1905	0	127	1660	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	27.0	27.0		27.0	27.0		5.6	54.8		7.0	56.2	
Effective Green, g (s)	27.0	27.0		27.0	27.0		5.6	54.8		7.0	56.2	
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.06	0.54		0.07	0.56	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	75	933		233	488		100	1935		125	1988	
v/s Ratio Prot		0.09			0.24		0.05	c0.53		c0.07	0.47	
v/s Ratio Perm	0.24			c0.28								
v/c Ratio	0.91	0.34		1.06	0.90		0.86	0.98		1.02	0.83	
Uniform Delay, d1	35.7	29.7		36.9	35.5		47.2	22.6		46.9	18.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	72.1	0.2		77.0	18.7		48.5	16.8		84.8	3.2	
Delay (s)	107.8	29.9		113.9	54.2		95.7	39.3		131.7	21.7	
Level of Service	F	C		F	D		F	D		F	C	
Approach Delay (s/veh)		42.8			75.4			41.8			29.5	
Approach LOS		D			E			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	42.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	100.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	115.3%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	242	407	183	725	441	181	240	1813	543	197	1419	177
Future Volume (vph)	242	407	183	725	441	181	240	1813	543	197	1419	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.95		0.94	0.95		1.00	0.91	1.00	1.00	0.95	
Frt	1.00	0.95		1.00	0.96		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3502	3442		5090	3452		1805	5187	1615	1805	3550	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3502	3442		5090	3452		1805	5187	1615	1805	3550	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	255	428	193	763	464	191	253	1908	572	207	1494	186
RTOR Reduction (vph)	0	40	0	0	34	0	0	0	0	0	7	0
Lane Group Flow (vph)	255	581	0	763	621	0	253	1908	572	207	1673	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Free	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	13.7	35.0		14.0	35.3		13.0	51.0	130.0	14.0	52.0	
Effective Green, g (s)	13.7	35.0		14.0	35.3		13.0	51.0	130.0	14.0	52.0	
Actuated g/C Ratio	0.11	0.27		0.11	0.27		0.10	0.39	1.00	0.11	0.40	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	369	926		548	937		180	2034	1615	194	1420	
v/s Ratio Prot	0.07	0.17		c0.15	c0.18		c0.14	0.37		0.11	c0.47	
v/s Ratio Perm									c0.35			
v/c Ratio	0.69	0.63		1.39	0.66		1.41	0.94	0.35	1.07	1.18	
Uniform Delay, d1	56.1	41.8		58.0	42.1		58.5	38.0	0.0	58.0	39.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.5	1.3		187.5	1.8		212.3	9.0	0.6	83.5	87.8	
Delay (s)	61.6	43.1		245.5	43.8		270.8	47.0	0.6	141.5	126.8	
Level of Service	E	D		F	D		F	D	A	F	F	
Approach Delay (s/veh)		48.5			152.4			58.0			128.4	
Approach LOS		D			F			E			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	95.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	114.4%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	298	495	271	420	850	186	295	1696	262	194	1374	219
Future Volume (vph)	298	495	271	420	850	186	295	1696	262	194	1374	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.91	1.00	1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.95		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3419		3502	5187	1615	1805	3537		1805	3610	1615
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3419		3502	5187	1615	1805	3537		1805	3610	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	314	521	285	442	895	196	311	1785	276	204	1446	231
RTOR Reduction (vph)	0	62	0	0	0	30	0	10	0	0	0	23
Lane Group Flow (vph)	314	744	0	442	895	166	311	2051	0	204	1446	209
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases						8						6
Actuated Green, G (s)	10.0	31.0		10.0	31.0	40.0	13.0	54.0		9.0	50.0	60.0
Effective Green, g (s)	10.0	31.0		10.0	31.0	40.0	13.0	54.0		9.0	50.0	60.0
Actuated g/C Ratio	0.08	0.26		0.08	0.26	0.33	0.11	0.45		0.08	0.42	0.50
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	291	883		291	1339	592	195	1591		135	1504	861
v/s Ratio Prot	0.09	c0.22		c0.13	0.17	0.02	c0.17	c0.58		0.11	0.40	0.02
v/s Ratio Perm						0.08						0.11
v/c Ratio	1.08	0.84		1.52	0.67	0.28	1.59	1.29		1.51	0.96	0.24
Uniform Delay, d1	55.0	42.2		55.0	39.9	29.4	53.5	33.0		55.5	34.1	17.1
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	75.4	7.4		250.4	1.3	0.3	290.5	134.8		264.3	15.0	0.1
Delay (s)	130.4	49.6		305.4	41.2	29.7	344.0	167.8		319.8	49.0	17.2
Level of Service	F	D		F	D	C	F	F		F	D	B
Approach Delay (s/veh)		72.2			115.9			190.9			74.5	
Approach LOS		E			F			F			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	123.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	113.7%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	853	638	1910	539	491	1779
Future Volume (vph)	853	638	1910	539	491	1779
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	0.91	1.00	0.97	0.91
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3502	1615	5187	1615	3502	5187
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3502	1615	5187	1615	3502	5187
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	898	672	2011	567	517	1873
RTOR Reduction (vph)	0	357	0	238	0	0
Lane Group Flow (vph)	898	315	2011	329	517	1873
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	Perm	Over	NA	Perm	Prot	NA
Protected Phases		1	2		1	6
Permitted Phases	8			2		
Actuated Green, G (s)	35.1	28.3	47.7	47.7	28.3	80.0
Effective Green, g (s)	35.1	28.3	47.7	47.7	28.3	80.0
Actuated g/C Ratio	0.29	0.23	0.39	0.39	0.23	0.65
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	998	371	2009	625	805	3370
v/s Ratio Prot		c0.20	c0.39		0.15	0.36
v/s Ratio Perm	c0.26			0.20		
v/c Ratio	0.90	0.85	1.00	0.53	0.64	0.56
Uniform Delay, d1	42.3	45.4	37.7	29.0	42.8	11.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	10.8	16.8	20.3	0.8	1.8	0.2
Delay (s)	53.1	62.1	58.0	29.8	44.6	12.0
Level of Service	D	E	E	C	D	B
Approach Delay (s/veh)	57.0		51.8			19.1
Approach LOS	E		D			B

Intersection Summary			
HCM 2000 Control Delay (s/veh)	41.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	123.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	90.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	558	182	569	493	368	78	750	1819	506	114	1748	507
Future Volume (vph)	558	182	569	493	368	78	750	1819	506	114	1748	507
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3610	1615	3502	3515		3502	5187	1615	3502	5187	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3610	1615	3502	3515		3502	5187	1615	3502	5187	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	587	192	599	519	387	82	789	1915	533	120	1840	534
RTOR Reduction (vph)	0	0	25	0	16	0	0	0	314	0	0	232
Lane Group Flow (vph)	587	192	574	519	453	0	789	1915	219	120	1840	302
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	10.0	39.0	51.0	9.0	38.0		12.0	44.0	44.0	6.0	38.0	38.0
Effective Green, g (s)	10.0	39.0	51.0	9.0	38.0		12.0	44.0	44.0	6.0	38.0	38.0
Actuated g/C Ratio	0.09	0.34	0.45	0.08	0.33		0.11	0.39	0.39	0.05	0.33	0.33
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	307	1235	779	276	1171		368	2002	623	184	1729	538
v/s Ratio Prot	c0.17	0.05	c0.08	0.15	0.13		c0.23	0.37		0.03	c0.35	
v/s Ratio Perm			0.28						0.14			0.19
v/c Ratio	1.91	0.16	0.74	1.88	0.39		2.14	0.96	0.35	0.65	1.06	0.56
Uniform Delay, d1	52.0	26.1	26.0	52.5	29.1		51.0	34.1	24.9	53.0	38.0	31.2
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	422.4	0.1	3.7	409.7	0.2		523.8	11.5	0.3	8.0	41.0	1.3
Delay (s)	474.4	26.1	29.6	462.2	29.3		574.8	45.5	25.2	61.0	79.0	32.5
Level of Service	F	C	C	F	C		F	D	C	E	E	C
Approach Delay (s/veh)		218.6			256.7			171.2			68.2	
Approach LOS		F			F			F			E	

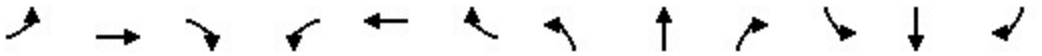
Intersection Summary			
HCM 2000 Control Delay (s/veh)	158.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	114.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	116.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1239	0	540	193	0	815	804	948	487	939	891	952
Future Volume (vph)	1239	0	540	193	0	815	804	948	487	939	891	952
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97		0.88	0.97		0.88	0.97	0.86	1.00	0.97	0.91	1.00
Frt	1.00		0.85	1.00		0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502		2842	3502		2842	3502	6536	1615	3502	5187	1615
Flt Permitted	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502		2842	3502		2842	3502	6536	1615	3502	5187	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1304	0	568	203	0	858	846	998	513	988	938	1002
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	1304	0	568	203	0	858	846	998	513	988	938	1002
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot		Over	Prot		Over	Prot	NA	Free	Prot	NA	Free
Protected Phases	7		5	3		1	5	2		1	6	
Permitted Phases									Free			Free
Actuated Green, G (s)	38.0		27.2	38.0		31.0	27.2	18.7	99.7	31.0	22.5	99.7
Effective Green, g (s)	38.0		27.2	38.0		31.0	27.2	18.7	99.7	31.0	22.5	99.7
Actuated g/C Ratio	0.38		0.27	0.38		0.31	0.27	0.19	1.00	0.31	0.23	1.00
Clearance Time (s)	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	1334		775	1334		883	955	1225	1615	1088	1170	1615
v/s Ratio Prot	c0.37		0.20	0.06		c0.30	0.24	0.15		0.28	c0.18	
v/s Ratio Perm									0.32			c0.62
v/c Ratio	0.98		0.73	0.15		0.97	0.89	0.81	0.32	0.91	0.80	0.62
Uniform Delay, d1	30.4		32.9	20.3		33.9	34.8	38.8	0.0	33.0	36.5	0.0
Progression Factor	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	19.2		3.6	0.1		23.4	9.9	4.3	0.5	10.9	4.0	1.8
Delay (s)	49.7		36.5	20.3		57.4	44.7	43.1	0.5	43.9	40.5	1.8
Level of Service	D		D	C		E	D	D	A	D	D	A
Approach Delay (s/veh)		45.7			50.3			34.4			28.4	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	36.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	99.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	87.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Meredith Specific Plan

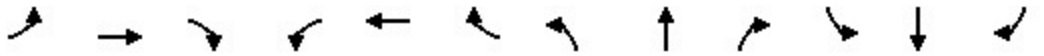
40: Project Driveway C & Inland Empire Boulevard — Buildout with Project PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	1107	94	263	1083	81	66	0	169	44	0	37
Future Volume (vph)	67	1107	94	263	1083	81	66	0	169	44	0	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3568		1805	3572		1805	1615		1805	1615	
Flt Permitted	0.95	1.00		0.95	1.00		0.73	1.00		0.53	1.00	
Satd. Flow (perm)	1805	3568		1805	3572		1390	1615		1015	1615	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor (vph)	500%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	353	1165	99	277	1140	85	69	0	178	46	0	39
RTOR Reduction (vph)	0	6	0	0	5	0	0	134	0	0	29	0
Lane Group Flow (vph)	353	1258	0	277	1220	0	69	44	0	46	10	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	24.3	43.4		20.4	39.5		25.2	25.2		25.2	25.2	
Effective Green, g (s)	24.3	43.4		20.4	39.5		25.2	25.2		25.2	25.2	
Actuated g/C Ratio	0.24	0.43		0.20	0.39		0.25	0.25		0.25	0.25	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	434	1533		364	1396		346	402		253	402	
v/s Ratio Prot	c0.20	c0.35		0.15	c0.34			0.03			0.01	
v/s Ratio Perm							c0.05			0.05		
v/c Ratio	0.81	0.82		0.76	0.87		0.20	0.11		0.18	0.02	
Uniform Delay, d1	36.2	25.4		38.0	28.4		29.9	29.3		29.8	28.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	11.1	3.7		9.1	6.4		0.3	0.1		0.3	0.0	
Delay (s)	47.3	29.0		47.1	34.8		30.2	29.4		30.1	28.6	
Level of Service	D	C		D	C		C	C		C	C	
Approach Delay (s/veh)		33.0			37.1			29.6			29.5	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	34.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	101.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	97.6%	ICU Level of Service	F
Analysis Period (min)	15		

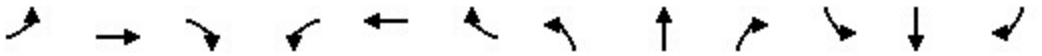
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	1140	111	211	1309	102	78	0	138	56	0	39
Future Volume (vph)	70	1140	111	211	1309	102	78	0	138	56	0	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3562		1805	3610	1615	1805	1615		1805	1615	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.73	1.00		0.59	1.00	
Satd. Flow (perm)	1805	3562		1805	3610	1615	1388	1615		1127	1615	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	74	1200	117	222	1378	107	82	0	145	59	0	41
RTOR Reduction (vph)	0	6	0	0	0	49	0	107	0	0	30	0
Lane Group Flow (vph)	74	1311	0	222	1378	58	82	38	0	59	11	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Actuated Green, G (s)	13.9	48.2		20.2	54.5	54.5	28.3	28.3		28.3	28.3	
Effective Green, g (s)	13.9	48.2		20.2	54.5	54.5	28.3	28.3		28.3	28.3	
Actuated g/C Ratio	0.13	0.44		0.19	0.50	0.50	0.26	0.26		0.26	0.26	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	230	1579		335	1809	809	361	420		293	420	
v/s Ratio Prot	0.04	c0.37		c0.12	0.38			0.02			0.01	
v/s Ratio Perm						0.04	c0.06			0.05		
v/c Ratio	0.32	0.83		0.66	0.76	0.07	0.23	0.09		0.20	0.03	
Uniform Delay, d1	43.1	26.6		41.1	21.9	14.0	31.6	30.4		31.4	29.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.8	3.9		4.9	1.9	0.0	0.3	0.1		0.3	0.0	
Delay (s)	43.9	30.5		46.0	23.8	14.1	31.9	30.5		31.7	30.0	
Level of Service	D	C		D	C	B	C	C		C	C	
Approach Delay (s/veh)		31.2			26.1			31.0			31.0	
Approach LOS		C			C			C			C	

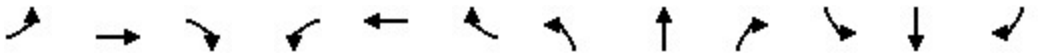
Intersection Summary			
HCM 2000 Control Delay (s/veh)	28.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	108.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	107.7%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

With Mitigation Improvements



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	226	451	176	543	509	158	192	1307	362	135	1518	138
Future Volume (vph)	226	451	176	543	509	158	192	1307	362	135	1518	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.95		0.94	0.95		1.00	0.91	1.00	1.00	0.91	
Frt	1.00	0.96		1.00	0.96		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3502	3458		5090	3482		1805	5187	1615	1805	5122	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3502	3458		5090	3482		1805	5187	1615	1805	5122	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	238	475	185	572	536	166	202	1376	381	142	1598	145
RTOR Reduction (vph)	0	31	0	0	22	0	0	0	0	0	8	0
Lane Group Flow (vph)	238	629	0	572	680	0	202	1376	381	142	1735	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Free	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	13.0	35.0		15.0	37.0		15.9	49.2	129.7	14.5	47.8	
Effective Green, g (s)	13.0	35.0		15.0	37.0		15.9	49.2	129.7	14.5	47.8	
Actuated g/C Ratio	0.10	0.27		0.12	0.29		0.12	0.38	1.00	0.11	0.37	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	351	933		588	993		221	1967	1615	201	1887	
v/s Ratio Prot	0.07	0.18		c0.11	c0.20		c0.11	0.27		0.08	c0.34	
v/s Ratio Perm									c0.24			
v/c Ratio	0.68	0.67		0.97	0.68		0.91	0.70	0.24	0.71	0.92	
Uniform Delay, d1	56.3	42.3		57.1	41.2		56.2	34.0	0.0	55.5	39.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.1	1.9		30.1	2.0		37.6	1.1	0.3	10.8	7.7	
Delay (s)	61.5	44.2		87.3	43.1		93.8	35.1	0.3	66.3	46.8	
Level of Service	E	D		F	D		F	D	A	E	D	
Approach Delay (s/veh)		48.8			63.0			34.4			48.3	
Approach LOS		D			E			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	46.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	129.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	95.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

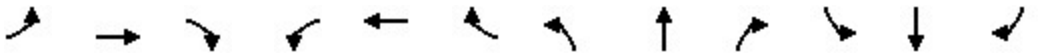


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	437	238	297	443	188	209	1329	254	131	1231	158
Future Volume (vph)	122	437	238	297	443	188	209	1329	254	131	1231	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.91	1.00	0.97	0.91		1.00	0.95	1.00
Frt	1.00	0.95		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3419		3502	5187	1615	3502	5062		1805	3610	1615
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3419		3502	5187	1615	3502	5062		1805	3610	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	128	460	251	313	466	198	220	1399	267	138	1296	166
RTOR Reduction (vph)	0	63	0	0	0	27	0	25	0	0	0	67
Lane Group Flow (vph)	128	648	0	313	466	171	220	1641	0	138	1296	99
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases						8						6
Actuated Green, G (s)	7.8	31.0		12.7	35.9	47.3	9.0	42.0		11.4	44.4	52.2
Effective Green, g (s)	7.8	31.0		12.7	35.9	47.3	9.0	42.0		11.4	44.4	52.2
Actuated g/C Ratio	0.07	0.27		0.11	0.32	0.42	0.08	0.37		0.10	0.39	0.46
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	241	937		393	1646	732	278	1879		181	1417	802
v/s Ratio Prot	0.04	c0.19		c0.09	0.09	0.02	0.06	0.32		c0.08	c0.36	0.01
v/s Ratio Perm						0.08						0.05
v/c Ratio	0.53	0.69		0.80	0.28	0.23	0.79	0.87		0.76	0.91	0.12
Uniform Delay, d1	50.9	36.8		48.9	28.9	21.2	51.1	33.1		49.5	32.6	17.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.2	2.2		10.7	0.1	0.2	14.2	4.8		17.2	9.4	0.1
Delay (s)	53.1	39.0		59.6	29.0	21.4	65.3	37.9		66.7	41.9	17.5
Level of Service	D	D		E	C	C	E	D		E	D	B
Approach Delay (s/veh)		41.1			37.3			41.1			41.5	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	40.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	113.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	87.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

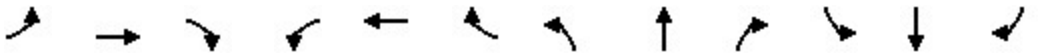
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	332	162	448	398	212	98	477	1463	512	128	1587	329
Future Volume (vph)	332	162	448	398	212	98	477	1463	512	128	1587	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.94	0.91	1.00	0.97	0.86	1.00
Frt	1.00	1.00	0.85	1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3610	1615	3502	3439		5090	5187	1615	3502	6536	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3610	1615	3502	3439		5090	5187	1615	3502	6536	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	349	171	472	419	223	103	502	1540	539	135	1671	346
RTOR Reduction (vph)	0	0	23	0	40	0	0	0	356	0	0	197
Lane Group Flow (vph)	349	171	449	419	286	0	502	1540	183	135	1671	149
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	17.1	45.0	59.9	17.7	45.6		14.9	43.9	43.9	7.0	36.0	36.0
Effective Green, g (s)	17.1	45.0	59.9	17.7	45.6		14.9	43.9	43.9	7.0	36.0	36.0
Actuated g/C Ratio	0.13	0.35	0.46	0.14	0.35		0.11	0.34	0.34	0.05	0.28	0.28
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	462	1253	796	478	1210		585	1757	547	189	1815	448
v/s Ratio Prot	0.10	0.05	c0.06	c0.12	0.08		c0.10	c0.30		0.04	0.26	
v/s Ratio Perm			0.21						0.11			0.09
v/c Ratio	0.76	0.14	0.56	0.88	0.24		0.86	0.88	0.33	0.71	0.92	0.33
Uniform Delay, d1	54.2	29.0	25.4	54.9	29.7		56.3	40.3	31.9	60.3	45.4	37.2
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.9	0.0	0.9	16.4	0.1		11.9	5.3	0.4	12.1	8.2	0.4
Delay (s)	61.1	29.0	26.3	71.2	29.8		68.2	45.6	32.3	72.4	53.6	37.7
Level of Service	E	C	C	E	C		E	D	C	E	D	D
Approach Delay (s/veh)		39.0			53.1			47.2			52.2	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	48.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	129.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	100.4%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



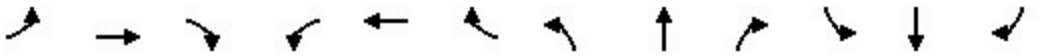
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	242	407	183	725	441	181	240	1813	543	197	1419	177
Future Volume (vph)	242	407	183	725	441	181	240	1813	543	197	1419	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.95		0.94	0.95		1.00	0.91	1.00	1.00	0.91	
Frt	1.00	0.95		1.00	0.96		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3502	3442		5090	3452		1805	5187	1615	1805	5101	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3502	3442		5090	3452		1805	5187	1615	1805	5101	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	255	428	193	763	464	191	253	1908	572	207	1494	186
RTOR Reduction (vph)	0	40	0	0	34	0	0	0	0	0	12	0
Lane Group Flow (vph)	255	581	0	763	621	0	253	1908	572	207	1668	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Free	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	13.7	35.0		18.0	39.3		18.0	47.0	130.0	14.0	43.0	
Effective Green, g (s)	13.7	35.0		18.0	39.3		18.0	47.0	130.0	14.0	43.0	
Actuated g/C Ratio	0.11	0.27		0.14	0.30		0.14	0.36	1.00	0.11	0.33	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	369	926		704	1043		249	1875	1615	194	1687	
v/s Ratio Prot	0.07	0.17		c0.15	c0.18		c0.14	c0.37		0.11	0.33	
v/s Ratio Perm									0.35			
v/c Ratio	0.69	0.63		1.08	0.60		1.02	1.02	0.35	1.07	0.99	
Uniform Delay, d1	56.1	41.8		56.0	38.6		56.0	41.5	0.0	58.0	43.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.5	1.3		58.9	0.9		61.2	25.3	0.6	83.5	19.0	
Delay (s)	61.6	43.1		114.9	39.5		117.2	66.8	0.6	141.5	62.3	
Level of Service	E	D		F	D		F	E	A	F	E	
Approach Delay (s/veh)		48.5			80.1			57.6			71.0	
Approach LOS		D			F			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	64.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	102.2%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	298	495	271	420	850	186	295	1696	262	194	1374	219
Future Volume (vph)	298	495	271	420	850	186	295	1696	262	194	1374	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.91	1.00	0.97	0.91		1.00	0.95	1.00
Frt	1.00	0.95		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3419		3502	5187	1615	3502	5083		1805	3610	1615
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3419		3502	5187	1615	3502	5083		1805	3610	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	314	521	285	442	895	196	311	1785	276	204	1446	231
RTOR Reduction (vph)	0	59	0	0	0	29	0	17	0	0	0	21
Lane Group Flow (vph)	314	747	0	442	895	167	311	2044	0	204	1446	210
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases						8						6
Actuated Green, G (s)	13.7	31.0		14.0	31.3	42.3	13.0	53.0		11.0	51.0	64.7
Effective Green, g (s)	13.7	31.0		14.0	31.3	42.3	13.0	53.0		11.0	51.0	64.7
Actuated g/C Ratio	0.11	0.25		0.11	0.25	0.34	0.10	0.42		0.09	0.41	0.52
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	383	847		392	1298	598	364	2155		158	1472	887
v/s Ratio Prot	0.09	c0.22		c0.13	0.17	0.02	0.09	c0.40		c0.11	0.40	0.03
v/s Ratio Perm						0.08						0.10
v/c Ratio	0.82	0.88		1.13	0.69	0.28	0.85	0.95		1.29	0.98	0.24
Uniform Delay, d1	54.4	45.2		55.5	42.4	30.2	55.1	34.7		57.0	36.6	16.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	12.8	10.6		84.9	1.5	0.3	17.4	9.8		170.0	19.2	0.1
Delay (s)	67.3	55.9		140.4	44.0	30.5	72.5	44.5		227.0	55.8	16.7
Level of Service	E	E		F	D	C	E	D		F	E	B
Approach Delay (s/veh)		59.1			70.0			48.2			69.6	
Approach LOS		E			E			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	60.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	125.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	100.5%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	558	182	569	493	368	78	750	1819	506	114	1748	507
Future Volume (vph)	558	182	569	493	368	78	750	1819	506	114	1748	507
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.94	0.91	1.00	0.97	0.86	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3610	1615	3502	3515		5090	5187	1615	3502	6536	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3610	1615	3502	3515		5090	5187	1615	3502	6536	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	587	192	599	519	387	82	789	1915	533	120	1840	534
RTOR Reduction (vph)	0	0	22	0	14	0	0	0	299	0	0	275
Lane Group Flow (vph)	587	192	577	519	455	0	789	1915	234	120	1840	259
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	19.0	45.0	62.0	16.0	42.0		17.0	47.0	47.0	6.0	36.0	36.0
Effective Green, g (s)	19.0	45.0	62.0	16.0	42.0		17.0	47.0	47.0	6.0	36.0	36.0
Actuated g/C Ratio	0.15	0.35	0.48	0.12	0.32		0.13	0.36	0.36	0.05	0.28	0.28
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	511	1249	819	431	1135		665	1875	583	161	1809	447
v/s Ratio Prot	c0.17	0.05	c0.09	0.15	0.13		c0.16	c0.37		0.03	0.28	
v/s Ratio Perm			0.27						0.15			0.16
v/c Ratio	1.15	0.15	0.70	1.20	0.40		1.19	1.02	0.40	0.75	1.02	0.58
Uniform Delay, d1	55.5	29.4	26.8	57.0	34.2		56.5	41.5	31.0	61.2	47.0	40.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	87.7	0.1	2.8	112.1	0.2		98.6	26.3	0.5	17.0	25.5	1.8
Delay (s)	143.2	29.4	29.6	169.1	34.5		155.1	67.8	31.5	78.2	72.5	42.3
Level of Service	F	C	C	F	C		F	E	C	E	E	D
Approach Delay (s/veh)		77.9			105.2			83.1			66.3	
Approach LOS		E			F			F			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	79.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	108.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

APPENDIX E
WATER SUPPLY ASSESSMENT

ALBERT A. WEBB ASSOCIATES



WATER SUPPLY ASSESSMENT AND WRITTEN VERIFICATION OF SUFFICIENT WATER SUPPLY

PLANNING AREA 3 OF THE MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN
CITY OF ONTARIO

Prepared for:

ONTARIO MUNICIPAL UTILITIES COMPANY

November 4, 2025

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ALBERT A. WEBB ASSOCIATES

W.O.: 2025-0111.02

November 4, 2025

Alexis Mascarinas, P.E.
Senior Associate Engineer
ONTARIO MUNICIPAL UTILITIES COMPANY
1425 S. Bon View Avenue
Ontario, CA 91761

Re: Water Supply Assessment and Written Verification of Sufficient Water Supply for Planning Area 3 of the Meredith International Centre Specific Plan

Dear Ms. Mascarinas,
Pursuant to our agreement and notice to proceed received on September 02, 2025, transmitted herewith is the Water Supply Assessment (WSA) and Written Verification (WV) for the subject project prepared pursuant to Senate Bill 610 and Senate Bill 221.

Sincerely,

ALBERT A. WEBB ASSOCIATES

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Senior Environmental Analyst

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J 1985 Installment Purchase Agreement Relating to WFA Water Treatment Plan by and between WFA and the City of Ontario

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Acronyms	Abbreviations
AB	Assembly Bill
ADD	Average Day Demand
AF	Acre-Feet
AFY	Acre Feet Per Year
CBWM	Chino Basin Watermaster
CDA	Chino Basin Desalter Authority
CEQA	California Environmental Quality Act
CWC	California Water Code
CY	Cubic Yards
DWR	California Department of Water Resources
DU	Dwelling units
DYY	Dry Year Yield
EVA	Emergency vehicle access
FAR	Floor Area Ratio
FY	Fiscal Year
GPCD	Gallons Per Capita Per Day
GPD	Gallons per day
IEUA	Inland Empire Utilities Agency
JCSD	Jurupa Community Services District
JPA	Joint Project (or Powers) Authority
MDD	Maximum Day Demand
MGD	Million gallons per day
MI	Manufacturing/Industrial
MWD	The Metropolitan Water District of Southern California
OBMP	Optimum Basin Management Program
OMC	Old Model Colony
OMUC	Ontario Municipal Utilities Company
OR	Ontario Ranch
OSY	Operating Safe Yield
PA	Planning Area
RWQCB	Regional Water Quality Control Board
SAWCo	San Antonio Water Company
SB	Senate Bill
SF	Square Feet
SP	Specific Plan
SWP	State Water Project
SWRCB	State Water Resources Control Board
TM	Technical Memorandum
TOP	The Ontario Plan
UWMP	Urban Water Management Plan
WFA	Water Facilities Authority
WMP	Water Master Plan
WSA or Assessment	Water Supply Assessment
WSCP	Water Shortage Contingency Plan
WTP	Water Treatment Plant

SB 610 WATER SUPPLY ASSESSMENT

SECTION 1 - INTRODUCTION

Senate Bill 610 (SB 610) was signed into California state law with an effective date of January 1, 2002. SB 610 amended existing legal requirements for confirmation of water supply sufficiency as a condition of approval for development projects. The confirmation of water supply sufficiency is achieved through an assessment of the water supplier's existing and future water sources, and existing and projected water demand in relation to a "project" as defined by California Water Code (CWC) section 10912, resulting in the production of a project-specific Water Supply Assessment ("WSA" or "Assessment"). Additional analysis is required in the WSA if any portion of the water supply includes groundwater. The WSA is prepared and adopted by the water supplier and included in the California Environmental Quality Act (CEQA) analysis for the project. The CEQA Lead Agency must then independently determine, based on the entire record, whether water supplies will be sufficient to satisfy the demands of the project, in addition to existing and planned future uses (CWC section 10911). The WSA is not a commitment by the water supplier to serve the proposed project.

Law

CWC section 10910:

> *(a) Any city or county that determines that a project, as defined in Section 10912, is subject to the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code) under Section 21080 of the Public Resources Code shall comply with this part.*

CWC section 10912:

For the purpose of this part, the following terms have the following meanings:

> *(a) "Project" means any of the following:*

(1) A proposed residential development of more than 500 dwelling units.

(2) A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.

(3) A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.

(4) A proposed hotel or motel, or both, having more than 500 rooms.

(5) A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.

(6) A mixed-use project that includes one or more of the projects specified in this subdivision.

(7) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project.

CWC section 10914:

(a) Nothing in this part is intended to create a right or entitlement to water service or any specific level of water service.

(b) Nothing in this part is intended to either impose, expand, or limit any duty concerning the obligation of a public water system to provide certain service to its existing customers or to any future potential customers.

(c) Nothing in this part is intended to modify or otherwise change existing law with respect to projects which are not subject to this part.

(d) This part applies only to a project for which a notice of preparation is submitted on or after January 1, 1996.

1.1 Purpose

The Ontario Municipal Utilities Company (OMUC) is a department of the City of Ontario (City) and the City's water supplier (see **Figure 1 – Regional Map**). OMUC commissioned this Assessment from Albert A. Webb Associates (WEBB) on September 2, 2025, to answer the following key question pursuant to SB 610: whether the projected supply for the next 20 years, based on normal, single dry, and multiple dry years, will meet the water demand that is projected for the project plus existing and planned future uses, including agricultural and manufacturing uses.

1.2 Background

The original Meredith International Centre Specific Plan was approved by City Council in 1981 and was most recently amended in 2015. The Specific Plan has six Planning Areas (PA 1, 1A, 2, 3, 4, and 5) but this Assessment pertains only to PA 3. Currently, PA 3 has a land use designation of "Urban Commercial" and the approved Specific Plan allows for 480,000 square feet of industrial/commercial uses, which includes up to 400 overnight lodging (hotel) rooms on 25.3 acres.

1.3 Proposed Project

The City is preparing a CEQA document for a proposed amendment to the Meredith International Centre Specific Plan which would allow for a Mixed-Use Overlay across PA 3 ("Project"). This would allow for the development of up to 1,400 residential units and up to 50,000 square feet of commercial/retail uses.

The Project is located within the Old Model Colony region of the City (**Figure 1 – Regional Map**). The Project encompasses approximately 25-acres that are bounded by Inland Empire Boulevard to the north, Archibald Avenue to the east, Interstate 10 to the south, and Deer Creek Channel to the west (**Figure 2 – Aerial View**).

The City's current water demand projections are based on the City's Land Use Plan from June 2020 as shown in the City's 2020 Urban Water Management Plan (UWMP)

and appendices (**Appendix A** and **Appendix B**, respectively). The June 2020 Land Use Plan is shown on **Figure 3-Land Use Plan used in 2020 UWMP Projections** and **Figure 4 – Specific Plan used in 2020 UWMP Projections.** As shown on Figures 3 and 4, the following land use designations are within the Project limits: Hospitality (400 overnight lodging rooms) and Commercial (General/Neighborhood) for up to 480,000 square feet including the 400 rooms.

The Project proposes splitting PA 3 into eight parcels with a maximum of 50,000 square feet of non-residential space and a maximum of 1,400 dwelling units as shown on **Figure 5 - Proposed Land Use Plan** and in **Table 1-1**.

Table 1-1 Proposed Land Use Plan

Proposed Parcel	Proposed Land Use	Proposed Area (acres)	Proposed Maximum Dwelling Units	Proposed Maximum Non-Residential Square Footage	Proposed Maximum Density or Intensity
A(1)	Mixed Use Overlay with Commercial	3.64	0	50,000	0.55 FAR
B(2)	Mixed Use Overlay with High Density Residential	3.73	330 + 19	0	88 du/ac
C	Mixed Use Overlay with High Density Residential	4.04	330	0	82 du/ac
D	Mixed Use Overlay with High Density Residential	3.77	353	0	94 du/ac
E	Mixed Use Overlay with Open Space (Central Park)	0.75	0	0	-
F	Mixed Use Overlay with High Density Residential	3.91	368	0	94 du/ac

Proposed Land Use Plan (cont'd)

Proposed Parcel	Proposed Land Use	Proposed Area (acres)	Proposed Maximum Dwelling Units	Proposed Maximum Non-Residential Square Footage	Proposed Maximum Density or Intensity
G	Mixed Use Overlay with City-Owned Parking Lot	4.23	0	0	-
H	Mixed Use Overlay with Emergency Vehicle Access with Jogging Path	1.93	0	0	-
Total	**-**	**25.3**	**1,400**	**50,000**	**-**

Source: KTGY, Brickstone Companies, Density Study, Overall Site Plan A1-0, March 10, 2025.

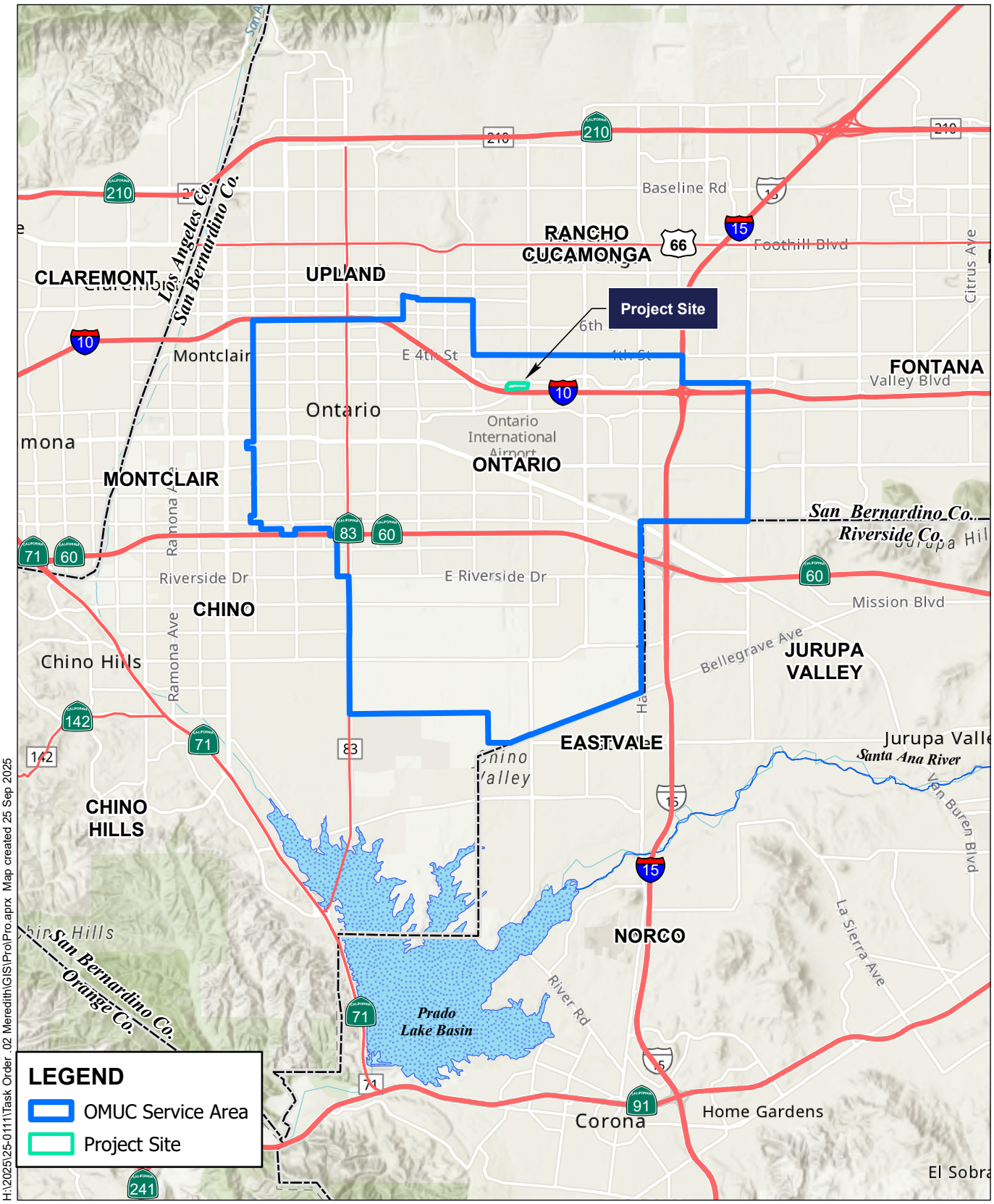
(1) Although the site plan shows less, this Assessment assumes the m**aximum non-residential** square footage is **50,000 SF**.

(2) Although the site plan shows less, this Assessment assumes the maximum number of units is 1,400, Parcel B was randomly selected to have the additional 19 units to reach the maximum number of units.

This Project is considered to be "subject to CEQA" pursuant to CWC section 10910. The Project is also considered a "project" under SB 610 pursuant to the following CWC section 10912 definitions:

- *A proposed residential development of more than 500 dwelling units.*

The City has determined that recycled water will be available for outdoor irrigation at the Project. City Ordinance No. 2689 requires all new developments to connect to and use recycled water for all approved uses (codified in City Municipal Code Chapter 8C). "Recycled water uses may include agricultural irrigation, commercial uses, construction uses, industrial processes, landscape irrigation, landscape and/or recreational impoundments, wildlife habitat, and groundwater recharge, as approved by the SWRCB and RWQCB" (Municipal Code Section 6-8.703).



Source: OMUC service area, 2019; Meredith International Center; San Bernardino Co., 2023.

Figure 1 - Regional Map

WSA for Meredith International Center Specific Plan

ALBERT A. WEBB ASSOCIATES



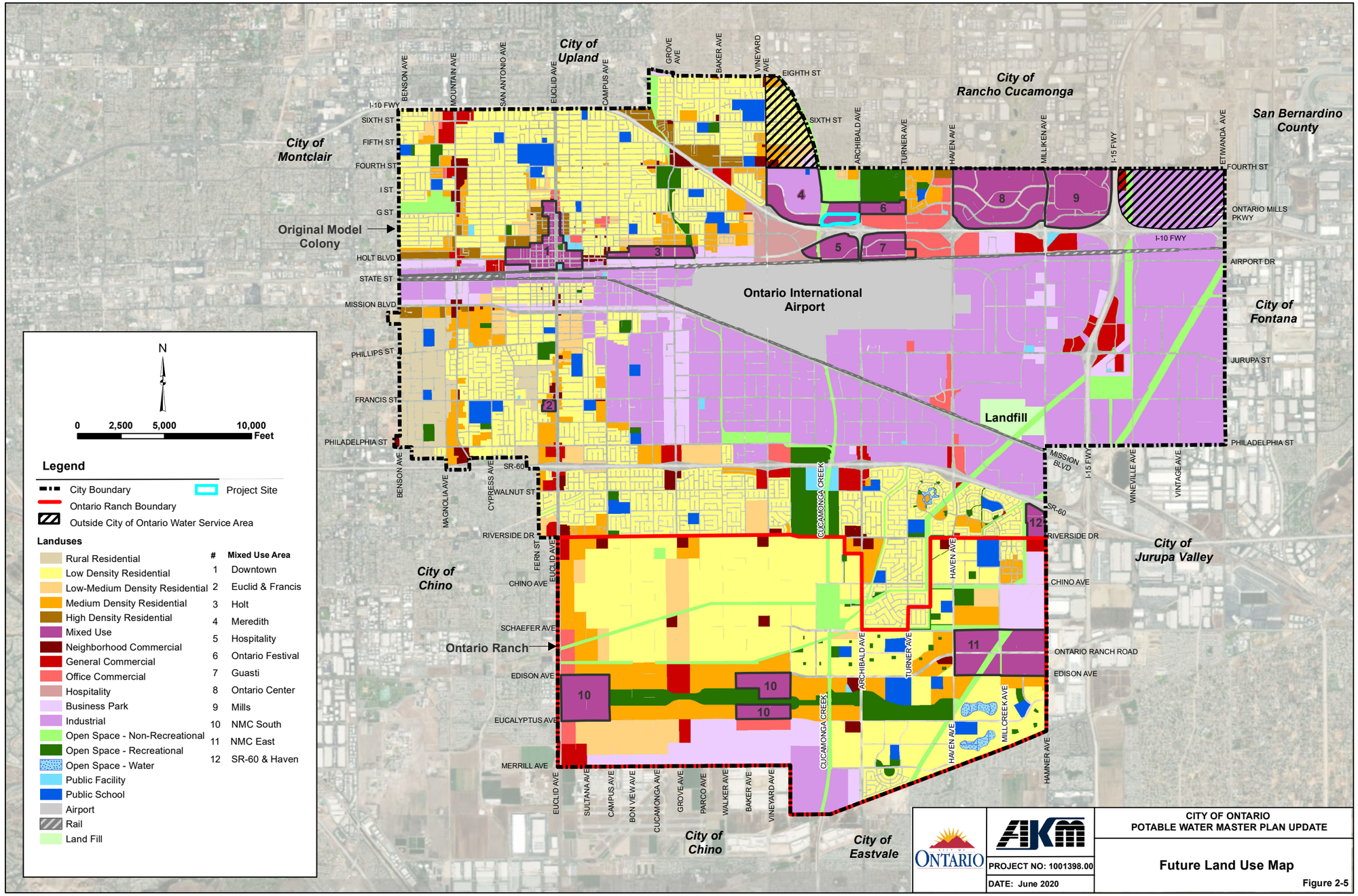
Source: Nearmap 2025. Meredith International Center

Figure 2 - Aerial View

WSA for Meredith International Center Specific Plan

0 300 600 900 Feet

ALBERT A. WEBB ASSOCIATES



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Source: Ontario 2020 UWMP, O

Figure 3 - Land Use Plan Used in 2020 UWMP Projections

WSA for Meredith International Center Specific Plan

ALBERT A. WEBB ASSOCIATES

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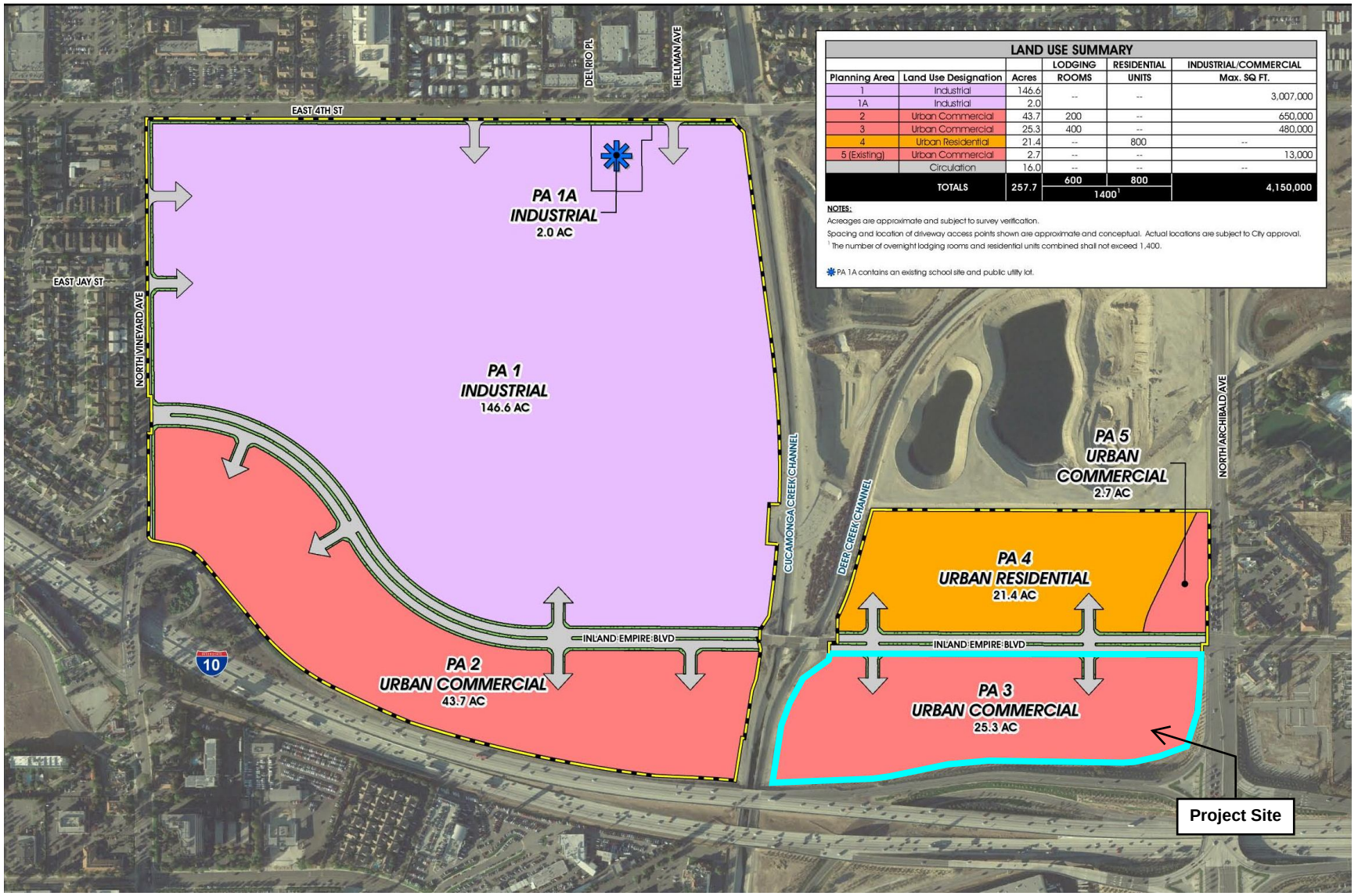

Sources: City of Ontario, Meredith International Center Specific Plan

Figure 4 - Specific Plan Used in 2020 UWMP Projections

WSA for Meredith International Center Specific Plan

ALBERT A. WEBB ASSOCIATES

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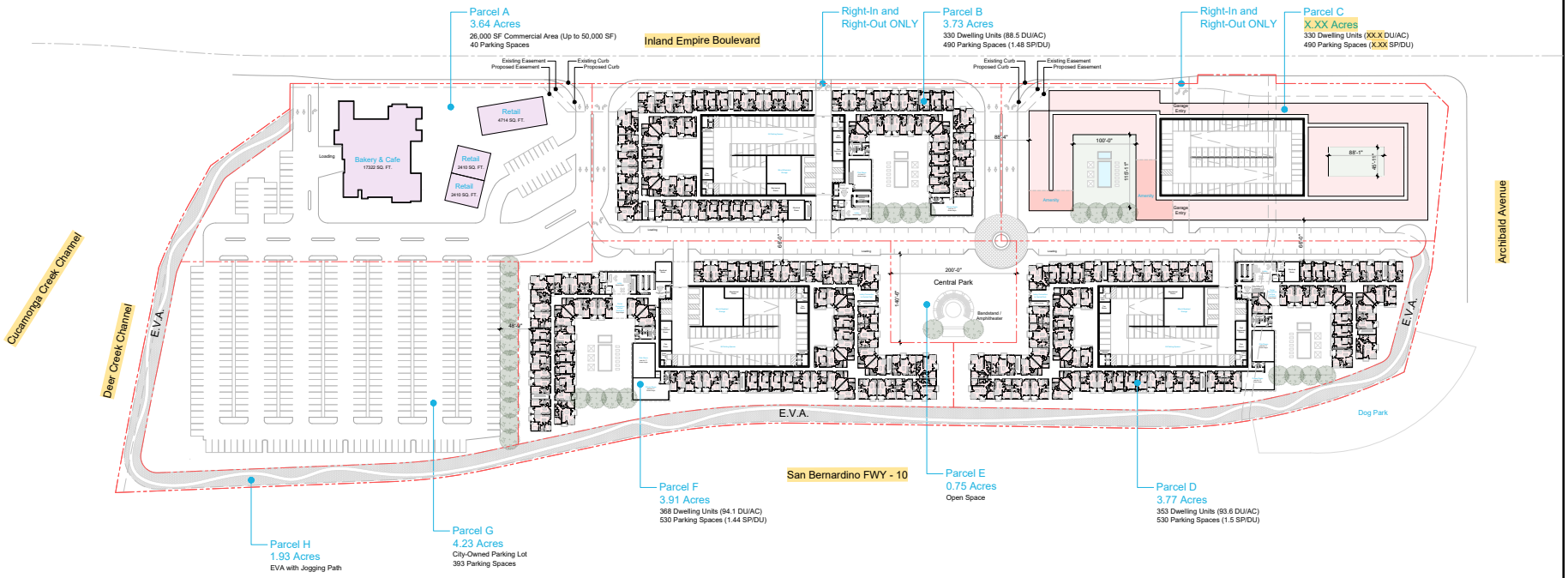

Project Summary

Inland Empire Boulevard and Archibald Avenue

Zoning: PA 3 - Urban Commercial
Area: 26.0 Acres (1,132,952 SF)
Units: +/- 1,381 DU
Density: 53.1 DU/AC

Unit Mix
1-Bed: 808 Units (59%)
2-Bed: 573 Units (41%)

Total: 1,381 Units (Up to 1,400 Units)
Avg. Size: 755 SF

Construction Type
5 Stories Type III Wrap Apartments around
6 Stories Type I Garage

Residential Building Areas

Net Area	
Interior Rentable Area	+/- 1,040,849 SF
Patio or Balcony Area	+/- 109,127 SF
Total Net Rentable Area	+/- 1,149,976 SF
Gross Area	
Interior Building Area	+/- 1,249,019 SF
Total Gross Building Area	+/- 1,358,146 SF
Efficiency	+/- 80%

Total Commercial Area
+/- 26,000 SF

Parking
Commercial
On Grade: 440 Spaces

Residential
Garage: 2,040 Spaces
On Grade: 80 Spaces
Total: 2,120 Spaces (1.54 SP/DU)

Sources: City of Ontario, Meredith International Center Specific Plan

Figure 5 - Proposed Land Use Plan

WSA for Meredith International Center Specific Plan

ALBERT A. WEBB ASSOCIATES

1.4 Prior Water Supply Assessment

WEBB prepared a prior WSA dated September 2014 for the "Meredith International Centre Specific Plan Amendment" (WEBB 2014). The WSA analyzed each Planning Area of the entire Specific Plan (PA 1 through PA 5) covering 257.7 acres, including PA 3. The WSA estimated a water demand of 55,660 gpd for the Urban Commercial piece plus 60,000 gpd for the 400 hotel rooms for a total potable water demand of 115,660 gpd (130 AFY) (WEBB, p. 1-16).

Law

CWC Section 10910:

> *(h) Notwithstanding any other provision of this part, if a project has been the subject of a water supply assessment that complies with the requirements of this part, no additional water supply assessment shall be required for subsequent projects that were part of a larger project for which a water supply assessment was completed and that has complied with the requirements of this part and for which the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), has concluded that its water supplies are sufficient to meet the projected water demand associated with the proposed project, in addition to the existing and planned future uses, including, but not limited to, agricultural and industrial uses, unless one or more of the following changes occurs:*
>
> > *(1) Changes in the project that result in a substantial increase in water demand for the project.*
> >
> > *(2) Changes in the circumstances or conditions substantially affecting the ability of the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), to provide a sufficient supply of water for the project.*

(3) Significant new information becomes available that was not known and could not have been known at the time when the assessment was prepared.

1.5 Project Relation to the Urban Water Management Plan

On June 15, 2021, the City adopted its *2020 Urban Water Management Plan* (UWMP) by Resolution No. 2021-059, a copy of which is located in Appendix A.[1] The projected water demands in the 2020 UWMP are based on the City's 2020 Water Master Plan and Sewer Master Plan updates (pertinent excerpts of the master plans are located in Appendix E and K of the 2020 UWMP). The City land use plan that was used in the 2020 UWMP is shown on Figure 3.

Instead of using the unit water demand factors from the 2020 master plans, this WSA will rely on the unit water demand factors from the *December 2024 Demand Factor Technical Memorandum* (TM) prepared by AKM Consulting Engineers, as well as updated Fiscal Year 2024-25 data from OMUC where possible. The City has determined the unit water demand factors in the TM rather than the 2020 master plan to be a more timely and accurate resource.

Pursuant to Water Code, if a project's water demand has been accounted for in the water supplier's most recent UWMP, then the WSA may use the UWMP as the source of the information required in the WSA. The determination as to whether the Project's water demand has been accounted for in the most recent UWMP is located in Section 2 – Water Demand Analysis.

Relation of Water Supplier to other Urban Water Management Plans

The City is a member agency of several water suppliers: Inland Empire Utilities Agency (IEUA), Water Facilities Authority (WFA), Chino Basin Desalter Authority (CDA), and San Antonio Water Company (SAWCo). IEUA obtains water from The Metropolitan Water District of Southern California (MWD). In addition, WFA obtains MWD water through

[1] The City Council also passed on June 15, 2021, Resolution No. 2021-061 to amend the 2015 UWMP to reflect consistency with the Delta Plan, and Resolution No. 2021-060 to adopt the 2020 Water Shortage Contingency Plan.

IEUA. Each of these water suppliers has adopted individual 2020 UWMPs (copies of said plans are provided in Appendix D through Appendix H). Further, each of these agencies documented coordination with the City for preparation of said UWMP's and included the City's projected water demands into their individual UWMPs (MWD (p. 1-9), IEUA (p. 2-7), SAWCO (p. 4-6), WFA (p. 4-10), and CDA (p. 4-8)).

Law

CWC Section 10910:

> *(c) (1) The city or county, at the time it makes the determination required under Section 21080.1 of the Public Resources Code* [CEQA]*, shall request each public water system identified pursuant to subdivision (b) to determine whether the projected water demand associated with a proposed project was included as part of the most recently adopted urban water management plan adopted pursuant to Part 2.6 (commencing with Section 10610).*
>
> *(2) If the projected water demand associated with the proposed project was accounted for in the most recently adopted urban water management plan, the public water system may incorporate the requested information from the urban water management plan in preparing the elements of the assessment required to comply with subdivisions (d), (e), (f), and (g).*
>
> *(3) If the projected water demand associated with the proposed project was not accounted for in the most recently adopted urban water management plan, or the public water system has no urban water management plan, the water supply assessment for the project shall include a discussion with regard to whether the public water system's total projected water supplies available during normal, single dry, and multiple dry water years during a 20-year projection will meet the projected water demand associated with the proposed project, in addition to the public water system's existing and planned future uses, including agricultural and manufacturing uses.*

(4) If the city or county is required to comply with this part pursuant to subdivision (b), the water supply assessment for the project shall include a discussion with regard to whether the total projected water supplies, determined to be available by the city or county for the project during normal, single dry, and multiple dry water years during a 20-year projection, will meet the projected water demand associated with the proposed project, in addition to existing and planned future uses, including agricultural and manufacturing uses.

1.6 Statewide and Local Water Conservation Efforts

On September 1, 2015, the Ontario City Council adopted Ordinance No. 3027 in response to the statewide Emergency Conservation Regulations mandated at that time by the State Water Resources Control Board. Ordinance 3027 updated the City's Water Conservation Plan that is codified in Chapter 8A, Title 6 of the City's Municipal Code ("Water Conservation Plan").

The City Council adopted its 2020 Water Shortage Contingency Plan in June 2021, which describes the methods to achieve and the implications of reducing water supplies to at least 50 percent (the plan is located in Chapter 8 of the 2020 UWMP). The City and OMUC implement various programs to reduce customer water consumption, including stringent use restrictions, actions, and penalties, as well as public outreach, education, and communication programs.

As of November 2025, the City is in a Voluntary Conservation Stage where the public is encouraged to voluntarily conserve water by reducing the amount of potable water used through various water saving strategies. This includes the following actions (WSCP, p. 8-8):

- *Avoid hose-washing of sidewalks, driveways, and other parking/paved surfaces.*
- *Cars and other vehicles should be washed by hand, rinsed with a hose with a positive shutoff nozzle, at a commercial car wash, or with recycled water.*

- *Avoid using water to clean, fill or maintain levels in decorative fountains or ponds unless it has a water recycling system.*
- *Encourage restaurants to serve drinking water only to customers who request it.*
- *Promptly repair leaks from indoor and outdoor plumbing fixtures.*
- *Avoid watering lawns, and the like, between 6:00 AM and 6:00 PM.*
- *Prevent water from running off from landscaped areas due to incorrectly directed or maintained sprinklers or excessive watering.*

With the signing of Assembly Bill (AB) 1668 and SB 606, the state has set an Indoor Residential Standard of 47 GPCD until January 1, 2030 (CWC section 10609.4(a)). For reference, the per person unit water use factors used by the City in the 2020 UWMP for water demand planning purposes are based on a range of demands, from 60 gpd/person for high density residential with recycled water, up to 172 gpd/person for rural residential (WMP, p. 4-10).

1.7 Methodology of Analysis

This Assessment follows DWR's, *Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001* (DWR 2003). Water Code citations contained herein are current as of January 1, 2025. Section 1 of this Assessment describes the existing and proposed land use designations of the Project site, the proposed Project's relation to a previous WSA and the water supplier's most recent UWMP. Section 2 provides the water demand analysis of the Project; Section 3 reviews the projected water supplies for the Project; Section 4 contains the required discussion of the water supplier's groundwater supplies; and Section 5 concludes the Assessment by answering the primary question at hand.

The City is preparing the 2025 update to the 2020 UWMP, which will be delivered to DWR by July 1, 2026 with newer data and projections. In addition, the City is preparing an update to its 2020 water master plan. However, until the City adopts the 2025 UWMP, the 2020 UWMP is still the appropriate document to reference in this document.

SECTION 2 - WATER DEMAND ANALYSIS

The purpose of this section is to evaluate whether the proposed Project was considered in the water supplier's planning for water demand. This section will: 1) identify the various water use sectors, 2) identify water demand by those sectors for the next twenty years, and 3) compare the calculated water demand of the proposed Project to the water demand assumed in the most recent UWMP for the same property.

Law

CWC Section 10910:

> *(c) (2) If the projected water demand associated with the proposed project was accounted for in the most recently adopted urban water management plan, the public water system may incorporate the requested information from the urban water management plan in preparing the elements of the assessment required to comply with subdivisions (d), (e), (f), and (g).*
>
> *(3) If the projected water demand associated with the proposed project was not accounted for in the most recently adopted urban water management plan, or the public water system has no urban water management plan, the water supply assessment for the project shall include a discussion with regard to whether the public water system's total projected water supplies available during normal, single dry, and multiple dry water years during a 20-year projection will meet the projected water demand associated with the proposed project, in addition to the public water system's existing and planned future uses, including agricultural and manufacturing uses.*

2.1 Citywide Factors

In addition to climate, a variety of factors may affect water use. The UWMP Act requires several factors including climate, current and projected population, density,

income, and the mix of customer types (CWC sections 10631(e)(1)-(2)). As suggested by DWR, these data are provided herein and are taken generally from City's 2020 UWMP (Appendix A).

Climate

The climate of the City including the Project site can be described as generally mediterranean-like weather, with mild temperatures and virtually no days below freezing. Summers in the City are dry with average maximum daily temperatures in the high 80s to low 90s. The average annual rainfall is roughly 10.7 inches. (UWMP, p. 3-5)

Population

The City is divided into two distinct areas: Ontario Ranch and Old Model Colony (OMC), which is where the Project is located (Figure 1). The OMC mostly consists of residential, commercial, and industrial developments including the Ontario Airport. Ontario Ranch is currently in the process of a planned conversion from agriculture to residential, commercial, industrial, and public uses.

According to the 2020 UWMP, the OMUC water service area population as of 2020, including both OMC and Ontario Ranch, was estimated at 178,409 persons (UWMP, p. 3-6). The population as of 2022 was approximately 178,564 (TM, p. 2-6). The anticipated population at citywide buildout in 2040 according to the 2020 UWMP is estimated at 362,903 persons as shown in **Table 2-1**, which is an increase of more than 103 percent over 20 years. Most of the anticipated growth will occur through infill, densification in the OMC, and development in Ontario Ranch.

Table 2-1 OMUC Service Area Population Projections, 2010-2040

Population Served[a]	2010	2015	2020	2022[c]	2025	2030	2035	2040[b]
	163,924	168,777	178,409	178,564	232,583	266,339	300,095	362,903

Source: OMUC 2020 UWMP, p. 3-7.
(a) Does not include the portion of the City that receives water service from Cucamonga Valley Water District.
(b) The City estimates buildout by 2040.
(c) From TM prepared by AKM, 2024.

The City has considered certain demographic factors in its water management planning, including special housing needs (e.g., low-income earners, single-parent families, large families, seniors, people with disabilities, and homeless persons) (UWMP, p. 3-7).

2.2 City of Ontario's Current and Future Water Demand

As shown in **Table 2-2** (next page), OMUC serves at least 40,519 potable water connections and 598 non-potable connections as of June 2025. The total potable water demand in FY 2024/2025 in the OMUC service area was 31,353.5 AF and the recycled water demand was 11,406.5 AF.

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Table 2-2 Recorded Citywide Water Demand

Customer Type	2005[a]		2010[a]		2015[b]		2020[d]		Current FY 24/25[e]	
	Volume (AF)	No. of Connections	Volume (AF)	No. of Connections	Volume (AF)	No. of Connections [c]	Volume (AF)	No. of Connections	Volume (AF)	No. of Connections
Single-Family Residential	16,421	28,932	13,253	29,473	10,941	26,838	12,502	31,626	12,729.4	33,113
Multi-Family Residential	6,147	2,244	5,425	2,069	4,839	1,968	5,068	2,164	5,483.5	2,246
Commercial	8,369	3,095	6,692	3,285	6,584	3,201	5,359	3,255	4,859.8	3,002
Industrial	2,402	327	2,044	278	1,471	268	2,078	332	2,266.9	341
Governmental	1,178	320	0	-	-	-	538	-	595.3	57
Landscape	6,813	1,246	7,170	1,245	4,564	1,100	4,631	1,469	4,908.9	1,430
Agriculture	0	0	0	-	-	-	-	-	-	-
Other	378	161	819	308	340	66	368	-	509.7	330
Loss	3,154	-	-	-	-	-	1,565	-	-	
S/T/E	0	-	0	-	206	-	-	-	-	
Subtotal Potable	44,863	36,325	35,403	36,658	28,945	33,441	32,109	38,846	31,353.5	40,519
Recycled Water	1,829	-	1,547	178	7,208	279	7,812	444	11,406.5	598
Total Potable and Recycled	46,692	36,325	36,950	36,836	36,153	33,720	39,921	39,290	42,760.0	41,117

Note: AFY = acre feet; S/T/E = sales/transfers/exchanges.

(a) AKM 2011, pp. 3-2, 3-5.

(b) OMUC UWMP 2016, pp. 2-1, 4-2, Appendix B.

(c) CY 2015 Annual Report to Division of Drinking Water.

(d) OMUC 2020 UWMP, pp. 4-3 and 4-5. These values represent data from fiscal year 19/20.

(e) From OMUC(e), 2025.

For comparison with the recorded water demands in Table 2-2, the OMUC water demands from 2025 to 2045 as forecasted in the 2020 UWMP are shown in **Table 2-3** (UWMP, p. 4-3).

Table 2-3 Future Citywide Water Demand (AFY)

Customer Type	2025	2030	2035	2040	2045
Single Family Residential	15,723	17,540	19,109	22,431	22,431
Multifamily Residential	6,374	7,110	7,746	9,093	9,093
Commercial	6,740	7,519	8,191	9,615	9,615
Industrial	2,613	2,915	3,176	3,728	3,728
Institutional / Governmental	677	755	822	965	965
Landscape	5,824	6,497	7,078	8,309	8,309
Losses	1,968	2,196	2,392	2,808	2,808
Other	463	5156	562	660	660
Subtotal Potable Demand[(a)]	40,382	45,048	49,076	57,609	57,609
Recycled Water Demand[(b)]	12,168	13,465	14,762	16,059	16,059
Total Water Demand	52,550	58,513	63,838	73,668	73,668

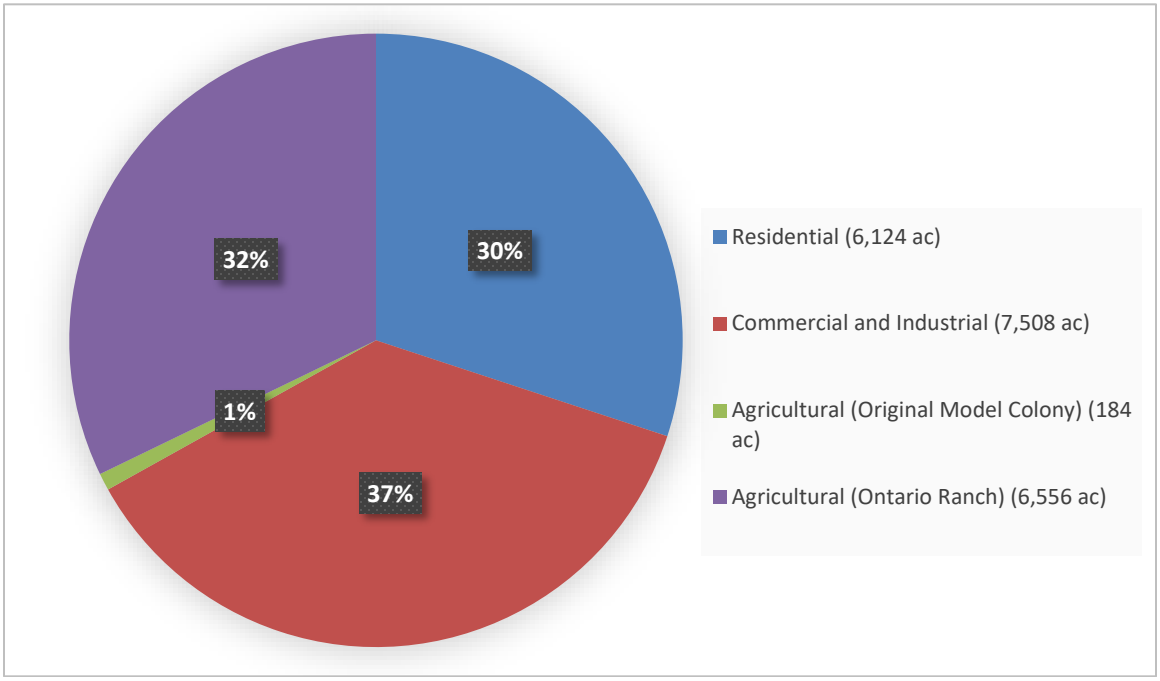
Notes: AFY = acre-feet per year; Does not include areas within the City that are not served by OMUC. Buildout assumed for 2040.
(a) OMUC 2020 UWMP, p. 4-4.
(b) OMUC 2020 UWMP, p. 4-5. Agricultural water demands are included in recycled water retail demands.

The water demands in Table 2-3 represent “normal” years; however, water use patterns change during dry years. The expected changes to water demand and water supply during dry years are provided in Section 3 – Water Supply Analysis.

The City’s 2020 UWMP and 2020 Water Master Plan assume the same trends in future land use changes within the City, which are shown on **Figure 6** and **Figure 7**. In 2017, the City land use was a nearly equal balance of residential, commercial / industrial, and agricultural as shown in **Figure 6**. Agricultural use is projected to be completely

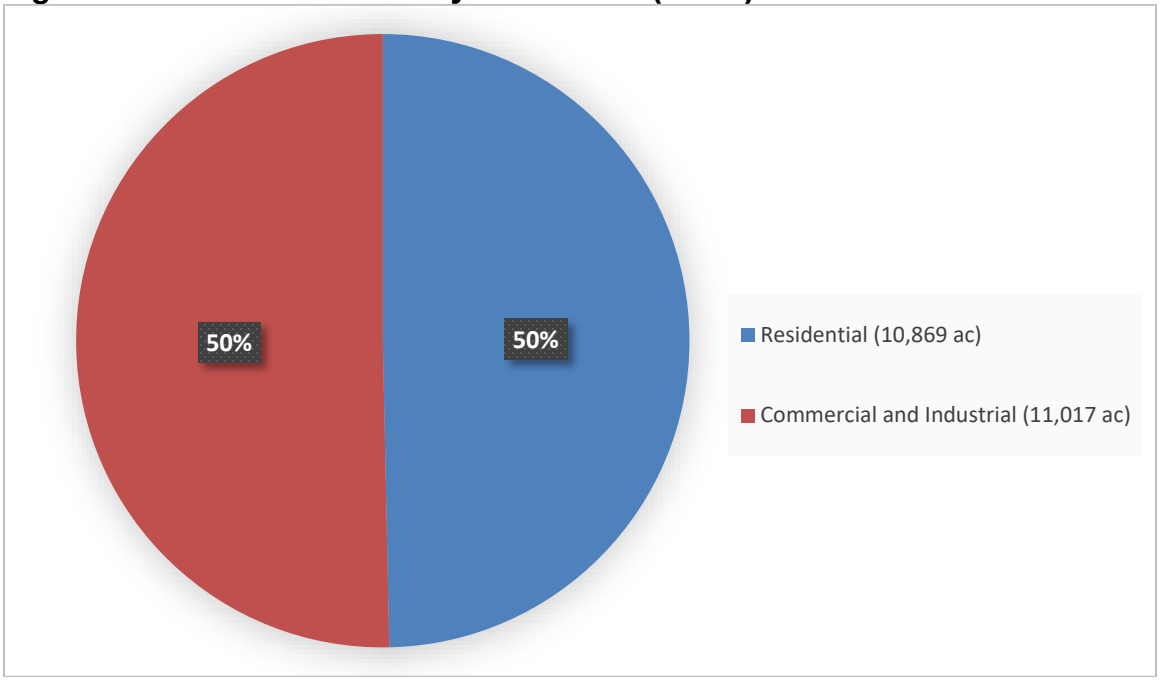
replaced with residential, commercial, and industrial by buildout (2040) as shown in **Figure 7**.

Figure 6 – Existing (2017) Land Uses in the City (acres)



Source: OMUC 2020 UWMP, p. 3-8.

Figure 7 – Land Use in the City at Buildout (acres)



Source: OMUC 2020 UWMP, p. 3-8.

2.3 Project Site Land Use Assumed in the UWMP

The projected water demands in the City's 2020 UWMP are based on the General Plan land use plan that is shown in Figure 3. The land use plan for the approved Meredith International Centre Specific Plan from 2015 is shown on Figure 4. According to the approved Meredith Specific Plan, the overnight lodging rooms square footage is included in the maximum square footage allowed in PA 3 (480,000 square feet) (SP, p. 2-4). However, the size of each hotel room was not defined in the Specific Plan. Therefore, to calculate the water demand of the remaining square footage, this Assessment will assume 300 square feet for each hotel room. With this assumption, the estimated potable and recycled water demands for PA 3 that was accounted for in the 2020 UWMP are shown in **Table 2-4** based on the City's current unit water demand factors from the 2024 Demand Factor Technical Memorandum (AKM, 2024). Refer to **Spreadsheet 1** located at the end of the report for detailed calculations.

Table 2-4 Water Demand of the Project Site Land Uses Assumed in the UWMP

	Area (acres)	Land Use Designation [(a)]	Potable Water Demand (AFY)[(b)]	Recycled Water Demand (AFY)[(c)]	Total Water Demand (AFY)
Meredith Mixed Use Area, Planning Area 3	25.3	Urban Commercial – Hospitality	53.8	39.7	93.4
		Urban Commercial - Commercial	49.2	0	49.2
Total		25.3	103.0	39.7	142.6

Notes: AFY = acre feet per year
Refer to Spreadsheet 1. Values are rounded.
(a) Source: "Future Land Use Map Figure 2-5" and "Table 2-2 Future Study Area Land Uses" located in Appendix E of the OMUC 2020 UWMP.
(b) Unit water demand factors from AKM 2024, Tables 3-2, 3-4, 3-5.

2.4 Proposed Project Water Demand

The proposed Project is shown on Figure 5. The potable and recycled water demands of the proposed Project using the City's current unit water demand factors for potable and recycled water from the 2024 Demand Factor Technical Memorandum (AKM, 2024) are detailed in **Spreadsheet 2** and summarized in **Table 2-5**.

Table 2-5 Proposed Project Water Demand

Land Use Designation	Area (acres)	Potable Water Demand (AFY)	Recycled Water Demand (AFY)	Total Water Demand (AFY)
Mixed Use Overlay with Commercial	3.64	6.83	4.89	11.73
Mixed Use Overlay with High Density Residential	14.75	243.07	2.35	245.42
Mixed Use Overlay with Open Space (Central Park)	0.75	0.08	2.10	2.18
Mixed Use Overlay with City-Owned Parking Lot or EVA/Jogging Path[(b)]	6.16	0.0	0.48	0.48
Total	25.3	249.9	9.82	259.8

Notes: AFY = acre feet per year; EVA = emergency vehicle access.
Refer to Spreadsheet 2. Values are rounded.

(a) Unit water demand factors from AKM 2024, Tables 4-2, 4-3.
(b) This Assessment assumes no potable water demand for the parking lot or EVA/jogging path in Parcels G and H.

Conclusion

The Project analyzed by this WSA is the proposed addition of a Mixed Use Overlay to Planning Area 3 of the Meredith International Centre Specific Plan in the Old Model Colony. The estimated total water demand (potable plus recycled water) of the Project

area as presented in the 2020 UWMP is approximately 143 AFY (Table 2-4). The estimated total water demand of the Project as currently proposed is approximately 260 AFY (Table 2-5), which is an increase of approximately 117 AFY compared to what was assumed in the demand projections of the UWMP. Because the City's water demand projections in the 2020 UWMP were based on a land use scenario with a lower water demand than that which is proposed by the Project, it can be deduced that the water demand for the proposed Project was not fully accounted for in the most recently adopted 2020 UWMP.

It is worth noting two things: first, the unit water demand factor for the high density residential component of the Project is considered by the City to be a highly conservative value for the Project and the potable water demand in these areas is likely overestimated (see Spreadsheet 2; 155 gpd/du based on 56 gpd/person plus 10 gpd/du of potable irrigation water). This is because the City's unit water demand factors for high density residential assume only up to 45 units per acre (AKM, 2024), which is only about half of the densities proposed by Parcels B-D, and F of the Project, which range from 88 du/acre to 94 du/acre. Because the City does not have water consumption data from existing high density residential developments with an equivalent density as the Project, the only option available at this time is the factor of 155 gpd/du. For reference, a study published in 2024 in the *Urban Water Journal* about residential water demands in a Mediterranean city found the average daily per-capita potable water consumption at 26 gpd/person (not including potable irrigation water) (UWJ, p. 524).

Second, the City's forthcoming water master plan update (and presumably the forthcoming 2025 UWMP) will account a total water demand for the Project area of 274 AFY (243 AF potable water and 31 AF recycled water) (OMUC(e), 2025).

SECTION 3 - WATER SUPPLY ANALYSIS

This section identifies the sources of potable water that are available to the water supplier of the proposed Project. The purpose of this section is to evaluate the water supplies that could be used by the proposed Project during normal, single-dry, and multiple-dry water years during a 20-year projection.

OMUC is the City's water supplier and the water supplier for the proposed Project. OMUC has the following sources of water supply: City wells in the Chino Groundwater Basin; treated groundwater from the Chino Basin Desalter Authority (CDA); recycled water from Inland Empire Utilities Agency (IEUA); purchased water from San Antonio Water Company (SAWCo); and imported water from the Water Facilities Authority (WFA).

Law

CWC Section 10910:

> (d) (1) *The assessment required by this section shall include an identification of any existing water supply entitlements, water rights, or water service contracts relevant to the identified water supply for the proposed project, and a description of quantities of water received in prior years by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), under the existing water supply entitlements, water rights, or water service contracts.*
>
> *(2) An identification of existing water supply entitlements, water rights, or water service contracts held by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), shall be demonstrated by providing information related to all of the following:*
>
> *(A) Written contracts or other proof of entitlement to an identified water supply.*

(B) Copies of a capital outlay program for financing the delivery of a water supply that has been adopted by the public water system.

(C) Federal, state, and local permits for construction of necessary infrastructure associated with delivering the water supply.

(D) Any necessary regulatory approvals that are required in order to be able to convey or deliver the water supply.

3.1. Documenting Wholesale Water Supplies

Many retail water suppliers in California including OMUC, receive supplies from one or more water wholesalers. SB 610 requires the WSA to document wholesale supplies by: 1) describing the quantities of water received from each wholesaler in prior years; 2) identifying existing entitlements, water rights, and/or water service contracts held by the City for the wholesale supply; 3) provide proof of entitlements, water rights, service contracts, relevant capital outlay programs, and construction permits for necessary infrastructure to deliver wholesale supplies, if any; and 4) regulatory approvals required to convey or deliver the wholesale supply.

Wholesale Supplies Received

OMUC receives wholesale water from WFA who purchases untreated imported water from IEUA, who in turn obtains it from The Metropolitan Water District of Southern California (MWD). WFA and IEUA are both wholesale water suppliers and IEUA is a member agency of MWD. MWD is a wholesaler and contractor for State Water Project water imported from northern California. State Water Project water is available as stipulated by DWR in response to the hydrology and environmental regulations that can change available supply.[2] Therefore, imported water supplies to southern California can be highly variable; in December 2021 for example, the allocation of State Water Project water to all contractors was temporarily reduced to 0 percent due to

[2] DWR, *State Water Project Delivery Capability Report*, published every 2 years, as well as "Notice to State Water Project Contractors" issued as often as needed.

persistent drought conditions.[3] And on April 20, 2023, DWR announced 100 percent of requested water supplies throughout the year would be available.

The current SWP allocation is 50 percent.[4] Nonetheless, MWD has projected 100 percent water supply reliability over the next 20 years (2025-2045) during average, single-dry, and multiple-dry years in its 2020 UWMP (MWD UWMP, pp. ES-6 and ES-7).

For the 10-year period of January 1, 2015 through December 31, 2024, the amount of imported water purchased by IEUA from MWD was limited by a purchase order agreement that allowed IEUA to purchase up to 932,830 acre-feet at its lowest rate (Tier I) (IEUA Resolution no. 2014-12-4 located in Appendix I); however, upon expiration of said purchase order, MWD has elected to forgo renewed purchase order agreements with member agencies because all MWD imported water sales during said 10-year period were within maximum Tier 1 supply allocations. Nonetheless, IEUA has reaffirmed access to MWD imported water Tier 1 purchase allocations for CWD, Fontana Water Company, and WFA according to IEUA Resolution No. 2024-12-4 (Appendix I).

The WFA was formed in 1980 as a Joint Powers Authority by the cities of Chino, Chino Hills, Ontario, Upland, and the Monte Vista Water District in order to construct and operate water treatment facilities for providing supplemental potable water to the member agencies. In 1985, the City established an agreement to purchase capacity in the WFA water treatment plant; a copy of which is located in Appendix J. Then, in 1988 the WFA finished construction of the Agua de Lejos Water Treatment Plant (WTP) in Upland to treat the imported water from IEUA and MWD to meet drinking water standards.

[3] Source: *State Water Project Historical Table A Allocations* (available at https://water.ca.gov/programs/state-water-project/management/swp-water-contractors)
[4] Department of Water Resources, *Notice to State Water Project Contractors No. 25-05*, April 29, 2025 (https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/State-Water-Project/Management/SWP-Water-Contractors/Files/25-05-042925.pdf).

Currently, the Agua de Lejos WTP has the capacity to treat and disinfect 81 million gallons per day (mgd). Recorded flows through the Agua de Lejos WTP have ranged from 40 to 50 mgd during the peak summer months and can be as low as 9-12 mgd during winter months.[5] As documented in WFA Ordinance No. 99-07-02 (located in Appendix K), the City owns 31.4 percent of the plant capacity of the Agua de Lejos WTP. As of 2020, that proportion is equivalent to approximately 25 mgd (28,004 AFY) (AKM 2020, p. 3-2). OMUC can purchase up to 9,915 AFY (8.9 mgd) of imported supply through WFA at Tier 1 rates. Beyond that amount, OMUC could continue to purchase at Tier 2 rates.[6]

In FY 24/25, OMUC purchased 5,348.3 AF of wholesale water from WFA (OMUC(e), 2025). For reference, the actual and projected wholesale water supplies available to WFA for distribution to all of its member agencies including the City through 2045 are shown in **Table 3-1**.

Table 3-1 Wholesale Water Supplies Available to WFA (AFY)

Wholesale Water	2015[a]	2020[b]	2025	2030	2035	2040	2045
	Actual		Projected in 2020 UWMP[b]				
WFA (potable)	14,864	25,492	30,651	31,997	33,435	34,829	36,280

Note: WFA = Water Facilities Authority; AFY = acre feet per year.
(a) Data for 2015 Actual from *IEUA and WFA 2015 UWMP*, pp. 3-9 – 3-10.
(b) Data for 2020 Actual and 2025 through 2045 Projected from *WFA 2020 UWMP* (p. 6-18, (Appendix F)).

Dry Year Yield Storage Program

To reduce dependence on imported water supplies, OMUC joined the "Dry Year Yield" Storage Program. The Dry Year Yield (DYY) storage program is a cooperative Conjunctive Use Program Agreement between MWD, IEUA, Chino Basin Watermaster,

[5] Source: (http://www.wfajpa.org/#Facilities)
[6] As of January 1, 2025, MWD has a single, unified supply rate for its member agencies and removing the distinction between Tier 1 and Tier 2.

Three Valleys Municipal Water District, and the Chino Basin groundwater producers (Agreement No. 49960 [DYY 2014]). Under the DYY Program, MWD can store up to 100,000 AFY of water in the Chino Groundwater Basin during wet years when surplus water is available, and to reduce imported water deliveries up to 33,000 AFY in dry, drought, or emergency periods, but not to exceed the amount of water in the MWD storage account (OMUC 2020 UWMP, p. 6-18). The program expires in 2028.

In 2003, the City executed an agreement with IEUA to participate in the DYY program. The DYY Agreement was amended in September 2014 to clarify storage measurement and extraction from the MWD storage account, define baseline conditions in calculations of performance targets, define procedures for variances in performance targets, revise administrative milestones, and make miscellaneous updates (refer to Appendix L for original agreement and amendments). The 2014 DYY amendments also provided for a minimum imported water delivery of 40,000 AFY during "call" years, establishing minimum needs for direct deliveries from MWD. As of July 11, 2025, the storage balance in the DYY account is 63,844 AF (DYY Call Letter, 2025 [Appendix O]).

Participation in the DYY program obligates OMUC to reduce its use of imported water from WFA by a fixed amount, known as the "shift obligation" when MWD makes a "call" for their water stored in the Chino Basin. OMUC's shift obligation is 8,076 AFY, which is the amount OMUC purchases from WFA during a baseline year (OMUC 2020 UWMP, p. 6-33). OMUC purchases an additional 2,000 AFY from WFA that is then sold to neighboring water supplier Jurupa Community Services District (JCSD) who does not have an imported water connection.

In 2014, JCSD entered into an agreement with the City to participate in the DYY program (a copy of which is located in Appendix L). During years when MWD makes a "call" for the water in their storage account, OMUC will decrease its purchase of WFA imported water by a combined total of 10,076 AF (8,076 AF plus 2,000 AF) compared

to the previous year. To meet its obligation in the DYY program during a "call" year, JCSD will deliver 2,000 AF to OMUC from the CDA.[7]

DYY funds from DWR local assistance grants were used for the construction of three OMUC groundwater wells (Wells 45, 46, and 47) and an ion-exchange facility located at John Galvin Park to treat water extracted from Wells 44 and 52. When MWD makes a "call" for its stored water, OMUC can operate these facilities to meet its shift obligation. MWD will then pay for the cost of operations and OMUC would pay MWD (through IEUA) the full-service water rate. OMUC can use the DYY facilities to meet its normal water demands during other periods, but OMUC is responsible for the well operation and maintenance costs (OMUC 2020 UWMP, p. 6-33).

The additional groundwater capacity provided by this program allows OMUC to increase the percentage supply used to meet peak demands and allow OMUC to be less reliant upon imported water supplies (OMUC 2020 UWMP, p. 6-33). MWD requested a full call of 33,000 AF beginning January 1, 2026, and OMUC is expected to perform (DYY Call Letter, 2025 [Appendix O]).

3.2. Documenting Water Supplies

The 2020 Ontario UWMP states approximately 46 percent of OMUC's water supply comes from groundwater, 34 percent from imported water, and 20 percent of supply is from recycled water (OMUC 2020 UWMP, p. 6-37). The recorded water supplies available to OMUC from 2000 through FY 24/25 are provided in **Table 3-2** (next page) and the projected water supplies available to OMUC from 2025 through 2045 according to the 2020 UWMP are provided in **Table 3-3.** Each water supply source is identified as a water supply entitlement, water right, or water service contract per SB 610 guidance. Appropriative rights to groundwater are discussed in Chapter 4 – Groundwater Analysis.

[7] Assuming JCSD's imported water baseline is 2,000 AFY (JCSD 2014).

Note: The City's records in Table 3-2 are through FY 24/25 but the Chino Basin Watermaster records for FY (Production Year) 24/25 have not been published yet and therefore this Assessment reflects Watermaster records from Production Year 23/24 as the most recent data available.

Table 3-2 Recorded OMUC Water Supplies (AF per Fiscal Year)

Source	2000[a]	2005[b]	2010[c]	2015[d]	2020[e]	2021[f]	2022[f]	2023[j]	2024[k]	2025[l]	Form of Right	Amount of Right
Wells	36,862	28,799	20,955	19,544	18,395	17,171	14,390	16,933	14,231	18,768	Appropriative	Varies (see Sec. 4)
Purchased WFA	9,258	13,406	8,923	6,413	6,513	5,851	5,687	4,056	5,505	5,348	Capacity Ownership	25 mgd (31.4% of plant capacity)
CDA	-	-	5,000	3,543	6,636	7,337	8,927	8,668	8,680	8,353	Capacity Ownership	8,533 AFY
SAWCo	-	-	-	443	565	500	430	413	485	490	Share-holder Entitlement	600 AFY
Subtotal Potable	46,120	42,205	34,878	29,943	32,109	30,859	29,434	30,070	28,901	32,959	--	--
Recycled Water	700[g]	-	1,547	3,859[h]	7,812[i]	8,557[i]	9,593[i]	8,790[i]	9,180[i]	11,406	Contract	Ontario's share of sewage flows.
Total Supply	46,820	42,205	36,425	33,802	39,921	39,416	39,027	38,860	38,081	44,365	--	--

Notes: WFA = Water Facilities Authority; CDA = Chino Basin Desalter Authority; SAWCo = San Antonio Water Company; FY = fiscal year; AFY = acre-feet per year; mgd = million gallons per day.
(a) Webb 2004, p. 21.
(b) AKM 2011, pp. 3-8 and 5-12.
(c) AKM 2011, p. 4-2.
(d) OMUC UWMP 2016, p. 6-16.
(e) OMUC 2020 UWMP, Table 6-8. These values represent fiscal year 19/20.
(f) Provided by OMUC(b). These values represent fiscal year 20/21 and fiscal year 21/22, respectively.
(g) Webb 2004, p. 29.
(h) Does not include recycled water for agriculture deliveries (3,349 AF).
(i) The City's recycled water usage.
(j) Provided by OMUC(d), 2023.
(k) CBWM 2024 and OMUC(e), 2024.
(l) OMUC(e), 2025.

Table 3-3 2020 Projections of OMUC Water Supplies (AFY)

Source	2025	2030	2035	2040	2045	Form of Right	Amount of Right
Wells	20,249	22,915	24,943	31,476	31,476	Appropriative	Varies (see Sec. 4)
Purchased							
WFA	11,000	13,000	15,000	17,000	17,000	Capacity ownership	25 mgd (31.4% of plant capacity)
CDA	8,533	8,533	8,533	8,533	8,533	Capacity Ownership	8,533 AFY
SAWCo[(a)]	600	600	600	600	600	Shareholder entitlement	600 AFY
Subtotal Potable	40,382	45,048	49,076	57,609	57,609	--	--
Recycled	12,168	13,465	14,762	16,059	16,059	Contract	Ontario's share of sewage flow.
Total Supply	52,550	58,513	63,838	73,668	73,668	--	--

Note: AFY = acre feet per year; FY = fiscal year; mgd = million gallons per day.
Source: OMUC 2020 UWMP, Table 6-9, p. 6-38.
(a) According to SAWCo's 2020 UWMP, the estimated projected annual water demands for OMUC for 2025 through 2045 is 601 AFY.

OMUC anticipates increasing its total water supply by pursuing: 1) full utilization of OMUC's groundwater rights in the Chino Basin allowed under the Chino Basin Groundwater Adjudication Judgment (including increased groundwater recharge with stormwater and recycled water described in Section 4); 2) expanding use of recycled water; and 3) expanding use of desalter water (OMUC 2020 UWMP, p. 6-38).

Water Supply Capacities

The capacity of the supply system refers to the maximum production or conveyance rate based on the pumps and infrastructure. For example, the capacity of groundwater wells refers to a pumping rate based on running the pumps at full utilization, 24-hours a day, 7 days a week. Although this maximum rate of pumping is assumed in terms of comparing capacities, pumps are rarely used at more than two-thirds capacity. Knowing the system capacity is important to ensure OMUC can meet all demands imposed upon the system, specifically meeting "average day demand" and "maximum

day demand." Demand can be met with multiple supply sources, storage, or a combination of both. OMUC's reservoirs are not discussed in this Assessment, however, according to the master plan reservoirs are used to regulate hourly fluctuations in demand, provide fire flow, and supplement supply during an extended outage of a source including emergency storage (AKM 2020, p. 7-3). The City's emergency storage capacity criterion is set at one average day demand (AKM 2020, p. 10-2).

The capacity of each source of water supply available to OMUC is provided in the 2020 Water Master Plan (AKM 2020).[8] According to the 2020 Water Master Plan, OMUC is required to meet the following water supply criterion from the California Code of Regulations Related to Drinking Water: "a minimum source of supply equal of one maximum day demand of the service area" (AKM 2020, p. 10-1). Further, OMUC has set a design criterion in its 2020 Water Master Plan that "requires a source of supply equal to one average day demand (19,280 gpm) from local sources" (AKM 2020, p. 10-1). As the land uses and population change in OMUC service area, so do the average and maximum day demands. The existing (2020) maximum capacities of existing sources of supply available to OMUC are provided in **Table 3-4**.

Table 3-4 Existing (2020) Supply Capacities

Source	AFY	mgd	gpm
Existing Wells[(a)]	62,269	55.6	38,604
WFA at Aqua de Lejos WTP	17,259	15.4	10,700
CDA from Chino I & II Desalter	8,533	7.62	5,290
Total Existing Capacity[(a)]	88,061	78.62	54,594

Note: AFY = acre-feet per year; mgd = million gallons per day; gpm = gallons per minute.

Source: Table 10-2 of AKM 2020. OMUC confirmed for this Assessment that these capacities have not changed.

(a) Assuming wells operate 24 hours per day for 365 days per year.

[8] The City is currently in the process to update the water master plan data.

The maximum capacities of the 'ultimate' sources of supply available to OMUC according to the City's 2020 Water Master Plan, are provided in **Table 3-5**.

Table 3-5 Ultimate Supply Capacities

Source	AFY	mgd	gpm
Existing Wells	62,269	55.6	38,604
Future Wells	48,068	42.9	29,800
Subtotal[(a)]	110,337	99	68,404
WFA at Aqua de Lejos WTP	17,259	15.4	10,700
CDA from Chino I & II Desalter	8,533	7.62	5,291
Total	136,129	121.52	84,395

Note: AFY = acre-feet per year; mgd = million gallons per day; gpm = gallons per minute.
Source: Table 12-2 of AKM, 2020.
(a) Assuming wells operate 24 hours per day for 365 days per year.

As described in the 2020 Water Master Plan, the combined ultimate capacity of existing and future wells is approximately 68,404 gpm (Table 3-5), which is about 192% of the future average day demand (35,716 gpm) and therefore meets the City and state supply criterion for average day demand coming from local sources (p. 12-1). OMUC confirmed for this Assessment that the capacities shown in Tables 3-4 and 3-5 have not changed since the 2020 Water Master Plan (OMUC 2025).

In addition, the ultimate supply capacity is equivalent to 84,395 gpm, which is about 154% of the City's future maximum day demand (54,778 gpm); therefore, the City is capable of providing the full projected maximum day demand (AKM 2020, p. 12-1). However, under ultimate conditions the supply capacity will require additional future wells, as shown in Table 3-5 to meet the water supply criterion for maximum day demand.

3.3. Descriptions of All Water Supply Projects

City Well Production

OMUC currently owns 17 active groundwater wells in the Chino Basin (AKM 2020, p. 6-1). The Chino Basin is one of the largest groundwater basins in southern California, with an estimated 5 million AF, with another 1 million AF in additional storage capacity.[9] OMUC is planning future wells in the 925 Pressure Zone serving Ontario Ranch with a combined additional supply capacity of 29,800 gpm (48,068 AFY) (Table 3-5) (AKM 2020, p. 12-1).

During FY 24/25, OMUC wells produced approximately 18,768 AF from the Chino Basin (OMUC(e), 2025), which is the highest production rate since 2019. OMUC's existing well capacity is approximately 62,269 AFY (Table 3-4).[10] The recorded extractions from OMUC wells between FY 2016 and 2025 are shown in **Table 3-6.**

Table 3-6 Recorded Groundwater Production, FY 2016-2025 (AFY)

Supply	2016	2017	2018	2019	2020	2021[(a)]	2022[(b)]	2023[(c)]	2024[(d)]	2025
City wells in Chino Basin	22,751	24,672	26,109	19,604	18,395	17,171	14,390	16,933	14,231	18,768

Note: AFY = acre feet per year. Data shown are Fiscal Years.

Source (2016-2020): OMUC 2020 UWMP, p. 6-19, Table 6-1 (Appendix A).

(a) CBWM 2021, p. 9.1.
(b) CBWM 2022, p. 9.1
(c) CBWM 2023, p. 9.1
(d) CBWM 2024, p. 9.1.

As of FY 24/25, approximately 57 percent of the OMUC water supply came from groundwater pumped by OMUC wells in the Chino Basin. OMUC strives to maximize local water supplies and minimize the need for imported water from other regions

[9] The *2020 Safe Yield Recalculation Final Report* (May 15, 2020) indicates the estimated total volume of water in storage was 12.6 million AF in July 2018 (WEI 2020, p. 6-15). The 2025 Safe Yield reevaluation is currently underway.
[10] Assuming wells operate 24 hours per day for 365 days per year.

(OMUC 2020 UWMP, p. 1-5). A thorough description of the City's groundwater rights pursuant to SB 610 guidance is provided in Section 4 – Groundwater Analysis.

Chino Basin Desalter Authority (CDA) Groundwater Production

OMUC is a member of the CDA, a joint exercise of powers agency created on September 25, 2001, along with JCSD, Santa Ana River Water Company, IEUA, and the cities of Chino, Chino Hills, and Norco. Western Municipal Water District joined CDA on April 2, 2009. The goals of the CDA are:

- Achieve hydraulic control of the Chino Basin to prevent contaminated Chino Basin groundwater from entering Santa Ana River;
- Remove contamination (primarily nitrates, as well as TCE, PCE, and TCP) from groundwater in the southern portion of the Chino Basin; and
- Deliver the treated water to member agencies to offset the need for imported water.

CDA provides high-quality drinking water to CDA members through "take or pay" contracts. CDA operates 30 wells and two desalters (salt removers) that treated approximately 35,003 AF of Chino Basin groundwater in 2020 (CDA 2020 UWMP, p. 6-27). In the future, "CDA will pump up to 40,000 AFY of contaminated groundwater from the Chino Basin for water quality management purposes, groundwater cleanup, and hydraulic control required by the Santa Ana RWQCB. CDA will provide up to 35,200 AFY of treated water to its member agencies" (CDA 2020 UWMP, p. 6-27). Capacity ownership by member agencies is a percentage based on the CDA capacity, of which 40,000 AFY correlates to 8,533 AFY for Ontario; therefore, when CDA's capacity increases (or decreases), OMUC can purchase more (or less) than 8,533 AFY.

The Chino I Desalter, located at 6905 Kimball Avenue in Chino, was completed in 2000 and expanded in August 2005 to its current rated capacity of 14.2 mgd (CDA 2020 UWMP p. 6-8). However, the Chino I Desalter cannot provide this rated capacity due to the high Total Dissolved Solids (TDS) in the raw groundwater supply. The Chino II Desalter was completed in 2006 and is located at 11202 Harrel Street in the City of

Jurupa Valley. The current rated capacity of Chino II Desalter is 33 mgd (CDA 2020 UWMP, p. 6-8).

Although the treatment capacity of the Chino Desalter I capacity will not increase, additional raw water capacity is provided by five new CDA wells in the Chino Creek Well Field. All five wells have been drilled and equipped.

In FY 24/25, OMUC purchased approximately 8,353 AF from CDA (Table 3-2). As shown in Table 3-3, the water supply from CDA to OMUC is projected to stay at the City's current capacity ownership amount of 8,533 AFY. The City's capacity rights to CDA are described in Section 4 – Groundwater Analysis.

Inland Empire Utilities Agency (IEUA) Recycled Water Supply

OMUC purchases recycled water supplies from IEUA. IEUA treats the City's wastewater at its four regional wastewater reclamation plants. IEUA provides wastewater treatment services to seven Contracting Agencies, including the City of Ontario. OMUC has been using recycled water produced by IEUA since 1972. Currently, recycled water is used in the City for agricultural irrigation, landscape irrigation, golf course irrigation, and industrial purposes.

As stated in the City's 2020 UWMP, the City has the right to first purchase of their Base Entitlement. "Base Entitlement is defined as the total quantity of sewage delivered into the Regional Sewerage System by the Contracting Agency less normal processing losses resulting from the treatment of sewage" (OMUC 2020 UWMP, p. 6-21). In FY 24/25, this amount was 14,063 AF (OMUC(e), 2025). OMUC's utilization of the recycled water available to them (proportion of their base entitlement) has varied between 62 percent in FY 19/20 to 73 percent in FY 21/22 to 81 percent in FY 24/25 (Table 3-2). Recorded and projected supplies of recycled water available to OMUC are listed in **Table 3-7**.

Table 3-7 Recorded and Future Recycled Water Supply (AFY)

Beneficial Use Type	2020	2025	2030	2035	2040	2045
Agricultural irrigation	2,905	1,704	1,136	568	0	0
Landscape irrigation	3,290	7,088	8,612	10,136	11,659	11,659
Golf course irrigation	631	660	680	700	720	720
Industrial use	986	2,716	3,037	3,358	3,680	3,680
Total	7,812	12,168	13,465	14,762	16,059	16,059

Note: AFY = acre feet per year

Source: OMUC 2020 UWMP, p. 6-28 (Appendix A). Ontario reports in Fiscal Years. Buildout estimated for 2040.

Between 2020 and 2045, landscape irrigation is projected to have the greatest increase in demand for recycled water followed by industrial use within the OMUC service area. Agricultural properties are expected to convert to more urban land uses, while supplies to golf courses are expected to remain relatively stable. (OMUC 2020 UWMP, p. 6-28).

IEUA has prepared recycled water studies, plans, and strategy documents to bring a regional recycled water delivery system to fruition. OMUC updated their Recycled Water Master Plan in 2020 to fully coordinate with IEUA's recycled water planning efforts.

San Antonio Water Company (SAWCo) Potable Water Supply

SAWCo is a mutual water company and corporation located in Upland. SAWCo has provided water service to its active shareholders for over 135 years. Although SAWCo does not technically meet the threshold as a water supplier that needs to prepare an UWMP, they have done so nonetheless in 2020.

SAWCo supplies water based on entitlement only, which is based on the number of shares held. The number of shares is finite and considered a commodity that can be divided or sold. The "entire water of the company" and the current entitlement for

2020 is equivalent to 12,570 AFY, which distributed among the 6,178 shares. The volume per share is subject to change (OMUC 2020 UWMP, p. 6-8).

The City owns 295 shares of SAWCo, which equates to a current entitlement of 600 AFY of potable water to OMUC (OMUC 2020 UWMP, p. 6-8). In FY 24/25, OMUC received an actual volume of 490 AF (Table 3-2). OMUC has forecasted that future available supplies will be 600 AFY from 2025 to 2045 (Table 3-3). The City receives water from SAWCo indirectly through a connection made in 2015 from SAWCo to the WFA.

SAWCo water supplies are a mixture of potable and non-potable water from San Antonio Creek, the San Antonio Tunnel and three groundwater basins: Chino Basin, Cucamonga Basin, and Six Basins (OMUC 2020 UWMP, p. 6-9). No new sources of supply are expected to be developed by SAWCo over the planning horizon. Actual supply available to SAWCo in 2020 totaled 2,584 AF of potable supply and 13,762 AF of non-potable supply. In their 2020 UWMP, SAWCo estimates for 2025 and 2030 that reasonably available supplies will be 15,260 AFY (SAWCo 2020 UWMP, p. 5-10).

In terms of future reliability, SAWCo has stated the following in its 2020 UWMP (p. 6-4): "SAWCo expects to meet demands under all water year scenarios with existing supply sources." In addition, SAWCo has future transfer and exchange projects planned to mutually benefit certain shareholders during an emergency, including OMUC. SAWCo has completed projects in 2022 to increase storage and capture all raw water released through the Frankish Tunnel (SAWCo 2020 UWMP, p. 5-7).

3.4 Documenting Normal Year Water Supply and Demand

OMUC has assumed in its 2020 UWMP that customer water demand and available water supply are equal during "normal" precipitation years. The normal year water supplies available to OMUC, as well as the normal year water demand projections are compared in **Table 3-8,** which are based on the City's 2020 Water Use Target of 196 GPCD for potable water demands (OMUC 2020 UWMP, p. 7-9). OMUC has estimated

that sufficient supply will be available during any normal year occurring between 2025 and 2045.

Table 3-8 OMUC Projected Normal Year Supply and Demand (AFY)

	2025	2030	2035	2040	2045
Supply	52,550	58,513	63,838	73,668	73,668
Demand	52,550	58,513	63,838	73,668	73,668
Difference	0	0	0	0	0

Note: AFY = acre feet per year
From OMUC 2020 UWMP, p. 7-10 (Appendix A).

3.5 Documenting Dry Year Water Supply and Demand

The following assumptions are made in OMUC's 2020 UWMP to estimate future water supplies and demands during a single dry year:

- *The ratio of total water supplies (including potable and recycled water supplies) available to the City during a historical normal year in FY 19/20 (39,921 AF) and during a historical single dry year in FY 17/18 (43,346 AF) were used to estimate the City's projected water demands during single dry years (p. 7-9).*
- *Water losses have been included in the potable water demands as 7 percent of the annual demand.*

OMUC has determined that the water demands during single dry years over the next 25 years will be met, as shown in **Table 3-9**.

Table 3-9 OMUC Projected Single Dry Year Supply and Demand (AFY)

	2025	2030	2035	2040	2045
Supply	57,058	63,534	68,847	79,989	79,989
Demand	57,058	63,534	68,847	79,989	79,989
Difference	0	0	0	0	0

Note: AFY = acre feet per year
From OMUC 2020 UWMP, p. 7-10 (Appendix A).

3.6 Documenting Multiple Dry Year Supply and Demand

OMUC has projected that the City can meet water demands during future five consecutive year drought periods, as shown in **Table 3-10**.

Table 3-10 OMUC Projected Multiple Dry Year Supply and Demand (AFY)

		2025	2030	2035	2040	2045
First Year	Supply	56,080	62,445	67,667	78,618	78,618
	Demand	56,080	62,445	67,667	78,618	78,618
	Difference	0	0	0	0	0
Second Year	Supply	56,248	62,632	67,870	78,853	78,853
	Demand	56,248	62,632	67,870	78,853	78,853
	Difference	0	0	0	0	0
Third Year	Supply	59,493	66,246	71,786	83,403	83,403
	Demand	59,493	66,246	71,786	83,403	83,403
	Difference	0	0	0	0	0
Fourth Year	Supply	54,268	60,428	65,481	76,078	76,078
	Demand	54,268	60,428	65,481	76,078	76,078
	Difference	0	0	0	0	0
Fifth Year	Supply	47,436	52,820	57,237	66,500	66,500
	Demand	47,436	52,820	57,237	66,500	66,500
	Difference	0	0	0	0	0

Note: AFY = acre-feet per year
From OMUC 2020 UWMP, p. 7-11, Table 7-4 (Appendix A).

3.7 Comparison of Available Water Supply and Demand

As shown in Table 3-8 - Table 3-10, the future water supplies available to OMUC are projected to meet the projected water demands for the service area. OMUC can purchase up to 9,915 AFY (8.9 mgd) of imported supply through WFA at Tier 1 rates. Beyond that amount, OMUC could continue to purchase at Tier 2 rates up to the City's capacity rights of 15.4 mgd [Table 3-5]). In FY 24/25, OMUC purchased about 5,348 AF from the WFA plant (Agua de Lejos WTP), which is well within their conveyance

capacity of 15.4 mgd and within their rights of approximately 25 mgd. There is ample availability for OMUC to purchase additional imported water from the WFA that is within their rights to meet the needs of their service area.

In regard to future agricultural water needs, agricultural properties within the OMUC service area are expected to convert to urban land uses, which is consistent with the City's General Plan Land Use Plan. Many agricultural operations in the City are on private wells and/or use recycled water. As shown in Table 3-7, recycled water deliveries for agricultural irrigation are projected to decrease to zero in less than 20 years. In regard to future industrial water needs, industrial land uses (which may include some manufacturing uses) are the third most common type in the City (Table 3-7) and they are planned by the City General Plan to increase (Table 2-3).

Table 3-9 and Table 3-10 show that OMUC projects water supplies during single-dry and multiple-dry years in volumes sufficient to meet the demand of the service area over the next 20 years. Section 4 will describe the supply available to OMUC through rights held to Chino Basin groundwater that are greater than the amount currently extracted. OMUC can also bank water and pump more than their rights in the Chino Basin with payment of a replenishment fee.

Section 4 will discuss the City's water rights considering this water supply and capacity analysis.

SECTION 4 - GROUNDWATER ANALYSIS

SB 610 requires specific groundwater information to be included in the WSA if groundwater is a source of water for the proposed project. As discussed in Section 3, groundwater is one of the sources of supply for OMUC and therefore part of the water supply for the proposed Project.

Law

CWC Section 10910:

> *(f) If a water supply for a proposed project includes groundwater, the following additional information shall be included in the water supply assessment:*
>
> *(1) A review of any information contained in the urban water management plan relevant to the identified water supply for the proposed project.*
>
> *(2)(A) A description of any groundwater basin or basins from which the proposed project will be supplied.*
>
> *(B) For those basins for which a court or the board has adjudicated the rights to pump groundwater, a copy of the order or decree adopted by the court or the board and a description of the amount of groundwater in the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), has the legal right to pump under the order or decree.*
>
> *(C) For a basin that has not been adjudicated that is a basin designated as a high- or medium- priority pursuant to Section 10722.4, information regarding the following: (i) Whether the department has identified the basin as being subject to critical conditions of overdraft pursuant to Section 12924. (ii) If a groundwater sustainability agency has adopted a groundwater sustainability plan or has an approved alternative, a copy of that alternative or plan.*

(D) For a basin that has not been adjudicated that is a basin designated as low- or very low priority pursuant to Section 10722.4, information as to whether the department has identified the basin or basins as overdrafted or has projected that the basin will become overdrafted if present management conditions continue, in the most current bulletin of the department that characterizes the condition of the groundwater basin, and a detailed description by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), of the efforts being undertaken in the basin or basins to eliminate the long-term overdraft condition.

(3) A detailed description and analysis of the amount and location of groundwater pumped by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), for the past five years from any groundwater basin from which the proposed project will be supplied. The description and analysis shall be based on information that is reasonably available, including, but not limited to, historic use records.

(4) A detailed description and analysis of the amount and location of groundwater that is projected to be pumped by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), from any basin from which the proposed project will be supplied. The description and analysis shall be based on information that is reasonably available, including, but not limited to, historic use records.

(5) An analysis of the sufficiency of the groundwater from the basin or basins from which the proposed project will be supplied to meet the projected water demand associated with the proposed project. A water supply assessment shall not be required to include the information required by this paragraph if the public water system determines, as part of the review required by paragraph (1), that the sufficiency of groundwater necessary to meet the initial and projected water

demand associated with the project was addressed in the description and analysis required by subparagraph D, paragraph (4) of subdivision (b) of Section 10631.

4.1 Review of Urban Water Management Plan (CWC Section 10910(f)(1))

The 2020 UWMP prepared by AKM on behalf of OMUC was adopted by City Council Resolutions 2021-036 and 2021-037 on June 1, 2021 (located in Appendix A). The UWMP includes information relevant to the identified water supply for the proposed Project and is incorporated herein. Relevant information includes: 1) current and projected groundwater demands (*Water Use Characterization*) through year 2045; 2) a description of the Chino Groundwater Basin (*Water Supply Characterization*); 3) the reliability of the groundwater supply, projected groundwater supply and demand comparisons, and water shortage plans (*Water Service Reliability and Drought Risk Assessment and Water Shortage Contingency Plan*); and 4) water demand management efforts (*Demand Management Measures*).[11]

4.2 Groundwater Basin Descriptions (CWC Section 10910(f)(2))

The Chino Groundwater Basin is the major source of groundwater for OMUC. Although water supplied to OMUC from SAWCo may include a combination of groundwater from other basins (i.e., San Antonio Tunnel, Cucamonga Basin, and Six Basins), the amount is minimal, and the basins are described in the 2020 SAWCo UWMP (located in Appendix H).

Chino Groundwater Basin Description

The Chino Basin covers approximately 240 square miles in the upper Santa Ana River Watershed, and underlies parts of Los Angeles, San Bernardino, and Riverside Counties. DWR identifies the Chino Basin as Basin No. 8-002.01, which is a sub-basin of the Upper Santa Ana Valley Basin (Bulletin 118).[12] It is estimated the Chino Basin

[11] Words and phrases italicized in parentheses are in reference to chapters so titled in the 2020 UWMP.
[12] DWR collects, summarizes, and evaluates groundwater data in the "Bulletin 118" series, which present the results of basin evaluations and defines the boundaries of California's 515 alluvial groundwater basins. An update was provided in 2016. In Bulletin 118, DWR identifies each basin and sub-basin with a number code.

has approximately 5 million AF of water in storage, and an estimated 1 million AF of additional unused storage capacity.[13] While still considered a single basin for hydrologic purposes, the Chino Basin is divided into five management zones by the Santa Ana RWQCB based on similar hydrologic conditions (**Figure 8**). Geographically speaking, the City is located in the approximate center of the Chino Basin. DWR Bulletin 118 (2016 update, p. 1) describes the Chino Basin as follows:

> *The subbasin* [Chino Basin] *is bound on the northwest by the San Jose fault, on the north by the Cucamonga fault and impermeable rocks of the San Gabriel Mountains, and on the east by the Rialto-Colton fault. The basin is bound on the southeast by the Jurupa Mountains, Pedley Hills, La Sierra Hills, and the approximate location of the Santa Ana River. The Chino fault and impermeable rocks of the Chino Hills and Puente Hills bound the southwest side of the basin. In some areas, the basin boundary coincides with the Chino Basin (1978) groundwater adjudication boundary.*

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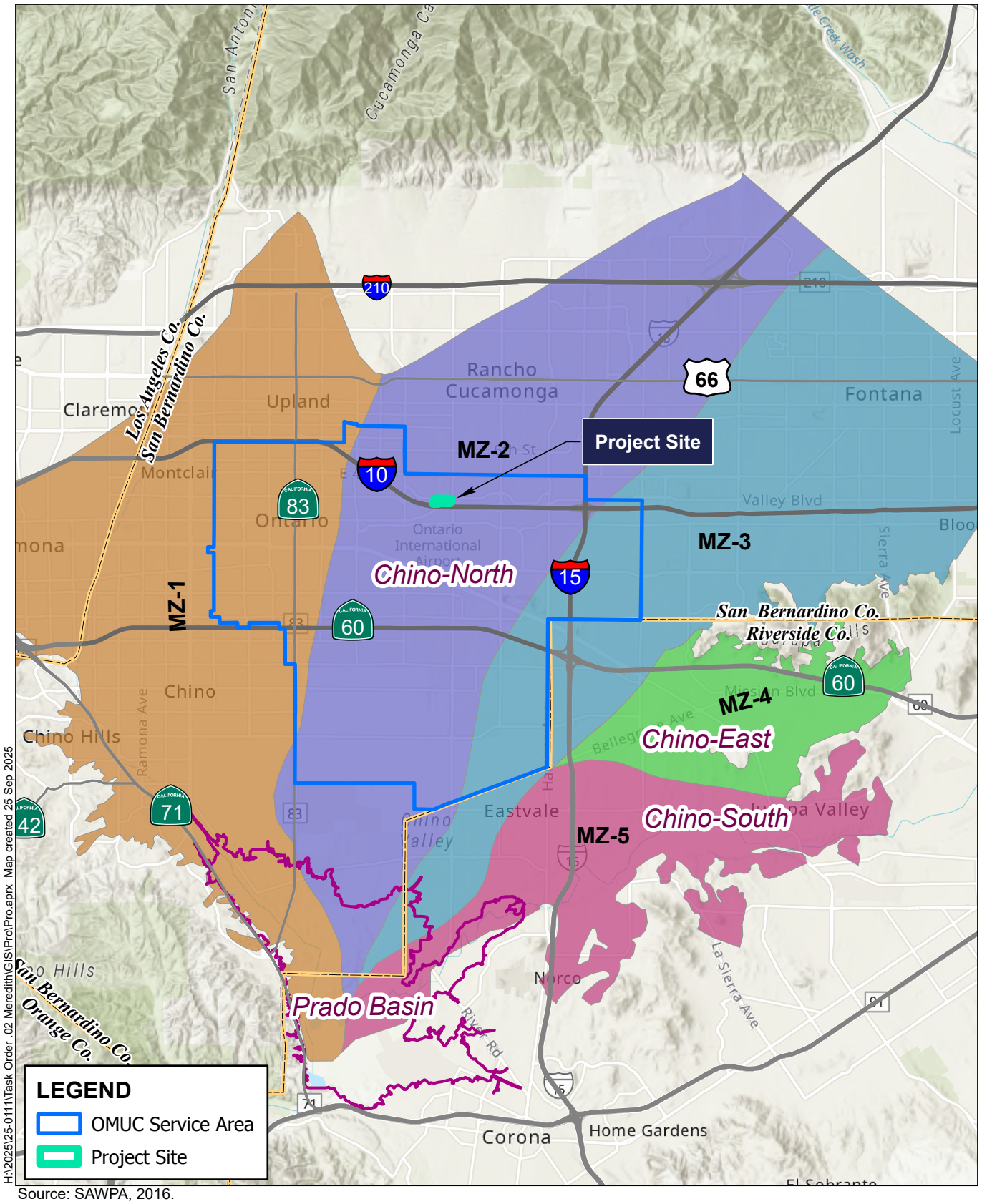
[13] The *2020 Safe Yield Recalculation Final Report* (May 15, 2020) indicates the estimated total volume of water in storage was 12.6 million AF in July 2018 (WEI 2020, p. 6-15).



Source: SAWPA, 2016.

Figure 8 - Chino Basin Management Zones

WSA for Meredith International Center Specific Plan

0 2 4 6 Miles

ALBERT A. WEBB ASSOCIATES

The Chino Basin is an adjudicated basin and has been studied extensively by the court-appointed Chino Basin Watermaster (CBWM), with reports available at www.cbwm.org. The following is an excerpt that describes the Chino Basin geology from the Chino Basin Watermaster's management plan called the "Optimum Basin Management Program" or "OBMP" (1999, p. 2-2):

> *Chino Basin was formed when eroded sediments from the San Gabriel Mountains, the Chino Hills, Puente Hills, and the San Bernardino Mountains filled a structural depression…The bottom of the Basin – the effective base of the freshwater aquifer – consists of impermeable sedimentary and igneous rocks. The base of the aquifer is overlain by older alluvium of the Pleistocene period followed by younger alluvium of the Holocene period.*
>
> *The younger alluvium varies in thickness from over 100 feet near the mountains to a just few feet, south of Interstate 10 and generally covers most of the north half of the Basin in undisturbed areas. The younger alluvium is not saturated and thus does not yield water directly to wells. Water percolates readily in the younger alluvium and most of the large spreading basins are located in the younger alluvium.*
>
> *The older alluvium varies in thickness from about 200 feet thick near the southwestern end of the Basin to over 1,100 feet thick southwest of Fontana, and averages about 500 feet throughout the Basin.*

Legal Right to Pump from the Chino Basin

Water rights to the Chino Basin were adjudicated by the Superior Court of the State of California for the County of San Bernardino in 1978 (a copy of the Judgment and amendments thereto are provided in Appendix M). The court's Judgment declared the Safe Yield of the Chino Basin at 140,000 AFY.[14] Withdrawal in excess of Safe Yield is

[14] Judgment (1978) defines Safe Yield as, "The long-term average annual quantity of groundwater (excluding replenishment or stored water but including return flow to the Basin from use of replenishment or stored water), which can be produced from the basin under cultural conditions of a particular year without causing an undesirable result."

termed Overdraft. The Chino Basin Watermaster may determine that the Operating Safe Yield (OSY) can be higher from year-to-year depending on factors including favorable precipitation and management efforts that maximize the beneficial use of the groundwater Basin.[15] In July 2020, the court ordered that the safe yield be reduced by 3% and reset to 131,000 AFY for the period of July 1, 2020, to June 30, 2030.[16]

The Chino Basin Watermaster is comprised of three stakeholder groups (or "pools"): Overlying Agricultural Pool Committee (representing dairymen, farmers, and the State of California); the Overlying Non-Agricultural Pool Committee (representing businesses and industries); and the Appropriative Pool Committee (representing local cities, public water districts, and private water companies). The Chino Basin Watermaster carries out the provisions of the Judgment including monitoring of the Chino Basin and files an annual report on pumping and replenishment.

The City is a member of both the Overlying Non-Agricultural Pool and the Appropriative Pool. The Judgment allocates a portion of the Safe Yield to the Overlying Non-Agricultural Pool and a portion of the OSY to the Appropriative Pool. Pursuant to the Judgment, the City has appropriative rights to 20.742% of the OSY allocated to the Appropriative Pool (CBWM 2024, p. 10.1). The City has gained 53.338% of the Safe Yield assigned to the Overlying Non-Agricultural Pool (CBWM 2024, p. 4.1). The assigned share of the Safe Yield and OSY change depending on the Safe Yield set by the court.

The Judgment allocates the Safe Yield of the Chino Basin according to the three pools as described above (Appendix M, Paragraph 13). The members of each pool are then enjoined from producing water from the Chino Basin in excess of such allocated

[15] Judgment (1978) defines Operating Safe Yield (OSY) as, "The annual amount of groundwater which Watermaster shall determine, pursuant to criteria specified in Exhibit "I", can be produced from Chino Basin by the Appropriative Pool parties free of replenishment obligation under the physical solution herein."
[16] The court previously reset the safe yield in 2017from its initial 140,000 AFY to 135,000 AFY for the period of 2010 to 2020.

amount "except pursuant to the provisions of the Physical Solution" (Appendix M, Paragraph 13(a)-(c)).

The Physical Solution of the Judgment is described in broad terms by Paragraphs 39 through 57 of the Judgment. Paragraph 45 provides the Chino Basin Watermaster with the authority to levy and collect assessments for the purchase of water necessary to balance the production by any party in excess of that party's allocated share of Safe Yield of the Chino Basin. Paragraphs 49 and 50 then describe the sources of water which are authorized to function as sources of replenishment water and methods by which water can be replenished to the Chino Basin. Exhibit H, Paragraph 7, of the Judgment describes the way in which costs for replenishment water will spread among the members of the Appropriative Pool.

The afore-cited paragraphs of the Judgment evince a clear expectation that parties, including the City/OMUC, would produce water in excess of their adjudicated production rights. The injunction in Paragraph 13 of the Judgment should thus be interpreted to mean that parties are enjoined from producing water in excess of their adjudicated rights except to the extent that they will pay a replenishment assessment.

The ability to produce water from the Chino Basin is accordingly not a matter of availability, as contemplated and sanctioned by the Judgment for the reasons discussed above, but rather a matter of cost. Water produced in excess of production rights will cost more than water produced within a party's production rights. Thus, the quantity and reliability of groundwater supplies under the Judgment for purposes of this Assessment is a matter of cost of the water produced from the Chino Basin rather than limitations on production which may otherwise operate to reduce the sufficiency of the groundwater supply.

In addition to the water supplies described in Section 3, OMUC has rights to groundwater held in the Chino Basin as described below and in **Table 4-1**:

- **Appropriative Right.** The City has appropriative rights to 20.742 percent of the OSY that is allocated to the Appropriative Pool. As of Production Year 2023-24,[17] the OSY is 40,834 AF; therefore, the City's assigned share is 8,469.8 AF (CBWM 2024, p. 20.1). To supplement the 2017 decrease in safe yield, the City currently receives an additional 1,866.8 AFY transferred from unproduced Agricultural Pool rights ("Safe Yield Reduction") (CBWM 2024, p. 16.1).

- **Overlying Non-Agricultural Right.** The City has purchased and has rights to 53.338 percent of the Safe Yield assigned to the Overlying Non-Agricultural Pool. The Safe Yield is 7,350.3 AF and as of Production Year 2023-24, the City's assigned share is 3,920.6 AF (CBWM 2024, p. 4.1).

- **Land Use Conversions.** The City gains rights to additional Chino Basin groundwater as a result of land use conversions from agricultural to non-agricultural uses in the Ontario Ranch area. This is expected to increase from development of Ontario Ranch; the total of which is adjusted annually by the Watermaster. As of Production Year 2023-24, the City received 6,531.5 AF from land use conversions (CBWM 2024, p. 15.1).

- **Annual Early Transfers.** Pursuant to the Peace Agreement,[18] the Chino Basin Watermaster can approve an "Early Transfer" of water to the Appropriative Pool that is equal to the quantity of water not produced by the Overlying Agricultural Pool that is remaining after all land use conversions are satisfied. The Early Transfer Water is annually allocated among the Appropriative Pool members in

[17] The Chino Basin Watermaster's records are based on "Production Years," which are the same time period as Fiscal Years. Where the data is taken from Watermaster's annual report, we refer to the time period in Production Years. Currently, Production Year 2023/24 data is available from Watermaster.

[18] In 2007, the parties to the Chino Basin Judgement approved the "Peace Agreement" which is a set of measures proposed by Chino Basin Watermaster to supplement the OBMP Implementation Plan. Focus for the measures were placed on achieving hydraulic control (reduction of groundwater discharge from the Chino North Management Zone to the Santa Ana River). To achieve hydraulic control, re-operation (controlled overdraft) of the groundwater basin is proposed. Strategically placed wells would be constructed in the basin and the groundwater would be pumped to the Desalter to improve the long-term reliability of the basin.

accordance with their pro-rata share of the initial Safe Yield. For the City, this is 20.742 percent of the "early transfer" water that the Watermaster may transfer from the Overlying Agricultural Pool (OMUC 2020 UWMP, p. 6-10). The amount available for transfer changes from year to year but is projected to increase. In Production Year 2023-24, the City received 4,456.8 AF as its share of Early Transfer (CBWM 2024, p. 16.1).

- **Groundwater Recharge Credits.** The City is entitled to water rights due to groundwater recharge with stormwater and recycled water in the Chino Basin. The credited amount is based on the volume recharged and therefore varies annually but is projected to increase over time. For example, in Production Years 2019-20 and 2020-21, no recharge was credited; however, in Production Year 2021-22, 6,400.7 AF of recycled water was credited and most to the City and included as part of the City's local supplemental storage account. In Production Year 2023-24, 5,838.2 AF was credited. (OMUC 2020 UWMP, p. 6-11; CBWM 2024, p. 12.1; OMUC(c), 2023).

- **Fontana Recycled Water Rights.** The City has a long-term contract to purchase up to 3,000 AFY of recharged recycled water rights from the City of Fontana (a copy of which is in Appendix N). The City of Fontana does not operate a water system and the amount purchased by OMUC each year will vary. For example, in Production Years 19/20 and 20/21, no recharged water rights were purchased (OMUC 2020 UWMP p. 6-12; CBWM 2021, p. 12.1). However, in Production Year 23/24, the City purchased 2,751 AF from City of Fontana (OMUC(e), 2025).

- **Groundwater Storage Accounts.** The City has rights to store water in the Chino Basin (Appropriative and Overlying Non-Agricultural) and has been increasing its various storage accounts in recent years. The City holds water in both local storage accounts (excess carryover accounts) and supplemental accounts. Excess carryover accounts hold un-pumped OSY groundwater rights

and stormwater that has been recharged into the Chino Basin. Supplemental accounts hold both imported water and recycled water that has been recharged into the Chino Basin. As of June 30, 2024, the City has 136,940 AF (63,483.6 AF + 73,456.5 AF) in storage pursuant to Appropriative rights (CBWM, 2024).

Table 4-1 Ontario Groundwater Rights Summary

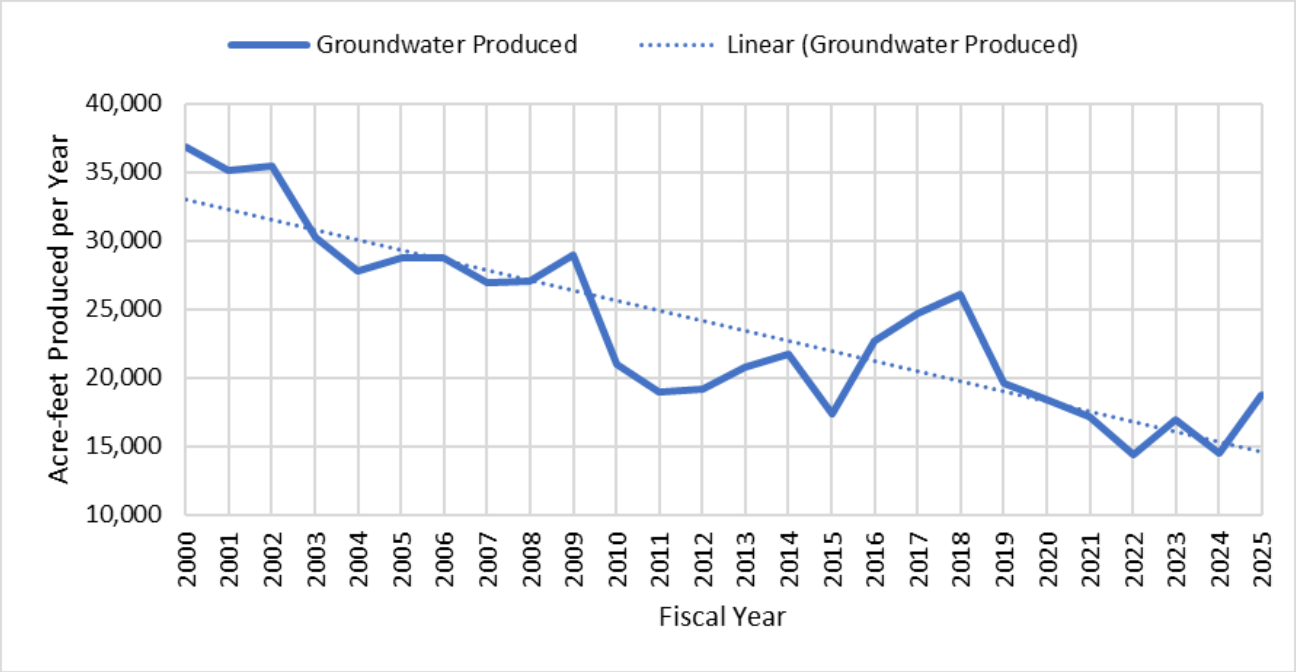
Right	Current Watermaster Data FY 2023-2024 (AF)	Future (AFY)	Notes
Carryover Beginning Balance	8,469.8	Varies	Varies annually.
Assigned Share of OSY	8,469.8 (20.742% of OSY)	8,470 (20.742% of OSY)	OSY determined by Watermaster.
Safe Yield Reduction	1,866.8	Varies	Part of New Ag Pool Reallocation.
Land Use Conversions	6,531.5	16,602	Varies annually. Part of New Ag Pool Reallocation.
Annual Early Transfer [a]	4,456.8	20.742% of Early Transfer	Subject to change. Part of New Ag Pool Reallocation.
Annual Production Right for Appropriative Pool Subtotal (AFY)	29,794.6	Varies	
Annual Production Right for Overlying Non-Agricultural Pool (AFY)	1,066.3	At least 3,920.6 (53.338% of SY)	
SAWCo (AFY)	484.9	At least 600	Entitlement. Volume per share is subject to change.
Groundwater Storage Accounts	63,483.6 (Excess Carry Over Account)	Varies (Excess Carry Over Account)	Dependent on annual availability of un-pumped OSY water, stormwater, imported water, and recharged recycled water.
	73,456.5 (Local Supplemental Account)	Varies (Local Supplemental Account)	
Total Storage (AF)	136,940	±85,000	

Note: AF = acre-feet; AFY = acre-feet per year; OSY = operating safe yield; SY = safe yield.
Source: CBWM 2024.

4.3. Recorded Use of Groundwater by City of Ontario (CWC Section 10910 (f)(3))

As of FY 24/25, 18,768 AF was produced from City wells (OMUC(e), 2025). The recorded groundwater production has generally decreased from 36,842 AFY in 2000, as shown in **Chart 4-1.**

Chart 4-1 - Annual OMUC Groundwater Production, FY 2000 - 2025, (AFY)



(Sources: 2000-2009 from the *2012 Ontario Water Master Plan*; 2010 from *OMUC 2010 UWMP*; 2011-2020 from *OMUC 2020 UWMP*, p. 6-3; 2021 from CBWM 2021, p. 8.1; 2022 from CBWM 2022, p. 8.1; 2023 from OMUC(d), 2023; 2024 from CBWM 2024, p. 9.1, 2025 from OMUC(e) 2025)

4.4. Projected Use of Groundwater by the City of Ontario (CWC Section 10910(f)(4))

The proposed Project will receive water from a combination of the City's supply sources including groundwater wells, imported water from WFA, treated groundwater from CDA, and recycled water from IEUA.

Projected groundwater use by OMUC will continue as noted in Table 3-3. The use of groundwater will continue to be dependent upon the cost of extracting, treating, and transporting the water to customers. Groundwater from the Chino Basin will be utilized by OMUC either directly by pumping into its distribution system or by treating the

groundwater (Wells 44 and 52) at the John Galvin Ion Exchange Plant and then pumping the treated groundwater into the City distribution system. The current and ultimate production capacity of OMUC wells is sufficient to meet current and ultimate demand (Table 3-4).

As shown in Table 4-1, the amount of water that OMUC expects to withdraw from the Chino Basin is well within appropriate right pursuant to the Chino Basin Adjudication of 1978 (Appendix M). In addition to its well production, OMUC will also purchase treated Chino Basin groundwater from CDA. OMUC has 1,500 AFY capacity rights in the Chino I Desalter and 7,033 AFY capacity rights in the Chino II Desalter. Projected use of groundwater via CDA is projected to remain at 8,533 AFY (OMUC 2020 UWMP, p. 6-6).

4.5. Sufficiency of Groundwater Basin (CWC Section 10910(f)(5))

The City's legal right to pump water in an amount necessary to meet all demands as sanctioned and protected by the Judgment as discussed above, is buttressed by several programs and projects directed at ensuring the sufficiency of groundwater supplies from the Chino Basin, particularly during dry years. An adjudicated water right has perhaps the most substantial indicia of reliability of any water right that currently exists in California. An adjudicated right is based upon long-term studies whose purpose is to protect the long-term functionality of the water source. These rights are coordinated in an established and binding manner with all the other users of the Chino Basin and are overseen by Chino Basin Watermaster which has the authority to mandate and proscribe activities whose purpose is to protect the water source and maximize its long-term beneficial use.

All Chino Basin Watermaster processes are governed by Rules and Regulations and receive active oversight from the Court which, as noted above, retains continuing jurisdiction over the administration of the Judgment. Consequently, the sufficiency of the groundwater is not only directed by rigorous Chino Basin Watermaster management processes but validated and ensured by continuing Court oversight.

The OBMP for the Chino Basin has guided the Chino Basin Watermaster's activities since its adoption in 1998. Chino Basin Watermaster-led basin management activities to ensure the maximization of safe yield and OSY of the Chino Basin include objectives, projects, and programs identified in the Peace Agreement and the OBMP. Progress is reported in annual reports, biennial, and triennial reports. The key programs include:

1) a comprehensive monitoring program.
2) a comprehensive recharge program.
3) development and implementation of a water supply plan for impaired areas of the Chino Basin.
4) development and implementation of a comprehensive groundwater management plan for Management Zone 1.
5) development and implementation of a regional supplemental water program.
6) development and implementation of cooperative programs with the California Regional Water Quality Control Board – Santa Ana Region and other agencies to improve Basin management.
7) development and implementation of a salt management program.
8) development and implementation of a groundwater storage program; and
9) development and implementation of storage and recovery programs.

As stated, the referenced elements of the OBMP collectively comprise a comprehensive regimen directed to ensuring and maximizing the long-term beneficial use of water in the Chino Basin. In particular, and specific to the location of current and future groundwater production facilities upon which the City relies or will rely to provide water to meet water demands within its service area, OBMP Program Element No. 3, "Develop and Implement Water Supply Plan for the Impaired Areas of the Chino Basin" and Program Element No. 5, "Develop and Implement Regional Supplemental Water Program", address the sufficiency of groundwater from the Chino Basin. The goals of Program Elements 3 and 5 are (2020 OBMP, p. 6):

To maintain and enhance Safe Yield with a groundwater desalting program that is designed to replace declining agricultural groundwater pumping in the southern part of the basin with new pumping to meet increasing municipal water demands in the same area, to minimize groundwater outflow to the Santa River, and to increase Santa Ana River recharge into the basin.

To improve the regional conveyance and availability of imported water and recycled waters throughout the basin.

The achievements from the implementation of the 2000 OBMP for Elements 3 and 5 are summarized below (2020 OBMP, Appendix A, pp. 5 – 6).

Program Element 3 Develop and Implement Water Supply Plan for Impaired Areas (Groundwater Desalting): The objectives of this Program Element are to maintain and enhance the Safe Yield of the basin. The groundwater desalting program was designed to replace declining agricultural groundwater pumping in the southern part of the basin with new groundwater pumping to meet increasing municipal water demands in the same area. The new wells used in the groundwater desalting program were constructed in strategic locations to minimize groundwater outflow to the Santa Ana River and to increase the Santa Ana River recharge into the basin. In 2000, the groundwater desalting program included a 6,000 AFY treatment plant and a series of wells constructed in the southern part of the Chino Basin near the Chino Airport. Under the OBMP, as of 2018, the desalting program has grown to two treatment plants and additional wells that in aggregate pump and treat about 30,000 AFY degraded groundwater, and the program will reach the OBMP objective of 40,000 AFY in 2019. The groundwater desalting program facilities are owned by the Chino Basin Desalter Authority (CDA).

Program Element 5: Develop and Implement Regional Supplemental Water Program (Recycled Water Reuse): The objective of this Program Element is to improve the regional conveyance and availability of imported and recycled waters throughout the basin. Since 2000, the IEUA has constructed and operated a

> *recycled water conveyance system throughout the basin enabling it to provide recycled water to its member agencies. Recycled water deliveries grew from about 3,400 AFY in 2000 to about 34,000 AFY in 2017. The recycled water provided by the IEUA has replaced a like amount of groundwater and imported water that would have been otherwise been used for non-potable purposes. Much of the post-2000 increase in supplemental water storage in the Chino Basin is attributable to the increased availability of recycled water. Recycled water is more reliable than imported water, and thus using it in lieu of imported water has improved the sustainability of the Chino Basin and water supply reliability. Improvements in the regional conveyance and availability of imported water were not achieved.*

As indicated in the foregoing OBMP text, the City overlies groundwater supplies in the southern part of the Chino Basin which must be pumped for purposes of meeting new demands, maintaining safe yield, and to protect water quality in the Santa Ana River. As agricultural production in the southern part of the Chino Basin has declined, it is necessary for these reasons to increase production for municipal uses. This is being achieved through CDA's Chino I and Chino II Desalters, of which the City has a contractual right to purchase 8,533 AFY pursuant to the 2001 "Joint Exercise of Powers Agreement Creating the Chino Basin Desalter Authority" and subsequent agreements. Thus, not only was increased Chino Basin water production by the City foreseen in the OBMP but sanctioned and encouraged for purposes of achieving OBMP objectives.

The sufficiency of the groundwater supply that is available to OMUC is assured due to the abundance of groundwater in the central and southern portion of the Chino Basin, OBMP objectives that prioritize and assure production from the southern Chino Basin, coupled with desalting and ion-exchange treatment facilities that enable the use of this abundant supply for municipal (potable) purposes. As indicated in the quoted text of the OBMP, southern basin production, where the City is partially located, is the linchpin of several critical OBMP objectives. Thus, the sufficiency of groundwater is

heightened and prioritized by the necessity of continued pumping from the southern Chino Basin under the OBMP which is administered by the Chino Basin Watermaster and ultimately enforced by continuing court jurisdiction over the Judgment.

The other referenced OBMP Program Elements are collectively directed to ensuring the sufficiency of Chino Basin groundwater supplies, particularly during dry years, and comprehensively address water quality and quantity, thus maximizing beneficial use over the long-term. Sufficiency of groundwater from the Chino Basin is further assured for the following reasons:

- IEUA is a member agency of MWD, which provides imported water from the State Water Project for direct use by parties to the Judgment in the Chino Basin and for Chino Basin recharge purposes (when supplies are available). IEUA has also reviewed the sufficiency of supplies for its service territory that includes the City in connection with its 2020 UWMP.

- IEUA's UWMP is consistent with, and reiterative of, OBMP projects and programs (see Section 4 of IEUA 2020 UWMP in Appendix E). IEUA anticipates increased limitations for imported water for direct and recharge use while noting reductions during dry years (due to increased reliance on groundwater from the Chino Basin) and in the higher amount otherwise required in the absence of OBMP projects and programs. The UWMP also analyzes the sufficiency of water supplies for single and multiple year drought scenarios and concludes the region is expected to meet 100 percent of its dry year demand under every scenario. Key assumptions included:

    - Reliance on assurances provided by MWD in its 2020 UWMP that it could meet 100 percent of projected supplemental full-service water supply demands through 2040;
    - Implementation of MWD's Chino Basin DYY Storage Program consistent with the contractual shift obligations of the participating agencies of up to 33,000 AF in a twelve-month period; and

- Sustain per capita water use reductions of 20 percent.

IEUA concluded in its 2020 UWMP that the projected available water supply will meet projected water demand due to diversified water supply and water conservation measures. Based on IEUA water supply projections, there are sufficient water supplies to meet normal year water demands, single dry year and multiple dry year demands (IEUA 2020 UWMP, p. 7-7).

CWC section 10631(j) provides that urban water suppliers that rely upon a wholesale agency for a source of water, such as IEUA, may rely upon water supply information provided by the wholesale agency in fulfilling UWMP informational requirements.

IEUA's independent analysis of contemporary regional water conditions in conjunction with MWD's most recent report, provide additional and reliable assurances concerning the sufficiency of imported water supplies that comprise a portion of overall Chino Basin supply sufficiency.

The City's participation in the DYY Storage Program described in Section 3, along with future water storage and recovery projects will drought-proof the Chino Basin and all other appropriative pool members from imported water shortages. This program is consistent with OBMP Program Element No. 9, "Develop and Implement Storage and Recovery Program." Benefits to the Chino Basin associated with this program include the construction of facilities to enhance imported water deliveries and the production of water from the Chino Basin. Further demonstrating the sufficiency of Chino Basin groundwater is MWD's DYY program to use the Chino Basin for dry year supply purposes, thus underscoring that sufficient Chino Basin groundwater is available during dry years not only for local use by agencies such as the City but also in connection with MWD's regional reliability programs.

The sufficiency of groundwater supplies available to OMUC is assured because of the OBMP programs overseen by the Chino Basin Watermaster and conducted under the auspices of continuing Court jurisdiction that specifically direct and assure the long-

term production of water pursuant to the City's legal rights to produce such water necessary to meet ultimate water demands.

Conclusion

Between 2010 and 2020, the City's total annual groundwater production held relatively stable at roughly 20,000 AFY (OMUC 2020 UWMP, p. 6-3). FY 24/25 groundwater production was 18,768 AF. The City's water production capacity meets water demands and is projected to increase to meet ultimate water demand. The current (FY 24/25) water supply utilized by the City totals approximately 32,959 AFY (potable) and 11,406.5 AFY (recycled water) (Table 3-2). Currently, the City's water rights in the Chino Basin as recorded by the Chino Basin Watermaster total approximately 30,861 AF (Annual Production Rights for Non-Ag Pool plus Appropriative Pool), with an additional 136,940 AF in storage (Table 4-1). Although annual fluctuations will occur, the City's rights are projected to increase over the next 20 years due to more land use conversions and credits from recharge.

The water supplies available to OMUC currently meet and exceed citywide water demands. Groundwater production by OMUC is currently less than their existing rights and within their production capacity. Regardless, OMUC has the means and right to exceed their groundwater allocation in the Chino Basin when required to meet demand pursuant to the Judgment. Further, OMUC has rights to water held in storage that would supply all City demands for more than two years. In addition to groundwater, OMUC can supply water to the Project purchased from the WFA that is within their existing entitlements and capacities.

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SECTION 5 - PRIMARY ISSUE FOR ASSESSMENT

The lead agency for a proposed project …shall determine, based on the entire record, whether projected water supplies will be sufficient to satisfy demands of the project, in addition to existing and planned future uses (CWC section 10911). The lead agency is expected to approve or disapprove the project based on several factors, including but not limited to the WSA.

Law

CWC Section 10910:

> (g) (1) *Subject to paragraph (2), the governing body of each public water system shall submit the assessment to the city or county not later than 90 days from the date on which the request was received. The governing body of each public water system, or the city or county if either is required to comply with this act pursuant to subdivision (b), shall approve the assessment prepared pursuant to this section at a regular or special meeting.*
>
> *(2) Prior to the expiration of the 90-day period, if the public water system intends to request an extension of time to prepare and adopt the assessment, the public water system shall meet with the city or county to request an extension of time, which shall not exceed 30 days, to prepare and adopt the assessment.*
>
> *(3) If the public water system fails to request an extension of time, or fails to submit the assessment notwithstanding the extension of time granted pursuant to paragraph (2), the city or county may seek a writ of mandamus to compel the governing body of the public water system to comply with the requirements of this part relating to the submission of the water supply assessment.*

CWC Section 10911:

> (b) *The city or county shall include the water assessment provided pursuant to Section 10910, and any information provided pursuant to subdivision (a), in any*

environmental document prepared for the project pursuant to Division 13 (commencing with Section 21000) of the Public Resources Code.

(c) The city or county may include in any environmental document an evaluation of any information included in that environmental document provided pursuant to subdivision (b). The city or county shall determine, based on the entire record, whether projected water supplies will be sufficient to satisfy the demands of the project, in addition to existing and planned future uses. If the city or county determines that water supplies will not be sufficient, the city or county shall include that determination in its findings for the project.

The lead agency is expected to review the WSA and decide whether additional water supply information is needed for its consideration of the proposed Project.

5.1 Findings

Whereas:

1. The City of Ontario Municipal Utilities Company (OMUC) has been identified as the water supplier for the proposed *Planning Area 3 of the Meredith International Centre Specific Plan* project ("Project"). The Project proposes adding a Mixed-Use Overlay across the 25-acre Planning Area to allow for up to 1,400 residential units and up to 50,000 square feet of commercial/retail uses allowed by the existing land use designation of Urban Commercial.
2. A WSA was prepared for the Specific Plan dated September 2014 with an estimated potable water demand for PA 3 of 130 AFY; however, this WSA has been prepared pursuant to CWC section 10910(3) as a result of the increased water demands of the proposed Project and to reflect updated water consumption rates and water supply information from OMUC.
3. The City's 2020 UWMP included projections of the water demand of the property according to the TOP Land Use Plan approved at the time, which this report estimates as 103 AFY of potable water and 40 AFY of recycled water for a total water demand of approximately 143 AFY (Table 2-4).

4. The estimated potable water demand for the proposed Project is 250 AFY and the recycled water demand is approximately 10 AFY for a total water demand of approximately 260 AFY, which is an additional 117 AFY from that which was accounted for in the most recent UWMP (Table 2-5).
5. Because the water demand of the Project is more than the water demand according to the prior land use plans for the site, it can be assumed the Project was not fully accounted for in the 2020 UWMP dated July 2021 and adopted by the Ontario City Council by Resolution 2021-059 on June 15, 2021 (Appendix A).
6. The City will not receive a land use conversion credit to its water supply portfolio from the Chino Basin Watermaster because the Project is located outside of the Land Use Conversion Area 1 (see page 15.1 of the CBWM Assessment Package).
7. OMUC has an Annual Production Right of 29,794.6 AF currently in the Chino Groundwater Basin as a member of the Appropriative Pool, as well as groundwater storage accounts that total 136,940 AF (Table 4-1). The water supply production capacity from City wells is currently 62,269 AFY,[19] which is projected to increase to 110,337 AFY to meet demand (Table 3-4 and 3-5). OMUC produced 18,768 AF of groundwater in FY 24/25 (Table 3-2).
8. In addition to Chino Basin production rights, OMUC holds capacity rights to imported water from the WFA in the amount of approximately 28,000 AFY and shareholder entitlements to potable water from SAWCo in the amount of 600 AFY. OMUC also has capacity rights to potable water from the CDA in the amount of 8,533 AFY (Table 3-2 and 3-4). In FY 24/25, OMUC purchased 490 AF from SAWCo, 5,348 AF from WFA, and 8,353 AF from CDA (Table 3-2).
9. OMUC is entitled to the recycled water generated by IEUA from the City's annual share of sewer flows. In FY 24/25, the City delivered 14,063 AF of

[19] Assuming wells operate 24 hours per day for 365 days per year.

wastewater to IEUA wastewater treatment plants, of which 11,406.5 AF was put to recycled water use by the City (Table 3-2).

10. Between FY 23/24 and FY 24/25, Citywide potable water demand decreased 2.4 percent while the number of potable water connections increased 4.3 percent. Recycled water use increased 46 percent between FY 23/24 and FY 24/25 along with the number of recycled water connections from 444 to 598 (Table 2-2). Ultimate potable and recycled water demands are projected to be 57,609 AFY and 16,059 AFY, respectively (Table 2-3).

11. The current production capacities are greater than needed to meet the average day demands under citywide buildout conditions. Additional wells are planned to supply the anticipated ultimate maximum day demand.

12. OMUC has forecasted excess water supplies will be available to meet citywide demand during single-dry and multiple dry water years over the next 20 years (Table 3-9 and Table 3-10).

13. Water demands for agricultural land uses in Old Model Colony are nearly zero, and water demands for industrial uses in Old Model Colony, which may include some manufacturing, are expected to increase.

14. Based on the evidence provided herein, the total projected potable and recycled water supplies available to the OMUC during normal, single dry, and multiple dry water years over a 20-year projection will be sufficient to meet the projected water demand associated with the proposed Project in addition to the water supplier's existing and planned future uses, including agricultural and manufacturing uses.

SECTION 6 - REFERENCES

AKM 2011	AKM Consulting Engineers, *City of Ontario 2010 Urban Water Management Plan*. April 2011.
AKM 2020	AKM Consulting Engineers, *City of Ontario 2020 Water Master Plan Update.* June 2020.
AKM 2024	AKM Consulting Engineers, *City of Ontario Demand Factor Technical Memorandum (TM)*. December 2024.
CBWM 2021	Chino Basin Watermaster, *Approved 2021/2022 Assessment Package (Production Year 2020/2021)*, Nov. 18, 2021.
CBWM 2022	Chino Basin Watermaster, *Approved 2022/2023 Assessment Package (Production Year 2021/2022)*, Nov. 17, 2022.
CBWM 2023	Chino Basin Watermaster, *Approved 2023/2024 Assessment Package (Production Year 2022/2023)*, Nov. 16, 2023.
CBWM 2024	Chino Basin Watermaster, *Approved 2024/2025 Assessment Package (Production Year 2023/2024),* November 21, 2024.
CBWM 47th Annual Report	Chino Basin Watermaster, 47th Annual Report, Fiscal Year 2023-2024.
CDA 2020	Stetson Engineers, Inc. *Chino Basin Desalter Authority 2020 Urban Water Management Plan.* June 2021. (Appendix G)
DWR 2003	California Department of Water Resources, *Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001 to assist water suppliers, cities, and counties in integrating water and land use planning.* October 8, 2003.
DWR Bulletin 118	Department of Water Resources. *8-002.01 Upper Santa Ana Valley – Chino Bulletin 118 Basin Boundaries.* Dated March 5, 2018.
DYY 2014	*Amendment No. 8 to Groundwater Storage Program Funding Agreement No. 49960 By and Among The Metropolitan Water District of Southern California and Inland Empire Utilities Agency and Chino Basin Watermaster.* September 17, 2014. (Appendix L)
DYY Call Letter	The Metropolitan Water District of Southern California, Office of the General Manager. *Notification of Intent to Halt Deliveries in the Chino Basin Conjunctive Use Program (CUP) and Call for Stored Water,* July 22, 2025. (Appendix O).
Fontana 2008	*Agreement by and between the City of Ontario and the City of Fontana regarding transfer of right of first purchase of recharged reclaimed water.* Dated Jan. 15, 2008. (Appendix N)
IEUA 2016 IRWP	Inland Empire Utilities Agency. *Integrated Water Resources Plan: Water Supply & Climate Change Impacts 2015-2040*. Dated 2016. (Located in Appendix B to the IEUA 2020 UWMP.)
IEUA/WFA 2015	Arcadis. *Inland Empire Utilities Agency and Water Facilities Authority 2015 Urban Water Management Plan Final*. June 2016. (Appendix E)
IEUA 2020	Kennedy Jenks. *Inland Empire Utilities Agency 2020 Urban Water Management Plan*. June 2021 (Appendix E)

IEUA Resolution No. 2014-12-1	*Purchase Order for System Water to be Provided by The Metropolitan Water District of Southern California (Purchaser: Inland Empire Utilities Agency) and IEUA Resolution No. 2014-12-1.* Effective January 1, 2015. (Appendix I)
IEUA Resolution No. 2024-12-4	*Reaffirming the Ability to Purchase Imported Water within the IEUA Service Area.* December 18, 2024.
JCSD 2014	*Amendment Number 1 to Agreement by and between City of Ontario and Jurupa Community Services District Establishing an Operational Plan for Metropolitan Water District/Chino Basin Groundwater Storage Program, Providing for Water Supply to Ontario's New Model Colony and Interconnection to Increase Water Supply Reliability.* November 21, 2014. (Appendix L)
Judgment	Judgment, *Chino Basin Municipal Water District v. City of Chino, et al.,* San Bernardino Ct. No. 164327 (filed Jan. 30, 1978). Includes amendments thereto. (Appendix M)
MWD	The Metropolitan Water District of Southern California, *2020 Urban Water Management Plan*. June 2021. (Appendix D)
OBMP 1999	Wildermuth Environmental, *Optimum Basin Management Program Phase I report prepared for Chino Basin Watermaster*. August 19, 1999.
OBMP 2020	Wildermuth Environmental, *2020 Optimum Basin Management Program Update Report,* January 2020.
OMUC 2020 UWMP	Stetson Engineers, *City of Ontario 2020 Urban Water Management Plan* (Appendix A)
OMUC(a)	Ontario Municipal Utility Company. *Personal communication with Christopher Quach, P.E., Senior Associate Engineer, information from "FY 20/21 Production Spreadsheet".* May 2, 2022.
OMUC(b)	Ontario Municipal Utility Company. *Personal communication with Christopher Quach, P.E., Senior Associate Engineer, information from "FY 20/21 IEUA RW Reconciliation Spreadsheet".* May 2, 2022.
OMUC(c)	Ontario Municipal Utility Company. *Personal communication with Alexis Mascarinas, Associate Engineer*, September 11, 2023.
OMUC(d)	Ontario Municipal Utility Company. *FY 2022-23 Exhibit for Recycled Water Reconciliation from IEUA from Alexis Mascarinas, Associate Engineer.* September 11, 2023.
OMUC(e)	Ontario Municipal Utility Company. *FY 2023-23 Exhibit for Recycled Water Reconciliation from IEUA from Alexis Mascarinas, Associate Engineer.* October 10, 2024.
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OMUC 2024	Ontario Municipal Utility Company. *Personal communication with Alexis Mascarinas, P.E., Associate Engineer,* October 10, 2024.
Ord. 2689	Ontario Municipal Code, *Chapter 8C: Recycled Water Use*, effective Jun. 17, 1999.
Ord. 3027	Ontario Municipal Code, *Chapter 8A: Water Conservation Plan*, effective Oct. 1, 2015.

Ord. 99-07-02	*Ordinance No. 99-07-02 Ordinance of the Water Facilities Authority-JPA Repealing Ordinance 96-09-01.* (Appendix K)
Project	KTGY, Brickstone Companies, Density Study, Overall Site Plan A1-0, March 10, 2025.
SAWCO 2021	Water Systems Consulting. *San Antonio Water Company 2020 Urban Water Management Plan.* September 2021. (Appendix H)
SP	Meredith International Centre Specific Plan, Section 5: Development Standards, December 17, 2019. (Available at https://www.ontarioca.gov/government/community-development/planning/governing-documents/specific-plans)
UWJ	Urban Water Journal, 21:4, 521-537. *Understanding residential water demand: insights from a survey in a Mediterranean city.* S. Costa, I. Meireles & V. Sousa (2024).
WEBB 2004	Albert A. Webb Associates, *Water Supply Assessment and Written Verification of Sufficient Water Supply for the New Model Colony*. October 27, 2004.
WEBB 2014	Albert A. Webb Associates, *Water Supply Assessment for the Meredith International Centre Specific Plan Amendment.* September 18, 2014.
WEI 2020	Wildermuth Environmental, Inc. *2020 Safe Yield Recalculation Final Report* prepared for the Chino Basin Watermaster. May 15, 2020.
WFA 1985	*Installment Purchase Agreement Relating to Water Facilities Authority Water Treatment Plant by and between Water Facilities Authority, as Seller and City of Ontario, as Purchaser*. Dated as of October 1, 1985. (Appendix J)
WFA 2020	Stetson Engineers. *2020 Urban Water Management Plan for Water Facilities Authority*. June 2021 (Appendix F)

SECTION 7 - SPREADSHEETS

Future Land Use Map, Appendix E of 2020 UWMP [1]					Current Water Demand Factors for Areas Where Recycled Water is Available[2]				Potable and Recycled Water Demands (GPD and AFY)				
Meredith Mixed Use Area	Land Use[1]	Area (acres)	Maximum Overnight Lodging (rooms)	Maximum Industrial / Commercial Area (SQ FT) [3]	Corresponding General Plan (TOP) Land Use	General Plan Max Density or Intensity	Ontario Indoor (Potable Water) Demand Factor (GPD/room) or (gpd (TSF)	Ontario Outdoor (Recycled Water) Demand Factor (GPD/AC)	Potable Water Demand (GPD)	Potable Water Demand (AFY)	Recycled Water Demand (GPD)	Recycled Water Demand (AFY)	Total Water Demand (AFY)
Planning Area 3	Urban Commercial	25.30	400	-	Hospitality	1.00 FAR	120	1,400	48,000	53.8	35,420	39.7	93.4
			-	360,000	Commercial (General, Neighborhood)	0.30 FAR	122	0	43,920	49.2	0	0.0	49.2
Total		**25.30**	**400**	**360,000**	**-**	**-**	**-**	**-**	**91,920.0**	**103.0**	**35,420.0**	**39.7**	**142.6**

w/RW = with recycled water; UWMP = Urban Water Management Plan; WMP = Water Master Plan; TOP = The Ontario Plan; DU = dwelling unit; AC = acre; gpd = gallons per day; AFY = acre-feet per year.

[1.] Sources: Future Land Use Map Figure 2-5, Table 2-2 Future Study Area Land Uses.

[2.] Sources for Unit Water Demand Factors are *City of Ontario Demand Factor Technical Memorandum* prepared by AKM Consulting Engineers, December 2024. Because the recycled water demand factor for the Hospitality land use is greater than the factor for Commercial land use, the higher value of 1400 gpd/ac for Hospitality is used herein.

[3.] Overnight lodging rooms are included in the non-residential square footage (p. 2-4 of the December 17, 2019 Meredith International Centre Specific Plan).

[4.] This Assessment assumes each room is 300 square feet. Since the maximum non-residential square footage is 480,000 and it includes the hotel rooms, the remaining non-residential without the hotel rooms would be (480,000 - (400*300)) = 360,000 sq. ft.

Meredith International Centre Specific Plan Amendment - Planning Area 3 Project[1]							Current Water Demand Factors for Areas Where Recycled Water is Available[2]				Adjustments to Recycled Water Demand from the Meredith Specific Plan Development Standards Section[6]		Potable and Recycled Water Demands (GPD and AFY)[8]				
Proposed Parcel	Proposed Land Use	Proposed Area (acres)	Proposed Maximum Dwelling Units (DU)	Proposed Maximum Non-Residential Square Footage (SF)	Proposed Maximum Density (DU/ac)	Proposed Maximum Intensity (FAR)	Corresponding General Plan Land Use [3]	General Plan Max Density or Intensity [3]	Ontario Indoor (Potable Water) Demand Factor (GPD/1000 SF, GPD/DU, or GPD/ac)[5]	Ontario Outdoor (Recycled Water) Demand Factor (GPD/ac)	Minimum 10% Landscape Coverage for Urban Commercial (acres)	Minimum 15% Landscape Coverage for Urban Residential (acres)	Potable Water Demand (GPD)	Potable Water Demand (AFY)	Recycled Water Demand (GPD)	Recycled Water Demand (AFY)	Total Water Demand (AFY)
A	Mixed Use Overlay with Commercial	3.64	0	50,000	-	0.55	MU-Meredith	125 du/ac and 3.0 FAR	122	1,200	-	-	6,100	6.83	4,368	4.89	11.73
B[7]	Mixed Use Overlay with High Density Residential	3.73	349	0	94	-	MU-Meredith	125 du/ac and 3.0 FAR	155	950	-	0.56	54,095	60.59	532	0.60	61.19
C	Mixed Use Overlay with High Density Residential	3.34	330	0	99	-	MU-Meredith	125 du/ac and 3.0 FAR	155	950	-	0.50	51,150	57.30	476	0.53	57.83
D	Mixed Use Overlay with High Density Residential	3.77	353	0	94	-	MU-Meredith	125 du/ac and 3.0 FAR	155	950	-	0.57	54,715	61.29	537	0.60	61.89
E	Mixed Use Overlay with Open Space (Central Park)	0.75	0	0	-	-	MU-Meredith	125 du/ac and 3.0 FAR	100	2,500	-	-	75	0.08	1,875	2.10	2.18
F	Mixed Use Overlay with High Density Residential	3.91	368	0	94	-	MU-Meredith	125 du/ac and 3.0 FAR	155	950	-	0.59	57,040	63.89	557	0.62	64.52
G	Mixed Use Overlay with City-Owned Parking Lot	4.23	0	0	-	-	MU-Meredith	125 du/ac and 3.0 FAR	-	700	0.423	-	0	0.00	296	0.33	0.33
H	Mixed Use Overlay with Emergency Vehicle Access with Jogging Path	1.93	0	0	-	-	MU-Meredith	125 du/ac and 3.0 FAR	-	700	0.193	-	0	0.00	135	0.15	0.15
Total		**25.3**	**1,400**	**50,000**	**55.3**	-	-	-	-	-	-	-	**223,175.00**	**249.99**	**8,776.08**	**9.83**	**259.82**

w/RW = with recycled water; UWMP = Urban Water Management Plan; WMP = Water Master Plan; TOP = The Ontario Plan; DU = dwelling unit; AC = acre; gpd = gallons per day; AFY = acre-feet per year.

[1] Source: OMUC email dated Septmeber 18, 2025.

[2] Sources for Unit Water Demand Factors are *City of Ontario Demand Factor Technical Memorandum* prepared by AKM Consulting Engineers, December 2024. "For areas with recycled water available, all future outdoor water use is recycled water and indoor water use is potable water" (p. 4-1).

[3] According to the Adopted August 16, 2022 TOP Land Use Designations Summary Table (Table LU-02), "Mixed Use - Meredith (MU-Meredith) is "envisioned as amixture of mid-rise buildings, regional-serving retail and office centers, and stand alone high density residential projects." With a residential density of 14.0 to 125.0 du/acre and 3.0FAR for office and retail uses.

[4] Parcels G and H are assumed to have some minimal landscape irrigation needs; therefore the smallest unit demand factor for recycled (irrigation) water was chosen. No potable water demand is expected in these parcels.

[5] The duty factor of 155 gpd/du is a highly conservative value due to the densities proposed being significantly higher than the highest density used to generate the duty factors.

[6] Refer to the Development Standards Section of the Project's Specific Plan, pages 5-10 (Minimum Landscape Coverage for Urban Commercial interior lots) and 5-14 (Minimum Landscape Coverage for Urban Residential). (https://www.ontarioca.gov/government/community-development/planning/governing-documents/specific-plans)

[7] By direction of the City, this assessment evaluates a maximum of 1400 units; therefore, 19 additional units were randomly added to Parcel B.

[8] According to OMUC, the City's forthcoming Water Master Plan update anticipates 274 AF of total water usage in the Project area, consisting of 243 AF potable water and 31 AF recycled water.

WRITTEN VERIFICATION OF SUFFICIENT WATER SUPPLY

FOR PLANNING AREA 3 OF MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN

NOVEMBER 4, 2025

ONTARIO MUNICIPAL UTILITIES COMPANY

W.O.: 2025-0111.01

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SB 221 Written Verification of Sufficient Water Supply

1.1 Introduction

Senate Bill 221 (SB 221) was enacted in 2001 and became effective as of January 1, 2002. SB 221 establishes the relationship between the Water Supply Assessment (WSA) prepared for a project pursuant to Senate Bill 610 (SB 610), and the project approval under the Subdivision Map Act. SB 221 amends Section 11010 of the Business and Professional Code, and amends Section 65867.5 to add Sections 66455.3 and 66473.7 to the California Government Code (Gov. Code).

Pursuant to Gov. Code Section 66473.7, the public water supplier must provide a written verification of sufficient water supply (WV) prior to the approval of a tentative subdivision map, or a parcel map for which a tentative map was not required, or a development agreement for a subdivision of property of more than 500 dwelling units, except as specified, including the design of the subdivision or similar type of improvement.

1.2 Purpose

The purpose of the WV is to provide the legislative body of a city, county, or the designated advisory agency with written verification from the applicable public water supplier that a sufficient water supply is available, or, in addition, a specified finding is made by the local agency that sufficient water supplies are, or will be, available prior to completion of the project.

The WV shall be supported by substantial evidence, which may include relevant portions of an applicable Urban Water Management Plan (UWMP) or a WSA prepared per SB 610. Many of the requirements for SB 610 compliance will satisfy the requirements of SB 221. There are four factors to be considered in a WV which are not required in a WSA as specified by Gov. Code Section 66473.7. Those four factors, which are specifically addressed in this WV are as follows:

1. Historical water supplies for at least 20 years;

2. Urban Water Shortage Contingency Analysis prepared for the water supplier's UWMP;

3. Supply reduction for "specific water use sector" per water supplier's resolution, ordinance, or contract; and

4. Amount of water that can be reasonably relied upon from specific supply projects, subject to the determinations outlined in Government Code Section 66473.7.

1.3 Project Description and Water Demand

This WV has been prepared in conjunction with a WSA for the proposed *Planning Area 3 of the Meredith International Centre Specific Plan* ("Project"). The Project is located within the City of Ontario's Old Model Colony region. The Project site is currently vacant but has a land use designation of Urban Commercial according to the approved Specific Plan.

The Project proposes to add a Mixed-Use Overlay over Planning Area 3 of the existing Specific Plan to allow for up to 1,400 dwelling units and up to 50,000 square feet of commercial/retail uses (WSA, p. 3). Refer to WSA Figure 3 – Land Use Plan used for 2020 UWMP Projections, Figure 4 – Specific Plan used for 2020 UWMP Projections, and Figure 5 – Proposed Land Use Plan.

The City of Ontario Municipal Utilities Company (OMUC)[1] is the water supplier for the Project and for the City. OMUC commissioned a WSA and WV from Albert A. Webb Associates (WEBB) on September 2, 2025. The purpose of preparing this WV for the Project is to preclude the need for individual "Written Verification" letters being prepared for the individual residential development projects that will qualify for a WV within the Project area. Because the Project has more than 500 units, which is the criteria set in

[1] OMUC is a department of the City of Ontario and the terms may be used interchangeably herein.

Gov. Code Section 66473.7(a), a WV per SB 221 can be prepared concurrently with the WSA.

The key question for this WV to address per SB 221 is whether the water supplier is able to provide a sufficient water supply based upon an analysis as to whether water supplies available during normal, single-dry, and multiple-dry years within a 20-year projection will meet the projected demand associated with the proposed subdivision(s), in addition to existing and planned future uses, including, but not limited to, agriculture and industrial uses (DWR 2003).

1.4 Verification of Sufficient Water Supply

A detailed evaluation of OMUC's water supply was performed under the attached WSA for the Project. Attached to the WSA is the adopted City of Ontario 2020 UWMP which addresses normal, single dry, and multiple dry year conditions over the 20-year period from 2020 through 2040 (WSA Appendix A and Appendix B). The 2020 UWMP determined that sufficient water supply exists to support the demands of the OMUC service area. The attached WSA determined that the estimated total water demand of the Project (potable plus recycled water demand) is approximately 117 acre-feet per year (AFY) more water than the water demand for the same site that was assumed in the 2020 UWMP; therefore, the water demand for the Project was not fully accounted for in the 2020 UWMP. However, through evaluation of the City's water supply capacities, rights/entitlements, and water use trends, the WSA concludes that sufficient water supply exists to support the additional demands of the Project.

20-Year Water Supply Availability

OMUC has been able to meet all water demands with its available water supplies for the past 20 years. Table 3-2 of the attached WSA shows the recorded water supplies from 2000-2025 that were utilized to meet the demand within OMUC's service area. A supply source that is available to OMUC but is not included in Table 3-2 are the groundwater storage accounts to which OMUC has rights to store water in the Chino Basin. As of FY

23/24, the City has approximately 136,940 AF held in groundwater storage (WSA Table 4-1).[2]

Urban Water Shortage Contingency Analysis (Plan)

The urban water shortage contingency analysis (aka Water Shortage Contingency Plan [WSCP]) prepared for the most recent UWMP is contained within Chapter 8 of Ontario's 2020 UWMP (Appendix A). The WSCP is based on the City's Water Conservation Plan located in Appendix N of the 2020 UWMP and codified in Chapter 8A of the City Municipal Code is an update of the City's Ordinance No. 3027 (adopted September 1, 2015). The WSCP includes stages of action, prohibitions on end uses, penalties and enforcement measures, determination of water shortage reductions, revenue and expenditure impacts, and catastrophic supply interruption.

The 2020 WSCP and Water Conservation Plan are consistent with the stringent emergency conservation regulations mandated by the State Water Resources Control Board in response to statewide drought conditions.[3] The purpose of the ordinance and the Water Conservation Plan are to minimize the potential for a water shortage through the practice of water conservation, and to minimize the effect of a shortage of water supplies on the water customers of the City. In addition, it is the intent of the ordinance and the Water Conservation Plan to adopt provisions that will significantly reduce the inefficient consumption of water, thereby extending the available water resources necessary for domestic, sanitation, and fire protection of the community to the greatest extent possible (Municipal Code Sec. 6-8.21).

The 2020 WSCP and Water Conservation Plan describe the methods to respond to a water supply shortage of more than 50 percent. Six stages of conservation are described (Stages 1-6) with increasing conservation requirements and penalties depending on the

[2] Data from fiscal year ending 23/24 is the most recent data available from the Chino Basin Watermaster.
[3] Per U.S Drought Monitor, the area is in a severe drought as of March 27, 2025.

severity of the shortage (UWMP, p. 8-8). As of October 2025, the City is in the Voluntary Conservation Stage where customers are encouraged to voluntarily conserve water.[4]

Supply Reduction for Specific Water Use Sector

OMUC's 2020 WSCP and Water Conservation Plan establish voluntary and mandatory water conservation requirements which shall take effect upon implementation. During a water shortage crisis, certain mandatory restrictions on water use will be imposed on the public. The voluntary water use prohibitions apply at all times. Stage 1 to 6 prohibitions will be progressively implemented according to the severity of the water crisis (OMUC 2020 UWMP, Appendix N). The restrictions and prohibitions on end users that correspond to Stages 1 to 6 are outlined in Table 8-2 of the City's 2020 UWMP (p. 8-3). OMUC does not have a water supply allocation plan. No single water use sector is identified in the 2020 WSCP or Water Conservation Plan for supply reductions in the event of a water shortage crisis.

Amount of Water That Can Be Reasonably Relied Upon from Specific Supply Project(s)

This requirement of the WV pertains to projected water supplies that the water supplier can reasonably rely on that are not currently available to the public water system. All projected water supplies are currently available to OMUC but may not be fully utilized to date. Descriptions of the supplies available to OMUC are in Section 3 of the attached WSA.

1.5 Substantial Evidence of Verification of Sufficient Water Supply

This WV does not rely on projected water supplies that are not currently available to OMUC. The water supplies that OMUC will continue to rely on are projected to be sufficient to meet current and future needs are described in Section 3 of the attached WSA. Because projected supply sources are currently available to OMUC, supporting information pursuant to Gov. Code section 66473.7 is not provided herein. This would

[4] City of Ontario Drought Updates Website: https://www.ontarioca.gov/ontariowaterwise/droughtupdates

include written contracts or other proof of valid rights to supplies under development, an adopted capital outlay program to finance delivery of supplies under development, permits to construct supply infrastructure for supplies under development, and regulatory approvals for conveyance or delivery of supplies under development. Copies of the rights, contracts, and other entitlements to water supplies available to OMUC are provided in the appendices to the attached WSA.

1.6 Impacts to Agricultural and Industrial Users

Gov. Code section 66473.7 requires this WV to contain a description of reasonably foreseeable impacts of the proposed subdivision on the availability of water resources for agricultural and industrial uses within the water supplier's service area that are not currently receiving water from the water supplier but are utilizing the same sources of water.

Water used by industrial and agricultural users that is not provided to them by OMUC would come from their private wells to access the Chino Groundwater Basin, which OMUC also utilizes. Adverse impacts to such entities because of the Project is not anticipated because the Chino Basin is an adjudicated basin with a court appointed Watermaster who monitors and enforces the provisions of the 1978 Judgment and subsequent orders of the court. As discussed in Section 4 of the attached WSA, the Watermaster develops and implements an Optimum Basin Management Program to sustainably manage the basin for all users.

There is very little agricultural use left in the Old Model Colony, which is mostly built out and consists of existing residential, commercial, and industrial developments. As planned for by the City and discussed in the attached WSA, existing agricultural properties are projected to convert to non-agricultural activities (WSA Figures 6 and 7). Table 3-7 of the attached WSA also forecasts declines in recycled water use by agriculture, reaching zero use by 2040. As of 2020, there are 20 agricultural recycled water irrigation sites in the City (2020 Annual Report to DDW). The proposed subdivision is not anticipated to have adverse impacts on the shared water supply source because

the 2020 UWMP has incorporated planned future declines in agricultural use in the water demand projections, which includes declines in private wells and conversion to OMUC supplies.

In regard to industrial uses, they are the third most common land use type in the City (after Agricultural Multi-Use at 21.2 percent, and Residential at 19.3 percent), making up approximately 5,498 acres or 17.3 percent of the total area (AKM 2020, p. 2-5). The ultimate citywide land use plan on which the current water master plan and UWMP are based (*The Ontario Plan 2010)*, plans for an increase of business parks and industrial uses to cover about 7,818 acres or 24.6 percent at buildout (AKM 2020, p. 2-7). Further, the 2020 UWMP citywide projections in the attached WSA show potable water use by industrial uses increasing from 2,078 AFY in 2020 (WSA Table 2-2) to 3,728 AFY in 2040 (WSA Table 2-3) and industrial use of recycled water is projected to increase from 986 AFY in 2020 to 3,680 AFY in 2045 (WSA Table 3-7). As of 2020, there are three industrial recycled water sites in the City (2020 Annual Report to DDW). The proposed subdivision is not anticipated to have adverse impacts on the shared water supply source because the 2020 UWMP water demand projections have accounted for future increases in potable and recycled water use by industrial uses, in addition to other uses.

For each acre of qualifying agricultural land within the Chino Basin that converts to urban use, the initial Safe Yield of the appropriative pool member serving the converted land is increased by 2 acre-feet. In addition, properties that were on private wells are expected to connect to OMUC infrastructure. Therefore, OMUC's share of the Safe Yield will continue to increase as Ontario Ranch develops, concurrent with a decline in private wells in the Chino Basin, including wells within the Project that will be decommissioned.

1.7 Priority to Proposed Lower Income Housing Projects

Pursuant to Gov. Code section 65589.7, the determinations made by the WV shall be consistent with the obligation of a public water system to grant a priority for the provision of available and future water resources or services to proposed housing developments

that help meet the City's (or County's) share of the regional housing needs allocation (RHNA) for lower income households.

The 2020 UWMP states that the City has considered the demographic factors of severely low-income earners, single-parent families, large families, seniors, people with disabilities, and homeless persons "which can affect the City's water management planning" (p. 3-7). Further, the 2020 UWMP indicates that lower income residential demands are included in water use projections (*ibid,* p. 4-12).

If the Project or a portion thereof helps meet the City's share of the RHNA for lower income households, the City is obligated to grant priority to supply water thereto.

1.8 Verification That Relies on Groundwater

Law

Gov. Code Sec. 66473.7 (h)

> *Where a water supply for a proposed subdivision includes groundwater, the public water system serving the proposed subdivision shall evaluate, based on substantial evidence, the extent to which it or the landowner has the right to extract the additional groundwater needed to supply the proposed subdivision. Nothing in this subdivision is intended to modify state law with regard to groundwater rights.*

Section 4 of the attached WSA describes OMUC's legal right to extract groundwater from the Chino Basin.

1.9 Finding of Sufficient Water Supply

The estimated potable water demand for the proposed Project is 246 AFY and the recycled water demand is 28 AFY for a total water demand of approximately 274 AFY. As depicted in Table 3-2 and Table 3-3 of the attached WSA, the City's current and ultimate total water supply are sufficient to meet the existing and anticipated water

demands from its service area including the proposed Project's potable and recycled water demands. Based on the analysis herein and the attached WSA, OMUC finds that "sufficient water supply" is available to support the projected subdivisions within the Project as they are currently described herein.

References

AKM 2024	AKM Consulting Engineers, *City of Ontario Demand Factor Technical Memorandum (TM)*. December 2024.
AKM 2020	AKM Consulting Engineers, *City of Ontario 2020 Water Master Plan Update.* June 2020. (WSA Appendix B)
Judgment	Judgment, *Chino Basin Municipal Water District v. City of Chino, et al., San Bernardino Ct. No. 164327* (filed Jan. 30, 1978). Includes amendments thereto. (WSA Appendix M)
OMUC	Ontario Municipal Utilities Company. *Personal communication with Alexis, Mascarinas, Associate Engineer.* October 10, 2025
Project	KTGY, Brickstone Companies, Density Study, Overall Site Plan A1-0, March 10, 2025.
UWMP	Stetson Engineers. *City of Ontario 2020 Urban Water Management Plan*. June 2021. (WSA Appendix A)
WSA	Albert A. Webb Associates. *Water Supply Assessment for Planning Area 3 of the Meredith International Centre Specific Plan. Draft* October 2025.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PSPA25-005, AN AMENDMENT TO THE MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN TO ESTABLISH A MIXED-USE OVERLAY DISTRICT (PLANNING AREA 3A) ON 25.38 ACRES OF LAND WITHIN THE PLANNING AREA 3 (URBAN COMMERCIAL) LAND USE DISTRICT, LOCATED AT THE SOUTHWEST CORNER OF ARCHIBALD AVENUE AND INLAND EMPIRE BOULEVARD, AND MAKING FINDINGS IN SUPPORT THEREOF — APNS: 0110-321-74, 0110-321-75, 0110-321-76, 0110-321-29, AND 0110-321-77.

WHEREAS, CITY OF ONTARIO (hereinafter referred to as "Applicant") has filed an Application for the approval of a Specific Plan Amendment, File No. PSPA25-005, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 25.38 acres of land generally located on the southwest corner of Archibald Avenue and Inland Empire Boulevard, within the Urban Commercial land use district of the Meredith International Centre Specific Plan, and is currently vacant; and

WHEREAS, the properties to the north of the Project site are within the Planning Area 4 (Urban Residential) land use district of the Meredith International Centre Specific Plan and are improved with residential development. The properties to the east are within the High Intensity Office (OH) zoning district and are developed with a gasoline station and is currently under construction for a dual hotel (Hyatt Hotel). Additionally, the Project site is bounded by Interstate 10 to the south, and a flood control channel and Planning Area 2 (Urban Commercial) of the Specific Plan to the west; and

WHEREAS, the Project consists of an Amendment to the Meredith International Centre Specific Plan to establish a Mixed-Use Overlay district (Planning Area 3A) on 25.38 acres of land including associated development standards, and modifications to the land use map, land use table, updated exhibits, and text changes to reflect the proposed Overlay; and

WHEREAS, the proposed Mixed-Use Overlay (Planning Area 3A) over the Planning Area 3 (Urban Commercial) land use district that would include up to 1,400 residential units and up to 50,000 square feet of commercial/retail uses. The intent of the Project is to create parameters for future development that are distinguished and high quality, providing opportunities for high-end dining, retail, and resort-style residential living; and

WHEREAS, the amendment will revise several sections of the Meredith International Centre Specific Plan including Section 2 – Development Plan and Section 5 – Development Standards; and

WHEREAS, there is no development plan associated with the proposed Specific Plan Amendment. All future development within the Specific Plan will require a separate review process in compliance with the Ontario Development Code and the Meredith International Centre Specific Plan; and

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

WHEREAS, the Planning Director of the City of Ontario prepared and approved for attachment to the certified Environmental Impact Report, an Addendum to the Certified EIR (hereinafter referred to as "EIR Addendum") in accordance with the requirements of the California Environmental Quality Act of 1970, together with State and local guidelines implementing said Act, all as amended to date (collectively referred to as "CEQA"); and

WHEREAS, the environmental impacts of this project were thoroughly analyzed in the EIR Addendum, which concluded that implementation of the Project could result in a number of significant effects on the environment that were previously analyzed in the Certified EIR, and that the Certified EIR identified mitigation measures that would reduce each of those significant effects to a less-than-significant level; and

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

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

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the City Council the responsibility and authority to review and act on the subject Application; and

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

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and is subject to, and must be consistent with, the policies and criteria set forth in the Ontario International Airport Land Use Compatibility Plan

(hereinafter referred to as "ALUCP"), which applies only to jurisdictions within San Bernardino County, and addresses the noise, safety, airspace protection, and overflight impacts of current and future airport activity; and

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

WHEREAS, on November 25, 2025, the Planning Commission of the City of Ontario conducted a hearing to consider the EIR Addendum and the Project, and concluded said hearing on that date, voting to issue Resolution No. PC25-056, recommending the City Council adopt the EIR Addendum, and voting to issue Resolution No. PC25-057, recommending the City Council approve the Application; and

WHEREAS, as the first action on the Project, on June 16, 2026, the City Council issued a Resolution adopting the EIR Addendum, finding that the proposed Project introduces no new significant environmental impacts and applying all previously adopted mitigation measures to the Project, which were incorporated by reference; and

WHEREAS, on June 16, 2026, the City Council of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date; and

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

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

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

SECTION 2: ***Airport Land Use Compatibility Plan ("ALUCP") Compliance.*** The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan.

(1) On April 19, 2011, the City Council of the City of Ontario approved and adopted the Ontario International Airport Land use Compatibility Plan, establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses

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

SECTION 3: ***Concluding Facts and Reasons.*** Based upon the substantial evidence presented to the City Council during the above-referenced hearing, and upon the specific findings set forth in Sections 1 and 2, above, the City Council hereby concludes as follows:

(1) ***The proposed Specific Plan, or amendment thereto, is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.*** The proposed Specific Plan Amendment is consistent with the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, in that it contributes toward the legislative framework for the implementation of The Ontario Plan, guiding growth and development mixed-use land use district, and achieving optimum results from the City's physical, economic, environmental, and human resources.

(2) ***The proposed Specific Plan, or amendment thereto, would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.*** The proposed standards and guidelines within the Mixed-Use Overlay land use district were established with the intent to safeguard and further the public interest, health, safety, convenience, and general welfare, and to ensure that the purposes of The Ontario Plan and Meredith International Centre Specific Plan are maintained.

(3) ***In the case of an application affecting specific property(ies), the proposed Specific Plan, or amendment thereto, will not adversely affect the harmonious relationship with adjacent properties and land uses.*** The proposed Specific Plan Amendment, and the conditions under which it will be implemented and maintained, is consistent with the Policy Plan component of The Ontario Plan and the design criteria of the Meredith International Centre Specific Plan, and, therefore, will not adversely affect the harmonious relationship with adjacent properties and land uses.

(4) ***In the case of an application affecting specific property(ies), the subject site is physically suitable, including, but not limited to, parcel size, shape, access, and availability of utilities, for the request and anticipated development.*** The proposed Specific Plan Amendment has been thoroughly vetted by City agencies and departments, which have established that the affected properties are physically suitable for the proposed signage in terms of parcel size, shape, access, and availability of utilities.

SECTION 4: ***City Council Action.*** Based upon the findings and conclusions set forth in Sections 1 through 3, above, the City Council hereby APPROVES the herein described amendment to the Meredith International Centre Specific Plan, attached hereto as "Attachment A," subject to each and every condition set forth in the Department reports, and incorporated herein by this reference.

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

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

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

PASSED, APPROVED, AND ADOPTED this 16th day of June 2026.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

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

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. 2026- was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held June 16, 2026, by the following roll call vote, to wit:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

The foregoing is the original of Resolution No. 2026- duly passed and adopted by the Ontario City Council at their regular meeting held June 16, 2026.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

ATTACHMENT A:

File No. PSPA25-005
Amendment to the Meredith International Centre Specific Plan

ATTACHMENT B:

File No. PSPA25-005
Departmental Conditions of Approval

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B. LAND USE PLAN

This Specific Plan specifies three land use districts: Industrial, Urban Commercial, Mixed-Use, and Urban Residential. For planning purposes, the 257.7-acre MEREDITH INTERNATIONAL CENTRE Specific Plan property is divided into six planning areas.

- Planning Area 1 Industrial
- Planning Area 1A Industrial
- Planning Area 2 Urban Commercial
- Planning Area 2A Mixed-Use Overlay
- Planning Area 3 Urban Commercial
- Planning Area 3A Mixed-Use Overlay
- Planning Area 4 Urban Residential
- Planning Area 5 Urban Commercial

Figure 2-1, Land Use Plan, depicts the physical arrangement of land uses on the Specific Plan property. Table 2-1, Land Use Plan Statistical Summary, lists each planning area and their respective land use district, acreage, and development intensity. Buildout intensity of this Specific Plan is shown in the table below.

Use Category	Development Intensity	Planning Area(s)
Industrial	3,007,000 SF	1 and 1A
Urban Commercial	1,143,000 SF	2, 3, and 5
Mixed-Use Overlay	~~925 units / 5,000 SF~~ 2,325 units/55,000 SF	2A and 3A
Urban Residential	800 units	4

Refer to Figure 2-1, Land Use Plan, and Table 2-1, Land Use Plan Statistical Summary, for more detailed

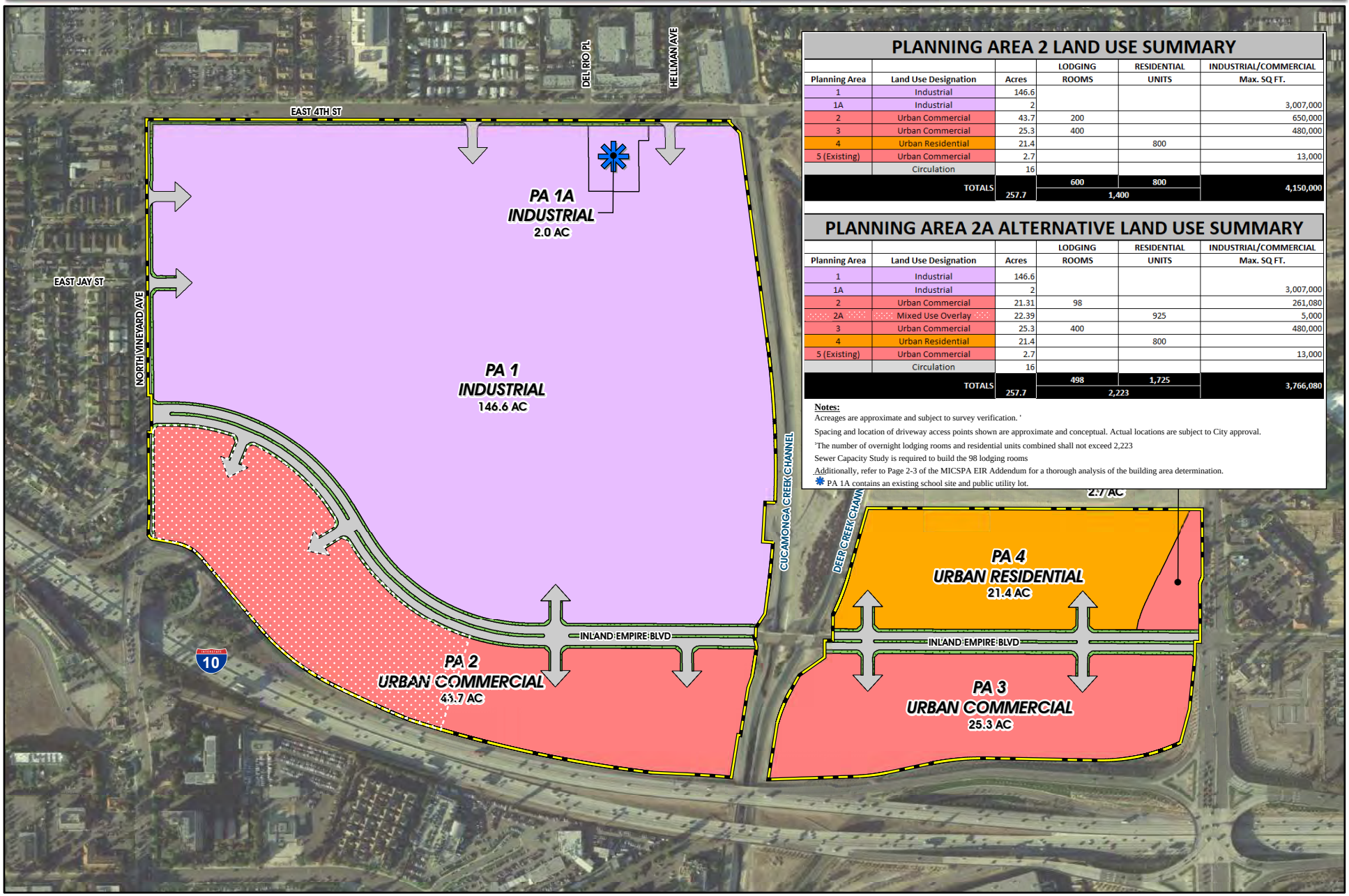
Additionally, refer to Page 2-3 of the *MICSPA EIR Addendum* for a thorough analysis of the building area determination.

Planning Area boundaries were determined by natural and man-made physical divisions formed by drainage channels, roads, and existing development. The Cucamonga Creek Channel and Deer Creek Channel (not a part of the Specific Plan area) divide the Specific Plan property in a north-south direction. The channels create a physical separation between the Industrial land uses in Planning Area 1 and the Urban Residential land uses in Planning Area 4. The channels also divide the two largest Urban Commercial and Mixed-Use Planning Areas (Planning Area 2/2A and Planning Area 3/3A). In a similar manner, the alignment of Inland Empire Boulevard separates the Industrial land uses in Planning Area 1 from the Urban Commercial and Mixed-use land uses in Planning Area 2/2A and separates Planning Area 4 and Planning Area 5 from Planning Area 3/3A.

The boundaries of Planning Area 1A, and Planning Area 5 were determined by uses that were present in those areas at the time Specific Plan Amendment No. 1 was prepared (2015). Planning Area 1A (2.0 acres) was developed with an elementary school and public water utility use and Planning Area 5 (2.7 acres) was developed as a small retail commercial shopping center. The Planning Area 2A Mixed-Use Overlay 22.39 acres was determined by the remainder of the Planning Area 2 Urban Commercial.

EXISTING

MEREDITH INTERNATIONAL CENTRE



PLANNING AREA 2 LAND USE SUMMARY

Planning Area	Land Use Designation	Acres	LODGING ROOMS	RESIDENTIAL UNITS	INDUSTRIAL/COMMERCIAL Max. SQ FT.
1	Industrial	146.6			
1A	Industrial	2			3,007,000
2	Urban Commercial	43.7	200		650,000
3	Urban Commercial	25.3	400		480,000
4	Urban Residential	21.4		800	
5 (Existing)	Urban Commercial	2.7			13,000
	Circulation	16			
TOTALS		257.7	600	800	4,150,000
			1,400		

PLANNING AREA 2A ALTERNATIVE LAND USE SUMMARY

Planning Area	Land Use Designation	Acres	LODGING ROOMS	RESIDENTIAL UNITS	INDUSTRIAL/COMMERCIAL Max. SQ FT.
1	Industrial	146.6			
1A	Industrial	2			3,007,000
2	Urban Commercial	21.31	98		261,080
2A	Mixed Use Overlay	22.39		925	5,000
3	Urban Commercial	25.3	400		480,000
4	Urban Residential	21.4		800	
5 (Existing)	Urban Commercial	2.7			13,000
	Circulation	16			
TOTALS		257.7	498	1,725	3,766,080
			2,223		

Notes:

Acreages are approximate and subject to survey verification. '

Spacing and location of driveway access points shown are approximate and conceptual. Actual locations are subject to City approval.

'The number of overnight lodging rooms and residential units combined shall not exceed 2,223

Sewer Capacity Study is required to build the 98 lodging rooms

Additionally, refer to Page 2-3 of the MICSPA EIR Addendum for a thorough analysis of the building area determination.

* PA 1A contains an existing school site and public utility lot.

0 150 300 600 Feet

FIGURE 2-1

LAND USE PLAN

MEREDITH INTERNATIONAL CENTRE

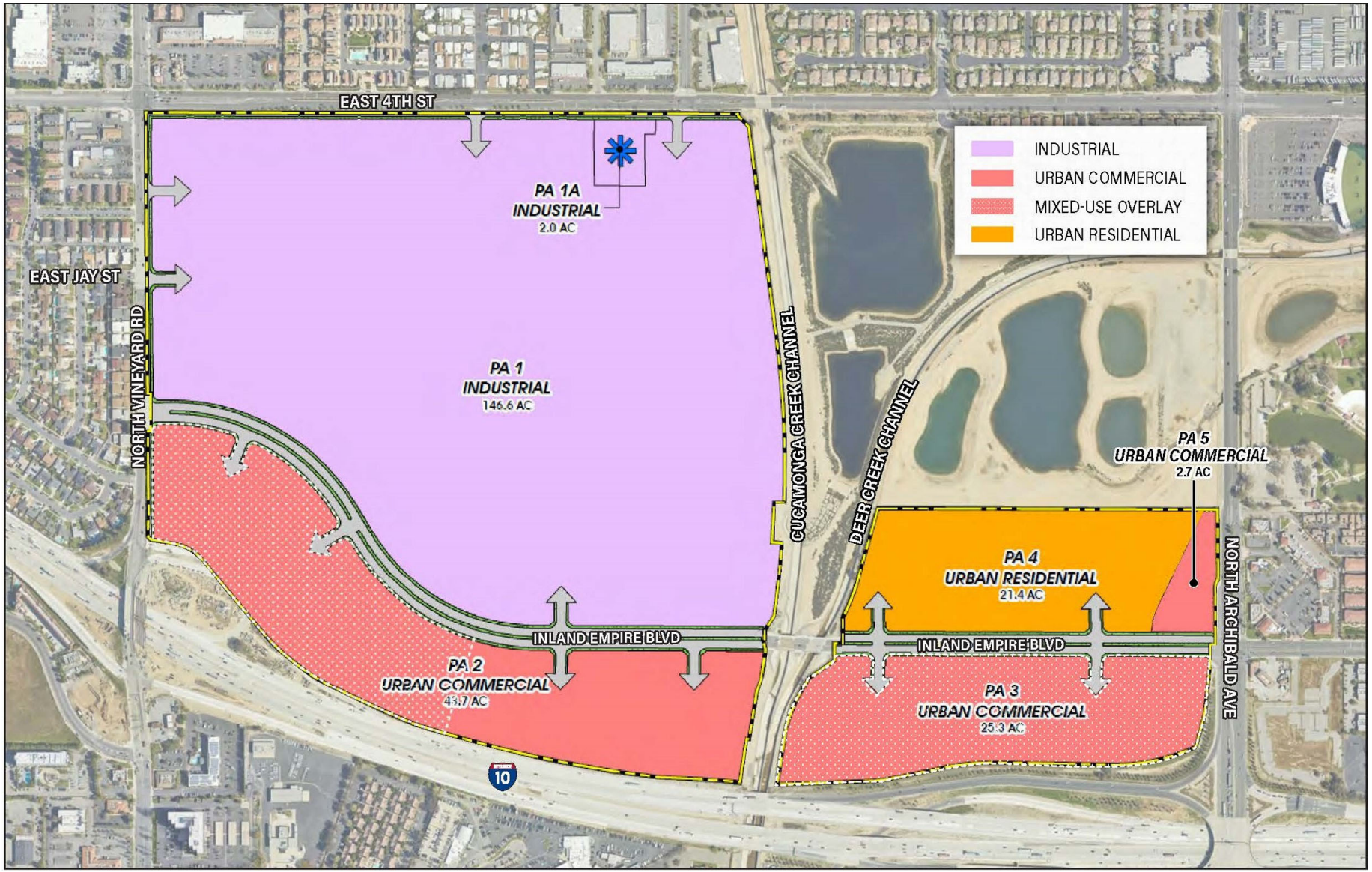


FIGURE 2-1
LAND USE PLAN

Table 2-2 Alternative Land Use Plan Statistical Summary

Planning Area	Land Use	Acreage	Development Intensity		
			Units		
			Overnight Lodging Room	Multi-Family Residential	Non-Residential Square Footage
1	Industrial	146.6			3,007,000
1A	Industrial	2			
2	Urban Commercial	21.3	98 (B) (D) (E)		261,080
2A	Mixed-Use Overlay	22.3		925	5,000 (D)
3	Urban Commercial	25.3			480,000
3A	Mixed-Use Overlay			1,400	50,000
4	Urban Residential	21.4		800	
5	Urban Commercial	2.7			13,000 (A)
	Circulation	16			
TOTALS		257.7	498 (B)	~~1,725~~ 3,125	~~3,766,080~~ 3,816,080
			~~2,223~~ 3,623 (C) (E)		

A – Planning Area 5 was fully constructed at the time Specific Plan Amendment No. 1 was prepared. The building square footage of 13,000 SF is approximate.
B – Overnight lodging rooms are included in the non-residential square footage.
C – Overnight lodging rooms may be swapped for additional multi-family residences in Planning Area 4 at a ratio of 1:1. Alternatively, multi-family residences may be swapped for additional overnight lodging rooms in Planning Areas 2 and/or 3 at a ratio of 1:1. The number of overnight lodging rooms and residential units combined shall not exceed 3,623
D – Additionally, refer to Page 2-3 of the MICSPA EIR Addendum for a thorough analysis of the building area determination
E – Sewer Capacity Study is required to build the 98 lodging rooms.

B.4. Planning Area 3/3A – Urban Commercial/ Mixed Use

VISION



STATISTICS

LAND USE CATEGORY: Urban Commercial / Mixed Use

ACREAGE: 25.3 acres

BUILDING INTENSITY: ~~480,000~~ 530,000 s.f.

Planning Area 3 is comprised of 25.3 acres of land located in the southeastern portion of the Specific Plan property. Planning Area 3/3A is bordered on the north by Inland Empire Boulevard, on the south by Interstate 10, on the west by the Deer Creek Channel, and on the east by North Archibald Avenue. Refer to Figure 2-5, *Planning Area 3/3A*.

Designed to complement the uses of Planning Area 2 also positioned along Interstate 10, Planning Area 3 has good visibility to passing motorists and access to the North Archibald Avenue on- and off- ramps. Planning Area 3 is designed to accommodate Urban Commercial land uses and, in concert with Planning Area 2, form an attractive visual gateway into MEREDITH INTERNATIONAL CENTRE.

Like Planning Area 2, the Urban Commercial and Mixed Use designation of Planning Area 3/3A allows for a range of commercial uses that benefit from adjacency to Interstate 10 and approximately ½-mile distance to the Ontario International Airport. Located closer to MEREDITH INTERNATIONAL CENTRE's Urban Residential area (Planning Area 4), and potential alignment of the Gold Line LRT corridor, Planning Area 3 is afforded a greater opportunity than Planning Area 2 to offer smaller, pedestrian-oriented retail establishments. Four hundred (400) overnight lodging rooms are permitted in Planning Area 3/3A with the intention of serving the surrounding community and region, such as visitors to the nearby Ontario Convention Center and Ontario International Airport. Alternatively, the Mixed Use Overlay will allow for up to 50,000 square feet of commercial/retail uses and up to 1,400 multi-family dwelling units subject to the Land Use Matrix. The Mixed Use Overlay is intended to create parameters for future development that are distinguished and high quality, providing opportunities for high-end dining, retail, and resort-style residential living. The proposed amendment will further support the Specific Plan's objective to create an urban environment where businesses can locate and thrive and where multiple-family housing opportunities are within walking distance to restaurants, goods and services, and to become a regional draw to take advantage of the site location near regional transportation corridors.

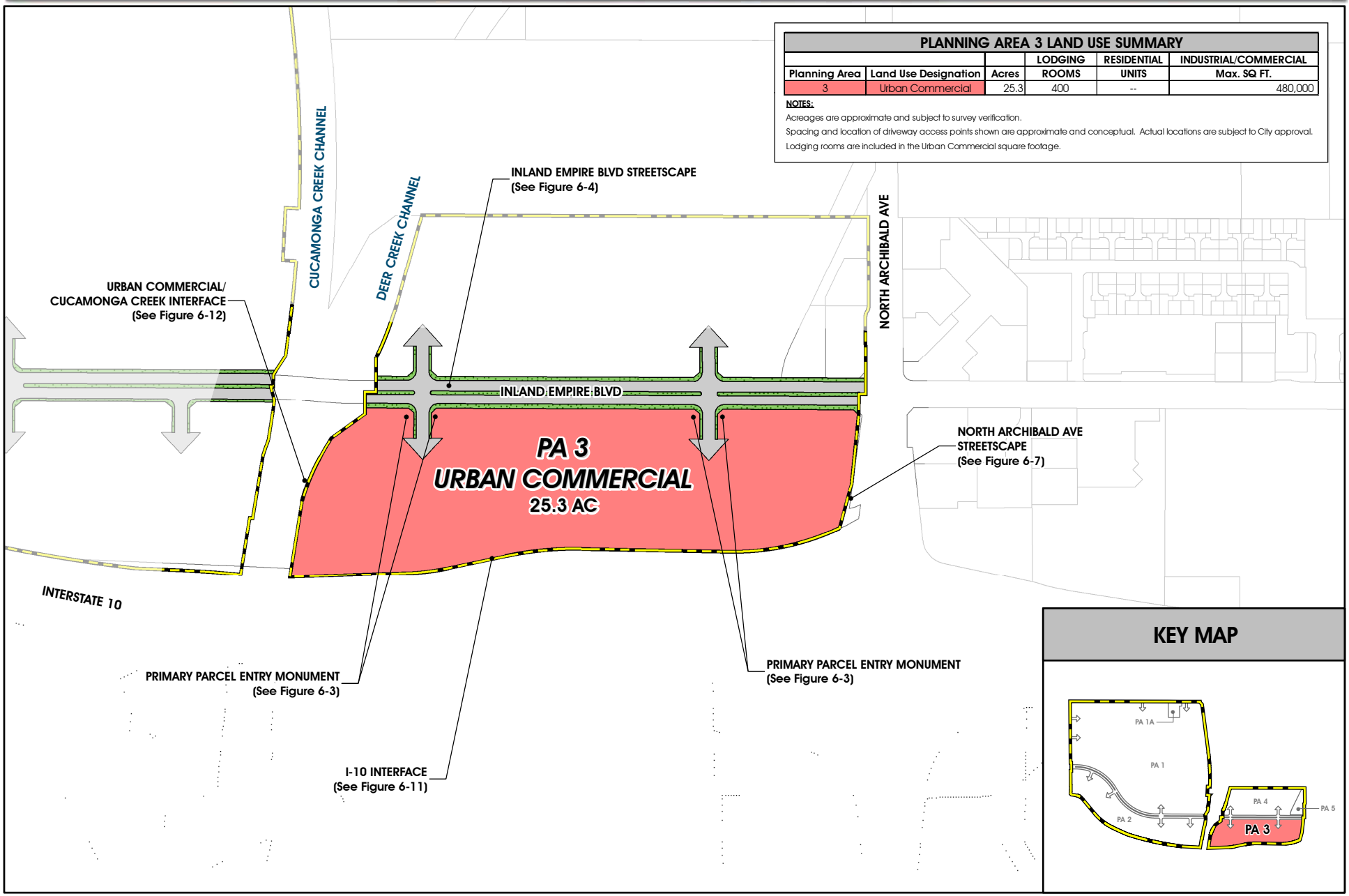
Refer to Section 5, Development Standards, for a list of permitted uses and additional information.

Vehicular access into Planning Area 3/3A is provided via Inland Empire Boulevard. No direct driveway access into the planning area is permitted from North Archibald Avenue.

MEREDITH INTERNATIONAL CENTRE

PLANNING AREA 3 LAND USE SUMMARY					
			LODGING	RESIDENTIAL	INDUSTRIAL/COMMERCIAL
Planning Area	Land Use Designation	Acres	ROOMS	UNITS	Max. SQ FT.
3	Urban Commercial	25.3	400	--	480,000

NOTES:
Acreages are approximate and subject to survey verification.
Spacing and location of driveway access points shown are approximate and conceptual. Actual locations are subject to City approval.
Lodging rooms are included in the Urban Commercial square footage.

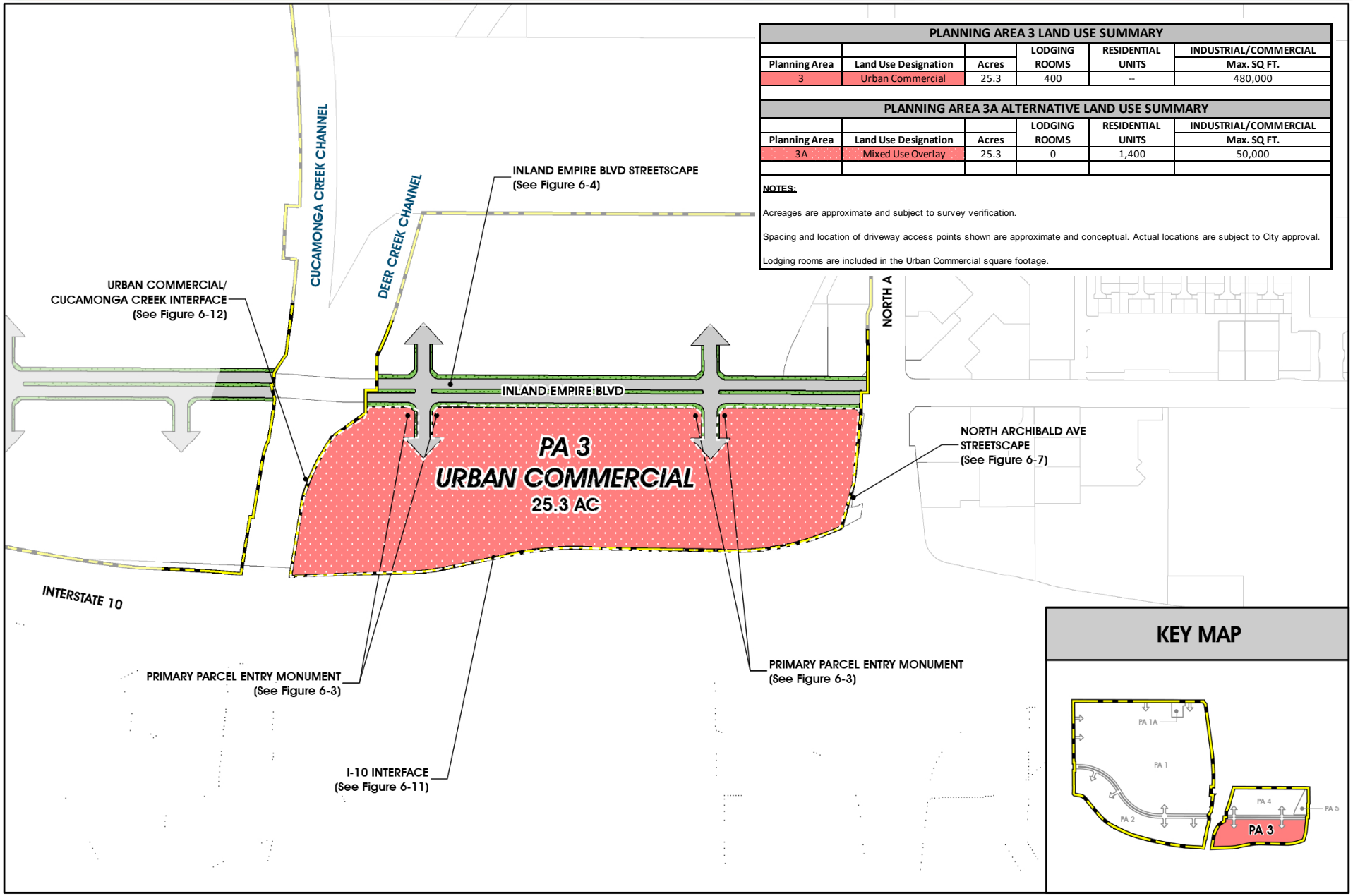


0 125 250 500 Feet

6487

FIGURE 2-5
PLANNING AREA 3

MEREDITH INTERNATIONAL CENTRE



PLANNING AREA 3 LAND USE SUMMARY

Planning Area	Land Use Designation	Acres	LODGING ROOMS	RESIDENTIAL UNITS	INDUSTRIAL/COMMERCIAL Max. SQ FT.
3	Urban Commercial	25.3	400	--	480,000

PLANNING AREA 3A ALTERNATIVE LAND USE SUMMARY

Planning Area	Land Use Designation	Acres	LODGING ROOMS	RESIDENTIAL UNITS	INDUSTRIAL/COMMERCIAL Max. SQ FT.
3A	Mixed Use Overlay	25.3	0	1,400	50,000

NOTES:

Acreages are approximate and subject to survey verification.

Spacing and location of driveway access points shown are approximate and conceptual. Actual locations are subject to City approval.

Lodging rooms are included in the Urban Commercial square footage.

FIGURE 2-5

PLANNING AREA 6488

MEREDITH INTERNATIONAL CENTRE

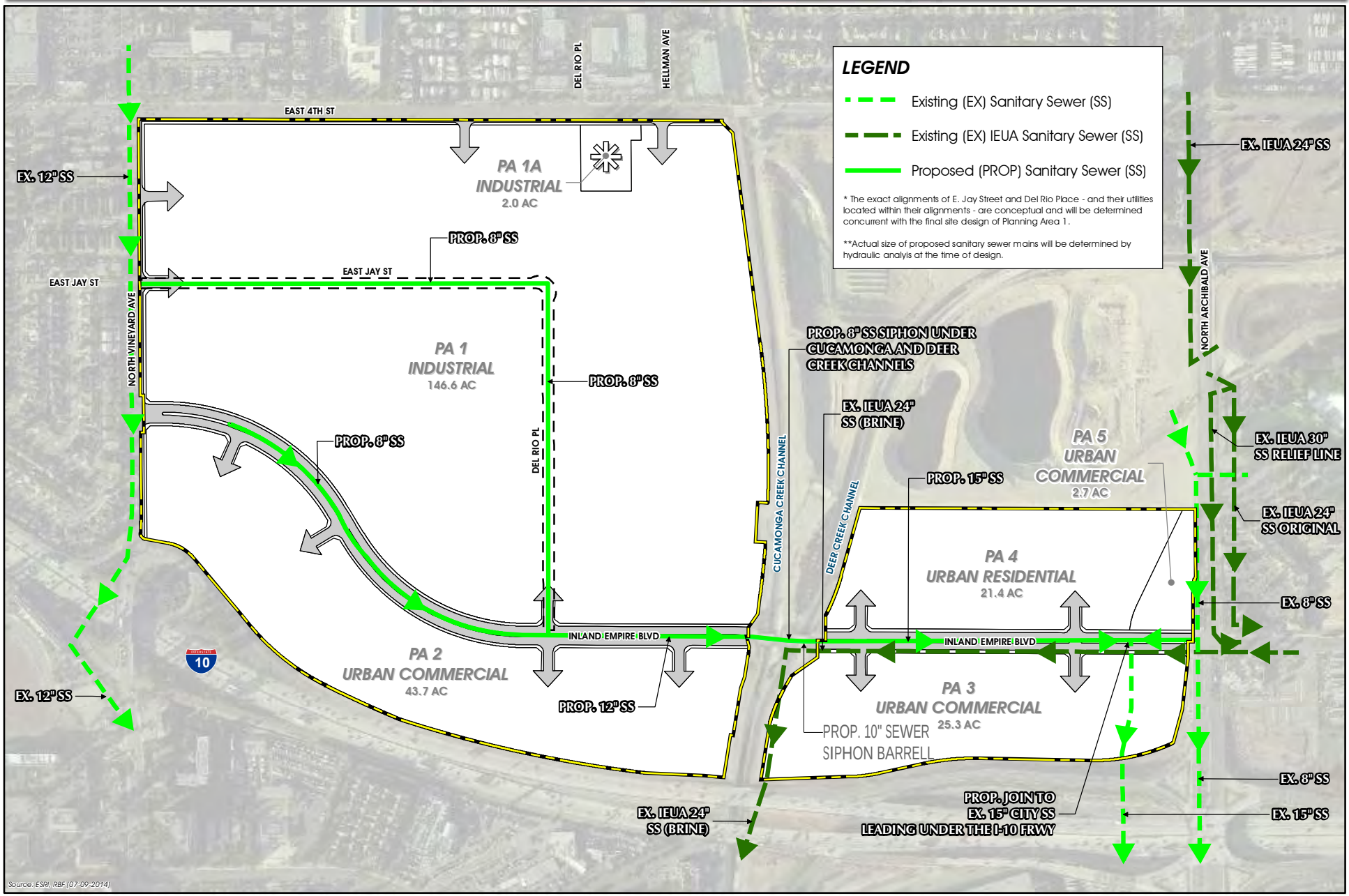
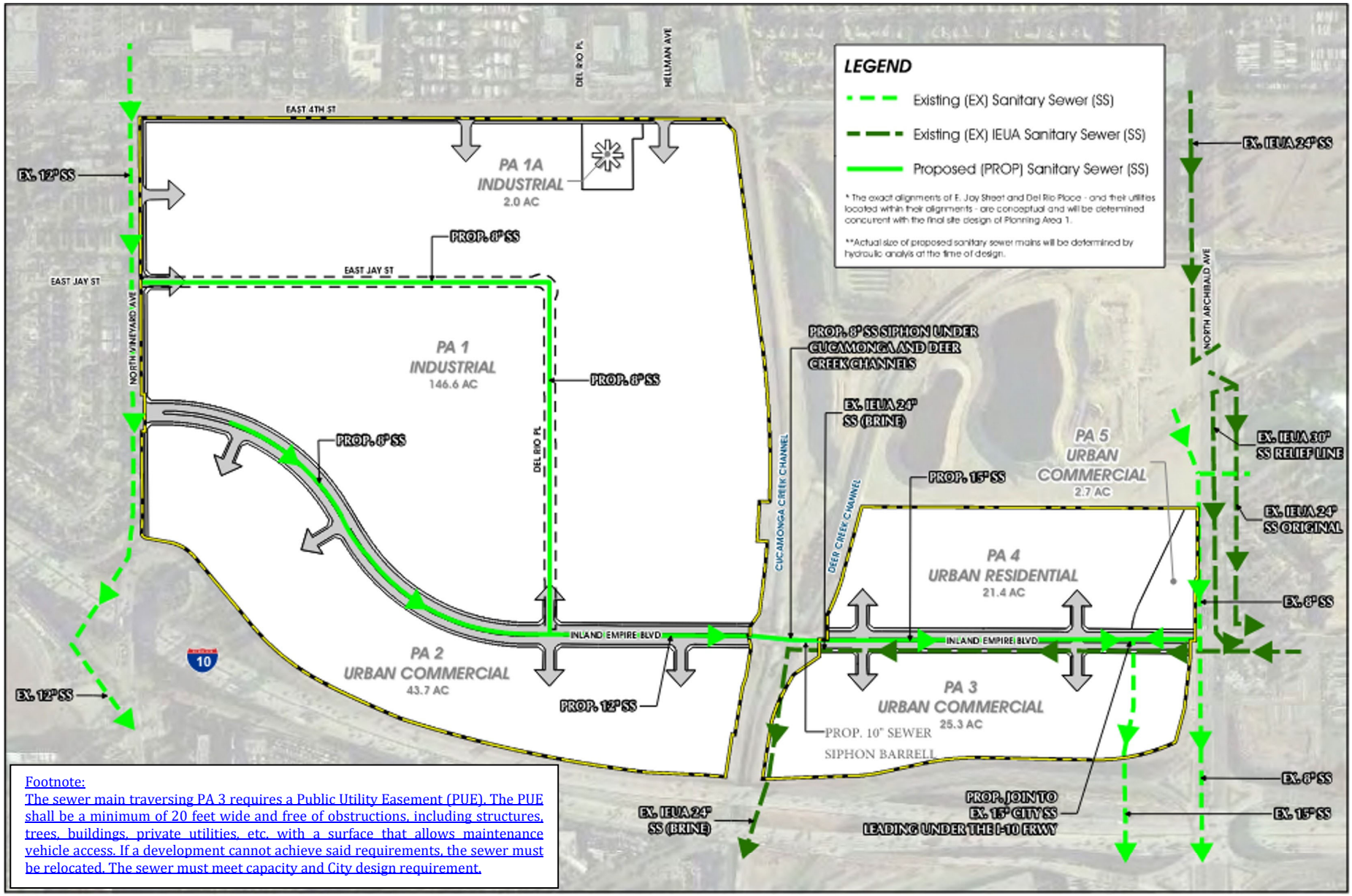


FIGURE 4-3

SANITARY SEWER INFRASTRUCTURE PLAN



Footnote:
The sewer main traversing PA 3 requires a Public Utility Easement (PUE). The PUE shall be a minimum of 20 feet wide and free of obstructions, including structures, trees, buildings, private utilities, etc. with a surface that allows maintenance vehicle access. If a development cannot achieve said requirements, the sewer must be relocated. The sewer must meet capacity and City design requirement.

FIGURE 4-3

SANITARY SEWER INFRASTRUCTURE PLAN

6490

Table 5-1 Land Use Matrix

Use Legend: P: Permitted Use C: Conditional Use A: Ancillary Use --: Prohibited						
Use	Land Use District					Additional Notes
	Industrial	Urban Commercial	MU Overlay PA-2A	MU Overlay PA-3A	Urban Residential	
HIGH-CUBE WAREHOUSE						
Data processing/storage services	P	- -	--	--	--	
Distribution center	P	- -	--	--	--	
Industrial retail sales (sales of goods and/or product either manufactured, warehoused, or wholesaled on-site)	P	- -	--	--	--	Maximum 25% of floor area or 15,000 square feet per building, whichever is less
Management of Companies and Enterprises	P	--	--	--		Including corporate, subsidiary, and regional managing offices
Motor vehicle storage	P	- -	--	--	--	Indoor storage only
Motor vehicle washing, cleaning, and detailing	A	- -	--	--	--	Associated with routine operation of permitted use only
Non-store retailers	P	- -	--	--	--	Includes electronic shopping (e-fulfillment/e- commerce) centers and mail-order houses
Offices	A	- -	--	--	--	
Warehousing and storage (indoor)	P	- -	--	--	--	Including food cold storage
Warehousing and storage (outdoor)	P	- -	--	--	--	
Wholesale trade	P	- -	--	--	--	Within a wholly enclosed building only
INSTITUTIONAL USES						
Public Schools – Grades K through 12	P	- -	--	--	--	Planning Area 1A only
Water systems (water wells, water treatment and filtration facilities)	P	- -	--	--	--	Planning Area 1A only
LIGHT INDUSTRIAL						
Catering establishments	P	-	--	--	--	

Table 5-1 Land Use Matrix

		-				
Charitable distribution facilities (e.g. food banks)	C	- -	--	--	--	
Charitable, philanthropic, service and other non-profit organization offices	A	- -	--	--	--	Associated with charitable distribution facilities only
Computer, home electronics and small home appliance repair	P	--	--	--	--	
Data processing/storage services	P	--	--	--	--	
Distribution center	P	--	--	--	--	
Furniture refinishing	P	--	--	--	--	
Furniture re-upholstery	P	--	--	--	--	

Table 5-1 Land Use Matrix

Use Legend: P: Permitted Use C: Conditional Use A: Ancillary Use --: Prohibited						
Use	**Land Use District**					**Additional Notes**
	Industrial	**Urban Commercial**	**MU Overlay PA-2A**	**MU Overlay PA-3A**	**Urban Residential**	
LIGHT INDUSTRIAL (CONT.)						
General Light Manufacturing	P	--	--	--	--	
Industrial retail sales (sales of goods and/or product either manufactured, warehoused, or wholesaled on-site)	P	--	--	--	--	Maximum 25% of floor area or 15,000 square feet per building, whichever is less
Laundries – commercial	P	--	--	--	--	
Lawnmower and garden equipment repair	P	--	--	--	--	
Management of Companies and Enterprises	P	--	--	--	--	Including corporate, subsidiary, and regional managing offices
Motor vehicle storage	P	--	--	--	--	
Motor vehicle washing, cleaning, and detailing	A	--	--	--	--	Associated with routine operation of permitted use only
Non-store Retailers	P	--	--	--	--	
Offices	P	--	--	--	--	
Printing and related support activities	P	--	--	--	--	
Public/self-storage	P	--	--	--	--	
Research and development services/laboratories	P	--	--	--	--	
Telecommunications Facilities/Cell Tower	P	--	--	--	--	
Warehousing and storage (indoor)	P	--	--	--	--	Including food cold storage
Warehousing and storage (outdoor)	P	--	--	--	--	
Wholesale trade	P	--	--	--	--	Within a wholly enclosed building only
LODGING						
Hotels /~~motels~~	--	P	--	P	--	
MANUFACTURING						
Apparel manufacturing	P	--	--	--	--	
Computer and electronic	P	--	--	--	--	

Table 5-1 Land Use Matrix

products manufacturing						
Electrical equipment, appliance, and component manufacturing	P	--	--	--	--	
Fabricated metal product manufacturing	P	--	--	--	--	
Furniture and related products manufacturing	P	--	--	--	--	Includes, but is not limited to, household and institutional furniture, and kitchen cabinet, office and related products manufacturing

Table 5-1 Land Use Matrix

Use Legend: P: Permitted Use C: Conditional Use A: Ancillary Use --: Prohibited						
Use	**Land Use District**					**Additional Notes**
	Industrial	**Urban Commercial**	**MU Overlay PA-2A**	**MU Overlay PA-3A**	**Urban Residential**	
MANUFACTURING (CONT.)						
Industrial retail sales (sales of goods and/or product either manufactured, warehoused, or wholesaled on-site)	P	--	--	--	--	Maximum 25% of floor area or 15,000 square feet per building, whichever is less
Machinery manufacturing	P	--	--	--	--	
Management of Companies and Enterprises	P	--	--	--	--	Including corporate, subsidiary, and regional managing offices
Medical equipment and supplies manufacturing	P	--	--	--	--	
Offices	P	--	--	--	--	
Wood product manufacturing	P	--	--	--	--	
MOTOR VEHICLE SALES						
Motor vehicle repair and servicing	--	A	--	--	--	Associated with retail sales, leasing, and/or rental lot(s) only
Motor vehicle retail sales, leasing and rental	--	P	--	--	--	Automobiles, light trucks, vans, motorcycles, and recreational vehicles only
Motor vehicle storage	--	A	--	--	--	Indoor/outdoor storage associated with retail sales, leasing, and/or rental lot(s) only
Motor vehicle washing, cleaning, and detailing	--	A	--	--	--	Associated with retail sales, leasing, and/or rental lot(s) only
Offices	--	A	--	--	--	
OFFICE						
Advertising agencies	--	P	--	--	--	
Animal hospitals/veterinarians	--	P	--	--	--	
Banks, credit unions, and other depository institutions	--	P	--	--	--	With and without drive through facilities

Table 5-1 Land Use Matrix

Campaign offices	--	P	--	--	--	
Check cashing	--	P	--	--	--	
Charitable, philanthropic, service and other non-profit organization offices	--	P	--	--	--	
Courier and messenger services	--	P	--	--	--	
Data processing/storage services	--	P	--	--	--	
Doctor/Optometrist	--	P	--	--	--	

Table 5-1 Land Use Matrix

Use Legend: P: Permitted Use C: Conditional Use A: Ancillary Use --: Prohibited						
Use	**Land Use District**					**Additional Notes**
	Industrial	**Urban Commercial**	**MU Overlay PA-2A**	**MU Overlay PA-3A**	**Urban Residential**	
OFFICE (CONT.)						
Government offices	--	P	--	--	--	
Jewelry and watch/clock repair	--	P	--	--	--	
Money transmitting	--	P	--	--	--	
Offices (General)	--	P	--	--	--	
Payday advances	--	C	--	--	--	
Photocopying, printing and duplicating services	--	P	--	--	--	
Public utility office	--	P	--	--	--	
Telecommunications Facilities/Cell Tower	--	P	P	P	--	Subject to the requirements of the City of Ontario Development Code
RESIDENTIAL						
Home occupations	--	- -	P	P	P	Home occupations limited to one employee. Display and sale of goods is prohibited.
Household pets (3 or fewer animals)	--	- -	A	A	A	
Leasing offices	--	- -	A	A	A	
Multiple family dwellings (apartments, condominiums, townhomes)	--	- -	P	P	P	
Recreational facilities (as part of a residential development)	--	- -	P	P	P	
Senior citizen housing	--	- -	C	C	C	
SHOPPING CENTER						
Commercial/Entertainment Services						
Animal hospitals/veterinarians	--	P	--	--	--	
Automobile fueling stations	--	P	--	--	--	Planning Area 5 only
Banks, credit unions, and other depository institutions	--	P	--	--	--	With and without drive through facilities

Table 5-1 Land Use Matrix

Barber shop and beauty/nail salons	--	P	--	--	--	
Check cashing	--	C	--	--	--	
Computer, home electronics and small home appliance repair	--	P	--	--	--	
Courier and messenger services	--	P	--	--	--	
Dry cleaners	--	P	--	--	--	

Table 5-1 Land Use Matrix

Use Legend: P: Permitted Use C: Conditional Use A: Ancillary Use --: Prohibited						
Use	**Land Use District**					**Additional Notes**
	Industrial	**Urban Commercial**	**MU Overlay PA-2A**	**MU Overlay PA-3A**	**Urban Residential**	
SHOPPING CENTER (CONT.)						
Furniture re-upholstery	--	P	--	--	--	
Health club and gymnasium	--	P	--	C	--	Maximum 2,500 SF GFA
Jewelry and watch/clock repair	--	P	--	--	--	
Laundries – self service	--	P	--	--	--	
Locksmith/key shops	--	P	--	--	--	
Massage establishments and services	--	C	--	--	--	
Movie theaters	--	P	--	--	--	
Payday advances	--	C	--	--	--	
Pet grooming	--	P	--	--	--	
Photocopying, printing and duplicating services	--	P	--	--	--	
Photography studios	--	P	--	--	--	
Shoe repair	--	P	--	--	--	
Tailors	--	P	--	--	--	
Eating and Drinking Places						
Alcoholic beverage sales for consumption on the premises	--	C	C	C	--	
Banquet facilities	--	A	--	--	--	
Bars/cocktail lounges	--	C	C	C	--	
Catering establishments	--	P	A	A	--	
Fast food and specialty food restaurants	--	P	P	P	--	With and without drive through facilities
Full service (sit down) restaurants	--	P	P	P	--	Minimum 25,000 SF GFA or greater
Retail Services						
Alcoholic beverage sales for consumption off premises	--	C	A	A	--	Ancillary off premise sales shall be in conjunction with a business that provides on premise alcoholic beverage sales.
Antique stores	--	P	--	--	--	
Art galleries and dealers, and art supply stores	--	P	--	--	--	
Book stores	--	P	--	--	--	

Table 5-1 Land Use Matrix

Use Legend: P: Permitted Use C: Conditional Use A: Ancillary Use --: Prohibited						
Use	Land Use District					Additional Notes
	Industrial	Urban Commercial	MU Overlay PA-2A	MU Overlay PA-3A	Urban Residential	
SHOPPING CENTER (CONT.)						
Certified farmers' markets	--	~~P/~~C	C	C	--	~~Indoor: Permitted Use~~ ~~Outdoor: Conditional Use~~
Cosmetics and beauty supplies stores	--	P	--	--	--	
Convenience stores	--	P	--	--	--	
Clothing stores	--	P	--	--	--	
Electronics and appliance stores	--	P	--	--	--	
Furniture and home furnishing stores	--	P	--	--	--	
Florists	--	P	--	--	--	
Gifts and novelty stores	--	P	--	--	--	
Grocery stores	--	P	--	--	--	
Hobby, toy, and game stores	--	P	--	--	--	
Jewelry stores	--	P	--	--	--	
Luggage and leather goods	--	P	--	--	--	
Music and video stores	--	P	--	--	--	
Office supplies and stationary stores	--	P	--	--	--	
Optical goods	--	P	--	--	--	
Pet and pet supply stores	--	P	--	--	--	
Postal products, supplies, and services	--	P	--	--	--	
Shoe stores	--	P	--	--	--	
Specialty food stores	--	P	P	P	--	Subject to the Planning Director review and approval
Sporting goods stores	--	P	--	--	--	
Tobacco products stores	--	P	--	--	--	Excludes hookah bars, smoking lounges, and similar facilities
Thrift and second hand stores	--	P	--	--	--	
TEMPORARY ACTIVITIES						
Christmas tree sales, sidewalk and parking lot sales, seasonal sales, etc.	P	P	P	P	P	Subject to the temporary use requirements of the City of Ontario Development Code

Urban Commercial Signage Standards

Signage shall conform to the design guidelines contained in Section 6 of this Specific Plan. Signage shall conform to the City of Ontario Development Code, subject to the following additional standards which shall apply exclusively within the Urban Commercial land use district.

(1) ***Freeway Identification Sign.*** Freeway signage will likely be the first introduction to the MEREDITH INTERNATIONAL CENTRE for most visitors. ~~One (1)~~ Two (2) Freeway Identification Sign(s) shall identify the Specific Plan area and key destinations for motorists moving along the I-10 Freeway. The design shall be attractive and complementary to the architectural character of the greater project area. The example illustrative in Figure 5-1 represents a 3-sided, internally illuminated, tenant pylon sign with two full color LED displays.

A location adjacent to the I-10 Freeway (north side) has been identified for the Freeway Identification Sign.

The sign(s) shall be a maximum of 105 feet high and 48 feet wide, and shall contain the MEREDITH INTERNATIONAL CENTRE name as well as the names of major businesses in Planning Areas 1-5. Business names would be incorporated on static panels. The City of Ontario shall also be identified on the sign. Business listed on the sign should have name recognition, which will attract visitors to the Specific Plan area. Such businesses will encourage motorists to exist at either North Vineyard Avenue or North Archibald Avenue. Once in the Specific Plan area, directional signage and signs on individual business will guide motorists to the various destinations.



Figure 5-1

Freeway Identification Sign[2]	
Type, Number (max.), and Location	~~One~~ Two sign(s) for the Specific Plan area adjacent to I-10 Fwy
Area (max.)	Static Signs: 130 s.f. per face LED Displays: 1,344 s.f. per face
Height (max.)	105 ft.[1]
Length (max.)	No sign face shall exceed 48 ft. in any direction
Special Regulations	Comply with the City of Ontario Development Code for Electronic Message Display)

Notes:
1. Subject to the Ontario International Airport Land Use Compatibility Plan.
~~2. Electronic Message Display shall only advertise businesses within the Specific Plan area.~~
2. Sign Plan shall be subject to Planning ~~Commission~~ Director review and approval.

H. Mixed Use Overlay Development Standards – Planning Area 2A

The following standards establish the development criteria that shall apply within the Mixed-use Overlay land use district of this Specific Plan (Planning Area 2A).

MIXED USE OVERLAY DEVELOPMENT STANDARDS		
Subject	Mixed Use Overlay (Proposed)	
Max Density/ Total Unit Count	50 DU/AC- 925 DU	
Max FAR	*1.3	
Setbacks	Vineyard	BLDG: 15' Drive Aisle/Parking: 15'
	Inland Empire Blvd	BLDG: 10' Drive Aisle/Parking: 10'
	Residential Property Setback	BLDG: 15' Drive Aisle/Parking: 5'
	Freeway	BLDG (Front of BLDG facing Freeway): 100' BLDG (Side or Rear of BLDG facing Freeway): 20' **Drive Aisle/Parking: 5'
Allowable Encroachment into Setback	3'	

Minimum Building Separation- Attached structure	Freestanding Structures: Front to Front: 20' Front to Rear: 20' Other: 10'
Parking stall to BLDG Separation	5'
Drive Aisle to BLDG Separation	Front:10' Side/Rear: 5'
Max BLDG Height	70-150'
Private Open Space	Studio: min. 0 SF 1br: min. 40 SF 2-3br: min. 50 SF
Common Open Space	Min: 250 SF/DU
Storage Area	Studio: min. 55 CF 1br: min. 85 CF 2-3br: min. 85 CF
Minimum landscape Coverage	13%
Max Lot Coverage	75%

I. Mixed Use Overlay Development Standards – Planning Area 3A

The following standards establish the development criteria that shall apply within the Mixed-use Overlay land use district of this Specific Plan (Planning Area 3A). The Mixed-use Overlay is intended to create parameters for future development that are distinguished and high quality, providing opportunities for high-end dining, retail, and resort-style residential living and will take precedence over the Urban Commercial land use district for future developments. All proposals within the Mixed-use Overlay land use district of this Specific Plan (Planning Area 3A) shall require Planning Director review and approval prior to submittal for any future development.

Min - Max Density / Total Unit Count	25 - 55 du/ac – 635 - 1400 units	
Max FAR	1.0 FAR	
Setbacks	*Archibald Ave.*	Bldg.: 20'
		Drive Aisle/Parking: 5'
	Inland Empire Blvd.	Bldg.: 7-10' (Residential); Bldg.: 0-10' (Non-residential)
	Interior Street	Bldg.: 15' (measured from Bldg. face to back of sidewalk)
		Drive Aisle/Parking: 5'
	Freeway/Freeway On-Ramp	Bldg.: 30' (measured from P/L)
Allowable Encroachment into Setback	3'	
Min. Building Separation (Attached Structure)	Freestanding Structures	
	Front to Front: 20'	
	Front to Rear: 30'	
	Other: 10'	
Parking Stall to Building Separation	5'	
Drive Aisle to Building Separation	Front: 10'; Side/Rear: 5' (measured from back of sidewalk)	
Max. Building Height	70-150'	
Private Open Space	Studio: min 0 SF; 1 br: min. 40 SF; 2-3 br 50 SF	
Common Open Space	Min: 150 SF/DU	
Storage Area*	Studio: min 55 CF; 1 br: min. 70 CF; 2-3 br 85 CF	
Min. Landscape Coverage	13%	
Max. Lot Coverage	75%	

Parking Requirements	Residential: Studio and 1- Bedroom: 1 space per unit 2-Bedrooms and Above: 2 spaces per unit Greater than 100 dwelling units – 1 space per 6 dwelling units for guest/visitor parking
	Commercial: 4 spaces per 1,000 SF (0.004/SF) of GFA

* Adequate lockable private storage space shall be provided within a garage or storage building, or a space directly accessible from the dwelling. Exterior closets accessed from patios or balconies may be used if screened from public view.

LAND DEVELOPMENT DIVISION CONDITIONS OF APPROVAL

CITY OF ONTARIO PLANNING DEPARTMENT

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

Date Prepared: 11/7/2025

File No: PSPA25-005

Project Description: An Amendment to the Meredith International Centre Specific Plan to establish a Mixed-Use Overlay district (Planning Area 3A) on 25.38 acres of land within the Planning Area 3 (Urban Commercial) land use district, located at the southwest corner of Archibald Avenue and Inland Empire Boulevard. (APNs: 0110-321-74, 0110-321-75, 0110-321-76, 0110-321-29, and 0110-321-77) **City Initiated.**

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

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

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

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

2.1 Specific Plan Amendment. Within 30 days following City Council approval of the Specific Plan Amendment, staff shall post the final, approved Specific Plan on the City's website.

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

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

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

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

2.3 Environmental Requirements.

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

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

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

2.5 Additional Fees.

(a) Within 5 days following final application approval, the Notice of Determination ("NOD") filing fee shall be provided to the Planning Department. The fee shall be paid by check, made payable to the "Clerk of the Board of Supervisors", which shall be forwarded to the San Bernardino County Clerk of the Board of Supervisors, along with all applicable environmental forms/notices, pursuant to the requirements of the California Environmental Quality Act ("CEQA"). Failure to provide said fee within the time specified will result in the extension of the statute of limitations for the filing of a CEQA lawsuit from 30 days to 180 days.

2.6 Additional Requirements.

(a) Future development projects shall be subject to Tribal conditions set forth with the Gabrieleno Band of Mission Indians – Kizh Nation and Yuhaaviatam of San Manuel Nation tribes.

CITY OF ONTARIO *Agenda Report* **June 16, 2026**	**SECTION:** **ADMINISTRATIVE REPORTS/DISCUSSION/ACTION**
Department: Records Management Prepared By: Claudia Y Isbell Staff Member Presenting: Claudia Y. Isbell, Assistant City Clerk Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 23

SUBJECT: TECHNOLOGICAL DISRUPTION POLICY

RECOMMENDATION: That the City Council adopt a policy addressing technological disruption at Council meetings, in compliance with Senate Bill 707.

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

FISCAL IMPACT: This policy does not have a direct fiscal impact.

BACKGROUND & ANALYSIS: The Ralph M. Brown Act imposes open meeting requirements on local legislative bodies. In 2025, the Legislature adopted Senate Bill 707, which reorganizes, clarifies, and updates various Brown Act provisions, including those governing teleconferencing, remote public participation, and meeting procedures.

A key aspect of SB 707 is that eligible legislative bodies are required, on or before July 1, 2026, to adopt a policy governing disruption of telephonic and internet service for remote participants.

SB 707 sets specific requirements that must be contained within that policy. It must contain procedures for recessing and reconvening a meeting in the event of disruption. It must also specify the efforts that the eligible legislative body shall make to attempt to restore the service for persons participating remotely in the meeting. The proposed Technological Disruption Policy establishes procedures for responding to interruptions in remote meeting access, including temporary recess procedures, restoration efforts, reconvening requirements, and documentation standards. Adoption of the policy ensures the City remains compliant with State law while preserving transparency and public participation during public meetings.

The proposed Technological Disruption Policy establishes procedures consistent with Government Code Section 54953.4. The policy provides a framework for maintaining public transparency while allowing meetings to continue in situations where technological interruptions occur despite good faith restoration efforts.

CITY OF ONTARIO:
TECHNOLOGICAL DISRUPTION POLICY

1. Background

1.1. Senate Bill 707 (2025) amended the Brown Act to require eligible legislative bodies to adopt, on or before July 1, 2026, a policy addressing how the agency will respond to disruptions in telephonic or internet service that prevent members of the public from participating remotely.

2.1. This policy establishes procedures for responding to a disruption in the telephonic or internet services that provide two-way remote public access to meetings of the City Council of the City of Ontario, as required by the Brown Act (Government Code section 54953.4). The policy ensures transparency, public participation, and the continuation of meetings during technological disruptions.

3. Definitions

3.1. "Service Disruption" means any failure, outage, or other interruption to the City's remote access services that prevents members of the public from participating in a City Council meeting through the remote access service.

3.2. "Disrupting" means engaging in behavior during a meeting of the City Council that actually disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting and includes, but is not limited to one of the following:

3.3. A failure to comply with reasonable and lawful regulations adopted by the City Council of the City of Ontario

3.4. Engaging in behavior that constitutes use of force or a true threat of force.

3.5. "Remote access services" means the two-way telephonic service and/or two-way audiovisual platform used to provide real-time remote public attendance and observation of meetings.

3.6. "Two-way audiovisual platform" means an online platform that provides participants with the ability to participate in a meeting via both an interactive video conference and a two-way telephonic service.

3.7. "Two-way telephonic service" means a telephone service that does not require internet access and allows participants to dial a telephone number to listen and verbally participate.

3.8. "True threat of force" means a threat that has sufficient indicia of intent and seriousness, that a reasonable observer would perceive it to be an actual threat to use force by the person making the threat.

4. Applicability

4.1. This policy applies to all open and public meetings of the City Council at which remote public participation is required under the Brown Act. Consistent with the Brown Act, this policy shall not apply to the following meetings:

4.1.1. Meetings held to attend a judicial or administrative proceeding to which the City is a party.

4.1.2. Meetings held to inspect real or personal property provided that the topic of the meeting is limited to items directly related to the real or personal property.

4.1.3. Meetings held to meet with elected or appointed officials of the United States or the State of California, solely to discuss a legislative or regulatory issue affecting the City and over which the federal or state officials have jurisdiction.

4.1.4. Meetings held to meet in or nearby a facility owned by the City, provided that the topic of the meeting is limited to items directly related to the facility.

4.1.5. Meetings held in an emergency situation pursuant to Government Code section 54956.5.

5. **Remote Public Access Generally**

5.1. When remote public access is required under the Brown Act, the City Council shall provide members of the public with an opportunity to attend and participate in the meeting using a two-way audiovisual platform or a two-way telephonic service, provided that adequate telephonic or internet service is operational at the meeting location.

5.2. If adequate telephonic or internet service is not operational at the meeting location, the City Council shall not be required to provide remote access. If adequate telephonic or internet service is operational for only a portion of the meeting, the City Council shall provide remote access during that portion of the meeting.

5.3. If a two-way audiovisual platform is used, the City Council shall:

5.3.1. Publicly post and provide a call-in option as well; and

5.3.2. Activate any automatic captioning function that is available in the audiovisual platform.

5.4. If a two-way audiovisual platform is not provided, the City Council shall provide a two-way telephonic service.

5.5. Members of the public participating remotely shall be provided the same opportunity to provide public comment as members of the public attending in person, including the same time allotment.

6. **Response to Service Disruption**

6.1. If the Mayor or City Clerk becomes aware of a service disruption:

6.1.1. The Mayor or City Clerk shall immediately announce the service disruption to the public.

6.1.2. The Mayor shall call for a recess of the open session and may convene the legislative body in an authorized closed session, consistent with the Brown Act.

6.1.3. The recess shall last for one hour or until service is restored, whichever is earlier.

6.1.4. During the recess, City of Ontario staff shall make a good faith effort to diagnose and restore the disrupted service, which may include:

- Troubleshooting teleconferencing software;
- Restarting audiovisual systems;
- Restoring livestream services;
- Re-establishing internet connectivity;
- Restoring captioning services;
- Switching to backup equipment or platforms;
- Contacting vendors or support providers; or
- Utilizing backup internet connectivity.

7. **Reconvening the Open Session**

7.1. After the expiration of the hour, if service has not been restored, the City Clerk shall document and report on the status of staff's efforts to restore remote access services, and the City Council may reconvene to:

7.1.1. Adjourn the meeting;

7.1.2. Extend the recess to allow staff more time to make a good faith effort to restore remote access services; or

7.1.3. Continue the open session portion of the meeting by adopting, by roll call vote, the following or a substantially similar finding:

"The City of Ontario has made good faith efforts to restore telephonic or internet service in accordance with its adopted policy, and the public interest in continuing the meeting outweighs the public interest in remote public access."

7.1.4. Upon adoption of the finding, the City Council may continue the open session portion of the meeting despite the fact that remote access services have not been restored.

8. **Recordkeeping**

8.1. The City Clerk shall enter a brief statement into the meeting minutes, including:

8.1.1. The nature and time of the service disruption;

8.1.2. The time the meeting was reconvened (if applicable);

8.1.3. Any finding adopted pursuant to Section 7 of this policy

8.2. This documentation should be retained in accordance with the City's record retention policies.

9. **Response to Members of the Public Disrupting a Meeting**

9.1. If the Mayor or City Clerk becomes aware of a member of the public who is attending the meeting through remote access services and is disrupting the meeting or otherwise preventing other members of the public from attending or observing the meeting remotely or in-person:

9.1.1. The Mayor or City Clerk shall warn the person who is participating through remote access services that he or she is disrupting the meeting and his or her failure to cease that behavior may result in his or her removal.

9.1.2. If the person to whom the Mayor gave the above warning persists in disrupting the meeting, the Mayor shall order staff to:

- Mute or otherwise limit the individual's ability to disrupt the meeting, while allowing the individual to continue to observe and attend the meeting; or
- Remove the individual from the meeting if paragraph (a) does not address the disrupting behavior or is not available using the remote access service.

10. **Review and Updates**

This policy may be amended by the City Council at a noticed public meeting in open session and may not be placed on the consent calendar.